

PLANNING APPLICATION

Status:

Reference

PLN-HOB-2026-0049

Address

71 NELSON RD SANDY BAY TAS 7005

Titles

81948/2, 239158/1, 53416/1, 178652/1, 168669/1, 126457/1,
184783/1, 81948/1

Before you start

Before you start your application, you will need to know if you require planning approval or not.

If you are unsure if you require a permit, use the [PlanBuild Tasmania Enquiry Service](#) to lodge a request for advice from the relevant Council.

Once your application has been submitted the Council will review your application. If payment has not been made, you will be sent a request for the payment of application fees via PlanBuild Tasmania.

Once the fees have been paid and the Council is satisfied with the information provided, the application will be assessed and you will be notified of the outcome.

If further action is required to assess your application you will receive an email notification containing a task to complete.

Pre-Application Advice

Have you spoken with anyone at Council about this application?

Yes - enter details below

No - continue to the next section

If yes, provide the name of the person you contacted

Cameron Sherriff (12/11/2025)

Applicant

Name	Email	Phone	Address	Involvement
Personal Information Redacted				

Owners

Name	Email Address	Address
Personal Information Redacted		

Certificate(s) of Title

Selected Titles

Total Area: 0m²

184783/1

Owner Notification

Are you the sole owner of the land?

Yes - continue to the next section

No - answer question below

If no, have you notified all owners, joint or part owners of your intention to submit this application?

Yes - enter owner details below

No - you must notify all owners before proceeding with this application

List all owners, joint or part owners as recorded on the Title documents notified:

Christ College Trust

Enter the date that the last owner, joint or part owner was notified

11/02/2026

Declaration

I declare that all land owners, joint or part owners have been notified of this planning application.

Crown Land Consent

Is Crown Land involved in the proposed use or development?

Yes - complete question below

No - continue to the next section - see further information below

Unsure

If yes, has written Crown Land consent been obtained?

Yes - upload written consent

No - application will not be progressed until consent has been provided

General Manager Consent

Is Council-owned or administered land involved in the proposed use or development?

Yes - complete question below

No - continue to the next section

Unsure

If yes, has written consent been obtained from the Council General Manager?

Yes - upload written consent

No - application will not be progressed until consent has been provided

Proposed Use or Development

What is the reason for your planning application?

I want to change how the property is used

I want to use the property for visitor accommodation

I want to subdivide

I want to undertake a new development or alteration

I want to do a minor boundary adjustment

I want to put up a sign(s)

I want to demolish

I want to do works only

Other

If your application is to subdivide, please enter the number of proposed lots.

0

If your application is for signage, please enter the number of signs.

Is the property a Tasmanian Heritage Listed Property?

Yes

No

Is the application for an EPA Activity under the Environmental Management and Pollution Control Act 1994?

Yes

No

Unsure

Is the proposed use or development permitted or discretionary?

Permitted

Discretionary

Unsure if permitted or discretionary

Provide a full description of the proposed use or development

a proposal to allow for complementary use of the newly constructed Edwards Hub for limited out-of-hours, non-school sporting and recreational activities, primarily during evenings. See attached cover letter

Will the proposed use or development involve a road reserve?

Yes - complete the section below

No - continue to the next section

Unsure

If yes, enter the address(es) or locations below:

If yes, how will the road reserve be affected?

Value of Works

What is the estimated value of the works?

0

Supporting Documents

Version	Document Date	Document Type	Description	Prepared By
1	11 Feb 2026	Property Title Document	1 FOLIO PLAN 184783_0_1.pdf	Mr Frazer Read
1	11 Feb 2026	Cover Letter	Covering Planning Assessment	Mr Frazer Read
1	4 Feb 2026	Other	Traffic Assessment	Keith Midson
1	24 Feb 2023	Architectural Plans	Approved Site and Floor Plans	Philp Lighton Architects
1	11 Feb 2026	Property Title Document	0 Folio Text 184783_0_1.pdf	Mr Frazer Read

Next steps

When you have completed all the necessary fields and attached all required documents to support your application, click on the green 'Save & Submit' button at the top right of this form.

Once submitted, the Council will review your application. A request for the payment of application fees will be sent to you via PlanBuild Tasmania.

Once the fees have been paid and the Council is satisfied with the information provided, the application will be assessed and you will be notified of the outcome.

If further action is required to assess your application you will receive an email notification from PlanBuild which will tell you what you need to provide to continue the application.

Form published: 14/05/2025 15:58

SEARCH OF TORRENS TITLE

VOLUME 184783	FOLIO 1
EDITION 2	DATE OF ISSUE 29-Jan-2025

SEARCH DATE : 11-Feb-2026

SEARCH TIME : 04.20 pm

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan [184783](#)

Derivation : Part of 20A-0R-24Ps Granted to James Gregory,
Stephen Large and George Luckman

Prior CT [53417/1](#)

SCHEDULE 1

CHRIST COLLEGE TRUST

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

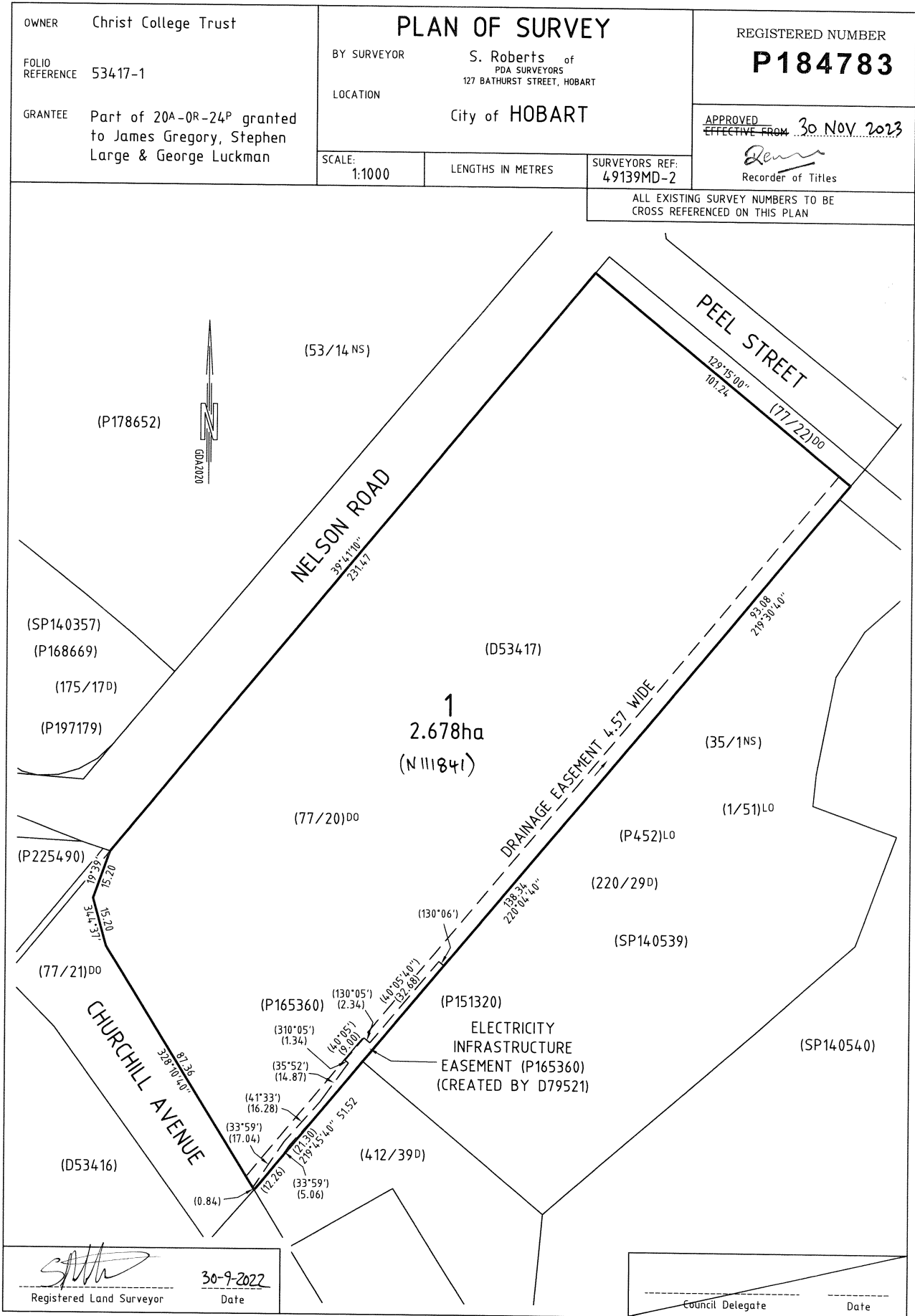
[35/254](#) CONVEYANCE - BURDENING EASEMENT: a Right of drainage
for the Corporation of the City of Hobart over the
land marked Drainage Easement 4.57 wide shown on Plan
[184783](#)

[D79521](#) BURDENING ELECTRICITY INFRASTRUCTURE EASEMENT with
the benefit of a restriction as to user of land in
favour of Aurora Energy Pty Ltd over the land marked
Electricity Infrastructure Easement on Plan [184783](#)
(Subject to Provisions) Registered 15-May-2013 at
noon

[N209092](#) MORTGAGE to Australia and New Zealand Banking Group
Limited Registered 29-Jan-2025 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



[Signature]
 Registered Land Surveyor 30-9-2022
 Date

 Council Delegate Date

SEARCH OF TORRENS TITLE

VOLUME 168669	FOLIO 1
EDITION 2	DATE OF ISSUE 29-Jan-2025

SEARCH DATE : 31-Mar-2026

SEARCH TIME : 09.50 am

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan [168669](#)

Derivation : Part of 52A-2R-0P and 0A-1R-9P Gtd to David Lord

Prior CTs [246279/1](#), [73636/1](#) and [197179/1](#)

SCHEDULE 1

[A81207](#), [A139463](#), [A235045](#) CHRIST COLLEGE TRUST

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

BURDENING EASEMENT: (as relates to the land marked "Easement of Support" on Diagram [84058](#)) the licence to embank up the adjoining highway under the provisions of Section 6 of the "Highways Act 1951" created by Instrument No. [A235044](#))

BENEFITING EASEMENT a right of drainage through the Drainage Easement 1.83 wide on Plan No. [168669](#)

BURDENING EASEMENT: a right of drainage for Darrel Keith Lord, Athol Warrender Lord and Florence Jessie Lord and their assigns through the Drainage Easement 5 feet wide passing through the said land within described.

BURDENING EASEMENT: the right for the Corporation of the City of Hobart to enter upon the said land within described for the purpose of battering or sloping the land marked "Easement for Support" on Plan No. [168669](#) to such extent as shall be deemed necessary by the City Engineer of the Corporation the - Corporation to take all necessary precautions to insure the permanence as far as possible of such work.

113807 BOUNDARY FENCES CONDITION in Transfer

113404 BOUNDARY FENCES CONDITION in Transfer

[D144043](#) ADHESION ORDER under Section 110 of the Local Government (Building and Miscellaneous Provisions) Act 1993 Registered 24-Nov-2014 at 12.03 pm

[N209092](#) MORTGAGE to Australia and New Zealand Banking Group Limited Registered 29-Jan-2025 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

SEARCH OF TORRENS TITLE

VOLUME 189243	FOLIO 1
EDITION 1	DATE OF ISSUE 01-Oct-2025

SEARCH DATE : 31-Mar-2026

SEARCH TIME : 09.50 am

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Sealed Plan [189243](#)

Derivation : Part of 52A-2R-0P Gtd. to David Lord

Prior CTs [178652/1](#) and [71634/2](#)

SCHEDULE 1

103456, [B832053](#), [M756664](#) & [M769038](#) TRANSFER to CHRIST COLLEGE TRUST Registered 15-Oct-2019 at 12.01 pm

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

[SP189243](#) EASEMENTS in Schedule of Easements

[SP189243](#) FENCING PROVISION in Schedule of Easements

[A87119](#) FENCING CONDITION in Transfer

96357 BOUNDARY FENCES CONDITION in Transfer

[N209092](#) MORTGAGE to Australia and New Zealand Banking Group Limited Registered 29-Jan-2025 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 189243

PAGE 1 OF 3 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Rights of Drainage - Private

Lot 2 on the plan is TOGETHER WITH a right of drainage through and over the land marked "DRAINAGE EASEMENT 0.76 WIDE" on the plan, WXY

** M. Alexander Jan Bobbi Dobson Mitchell Allport - 59 Harnby St Hobart TAS 7000*

Lot 1 on the plan is SUBJECT TO a right of drainage in favour of Lot 2 on the plan over the land marked "DRAINAGE EASEMENT 0.76 WIDE" WX shown passing through such Lot.

Lot 2 on the plan is TOGETHER WITH a right of drainage through and over the land marked "DRAINAGE EASEMENT 0.61 WIDE" on the plan, YZ

Lot 1 on the plan is SUBJECT TO a right of drainage in favour of Lot 1 and Lot 3 on Diagram No. 71634 and Lot 14 and Lot 15 on Diagram No. 66852 over the land marked "DRAINAGE EASEMENT 0.76 WIDE" and "DRAINAGE EASEMENT 0.61 WIDE" on the plan.

Lot 1 on the plan is SUBJECT TO a right of drainage in favour of the owners of the land comprised in Certificate of Title Volume 453 Folio 123 through and over the land marked "DRAINAGE EASEMENT 0.76 WIDE CE" on the plan more fully defined in folio of the Register Volume 178652 Folio 1.

That part of Lot 1 on the plan that was formerly part of Lot 2 on Diagram No. 71634 is TOGETHER WITH a right of drainage through and over the land marked "DRAINAGE EASEMENT 0.76 WIDE" on the plan, XY

That part of Lot 1 on the plan that was formerly part of Lot 2 on Diagram No. 71634 is TOGETHER WITH a right of drainage through and over the land marked "DRAINAGE EASEMENT 0.61 WIDE" on the plan, YZ

Right of carriage way ABCD

That part of Lot 1 marked ABCD on the Plan is TOGETHER WITH a right of carriage way over Earl Street, Quorn Street and David Avenue on on Plan 178652.

[Signatures]

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Christ College Trust	PLAN SEALED BY: Hobart City Council
FOLIO REF: 178652/1 & 71634/2	DATE: 23-9-2025
SOLICITOR & REFERENCE: Dobson Mitchell Allport AB:25001440	LFP: HDR 2025-DD12
	REF NO. <i>M. O. [Signature]</i>
	Council Delegate
	SURVEYING SERVICES
NOTE: The Council Delegate must sign the Certificate for the purposes of identification. <i>MANAGER</i>	

<p>ANNEXURE TO SCHEDULE OF EASEMENTS</p> <p>PAGE 2 OF 3 PAGES</p>	<p>Registered Number</p> <p>SP 189243</p>
<p>SUBDIVIDER: Christ College Trust FOLIO REFERENCE: 178652/1 & 71634/2</p>	

Right of foot way

That part of Lot 1 marked ABCEFD on the Plan is TOGETHER WITH a right of foot way over and along the land marked "FOOTWAY 1.83 WIDE" on the plan.

(PRIVATE) * *ls*

Drainage easements – Council

Lot 1 on the plan is SUBJECT TO a right of drainage in gross in favour of Council over the land marked "PIPELINE AND SERVICES EASEMENT & DRAINAGE EASEMENT 3.00 WIDE" on the plan.

Lot 1 on the plan is SUBJECT TO a right of drainage in gross in favour of Council over the land marked "PIPELINE AND SERVICES EASEMENT & DRAINAGE EASEMENT 4.00 WIDE" on the plan.

Pipeline and services easements – TasWater

Lot 1 (**the Lot**) on the plan is SUBJECT TO a Pipeline and Services easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT & DRAINAGE EASEMENT 3.00 WIDE" on the plan.

Lot 1 (**the Lot**) on the plan is SUBJECT TO a Pipeline and Services easement in gross in favour of TasWater over the land marked "PIPELINE AND SERVICES EASEMENT & DRAINAGE EASEMENT 4.00 WIDE" on the plan.

Fencing Provision

In respect of each Lot shown on the plan the vendor (Christ College Trust) shall not be required to fence.

Definitions

Council means Hobart City Council and its legal successors from time to time.

