

PLANNING APPLICATION

Status:

Reference

PLN-HOB-2025-0482

Address

46-56 BARRACK ST HOBART TAS 7000

Titles

160824/2

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

Applicant

Name	Email	Phone	Address	Involvement
Personal Information Removed				

Owners

Name	Email Address	Address
Personal Information Removed		

Certificate(s) of Title

Selected Titles

160824/2

Total Area: 0m²

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:

Hobart City Mission Foundation Limited

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

18/09/2025

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.

2

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

To subdivide the lot into two lots.

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	17 Sept 2025	Planning Assessment Report	R20250817 - 54330MD - PDA Planning Report	PDA Surveyors Engineers and Planners
1	2 July 2025	Site Plan	54330MD - PDA Plan of Subdivision	PDA Surveyors Engineers and Planners
1	18 Sept 2025	Cover Letter	54330MD - PDA cover letter	PDA Surveyors Engineers and Planners
1	18 Sept 2025	Property Title Document	FolioPlan-160824-2.pdf	PDA Surveyors Engineers and Planners
1	18 Sept 2025	Property Title Document	FolioText-160824-2.pdf	PDA Surveyors Engineers and Planners
1	18 Sept 2025	Property Title Document	ScheduleOfEasements-160824-2.pdf	PDA Surveyors Engineers and Planners
1	11 Sept 2025	Planning Scheme - Other Document	Minor Works Approval No. 6854	Tasmanian Heritage Council

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 160824	FOLIO 2
EDITION 5	DATE OF ISSUE 03-Jun-2025

SEARCH DATE : 31-Jul-2025

SEARCH TIME : 04.45 PM

DESCRIPTION OF LAND

City of HOBART

Lot 2 on Sealed Plan [160824](#)

Derivation : Part of Location to S Simmons, Part of 0A-0R-33P

Gtd. to D Dunkley and Whole of 0A-0R-22.5P Gtd. to J.Sweep.

Prior CT [104072/1](#)

SCHEDULE 1

[E384479](#) TRANSFER to HOBART CITY MISSION FOUNDATION LIMITED
Registered 03-Jun-2025 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

[SP160824](#) EASEMENTS in Schedule of Easements

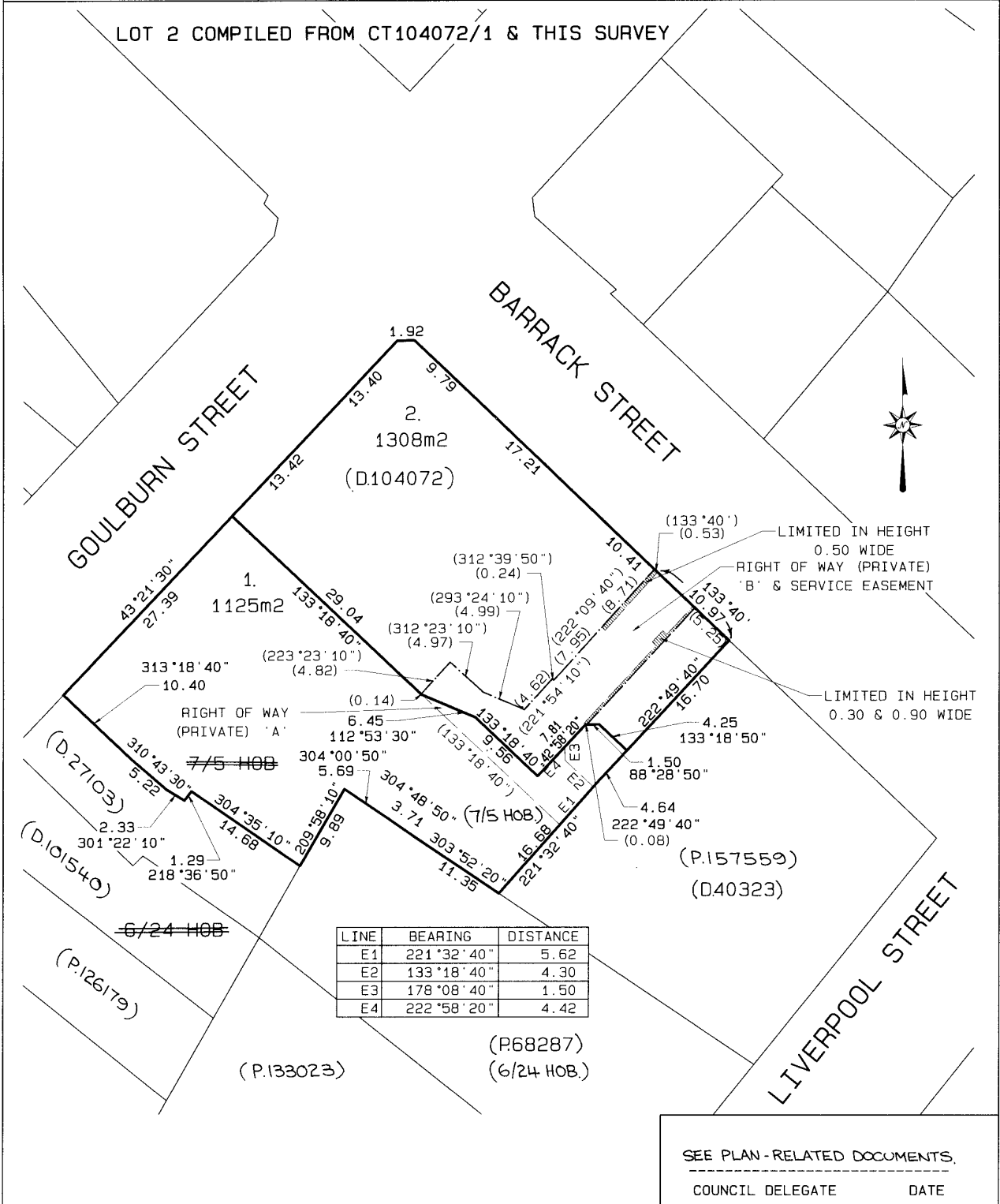
[SP160824](#) FENCING PROVISION in Schedule of Easements

[D10709](#) AGREEMENT pursuant to Section 71 of the Land Use
Planning and Approvals Act 1993 Registered
05-May-2011 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER THE HOBART CITY MISSION INCORPORATED CITY OF HOBART FOLIO REFERENCE CT104072/1 GRANTEE PART OF LOC TO S. SIMMONS, PART ^{WHOLE} OF 33P GTD TO D. DUNKLEY PART ^{WHOLE} OF 1R 14P GTD TO W HARRIS & WHOLE OF 22.5P GTD TO J. SWEEP	NEW PLAN OF SURVEY BY SURVEYOR TERENCE S CROMER PO Box 368, Sandy Bay, 7006 Ph 622 55366 Fax 622 55388 e-mail terry@cromersurveyors.com.au www.cromer-partners.com.au	Registered Number SP160824
	LOCATION CITY OF HOBART	APPROVED EFFECTIVE FROM 1 DEC 2010 <i>Alice Kawa</i> Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 114 (5225-52)	LAST UPI No. HRT13	LAST PLAN D.104072 No. D102864
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		



<p align="center">SCHEDULE OF EASEMENTS</p> <p>NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.</p>	<p align="center">Registered Number</p> <p align="center" style="font-size: 2em;">SP 160824</p>
--	--

PAGE 1 OF 3 PAGES

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.

Lot 1 is together with a service easement over the land marked RIGHT OF WAY (PRIVATE) "B" & SERVICE EASEMENT on the plan

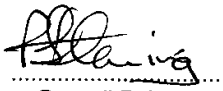
Lot 1 is together with a right of carriageway, subject to the interpretation in this schedule, over the land marked RIGHT OF WAY (PRIVATE) "B_A" on the plan
 & SERVICE EASEMENT

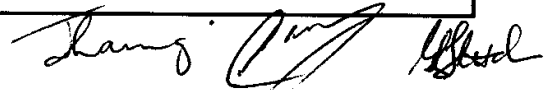
Lot 1 is subject to a right of carriageway (appurtenant to lot 2) over the land marked RIGHT OF WAY (PRIVATE) "A" passing through that lot on the plan

Lot 2 is together with a right of carriageway over the land marked RIGHT OF WAY (PRIVATE) "A" on the plan

Lot 2 is subject to a service easement (appurtenant to lot 1, the Hobart City Council & the Tasmanian Water and Sewerage Corporation (Southern Region) Pty Limited) over the land marked RIGHT OF WAY (PRIVATE) "B" & SERVICE EASEMENT passing through that lot on the plan

(USE ANNEXURE PAGES FOR CONTINUATION)

<p>SUBDIVIDER: THE HOBART CITY MISSION INCORPORATED</p> <p>FOLIO REF: 104072/1</p> <p>SOLICITOR & REFERENCE: MURDOCH CLARKE</p>	<p>PLAN SEALED BY: HOBART CITY COUNCIL</p> <p>DATE: 24-11-2010</p> <p align="right">  Council Delegate </p> <p>REF NO. 5655460</p>
<p>NOTE: The Council Delegate must sign the Certificate for the purposes of identification.</p>	



<p>ANNEXURE TO SCHEDULE OF EASEMENTS</p> <p>PAGE 2 OF 3 PAGES</p>	<p>Registered Number</p> <p>SP 160824</p>
<p>SUBDIVIDER: THE HOBART CITY MISSION INCORPORATED FOLIO REFERENCE: 104072/1</p>	

Lot 2 is subject to a right of carriageway, subject to the interpretation in this schedule (appurtenant to lot 1, over the land marked RIGHT OF WAY (PRIVATE) "B" & SERVICE EASEMENT passing through that lot on the plan

Fencing provision

In respect to the lots on the plan the vendor (The Hobart City Mission Incorporated) shall not be required to fence

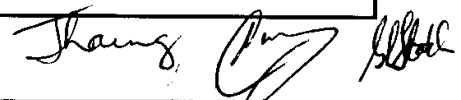
Interpretation

"SERVICE EASEMENT" means the full and free right and liberty for the proprietor of the dominant tenement, Hobart City Council, Tasmanian Water and Sewerage Corporation (Southern Region) Pty Limited, Telstra Corporation Limited, Aurora Energy Pty Ltd and the Crown its agents and contractors to enter upon the land marked "Right of Way (Private) "B" & Service Easement" on the plan to lay, inspect, maintain, repair and amend water mains, pipes, pumps, drains, mains, channels, gutters, sewers, wires, cables and other conducting media along and under the surface of the land, provided that the rights granted are exercised in a proper manner so as to cause as little inconvenience as possible and to do as little damage as practicable to the said land

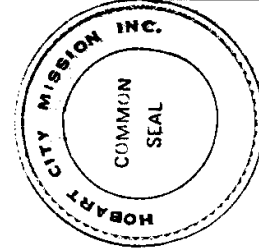
"RIGHT OF CARRIAGEWAY" in respect to the land marked "Right of Way (Private) "B" & Service Easement" on the plan means a right of carriageway in accordance with Schedule 8 of the Conveyancing and Law of Property Act 1884 that is-

- (a) limited in height to the underside of the overhanging eaves & guttering 0.30 wide and door canopy 0.90 wide shown by hatched lines on the plan; and
- (b) limited in height to the underside of the overhanging air conditioning unit 0.5 wide shown by hatched lines on the plan; and
- (c) subject to the right for the proprietor of the servient tenement to keep and maintain the said infrastructure in good condition and repair within the hatched lines on the plan

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.



ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 3 PAGES	Registered Number SP 160824
SUBDIVIDER: THE HOBART CITY MISSION INCORPORATED FOLIO REFERENCE: 104072/1	



The common seal of THE HOBART CITY MISSION)
 INCORPORATED has been affixed in the presence of-)
 Signing officer:)

(Signature) *[Handwritten Signature]* CEO
 50 Barrack Street
 Hobart TAS 7000

x Chairperson *[Handwritten Signature]*

x Member *[Handwritten Signature]*

x MYSTATE CONSENT

Signed by MYSTATE FINANCIAL
 LIMITED by its attorney,
Shelley-lee Scott
 under power No. PA 30850
 (who declares that he has received no notice of
 revocation of the power) ~~in the presence of~~

[Handwritten Signature]

James Davis
 Securities Officer
 172 Collins St
 Hobart TAS 7000

[Handwritten Signature]

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.

