Planning: #158550

Property

10 EVANS STREET HOBART TAS 7000

People

Applicant
*
Macquarie Point Development Corporation C/- Veris
Alicia Mora
PO Box 5075
SOUTH MELBOURNE VIC 3205
03 9699 1400
a.mora@veris.com.au

Owner
*
Crown Land
Shane Gregory
4 Salamanca Place
HOBART TAS 7001
6166 3443
odin.kelly@stategrowth.tas.gov.au

Entered By
ALICIA MORA
03 9699 1400
a.mora@veris.com.au

Use

Other

Details

Have you obtained pre application advice?

- Yes

If YES please provide the pre application advice number eg PAE-17-xx

No reference number received

Are you applying for permitted visitor accommodation as defined by the State Government Visitor Accommodation Standards? Click on help information button for definition. If you are not the owner of the property you MUST include signed confirmation from the owner that they are aware of this application.
*

- No

Is the application for SIGNAGE ONLY? If yes, please enter $0 in the cost of development, and you must enter the number of signs under Other Details below.
*

- No

If this application is related to an enforcement action please enter Enforcement Number

NA

Details

What is the current approved use of the land / building(s)?
*

Macquarie Point Development site

Please provide a full description of the proposed use or development (i.e. demolition and new dwelling, swimming pool and garage)
*

Extension of the Intercity Cycleway including use

Estimated cost of development
*

639000.00

Existing floor area (m2) | Proposed floor area (m2) | Site area (m2)

Carparking on Site

N/A

Total parking spaces | Existing parking spaces | Other (no selection chosen)

Other Details

Does the application include signage?
*

No

How many signs, please enter 0 if there are none involved in this application?
*

0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

- No

Documents

Required Documents

Title (Folio text and Plan and Schedule of Easements)
*
TITLE - Landowner Consent - Certificate of Title 2018.pdf

Plans (proposed, existing)
*
Plans Pitt Sherry.pdf

Plans (proposed, existing)
*
32334AC_PLANNING APPLICATION PLANS.pdf

GM or Crown consent
MPDC Letter.PDF

GM or Crown consent
Crown Landowner Consent Mac Point Cycleway.pdf

Covering Letter
Cover Letter.pdf

Supporting Documents

Concept Servicing Plan
Servicing Report.pdf

Traffic Impact Assessment
TIA.pdf

Archaeological Report

Heritage Management Plan.pdf
Landscape Plan Landscape Plan.pdf
Planning Report Town Planning Report Final.pdf
SEMP SEMP.pdf

City of HOBART

Enquiries to: Emily Burch
☎: (03) 6238 2108
✉: coh@hobartcity.com.au
Our Ref: PLN-18-805 (F18/98799)
DA-18-44494

3 September 2018

Ms Alicia Mora
Senior Town Planner, Veris
Macquarie Point Development Corporation
PO Box 5075
SOUTH MELBOURNE VIC 3205

Email: a.mora@veris.com.au

Dear Ms Mora

NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address:	**Davey Street and Evans Street Highway Reservation at 10 Evans Street (Macquarie Point) Hobart**
Description of Proposal:	**Cycleway connections and refuge**
Applicant Name:	**Alicia Mora, Macquarie Point Development Corporation via Veris**
PLN *(if applicable)*:	**PLN-18-505**

I write to advise that pursuant to Section 52 of the *Land Use Planning and Approvals Act 1993*, I grant my consent on behalf of the Hobart City Council as the owner/administrator of the above land for you to make application to the City for a planning permit for the development described above and as per the attached documents.

Please note that the granting of the consent is only for the making of the application and in no way should such consent be seen as prejudicing any decision the Council is required to make as the statutory planning authority or as the owner/administrator of the land.

Yours sincerely

(N D Heath)
GENERAL MANAGER

Attachment: Land Owner Consent

City of HOBART

PLN-18-805 (F18/98799)
DA-18-44494

LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address:	**Davey Street and Evans Street Highway Reservation at 10 Evans Street (Macquarie Point) Hobart**
Description of Proposal:	**Cycleway connections and refuge**
Applicant Name:	**Alicia Mora, Macquarie Point Development Corporation via Veris**
PLN *(if applicable)*:	**PLN-18-505**

The land indicated above is owned or is administered by the Hobart City Council.

The applicant proposes to lodge an application for a permit, pursuant to the *Land Use Planning and Approvals Act 1993,* in respect to the proposal described above.

Part or all of the application proposes use and/or development on land owned or administered by the City located at Davey Street and Evans Street highway reservations (as shown on the attached plans).

Being and as General Manager of the Hobart City Council, I provide written permission to the making of the application pursuant to Section 52(1B)(b) of the *Land Use Planning and Approvals Act 1993.*

(N D Heath)
GENERAL MANAGER

Date: 7/9/18

This consent is for the making of a planning application only, and does not constitute landlord consent for the development to occur.

Attachments/Plans:

- Landlord consent request
- Plan HB18010-P131

29 August 2018

Ben Ikin
Senior Statutory Planner
City Planning
City of Hobart
16 Elizabeth Street
Hobart TAS 7000

Dear Ben

10 Evans Street, Hobart – Cycleway Extension and Associated Works Application No. PLN-18-505

This letter is provided in response to your letter dated 16 August 2018 requesting further information with regard to Macquarie Point Development Corporation's landowner consent request associated with the Intercity Cycleway project.

The proposed development involves construction of a shared path from the northern boundary of the Macquarie Point site near the Hobart Regatta Pavilion with connections through to Evans Street and Davey Street. The Evans Street connection will be constructed as Stage 1 of the project, with the Davey Street connection constructed as Stage 2. Construction of Stage 1 is planned to be completed later this calendar year with Stage 2 being undertaken during the 2019/2020 financial year.

The shared path works which are the subject of the landowner consent request and also the submitted development application require works within the road reserve managed by the City of Hobart in two locations:

1. Evans Street, adjacent to the previous cool store site
2. Davey Street, between Evans Street and the Macquarie Point Development Corporation site offices.

The project does not involve any works on the property, 20 McVilly Drive.

Attached plan HB18010-P131 shows the extent of works proposed in the Evans Street and Davey Street road reserves. Further information regarding each location is as follows:

Davey Street
The Davey Street connection will be constructed as part of the Stage 2 works and involves the construction of appropriately 6m of shared path within the road reserve. The connection will be managed through the provision of a T-junction arrangement which requires cyclists and pedestrians exiting the Macquarie Point site to give way to cyclists and pedestrians on the existing shared path parallel to Davey Street.

The location of the junction has been positioned to orientate the connection at close to 90 degrees to assist with identification of approaching pedestrians and cyclists. The orientation also enables existing trees within the road reservation to be retained and avoids impact on underground public utility covers.

pitt&sherry

transport
community
mining
industrial
food & beverage
energy

Offices in:
Brisbane
T (07) 3058 7499

Devonport
T (03) 6451 5599

Hobart
T (03) 6210 1400

Launceston
T (03) 6323 1900

Melbourne
T (03) 9682 5290

Newcastle
T (02) 4910 3600

Sydney
T (02) 9468 9300

E info@pittsh.com.au
www.pittsh.com.au
1300 pittsh

Incorporated as
Pitt & Sherry
(Operations) Pty Ltd
ABN 67 140 184 309

A hold rail will be provided on the approach to the junction for use by cyclists who need to give way. Warning signage will also be installed on each Davey Street shared path approach to alert cyclists to the potential to encounter other cyclists egressing the Macquarie Point site.

Evans Street

The Evans Street connection and crossing will be constructed as part of the Stage 1 works. The connection is proposed to be installed between the electrical substation building and the existing vehicular access into the Macquarie Point site. Positioning of the Evans Street connection and associated crossing in this location avoids any impact on existing driveway crossovers located on the southern side of Evans Street.

Provision of the connection in this location requires minor modification to the existing vehicular access into the Macquarie Point site. The modified access will facilitate concurrent ingress and egress for an 8.8m rigid truck and a light vehicle which is suitable for the intended future use of the access. Due to the constraints of the pervious cool store building and the existing electrical sub-station building, the installation of a bollard is proposed on the eastern side of the site access, adjacent to the kerb ramp.

Kerb outstands have been provided on both sides of Evans Street to provide sight distance along the street. A central 2.5m refuge has also been provided to enable pedestrians and cyclists to cross Evans Street in a staged manner. The 2.5m width allows sufficient storage for a bike whilst maintaining a 4.6m traffic lane width in each direction.

The kerb ramps will have a 2.5m width. This avoids greater impacts on the existing Macquarie Point site access and avoids impact on the existing access into the Henry Jones development. Hold rails will be provided on both sides of Evans Street.

Establishment of the Evans Street crossing will require removal of an existing 2 hour time limited parking space on the southern side of Evans Street. The car parking space markings and the associated parking sign will be relocated accordingly.

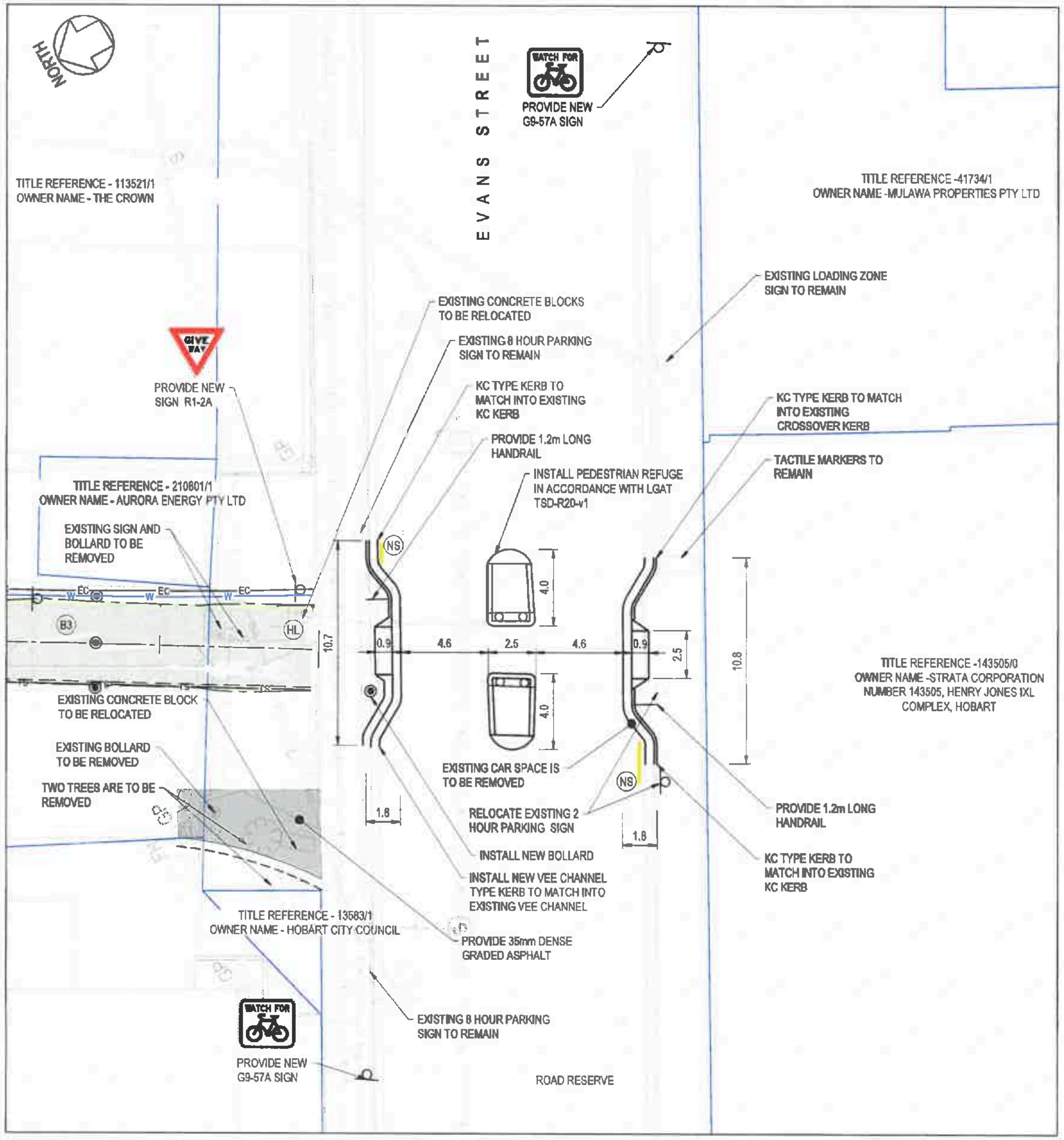
A turning path assessment has also been undertaken for the existing access into the Henry Jones building and has confirmed that post installation of the crossing, light vehicles will still be able to ingress and egress the access without encroaching onto the pedestrian refuge.

If you have any queries regarding the information above or the attached drawing please give me a call on 6210 1406.

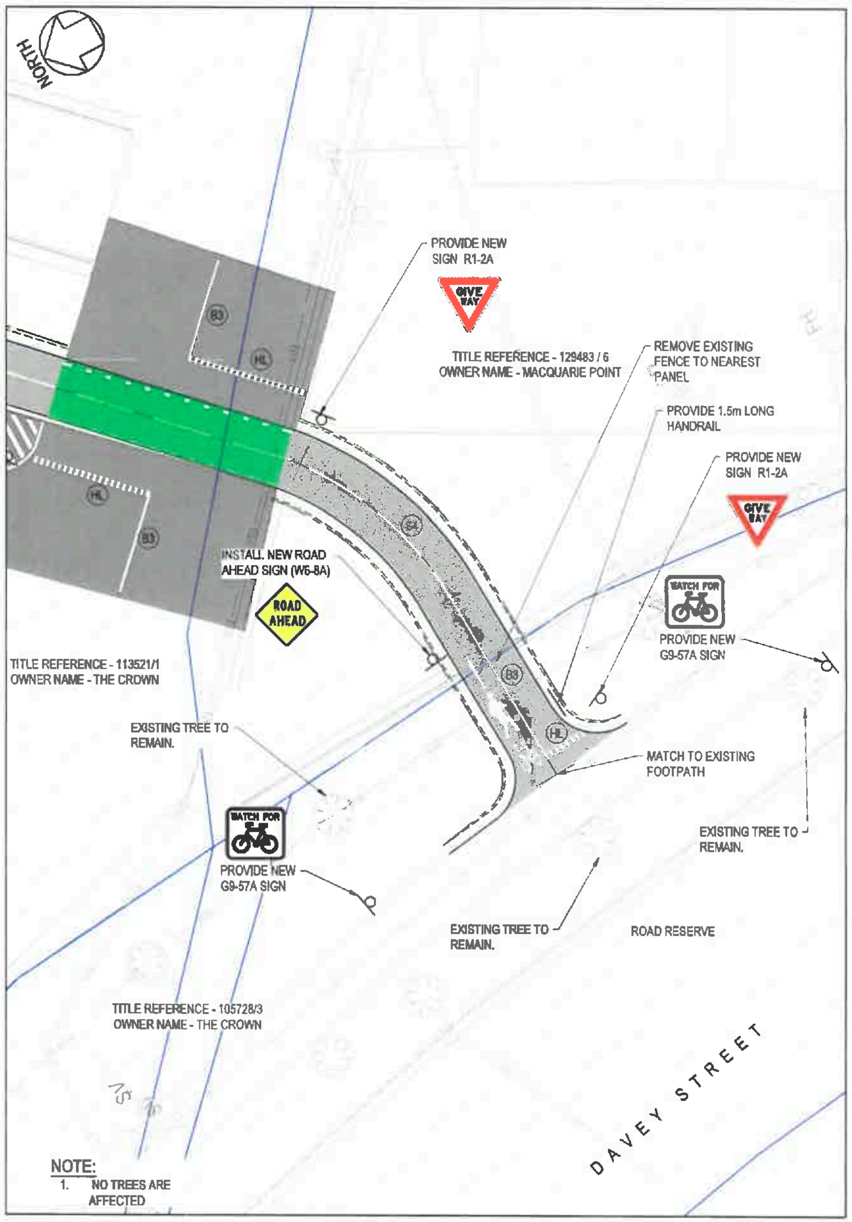
Yours sincerely

Ross Mannering
Principal Roads and Traffic Engineer

Enc. HB18010-P131



EVANS STREET



DAVEY STREET

REFERENCE FILES ATTACHED: HB18010-X1500, hb18010-x1110, HB18010-X1950, hb18010-x2850

DRAWING REVISION HISTORY					
No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE
A	STAGE 1 PRELIMINARY DESIGN	LB	LB	RM	28/08/2018
		LB	LB	RM	15/05/2018

APPROVED: ORIGINAL COPY ON FILE "e" SIGNED BY
SIGNED
DATE

SCALE (PLOTTED FULL SIZE): 1:250 (A3)
SHEET SIZE: A3
2.5 0 2.5 5 7.5 10
SCALE IN METRES - 1:250

pitt&sherry
HOBART OFFICE, 199 Macquarie Street, Hobart, Tasmania 7000
Ph. (03) 6223 1888, Fax. (03) 6223 1299, www.pitt.com.au, ABN 67 140 184 309

CLIENT: MACQUARIE POINT DEVELOPMENT
PROJECT: INTERCITY CYCLEWAY EXTENSION
STATUS: **PRELIMINARY DESIGN**

DRAWING TITLE: INTERSECTION - GENERAL ARRANGEMENT EVANS AND DAVEY STREET
DATUMS: AHD / MGA
CLIENT No. -
DRAWING No. HB18010-P131
REVISION A

Aug. 29, 18 - 08:32:42 Name: HB18010-P131.dwg Updated By: Ivan Brito

P&S FORM 3002-A3 REV-5

Department of State Growth

STATE ROADS

Enquiries Odin Kelly
Ph 6166 3443
Email odin.kelly@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Our Ref 052821/163 Your Ref

Tasmanian Government

Macquarie Point Development Corporation
GPO Box 251
Hobart 7001

By email:
To: catherine@macquariepoint.com
Cc: coh@hobartcity.com.au

Dear Catherine

Landowner Consent
Macquarie Point – Intercity Cycleway Extension - Development Application

I, Shane Gregory, General Manager, State Roads, the Department of State Growth, having been duly delegated by the Minister under Section 52 (1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of Section 52 (1B) (b) of the Act, hereby give my permission to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter **is for the making of the application** only and is with reference to the following documents:

	Title	Reference number	Dated
1.	Crown consent application form		22/06/2018
2.	Plans (Pitt & Sherry)	HB18010-C100, C112,C121, C122 C123, C124, & C126 Rev D	19/06/2018
		HB18010-C111 Rev C	08/06/2018
		HB 18010–C113 Rev A	15/05/2018

The proposed development involves Department of State Growth administered Crown land in that it involves the Macquarie Point Development Site.

The Department reserves the right to make a representation to the Hobart City Council in relation to any aspect of the proposed development relating to its road network and/or property.

In giving consent to lodge the subject development application, the Department notes that the proposed that the works will require Lessor consent in accordance with the Macquarie Point Lease prior to commencing works. The occupation of Crown land outside of the Macquarie Point Development Corporation's lease area will also be required to be formalised. Please contact property.assets@stategrowth.tas.gov.au for further details.

Please contact the officer indicated at the top of this letter if you have any further queries.

Yours sincerely

Shane Gregory
General Manager State Roads

19 July 2018

Macquarie Point
Development Corporation

GPO Box 251
Hobart Tasmania 7001
macquariepoint.com
ABN 92 657 409 841

Hobart City Council
Planning Division
Town Hall, Macquarie St
GPO Box 503
Hobart, Tasmania, 7001

Subject: Planning Permit Application – Macquarie Point Development Corporation – Intercity Cycleway Extension"

Consent to the making of Planning Permit Application pursuant to Section 52 (b) of the Land Use Planning and Approval Act 1993.

Pursuant to the above Act I consent to the attached permit application relating to land in the ownership of the Crown and I hereby authorise the applicant to lodge the development applications with Council on behalf of the Crown.

Applicant:	Pitt and Sherry
Proposed Development	Cycleway – Macquarie Point Hobart
Address:	6 Evans Street, Hobart, TAS, 7000
Title:	Volume 129483, Folio 6

If you require further information regarding this application please contact Greg Cooper, Chief Operating Officer, Macquarie Point Development Corporation on 0400 165 638.

Yours sincerely

Mary Massina

Chief Executive Officer, Macquarie Point Development Corporation

27 July 2018

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
113521	1
EDITION	DATE OF ISSUE
2	16-Oct-1998

SEARCH DATE : 16-Jul-2018
SEARCH TIME : 09.40 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Diagram 113521
Derivation : Part of Lot 1, 9.004ha vested in Australian National Railways Commission.
Prior CT 114462/1

SCHEDULE 1

C139362 TRANSFER to THE CROWN Registered 16-Oct-1998 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

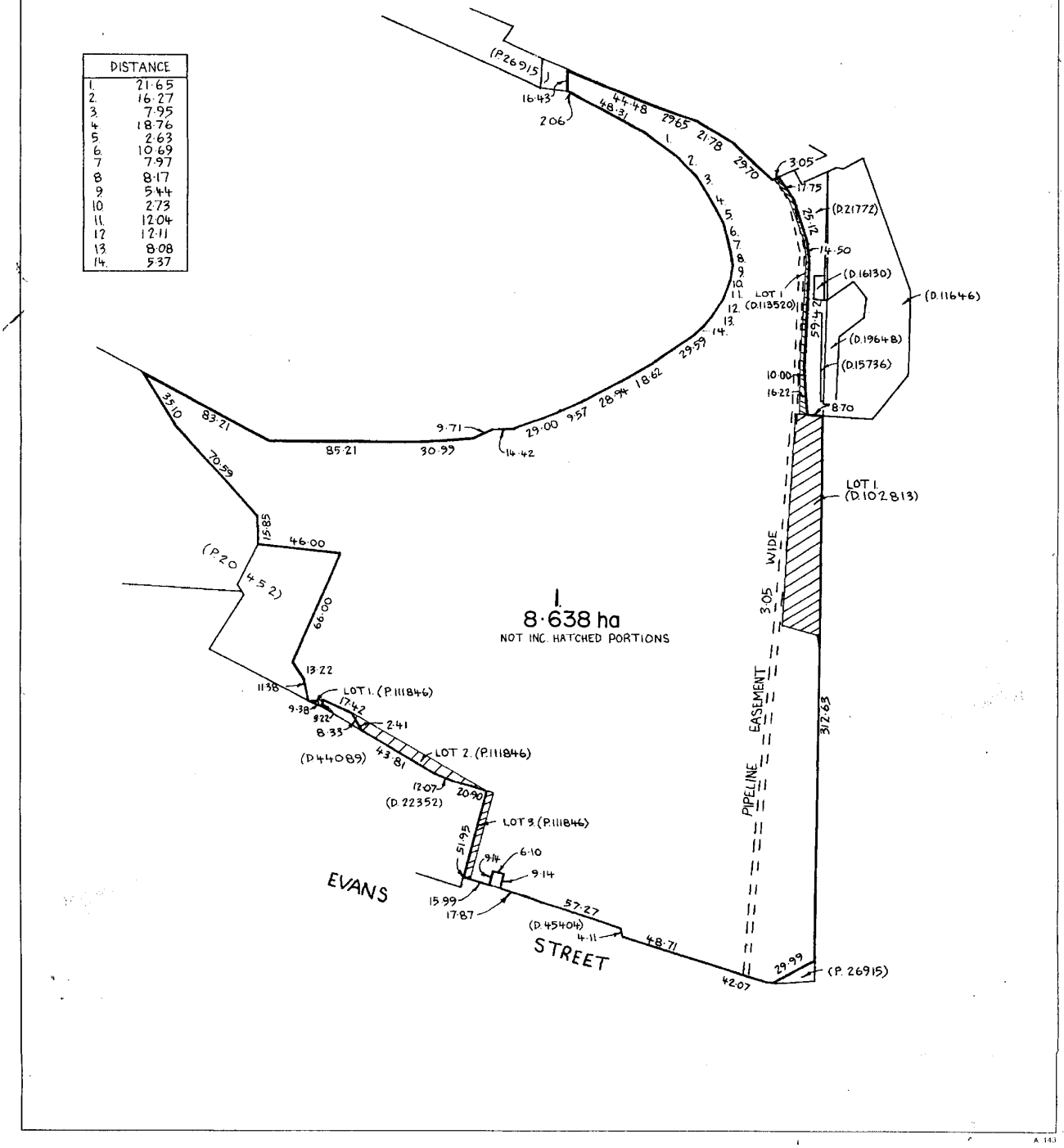
UNREGISTERED DEALINGS AND NOTATIONS

136342 PLAN Lodged by CROWN LAND SERVICES on 11-Sep-2001
BP: 136342

OWNER FOLIO REFERENCE C.T. 114462/1 GRANTEE	**PLAN OF TITLE** LOCATION CITY OF HOBART FIRST SURVEY PLAN No. COMPILED BY ~~SCALE 1:~~ LENGTHS IN METRES	Registered Number **P 113521** APPROVED 27 SEP 1995 Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 114	LAST UPI No	LAST PLAN No. P.114462	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

BALANCE PLAN



CERTIFICATE OF TITLE

LAND TITLES ACT 1980

TASMANIA

TORRENS TITLE

VOLUME	FOLIO
129483	6
EDITION	**DATE OF ISSUE**
3	14-Dec-2015
Page 1	of 1

I certify that the person described in Schedule 1 is the registered proprietor of an estate in fee simple (or such other estate or interest as is set forth in that Schedule) in the land within described subject to such exceptions, encumbrances, interests and entries specified in Schedule 2 and to any additional entries in the Folio of the Register.

Alice Kawa

Recorder of Titles.

RECORDER OF TITLES TASMANIA

DESCRIPTION OF LAND

City of HOBART
Lot 6 on Sealed Plan 129483
Derivation : For grantees see plan
Prior CTs 111846/2, 111846/3, 111846/1, 250176/1, 210865/1, 44089/1, 44089/2, 44089/3 and 44089/4

SCHEDULE 1

M538673 TRANSFER to MACQUARIE POINT DEVELOPMENT CORPORATION Registered 14-Dec-2015 at noon

SCHEDULE 2

C87922 Land is limited in depth to 15 metres, excludes minerals and is subject to reservations relating to drains sewers and waterways in favour of the Crown
B429864 FENCING PROVISION in Transfer
A885076 FENCING PROVISION in Transfer

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER MARINE BOARD OF HOBART & THE CROWN

FOLIO REFERENCE See Annexure 4

GRANTEE See Annexure 4

PLAN OF SURVEY

BY SURVEYOR A.M. Peacock of PEACOCK, DARCEY & ANDERSON PTY LTD AUTHORISED SURVEYORS 127 BATHURST STREET, HOBART

LOCATION CITY OF HOBART

SCALE 1: 4000 LENGTHS IN METRES

REGISTERED NUMBER SP 129483

APPROVED EFFECTIVE FROM 21 AUG 1998

Recorder of Titles

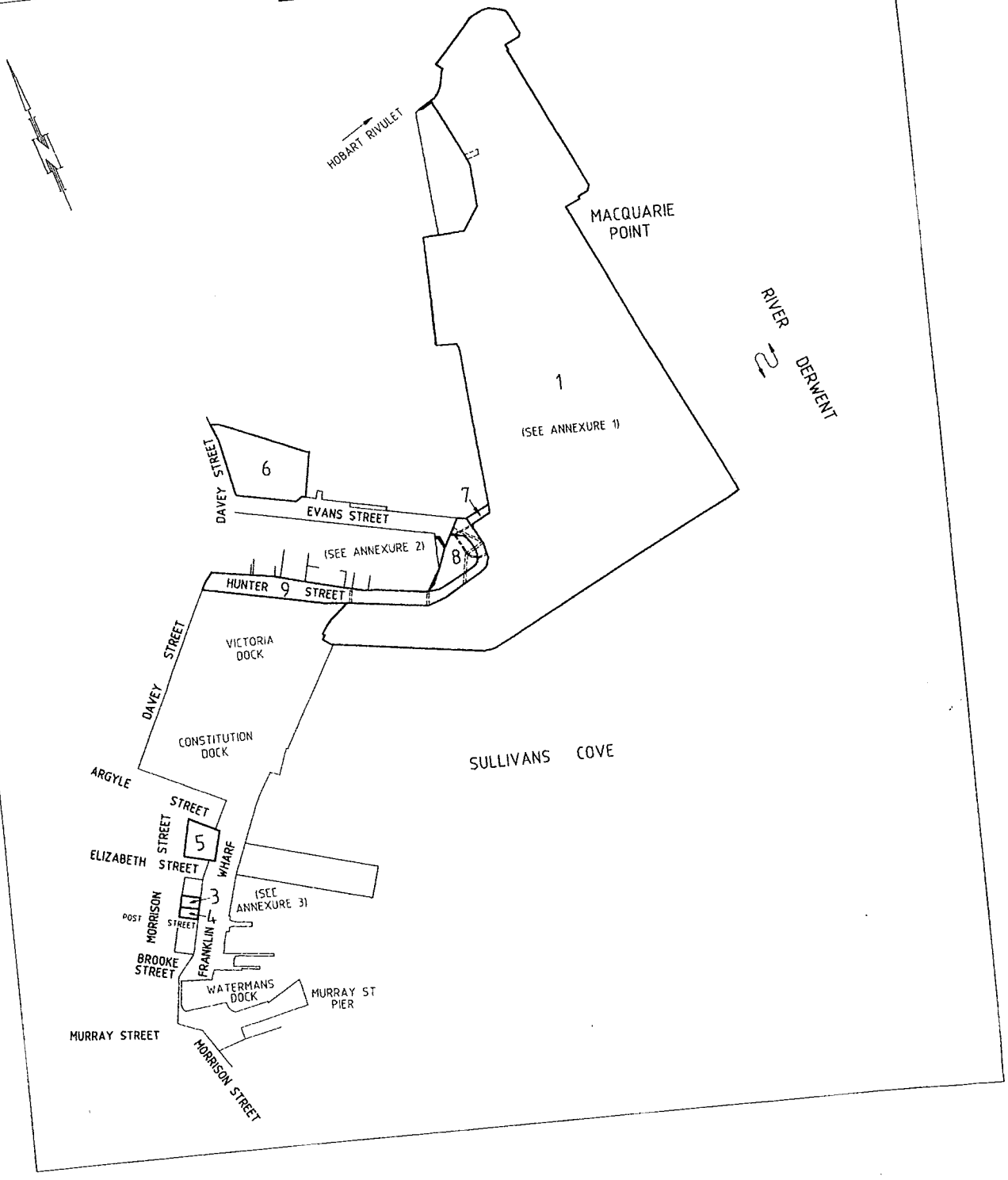
LAST PLAN No 17/9H, D102813, P111846

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

MAPSHEET MUNICIPAL CODE No 5225/ 114

LAST UPI No —

INDEX PLAN D22352, 583/30D, D44089



PLAN OF SURVEY
ANNEXURE SHEET
SHEET 1 OF 4 SHEETS

OWNER

FOLIO REFERENCE See Annexure 4

SCALE 1:2500 LENGTHS IN METRES

Registered Number

SP129483

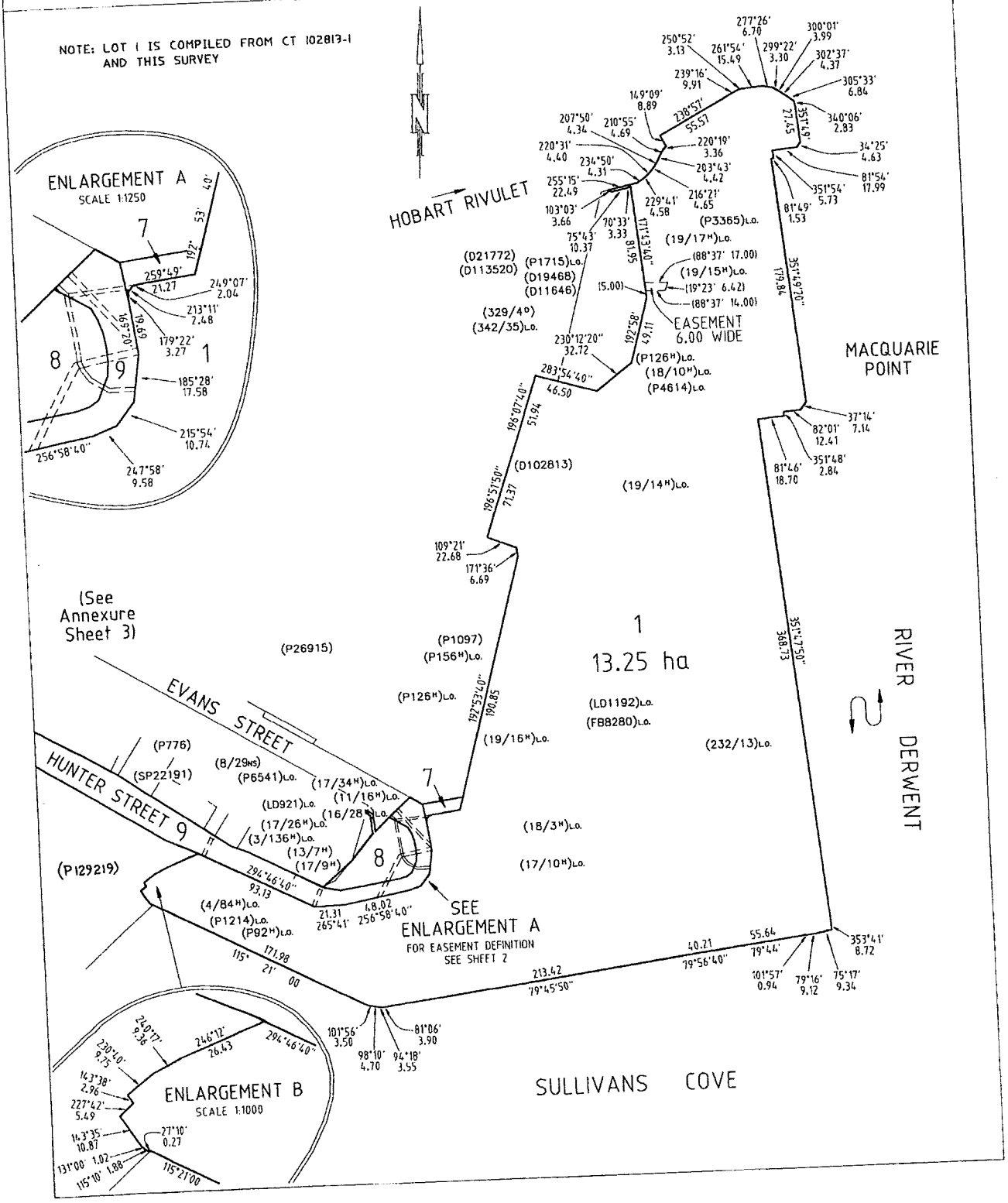
SIGNED FOR IDENTIFICATION PURPOSES

.....
Council General Manager

THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN.
THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET.

Registered Surveyor M.J. Peacock date 23.12.97

NOTE: LOT 1 IS COMPILED FROM CT 102813-1 AND THIS SURVEY



PLAN OF SURVEY
ANNEXURE SHEET
SHEET 2 OF 4 SHEETS

OWNER

FOLIO REFERENCE See Annexure 4

SCALE 1:1000 LENGTHS IN METRES

Registered Number

SP 129483

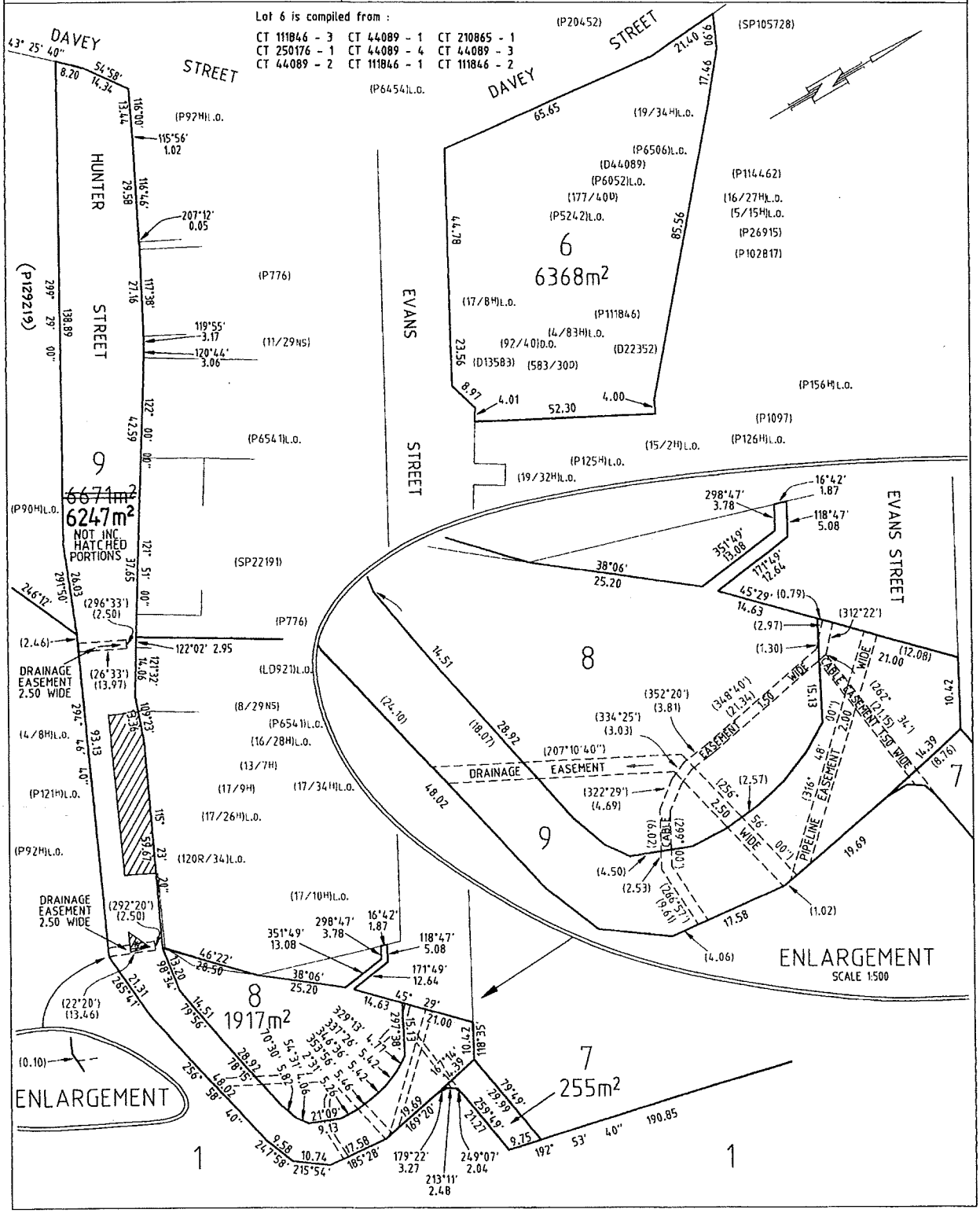
SIGNED FOR IDENTIFICATION PURPOSES

.....
Council General Manager

THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN>
THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET>

Registered Surveyor ..... date 23.12.97

Lot 6 is compiled from :
CT 111846 - 3 CT 44089 - 1 CT 210865 - 1
CT 250176 - 1 CT 44089 - 4 CT 44089 - 3
CT 44089 - 2 CT 111846 - 1 CT 111846 - 2



PLAN OF SURVEY
ANNEXURE SHEET
SHEET 3 OF 4 SHEETS

OWNER

FOLIO REFERENCE See Annexure 4

SCALE 1:500 LENGTHS IN METRES

Registered Number

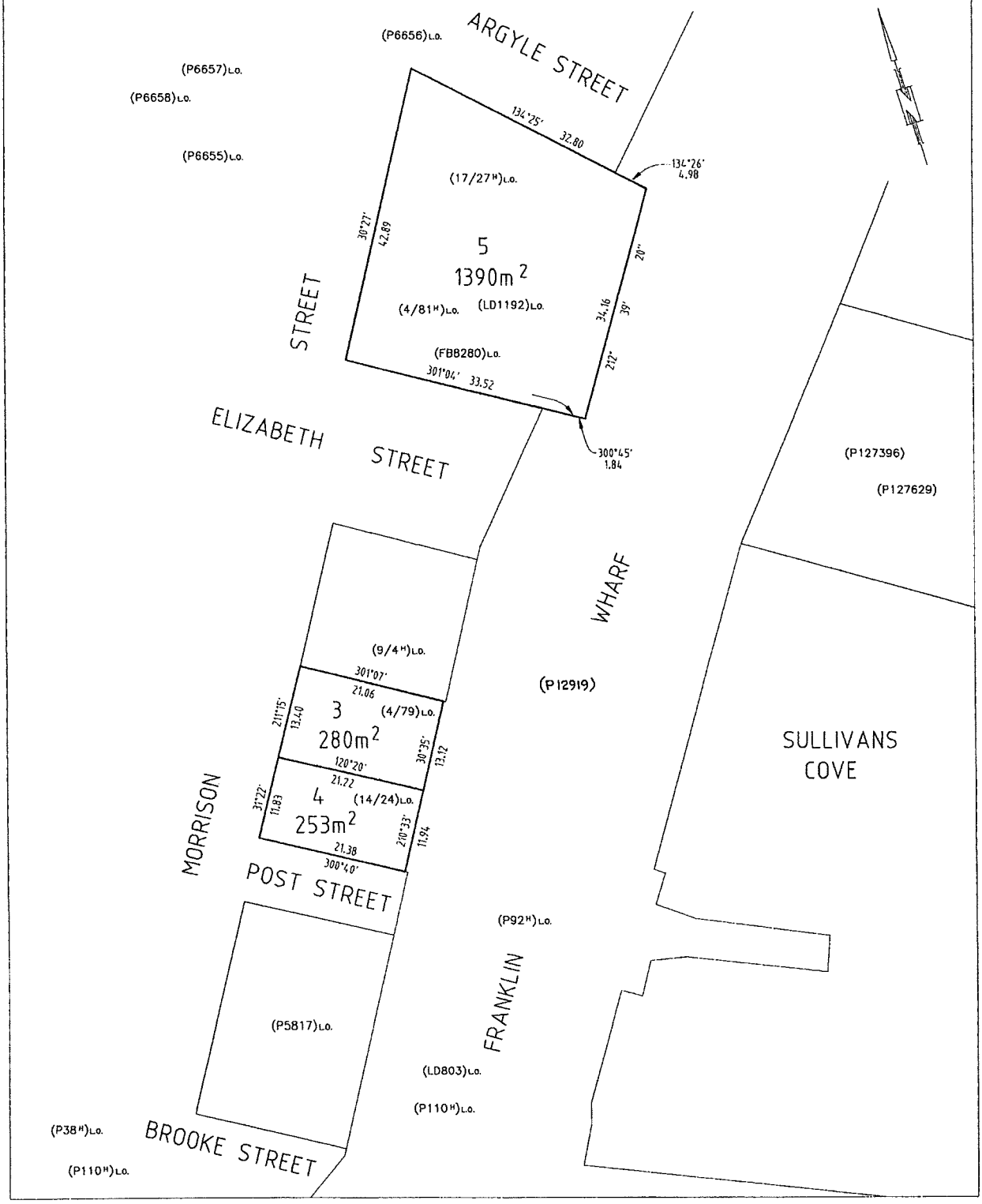
SP129483

SIGNED FOR IDENTIFICATION PURPOSES

.....
Council General Manager

THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN.
THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET.

