

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 live-streamed, audio-visually recorded and published to Council’s website.

CLARENCE CITY COUNCIL (PLANNING AUTHORITY) MEETING

MONDAY 8 NOVEMBER 2021

TABLE OF CONTENTS

ITEM	SUBJECT	PAGE
1.	APOLOGIES.....	3
2.	DECLARATIONS OF INTERESTS OF ALDERMAN OR CLOSE ASSOCIATE.....	3
3.	REPORTS OF OFFICERS.....	3
3.1	DEVELOPMENT APPLICATION PDPLANPMTD-2020/011070 – 30 KANGAROO BAY DRIVE, ROSNY PARK, 7 PEMBROKE PLACE, 92, 94, 96 AND 98 CAMBRIDGE ROAD, BELLERIVE - DEMOLITION, 86 MULTIPLE DWELLINGS, SHOPS, FOOD SERVICES AND MUSEUM.....	4

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

COUNCIL MEETINGS, NOT INCLUDING CLOSED MEETING, ARE LIVE-STREAMED, AUDIO-VISUALLY RECORDED AND PUBLISHED TO COUNCIL’S WEBSITE

1. APOLOGIES

Nil

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 Monday prior to the Meeting

3.1 DEVELOPMENT APPLICATION PDPLANPMTD-2020/011070 – 30 KANGAROO BAY DRIVE, ROSNY PARK, 7 PEMBROKE PLACE, 92, 94, 96 AND 98 CAMBRIDGE ROAD, BELLERIVE - DEMOLITION, 86 MULTIPLE DWELLINGS, SHOPS, FOOD SERVICES AND MUSEUM

EXECUTIVE SUMMARY

PURPOSE

The purpose of this report is to consider the application made for Demolition, 86 Multiple Dwellings, Shops, Food Services and Museum at 30 Kangaroo Bay Drive, Rosny Park, 7 Pembroke Place, 92, 94, 96 & 98 Cambridge Road, Bellerive.

RELATION TO PLANNING PROVISIONS

The land is zoned Particular Purpose Zone 4 - Kangaroo Bay and Inner Residential. It is subject to the Potentially Contaminated Land, Road and Railway Assets, 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 10 November 2021.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 37 representations (one outside the three week period provided to make representations) were received raising the following issues:

- traffic and parking;
- scale, massing, and density (overdevelopment);
- loss of amenity;
- loss of public land/lack of open space;
- alternative uses;
- construction;
- consultation and notification;
- support;
- disability access and fire safety;
- mechanical services;
- garbage collection;
- fencing;
- noise;
- bicycle spaces;
- footpath along Cambridge Road; and
- does not comply with Inundation, Waterway and Coastal Protection, and Stormwater Codes.

RECOMMENDATION:

- A. That the Development Application for Demolition, 86 Multiple Dwellings, Shops, Food Services and Museum at 30 Kangaroo Bay Drive, Rosny Park, 7 Pembroke Place, 92, 94, 96 and 98 Cambridge Road, Bellerive (Cl Ref PDPLANPMTD-2020/011070) be approved subject to the following conditions and advice.
1. GEN AP1 – ENDORSED PLANS.
 2. The Shops approved by this permit must be predominately tourism related or for servicing maritime activities.
 3. Hours of operation for uses located within the Particular Purpose Zone 4 - Kangaroo Bay 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.
 4. Noise emissions for uses located within the Particular Purpose Zone 4 - Kangaroo Bay measured at the boundary of a residential zone 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) (LAm_{ax}) 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.
 5. External amplified loudspeakers or music for non-residential uses located within the Particular Purpose Zone 4 - Kangaroo Bay must not be used within 50m of a residential zone.
 6. External lighting for non-residential uses within 50m of a residential zone outside the site 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 they do not cause emission of light outside the zone.
 7. Commercial vehicle movements, (including load and unloading and garbage removal) to or from for uses located within the Particular Purpose Zone 4 - Kangaroo Bay that are 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;
 - (c) 10.00am to 12.00 noon Sundays and Public Holidays.

8. GEN C1 – ON-SITE CAR PARKING insert [249] delete final sentence and insert [The basement car parks must be clearly marked and management set in place to ensure the availability of 140 spaces for residential units (to include a minimum allocation of one space assigned to each 1 and 2-bedroom unit, two spaces assigned to each 3-bedroom unit and 22 visitor parking spaces) and 109 spaces for the approved Shops, Food Services and Museum uses.]
9. The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 “Design of Parking Modules, Circulation Roadways and Ramps” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 “Headroom” of the same Standard.
10. The number of on-site motorcycle parking spaces provided must be at a rate of one space to each 20 car parking spaces after the first 19 car parking spaces. The design of motorcycle parking areas must be located, designed and constructed to comply with section 2.4.7 “Provision for Motorcycles” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and be located within 30m of the main entrance to the building.
11. Parking and vehicle circulation roadways and pedestrian paths must be provided with lighting in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.
12. The design of bicycle parking spaces must be provided in accordance with the requirements of Table E6.2 of the Scheme; be located within 30m of the main entrance to the building; and 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. Shower and change room facilities must be provided for the commercial uses.
13. GEN S1 – SIGN CONSENT.
14. Prior to the issue of a Building Permit for the construction of the dwellings, a Remediation and Sampling Plan in accordance with the recommendations of the Preliminary Site Investigation, (GHD October 2020) must be submitted to the satisfaction of Council’s Senior Environmental Health Officer.
15. Prior to the issue of a Building Permit for the construction of the dwellings, an Environmental Construction Management Plan in accordance with the recommendations of the Preliminary Site Investigation, (GHD October 2020) must be submitted to the satisfaction of Council’s Senior Environmental Health Officer.

16. A contribution to public art at a ratio of 1% of the cost of the development, up to a maximum of \$20,000 must be made prior to the commencement of the use. The 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.
17. All separate titles of the subject land must be consolidated into one title or strata titled prior to the commencement of the uses.
18. Prior to the issue of a building permit, a plan for the management of construction of the site must be submitted and approved by Council's Group Manager Engineering Services. The plan must outline the proposed construction practices for the site in relation to:
 - proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken on-site);
 - 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;
 - control of dust and emissions during working hours;
 - construction parking;
 - construction fencing;
 - proposed screening of the site and vehicular access points during work;
 - procedures for washing down vehicles, to prevent soil and debris being carried along surrounding streets;
 - traffic/pedestrian management.
19. ENG M5 – EROSION CONTROL.
20. ENG A5 – SEALED CAR PARKING.
21. ENG A7 – REDUNDANT CROSSOVER.
22. ENG M1 –DESIGNS DA [access way construction and provision of a 3m wide footpath to the existing kerb edge of Cambridge Road].
23. ENG M3 – GARBAGE FACILITIES.
24. ENG M8 – EASEMENTS.
25. ENG S1 – INFRASTRUCTURE REPAIR.
26. ENG S3A – WATER SENSITIVE URBAN DESIGN PRINCIPLES – PART 5.
27. LAND 1A – LANDSCAPE PLAN.
28. LAND 3 – LANDSCAPE BOND (COMMERCIAL).

29. The development must meet all required Conditions of Approval specified by TasWater notice dated 18 August 2020 (TWDA 2020/01136-CCC).
- 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.

ASSOCIATED REPORT

1. BACKGROUND

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.

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.

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.

Scheme amendments critical to implementing the Masterplan were approved by the Tasmanian Planning Commission in 2011, following further public consultation (statutory and non-statutory). The 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.

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 has since been completed and are now operational.

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.

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 two parcels: the “Boulevard” site (13400m²) and the “Wharf” site (8900m²).

Following this tender process Hunter Developments was appointed as the preferred developer in May 2018. Hunter Developments notes they met with adjacent property owners in October 2019, prior to holding public consultation sessions at the Rosny Library. Hunter Developments also notes that in June 2020 they publicly notified design changes through various media and again met with adjacent property owners.

Hunter Developments lodged their Development Application with council on 30 July 2020 and subsequently received landowner consent by the General Manager to make the development application.

2. STATUTORY IMPLICATIONS

- 2.1.** The land is zoned Particular Purpose Zone 4 - Kangaroo Bay and Inner Residential under the Scheme.
- 2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme and Food Service, General Retail and Hire, and Residential are Discretionary uses in the Particular Purpose Zone 4 - Kangaroo Bay.

2.3. The relevant parts of the Planning Scheme are:

- Section 7.5 – Compliance with Applicable Standards;
- Section 8.10 – Determining Applications;
- Section 9.4 – Demolition;
- Section 10 – Particular Purpose Zone 4 - Kangaroo Bay and Inner Residential Zones; and
- Section E6.0 – Potentially Contaminated Land, Road and Railway Assets, Parking and Access, Stormwater Management, and Public Art Codes.

2.4. Council's assessment of this proposal should also consider the issues raised in any 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 comprised of 30 Kangaroo Bay Drive, Rosny Hill, 7 Pembroke Place, 92, 94, 96 and 98 Cambridge Road, Bellerive and has a total area of 1.331 Ha.

Numbers 94, 96 and 98 Cambridge Road contain single dwellings. Number 92 Cambridge Road is vacant. These properties all front Cambridge Road with a gentle westerly fall of about 2-3m towards the bay. The lots are zoned Inner Residential.

Nos. 30 Kangaroo Bay Drive and 7 Pembroke Place were created by subdivision SD-2013/32 and are vacant with no structures present. No. 7 Pembroke Place is an internal lot with an access handle to Pembroke Place and a westerly fall of 8m towards the bay. No. 30 Kangaroo Bay Drive is characterised by a large frontage to Kangaroo Bay Drive at an elevation of approximately 3m AHD.

The topography is generally flat with a steep escarpment, rising to about 8m AHD along its eastern boundary (with 7 Pembroke Place). There are a few isolated trees but otherwise there is no significant vegetation present. The land was the site of sidings of the former Bellerive to Sorell Railway (between 1892 and 1926) and may contain contamination associated with the function of this activity.

These properties are zoned Particular Purpose Zone 4 - Kangaroo Bay and are located within Area D – Boulevard.

3.2. The Proposal

The proposal is presented in the plans at Attachment 2 and includes:

- demolition of three existing houses fronting Cambridge Road;
- 86 Multiple dwellings including 12 x1 bedroom, 30 x 2 bedroom, 23 x3 bedroom apartments (being above ground Multiple dwellings) and 21 x2/3 bedroom townhouses (being 2 storey Multiple dwellings accessed at ground level);
- 249 car parking spaces (145 on the upper ground level for residents and visitors and 104 on the lower ground floor for the commercial tenancies and public use); and
- 1277m² of general Retail and Hire, Food Services and Community Meeting and Entertainment in 10 tenancies on the ground floor of the buildings fronting Kangaroo Bay Drive.

The proposal is further described in supporting documentation supplied by the applicant which includes Architectural Drawings, Planning Report, Traffic Impact Assessment (TIA), Site Servicing Report, Civil Drawings. Landscape Drawings and a Site Contamination Report.

The form of the development comprises two levels of basement car parking accessed from Pembroke Place with egress only onto Alma Street.

Kangaroo Bay Drive Frontage

The 10 non-residential tenancies are all located at-grade facing Kangaroo Bay Drive with large, landscaped forecourts adjacent to the road reserve. Above these tenancies are three x3 storey groups of residential apartments (described as Apartment Buildings A, B and C) which are 4 storey in total height above Kangaroo Bay Drive.

Middle Section

The middle part of the site (roughly covering what is now 7 Pembroke Place) contains 2 groupings of x3 storey residential apartments (described as Apartment Buildings D and E) which are located directly behind those fronting Kangaroo Bay Drive. Directly behind Building E is a row of 9 x2 storey townhouses (described as Townhouses Building F).

Cambridge Road Frontage

Fronting Cambridge Road are three groupings of 4 x2 storey townhouses (described as Townhouse Buildings G, H and I).

The groupings of apartment and townhouse buildings are intended to create views to the bay through the site. These spaces are landscaped and provide direct access through the site from Cambridge Road to Kangaroo Bay Drive.

Traffic and Parking

The applicant's TIA prepared by Midson Traffic Pty Ltd and dated August 2021 concludes:

- “• The development will generate 1,373 vehicles per day with a peak of 135 vehicles per hour (AM peak). The traffic generation of the development can be absorbed into the surrounding road network without significant loss of efficiency.
- Car parking is provided for 249 on-site car parking spaces. 140 of these spaces are proposed to be allocated to the residential component of the development, and 109 spaces are allocated to the commercial and café/ restaurant components of the development.”

Contamination

A Preliminary Site Investigation (PSI) to assess the potential for soil and groundwater contamination prepared by GHD and dated October 2020 was lodged in support of the application. The PSI identified contaminating activities occurred on the site that would warrant further intrusive site investigations prior to commencement of excavation works, to confirm the contamination status and to assist with planning of earthworks programs.

The PSI also recommends that the possible presence of marine or intertidal Acid Sulphate Soils (ASS) should be considered during construction works and, if disturbance of the marine or intertidal sediments is likely, they should be subject to assessment to determine if management of ASS will be required.

4. PLANNING ASSESSMENT

4.1. Compliance with Applicable Standards [Section 7.5]

“7.5.1 A use or development must comply with each applicable standard in a zone, specific area plan or code.

7.5.3 Compliance for the purposes of subclause 7.5.1 consists of complying with the acceptable solution or the performance criterion for that standard.”

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.”

References to these principles are 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 Zone 4 - Kangaroo Bay and Inner Residential Zones and Potentially Contaminated Land, Road and Railway Assets, Parking and Access, Stormwater Management, and Public Art Codes with the exception of the following.

Particular Purpose Zone 4 - Kangaroo Bay

- Clause 35.4.2A1** – the buildings are not considered to exceed two storeys in height at the frontage to a public road (Kangaroo Bay Drive). The Scheme defines “frontage” as “*a boundary of a lot which abuts a road*”. The proposed buildings are setback from the frontage or boundary with Kangaroo Bay Drive at a distance of at least 5m. As such, it is considered that the buildings are not on the “boundary” of the lot and therefore the acceptable solution is met.
- Although this is considered to be the correct interpretation of the acceptable solution the proposal has also been considered pursuant to the Performance Criteria P1 of Clause 35.4.2, out of an abundance of caution, as follows.

Clause	Performance Criteria	Assessment
35.4.2(P1)	<i>“(a) The height of buildings are to be consistent with the Zone Purpose Statements, Local Area Objectives and Desired Future Character Statements;</i>	The proposed development footprint along Kangaroo Bay Drive will provide a defined edge to that street at a scale maintaining the intended general three storey height above the escarpment and will offer glimpses of the bay and beyond, through corridors between buildings when viewed from Cambridge Road. These outcomes will further the intent statements under (clause 35.1.2.2g);

	(b) <i>The height of buildings within the Village area is to be generally consistent with the surrounding development;</i> (c) <i>The height of buildings within the Boulevard area should generally not exceed 3 storeys above the escarpment at that location; and</i>	Not applicable – the proposal is located in the Boulevard Area; The “escarpment” refers and is limited to the face of the short but relatively steep slope of an escarp clearly evident adjacent to Kangaroo Bay Drive and within Area D – the Boulevard in Particular Purpose Zone 4. Therefore, the height of buildings within the Boulevard area should “generally” not exceed three storeys above the face of the escarpment measured from the highest point AHD above the escarpment face. The buildings located on the escarpment are Apartment Buildings D and E which are both three storey atop the upper ground carpark. At the highest point of the escarpment, the upper storey carpark protrudes above the escarpment. Drawing 1617-C09 Revision A “Site Sections – Escarpment” (Attachment 2) illustrate the maximum height of Apartment Buildings D and E above the escarpment as being three storeys and an additional height of up to 1.2- 1.6m at the highest point. Given that the performance criteria refer to the buildings being “generally” 3 storeys above the escarpment, a degree of flexibility is inferred – as opposed to an absolute. As such, it is considered that Apartment Buildings D and E, being the tallest buildings within this zone, are generally 3 storey and comply with the performance criterion.
--	--	--

	<i>(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."</i>	Not applicable – the proposal is located in the Boulevard Area.
--	---	---

Inner Residential Zone

- **Clause 11.4.3A1(b)** – the proposal does not comply with the acceptable solution for multiple dwellings, which requires a total area of private open space of not less than 50m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer). Townhouses G1.01, G2.01, G1.02, G2.02, G1.04 and G2.04 do not (with approximately 33-36m²).

The proposed variation must be considered pursuant to the Performance Criteria P1(b) of Clause 11.4.3 as follows.

Clause	Performance Criteria	Assessment
11.4.3(b)	<i>"(a) site coverage consistent with that existing on established properties in the area;</i> <i>(b) private open space that is of a size and with dimensions appropriate for the size of the dwelling and is able to accommodate:</i>	The proposal meets the acceptable solution for site coverage. As the Inner Residential Zone is newly established in the city, there are no available coverage comparisons. The 6 proposed townhouses have private open space areas of approximately 35m² which is considered to be appropriate for the high density living proposed:

	(i) <i>outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and</i> (ii) <i>operational needs, such as clothes drying and storage; and</i> (c) <i>reasonable space for the planting of gardens and landscaping."</i>	the development has sufficient landscaped common open space located throughout the development and within the area generally; and each dwelling has an area of POS directly accessible from the living area of the dwelling as well as other areas that would be appropriate for other operational needs such as clothes drying and storage. Areas of private open space are sufficiently large enough for small courtyard planting for each townhouse.
--	--	--

Inner Residential Zone

- **Clause 11.4.3A2** – the proposal does not meet the acceptable solution on the following basis:
 - Unit G1.01 has an area of private open space less than 24m² and a minimum horizontal dimension of less than 3m;
 - Unit G1.02 has an area of private open space less than 24m² and a minimum horizontal dimension of less than 3m;
 - Unit G1.03 private open space is located between the dwelling and the frontage, but the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling;
 - Unit G1.04 private open space is located between the dwelling and the frontage, but the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling;

- Unit H1 – I1 upper-level decks have an area less than 24m² and a minimum horizontal dimension of less than 3m.

The proposed variation must be considered pursuant to the Performance Criteria P2 of Clause 11.4.3 as follows.

Clause	Performance Criteria	Assessment
11.4.3(P2)	<i>"A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is:</i> <i>(a) conveniently located in relation to a living area of the dwelling; and</i> <i>(b) orientated to take advantage of sunlight."</i>	The cumulative private open space for each townhouse is capable of serving as an extension of the dwelling, providing functional areas for relaxing, dining and children's play, being: conveniently located to living areas; and taking advantage of afternoon sunlight.

Potentially Contaminated Land Code

- **Clause E2.5(A1)** – the proposal does not meet the acceptable solution for uses on potentially contaminated land because there is no appropriate certification that the land is suitable for the intended use; or an approved plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause E2.5 as follows.

Clause	Performance Criteria	Assessment
E2.5(P1)	<i>"Land is suitable for the intended use, having regard to:</i> <i>(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or</i>	refer below;

	(b) <i>an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or</i> (c) <i>a plan to manage contamination and associated risk to human health or the environment that includes:</i> (i) <i>an environmental site assessment;</i> (ii) <i>any specific remediation and protection measures required to be implemented before any use commences; and</i> (iii) <i>a statement that the land is suitable for the intended use."</i>	refer below; is considered met in that the land is likely to be suitable for the intended use based on the plan to manage contamination and associated risk to human health or the environment that includes: an environmental site assessment; implementation of any specific remediation and protection measures required to be implemented before any use commences (investigations to confirm prior to work progressing); and following completion of the above a and b, the land will be suitable for the intended apartment use and development format.
--	--	--

Potentially Contaminated Land Code

- **Clause E2.6.2 A1** – there is no acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria P1 of Clause E2.6.2 as follows.

Clause	Performance Criteria	Assessment
E2.6.2(P1)	<i>“Excavation does not adversely impact on health and the environment, having regard to:</i> <i>(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or</i> <i>(b) a plan to manage contamination and associated risk to human health and the environment that includes:</i> <i>(i) an environmental site assessment;</i> <i>(ii) any specific remediation and protection measures required to be implemented before excavation commences; and</i> <i>(iii) a statement that the excavation does not adversely impact on human health or the environment.”</i>	E2.6.2 P1 is considered met in that excavation will not adversely impact on health and the environment, based on: refer below; implementation of a plan to manage contamination and associated risk to human health and the environment that includes: an environmental site assessment; implementation of any specific remediation and protection measures required to be implemented before excavation commences (investigations to confirm prior to work progressing and safe work practices); and following implementation of the above a and b, the excavation will not adversely impact on human health or the environment.

Road and Rail Assets Code

- **Clause E5.5.1A3** – the proposal increases 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 proposed variation must be considered pursuant to the Performance Criteria P1 of Clause E5.5.1 as follows.

Clause	Performance Criteria	Assessment
E5.5.1P1	<i>“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:</i> <i>(a) the increase in traffic caused by the use;</i>	Alma Street: The TIA finds that <i>“the existing access was previously used for a residential dwelling and would have carried approximately 8 vehicle movements per day. The increased traffic generation is in the order of 110 vehicles per day. The peak hour change in traffic volume is likely to be 17 vehicles per hour (AM peak). This level of traffic generation can be absorbed at the access safely and efficiently.”</i> Council’s Development Engineers agree with this assessment. Pembroke Place: The TIA finds that <i>“the existing access has no traffic generation as it currently accesses a vacant lot. The increased traffic generation is therefore in the order of 1,373 vehicles per day (with slightly higher inward movements due to the exit only access on Alma Street). The peak hour increase in traffic volume is likely to be 124 vehicles per hour (AM peak). This level of traffic generation can be absorbed at the access safely and efficiently (noting that the peak generation represents slightly more than 2 movements per minute on average).”</i>

		Council's Development Engineers concur with this assessment. The traffic generation will be residential in nature which is compatible with the existing traffic on the network. The TIA concludes that the traffic generation for both junctions will be mainly residential in nature which is compatible with the existing traffic on the network, which is accepted by council's Development Engineers. Alma Street is a local street that carries relatively low volume which is capable of absorbing the relatively low peak traffic generation of 18 vehicles per hour which will be exit movements only. Pembroke Place is a local street that carries relatively low volume which is capable of absorbing the relatively low peak traffic generation of 124 vehicles per hour. Council's Development Engineers accept the conclusions of the TIA in respect of the following: Alma Street: <i>"The default urban speed limit of 50-km/h applies to Alma Street, however the short length and geometry of the road results in vehicle travelling speeds being much lower than 50-km/h. The traffic flow is estimated to be in the order of 2,200 vehicles per day (incorporating future traffic volume associated with the proposed hotel development in Kangaroo Bay Drive).</i>
	(b) <i>the nature of the traffic generated by the use;</i>	
	(c) <i>the nature and efficiency of the access or the junction;</i>	
	(d) <i>the nature and category of the road;</i>	
	(e) <i>the speed limit and traffic flow of the road;</i>	

		<i>It is also noted that vehicle speeds are very low due to the geometry of Alma Street and the presence of the traffic signals at Cambridge Road."</i> Pembroke Place: <i>"The default urban speed limit of 50-km/h applies to Pembroke Place, however the short length and geometry of the road results in vehicle travelling speeds being much lower than 50-km/h. The existing traffic flow is estimated to be in the order of less than 200 vehicles per day It is also noted that vehicle speeds are very low due to the geometry and dead-end nature of Pembroke Place."</i>
(f)	<i>any alternative access to a road;</i>	Alternative egress is proposed for Alma Street.
(g)	<i>the need for the use;</i>	The accesses are required to service the car parking spaces associated with the development. The Alma Street egress is required to service the car parking spaces associated with the development, predominantly the residential component for exit only movements.
(h)	<i>any traffic impact assessment; and</i>	Council's Development Engineers accept the findings of the TIA.
(i)	<i>any written advice received from the road authority."</i>	The Road Authority has not provided any written advice.

Parking and Access Code

- **Clause E6.6.1A1** – the number of on-site car parking spaces provided is less than the number specified in Table E6.

- **Non-residential Parking** – the applicant proposes parking for café/ restaurants, shops, a convenience store and a museum in accordance with the acceptable solution for gross floor areas which provides for 109 spaces.
- **Residential Parking** – the applicant proposes 140 spaces, being 42 less than the acceptable solution of 182 (inclusive of visitor parking). It should be noted that the residential component is situated in the Particular Purpose Zone 4 - Kangaroo Bay and Inner Residential Zones. The objectives of the latter seek to encourage residential development at higher densities in locations within walkable distance of services, facilities, employment and high frequency public transport corridors in inner urban areas and historically established areas.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of Clause E6.6.1 as follows.

Clause	Performance Criteria	Assessment
E6.6.1P1	<i>“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:</i> <i>(a) car parking demand;</i>	The applicant seeks to use the RMS* guidelines to justify the shortfall in residential carparking. The RMS Guide recommends the following parking rates for high-density residential developments: <i>0.6 spaces per 1-bedroom unit</i> <i>0.9 spaces per 2-bedroom unit</i> <i>1.4 spaces per 3-bedroom unit</i> <i>1 space per 5 units visitor parking</i> This equates to a parking requirement of 113 spaces for the residential component of the development (140 being provided).

		Council's Development Engineers are concerned that while the development is of a higher development, it is not a "high density" development (as considered by the RMS), being more appropriately described as a "medium density" residential development. As such, a more appropriate rate would be: <i>1 space per 1/2-bedroom unit</i> <i>2 spaces per 3-bedroom unit</i> <i>1 space per 4 units visitor parking</i> This rate would ensure that all units have at least one dedicated car parking space (which can be dedicated to each unit) while acknowledging that 2 bedroom units are more likely to appeal to smaller households (such as singles or couples) that would not need to rely on more than one car. This rate would equate to 133 residential car parking spaces (being within the 140 residential spaces provided). The reduced rate of 1 space for each x2 bedroom unit is considered supportable given the expectation of residents of a higher density development lifestyle with convenient access by walking, cycling, taxis or public transport (bus and ferry) to a wide variety of services such as shops, restaurants, medical, personal (hairdressers etc) and financial, as well as potential centres of employment.
	(b) <i>the availability of on street and public car parking in the locality;</i>	At present there is some availability of on-street car parking along Kangaroo Bay Drive, although this can be subject to a number of spikes in demand depending on local events and the time of year. As such, on-street car parking cannot be relied upon as a justification.

	(c) <i>the availability and frequency of public transport within a 400m walking distance of the site;</i>	The site is situated adjacent or near to a major Metro bus route. The Rosny Park interchange is situated approximately 400m away and the Derwent ferry service approximately 600m away.
	(d) <i>the availability and likely use of other modes of transport;</i>	There is good provision of walking and cycling networks in the vicinity of the site.
	(e) <i>the availability and suitability of alternative arrangements for car parking provision;</i>	Not applicable.
	(f) <i>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;</i>	Given the nature of residential usage, there is not considered to be any sustained justification for shared car parking with other uses on the site.
	(g) <i>any car parking deficiency or surplus associated with the existing use of the land;</i>	Not applicable.
	(h) <i>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;</i>	Not applicable.

	(i) <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;</i>	The nature and requirements of residential usage makes a financial contribution difficult to justify.
	(j) <i>any verified prior payment of a financial contribution in lieu of parking for the land;</i>	Not applicable.
	(k) <i>any relevant parking plan for the area adopted by Council;</i>	Not applicable to the subject zones.
	(l) <i>the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;”</i>	Not applicable.