Pipeline and Services Easement is defined as follows:-

- (1) enter and remain upon the Easement Land with or without machinery, vehicles, plant and equipment;
- (2) investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorised to do or undertake;
- (3) install, retain, operate, modify, relocate, maintain, inspect, cleanse, repair, remove and replace the Infrastructure;
- (4) run and pass sewage, water and electricity through and along the Infrastructure;
- (5) do all works reasonably required in connection with such activities or as may be authorised or required by any law:
 - (a) without doing unnecessary damage to the Easement Land; and
 - (b) leaving the Easement Land in a clean and tidy condition;
- (6) if the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and any other persons authorised by it, and with or without machinery, vehicles, plant and equipment enter the Lot from the highway at any vehicle entry and cross the Lot to the Easement Land; and

[Handwritten signatures]

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

3439-7205-4586, v. 1

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 3 PAGES	Registered Number SP 189243
SUBDIVIDER: Christ College Trust FOLIO REFERENCE: 178652/1 & 71634/2	

(7) use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of the Lot.

SECONDLY, the benefit of a covenant in gross for TasWater with the registered proprietor/s of the Easement Land and their successors and assigns not to erect any building, or place any structures, objects, vegetation, or remove any thing that supports, protects or covers any Infrastructure on or in the Easement Land, without the prior written consent of TasWater to the intent that the burden of the covenant may run with and bind the servient land and every part thereof and that the benefit thereof may be annexed to the easement herein described.

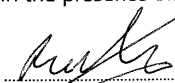
Interpretation:

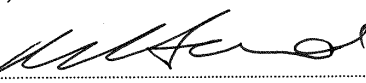
Infrastructure means infrastructure owned or for which TasWater is responsible and includes but is not limited to:

- (a) sewer pipes and water pipes and associated valves;
- (b) telemetry and monitoring devices;
- (c) inspection and access pits;
- (d) electricity assets and other conducting media (excluding telemetry and monitoring devices);
- (e) markers or signs indicating the location of the Easement Land or any other Infrastructure or any warnings or restrictions with respect to the Easement Land or any other Infrastructure;
- (f) anything reasonably required to support, protect or cover any other Infrastructure;
- (g) any other infrastructure whether of a similar nature or not to the preceding which is reasonably required for the piping of sewage or water, or the running of electricity, through the Easement Land or monitoring or managing that activity; and
- (h) where the context permits, any part of the Infrastructure.

TasWater means Tasmanian Water & Sewerage Corporation Pty Ltd (ACN 162 220 653), its successors and assigns.

Execution: The Common Seal of the Christ College Trust was hereunto affixed)
 in the presence of:)


 Signature
RICHARD HUMPHREY
 Name (print)
TRUSTEE
 Office Held (print)


 Signature
MARCUS HAWARD
 Name (print)
TRUSTEE
 Office Held (print)

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

3439-7205-4586, v. 1

The Site

The proposal relates to CT184783/1 on the southeastern side of Nelson Road at 71 Nelson Road, Sandy Bay. The land is owned by the Christ College Trust.

The Planning Scheme

The site is zoned Community Purpose.

The proposal to use the approved school facilities for sports activities other than directly related to *Educational and occasional care* are considered to fall within the Sports and Recreation Use Class, defined as the use of land for organised or competitive recreation or sporting purposes.

Sports and Recreation is a Discretionary use in the zone.

Discretionary uses are to be determined with regard to the zone purpose, any relevant local area objective for the applicable zone, the purpose of any applicable code and any relevant specific area plan purpose or local area objective of an applicable specific area plan; Clause 6.10.2. In this case there are no relevant local area objectives or specific area provisions. The proposed use is therefore to be assessed under the Purpose of the zone and applicable codes as well as the use standards below.

The Zone

The site is zoned Community Purpose.

The Purpose of this zone under Clause 27.1 is:

- *To provide for key community facilities and services including health, educational, government, cultural and social facilities.*
- *To encourage multi-purpose, flexible and adaptable social infrastructure.*

The proposed flexible use of the approved school sporting facility is considered to provide valuable social infrastructure consistent with the purposes of the zone. It is considered an appropriate use of this Community Purpose land.

Use Standards

The site is within 50m of General Residential Zoned land to the north on the opposite side of Nelson Road and adjacent to the south east at the Queenborough Rise residential aged care site.

Non-residential use (27.3.1)

Objective: That non-residential use does not cause an unreasonable loss of amenity to residential zones.

Acceptable Solution	Performance Criteria
A1	P1

<p><i>Hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:</i></p> <p>(a) 8.00am to 8.00pm Monday to Friday;</p> <p>(b) 9.00am to 6.00pm Saturday; and</p> <p>(c) 10.00am to 5.00pm Sunday and public holidays.</p>	<p><i>Hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to an adjacent residential use having regard to:</i></p> <p>(a) the timing, duration or extent of vehicle movements; and</p> <p>(b) noise, lighting or other emissions.</p>
<p>Comment:</p> <p>The proposal seeks approval for use until 11:00 pm on Friday and Saturday nights and is therefore required to be assessed against P1.</p> <p>The accompanying Noise Impact Assessment confirms that the proposed extended operating hours and use will not result in an unreasonable loss of amenity to adjacent residential uses, including Queenborough Rise and the dwellings on the opposite side of Nelson Road. This is due to the enclosed nature of the facility and the limited frequency and duration of events, with noise emissions from both the building and associated traffic movements expected to remain within acceptable levels.</p> <p>No external lighting is proposed or oriented toward adjoining residential properties, and no other emissions are anticipated. Accordingly, the proposal is considered to satisfy P1.</p>	
<p>A2</p> <p><i>External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation and Utilities and flood lighting of Sports and Recreation facilities, on a site within 50m of a General Residential Zone, Inner Residential Zone, or Low Density Residential Zone, must:</i></p> <p>(a) not operate between 9:00pm and 6:00am, excluding any security lighting; and</p>	<p>P2</p> <p><i>External lighting for a use, excluding Natural and Cultural Values Management, Passive Recreation and Utilities and flood lighting of Sports and Recreation facilities, within 50m of a General Residential Zone, Inner Residential Zone, and Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to:</i></p> <p>(a) the level of illumination and duration of lighting; and</p>

<p><i>(b) if for security lighting, must be baffled so that direct light does not extend into the adjoining property.</i></p>	<p><i>(b) distance to habitable rooms of an adjacent dwelling.</i></p>
<p>Comment</p> <p>No new external floodlighting is required, and floodlighting for Sports and Recreation facilities is excluded from assessment under A2.</p>	
<p>A3</p> <p><i>Flood lighting of Sports and Recreation facilities on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not operate between 9.00pm and 6.00am.</i></p>	<p>P3</p> <p><i>Flood lighting of Sports and Recreation facilities on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zone, having regard to:</i></p> <ul style="list-style-type: none"> <i>(a) the necessity of floodlighting for the Sports and Recreation use;</i> <i>(b) the frequency of the Sports and Recreation event;</i> <i>(c) whether the event is of a special nature;</i> <i>(d) the duration of the event; and</i> <i>(e) any lighting required to set up and pack up for the event.</i>
<p>Comment:</p> <p>P3 applies to floodlighting of Sports and Recreation facilities located within 50 m of a residential zone. The proposal does not involve the installation of any new external floodlighting. All activities are to occur within the existing indoor Edwards Hub, which is approved and nearing completion.</p> <p>Notwithstanding this, the proposal is considered against the matters in P3, as follows:</p> <p><i>(a) Necessity of floodlighting</i></p>	

The proposed non-school sporting and recreational activities do not require external floodlighting. Events will take place within the enclosed indoor facility, with lighting confined to the internal building environment and entry courtyard.

(b) Frequency of the event

The primary proposed use involves up to approximately 12 home basketball games per season, typically occurring on Friday or Saturday evenings. Any additional non-school-related events would be limited in number and of a similar nature and scale. The overall frequency of events is therefore low and intermittent.

(c) Special nature of the event

The proposed events are for organised sporting competition, rather than ad hoc or irregular activities. While they will attract spectators, they are not of a special or exceptional nature that will require extended or intensive lighting impacts.

(d) Duration of the event

Events are anticipated to conclude by approximately 11:00 pm. Given that activities occur indoors and do not rely on external floodlighting, the duration of events will not result in ongoing light spill to surrounding residential areas.

(e) Lighting required for set up and pack up

No external lighting is required for event set-up or pack-up. All associated activities will be managed within the building and existing site infrastructure.

In summary, while P3 applies to floodlighting of Sports and Recreation facilities within 50 m of a residential zone, the proposal does not involve the installation or use of external floodlighting associated with sporting activities. All events are contained within the enclosed Edwards Hub, with lighting confined to the internal building environment and entry courtyard.

Having regard to the above matters the proposal is considered to satisfy P3.

<p>A4</p> <p><i>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Hospital Services, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of:</i></p>	<p>P4</p> <p><i>Commercial vehicle movements and the unloading and loading of commercial vehicles for a use, excluding Emergency Services or Hospital Services, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zone having regard to:</i></p>
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<p>(a) 7.00am to 6.00pm Monday to Friday; and</p> <p>(b) 9.00am to 5.00pm Saturday, Sunday and public holidays.</p>	<p>(a) the time and duration of commercial vehicle movements;</p> <p>(b) the number and frequency of commercial vehicle movements;</p> <p>(c) the size of commercial vehicles involved;</p> <p>(d) manoeuvring by the commercial vehicles, including the amount of reversing and associated warning noise;</p> <p>(e) any noise mitigation measures between the vehicle movement areas and the residential zone; and</p> <p>(f) the existing levels of amenity.</p>
<p>Comment:</p> <p>The proposed use will not involve commercial vehicle movements outside the hours of 7am to 6pm Monday to Friday or 9am to 5pm on Saturday, Sunday or public holidays.</p>	

Development Standards for Buildings and Works

The proposal does not involve any development, and these standards do not apply.

Signs Code

No new signage is proposed. This code does not apply.

Parking and Sustainable Transport Code

The proposal is assessed under the relevant provisions of this code in Section 5 of the accompanying Traffic Impact Assessment.

For the purposes of assessing parking provision under Table C2.1 of the Planning Scheme, the proposed evening event use of the Edwards Hub most appropriately aligns with a Sports and Recreation use, and in particular the category of a Major Sporting Facility.

Section 5.4.1 of the Traffic Assessment confirms that the proposal satisfies the Performance Criteria P1 of Clause C2.5.1. The reasonable parking needs of the proposed evening event use can be accommodated without adverse impacts on the surrounding area, having regard to the timing,

scale and nature of the use, the availability of on-street parking, and the opportunity for shared use of nearby off-street parking through a Parking Management Plan.

Road and Railway Assets Code

The proposal is assessed under the relevant provisions of this code in Section 4.3.1 of the accompanying Traffic Impact Assessment which confirms that the proposed use will not result in adverse safety or efficiency impacts on the surrounding road network, having regard to the scale, timing, and nature of the traffic generated and that P1 of Clause C3.5.1 is met.

Landslip Hazard Code

There is an area of Low Landslide Hazard in the vicinity of the approved Edwards Hub building as shown in Figure 2 below. There are no other mapped code overlays that affect the site.



Figure 2 – Low Landslide Hazard Areas (Source: theList).

The proposed partial change of use does not involve a new vulnerable use and is therefore exempt from this code under Clause C15.4.1(a).

Conclusion

The proposal for extended use of the Edwards Hub for non-school related sport and recreation activities is considered consistent with the Purpose of the Community Purpose Zone and is not considered likely to result in any unreasonable adverse impacts on surrounding properties.

Importantly, the supporting Noise and Traffic assessments confirm that the proposal can operate without unreasonable impacts on residential amenity.

The proposal is recommended for approval following public advertising as a discretionary, Section 57 application for the purposes of the act.

Yours sincerely,



Frazer Read
Principal
All Urban Planning Pty Ltd



The Hutchins School
N J Edwards Hub Events
Traffic Impact Assessment
Addendum

February 2026



CELEBRATING 15 YEARS
2008 - 2023

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1. Introduction

1.1 Background

Midson Traffic previously prepared a Traffic Impact Assessment (TIA) for the development of the Edwards Hub (formerly referred to as the Signature Building) at The Hutchins School, Sandy Bay. The original TIA assessed the traffic, access and parking impacts associated with the construction and operation of the building as part of normal school activities, and concluded that the development could be accommodated within the existing traffic and parking environment, subject to the recommendations of that report.

Construction of the Edwards Hub is now nearing completion. The School is proposing to extend the operational use of the facility to allow limited out-of-hours, non-school sporting and recreational activities, primarily during evenings.

The primary proposed use relates to hosting basketball games for the Hobart Chargers, with up to approximately 650 spectators, typically on Friday and Saturday evenings, operating until around 11:00 pm, with up to 12 home games per season. In addition, the School is seeking flexibility to accommodate a limited number of other non-school-related events of a similar nature and scale.

1.2 Report Purpose

This report has been prepared as an addendum to the original Traffic Impact Assessment, specifically to address the traffic and parking implications of the proposed evening event use of the Edwards Hub.

The focus of this addendum is deliberately narrow and relates only to the incremental impacts associated with these out-of-hours events. All other aspects of the site, including access arrangements, internal circulation, and daytime school operations, remain as previously assessed and approved.

In particular, this addendum addresses:

- Expected traffic generation associated with evening events of the proposed scale and timing.
- Parking demand, including on-site and surrounding on-street parking requirements.
- The potential implications for surrounding streets and the broader school parking network during event periods.
- Whether the existing traffic and parking infrastructure remains adequate, or whether any mitigation or management measures should be considered.

1.3 Scope and Approach

The assessment has been informed by:

- A review of the previously approved TIA for the Edwards Hub.
- Assumptions regarding spectator numbers, vehicle occupancy, and travel behaviour appropriate for evening sporting events.

- Evening on-street parking surveys undertaken in the surrounding area to establish baseline availability and existing demand conditions.
- Consideration of the temporal characteristics of event traffic, noting that evening events occur outside weekday commuter and school peak periods.

This addendum does not reassess construction impacts or normal school-day operations, as these matters were comprehensively addressed in the original TIA.

1.4 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management*, Part 12: *Integrated Transport Assessments for Developments*, 2020.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses of C2.0, *Parking and Sustainable Parking Code*, and C3.0, *Road and Railway Assets Code*, of the Tasmanian Planning Scheme – Hobart, 2025.

1.5 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 30 years professional experience in traffic engineering and transport planning.

- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Engineering Executive (EngExec)

1.6 Subject Site

The subject site is located at 71 Nelson Road, Sandy Bay. The subject site has a total area of 2.68 hectares and is located on the south-eastern side of Nelson Road. The site falls from the north-western end of Nelson Road, Churchill Avenue to Peel Street located to the east. Construction of the N J Edwards Hub is nearing completion at the time of preparation of this report.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network



Image Source: LIST Map, DNER

1.7 Reference Resources

The following references were used in the preparation of this TIA:

- Tasmanian Planning Scheme – Hobart, 2025 (Planning Scheme)
- Austroads, *Guide to Traffic Management*, Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, *Guide to Road Design*, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport NSW, *Guide to Traffic Impact Assessment*, 2024 (TfNSW Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 The Hutchins School

The Hutchins School is an established Anglican day and boarding school located in Sandy Bay. The School occupies a large campus with multiple access points and parking areas distributed throughout the site. Normal school-day operations, including enrolments, staffing, and pick-up and drop-off activity, have been previously assessed and approved and are not reassessed as part of this addendum, which relates solely to evening event use of the Edwards Hub.

2.2 Transport Network

The Hutchins School is located on land with direct frontage and/or access to Churchill Avenue, Nelson Road, Earl Street, David Avenue, and Peel Street. The School has good connectivity to the arterial road network (which consists locally of Sandy Bay Road and Churchill Avenue). The road network provides vehicular and pedestrian access to the School, as well as providing short-term and long-term parking.

The function and roles of these roads in the context of the School is outlined in the following sections.

2.2.1 Churchill Avenue

Churchill Avenue is a major arterial road that provides connectivity to a large area of Sandy Bay. It connects to Sandy Bay Road approximately 3.5 kilometres south of the School. Churchill Avenue becomes Regent Street to the north of Alexander Street.

According to Council traffic data Regent Street carries approximately 15,000 vehicles per day.

2.2.2 Nelson Road

Nelson Road connects between Sandy Bay Road and Churchill Avenue and performs a local collector function within the Sandy Bay road network. To the west of Churchill Avenue, Nelson Road continues toward Mount Nelson; however, this section operates independently of the eastern section adjacent to The Hutchins School and serves a different role within the broader network.

According to available Council traffic data, Nelson Road in the vicinity of the subject site carries approximately 4,500 vehicles per day. The road provides direct access to The Hutchins School, as well as connectivity to Quorn Street and Peel Street, and also serves surrounding residential areas.

Nelson Road plays an important role in the provision of on-street parking in close proximity to the School. Parking restrictions vary along the length of the road and include a combination of unrestricted, short-term, and no-parking areas. While some restrictions are designed to manage school pick-up and drop-off activity during weekday peak periods, these conditions do not apply during evening event times, when demand patterns differ and school-related traffic activity is minimal.