Registered Surveyor ..... date 23/12/97



PLAN OF SURVEY ANNEXURE SHEET SHEET 4 OF 4 SHEETS	OWNER FOLIO REFERENCE See Below SCALE LENGTHS IN METRES	Registered Number SP 129483
SIGNED FOR IDENTIFICATION PURPOSES ..... Council General Manager	THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED INDEX PLAN. THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET. Registered Surveyor ..... date 23.12.97	

GRANTEES:

Part of Lot 1, 9.004 ha vested in Australian National Railways Commission.
Part of 9 4/10Ps Gtd. to ~~J.~~ James Murdoch ~~N.E.~~ Neil Elliot Lewis and ~~C.W.~~ Charles William Grant.
Part of 9Ps Gtd. to ~~C.E.~~ Charles Edward Walch, ~~J.M.~~ James Murdoch Neil & ~~N.E.~~ Neil Elliot Lewis.
Part of 17 6/10Ps Gtd. to ~~C.E.~~ Charles Edward Walch, ~~J.M.~~ James Murdoch Neil Elliot & ~~N.E.~~ Neil Elliot Lewis.
Whole of Lots 39317 44m² and ~~29217~~ 29216 1340m² Gtd. to Inter Cats Tas. P/L.
Part of 0A-3R-4P Gtd. to ~~J.~~ Joseph Hone & Others.
Part of 1A-2R-27P Gtd. to ~~C.E.M.~~ Charity Eliza Mackay Collins.
Lot 30067 originally Gtd. to Andrew John Fawn Miller, George Murdoch and Charles Henry Grant and duly surrendered by Transfer A630853.
Part of 1A-0R-12P Gtd. to Peter Murdoch
Whole of 2A-0R-0P Gtd. to The Marine Board of Hobart.
Whole of 1A-2R-28P Gtd. to The Marine Board of Hobart.
Whole of 4A-1R-28P Gtd. to The Marine Board of Hobart.
Whole of 155m² (Lot 4) vested in The Australian National Railways Commission.
Whole of 3A-0R-20 9/10P Gtd. to The Marine Board of Hobart.
Part of 1A-1R-4P Gtd. to The Marine Board of Hobart.
Part of 2A-1R-2 6/10 P Gtd. to The Marine Board of Hobart
~~Whole of 29 Perches Gtd. to the Mayor etc. of the City of Hobart.~~
Part of 0A-1R-23P Gtd. to ~~F.H.~~ Frederick Henry Wise.
Whole of 0 8/10Perches Gtd. to The Marine Board of Hobart.
Whole of Lot 36148 253m² Gtd. to The Marine Board of Hobart
Whole of 8/100 Perches in Sec.03 Gtd. to A.G. Webster & Others
Part of 29 Perches in Sec.03 Gtd to the Tasmanian Steam Navigation Co.
Whole of 22 1/2 Perches Gtd to The Marine Board of Hobart
Whole of 16 1/2 Perches Gtd. to Henry Hopkins.

FOLIO REFERENCE

Conv.10/4136, CT 208592-1, CT 208030-1, CT 252087-1, CT 26915-4,
CT 102813-1, CT 210410-1, CT 197701-1, CT 111846-1, CT 111846-2,
CT 111846-3, CT 250176-1, CT 210865-1, CT 44089-1, CT 44089-2,
CT 44089-3, CT44089-4, CT 234975-1, CT 225093-1, Conv.13/5599
CT 210623-1, CT 248975-1, CT 248975-2, CT 232475-1, CT ~~220-16~~, 232475-2
CT208986-1

1 August 2018

Ref: 332334000

Planning Department
City of Hobart
16 Elizabeth Street
HOBART TAS 7000

Dear Madam/Sir,

MACQUARIE POINT DEVELOPMENT SITE – 10 EVANS STREET, HOBART
EXTENSION OF THE INTERCITY CYCLEWAY

We advise we act on behalf the Macquarie Point Development Corporation, the permit applicant for the above mentioned matter. In support of the development application for the extension of the Intercity Cycleway, please find the accompanying relevant documents:

- Certificate of Title;
- Crown Land Owner Consent from the Department of State Growth;
- Letter of Consent from the Macquarie Point Development Corporation;
- Town Planning Report prepared by Veris;
- Traffic Impact Assessment prepared by Pitt & Sherry;
- Servicing Report prepared by Pitt & Sherry;
- Heritage Management Plan prepared by Austral;
- Site Environmental Management Plan prepared by AECOM;
- Development Plans prepared by Veris;
- Detailed Design Plans prepared by Pitt & Sherry; and
- Landscape Plans prepared by Susan Small Landscape Architects.

Should you have any enquiries please do not hesitate to contact the undersigned on (03) 9699 1400 or via email on a.mora@veris.com.au.

Yours sincerely,

Alicia Mora
Senior Town Planner
Veris

South Melbourne
16 Eastern Road
PO Box 5075
South Melbourne, VIC 3205

T 03 9699 1400
melbourne@veris.com.au
veris.com.au

Office Locations
Over 20 offices
across Australia
veris.com.au/contactus

Veris Australia Pty Ltd
ABN 53 615 735 727

13 September 2018

Ref: 332334000

Michaela Nolan
Development Appraisal Planner
City Planning
Hobart City Council

VIA EMAIL: coh@hobartcity.vic.gov.au

Dear Michaela,

10 EVANS STREET HOBART – CYCLEWAY EXTENSION AND ASSOCIATED WORKS
APPLICATION NO. PLN-18-505

We advise we continue to act on behalf the Macquarie Point Development Corporation, the permit applicant for the above mentioned matter. In response to the request for more information dated 16 August 2018, for the extension of the Intercity Cycleway, please find the accompanying relevant documents:

- A letter of consent from the General Manager has been sort and accompanies this submission.
- A Certificate of Title for the land at 6 Evans Street Hobart. The land at 20 McVilly Drive is not affected by the proposed works, therefore no title is required for this portion of land.

In addition to the above we also enclose the following in support of this application we enclose:

- Updated landscape plans showing the property boundaries.
- Updated detailed design plans showing the property boundaries.
- Updated development plans.
- An Archaeological Statement.
- Updated Town Planning Report.

We wish to bring to your attention the alignment of the cycleway has altered slightly at the Davey and Evans Street. Additionally, the alignment of the cycleway straightens out as it approaches Evans Street.

We trust the above is to Council's satisfaction and look forward to the continued processing of the application.

Should you have any enquiries please do not hesitate to contact the undersigned on (03) 9699 1400 or via email on a.mora@veris.com.au.

Yours sincerely,

Alicia Mora
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MACQUARIE POINT, HOBART

Use and development of the cycleway.

Name: Macquarie Point Development Corporation

Job Ref 332334 000

DEVELOP WITH CONFIDENCE ™

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1. Introduction

Veris Australia has been engaged in consortium along with Pitt & Sherry, Sue Small Landscape Architects and Quantity Surveying Services Tasmania by the Macquarie Point Development Corporation (MPDC) to prepare a planning permit application to extend the Intercity Cycleway.

The Intercity Cycleway currently terminates at McVilly Drive. This planning permit application involves installation of a new section of cycleway from McVilly Drive where it crosses the rail corridor through the Macquarie Point site to Evans Street and Davey Street.

This report assess the proposal against the Sullivans Cove Planning Scheme and provides justification in support of the proposal.

The following plans have been prepared in support of the application:

- Development Plans prepared by Veris Australia.
- Civil Design Plans prepared by Pitt & Sherry.
- Landscape Architect Plans prepared by Susan Small Landscape Architect.

The following reports have been prepared in support of the application:

- Macquarie Point Heritage Management Plan prepared by Austral Tasmania Archaeological & Heritage Consultants.
- Intercity Cycleway Extension, Macquarie Point Traffic Impact Assessment prepared by Pitt & Sherry.
- Site Environmental Management Plan prepared by AECOM Australia Pty Ltd.
- Macquarie Point Intercity Cycleway Servicing Report prepared by Pitt & Sherry.

2. Background

Pre-application Meeting

A pre-application meeting was held with the City of Hobart on 12 July 2018. Council is generally supportive of the proposal.

Council confirmed the application will be required to be lodged via the online portal and will be advertised. They also confirmed the application will be internally referred to Councils Development Engineer who may in turn refer it to the Traffic Engineer and Heritage and / or Environmental Health Officer. Based on the advice of the meeting the application should be determined within 42 days either after being received or subsequent to the provision of further information, should it be requested.

Council clarified the application should be applied for as a 'Partial change of use of the site for recreational purposes and development of the extension of the Intercity Cycleway.

Proposed Alignment

The alignment will connect the Intercity Cycleway from McVilly Drive in the north and Evans Street in the south. Travelling through Macquarie Point will provide a more user friendly path for cyclists and pedestrians as it will remove the need to cyclists to travel via a steep grade adjacent to the Tasman Highway. Furthermore, the cycleway through Macquarie Point will offer a safer route for cyclists as they will not be cycling adjacent to a major thoroughfare which carries in order of 40,000 vehicles a day.

In addition to the above, the alignment of the cycleway was chosen to integrate Macquarie Point with the Truth and Reconciliation Corridor and the positions of the buildings on site. The potential for future light rail connection and the potential need for an alternate road access link to the port. The connection points at both Davey and Evans Streets will provide options for connectivity for future cycling and pedestrian networks.

Land Owners Consent

See the accompanying letters from the Department of State Growth and Macquarie Point Development Corporation.

Macquarie Point Development Corporation

The Macquarie Point Development Corporation (MPDC) has been established via the Macquarie Point Development Corporations Act 2012 to oversee the management and redevelopment of the Macquarie Point site. Due to the strategic importance of Macquarie Point for both Hobart and Tasmania, the State Government sought and received funding from Infrastructure Australia to remediate the land. The MPDC was therefore established on 4 March 2013, through the above Act and was granted $45 million to achieve it strategic objectives.

After extensive consultation with stakeholders and the community, the MPDC launched *A Shared Vision for the Redevelopment of Macquarie Point* in 2014. This document provided the launch pad for the Strategic Framework and Masterplan. A Shared Vision articulates the aspirations for the site, gives sense of what might be expected in the future and supports the aim to see Macquarie Point as '*a vibrant, liveable and sustainable place that optimises economic, social, environmental and aesthetic outcomes, complements its surrounds, enhances connectivity and offers a range of opportunities to live, work, invest and play'.*

The Masterplan illustrates the uses and open space area within the site. The areas are indicative only and do not depict built form outcomes. The existing Goods Shed has been depicted as the draw card for attracting people to the site with the open space centrally located to be protected from

the winds and by built form, whilst still receiving northern sun.

FIGURE 1: VIEW ACROSS GOODS SHED PLAZA AND PARK, LOOKING SOUTH. SOURCE: MACQUARIE POINT STRATEGIC FRAMEWORK AND MASTERPLAN 2015-2030

There are eight (8) Key Drivers from the Shared Vision that underpin the Masterplan. These are:

- Re-engaging History;
- Water to Water Promenade;
- City to Point and Beyond;
- Shared Streets and Strands of Program;
- A Vital City Quarter;
- Silhouette;
- Fertile Ground; and
- Mobility Policy.

Of most relevance to this application for the extension to the cycleway is the Mobility Policy. It is envisaged that Macquarie Point will prioritise pedestrian movement, however the cycleway with its shared pedestrian path will reconnect the site with its surrounds.

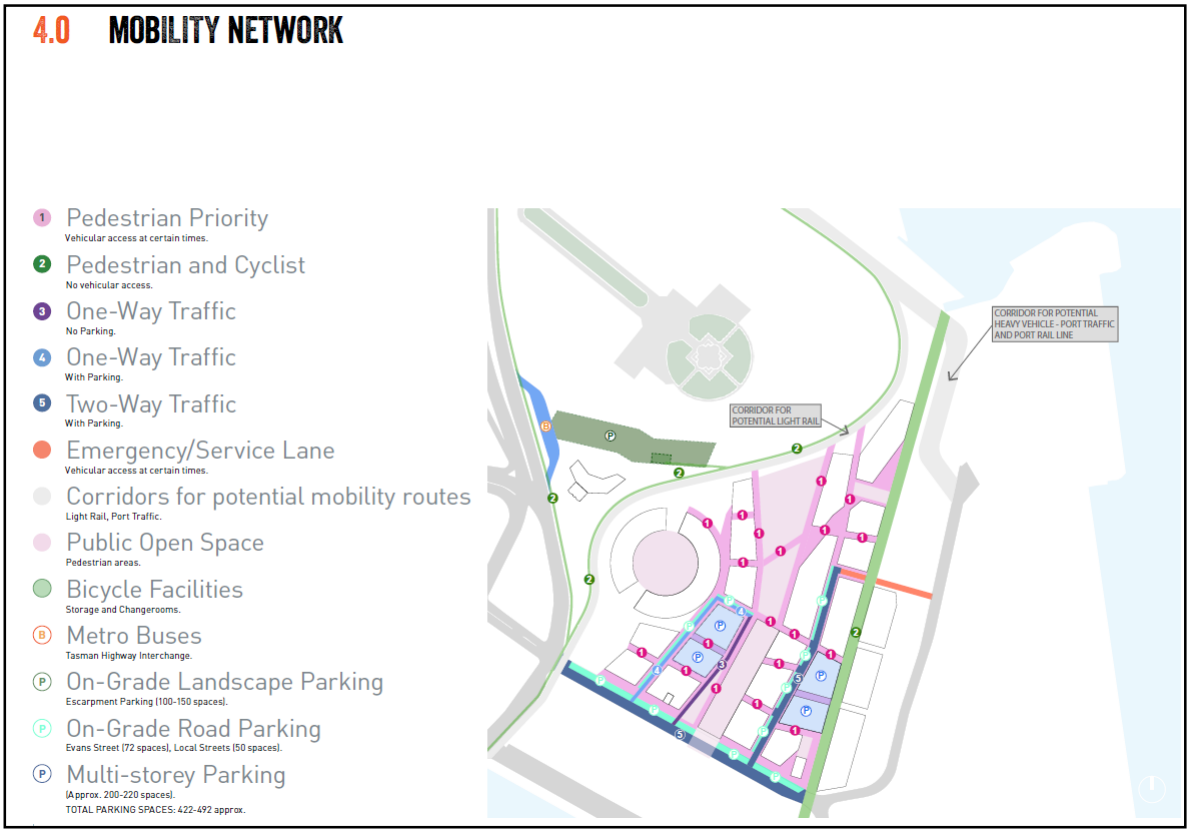


FIGURE 2: MOBILITY NETWORK. SOURCE: MACQUARIE POINT STRATEGIC FRAMEWORK AND MASTERPLAN 2015-2030

Proposed Amendment to Development Plan

In December 2016, MONA put forward a vision for Macquarie Point, subsequently the Tasmanian Government instructed the MPDC to reset the vision for Macquarie Point and prepare a new development plan based on the MONA vision.

To facilitate the MONA vision's a Planning Scheme Amendment is required to update the figures and provisions of the Macquarie Point Site Development Plan under Clause 32 of Part F, , along with some minor updates to the references in the parking policy objectives for Activity Area 3 under Schedule 5 of the of the Sullivans Cove Planning Scheme.

The amendment has been submitted, however it is currently on hold and does not have any bearing on this application. It should however, be noted that no part of the extended cycleway, now proposed, obstructs or conflicts with the development plan proposed in the Planning Scheme Amendment. Figure 3 below is the amended version of the Development Plan and should not be confused with the current Development Plan as it appears in the Sullivan's Cove Planning Scheme refer to Figure 6.

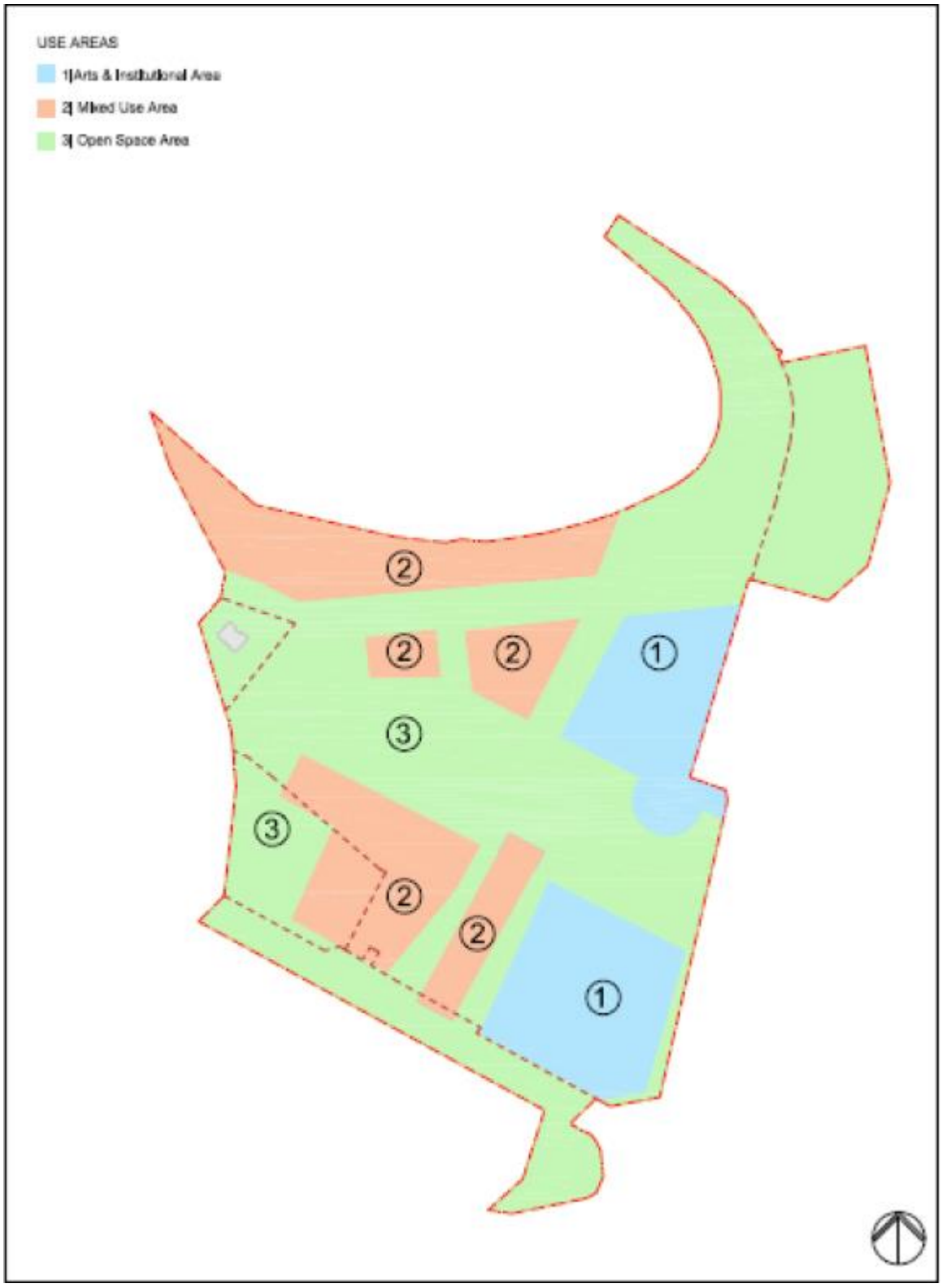


FIGURE 3: PROPOSED AMENDED DEVELOPMENT PLAN. SOURCE: ALL URBAN PLANNING REPORT FOR AMENDMENT TO PLANNING SCHEME.

3. Subject site and surrounds

Subject Site

Macquarie Point is located to the east of the Hobart CBD between the Cenotaph on the headland and the working port on the Derwent River. The site is approximately 8.6 hectares in size. The site contains the sandstone, Royal Engineers Building, an operational concrete batching plant, a small office and sheds with large areas occupied by at-grade car parking. Additionally the disused railway lines splay across the site. The site is largely covered in hard surfaces with very little vegetation.

A sewer line is located beneath the site connecting to the nearby wastewater treatment plant. Temporary fencing surrounds the site and prevents movement between Sullivans Cove to the Regatta Grounds. The site has recently been used for Dark Mofo and currently has the following businesses operating from it, AJL Training, McVilly Café and Cycles, Hobart Brewing Company and Eye Am Hair.

FIGURE 4: SUBJECT SITE. SOURCE: MACQUARIE POINT STRATEGIC FRAMEWORK AND MASTERPLAN 2015-2030

Certificate of Title

A recent copy of the Certificate of Title accompanies the application. The Title is current as of 16 July 2018.

Surrounding Area

The surrounding land is primarily used for public access and cultural significance, commercial and professional service, retailing, port facilities, light industry, marine and fishing industries, tourism and educational purposes.

To the immediate north and north-west of the site is Queens Domain containing the Cenotaph, ANZAC Parade and Royal Hobart Regatta. The Intercity Cycleway finishes north of the site at Queens Domain. To the south of the site is a commercial precinct containing the Henry Jones Art Hotel and Drunken Admiral to name a few hotels and eateries. Further south is Constitution Dock and Salamanca Place. To the west is the Hobart CBD. Macquarie Point is separated from the CBD by the Tasman Highway and Davey Street. To the east is the Derwent River.

4. Proposal

The proposal seeks to use and develop the land for the extension of the Intercity Cycleway. Refer to the image below for the alignment of the cycleway.

FIGURE 5: CYCLEWAY ALIGNMENT OVERLAID ON DEVELOPMENT PLAN. SOURCE: VERIS

The cycleway requires approval for use and development within the orange and blue sections and only development within the green section shown in Figure 5. The use of the cycleway is exempt within the green section.

The cycleway extension is contained within the title boundaries of 6 and 10 Evans Street with minor encroachments into Davey Street and Evans Street where it will adjoining existing public infrastructure. The cycleway does not encroach into the land of the Cenotaph.

The cycleway will be constructed of concrete and asphalt with the majority of the path constructed of concrete. Sandstone and bluestone spalls are proposed along the edge of the path.

Sandstone seats will be placed along the path with raised planters with a trellis system to provide a sense of enclosure and wind protection.

Adjacent to the pathway landscaping will include permanent planting of natives, shrubs and tussock plantings. Additionally, native evergreen trees are proposed.

For more detail on the material of path, street furniture and plantings refer to the Landscape Concept Plan prepared by Susan Small Landscape Architects.

Statutory signs are proposed along the cycleway to inform both cyclists and motorists of one another.

5. Supporting Studies

Studies for heritage, traffic, soil assessment and Stormwater have been undertaken. The following reports have been prepared in support of the proposed Intercity Cycleway.

Macquarie Point Heritage Management Plan

The Macquarie Point Heritage Management Plan prepared by Austral Tasmania Archaeological & Heritage Consultants states the Corporation will establish a Heritage Agreement under *Part 7* of the *Historic Cultural Heritage Act 1995 (HCHA 1995)*. The purpose of the agreement is to prevent the application of some parts of the *HCHA 1995* during the period of the operation of the Agreement resulting the Heritage Management Plan being the overarching document to protect and to facilitate the conservation of heritage values at Macquarie Point.

The scope of the agreement will apply to the five most significant components, the archaeological remains of Edward Lord's house, the Hobart Rivulet Domain Diversion Tunnel, the 1914 Goods Shed, the Red Shed and the Escarpment Rock Face.

The proposed cycleway will be constructed in accordance with the Macquarie Point Heritage Management Plan.

Macquarie Point Intercity Cycleway Extension Traffic Impact Assessment

The Traffic Impact Assessment (TIA) has been prepared by Pitt & Sherry. The cycleway extension will provide an important sustainable transport link for Hobart and activating Macquarie Point to facilitate public access into and out of the site. The cycleway where it intersects with roads will provide appropriate signage and priority to its users. It has also been considerate of future transport links that are proposed as part of the revitalisation of Macquarie Point. The TIA concludes the proposed cycleway extension has met its objective, activating the Macquarie Point Development site and enabling easier access around the site.

Site Environment Management Plan (SEMP)

The SEMP has been prepared by AECOM Australia Pty Ltd. It has been prepared to identify residual contamination at the site and provide soil management framework for shallow intrusive works (less than 2m below ground).

Construction associated with the cycleway must be in accordance with the SEMP. It is expected the buildings and works associated with the cycleway will not result in excavation to levels that would be harmful to human health or the environment.

Servicing Report

The Macquarie Point Intercity Cycleway Extension Service Report has been prepared by Pitt & Sherry. The report has found the extension to the cycleway will have limited impacts on the existing service infrastructure. Due to the more intense uses previously carried out site the infrastructure will not be damaged by the less intense use of the cycleway.

6. Sullivans Cove Planning Scheme

18 Activity Area 3.0 Sullivans Cove 'Gateway

The Macquarie Point Development Corporation has responsibility for the remediation and redevelopment of most of the land within this Activity Area. Under the Macquarie Point Development Corporation Act 2012 the Corporation is required to plan, facilitate and manage the redevelopment of the site so as to ensure that it:

i. is redeveloped as a vibrant and active area, with a mix of uses, that connects with and complements adjacent areas within Hobart;
ii. encourages inner-city living;
iii. is redeveloped so as to deliver sustainable social and economic benefits to Hobart; and
iv. is redeveloped in accordance with sound planning, urban design and environmental principles;

All future development of land within this Activity Area must also have regard to the potential contamination of soil, the product of many years of industrial activities in the area.

The subject site is within Activity Area 3.0 of the Activity Area as shown in the Macquarie Point Development Plan (Figure 6) below.

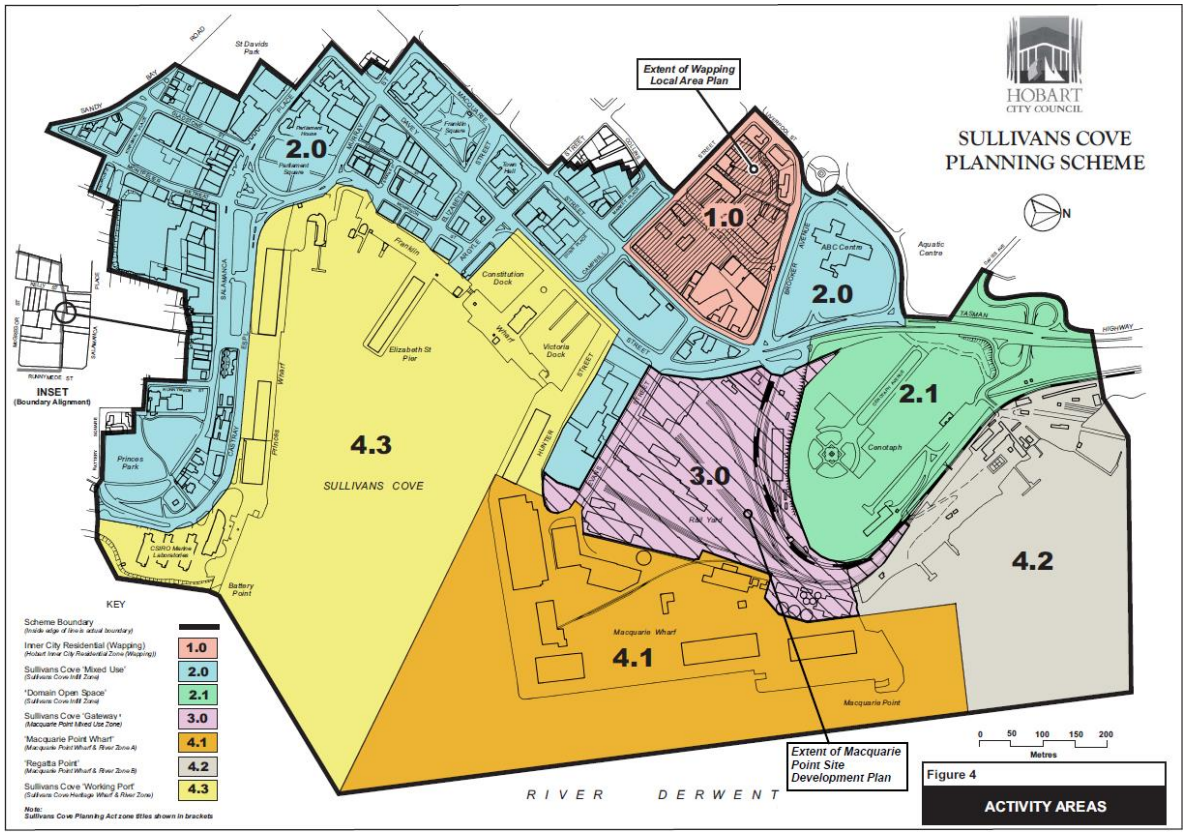


FIGURE 6: ACTIVITY AREAS. SOURCE: SULLIVANS COVE PLANNING SCHEME

The Responsible Authority must consider the following when assessing and application for use and development:

32.4 Matters to be Considered

In considering applications and any conditions to be imposed on 'use' and 'development', the Planning Authority must consider:

- *The Desired Future Character Statements in clause 32.3;*
  Refer to Section 7 of this report for an assessment against the relevant Desired Future Character Statements.

- *The preferred treatment of robust, self-pigmented external materials and finishes to primary and secondary spaces;*
  The cycleway will be finished in concrete and asphalt with boarders of bluestone and sandstone spalls. The concrete and asphalt are suitable and long lasting for the use of the cycleway and the sandstone and bluestone relates to the historical and geological aspects of the site.

- *The suitability of proposed development to achieve satisfactory levels of safety and amenity of occupants including the avoidance of vulnerability to noise, air, vibration and lighting impacts from the Port of Hobart;*
  The alignment of the cycleway has been chosen with the safety of its users in mind. Additionally, the cycleway is not an intense use that will result in unreasonable amenity impacts on the operation of the Port of Hobart. Furthermore, the alignment does not result in conflict with the Port through constructing the cycleway away from the major transport routes leading to the Port's wharfs.

- *The impact on the operation of the Port of Hobart;*
  The cycleway extension will not have an impact on the operation of the Port of Hobart as it does not compete for land or access with the Port. Furthermore, it does not increase pedestrian or cycle traffic close to the Port which would result in a conflict between the operation of the Port and the safety of the users of the cycleway.

- *The height of buildings within Activity Area 3.0, and on adjoining and adjacent lots;*
  The cycleway is not affected by or effects the preferred buildings heights.

- *The bulk and form of existing and proposed buildings;*
  The cycleway will not have an impact on the existing and proposed buildings as it has been aligned to benefit the future built form layout of the site whilst enabling a safe and efficient route for users.

- *The spatial characteristics of the streets and spaces and the quality of the environment;*
  The cycleway alignment takes advantage of the large open space and the proposed built form layout set out by the development plan, vision and Masterplan. The cycleway will be landscaped with various trees, shrubs and ground coverings along with seating and trellis to provide for an attractive and inviting environment

- *Protection of water quality and water sensitive urban design principles;*
  The servicing report notes the runoff from the cycleway can be filtered into the stormwater system.

- *Protection of public infrastructure and the environment;*
  Construction of the cycleway will incorporate protection for public infrastructure and the environment in accordance with the Heritage Management Plan and SEMP.

- *Impacts from land decontamination works, and the need for uses not to commence until relevant areas of the site have been appropriately remediated;*
  Works will be conducted in accordance with the SEMP.

- *The quality of the architectural design;*
  The cycleway has not required to be architecturally designed. It has been designed to take advantage of the sites attributes, in addition to proposing an alignment that is functional and provides the community with an attractive public space.

- *The adequacy and capacity of existing infrastructure and services including roads, footpaths, water, sewerage and power to cater for the proposed development;*
  The servicing report finds the existing infrastructure can accommodate the proposal.

- *The key drivers outlined in Section 3 and principles outlined in Section 12: From Shared Vision to Masterplan in New Territory from Old Ground: Macquarie Point Strategic Framework and Masterplan 2015-2030.*
  The cycleway extension has been proposed in line with the strategic documents produced to guide development on the revitalised site.

The Macquarie Point Site Development Plan (Figure 3) area is divided into three use area types. The Macquarie Point Site Development Plan is known as Figure 32.1 within the Sullivans Cove Planning Scheme.

FIGURE 7: MACQUARIE POINT SITE DEVELOPMENT PLAN. SOURCE: SULLIVANS COVE PLANNING SCHEME

Permitted use and development within the Macquarie Point Site Development Plan

Development for the cycleway is not listed within clause 32.2.3 Exempt Development, therefore the works associated with the cycleway require development approval.

The Macquarie Point Site Development Plan is divided into three use areas, Area 1 - Commercial and Institutional Area (blue), Area 2 - Mixed Use Area (orange) and Area 3 - Open Space (green).

Pursuant to clause 32.5.1 Uses within Area 1 of the Scheme, Passive Recreation, is a discretionary use, thus approval is required for the use. Development approval is required for buildings and works associated with the cycleway.

Pursuant to clause 32.5.1 Uses within Area 2 of the Scheme, Passive Recreation, is a permitted use, therefore, approval is required for the use along with development approval for buildings and works.

Pursuant to clause 32.5.3 Uses within Area 3 of the Scheme, Passive Recreation, is an exempt use, thus the use does not require approval. However the buildings and works associated with the cycleway require development approval.

Refer to Figure 2 for a visual representation of where the cycleway moves through the varying use areas.

Pursuant to clause 25.7 statutory signs are exempt from the provisions of Schedule 4 – Signs, thus approval is not required for their construction or display.

7. Planning Consideration

The following is an assessment against the relevant policies of the Sullivans Cove Planning Scheme.

32.3 Desired Future Character Statements

The following statements are relevant to the proposal.

32.3.2 Ensure that development respects the setting and appreciation of the cultural heritage significance of the Royal Engineers Building.

The alignment of the cycleway will offer views of the Royal Engineers Building to users of the path allowing for uninterrupted views and a public appreciation of the heritage building.

32.3.3 Ensure development does not adversely impact on the cultural heritage and reverential ambience of the Hobart Cenotaph and its surrounds.

The cycleway is aligned to avoid adverse impacts on the Cenotaph whilst allowing users of the cycleway to view the Cenotaph unobstructed. An area adjacent to the cycleway has been integrated into the design to allow pedestrians and cyclists to stand clear of the cycleway to take in views of the Cenotaph.

32.3.6 Provide for recreation and associated uses in designated open spaces as shown on Figure 32.3 and the associated Table 32.3.

The cycleway will be in part constructed through the open space area providing for recreation through Macquarie Point. Furthermore, the cycleway will connect the existing Intercity Cycleway from McVilly Drive to Evans Street continuing the public bike path through the city in a more user friendly alignment.

32.6 Use Standards

The following use standard is relevant to the consideration of the cycleway.

32.6.1 Mixed Use
Objective: To ensure that Activity Area 3.0 is developed with a mix of uses.

Performance Criteria (Discretionary)

Passive Recreation is a permitted use within the Mixed Use area of Macquarie Point. In relation to the performance criteria uses must contribute to the interest and activity of Macquarie Point as a mixed use area. The cycleway will encourage a street level activity that will engage cyclists and pedestrians through the activity area. It will also allow for the public to engage with the revitalised Macquarie Point at a human scale.

32.7 Development Standards for Buildings or Works

The following development standards are relevant to the consideration of the cycleway.

32.7.2 Building Form

Objective: Ensure the height and form of buildings are:

a) *Consistent with established building forms within Sullivans Cove;*
b) *Sympathetic to the natural topography of Sullivans Cove, including the amphitheatre sloping down to the Cove with the headland and escarpment surrounding the Cenotaph forming a natural expression of the Cove Wall;*
c) *Respectful of the low-lying nature of the site and its visibility from surrounding elevated areas.*

The construction of the cycleway complies with the building height requirements as shown in Figure 32.4 where 6m building heights are mandatory. Furthermore, given the low profile of the cycleway, essentially a path at ground level, the proposed buildings and works are considered to comply with all the building form requirements (height, roof form and building footprint) of the Scheme.