*RMS refers to the NSW Government Transport Roads & Maritime Services, Guide to Traffic Generating Developments

Parking and Access Code

- **Clause E6.6.1A1** – there is no acceptable solution.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of Clause E6.6.1 as follows.

Clause	Performance Criteria	Assessment
E6.6.1P1	<i>“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.”</i>	The proposal is not within an activity centre.

Stormwater Management Code

- **Clause E7.7.1A2** – the proposal exceeds the acceptable solution because the size of new impervious area is more than 600m² and new car parking is provided for more than 6 cars.

The proposed variation must be considered pursuant to the Performance Criteria P2 of Clause E7.7.1P2 as follows.

Clause	Performance Criteria	Assessment
E7.7.1P2	<i>“A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so.”</i>	The criterion is satisfied as the proposal includes a treatment system and subject to a proposed permit condition.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 37 representations (one outside the three week period provided to make representations) were received. The following issues were raised by the representors.

5.1. Traffic and Parking

Increased traffic and congestion. A total of 32 representations were received in respect of traffic and parking. The representors expressed concern about the impact of the increased traffic flow which will be experienced by not only the local residents and visitors to the area but everyone who travels into or through Rosny Park or Bellerive. The concern is that this project, when combined with others proposed or approved in the vicinity, will result in extended congestion at peak times (the representors highlight a range of developments that include the as yet started or completed developments referred to as the Kangaroo Bay hotel, the Rosny Hill development, x17 townhouses in Petchey Street, the proposed Dan Murphy outlet, the enlarged Salamanca Fresh outlet, ferry commuters, significant residential expansion at Clarence Plains, occasional sporting events and markets.

The representors contend that the problem is dismissed by the submitted Traffic Impact Analysis which states that the increased traffic flow can be absorbed by the existing network. Some have asked, where is the modelling to prove this and why does council not have a traffic master plan for the city? Representors believe that if there are any incidents on roads nearby, there is likely to be extended gridlock. Some representors contend that the access onto Alma Street will create congestion and accidents.

Insufficient car parking is proposed. For similar reasons regarding development pressures expressed above, some representors expressed concerns that there is insufficient car parking proposed and that this would add further demand on insufficient car parking locally.

- **Comment**

The applicant's TIA assesses and concludes the development will generate 1,373 vehicles per day with a peak of 135 vehicles per hour (AM peak). The traffic generation of the development is considered to be absorbed into the surrounding road network without significant loss of efficiency. Council's Development Engineers have peer reviewed the TIA and are satisfied with its findings, confirming that the development is within the capacity of the road network.

Council carries out network planning and traffic analysis/modelling within parts of the municipality (such as recent traffic modelling for Rosny Park). The broader issue of traffic management planning within the city is not a relevant planning consideration and has no determining weight.

The Alma Street access is only restricted to "left out only" to limit any potential conflict. The access has been assessed in the TIA and no risk has been identified.

Car parking is provided for 249 on-site car parking spaces; 140 of these spaces are proposed to be allocated to the residential component of the development. For the reasons outlined in the assessment of the performance criteria, the reduction of 42 residential car parking spaces is supported.

A total of 109 spaces is allocated to the commercial and café/restaurant components of the development in accordance with the Scheme acceptable solutions.

5.2. Scale, Massing and Density (overdevelopment)

A total of 32 representors expressed concerns about a perceived overdevelopment of the site and raised issues in respect of loss of views, lack of views between buildings, overshadowing and reduced solar access, too dense, height, insufficient private open space, and that the proposal is much larger than that proposed by the Kangaroo Bay Urban Design Strategy and Concept Plan. These issues lead to a loss of privacy for surrounding residents. A concern was that the space between the buildings will be compromised by shadows cast and prevent natural light reaching some of the units.

- **Comment**

The proposal meets all of the acceptable solutions of both applicable zones in respect of density and height. Therefore, issues of overshadowing and solar access are not a relevant planning consideration except where some of the proposed residential units do not meet the applicable acceptable solutions for private open space. The latter issue has been assessed as satisfying the performance criteria of the Inner Residential Zone [Cl.11.4.3(b)].

Loss of views are not a relevant planning consideration, particularly as the relevant development standards for height and density are satisfied.

The degree of views between buildings must be assessed under the relevant Scheme controls for which 35.4.2P1(a) refers to the height of buildings being consistent with the Zone Purpose Statements, Local Area Objectives and Desired Future Character Statements. Local Area Objective (f) states that *“The development along Cambridge Road to provide a defined edge to the street at a consistent scale, offering glimpses of the bay, and beyond, through corridors and laneways between buildings when viewed from Cambridge Road.”* While minds may differ, it is considered that the architects have considered this objective and provided an appropriate design response.

The concern that the proposal is much larger than that proposed by the Kangaroo Bay Urban Design Strategy and Concept Plan is noted, however, it does not carry any statutory weight, with the current Scheme standards being developed from this strategic conceptualisation and provide the assessment framework for all development within Particular Purpose Zone 4 - Kangaroo Bay. The development has been assessed as compliant with these controls.

There have been no specific instances of a loss of privacy to surrounding neighbours raised, however the development is assessed to comply with building envelope and privacy acceptable solutions.

Solar access to the proposed residential units and private open space has been assessed and is considered compliant. There is no standard which deals with access to sunlight for the communal landscape areas around the buildings.

5.3. Loss of Amenity

Some representors were concerned about a loss of natural beauty of the foreshore and associated public space, with a desire for more space between the apartment buildings.

- **Comment**

The site is comprised of existing development and a former railway siding. A contemporary mixed-use development would enhance the experience of visitors and residents alike. It is unclear how the proposal would denigrate the foreshore area, but notwithstanding, this issue has no determining weight under the Scheme.

5.4. Loss of Public Land

A number of representors contend the site should be left as public land for parks and open space for the community to enjoy and expressed concern about a perceived cumulative loss of open space. A representor queried how council will progress any future sale or lease and within what guiding parameters. The representor further queried how the greater council base of ratepayers would benefit from such a sale or lease.

- **Comment**

Section 177A(1) of the Local Government Act 1993 defines public land owned by the council such as parks and community sporting venues.

This land is council owned freehold title and is not public land within the meaning of Section 177A(1) and is therefore not subject to the requirements of Section 178 of the Act, pertaining to the method of sale, exchange and disposal of public land. Council has assembled the subject land over an extended period of time and coordinated appropriate infrastructure in accordance with the Kangaroo Bay Urban Design Strategy and Concept Plan 2008 to facilitate development and stimulate urban regeneration.

Ratepayers, as a whole, stand to benefit from the sale of the land as it will provide and activate a mixed-use area. Council will be able to reinvest proceeds into delivering benefit elsewhere in the community which would otherwise not be possible or require additional revenue from other sources.

This issue has no determining weight under the scheme.

5.5. Lack of Open Space

Some representors expressed concern about a lack of open space associated with the proposal. A representor was concerned that there is not enough open space for new residents which would not offset climate change. Another representor was concerned that the “wonderful” public spaces and sporting arena of Kangaroo Bay is being included as part of the lack of open space consideration by the developer.

- **Comment**

Each dwelling will have its own open space in the form of either a balcony, enclosed courtyard or decking. The residents will also enjoy the use of the extensively landscaped grounds within the development for exercise and other recreational activities. The amount of open space provided by the development satisfies the relevant Scheme development standards.

5.6. Alternative Uses

Several representors suggested that alternative uses should have been considered. These included ferry terminal parking, or a range of community services and social housing. Another representor expressed a view that the commercial development should open onto the boardwalk.

- **Comment**

The proponent has made application for 86 Multiple Dwellings, Shops, Food Services and a Museum. Council, in its capacity as planning authority, can only consider those uses under the Scheme controls. However, council, in undertaking a tender process (as outlined in Section 1 – Background), did not receive proposals for any other uses.

The commercial uses proposed open onto landscaped forecourts along Kangaroo Bay Drive. The Boardwalk is located some distance away from the site.

While such matters are not relevant considerations under the Scheme, the original concept is to create an activated precinct, whereas a carpark (for example) will not create a sense of place.

5.7. Construction

Some representors expressed concern about management of the construction of the development. Specifically, how will dust and noise be managed during construction and rock drilling phase and how will pollutants be extracted and safely dispersed?

- **Comment**

Construction matters are not specifically controlled by Scheme Development Standards but are recognised as matters that can be conditioned by the grant of a permit. A condition is proposed which will deal with dust emissions and rock extraction prior to the issue of a building permit and when such matters are fully understood in the detailed design.

The site is recognised as being potentially contaminated and has been assessed in accordance with the Scheme Use and Development Standards. A permit condition is proposed requiring an Environmental Construction Management Plan (ECMP) when further testing has been completed. The ECMP will deal with the safe extraction and disposal of any pollutants.

5.8. Consultation and Notification

A few representors wanted to know if there would be further public consultation and expressed concern that it was difficult to review the documentation which had been compressed on council's website and thereby making any printing on the plans very difficult to read. For such an important development, the representor feels that council should have had copies of the proposal available to be handed out at the council offices as examination may put off a significant part of the community who may like to comment.

- **Comment**

The redevelopment of the site has been through a consultation process which is outlined in Section 1 (Background) of this report. The development application, the subject of this report, was notified in accordance with the LUPA Act and regulations with an additional 7 days (21 days in total) for representations. Given that a preferred developer agreement and development application are in progress, there is no additional scope for public consultation.

There is no legislative requirement for council to display applications on its website or provide paper copies to interested parties to takeaway. A check of the digital resolution of the application on the website confirms that it was of sufficient quality to determine any detail, in fact a full resolution file would have likely caused greater issues (such as speed) in viewing and downloading. It is not considered feasible to print the development application, as it extends to many hundreds of pages. Council has a fee schedule for printing on request and its officers can assist customers in disseminating any specific information required.

5.9. Support

One representor expressed support for the application, suggesting it was a great way to bridge the gap between, Rosny Park and Bellerive Village, aligning perfectly with the Kangaroo Bay Urban Design Strategy. The representor saw this as a positive way to manage population increase and urban sprawl, utilising the current land in this area for additional homes in a location that is central to a public transport hub (Buses and Ferry Service), which can help add some extra demand to hopefully turn the ferry service into a permanent arrangement.

- **Comment**

The representor's comments are noted.

5.10. Disability Access and Fire Safety

A representor queried whether the proposal would meet requirements for mobility access and fire safety.

- **Comment**

The proponent confirms that the development has been designed in conjunction with a fire engineer and in consultation with TasFire. All publicly accessible areas, including all residential floors are serviced by lifts and/or DDA compliant ramps.

5.11. Mechanical Services

A representor expressed concern that there is no indication of any mechanical service areas on the plans, presuming that each of the 96 tenancies will have their own heating/cooling/ventilation systems and resulting in the surroundings and building facades being littered with heat pump units or other devices, distorting the clean roof lines.

- **Comment**

The proponent has confirmed that the development will adopt passive building design strategies to reduce the need for mechanical heating and cooling. Where required, the mechanical plant will be located either within the boundary of each dwelling, in the shared common areas within the building envelope or within the roof space of the buildings and will not protrude above the roof lines. The commercial tenancies are served by mechanical plant rooms located at the rear of the tenancies. Additional mechanical plant will be located within the roof space where required.

5.12. Garbage Collection

A representor wanted more information on what provisions would be made for safe and efficient waste collection.

- **Comment**

The proponent has confirmed that waste collection for the development will be managed by the body corporate generally. There are several garbage bin stores located throughout the development for use by residents and the commercial tenancies with a central collection point located along Pembroke Place for off street pick-up by a private waste management contractor.

There will be kerbside collection of bins for the townhouses located along Cambridge Road. A condition of approval dealing with this matter is proposed.

5.13. Fencing

A representor questioned what provision is made for fencing of adjacent properties and that privacy and security issues should be clarified prior to the sale of the land.

Another representor was concerned that the children's playground is unfenced and wanted to know whether the spaces through the development would be available for public thoroughfare.

- **Comment**

The proponent has confirmed their intention that new boundary fences will be erected as part of the development in future consultation with the adjacent neighbours.

The outdoor areas (forecourts) on the ground floor along Kangaroo Bay Drive will be always fully accessible to the public. The carpark on the ground floor and the section of carpark on the first floor set aside for visitors and the commercial tenancies will be accessible to the public during business hours. There will be limited public access to the landscaped grounds on the upper residential floors.

A children's playground is not proposed, although the landscape plans indicate a pocket park.

5.14. Noise

A representor thought that the residents would be impacted by noise (such as bands) at the hotel and BYC.

- **Comment**

There is already an established residential community in proximity to these venues, which must abide by applicable legislation such as the Environmental Management and Pollution Control Act.

5.15. Bicycle Spaces

A representor stated that more than 4 public bicycle spaces should be required.

- **Comment**

There are 16 public bicycle parks proposed in the development located along Kangaroo Bay Drive, which meets the Scheme requirement.

5.16. Footpath along Cambridge Road

The footpath along Cambridge Road is narrow and needs to be shared by walkers, cyclists, prams, dogs and people awaiting buses.

- **Comment**

The narrow width of the footpath is noted and there have been ongoing discussions and an in-principle agreement between council and the proponent to widen the footpath along Cambridge Road. A condition is proposed to require the developer to provide a 3m wide footpath to the existing kerb edge of Cambridge Road. This may require a boundary adjustment to increase the road reserve at this point.

5.17. Does not comply with Inundation, Waterway and Coastal Protection, and Stormwater Codes

A representor contended that the proposal is contrary to the Inundation Prone Areas Code, Waterway and Coastal Protection Code and Stormwater management Code.

- **Comment**

The site is not covered by either the Inundation Prone Areas or Waterway and Coastal Protection Codes. An assessment of the Stormwater Management Code confirms that the Development Standards are satisfied.

6. EXTERNAL REFERRALS

The proposal was referred to TasWater, which has provided a number of conditions to be included on the planning permit if granted.

7. STATE POLICIES AND ACT OBJECTIVES

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

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

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan 2021-2031 or any other relevant council policy.

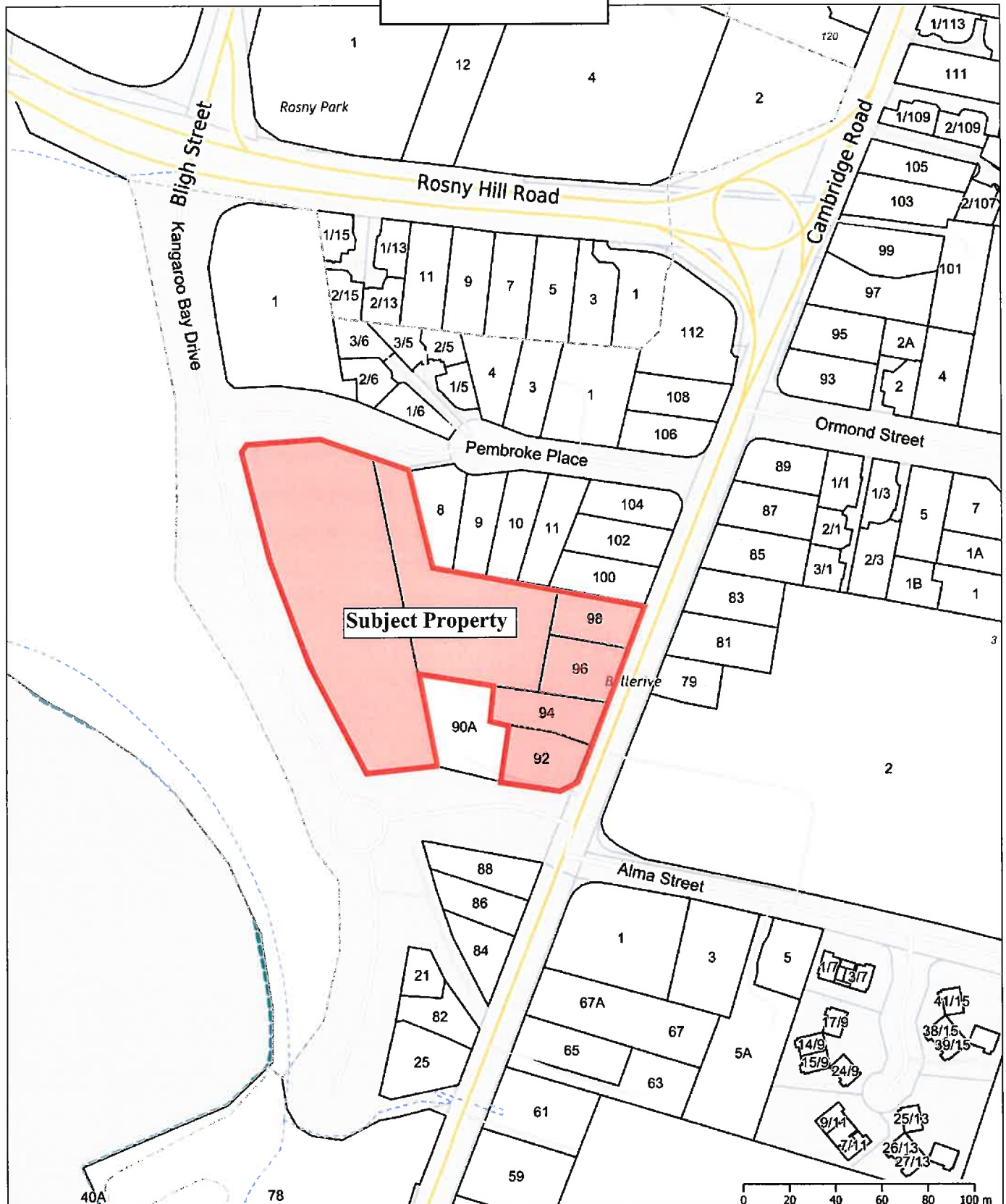
9. CONCLUSION

The proposal for Demolition, 86 Multiple Dwellings, Shops, Food Services and Museum at 30 Kangaroo Bay Drive, Rosny Park, 7 Pembroke Place, 92, 94, 96 and 98 Cambridge Road, Bellerive is recommended for approval subject to reasonable and relevant conditions.

Attachments: 1. Location Plan (1)
2. Proposal Plan (60)
3. Site Photo (5)

Ross Lovell
MANAGER CITY PLANNING

Attachment 1



This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

28/10/2021

1:2257



Attachment 2

30 Kangaroo Bay Drive, Rosny Park; 7 Pembroke Place, Bellerive; 92, 94, 96 & 98

DRAWING REGISTER

Architectural Drawings - Storm-Water-System Architecture				
Accession Number	Layered Name	Drawn By	Rev	Rev
A00	Cover	Rev A	Rev A	Rev A
A01	Site Plan - Existing	Rev A	Rev A	Rev A
A02	Site Plan - Development	Rev A	Rev A	Rev A
A03	Site Plan - Proposed	Rev A	Rev A	Rev A
B00	Overall Concept Plan	Rev A	Rev A	Rev A
B02	Upper Channel Flow Plan	Rev A	Rev A	Rev A
D01	First Floor Plan	Rev A	Rev A	Rev A
D03	Second Floor Plan	Rev A	Rev A	Rev A
D05	Third Floor Plan	Rev A	Rev A	Rev A
D07	Roof Plan	Rev A	Rev A	Rev A
C01	Street Elevations	Rev A	Rev A	Rev A
C02	Street Elevations	Rev A	Rev A	Rev A
C03	Elevation, Building A - B	Rev A	Rev A	Rev A
C04	Elevation, Building C - D	Rev A	Rev A	Rev A
C05	Elevation, Building E	Rev A	Rev A	Rev A
C06	Elevation, Building F	Rev A	Rev A	Rev A
C07	Elevation, Building G - H - I	Rev A	Rev A	Rev A
C08	Site Section, Engagement	Rev A	Rev A	Rev A
C09	Site Section, Engagement	Rev A	Rev A	Rev A
C10	Site Section	Rev A	Rev A	Rev A
H01	Site Section - Context	Rev A	Rev A	Rev A
H02	Site Section - Context	Rev A	Rev A	Rev A
H03	Site Section - Roof Top	Rev A	Rev A	Rev A
H04	Site Section - Roof Top	Rev A	Rev A	Rev A
H05	Site Section - Roof Top	Rev A	Rev A	Rev A
H06	Site Section - Roof Top	Rev A	Rev A	Rev A
H07	Site Section - Roof Top	Rev A	Rev A	Rev A
H08	Site Section - Roof Top	Rev A	Rev A	Rev A
H09	Site Section - Roof Top	Rev A	Rev A	Rev A
H10	Site Section - Roof Top	Rev A	Rev A	Rev A
H11	Site Section - Roof Top	Rev A	Rev A	Rev A
H12	Site Section - Roof Top	Rev A	Rev A	Rev A
H13	Site Section - Roof Top	Rev A	Rev A	Rev A
H14	Site Section - Roof Top	Rev A	Rev A	Rev A
H15	Site Section - Roof Top	Rev A	Rev A	Rev A
H16	Site Section - Roof Top	Rev A	Rev A	Rev A
H17	Site Section - Roof Top	Rev A	Rev A	Rev A
H18	Site Section - Roof Top	Rev A	Rev A	Rev A
H19	Site Section - Roof Top	Rev A	Rev A	Rev A
H20	Site Section - Roof Top	Rev A	Rev A	Rev A
H21	Site Section - Roof Top	Rev A	Rev A	Rev A
H22	Site Section - Roof Top	Rev A	Rev A	Rev A
H23	Site Section - Roof Top	Rev A	Rev A	Rev A
H24	Site Section - Roof Top	Rev A	Rev A	Rev A
H25	Site Section - Roof Top	Rev A	Rev A	Rev A
H26	Site Section - Roof Top	Rev A	Rev A	Rev A
H27	Site Section - Roof Top	Rev A	Rev A	Rev A
H28	Site Section - Roof Top	Rev A	Rev A	Rev A
H29	Site Section - Roof Top	Rev A	Rev A	Rev A
H30	Site Section - Roof Top	Rev A	Rev A	Rev A
H31	Site Section - Roof Top	Rev A	Rev A	Rev A
H32	Site Section - Roof Top	Rev A	Rev A	Rev A
H33	Site Section - Roof Top	Rev A	Rev A	Rev A
H34	Site Section - Roof Top	Rev A	Rev A	Rev A
H35	Site Section - Roof Top	Rev A	Rev A	Rev A
H36	Site Section - Roof Top	Rev A	Rev A	Rev A
H37	Site Section - Roof Top	Rev A	Rev A	Rev A
H38	Site Section - Roof Top	Rev A	Rev A	Rev A
H39	Site Section - Roof Top	Rev A	Rev A	Rev A
H40	Site Section - Roof Top	Rev A	Rev A	Rev A
H41	Site Section - Roof Top	Rev A	Rev A	Rev A
H42	Site Section - Roof Top	Rev A	Rev A	Rev A
H43	Site Section - Roof Top	Rev A	Rev A	Rev A
H44	Site Section - Roof Top	Rev A	Rev A	Rev A
H45	Site Section - Roof Top	Rev A	Rev A	Rev A
H46	Site Section - Roof Top	Rev A	Rev A	Rev A
H47	Site Section - Roof Top	Rev A	Rev A	Rev A
H48	Site Section - Roof Top	Rev A	Rev A	Rev A
H49	Site Section - Roof Top	Rev A	Rev A	Rev A
H50	Site Section - Roof Top	Rev A	Rev A	Rev A
H51	Site Section - Roof Top	Rev A	Rev A	Rev A
H52	Site Section - Roof Top	Rev A	Rev A	Rev A
H53	Site Section - Roof Top	Rev A	Rev A	Rev A
H54	Site Section - Roof Top	Rev A	Rev A	Rev A
H55	Site Section - Roof Top	Rev A	Rev A	Rev A
H56	Site Section - Roof Top	Rev A	Rev A	Rev A
H57	Site Section - Roof Top	Rev A	Rev A	Rev A
H58	Site Section - Roof Top	Rev A	Rev A	Rev A
H59	Site Section - Roof Top	Rev A	Rev A	Rev A
H60	Site Section - Roof Top	Rev A	Rev A	Rev A
H61	Site Section - Roof Top	Rev A	Rev A	Rev A
H62	Site Section - Roof Top	Rev A	Rev A	Rev A
H63	Site Section - Roof Top	Rev A	Rev A	Rev A
H64	Site Section - Roof Top	Rev A	Rev A	Rev A
H65	Site Section - Roof Top	Rev A	Rev A	Rev A
H66	Site Section - Roof Top	Rev A	Rev A	Rev A
H67	Site Section - Roof Top	Rev A	Rev A	Rev A
H68	Site Section - Roof Top	Rev A	Rev A	Rev A
H69	Site Section - Roof Top	Rev A	Rev A	Rev A
H70	Site Section - Roof Top	Rev A	Rev A	Rev A
H71	Site Section - Roof Top	Rev A	Rev A	Rev A
H72	Site Section - Roof Top	Rev A	Rev A	Rev A
H73	Site Section - Roof Top	Rev A	Rev A	Rev A
H74	Site Section - Roof Top	Rev A	Rev A	Rev A
H75	Site Section - Roof Top	Rev A	Rev A	Rev A
H76	Site Section - Roof Top	Rev A		

The subject property is currently encumbered with six (6) contiguous Certificates of Title, as summarized below:

volume	eds	lead eds	planning note	planning software
131271	2	G. Gopal*	Particle Physics 2010	PR2 & Logistics Ray
131272	5	72246*	Particle Physics 2010	PR2 & Logistics Ray
131273	5	72246*	Lower Studies 2010	*
131274	5	72246*	Lower Studies 2010	*
131275	1	72246*	Lower Studies 2010	*
131276	13	72246*	Lower Studies 2010	*

[illegible]

13, 31 cm ²	total site area
504 cm ²	proposed landscape
31.62%	site coverage (%) linear residential
37.67%	site coverage (%) linear residential + particular purpose combined

code	description	count
104	car parking public / commercial vehicles	16
100	car parking not specified + visitors	26
201	car parking hotel	120
	bicycle parking - hotel/other on street	
	bicycle parking - allowed the key commercial / private	
	bicycle parking - restricted	

4.09^a national constraint from space (NCL) - particular purpose area
4.17^b national constraint from space (NCL) - particular purpose area
5.06^c national constraint from space (NCL) - particular purpose area
8.09^d national constraint from space (NCL) - particular purpose area



Private Open Space - Inner Residential	Area Type	Transparency Number	Area
POB	01.07 / 05.01	36	
POB	01.07 / 05.02	53	
POB	01.07 / 05.03	62	
POB	01.04 / 02.04	68	
POB	04.02 / 04.01	84	
POB	04.02 / 04.02	70	
POB	04.02 / 04.03	76	
POB	01.07 / 05.04	81	
POB	01.07 / 05.05	74	
POB	04.02 / 04.05	74	
POB	01.04 / 02.04	77	

Site Overview of Drilling Types	
Drilling Type	Quantity
1 Bed Apt	15
2 Bed Apt	30
3 Bed Apt	23
TH2 Bed	19
TH3 Bed	2
	89