Our Ref: 54584MD

18 September 2025

Hobart City Council
Via: PlanBuild

Dear Planning Department,

Development Application – Subdivision (two lots)

46-56 Barrack Street, Hobart

This application for planning approval for a two-lot subdivision is submitted on behalf of our client Hobart City Mission Foundation Limited. Hobart City Mission is aware of lodgement in accordance with Section 52(i)(c) of the *Land Use and Approvals Act 1993*.

The application documentation consists of:

- Plan Build application form
- Folio Text, Folio Plan and Schedule of Easements for the subject property
- PDA Plan of Subdivision
- PDA Planning Report addressing the Tasmanian Planning Scheme requirements
- Tasmanian Heritage Council notice of Minor Works Approval

Please do not hesitate to contact me should you require additional information or clarification.

Yours sincerely,

PDA Surveyors, Engineers & Planners

Per:



Robyn Bevilacqua

Senior Planner

planning@pda.com.au or 6234 3217

HOBART:

M.S.G. Denholm, BGeom (Tas.), M.GCA (Managing Director)
H.A. Clement, BSurv (Tas.), M.GCA (Director)
M. Westerberg, M.E.M., M.I.E. AUST., C.P.ENG. (Director)
A. Collins, Ad. Dip. Surv & Map (Director)
M.M. Stratton, BSurvSpSc, GradDipLandSurv (Tas.) (Associate)
C. Hall, BAppSc(Surv)(Hons), M.GCA (Associate)
R. Parsons, BCEng, C.P. ENG. (Associate)
G. McGowan, BBus(Acct) (Associate)
D. Panton, B.E. F.I.E. AUST., C.P.ENG. (Consultant)

WALTER SURVEYS:

T.W. Walter, Dip. Surv & Map (Director)
M. Snelders, AccEngSurv, ADSS, M.GCA (Associate)
N. Hamilton, BSurvSpSc (Tas.), M.GCA (Associate)

BURNIE:

A.W. Eberhardt, BGeom (Tas.), M.GCA (Director)
D. Menger (Senior Associate)
J. Magee, BGeom (Tas.) (Senior Associate)
M. Mayer (Associate)

DEVONPORT:

M. French, BSurvSpSc (Tas.) (Senior Associate)

HUONVILLE:

B.R. Paul, BGeom (Tas.) (Associate)

LAUNCESTON:

L.H. Kiely, Ad. Dip. Civil Eng, Cert IV I.T. (Senior Associate)
A. Brooks, MPlanning, BAppSci (ME) (Associate)

OFFICES ALSO AT:

- 6 Queen Street, Burnie, TAS 7320
(03) 6431 4400
- 77 Gunn St, Devonport, TAS 7310
(03) 6423 6875
- 11/16 Main St, Huonville, TAS 7109
(03) 6264 1277
- 3/23 Brisbane St, Launceston, TAS 7250
(03) 6331 4099
- 3 Franklin St, Swansea, TAS 7190
(03) 6130 9099



Subdivision Planning Report

46-56 Barrack Street, Hobart

Subdivision (1 lot plus balance)

54330MD | 17 September 2025

This document has been prepared for the sole use of the client and for a specific purpose, as expressly stated in the document. PDA Engineers, Surveyors & Planners undertakes no duty nor accepts any responsibility to any third party not being the intended recipient of this document. The information contained in this document has been carefully compiled based on the clients' requirements and PDA Engineers, Surveyors & Planners experience, having regard to the assumptions that PDA Engineers, Surveyors & Planners can reasonably be expected to make in accordance with sound professional principles. PDA Engineers, Surveyors & Planners may also have relied on information provided by the client and/or other external parties to prepare this document, some of which may not have been verified. Subject to the above conditions, PDA Engineers, Surveyors & Planners recommends this document should only be transmitted, reproduced or disseminated in its entirety.

PDA Contributors

Document Control	Author	Position
Planning	Robyn Bevilacqua	Senior Planner
Review & Approval	Matthew Denholm	Director

Revision History

Revision	Description	Date
0	First Issue	17 September 2025
1		

Engagement & Costs, Fees, Charges & Invoicing Directions

© PDA Surveyors, Engineers & Planners

This document is and shall remain the property of PDA Surveyors, Engineers & Planners (the Agent). Unauthorised use of this document in any form whatsoever is prohibited. This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose. We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

PDA Engineers, Surveyors & Planners has been engaged by Hobart City Mission Foundation Ltd (the Permit Holder) to prepare documentation for a planning permit for a Subdivision (2 lots) located on land known as 46-56 Barrack Street, Hobart. Any Permit issued is affixed to land and not to any individual or Agent of the Permit Holder.

The services rendered by the Agent are strictly limited to the preparation of documentation in order to obtain planning permissions only. The Agent is not to be considered as the "Permit Holder" as part of any permit condition issued by any Authority and is not responsible for any costs, fees or charges incurred through a Permit Holder enacting a permit condition. All costs, fees and charges including invoices associated with this use or development is borne of the Permit Holder only and is to be addressed to the Permit Holder only.

In such circumstances where the primary Permit Holder named above sells land or otherwise relinquishes the land; the new permit holder is the party responsible for all costs, fees, charges and invoices incurred by enacting any permit issued that is affixed to the land.

In granting any permit or consent for this development the issuing or consenting Authority hereby agree and are bound to the terms listed above.

EXECUTIVE SUMMARY

Property Address	46-56 Barrack Street, Hobart
Proposal	Subdivision (1 lot plus balance)

Title Reference	160824/2
PID	3072974
Planning Ordinance	Tasmanian Planning Scheme - Hobart
General Provisions	7.10 Development Not Required to be Categorised into a Use Class
Land Zoning	9.0 Inner Residential
Specific Areas Plans	Not applicable to this application
Overlays and codes	C2.0 Parking and Sustainable Transport C6.0 Local Historic Heritage (heritage precinct) – not applicable per C6.2.3 C15.0 Landslip Hazard (low)

1. THE LAND: TITLE and SITE

The subject site is a 1,308m² lot zoned Inner Residential on the corner of Barrack and Goulburn Streets Hobart. The property is legally described as Lot 2 of Sealed Plan 160824 (CT-160824/2). Hobart City Mission Foundation Ltd is the property owner; PID 3072974.

The lot is subject to rights of carriageway and service easements appurtenant to Lot 1 on SP 160824 (the property to the rear), Hobart City Council and TasWater. These will be carried forward as part of the proposal.

The title includes a Part 5 Agreement indemnifying the Planning Authority against claims due to the owners carrying out demolitions or construction within or adjacent to Barrack Street and to maintain the structures to the satisfaction of the Planning Authority. The Part 5 Agreement does not impact this proposal and will also be carried forward on the titles.

46 and 52-56 Barrack Street are permanently registered on the Tasmanian Heritage Register (THR 3197 and THR 3286).

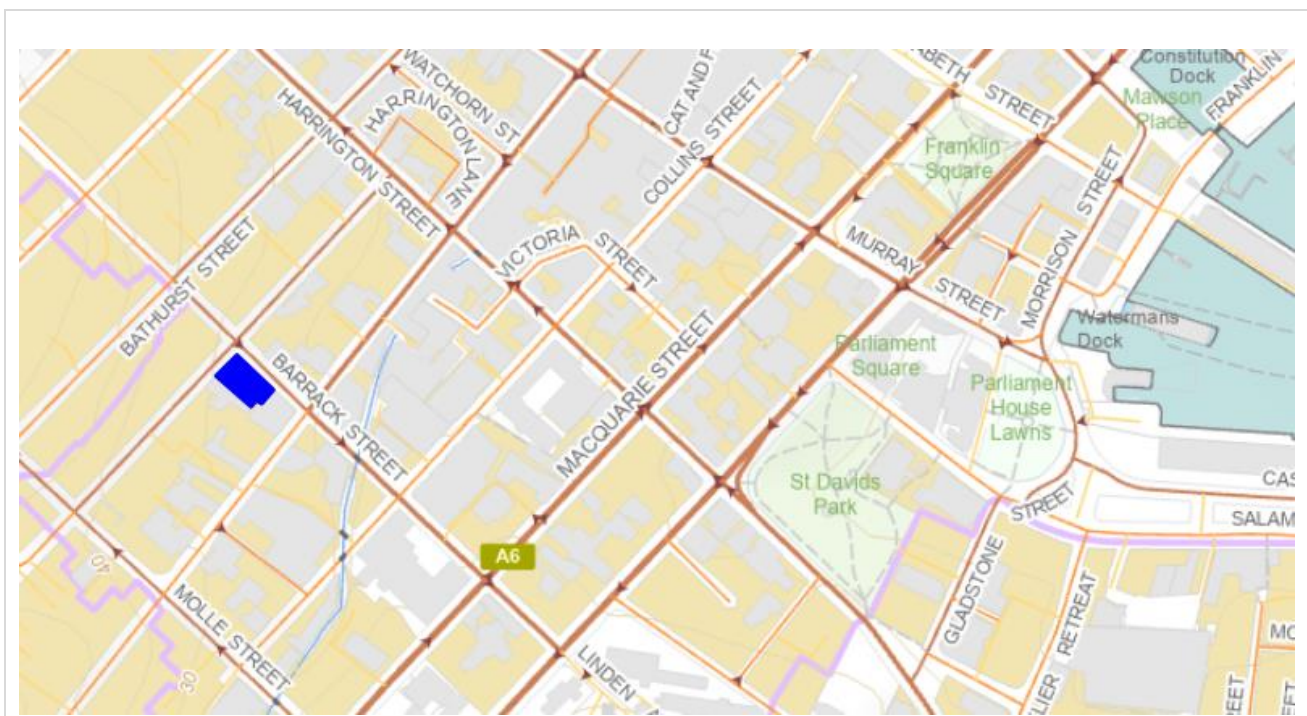


Figure 1 –46-56 Barrack Street, Hobart (blue fill), southwest of the CBD.

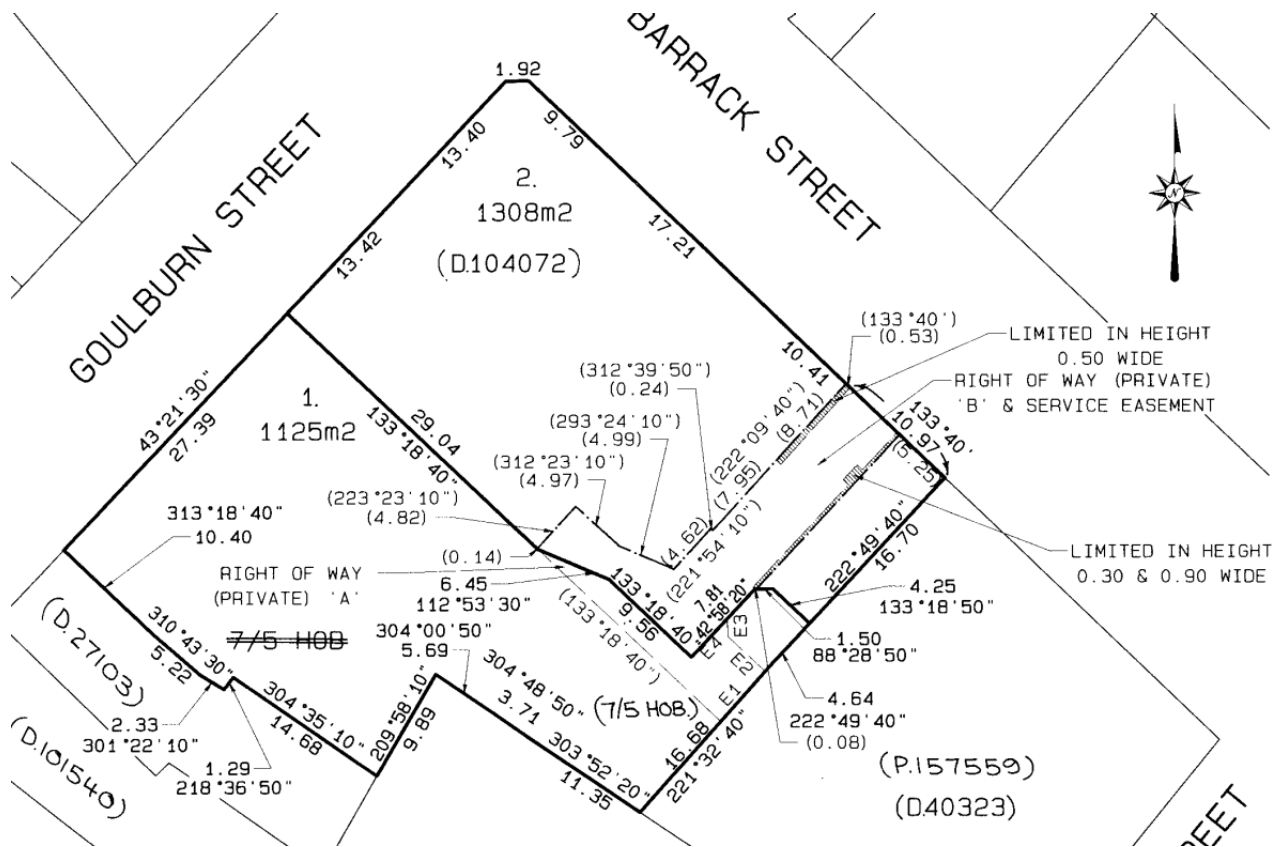


Figure 2: excerpt from the Folio Plan. Lot 2 is the subject lot.