Traffic calming measures are provided along Nelson Road in the vicinity of the School, including traffic islands and speed cushions, which contribute to lower vehicle speeds and improved safety outcomes.

A recently completed pedestrian underpass has been constructed beneath Nelson Road adjacent to the subject site. The underpass provides a grade-separated pedestrian connection between areas of the School campus and significantly reduces the need for pedestrians to cross Nelson Road at surface level. This facility is expected to provide a clear safety benefit during evening events by accommodating increased pedestrian movements associated with spectators accessing and departing the Edwards Hub.

The junction of Nelson Road with Churchill Avenue is controlled by a roundabout, while the junction of Nelson Road with Sandy Bay Road is controlled by traffic signals. These intersections provide suitable access to the arterial road network and are not subject to peak commuter or school-related congestion during typical evening event periods.

Nelson Road near the proposed Signature Building is shown in Figure 2.

Figure 2 Nelson Road



2.2.3 Earl Street

Earl Street is a short residential street approximately 425 metres in length that provides access to The Hutchins School, the University of Tasmania, and Quorn Street. The street carries relatively low traffic volumes, reported at approximately 1,800 vehicles per day, and performs a local access function within the surrounding road network.

A cul-de-sac is located at the southern end of Earl Street. Pedestrian access to The Hutchins School is provided at the end of the cul-de-sac via a gated connection, while vehicle access to the University of Tasmania has recently been relocated to a point approximately 70 metres north of the School's gates. As a result, through-traffic movements at the southern end of the street are limited.

On-street parking is provided along Earl Street, with restrictions varying along its length. The street is used primarily for local residential parking, with some additional demand associated with nearby institutional uses. During weekday school peak periods, some short-term activity may occur; however, this does not represent conditions during evening event periods, when school-related traffic activity is minimal.

Given its residential function, limited traffic volumes, and proximity to the Edwards Hub, Earl Street forms part of the local on-street parking catchment available during evening events. Parking associated with events is expected to occur at a level that does not adversely affect traffic circulation or access to residential properties.

2.2.4 Peel Street

Peel Street intersects Nelson Road approximately midway along the School frontage and runs between the eastern and western portions of the Hutchins campus. The street provides access to the Queenborough Rise aged care facility and the Queenborough Rise sports oval, in addition to serving local traffic associated with The Hutchins School.

Peel Street operates as a local access street with comparatively low traffic volumes and no time-restricted on-street parking controls. As a result, the street is predominantly used for long-duration parking, including by staff, students, and visitors associated with nearby land uses.

During weekday school peak periods, Peel Street also accommodates some short-term pick-up and drop-off activity and functions as a turning area for vehicles accessing Nelson Road. However, these activities occur during normal school operating hours and are not representative of conditions during evening event periods, when school-related traffic activity is minimal.

From an evening event perspective, Peel Street is an important component of the local on-street parking network, providing unrestricted parking within close walking distance of the Edwards Hub. The street's configuration and low evening traffic volumes allow it to accommodate event-related parking without adversely affecting traffic circulation or access to adjoining properties.

Peel Street near the proposed Signature Building is shown in Figure 3.

Figure 3 Peel Street

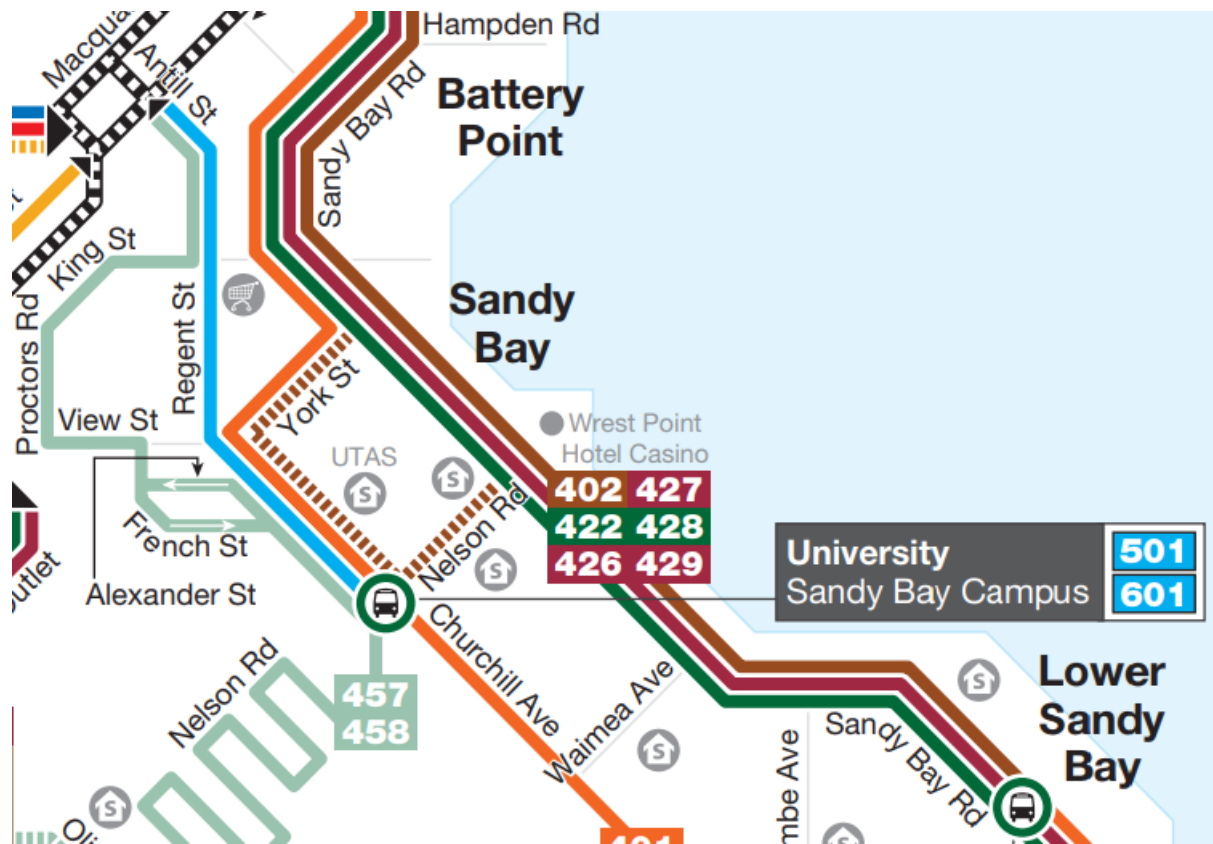


2.3 Public Transport

Hutchins is well serviced by public transport. Metro Tasmania operate frequent bus services along Churchill Avenue, Sandy Bay Road and Nelson Road (Specifically routes 401, 402, 501, 601, 422, 426, 427, 428 and 429).

Hutchins also operate several private buses that service areas of Greater Hobart for school pick-up and drop-off.

Figure 4 Public Transport Routes



Source: Metro Tasmania

2.4 Active Transport

Hutchins has very good provision of pedestrian and cyclist infrastructure. The following is noted:

- Bicycle lanes have been installed along Sandy Bay Road.
- Footpaths are provided on both sides of Nelson Road (as well as other roads in the surrounding network).
- Two pedestrian underpasses have been constructed beneath Nelson Road.
- Traffic signals at the Sandy Bay Road/ Nelson Road intersection have pedestrian phasing installed.
- School speed zones operate during peak periods, reducing the speed limit on Nelson Road and Churchill Avenue to 40-km/h.

3. Proposed Development

3.1 Development Proposal

The proposed development relates to the extended out-of-hours use of the Edwards Hub at The Hutchins School for non-school sporting and recreational events, primarily during evening periods.

The principal proposed use is the hosting of basketball games for the Hobart Chargers, with the following key characteristics:

- Up to approximately 650 spectators per event.
- Events typically held on Friday and Saturday evenings.
- Operating hours generally concluding by approximately 11:00 pm.
- Up to 12 home games per season.

In addition to the basketball games, the proposal seeks approval for a limited number of other non-school-related events of a similar scale and nature, occurring outside normal school operating hours.

The proposal does not involve:

- Any physical expansion of buildings.
- Changes to site access arrangements.
- Changes to the internal road network or parking layout.
- Changes to normal daytime school operations.

All access, circulation, and parking infrastructure will operate as existing.

From a traffic perspective, the proposed development represents a change in the timing and nature of site activity, rather than an increase in built form or permanent capacity. Events will occur outside weekday commuter and school peak periods, and traffic and parking impacts are therefore assessed specifically for evening conditions.

4. Traffic Impacts

4.1 Trip Generation

The proposed development involves the occasional evening use of the Edwards Hub for sporting and recreational events, primarily basketball games associated with the Hobart Chargers. Traffic generation associated with these events differs fundamentally from normal school-day operations, as events occur outside weekday commuter and school peak periods and are characterised by discrete arrival and departure peaks.

For the purposes of this assessment, traffic generation has been estimated based on the maximum anticipated spectator attendance and reasonable assumptions regarding travel behaviour for evening sporting events in the Sandy Bay context.

The following assumptions have been adopted:

- Maximum spectator attendance of approximately 650 persons
- The majority of spectators are expected to arrive by private vehicle, noting limited public transport availability during evening periods
- A small proportion of spectators are expected to walk from the surrounding area or arrive via drop-off (e.g. taxi or rideshare)
- An average vehicle occupancy of approximately 3.0 persons per car
- Additional vehicle movements associated with players, officials, staff and volunteers

Based on these assumptions, total vehicle arrivals associated with a typical event are estimated to be in the order of 210 to 250 vehicles, inclusive of spectators and event-related staff. This represents the total event traffic generation, rather than hourly weekday rates typically used for land-use based developments.

Event arrivals are expected to occur predominantly within the 45 to 75 minutes prior to the commencement of a game, while departures are expected to occur over a shorter period following the conclusion of the event, typically within 15 to 35 minutes. These arrival and departure patterns are typical of indoor sporting events and result in short-duration traffic peaks.

Given the timing of events during evenings and weekends, event-related traffic will occur during periods when background traffic volumes on the surrounding road network are relatively low. As a result, the temporary increase in traffic volumes associated with event arrivals and departures is not expected to result in material impacts on the operation or capacity of the surrounding road network.

Traffic distribution associated with events is expected to be dispersed across the surrounding arterial and local road network, primarily via Nelson Road, Churchill Avenue and Sandy Bay Road, consistent with existing access arrangements for the School and surrounding land uses.

4.2 Trip Distribution

Trip distribution for evening events at the Edwards Hub is expected to reflect the broader Sandy Bay and Greater Hobart catchment from which spectators, players, and officials will travel.

Event-related traffic is anticipated to approach and depart the site primarily via the arterial road network, with the following general distribution patterns:

- Sandy Bay Road, via Nelson Road, providing access from the Hobart CBD and northern suburbs
- Churchill Avenue, providing access from the southern Sandy Bay and Taroona areas
- Nelson Road, acting as the principal local connector between the arterial network and the School

From these arterial routes, vehicles are expected to disperse across the surrounding local road network, including Nelson Road, Peel Street and Earl Street, in order to access on-site parking areas and available on-street parking.

The distribution of event traffic is expected to be well dispersed, with no single approach route or intersection experiencing a disproportionate share of traffic movements. This reflects the multiple access options available to the School and the distributed nature of on-site and on-street parking in the surrounding area.

Given that events occur during evening periods outside weekday commuter and school peak times, background hourly traffic volumes on the surrounding road network are relatively low. As a result, the temporary increase in traffic volumes associated with event arrivals and departures is expected to be accommodated without adverse impacts on the operation of the arterial or local road network.

4.3 Access Impacts

The proposed evening event use of the Edwards Hub does not involve any changes to existing site access arrangements.

The Edwards Hub itself does not provide general vehicle access or public parking directly adjacent to the building. Vehicle access in the immediate vicinity of the Hub is limited to designated accessible (disabled) parking spaces, which will be available for patrons with mobility needs during events.

All other vehicle movements associated with evening events, including spectators, players, officials and staff, will access the School via the existing internal road network and established car park access points located throughout the Hutchins campus. These access points are the same as those used during normal school operations and have been previously assessed and approved as part of the original Traffic Impact Assessment.

While event-related traffic will result in increased vehicle movements through the School's internal road network and access points during event periods, the scale of these movements is comparable to traffic levels experienced during typical school-day peak periods, which have been demonstrated to operate satisfactorily.

Given that evening events occur outside weekday commuter and school peak times, background traffic volumes on surrounding roads are relatively low, and access points are not subject to competing peak demands. As a result, the existing access arrangements are considered adequate to accommodate event-related traffic without adverse impacts on the surrounding road network.

Clause C3.5.1 of the Planning Scheme requires that access to and from the road network is safe, efficient, and does not unreasonably impact the operation of the surrounding road system.

The proposed evening event use of the Edwards Hub does not involve the creation of any new vehicle access points, nor any modification to existing accesses. All vehicular access associated with events will utilise the School's existing, approved access arrangements, which have been previously assessed as part of normal school operations.

Direct vehicle access adjacent to the Edwards Hub will be limited to designated accessible (disabled) parking spaces only, with no general public vehicle access proposed at this location. All other event-related vehicle movements will be distributed across the School's established internal road network and car parks, consistent with existing operational patterns.

While event-related traffic will increase vehicle movements during evening periods, the magnitude of these movements is comparable to traffic levels experienced during normal school-day peak periods, which the existing access arrangements have been demonstrated to accommodate safely and efficiently. Importantly, events occur outside weekday commuter and school peak periods, when background traffic volumes on surrounding roads are lower and access points operate with greater available capacity.

4.3.1 Planning Scheme Requirements

The Acceptable Solution A1.4 of Clause C3.5.1 requires that vehicular traffic to and from a site using an existing vehicle crossing does not increase by more than the thresholds specified in Table C3.1. The intent of this provision is to manage incremental traffic growth associated with land use changes, assessed on a daily traffic generation basis.

The proposed evening event use of the Edwards Hub will result in an increase in vehicular movements at the School's existing access points during event periods. While these movements will be distributed across multiple internal car parks and access points, the overall increase in daily vehicle movements associated with an event day is likely to exceed the nominal thresholds set out in Table C3.1 (which specifies a maximum increase of 20% or 40 vehicles per day, whichever is greater).

Accordingly, the proposal does not strictly satisfy Acceptable Solution A1.4.

However, it is noted that the increase in traffic generation relates to infrequent, short-duration evening events, rather than a permanent change to daily background traffic demand. The clause is therefore more appropriately assessed against the Performance Criteria of Clause C3.5.1, which consider whether access to the road network is safe and efficient and whether traffic impacts can be reasonably accommodated having regard to the timing, scale and nature of the traffic generated.

The Performance Criteria P1 of Clause C3.5.1 states:

"Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

- (a) any increase in traffic caused by the use;*
- (b) the nature of the traffic generated by the use;*
- (c) the nature of the road;*
- (d) the speed limit and traffic flow of the road;*
- (e) any alternative access to a road;*
- (f) the need for the use;*
- (g) any traffic impact assessment; and*
- (h) any advice received from the rail or road authority".*

The following is relevant to the proposed development:

- a. Any increase in traffic caused by the use. The proposed evening event use will result in an increase in vehicular traffic associated with events. However, this increase is temporary, infrequent, and confined to discrete evening periods, rather than representing a permanent increase in daily background traffic. Events are limited in number and occur outside weekday commuter and school peak periods, when the surrounding road network operates with spare capacity. As such, the increase in traffic does not give rise to adverse safety or operational effects.
- b. The nature of the traffic generated by the use. Traffic generated by the proposed use will consist predominantly of private passenger vehicles associated with spectators, players, officials, and staff. Heavy vehicles are not expected, and there is no unusual or high-risk vehicle mix. Vehicle movements are predictable, occur over a defined arrival and departure window, and are comparable in nature to traffic already generated by approved school activities.
- c. The nature of the road. The surrounding road network providing access to Hutchins facilities comprises a combination of arterial roads (Churchill Avenue) and local collector and access streets (Nelson Road and Earl Street). This network already accommodates a wide range of traffic demands associated with the School, nearby institutional uses, and residential development. The existing road hierarchy and multiple access routes allow traffic associated with events to be distributed, avoiding concentration at any single access or junction.
- d. Speed limit and traffic flow of road. Evening events occur during periods when hourly traffic flows are materially lower than weekday peak conditions. Traffic speeds are moderated by the existing road environment, including traffic calming measures, posted speed limits, and intersection controls. As a result, the road network is well placed to accommodate short-term increases in traffic volumes without compromising safety or efficiency.
- e. Alternative access to a road. The Hutchins School benefits from multiple existing access points and an established internal road network connecting to surrounding streets. Event-related traffic

will utilise these existing access arrangements, allowing movements to be spread across the network. No new access points are proposed, and no reliance is placed on a single critical access.