Problem ID	Issue Date	Issue Name
PROV A	6/1/2000	Development Application

DEVELOPMENT APPLICATION
not for construction

DATE OF VALUATION

Hunter Development

Constant

Preliminary



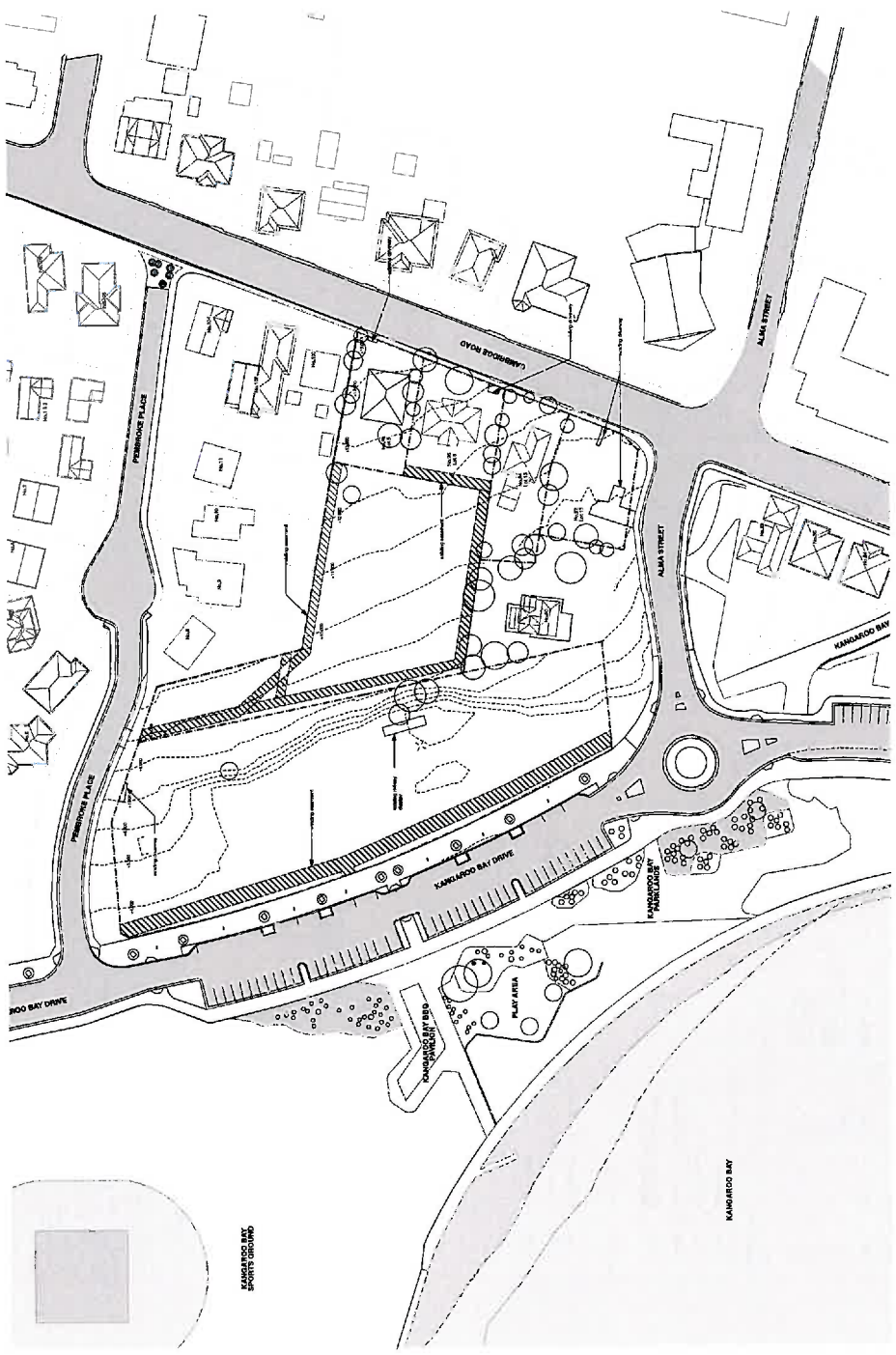
ARTIST IMPRESSION - KANGAROO BAY DRIVE



DEVELOPMENT APPLICATION

not for construction

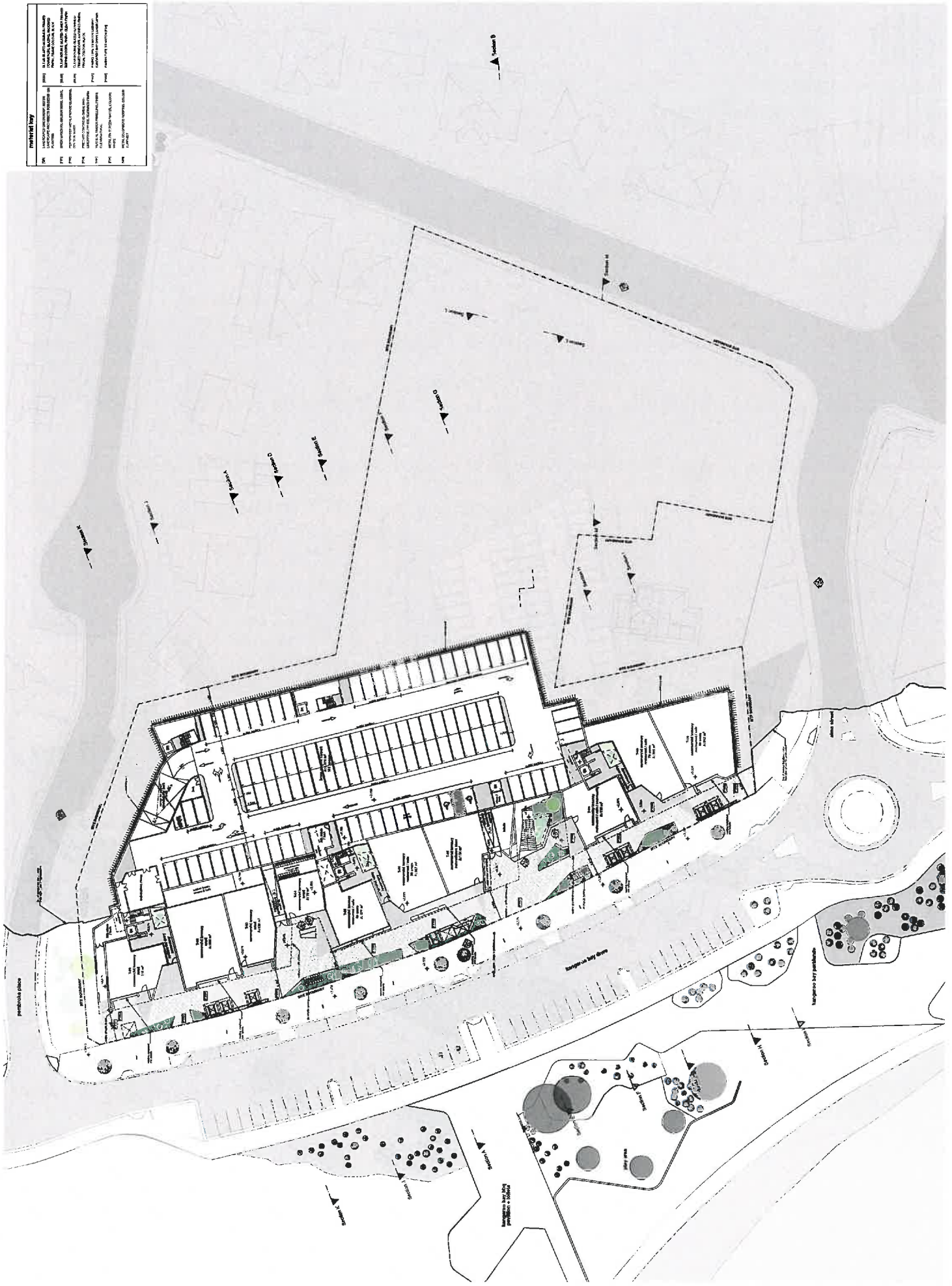
Kangaroo Bay Blvd
 Precinct
 1617-A01
 Rev A
 10/1/2024



SITE PLAN - SHOWN TO SCALE
 1:1000

DEVELOPMENT APPLICATION
not for construction

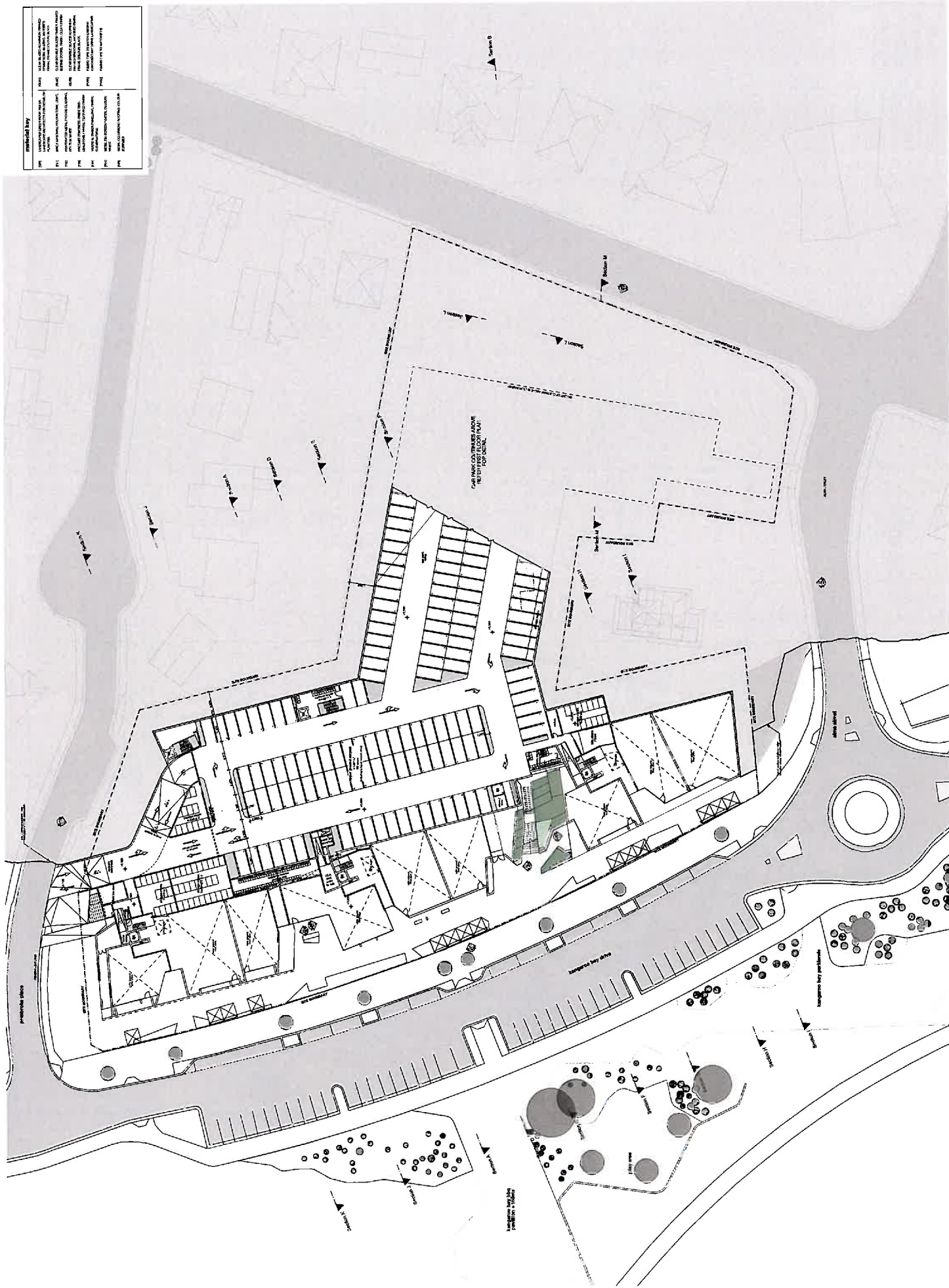
Item	Description	Notes
1	Site Plan	See attached site plan for details.
2	Site Plan	See attached site plan for details.
3	Site Plan	See attached site plan for details.
4	Site Plan	See attached site plan for details.
5	Site Plan	See attached site plan for details.
6	Site Plan	See attached site plan for details.
7	Site Plan	See attached site plan for details.
8	Site Plan	See attached site plan for details.
9	Site Plan	See attached site plan for details.
10	Site Plan	See attached site plan for details.
11	Site Plan	See attached site plan for details.
12	Site Plan	See attached site plan for details.
13	Site Plan	See attached site plan for details.
14	Site Plan	See attached site plan for details.
15	Site Plan	See attached site plan for details.
16	Site Plan	See attached site plan for details.
17	Site Plan	See attached site plan for details.
18	Site Plan	See attached site plan for details.
19	Site Plan	See attached site plan for details.
20	Site Plan	See attached site plan for details.



Proposed Key	
001	EXISTING BUILDING FOOTPRINT
002	PROPOSED BUILDING FOOTPRINT
003	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS
004	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - SHADING
005	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
006	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
007	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
008	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
009	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
010	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
011	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
012	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
013	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
014	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
015	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
016	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
017	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
018	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
019	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
020	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
021	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
022	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
023	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
024	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
025	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
026	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
027	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
028	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
029	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
030	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
031	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
032	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
033	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
034	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
035	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
036	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
037	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
038	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
039	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
040	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
041	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
042	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
043	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
044	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
045	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
046	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
047	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
048	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
049	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
050	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
051	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
052	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
053	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
054	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
055	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
056	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
057	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
058	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
059	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
060	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
061	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
062	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
063	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
064	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
065	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
066	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
067	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
068	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
069	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
070	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
071	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
072	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
073	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
074	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
075	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
076	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
077	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
078	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
079	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
080	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
081	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
082	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
083	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
084	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
085	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
086	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
087	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
088	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
089	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
090	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
091	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
092	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
093	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
094	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
095	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
096	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
097	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
098	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
099	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP
100	PROPOSED ROOF TOP PHOTOVOLTAIC PANELS - RAMP

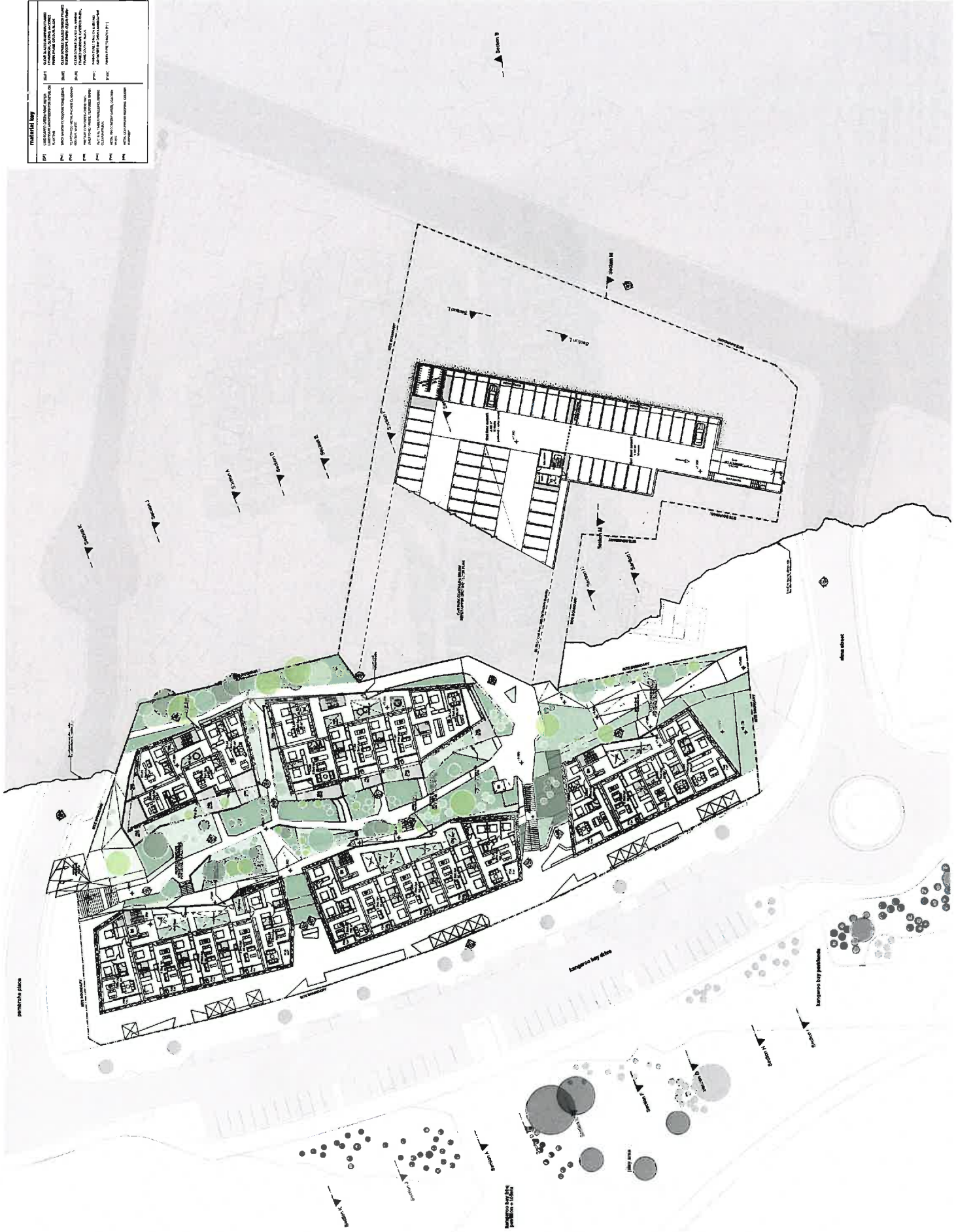
DEVELOPMENT APPLICATION not for construction

Marguerite Bay Blvd
 Project No: 1617-E02
 Date: 11/11/2016
 Rev A



DEVELOPMENT APPLICATION NOT FOR CONSTRUCTION

Material Key	Material
1	Asphalt
2	Gravel
3	Concrete
4	Brick
5	Stucco
6	Wood Siding
7	Shingles
8	Clay Tiles
9	Stone
10	Glass
11	Steel
12	Aluminum
13	Copper
14	Brass
15	Gold Leaf
16	Silver Leaf
17	Marble
18	Granite
19	Slate
20	Limestone
21	Sandstone
22	Quartz
23	Onyx
24	Jasper
25	Obsidian
26	Amber
27	Glass Block
28	Transoms
29	Stained Glass
30	Mosaic
31	Tesserae
32	Tile
33	Carpet
34	Hardwood
35	Softwood
36	Plank
37	Beam
38	Post
39	Rail
40	Chain Link
41	Wrought Iron
42	Cast Iron
43	Steel Pipe
44	Aluminum Pipe
45	Copper Pipe
46	Brass Pipe
47	Galvanized Steel
48	Stainless Steel
49	Titanium
50	Carbon Fiber
51	Kevlar
52	Fiberglass
53	Carbon Fiber
54	Kevlar
55	Fiberglass
56	Carbon Fiber
57	Kevlar
58	Fiberglass
59	Carbon Fiber
60	Kevlar
61	Fiberglass
62	Carbon Fiber
63	Kevlar
64	Fiberglass
65	Carbon Fiber
66	Kevlar
67	Fiberglass
68	Carbon Fiber
69	Kevlar
70	Fiberglass
71	Carbon Fiber
72	Kevlar
73	Fiberglass
74	Carbon Fiber
75	Kevlar
76	Fiberglass
77	Carbon Fiber
78	Kevlar
79	Fiberglass
80	Carbon Fiber
81	Kevlar
82	Fiberglass
83	Carbon Fiber
84	Kevlar
85	Fiberglass
86	Carbon Fiber
87	Kevlar
88	Fiberglass
89	Carbon Fiber
90	Kevlar
91	Fiberglass
92	Carbon Fiber
93	Kevlar
94	Fiberglass
95	Carbon Fiber
96	Kevlar
97	Fiberglass
98	Carbon Fiber
99	Kevlar
100	Fiberglass



[illegible]

[illegible]

not for construction



East Elevation Building A
1:200



East Elevation_Building B
1-200



South Elevation Building A
1:200



South Elevation_Building B
1-200

North Elevation Building B
1:200

27 Hunter Street
Melb.
TAS. 7000

These authors cited level 8, as follows and the copyright should be the property of the above-mentioned authors and might not be used, reproduced or copied wholly or in part without the written permission.

[illegible]

Contact
 Tel: +33 (0) 21 70 00 00 | Email: info@proban.com

Some of the large stone design features used are available in a stone or brick. The latter would work, and would be a lot better, but we'll leave that to the architect. The stone is a good idea, but we'll leave that to the architect. The stone is a good idea, but we'll leave that to the architect.

Elevations Building A + B

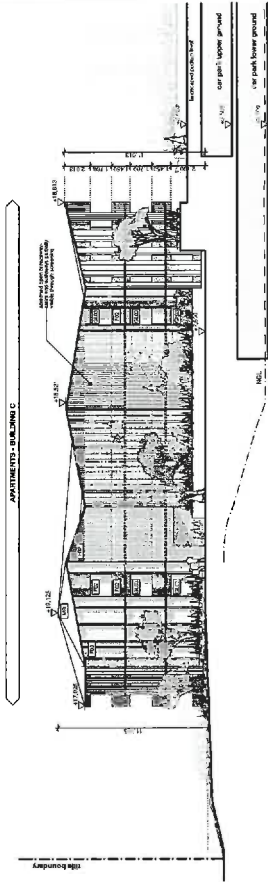
SK

1617-C03 Rev A

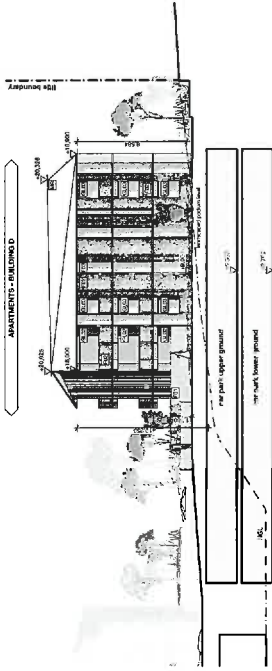
material key	
[R1] LANDSCAPED GREEN ROOF, INTERIOR PLANTING	[R10] CLEAN GLAZED ALUMINUM FINISH, FRAME COLOUR: BLACK
[R2] BRICK MASONRY, COLOUR: TIME-LOST, COLOUR: WHITE	[R11] CLEAN DOUBLE GLAZED ALUMINUM FINISH, FRAME COLOUR: BLACK
[R3] REINFORCED CONCRETE, COLOUR: WHITE	[R12] CLEAN DOUBLE GLAZED ALUMINUM FINISH, FRAME COLOUR: BLACK
[R4] PRECAST CONCRETE, COLOUR: WHITE	[R13] FRAME TYPE TO MATCH LANDING
[R5] VERTICAL TIMBER PANELLING, BRUSH OIL FINISH	[R14] FRAME TYPE TO MATCH LANDING
[R6] METAL FINISH, BRUSH OIL FINISH	[R15] FRAME TYPE TO MATCH LANDING
[R7] METAL FINISH, BRUSH OIL FINISH	[R16] FRAME TYPE TO MATCH LANDING
[R8] METAL FINISH, BRUSH OIL FINISH	[R17] FRAME TYPE TO MATCH LANDING
[R9] METAL FINISH, BRUSH OIL FINISH	[R18] FRAME TYPE TO MATCH LANDING