32.7.10 Pedestrian Links

Objective: To provide a network of pedestrian connections.

Whilst not a pedestrian link as depicted at Figure 32.3, the proposed cycleway will offer a shared pedestrian link through Macquarie Point enabling visitors to Macquarie Point to engage with the revitalised area.

32.9 Heritage

Within the subject site there are 'Places of Archaeological Sensitivity', an Archaeological Sensitivity Report or a statement by a qualified archaeologist is required to state that either the site has been surveyed previously and found not to be of archaeological significance or that the nature of the 'buildings or works' will not result in destruction of any aspects items of archaeological significance.

The Macquarie Point Heritage Management Plan prepared by Austral Tasmania Archaeological & Heritage Consultants accompanies this application.

The construction of the cycleway will not have a detrimental impact on the heritage significance of surrounding buildings and 'Places of Archaeological Sensitivity' given the low built form profile of the cycleway and its location in proximity to the buildings of significance. Furthermore, work to construct the cycleway will be carried out in accordance with the Heritage Management Plan so as not to cause damage or disturb sites of heritage significance.

32.12 Traffic, Access and Parking

Sullivan's Cove 'Gateway' Activity Area 3.0 will see a balance between the prioritisation of pedestrian and cycling access around Macquarie Point with the need to provide for private access and the requirement to maintain heavy vehicle access to the port.

The construction of the cycleway within Macquarie Point will provide for a pedestrian and cycle friendly link through the revitalised site. The linking of the Intercity Cycleway from McVilly Drive to Evans Street will provide a vital connection through the area allowing for both a commuter and recreational cycleway that is user friendly. The link will remove the requirement for cyclists to travel up a relatively steep grade before having to descend adjacent to the Tasman Highway, which carries in order of 40,000 vehicles per day.

The Cycleway will transverse through all three uses areas of the site providing safe and easy access to cyclists and pedestrians living, working and visiting Macquarie Point.

32.13 Demolition

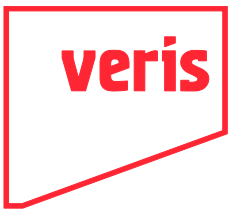
Pursuant to 28.4 of the Scheme, demolition with the Sullivans Cove Gateway Activity Area 3.0 except for the Royal Engineers Building and the Toll Goods and LCL Sheds at 14 Evans Street is exempt from requiring a planning permit.

32.14 Environmental Management

The construction of the cycleway will not cause an environmental nuisance or material or serious environmental harm. Furthermore the proposal is consistent with the objectives of Schedule 8 of the Scheme as the cycleway will be constructed so as to facility the sustainable development of the Cove's natural and physical resources.

8. Conclusion

The proposal is considered to respond favourably when considered against the Sullivans Cove Planning Scheme. The proposed cycleway is consist with the emerging and preferred character of Macquarie Point and will provide for the missing connection to the Intercity Cycleway. Furthermore, the cycleway will offer locals and visitors a safe and enjoyable commute through Hobart and the revitalised Macquarie Point whilst not detracting from the heritage and cultural significant buildings within close proximity to the subject site. It is, therefore considered that the proposed development should be supported and is worthy of a planning permit.



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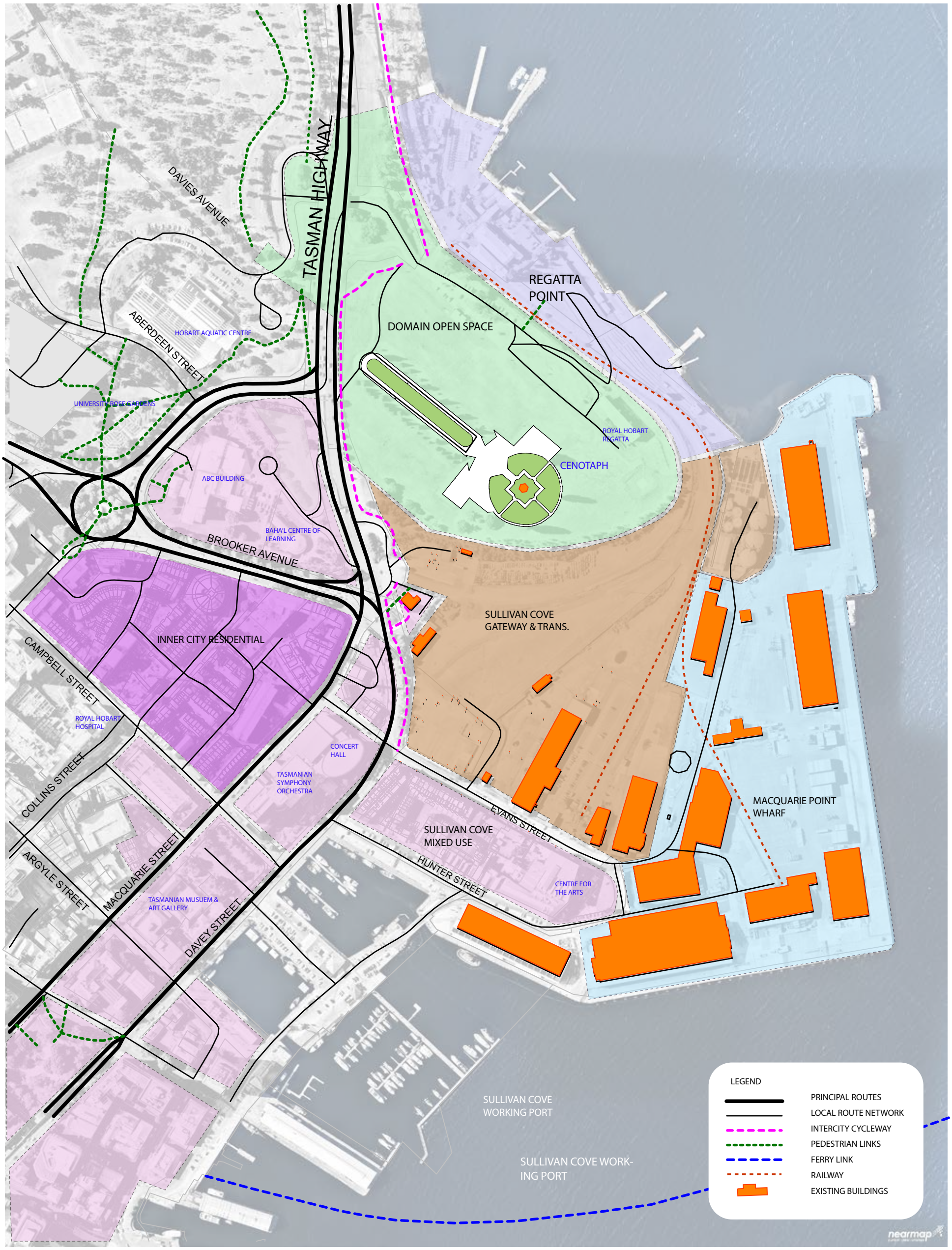

NOTE: This plan is for discussion purposes only and represents indicative outcomes for future assessment and review.

INTERCITY CYCLEWAY EXTENSION

AREA CONTEXT PLAN

MACQUARIE POINT DEVELOPMENT

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Scale 1:4000 @ A3

DATE: 11 JULY 2018
REF: 32334
DWG: 32334AB

veris

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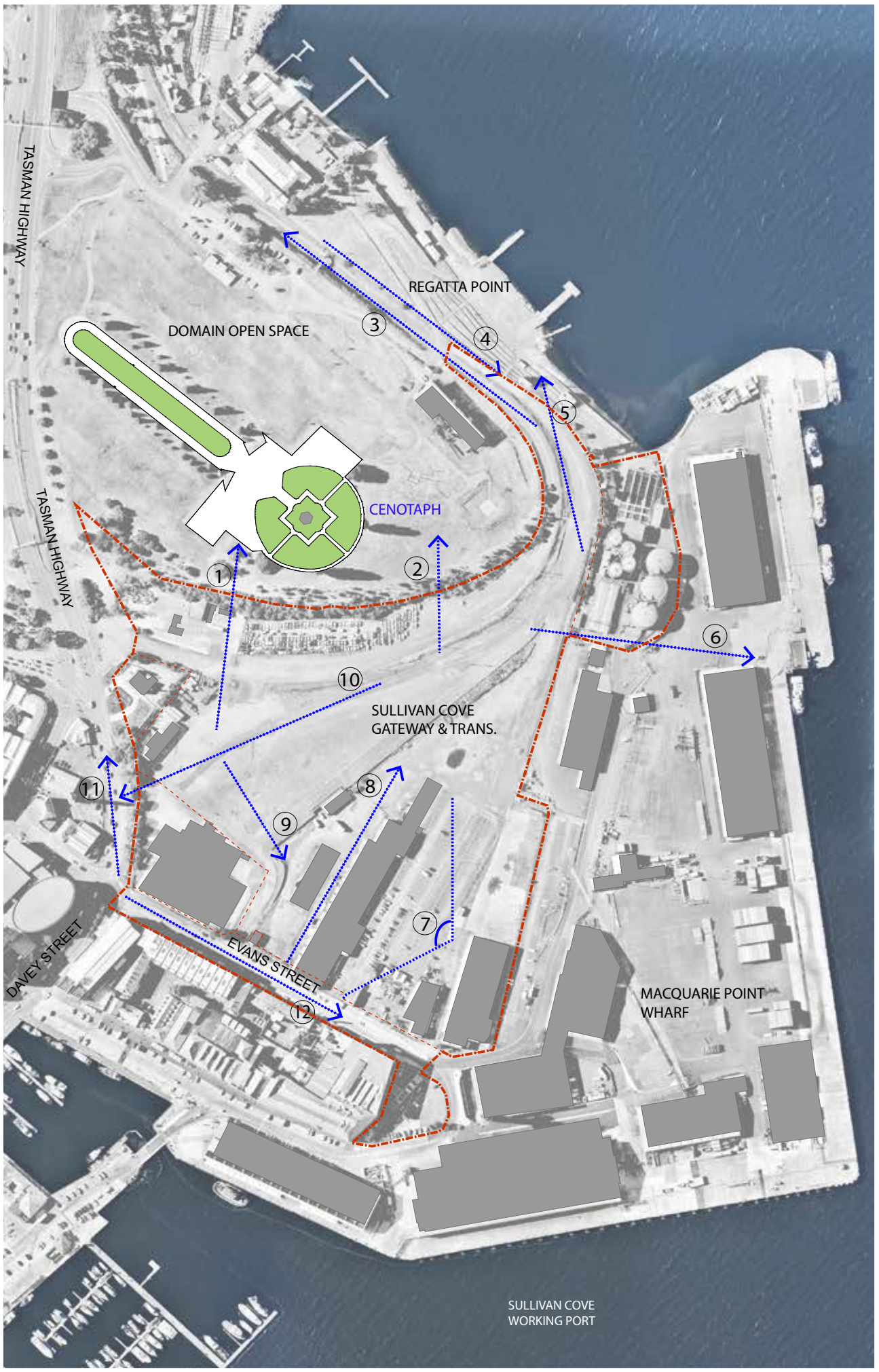

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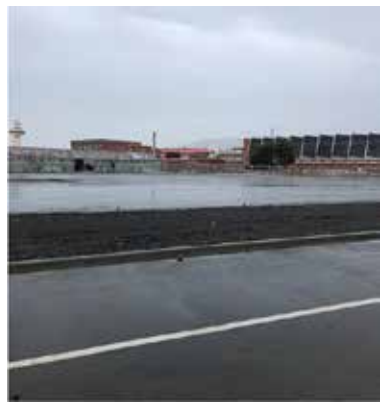

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VIEWLINE FOR SITE PHOTOGRAPHS

NOTE: This plan is for discussion purposes only and represents indicative outcomes for future assessment and review.

INTERCITY CYCLEWAY EXTENSION

MACQUARIE POINT DEVELOPMENT

SITE CONTEXT PLAN

NOT TO SCALE

DATE: 28 JUNE 2018
REF: 32334
DWG: 32334AC

veris

NOTE: This plan is for discussion purposes only and represents indicative outcomes for future assessment and review.

INTERCITY CYCLEWAY EXTENSION

MACQUARIE POINT DEVELOPMENT

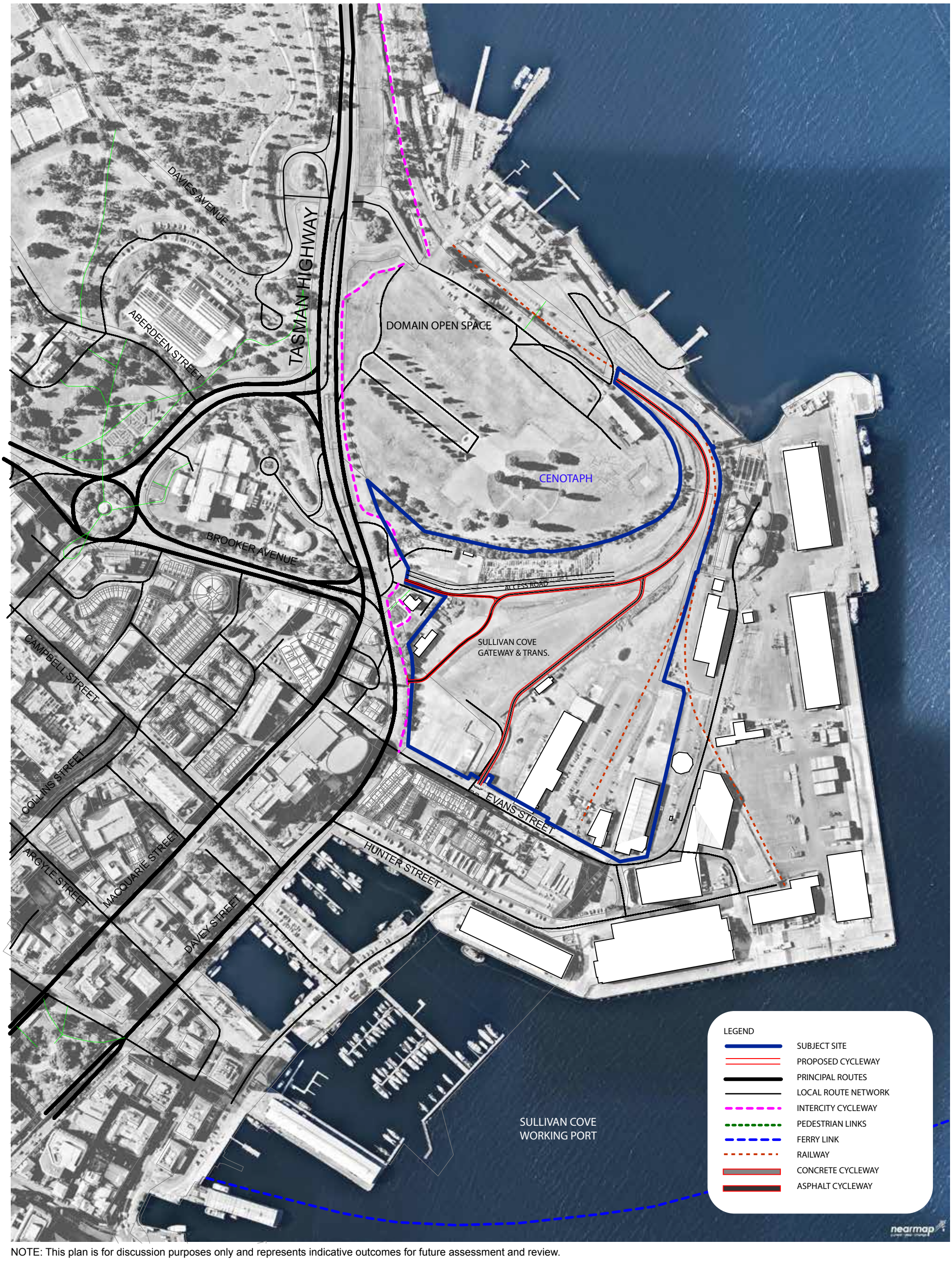
MOVEMENT NETWORK

0 40 80 120

Scale 1:4000 @ A3

DATE: 11 JULY 2018
REF: 32334
DWG: 32334AB

veris



NOTE: This plan is for discussion purposes only and represents indicative outcomes for future assessment and review.

INTERCITY CYCLEWAY EXTENSION

CYCLEWAY ALIGNMENT

MACQUARIE POINT DEVELOPMENT

0 40 80 120

Scale 1:4000 @ A3

DATE: 30 August 2018
REF: 32334
DWG: 32334AD

veris

NOTE: This plan is for discussion purposes only and represents indicative outcomes for future assessment and review.

INTERCITY CYCLEWAY EXTENSION

CYCLEWAY OVERLAID ON DEVELOPMENT PLAN

MACQUARIE POINT DEVELOPMENT

0 40 80 120

Scale 1:4000 @ A3

DATE: 11 September 2018
REF: 32334
DWG: 32334AD

veris

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AUSTRAL TASMANIA

Our Ref: AT0248

31 August 2018

Greg Cooper
Chief Operations Officer
Macquarie Point Development Corporation
GPO Box 251
Hobart Tasmania 7001

Email: greg@macquariepoint.com

Dear Mr Cooper

Re: Macquarie Point Intercity Cycleway Extension - Archaeological Statement

A Development Application is proposed to extend the intercity cycleway through the Macquarie Point site (the Site). The development has two components – Stage 1 which involves the construction of a cycleway connecting through to Evans Street, and Stage 2, which takes a more westerly alignment and connects with Davey Street.

The Site is located within the planning area of the *Sullivans Cove Planning Scheme 1997* ('the Scheme'). 'Building or works' which involve excavation of land are subject to the archaeological provisions of Clause 22.6 of the Scheme.

Table 2 of Schedule 1 includes a list of places of archaeological sensitivity. The Site includes two places included in Table 2. These are: 'Royal Engineers Headquarters and Kings Yard' (Ref. No. 12); and 'Hobart Rivulet - Domain Diversion Tunnel' (Ref. No. 90), the boundaries of which are shown in Figure 1 below. The proposed cycleway intersects with both places.

In making an application to carry out 'building or works', the Scheme allows for the submission of a statement by a qualified archaeologist that either the site has been surveyed previously and found not to be of archaeological significance or that the nature of 'building or works' will not result in destruction of any aspects or items of archaeological significance.[1]

This statement has been prepared in fulfilment of Clause 22.6.3. It considers the archaeological sensitivity of the area, the proposed development and potential archaeological impacts and recommendations for management or mitigation where considered necessary.[2]

[1] SCPS 1997, Cl.22.6.3
[2] Note the scope of this service is limited to the provision of historical (European) archaeological advice.

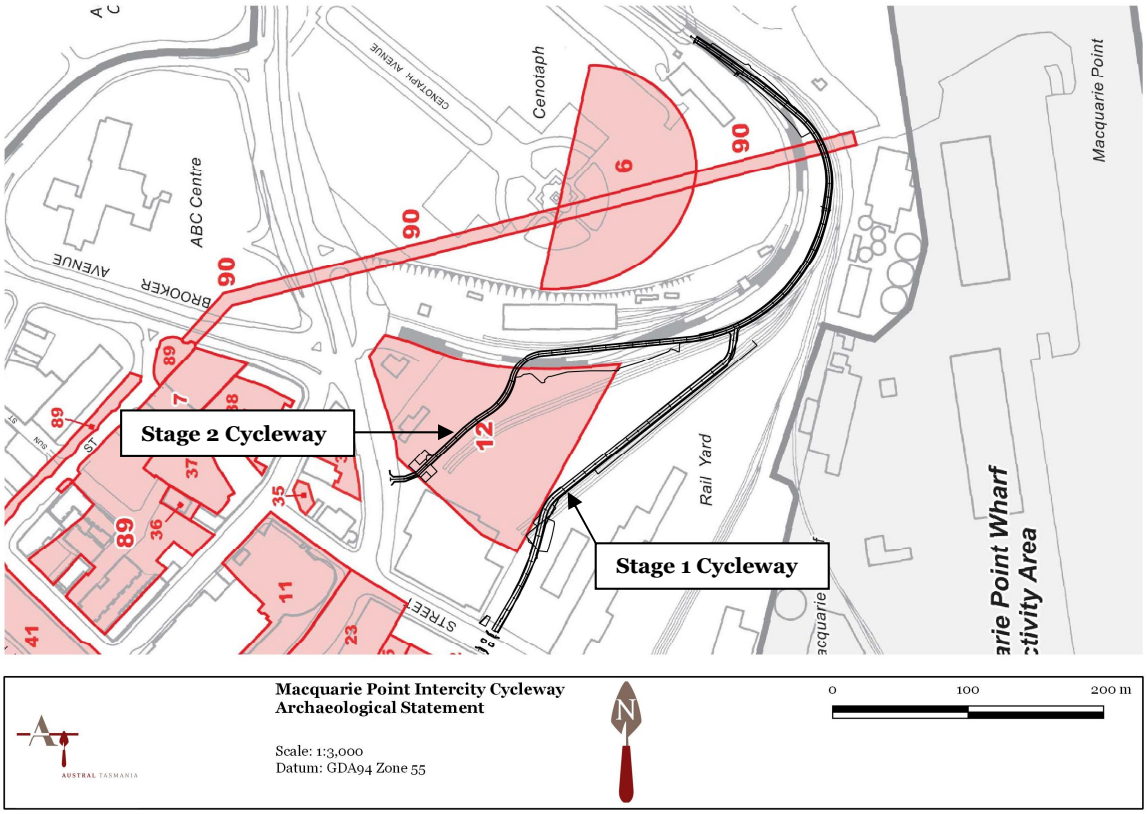


Figure 1: Extract from Figure 5a of the Scheme - 'Places of Archaeological Sensitivity' showing the two places which are located within the Site, numbers 12 (Royal Engineers Headquarters and Kings Yard) and 90 (Hobart Rivulet - Domain Diversion Tunnel) and the proposed locations of the cycle routes. (Sullivans Cove Planning Scheme 1997).

Archaeological Sensitivity of the Place

The proposed work areas have been assessed in a number of previous archaeological assessments, both through research and physical investigation. Of relevance to the current development are works reported in 2008, 2015 and 2016 which investigated Place No. 12.[3]

The spatial definition of Place No. 12 in Figure 5a of the Scheme has been found to be excessively large in both the 2008 and 2015 reports, which confirmed remnant and discrete areas of archaeological potential, but high levels of past disturbances which have impacted on the archaeological potential of the place.

The 2015 report included a revised spatial definition of the archaeological sensitivity of Place No. 12 (Figure 2). Areas of archaeological potential were defined for Edward Lord's House/Royal Engineer's Barracks; a nineteenth century roadway formation; the Lumber Yard and gardens; and the 1914 railway turntable well.

Stage 2 of the cycleway coincides in part with the locations of the roadway and Lumber Yard. However, Stage 2 will be formed using the existing hardstand bitumen surfaces. As excavations are not proposed, the Stage 2 works will not result in destruction of any aspects or items of archaeological significance.

[3] Archaeological Management & Consulting Group Pty Ltd, *Archaeological Test Excavation Report Vol. 2 - New Royal Hobart Hospital, Hobart, Tasmania*, Vols. 1-2, November 2008; Austral Tasmania Pty Ltd, *Macquarie Point Historical Archaeological Test Excavations*, final report prepared for Macquarie Point Development Corporation, AT0174, 29 July 2015; Austral Tasmania Pty Ltd, *Macquarie Point Seawall & Archaeological Refuse Deposit Investigation*, final report prepared for Macquarie Point Development Corporation, AT0197, 23 May 2016

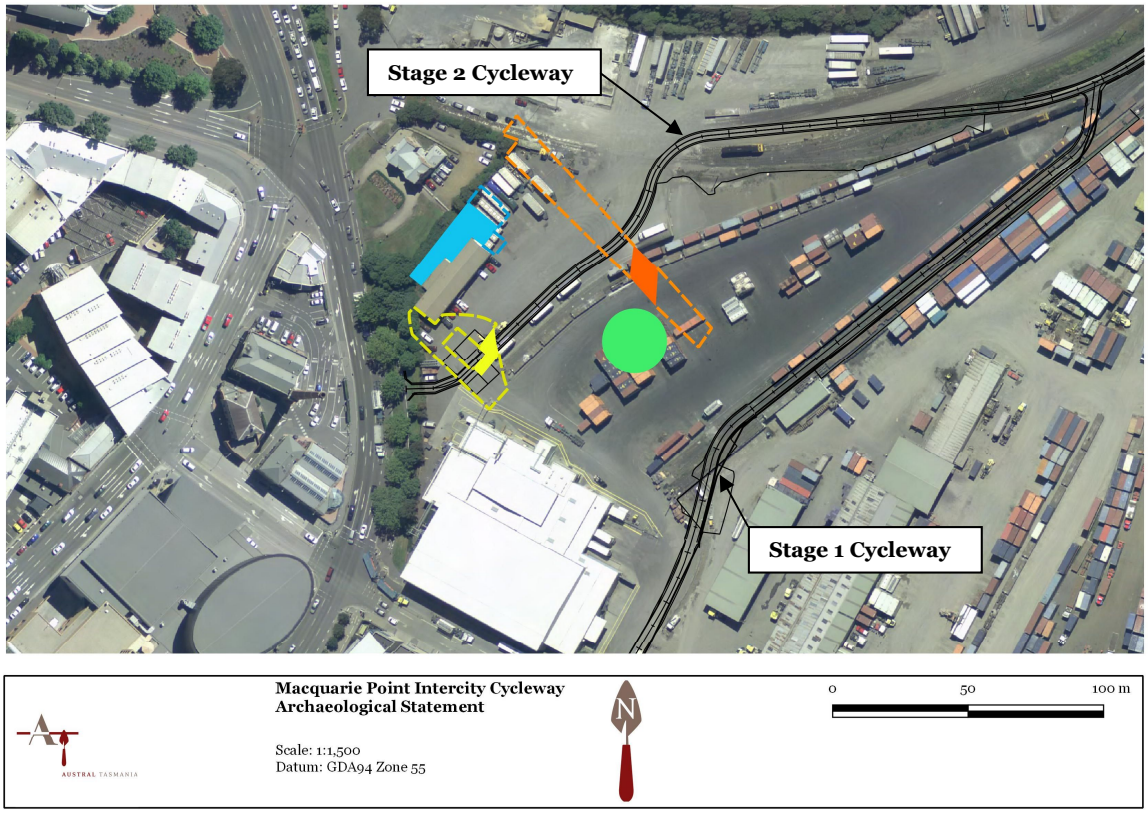


Figure 2: Revised sensitivity of Place No.12 contained in the 2015 test excavation report. Areas of sensitivity are indicated by coloured shaded areas and dotted lines. The following colour scheme has been used: orange denotes the roadway to the north of the Engineers Yard, blue denotes Lord's house/barracks and the store building, yellow denotes the Lumber Yard and gardens, and green denotes the 1914 railway turntable well.

A small area of coincidence exists between Stage 1 works and the eastern boundary of Place No. 12, which historically contained Hobart's slaughter yards. Works in this area include the construction of a 4 m wide shared concrete path (with an excavation depth of 200 mm), the removal of existing fencing and erection of a new fence, with excavations in the order of 600 mm x 200 mm x 50 mm for the fence. Archaeological test excavations have occurred in this locality in 2008,[4] and archaeological monitoring in 2015.[5] The works confirmed high levels of past disturbance which have reduced the archaeological potential of the place. Significant archaeology related to the slaughter yards is unlikely to be present, however notification protocols should be in place to manage unanticipated discoveries during works.

As indicated in Figure 1, the cycleway also intersects with the 'Hobart Rivulet - Domain Diversion Tunnel' (Ref. No. 90) near its river outfall. The tunnel is approximately 7.3 m wide x 4.2 m high and in use for its intended purpose. The cycleway in this location will be a 3 m wide concrete shared path (with an excavation depth of 200 mm) and fencing to separate the path from the rail corridor and adjacent car park. Some cutting of the slope will be required to accommodate the path.

There has been no previous archaeological investigation of the tunnel. The depth at which the roof of the tunnel exists at the point of coincidence with the cycleway is not known. However, it is likely to be beyond the depths required for the cycleway. Nonetheless, care should be taken to avoid inadvertent impacts to the tunnel not just as functioning infrastructure but also as a heritage item.

[4] AM & C 2008: test trenches 5, 6 and 8
[5] Austral Tasmania 2016: Trenches E, H and G

Findings & Statement

It is considered that the risk of impact to significant *in situ* historical archaeological features and deposits arising from the proposed work is very low to negligible on the following basis:

1. Excavations within place No. 12 of the Scheme are unlikely to result in the destruction of items of archaeological significance. No excavations are proposed for the revised area of archaeological sensitivity as defined in the 2015 test excavation report (Figure 2 above). The 2015 report recommended that no further archaeological investigation was required for excavations occurring outside of the revised sensitivity zoning.
2. Excavations within place No. 90 of the Scheme are unlikely to result in the destruction of items of archaeological significance related to the Domain Diversion Tunnel. However, care should also be taken during works to avoid inadvertent impacts to the tunnel.

Advice

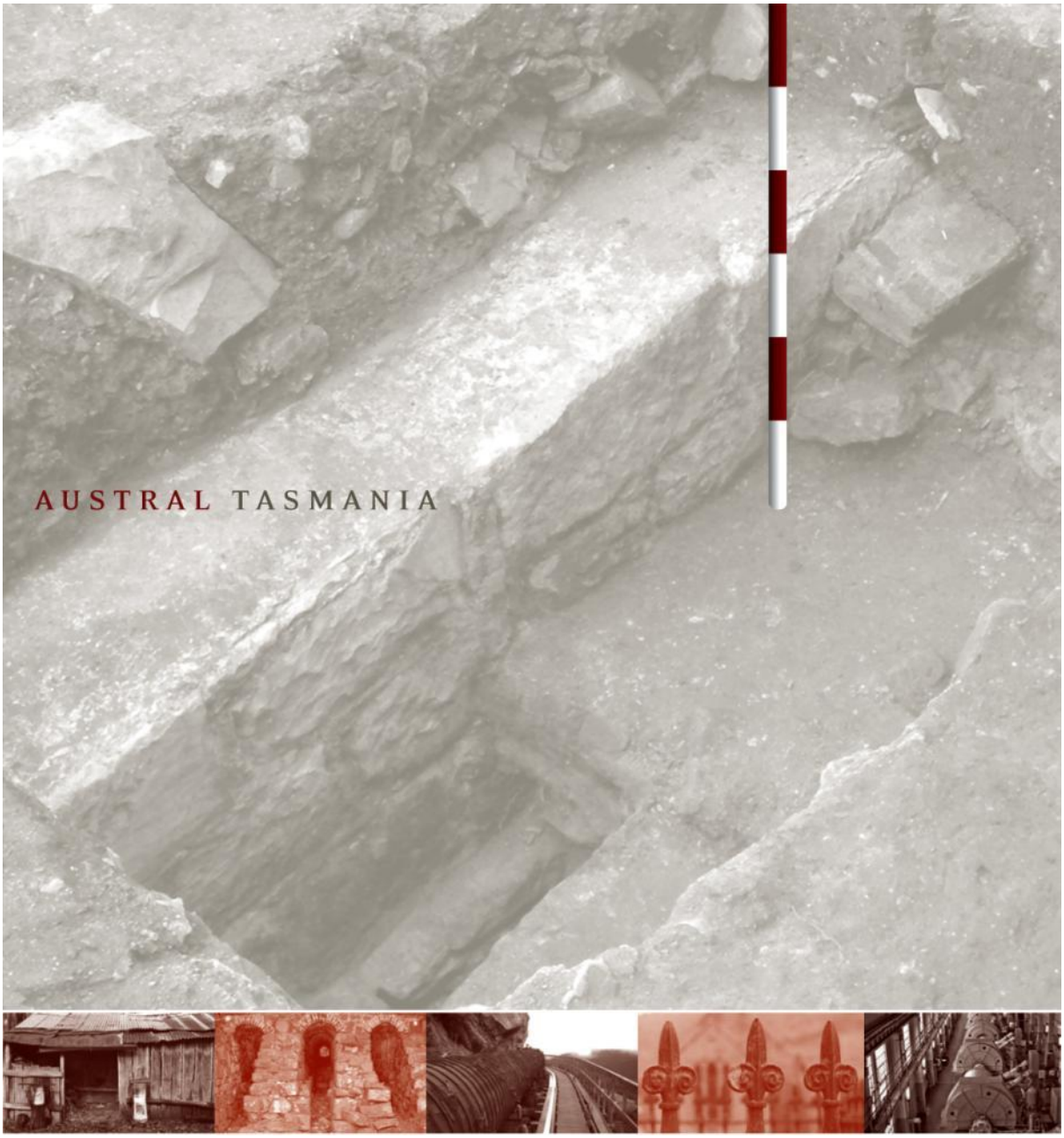
1. For precautionary purposes and in the Project Specifications it would be prudent to put in place notification protocols whereby archaeological advice is sought in the unlikely event that features or deposits of an archaeological nature[6] are uncovered during excavation or where doubt exists concerning the provenance of any strata revealed during excavations. In such instances, excavation should immediately cease pending attendance on site and receipt of advice from a qualified archaeologist, at which point, depending on the findings, it may also be necessary to involve the Hobart City Council in discussions.
2. This statement has been prepared in support of the Development Application under the *Sullivans Cove Planning Scheme 1997*. Separate requirements under the *Aboriginal Heritage Act 1975* should be established prior to carrying out works.

Thank you for seeking my advice on this matter and please do not hesitate to contact me should you have any questions.

Yours sincerely,

Justin McCarthy
COMPANY DIRECTOR

[6] This may include but not be limited to the exposure of orange hand made clay bricks or sandstone blocks forming walls or surfaces, or artefacts such as fragments of ceramic, bottle glass, bone, shell or other items.



Macquarie Point Heritage Management Plan

Final Report prepared for the Macquarie Point Development Corporation

28 November 2016

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EXECUTIVE SUMMARY

Introduction

The Macquarie Point Development Corporation (MPDC) is responsible for the future planning and development of the Macquarie Point site. Heritage management has been identified as one of the key factors in the future remediation and redevelopment of the site. The Corporation has commissioned this Heritage Management Plan (HMP) to provide policies with regard to the heritage of Macquarie Point. The HMP is one layer of controls that will operate over the future development of the site.

The Site and its Components

The HMP applies to all land owned and managed by the Corporation at Macquarie Point. The site is currently consolidated into one lot. The Royal Engineers site is outside of the Macquarie Point land but is immediately adjacent to the site and will remain under separate ownership. It is then proposed to subdivide the site into 28 development parcels with the residue of the site to remain in public ownership.

This HMP provides summary information related to each heritage component, or site at Macquarie Point. This includes subsurface archaeology, built heritage, landforms and land formation sites and other features. The HMP provides information related to the history, physical attributes, significance, comparative value and key management policies for each component. Records have been prepared for the following:

- Potential Aboriginal Heritage
- Historical (European) Archaeology:
    - Edward Lord's House and the Lumber Yard/Engineers Yard
    - Hobart Gas Works Site (now former Cold Store)
    - Slaughteryards, slaughterhouses and Superintendent's House
    - Municipal Sanitary Depot
    - Railway Turntable Sites
    - Land Reclamation and Key Features
    - The Hobart Rivulet Domain Diversion Tunnel
- Built Heritage:
    - The Royal Engineers Building
    - The 1914 Goods Shed
    - The Red Shed
- Other Features:
    - The Escarpment Rock Face
    - Track Formations & Layout
- Outline of Other Heritage Issues:
    - Views and Vistas to the Site
    - Views and Vistas across the Site
    - Views and Vistas through the Site
- Adjacent Places.

Heritage Management Principles for Macquarie Point

The following holistic principles are recommended for the ongoing management of heritage values at Macquarie Point:

- Decision making about heritage assets at Macquarie Point should be based on a thorough understanding of its heritage values, with the objective of protecting, conserving and presenting the most significant components of the place for current and future generations;
- Change and modification of heritage assets should be guided by its significance;
- New uses of heritage places should respect and maintain the heritage values of the place;
- The values, stories and meanings of the place should be creatively and meaningfully presented to the community where appropriate;
- Decision making authorities, users and developers are responsible for the conservation of heritage values at Macquarie Point and the management of change. Appropriate expertise, skills and knowledge should be sought where necessary.

Management Framework and Status of this Heritage Management Plan

The HMP outlines the statutory heritage management framework as it currently applies, and as is proposed for Macquarie Point. With the exception of the Royal Engineers Building, the *Historic Cultural Heritage Act 1995 (HCHA 1995*) does not currently apply over the site. However, it is proposed that a Heritage Agreement under the *HCHA 1995* will be entered into between the Minister for Heritage and the Corporation. The scope of the agreement will apply to the five most significant components of the place, being:

1. The archaeological remains of Edward Lord's house;
2. The Hobart Rivulet Domain Diversion Tunnel;
3. The 1914 Goods Shed;
4. The Red Shed; and
5. The Escarpment Rock Face.

The effect of the Agreement will be that specific parts of the *HCHA 1995* will not apply to Macquarie Point for the duration of the Agreement. The HMP will take precedence over the *HCHA 1995* during the existence of the Agreement. The HMP will provide the technical basis for heritage conservation at Macquarie Point for the duration of the Heritage Agreement. This HMP will apply to all other heritage components that are considered to be of heritage value though are not the subject of the Heritage Agreement.

A Heritage Agreement does not affect the application of the *Sullivans Cove Planning Scheme 1997* (*SCPS 1997*) to the site, and within the context of this HMP, the specific provisions of the Scheme's Schedule 1: Conservation of Cultural Heritage Values.

The heritage provisions of the *SCPS 1997* currently apply to parts of Macquarie Point. This includes two places which are identified in the *SCPS 1997* as places of archaeological sensitivity. The Corporation has also initiated amendments to include the 1914 Goods Shed and the Red Shed as places of cultural significance under the *SCPS 1997*.

No Aboriginal heritage items are currently known to exist within Macquarie Point and the place has been assessed as having low potential to contain such items. The *Aboriginal Relics Act 1975* will apply should Aboriginal heritage items be identified or suspected during works and the Unanticipated Discovery Plan included in this HMP should be applied (Appendix 1).

This HMP will acquire status through several mechanisms:

- It will form one of the key background documents of the proposed Heritage Agreement;
- The Corporation will apply this HMP in carrying out its functions. This will include:
    - Engaging suitable expertise, where required, to advise the Corporation on the suitability of development proposals with the Masterplan and HMP prior to a Development Application being lodged with the planning authority;
    - Preparing an Interpretation Plan cognisant of the findings of this HMP;
    - Establishing conservation programs and works programs for the Goods Shed and Red Shed and any extant heritage features;

- Continuing to liaise, engage and consult with the consent authorities on general and specific heritage matters across the site; and
- Preparing detailed proposals for the public realm works.

- The HMP will be considered by the planning authority in making decisions under Schedule 1 of the *SCPS 1997*.

Heritage Management Plan Approach

The approach of this HMP is to facilitate the conservation of heritage values at Macquarie Point within the context of future redevelopment and the assessed levels of significance for individual components. The HMP details the requirements for each development site or lot and the general management approach is summarised below.

Archaeological Values

Aboriginal heritage items are unlikely to be present on the site, but will be subject to statutory heritage management should they be found or suspected during works. The Unanticipated Discovery Plan should be applied during excavation works to assist with this process (Appendix 1).

The historic (European) archaeology at Macquarie Point is varied in extent, preservation and significance. The most significant archaeology relates to the discrete and remnant evidence of Edward Lord's House/Barracks and the Hobart Rivulet - Domain Diversion Tunnel. Both are recommended for preservation and are subject to statutory heritage management under the *SCPS 1997*.