- f. The need for the use. The proposed use supports the community and sporting function of the Edwards Hub by enabling its use for organised sporting events outside school hours. The limited number of events, their predictable timing, and their confinement to evenings ensure that the use can be accommodated without unreasonable impacts on the road network, while providing a clear community benefit.
- g. Traffic impact assessment. This Traffic Impact Assessment Addendum has been prepared to specifically addresses the incremental impacts associated with the proposed evening event use. The assessment demonstrates that, notwithstanding an increase in traffic during event periods, existing access arrangements and the surrounding road network can safely and efficiently accommodate the proposed use.
- h. Road authority advice. No changes to the external road network or access arrangements are proposed that would necessitate referral to, or approval from, a road authority beyond the standard planning assessment process. Council require a TIA be prepared to investigate the traffic and parking impacts associated with the proposed development.

The above assessment demonstrates that the proposal satisfies the Performance Criteria P1 of Clause C3.5.1. Vehicular traffic associated with the proposed use will not result in adverse safety or efficiency impacts on the surrounding road network, having regard to the scale, timing, and nature of the traffic generated.

4.4 Pedestrian Impacts

The proposed evening event use of the Edwards Hub does not involve any changes to existing pedestrian infrastructure within the site or the surrounding transport network.

Pedestrian access to and within The Hutchins School is already well established and includes footpaths on surrounding streets, internal pedestrian routes within the campus, and grade-separated pedestrian crossings beneath Nelson Road. A recently completed pedestrian underpass has been constructed adjacent to the subject site, providing a safe and direct connection between areas of the School campus without the need for pedestrians to cross Nelson Road at surface level. An existing underpass also provides additional grade-separated pedestrian connectivity within the broader campus.

These facilities provide a high level of pedestrian safety and connectivity and are considered appropriate for the anticipated pedestrian demands associated with evening events. Pedestrian movements associated with events are expected to occur primarily within the existing pedestrian network and during evening periods when vehicular traffic volumes are lower than daytime peak conditions.

Given the nature, timing and scale of the proposed events, the existing pedestrian infrastructure is considered adequate to accommodate event-related pedestrian activity, and no additional pedestrian infrastructure or management measures are required.

4.5 Road Safety Impacts

The proposed evening event use of the Edwards Hub does not introduce any new access points, changes to road geometry, or alterations to existing traffic control devices. Accordingly, the proposal does not give rise to new or unusual road safety risks beyond those already associated with the approved operation of The Hutchins School.

Event-related traffic will consist predominantly of private passenger vehicles and pedestrian movements associated with spectators, players, officials, and staff. Heavy vehicle activity is not anticipated. Vehicle movements will be concentrated within defined arrival and departure periods and will occur outside weekday commuter and school peak periods, when background traffic volumes on the surrounding road network are lower.

The surrounding road network includes established traffic calming measures, posted speed limits appropriate to the road environment, and controlled intersections at key junctions. These features contribute to a moderated speed environment and support safe vehicle and pedestrian interactions during evening periods.

Pedestrian safety is further enhanced by the presence of grade-separated pedestrian infrastructure, including the recently completed pedestrian underpass beneath Nelson Road adjacent to the subject site, as well as an existing underpass within the broader campus. These facilities reduce the need for pedestrians to cross Nelson Road at surface level and provide safe, direct pedestrian connections during periods of increased pedestrian activity.

While event-related parking is expected to extend into surrounding streets, on-street parking will occur on roads that already accommodate parking as part of their normal function. Evening parking activity will take place during periods of lower traffic flow, and sight lines at intersections and access points will remain generally unchanged from existing conditions.

On this basis, the proposed evening event use is not expected to result in any material deterioration in road safety. The existing road, pedestrian, and traffic management infrastructure is considered appropriate to accommodate the scale and nature of the proposed use, and no additional road safety mitigation measures are required.

5. Parking Assessment

5.1 Parking Provision

The Hutchins School campus provides a substantial amount of on-site car parking, distributed across a number of internal car parks accessed from the surrounding road network. The overall on-site parking provision and access arrangements were previously assessed as part of the approved Traffic Impact Assessment for the School and the Edwards Hub.

The on-site parking supply comprises a combination of staff, visitor and operational parking areas located throughout the campus. These car parks are connected by an internal road network and are accessed via established vehicle crossings from surrounding streets including Nelson Road, Churchill Avenue, Earl Street and Peel Street.

Construction of the Edwards Hub does not involve any reduction in the existing on-site parking supply. In addition, two designated accessible (disabled) parking spaces have been provided adjacent to the Edwards Hub to service patrons with mobility needs. These spaces represent the only vehicle parking provided in the immediate vicinity of the Hub.

For evening events, it is anticipated that available on-site parking spaces across the broader campus will be utilised by event patrons, in combination with on-street parking in surrounding streets. The use of distributed on-site parking areas is consistent with the School's established parking and access arrangements and reflects the absence of a single, centralised public car park associated with the Hub.

The total on-site parking provision at The Hutchins School is consistent with that previously identified and assessed in the approved TIA, and no changes to parking layout or supply are proposed as part of the current application.

Hutchins currently has the following on-site car parking provision:

▪ Early Learning Centre car park, Churchill Avenue	15 spaces
▪ Staff car park & boarding house, Nelson Road	64 spaces
▪ Earl Street car park	20 spaces
▪ Services parking (various locations)	6 spaces
▪ Disabled parking within Edwards Hub	2 spaces
▪ <u>TOTAL</u>	<u>107 spaces</u>

5.2 On-Street Parking

The Hutchins School has a long-established reliance on on-street parking within the surrounding road network as part of its normal operation. This relationship between on-site parking provision and surrounding on-street parking availability has been examined in detail through previous studies, most notably the Hutchins Traffic Management Study (Midson Traffic, 2014), which forms part of the background to the approved traffic and parking arrangements for the School.

The 2014 study involved detailed parking surveys and observations across the surrounding road network, including Nelson Road, Peel Street, Earl Street, Churchill Avenue and David Avenue, and demonstrated that on-street parking plays a critical role in accommodating parking demand associated with school activities. The study identified that parking demand during weekday school peak periods is characterised by very high turnover in some locations (particularly Nelson Road) and long-duration parking in others, influenced by competing demands from the University of Tasmania, residential uses, and school-related activity.

Importantly, the 2014 study also recognised that the School campus operates with a distributed parking model, whereby parking demand is met through a combination of on-site parking areas and surrounding on-street parking, rather than a single consolidated car park. This operating model has been in place for many years and has been accepted as part of the established functioning of the School within the Sandy Bay context.

To inform this assessment, new on-street parking surveys have been undertaken during representative evening time periods, with the surveyed parking areas summarised in Table 1. On street parking surveys were undertaken in November 2025, with the results provided in Table 2.

The on-street parking surveys demonstrate that substantial spare parking capacity exists within the surrounding road network during evening periods, well beyond that typically experienced during weekday school peak conditions.

Across the surveyed area, a total of approximately 153 on-street parking spaces were identified. During the Friday evening survey, the maximum observed occupancy was 56 vehicles, equating to a minimum spare capacity of approximately 97 spaces. During the Saturday evening survey, the maximum observed occupancy was lower, at 38 vehicles, corresponding to a minimum spare capacity of approximately 115 spaces.

The surveys show that parking demand generally declines as the evening progresses, with the highest occupancies recorded at approximately 4:00 pm, prior to the commencement of typical evening events. By 7:00–8:00 pm, on-street parking demand was consistently low across all surveyed streets, including Nelson Road, Peel Street and Earl Street.

Importantly, streets closest to the Edwards Hub, including Nelson Road and Peel Street, exhibited particularly low levels of evening parking occupancy, with substantial spare capacity available throughout the survey period. Sandy Bay Road also exhibited no recorded evening parking demand within the surveyed section.

These results confirm that the surrounding on-street parking network operates with significant unused capacity during evening periods, when school-related parking demand is minimal and parking restrictions associated with weekday pick-up and drop-off do not apply.

When considered in combination with the available on-site parking across the Hutchins campus, the survey results demonstrate that on-street parking in the surrounding area is capable of accommodating a substantial proportion of the parking demand associated with evening events at the Edwards Hub without adverse impacts on traffic circulation, residential access, or streetscape function. It is further noted that

additional on-street parking is available beyond the surveyed areas, with similar low parking occupancy available.

Table 1 On-Street Parking Areas

Parking Area	Spaces Available	Comments
Churchill Avenue (UTas roundabout to Nelson Road)	10 spaces approx. (northern side only)	Majority of parking is designated 'No Parking' during school drop-off and pick-up periods.
Churchill Avenue (Nelson Road to Goodhart Place)	26 spaces approx (both sides of road)	
Nelson Road (Peel Street to Churchill Avenue)	18 spaces approx	Short term and no-parking zones have been installed to facilitate pick-up and drop-off activity
David Avenue	20 spaces approx	Majority of drop-off and pick-up activity in David Avenue is conducted at the dead-end section of the street (ie. not formally parked). The end of David Avenue is marked 'No Parking' between 8am and 6pm.
Peel Street	30 spaces approx (available both sides of road)	Spaces typically occupied throughout the day by staff and students.
Earl Street (Grosvenor Crescent to southern termination)	28 spaces approx	On-street parking typically used by UTas students throughout the day, with some Hutchins drop-off and pick-up activity at peak school periods.
Quorn Street (David Ave to Nelson Rd)	9 spaces approx	
Sandy Bay Road (Nelson Road to Lambert Ave)	12 spaces approx (southern side only)	Morning clearway restrictions.

Table 2 On-Street Car Parking Surveys – Friday 27th December 2025

Area	Capacity	16:00	18:00	19:00	20:00	Max occupancy/ Min spare capacity
Churchill Avenue (UTas roundabout to Nelson Road)	10 cars	2	0	0	0	2 cars/ 8 spaces
Churchill Avenue (Nelson Road to Goodhart Place)	26 cars	14	8	7	7	14 cars/ 12 spaces
Nelson Road (Peel Street to Churchill Avenue)	18 cars	5	1	0	0	5 cars/ 13 spaces
David Avenue	20 cars	4	5	3	3	5 cars/ 15 spaces
Peel Street	30 cars	8	5	4	3	8 cars/ 22 spaces
Earl Street (Grosvenor Crescent to southern termination)	28 cars	19	10	8	8	19 cars/ 9 spaces
Quorn Street (David Ave to Nelson Rd)	9 cars	4	3	2	2	4 cars/ 5 spaces
Sandy Bay Road (Nelson Road to Lambert Ave)	12 cars	0	0	0	0	0 cars/ 12 spaces
TOTAL	153 spaces	56	32	24	23	56 spaces/ 97 spaces

Table 3 On-Street Car Parking Surveys – Saturday 28th November 2025

Area	Capacity	16:00	18:00	19:00	20:00	Max occupancy/ Min spare capacity
Churchill Avenue (UTas roundabout to Nelson Road)	10	3	1	0	0	3 cars/ 7 spaces
Churchill Avenue (Nelson Road to Goodhart Place)	26	8	8	7	9	9 cars/ 17 spaces
Nelson Road (Peel Street to Churchill Avenue)	18	2	0	0	0	2 cars/ 16 spaces
David Avenue	20	4	4	5	5	5 cars/ 15 spaces
Peel Street	30	9	7	3	2	9 cars/ 21 spaces
Earl Street (Grosvenor Crescent to southern termination)	28	9	9	10	9	10 cars/ 18 spaces
Quorn Street (David Ave to Nelson Rd)	9	3	4	4	4	4 cars/ 5 spaces
Sandy Bay Road (Nelson Road to Lambert Ave)	12	0	0	0	0	0 cars/ 12 spaces
TOTAL	153 spaces	38	33	29	29	38 cars/ 115 spaces

5.3 Theoretical Parking Demand

Theoretical parking demand associated with the proposed evening event use of the Edwards Hub has been estimated based on the maximum anticipated spectator attendance and reasonable assumptions regarding travel behaviour for evening sporting events. This approach is consistent with the methodology adopted for traffic generation and reflects the event-based nature of the proposed use.

The purpose of this assessment is to establish an order-of-magnitude estimate of peak parking demand, noting that actual parking behaviour is influenced by a range of factors including car occupancy, walking catchments, on-street availability, and event-specific conditions. Empirical on-street parking conditions are addressed separately in Section 5.2.

5.3.1 Assumptions

The following assumptions have been adopted for the purposes of estimating theoretical parking demand:

- Maximum spectator attendance of approximately 650 persons.
- The majority of spectators are expected to arrive by private vehicle, reflecting limited public transport availability during evening periods.
- A small proportion of spectators are expected to walk from the surrounding area or arrive via drop-off (e.g. taxi or rideshare).
- An average vehicle occupancy of approximately 3.0 persons per car.
- Additional parking demand associated with players, officials, staff and volunteers.

5.3.2 Estimated Parking Demand

Based on the assumptions above, spectator-related parking demand can be estimated as follows:

- $650 \text{ spectators} \div 3.0 \text{ persons per vehicle} \approx 215 \text{ to } 220 \text{ vehicles}$

Allowing for a modest reduction associated with walking, drop-off and ride-share trips, and adding parking demand associated with players, officials, staff and volunteers, the total peak parking demand associated with a typical event is estimated to be in the order of:

- Approximately 210 to 250 parking spaces

This demand represents the peak accumulation of parked vehicles, noting that evening sporting events typically involve limited turnover, with most vehicles remaining parked for the duration of the event.

5.3.3 Context

It is important to note that the estimated parking demand occurs during evening periods, when normal school-day parking demand is minimal and background demand on surrounding streets is lower than during weekday daytime conditions. Parking demand associated with events will therefore be accommodated through a combination of:

- Available on-site parking across the broader Hutchins campus, and
- On-street parking within the surrounding local road network.

The ability of the surrounding on-street parking network to accommodate this demand is assessed separately in Section 5.2, based on observed evening parking conditions.

5.4 Planning Scheme Requirements

The Acceptable Solution A1 of Clause C2.5.1 of the Planning Scheme states:

"The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:

- (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;*
- (b) the site is contained within a parking precinct plan and subject to Clause C2.7;*
- (c) the site is subject to Clause C2.5.5; or*
- (d) it relates to an intensification of an existing use or development or a change of use where:*
 - (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or*
 - (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:*

$$N = A + (C - B)$$

N = Number of on-site car parking spaces required

A = Number of existing on site car parking spaces

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

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

For the purposes of assessing parking provision under Table C2.1 of the Planning Scheme, the proposed evening event use of the Edwards Hub most appropriately aligns with a Sports and Recreation use, and in particular the category of a Major Sporting Facility.

The proposed events involve organised indoor sporting competitions with spectator attendance, with basketball games attracting up to approximately 650 spectators. While the Edwards Hub forms part of a broader school campus, the nature of the proposed out-of-hours use is clearly sporting in character, and it is these large sporting events that generate the greatest parking demand associated with the proposal.

Accordingly, the Major Sporting Facility category in Table C2.1, which specifies a parking rate of 1 space per 5 seats, represents the most relevant and conservative benchmark for assessing the Acceptable Solution.

5.4.1 Assessment Against Acceptable Solution A1

When assessed strictly against the numerical rates specified in Table C2.1 for a Major Sporting Facility, the notional on-site parking requirement would be substantial and would significantly exceed the number of parking spaces provided directly adjacent to the Edwards Hub, as well as the total on-site parking supply when considered in isolation (noting 130 space Table C2.1 requirement for 650 seats).

The provision of 107 on-site parking spaces therefore does not satisfy Acceptable Solution A1 of Clause C2.5.1.

The Performance Criteria P1 of Clause C2.5.1 of the Planning Scheme states:

"The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:

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

The following is relevant with respect to the proposed development:

- a. Off-street public parking. In addition to on-site parking provided across the Hutchins campus, the site is located adjacent to the UTas campus, which contains a substantial supply of off-street parking. Historical parking surveys demonstrate that UTas parking demand is very low during evenings and weekends, with large areas of parking remaining unused outside weekday teaching hours. Given the timing of the proposed events (evenings and weekends), this off-street parking represents a significant latent parking resource within reasonable walking distance of the Edwards Hub. Subject to agreement with UTas, this parking could be made available for larger events through a Parking Management Plan, further reducing reliance on surrounding residential streets.