DEVELOPMENT APPLICATION

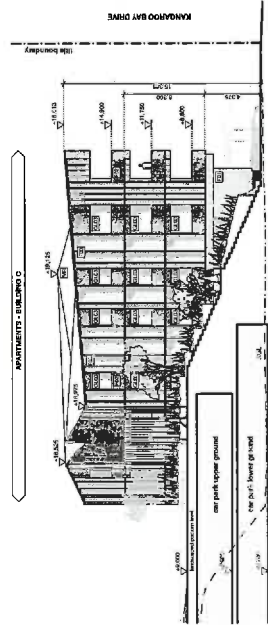
not for construction



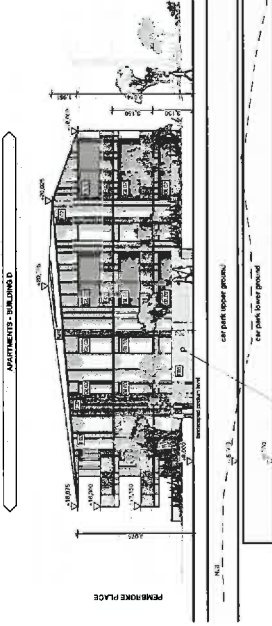
East Elevation, Building C
1:200



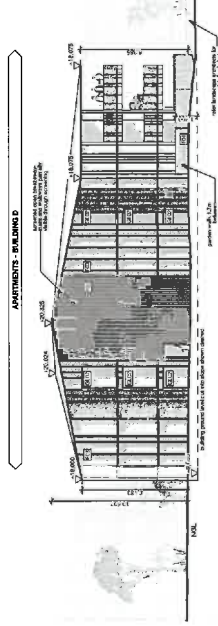
South Elevation, Building D
1:200



North Elevation, Building C
1:200



West Elevation, Building D
1:200

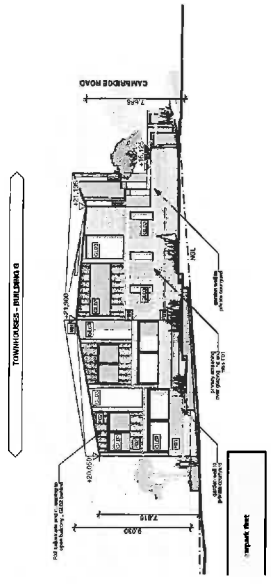


East Elevation, Building D
1:200

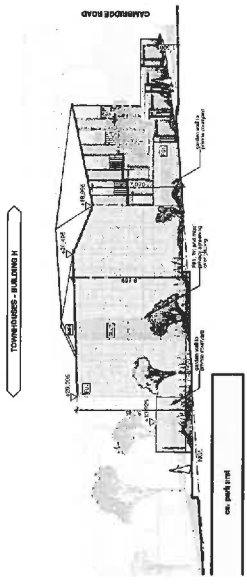
DEVELOPMENT APPLICATION

not for construction

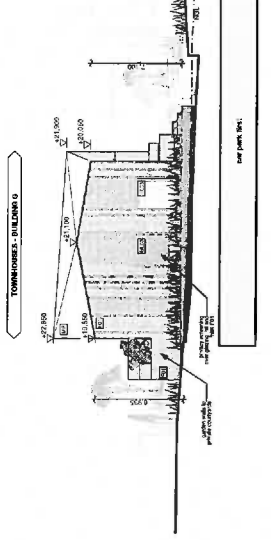
material key	
001	CONCRETE BLOCK WORK WITH WHITE PLASTER
002	CONCRETE BLOCK WORK WITH WHITE PLASTER
003	CONCRETE BLOCK WORK WITH WHITE PLASTER
004	CONCRETE BLOCK WORK WITH WHITE PLASTER
005	CONCRETE BLOCK WORK WITH WHITE PLASTER
006	CONCRETE BLOCK WORK WITH WHITE PLASTER
007	CONCRETE BLOCK WORK WITH WHITE PLASTER
008	CONCRETE BLOCK WORK WITH WHITE PLASTER
009	CONCRETE BLOCK WORK WITH WHITE PLASTER
010	CONCRETE BLOCK WORK WITH WHITE PLASTER
011	CONCRETE BLOCK WORK WITH WHITE PLASTER
012	CONCRETE BLOCK WORK WITH WHITE PLASTER
013	CONCRETE BLOCK WORK WITH WHITE PLASTER
014	CONCRETE BLOCK WORK WITH WHITE PLASTER
015	CONCRETE BLOCK WORK WITH WHITE PLASTER
016	CONCRETE BLOCK WORK WITH WHITE PLASTER
017	CONCRETE BLOCK WORK WITH WHITE PLASTER
018	CONCRETE BLOCK WORK WITH WHITE PLASTER
019	CONCRETE BLOCK WORK WITH WHITE PLASTER
020	CONCRETE BLOCK WORK WITH WHITE PLASTER
021	CONCRETE BLOCK WORK WITH WHITE PLASTER
022	CONCRETE BLOCK WORK WITH WHITE PLASTER
023	CONCRETE BLOCK WORK WITH WHITE PLASTER
024	CONCRETE BLOCK WORK WITH WHITE PLASTER
025	CONCRETE BLOCK WORK WITH WHITE PLASTER
026	CONCRETE BLOCK WORK WITH WHITE PLASTER
027	CONCRETE BLOCK WORK WITH WHITE PLASTER
028	CONCRETE BLOCK WORK WITH WHITE PLASTER
029	CONCRETE BLOCK WORK WITH WHITE PLASTER
030	CONCRETE BLOCK WORK WITH WHITE PLASTER
031	CONCRETE BLOCK WORK WITH WHITE PLASTER
032	CONCRETE BLOCK WORK WITH WHITE PLASTER
033	CONCRETE BLOCK WORK WITH WHITE PLASTER
034	CONCRETE BLOCK WORK WITH WHITE PLASTER
035	CONCRETE BLOCK WORK WITH WHITE PLASTER
036	CONCRETE BLOCK WORK WITH WHITE PLASTER
037	CONCRETE BLOCK WORK WITH WHITE PLASTER
038	CONCRETE BLOCK WORK WITH WHITE PLASTER
039	CONCRETE BLOCK WORK WITH WHITE PLASTER
040	CONCRETE BLOCK WORK WITH WHITE PLASTER
041	CONCRETE BLOCK WORK WITH WHITE PLASTER
042	CONCRETE BLOCK WORK WITH WHITE PLASTER
043	CONCRETE BLOCK WORK WITH WHITE PLASTER
044	CONCRETE BLOCK WORK WITH WHITE PLASTER
045	CONCRETE BLOCK WORK WITH WHITE PLASTER
046	CONCRETE BLOCK WORK WITH WHITE PLASTER
047	CONCRETE BLOCK WORK WITH WHITE PLASTER
048	CONCRETE BLOCK WORK WITH WHITE PLASTER
049	CONCRETE BLOCK WORK WITH WHITE PLASTER
050	CONCRETE BLOCK WORK WITH WHITE PLASTER
051	CONCRETE BLOCK WORK WITH WHITE PLASTER
052	CONCRETE BLOCK WORK WITH WHITE PLASTER
053	CONCRETE BLOCK WORK WITH WHITE PLASTER
054	CONCRETE BLOCK WORK WITH WHITE PLASTER
055	CONCRETE BLOCK WORK WITH WHITE PLASTER
056	CONCRETE BLOCK WORK WITH WHITE PLASTER
057	CONCRETE BLOCK WORK WITH WHITE PLASTER
058	CONCRETE BLOCK WORK WITH WHITE PLASTER
059	CONCRETE BLOCK WORK WITH WHITE PLASTER
060	CONCRETE BLOCK WORK WITH WHITE PLASTER
061	CONCRETE BLOCK WORK WITH WHITE PLASTER
062	CONCRETE BLOCK WORK WITH WHITE PLASTER
063	CONCRETE BLOCK WORK WITH WHITE PLASTER
064	CONCRETE BLOCK WORK WITH WHITE PLASTER
065	CONCRETE BLOCK WORK WITH WHITE PLASTER
066	CONCRETE BLOCK WORK WITH WHITE PLASTER
067	CONCRETE BLOCK WORK WITH WHITE PLASTER
068	CONCRETE BLOCK WORK WITH WHITE PLASTER
069	CONCRETE BLOCK WORK WITH WHITE PLASTER
070	CONCRETE BLOCK WORK WITH WHITE PLASTER
071	CONCRETE BLOCK WORK WITH WHITE PLASTER
072	CONCRETE BLOCK WORK WITH WHITE PLASTER
073	CONCRETE BLOCK WORK WITH WHITE PLASTER
074	CONCRETE BLOCK WORK WITH WHITE PLASTER
075	CONCRETE BLOCK WORK WITH WHITE PLASTER
076	CONCRETE BLOCK WORK WITH WHITE PLASTER
077	CONCRETE BLOCK WORK WITH WHITE PLASTER
078	CONCRETE BLOCK WORK WITH WHITE PLASTER
079	CONCRETE BLOCK WORK WITH WHITE PLASTER
080	CONCRETE BLOCK WORK WITH WHITE PLASTER
081	CONCRETE BLOCK WORK WITH WHITE PLASTER
082	CONCRETE BLOCK WORK WITH WHITE PLASTER
083	CONCRETE BLOCK WORK WITH WHITE PLASTER
084	CONCRETE BLOCK WORK WITH WHITE PLASTER
085	CONCRETE BLOCK WORK WITH WHITE PLASTER
086	CONCRETE BLOCK WORK WITH WHITE PLASTER
087	CONCRETE BLOCK WORK WITH WHITE PLASTER
088	CONCRETE BLOCK WORK WITH WHITE PLASTER
089	CONCRETE BLOCK WORK WITH WHITE PLASTER
090	CONCRETE BLOCK WORK WITH WHITE PLASTER
091	CONCRETE BLOCK WORK WITH WHITE PLASTER
092	CONCRETE BLOCK WORK WITH WHITE PLASTER
093	CONCRETE BLOCK WORK WITH WHITE PLASTER
094	CONCRETE BLOCK WORK WITH WHITE PLASTER
095	CONCRETE BLOCK WORK WITH WHITE PLASTER
096	CONCRETE BLOCK WORK WITH WHITE PLASTER
097	CONCRETE BLOCK WORK WITH WHITE PLASTER
098	CONCRETE BLOCK WORK WITH WHITE PLASTER
099	CONCRETE BLOCK WORK WITH WHITE PLASTER
100	CONCRETE BLOCK WORK WITH WHITE PLASTER



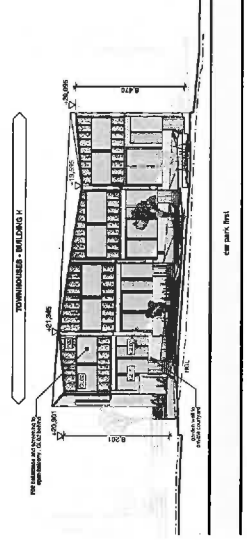
South Elevation Building G 1:200



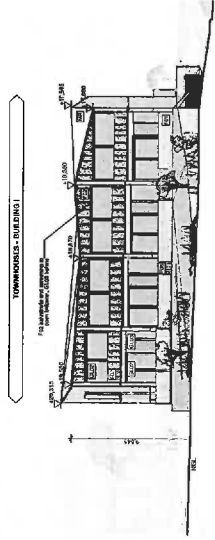
South Elevation Building H 1:200



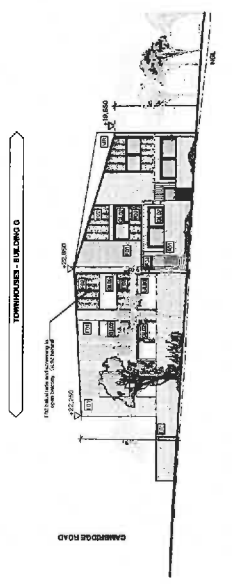
West Elevation Building G 1:200



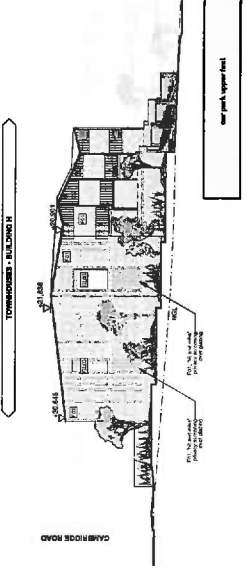
West Elevation Building H 1:200



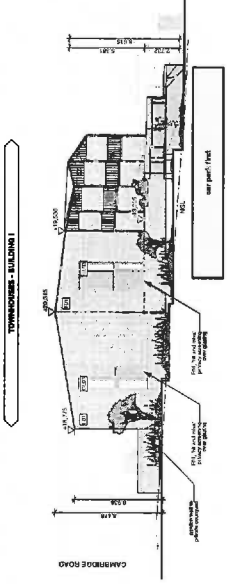
West Elevation Building I 1:200



North Elevation Building G 1:200



North Elevation Building H 1:200

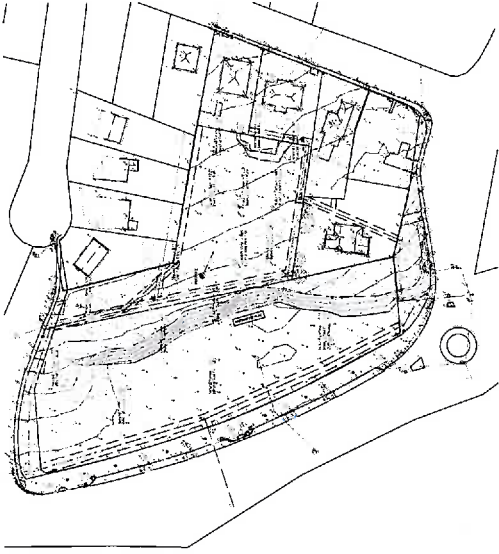


North Elevation Building I 1:200

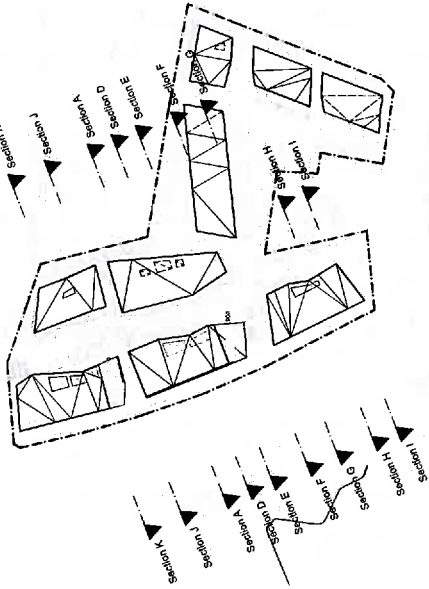
revisions

Drawn by: [Name]
Checked by: [Name]
Date: [Date]

DEVELOPMENT APPLICATION
not for construction



SITE SURVEY
1:1000



SITE PLAN SECTION DIAGRAM
1:1000

Kangaroo Bay Bhd
Prestinct
Header Developments
17, Jalan
Kangaroo Bay
11000
TANJONG

client: HORTICULTURE ARCHITECTS
Contact:
Mr. [Name]
Tel: [Number]
Email: [Email]
Website: [Website]

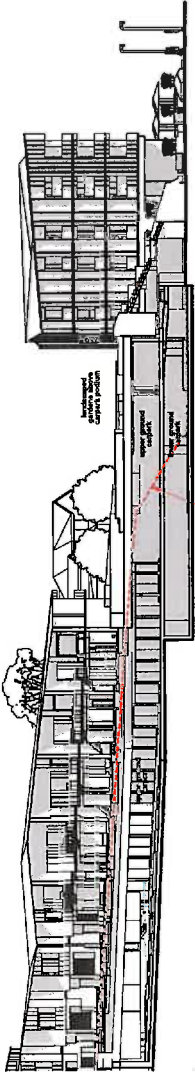
Site Sections Encampment
Encampment & Sections

1617-C08 Rev A

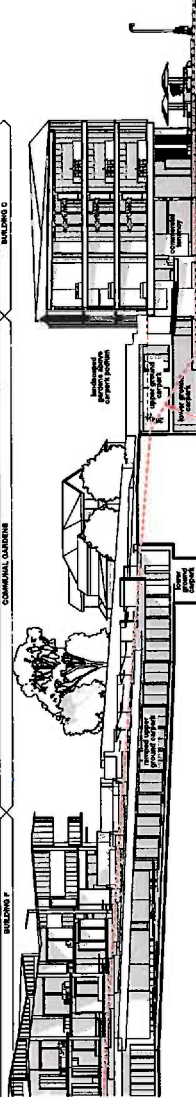
Agenda: [Agenda]
Kangaroo Bay Bhd, Prestinct Header & Encampment, Section Page 19 of 40



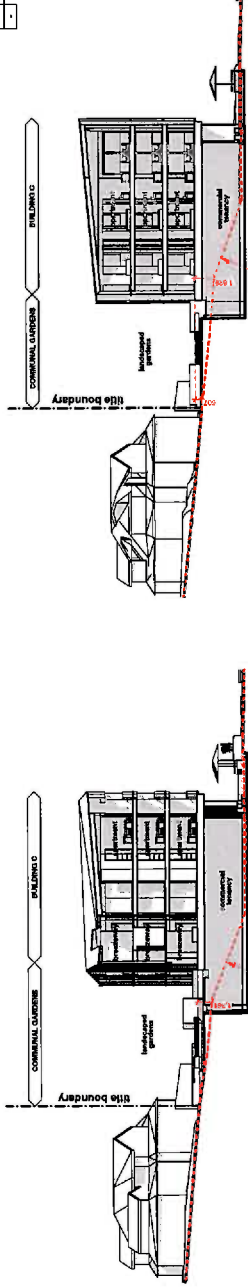
Section E
1:250



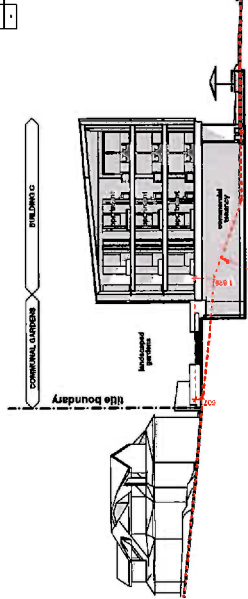
Section F
1:250



Section G
1:250



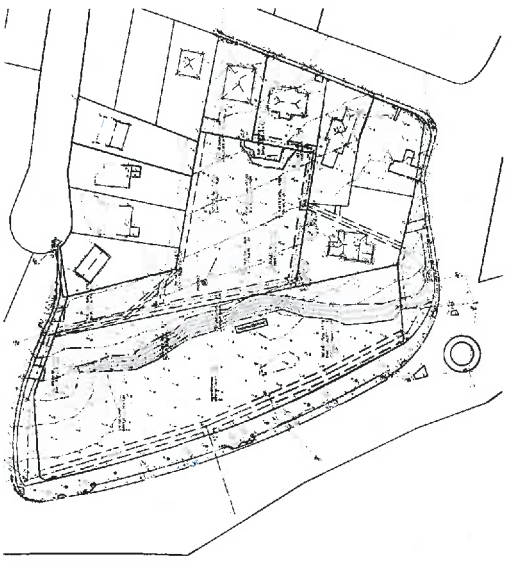
Section H
1:250



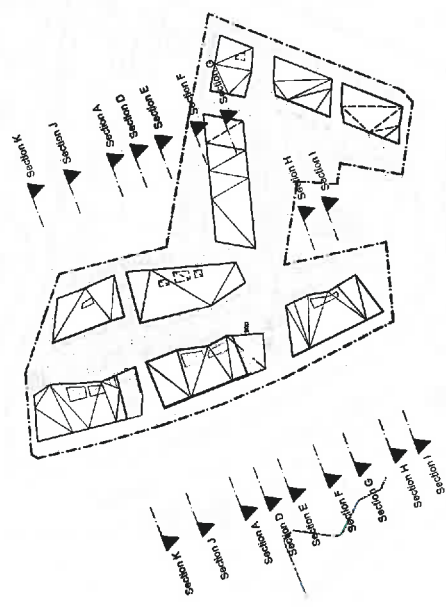
Section I
1:250

DEVELOPMENT APPLICATION
not for construction

revisions
Revision 1: 10/10/2020
Revision 2: 10/10/2020
Revision 3: 10/10/2020



SITE SURVEY
1:1000



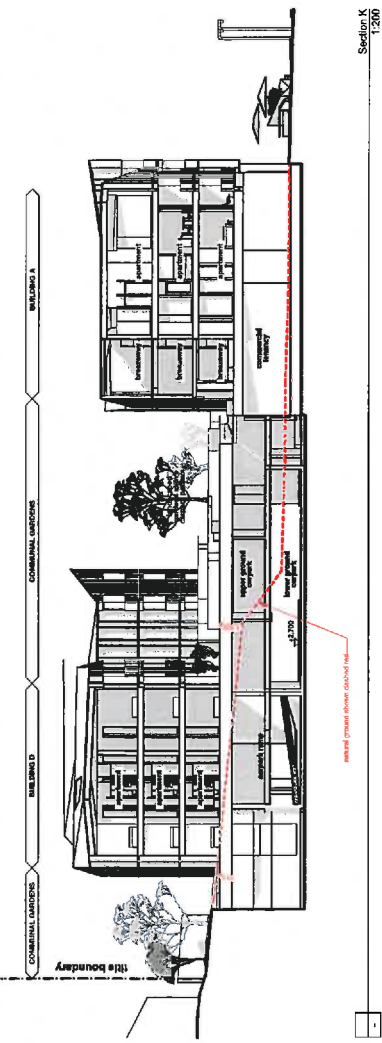
SITE PLAN SECTION DIAGRAM
1:1000

Kangaroo Bay Blvd
Preschool
Harbour Developments
27 Huxford Street
128 1000

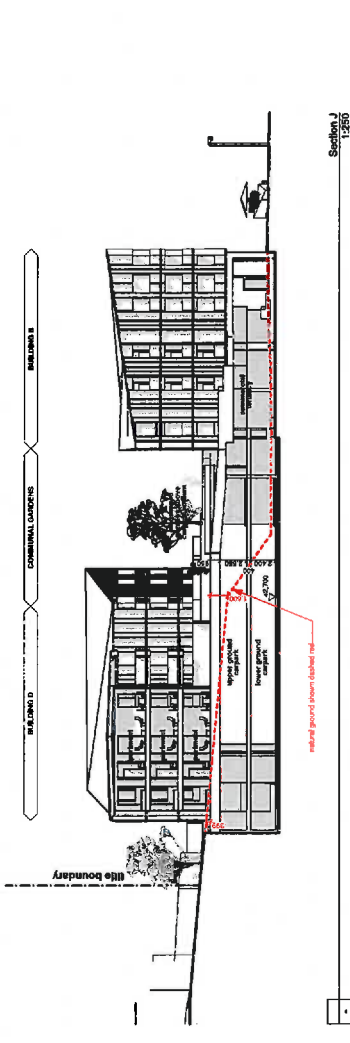
client: morris russell architects
Contact
14/01/2021 27 Huxford Street
128 1000

Site Section: Basement
Basement & Section

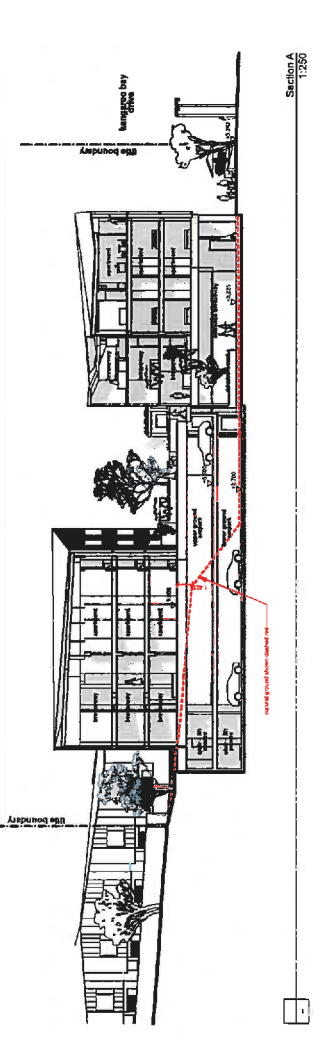
1617-C09 Rev A
Approved: 16/10/2020
Kangaroo Bay Drive, Preschool, Section A & Cambridge Street, Section A
Page 20 of 40



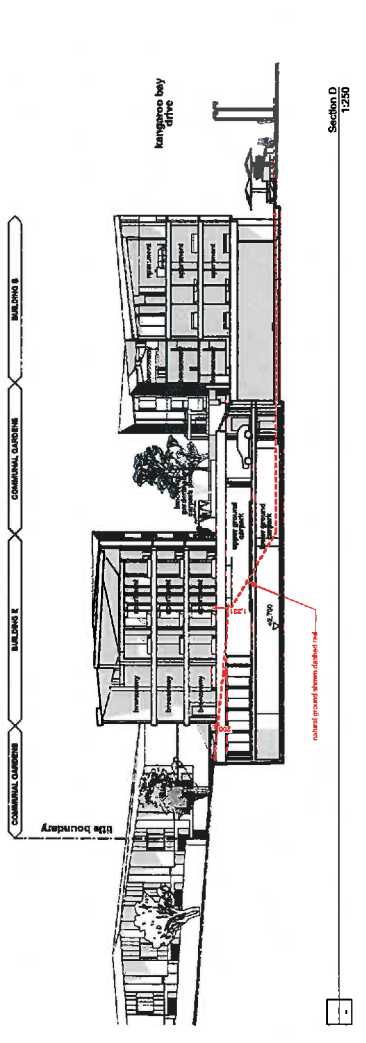
Section K
1:250



Section J
1:250



Section A
1:250



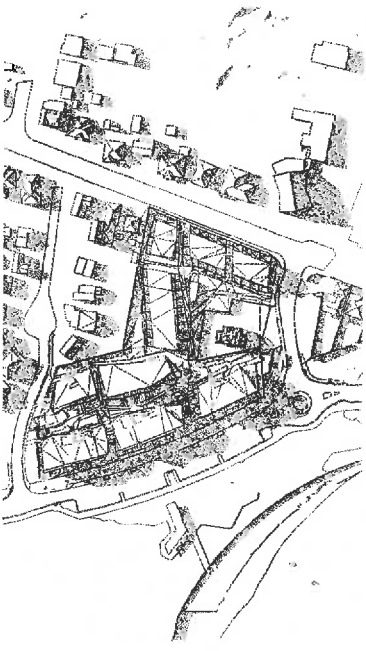
Section D
1:250

not for construction

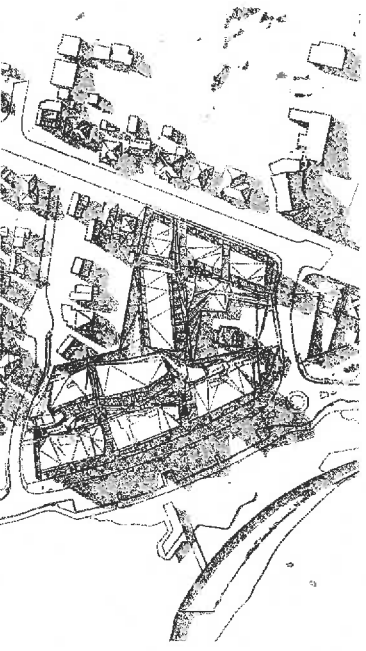


DEVELOPMENT APPLICATION
not for construction

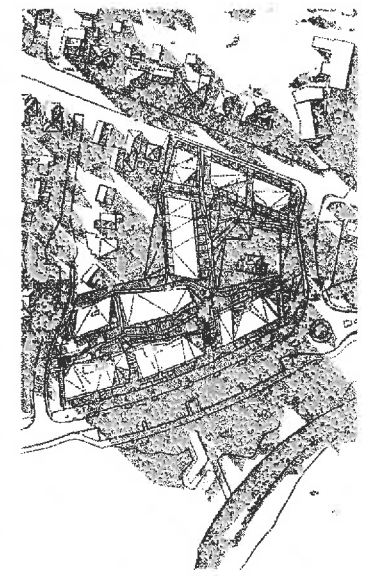
revisions
Kangaroo Bay Blvd
Precinct
Number Developments
1617-H01
Rev A



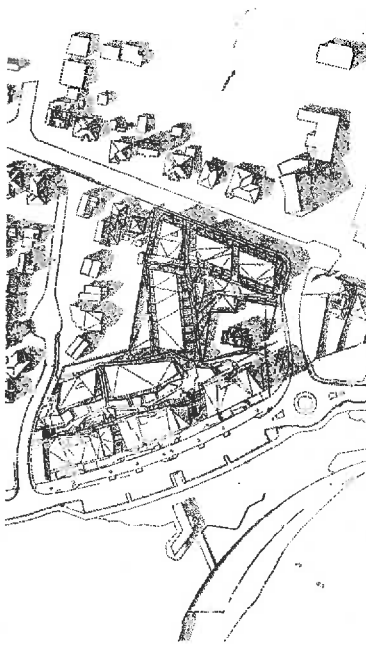
winter solstice - 11am



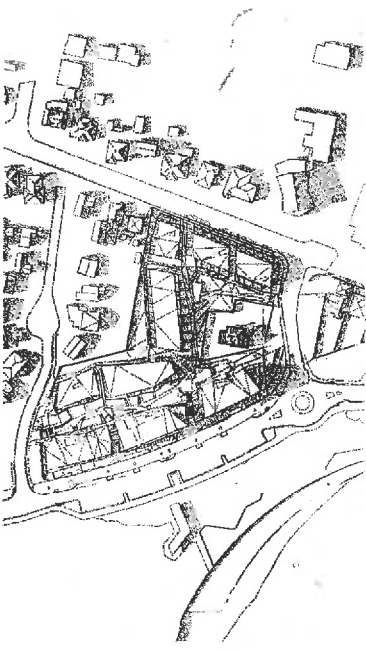
winter solstice - 10am



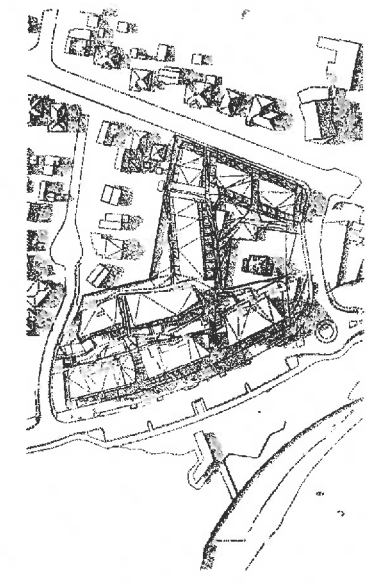
winter solstice - 9am



winter solstice - 2pm



winter solstice - 1pm



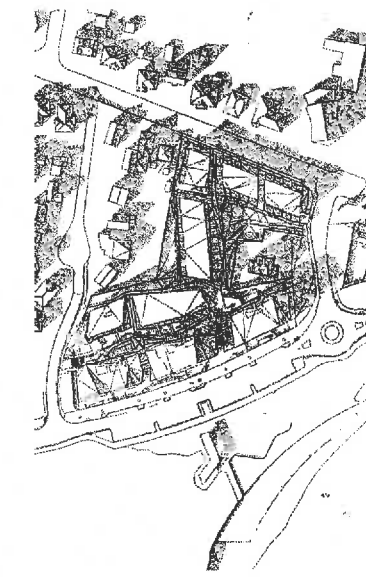
winter solstice - 12pm



winter solstice - 5pm



winter solstice - 4pm



winter solstice - 3pm



Kangaroo Bay Blvd
Precinct
Number Developments
1617-H01
Rev A

Project Name
Kangaroo Bay Blvd
Precinct
Number Developments
1617-H01
Rev A

Project Number
1617-H01
Rev A

Project Date
16/11/2023

Project Location
Kangaroo Bay Blvd, Precinct
Number Developments
1617-H01
Rev A

Project Status
Not for construction

Project Description
Kangaroo Bay Blvd, Precinct
Number Developments
1617-H01
Rev A