2. EXISTING USE AND DEVELOPMENT

The site supports several buildings and uses, and carparking. Travelling northwest up Barrack Street, heading away from the city:

- 46 Barrack Street is a narrow, double storey, rendered brick building set on the frontage, originally built as a residence in the Victorian era and currently operating as two beauty salons (upstairs and downstairs). It is permanently listed on the Tasmanian Heritage Register (THR) because of its ability to demonstrate the principal characteristics of a two-storey brick Victorian Georgian domestic building.

There is a gated laneway between that building and the next building, at 48 Barrack Street. The laneway is used as a right of way by the neighbouring property (58 Goulburn Street) but also to store bins for 46 Barrack Street (behind the building).

- 48 Barrack Street is a single storey masonry building operating as the Yummy Inn City restaurant set slightly back from the frontage. It is not listed on the THR.
- 50 Barrack Street is the Hobart City Mission Hall, set on the frontage and constructed in colonial brick (unpainted). It operates as an emergency relief office and day shelter (closes at 4pm). It is not listed on the THR.
- 52-56 Barrack Street is permanently listed on the THR and consists of three buildings:
 - 52 Barrack is a double-storey, Georgian style, Victorian era painted-brick building set well back from the Barrack Street frontage providing for two carparking spaces in front. This building is used for offices. The carparking is used by staff.

- 54 Barrack is a double-storey, Georgian style, Victorian era, painted-brick building set on the Barrack Street frontage and adjoining 56 Barrack. It forms part of the Hobart City Mission Op Shop.
- 56 Barrack Street is a double-storey stuccoed brick, Georgian style, Victorian era building, on the corner frontages of Barrack and Goulburn Streets. It is listed on the THR because of its ability to demonstrate the principal characteristics of a two-storey stuccoed Victorian Georgian commercial/retail building. It currently forms part of the Hobart City Mission Op Shop.
- Eight onsite carparks are provided in the carparking area off Goulburn Street.



Figure 3: Aerial view showing existing development and parking. Eight carparks are provided in the carpark off Goulburn Street. Two are provided in front of 52 Barrack Street. The laneway does not provide parking to the subject site.



Figure 4: Travelling northwest up Barrack Street. The first on the left (46) is the Brow Studio and beauty / hair salon, then the laneway, the Yummy Inn City restaurant (48), the building used for emergency relief office and day shelter (50), 52 Barrack cannot be seen as it is set behind the building line. The double storey white building on the end is 54 and 56 Barrack housing the Hobart City Mission Op Shop.



Figure 5: 46 Barrack = beauty and hair salon, 48 Barrack = restaurant, 50 Barrack = emergency relief office and day shelter, 52 Barrack = offices, 54-56 Barrack = opportunity shop

3. PROPOSAL

To subdivide the site into two lots (one lot plus balance).

Proposed Lot 1 would be approx. 240m² in size. It would include the building at 46 Barrack Street and the laneway alongside it, excluding the 'dog leg' at the end of the laneway extending to the west (see Fig. 2). The northwestern boundary would now travel straight through to the rear boundary (see Fig. 6 below). The laneway will remain subject to the existing right of way (private 'B') and service easement benefiting Lot 1 on SP160824 (58 Barrack Street to the rear, now strata titled), TasWater and Hobart City Council. Lot 1 would retain an existing water connection and an existing sewerage connection. There will be no change to stormwater management.

The Balance Lot would be approx. 1,068m² in size. It will include all the other buildings on the site (48-56 Barrack Street), the eight carparks off Goulburn Street, and the two carparks off Barrack Street in front of 52 Barrack. It would include the 'dog leg' portion of the existing right of way (private 'B') and service easement that runs along the rear of 48 Barrack (the restaurant) and benefits Lot 1 on SP160824 (58 Barrack), TasWater and Hobart City Council. The Balance Lot would retain existing water and sewerage connections. There would be no change to stormwater management.

No other works are proposed under the application.

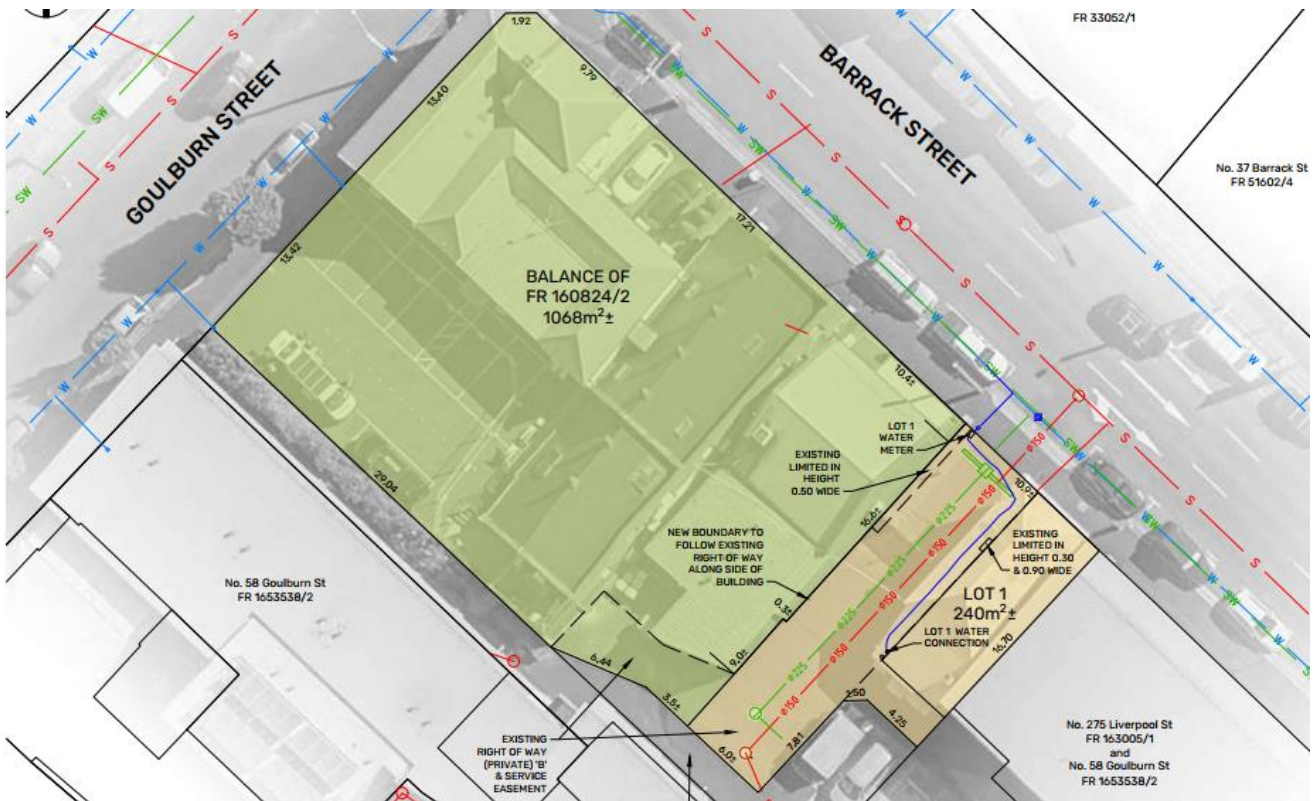


Figure 6: Plan of Subdivision.

4. SITE ANALYSIS

Zoning

The land is zoned as: **Inner Residential** and is just outside of the Hobart Central Business Fringe Area.

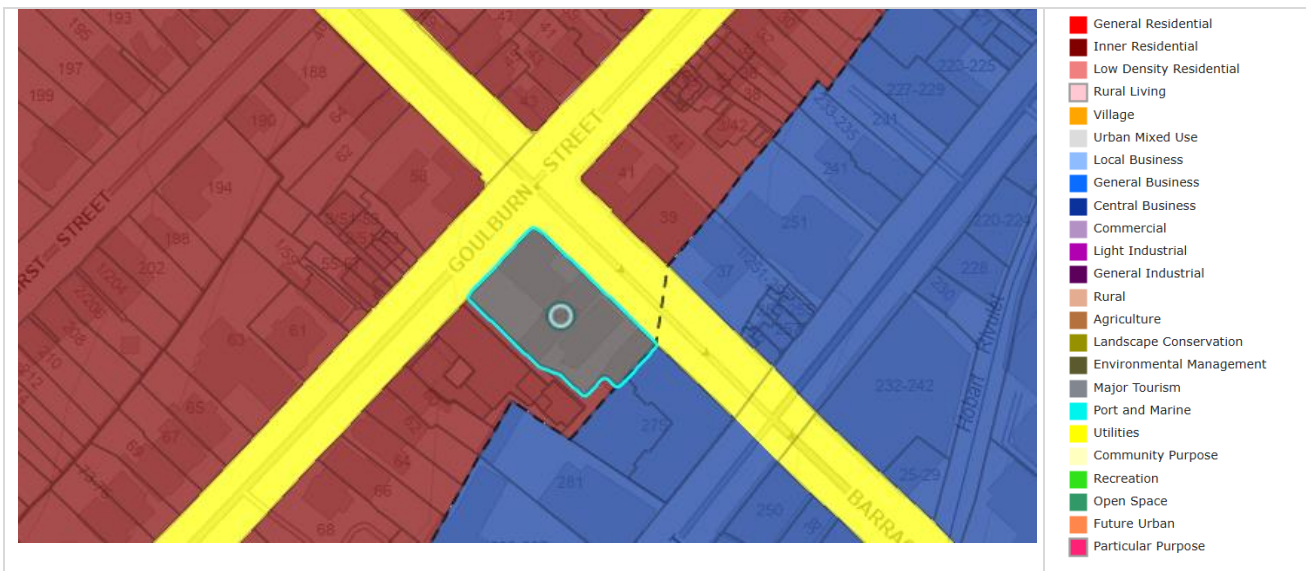


Figure 7 – Zoning. Inner Residential (red), Central Business (purple), Utilities (yellow). Subject site pinned.



Figure 8: Hobart Central Business Fringe Area (yellow diagonal lines). Source: HOB-S4.0.

Surrounding Property Use

The property is surrounded by a mix of residential and commercial uses:

- The abutting properties on both sides and to the rear all share the address 58 Goulburn Street. They are owned by Homes Tasmania, strata titled and used for residential purposes (multiple dwellings), managed by Anglicare. These lots are zoned Inner Residential along Goulburn Street and Central Business along Barrack Street.
- Properties to the southwest along Goulburn Street are zoned Inner Residential and used for residential purposes (multiple and single dwellings).
- Land opposite on Goulburn Street is zoned Inner Residential and used for commercial purposes (Preston Lane Architects on the corner) with residential (multiple and single dwellings) alongside.
- The land in the block opposite on Barrack Street is zoned Inner Residential in the western half and used for Supported Independent Living (Hobart Hostel), and general retail and hire (Eumarrah Organic and Natural Food). The eastern half of the block is zoned Central Business and supports a storage area for Eumarrah, a boutique fitness centre (in an ex-service station), and then a series of commercial uses on the corner of Barrack and Liverpool Streets.
- Land diagonally opposite is zoned Inner Residential and used for a mix of commercial (Lucky Paws pet supplies on the corner) and residential (single and multiple dwellings) purposes.