- b. Shared parking. The proposed use is characterised by infrequent, discrete evening events, occurring at times when normal school parking demand is minimal and UTas parking demand is also very low. This creates a clear opportunity for temporal sharing of parking spaces across both the Hutchins and UTas campuses, as well as within the surrounding on-street parking network. The variation in demand between daytime institutional uses and evening event use supports the efficient shared use of existing parking resources.
- c. Public transport. While the site is generally well serviced by public transport during daytime periods, public transport availability and frequency are reduced during evenings. As a result, the parking assessment appropriately assumes a high proportion of private vehicle trips. Notwithstanding this, the surrounding road network and parking environment are capable of accommodating this demand during evening periods, as demonstrated by the parking surveys.
- d. Transport alternatives. The site is well connected by pedestrian infrastructure, including footpaths and grade-separated pedestrian underpasses beneath Nelson Road. These facilities support walking trips for local residents and students residing nearby, contributing to a modest but meaningful reduction in parking demand for events.
- e. Site constraints. The Hutchins campus is a fully developed educational site, with existing buildings, topography and landscaping that constrain the provision of additional centrally located parking adjacent to the Edwards Hub. The established pattern of distributed parking across the campus and reliance on surrounding on-street parking reflects these constraints and has been accepted as part of the long-standing operation of the School.
- f. On street parking. On-street parking surveys undertaken during representative evening periods demonstrate that the surrounding road network contains substantial spare parking capacity. Across the surveyed area, approximately 153 on-street spaces were identified, with minimum spare capacities of approximately 97 spaces on Friday evening and 115 spaces on Saturday evening, even at the highest observed occupancies. Parking demand was lowest during typical event times (7:00–9:00 pm), and streets closest to the site, including Nelson Road, Peel Street and Earl Street, consistently exhibited low levels of evening parking occupancy. These roads already accommodate on-street parking as part of their normal function and operate safely under existing traffic management arrangements.
- g. Streetscape. The use of existing on-street parking for evening events does not introduce new infrastructure or changes to the streetscape. Parking will occur in locations where on-street parking is already established and accepted, and during periods when background activity levels are low. As such, no adverse streetscape impacts are anticipated.
- h. Parking demand. This Traffic Impact Assessment Addendum has been prepared by a suitably qualified traffic engineer and includes both a theoretical parking demand assessment and empirical on-street parking surveys undertaken during evening periods. Together, these demonstrate that the reasonable parking needs of the proposed use can be met through a combination of existing on-site parking, surrounding on-street parking, and (for larger events) potential shared use of nearby UTas parking facilities.

The above assessment above demonstrates that the proposal satisfies the Performance Criteria P1 of Clause C2.5.1. The reasonable parking needs of the proposed evening event use can be accommodated without adverse impacts on the surrounding area, having regard to the timing, scale and nature of the use, the availability of on-street parking, and the opportunity for shared use of nearby off-street parking through a Parking Management Plan.

6. Conclusions

This Traffic Impact Assessment Addendum has been prepared to assess the traffic, access, pedestrian and parking impacts associated with the proposed evening event use of the Edwards Hub at The Hutchins School, Sandy Bay. The assessment relates specifically to out-of-hours sporting and recreational events, including basketball games with up to approximately 650 spectators, and does not reassess normal school-day operations or construction impacts previously approved.

The key findings of the TIA are summarised as follows:

- The proposed use will result in temporary increases in traffic and parking demand during discrete evening periods, associated with event arrivals and departures. These events are infrequent, predictable, and occur outside weekday commuter and school peak periods, when background traffic volumes on the surrounding road network are lower.
- No changes to external road infrastructure, access arrangements or internal circulation are proposed. Event-related traffic will utilise the existing, approved access points and internal road network, which have been demonstrated to operate satisfactorily under traffic volumes comparable to, or greater than, those anticipated during evening events.
- The proposed use does not give rise to adverse road safety impacts. Vehicle movements will consist predominantly of passenger vehicles, and pedestrian safety is supported by existing infrastructure, including grade-separated pedestrian underpasses beneath Nelson Road and established footpath networks.
- The theoretical parking demand associated with a typical event is estimated to be in the order of 210 to 250 parking spaces at peak accumulation. This demand will be accommodated through a combination of existing on-site parking across the Hutchins campus and on-street parking within the surrounding road network.
- On-street parking surveys undertaken during representative evening periods demonstrate that the surrounding streets operate with substantial spare parking capacity, including within close proximity of the Edwards Hub. These conditions are materially different from weekday school peak periods and confirm that evening parking demand can be accommodated without adverse impacts on traffic circulation, residential access or streetscape character.
- While the proposal does not satisfy the numerical requirements of Acceptable Solution A1 of Clause C2.5.1, the assessment demonstrates that the proposal satisfies the Performance Criteria P1 of Clause C2.5.1, having regard to the scale, timing and nature of the use, actual parking demand, and surrounding parking availability.

On the basis of the above, it is concluded that the proposed evening event use of the Edwards Hub can be accommodated within the existing traffic and parking environment. Subject to the recommendations of this report, the proposal is supported on traffic and parking grounds.

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	4 February 2026



CELEBRATING
15 YEARS
2008 - 2023



Keith Midson
Midson Traffic Pty Ltd
28 Seaview Avenue
Taroona TAS 7053
0437 366 040

11 March 2026

Frazer Read
AllUrbanPlanning
Via email

Dear Frazer,

THE HUTCHINS SCHOOL – N J EDWARDS HUB – RESPONSE TO COUNCIL RFI

Midson Traffic prepared the *N J Edwards Hub Events – Traffic Impact Assessment Addendum (February 2026)* on behalf of The Hutchins School to assess the traffic and parking implications associated with proposed evening sporting events at the Edwards Hub. Council has requested clarification regarding several assumptions relating to traffic generation and parking associated with the proposed evening sporting events.

The requested information is provided below.

1. Average Vehicle Occupancy

The Traffic Impact Assessment adopted an average vehicle occupancy of 3.0 persons per vehicle when estimating spectator parking demand. This value was selected having regard to the nature of spectator travel behaviour associated with sporting events, where attendees commonly travel in family groups, groups of friends, or other shared trips rather than as individual vehicle trips.

While the Edwards Hub is located within the Hutchins School campus, the proposed events include Hobart Chargers basketball games and other community sporting events that are expected to attract spectators from the broader community. Attendance at sporting events of this nature typically occurs in family or small social groups, resulting in vehicle occupancies higher than those typically observed for commuter travel.

For example, it is common for spectators to travel as two adults and a child, one parent accompanying multiple children, or small groups of friends travelling together. These travel patterns naturally result in vehicle occupancies approaching three persons per vehicle, particularly for evening or weekend sporting events.

Published studies of spectator travel behaviour indicate that vehicle occupancy for sporting events typically ranges between approximately 2.2 and 3.0 persons per vehicle, depending on attendance levels and parking availability (Henao & Marshall, 2013). Guidance for traffic management of planned special events similarly notes that average vehicle occupancies commonly fall within the 2.2–2.8 persons per vehicle range, with higher occupancies typically observed for weekend or family-oriented events.

The use of 3 persons per vehicle is also consistent with Australian event traffic assessments. For example, transport modelling undertaken for the Macquarie Point Stadium project in Hobart adopted a car occupancy of approximately 3 persons per vehicle for park-and-walk spectators. Similarly, the traffic impact assessment prepared for UTAS Stadium in Invermay utilised an average car occupancy of 3 persons per vehicle, based on observational parking and car occupancy surveys undertaken during an AFL match at the venue in April 2023.

2. Sensitivity Testing of Vehicle Occupancy

For completeness, a sensitivity test was undertaken to examine the effect of adopting lower average vehicle occupancies than the value used in the Traffic Impact Assessment. This testing demonstrates that the overall findings of the assessment are robust and not materially sensitive to the assumed occupancy rate.

For example:

- At 2.5 persons per vehicle, spectator parking demand would increase to approximately 260 vehicles, resulting in a total peak parking demand in the order of 250–290 spaces.
- At 2.2 persons per vehicle, representing the lower end of values reported in published studies, spectator parking demand would increase to approximately 295 vehicles, resulting in a total peak parking demand in the order of 290–330 spaces.

Even under these deliberately conservative assumptions, parking demand can be accommodated through the combination of:

- Existing on-site parking within the Hutchins campus,
- On-street parking within the surrounding road network, and
- Nearby institutional parking supply within the University of Tasmania campus, where evening demand is low.

3. Local Catchment and Walking Trips

The Edwards Hub is located within the established Hutchins School campus in Sandy Bay, surrounded by residential neighbourhoods that form part of the School's natural catchment. As a result, a proportion of spectators attending school-related sporting events can reasonably be expected to live within walking distance of the venue.

The surrounding area is characterised by a well-developed pedestrian network including footpaths and grade-separated pedestrian underpasses beneath Nelson Road, which provide safe pedestrian access to the campus.

For these reasons, it is expected that some spectators will walk to events rather than travel by car, particularly where students or families reside in nearby areas of Sandy Bay. School sporting events also commonly involve students already present on campus (e.g. players and team staff), further reducing the proportion of attendees arriving by private vehicle.

4. Drop-off and Pick-up Arrangements

Short-term drop-off and pick-up activity associated with evening events can be accommodated within the existing internal road network of the Hutchins campus. These areas currently accommodate short-

duration stopping associated with school activities and provide suitable locations for passenger set-down and collection during events.

Traffic associated with drop-off activity would be directed to these internal areas via existing access points to avoid unnecessary stopping on surrounding streets.

5. Parking Management and Direction of Vehicles

Event-related parking would utilise a combination of:

- on-site parking within the Hutchins campus (approximately 107 spaces)
- on-street parking in surrounding streets, and
- nearby off-street institutional parking where available.

Parking associated with events can be managed through simple operational measures such as:

- event signage directing patrons to available parking areas
- event staff directing traffic to available parking locations
- information provided to patrons regarding appropriate parking areas.

Accessible parking spaces located adjacent to the Edwards Hub would remain available for patrons with mobility requirements.

6. Traffic Management Plan

Council has requested information regarding the preparation of a Traffic Management Plan (TMP) for events at the Edwards Hub.

Based on the scale and nature of the proposed events, preparation of a detailed TMP at the development application stage is not considered necessary. Traffic associated with events will utilise the existing road network and established access points to the Hutchins campus, and the events will not require road closures, traffic diversions, or formal traffic control measures of the type typically associated with large public events.

Traffic movements will occur primarily through normal arrival and departure activity associated with spectator parking. These movements can be accommodated within the existing road network and campus access arrangements.

Notwithstanding this, it would be reasonable for a simple event management plan to be prepared for larger events if required as a condition of planning approval. Such a plan would typically address operational matters including:

- Identification of available parking areas within the Hutchins campus
- Identification of appropriate on-street parking locations
- Identification of nearby institutional parking areas (such as UTAS parking areas where available)
- Provision of directional signage to guide vehicles to available parking
- Provision of temporary short-term parking areas for drop-off and pick-up
- Deployment of event staff to assist with parking direction where required

These measures represent standard operational management practices for events of this scale and do not involve formal traffic management arrangements such as road closures or police-managed traffic control.

Accordingly, if considered necessary, the preparation of a simple event-specific Traffic Management Plan could appropriately be addressed as a condition of approval, rather than forming part of the development application documentation.

7. Availability of Nearby Off-Street Parking

The Hutchins campus is located immediately adjacent to the University of Tasmania Sandy Bay campus, which contains a substantial supply of off-street parking.

Previous surveys undertaken as part of the *Hutchins Traffic Management Study (Midson Traffic, 2014)* demonstrated that UTas parking demand is typically very low during evenings and weekends, with significant spare capacity available across the campus outside weekday teaching hours.

Aome of this parking could be utilised during larger events through a Parking Management Plan, providing an additional parking resource within close walking distance of the Edwards Hub. It is noted that voucher parking within the University campus does not extend beyond 6:00pm.

8. Frequency of Events

The primary proposed use involves Hobart Chargers basketball games, with up to 12 home games per season.

In addition, the School may host a limited number of other community sporting or recreational events of a similar nature and scale. These events are expected to occur infrequently and represent occasional peak demand rather than ongoing daily parking demand.

9. Conclusion

Taken together, the nature of the venue as a school-based sporting facility, the likelihood of spectators travelling in family or social groups, the presence of a local walking catchment, and the infrequent nature of the proposed events all support the assumptions adopted in the Traffic Impact Assessment.

The parking assessment was based on a maximum theoretical spectator attendance of approximately 650 persons, representing a conservative worst-case scenario that will not necessarily occur at all events. Sensitivity testing demonstrates that even if lower vehicle occupancy assumptions are adopted, the available parking supply across the Hutchins campus, surrounding on-street network and nearby institutional parking areas remains capable of accommodating the estimated demand.

Accordingly, the assumptions adopted in the Traffic Impact Assessment are considered appropriate and the analysis demonstrates that the proposed evening event use can be accommodated within the existing traffic and parking environment without adverse impacts on the surrounding road network or residential streets.

Please contact me on 0437 366 040 if you require any further information.

Yours sincerely,



Keith Midson BE MTraffic MTransport FIEAust EngExec

DIRECTOR

Midson Traffic Pty Ltd



Technical Memo

26 March 2026

All Urban Planning
19 Mawhera Ave,
Sandy Bay TAS 7005

7138_AC_R_R2
AJM

Attn: Mr Frazer Read

Dear Sir,

RE: The Hutchins School, Edwards Hub extended hours environmental noise assessment.

Please find below our technical memo report regarding an environmental noise assessment of proposed extended hours use of the Edwards Hub at The Hutchins School.

1. INTRODUCTION

Tarkarri Engineering was commissioned by All Urban Planning (AUP) on behalf of The Hutchins School to provide an environmental noise assessment of proposed extended use hours for the Edwards Hub building.

The school seeks complementary use of the hub for limited out-of-hours, non-school sporting and recreational activities, primarily during evenings. The primary proposed use relates to hosting basketball games for the Hobart Chargers, with up to approximately 650 spectators per event, typically on Friday and Saturday evenings up until 11:00 pm for up to 12 home games per season. In addition, the school is seeking flexibility to accommodate a limited number of other non-school-related events of a similar nature and scale

This assessment Performance Criteria P1 of condition 27.3.1 of the *Tasmanian Planning Scheme* (TPS) which is provided below for reference.

Objective:	That non-residential use does not cause an unreasonable loss of amenity to residential zones.	
Acceptable Solutions	Performance Criteria	
A1 Hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be within the hours of: (a) 8.00am to 8.00pm Monday to Friday; (b) 9.00am to 6.00pm Saturday; and (c) 10.00am to 5.00pm Sunday and public holidays.	P1 Hours of operation of a use, excluding Emergency Services, Hospital Services, Natural and Cultural Values Management, Passive Recreation or Utilities, within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to an adjacent residential use having regard to: (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.	





This assessment address noise generated by use of the facility (including crowd, public address, siren, ball impact and departure noise) and vehicles departing the site following an event.

1.1 Legislative context

The *Environment Protection Policy (Noise) 2009* (Noise EPP) (made under section 96K of the *Environmental Management and Pollution Control Act 1994*) is a framework for noise management in Tasmania through the setting out of objectives and principles for noise control with human health as a value to be protected.

The environmental values identified in the Noise EPP are the qualities of the acoustic environment that are conducive to:

- the wellbeing of the community or a part of the community, including its social and economic amenity; or
- the wellbeing of an individual, including the individual's –
 - health; and
 - opportunity to work and study and to have sleep, relaxation and conversation without unreasonable interference from noise.

The policy aims to protect environmental values and states that these ‘...will be protected for the majority of the human population where ... acoustic environment indicator levels are not exceeded.’ Those indicator levels relevant to this study is presented below for reference.

Table 1 – Acoustic environment indicator levels

Specific environment	Critical health effect(s)	L _{Aeq} [dB(A)]	Time base [hours]	L _{Amax} fast [dB]
Outside bedrooms	Sleep disturbance, window open (outdoor values)	45	8	60

The above indicator level will be utilised here for assessment of impact on amenity. It is noted that the time base for the L_{Aeq} indicator level is 8-hours. This assessment will consider more conservative shorter duration time bases (i.e. 10-minutes and 1-hour).

2. SITE DESCRIPTION

The Hutchins School is located at 71 Nelson Rd, Sandy Bay, on land zoned Community purpose. Noise sensitive residences are present to north, east, south the south-west on land zoned General Residential and Low Density Residential.

Figure 2-1 presents an aerial view showing the hub location and the surrounding land zoning.



Figure 2-1: Aerial view with planning scheme overlay.