Project Contact
Kangaroo Bay Blvd, Precinct
Number Developments
1617-H01
Rev A

Project Address
Kangaroo Bay Blvd, Precinct
Number Developments
1617-H01
Rev A

Project City
Kangaroo Bay Blvd, Precinct
Number Developments
1617-H01
Rev A

Project State
Kangaroo Bay Blvd, Precinct
Number Developments
1617-H01
Rev A

Project Country
Kangaroo Bay Blvd, Precinct
Number Developments
1617-H01
Rev A

Project Postcode
Kangaroo Bay Blvd, Precinct
Number Developments
1617-H01
Rev A

Project Phone
Kangaroo Bay Blvd, Precinct
Number Developments
1617-H01
Rev A

Project Email
Kangaroo Bay Blvd, Precinct
Number Developments
1617-H01
Rev A

Project Website
Kangaroo Bay Blvd, Precinct
Number Developments
1617-H01
Rev A

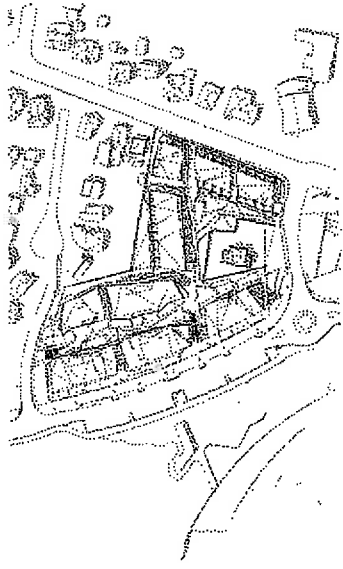
Project Social Media
Kangaroo Bay Blvd, Precinct
Number Developments
1617-H01
Rev A

Project Logo
Kangaroo Bay Blvd, Precinct
Number Developments
1617-H01
Rev A

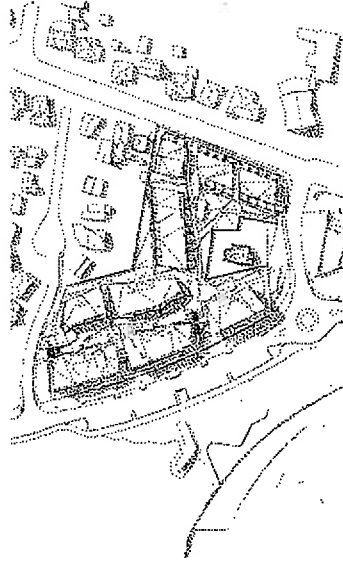
Project Footer
Kangaroo Bay Blvd, Precinct
Number Developments
1617-H01
Rev A

DEVELOPMENT APPLICATION

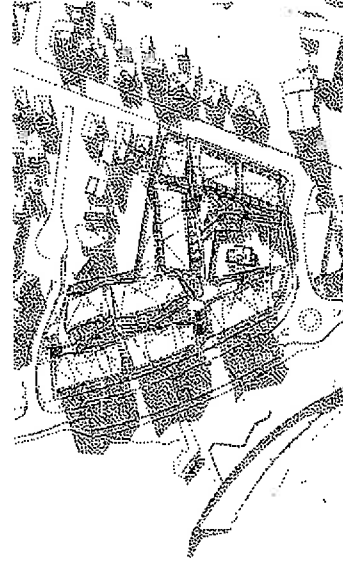
not for construction



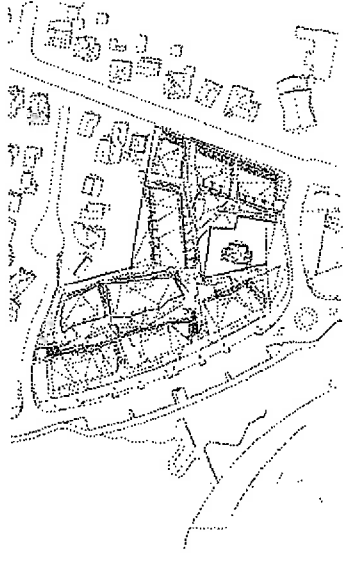
autumnal equinox - 3pm



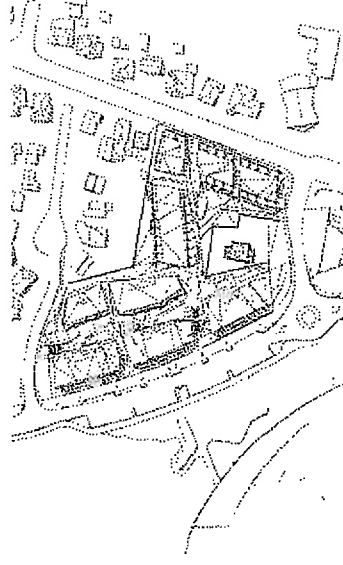
autumnal equinox - 12pm



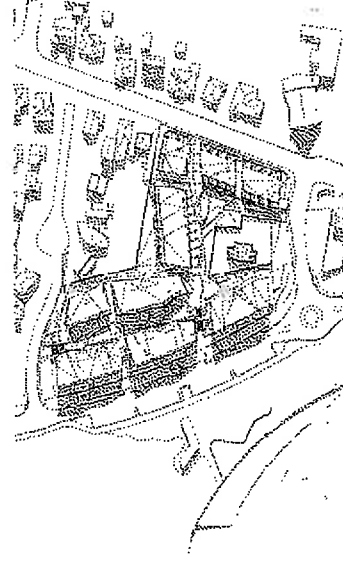
autumnal equinox - 9am



summer solstice - 3pm



summer solstice - 12pm



summer solstice - 9am

10/10/2014

Kangaroo Bay Blvd

Precinct

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

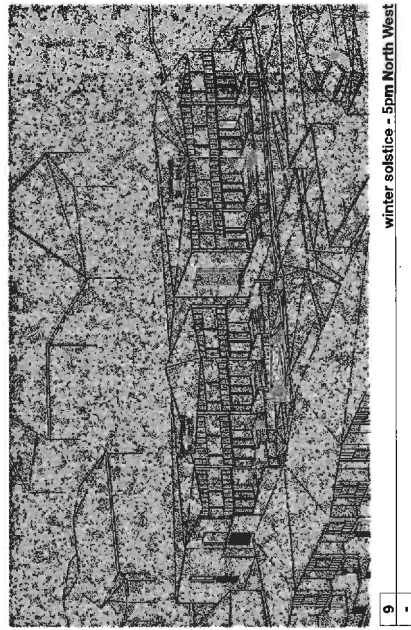
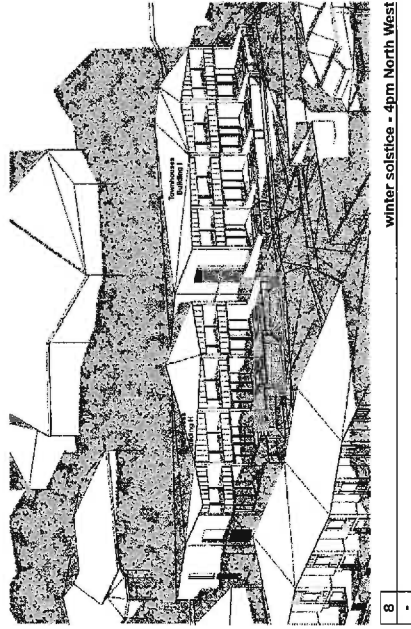
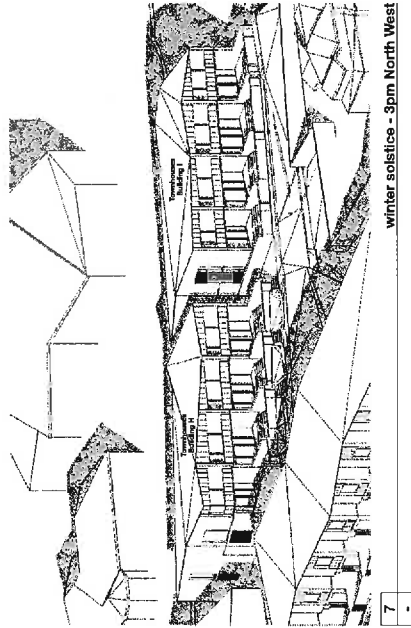
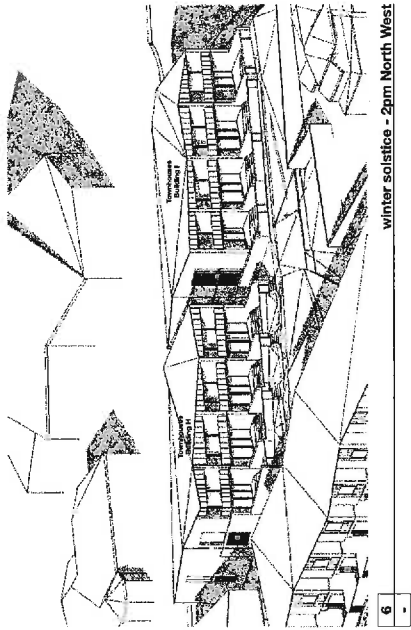
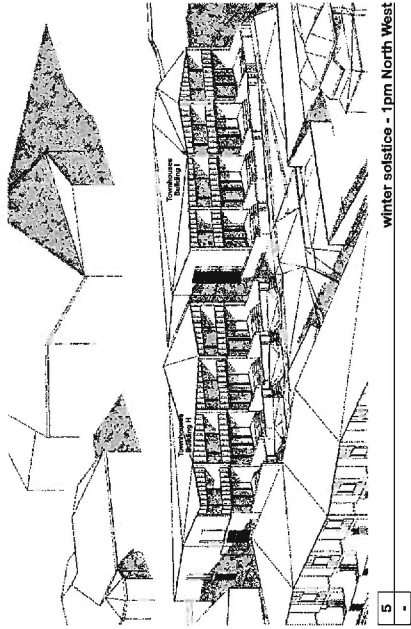
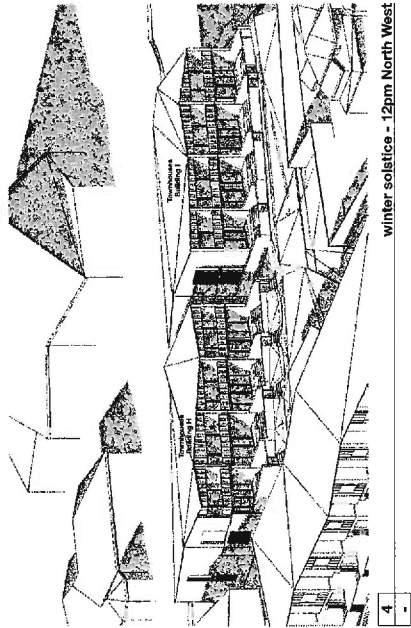
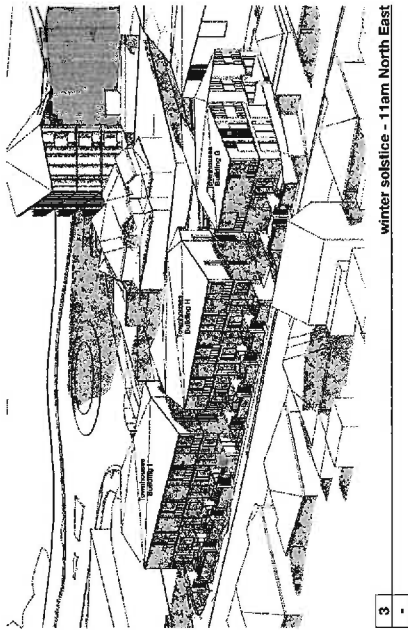
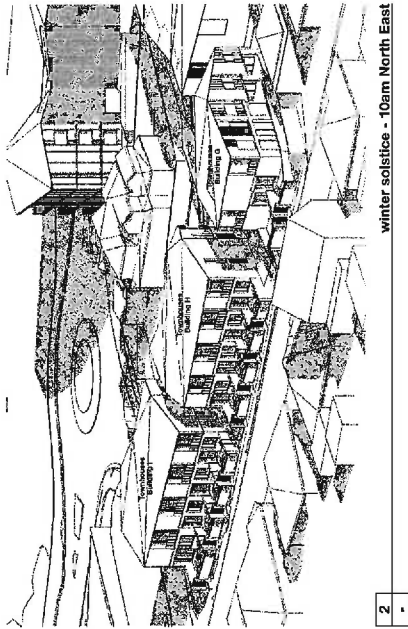
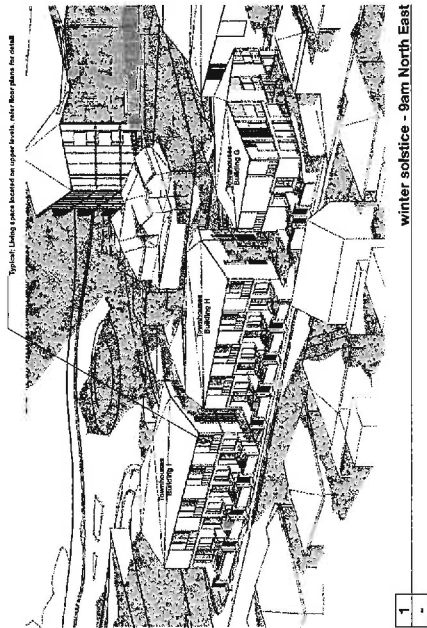
Project

Project

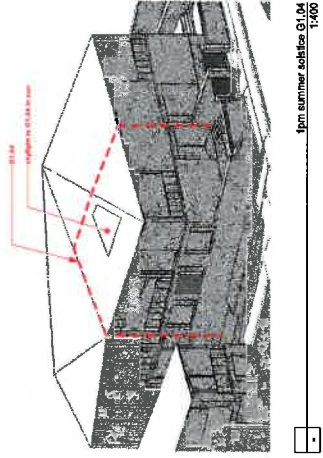
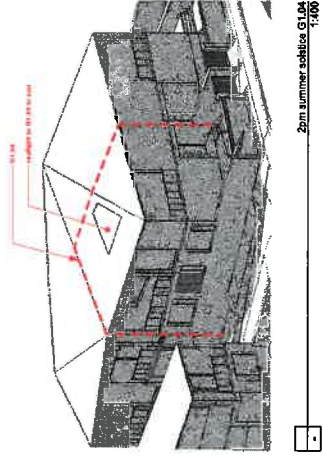
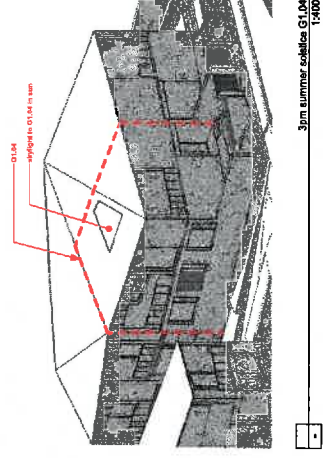
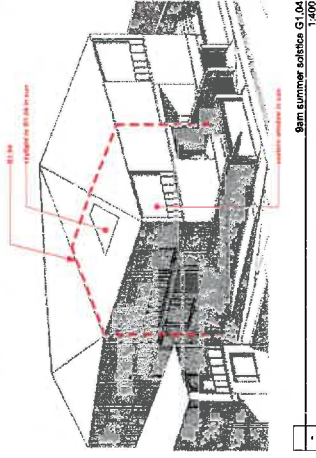
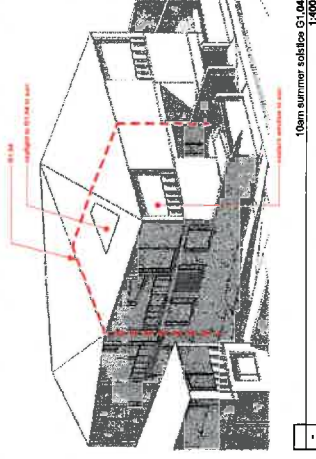
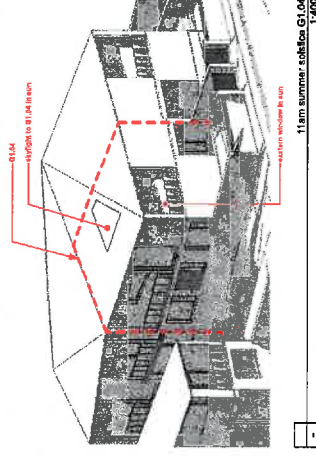
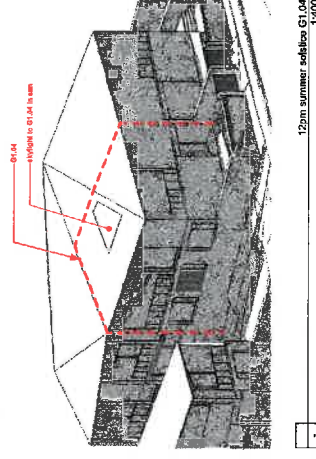
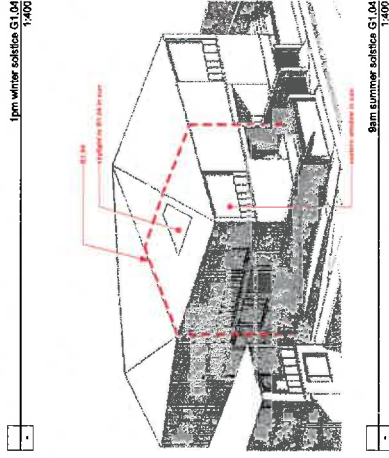
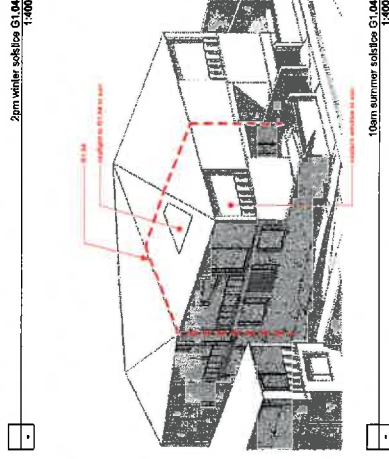
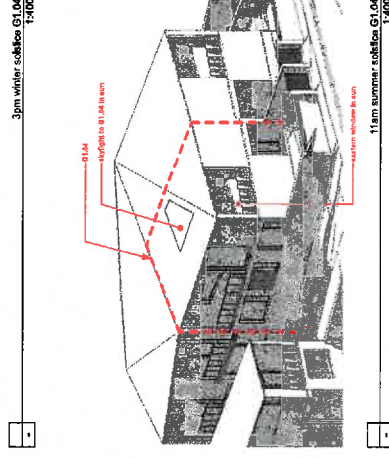
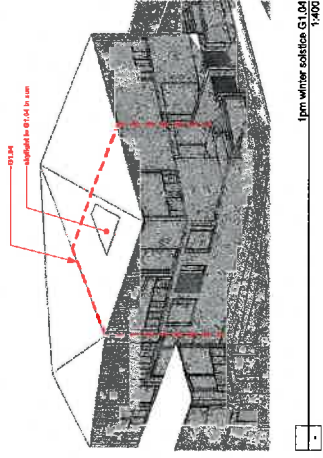
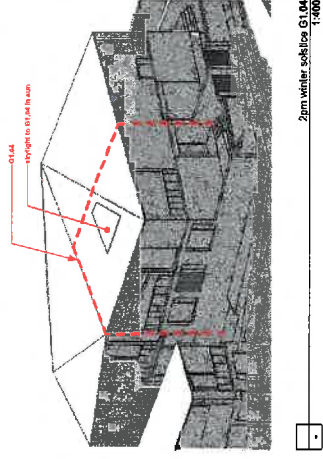
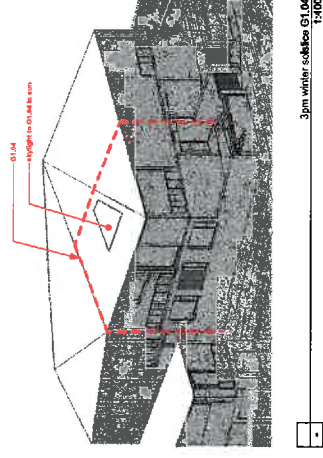
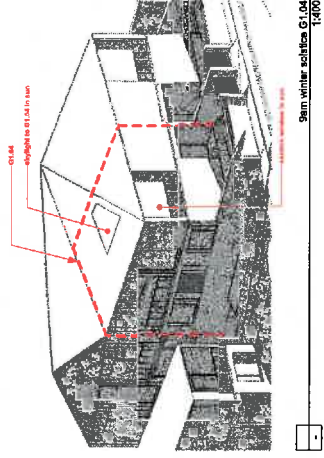
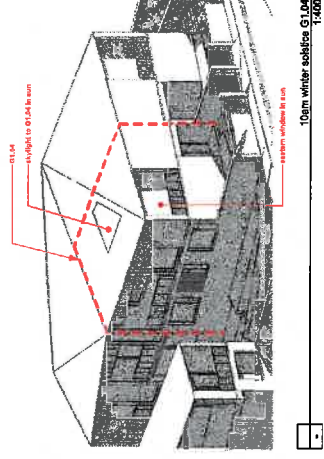
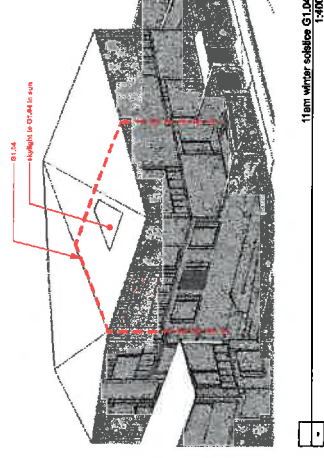
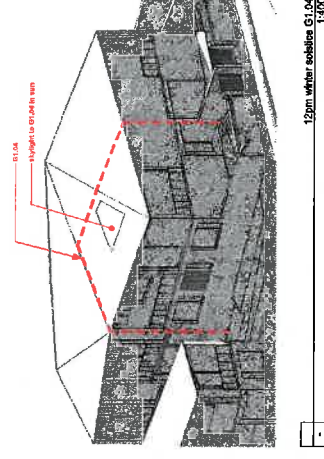
Project

Project

DEVELOPMENT APPLICATION
not for construction



DEVELOPMENT APPLICATION
not for construction



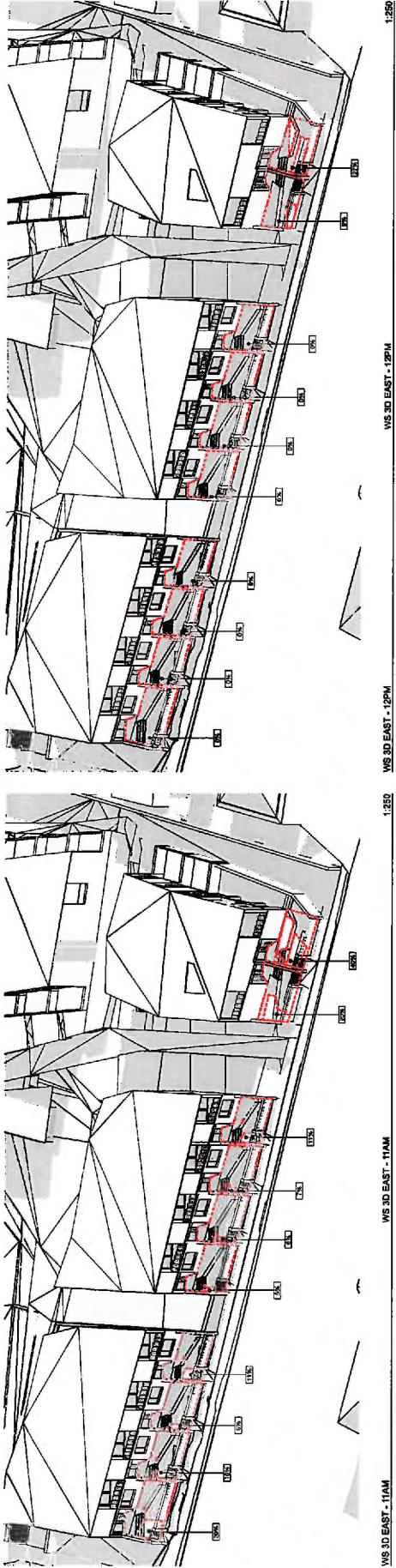
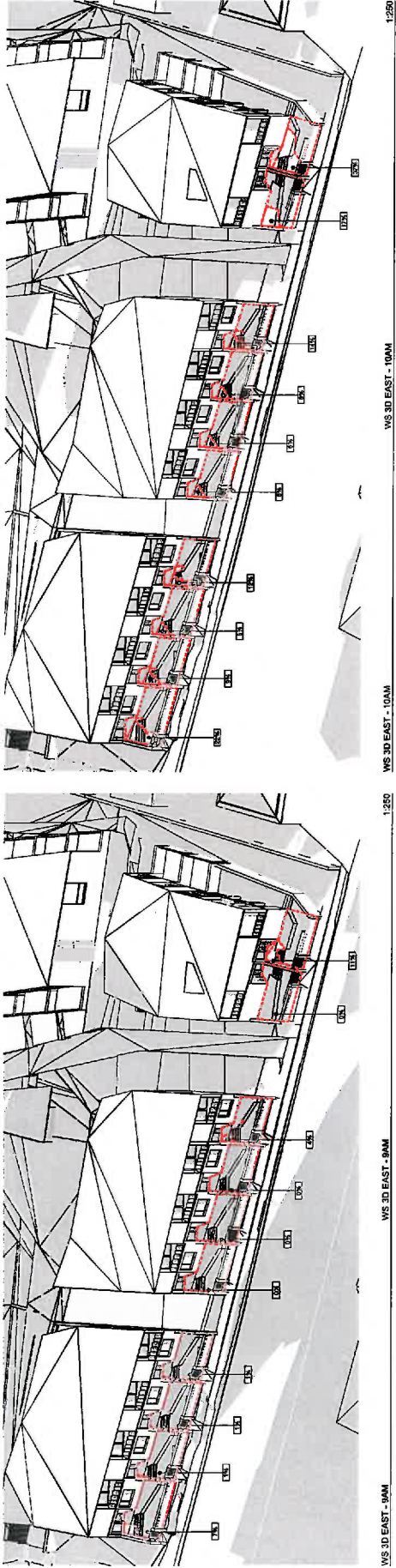
**Kangaroo Bay Blvd
Precinct
Hunter Developments**
27 Hunter Street
Mosby
TAS. 7000

clara morris-munn architects
Contact
bd at/m | 27 harscoe st | hudson | us | 70500
03 626-96544
info@claramorris-munn.com