Parking and Access

Vehicular access and parking are provided from Barrack and Goulburn Streets.

Barrack Street:

There are two access points from Barrack Street. A gated laneway between 46 and 48 Barrack Street is subject to rights of way and service easements and provides no parking to the subject site. The right of way is used by 58 Goulburn Street and Anglicare is responsible for the gates. The laneway is used by the subject site only for storage of bins behind 46 Barrack Street.

The second access from Barrack Street is a double-width access leading directly into two onsite carparks in front of the Hobart City Mission office at 52 Barrack.

One five-minute carpark is provided on Barrack Street outside the Op Shop, and one-hour metred parking is available along Barrack Street towards the city from there.

Goulburn Street:

Eight marked onsite carparks are provided off Goulburn Street via a standard-width access. The parking consists of six 90° angle parks and two parallel parks with a single width aisle between.

One 15-minute carpark is available outside the City Mission Op Shop in Goulburn Street. One hour metered parking is available from then on along Goulburn Street.

Services

- Water reticulation is available to the subject site and each lot has an existing water connection.
- Sewer reticulation is available to the subject site and each lot has an existing sewerage connection.
- Stormwater reticulation is available to the subject site each lot has existing connections.
- Telephone services are available within the subject area
- Overhead electricity reticulation is available within the subject area
- NBN Fibre to Premises (FTTP) is located within the subject area.
- Gas reticulation is not available to the subject site.

Topography

The land slopes to the east from the 30m contour to the 25m contour at around 1 in 6.

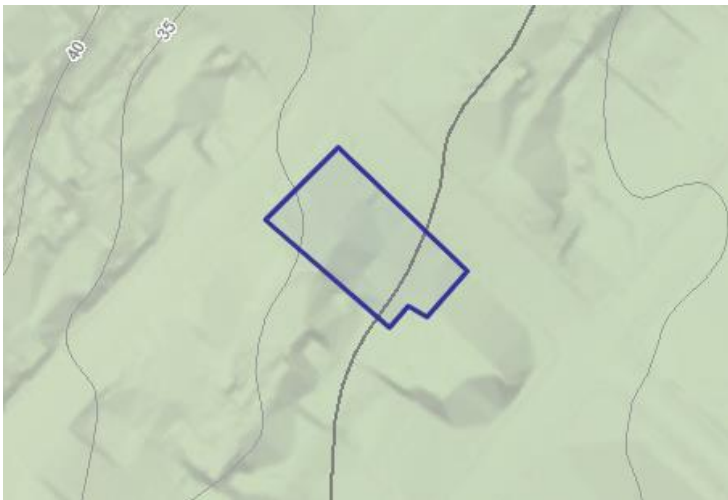


Figure 9: Hillshade view with 5m contours showing the slope of the land to the east, from the 30m contour in the western corner to just below the 25m contour.

Bus routes, bus stops, public carparks, and walking distance

The subject site is on Metro (Mount Stuart) and Kinetic (Launceston) bus routes. Bus stops are located around 100, 110, and 160m away in Liverpool and Barrack Streets.

It is around a 13-minute walk from the city centre to the Hobart City Mission Op Shop.

The closest public carparks are the Argyle Street and Centrepont. The Centrepont Car Park is around 7 minutes away on foot. The Argyle Street Carpark is around a 15-minute walk.



Figure 10: Metro bus routes (green line) and bus stops in green/yellow – 100, 110 and 160m away.

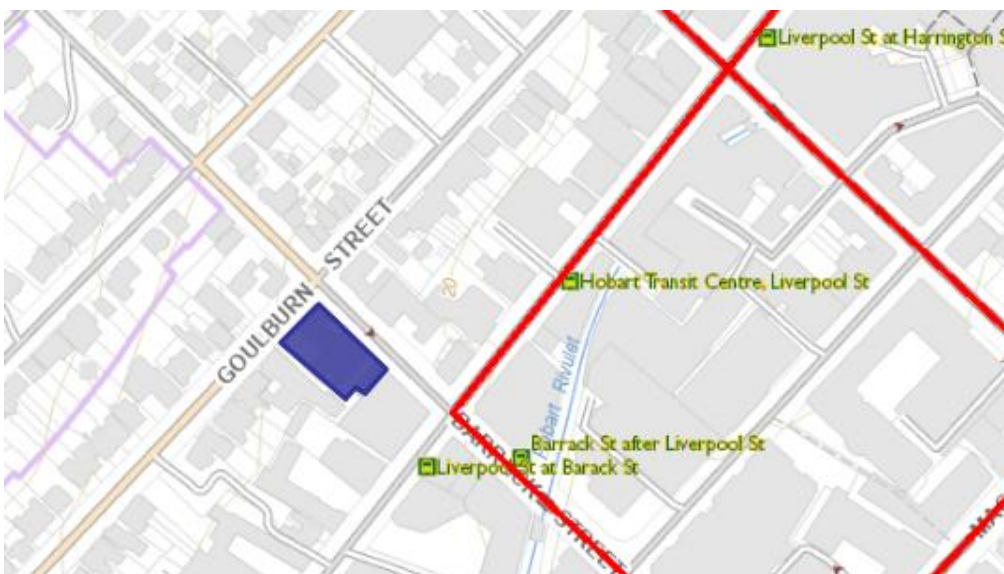


Figure 11: Kinetic Bus Route (red line) to Launceston and bus stops.

Tasmanian Heritage Register (THR)

46 Barrack Street is permanently registered (THR 3197) as a House.

52-56 Barrack Street is permanently listed (THR 3286) as Shop (Former Dog and Partridge Hotel).

The Tasmanian Heritage Council has issued a Minor Works Approval (No. 6854) for the proposal, which means it does not need to be assessed by the THC during the application process.



Figure 12 – Tasmanian Heritage Register (purple fill) - 46-56 Barrack Street, Hobart (red outline)

Code Overlays

The land is within a Local Historic Heritage Precinct under the Hobart Local Planning Provisions and contains an area of Landslip Hazard (low), as shown in the images below.

Because the property is listed on the Tasmanian Heritage Register, the Local Historic Heritage Code does not apply to this proposal.

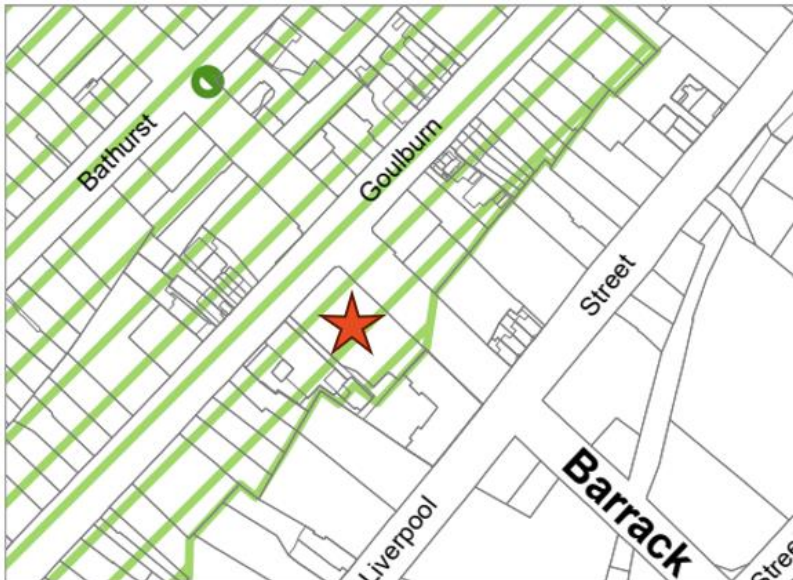


Figure 13: Local Historic Heritage overlay – green diagonal lines. Source: Hobart Local Provisions Schedule. The subject site is 'starred'.



Figure 14: Landslip Hazard Area (low) overlay in yellow. Source: LISTmap

5. PLANNING ASSESSMENT

The applicable planning instrument is the Tasmanian Planning Scheme (TPS) including the Local Planning Provisions of Hobart City.

Per Administration clause 6.2 of the TPS, subdivision does not need to be categorised into a Use Class. Therefore, in addition to the zone and code provisions, General Provision 7.10 of the TPS applies, and is addressed below.

The Parking and Sustainable Transport Code applies to all use and development. The Landslip Hazard Code applies to this application.

The Local Historic Heritage Code does not apply because the site is permanently listed on the Tasmanian Heritage Register (refer C6.2.3).

In terms of heritage assessment, the Tasmanian Heritage Council has issued a Minor Works Approval (No. 6854) for the proposal. This means it does not need to be referred for assessment during the planning assessment process.

The relevant sections of the Planning Scheme are listed below. The issue and item identifier is provided, and it is stated whether the proposal meets the Acceptable Solutions (AS) or the Performance Criteria (PC).

The clauses that are not applicable to the proposal have not been discussed.

Categorising into a Use Class

Administration clause 6.2.6 provides that development for subdivision (amongst other things) is not required to be categorised into a Use Class.

General Provision 7.10 Development Not Required to be Categorised into a Use Class

Subclause 7.10.1 provides that an application for a development that is not required to be categorised into a Use Class *may be approved at the discretion of the planning authority.*

Subclauses 7.10.2 and 7.10.3 provide the issues the planning authority must consider when using this discretion. These are addressed below:

7.10.2:

An application must only be approved under sub-clause 7.10.1 if there is no unreasonable detrimental impact on adjoining uses or the amenity of the surrounding area.

Response

All the buildings, their uses, and carparks already exist and are simply being subdivided into two lots. There are no new uses, no new buildings and no works proposed under this proposal.

Conclusion: Nothing will change other than title documentation. All existing uses are to remain as they are. Thus, there will be no capacity for detrimental impact on adjoining uses, or on the surrounding amenity.

7.10.3:

In exercising its discretion under sub-clauses 7.10.1 and 7.10.2 of this planning scheme, the planning authority must have regard to:

- (a) the purpose of the applicable zone*
- (b) the purpose of any applicable code*
- (c) any relevant local area objectives, and*
- (d) the purpose of any applicable specific area plan.*

There are no local area objectives and there is no specific area plan for the subject site. Therefore, only items (a) and (b) are relevant to this proposal. These are addressed here.

The zone is 'Inner Residential' and the applicable codes are Parking and Sustainable Transport and Landslip Hazard Area (low). The purposes of these are addressed below.

1) 9.0 Inner Residential Zone Purpose

- 9.1.1 *To provide for a variety of residential use or development that accommodates a range of dwelling types at higher densities.*

9.1.2 *To provide for the efficient utilisation of available social, transport and other service infrastructure.*

9.1.3 *To provide for non-residential use that:*

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity, through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off-site impacts.

9.1.4 *To provide for Visitor Accommodation that is compatible with residential character.*

Response

There are no proposed changes to any of the existing uses.

Lot 1 (46 Barrack Street) will continue to operate as a beauty salon/s.

Lot 2 will continue to operate as a restaurant (48 Barrack), emergency relief office and day shelter (50 Barrack), offices (52 Barrack), and opportunity shop (54 and 56 Barrack Street).

In accordance with zone purpose statement 9.1.3(a), these uses primarily serve the local community and (b) do not cause any unreasonable loss of amenity. They are small in scale and low in intensity, do not generate noise, only the restaurant operates outside of business hours, and they do not generate large amounts of traffic.

Conclusion: the proposed subdivision does not conflict with the purpose of the Inner Residential Zone and can be approved at the discretion of the planning authority, if it meets the relevant zone and code standards.

2) C2.0 Parking and Sustainable Transport Code Purpose

C2.1.1 *To ensure that an appropriate level of parking facilities is provided to service use and development.*

C2.1.2 *To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.*

C2.1.3 *To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.*

C2.1.4 *To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.*

C2.1.5 *To ensure that parking spaces and accesses meet appropriate standards.*

C2.1.6 *To provide for parking precincts and pedestrian priority streets.*

Response

There is no proposed change to the existing carparking arrangements.

1) Lot 2 will retain 10 onsite carparking spaces:

- The carpark off Goulburn Street to the rear of 52-56 Barrack Street (eight carparks).
- The carparking area for two vehicles in front of 52 Barrack Street.

Lot 1 will not have onsite carparking dedicated to the beauty salons, as is currently the case. It has one-hour on-street parking available outside and along Barrack Street and is a 10–15-minute walk from the city centre and central carparks.