With the exception of the above two places, the remainder of Macquarie Point is not subject to statutory heritage management of the archaeological resource. This specifically relates to the slaughteryards complex, part of the gas works, sanitary depot, series of seawalls and the late nineteenth, early twentieth century refuse deposits used to reclaim a large portion of the site. The recommended management approach for these features varies, but is commensurate to the lower levels of significance or apparent poor condition. Recommended management strategies vary from salvage excavation (should archaeological features or deposits be identified during works), extant recording, to no further active management.

Some archaeological investigations have taken place at Macquarie Point since 2008, specifically in 2014 and 2015, through a series of test excavations and the monitoring of environmental works. To date, these works provide the only available information regarding subsurface archaeological conditions and the potential of certain locations within Macquarie Point to contain archaeological features. However, it is highly likely that unanticipated archaeology will be encountered during excavation works because of the diversity and widespread nature of past development on the site and the limited insights available from historical research, test excavations and monitoring. In response, the HMP includes protocols to manage unanticipated historic (European) archaeological discoveries during works.

Built Heritage

Two buildings within Macquarie Point have been identified as having heritage significance. These are the 1914 Goods Shed and the Red Shed. The Royal Engineers Building is also a significant built place but as yet does not form part of the Macquarie Point site. A site-specific Conservation Management Plan is recommended for the Engineers Building.

The 1914 Goods Shed is the most significant feature of the site with its dominant linear form. It is the key built focus of the site and the Masterplan has been developed to give it prominence and meaning. The Red Shed is also a significant structure, but not as important as the larger Goods Shed. Both buildings are to be conserved, maintained and potentially adapted for new public and private uses (based on ownership) as set out in this HMP.

The 1914 Goods Shed will remain in public ownership and the Corporation has responsibility for the conservation, adaptation and ongoing maintenance of that structure until the public domain is managed by a different authority. After that the requirements of this HMP will apply to the new manager.

The Red Shed is a much smaller building that will require a level of refitting or possibly small additions to allow it have an ongoing use. The extent of work will need to comply with the policies for development in this Plan.

Other Heritage Sites and Issues

Other heritage sites or issues also exist at Macquarie Point. These are:

- The rock face and escarpment that divides the site from the Cenotaph above. The key management strategy for the rock face is for it to be retained as the edge to the precinct and to be traversable in the public domain.
- Track formations and alignments. Relatively little rail infrastructure exists, but policies have been made for retention of remnant alignments and fabric, interpretation and re-use of elements.
- Significant views and vistas should be considered as part of proposed redevelopment. This includes views to Macquarie Point from other places; views and vistas across the site (most notably along the 1914 Goods Shed to the rock face and along Macquarie Street to the Engineers Building); and thirdly, cross views through the site.
- Adjacent Places. A number of development lots will be adjacent to heritage places and the specific provisions of the *SCPS 1997* will apply to development. The key adjacent places which will require careful consideration are the Royal Engineers Building and its setting, built development along Evans Street and the Cenotaph.

The Masterplan also indicates that a car park may be located in the area between the Royal Engineers Building and the rock face in the upper western corner of the site. Policies have been prepared to assist in minimising or mitigating potential impacts from a car park in this location. The management approach is to avoid visual domination of the setting and significant views of the Engineers Buildings and quarry face behind. Such measures are to be addressed through the location, scale, form and finish of the car park building.

Interpretation

Interpretation of the history and heritage of Macquarie Point will play a significant role in the future development of the place. A key policy of this HMP is that an Interpretation Plan be prepared to provide guidance on how the key places, events and stories will be presented.

This HMP sets out some advice for interpretation of the site according to its key historical themes. These key themes are:

1. The Aboriginal history and heritage of the Hobart Area. Opportunities to present this thematic context should be determined through consultation with Aboriginal communities.
2. Early European settlement and development, inclusive of Edward Lord's house, the Lumber Yard/Engineers Yard and the range of public uses of the place.
3. An evolving landform with progressive phases of reclamation to the east of the original foreshore with the various sea walls and jetties.
4. The use of the place for unpleasant or noxious activities such as the gas works, slaughteryards and the disposal of waste.
5. The long history of rail use commencing in the 1870s but particularly from 1913 with redevelopment as Hobart's railyards.

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1.0 INTRODUCTION

1.1 Client and project details

The Macquarie Point Development Corporation (MPDC) is responsible for the future planning and development of Macquarie Point. The objectives of the Corporation are to plan, facilitate and manage the remediation and redevelopment of the site. Heritage management has been identified as one of the key factors in the future remediation and redevelopment of the site. The Corporation has commissioned this Heritage Management Plan to provide policies and guidance with regard to the heritage values of Macquarie Point.

The Corporation has developed a Masterplan for the site that has been predicated on earlier heritage studies and assessments as well as many other planning and operational requirements. The Heritage Management Plan is the final stage of heritage planning for the site. It is one layer of controls that will operate over the future development of Macquarie Point.

The MPDC intend to enter a Heritage Agreement with the Minister for Heritage as set out in the *Historic Cultural Heritage Act 1995* (*HCHA 1995*). It is intended that the Heritage Agreement will apply to the five most significant components of Macquarie Point; be informed by this Heritage Management Plan; assist in the conservation of heritage values; and, take precedence over the *HCHA 1995* during its period of operation.

1.2 The Site over which the Plan operates

The site over which this plan operates is set out in Figure 1. Macquarie Point covers some 9.3 hectares of land, and topographically, forms the eastern end of the broader Queens Domain. It is bordered by Macquarie Wharf to the east, the Cenotaph and Regatta Grounds to the north, Evans Street on the south and the Tasman Highway on the west. Until June 2014, most of the site was used as Hobart's railyards.

The site is currently consolidated into one lot. The Royal Engineers building is not included in this lot and will remain under separate ownership. It is then proposed to subdivide the site into 28 development parcels with the residue of the site being in public ownership.

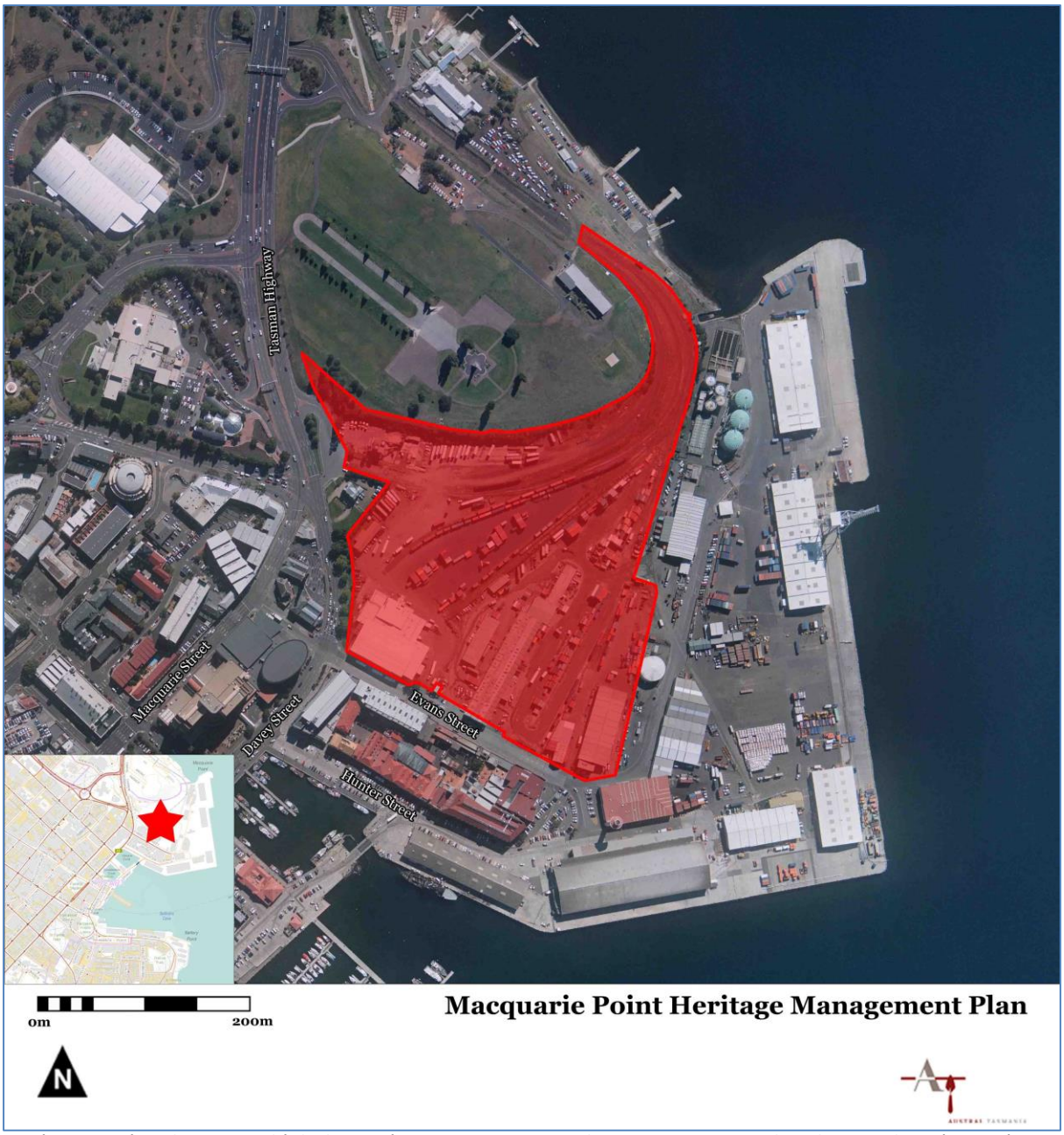

Figure 1: Site plan over which the Heritage Management Plan operates. Note that the Royal Engineers is outside of this footprint (LIST Map, © State of Tasmania).

1.3 The Objectives of the Plan

The objectives of this plan are:

- To protect the heritage values and attributes of Macquarie Point in built, archaeological and other forms.
- To give clear policies and guidance for the development and use of the heritage structures on the site.
- To provide policies for the adaptive re-use of the heritage structures.
- To provide policies for development in the vicinity of the heritage buildings and features.
- To set out key interpretation themes and policies for both the public and future private domain.

- To provide policies for each development parcel and the public realm land with regard to archaeology, heritage and interpretation requirements for future development applications and works.
- To provide the key background document to inform the development of a Heritage Agreement.

1.4 The Previous Studies

Since 2013 the Corporation has conducted a number of heritage investigations into the site. These studies have formed the basis of site information contained within this Heritage Management Plan. Full and direct reference to the original source material is recommended.

- Austral Tasmania Pty Ltd, *Macquarie Point Development Project. Historical Summary*, final report prepared for the Department of Economic Development, Tourism and the Arts, AT0134, 15 January 2013: This site history report describes the key events, uses and changes over time.
- Austral Tasmania Pty Ltd, *Macquarie Point Railyards Site Heritage Review*, final report prepared for Macquarie Point Development Corporation, AT0174, 22 November 2013. This report was prepared to review the existing knowledge about heritage places and values within the site; define what places were of the highest level of cultural significance; and to establish priorities for future work.
- Austral Tasmania Pty Ltd, *Built Heritage Assessment for the Macquarie Point Site*, final report prepared for Macquarie Point Development Corporation, AT0174, 13 May 2015. This report assessed the cultural heritage significance of the Goods Shed and the Red Shed located on the site.
- Austral Tasmania Pty Ltd, *Macquarie Point Historical Archaeological Test Excavations*, final report prepared for Macquarie Point Development Corporation, AT0174, 29 July 2015. This report contains the results of a series of historical archaeological test excavations carried out in December 2014 in accordance with Planning Permit PLN-14-01210-01.
- Austral Tasmania Pty Ltd, *Macquarie Point Aboriginal Archaeological Test Excavations*, final report prepared for the Macquarie Point Development Corporation, AT0174, 18 August 2015. This report contains the results of a series of Aboriginal archaeological test excavations carried out in January in accordance with the permit issued under the *Aboriginal Relics Act 1975*: Permit No.: 1415-05.
- Austral Tasmania Pty Ltd, *Macquarie Point Seawall and Archaeological Refuse Deposit Investigation*, final report prepared for the Macquarie Point Development Corporation, AT0197, 23 May 2016. This report documents the results of archaeological monitoring of environmental investigations in the vicinity of subsurface seawalls and a separate archaeological test excavation of historic refuse deposits on the site.

1.5 Authorship

This report was written by Paul Davies, Justin McCarthy and James Puustinen.

1.6 Approach

This Heritage Management Plan has been prepared to identify the heritage values of the Macquarie Point site and its components and, in doing so, to define measures aimed at conserving or managing those values within the context of future development. In preparing this Plan, the following tasks have been carried out:

- A review of relevant reports and studies. This includes the previous heritage studies, as well as other planning work carried out by the Corporation, including:
    - Macquarie Point Development Corporation, *A Shared Vision for the Redevelopment of the Macquarie Point Site*;
    - Macquarie Point Development Corporation, *New Territory from Old Ground. Macquarie Point Strategic Framework and Masterplan 2015-2030*;

- TCL + Inspiring Place, *Macquarie Point Masterplan Open Space Story*, August 2015.

- A series of workshops have been held with representatives of the Corporation, Heritage Tasmania, the Tasmanian Heritage Council and Hobart City Council. They were held for the purposes of discussing the objectives and content of this Heritage Management Plan and its relationship with an intended Heritage Agreement and heritage management under the *Sullivans Cove Planning Scheme 1997.* Draft versions of the Heritage Management Plan have subsequently been provided to the participants for review.

- An assessment of significance of the site and its individual components has been undertaken. The assessment has been carried out with regard to the definitions of cultural significance contained in the *Burra Charter;* The Australia ICOMOS Charter for Places of Cultural Heritage Significance, 2013 (the *Burra Charter*) and associated guidelines and the eight criteria adopted at the 1998 Conference on Heritage (HERCON).

- Policies for the site as a whole as well as individual elements of significance have been prepared. These take cognisance of the heritage values of the place, within the context of future redevelopment as defined in the Masterplan. The policies provide a set of clear, concise and logical recommendations to manage the heritage values of the site.

1.7 The Masterplan and this Heritage Management Plan

The Masterplan,[1] has been prepared through a consultative process and has been finalised prior to the preparation of this Heritage Management Plan. The Masterplan is the conceptual overarching guiding document for future development of the site. This Heritage Management Plan provides further and more detailed guidance in relation to heritage matters that have to be considered within the broader parameters of the Masterplan.

1.8 The Heritage Management Plan and Proposed Heritage Agreement

The Corporation intends to establish a Heritage Agreement under Part 7 of the *Historic Cultural Heritage Act 1995* (*HCHA 1995*). The proposed agreement will be between the Minister for Heritage and the Corporation. The advice of the Tasmanian Heritage Council will be obtained as part of this process.

The purpose of the Agreement is to prevent the application of some parts of the *HCHA 1995* during the period of operation for the Agreement, and to facilitate the conservation of heritage values at the place. The scope of the agreement will apply to the five most significant components of the place, being:

1. The archaeological remains of Edward Lord's house;
2. The Hobart Rivulet Domain Diversion Tunnel;
3. The 1914 Goods Shed;
4. The Red Shed; and
5. The Escarpment Rock Face.

The location of these five components is shown in Figure 2 below.

It is proposed that for the duration of the Agreement, the provisions in Parts of the *HCHA 1995* related to the Tasmanian Heritage Register (Part 4) and Heritage Works (Part 6) will not apply to Macquarie Point or the above five components.

In the absence of the *HCHA 1995*, this Heritage Management Plan specifies the manner in which the heritage values of Macquarie Point are to be conserved and the processes which will be applied. It will form the key technical background document to the Heritage Agreement.

The Heritage Agreement will have no effect on the application of the *Sullivans Cove Planning Scheme 1997* and Schedule 1: Conservation of Cultural Heritage Values.

[1] Macquarie Point Development Corporation, *New Territory from Old Ground. Macquarie Point Strategic Framework and Masterplan 2015-2030 Framework and Masterplan 2015-2030*

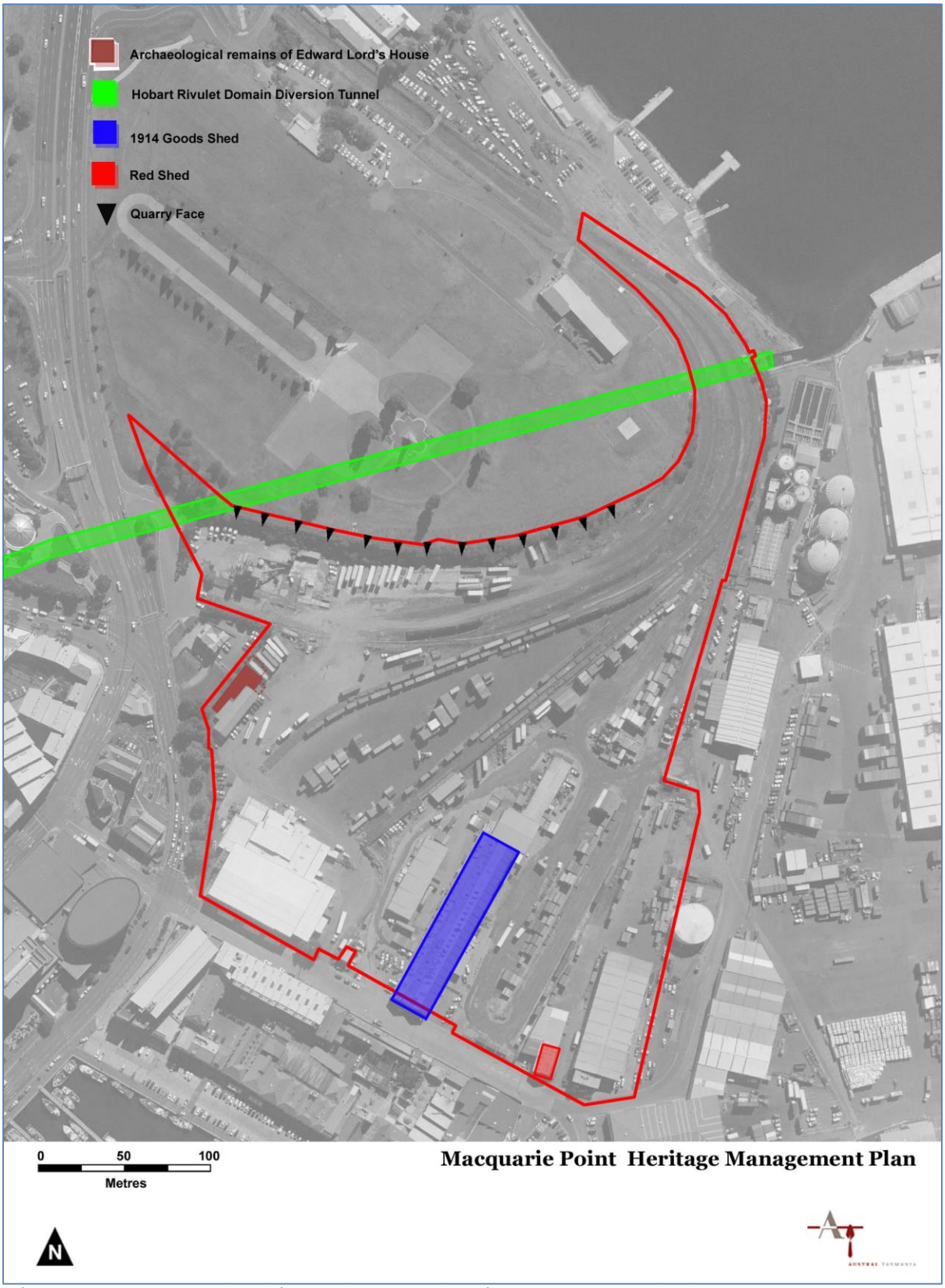

Figure 2: Components to be subject to the proposed Heritage Agreement under the *HCHA 1995* (LIST Map, © State of Tasmania).

1.9 Limitations and constraints

The advice, representations and recommended actions contained in this report are aimed at managing the heritage values of Macquarie Point as part of its future redevelopment. The responsibility for assessing risks (real and/or perceived) inherent in the design of structures or hazards or dangers arising from implementation of the report or aspects thereof rests solely with the Macquarie Point Development Corporation.

No legal liability whatsoever is accepted by Austral Tasmania Pty Ltd for any direct or consequential loss, damage or injury (including without limitation any costs incurred in connection with proceedings either legal or arbitration) suffered by any person or entity which arises as a result of implementation of heritage conservation related advice at or about the site.

This report includes information summarised from previous investigations. Full and direct reference to the original source material is recommended.

Mapping of historic sites, features or areas has been based on key historic documentation which is variable in its accuracy and reliability. Historic overlay plans should be considered indicative and not necessarily spatially accurate. This report must be viewed in colour.

1.10 Acknowledgements

The assistance of the following people and organisations is gratefully acknowledged:

- Mr Peter Sheldon-Collins, the Corporation;
- Ms Kim Perkins, the Corporation;
- Mr Pete Smith, Heritage Tasmania, DPIPWE;
- Mr Chris Bonner, Heritage Tasmania, DPIPWE;
- Ms Kathryn Evans, Tasmanian Heritage Council;
- Mr Brendan Lennard, Hobart City Council.

2.0 STATUTORY HERITAGE PLANNING CONTROLS OVER THE SITE - CURRENT AND PROPOSED

The following sections summarise the key statutory heritage planning controls as they currently apply to Macquarie Point and provides guidance on the proposed future requirements for submitting development applications with regard to the framework established in this Heritage Management Plan. The summary is intended as a guide only and should be confirmed with the administering agency and, where necessary, specialist legal opinion.

2.1 Current Statutory Heritage Planning Controls

2.1.1 World/National/Commonwealth Heritage Lists

There is an established framework for the identification, protection and care of places of significance to the nation and/or Commonwealth. Entry in the National and/or Commonwealth Heritage Lists triggers statutory processes under the terms and provisions of the *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*. Actions which will or may have a significant impact upon the recognised values of a listed place are required to be referred to the Australian Government Minister for the Environment, after which a judgement will be made as to whether the proposed action will require formal assessment and approval. The Act also provides for consideration of actions that may occur outside of a listed place that may have significant impact upon national heritage values, or actions taken on Commonwealth land or by Commonwealth agencies that are likely to have a significant impact on the environment (anywhere). Listing occurs by nomination, which may be made by any one at any time. The Act also provides for emergency listing where National Heritage values are considered to be under threat.

Macquarie Point is not currently included or nominated to the World, National or Commonwealth Heritage Lists.

2.1.2 The *Historic Cultural Heritage Act 1995* and the Tasmanian Heritage Register

The *Historic Cultural Heritage Act 1995* (*HCHA 1995*) is the key piece of Tasmanian legislation for the identification, assessment and management of historic cultural heritage places.

The Macquarie Point site is not currently included in the Tasmanian Heritage Register (THR). A nomination has been made to include the 1914 Goods Shed in the THR but has not been assessed at the time of preparation of this Heritage Management Plan. Places nominated to the THR are not subject to the provisions of the *HCHA 1995*. The following information is provided as there are places within the site that are of State heritage significance and are likely to be listed in the THR in the future.

The *HCHA 1995* establishes the THR as an inventory of places of State significance; to recognise the importance of these places to Tasmania; and to establish mechanisms for their protection. 'State historic cultural heritage significance' is not defined, however the amended Act allows for the production of Guidelines, which presumably will use the existing assessment guidelines for the purposes of defining State level significance.[2]

A place of historic cultural heritage significance may be entered in the THR where it meets one of eight criteria. The criteria recognise historical significance, rarity, research potential, important examples of certain types of places, creative and technical achievement, social significance, associations with important groups or people, and aesthetic importance.

Works to places included in the THR require approval, either through a Certificate of Exemption for works which will have no or negligible impact, or through a discretionary permit for those works which may impact on the significance of the place.

Discretionary permit applications are lodged with the relevant local planning authority. On receipt, the application is sent to the Tasmanian Heritage Council, which will firstly decide whether they have an interest in determining the application. If the Heritage Council has no interest in the matter, the local planning authority will determine the application.

[2] *Assessing historic heritage significance for Application with the Historic Cultural Heritage Act 1995*

If the Heritage Council has an interest in determining the application, a number of matters may be relevant to its decision. This includes the likely impact of the works on the significance of the place; any representations; and any regulations and works guidelines issued under the *HCHA 1995*. The Heritage Council may also consult with the planning authority when making a decision.

In making a decision, the Heritage Council will exercise one of three options: consent to the discretionary permit being granted; consent to the discretionary permit being granted subject to certain conditions; or advise the planning authority that the discretionary permit should be refused.

The Heritage Council's decision is then forwarded to the planning authority, which will incorporate the decision into any planning permit.

A total of 13 places adjacent to or in the vicinity of the site are included in the THR. This includes built and archaeological sites. Details of these places are included in Table 1 and Figure 3. The provisions of the *HCHA 1995* however do not apply to works or development occurring adjacent to a place included in the THR.

The *HCHA 1995* establishes mechanisms for the creation of Heritage Agreements for the conservation of places of historic cultural heritage significance. The Corporation intends to enter into a Heritage Agreement with the Minister for Heritage and Hobart City Council as planning authority. The scope of the agreement will apply to the five most significant components of Macquarie Point:

1. The archaeological remains of Edward Lord's house;
2. The Hobart Rivulet Domain Diversion Tunnel;
3. The 1914 Goods Shed;
4. The Red Shed; and
5. The Escarpment Rock Face.

It is proposed that for the duration of the Agreement, the provisions of the *HCHA 1995* related to the Tasmanian Heritage Register and Heritage Works will not apply to Macquarie Point.

Works Guidelines for Historic Heritage Places

The Tasmanian Heritage Council and Heritage Tasmania, DPIPWE, have issued *Works Guidelines for Historic Heritage Places* which must be applied when considering an application for an exemption or discretionary permit. The guidelines provide a general reference for the types of works which may be exempt, or those where a permit will be required. They also define appropriate outcomes for a range of different works and development scenarios. Although specifically designed for places included in the THR, the guidelines are applicable to the management of heritage places generally.

The overarching guiding principles of heritage management contained within the guidelines are applicable to this site. This includes requirements to understand significance; that changes to a place should be sympathetic to its significance; that change that provides for the ongoing relevance, use and upkeep can assist with conservation; that changes which impact on significance should be reversible; that significant settings and views should be protected; and that routine maintenance is an essential part of the conservation process.[3]

Although development proposals for the site are yet to be established, the following works categories are of most relevance to Macquarie Point and its heritage values.

- Maintenance and repair of built elements;
- Restoration and Reconstruction;
- Interpretation;
- Subdivision or boundary adjustment;
- Demolition, relocation and moveable heritage;
- Excavation and archaeological investigation;
- New buildings;

[3] Tasmanian Heritage Council, *Works Guidelines for Historic Heritage Places*, November 2015, p.4

- Alterations, additions and extensions;
- Access to heritage places;
- New services;
- Historic plantings and landscapes and
- Signage.

2.1.3 *Aboriginal Relics Act 1975*

The *Aboriginal Relics Act 1975* (*ARA 1975*) is the key Tasmanian Act providing for the preservation of Aboriginal 'relics'. No Aboriginal heritage items are currently known to exist on the site. Test excavations were conducted at 33 locations in January 2015 to determine the potential of the site to contain Aboriginal cultural heritage material. These works were carried out in accordance with a permit issued under the *ARA 1975*.[4]

No Aboriginal heritage items were located during these works. The testing program concluded that the extensive cutting and levelling works carried out to convert the site to a railyards resulted in the place no longer being conducive to containing Aboriginal heritage items. No part of the site is considered to have potential heritage sensitivity. The lack of any Aboriginal cultural material is not seen as suggesting that Aboriginal people did not utilise the site in the past (as demonstrated by such material existing nearby on the Domain and foreshore), but is instead interpreted as being solely a result of post-European disturbance and modification of the site. Because of this high level of disturbance and low level of potential, further proactive investigative works are not recommended.[5]

Notwithstanding the low sensitivity of the former railyards to contain Aboriginal heritage, the *ARA 1975* will apply should Aboriginal heritage be identified or suspected during future works. To account for this scenario, the Unanticipated Discovery Plan should be implemented during all ground disturbance works to help ensure that potential Aboriginal heritage is appropriately managed. This plan is included at Appendix 1.

2.1.4 *Sullivans Cove Planning Scheme 1997*

The Macquarie Point site is located within the planning area of the *Sullivans Cove Planning Scheme 1997*. The Scheme establishes specific cultural heritage management provisions in Schedule 1. This includes provisions:

- To control 'building or works' on places of cultural significance as identified in Table 1 of the Schedule;
- To control 'building or works' occurring adjacent to places of cultural significance identified in Table 1 of the Schedule; and
- To control 'building or works' which involve the excavation of land and the consideration of places of archaeological sensitivity identified in Table 2 of the Schedule.

At present, there are no places within the study area included in Table 1: Places of Cultural Significance. However, the Corporation has initiated a process to amend the Scheme to include the 1914 Goods Shed and Red Shed in Table 1. This followed an assessment of these two buildings for their potential heritage values, which concluded that the 1914 Goods Shed is a place of a State and local significance and the Red Shed a place of local significance.[6]

There are a number of places included in Table 1 situated within the broader locality and 'adjacent' to the study area. The Scheme defines 'adjacent' in relation to proposed development as 'sites alongside, behind or diagonally behind a place of cultural significance or on the opposite side of the street'. These places are shown in Table 1 and Figure 3.

[4] Permit for the purposes of section 14 of the *Aboriginal Relics Act 1975 (Tas)*, Permit No.: 1415-05, Macquarie Point Development Corporation, Macquarie Point test-pit investigations
[5] Austral Tasmania Pty Ltd, *Macquarie Point Aboriginal Archaeological Test Excavations*, final report prepared for the Macquarie Point Development Corporation, AT0174, 18 August 2015
[6] Austral Tasmania Pty Ltd, *Built Heritage Assessment for the Macquarie Point Site*, final report prepared for the Macquarie Point Development Corporation, AT0174, 13 May 2015

'Building or works' occurring adjacent to a place of cultural significance will be permitted where it can be demonstrated that one of the following deemed to comply standards can be met:

- The height of 'building or works' adjacent to places of cultural significance must not exceed that of any building on the place, at a distance of less than 10 (horizontal) metres from the building; and
- The area of the facade of any new 'building or works' must not exceed that of the facade of an adjacent place of cultural significance by a factor of 2.[7]

Where the deemed to comply standards cannot be met, 'building or works' will be considered discretionary, and will be assessed against the following provisions:

- 'Building or works' adjacent to a place of cultural significance must not dominate that place when viewed from the street or any other public space, or be more prominent in the street than the adjacent place of cultural significance.
- The area of a facade of any new building may be permitted to exceed that of the building on an adjacent place of cultural significance where the Planning Authority is satisfied that the visual impact of the apparent disparity of scale is not significant or that historic precedent warrants the scale disparity.
- 'Building or works' must complement and contribute to the specific character and appearance of adjacent places of cultural significance and the historic character of the Cove generally.
- The location, bulk and appearance of 'building or works' must not adversely affect the heritage values of any adjacent or nearby place of cultural significance.
- 'Building or works' must not reduce the heritage value of any adjacent places of cultural significance by mimicking historic forms.[8]

The archaeological provisions of the Scheme also apply to the site with regard to 'building or works' which involve the excavation of land within the planning area.[9] Table 2 of Schedule 1 of the Scheme includes a list of places of archaeological sensitivity. The former railyards includes two places included in Table 2. These are the 'Royal Engineers Headquarters and Kings Yard' (*SCPS 1997,* Schedule 1: Table 2: Ref. No. 12); and 'Hobart Rivulet - Domain Diversion Tunnel' (*SCPS 1997,* Schedule 1: Table 2: Ref. No. 90). Site No. 12 covers a large portion of the western end of the former railyards whilst Site No. 90 enters the Macquarie Point site at two discrete locations. The location of these places is shown in Figure 3.

Where proposed works cannot satisfy the permitted categories, an Archaeological Sensitivity Report is required and the works must be assessed as discretionary. The Scheme defines the meaning of an Archaeological Sensitivity Report as:

> A report accepted by the Planning Authority that is prepared by a qualified archaeologist or other suitably qualified professional that may be required to be submitted as part of any applications to undertake works, and which includes the following:
>
> - Investigation of documentary evidence on the application site history.
> - Sampling program which includes timing and method of sampling, and procedures to be followed where items of archaeological value are discovered.
> - Details of archaeological 'watching brief' procedures to be implemented during the completion of works.

In assessing a discretionary application, the Planning Authority must consider the findings of the Archaeological Sensitivity Report and the following criteria contained in clause 22.6.5:

- The likelihood of the proposed 'building or works' resulting in the removal or destruction of items of archaeological significance.
- The cultural significance of the site.
- Evidence of an adequate archaeological reconnaissance and site sampling prior to the approval or carrying out of works.

[7] SCPS 1997, Cl.22.5.4
[8] SCPS 1997, Cl. 22.5.5
[9] SCPS 1997, Cl.22.6.1

- The need to reasonably protect potential archaeological significance during the design, and carrying out of works.
- The need to undertake an archaeological 'watching brief' to be required during the carrying out of works.

2.1.5 Section Summary

The following table summarises currently identified historic heritage places both within and immediately outside of the Macquarie Point site, that appear on statutory heritage registers or lists as of the date of this report. These places are depicted in Figure 3.

Figure 3 Ref. No.	Place Name	Tasmanian Heritage Register?	Sullivans Cove Planning Scheme 1997?	Within study area?
1	Engineers Headquarters and Kings Yard	No	Yes: Table 2	Yes
2	Royal Engineers Building and Stone Post, 2 Davey Street	Yes	Yes: Table 1 and 2	No
3	Cenotaph and Cenotaph Avenue, Tasman Highway	Yes	Yes: Table 1	No
4	Martin's Hot Shot Oven and Queen's Battery, Tasman Highway	Yes	Yes: Table 1 and 2	No
5	Hobart Rivulet - Domain Diversion Tunnel	No	Yes: Table 2	Yes
6	Former HMAS Huon Naval Depot, Tasman Highway	Yes	Yes: Table 1	No
7	Former Hobart Railway Station (ABC Complex), 1-7 Liverpool Street	Yes	Yes: Table 1	No
8	Former Hobart Gas Works Complex, 2 Macquarie Street	Yes	Yes: Table 1 and 2	No
9	Below surface archaeological fabric only, 15 Hunter Street	Yes	Yes: Table 2	No
10	Drunken Admiral Hotel, 17-19 Hunter Street	Yes	Yes: Table 1 and 2	No
	Warehouse, 19A Hunter Street	Yes	Yes: Table 1 and 2	No
	Warehouse, 23-25 Hunter Street	Yes	Yes: Table 1 and 2	No
	Warehouses, 27-35 Hunter Street	Yes	Yes: Table 1 and 2	No
	University of Tasmania Centre for the Arts, (part of former Jones and Co. complex), 37-41 Hunter Street	Yes	Yes: Table 1	No
11	Hunter, Evans, Davey Street - Subsurface remains including Hunter Island, Causeway, Old Wharf	Yes	Yes: Table 2	No

Figure 3 Ref. No.	Place Name	Tasmanian Heritage Register?	Sullivans Cove Planning Scheme 1997?	Within study area?
	Probation Station & Reclaimed Land, Hunter, Evans, Davey Streets			

Table 1: Currently identified historic heritage places on statutory heritage registers or lists.

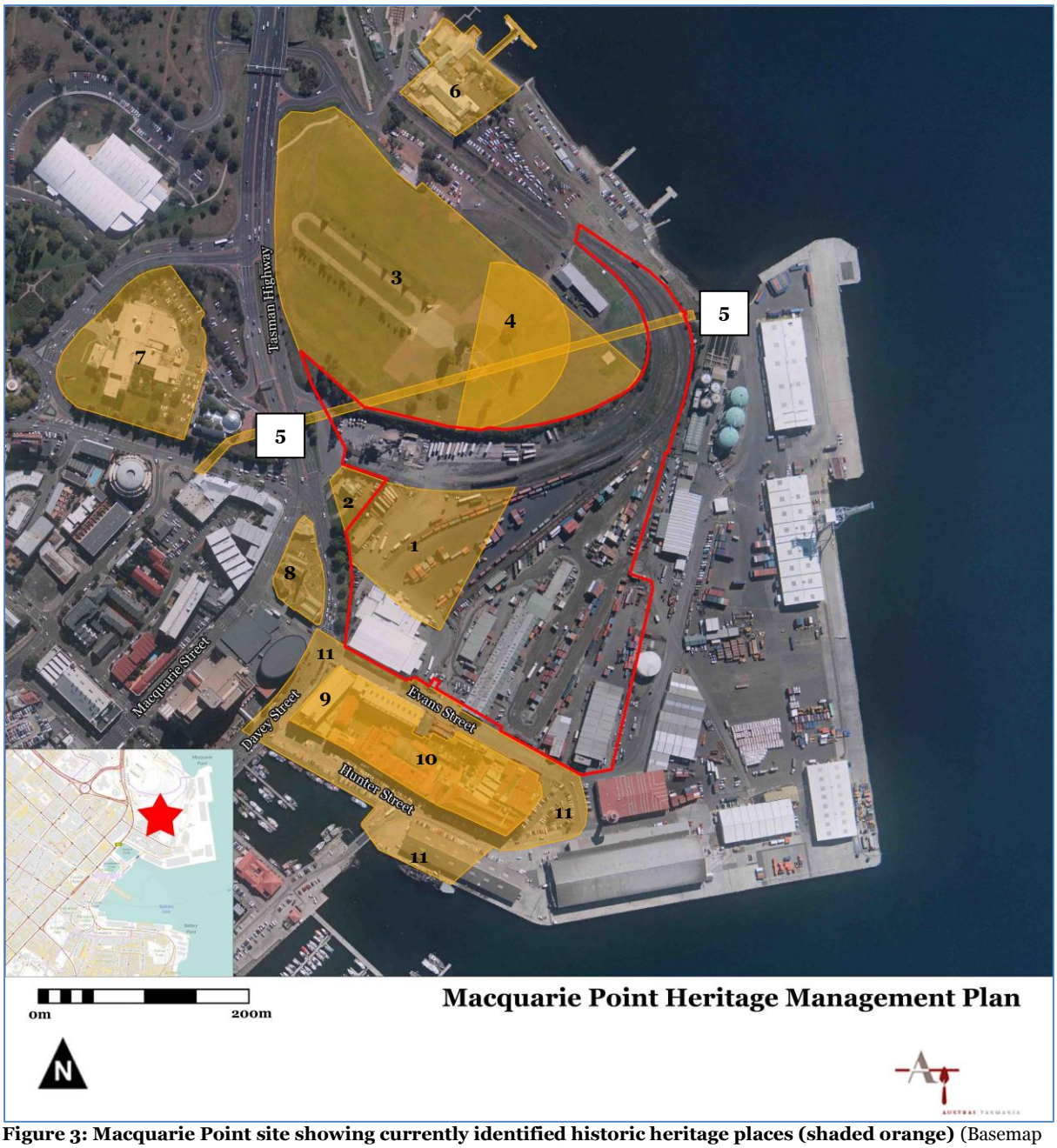

Figure 3: Macquarie Point site showing currently identified historic heritage places (shaded orange) (Basemap LISTMap, © State of Tasmania)

2.2 Proposed Approach to the Management of Heritage at Macquarie Point

2.2.1 Approach to the Management of Historical (European) Archaeology (see Figures 5 and 6)

Three phases of historical archaeological test excavations have occurred on the site. In 2008, archaeological test excavations were carried out in advance of the then proposal to relocate the Royal Hobart Hospital to the site. Eight test trenches were excavated, three of which correspond with the area defined in the *Sullivans Cove Planning Scheme 1997*as the 'Royal Engineers Headquarters and Kings Yard' (Schedule 1: Table 2: Ref. No. 12). The remaining five test sites were located to the east and outside of the listed boundaries of this place of archaeological sensitivity.