Sun Studios - Inner Res 3D
3D Views & Diagrams

5K

Form 1041-12
1617-H05
Rev A



NOTES:
1. ALL DIMENSIONS ARE IN METERS
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED
4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED
5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED
6. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED
7. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED
8. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED
9. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED
10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED

revisions

Rev	By	Date	Description
1	1617-H07	16/05/2024	Development Application

DEVELOPMENT APPLICATION

not for construction

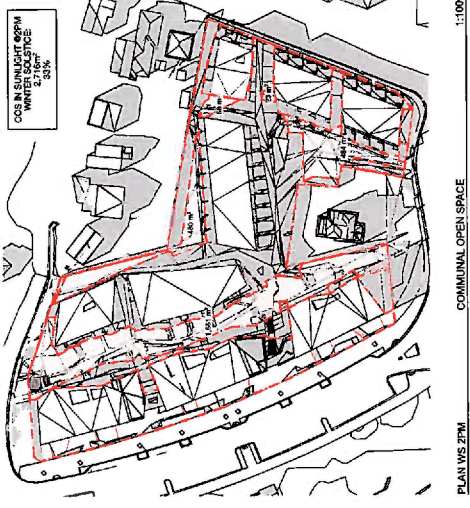
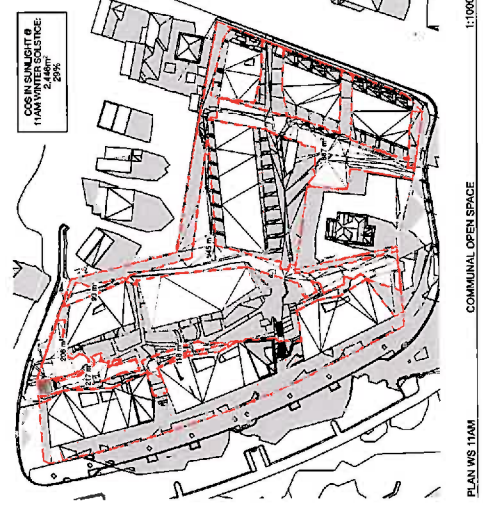
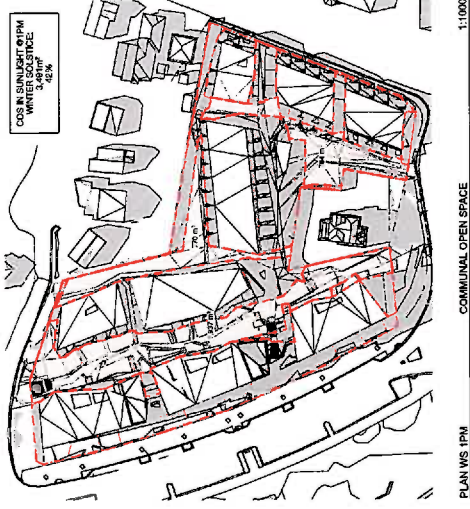
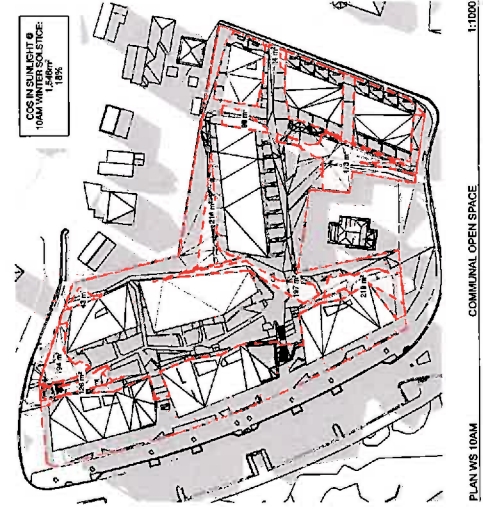
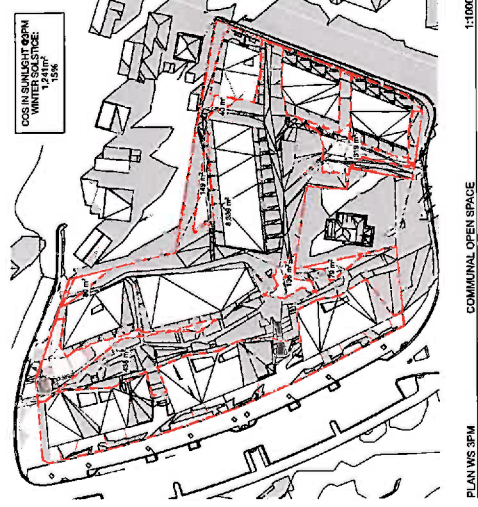
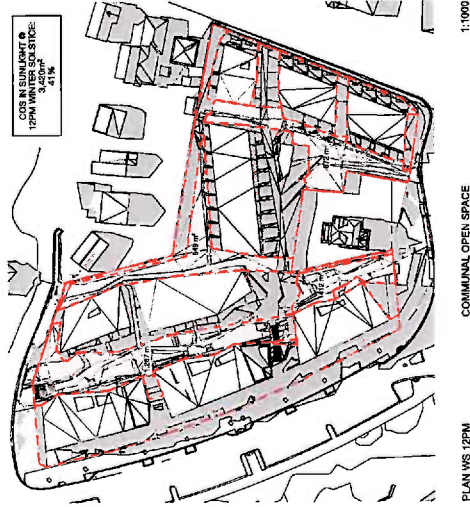
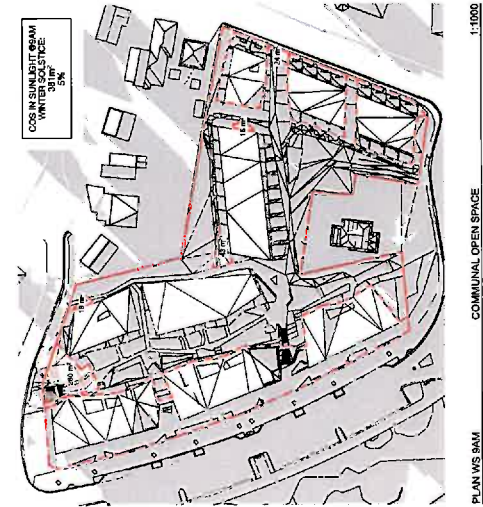
1617-H07

Kangaroo Bay Blvd
Precinct
Kangaroo Bay Blvd
1617-H07

area: 1617-H07
area: 1617-H07
area: 1617-H07
area: 1617-H07

area: 1617-H07
area: 1617-H07
area: 1617-H07
area: 1617-H07

area: 1617-H07
area: 1617-H07
area: 1617-H07
area: 1617-H07



DEVELOPMENT APPLICATION

not for construction

revisions

Revised: 16/08/2024
By: [Name]
For: [Purpose]

Kangaroo Bay Blvd

Precinct

Project Details

Project Name: [Name]
Project Number: [Number]
Project Date: [Date]

Project Location: [Location]
Project Status: [Status]
Project Owner: [Owner]

Project Description

The project is a development application for a new building at [Address]. The building is a [Type] building with a total floor area of [Area]. The building is located on [Street] and is adjacent to [Neighbourhood].

Project Objectives

The project objectives are to provide a new building for [Purpose] and to improve the [Area]. The project is expected to create [Jobs] and to generate [Revenue].

The project is expected to have a positive impact on the [Area] and to contribute to the [Community]. The project is expected to be completed by [Date].

The project is expected to have a positive impact on the [Area] and to contribute to the [Community]. The project is expected to be completed by [Date].

The project is expected to have a positive impact on the [Area] and to contribute to the [Community]. The project is expected to be completed by [Date].

The project is expected to have a positive impact on the [Area] and to contribute to the [Community]. The project is expected to be completed by [Date].

The project is expected to have a positive impact on the [Area] and to contribute to the [Community]. The project is expected to be completed by [Date].

The project is expected to have a positive impact on the [Area] and to contribute to the [Community]. The project is expected to be completed by [Date].

The project is expected to have a positive impact on the [Area] and to contribute to the [Community]. The project is expected to be completed by [Date].

Mixed-Use Development

DRAWING REGISTER

[illegible]

The subject property is currently contained within six (6) contiguous Certificates of Title, as summarized below:

title references		lead time	planning time	planning software constraints
volume	cells			
V32121	2	6.6 (30%)	Particular Version 2.0.0	PPS 4.6 compatible
V32122	2	7.0 (30%)	Particular Version 2.0.0	PPS 4.6 compatible
V32123	5	7.0 (30%)	never tested	PPS 4.6 compatible
V32124	8	7.0 (30%)	never tested	PPS 4.6 compatible
V32125	5	7.0 (30%)	never tested	PPS 4.6 compatible

13.31m ²	total site area
5.94m ²	proposed footprint
31.66%	site coverage (%) linear residential
32.87%	site coverage (%) linear residential + particular purposes combined

101	car parking public / commercial / tandees
150	car parking residents & visitors
251	car parking total

	total	particular purpose zone	particular purpose zone + total
4.339 ^a	national command open space [NOL] / particular purpose zone		
1.373 ^b	national command open space [NOL] / urban built - total residential zone		
284 ^c	national command open space [NOL] / rural built - particular purpose zone		
0.664 ^d	national command open space + total		



Police Officer: Stephen David Rosenbloom		
Arrest Type	Transmittal Number	Arrest
P003	11/16/17 182471	34
P003	11/16/17 182478	33
P003	11/16/17 182503	82
P003	11/16/17 182504	95
P003	11/16/17 182521	94
P003	11/16/17 182522	79
P003	11/16/17 182529	78
P003	11/16/17 182544	79
P003	11/16/17 182549	81
P003	11/16/17 182551	74
P003	11/16/17 182559	74
P003	11/16/17 182564	77

99.9% minimum area free from impervious surfaces (m2) - inner residential area

99.6% minimum area free from impervious surfaces (m2) - inner residential area



Immunologic Surface

revisions

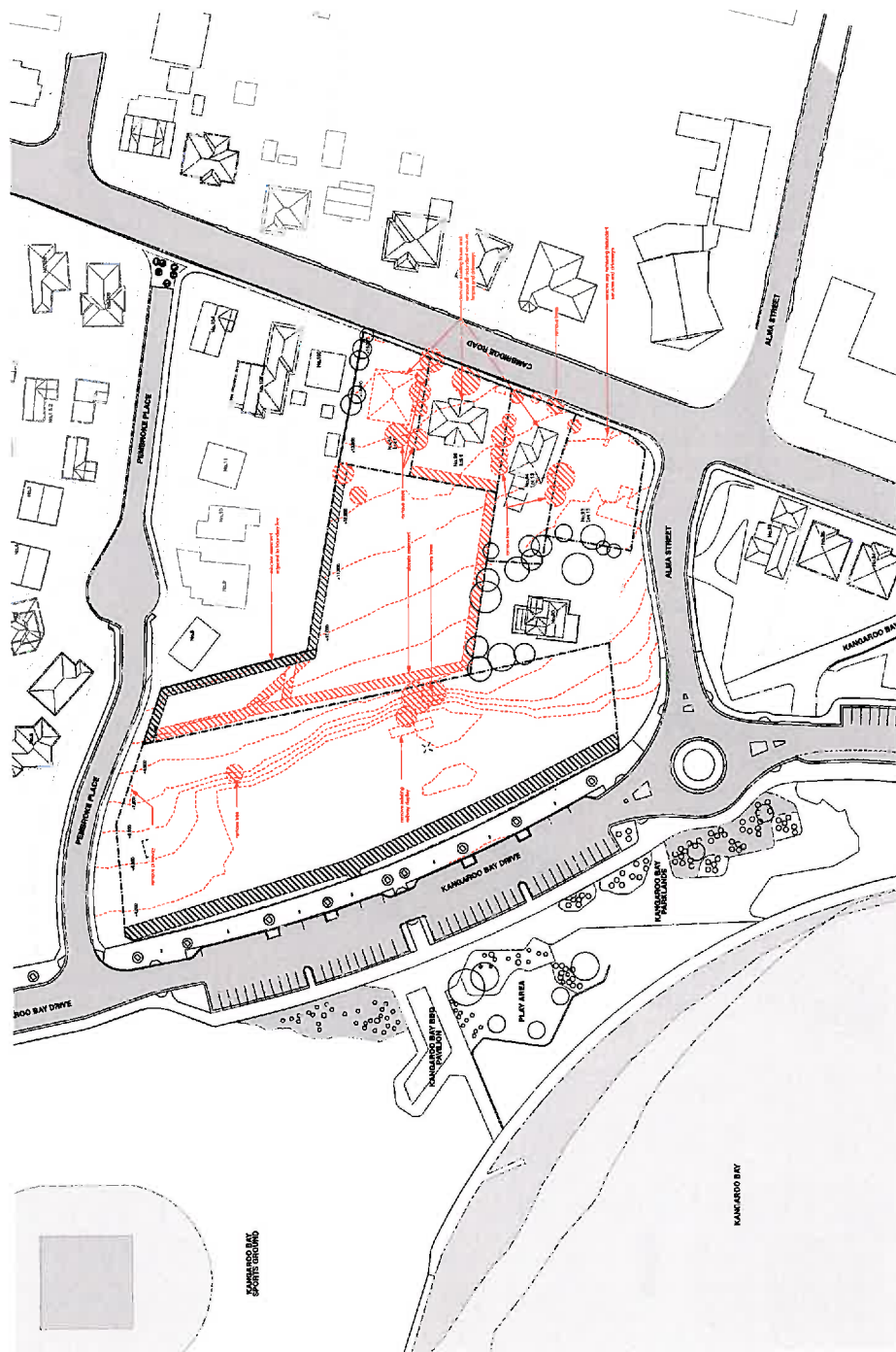
not for construction

LOCATION PLAN

[illegible]

ARTIST IMPRESSION - KANGAROO BAY DRIVE

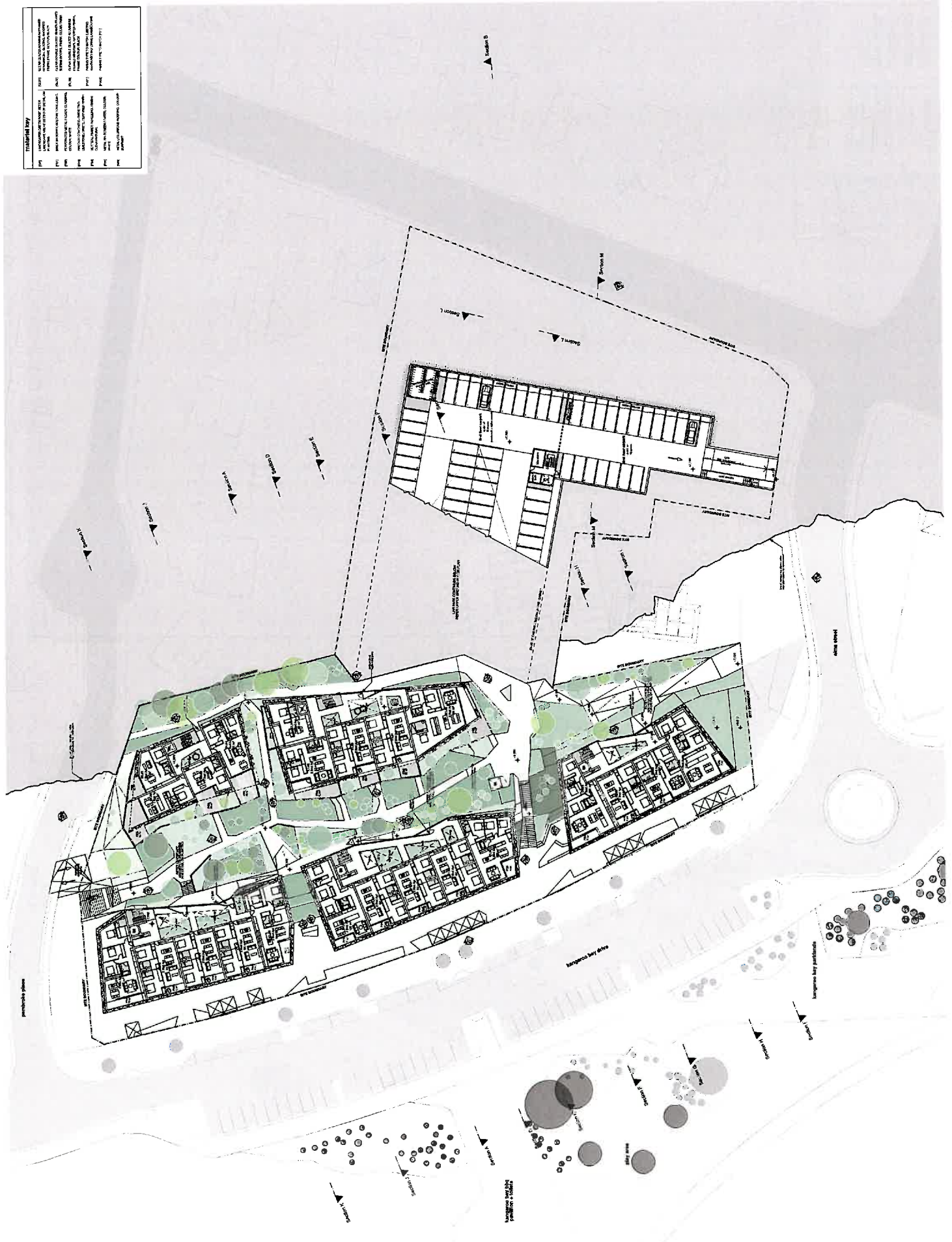




Title Block	
101	101
102	102
103	103
104	104
105	105
106	106
107	107
108	108
109	109
110	110
111	111
112	112
113	113
114	114
115	115
116	116
117	117
118	118
119	119
120	120
121	121
122	122
123	123
124	124
125	125
126	126
127	127
128	128
129	129
130	130
131	131
132	132
133	133
134	134
135	135
136	136
137	137
138	138
139	139
140	140
141	141
142	142
143	143
144	144
145	145
146	146
147	147
148	148
149	149
150	150
151	151
152	152
153	153
154	154
155	155
156	156
157	157
158	158
159	159
160	160
161	161
162	162
163	163
164	164
165	165
166	166
167	167
168	168
169	169
170	170
171	171
172	172
173	173
174	174
175	175
176	176
177	177
178	178
179	179
180	180
181	181
182	182
183	183
184	184
185	185
186	186
187	187
188	188
189	189
190	190
191	191
192	192
193	193
194	194
195	195
196	196
197	197
198	198
199	199
200	200

DEVELOPMENT APPLICATION not for construction

Kingsway Bay Blvd
 Project No. 167-403
 Date: 10/11/2016
 Rev A



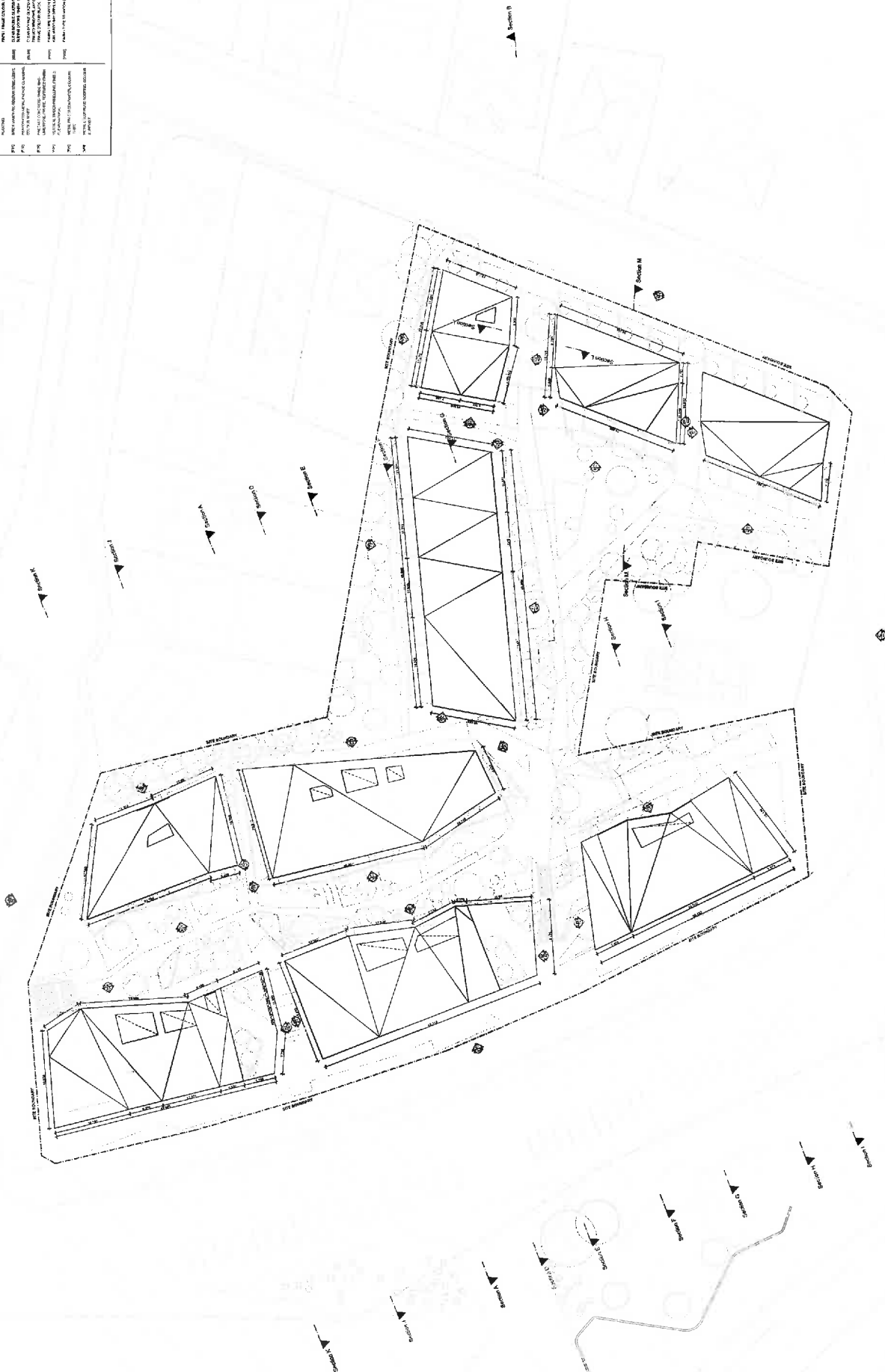
DEVELOPMENT APPLICATION
not for construction

not for construction

[illegible][illegible]

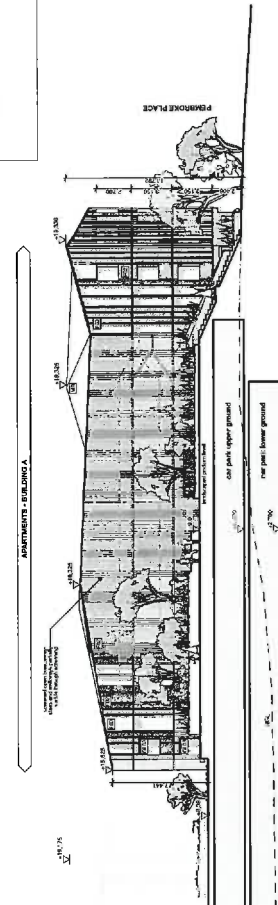
DEVELOPMENT APPLICATION
not for construction

not for construction

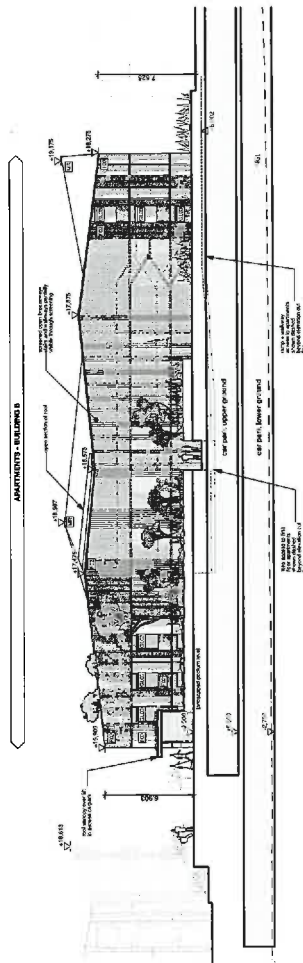
[illegible]