2) The site is within 100-160m of bus stops into and out of the city. It is a walk of around 15 minutes into the city, and around 7 minutes to the closest public car park (Centrepoint). By e-

scooter it is around 5 minutes from the city centre. These distances and times are attractive to walkers, scooters and public transport users.

- 3) The access to both sites is considered safe and adequate:
 - The eight-vehicle carpark access from Goulburn Street is a standard access width with 'No Standing' areas each side providing for sight distances. It provides pedestrian access directly from the footpath.
 - The access from Barrack Street to the two-vehicle park in front of 52 Barrack is double width and provides for two vehicles to enter and exit. There is no turning on site. The vehicles must either reverse in or reverse out. There is adequate area for this to occur due to the on-street parking provided further down Barrack Street providing a 'buffer' before entering the traffic lane.
- 4) No additional parking is proposed over and above what already exists and no changes to the existing uses are proposed. It is considered there will be no impact on the amenity of the area from the proposed subdivision.
- 5) Parking and access will meet the relevant standards, as required by any permit issued.
- 6) Not applicable to this proposal.

Conclusion: the proposal does not conflict with the purpose of the Parking and Sustainable Transport Code and can be approved by the planning authority, if it meets the relevant zone and code standards as outlined below.

3) C15.0 Landslip Hazard Code Purpose

C15.1.1 To ensure that a tolerable risk can be achieved and maintained for the type, scale and intensity and intended life of use or development on land within a landslip hazard area.

Response

The proposal does not create any new use, buildings or works. The low landslip hazard area lies across a small section of the rear of 50 Barrack Street (the Hobart City Mission Hall) and around 1/3rd of the carpark.

Conclusion: It is considered the risk posed is no more than is currently the case, which is tolerable. The proposal does not conflict with the Landslip Hazard Code purpose and can be approved by the planning authority if it meets the relevant zone and code standards.

The Planning Authority may use its discretion to approve this subdivision. In doing so it must have regard to the matters outlined above. It is considered the proposal will not result in an unreasonable loss of amenity and is in line with the purposes of the Inner Residential Zone, the Parking and Sustainable Transport Code and the Landslip Hazard Code.

The proposal must also meet the specific zone and code standards as outlined below to be approved.

The land is zoned Inner Residential. Responses to the relevant clauses are provided below:

9.0 Inner Residential Zone

9.1 Zone Purpose

- 9.1.1 *To provide for a variety of residential use or development that accommodates a range of dwelling types at higher densities.*
- 9.1.2 *To provide for the efficient utilisation of available social, transport and other service infrastructure.*

- 9.1.3 To provide for non-residential use that:
 (a) primarily serves the local community; and
 (b) does not cause an unreasonable loss of amenity, through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off-site impacts.
- 9.1.4 To provide for Visitor Accommodation that is compatible with residential character.

9.2 Use Table

Not applicable to subdivision per clause 6.2.6 (Categorising Use or Development).

9.3 Use Standards - Not applicable to this application

9.4 Development Standards for Dwellings - Not applicable to this application

9.5 Development Standards for Non-dwellings - Not applicable to this application

9.6 Development Standards for Subdivision

9.6.1 Lot design

Objective:

That each lot:

- (a) has an area and dimensions appropriate for use and development in the zone
- (b) is provided with appropriate access to a road; and
- (c) contains areas which are suitable for development appropriate to the zone purpose, located to avoid natural hazards.

Acceptable Solutions

A1

Each lot, or a lot proposed in a plan of subdivision, must:

- (a) have an area of not less than 200m² and:
 - (i) be able to contain a minimum area of 10m x 12m with a gradient not steeper than 1 in 5, clear of:
 - a. all setbacks required by clause 9.4.2 A1, A2 and A3, and 9.5.1 A1 and A2; and
 - b. easements or other title restrictions that limit or restrict development; and
 - (ii) existing buildings are consistent with the setback required by clause 9.4.2 A1, A2 and A3, and 9.5.1 A1 and A2
- (b) be required for public use by the Crown, a council or a state authority
- (c) be required for the provision of Utilities; or
- (d) be for the consolidation of a lot with another lot provided each lot is within the same zone.

Performance Criteria

P1

Each lot, or a lot proposed in a plan of subdivision, must have sufficient useable area and dimensions suitable for its intended use, having regard to:

- (a) the relevant requirements for development of buildings on the lots
- (b) the intended location of buildings on the lots
- (c) the topography of the site
- (d) the presence of any natural hazards
- (e) adequate provision of private open space; and
- (f) the pattern of development existing on established properties in the area.

Response:

Whilst the minimum lot size is met (the smallest lot, Lot 1, is 240m²), the existing buildings are not consistent with the setback requirements of the dwelling and non-dwelling zone standards. P1 is addressed here.

P1 is considered satisfied.

The key test is that each lot must have *sufficient useable area and dimensions suitable for its intended use*.

The existing and intended uses are considered best categorised as:

- 46 Barrack Street: General Retail and Hire (beauty salons)
- 48 Barrack Street: Food Services (restaurant)
- 50 Barrack Street: Business and Professional Services (offices and residential support services)
- 52 Barrack Street: Business and Professional Services (offices)
- 54-56 Barrack Street: General Retail and Hire (shop)

The prime indicator that the areas are sufficient for the intended uses is that they are already successfully providing for those uses. The proposed subdivision simply is to place one of those uses onto a separate title.

In assessing this, regard has been had to:

- (a) Requirements for buildings: not applicable – the buildings already exist.
- (b) Possible location of buildings: not applicable as above.
- (c) The topography of the site: gently sloping to the east and does not affect the proposal.
- (d) Natural hazards: virtually nil. A small area of low landslip hazard at the rear of the already-established building at 52 Barrack Street and part of the Goulburn Street carparking area.
- (e) Private open space: not required for the current/intended uses.
- (f) Pattern of development in the area: surrounding development includes a mix of large freehold lots along with very small strata title lots as well as smaller long, narrow freehold lots. The proposal fits that pattern as shown below:

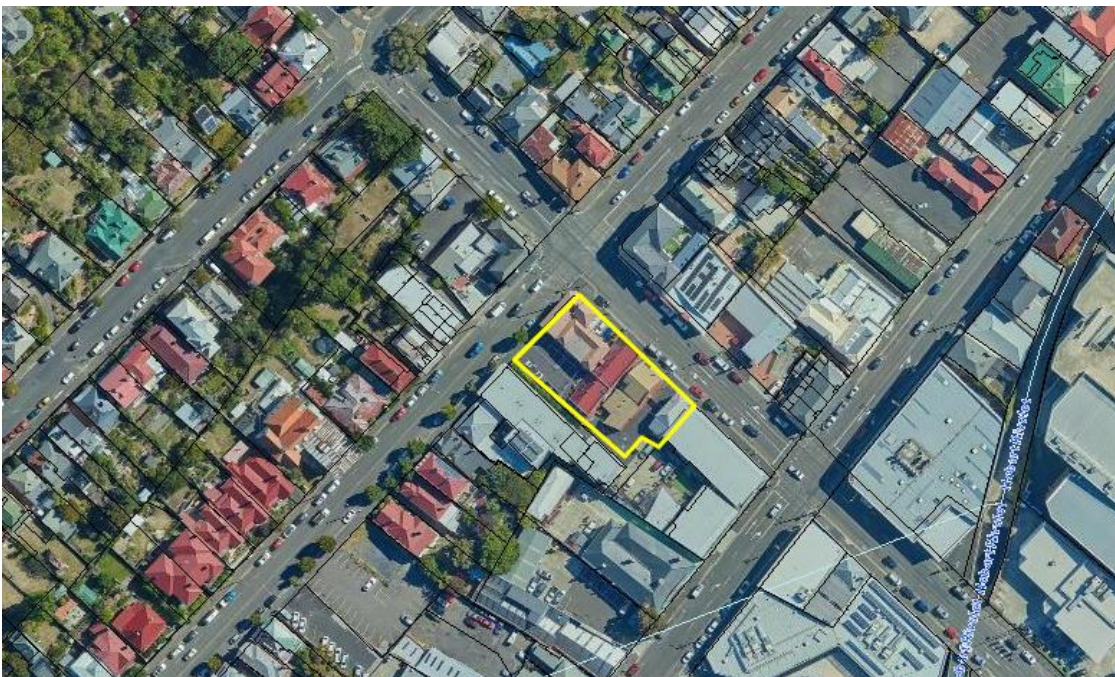


Figure 15: Varying lot sizes and associated development in the area.

<p>A2 <i>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a frontage not less than 3.6m.</i></p>	<p>P2</p>
<p>Response: A1 is met: The shortest frontage is Lot 1, and is approx. 10.9m.</p>	
<p>A3 <i>Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.</i></p>	<p>P3</p>
<p>Response: A1 is met: Both lots have vehicular access to either Barrack Street and/or Goulburn Street.</p>	

9.6.2 Roads

<p>Objective: <i>That the arrangement of new roads within a subdivision provides for:</i></p> <ul style="list-style-type: none"> <i>(a) safe, convenient and efficient connections to assist accessibility and mobility of the community</i> <i>(b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic; and</i> <i>(c) the efficient ultimate subdivision of the entirety of the land and of surrounding land.</i> 	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 <i>The subdivision includes no new roads.</i></p>	
<p>Response A1 is met: The subdivision does not propose a new road.</p>	

9.6.3 Services

<p>Objective: <i>That the subdivision of land provides services for future use and development of the land.</i></p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 <i>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must have a connection to a full water supply service.</i></p>	<p>P1</p>
<p>A1 is met: Each lot is shown to have a connection to a full water supply service.</p>	
<p>A2 <i>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a</i></p>	<p>P2 No Performance Criterion.</p>

<i>riparian or littoral reserve or Utilities, must have a connection to a reticulated sewerage system.</i>	
A2 is met: Each lot has a connection to a reticulated sewerage system as demonstrated on the plans.	
A3 <i>Each lot, or a lot proposed in a plan of subdivision, excluding for public open space, a riparian or littoral reserve or Utilities, must be capable of connecting to a public stormwater system.</i>	P3 No Performance Criterion.
A3 is met: Each lot can connect to the public stormwater system.	

CODES

C2.0 Parking and Sustainable Transport

C2.1 Code Purpose

- C2.1.1 *To ensure that an appropriate level of parking facilities is provided to service use and development.*
- C2.1.2 *To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.*
- C2.1.3 *To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.*
- C2.1.4 *To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.*
- C2.1.5 *To ensure that parking spaces and accesses meet appropriate standards.*
- C2.1.6 *To provide for parking precincts and pedestrian priority streets.*

C2.5 Use Standards

C2.5.1 Car parking numbers

Objective: That an appropriate level of car parking spaces are provided to meet the needs of the use.	
Acceptable Solutions	Performance Criteria
A1 <i>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</i> <ul style="list-style-type: none"> <i>(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</i> <i>(b) the site is contained within a parking precinct plan and subject to Clause C2.7</i> <i>(c) the site is subject to Clause C2.5.5; or</i> 	P1.1 <i>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</i> <ul style="list-style-type: none"> <i>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</i> <i>(b) the ability of multiple users to share spaces because of:</i> <ul style="list-style-type: none"> <i>(i) variations in car parking demand over time;</i> <i>or</i>

(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.

(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, or

P1.2

The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:

(a) the nature and intensity of the use and car parking required

(b) the size of the dwelling and the number of bedrooms; and

(c) the pattern of parking in the surrounding area.

Response:

The existing and intended uses are:

- 46 Barrack Street: General Retail and Hire (beauty salon) - 80m² each tenancy
- 48 Barrack Street: Food Services (restaurant) – 190m²
- 50 Barrack Street: Business and Professional Services (offices / residential support services) – 199m²
- 52 Barrack Street: Business and Professional Services (offices) – 137m² (x two floors)
- 54-56 Barrack Street: General Retail and Hire (shop) – 114m² (x two floors)

Table C2.1 carparking requirements

- General Retail and Hire: 1 space per 30m² unless subject to clause C2.5.5
- Food Services: 1 space per 15m², unless subject to C2.5.5
- Business and Professional Services (office): 1 space per 40m²
- Business and Professional Services (other): 1 space per 30m²

Assessment

- The two beauty salons in 46 Barrack Street benefit from C2.5.5, being around 80m² each and operating only during the day. These uses do not require onsite carparking per C2.5.5 A1.