3. NOISE SOURCES

3.1 Crowd and amplification noise

Crowd activity noise was developed from voice spectra in *Olsen, W. O (1998) Average speech levels and spectra in various speaking/listening conditions: a summary of the Person, Bennett & Fidell (1977) report. American Journal of Audiology, Vol 7: 1059-0889.*

A conservative internal reverberant noise level within the hub generated by crowd activity was developed to represent the following in a 10-minute period (approx. half the crowd vocally active at any one time):

- 72 male voices at a loud level
- 36 male voices shouting
- 72 female voices at a loud level
- 36 female voices shouting
- 72 child voices at a loud level
- 36 child voices shouting

Amplification for public address and music noise in the venue must be at a reverberant volume equal the reverberant noise level from crowd noise and activity for a 10-minute period. A spectral shape was taken from the SoundPLAN 9.1 global library for 'Presentation & Music'.

From the above a reverberant $L_{Aeq,10min}$ sound pressure level spectrum for the hub court area was developed with an overall level of 89 dBA. The sound pressure level spectrum is provided in Table 3-1 below.



Reverberant sound pressure level 1/1-octave band spectrum (dBA)						
Frequency (Hz)						
125	250	500	1k	2k	4k	8k
66	73	79	85	83	80	72

Table 3-1: Reverberant sound pressure level spectrum (dBA).

The transmission loss of the building structure was predicted utilising INSUL 10.0.7, a program for predicting the sound insulation of building structures (see Appendix for noise reduction spectra), and in combination with the reverberant noise level calculated from the above, the radiated sound power level from the building was determined.

Key facade elements for the containment of noise within the hub include:

- South and east walls: 150 mm tilt up concrete panel walls with Decolux internal lining for reverberation control and ball impact
- North wall: 150 mm tilt up concrete panel and, toughed double-glazed windows [6mm Guardian Glass SNX 60 HT (Heat Strengthened) / 12mm Argon / 13.52mm Structural Clear Laminate (Fully Tempered)]
- Roof: Metal deck roofing with building blanket below and suspended acoustic panel system below for reverberation control.

NB: The office and atrium spaces on the west side of the building results in minimal emission of game and amplification noise from this facade

The total A-weighted building radiated $L_{Aeq,10min}$ sound power level spectrum is provided in Table 3-2 below.

Total building radiated sound power level 1/1-octave band spectrum (dBA)						
125	250	500	1k	2k	4k	
93	90	81	83	69	69	

Table 3-2: Total building radiated sound power level spectrum (dBA).

NB: The highest contributing building element to the radiated noise is the roof structure.

3.1.1 Crowd departure noise

Crowd activity noise as patrons depart through the forecourt of the Edwards Hub was developed from voice spectra in *Olsen, W. O (1998)*.

Crowd activity was developed to represent the following in a 10-minute period (approx. half the crowd vocally active on departure):

- 108 male voices at a normal level
- 108 female voices at a normal level
- 108 child voices at a normal level

The total A-weighted sound power level spectrum is provided in Table 3-3 below.

Total departing patrons sound power level 1/1-octave band spectrum (dBA)						
Frequency (Hz)						
125	250	500	1k	2k	4k	8k
78	86	89	82	78	75	70

Table 3-3: Total departing patrons sound power level spectrum (dBA).



3.2 Siren and ball impact noise (L_{Amax})

Siren and ball impact L_{Amax} sound power level spectra were developed from published data in the following:

- *BKL (2022) Wesbrook Temporary Basketball Court Noise Assessment.*
- *Gabriels Hearne Farrell (2024) Australian Hockey Centre - Development Approval Report.*

A total sound power level for siren noise emission within the hub of 128 dBA was assumed and a total sound power level of 94 dBA for ball strike noise. From these, the building noise reduction spectra (detailed in the previous section and a reverberant noise level calculated, the radiated sound power level from the building was determined.

The total A-weighted building radiated sound power level spectrum is provided in Table 3-4 below.

Total building radiated sound power level 1/1-octave band spectrum (dBA) L_{Amax}					
Frequency (Hz)					
125	250	500	1k	2k	4k
97	93	92	96	89	94

Table 3-4: Total building radiated sound power level spectrum (dBA) L_{Amax} .

3.2.1 Departure noise, car door closing and shout (L_{Amax})

Maximum crowd activity noise as patrons depart through the forecourt of the Edwards Hub (male voice shouting) was developed from voice spectra in *Olsen, W. O (1998)*. Car door closing maximum noise output was sourced from the SoundPLAN 9.1 global library for a 'car door slamming'.

A-weighted sound power level spectra are provided in Table 3-5 below.

Car door closing and shout sound power level 1/1-octave band spectra (dBA)								
Source	Frequency (Hz)							
	63	125	250	500	1k	2k	4k	8k
Car door	62	74	84	91	94	91	88	82
Shout	-	53	78	88	92	88	81	71

Table 3-5: Car door closing and shout sound power level spectra (dBA) L_{Amax} .

3.3 Traffic noise

Traffic generated noise for approx. 110 departure events, approx. half of all expected departures in the 1-hour following an extended hours event at the Edwards Hub (from the Traffic Impact Assessment) was considered here. Departures are addressed here with event departures likely to result in more concentrated movements than arrivals (i.e. fall within a single hour) and would occur later than arrivals. The vehicles associated with an event will be accommodated via:

- Available on-site parking across the broader Hutchins campus, and
- On-street parking within the surrounding local road network.
- Parking in the UTAS car parks to the west of The Hutchins School (not modelled here).

Table 3-5 presents A-weighted sound power level spectra for groupings of vehicle movements (on a per metre basis) are provided in Table 3-6 below. These were developed from the SoundPLAN 9.1 global library for a 'car, driving on asphalt downhill < 30 km/h' which provides a per meter sound power level spectrum for a single car movement in 1-hour at 0.5 m above ground level (a.g.l).



Departing cars sound power level 1/1-octave band spectra (dBA) per metre								
Source	Frequency (Hz)							
	63	125	250	500	1k	2k	4k	8k
20 cars	37	41	45	48	51	49	44	39
30 cars	39	43	47	50	53	51	46	41

Table 3-6: Car movement sound power level spectra (dBA) on a per meter basis.

4. ENVIRONMENTAL NOISE MODEL

Modelling of noise generated by an extended hours basketball game at the Edwards Hub was conducted using the software package SoundPLAN 9.1 for the prediction of single point environmental noise emission levels at residential receiver locations surrounding the hub and to produce noise emission contours. The *ISO 9613-2:2024* prediction algorithm was utilised. Ground absorption coefficient was set to 0.6 for the modelling domain. Humidity, air pressure and temperature settings were at default (70 %, 1013.3 mbar and 10 °C).

Table 4-1 below summarises the coordinates of selected residential receivers (at 1.5 m a.g.l unless indicated) while Figure 4-1 to 4-4 presents aerial views highlighting the location of the residential receivers and noise source locations for the noise sources considered in this assessment. Figure 4-5 presents a model wire-frame view from the south.

Environmental noise model receiver positions		
Receiver	Location	Coordinates (Datum: GDA94, Zone 55)
R1	30 Nelson Rd	526996 5249751
R2	73 Nelson Rd	526777 5249541
R3	16 David Av	526926 5249760
R4	18 Lambert Av	527195 5249597
R5	47 Derwentwater Av	527173 5249458
R6	3 Peel St	526965 5249502
R7	3 Peel St	527028 5249584
R7_L1	3 Peel St, level 1 (4.5 m a.g.l)	527028 5249584

Table 4-1: Model receiver locations.



Figure 4-1: Environmental noise model plan view, crowd and amplification noise and siren and ball impact noise.

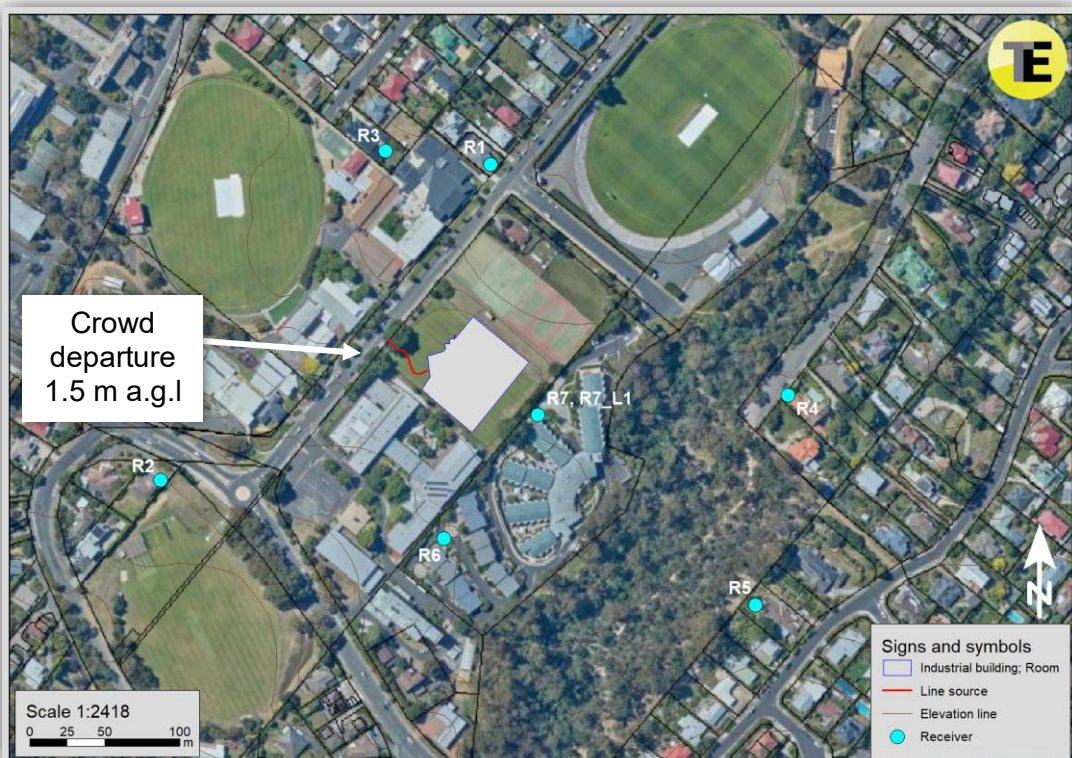


Figure 4-2: Environmental noise model plan view, crowd departure noise.

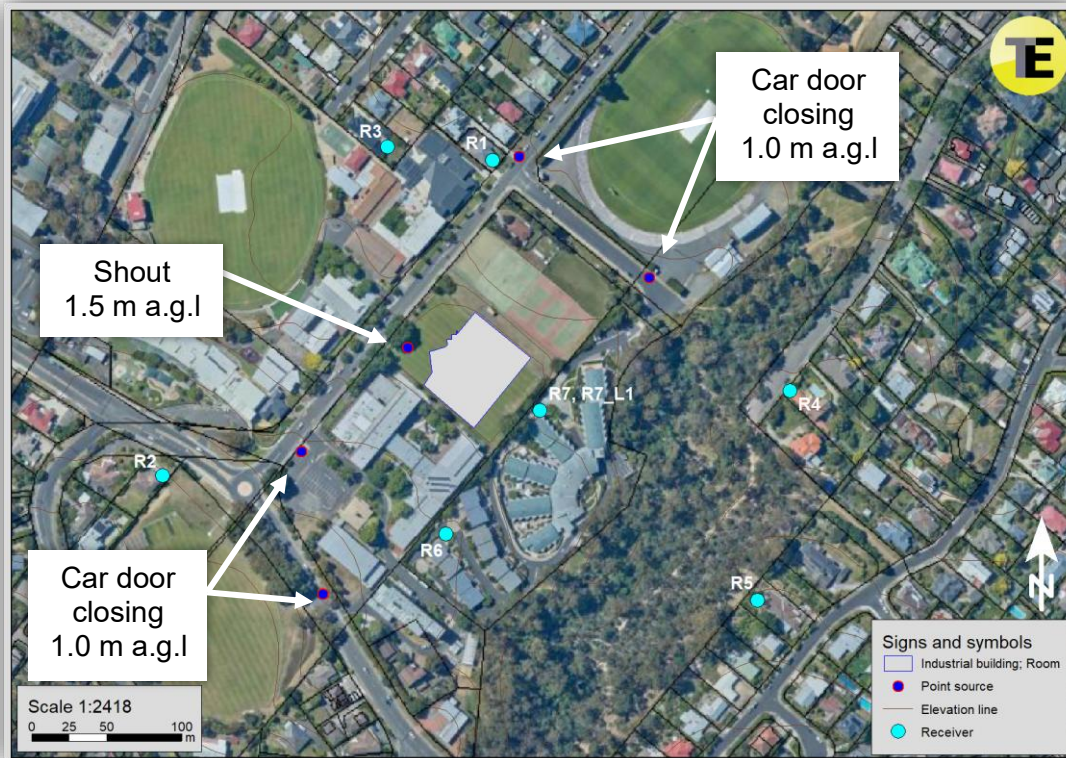


Figure 4-3: Environmental noise model plan view, departure noise, car door closing and shout.



Figure 4-4: Environmental noise model plan view, traffic noise.

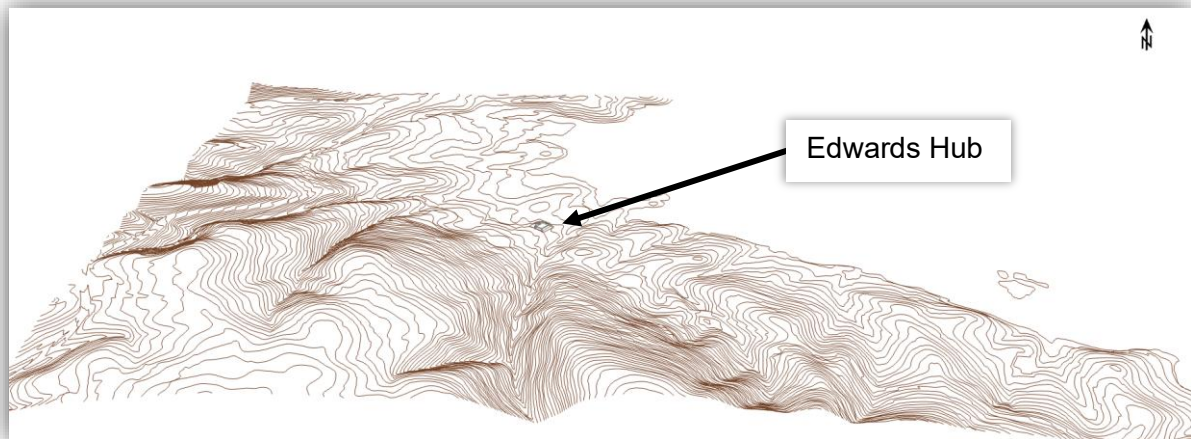


Figure 4-5: Environmental noise model wire-frame view, from the south.

4.1 Predicted noise levels

NB: All predicted noise levels presented below include a + 2.5 dB facade correction in accordance with the *Tasmanian Noise Measurement Procedures Manual*.

Table 4-2 presents predicted noise immission levels at each receiver from crowd and amplification noise and crowd departure noise at the Edwards Hub from a crowd of approx. 650 people.

Predicted sound pressure levels (dBA) $L_{Aeq,10min}$		
Receiver	Crowd and amplification noise*	Crowd departure noise
R1	34	37
R2	34	36
R3	34	37
R4	33	14
R5	33	17
R6	39	37
R7	41	20
R1_L1	42	21

* Predicted noise contours provided in the Appendix. Exceeds 45 dBA

Table 4-2: Predicted noise immission levels at sensitive receivers, $L_{Aeq,10min}$.

Table 4-3 presents predicted L_{Amax} noise immission levels at each receiver from siren and ball impact noise and departure noise, car door closing and shout at the Edwards Hub.

NB: Predicted levels below don't include adjustment for impulsiveness. At the levels predicted and with adjustment for perceptibility of impulsive character the levels would remain below the L_{Amax} indicator level nominated for this assessment. The exception is at R1 during departures from the venue with further discussion provided below the table.



Predicted sound pressure levels (dBA) L_{Amax}		
Receiver	Siren and ball impact noise*	Departure noise, car door closing and shout
R1	43	65
R2	44	51
R3	43	50
R4	43	48
R5	43	45
R6	50	52
R7	50	48
R1_L1	51	50

* Predicted noise contours provided in the Appendix. Exceeds 60 dBA.

Table 4-3: Predicted noise immission levels at sensitive receivers, L_{Amax} .