material key	
1000	LAMINATED SHEET, PINK, 15 FEET LONG, 10 FEET WIDE, 1/8" THICK, 100 PIECES
1010	INTERLOCKED FIBERGLASS PLATING
1020	INTERLOCKED CARBON FIBER PLATING
1030	INTERLOCKED CARBON FIBER PLATING, 1/2" THICK, 1000 PIECES
1040	INTERLOCKED CARBON FIBER PLATING, 1/4" THICK, 1000 PIECES
1050	INTERLOCKED CARBON FIBER PLATING, 1/8" THICK, 1000 PIECES
1060	INTERLOCKED CARBON FIBER PLATING, 1/16" THICK, 1000 PIECES
1070	INTERLOCKED CARBON FIBER PLATING, 1/32" THICK, 1000 PIECES
1080	INTERLOCKED CARBON FIBER PLATING, 1/64" THICK, 1000 PIECES
1090	INTERLOCKED CARBON FIBER PLATING, 1/128" THICK, 1000 PIECES
1100	INTERLOCKED CARBON FIBER PLATING, 1/256" THICK, 1000 PIECES
1110	INTERLOCKED CARBON FIBER PLATING, 1/512" THICK, 1000 PIECES
1120	INTERLOCKED CARBON FIBER PLATING, 1/1024" THICK, 1000 PIECES
1130	INTERLOCKED CARBON FIBER PLATING, 1/2048" THICK, 1000 PIECES
1140	INTERLOCKED CARBON FIBER PLATING, 1/4096" THICK, 1000 PIECES
1150	INTERLOCKED CARBON FIBER PLATING, 1/8192" THICK, 1000 PIECES
1160	INTERLOCKED CARBON FIBER PLATING, 1/16384" THICK, 1000 PIECES
1170	INTERLOCKED CARBON FIBER PLATING, 1/32768" THICK, 1000 PIECES
1180	INTERLOCKED CARBON FIBER PLATING, 1/65536" THICK, 1000 PIECES
1190	INTERLOCKED CARBON FIBER PLATING, 1/131072" THICK, 1000 PIECES
1200	INTERLOCKED CARBON FIBER PLATING, 1/262144" THICK, 1000 PIECES
1210	INTERLOCKED CARBON FIBER PLATING, 1/524288" THICK, 1000 PIECES
1220	INTERLOCKED CARBON FIBER PLATING, 1/1048576" THICK, 1000 PIECES
1230	INTERLOCKED CARBON FIBER PLATING, 1/2097152" THICK, 1000 PIECES
1240	INTERLOCKED CARBON FIBER PLATING, 1/4194304" THICK, 1000 PIECES
1250	INTERLOCKED CARBON FIBER PLATING, 1/8388608" THICK, 1000 PIECES
1260	INTERLOCKED CARBON FIBER PLATING, 1/16777216" THICK, 1000 PIECES
1270	INTERLOCKED CARBON FIBER PLATING, 1/33554432" THICK, 1000 PIECES
1280	INTERLOCKED CARBON FIBER PLATING, 1/67108864" THICK, 1000 PIECES
1290	INTERLOCKED CARBON FIBER PLATING, 1/134217728" THICK, 1000 PIECES
1300	INTERLOCKED CARBON FIBER PLATING, 1/268435456" THICK, 1000 PIECES
1310	INTERLOCKED CARBON FIBER PLATING, 1/536870912" THICK, 1000 PIECES
1320	INTERLOCKED CARBON FIBER PLATING, 1/1073741824" THICK, 1000 PIECES
1330	INTERLOCKED CARBON FIBER PLATING, 1/2147483648" THICK, 1000 PIECES
1340	INTERLOCKED CARBON FIBER PLATING, 1/4294967296" THICK, 1000 PIECES
1350	INTERLOCKED CARBON FIBER PLATING, 1/8589934592" THICK, 1000 PIECES
1360	INTERLOCKED CARBON FIBER PLATING, 1/17179869184" THICK, 1000 PIECES
1370	INTERLOCKED CARBON FIBER PLATING, 1/34359738368" THICK, 1000 PIECES
1380	INTERLOCKED CARBON FIBER PLATING, 1/68719476736" THICK, 1000 PIECES
1390	INTERLOCKED CARBON FIBER PLATING, 1/137438953472" THICK, 1000 PIECES
1400	INTERLOCKED CARBON FIBER PLATING, 1/274877906944" THICK, 1000 PIECES
1410	INTERLOCKED CARBON FIBER PLATING, 1/549755813888" THICK, 1000 PIECES
1420	INTERLOCKED CARBON FIBER PLATING, 1/1099511627776" THICK, 1000 PIECES
1430	INTERLOCKED CARBON FIBER PLATING, 1/2199023255552" THICK, 1000 PIECES
1440	INTERLOCKED CARBON FIBER PLATING, 1/4398046511104" THICK, 1000 PIECES
1450	INTERLOCKED CARBON FIBER PLATING, 1/8796093022208" THICK, 1000 PIECES
1460	INTERLOCKED CARBON FIBER PLATING, 1/17592186044416" THICK, 1000 PIECES
1470	INTERLOCKED CARBON FIBER PLATING, 1/35184372088832" THICK, 1000 PIECES
1480	INTERLOCKED CARBON FIBER PLATING, 1/70368744177664" THICK, 1000 PIECES
1490	INTERLOCKED CARBON FIBER PLATING, 1/140737488355328" THICK, 1000 PIECES
1500	INTERLOCKED CARBON FIBER PLATING, 1/281474976710656" THICK, 1000 PIECES
1510	INTERLOCKED CARBON FIBER PLATING, 1/562949953421312" THICK, 1000 PIECES
1520	INTERLOCKED CARBON FIBER PLATING, 1/1125899906842624" THICK, 1000 PIECES
1530	INTERLOCKED CARBON FIBER PLATING, 1/2251799813685248" THICK, 1000 PIECES
1540	INTERLOCKED CARBON FIBER PLATING, 1/4503599627370496" THICK, 1000 PIECES
1550	INTERLOCKED CARBON FIBER PLATING, 1/9007199254740992" THICK, 1000 PIECES
1560	INTERLOCKED CARBON FIBER PLATING, 1/18014398509481984" THICK, 1000 PIECES
1570	INTERLOCKED CARBON FIBER PLATING, 1/36028797018963968" THICK, 1000 PIECES
1580	INTERLOCKED CARBON FIBER PLATING, 1/72057594037927936" THICK, 1000 PIECES
1590	INTERLOCKED CARBON FIBER PLATING, 1/144115188075855872" THICK, 1000 PIECES
1600	INTERLOCKED CARBON FIBER PLATING, 1/288230376151711744" THICK, 1000 PIECES
1610	INTERLOCKED CARBON FIBER PLATING, 1/576460752303423488" THICK, 1000 PIECES
1620	INTERLOCKED CARBON FIBER PLATING, 1/1152921504606846976" THICK, 1000 PIECES
1630	INTERLOCKED CARBON FIBER PLATING, 1/2305843009213693952" THICK, 1000 PIECES
1640	INTERLOCKED CARBON FIBER PLATING,

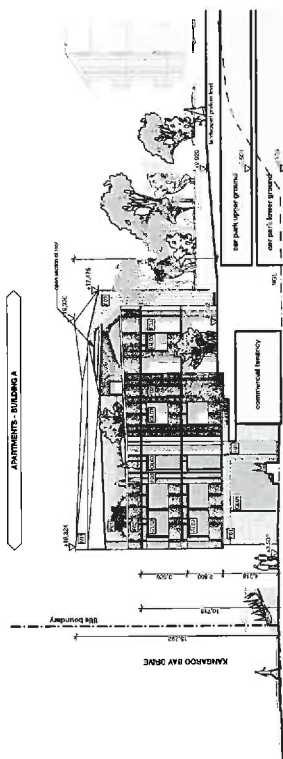
not for construction



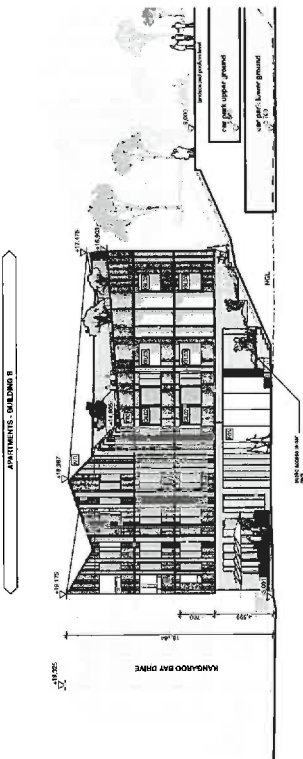
East Elevation Building A
1:200



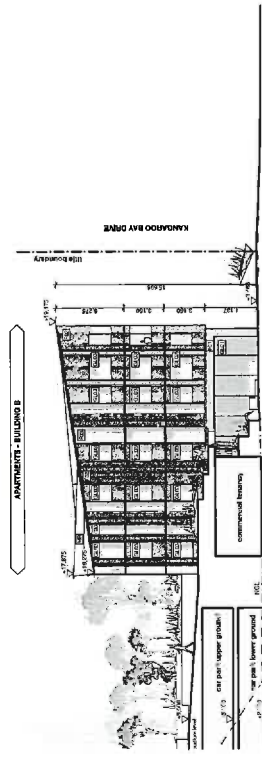
East Elevation Building B
1:200



South Elevation_Building A
1:200



South Elevation Building B
1-200



North Elevation_Building B
1-200

**Kangaroo Bay Blvd
Precinct**
Hunter Developments
27 Hunter Street
Hobart
TAS. 7000

From authors: John and Lisa Slatyer and the *Journal* staff

etres mortis-rum architects

Contact

ad interim | 27 hunder 22 | noobart | as | 7000
03 6236 0544

Panel 1007 is similar to Panel 1006, but the 1990s are highlighted.

These findings have been used to support the idea of a "critical period" for the development of language. However, the fact that some children who are deaf or blind from birth do develop language skills suggests that the critical period may not be as strict as once thought.

Crackings are not to be used for a wide, a flat (outcomes are) found by the A-00000 for construction.

Elevations_Building A + B

Elevations & Sections

SK

Page 15 of 17

1617-C03 Rev A

Place & Cambridge Road, Ballerive Page 43 of 66

not for construction

material key

ling C
1:200



ling D
1:200



ling C
1:200



Ing D
1:200



ing D
1:200

Precinct
Junior Development

0002 501

these changes, plans and specifications and the "right people" are in place at Citi's Money Market Accounts and 401(k) plans.

dirca morris-mum architects

Contact

4444 | ajm@27heeler.st.hobart.tas.au
7523818544bob@rationalform.com

...orange stone design brief and materials as a guide

As provided by the contract, the contractor shall be responsible for obtaining all necessary permits and licenses for the work. The contractor shall be responsible for obtaining all necessary permits and licenses for the work.

100

Elevations Building C + D

Circumstance	Total (%)	Men (%)	Women (%)
If someone is attacking you	85	80	90
If someone is threatening you	75	70	80
If someone is harassing you	65	60	70
If someone is insulting you	55	50	60
If someone is annoying you	15	10	20

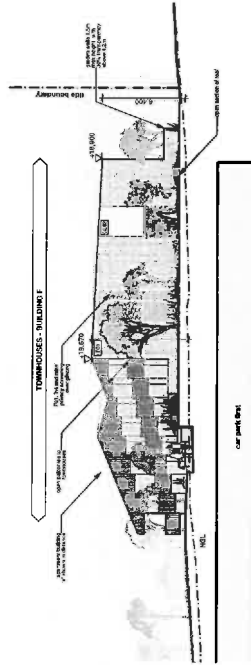
2000

07/02/2014 15:04:55

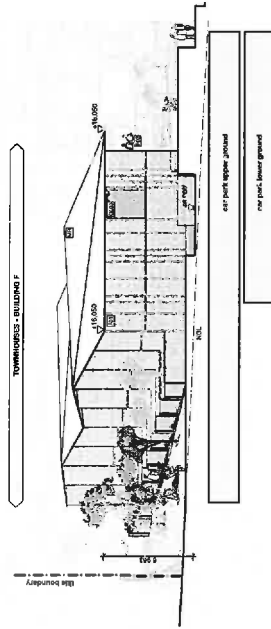
1617-C04 Rev A

material key	
plastic	plastic LAVESIDE STEINER ROOF THERM LAVESIDE STEINER ROOF THERM LAVESIDE STEINER ROOF THERM, ON LAVESIDE STEINER ROOF THERM, ON
plastic	plastic THERMOLUX COLORED THERM, PLASTIC THERMOLUX COLORED THERM, PLASTIC
plastic	plastic PREFORMED WHITE, PLASTIC CLIPPING PREFORMED WHITE, PLASTIC CLIPPING
plastic	plastic PREFORMED WHITE, THERMOLUX PREFORMED WHITE, THERMOLUX
plastic	plastic VERTICAL THERMOLUX PANELS, PLASTIC VERTICAL THERMOLUX PANELS, PLASTIC
plastic	plastic MELAMINITE SHEETS, COLORED MELAMINITE SHEETS, COLORED
plastic	plastic MELAMINITE SHEETS, COLORED MELAMINITE SHEETS, COLORED

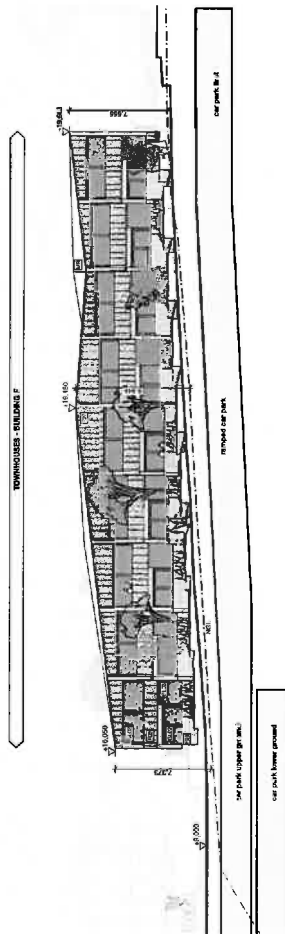
not for construction



East Elevation Building F
1/200



F4	West Elevation Building F	1/200
----	---------------------------	-------



F1	South Elevation Building F	1:200
----	----------------------------	-------

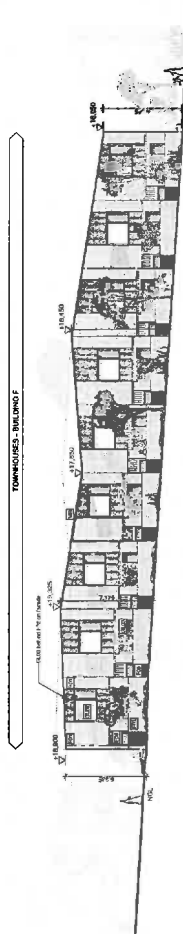


Fig. 1. North Elevation, Building F. 1:200

27 Hunter Street
Hobart
TAS. 7000

These Nations, along with Australia and the Pacific Islands, are the members of the Pacific Islands Forum, which is the main regional organization for the Pacific Islands. The Forum is a forum for the Pacific Islands to discuss and coordinate their policies and actions on regional and international issues. The Forum is also a forum for the Pacific Islands to discuss and coordinate their policies and actions on regional and international issues.

circa morris-nunn architects

tel: 0141 277 1111 | 27 number st | hobart
t33 62236 9554
info@theinteriorism.com.au

These drawings show designs that are suitable as a guide for the builder and client, and verify all dimensions and verify all details of construction to the Architect. Drawings are not to be used for construction purposes and should be used for construction purposes only.

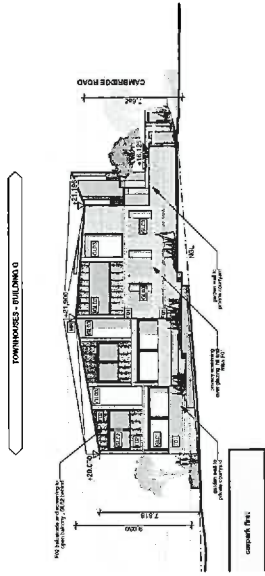
Elevations 2. Section 1

DATE	8K
DATE	09/02/0

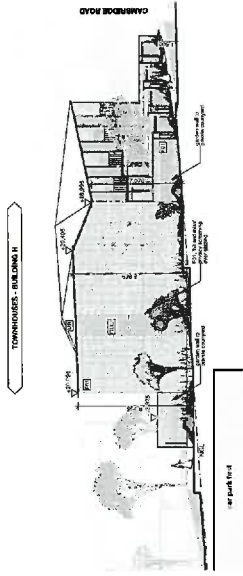
material key	
[M1] LAMINATED GLASS ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS	[M2P1] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M2] BRICK, MATCHING COLOR TONE LIGHT	[M2P2] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M3] BRICK, MATCHING COLOR TONE LIGHT	[M2P3] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M4] BRICK, MATCHING COLOR TONE LIGHT	[M2P4] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M5] BRICK, MATCHING COLOR TONE LIGHT	[M2P5] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M6] BRICK, MATCHING COLOR TONE LIGHT	[M2P6] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M7] BRICK, MATCHING COLOR TONE LIGHT	[M2P7] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M8] BRICK, MATCHING COLOR TONE LIGHT	[M2P8] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M9] BRICK, MATCHING COLOR TONE LIGHT	[M2P9] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M10] BRICK, MATCHING COLOR TONE LIGHT	[M2P10] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M11] BRICK, MATCHING COLOR TONE LIGHT	[M2P11] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M12] BRICK, MATCHING COLOR TONE LIGHT	[M2P12] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M13] BRICK, MATCHING COLOR TONE LIGHT	[M2P13] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M14] BRICK, MATCHING COLOR TONE LIGHT	[M2P14] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M15] BRICK, MATCHING COLOR TONE LIGHT	[M2P15] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M16] BRICK, MATCHING COLOR TONE LIGHT	[M2P16] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M17] BRICK, MATCHING COLOR TONE LIGHT	[M2P17] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M18] BRICK, MATCHING COLOR TONE LIGHT	[M2P18] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M19] BRICK, MATCHING COLOR TONE LIGHT	[M2P19] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS
[M20] BRICK, MATCHING COLOR TONE LIGHT	[M2P20] CLIMATECURE GLAZED ALUMINIUM FRAMED GLAZING SYSTEMS WITH TINTED GLASS

DEVELOPMENT APPLICATION

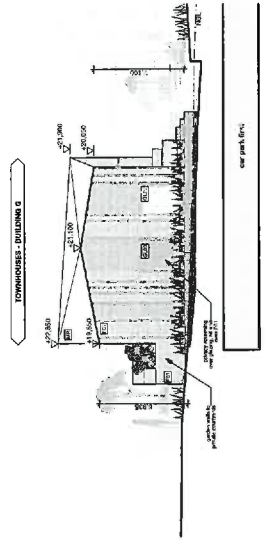
not for construction



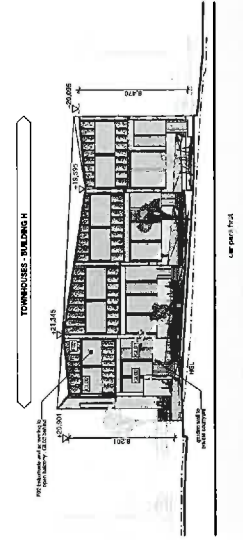
South Elevation Building G 1200



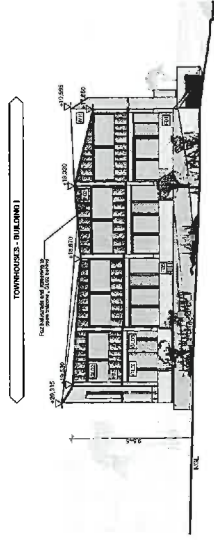
South Elevation Building H 1200



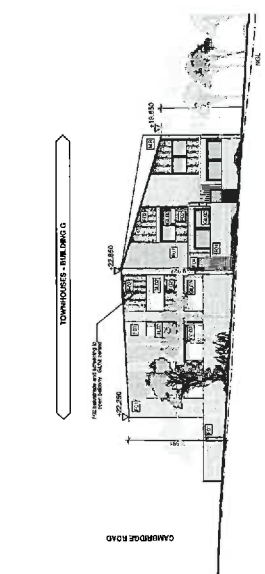
West Elevation Building G 1200



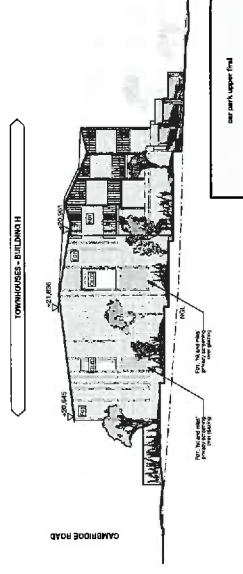
West Elevation Building H 1200



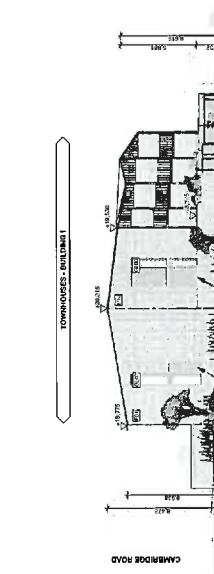
North Elevation Building I 1200



North Elevation Building G 1200



North Elevation Building H 1200



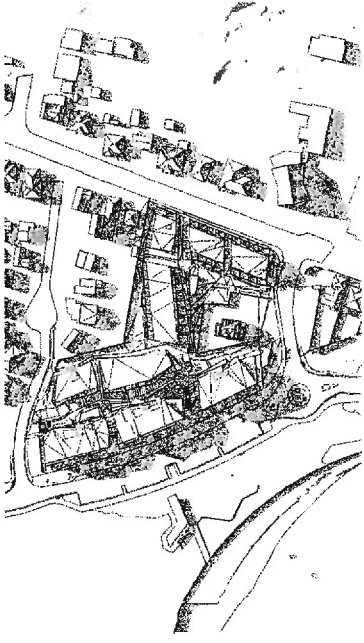
North Elevation Building I 1200

revisions

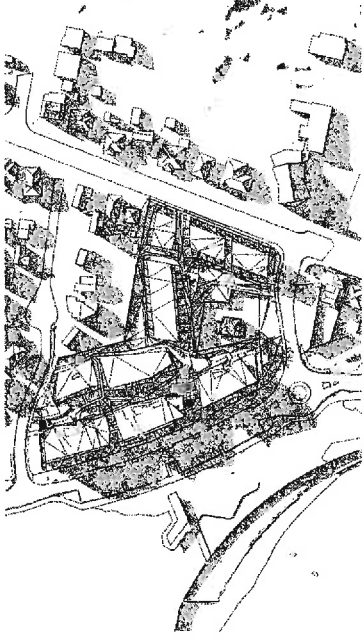
Revised 10/2021 10/2021 10/2021

DEVELOPMENT APPLICATION

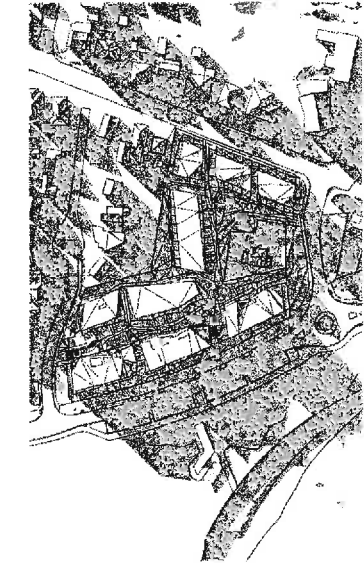
not for construction



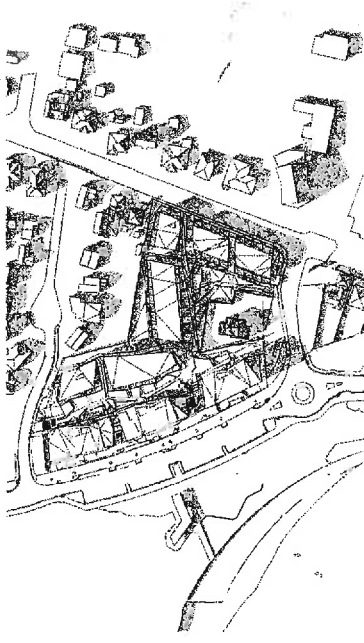
winter solstice - 11am



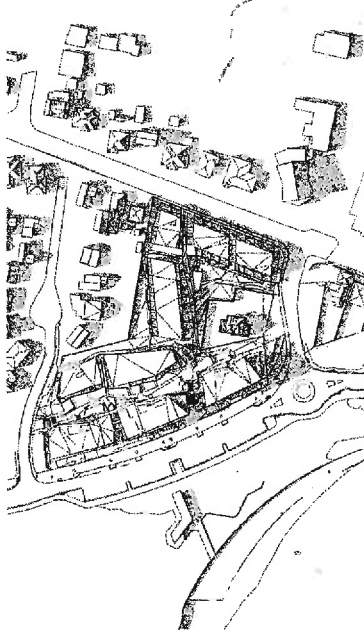
winter solstice - 10am



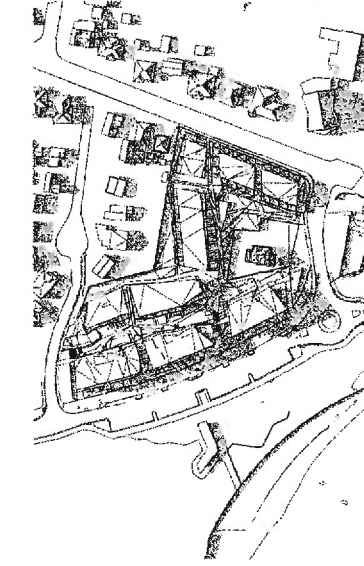
winter solstice - 9am



winter solstice - 2pm



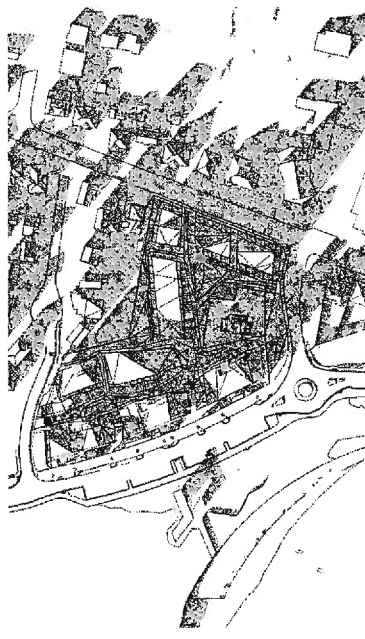
winter solstice - 1pm



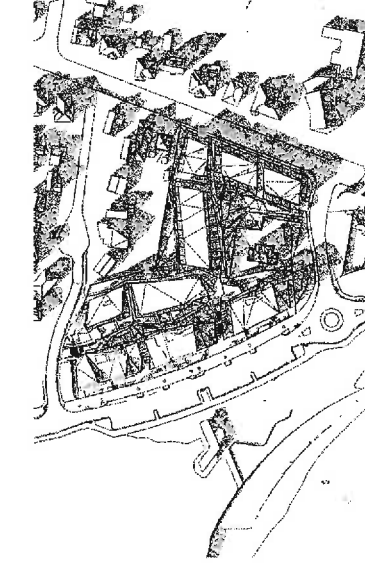
winter solstice - 12pm



winter solstice - 5pm



winter solstice - 4pm



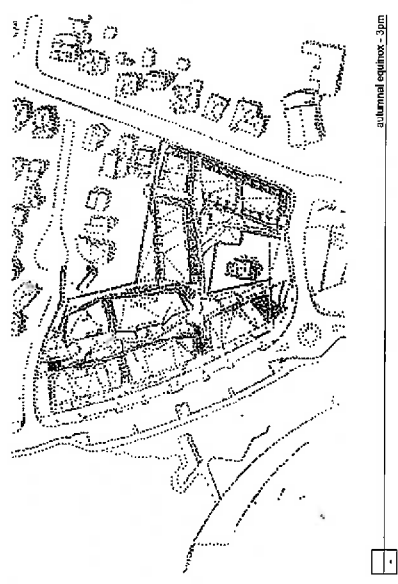
winter solstice - 3pm

Kangaroo Bay Blvd
Precinct
Hunter Developments
10/2021
10/2021
10/2021

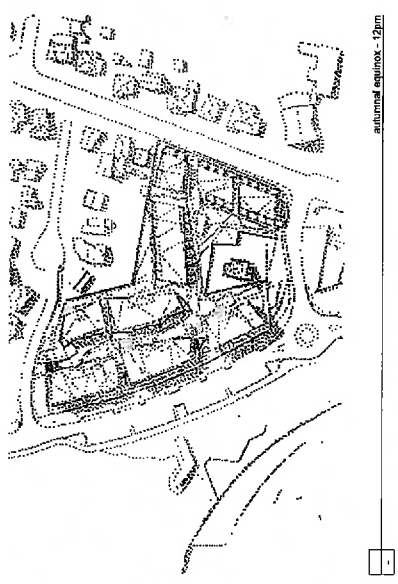
clara morris munn architects
Contact
10/2021
10/2021
10/2021

Sun Studios Winter - Context
1617-H01 Rev A
10/2021
10/2021
10/2021

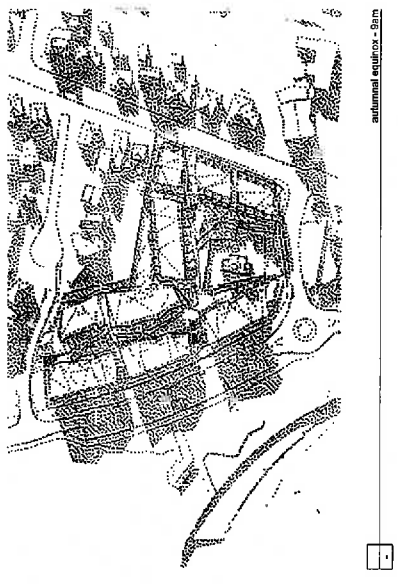
DEVELOPMENT APPLICATION
not for construction



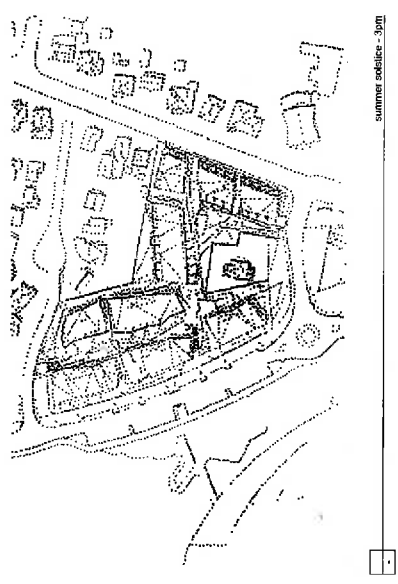
autumnal equinox - 3pm



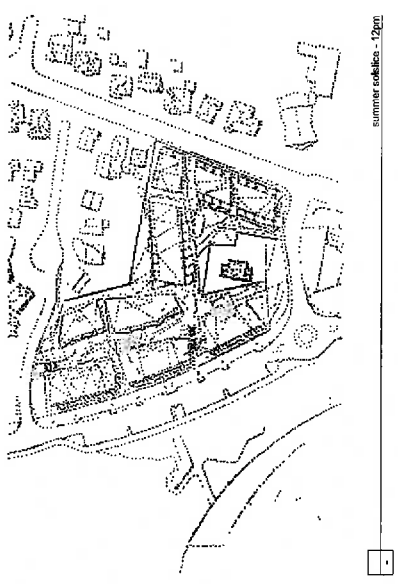
autumnal equinox - 12pm



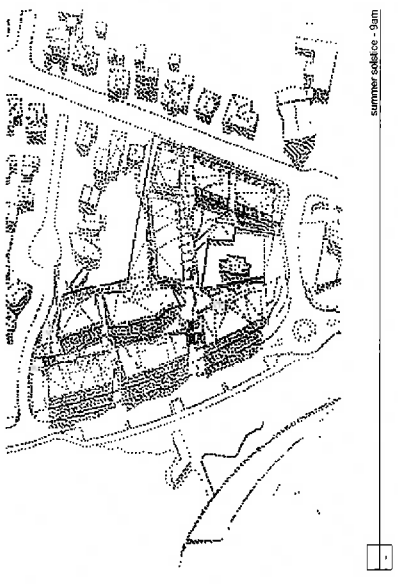
autumnal equinox - 9am



summer solstice - 3pm



summer solstice - 12pm



summer solstice - 9am

not for construction



2	1
---	---



3	1
---	---

lam

5	1
---	---



8	1
---	---



2pm



8.