- The restaurant does not benefit from C2.5.5 as it opens outside of the hours specified. It requires 13 carparking spaces.
- The offices / residential support services at 50 Barrack require 7 spaces.
- The offices at 52 Barrack require 7 spaces.
- The op shop does not benefit from C2.5.5 because it is larger than 100m². It requires 8 spaces.

Total spaces required: 35. Total provided: 10.

As there is not enough onsite carparking required to satisfy A1, P1 is addressed here.

P1.1 is considered satisfied. P1.2 is not applicable.

P1.1: The key test is that the onsite carparking *must meet the reasonable needs of the use/s*.

It is considered this is the case, evidenced mainly by the fact that the uses already exist and have been in operation for a long time. In coming to this conclusion, regard has been had to:

- (a) Off street carparking spaces within walking distance: Centrepoint carpark is a 7-minute walk, and the Argyle Street Carpark is around a 15-minute walk away.
- (b) Sharing of spaces: the restaurant will be using on street spaces during the evenings, whilst the other uses will be using them during the day.
- (c) Public transport: the site is on a Hobart Metro bus route (Mt Stuart route) with bus stops located 100, 110, and 160m away in Liverpool and Barrack Streets. It is also on a Kinetic bus route to Launceston.
- (d) Other transport alternatives: e-scooters are available throughout Hobart city for short distances such as this.
- (e) Site constraints: the site cannot provide any more onsite carparking spaces than it already does. The buildings are already in situ.
- (f) On-street parking is available directly outside on both Barrack and Goulburn Streets. There is a 15-minute park on Goulburn Street outside the op shop and one-hour metred parking from there on. There is a 5-minute carpark on Barrack Street outside the op shop, with one-hour metred parking from there on.
- (g) The effect on the streetscape: no change from current.
- (h) An assessment from a fully qualified person has not been obtained given the buildings, uses and carparking arrangements already exist and appear to be operating efficiently and effectively.

C2.5.2 Bicycle parking numbers

Objective:

That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

Acceptable Solutions

A1

Bicycle parking spaces must:

- (a) be provided on the site or within 50m of the site; and
- (b) be no less than the number specified in Table C2.1.

Performance Criteria

P1

Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:

- (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and
- (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.

Response:

The existing and intended uses are:

- 46 Barrack Street: General Retail and Hire (beauty salon) - 80m² each tenancy
- 48 Barrack Street: Food Services (restaurant) – 190m²
- 50 Barrack Street: Business and Professional Services (offices / residential support services) – 199m²
- 52 Barrack Street: Business and Professional Services (offices) – 137m² (two floors)
- 54-56 Barrack Street: General Retail and Hire (shop) – 114m² (two floors)

Table C2.1 bicycle parking requirements

- General Retail and Hire: 1 space per 100m² floor area.
- Food Services: 1 space per 75m² floor area.
- Business and Professional Services (office): 1 space per 500m² floor area
- Business and Professional Services (other): 1 space per 500m² floor area.

Assessment

- The two beauty salons require 2 bicycle parking spaces.
- The restaurant requires 3 bicycle parking spaces.
- The offices / residential support services require 1 bicycle parking space.
- The offices at 52 Barrack require 1 space.
- The op shop requires 1 bicycle parking space.

Total spaces required: Lot 1 = 2 spaces. Balance Lot = 6 spaces.

Total provided: 0

As there is not enough bicycle parking to satisfy A1, P1 is addressed here.

P1(a) is considered satisfied.

P1: The key test is that bicycle parking *must meet the reasonable needs of the use/s*.

It has been noted in earlier sections that most users of the sites are likely to be walking from the city centre or from city carparks, catching the bus, or potentially using e-scooters. While it is certainly within bicycling distance it is not considered to be one of the main forms of transport to the site. Unfortunately bicycle parking is not provided on site.

C2.5.3 Motorcycle parking numbers

Objective:

That an appropriate level of motorcycle parking is provided to meet the needs of the use.

Acceptable Solutions

A1

The number of on-site motorcycle parking spaces for all uses must:

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

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

Performance Criteria

P1

Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:

(a) the nature of the proposed use and development;

(b) the topography of the site

(c) the location of existing buildings on the site

(d) any constraints imposed by existing development, and

number of motorcycle parking spaces is maintained.

(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.

Response:

Under Table C2.4 there is no requirement for motorcycle parking if the number of carparking spaces required for a use is from 0-20. As none of the uses require more than 20 carparking spaces, no motorcycle parking spaces are required.

Table C2.4 Motorcycle Parking Space Requirements

Number of car parking spaces required for a use	Number of motorcycle parking spaces required for a use
0-20	No requirement
21-40	1 space
41 or more	1 space for every additional 20 car parking spaces required

C2.5.4 Loading bays – not applicable to this application.

C2.5.5 Number of car parking spaces in the General Residential and Inner Residential zone.

Objective:

To:

(a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and

(b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.

Acceptable Solutions

A1

Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for:

(a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and

(b) General Retail and Hire uses up to 100m² floor area,

provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone.

Performance Criteria

P1

Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to:

(a) car parking demand generated by the proposed use during its proposed hours of operation

(b) the availability of on street and public car parking in the surrounding area

(c) the availability and frequency of public transport within a 400m walking distance of the site

(d) the availability and likely use of other modes of transport

(e) the availability and suitability of alternative arrangements for car parking provision

(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;

(g) any car parking deficiency or surplus associated with the existing use of the land

(h) any relevant parking plan for the area adopted by council

(i) any existing on street car parking restrictions; and

(j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.

Response:

This standard is applicable as the uses are in existing non-residential buildings in the Inner Residential zone.

The existing / intended uses are:

- 46 Barrack Street: General Retail and Hire (beauty salon) - 80m² each tenancy
- 48 Barrack Street: Food Services (restaurant) – 190m²
- 50 Barrack Street: Business and Professional Services (offices / residential support services) – 199m²
- 52 Barrack Street: Business and Professional Services (offices) – 137m² (two floors)
- 54-56 Barrack Street: General Retail and Hire (shop) – 114m² (two floors)

Assessment

A1 is met for Lot 1

At 80m² each, the two beauty salons each have a floor area of less than 100m². The salons operate between the hours provided by Clause 9.3.1 of the Inner Residential zone, which are:

- 7.00am to 7.00pm Monday to Friday; and
- 8.00am to 6.00pm Saturday and Sunday.

Therefore Lot 1 does not have a requirement for carparking spaces.

P1 is considered satisfied for the Balance lot.

P1: The key test is that onsite carparking *must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity*

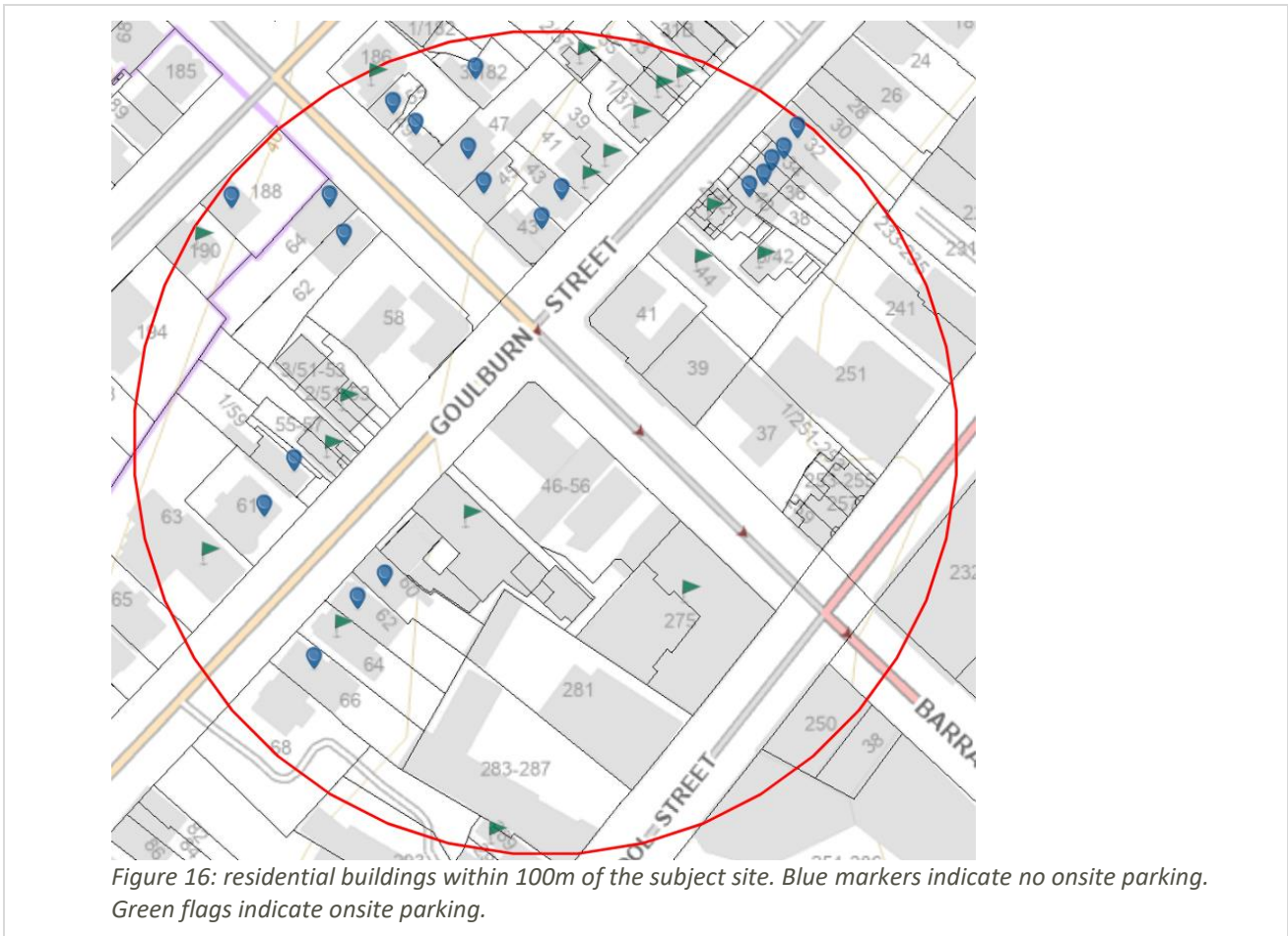
It is considered this is the case, partly because the uses already exist and have done so for a long time. They are clearly meeting the needs of users. They are not impacting on residential amenity; the area is characterised by a mix of commercial and residential uses, and the subject site is mainly fringed by commercial uses. It is on the fringe of the Central Business fringe area. The multiple dwellings surrounding the subject site, managed by Anglicare, have their own onsite carparking located in a large carpark beneath the dwellings and accessed from Liverpool Street. In considering this, regard is also had to:

- (a) Carparking demand generated: the office uses at 50 and 52 Barrack Street are likely to generate the most carparking demand for staff during their hours of operation. For this use, the required number of parking spaces for offices is provided on the Balance lot – two in front of 52 Barrack and eight behind 54-56 Barrack Street. The restaurant, opening during the evening is likely to generate parking demand when the parking demand has reduced for the other uses. It is also likely to cater for local users who walk to the venue. The beauty salons and op shop are less likely to generate

parking demand as much of their business is likely to be from people who are already in the city, rather than driving specifically to that single use. For people dropping off items to the op shop, there are 15-minute and 5-minute carparks directly outside the shop.

- (b) On street carparking: There are the two short-term carparks directly outside the op shop as mentioned above. Beyond that, along both Barrack and Goulburn Streets are one-hour parking meters mostly on both sides of the road.
- (c) Public transport: Metro buses pass directly by the site with bus stops 100-160m away. The route is Hobart-Mt Stuart, which is a frequent route carrying commuters.
- (d) Availability of other modes of transport: e-scooters are widely available throughout Hobart city and cater well to this distance.
- (e) Other parking options: Centrepoint and Argyle Street carparks are within 7 and 15-minute walking distances.
- (f) Possibility of sharing carparking over different times: the restaurant opens when the businesses and offices close.
- (g) Carparking deficiency or surplus: the site is already successfully operating with the carparking deficiency, and no change is proposed. There will be no intensification of use.
- (h) Council parking plan: none known of.
- (i) On street parking restrictions: one-hour parking spaces are considered adequate for the types of use underway during daytime hours. After 6pm the meters are not required.
- (j) Proportion of residential properties without off-street parking within 100m: below is a marked up topographic image showing residential buildings within 100m of the subject site and whether they have onsite parking. The blue indicators are residential buildings without parking. The green flags are residential buildings with parking. The multiple dwellings surrounding the property (Homes Tasmania / Anglicare) have onsite parking in a large carpark underneath the development.