Trench 1A and 1B were located on the north-western side of the Corporation's office building. The trenches found what is believed to be an interior portion of Edward Lord's 1815 house, later modified by the Royal Engineers. The remaining two trenches within the listed boundaries of the 'Royal Engineers Headquarters and Kings Yard' (*SCPS 1997,* Schedule 1: Table 2: Ref. No. 12) did not locate significant nineteenth century archaeological features or deposits, indicative of a high level of twentieth century disturbance as part of the conversion of the place to the railyards.[10]

Five test trenches were excavated within the boundaries of the 'Royal Engineers Headquarters and Kings Yard' (*SCPS 1997,* Schedule 1: Table 2: Ref. No. 12) in December 2014. The excavations confirmed the high level of disturbances within the listed boundaries of this place. Remnant and discrete areas of archaeological potential do remain within the boundaries of this place, but the test excavations confirmed the high levels of past disturbances. Evidence of Lord's house and outbuildings on the south-eastern side of the Corporation's office has been destroyed, whilst discrete evidence of the Lumber/Engineers Yard was found in two locations.

It should also be noted that the spatial definition of the 'Royal Engineers Headquarters and Kings Yard' (*SCPS 1997,* Schedule 1: Table 2: Ref. No. 12) includes significant subsurface fabric related to the later railway use of the place. This includes the location of a c.1870s railway turntable well which has not previously been investigated and remains a site of archaeological potential and the 1914 turntable well which has been confirmed to survive. These features are only of limited archaeological potential. That is, their ability to contribute new and important information not available elsewhere (plans, specifications, photographs and so on) is limited. The key values of these features are their historical associations with railway functions and their interpretive potential.

The spatial definition of the 'Royal Engineers Headquarters and Kings Yard' (*SCPS 1997,* Schedule 1: Table 2: Ref. No. 12) in Figure 5a of the Scheme has been found to be excessively large in both the 2008 and 2014 works and a revised spatial definition of the archaeological sensitivity of the place has been prepared. Recommendations have been made according to the assessed levels of significance of specific sites or features within this place, with an emphasis on *in situ* preservation of the most significant sites; salvage excavation in advance of proposed redevelopment for other features; and, no further action outside of areas of archaeological sensitivity.[11]

The second place of archaeological sensitivity included in the heritage schedule of the Scheme is the 'Hobart Rivulet - Domain Diversion Tunnel' (*SCPS 1997*, Schedule 1: Table 2: Ref. No. 90)'. The tunnel is assessed as having State level significance and the recommended management approach is to avoid impacts to the tunnel and conserve it as a significant feature of operating infrastructure.

With the exception of these two listed places, the remainder of Macquarie Point is not subject to statutory heritage management of an archaeological nature. Extending the scope of statutory management to other components of historical development would not appear warranted. This specifically relates to the slaughteryards complex, gas works, sanitary depot, series of seawalls and the late nineteenth, early twentieth century refuse deposits used to reclaim a large portion of the site (see Figures 5 and 6).

The recommended management approach for these features varies, but is commensurate to the lower levels of significance or apparent poor condition. Structural evidence of the Engineers Jetty, seawalls,

[10] Archaeological Management & Consulting Group Pty Ltd, *Archaeological Test Excavation Report Vol. 1 & 2 - New Royal Hobart Hospital, Hobart, Tasmania*, November 2008

[11] Austral Tasmania Pty Ltd, *Macquarie Point Historical Archaeological Test Excavations*, final report prepared for the Macquarie Point Development Corporation, AT0174, 29 July 2015

sanitation depot and septic tanks should be recorded should such features be exposed during future developments, whilst no further active management is recommended for the refuse deposits.

2.2.2 Approach to the Management of Built Heritage (see Figure 7)

The Corporation has initiated processes to include the 1914 Goods Shed and the Red Shed as places of cultural significance under the Planning Scheme. Both buildings are to be conserved, maintained and potentially adapted for new public and private uses (based on ownership) as set out in this HMP.

The 1914 Goods Shed will remain in public ownership and the Corporation has responsibility for the conservation, adaptation and ongoing maintenance of that structure until the public domain is managed by a different authority. After that the requirements of this HMP will apply to the new manager.

The 1914 Goods Shed is the most significant feature of the site with its dominant linear form. It is the key built focus of the site and the Masterplan has been developed to give it prominence and meaning. Apart from conservation and adaptation works to the structure itself key issues for development are:

- The relationship of new development to either side of the building, both immediately adjacent as on the east and across a public space to the west. This relationship will include scale, form, use of materials, articulation massing, uses and activation of the public realm. Any development around the Goods Shed will need to address these issues in design and in any applications made for development.
- Ensuring that new development adjacent to and in the vicinity of the 1914 Goods Shed does not overwhelm the Goods Shed to reduce its visual significance in the place. This can be achieved by good design, particularly designing within the context of the setting.
- Ensuring that the proposed uses for the 1914 Goods Shed do not conflict with adjacent development. For example using the Shed for large events may not be consistent with locating residential development immediately adjacent.
- Ensuring that servicing to both adjacent development and the 1914 Goods Shed does not conflict with the major public realm areas that adjoin the Goods Shed.

The Red Shed is a much smaller building that will require a level of refitting or possibly small additions to allow it have an ongoing use. The extent of work will need to comply with the policies for development in this Plan.

With regard to context, the Red Shed fronts Evans Street and the proposed main through-site access way. Adjacent development sites are set back from it but their scale is significant in contrast to the Red Shed and there is potential to overwhelm the Shed, despite the proposed setbacks and setting of the building. Apart from the required conservation work and any approved adaptation or fitout work to the building key issues for surrounding development are:

- Providing a public domain setting that features the building but also provides for its use and activation.
- Ensuring that adjacent new development, and in particular development on lot 23, is designed specifically to respond to the scale and form of the Red Shed so that the development does not visually overwhelm the heritage building. This may require additional setbacks, use of materials, articulation or a design response that ensures the setting of the Red Shed is retained and enhanced.

The Royal Engineers building is not part of the Macquarie Point site but is within the immediate setting of the site and is likely to be affected by development on the Macquarie Point site. Any development on or around that place should be informed by a conservation management plan as little is known about the site or place at the time of preparing this HMP.

It is anticipated that such a plan would recommend uses and works to the building and site features and provide guidance on approaches to its setting. Consequently until that work is undertaken it is not possible to provide any further advice on this part of the development site and no works or change should take place until that process is complete.

2.2.3 Approach to the Management of Other Heritage

Apart from built heritage and archaeology the escarpment rock face is the key remaining heritage feature of the site. In its current form it demonstrates two principal values, firstly it separates the Cenotaph from the former rail yards and as a result the Cenotaph is set apart by the dramatic change of topography. This is a well-established relationship within Hobart and should not be changed.

Secondly it is one of the clearest demonstrations of the impact of the railyards development from the 1870s where the edge of the knoll (prior to the Cenotaph being established) was cut back to provide an alignment for the sweep of rail lines, later expanded to include sheds and infrastructure that formed the railyards and Hobart Station complex. While much of the rail yard and station has been excised and cut by new roads, the rock face defines the area and is capable of interpretation.

The key management strategy for the rock face is for it to be retained as the edge to the precinct and for it to be traversable in the public domain. The ongoing management of the rock face is addressed in section 4.6.1 of this HMP.

2.3 Proposed Heritage Planning Controls over Macquarie Point

The following sections of this report outline the proposed heritage management framework for development within Macquarie Point.

2.3.1 General Requirements for Development Applications

Each proposal for development requires a development application to be submitted to Hobart City Council. Applications will need to address all of the standard regulatory matters required by Council as well as specific requirements of the Corporation.

The Corporation will be the land owner for all development applications and will be required to sign applications as landowner. The Corporation will review each application.

Applicants are also advised to undertake consultations with Hobart City Council prior to lodging an application.

Applicants are advised to provide specialised heritage advice with their applications, where relevant and appropriate.

The Corporation will not provide specialist advice on heritage matters to applicants, this advice should be separately obtained by applicants. However the Corporation will provide feedback on heritage issues that arise during consultation with the Corporation.

The preparation of applications is the sole responsibility of the applicant.

2.3.2 Heritage Impact Assessment Requirements for Development Applications

Where a development application is made to Hobart City Council as the planning authority under the *Sullivans Cove Planning Scheme 1997*, the application, with regard to heritage, must set out how it has satisfied the policies of the Heritage Management Plan.

The sites set out in this plan as having heritage value, even though not included in the Planning Scheme Schedule 1 or the THR as places of heritage significance, must be assessed for their heritage value as if they were included on those schedules.

With the exception of developments of Development Sites 11, 12, 13, 17, 18, 19, 20 and 21, a Heritage Impact Assessment (HIA) must accompany any application for works commensurate in level of detail to the potential for adverse heritage impacts. A HIA provides a rationale of how the proposal has addressed the applicable heritage policies within the *Sullivans Cove Planning Scheme 1997* and this HMP. The template for HIA's is included below.

If proposals vary any of the heritage provisions of this HMP, the HIA must identify those variations and provide a justification for the proposed change. The HIA is to be prepared by a suitably qualified heritage consultant.

It is expected that development proposals will comply with height, setback and other general planning controls for the area. Where a proposal does comply with planning controls that have no impact on heritage values, then there is no requirement to address those matters in a HIA. However, if for any reason a proposal departs from the established planning controls that may impact on heritage values

the HIA must set out why the departure is proposed and must demonstrate that it does not adversely impact on the specific or broader heritage values of the area.

Where an application directly affects a heritage place, that is one of the two sheds, the Royal Engineers Building, the rock face, identified archaeological sites, or identified significant views, the assessment must address all of the matters set out in this plan that relate to those items.

2.3.3 Heritage Impact Assessments for Development of Places or Features that do not have Statutory Heritage Significance

Where an application is adjacent to the identified built heritage items on the development site, or adjacent to adjoining heritage listed places outside of Macquarie Point, the assessment must address the following matters:

- How does the proposal address both known and unknown archaeological values on the specific site?
- Does the proposal have any indirect adverse impacts on the heritage features of the heritage listed or identified adjacent site/s?
- Has the proposal been designed contextually with regard to the heritage values, forms and character of the place?

Where an application is not adjacent to a heritage place a heritage impact assessment is only required if the proposal does not comply with the masterplan and statutory requirements for the site.

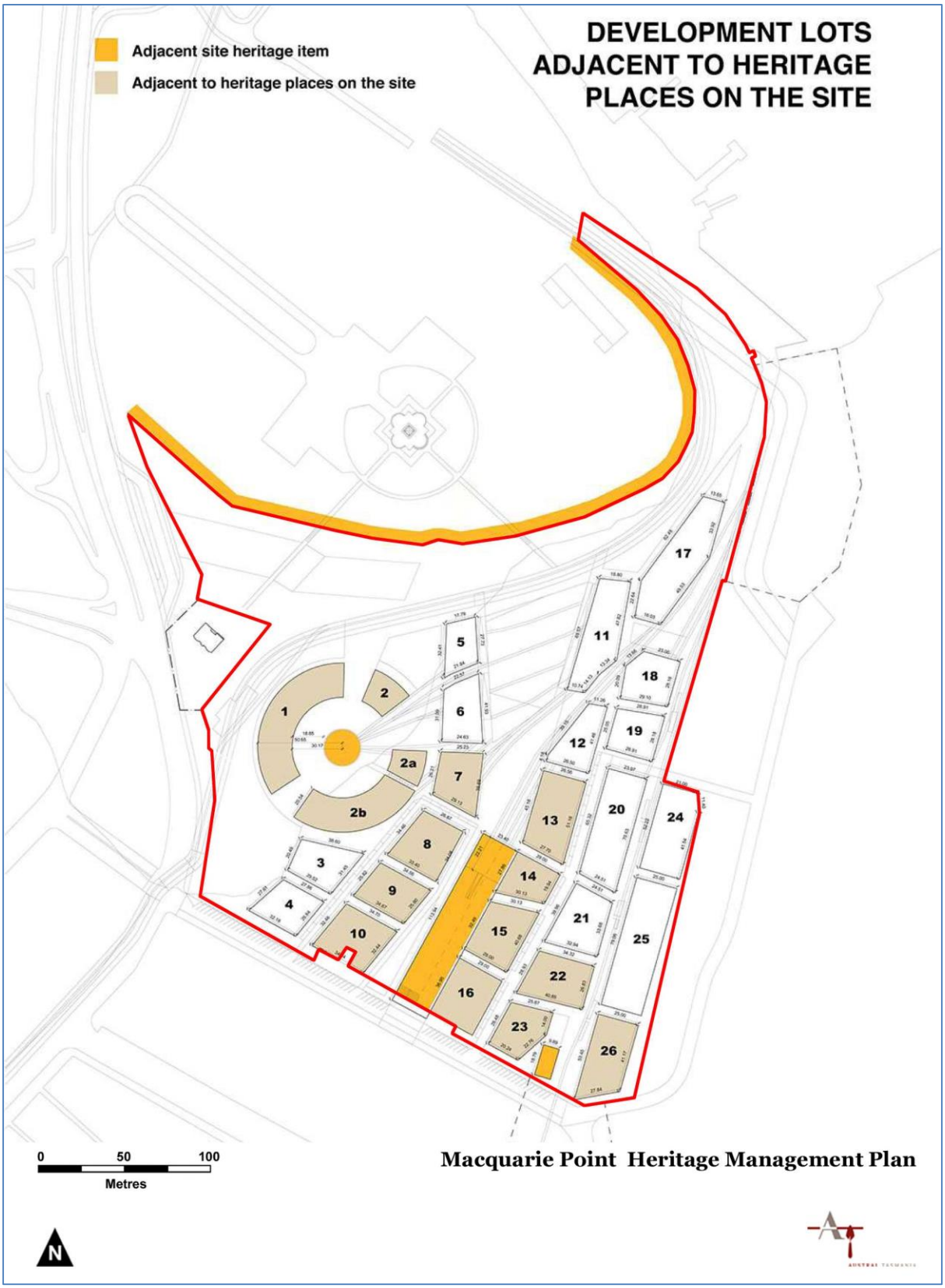

Figure 4: The Development Site Plan from the Masterplan showing the various lots that are identified as being adjacent to heritage places within the Macquarie Point site (Basemap provided by the Corporation).

2.3.4 Heritage Impact Assessment Template

To assist applicants a Heritage Impact Assessment template is provided below that sets out the minimum requirements and a format to undertake that assessment.

1. Identify the development site;
2. Identify the author, proponent and the details of the plans that form the basis of the proposal;
3. Reference the site details set out in the HMP regarding the specific site/s;
4. Provide any additional research or analysis that has taken place for the specific development site/s;
5. Set out how the proposal has addressed the Masterplan, Planning Scheme and HMP requirements in relation to heritage impacts for the specific development site/s and the site as a whole;
6. Identify any variations or unsuitability with the Masterplan, Planning Scheme and HMP and set out the rationale for why these have occurred and how any consequential impacts have been mitigated;
7. Reference any discussions with the Corporation or Hobart City Council in relation to heritage matters; and
8. Set out an outline proposal for interpretation (where required).

2.3.5 Protocol for Managing Unanticipated Historic (European) Archaeological Discoveries

The following outlines the protocol for managing Unanticipated Historic (European) Archaeological Discoveries. Separate legislative and procedural requirements exist for Aboriginal heritage and these are documented in the Unanticipated Discovery Plan (Appendix 1).

Some archaeological investigations have taken place at Macquarie Point since 2008 through a series of test excavations and monitoring of environmental works. To date, these works provide the only information regarding subsurface archaeological conditions and the potential of certain locations within Macquarie Point to contain archaeological features. Based on these limited insights, some inferred judgments have been made on:

- The potential, or likelihood for particular areas to contain subsurface archaeology; and
- The likely significance of such features or deposits.

However, it is highly likely that unanticipated archaeology will be encountered during excavation works because of the diversity and widespread nature of past development on the site and the limited insights available from historical research and test excavations and monitoring.

To account for such finds, project specifications for each development lot and works within the public domain must take into account the potential for dealing with unanticipated discoveries. The *Sullivans Cove Planning Scheme 1997* includes specific requirement as part of its requirements for Archaeological Sensitivity Reports, terming such protocols a 'watching brief'.

Some of the specific place records in this HMP detail what unanticipated discoveries will constitute at the site. Features may include but not be limited to the exposure of hand made clay bricks or sandstone blocks forming walls or surfaces, or artefacts such as fragments of ceramic, bottle glass, bone, shell or other items.

Where such material is found, or where doubt exists, excavations within the area should cease pending attendance on site and receipt of advice from a qualified archaeologist, at which point, depending on the findings, it may also be necessary to involve Hobart City Council in discussions.

What if any further archaeological management is required will depend on the significance of the discovery. This will largely be a question of its thematic context; its potential to provide new and important information; and its condition. Management may vary from no further action, to recording of exposed features, to further archaeological monitoring, testing or controlled excavation in accordance with Parts 4 to 8 of the Tasmanian Heritage Council's Practice Note 2: Managing Historical Archaeological Significance in the Works Application Process.

3.0 A BRIEF TIMELINE OF THE MACQUARIE POINT SITE

3.1 Introduction

The following provides a brief overview of the history of Macquarie Point. The site history report and other background studies should be referred to for further detailed information.

40,000 years - and probably longer	People have lived in Tasmania for at least 40,000 years, and possibly up to 70,000 years or longer. The area now known as Hobart was home to the Muwinina band of the South East Tribe. They knew the area as Nibberloone or Linghe.
1804	Arrival of Lieutenant-Governor David Collins and a party of convicts, military and free settlers and establishment of Hobart.
1806	First land grants at Macquarie Point: 14 acres to Leonard Fosbrook, and 24 acres to George Guest. The area becomes known as Fosbrook's Point.
1810	William Collins acquires a small parcel of land on the mouth of the Rivulet, to the south of Fosbrook's land.
1811	Governor Lachlan Macquarie arrives and renames the place Macquarie Point. He later decreed that the site would be the location of the new Government House.
1814	Fosbrook sold his 14 acres to Edward Lord. In c.1815, Lord replaced Fosbrook's small cottage with a large sandstone and brick house.
1821	Government acquires Lord's property, in exchange for thousands of acres of land in the central highlands. During the early years of government ownership Macquarie Point was used for a variety of purposes including as a parade ground, school, accommodation for female convicts and housing for veterans. Nearby was the government stockyard and later slaughterhouse.
1825	Formation of the 'New Cut' to redirect the original course of the Rivulet. The New Cut channelled the Rivulet's mouth to enter the Derwent behind the Hunter Street causeway.
1826-27	Relocation of the government lumber yards to Macquarie Point. Edward Lord's house was taken over by John Lee Archer for use as his home and offices. The lumber yard consisted of an open square flanked by buildings. A slip was constructed for landing timbers from the Derwent.
1836	Royal Engineers take over the Lumber Yard.
1846	Royal Engineers establish their headquarters at Macquarie Point. A new office building is constructed, and Edward Lord's former house is used as barracks. The original landing slip was replaced by a large stone structure known as the Engineers Jetty during the 1840s.
1854	Establishment of the Hobart Gas Company. The gas works were first established on Mrs Collins' land, and expanded around the mouth of the Rivulet during the latter part of the nineteenth century.
1858	Construction of new slaughter yards at Macquarie Point with slaughter houses, stock and sale yards and landing jetties. A substantial amount of land was reclaimed to create space for the new facility.
1861	Establishment of Rifle Butts off the very tip of Macquarie Point for use in target practice. Conversion of the former Engineers Yard to a Drill Yard for the Southern Volunteers Unit.
1872	Construction works begin on the Tasmanian Main Line Railway. The Hobart Terminus was located on the old cricket ground, to the north of the study area. Railway management used the Royal Engineers building as their headquarters.
1876	Opening of the completed main line railway.
1882	The government erects a kerosene store to the rear of the gas works.

1889	A Sanitary Depot was constructed next to the gas works for the treatment of sewage.
1880s-90s	Construction of a seawall off Macquarie Point as part of further reclamation works. The enclosed area formed a basin which became the Hobart Corporation's refuse tip and was progressively reclaimed.
1890	Government takeover of the Tasmanian Main Line Railway Company by the Tasmanian Government Railways.
1894-95	Tasmanian International Exhibition held on the Domain. A grand and temporary building was erected on Macquarie Point, where the Cenotaph is now located.
1904-10	Septic tanks were installed at the site of the 1889 Sanitary Depot. By 1910, they were no longer able to cope with demand and the tanks were abandoned in favour of pumping raw sewage directly into the Derwent via an extended outfall pipe.
1909	Closure of Macquarie Point slaughter yards.
1910	Tasmanian Government Railways identify land to the rear of the gas works as their preferred location for expansion.
1913-1917	Construction of the Domain Diversion Tunnel under what is now the site of the Cenotaph to redirect the course of the Rivulet.
1914-15	Tasmanian Government Railways undertake major expansion works on Macquarie Point with a new goods Shed, coal yards, roundhouse and turntable and approximately 7.2km of rail line on the site.
1923-24	Major reconstruction of the gas works plant. Further land was acquired on the Evans Street frontage where a tar and liquor tank and new purifiers were established.
1924	Filling of the old course of the rivulet to create Evans Street.
1920s-37	By 1937, an area of 6.5 acres had been reclaimed off Macquarie Point for oil storage use.
1946-1949	Northern extension of the Goods Shed, bringing the building to its current dimensions.
1940s-1950s	Erection of a new large railways workshop at Macquarie Point and redevelopment of the Hobart Station terminus.
1953	Erection of the Red Shed. The building was relocated to Macquarie Point from another railyards site.
c.1950-78	Massive reclamation works at Macquarie Point carried out, resulting in the current Macquarie Wharf complex.
1978	Closure of Hobart gas works. Last passenger train between Wynyard and Hobart. Australian National Railways takes over Tasmanian Government Railways. Over the coming years, services were rationalised and most station buildings, housing and sheds were removed, including at the Hobart Station site.
1984	Conversion of the Goods Shed to a transit warehouse for truck use.
2007	Investigations begin on relocating the Royal Hobart Hospital to the railyards. The investigations found that although the site was the preferred option, the costs associated with remediation and construction were too high.
2012	Australian government grant of $50 million to support the remediation of the railyards. Establishment of the Macquarie Point Development Corporation.
2014	The last train left the Macquarie Point railyards.

4.0 THE HERITAGE COMPONENTS OF MACQUARIE POINT

4.1 Introduction

The following provides an overview of each component or value which forms the Macquarie Point site. The overview provides summarised information related to its history, physical attributes, significance and comparative value and key policies. More detailed information is provided on the 1914 Goods and Red Shed in terms of the graded significance of specific elements and future use options.

The following information has largely been arranged in the chronological order of development. Site information includes references to original source material. Records have been prepared for the following:

- Potential Aboriginal Heritage
- Historical (European) Archaeology:
    - Edward Lord's House and the Lumber Yard/Engineers Yard
    - Hobart Gas Works Site (now former Cold Store)
    - Slaughteryards, slaughterhouses and Superintendent's House
    - Municipal Sanitary Depot
    - Railway Turntable Sites
    - Land Reclamation and Key Features
    - The Hobart Rivulet Domain Diversion Tunnel
- Built Heritage:
    - The Royal Engineers Building
    - The 1914 Goods Shed
    - The Red Shed
- Other Features:
    - The Rock Face
    - Track Formations & Layout
- Outline of Other Heritage Issues:
    - Views and Vistas to the Site
    - Views and Vistas across the Site
    - Views and Vistas through the Site
    - The Proposed Car Park
- Adjacent Places

The following Figures depict the locations of the above sites.

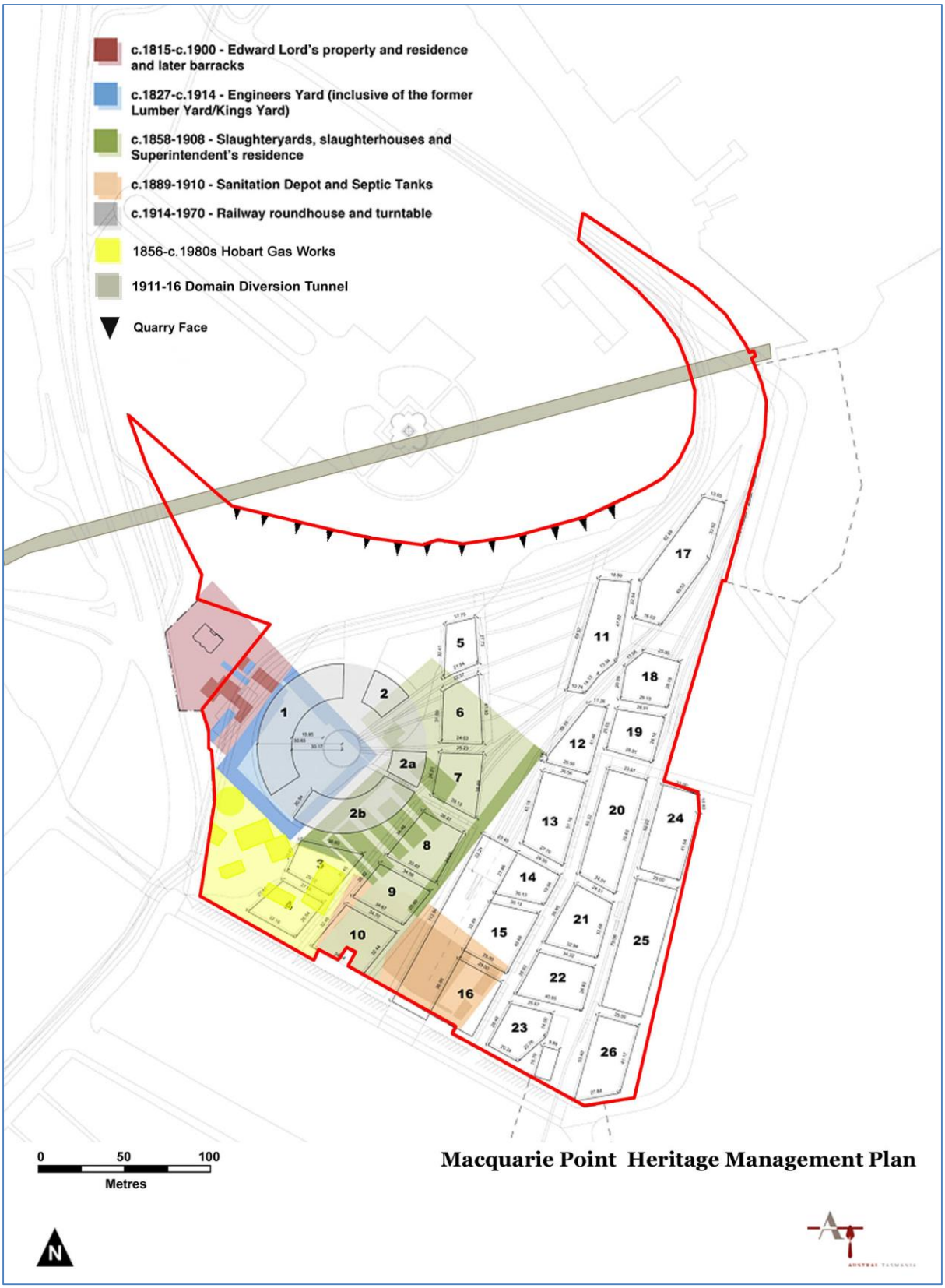

Figure 5: Macquarie Point site showing sequential development and archaeological potential as an overlay on the Masterplan subdivision proposal (provided by the Corporation)

Figure 6: Macquarie Point site showing sequential development of seawalls and Engineers Jetty as an overlay on the Masterplan subdivision proposal (provided by the Corporation)

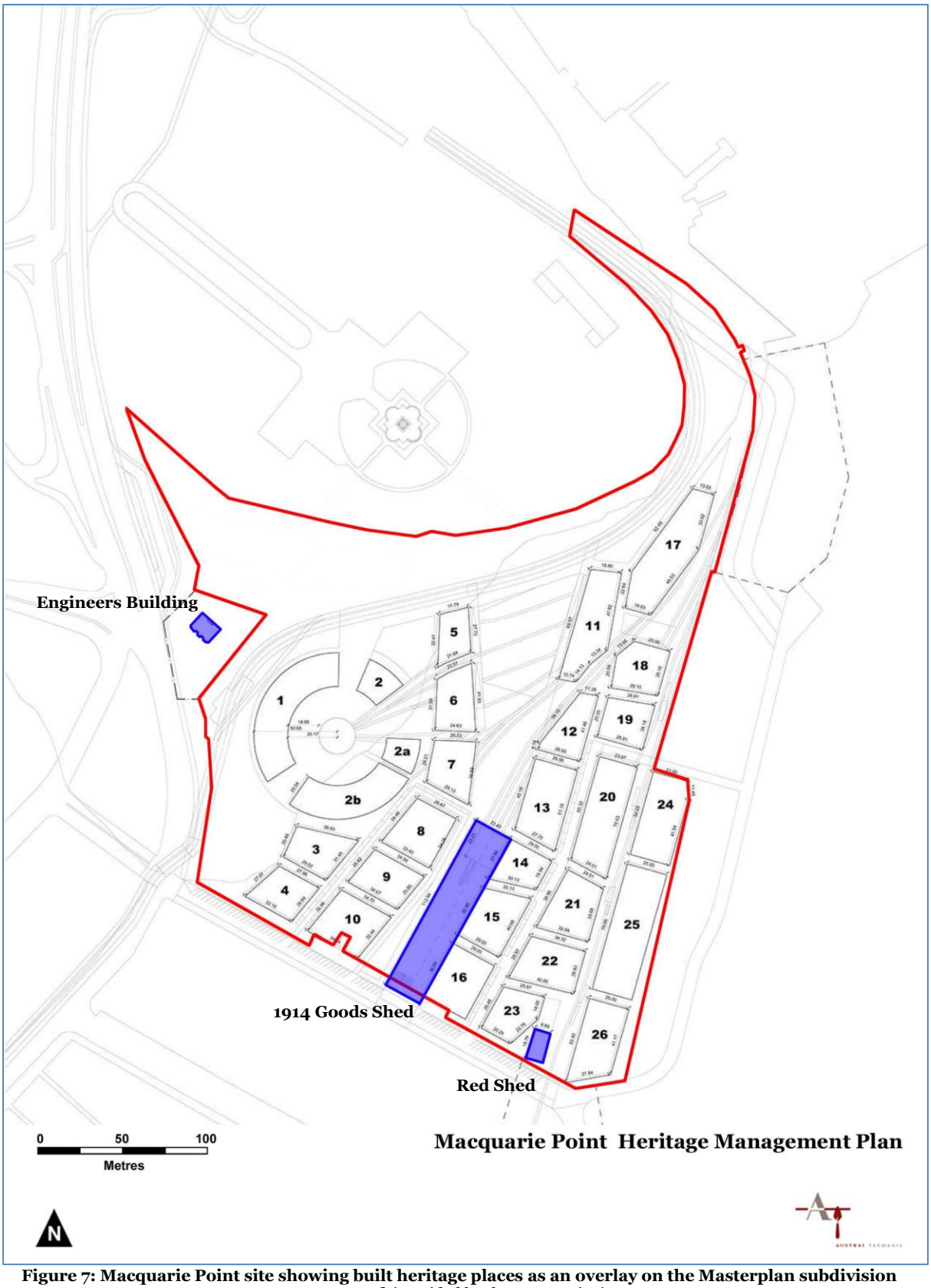

Figure 7: Macquarie Point site showing built heritage places as an overlay on the Masterplan subdivision proposal (provided by the Corporation)

4.2 Framework for Assessing Significance

The assessment of significance is the fundamental matter to be understood before setting out the heritage management process. Heritage assessment occurs at all levels of government according to set criteria. In this report the assessment of heritage values has been made with regard to the definition of cultural significance contained in the *Burra Charter* and the eight criteria adopted at the 1998 Conference on Heritage (HERCON). These form the basis for heritage assessment across Australia. The statements of significance establish the heritage values of the various elements of the place that are important to be retained as new development, adaptation, conservation or other works take place. The eight HERCON criteria are:

> ***Criterion A:*** *Importance to the course, or pattern, of our cultural or natural history.*
>
> ***Criterion B:*** *Possession of uncommon, rare or endangered aspects of our cultural or natural history.*
>
> ***Criterion C:*** *Potential to yield information that will contribute to an understanding of our cultural or natural history.*
>
> ***Criterion D:*** *Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.*
>
> ***Criterion E:*** *Importance in exhibiting particular aesthetic characteristics.*
>
> ***Criterion F:*** *Importance in demonstrating a high degree of creative or technical achievement at a particular period.*
>
> ***Criterion G:*** *Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.*
>
> ***Criterion H:*** *Special association with the life or works of a person, or group of persons, of importance in our history.*

Each component of Macquarie Point has been assessed for its potential heritage values against the above criteria, with statements included where a criterion is considered to be met. The following provides an overview statement describing the significance of Macquarie Point as a place. It condenses the most significant aspects of the place into a concise statement. Some of these values are demonstrated by fabric, such as built form or archaeological features. Other values exist only as an historical association with the place and may not be demonstrated in any fabric.

4.2.1 Statement of Significance for Macquarie Point

Macquarie Point, as a whole, is a place of heritage significance. The place is historically important, contains rare aspects, has research potential, is important for demonstrating a class of place, exhibits important aesthetic characteristics, demonstrates technical achievements and has special associations.

The early European development of the place is of historical importance. Substantial built development can be traced back to 1815, an early period in the colonisation of Tasmania, and associated with one of the most prominent European figures of the first settlement period, Edward Lord. The place evolved to include a number of important uses on government acquisition in 1821. This included educational uses, convict housing, the office and home of the Civil Engineer and Colonial Architect, the King's or Lumber Yard (the principal public works depot in the colony) and the headquarters and barracks of the Royal Engineers. Some of these developments and associations are demonstrated by remnant and discrete areas of subsurface archaeology with high research potential, other aspects of the early history only exist as historical associations.

Macquarie Point was once waterfront land, situated on the fringe of Hobart. Commencing during the mid-nineteenth century, the place developed to contain a number of essential but noxious and unpleasant industries servicing the town. This included part of the gas works, the slaughteryards and places of rubbish and sewage disposal. Development pressures resulted in extensive reclamation works which were carried out progressively and extended the size of the site. Macquarie Point is somewhat unusual for the progression and scale of reclamation and land formation works within the broader evolution of Sullivans Cove. However, physical evidence of the reclamation process through constructing a series of seawalls has been substantially impacted by later developments.

The most prominent and longstanding use of the place is associated with railway operations, the first truly effective means of goods transport around inland Tasmania. This commenced during the 1870s with the major landform modifications of quarrying the hill behind the site to create rail access to the station, followed by the early twentieth century acquisition and redevelopment of the entire place as Hobart's railyards. Relatively little survives of this once expansive operation, but includes confirmed subsurface evidence of the 1914 railway turntable well (a technical achievement for the time), potentially a second and earlier turntable, and two historic goods sheds. Of the two sheds, the 1914 Goods Shed is the most important. It was one of the key developments of the railyards, and was closely associated with the operations of Hobart's port. It is the largest surviving building of this type in Tasmania and compares well with other similar structures of this age and scale found in other Australian states.

4.2.2 Graded Significance for Built Heritage

A more fine grained analysis of the significance of the fabric of the 1914 Goods Shed and Red Shed is available and presented in section 4.5 of this report. The analysis identifies the various elements of the two sheds and sets out the significance of each element, commensurate with the overall level of significance of each structure.

In this report, a four tiered system has been applied for distinguishing different degrees of cultural significance to guide how fabric should be considered in future works. This is defined as:

1. **High Significance**: Original or early fabric, spaces, views, layout etc. that are important in demonstrating the history and development of the place.
2. **Medium Significance**: These are elements or changes which contribute to the history and development of the place.
3. **No significance, or neutral impact**: These are recent or minor elements that neither contribute, nor detract from the significance of the place.
4. **Intrusive elements that detract from the significance of the place**: Elements that impact adversely on the significance of the place.

This level of analysis is not possible for the Royal Engineers Headquarters due to the current lack of detailed investigations or Conservation Management Plan for the place.

4.3 Potential Aboriginal Heritage

Historical Summary

Information related to the use of Macquarie Point by Aboriginal people prior to colonisation is not recorded. However it is likely to have been used by the Muwinina band of the South East Tribe, like other nearby places on the Derwent foreshore. Archaeological evidence of such past use are unlikely to exist on the site. Archaeological test excavations targeting predicted areas of Aboriginal archaeological potential carried out in 2015 did not locate any Aboriginal heritage items. The extensive cutting and levelling works carried out to convert the site to a railyards resulted in the place no longer being conducive to containing Aboriginal heritage items. No part of the site is considered to have potential heritage sensitivity for Aboriginal archaeological sites.[12]

Policies for Potential Aboriginal Heritage

The *Aboriginal Relics Act 1975* will apply in the unlikely event that Aboriginal heritage items are identified or suspected during works. The following policies apply to future development within the area.

1. No further investigative work need be undertaken in regards to the Aboriginal cultural heritage within the Macquarie Point site. The test excavations have confirmed the disturbed nature of the site.
2. In the event that Aboriginal archaeological material or deposits are encountered or suspected during earthworks, all work is to proceed in accordance with the Unanticipated Discovery Plan issued by Aboriginal Heritage Tasmania, DPIPWE (Appendix 1).

[12] Austral Tasmania Pty Ltd, *Macquarie Point Aboriginal Archaeological Test Excavations*, final report prepared for the Macquarie Point Development Corporation, AT0174, 18 August 2015

3. Through consultation with Aboriginal communities, determine interpretation opportunities to present the Aboriginal history and heritage of the Hobart area at Macquarie Point.

4.4 Historical (European) Archaeology

4.4.1 Edward Lord's House and the Lumber Yard/Engineers Yard

Historical Summary

Edward Lord purchased the then land portion of Macquarie Point in 1814 and a large stone and brick house was constructed soon after. The government acquired the property in 1821 and the buildings were used for a number of temporary public purposes. In 1826-27 the government Lumber Yard was relocated to Macquarie Point within a purposely built complex to the east of Lord's former house. The Royal Engineers took over the house and yard complex in 1836 and Lord's old house was converted to become barracks. Following the removal of the Royal Engineers the yard was used by the Southern Volunteers Unit for drill practice and as a temporary storage and works depot by the Main Line Railway. Lord's former house was also used for a time by the Territorial Police. These phases of nineteenth century development remained in place until the early twentieth century when the site was cleared and redeveloped as part of the Hobart railyards, including construction of the 1914 roundhouse and turntable.

Description (see Figure 5)

Evidence of Lord's house and the Lumber/Engineers Yard partially survives in subsurface archaeological contexts. Approximately one-third of the Lord's house was found to exist on the north-western side of the Corporation's office building. An interior portion of the house was located during archaeological test excavations carried out in 2008 and assessed as surviving in a good condition. Approximately one-third of the house corresponds with the footprint of the Corporation's office building (noting that the building was constructed in c.1952) and is likely to have been impacted or destroyed through the construction of the building. The remaining third of Lord's house to the south-east of the office building has been destroyed by later developments as confirmed through archaeological test excavations carried out in 2014.