NB: At all receiver locations the highest L_{Amax} level predicted was from the car door closing noise sources. At receiver R1 the L_{Amax} criteria is exceeded. This is the result of a car door closing on the street immediately in front of the premises at R1 (30 Nelson Rd). This isn't under the control of school; however, patrons would be encouraged to consider noise impact on surrounding residences during departure from the venue. Additionally, maximum noise from a car door closing immediately outside a residence would be isolated events during departure with individual residences unlikely to be impacted by multiple L_{Amax} noise level events above 60 dBA.

Table 4-5 presents predicted $L_{Aeq,1hr}$ noise immission levels at each receiver from traffic departing the Edwards Hub for a crowd of approx. 650 people.

Predicted sound pressure levels (dBA) $L_{Aeq,1hr}$	
Receiver	Traffic
R1	44
R2	40
R3	34
R4	28
R5	26
R6	32
R7	28
R1_L1	30

 Exceeds 45 dBA

Table 4-4: Predicted noise immission levels at sensitive receivers, $L_{Aeq,1hr}$.



5. CONCLUSIONS AND RECOMMENDATIONS

Overall immission levels from crowd noise during extended hours events proposed for The Hutchins School Edwards Hub is not expected to generate environmental harm and no additional mitigation measures are provided here.

Under the *Tasmanian Environmental Protection Policy Noise (2009)* acoustic indicator levels are provided to give a reference for considering the condition of the acoustic environment and the predicted levels presented above are typically compliant, noting that the predicted levels presented here are outdoor levels not for within a residence. Given this, crowd and amplification noise, crowd departure noise, crowd, siren and ball impact noise, departure noise, car door closing and shout and traffic noise generated by an event at the hub is not expected to result in unreasonable adverse impact on residential amenity.

5.1 Recommendations

To assist in noise emission management from the hub during an extended hours sporting event the following internal $L_{Aeq,10min}$ noise emission limits are nominated as follows:

At 3 m from any noise emitting source in the hub court area:

- 92 dBA and 94 dBC

Within the reverberant noise field of the hub court area, typically in excess of 10 m from any noise emitting source:

- 89 dBA and 90 dBC

Where noise levels are maintained internally below the above on a 10-minute basis compliance with the external acoustic indicator level (45 dBA $L_{Aeq,10min}$) nominated for this assessment.

NB: Schematic views showing the location of amplification equipment is shown in the Appendix.

Monitoring of noise levels during an extended hours event concurrently internal and external to the hub court area would provide empirical data that validates the modelling presented here and potentially allow for adjustment of the internal limits outlined above.

I hope this information meets your immediate requirements.

Please contact me directly if you have any questions concerning this work.

Yours faithfully,
Tarkarri Engineering Pty Ltd

Dr. Alex McLeod
Principal Consultant

m. +61(0)439 357 297
email: alex.mcleod@tarkarri.com



APPENDIX

Building facade element noise reduction 1/1-octave band spectra (dB)								
Facade element	Frequency (Hz)							R _w
	63	125	250	500	1k	2k	4k	
Wall	34	42	58	65	74	79	79	67
Glazing	30	28	39	46	49	54	50	45
Roof	10	20	33	38	51	48	48	45

Table A-1: Building facade element noise reduction spectra (dB).

NB: All predicted noise contours presented below include a + 2.5 dB facade correction in accordance with the Tasmanian *Noise Measurement Procedures Manual*.

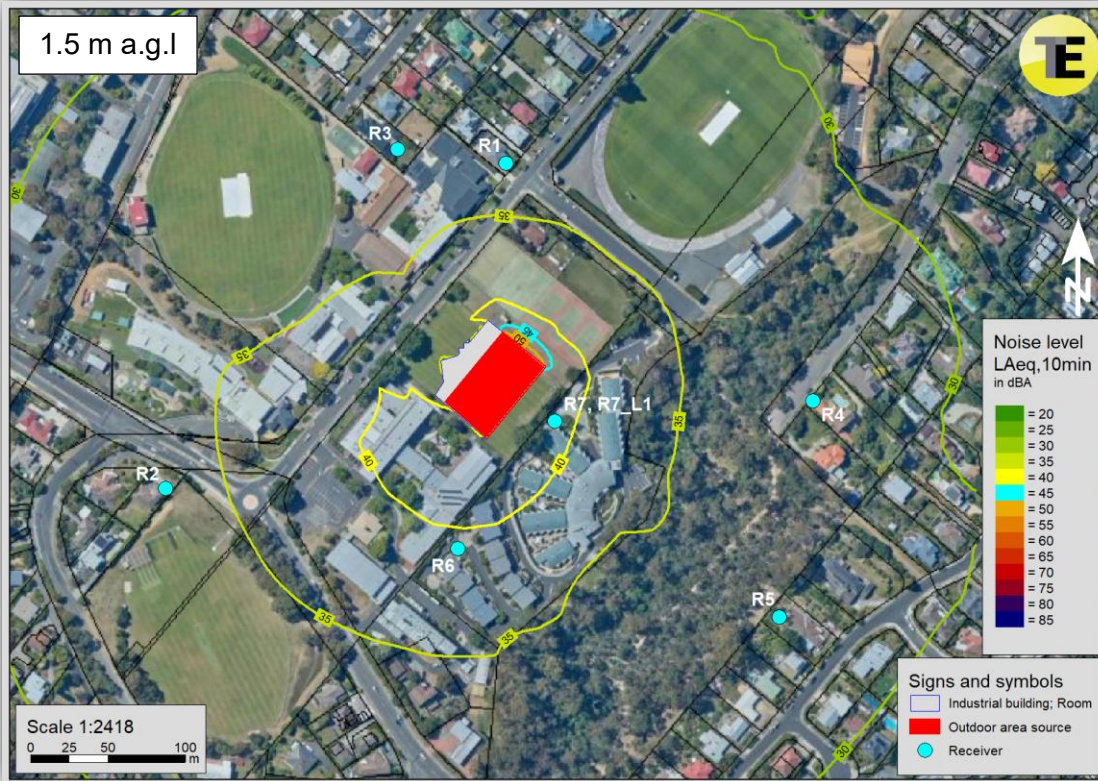


Figure A-1: Predicted noise emission contours, crowd and amplification noise, $L_{Aeq,10min}$.

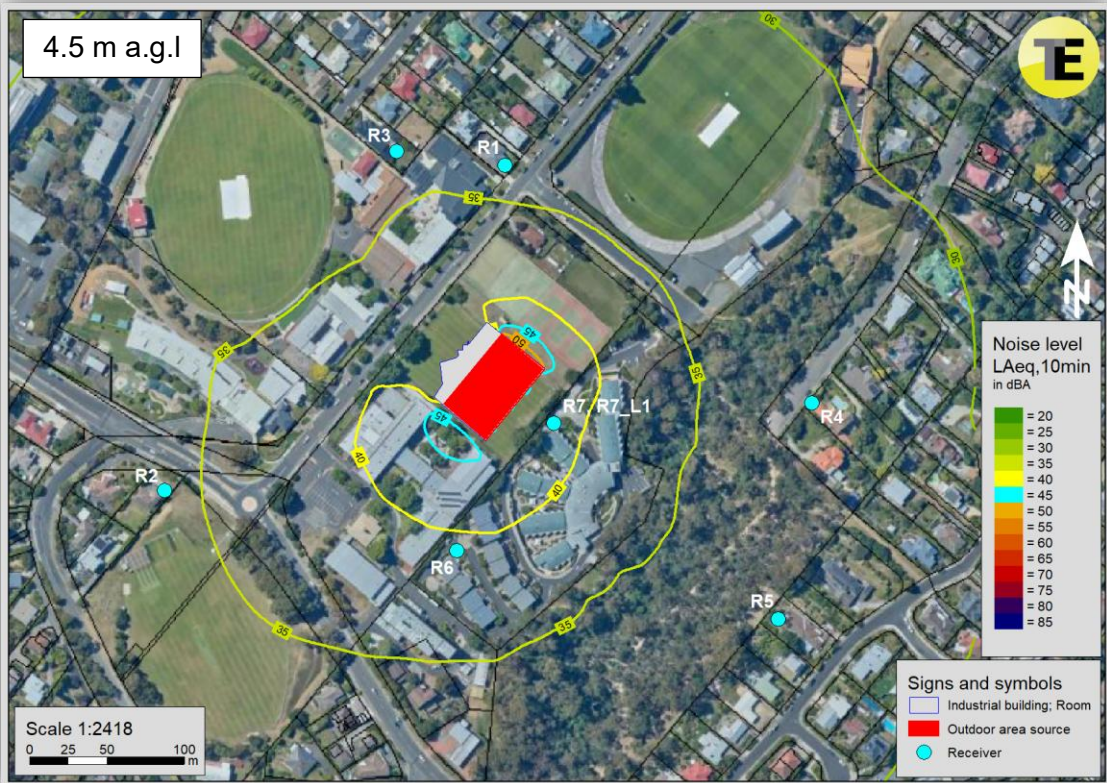


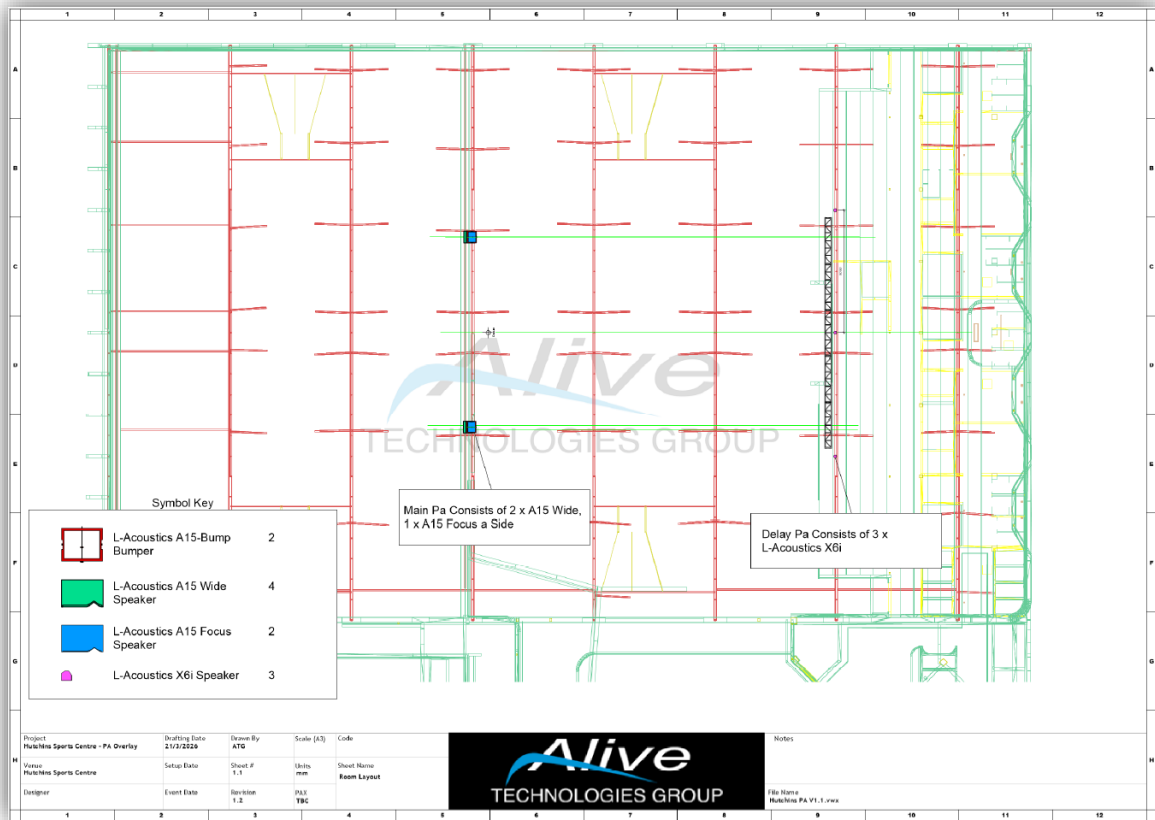
Figure A-2: Predicted noise emission contours, crowd and amplification noise, $L_{Aeq,10min}$, level 1.



Figure A-3: Predicted noise emission contours, siren and ball impact noise, L_{Amax} .



Figure A-4: Predicted noise emission contours, siren and ball impact noise, L_{Amax} , level 1.





2 DA LOCATION PLAN
1:2000

23 NELSON ROAD
QUEENBOROUGH OVAL
PID 5624058
14/1003
CITY OF HOBART

23 NELSON ROAD
QUEENBOROUGH OVAL
PID 5624058
232373/1
HCC

140539/2
HCC

3 PEEL STREET
QUEENBOROUGH RISE
140539/1
PID 5631469
THE UNIONING CHURCH IN AUSTRALIA PROPERTY TRUST (TAS.)

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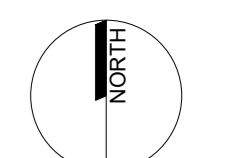
City of HOBART
By: smesa
Date: 10/7/2023

Permit #: PLN-23-122

SITE COVERAGE
SITE COVERAGE: 18315 m²
AREA FREE FROM IMPERVIOUS SURFACES: 8470 m² (31% approximately)

ALL NEW ROADS, CARPARKING AND PEDESTRIAN PATHS TO BE REVIEWED BY TRAFFIC ENGINEER

- SITE / LOCATION PLAN LEGEND**
- TITLE BOUNDARY
 - EXISTING BUILDINGS
 - PROPOSED BUILDING
 - THE HUTCHINS SCHOOL



0 1 2 3 4 5 10m @ 1:500

PhilpLighton Architects

Accredited Designer: Anthony Duggan: 567913035
Peter Gough: 520955
Thomas Poy: 61172868

Rev	Description	Dwn	Date
A	DEVELOPMENT APPLICATION		24-02-2023

Contractor shall verify all dimensions on site before commencing any work or shop drawings.
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Project: THE HUTCHINS SCHOOL
THE HUTCHINS SCHOOL SIGNATURE BUILDING

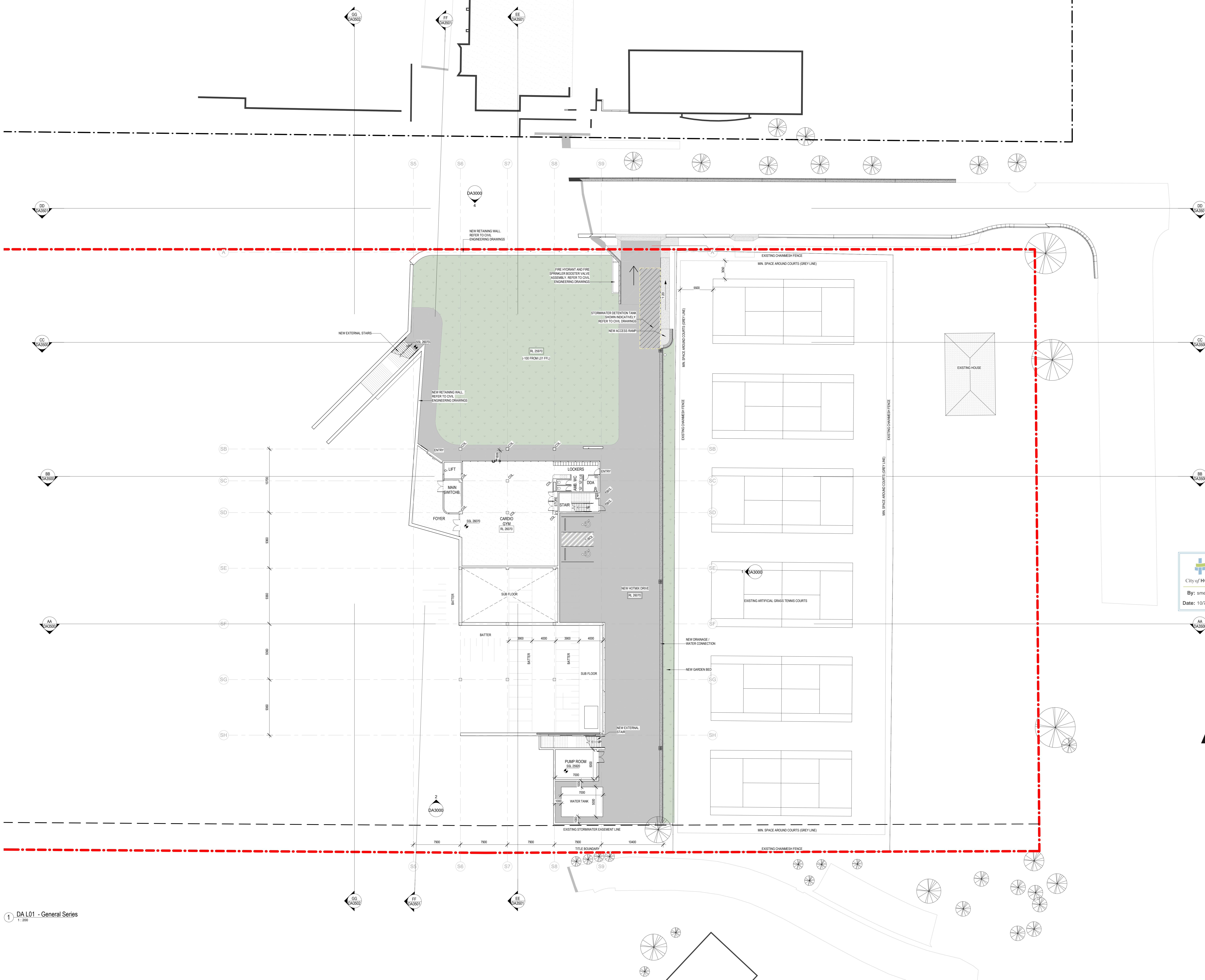
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Issue: **DEVELOPMENT APPLICATION**