Roughly 50% of residential buildings within 100m do not have onsite parking. However, these are not the closest to the subject site, they are mainly clustered further along Barrack and Goulburn Streets. The immediately surrounding uses are either commercial or consist of social/affordable housing dwellings that have parking underneath.



C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas

<p>Objective:</p> <p><i>That parking areas are constructed to an appropriate standard.</i></p>	
<p>Acceptable Solutions</p> <p>A1 <i>All parking, access ways, manoeuvring and circulation spaces must:</i></p> <ul style="list-style-type: none"> <i>(a) be constructed with a durable all-weather pavement;</i> <i>(b) be drained to the public stormwater system, or contain stormwater on the site; and</i> <i>(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.</i> 	<p>Performance Criteria</p> <p>P1 <i>All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</i></p> <ul style="list-style-type: none"> <i>(a) the nature of the use;</i> <i>(b) the topography of the land;</i> <i>(c) the drainage system available;</i> <i>(d) the likelihood of transporting sediment or debris from the site onto a road or public place;</i> <i>(e) the likelihood of generating dust; and</i> <i>(f) the nature of the proposed surfacing.</i>

Response:

A1 is met: The accesses, manoeuvring and parking areas are constructed with asphalt and drain to the public stormwater system.

C2.6.2 Design and layout of parking areas

Objective:

That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solutions	Performance Criteria
<p>A1.1 <i>Parking, access ways, manoeuvring and circulation spaces must either:</i></p> <p><i>(a) comply with the following:</i></p> <ul style="list-style-type: none"> <i>(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6</i> <i>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</i> <i>(iii) have an access width not less than the requirements in Table C2.2;</i> <i>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</i> <i>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</i> <i>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</i> <i>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</i> <p><i>(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.</i></p> <p>A1.2 <i>Parking spaces provided for use by persons with a disability must satisfy the following:</i></p> <ul style="list-style-type: none"> <i>(a) be located as close as practicable to the main entry point to the building</i> <i>(b) be incorporated into the overall car park design; and</i> 	<p>P1 <i>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</i></p> <ul style="list-style-type: none"> <i>(a) the characteristics of the site;</i> <i>(b) the proposed slope, dimensions and layout;</i> <i>(c) useability in all weather conditions</i> <i>(d) vehicle and pedestrian traffic safety</i> <i>(e) the nature and use of the development</i> <i>(f) the expected number and type of vehicles</i> <i>(g) the likely use of the parking areas by persons with a disability</i> <i>(h) the nature of traffic in the surrounding area</i>

(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.1

(i) the proposed means of parking delineation; and

(j) the provisions of Australian Standard AS 2890.1:2004 Parking facilities, Part 1: Off-street carparking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.

Response:

The Goulburn Street parking area has marking for eight vehicles; six delineated 90° angle parks and two delineated parallel parks. They all meet the gradient requirement (max. 1 in 4) with a gradient of around 1 in 7 across the site. The angle parks are at least 5.4m long and 2.4m wide, with the required clearances. The parallel spaces are at least 5.9m long (aisle width more than 3.6m) and 2.1m wide with 300mm against the adjacent wall. However, the access aisle and manoeuvring width do not meet the requirements providing only 4.5m. Therefore, P1 will be addressed.

The two spaces off Barrack Street meet the gradient requirement at around 1 in 7 and meet the width requirement of at least 2.4m. However, they are only around 5m long. They cannot turn on site but as there are only two spaces, this is not required. These require an aisle width of 5.8m (class 1A), and whilst the roadway can provide part of this, it is unlikely to provide the full 5.8m. P1 will be addressed.

P1 is considered satisfied.

The key test is that the parking and manoeuvring areas must be *designed and readily identifiable to provide convenient, safe and efficient parking*. It is considered this is the case. The entrances to the parking areas are easily recognisable. They are not obstructed or screened or otherwise difficult to see. They currently provide convenient parking, being located directly in front of and directly behind the relevant uses. They are safe and efficient in that they are well constructed, useable in all weather and cater to current demand.

In assessing this, regard has been had to:

- (a) Characteristics of the site: the site is gently sloping and provides for vehicles to enter and exit on the level.
- (b) Proposed slope, dimensions and layout: The slope and carpark dimensions meet the requirements. The aisle widths are adequate for the use and have been operating as such for some time.
- (c) Useability in all weather conditions: the areas are concreted and asphalted and adequately drained.
- (d) Vehicle and pedestrian safety: the accesses have good visibility and provide good surveillance of pedestrians and other vehicles.
- (e) Nature and use of the development: the parking areas are used by staff and entered and exited, mostly, only once a day.
- (f) Expected number and type of vehicles: staff parking providing incoming and outgoing, usually once a day, for light vehicles only.
- (g) Likely use by persons with a disability: accessible parking is not provided.
- (h) Nature of surrounding traffic: Barrack Street is a busy one-way street, with parallel parking along the sides of the road, which provides a buffer area before entering the traffic lane. Goulburn Street is less busy, operating mainly as a local road to dwellings in the area.

- (i) Means of parking delineation: the two parks off Barrack Street are unmarked. The eight off Goulburn Street have on-ground markings.
- (j) AS2890.1:2004: the parking and manoeuvring areas comply with many of the provisions of the Standard (e.g. slope, dimensions and marking). The only area that does not comply is the aisle / manoeuvring area width. It is considered this is adequate in this instance as the carparks are used only by staff who come and go at the beginning and the end of the day. There is not a high rate of turnover in the parking areas.

C2.6.3 Number of accesses for vehicles

Objective:

That:

(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses

(b) accesses do not cause an unreasonable loss of amenity of adjoining uses, and

(c) the number of accesses minimise impacts on the streetscape.

Acceptable Solution	Performance Criteria
<p>A1 <i>The number of accesses provided for each frontage must:</i></p> <ul style="list-style-type: none"> <i>(a) be no more than 1; or</i> <i>(b) no more than the existing number of accesses,</i> <p><i>whichever is the greater.</i></p>	<p>P1 <i>The number of accesses for each frontage must be minimised, having regard to:</i></p> <ul style="list-style-type: none"> <i>(a) any loss of on-street parking; and</i> <i>(b) pedestrian safety and amenity</i> <i>(c) traffic safety</i> <i>(d) residential amenity on adjoining land; and</i> <i>(e) the impact on the streetscape.</i>
<p>Response: A1 is met: no additional access is proposed.</p>	
<p>A2 <i>Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</i></p>	<p>P2 <i>Within the Central Business Zone or in a pedestrian priority street, any new accesses must:</i></p> <ul style="list-style-type: none"> <i>(a) not have an adverse impact on:</i> <ul style="list-style-type: none"> <i>(i) pedestrian safety and amenity; or</i> <i>(ii) traffic safety; and</i> <i>(b) be compatible with the streetscape.</i>
<p>Response: Not applicable: the zone is Inner Residential, it is not a pedestrian priority street, and no additional access is proposed.</p>	

C2.7 Parking Precinct Plan - Not applicable to this application

C6.0 Local Historic Heritage

6.2.3: This code does not apply to a registered place entered on the Tasmanian Heritage Register, unless for the lopping, pruning, removal or destruction of a significant tree as defined in this code.

C15.0 Landslip Hazard

C15.4 Use Standards – not applicable – no new use is proposed.

C15.6 Development Standards for Buildings and Works – not applicable – nor buildings or works are proposed.

C15.7 Development Standards for Subdivision

C15.7.1 Subdivision within a landslip hazard area

Objective:

That subdivision within a landslip hazard area does not create an opportunity for use or development that cannot achieve a tolerable risk from a landslip.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p><i>Each lot, or a lot proposed in a plan of subdivision, within a landslip hazard area, must:</i></p> <ul style="list-style-type: none"> <i>(a) be able to contain a building area, vehicle access, and services, that are wholly located outside a landslip hazard area</i> <i>(b) be for the creation of separate lots for existing buildings</i> <i>(c) be required for public use by the Crown, a council or a state authority; or</i> <i>(d) be required for the provision of Utilities.</i> 	<p>P1</p> <p><i>Each lot, or a lot proposed in a plan of subdivision, within a landslip hazard area must not create an opportunity for use or development that cannot achieve a tolerable risk from landslip, having regard to:</i></p> <ul style="list-style-type: none"> <i>(a) any increase in risk from a landslip for adjacent land</i> <i>(b) the level of risk to use or development arising from an increased reliance on public infrastructure</i> <i>(c) the need to minimise future remediation works</i> <i>(d) any loss or substantial compromise, by a landslip, of access to the lot on or off site</i> <i>(e) the need to locate building areas outside the landslip hazard area</i> <i>(f) any advice from a state authority, regulated entity or a council; and</i> <i>(g) the advice contained in a landslip hazard report.</i>

Response:

A1 (b) is met: The proposal is for the creation of separate lots for existing buildings.

6. CONCLUSION

This supporting documentation demonstrates that the proposal being a Subdivision (1 lot plus balance) supports and furthers the Planning Scheme aims and objectives, relevant Clauses and Schedules as set out for development within the Inner Residential Zone.

Where the proposal does not comply with the Acceptable Solutions it has been demonstrated that the Performance Criteria are satisfied. It has also been shown that General Provision 7.10 is satisfied.

With the above in mind, a planning permit for a Subdivision (1 lot plus balance) at 46-56 Barrack Street, Hobart is respectfully sought from the Planning Authority.



SURVEYORS, ENGINEERS & PLANNERS

For any enquiries, please contact one of our offices:

HOBART

A: 127 Bathurst Street, Hobart Tasmania 7000

P: (03) 6234 3217

E: Hobart@pda.com.au

HUONVILLE

A: 8/16 Main Street, Huonville, TAS 7109 - (By appointment)

P: (03) 6264 1277

E: Huon@pda.com.au

EAST COAST

A: 3 Franklin Street, Swansea TAS 7190 - (By appointment)

P: (03) 6130 9099

E: East@pda.com.au

LAUNCESTON

A: 3/23 Brisbane Street, Launceston, TAS 7250

P: (03) 6331 4099

E: Launceston@pda.com.au

BURNIE

A: 6 Queen Street, Burnie, TAS 7320

P: (03) 6431 4400

E: Burnie@pda.com.au

DEVONPORT

A: 77 Gunn Street, Devonport, TAS 7310

P: (03) 6423 6875

E: Devonport@pda.com.au

WALTER SURVEYS

A: 127 Bathurst Street, Hobart, TAS 7000 (Civil Site Surveying and Machine Control)

P: 0419 532 669 (Tom Walter)

E: Enquiries@waltersurveys.com.au



PLANNING REF: N/A
APPROVAL NO: 6854
REGISTERED PLACE NO: 3286
APPLICANT: PDA
DATE: 11 September 2025

MINOR WORKS APPROVAL

(*Historic Cultural Heritage Act 1995*)

The Place: Shop
46-56 Barrack St, Hobart

Thank you for your application for a Minor Works Approval for works to the above place. Your application has been approved by the Heritage Council under section 42(3)(a) of the *Historic Cultural Heritage Act 1995* for the following works:

Works: Subdivide CT-160824/2 into two lots. Lot 1 consists of 46 Barrack Street and the access way from Barrack Street. Lot 2 consists of 48-56 Barrack Street and the carpark off Goulburn Street.


Documents: 1. Minor Works Approval application form
2. Subdivision Plans

Comments: The proposed works are consistent with that which section 5.2 (Subdivision or boundary adjustment) of the Tasmanian Heritage Council's *Works Guidelines* describes as being eligible for a minor works approval.

A copy of this approval will be forwarded to the local planning authority for their information. Please note, this approval is an approval under the *Historic Cultural Heritage Act 1995* only. It is not an approval under any other Act. Further approvals such as planning, building or plumbing may be required. For information regarding these or any other approval, contact your local Council.