Test excavations carried out in 2008 and 2014 also confirmed the high level of past disturbances within the Lumber Yard/Engineers Yard area. Remnant structural evidence of the south-western corner of the Yard complex was found in 2014 as was an historic roadway formation which originally extended along the northern side of the Yard to the Derwent.[13]

Significance

Criterion A Historical Importance: The site is a place of historical importance at a State level of significance. Substantial development of the place can be traced back to 1815, an early period in the European settlement and development of Hobart and Tasmania. Evidence of this early phase of occupation includes various structural elements and deposits.

The place then evolved to include a number of important uses on acquisition by the Government in 1821. Although evidence of these various adaptations was not identified archaeologically, these included use for educational purposes, convict housing and as the office and home of the Civil Engineer and Colonial Architect.

The site included the government Lumber Yards, a place of skilled convict industry, which supplied the materials necessary for the implementation of major infrastructure projects.

The place has an important association with the Royal Engineers, a group responsible for the design, construction and maintenance of all convict and military buildings, fortifications and hospitals, later expanded to include all civil government works in addition to military and convict projects, together with maintaining provisions for troops and convicts.

The use of the Yard for drill practice by Volunteer Units has historical value at a local level for demonstrating the defence of Hobart following the removal of imperial forces from Tasmania.

[13] Austral Tasmania Pty Ltd, *Macquarie Point Historical Archaeological Test Excavations*, final report prepared for Macquarie Point Development Corporation, AT0174, 29 July 2015; Archaeological Management & Consulting Group Pty Ltd (AMAC) 2008, 'Archaeological Test Excavation Report Vol. 1 & 2 – New Royal Hobart Hospital, Hobart, Tasmania', Unpublished Report for Department of Health and Human Services

Criterion B Rarity: The site is a rare place at a State level of significance, for its earliness of development and the number and type of significant different historical uses over time.

Criterion C Research Potential: The site has both confirmed archaeological fabric and the potential to contain further significant archaeological feature and deposits in areas that may have escaped widespread destruction. Collectively, the place can provide new, important information regarding the development and evolution of an important private and public facility over an extended period of time and with multiple phases of use. This includes:

- The site of Edward Lord's 1815 house. Extant and confirmed archaeological sites dating to the period prior to 1820 are very rare in Tasmania. They are also likely to be rare nationally, with New South Wales and Norfolk Island the only other places having comparable examples from this period. Although other places with archaeological potential from this period have been identified in Tasmania, Lord's house is one of very few where this archaeological potential has been confirmed.
- The use of Lord's house (and its additions) as a military barracks. This was the longest single use of the place, and may provide information related to housing conditions for military personnel and the material culture they left behind.
- The use of the Lumber Yard and its subsequent adaptation for use by the Royal Engineers. While at present, the archaeological evidence relates solely to the presence of the early structures lining the yard, and potentially the later drill yard of the volunteer units, further deposits may be present which can provide important information related to an early Tasmanian industrial site.

Criterion G Special Association: At a State level of significance, the place has important associations with a number of individuals and groups important to Tasmania's history including Edward Lord, convicts as a group, John Lee Archer and the Royal Engineers.

At a local level, the place has an important association with the number of Volunteer Units that used the site as a drill yard.

Comparative Information

Although the majority of Lord's House appears to have been destroyed by subsequent developments, the site rates very highly when compared with other places for its earliness and longevity. Extant and confirmed archaeological sites dating to the period prior to 1820 are very rare in Tasmania. They are also likely to be rare nationally, with New South Wales and Norfolk Island the only other places having comparable examples from this period.

Although other places with archaeological potential from this period have been identified in Tasmania, Lord's House is one of very few where this archaeological potential has been confirmed.

Other places have longer or more significant associations military uses (e.g., Anglesea or Paterson Barracks). However, the Macquarie Point site differs in the ability of the archaeological potential of the place to be realised, whereas other comparable examples are less likely to be subject to archaeological investigations associated with development pressures.

Lumber Yards or public works depots were relatively common establishments within major population centres during the nineteenth century. The low surviving integrity of the Macquarie Point site reduces its comparative importance.

Policies for Lord's House and the Lumber Yard/Engineers Yard

Lord's House and the Lumber Yard/Engineers Yard forms part of the place of archaeological sensitivity identified in Table 2 and Figure 5a of Schedule 1 of the *Sullivans Cove Planning Scheme 1997* (Schedule 1: Table 2: Ref. No. 12: 'Royal Engineers Headquarters and Kings Yard'). Any building or works which involve excavation within the listed place are subject to the archaeological requirements of Schedule 1.

The 2008 and 2014 test excavations confirmed high levels of past disturbances which have impacted on the archaeological potential of the place. Significant archaeology exists in remnant and discrete areas. The test excavations have confirmed that the spatial definition in the Scheme of site No. 12 in Figure 5a is excessively large.

The following policies apply to future development within the area.

1. In response to its high level of significance, the priority must be for the *in situ* retention of confirmed archaeological features and deposits related to Lord's House, located to the north-west of the Corporation's office.
2. Excavations within the footprint of the Corporation's office building should be archaeologically monitored in case evidence of Lord's house continues to survive beneath the building footprint.
3. Archaeological monitoring is to be undertaken for any proposed works that are to occur within a dashed boundary as shown in Figure 8.
4. Archaeological salvage excavations are to be undertaken for any proposed works that are to occur within shaded areas as shown in Figure 8 and relating to the confirmed archaeological features of the Lumber/Engineers Yard and roadway formation.
5. No further archaeological monitoring, testing or excavation needs to be undertaken in any area not shaded or within a dashed boundary as shown in Figure 8. The Unanticipated Discovery Protocols are to be implemented for excavations occurring outside of the identified areas shown in Figure 8.
6. Applications for 'Building of Works' involving excavation within the boundaries of Site No. 12 (Royal Engineers Headquarters and Kings Yard) are to include either an Archaeological Sensitivity Report or a Statement from a qualified archaeologist that the site is not of archaeological significance of that the nature of the 'building or works' will not result in the destruction of any aspects or items of archaeological significance.
7. Prepare an Interpretation Plan to present the key sites, stories and values associated with this part of the site within the thematic context of Early European Settlement and Development.

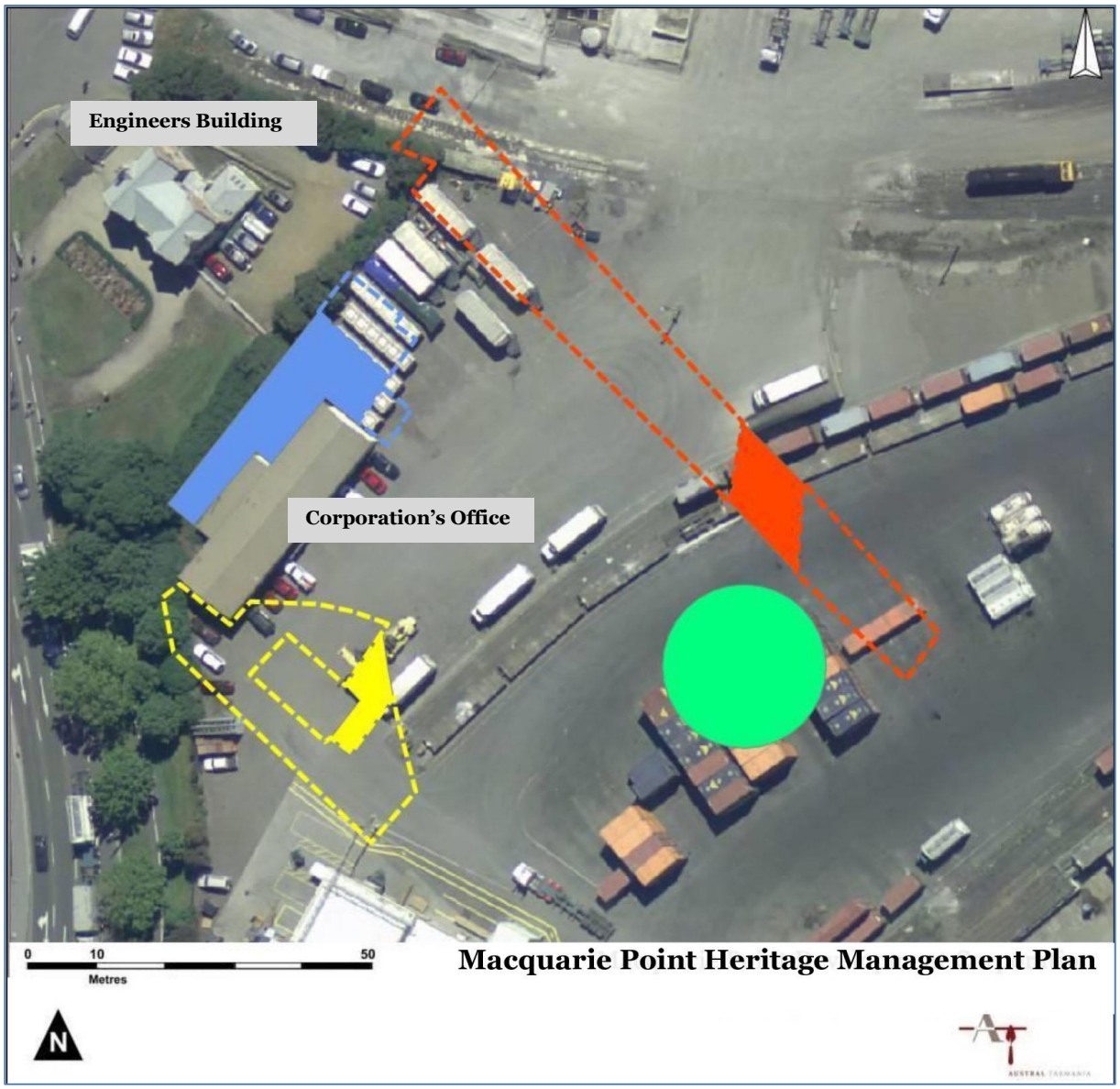

Figure 8: Areas of archaeological potential related to Lord's House/Barracks area. Areas shaded in a solid colour represent areas of high archaeological potential and/or confirmed archaeological remains while areas of moderate archaeological potential are bound by a dotted line. The following colour scheme has been used; red denotes the roadway to the north of the Engineers Yard, blue denotes Lord's house and the store building, yellow denotes the Lumber Yard and gardens, and green denotes the 1914 turntable well. (Basemap provided by the Corporation).

4.4.2 Hobart Gas Works Site (now Former Cold Store)

Historical Summary

The Hobart Gas Works was partially developed on original foreshore (now the location of the adjacent Gas Works Village and outside of Macquarie Point), and partially on reclaimed land (now the site of the former Cold Stores and within Macquarie Point). The foreshore area was originally granted to William Collins in 1810 where a small wooden cottage was built, later replaced by a two-storey brick house. The site was acquired in the 1850s and redeveloped by the Hobart Gas Works Company with the construction of the retorts, purifiers and gas holders. During this same period, the first phase of extensive reclamation works were carried out for the establishment of the slaughteryards, extending the amount of available land for redevelopment (see section 4.4.3). The Gas Works expanded their operations to the south-west, into what now forms part of the study area. The site was developed and redeveloped at multiple stages with a series of gas holders, water and tar tanks, oil tanks and associated infrastructure.

Major reconstruction took place in 1924 and further land was acquired on the new Evans Street frontage, allowing for the erection of a tar and liquor tank and new sites for the purifiers. The dominance of gas power declined during the twentieth century. Town gas ended in 1978 and much of the site was demolished, with the Evans Street portion of the former gas works now the location of former Tas Ports cold storage facility.

Description

There is no surface evidence of the gas works phase of development within Macquarie Point, which has been subsumed within the former TasPorts cold storage facility. No archaeological investigations have taken place within this location, although previous environmental works have indicated the presence of contaminants associated with the gas works phase of operations. The *Sullivans Cove Archaeological Zoning Plan* (*SCAZP*) defines the majority of the former cold storage facility as having low/nil archaeological potential as a result of past disturbances. A small section of its northern end corresponds with the Lumber Yard/Engineers Yard (4.4.1 above) and is zoned in the *SCAZP* as having high archaeological potential.[14]

This area of high archaeological potential forms part of the listing of the 'Royal Engineers Headquarters and Kings Yard', included in Table 2 and Figure 5a of Schedule 1 of the *Sullivans Cove Planning Scheme 1997*. Any building or works which involve excavation within the listed place are subject to the discretions of Schedule 1.

Significance

> **Criterion A Historical Importance:** This portion of the gas works site has some historical associations at a local level as the location of a once large and significant industrial site related to the provision of gas power.

Comparative Information

Hobart was the third place in Australia to manufacture gas following Sydney and Melbourne. The portion of the former gas works within Macquarie Point compares poorly with other gas making places in Tasmania, including the adjacent Gas Works Village and the former Launceston Gas Works, both of which contain substantial and significant fabric related to their period of operation.

Policies for Hobart Gas Works Site (now Former Cold Store)

A small section of the northern end of the former Cold Store building corresponds with a place of archaeological sensitivity identified in Table 2 and Figure 5a of Schedule 1 of the *Sullivans Cove Planning Scheme 1997* (Schedule 1: Table 2: Ref. No. 12: 'Royal Engineers Headquarters and Kings Yard'). Any building or works which involve excavation within the listed place are subject to the discretions of Schedule 1.

There have been no archaeological investigations within the footprint of the former cold store, however the majority of the site has been previously assessed as having low/nil archaeological potential. Site contamination is likely to be a key constraint on the management of any remnant archaeology within this area.

The following policies apply to future development within the area.

1. No further archaeological investigation needs to be undertaken in the area of the former cold store outside of the boundaries of the place of archaeological sensitivity as defined in the *Sullivans Cove Planning Scheme 1997* (Schedule 1: Table 2: Ref. No. 12).
2. For precautionary purposes, excavations within the former cold store inside the boundaries of the place of archaeological sensitivity (*SCPS 1997*, Schedule 1: Table 2: Ref. No. 12) should include notification protocols in the project specifications whereby archaeological advice is sought in the unlikely event that features or deposits of an archaeological nature are uncovered during excavations as part of proposed development or where doubt exists concerning the provenance of any strata revealed during excavations. Archaeological features may include but not be limited to the exposure of hand made clay bricks or sandstone blocks forming walls or surfaces, or artefacts such as fragments of ceramic, bottle glass, bone, shell or

[14] Austral Archaeology Pty Ltd and Scripps, L, *Sullivans Cove Archaeological Zoning Plan including Explanatory Notes, Inventory Data Sheets & Historic Land Use Maps*, prepared for Hobart City Council and the Tasmanian Heritage Council, July 2002

other items. In such instances, excavation should immediately cease pending attendance on site and receipt of advice from a qualified archaeologist, at which point, depending on the findings, it may also be necessary to involve Hobart City Council in discussions.

3. Archaeological management may be required in the unlikely event that significant archaeological features or deposits are located during excavation works within the listed area. Dependent on the nature and significance of the archaeological feature or deposit, consideration should be given as to whether the archaeological material can be conserved *in situ* as part of the development. Where this is not prudent and feasible, significant features or deposits should be archaeologically excavated, recorded and analysed in accordance with Parts 4 to 8 of the Tasmanian Heritage Council's Practice Note 2: *Managing Historical Archaeological Significance in the Works Process*. Archaeological management approaches should be approved by Hobart City Council.
4. Prepare an Interpretation Plan to present the key sites, stories and values associated with this part of the site within the thematic context of a Place of Noxious Industries.

4.4.3 Slaughteryards, Slaughterhouses and Superintendent's House

Historical Summary

The government slaughteryards were established at Macquarie Point in 1858. The yards were constructed on a large area of reclaimed land to the east of the Engineers Yard. The slaughteryards were the first major phase of reclamation at Macquarie Point. Reclamation was carried out by constructing an external dolerite rubble seawall followed by infilling the landward side. The yards were designed by architect, surveyor and engineer, William Porden Kay and initially consisted of two large brick buildings with flagged floors for the butchering of animals. Surrounding the slaughter houses were a series of stock yards for the cattle and sheep, as well as sale yards. A small section was reserved for government meat supply, while the remainder was leased for use by private butchers. The complex included a two storey brick house built for the superintendent of the yards.

Pollution and public health concerns soon emerged at the site. Calls began to be made for the closure of the Macquarie Point slaughteryards in the 1890s. However, they remained on site until 1909 when they were relocated to Glenorchy. The site was subsequently redeveloped during the early twentieth century as part of the railyards.[15]

Description (see Figure 5)

There is no surface evidence of the slaughteryards, slaughterhouses or superintendent's house. Three archaeological test trenches were excavated within the area in 2008, and did not find evidence of the slaughteryards or associated elements. The conversion of the place to the railyards is likely to have had a substantial impact on the archaeological potential of the slaughteryards.[16]

Significance

> **Criterion A Historical Importance:** The slaughteryards have some historical importance at a local level as a large and long running industrial site related to the provision of essential food supplies to Hobart. This value is likely to exist as an historical association with Macquarie Point and may not be demonstrated by any archaeological fabric.

Comparative Information

Although other slaughter yard and abattoir complexes have been documented, the heritage values of meat processing sites have not been assessed comprehensively. Comparative assessments are therefore somewhat limited.

The Macquarie Point slaughter yards have some historical values for their role as a large industrial site providing essential food supplies. Its longevity of operation makes the site notable, although abattoirs that operated for longer periods existed in Glenorchy and Launceston.

Archaeologically, the research potential of the site is unlikely to contribute new or important information relevant to timely research areas. The operation is well understood from detailed

[15] Austral Tasmania Pty Ltd, *Macquarie Point Development Project. Historical Summary*, final report prepared for the Department of Economic Development, Tourism and the Arts, AT0134, 15 January 2013
[16] Archaeological Management & Consulting Group Pty Ltd (AMAC) 2008, 'Archaeological Test Excavation Report Vol. 1 & 2 – New Royal Hobart Hospital, Hobart, Tasmania', Unpublished Report for Department of Health and Human Services

historical plans, maps, photographs and written descriptions. Typical of industrial sites, it is unlikely that large quantities of artefactual material exist from the operation of the slaughter yards. It is unlikely that the site would provide substantial new information related to mid-nineteenth to early twentieth-century butchering practices, hygiene and diet not available from other sources.

Policies for Slaughteryards, Slaughterhouses and Superintendent's House

The slaughteryards area partially corresponds with a place of archaeological sensitivity identified in Table 2 and Figure 5a of Schedule 1 of the *Sullivans Cove Planning Scheme 1997* (Schedule 1: Table 2, Ref. No. 12: 'Royal Engineers Headquarters and Kings Yard'). Any building or works which involve excavation within the listed place are subject to the discretions of Schedule 1.

The 2008 test excavations confirmed high levels of past disturbances which have impacted on the archaeological potential of the place. Significant archaeology related to the slaughteryards is unlikely to be present.

The following policies apply to future development within the area.

1. No further archaeological investigation needs to be undertaken in the slaughteryards area.
2. For precautionary purposes, notification protocols should be included in project specifications whereby archaeological advice is sought in the unlikely event that features or deposits of an archaeological nature are uncovered during excavations as part of proposed development or where doubt exists concerning the provenance of any strata revealed during excavations. Archaeological features may include but not be limited to the exposure of hand made clay bricks or sandstone blocks forming walls or surfaces, or artefacts such as fragments of ceramic, bottle glass, bone, shell or other items. In such instances, excavation should immediately cease pending attendance on site and receipt of advice from a qualified archaeologist, at which point, depending on the findings, it may also be necessary to involve Hobart City Council in discussions.
3. Archaeological management may be required in the unlikely event that significant archaeological features or deposits are located during excavation works. Dependent on the nature and significance of the archaeological feature or deposit, consideration should be given as to whether the archaeological material can be conserved *in situ* as part of the development. Where this is not prudent and feasible, significant features or deposits should be archaeologically excavated, recorded and analysed in accordance with Parts 4 to 8 of the Tasmanian Heritage Council's Practice Note 2: *Managing Historical Archaeological Significance in the Works Application Process*. Archaeological management approaches should be approved by Hobart City Council.
4. Prepare an Interpretation Plan to present the key sites, stories and values associated with this part of the site within the thematic context of a Place of Noxious Industries.

4.4.4 Municipal Sanitary Depot

Historical Summary

A Sanitary Depot was constructed to the east of the gas works for the treatment of sewage in 1889. Additional land was required and another large area of land was reclaimed through the construction of a seawall approximating what is now the alignment of Evans Street with the landward side then progressively filled. In 1904-06 septic tanks were installed to deal with the ever-increasing problem of inadequate waste removal and sanitation. Despite this, the tanks were unable to cope with the volume of waste and were later removed, resulting in raw sewage being pumped straight into the Derwent River via an extended outfall pipe. The depot and tanks remained in place until redeveloped as part of the railyards during the early twentieth century.[17]

Description (see Figure 5)

There is no surface evidence of the Sanitary Depot or septic tanks. Archaeological test excavations of the refuse deposits within the Sanitary Depot area were carried out in 2008. It remains unknown if subsurface evidence of built infrastructure within this area survives.

[17] Austral Tasmania Pty Ltd, *Macquarie Point Development Project. Historical Summary*, final report prepared for the Department of Economic Development, Tourism and the Arts, AT0134, 15 January 2013

Significance

> **Criterion A Historical Importance:** Structures related to the Sanitary Depot and Septic Tanks have some limited historical value related to the provision of civic infrastructure from the late nineteenth to early twentieth century and the increasing importance of sanitation, hygiene and amenity in urban areas.

Comparative Information

Sanitation infrastructure is poorly represented on heritage registers. However, significant sites have been identified in other states, noting key values associated with the provision of civic infrastructure and public health improvements, or the aesthetic, architectural or engineering achievement values associated with pumping stations, aqueducts, sewer outfalls and so on.

Policies for Sanitation Depot & Septic Tanks

The Sanitary Depot and Septic Tanks are not located within any place of archaeological sensitivity identified in *the Sullivans Cove Planning Scheme 1997*.

The following policies apply to future development within these areas.

1. Carry out an extant recording of subsurface features related to the Sanitary Depot and Septic Tanks should such features be exposed during future developments.
2. Prepare an Interpretation Plan to present the key sites, stories and values associated with this part of the site within the thematic context of a Place of Noxious Industries.

4.4.5 Railway Turntable Sites

Historical Summary

The Macquarie Point site historically contained two railway turntables. The first was installed by 1876 as part of the development of the Main Line Railway connecting Hobart and Launceston. The turntable had a diameter of approximately 15 metres and was located to the north of the former Engineers Yard. It presumably remained in use until the early twentieth century.

The second turntable was constructed in 1914 following the acquisition of Macquarie Point for redevelopment as the railyards. The turntable was electrically driven, and reputedly the largest of its type in Australia, capable of turning engines 73 feet long (i.e., approx. 22 metres) weighing up to 120 tons. It was surrounded by 30 pits radiating out from the turntable that were used for engine maintenance. In turn, the turntable was surrounded by the large timber and galvanised iron roundhouse. The roundhouse was progressively demolished during the late twentieth century. The turntable well was filled in and covered over.

Description (see Figure 5)

The c.1876 turntable well has not previously been investigated, however evidence of the feature may possibly be indicated by subsidence in the ground surface. It remains unknown if subsurface evidence survives. The 1914 turntable well has been covered with asphalt and subsidence of fill within the well has resulted in cracking of the surface which indicates its location. It has a diameter of approximately 18 metres. The concrete wall of the turntable well was found to be intact during the 2014 test excavations, with a width of 47 centimetres. The well itself has been filled with demolition rubble.[18]

Significance

> **Criterion A Historical Importance:** The turntable wells have historical importance at a local level. The c.1876 turntable well (should it exist) would be the oldest item of railway infrastructure to exist at Macquarie Point and is associated with the development of the Main Line Railway, one of the most significant nineteenth century infrastructure projects in Tasmania. The 1914 turntable well is associated with the redevelopment of Macquarie Point for rail use during the early twentieth century. The round house and turntable were amongst the largest and most significant structures on the site following redevelopment. The most notable attribute of this feature was that for its time, it was the largest electrically driven turntable in Australia. However, as the turntable no longer exists, the heritage value of the feature is reduced to the well itself.

[18] Austral Tasmania Pty Ltd, *Macquarie Point Historical Archaeological Test Excavations*, final report prepared for Macquarie Point Development Corporation, AT0174, 29 July 2015

Comparative Information

No comprehensive study of Tasmania's railway heritage has been undertaken. The rationalisation following the Commonwealth takeover of railway services resulted in the wide scale demolition or removal of most railway station buildings, housing, sheds and associated infrastructure. As a result there is relatively little that survives of this once extensive network of places. This loss of heritage is also reflected in the relatively few railway places that are represented on statutory heritage registers. Railway turntables were once common features at both large and small railway stations throughout Tasmania. They are now relatively uncommon features. The key values of the 1914 turntable well relate to its historical associations and interpretive potential. It's form, design and appearance are already known from existing detailed plans, specifications and photographs and it therefore has limited research potential.

Policies for the Railway Turntable Sites

Both turntable sites are located within the boundaries of a place of archaeological sensitivity identified in Table 2 and Figure 5a of Schedule 1 of the *Sullivans Cove Planning Scheme 1997* (Schedule 1: Table 2, Ref. No. 12: 'Royal Engineers Headquarters and Kings Yard'). Any building or works which involve excavation within the listed place are subject to the discretions of Schedule 1.

The following policy applies to future development within these areas.

1. Consideration should be given to the retention of the turntable wells for their interpretive potential. Where this is not possible, they should be excavated and fully recorded prior to removal and the sites subject to further interpretation within the thematic context of a Railyards Use.

4.4.6 Land Reclamation and Key Features

Historical Summary

The majority of the Macquarie Point site is formed from reclaimed land. The first major phase of works was the construction of the Engineers Jetty during the 1840s. The stone jetty extended to the east of the Engineers Yard and was approximately 70 metres in length and approximately 11 metres wide. The jetty was later subsumed as part of the 1856 development of the slaughteryards which required a large area of land to be reclaimed. Reclamation was carried out by constructing an external dolerite rubble seawall followed by infilling the landward side. It can be anticipated that ships berthing at the Engineers Jetty or alongside the slaughteryards would have discarded materials. Such material, should it exist, is likely to be located beneath the watertable. Reclamation was later continued to the north, extending to Macquarie Point itself.

During the 1880s-90s attempts to improve the outfall of the Hobart Rivulet resulted in the construction of further seawalls that approximate the line of Evans Street. Land was reclaimed along these alignments allowing for the construction of the Sanitary Depot and later Septic Tanks. The longest seawall was constructed during this period, commencing from the end of the Rivulet outfall and extending for approximately 370 metres to the north. The seawall formed a large basin and it was progressively reclaimed from the 1890s to the early twentieth century through use as rubbish dump for Hobart. The 1890s seawall largely corresponds with the eastern property boundary separating the Macquarie Point site from Macquarie Wharf.[19] The entire area was redeveloped during the early twentieth century as the railyards.

Description (see Figure 6)

There is no surface evidence of the Engineers Jetty or the various seawalls and reclamation works carried out from the mid-nineteenth to early twentieth centuries. Limited physical investigations of the various features have taken place. A test trench excavated in 2008 may have located the Engineers Jetty, noted as being constructed from loosely packed dolerite stones to form a causeway.[20] Archaeological monitoring of environmental works in the location of the jetty carried out in 2015 indicated a high level of past disturbances to the structure. Ground disturbances during the railyards phase of operations are likely to have resulted in the destruction of much of the feature with only larger wooden fragments and a possible crushed dolerite footing being located in the trench.

[19] Austral Tasmania Pty Ltd, *Macquarie Point Development Project. Historical Summary*, final report prepared for the Department of Economic Development, Tourism and the Arts, AT0134, 15 January 2013

[20] Archaeological Management & Consulting Group Pty Ltd (AMAC) 2008, 'Archaeological Test Excavation Report Vol. 1 & 2 – New Royal Hobart Hospital, Hobart, Tasmania', Unpublished Report for Department of Health and Human Services

Discrete sections of a number of seawalls were investigated during 2015 environmental works. This included a test trench over the 1856 seawall associated with the slaughteryards; the c.1882 seawall fronting Evans Street; and several trenches on the 1890s seawall that correspond with the eastern boundary of Macquarie Point. The monitoring works indicated a high level of past disturbances to the seawalls, the only exception being a section of exposed c.1882 wall fronting Evans Street. Where encountered, the seawalls appeared to be crudely made and comprised of large dolerite boulders of various sizes, in-filled with a loose, friable light brown gravelly soil and faced with horizontal wooden planking to increase structural stability. The overall condition was generally poor.[21]

Investigations of the refuse deposits occurred in both 2008 and 2015. The 2008 investigations confirmed the presence of artefact rich bands within the site of the sanitary depot and rubbish dump, accumulated from the late nineteenth to early twentieth centuries. The 2008 works found that the deposits were of archaeological significance for their ability to provide 'a uniquely Hobart demographic of tastes and availability' and information on consumption and source patterns that could be compared with other cities. It was recommended that the material should be scientifically sampled from layers and depositions clearly associated with the use of the place as refuse dump, and with a focus of establishing a typology for domestic material goods, but not necessarily general building materials, rubble, industrial waste or food waste products.[22]

The refuse deposits were encountered in both monitoring and a specific test trench excavated in 2015. The stratigraphy of the deposits was not clearly discernible as found in 2008, and different conclusions were reached on appropriate management responses. Although the 2008 recommendation limited the field of investigations to domestic material goods, it is considered that an attempt to scientifically establish a quantifiable typology for Hobart's consumption patterns would require a scale of archaeological excavation and analysis beyond what could reasonably be expected for material deposited relatively late in Hobart's history. Detailed information on consumption patterns from this period is also available from other sources, most notably documentary records.

Significance

Criterion A Historical Importance: The progression of reclamation and key features such as the Engineers Jetty and sea walls have some historical importance at a local level. They are representative of the broader evolution and formation of the Sullivans Cove landscape and major engineering developments and construction works for their time. Macquarie Point is unusual in its ability to demonstrate multiple phases of reclamation within the one site. Features such as the Engineers Jetty demonstrated the importance of maritime transport to the industrial operations of the site and its once close relationship with the waterfront. However the jetty was found to be substantially impacted by later development and this value exists more as an historical association with the place more than demonstration through fabric. During the late nineteenth century, parts of the site were used as a key rubbish tip for Hobart, and consistent with emerging municipal consciousness related to public health, hygiene and sanitation.

Criterion C Research Potential: The jetty, seawalls and refuse deposits have limited research potential. The apparent low level of integrity of the seawalls reduces their potential to provide new and important information regarding the processes of reclamation or changing engineering practices over time.

The refuse deposits have some capacity to provide a cross section of Hobart's material culture from the late nineteenth and early twentieth centuries. However the value of this information to contribute to timely and relevant research questions above and beyond information available from other sources would appear to be limited.

Within tested areas, archaeological contexts related to the refuse deposits were found to have been highly affected by later industrial uses, which introduced various landfills and disturbed the majority of the historic material. This inherent disturbance has reduced the research potential of the refuse material.

[21] Austral Tasmania Pty Ltd, *Macquarie Point Seawall and Archaeological Refuse Deposit Investigation*, Final report prepared for the Macquarie Point Development Corporation, A0197, 23 May 2016

[22] Archaeological Management & Consulting Group Pty Ltd (AMAC) 2008, 'Archaeological Test Excavation Report Vol. 1 & 2 – New Royal Hobart Hospital, Hobart, Tasmania', Unpublished Report for Department of Health and Human Services, p.166

Comparative Information

The Macquarie Point reclamation features are comparable with, and representative of, the broader patterns of reclamation works which were carried out in Sullivans Cove during the nineteenth century. The first major reclamations works in Sullivans Cove took place in 1820-21 with the construction of a causeway linking Hunter Island with the coast and creating Old Wharf. The causeway was constructed from masonry and contained more than 5,000 cubic metres of sandstone and dolerite. Previous archaeological investigations have shown the causeway to be an intact subsurface feature. The causeway is the only specific site of reclamation within Hobart recognised for its heritage significance at both local and State levels, principally for its historical values and research potential.[23]

The New Wharf (what is now Salamanca Place) was the second key area of reclamation works in Sullivans Cove. New Wharf was constructed in 1830-34. Reclamation works were carried out by quarrying the dolerite hill behind the wharf and depositing the excavated material in Sullivans Cove. Presumably, a sea wall or other structure was erected to retain this fill. By 1834, the New Wharf had almost been completed as far as Kelly's Steps and the hill above the shoreline had been excavated back some 100 feet (i.e., approx. 30.4 metres). This excavation work created allotments for the Salamanca warehouses to be constructed on the same level as the wharf.[24]

The third key phase of nineteenth century reclamation works was located in the central cove area, that is, the area connecting Salamanca Place with Hunter Street. Works began in 1839, and formed the largest area of reclamation works carried out in Sullivans Cove. Soil and rubble were excavated from the nearby banks and quarries and deposited into the Cove to create walls. By late 1840, these walls had been connected together, forming three large ponds. The water was then pumped out of the ponds and the spaces filled with soil. Progress slowed, and the works were not finally completed until 1854, by which time streets and building blocks had been marked out and allotments offered for sale.[25]

Reclamation works at Macquarie Point commenced during the mid-nineteenth century, which is broadly consistent with the development within the central cove area. Reclamation at Macquarie Point was responsive to the need to establish development sites or to improve the outfall of the Hobart Rivulet. Sea walls were constructed at the outer edges of the reclamation areas, and the resulting basins filled. Reclamation works for the slaughteryards used dolerite as fill, while from the 1890s, the large remaining basin was filled with Hobart's rubbish.

Comparatively, less is known about designated rubbish dump sites in Hobart and elsewhere. Regulated refuse control did not emerge until the latter part of the nineteenth century. Domestic disposal of rubbish in rear yards and cess pits would appear to be the norm. Whilst earlier rubbish dumps did exist, these would appear to be more opportunistic use of waste land.[26] The Macquarie Point site is likely to have been the largest designated dumping site in Hobart to that time.

Policies for Land Reclamation Sites

The far western end of the Engineers Jetty partially corresponds with a place of archaeological sensitivity identified in Table 2 and Figure 5a of Schedule 1 of the *Sullivans Cove Planning Scheme 1997* (Schedule 1: Table 2, Ref. No. 12: 'Royal Engineers Headquarters and Kings Yard'). Any building or works that involve excavation within the listed place are subject to the discretions of Schedule 1.

The remainder of the reclamation features including the seawalls are not located within any place of archaeological sensitivity identified in the *Sullivans Cove Planning Scheme 1997.*

The following policies apply to future development within these areas:

1. It would be desirable for remnant evidence of the jetty and seawalls to be retained as part of future development for their historical associations with the extensive reclamation works. Where impacts are unavoidable, their extent should be minimised as far as practicable.
2. Further archaeological investigation is not recommended in connection with the jetty or seawalls sites, due to the apparent low level of integrity resulting from past disturbances.

[23] Austral Archaeology Pty Ltd & Scripps, L, *Sullivans Cove Archaeological Zoning Plan, Tasmanian Heritage Council and Hobart City Council*, p.118
[24] Hudspeth, A, Scripps, L, *Battery Point Historical Research*, 1990, pp.7, 37-38; Hope, A, *A Quarry Speaks. A History of Hobart's Salamanca Quarry*, North Hobart: Anthony R Hope, 2006, pp.22-25
[25] Austral Archaeology Pty Ltd & Scripps, L, *Salamanca Place & Environs Historical Overview*, unpublished report prepared for Hobart City Council, August 2006, pp.9-10
[26] Petrow, S, *Sanatorium of the South? Public Health and Politics in Hobart 1875-1914*, Hobart: Tasmanian Historical Research Association, 1995

However, extant recordings should be prepared where evidence of these structures is located during developments.

3. No further archaeological testing or recovery of the refuse deposits is required within the Macquarie Point project area. This is due to the lack of depositional integrity across the site, which occurs as a result of secondary soil contexts being introduced over the various periods of land reclamation reducing the archaeological significance to low.
4. Prepare an Interpretation Plan to present the key sites, stories and values associated with these sites within the thematic context of an Evolving Landform and a Place of Noxious Industries.

4.4.7 The Hobart Rivulet Domain Diversion Tunnel

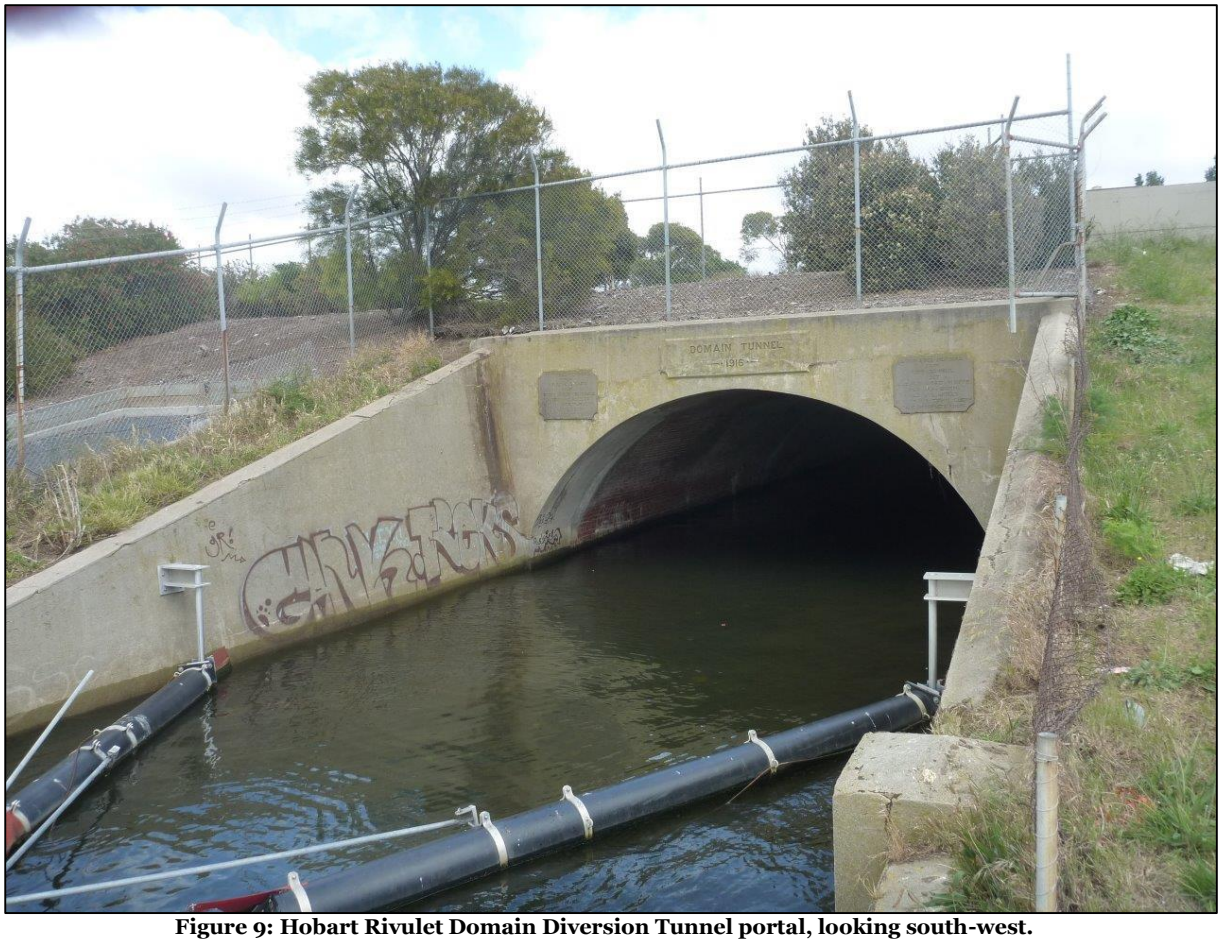

Figure 9: Hobart Rivulet Domain Diversion Tunnel portal, looking south-west.