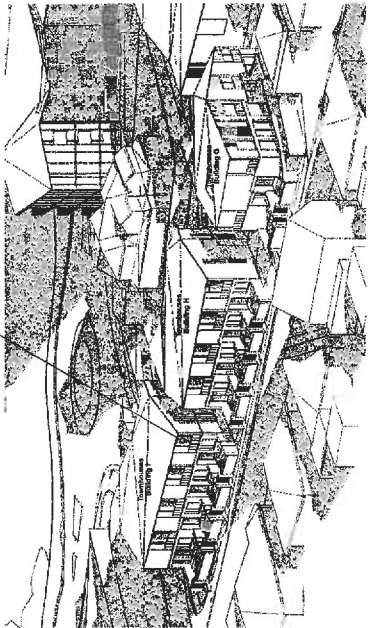


9	:
---	---



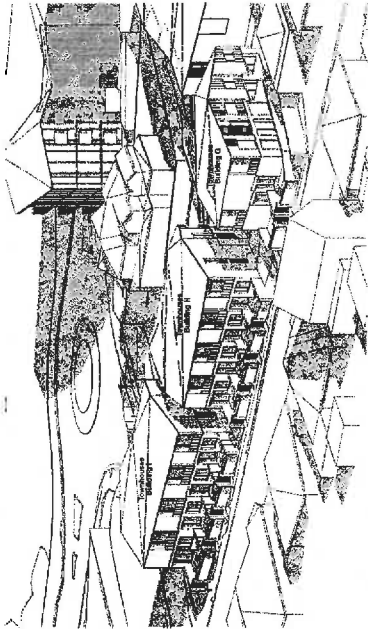
5pm

DEVELOPMENT APPLICATION not for construction



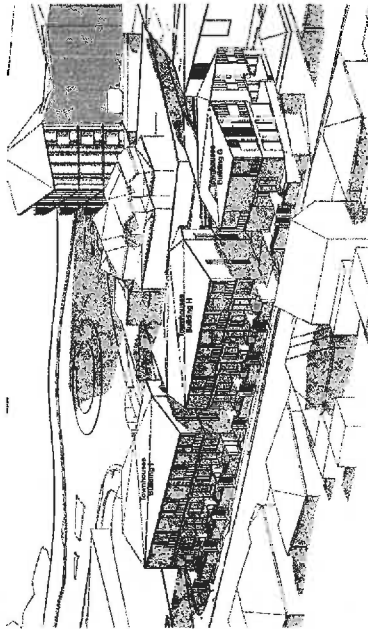
winter solstice - 9am North East

1 -



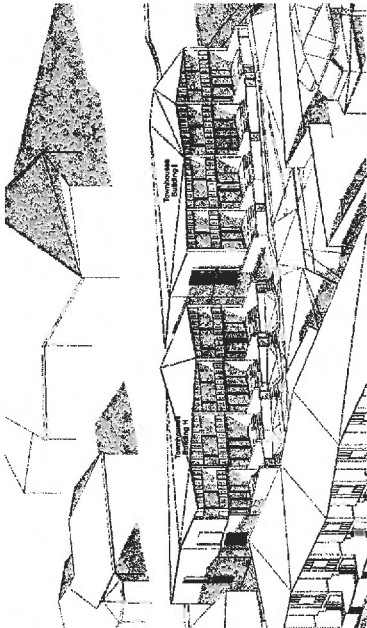
winter solstice - 10am North East

2 -



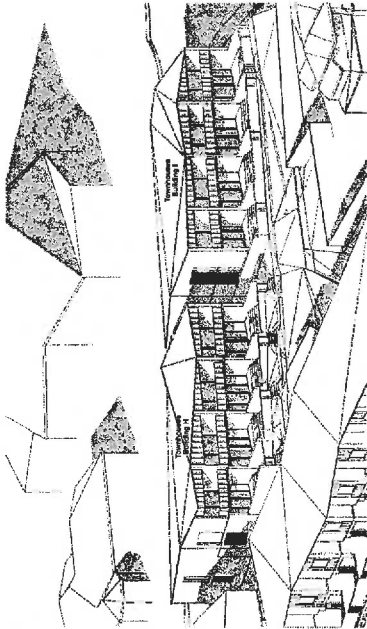
winter solstice - 11am North East

3 -



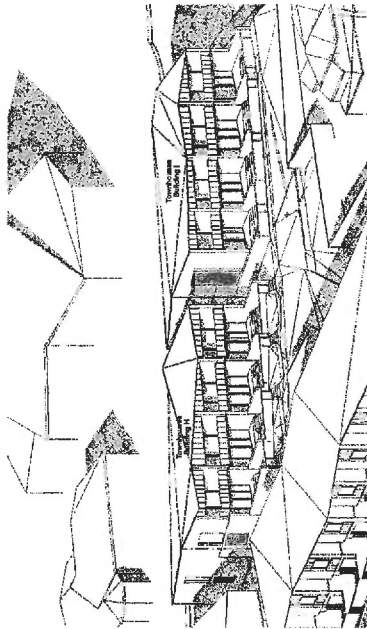
winter solstice - 12pm North West

4 -



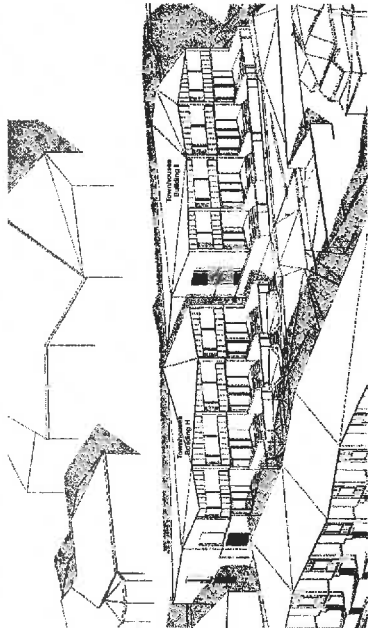
winter solstice - 1pm North West

5 -



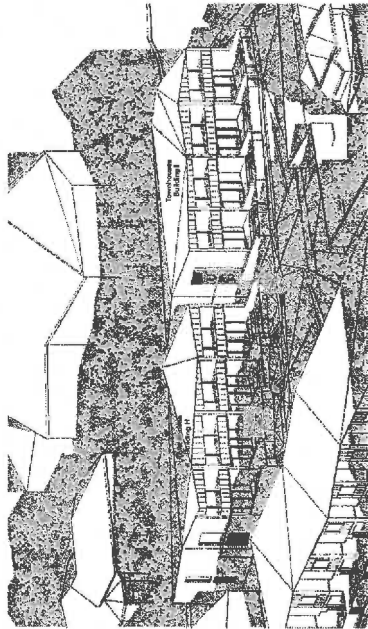
winter solstice - 2pm North West

6 -



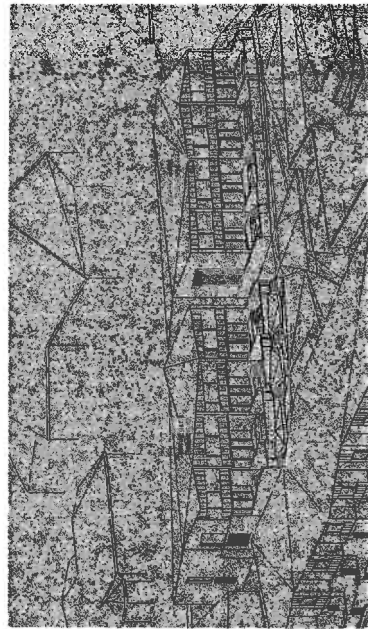
winter solstice - 3pm North West

7 -



winter solstice - 4pm North West

8 -



winter solstice - 5pm North West

9 -

revisions

Revision ID Description
1.0 Initial Design
2.0 Final Design

NOTE: ALL WORK
SHOWN IN THIS
DRAWING IS TO BE
CONSTRUCTED IN
ACCORDANCE WITH
THE REQUIREMENTS
OF THE CITY OF
MELBOURNE
COUNCIL

DEVELOPMENT APPLICATION

not for construction

Kangaroo Bay Blvd
Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

Project

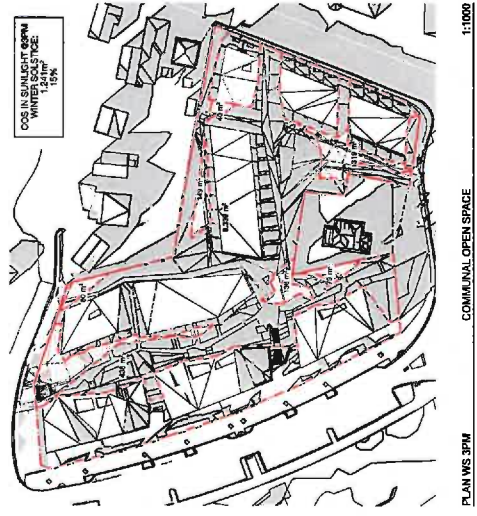
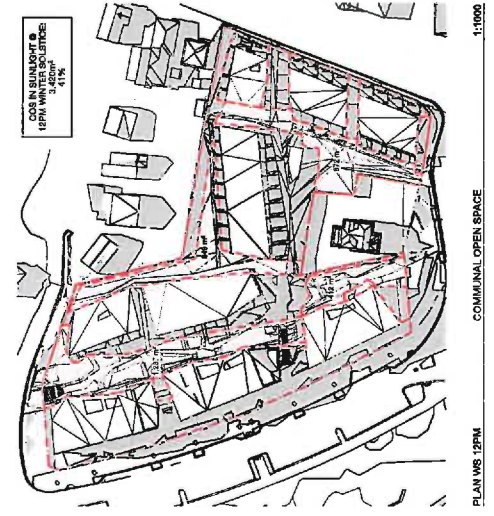
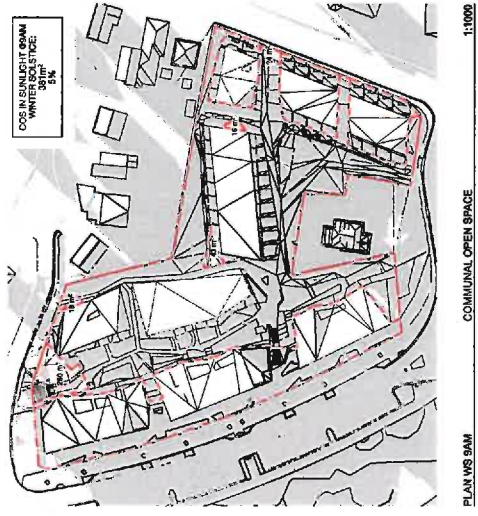
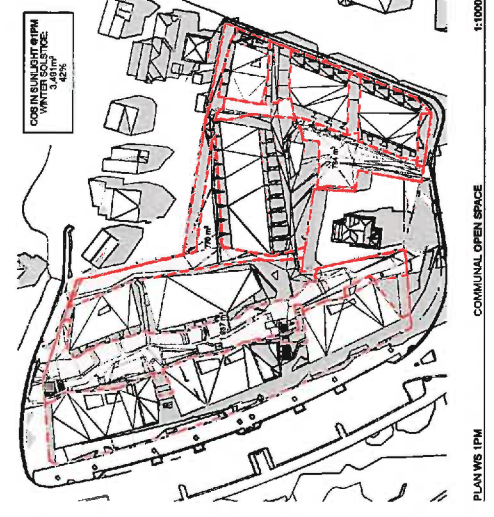
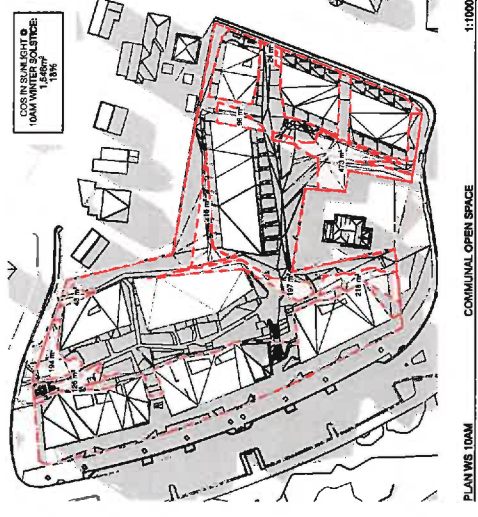
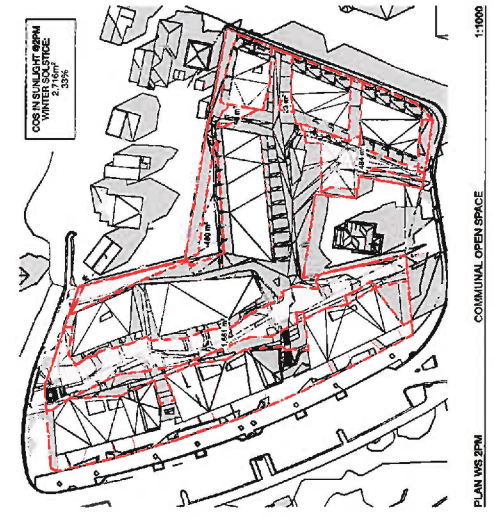
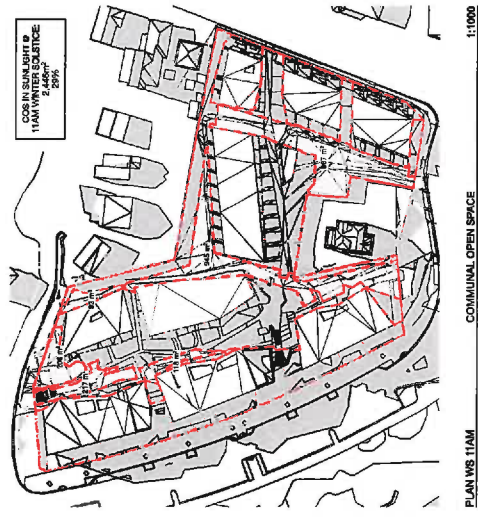
Project

Project

Project

DEVELOPMENT APPLICATION

not for construction



not for construction



Townhouses
located within
Inner Residential
Zoning comply
with the Clarence
City Council
Planning
Envelope.





STREET INTERFACE

A vibrant and landscaped interface is proposed to connect the Kangaroo Bay Boulevard to the surrounding urban fabric. This interface will be defined by a series of landscaped medians, pedestrian crossings, and a mix of trees and shrubs that create a sense of enclosure and provide a buffer between the street and the adjacent development.



SEMI-PRIVATE LINEAR PARK

The Linear Park provides a connection between the Kangaroo Bay Boulevard and the surrounding urban fabric. This park is designed to be a semi-private space, providing a buffer between the street and the adjacent development. It is landscaped with a mix of trees and shrubs, and includes a series of pedestrian crossings and a mix of seating and landscaping.



POCKET PARK

The Pocket Park is a small, landscaped space located within the development. It is designed to provide a buffer between the street and the adjacent development. It is landscaped with a mix of trees and shrubs, and includes a series of pedestrian crossings and a mix of seating and landscaping.



ACCESS LANEWAYS

Access laneways are proposed to provide a connection between the street and the adjacent development. These laneways are designed to be a semi-private space, providing a buffer between the street and the adjacent development. They are landscaped with a mix of trees and shrubs, and include a series of pedestrian crossings and a mix of seating and landscaping.



LANDSCAPE STEPS AND PUBLIC PLAZA

The Landscape Steps and Public Plaza are proposed to provide a connection between the street and the adjacent development. These spaces are designed to be a semi-private space, providing a buffer between the street and the adjacent development. They are landscaped with a mix of trees and shrubs, and include a series of pedestrian crossings and a mix of seating and landscaping.

CONTEXT MAP

The context map shows the location of the Kangaroo Bay Apartments within the surrounding urban fabric. The map highlights the Kangaroo Bay Boulevard, Horatio Street, and the surrounding residential and commercial areas. The map also shows the location of the Kangaroo Bay Apartments and the surrounding landscape.

DESIGN CONCEPT

The design concept for the Kangaroo Bay Apartments is based on a series of principles that aim to create a vibrant and landscaped environment. These principles include the use of a mix of trees and shrubs, the creation of a series of pedestrian crossings, and the provision of a mix of seating and landscaping. The design concept also aims to create a sense of enclosure and provide a buffer between the street and the adjacent development.

SEMI-PUBLIC LINEAR PARK

The semi-public linear park is a key feature of the design concept. It is designed to provide a buffer between the street and the adjacent development. The park is landscaped with a mix of trees and shrubs, and includes a series of pedestrian crossings and a mix of seating and landscaping. The park is also designed to be a semi-private space, providing a buffer between the street and the adjacent development.

KANGAROO BAY BOULEVARD

Kangaroo Bay Boulevard is the main thoroughfare for the development. It is designed to be a vibrant and landscaped environment. The boulevard is landscaped with a mix of trees and shrubs, and includes a series of pedestrian crossings and a mix of seating and landscaping. The boulevard is also designed to be a semi-private space, providing a buffer between the street and the adjacent development.

PRIVATE ROOFTOPS

Private rooftops are proposed to provide a connection between the street and the adjacent development. These rooftops are designed to be a semi-private space, providing a buffer between the street and the adjacent development. They are landscaped with a mix of trees and shrubs, and include a series of pedestrian crossings and a mix of seating and landscaping.

PLAY / ST.

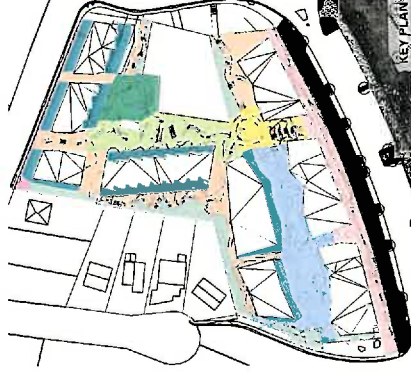


Client: Circa Monte Num Chua Architects
Scale: 1:500 @ A1
July 2020
Issue 0A

Kangaroo Bay Apartments Landscape Concept Plan

SUGGESTED PLANTING

- SEMI-PUBLIC LINEAR PARK**
Narrow and well-shaded with series of public zones in multiple proximity.
- KANGAROO BAY BOULEVARD**
A narrow and pedestrian and wheelchair friendly, Kangaroo Bay Area/land access the road.
- STREET INTERFACE**
Narrow and wheelchair friendly, "stepped" flat between private and street
- POCKET PARK**
Impassable of other and nature, green, a highly shaded, a little more private and a landscaping.
- SEMI-PRIVATE LINEAR PARK**
Green, impassable a cross section, planned in the single facing, more visually, a private, private, private, private.
- LANDSCAPE TERRACE STEPS, A PRIVATE PLAZA**
Open area with experiences of nature and private, a public a modernity, a courtyard.
- ACCESS, LANEWAYS**
Some of the most of private, nature, a courtyard, a courtyard, a courtyard, a courtyard.
- BUFFERS**
Access, nature, a courtyard, a courtyard, a courtyard, a courtyard.
- PRIVATE SPACES**
A courtyard, a courtyard, a courtyard, a courtyard.



TREES

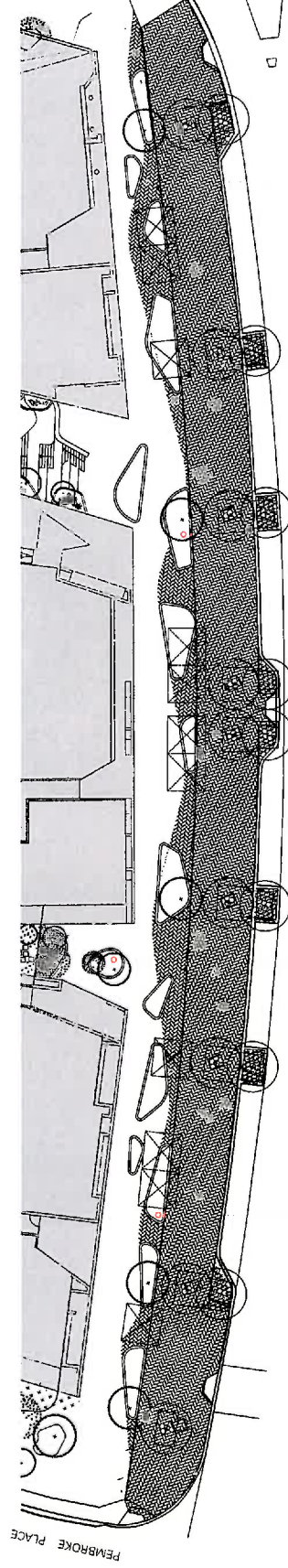
BOTANIC NAME	COMMON NAME	SIZE (in x w)	PLANTING ZONE
 <i>Acer palmatum</i>	Japanese Maple	5in x 4in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Alnus incana</i> (Himalaya)	Black Shosh	8in x 5in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Betula pendula</i>	Silver Birch	12in x 6in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Cercis canadensis</i> (Forest Pinky)	Forest Pinky	5in x 5in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Cornus lueata</i>	Kousa Dogwood	6in x 4in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Eubotrys alabaster</i> (Little Snowman)	Little Snowman	6in x 5in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Euscaphis japonica</i> (Spring Blue)	Plant 33 in Color	6in x 2in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Ginkgo biloba</i>	Maecianum tree	12in x 6in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Lagerstromia indica</i>	Crape Myrtle	6in x 6in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Malus domestica</i>	White Cedar	12in x 6in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Malus domestica</i> (red)	Red Crabapple	5in x 5in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Metastelma indicum</i>	Red Crabapple	14 x 10in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Pyrus callidulus</i> (pink)	Wangyue (Pink)	4in x 4in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Pyrus callidulus</i> (white)	Wangyue (White)	4in x 4in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Tilia cordata</i>	Small-leaved Linden	10in x 8in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Ulmus parvifolius</i>	Chinese Elm	12in x 10in	1, 2, 3, 4, 5, 6, 7, 8, 9, 10

SHRUBS

BOTANIC NAME	COMMON NAME	SIZE (H X W)	PLANTING ZONE
 <i>Adiantum species</i>	Woolly Bush	2m x 1.5m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Araucaria columnaris</i>	Century Plant	8m x 1m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Banksia integrifolia</i>	Woolly Noddy	1m x 1m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Carrizosa species</i>	Carrizosa	4m x 2m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Corymbium corymbium</i>	Silver Bush	4m x 1m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Cortina alba</i>	White Coastal Grass	2m x 1.5m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Cotoneaster reticulatus</i> var. <i>acuminatoides</i>	Buck's Folds	J x 5m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Dichroa aemula</i>	Soft Top Fern	3m x 1.5m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Grevillea australis</i>	Southern Grevillea	2m x 1.5m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Leptocarpus laurifolius</i>	Cup-leaf Bush	4m x 1m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Luma apiculata</i>	Chalky Marble	3m x 3m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Pityrogramma squarrosa</i>	Sluggish Fern	1m x 2m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Pityrogramma laurifolium</i>	Woolly-lobed Fern	1m x 1.2m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Pityrogramma laurifolia</i>	Clouded Bush	1m x 1m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
 <i>Pityrogramma laurifolia</i>	Coastal Rosemary	1.5m x 1.2m	1, 2, 3, 4, 5, 6, 7, 8, 9, 10

GRASSES, GROUNDCOVERS & CLIMBERS

BOTANIC NAME	COMMON NAME	SIZE (H x W)	PLANTING ZONE
	Antirrhinum citrinum	8cm x 8cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Astragalus agardhii	8cm x 8cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Sedum spectabile 'Autumn Joy'	10cm x 10cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
	Cynanchum latifolium	20cm x 15cm	1, 2, 3, 4, 5, 6, 7,



Reared planters with 'drifts' of coastal grasses. Opportunity for seating at edges.	Focus in place 'atroc' umbrellas, setting up rhythm of the boulevard.	Public made with seating
--	--	---------------------------------

few common street trees to match with existing street trees.

Existing studies (none)

Existing paving continues in to crown space feels continuous, evening strict line of separator. Colours in blend in and blend with existing.

Attachment 3



Site photo 1 - Looking from corner of Pembroke Pl. and Kangaroo Bay Dr.



Site photo 2 - Looking from the middle of Kangaroo Bay Dr.



Site photo 3 - Looking from corner of Alma St and Kangaroo Bay Dr.



Site photo 4 - Looking from Alma St along Cambridge Rd, showing 92 (vacant) and 94 Cambridge Rd.



Site photos 5&6 - Looking from Cambridge Rd at 96 (top) and 98 Cambridge Rd.



Site photo 7 - Looking at site frontages along Cambridge Rd.



Site photo 8 - Looking from corner of Cambridge Rd and Alma St at 92 Cambridge Rd.



Site photo 8 - Looking from corner of Cambridge Rd and Alma St toward 90A Cambridge Rd (not part of subject site) and 30 Kangaroo Bay Dr.