Advice: The applicant should note that all of the areas affected by the subdivision will remain entered in the Tasmanian Heritage Register as part of the original entry for the site, and that heritage works to the new lots shall require heritage approval pursuant to Part 6 of the *Historic Cultural Heritage Act 1995*. The applicant/owner may request a review and amendment to the place's entry in the THR once the new property title/s are sealed.

Please contact the undersigned on 1300 850 332 if you require clarification of the matters contained in this approval.


Xin Guo

Planner / Heritage Advisor

Under delegation of the Tasmanian Heritage Council



PLAN OF SUBDIVISION

Owners
HOBART CITY MISSION FOUNDATION LIMITED

Title References
 FR 160824/2

Address
 46-56 Barrack Street,
 Hobart, 7000

Council
 Hobart City Council

Planning scheme
 Hobart Interim Planning Scheme 2015

Zone
 11.0 Inner Residential

Zone Overlay
 116. Heritage Precinct

Point of interest GDA2020 MGA55
 526280E, 5251850N

Schedule of Easements
 To be carried forward.

NOTES

This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.

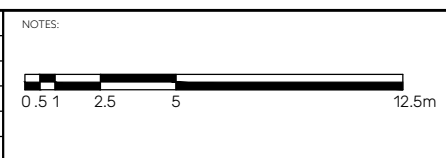
LIST Cadastral Parcels by State of Tasmania
www.thelist.tas.gov.au
 CC BY 3.0

Background aerial imagery has been shown for context purposes only and is approximate.
 Basemap Orthophoto source:
<https://services.thelist.tas.gov.au/arcgis/rest/services/Basemaps/Orthophoto/MapServer/WMTS/1.0.0/WMTSCapabilities.xml>

LEGEND

	Title boundary
	Surrounding boundary
	Easement
	Stormwater main (per HCC)
	Stormwater located
	Sewer main (per TasWater GIS)
	Sewer located
	Water main (per TasWater GIS)
	Water located

E				
D				
C				
B				
A				
REV	AMENDMENTS	DRAWN	DATE	APPR.



SURVEYOR	GEOCIVIL
DRAWN	CHECKED
NJA	MD
DATE	02 JULY 2025

PLAN OF SUBDIVISION
46-56 BARRACK STREET, HOBART
for HOBART CITY MISSION



127 Bathurst Street
 Hobart, Tasmania, 7000
 PHONE: +61 03 6234 3217
 EMAIL: pda.hbt@pda.com.au
www.pda.com.au
 Also at: Kingston, Launceston,
 Devonport & Burnie

SCALE	PAPER
1:250	(A3)
JOB NUMBER	DRAWING
54330MD - 1	

Our Ref: 54330MD

10 December 2025

Hobart City Council
Planning Department
Via: PlanBuild

Dear TasWater,

Response to TasWater RAI for PLN-HOB-2025-0744
Subdivision Application (1 lot plus balance) at 46-56 Barrack Street, Hobart

Thank you for your request for additional information, please find responses below.

1(a): The two salons at 46 Barrack Street (the new lot) are approx. 80m² each and have four basins between them. According to TasWater's [Schedule of ETs for property types Fact Sheet](#), a hairdresser or beauty salon may be classified in two ways:

- Category BE05 where the equivalent tenement is assessed at 0.2500 per basin. With four basins the ET is 1.0.
- Category CR00 where the equivalent tenement is assessed at 1.000 per commercial or retail space. In this regard, the building at the time of writing has two tenancies. However, agreements are underway to combine the two.

2(a): Please see the attached revised plan of subdivision.

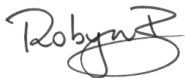
2(b): Lot 2 is subject to a service easement (appurtenant to Lot 1, Hobart City Council and TasWater) over the land marked RIGHT OF WAY (PRIVATE) 'B' and SERVICE EASEMENT and this will be carried through to the new title. This Service Easement is interpreted as the full and free right and liberty of TasWater (and others) 'to lay, inspect, maintain, repair and amend water mains, pipes, pumps, drains, mains, channels, gutters, sewers, wires, cables and other conducting media along and under the surface of the land...'.

Please contact me should you require additional information or clarification.

Yours sincerely,

PDA Surveyors, Engineers & Planners

Per:



Robyn Bevilacqua
Senior Planner

HOBART:

M.S.G. Denholm, BGeom (Tas.), M.GCA (Managing Director)
H.A. Clement, BSurv (Tas.), M.GCA (Director)
M. Westerberg, M.E.M., M.I.E. AUST., C.P.ENG. (Director)
A. Collins, Ad. Dip. Surv & Map (Director)
M.M. Stratton, BSurvSpSc, GradDipLandSurv (Tas.) (Associate)
C. Hall, BAppSc(Surv)(Hons), M.GCA (Associate)
R. Parsons, BCEng, C.P. ENG. (Associate)
G. McGowan, BBus(Acct) (Associate)
D. Panton, B.E. F.I.E. AUST., C.P.ENG. (Consultant)

WALTER SURVEYS:

T.W. Walter, Dip. Surv & Map (Director)
M. Snelders, AccEngSurv, ADSS, M.GCA (Associate)
N. Hamilton, BSurvSpSc (Tas.), M.GCA (Associate)

BURNIE:

A.W. Eberhardt, BGeom (Tas.), M.GCA (Director)
D. Menger (Senior Associate)
J. Magee, BGeom (Tas.) (Senior Associate)
M. Mayer (Associate)

DEVONPORT:

M. French, BSurvSpSc (Tas.) (Senior Associate)

HUONVILLE:

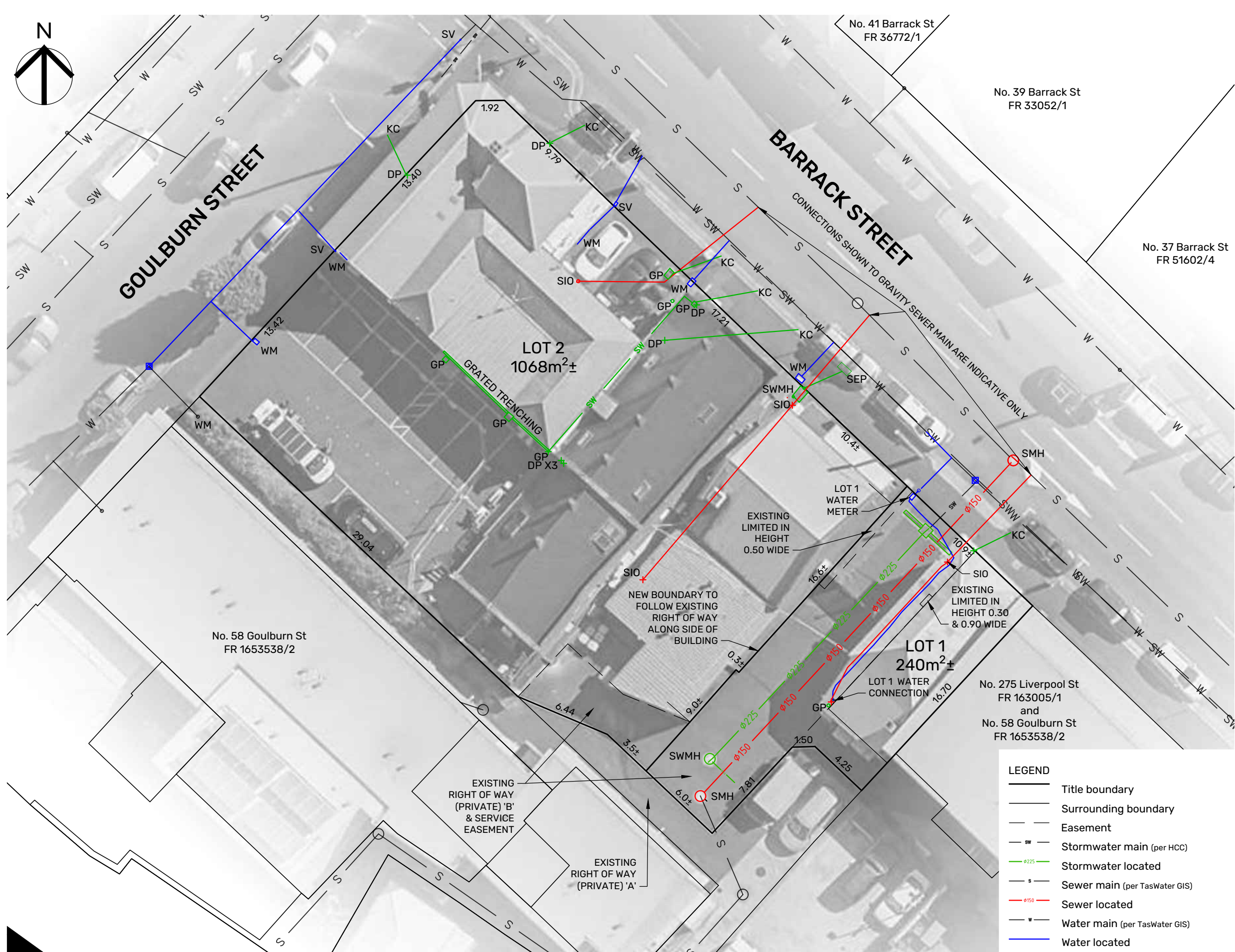
B.R. Paul, BGeom (Tas.) (Associate)

LAUNCESTON:

L.H. Kiely, Ad. Dip. Civil Eng, Cert IV I.T. (Senior Associate)
A. Brooks, MPlanning, BAppSci (ME) (Associate)

OFFICES ALSO AT:

- 6 Queen Street, Burnie, TAS 7320
(03) 6431 4400
- 77 Gunn St, Devonport, TAS 7310
(03) 6423 6875
- 11/16 Main St, Huonville, TAS 7109
(03) 6264 1277
- 3/23 Brisbane St, Launceston, TAS 7250
(03) 6331 4099
- 3 Franklin St, Swansea, TAS 7190
(03) 6130 9099



EXISTING SERVICES PLAN

Owners
 HOBART CITY MISSION FOUNDATION LIMITED

Title References
 FR 160824/2

Address
 46-56 Barrack Street,
 Hobart, 7000

Council
 Hobart City Council

Tasmanian Planning Scheme
 Hobart Local Provisions Schedule

Zone
 11.0 Inner Residential

Zone Overlay
 116. Heritage Precinct

Point of interest GDA2020 MGA55
 526280E, 5251850N

Schedule of Easements
 To be carried forward.

NOTES

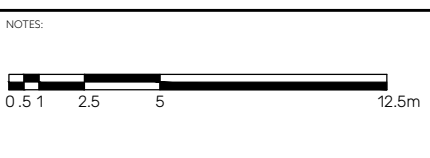
This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.

LIST Cadastral Parcels by State of Tasmania
www.thelist.tas.gov.au
 CC BY 3.0

Background aerial imagery has been shown for context purposes only and is approximate.
 Basemap Orthophoto source:
<https://services.thelist.tas.gov.au/arcgis/rest/services/Basemaps/Orthophoto/MapServer/WMTS/1.0.0/WMTSCapabilities.xml>

LEGEND			
	Title boundary	DP	Down pipe
	Surrounding boundary	GP	Grated pit
	Easement	KC	Stormwater kerb connection
	Stormwater main (per HCC)	SEP	Side entry pit
	Stormwater located	SIO	Sewer inspection opening
	Sewer main (per TasWater GIS)	SMH	Sewer maintenance hole
	Sewer located	SWMH	Stormwater maintenance hole
	Water main (per TasWater GIS)	SV	Stop valve
	Water located	WM	Water meter

REV	AMENDMENTS	DRAWN	DATE	APPR.
0	FIRST ISSUE	NJA	10.12.25	MD



SURVEYOR	MO	GEOCIVIL	54330MD
DRAWN	NJA	CHECKED	MD
DATE	10 DECEMBER 2025		

**EXISTING SERVICES PLAN
 46-56 BARRACK STREET, HOBART
 for HOBART CITY MISSION**



127 Bathurst Street
 Hobart, Tasmania, 7000
 PHONE: +61 03 6234 3217
 EMAIL: pda.hbt@pda.com.au
www.pda.com.au
 Also at: Kingston, Launceston,
 Devonport & Burnie

SCALE	PAPER
1:250	(A3)
JOB NUMBER	DRAWING
54330MD	- 2