Historical Summary

The Hobart Rivulet Domain Diversion tunnel was a key component of the massive transformation of Sullivans Cove during the early twentieth century and was carried out by the Hobart Corporation, the Marine Board and the Tasmanian government. Constructed over 1911-1916 the major engineering works redirected the flow of the Hobart and Domain Rivulets under what is now the Cenotaph. In the city, the Rivulet was enclosed by two brick arched tunnels, commencing at the corner of Campbell and Collins streets. The most difficult part was boring through the dolerite of Macquarie Point to form the 7.3 metre wide by 4.2 metre high tunnel to its outfall on the Derwent. Costing £28,738, 10 shillings, the tunnel was partially lined with concrete and brick, while the invert was lined with bluestone on a concrete foundation.[27]

[27] Terry, I, *Hobart Cenotaph Conservation Assessment*, prepared for Hobart City Council, January 2001, p.93; *The Mercury*, Saturday 12 December 1914, pp.8-9

Description (see Figure 5)

The Hobart Rivulet Domain Diversion Tunnel extends for approximately 735 metres, commencing at the corner of Collins and Campbell streets, and entering the Derwent at the Domain Regatta Grounds. It is approximately 7.3 metres wide x 4.2 metres high. Two relatively short sections of the tunnel are located as subsurface features within Macquarie Point. Approximately 35 metres of the tunnel exists within the western end of the site near the Tasman Highway, and a further 40 metres of the tunnel is located at the eastern end near its outfall into the Derwent. The tunnel continues to function for its original purpose.

Significance

Criterion A Historical Importance: The Hobart Rivulet Domain Diversion Tunnel is of historical importance at a State level as a key item demonstrating the major transformation of Sullivans Cove during the early twentieth century, which at the time was Tasmania's most significant maritime port. The tunnel is significant for demonstrating the continued transformation of the Hobart Rivulet and the evolution of urban Hobart.

Criterion F Creative or Technical Importance: The Hobart Rivulet Domain Diversion Tunnel is important for its technical achievement in demonstrating early twentieth century subterranean engineering works of a major scale which continues to function to the present.

Comparative Information

There are few places within a similar context to the Hobart Rivulet Domain Diversion Tunnel. Whilst a range of different tunnels exist (e.g., railway, mining, sewerage), The Rivulet Diversion Tunnel is unusual for its scale, engineering achievement and thematic context related to water transfer and port developments.

Policies for the Hobart Rivulet Domain Diversion Tunnel

The Hobart Rivulet Domain Diversion Tunnel is included as a place of archaeological sensitivity in Table 2 and Figure 5a of Schedule 1 of the *Sullivans Cove Planning Scheme 1997* (Schedule 1: Table 2, Ref. No. 90). Any building or works which involve excavation which may affect the tunnel are subject to the discretions of Schedule 1.

The following policies apply to future development within this area:

1. The Hobart Rivulet Domain Diversion Tunnel is to be conserved as a significant feature of operating infrastructure. Impacts to the tunnel are to be avoided.
2. Prepare an Interpretation Plan to present the key sites, stories and values associated with these parts of the site within the thematic context of an Evolving Landform.

4.5 Built Heritage

4.5.1 Royal Engineers Building

Figure 10: Royal Engineers Building, looking north-east.

The Royal Engineers Building historically formed part of the place and is closely associated with the former uses of Macquarie Point as the headquarters of the Royal Engineers and later railway uses. It is owned and managed by Crown Land Services, DPIPWE and does not currently form part of the site owned and managed by the Corporation.

No conservation management plan currently exists for the Royal Engineers Building and no detailed assessment of its heritage values has previously been undertaken. The place is included in the Tasmanian Heritage Register (Ref: 2208) and is subject to the provisions of the *Historic Cultural Heritage Act 1995*. It is included as a Place of Cultural Significance in Table 1 of the *Sullivans Cove Planning Scheme 1997* (Schedule 1: Table 1, Ref. No. 26) and also as a Place of Archaeological Sensitivity in Table 2 of the Scheme (*SCPS 1997*, Schedule 1: Table 2, Ref. No. 12: 'Royal Engineers Headquarters and Kings Yard').

The following policy applies to the Engineers Building site:

1. A conservation management plan should be prepared in advance of any development proposals for the place, including the building and the site.

4.5.2 1914 Goods Shed

Figure 11: The 1914 Goods Shed, viewed from Evans Street, looking north.

Historical Summary

After the round house, the Goods Shed was the second largest building project following redevelopment of Macquarie Point as the Hobart Railyards. It was constructed for the temporary storage and movement of goods, most notably to and from the port. The Shed was constructed in 1914-15. It was built on timber piers with timber framing and clad in galvanised corrugated iron. It was originally 91.5 metres long and 23 metres wide. Two train lines entered the building through its northern end. The outward platform was located on its western side, and the inward line on the east. Sliding doors and loading bays were located on each face of the building to provide direct access onto the platforms. An office area was located at the southern end of the Shed, fronting what is now Evans Street, but originally the outfall of the Hobart Rivulet. The Shed was modified in 1946-49 in response to its poor condition and growing transport needs. The Shed was raised by about 30 centimetres and the timber piers and deck were replaced with concrete. At the same time, the Shed was expanded at its northern end by approximately 22 metres, bringing its size to its current dimensions. Rail use of the building ended in c.1984 and the Shed was converted for use as a transit warehouse for truck use. Part of the exterior of the Shed was reclad and most of the loading bays were filled or replaced. Internal rail access was removed and a new concrete floor was installed to allow for ground level truck access at the north end of the building along with the central track area being infilled and finished with unit paving.[28]

Description (see Figure 7)

The 1914 Goods Shed is a combination of the original 1914-15 Shed from deck up and the 1946-49 changes from the deck down. Most other changes, particularly the 1980s works are reversible with relative ease. The exception to this is the removal of the floor in the northern six bays.

[28] Austral Tasmania Pty Ltd, *Built Heritage Assessment for the Macquarie Point Site*, final report prepared for Macquarie Point Development Corporation, AT0174, 13 May 2015

The building is a long two road Shed of 29 bays length with a double trussed gabled roof supported on central timber posts located between the two former goods lines. The building is approximately 23 metres wide and 115 metres long.

The tracks (now removed) were at ground level and the decks of the Shed are elevated to align with wagon floor level. A series of loading bays for vehicles were arranged around the perimeter where trucks or wagons would back into the small openings and load or unload goods onto the platforms where they were handled between rail and vehicles.

The floors are reinforced concrete supported on concrete cross walls that align with the structural grid and also form the perimeter of the building beneath floor level. The underfloor spaces were open to the track area. The concrete was poured into timber boarded shuttering. Footings have not been inspected.

Most of the concrete floors remain and the former track areas are now backfilled and paved with unit pavers. A ramp connects the raised deck level to the lowered concrete floor at the north end of the building.

The central hardwood columns appear to have been supported at ground level on concrete plinths (one remains visible). The perimeter columns sit on the concrete slab and support a perimeter beam at roof level and a second perimeter beam below the clerestory windows that also aligns with the original door head height.

The roof trusses are simple timber and steel trusses with five vertical steel tension rods and four diagonal timber members. They are a form of Howe Truss but not a usual design. The timber is Oregon that would have been imported from the United States or Canada as it was not available in Australia. The trusses have curved steel angle knee braces at each post junction with modest decorative detailing at their base.

There are 6 timber purlins to each roof plane and the roofing is galvanised sheeting in short sheets. Diagonal timber braces are used from the underside of each truss back to the top wall plate. There are various but random translucent roof sheets added to provide light.

The timber wall framing is also simple, set between, and into the perimeter columns. The building has a pattern of three wall bays followed by a perimeter loading dock opening with lowered floors. Originally, these opened on to sliding doors providing external access to the docks and platforms. The pattern of 3 bays and 1 bay extends the length of the building except at the southern end where there are two wider bays that accommodate facilities and some offices.

The pattern of framing for the groups of three side wall panels are:

- Three horizontal timber girts, equally spaced, to each bay with the two end or outer panels having two vertical timber members with diagonal bracing; and
- The central bay is not framed as it was originally also a loading bay.

The whole of the building is flanked by fixed glazing above the door head beam and comprising 7 windows per bay. The original glass was finely fluted float glass. Some windows have been removed.

The original external loading dock doors were timber sliding doors on steel tracks. One track survives however no doors remain. The perimeter walls are, and were clad with vertical corrugated sheeting. Originally this was short sheet cladding in 10 foot lengths (i.e., approximately 3m).

Generally the interior was not lined, however there were various offices that were. The main office area is at the south end of the Shed. The original 1914 offices would have been timber lined, while the 1946-49 changes appear to have resulted in the use of Masonite or similar lining, and the installation of small paned varnished timber windows, several of which remain. There was also a small mezzanine at the western end of the office area that probably housed staff facilities. It retains the same timber framed windows with their original varnished finish from the 1946-49 fitout. The offices were extended and refinished as part of the 1980s work but retained some of the 1946-49 elements. It appears almost none of the original four room office layout survives except perhaps in some wall framing.

There was also a small internal office on the eastern side of the Shed, roughly in the centre of the building. This has been removed and rebuilt in brick but some original varnished wall boarding remains visible above the brickwork.

Significance

Criterion A Historical Importance: The movement of goods by rail between the north and south and into the north west and north east of Tasmania, as well as other routes, was the first truly effective means of goods transport around inland Tasmania from the 1870s to the 1960s when long-distance road transport became more dominant. The 1914 Goods Shed is the last tangible evidence of this major rail activity within Hobart and the last major rail goods Shed structure to remain in Tasmania.

It is closely associated with the burgeoning fruit export industry and the major expansion of Hobart's waterfront during the early twentieth century as Tasmania's key port. The goods Shed was one of the main developments on the site following its acquisition for railway use.

The size and scale of the Shed, with or without its additions, demonstrates the volume of goods that was being handled and the importance of rail transport, the scale of the Shed being commensurate with some on the mainland.

The rebuilding and upgrading of the Shed in 1946-49 is one of the last surviving elements from the post Second World War modernisation of the Tasmanian Government Railways (and the last to survive in Hobart) that placed the rail system in readiness for the next thirty years of operation.

Even though part of a restricted access rail site, the building has a significant presence in Hobart and is one of the few remaining large-scaled historical industrial structures remaining in the city area that is not port related.

Criterion B Rarity: The 1914 Goods Shed is a now rare surviving rail building within Tasmania. The only commensurate site that contains larger rail structures is the Inveresk Railyards which now forms part of the Queen Victoria Museum and Art Gallery and the University of Tasmania and no longer functions for rail use. There are no similar goods sheds in that location.

The Shed is the only surviving industrial rail structure in Hobart. This is based on the former station building being a passenger building and the Red Shed being a relocated structure from elsewhere.

The building demonstrates patterns of use and the scale of goods handling that is not found in other structures or locations in Tasmania.

The Goods Shed has the ability to demonstrate construction techniques that are now rare. This is seen in the use of the concrete walls and decking, the heavy timber framed construction, the double-pitched roof with its supporting trusses and the linear fenestration around the top of the building. These forms of construction and detail are no longer used and large timber framed industrial buildings using large scaled elements are increasingly rare.

Criterion C Research Potential: The 1914 Goods Shed provides evidence of construction techniques and use of materials that are not commonly found. This is seen in the use of the concrete walls and decking, the heavy timber framed construction, the double-pitched roof with its supporting trusses and the linear fenestration around the top of the building.

Criterion D Principal Characteristics of a Class of Place: The 1914 Goods Shed is the only remaining goods Shed of this scale in Tasmania that is able to demonstrate its original construction and layout as well as the adaptation from 1946-49 that allowed it to continue in use for a new phase of post-war freight where competition from road transport saw changes in approach to rail freight handling. The 1946-49 additions are of particular interest as they demonstrate the approach of partially rebuilding, raising and adapting the building rather than demolishing it and constructing a new Shed to new requirements.

The Shed demonstrates the scale and handling of goods that took place as the principal method of goods movement in the state for nearly 100 years.

The principal characteristics of this type of building are:

- Its overall form and surviving detail including use of materials;
- Its scale;

- Its setting within Hobart; and
- Its historical function.

Criterion E Aesthetic Characteristics: Notwithstanding the currently dilapidated and altered cladding (the cladding is relatively new fabric and replaced the original corrugated iron vertical wall cladding), the 1914 Goods Shed both externally and internally displays strong aesthetic values through its scale, form, design, rhythm, use of materials and spatial qualities. These qualities can be easily recovered with the provision of new corrugated iron cladding as was originally seen on the building.

Criterion F Creative or Technical Achievement: The 1914 Goods Shed is a large structure that exhibits design and construction skill and attention to detail. This is seen in the good quality carpentry and joinery around the building. Despite the various changes the technical design of the building remains clear and impressive. It is a very fine example of design and construction from the early twentieth century Federation period.

Criterion H Special Association: The 1914 Goods Shed has a strong association with the work of the Tasmanian Government Railways, an organisation which played a vital role in the development of transport infrastructure and services throughout the State. The Goods Shed was one of the key developments on the site following its acquisition for railway use.

Comparative Information

No comprehensive study of the Tasmania's railway heritage has been undertaken. The rationalisation following the Commonwealth takeover of railway services resulted in the wide scale demolition or removal of most railway station buildings, housing, sheds and associated infrastructure. As a result there is relatively little that survives of this once extensive network of places. This loss of heritage is also reflected in the relatively few railway places that are represented on statutory heritage registers.

Goods sheds, and particularly those of the date and scale of Hobart's large Shed are rare in Tasmania and elsewhere. The 1914 Goods Shed is the only surviving building that demonstrates early railway development at Macquarie Point. It is the only substantial surviving structure for the movement of goods by rail in the State that remains *in situ*, the Launceston Shed having been demolished. A small number of goods sheds from other station sites are known to exist but none are of the scale of the Hobart shed. There are very few remaining goods sheds of the scale of the 1914 building remaining extant in Australia and Hobart's is one of the best remaining examples of this building type.

Policies for the 1914 Goods Shed

The main Goods Shed, built in 1914-15 was raised, lengthened and had new concrete platforms and foundations added in 1946. After it ceased use for rail freight unloading it was altered to allow for truck transport with the 6 bay northern addition being lowered to ground level and the central track area infilled. Various changes were made to loading docks and a series of roller shutters was added to the exterior in place of timber doors.

The Shed has, despite the various smaller changes, retained its overall structure, construction, form and character.

The assessment of significance for the structure concludes that the structure is of State level heritage significance and that it is a rare and very fine example of major rail infrastructure, the only such Shed that remains in Tasmania and one of only several that remain across Australia.

Its retention, conservation and potentially adaptation to accommodate new non-rail uses is perhaps the highest heritage priority on the site.

Set out below are possible uses for the structure, policies for the retention and conservation of physical fabric, an assessment of graded levels of significance for the component parts of the place (noting that the Goods Shed as a whole is a place of high significance) and policies over the spatial requirements both within and around the building to ensure that its character and form are both retained and can be seen and understood.

These policies are not to be read separately but rather any design or proposed use of the building needs to be considered against all of the policies. If a proposal cannot satisfy the policies it should not proceed.

The Corporation has also initiated a process for the 1914 Goods Shed to be included in the *Sullivans Cove Planning Scheme 1997* as a place of cultural significance. Once included, building or works to the Shed will be subject to the heritage discretions of the Scheme.

The following policies apply to the Goods Shed:

1. Retain the external and internal significant fabric of the building and only remove significant fabric where it supports other heritage objectives.

   It is anticipated that some significant fabric may be altered or removed to facilitate a new use, however the preferred action is to retain all significant fabric and to only consider removal or change to significant fabric as part of a well considered and designed approach to the building.

   Key fabric includes:

   - the building framing including its concrete base and timber upper framing;
   - the use of galvanised corrugated iron and timber cladding materials;
   - the pattern of openings that originally existed along the sides and ends of the building that is reflected in the framing and bracing;
   - significant areas of the building remaining enclosed by walls, that is not removing all wall cladding to create an open structure;
   - the complete band of high level windows that extends around the building; and
   - remnant early fitout of high significance.

2. Retain the built form of the building, that is, as a rail shed with corrugated iron roof and walls and bands of fenestration, within the public realm of Macquarie Point so that the building can be seen in its three dimensional form.

   This means that the building should not be encapsulated by new built form and that at least three sides of the building should be visible to allow the building to be seen as a separate element within the site. The Shed should be accessible from the public domain and should retain its frontage to Evans Street.

3. Retain the internal spatial arrangement so that the interior can be seen as a large open space. There are a range of ways to achieve this and this HMP does not propose any particular approach to the interior. Rather policies to assist in achieving the retention of spatial qualities are:

   - Ensuring that there are publicly accessible large spaces within the building where the width of the building can be experienced as the double gabled roof with structure, posts and concrete floor plate remaining visible.
   - Providing for a longitudinal access through the building for most of its length to allow an understanding of the scale and length of the building. An access way could be to one side or follow the original track alignments, it could also provide access to the adjacent Lots 14-16, using the Goods Shed as the frontage.
   - The building has had a large section at the north end lowered to provide for truck access, the northern extension could be used with its increased floor to roof height to interpret the spatial form of the building.
   - If sub-division of space is required, it may be possible to limit the height of walls so that the roof plane can be seen over those areas.

   This may restrict a number of uses of the place however it does not preclude some internal sub-division of the building provided the overall spatial quality is retained.

4. Conservation of the fabric is required in any proposal for the building. This will form part of any proposal and should include provisions for future maintenance.

5. Prepare an Interpretation Plan to present the key sites, stories and values associated with this part of the site within the thematic context of Railyards Use.

Graded Significance of the elements of the Goods Shed

Number	Element	Significance
1	1914 timber framing including: • roof trusses • posts • wall framing	High
2	1946-49 timber framing to offices and generally around the building	Neutral - Low
3	1914 joinery including: • windows • doors • remnant linings • barge boards • louvres	High
4	Surviving 1946-49 joinery seen in mezzanine level timber windows in particular Altered 1946-49 joinery	Medium Neutral
5	1946-49 concrete floors and supporting walls and structure Remnant 1946-49 concrete elements in northern extension	High Low
6	Post-1946-49 concrete additions including: • new slabs • new walls • infill slabs	Intrusive
7	Current office fit out	Neutral - Low
8	Amenities and fit out	Neutral - Low
9	Infilled central former track area	Intrusive
10	Brick office	Intrusive
11	Wire and corrugated iron walls	Intrusive
12	Present roof cladding (noting it is more recent replacement cladding)	Neutral
13	Present wall cladding (noting it is more recent replacement cladding)	Intrusive
14	Roller shutter doors and other loading area doors	Intrusive
15	Pedestrian doors, awnings and stairs around the building	Intrusive
16	Aluminum framed office windows c.1984	Intrusive
17	Windows to amenities area	Neutral
18	Building additions to east side	Intrusive
19	Steel structure replacing removed posts	Neutral
20	Form of 1914 building with pattern of openings	High

Number	Element	Significance
21	1946-49 addition to the north	Medium
22	Services generally	Neutral - Intrusive

Table 2: Graded Significance for the 1914 Goods Shed.

Potential Uses for the 1914 Goods Shed

This is a substantially built building that is capable of a range of new uses and a variety of users given its large size. Examples of the reuse of large industrial structures can be found widely in Australia and overseas with outstanding results.

Prominent local examples also exist, including the Elizabeth Street Pier, Princes Wharf No. 1, and more recently Macquarie Wharf No. 2, and the Henry Jones IXL Art Hotel. The most relevant example of the adaptive reuse of former rail buildings can be seen at the Inveresk Railyards in Launceston, redeveloped as part of the Queen Victoria Museum and Art Gallery and the University of Tasmania.

New uses should not obscure the interior or external form of the building. This means that the strong linear open form of the building should be retained. This does not mean the building cannot be subdivided but the length of the building should be able to be experienced with the industrial quality of the space retained.

Excellent examples of this can be seen at locations such as the Walsh Bay Wharf Theatre in Sydney or the Carriageworks complex also in Sydney, which has reused the former Eveleigh Rail Yards as the largest and most significant contemporary multi-arts centre in Australia. While these are both quite high end uses and fitouts, it is not necessary to accommodate such uses, however the concept of expressing the industrial building form and placing forms and uses within it provides a good starting point for adaptation.

The re-cladding of the building is a key aspect of its adaptation and presentation. It is recommended that the external walls be reclad in vertically laid plain corrugated iron sheeting on all exposed sections of the building, the exception being the locations of former loading docks which could be clad (if they are not open or accommodating glazing) with a contrasting material to identify they have changed use.

The adaptive reuse opportunities of this building can be found in various ways (but not limited to):

- The re-interpretation of the former track area that extends through the centre of the building by removing the infill and using the area as a main access way;
- Creating an open access way along one edge of the building to express the outer wall, the loading bays and openings and potentially sub-dividing other parts of the building;
- Using the building to create an access way to other structures that may adjoin it (note that this effectively retains the whole of the interior space while allowing external additions and is a contrasting adaptive approach);
- Using the gutted six northern bays for a new larger volume activity that could use the whole of that space (this would require some structural modification);
- The removal of some sections of concrete floors from parts of the Shed to provide additional height. The floor slabs have been altered in areas to extend or infill loading bays, these may provide opportunities for further interventions into selected parts of the building;
- The addition of mezzanine structures to parts of the building;
- Opening the building across its width to allow permeability. This may include cutting away the concrete platform in places to allow adequate through-site access;
- The possibility of adding to one side of the building with well designed additions (Lots 14-16) to extend the potential for use of the Shed. However adjacent development needs to be carefully designed and integrated with the existing Shed so that new development is not out of scale with, nor overwhelms the form and detail of the Shed. Key form characteristics of the Shed (when seen externally) are its long, simple planar roof and wall forms. New development

should not replicate the scale of these elements but rather should seek to articulate and modulate new forms. This would, as noted, potentially limit additions to certain areas and not be located entirely around the building;

- Possibly opening a section of the building, including removing the roof cladding to create a major cross connection, but retaining the trusses and timber structure;
- Building new self-contained structures within the form that serve new functions and retain the spatial and structural/visual sense of the building; and
- Using the street end of the building for more intense two level development that may involve removing the current office fitout (retaining any significant joinery for re-use or interpretation) and opening up the building to the street frontage through the area of the replaced windows.

A range of different future use options would be appropriate. Whilst not limiting potential uses, the following are most applicable in response to the scale of the building that is capable of accommodating a broad range of users:

- Retail;
- Small or larger commercial tenancies;
- Community type uses;
- Arts or theatre uses;
- Educational or university uses; and
- Recreation uses.

Works to or around the 1914 Goods Shed that <u>should not</u> take place

- Demolition of a large part of the building;
- Vertical additions to the building that build over it or change the principal roof plane of the building;
- Relocation of the building within the Macquarie Point site or elsewhere;[29]
- Internal lining of the structure (that is lining the whole or most of the structure to the extent that the roof trusses and wall framing are obscured);
- Subdivisions that remove the sense of scale and length of the building;
- External additions that remove the sense of scale and form of the building; and
- Changes that require the loss of large amounts of significant fabric.

[29] Article 9.1 of the *Burra Charter* provides that 'The physical location of a place is part of its cultural significance. A building, work or other element of a place should remain in its historical location. Relocation is generally unacceptable unless this is the sole practical means of ensuring its survival.'

4.5.3 The Red Shed

Figure 12: The Red Shed, viewed from Evans Street, looking north.

Historical Summary

Relatively little is currently known about the history of the Red Shed. It is a former goods shed likely to date from the late nineteenth or early twentieth centuries. It is possible, but currently unconfirmed that the Shed may originally have been located at the Glenorchy Station. It was relocated to Macquarie Point from another station site in c.1953 and was originally used for the storage of waste paper by the Boy Scouts. Modifications were made to the building at this time. Further changes were made to the building during the 1960s in response to the growth of the fruit industry. An extra entrance was installed to allow for forklift access and the access ramp was modified. Larger storage facilities were later added to the northern and western ends of the building.[30]

Description (see Figure 7)

The Red Shed is of timber construction and appears to be a standard type of Shed design with an external side access loading platform where the train is outside the Shed and storage is within. The configuration suggests the Shed was accessed by a single track with vehicle loading at the ends and opposite side.

The structure sits on a combination of brick and concrete supports. It is fully timber framed and has two sets of sliding doors to the east fronting the former rail tracks. The Shed has a central roller shutter opening to the north where it now connects to another Shed and also has a former pedestrian access door at that end and a small office in the corner (remains now only). There is a roller shutter opening to the west, roughly centrally located and although now infilled what appears to be a low height loading dock to the south (onto Evans Street) that would have had sliding doors.

The floor is mostly concrete, although this is a later addition as the concrete is at the level of the top of the bottom plate. A small section of timber floor remains in the location of the former office.

[30] Austral Tasmania Pty Ltd, *Built Heritage Assessment for the Macquarie Point Site*, final report prepared for Macquarie Point Development Corporation, AT0174, 13 May 2015

The roof comprises King post trusses with a hybrid diagonal bracing member extending from part way up the wall framing to the midpoint of the top chord on each side. It is bolted onto the side of the trusses suggesting it is a later addition. The trusses are carefully constructed with the central upright being haunched to hold the diagonal bracing. This suggests an earlier date of construction than the 1940-50 period, probably late nineteenth or early twentieth century.

The building is clad with corrugated iron and there is a set of glass skylights in frames as well as several added translucent sheets in the roof. The building is in five bays and the wall framing is traditional stud and batten with surface fixed diagonal bracing.

The former office can be seen in the remaining wall plates and wall framing and two sets of corner windows which remain. A later toilet lined with fibre cement sheeting (possibly asbestos containing) is in the south-east corner, and the bracing has been cut away to construct it. The basin fitting within it is however early and probably pre-1930.

The sliding goods doors are timber framed and lined and have had various repairs and sections replaced, although some of the timber appears to be original.

The building has had additions to the north end that are crudely built against the fabric, including over one of the roller shutter doors. These additions are of no interest or value.

Significance

Criterion A Historical Importance: The Red Shed has modest local significance demonstrating the movement of goods and freight in Tasmania. That significance is not related to the Hobart railyards as the building has been relocated from elsewhere. It is a larger than standard goods Shed, but is a typical example of a smaller Shed serving a local community or area.

Criterion B Rarity: The Red Shed is a rare and now remnant example of surviving rail structure within Tasmania. The structure itself has significance, however this does not relate to its location or setting within the Hobart railyards. The building is significant against this criterion at a local level.

Criterion C Research Potential: The Red Shed is an unusual design for a railway goods Shed with atypical detailing and design features that provides information about small scale rail structures that is almost gone from Tasmania and not available in other places.

Criterion D Principal Characteristics of a Class of Place: The Red Shed demonstrates the principal characteristics of a small local goods Shed building. It is reasonably intact and a fair example of its type.

The principal characteristics of this type of building are:

- Its form and surviving detail including use of materials; and
- Its historical function.

Comparative Information

No comprehensive study of the Tasmania's railway heritage has been undertaken. The rationalisation following the Commonwealth takeover of railway services resulted in the wide scale demolition or removal of most railway station buildings, housing, sheds and associated infrastructure. As a result there is relatively little that survives of this once extensive network of places. This loss of heritage is also reflected in the relatively few railway places that are represented on statutory heritage registers.

The Red Shed is more problematic to comparatively define due to the current lack of information related to its construction date and original location. It does not conform to the standardised designs of the late nineteenth, early twentieth century, and as its early history is not known, it is difficult to place it within the broader context of the development of rail in Tasmania. Other smaller goods sheds are likely to still exist, but most are unlikely to remain within their original railyards, similar in this regard to the Red Shed.

Policies for the Red Shed

The Red Shed was moved to the site around 1953, possibly from Glenorchy Railway yard. It has had a range of changes but overall retains its form and much of its detail. It has been assessed as a structure of local significance within Macquarie Point.

It is a relatively small structure comprising a single large space, constructed of timber with corrugated iron cladding. Overall the building is in poor condition and requires substantial repair and conservation.

The Masterplan includes the retention and adaptive re-use of this building.

Set out below are possible uses for the structure, policies for the retention and conservation of physical fabric, an assessment of graded levels of significance for the component parts of the place (within the overall assessment of local significance for the place as a whole), and policies over the spatial requirements both within and around the building to ensure that its character and form are both retained and can be seen and understood.

These policies are not to be read separately but rather any design or proposed use of the building needs to be considered against all the policies. If a proposal cannot satisfy the policies it should not proceed.

The Corporation has also initiated a process for the Red Shed to be included in the *Sullivans Cove Planning Scheme 1997* as a place of cultural significance. Once included, building or works to the Shed will be subject to the heritage discretions of the Scheme.

The following policies apply to the Red Shed:

1. Retain the external and internal significant fabric of the building and only remove significant fabric where it supports other heritage objectives.

   It is anticipated that some significant fabric will be altered or removed to facilitate a new use, however the preferred action is to retain all significant fabric and to only consider removal or change to significant fabric as part of a well considered and designed approach to the building.

2. Retain the built form of the building, that is as a rail shed with corrugated iron roof and walls and the external timber loading bays, stairs and related elements so that the building can be seen in its three dimensional form.

   This means that the building should not be encapsulated by new built form and that at least three sides of the building should be visible to allow the building to be seen as a separate element within the site. The Shed should be accessible from the public domain and should retain a frontage to Evans Street.

3. Retain the internal spatial arrangement that allows the interior to be seen as a large open space.

   This will restrict a number of uses of the place however it does not preclude some minor internal sub-division of the building provided the overall spatial quality is retained.

4. Conservation of the fabric is required in any proposal for the building.

   This will form part of any proposal and should include provisions for future maintenance. As the building is in poor condition conservation may require the replacement of sections of the fabric. As much original fabric should be retained to allow a new use and significant fabric only replaced where repair and ongoing use is not feasible.

5. Remove non-significant additions and fabric to recover significant forms and elements. This may include items such as the roller shutters and extensions to the eastern and northern sides.

6. Allow minor additions, if required to accommodate new services in particular, to the north of the building provided they are of appropriate design and scale.

7. Prepare an Interpretation Plan to present the key sites, stories and values associated with this part of the site within the thematic context of Railyards Use.

Graded Significance of the Elements of the Red Shed

Number	Element	Significance
1	Timber framing including: • roof trusses • wall framing • floor framing	Medium
2	Wall and roof cladding, noting material requires replacing	Medium
3	External timber loading dock	Medium
4	Timber sliding doors	Medium
5	Windows	Medium
6	Eastern and northern additions, roller shutters	Intrusive

Table 3: Graded Significance for the Red Shed.

Potential Uses for the Red Shed

The Red Shed is difficult to use in its current condition as there is a need to undertake extensive repair and reconstruction. This does not mean that it cannot be achieved, but there would need to be a specific future use set out to understand how to adapt or reuse the building.

The Shed could be adapted for a retail/commercial type use such as a café (if that were required) as this could use much of the space without losing the spatial quality of the building. There may be a range of other uses that could be appropriate.

Work to the building would involve:

- Re-cladding most, if not all of the building so that it is watertight and secure;
- Repairing skylights;
- Repairing and refinishing windows;
- Repairing and possibly replacing the foundations;
- Reconstructing the dock along the eastern side of the building using new material;
- Levelling the floor if retained or providing a new floor as the concrete topping is unlikely to survive;
- Repairing and refurbishing the sliding doors;
- Providing new services as a new layer within the building;
- Recovering original openings and reinstating sliding doors; and
- Providing heating and cooling to the building as its corrugated iron cladding will provide no thermal assistance to a future use and lining the building would defeat the purpose of retaining it. This is based on the interior being as significant as the exterior.

New works could include:

- Adding facilities such as toilets and kitchen area (either within the building or in a small addition);
- Providing new doors and windows of appropriate design within existing openings or former openings to facilitate use; and
- It would be preferable that additions are not made to the building so that its simple form as a small goods shed can be seen and understood clearly.

Potential Areas of Adaptation for the Red Shed

The following areas provide opportunities for adaptation, however this list is not exhaustive and other adaptations may be appropriate based on their level of impact on the building.

- Later openings in the building (such as the large north door opening) provide opportunity for change to the fabric in that area through possibly retaining an enlarged opening, extending the building, creating equitable access, locating service areas, etc.
- A small mezzanine level could be added to the space provided it does not overwhelm the current spatial form of the interior.

Heritage Attributes of the Red Shed that are to be retained

- The overall form of the building;
- The corrugated iron cladding to roof and walls noting that it may be replaced with new cladding as required for maintenance;
- The timber loading dock;
- The unlined internal form of the building;
- Original openings; and
- Surviving original joinery and framing.

4.6 Other Features

4.6.1 The Rock Face

Figure 13: The rock face, looking north-east.

Historical Summary

Quarrying occurred at numerous locations on the Domain from the early to mid nineteenth century, including at Macquarie Point, to the rear of the Engineers Building. The current rock face that defines the northern boundary of Macquarie Point relates to the 1872-73 works to bring the railway around the Domain to the Station, now the headquarters of the ABC.

Description (see Figure 5)

The rock face extends for approximately 365 m and forms the northern boundary of the Macquarie Point site. It diminishes in height at its eastern and western ends and extends in height to several metres within the centre of the site. The dolerite cutting is exposed in some areas and vegetated in others.

Significance

Criterion A Historical Importance: The rock face is historically important at a local level as one of several quarry sites located throughout the Domain area used to supply material for a variety of nineteenth century public works, later subsumed within the major earthworks carried out to during the 1870s to connect Hobart with the Main Line Railway. In conjunction with the former Railway Station building, the rock face is one of the few surviving key elements related to nineteenth century railway development in Hobart.

Criterion E Aesthetic Characteristics: The rock face has important aesthetic characteristics as a key landscape element within Hobart. Notable for the scale of cutting, the face encloses the northern edge of the Macquarie Point site, defines the southern edge of the cenotaph hill and is the backdrop for the Engineers Building.

Criterion F Creative or Technical Importance: The rock face is of technical importance for demonstrating the scale of works carried out during 1870s to address the technical challenges of a difficult topography and connecting Hobart with the Main Line Railway.

Comparative Information

A number of former quarries exist within the Domain area, most notably at Cleary's Gate. Within Sullivans Cove the most comparable landscape feature is the Salamanca quarry, which has largely been obscured by later development. Railway cuttings are a relatively common feature, particularly in the south-east of Tasmania where the topographical challenges required cuttings or tunnels. The Macquarie Point rock face is likely to be a particularly large example of this type of nineteenth century railway works.

Policies for the Rock Face

The rock face that forms the edge of the Cenotaph is a key heritage feature of the railyards use of the site. While the original shore line was located not far from the current rock face (refer to Figure 5) and it is known that quarrying took place at an early date, the current alignment of the rock face clearly relates to the development of the railyards as the curve of the rock face follows the alignment of the main tracks that extended to the former passenger station (now the ABC building) across the highway.

The strong curved linear form of the rock face forms a backdrop to the site that is reinforced in the Masterplan by the creation of the band or urban parkland that sweeps around the curve and the major walking route that follows the alignment of the former main line railway formation.

The rock face falls within the site boundary and is to be managed as part of the development of the site. The following policies apply to the rock face:

1. Retain the rock face in its current form. Do not quarry any further material.
2. If there are minor level changes around the base of the rock face, make any level adjustments away from the current rock face alignment so as not to disturb the current base of the cut.
3. Do not obscure the rock face from the public domain with dense plantings, landscape or built elements (see Section 4.7.4).
4. Retain long vistas and views to the rock face, particularly from the northern end of the 1914 Goods Shed complex as these two features are the major surviving elements of the rail yard use (refer to Figure 14).

5. Allow for minor stabilising or removal of loose elements to provide safety adjacent to the rock face.
6. Prepare an Interpretation Plan to present the key sites, stories and values associated with this part of the site within the thematic context of Railyards Use.

4.6.2 Track Formations and Alignments

Historical Summary

Railway use of the Macquarie Point site commenced during the 1870s with the quarrying of what is now the Cenotaph Hill to provide access for the rail line that followed the shoreline of the Domain and extended to the Railway Station building (now ABC headquarters). The remainder of the Macquarie Point site was not developed for rail use until the early twentieth century and formation of the railyards. Approximately 7.2 kilometres of track were laid down in c.1914 to allow for train and truck movement within the yard and access to specific areas such as the coal yards, round house and Goods Shed. Rail formations and alignments were modified over the coming decades in response to changing transport needs. Rail use ended in 2014.[31]

Description

Relatively little of the once complex arrangement of rail lines and other infrastructure exists on the Macquarie Point site.

Significance

> **Criterion A Historical Importance:** The remnant track formations and alignments have some historical significance for demonstrating the longstanding and former use of the place as Hobart's railyards.

Comparative Information

The former Inveresk Railyards in Launceston are the only other comparable site in terms of scale, longevity and age. Some remnants of former track formations have been retained at Inveresk, along with key alignments.

Policies for the Track Formations and Alignments

A defining feature of rail yards generally is the serpentine and linear arrangement of tracks, points and crossovers that patterned the ground plane in distinctive and unique ways. While only some of the track remains *in situ* at Macquarie Point retention of *in situ* track or its former alignment would be desirable. The Masterplan has used some of the former track layout as a basis for defining development lots and public spaces, that provide opportunities for interpreting the rail use of the site. Significant track alignments are reflected in the site layout.

The *in situ* rails will be available for possible re-use as part of the site treatment of former alignments.

It is not intended that tracks be reinstated in their original alignments however the carefully designed use of rail within the landscape has potential to reinforce the track arrangements that existed throughout the twentieth century. The following policies apply to the track formations and alignments:

1. Retain, where possible, existing track alignments and formations as part of the works. This is reflected in the Masterplan.
2. Interpret the former track layouts in the new public realm design within the thematic context of Railyards Use.
3. Where appropriate re-use elements of the former track layout as part of the public realm landscape works.

[31] Austral Tasmania Pty Ltd, *Macquarie Point Development Project. Historical Summary*, final report prepared for the Department of Economic Development, Tourism and the Arts, AT0134, 15 January 2013

4.7 Outline of other heritage issues

4.7.1 Views and Vistas to the Site

Views and vistas are not considered in detail in the HMP as the Masterplan and urban design process has addressed that issue and the resulting Masterplan proposal reflects those studies.

However the HMP notes that while key views across the site, particularly from Salamanca and the southern wharf areas are identified in the Masterplan and building forms and heights determined accordingly, that the proposed amendments to the *Sullivans Cove Planning Scheme 1997* do allow some discretion on heights where it can be established that there is no adverse impact on views and vistas.

4.7.2 Views and Vistas across the Site

The views and vistas across the site are also addressed in the Masterplan with intentional view lines created through roads and open spaces. It is important that these view corridors are not eroded, filled with large scale landscape elements or otherwise reduced in their capacity to provide the cross-site view links. Two views are of particular importance as shown in Figure 14. Firstly, the visual connection between the 1914 Goods Shed and the escarpment rock face across the public domain. The visual connection between features should remain clear and obvious and landscape elements should not dominate or obscure that relationship. Secondly, the long view looking down Macquarie Street from the south-west that features the Engineers Building set against the backdrop of the Cenotaph hillside should not be obscured or overwhelmed by new development located within that viewscape. Depictions of these views are shown in the following Figure.

Figure 14: Illustration of Key Views as an overlay on the Masterplan subdivision proposal (Basemap provided by the Corporation).

4.7.3 Views and Vistas through the Site

Views and vistas through the site occur as a result of the Masterplan layout and again while an urban landscape approach is a key element of the public domain it should not obscure those through-site links. These exist along the axes leading towards the Cenotaph from Hunter Street and the very strong linear axis that extends around the escarpment face from the highway to the Regatta Ground.