Drawn by	SS	Appr	TF	Project Number
Scale	As Indicated	Date	24-02-2023	011.22109
Drawing No	DA0101	Rev	A	

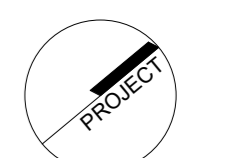
1 DA SITE PLAN
1:500






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 By: smeeta Permit #: PLN-23-122
 Date: 10/7/2023

- LEGEND**
- - - - - TITLE BOUNDARY
 - BOL - BOLLARD
 - COL - COLLAR
 - RL XXXX - PROPOSED RL
 - RL XXXX - EXISTING RL
 - FH - FIRE HYDRANT



0 1 2 3 4 5m @ 1:200

PhilpLighton Architects

Accredited Designers: Anthony Duggan: 567913035
 Peter Grogan: C20976
 Thomas Foy: 61172868

Rev	Description	Dwn	Date
A	DEVELOPMENT APPLICATION		24/02/2023

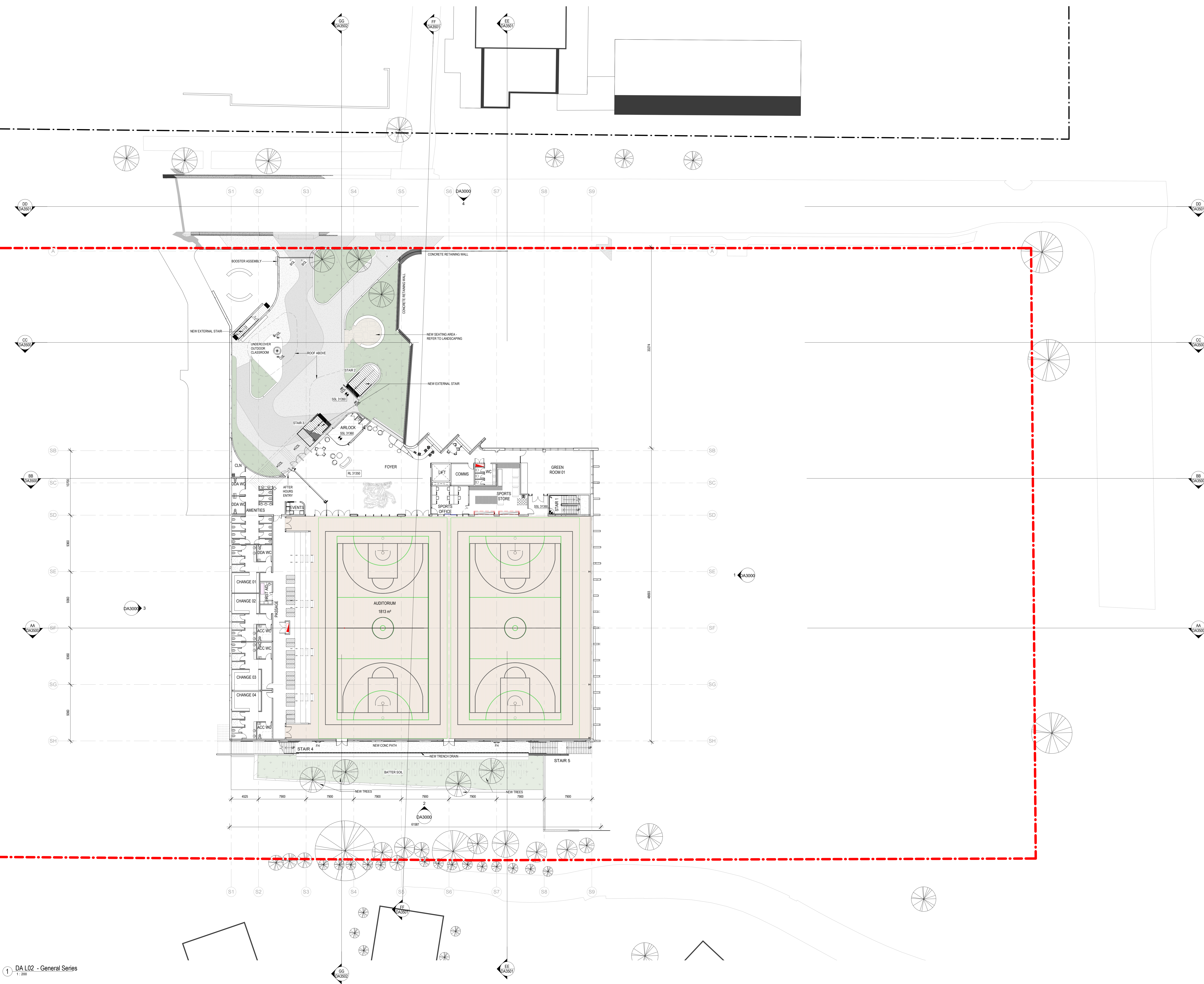
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THE HUTCHINS SCHOOL SIGNATURE BUILDING

Title: **GENERAL SERIES - L01**

Issue: **DEVELOPMENT APPLICATION**

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Scale	1:200 @ A0	Date	24-02-2023		
Drawing No	DA0500	Rev	A		



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City of HOBART

By: smeea Permit #: PLN-23-122
 Date: 10/7/2023

- LEGEND**
- TITLE BOUNDARY
 - BOLLARD
 - COLLAR
 - PROPOSED RL
 - EXISTING RL
 - FIRE HYDRANT

0 1 2 3 4 5m @ 1:200

PhilpLighton Architects

Accredited Designers: Anthony Duggan: 567913035
 Peter Grogan: C20976
 Thomas Poyt: 611728688

Rev	Description	Dwn	Date
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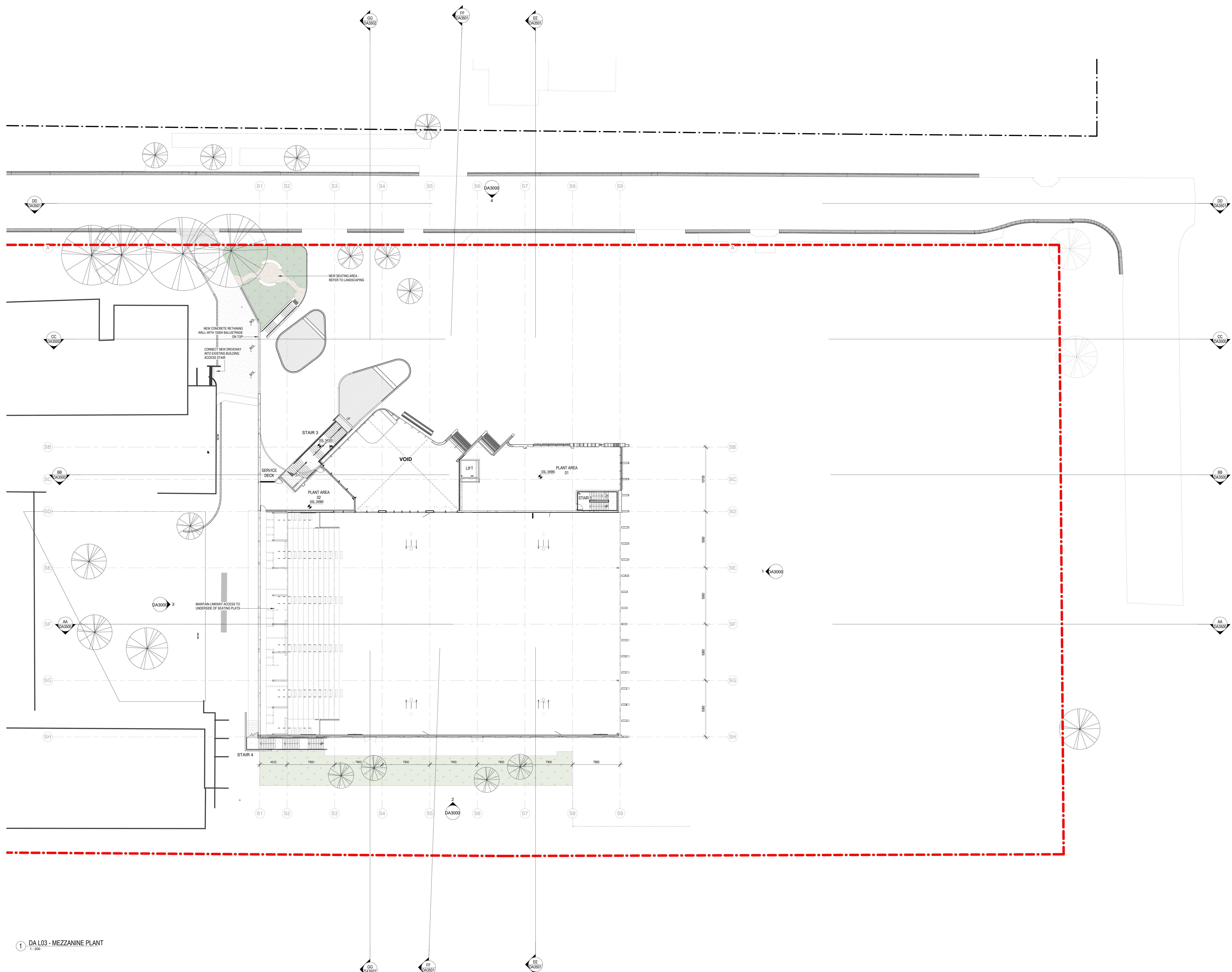
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Project: **THE HUTCHINS SCHOOL**
THE HUTCHINS SCHOOL SIGNATURE BUILDING

Title: **GENERAL SERIES - L02**

Issue: **DEVELOPMENT APPLICATION**

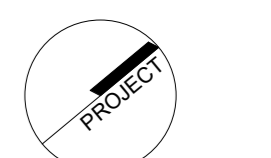
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Drawing No: DA0501	Rev: A	



1 DA L03 - MEZZANINE PLANT
1:200


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 By: smeea Permit #: PLN-23-122
 Date: 10/7/2023

- LEGEND**
- - - TITLE BOUNDARY
 - BOL - BOLLARD
 - COL - COLUMN
 - RL XXXX - PROPOSED RL
 - RL XXXX - EXISTING RL
 - FH - FIRE HYDRANT



0 1 2 3 4 5m @ 1:200

PhilpLighton Architects

Accredited Designers: Anthony Dalgren: 567913035
Peter Grogan: 6289574
Thomas Floy: 61172868

Rev	Description	Dwn	Date
A	DEVELOPMENT APPLICATION		24/02/2023

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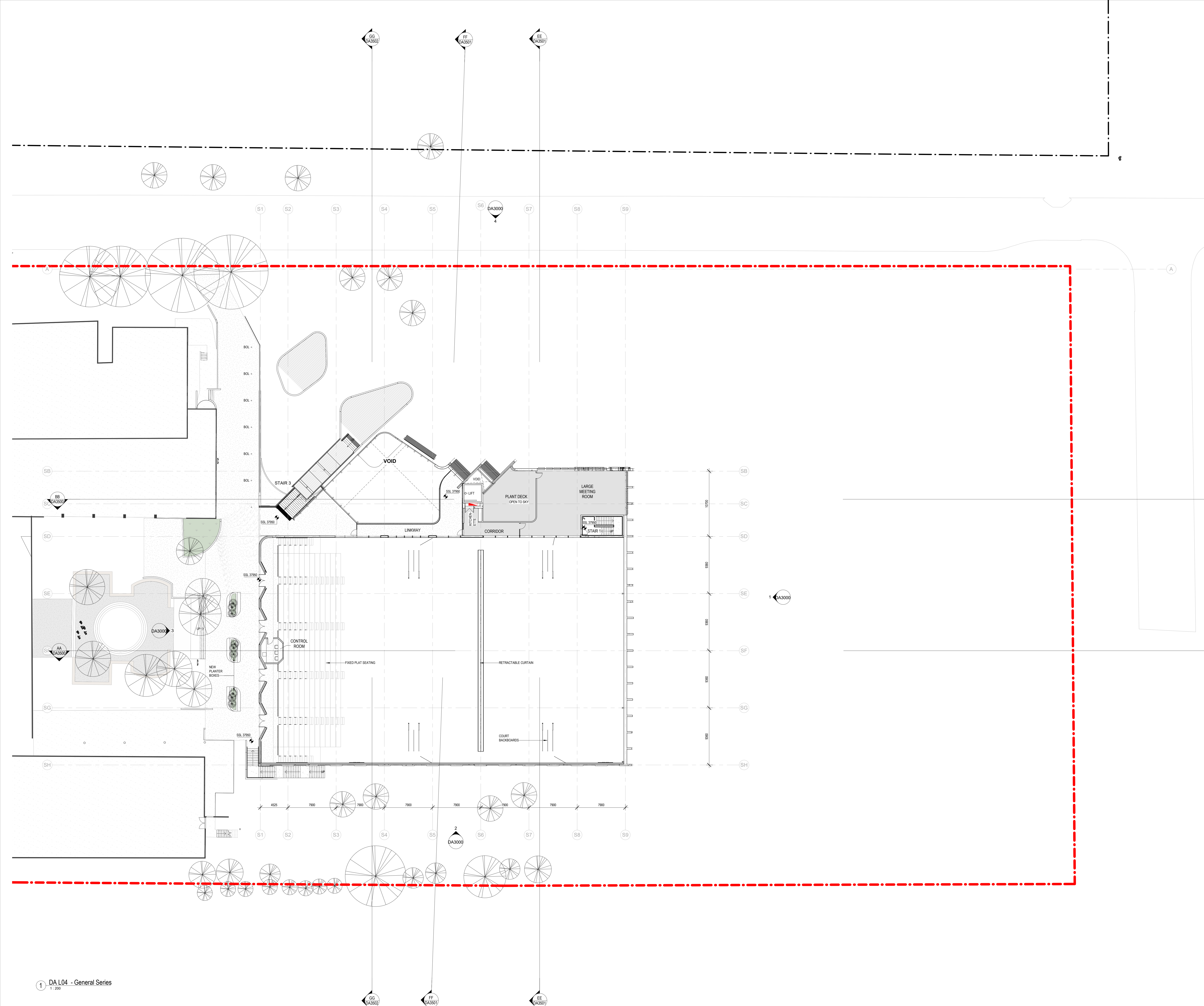
Project: **THE HUTCHINS SCHOOL**
THE HUTCHINS SCHOOL SIGNATURE BUILDING

Title: **GENERAL SERIES - L03**

Issue: **DEVELOPMENT APPLICATION**

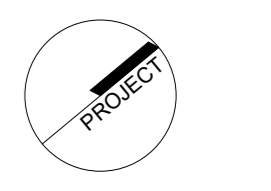
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Drawing No: **DA0502** Rev: **A**




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 By: smeaa Permit #: PLN-23-122
 Date: 10/7/2023

- LEGEND**
- - - - TITLE BOUNDARY
 - BOL - BOLLARD
 - COL - COLUMN
 - RL XXXX - PROPOSED RL
 - RL XXXX - EXISTING RL
 - FH - FIRE HYDRANT



0 1 2 3 4 5m @ 1:200

PhilpLighton Architects

Accredited Designers: Anthony Duggan: 567913035
Peter Grogan: 6209574
Thomas Foy: 611726688

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A	DEVELOPMENT APPLICATION		24/02/2023

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Project: **THE HUTCHINS SCHOOL**
THE HUTCHINS SCHOOL SIGNATURE BUILDING

Title: **GENERAL SERIES - L04**

Issue: **DEVELOPMENT APPLICATION**

Drawn by: KY Apr TF Project Number: 011.22109
 Scale: 1:200 @ AO Date: 24-02-2023
 Drawing No: DA0503 Rev: A

1 DA L04 - General Series
1:200