4.7.4 The Proposed Car Park

The Masterplan indicates that a car park may be located in the area between the Royal Engineers Building and the quarry face in the upper western corner of the site. The following policies will apply if parking is to be developed in this area:

- Car parking should not dominate the setting of the Royal Engineers Building or detract from its heritage values.
- The scale and form of any built elements should be principally designed as landscape features and not a building.
- Excavation to accommodate cars is acceptable, provided it occurs outside of the property boundaries of the Engineers Building and does not affect the Hobart Rivulet Domain Diversion Tunnel.
- The proposal should not physically impact on the quarry face.
- Significant views and vistas are available along Macquarie Street when travelling north that focus on the Royal Engineers Building and the Cenotaph above and behind. These are framed by the buildings along Macquarie Street. Car park development must not significantly affect those views or form a built backdrop to the Royal Engineers Building from distant and close views to the site. The number of parking spaces provided should be limited by the ability to accommodate cars without creating a visual or other heritage impact on the Royal Engineers Building, views and to the broader development site of Macquarie Point.

4.8 Adjacent Places

The *Sullivans Cove Planning Scheme 1997* requires the consideration of potential development impacts on 'adjacent' heritage places identified in Table 1 of Schedule 1 where the proposal does not satisfy the permitted categories. The Scheme defines 'adjacent' in relation to proposed development as 'sites alongside, behind or diagonally behind a place of cultural significance or on the opposite side of the street'.

Set out in Table 1 and Figure 3 of this HMP are the statutory heritage listed heritage places that are adjacent to the Macquarie Point site. The accompanying site plan identifies the various development sites and the heritage places that are deemed to be adjacent for the purpose of undertaking heritage assessments.

The adjoining heritage listed places are:

- The Royal Engineers building on the western boundary of Macquarie Point. While the place is identified within this Heritage Management Plan it is not technically part of the site and the adjacency provisions of the Planning Scheme apply;
- Evans Street (south side) with its solid wall of mostly four storey built form that defines the south-eastern edge of the site; and
- The Cenotaph located above the curved and linear rock face that defines the north-west edge of the site. The whole of the Cenotaph site that adjoins Macquarie Point is heritage listed in the Planning Scheme.

The land behind the Engineers Building, that forms part of the development site, is located between two adjacent heritage items, the Engineers Building and the Cenotaph site and any proposals for that area must be assessed within the context of both these places as well as the identified heritage values within Macquarie Point. Of particular importance is the visual relationship of the Engineers Building to the quarry face and vegetated Cenotaph. This is experienced in close proximity and from longer views, particularly those down Macquarie Street.

While other heritage places may be technically adjacent they have little direct relationship to the Macquarie Point development site and an assessment of impacts on other sites is not required.

The Hunter/Evans Street precinct and the Cenotaph enclose Macquarie Point with similar scale and while one is a built edge and the other a landscape element they strongly define the site. Both edges create separation from other parts of Hobart.

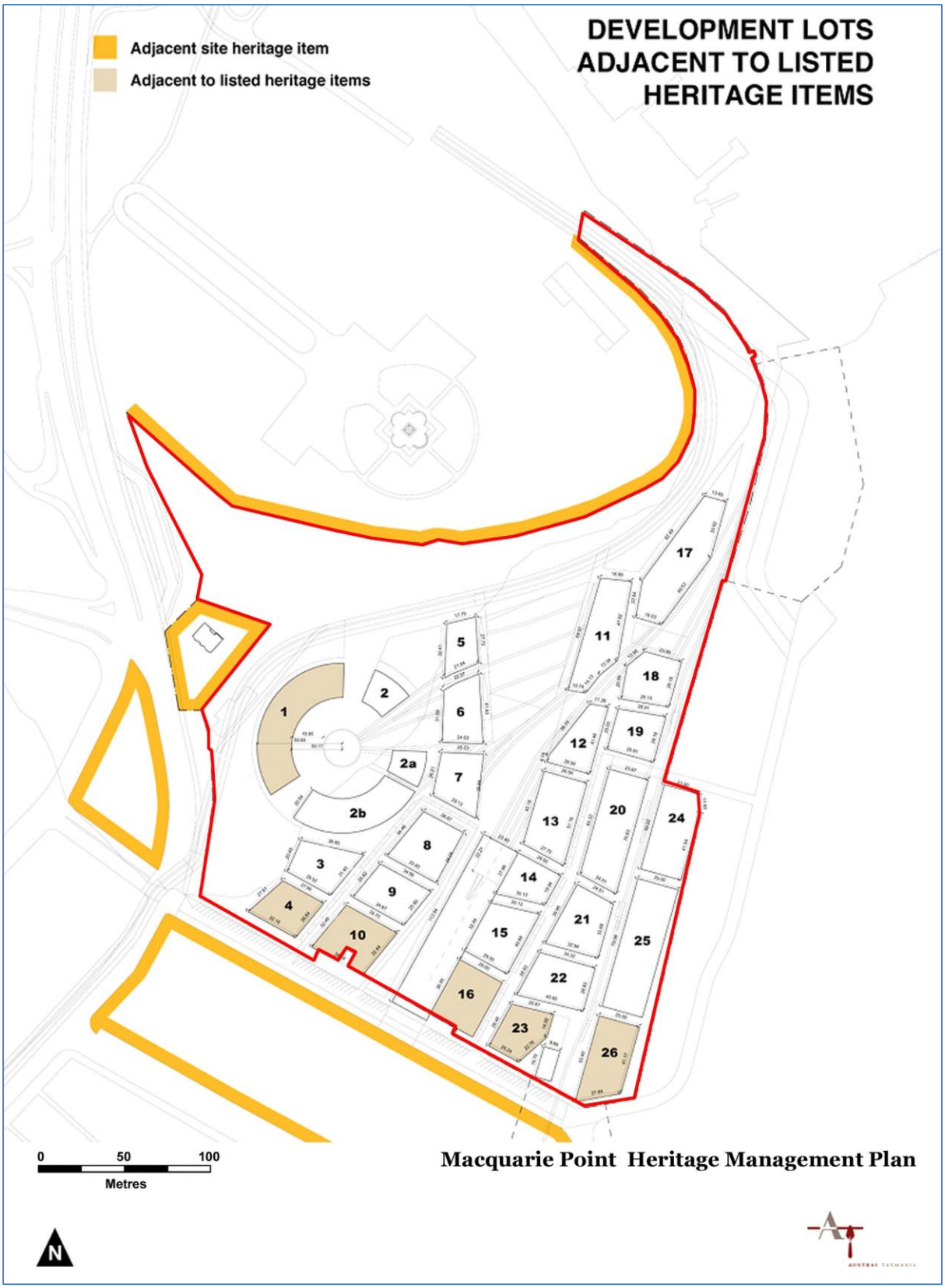

Figure 15: Development lots from Masterplan subdivision proposal adjacent to heritage listed places (Basemap provided by the Corporation).

The other defining edges of the site are the Tasman Highway, which separates the site from Hobart city through its width, construction and visual separation, and the wharf precinct which is, for security reasons, a barrier in terms of access, activation and use.

The Evans Street buildings and the escarpment edge establish a scale context for the site and for new development. Scale is also affected by views across the site as discussed above.

A key attribute of the area is the strong linear alignment of elements seen both on and around the site. These are:

- The 1914 Goods Shed building;
- The former rail lines and alignments;
- The curved face of the escarpment rock face;
- Evans Street;
- The Hunter and Evans Street Buildings; and
- The wharf buildings.

These forms have determined much of the Masterplan where strong alignments have been created in response to the surrounding setting.

The proposed layout of the site, the overall patterning of development, and the proposed scale of new development addresses the context and setting of adjacent heritage places and provides guidelines for how to undertake development on the Macquarie Point site.

5.0 INTERPRETATION

5.1 Introduction

While the remaining built heritage features are obvious and evocative of the former uses, without well planned and designed interpretation, many of the interesting and important values of the site will not be obvious to users and visitors.

A key aspect of future works is interpretation of the history of the place through its key phases. Much of the interpretation will be found in the public domain but interpretation of individual development sites is also required as part of development proposals. The extent of interpretation will vary across the site based on the relative significance and interest of different areas.

5.2 Key and Secondary Themes

Interpretation is most successful when it engages with the user/visitor in a structured and thematic way. There are many 'layers' of history on the site, however some are likely to have greater interpretive potential than others. Five key historical themes have been identified for Macquarie Point and are elaborated in the following sections. The most notable interpretation opportunities are considered to be:

1. The Aboriginal history and heritage of the Hobart area.
2. Early European Settlement and Development: inclusive of Edward Lord's house, the Lumber Yard/Engineers Yard and the range of public uses of the place.
3. An Evolving Landform: extending from the natural foreshore with progressive phases of reclamation to the east through the various sea walls and jetties.
4. A Place of Noxious Industries: such as the gas works, slaughteryards and the disposal of waste.
5. Railyards Use: the long history of rail use commencing in the 1870s but particularly from 1913 with redevelopment as Hobart's railyards.

The above themes are broad in scope covering a range of different periods and activities within the site. Interpretation does not have to address every aspect of every theme to be meaningful and it is likely that some themes will be of greater interest and have greater potential than others. However interpretation should not simply be limited to the most accessible areas of research.

Further themes have also been identified which are considered to be secondary to the key events, stories or developments at Macquarie Point, or may be more limited in their interpretation opportunities. These secondary themes are:

1. The British establishment of Hobart and early survival; and
2. Government interest and acquisition of Macquarie Point.

Each of the above, while connected by the site, have separate histories and stories that can be explored through interpretation.

A key policy of this HMP is that an Interpretation Plan be prepared for the whole site that sets out the themes to be developed and ways in which the interpretation may be undertaken. The Interpretation Plan will provide guidance and direction on interpretation and is to establish the interpretation requirements in detail for each development parcel.

Applications for development must respond to these requirements with proposals on how interpretation will be achieved in each development area where the site assessment requires an interpretation component.

5.3 A Framework for Interpretation

Interpretation refers to all the ways of presenting the values of the place. The aim of interpretation is to reveal and help retain this significance. Conservation works, such as restoration, preservation and reconstruction can be seen as types of interpretation, having the potential to reveal significance and assist in its understanding. Interpretation can also take a variety of other forms, such as the treatment

of the fabric of the place; the use of the place; and the use of interpretive media, such as events, activities, signs and publications or activities. Interpretation can form an integral part of the visitor experience of heritage places.[32]

Currently, there is no interpretation of the heritage values of Macquarie Point. Given the large size of the former railyards and its complex and layered history, a separate Interpretation Plan is recommended to identify the key sites, stories and values that should be presented. An Interpretation Plan guides how the significance of a place will be communicated through specific projects, programs and activities. It should be based on a sound understanding of the significance to the place and:

- Research and identify significant themes and stories about the place;
- Analyse the place to identify interpretive opportunities and issues;
- Profile the likely audiences for the interpretive activities;
- Describe how these themes and stories will be presented;
- Provide a framework for managing visitors, and
- Set priorities, timing and define the resources needed.[33]

It would be pre-emptive at this stage to specify the content of an Interpretation Plan for Macquarie Point. Nonetheless, some guidance can be provided. Community consultation undertaken by the Corporation resulted in the adoption of agreed guiding principles for the future development of the site. One of these principles was respect for the site's history. The guiding principles have been addressed in the Corporation's *Shared Vision*, which contains the objectives for the future development of the site. The history, heritage and interpretation opportunities for Macquarie Point are reflected in a number of these objectives, including:

- Building a sense of place: in terms of maintaining a sense of community, a sense of place and creating a vibrant and sustainable urban lifestyle for people to enjoy.
- A place of reflection: taking into account the site's rich and diverse past; showcasing the site's cultural heritage; highlighting the role Macquarie Point has played in forming Hobart's history.
- A place of quality architecture and design: Realise that quality architecture and design are fundamental to Macquarie Point's success; create a built environment that considers the surrounding landscape; retains a connection with its past; conveys a sense of place; and engages the local community and visitors alike.[34]

The interpretation of Macquarie Point is consistent with the principle of respecting the site's history and the above objectives for future development. The interpretation and presentation of the key thematic opportunities provides real and exciting opportunities to build an authentic sense of place through creative and engaging responses.

The following provides a starting point for future elaboration in an Interpretation Plan. The concepts are not arranged as a hierarchy or as priorities. Instead, they present opportunities or policies for community engagement and a greater understanding of the significance of the place within the key thematic contexts.

5.3.1 The Aboriginal History and Heritage of the Hobart Area

Information related to the use of Macquarie Point by Aboriginal people prior to colonisation is not recorded. However it is likely to have been used by the Muwinina band of the South East Tribe, like other nearby places on the Derwent foreshore. Archaeological evidence of such past use is unlikely to exist on the Macquarie Point site but is found nearby.

[32] Tasmanian Heritage Council, *Draft Works Guidelines*, June 2014, p.16; Australia ICOMOS, Practice Note, Version 1: Interpretation, November 2013; New South Wales Heritage Office, *Heritage Information Series: Heritage Interpretation Policy*, 2005
[33] Austral Tasmania Pty Ltd, *Macquarie Point Railyards Site: Heritage Review*, prepared for the Macquarie Point Development Corporation, 22 November 2013; Australia ICOMOS, *op. cit.*
[34] *Ibid*, pp. 12, 17

With the exception of the Tasmanian Museum and Art Gallery, there is no (or none known to the authors) presentation of the Aboriginal history and heritage of the Hobart area. Opportunities to interpret at Macquarie Point the history and heritage of the greater Hobart area should be explored. However, any interpretation should be determined through consultation with Aboriginal communities.

5.3.2 Early European settlement and development

The European history of the site is of high significance for its earliness, associations with important individuals and groups, importance of the functions carried out at the place, and diversity of public uses. This theme largely exists as an historical association with the place with limited and discrete areas of subsurface archaeological fabric. Surviving fabric associated with these themes is concentrated at the western end of the site.

In considering a framework for interpreting the early European settlement and development of the place, the key opportunities relate to the remnant and discrete subsurface archaeology and the site history, as discussed below:

- **Interpreting the Archaeology of Lord's House and its Later Public Uses:** Remnant evidence of Lord's house exists on the western side of the Corporation's office building. This Heritage Management Plan recommends the *in situ* conservation of surviving evidence of Lord's House. Although most of the site has been destroyed, what survives is amongst the earliest European archaeology in Hobart and Tasmania, and is notable for its range of significant historical associations with:
    - Important individuals and groups,
    - Early education,
    - Public works (as the home and office of one of Tasmania's most notable architects John Lee Archer), and
    - As the barracks of the Royal Engineers, a group of exceptional significance in design and construction of Tasmania's early public works and infrastructure.

  This significant site history is demonstrated by tangible physical evidence that should be interpreted. Exposure and presentation of the subsurface archaeology is one option, but would require ongoing maintenance and conservation requirements to be established from the outset.
- **Interpreting the Early European History of the Place:** A thematic approach to the early European history helps define the key stories, events or themes that can be interpreted, allowing for a greater understanding of the place. Historical themes articulate and highlight what is distinctive about Tasmania or a local area and help ensure than places and events from the past can be understood, assessed and presented within a broader context. This history could be presented through a range of projects, programs and activities. The key historical themes are:
    - A place on the fringe of the town, for orphans, female convicts, veterans;
    - A place of skilled industry and creation: The lumber yards, the principal works depot in the colony and a place where skilled trades were practiced; the home and office of John Lee Archer, one of Tasmania's earliest and most skilled engineers and architects; and the Royal Engineers - responsible for the design, construction of all convict and military buildings, fortifications and hospitals in the colony, later responsible for all civil government works.

5.3.3 An Evolving Landform: Progression of Reclamation

Macquarie Point was once waterfront land, but the once close connection between land and the Derwent has been removed and is no longer appreciable. The majority of the site is formed from reclaimed land and the phasing and scale of land formation works is impressive. The processes of reclamation involved the construction of large dolerite seawalls and the infilling of the landward side. Archaeological investigations have to date shown high levels of past disturbances to the seawalls. Evidence of the seawalls is most apparent through historical maps, plans and charts which can be

traced over time to demonstrate the evolving, and expanding landform. The highly significant Domain Diversion Tunnel also crosses through the site in two locations and can be considered within the same thematic context, and as a demonstration of the broader transformation of Sullivans Cove during the early twentieth century.

The key interpretation opportunity associated with this theme is translating the original shoreline, progression of seawalls and the diversion tunnel into tangible surface evidence of their location. This opportunity is likely to be most meaningful in areas where the original shoreline, seawalls and diversion tunnel correspond with the public domain. A range of creative opportunities exist to present this theme such as changes in ground surface heights, textures, materials and colours.

5.3.4 Use of the Place for Unpleasant or Noxious Activities

An important aspect of Macquarie Point's history has been the use of the place for a range of noxious activities such as the gas works, slaughteryards and waste disposal. These activities were essential to Hobart and when built were isolated from the key commercial and residential areas of the city.

This theme is perhaps the most challenging to interpret. A key opportunity may be presenting the contrast that exists between what was once a place of noxious industry and the urban renewal that is proposed for Macquarie Point. While the gasworks extended well beyond the development area and is already clearly seen in the remaining structures across the highway, it is a former use that is relatively easy to interpret. Some archaeological artefacts retrieved from investigations of the refuse deposits have a level of interest and creative ways of using this material should be explored.

5.3.5 Railyard Use

The use of Macquarie Point as Hobart's railyards was the most longstanding use of the place and as it extends into the period of living memory, is likely to be the theme most readily understood by the public. The railyards also occupied the entire site, and although much has been removed, the rail theme provides the most tangible evidence of past use. This use can be seen through the two extant sheds, the rock face, track alignments and formations and subsurface evidence of the two turntable wells.

Certain aspects of this history have already been considered in the Masterplan. This includes retention of the two sheds, retaining the rock face as a robust and prominent landscape feature with parklands at its base, reinterpreting the form of the roundhouse and turntable wells (which was the most distinctive building which previously existed on the site), and using some of the former track layouts as the basis for defining development lots.

In addition to the above, this HMP advocates, where appropriate, collected steel rails be used as part of the development for landscaping and interpretation uses. The use of such material links the past use to future development, and can be readily understood by the public and users of Macquarie Point without additional interpretation.

Of other elements, the 1914 Goods Shed presents the most significant interpretation opportunity, and one that can be readily presented given it will remain in public ownership and forms one of the key components of the Masterplan.

The 1914 Goods Shed is the only remaining historical building that continues to demonstrate the function of the place as a railyard from 1914 to 2014. In this sense, it is also emblematic of the history of the railyards. The retention and interpretation of this building provides real and exciting opportunities to build an authentic sense of place through creative and engaging responses. The following defines the key opportunities for interpreting the Goods Shed:

- **Retaining the name of the Goods Shed:** Place names allow the meanings and associations of a place to be explored and better understood. Retaining the name of the building as the Goods Shed maintains its connection to its place within the railyards. Opportunities to explain what a goods shed actually did (as opposed to any other type of storage facility), and importantly how it operated should be explored.
- **Interpretation through conservation:** Previous modifications to the building have somewhat obscured its historical function and significance. Most notably, the removal of the internal rail lines has diminished the capacity to understand how the building operated within the railyards. The removal of the c.1984 infill and using the area as a main access way would

reinterpret the function and significance of the building. Reopening the loading bays and docks would provide similar conservation and interpretation benefits. Other creative opportunities to interpret this significant function are also likely to exist.

- **Responding to the key historical themes:** The significance of the 1914 Goods Shed is embodied in the place itself. This includes its fabric, but also its history, past uses and associations with related places.

  Based on the site history and significance assessment, the following provides an overview of the key historical themes for the Goods Shed:

  - *The 1914 Goods Shed as a symbolic reminder of Tasmania's Railways:* Railways were the first truly effective means of land transport. The movement of goods by rail between the north and south and into the north west and north east of Tasmania, as well as other routes, was the major source of goods access around inland Tasmania from the 1870s to the 1960s when long-distance road transport became more dominant. The Shed is the last tangible evidence of this major rail activity within Hobart and the last surviving major rail goods Shed structure to remain in Tasmania.
  - *Development in response to the fruit industry:* From 1860 to 1960, fruit production occupied a key role in the economy, land settlement and development, secondary industries, employment and the evolving Tasmanian identity.[35] The growth of the Tasmanian fruit industry and development of inter-state and international exports was a key driver in the expansion of the railyards onto the Macquarie Point site and the construction of the Goods Shed. Fruit was transported by rail to the site from numerous locations around Tasmania. The size of the Goods Shed is itself a demonstration of the importance and scale of this industry.
  - *As part of the transformation of Sullivans Cove:* The Macquarie Point railyards were a key part of the enormous changes made to Sullivans Cove during the early twentieth century. New and large finger piers were constructed, the outfall of the Rivulet was redirected through the Domain, and the wool, timber and fruit export industry continued to grow. Rail lines directly connected the Macquarie Point site with Ocean Pier. The Goods Shed played a key role in the distribution of goods throughout Tasmania.

[35] Mooney, W, 'Fruit Industry', in Alexander, A, (ed.), *The Companion to Tasmanian History*, Centre for Tasmanian Historical Studies, University of Tasmania: Hobart, 2005

6.0 ONGOING SITE MANAGEMENT

6.1 Responsibility for Heritage Management

For the duration of site development, that is until all development is complete on the broader site, the Corporation will be responsible for managing the overall heritage aspects of the site. That responsibility will be undertaken by:

Interpretation

- Completing the Interpretation Plan that considers each development area;
- Providing advice and review on development proposals during their preparation to ensure that the goals of the Macquarie Point project in regard to heritage interpretation are met;
- Undertaking public domain works that include interpretation in the public realm; and
- Coordinating interpretation between the various development parcels to achieve consistency, and continuity.

Conservation Works

- Establishing conservation programs and works programs for the heritage buildings and any extant heritage features on the site that:
    - Secure the structures in the short term to prevent deterioration of significant fabric;
    - Commission schedules of work to undertake core conservation works (in contrast to adaptation works); and
    - Establish ongoing regular and long-term maintenance programs to maintain the heritage buildings and features in good condition.

Heritage Advice

- The Corporation will engage a suitably qualified heritage consultant(s) in the areas of archaeology and built heritage to provide advice to the Corporation on best practice and the suitability and appropriateness of proposals on the various development lots and works proposed in the public realm.
- The Corporation will undertake a heritage review of all proposals for development and will seek confirmation from proponents that heritage issues and ensuing design matters achieve the objectives of the Masterplan and this HMP.

Engaging with Hobart City Council and the Tasmanian Heritage Council

- Subject to the advice of the Tasmanian Heritage Council, it is proposed that the Heritage Minister will enter into a Heritage Agreement with the Corporation. Such an Agreement would largely exclude the application of the *Historic Cultural Heritage Act 1995*, and replace its provisions with the development policies set out in this Heritage Management Plan.
- The Corporation will continue to liaise, engage and consult with the consent authorities that will be party to the Heritage Agreement on general and specific heritage matters across the site.
- Consultation between proponents and Hobart City Council prior to lodgement of development applications is to take place.

Public Realm Works

- The Corporation will prepare detailed proposals for the public realm and submit them for approval to Hobart City Council.

6.2 Proposed Heritage Agreement

The Corporation intend to enter a Heritage Agreement with the Minister for Heritage. The scope of the agreement will apply to the five most significant components of Macquarie Point:

1. The archaeological remains of Edward Lord's house;
2. The Hobart Rivulet Domain Diversion Tunnel;
3. The 1914 Goods Shed;
4. The Red Shed; and
5. The Escarpment Rock Face.

It is proposed that for the duration of the Agreement, the provisions of Parts of the *HCHA 1995* related to the Tasmanian Heritage Register and Heritage Works will not apply to Macquarie Point.

7.0 MACQUARIE POINT SPECIFIC SITE REQUIREMENTS

The following section provides a lot-by-lot summary description of the heritage considerations for each development parcel. Reference to the individual site records (section 4.0 of this Heritage Management Plan) and the original background reports is required.[36]

For information on the statutory requirements for applications refer to Section 2.0 of the report.

7.1 Site Zones

To provide more precise information and guidance on each of the development areas and the public domain land, this HMP has developed a 'zoning' approach across the site that takes the known research about the history of the site, considers the value of the built elements and the potential of the archaeological resource in different parts of the site, overlays that on the Masterplan and then considers the site in relation to the public domain areas and each development area. The HMP then provides site-specific policies, exemptions, and so on to provide clarity for each part of the site. This approach results in many of the development areas having no specific heritage requirements apart from the over-arching policies related to context and design.

Apart from the two goods sheds, the Engineers Building and the rock face, the heritage values that remain in terms of fabric relate to possible archaeological resources. The phases of occupation, the known remains and the possible remains are summarised in this HMP but detailed in the specific studies. Some exploratory archaeological work has been undertaken that has informed this plan and while specific areas are known to contain significant resources it appears that much of the site, where general fill has been used and the various phases of uses have been intensive removing much of earlier phases, does not have specific archaeological value.

This is reflected in the following assessments of the individual Development Sites.

[36] See: Archaeological Management & Consulting Group Pty Ltd, *Archaeological Test Excavation Report Vol. 1 & 2 - New Royal Hobart Hospital, Hobart, Tasmania*, November 2008; Austral Tasmania Pty Ltd, *Macquarie Point Development Project. Historical Summary*, final report prepared for the Department of Economic Development, Tourism and the Arts, AT0134, 15 January 2013; Austral Tasmania Pty Ltd, *Macquarie Point Railyards Site Heritage Review*, final report prepared for Macquarie Point Development Corporation, AT0174, 22 November 2013; Austral Tasmania Pty Ltd, *Built Heritage Assessment for the Macquarie Point Site*, final report prepared for Macquarie Point Development Corporation, AT0174, 13 May 2015; Austral Tasmania Pty Ltd, *Macquarie Point Historical Archaeological Test Excavations*, final report prepared for Macquarie Point Development Corporation, AT0174, 29 July 2015; Austral Tasmania Pty Ltd, *Macquarie Point Aboriginal Archaeological Test Excavations*, final report prepared for the Macquarie Point Development Corporation, AT0174, 18 August 2015; Austral Tasmania Pty Ltd, *Macquarie Point Seawall and Archaeological Refuse Deposit Investigation*, final report prepared for the Macquarie Point Development Corporation, AT0197, 23 May 2016

Figure 16: The Development Site Plan from the Masterplan showing the various lots that are to be separately developed within the site. (Basemap provided by the Corporation).

7.2 Development sites with no specific heritage requirements

The following development sites or lots do not have particular identified archaeological material or built heritage features that require specific consideration in future development:

Site 11 minor overlap with original shoreline but better represented in other sites.

reclamation site but non-specific in relation to potential archaeology

Site 12 minor overlap with maritime discard zone

Site 13 minor overlap with maritime discard zone

Site 17 later reclamation site, no specific requirements

Site 18 later reclamation site, no specific requirements

Site 19 later reclamation site, no specific requirements

Site 20 later reclamation site, no specific requirements

Site 21 later reclamation site, no specific requirements

These sites do not require a Heritage Impact Assessment to be submitted unless the proposal involves variation to the over-arching controls related to context and design.

Although these sites do not have an archaeological requirement, the section under Archaeology on managing unanticipated discoveries applies to the whole of Macquarie Point and provision should be made for the possibility of significant archaeological material to be discovered.

The general policies over form, materials, setting and context apply to all development sites.

7.3 Development sites with specific heritage value

Notes:

- The 'Key Development History' section of the following tables summarises the key historical attributes of each lot. Some of these phases of historical development are of archaeological potential and significance, other phases are not of archaeological value.
- Management is recommended for all sites assessed as having heritage significance.

Development Sites 1, 2, 2a, 2b (see section 4.4.1)	
Key Development History	• Proximity to the original shoreline. • Coincidence with the Lumber Yard/Engineers Yard. • Coincidence with the Lumber Yard timber slip. • Coincidence with the Engineers Jetty. • Partial coincidence with slaughteryards reclamation area and slaughteryards. • Coincidence with the roundhouse and turntable. • Former track alignment. • Adjacent to Royal Engineers Building
Archaeological Requirements for Development	• Coincidence with the place of archaeological sensitivity included in the *Sullivans Cove Planning Scheme 1997* (Schedule 1: Table 2, Ref. No. 12: 'Royal Engineers Headquarters and Kings Yard'). • Excavation occurring within those identified sites or features shown in Figure 8 of this HMP to be carried out with regard to the recommendations below.
Interpretation Opportunities	Primary Themes: • Early European Settlement and Development. • An Evolving Landform. • A Place of Noxious Industry. • Railyards Use.
Summary of requirements for development	1. Consideration of potential heritage impacts where development of Development Site 1 is deemed to be 'adjacent' to the Royal Engineers Building under the *Sullivans Cove Planning Scheme 1997* (Schedule 1: Table 1, Ref. No. 26); 2. *In situ* retention of confirmed archaeological features and deposits related to Lord's House; 3. Monitoring of excavations within the footprint of the Corporation's office building; 4. Archaeological monitoring for any proposed works that are to occur within a dashed boundary as shown in Figure 8 related to the Lumber/Engineers Yard and Roadway; 5. Archaeological salvage excavation for any proposed works that are to occur within shaded areas as shown in Figure 8 and relating to the confirmed archaeological features of the Lumber/Engineers Yard and roadway formation. 6. Prepare an Interpretation Plan to present the key sites, stories and values associated with this part of the site within the thematic context of Early European Settlement and Development. 7. No further archaeological monitoring, testing or excavation needs to be undertaken in any area not shaded or within a dashed boundary as shown in Figure 8. The Unanticipated Discovery Protocols are to be implemented for excavations occurring outside of these specified sites (see section 2.3.5). 8. Development Applications involving excavation to include either an Archaeological Sensitivity Report or 'Statement of No Impact/No Potential'.

Development Site 3 (see section 4.4.1-4.4.3)	
Key Development History	• Partial coincidence with the southern end of the Lumber Yard/Engineers Yard. • Partial coincidence with the slaughteryard reclamation area and slaughteryards. • Area later redeveloped as part of the Gas Works and cold store.
Archaeological Requirements for Development	• Partial coincidence between Site 3 and the place of archaeological sensitivity included in the *Sullivans Cove Planning Scheme 1997* (Schedule 1: Table 2, Ref. No. 12: 'Royal Engineers Headquarters and Kings Yard'). Unanticipated Discovery Protocols for excavations within place No. 12 . Management required if significant archaeology discovered during works (see section 2.3.5). • No further management for excavations outside of place No. 12.
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry.
Summary of requirements for development	No additional requirements beyond archaeological management of unanticipated discoveries and interpretation.

Development Site 4 (see section 4.4.2-4.4.3, 4.4.6)	
Key Development History	• Partial coincidence with the slaughteryard and later reclamation areas. • Area later redeveloped as part of the Gas Works and cold store.
Archaeological Requirements for Development	Unanticipated Discovery Protocols (see section 2.3.5).
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A place of Noxious Industry.
Summary of requirements for development	An assessment of impact in relation to the adjacent Evans Street heritage places is required. No additional archaeological requirements beyond management of unanticipated discoveries and interpretation.

Development Site 5 (see section 4.4.2-4.4.3, 4.4.6)	
Key Development History	• Proximity to the original shoreline. • Coincidence with the slaughteryard reclamation area and slaughteryards. • Former track alignment.
Archaeological Requirements for Development	• Partial coincidence between Site 5 and the place of archaeological sensitivity included in the *Sullivans Cove Planning Scheme 1997* (Schedule 1: Table 2, Ref. No. 12: 'Royal Engineers Headquarters and Kings Yard'). Unanticipated Discovery Protocols for excavations within place No. 12. Management required if significant archaeology discovered during works (see section 2.3.5). • No further management for excavations outside of place No. 12.
Interpretation	Primary Themes:

Development Site 5 (see section 4.4.2-4.4.3, 4.4.6)	
Opportunities	• An Evolving Landform. • A Place of Noxious Industry. • Railyards Use.
Summary of requirements for development	No additional requirements beyond archaeological management of unanticipated discoveries and interpretation.

Development Site 6 (see section 4.4.3, 4.4.6, 4.6.2)	
Key Development History	• Proximity to the original shoreline. • Coincidence with the slaughteryard reclamation area and slaughteryards. • Former track alignment.
Archaeological Requirements for Development	• Partial coincidence between Site 6 and the place of archaeological sensitivity included in the *Sullivans Cove Planning Scheme 1997* (Schedule 1: Table 2, Ref. No. 12: 'Royal Engineers Headquarters and Kings Yard'). Unanticipated Discovery Protocols for excavations within place No. 12. Management required if significant archaeology discovered during works (see section 2.3.5). • No further management for excavations outside of place No. 12.
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry. • Railyards Use.
Summary of requirements for development	No additional requirements beyond archaeological management of unanticipated discoveries and interpretation.

Development Site 7 (see section 4.4.1, 4.4.3-4.4.6)	
Key Development History	• Proximity to the original shoreline. • Coincidence with the Lumber Yard timber slip. • Coincidence with the Engineers Jetty. • Coincidence with the slaughteryard reclamation area and slaughteryards.
Archaeological Requirements for Development	Unanticipated Discovery Protocols (see section 2.3.5).
Interpretation Opportunities	Primary Themes: • Early European Settlement and Development. • An Evolving Landform. • A Place of Noxious Industry.
Summary of requirements for development	No additional requirements beyond archaeological management of unanticipated discoveries and interpretation.

Development Site 8 (see section 4.4.3, 4.6.2)	
Key Development History	• Coincidence with the slaughteryard reclamation area and slaughteryards. • Former track alignment.
Archaeological Requirements for Development	Unanticipated Discovery Protocols (see section 2.3.5).
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry. • Railyards Use.
Summary of requirements for development	An assessment of impact in relation to the adjacent 1914 Goods Shed is required. No additional archaeological requirements beyond management of unanticipated discoveries and interpretation.

Development Site 9 (see section 4.4.3-4.4.4, 4.6.2)	
Key Development History	• Coincidence with the slaughteryard reclamation area and slaughteryards. • Coincidence with the Sanitary Depot area. • Former track alignment.
Archaeological Requirements for Development	Unanticipated Discovery Protocols (see section 2.3.5).
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry.
Summary of requirements for development	An assessment of impact in relation to the adjacent 1914 Goods Shed is required. No additional archaeological requirements beyond management of unanticipated discoveries and interpretation.

Development Site 10 (see section 4.4.4)	
Key Development History	• Coincidence with the Sanitary Depot area.
Archaeological Requirements for Development	Unanticipated Discovery Protocols (see section 2.3.5).
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry.
Summary of requirements for development	An assessment of impact in relation to the adjacent Evans Street heritage places is required. No additional archaeological requirements beyond management of unanticipated discoveries and interpretation.

Development Site 14 (see section 4.4.6, 4.6.2)	
Key Development History	• Coincidence with the refuse deposits area. • Former track alignment.
Archaeological Requirements for Development	Unanticipated Discovery Protocols (see section 2.3.5).
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry. • Railyards Use.
Summary of requirements for development	An assessment of impact in relation to the adjacent heritage items is required. No additional archaeological requirements beyond management of unanticipated discoveries and interpretation.

Development Site 15 (see section 4.4.6, 4.6.2)	
Key Development History	• Coincidence with the refuse deposits area. • Former track alignment.
Archaeological Requirements for Development	Unanticipated Discovery Protocols (see section 2.3.5).
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry. • Railyards Use.
Summary of requirements for development	An assessment of impact in relation to the adjacent 1914 Goods Shed is required. No additional archaeological requirements beyond management of unanticipated discoveries and interpretation.

Development Site 16 (see section 4.4.4, 4.6.2)	
Key Development History	• Coincidence with the Sanitary Depot area. • Former track alignment.
Archaeological Requirements for Development	Unanticipated Discovery Protocols (see section 2.3.5).
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry.
Summary of requirements for development	An assessment of impact in relation to the adjacent Evans Street heritage places and the 1914 Goods Shed is required. No additional archaeological requirements beyond management of unanticipated

Development Site 16 (see section 4.4.4, 4.6.2)	
	discoveries and interpretation.

Development Site 22 (see section 4.4.6)	
Key Development History	• Coincidence with the refuse deposits area.
Archaeological Requirements for Development	Unanticipated Discovery Protocols (see section 2.3.5).
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry.
Summary of requirements for development	An assessment of impact in relation to the adjacent Red Shed is required. No additional archaeological requirements beyond management of unanticipated discoveries and interpretation.

Development Site 23 (see section 4.4.4, 4.6.2)	
Key Development History	• Coincidence with the Sanitary Depot. • Former track alignment.
Archaeological Requirements for Development	Unanticipated Discovery Protocols (see section 2.3.5).
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry.
Summary of requirements for development	An assessment of impact in relation to the adjacent Evans Street heritage places and the 1914 Goods Shed and Red Shed is required. No additional archaeological requirements beyond management of unanticipated discoveries and interpretation.

Development Site 24 (see section 4.4.6)	
Key Development History	• Proximity to the 1890s seawall. • Coincidence with the refuse deposits reclamation.
Archaeological Requirements for Development	Unanticipated Discovery Protocol (see section 2.3.5).
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry.
Summary of	No additional requirements beyond archaeological management of unanticipated

Development Site 24 (see section 4.4.6)	
requirements for development	discoveries and interpretation.

Development Site 25 (see section 4.4.6)	
Key Development History	• Proximity to the 1890s seawall. • Coincidence with the refuse deposits reclamation.
Archaeological Requirements for Development	Unanticipated Discovery Protocol (see section 2.3.5).
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry.
Summary of requirements for development	No additional requirements beyond archaeological management of unanticipated discoveries and interpretation.

Development Site 26 (see section 4.4.6)	
Key Development History	• Proximity to the 1890s seawall. • Coincidence with the refuse deposits reclamation. • Adjacent to the Red Goods Shed
Archaeological Requirements for Development	Unanticipated Discovery Protocol (see section 2.3.5).
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry.
Summary of requirements for development	An assessment of impact in relation to the adjacent Red Shed is required. No additional requirements beyond archaeological management of unanticipated discoveries and interpretation.

Development of the 1914 Goods Shed (see section 4.5.2)	
Key Development History	• Proximity to the 1850s slaughteryards seawall. • Partial coincidence with the Sanitary Depot and Septic Tanks reclamation areas. • Coincidence with the refuse deposits reclamation. • 1914 construction of the Goods Shed. • Former track alignment.
Heritage Features identified on the Site	1914 Goods Shed to be included as a place of cultural significance in the *Sullivans Cove Planning Scheme 1997*.
Archaeological Requirements for	Unanticipated Discovery Protocol (see section 2.3.5).

Development of the 1914 Goods Shed (see section 4.5.2)	
Development	
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry. • Railyards Use.
Summary of requirements for development	The Goods Shed is to be retained, conserved and potentially adapted as specified in this HMP. In summary, this will require: 1. Retain the external and internal significant fabric; 2. Retain the built form of the building; 3. Retain the internal spatial arrangement so that the interior can be seen as a large open space; 4. Conservation of significant fabric as part or adaption and redevelopment; 5. Preparation of an Interpretation Plan within the thematic context of Railyards Use; and 6. A heritage impact assessment is required to accompany any application for works.

Development of the Red Shed (see section 4.5.3)	
Key Development History	• Proximity to with the Sanitary Depot and Septic Tanks reclamation areas and seawalls. • Coincidence with the refuse deposits reclamation. • 1953 re-erection of the Red Shed on the Macquarie Point site. • Former track alignment.
Heritage Features identified on the Site	Red Shed to be included as a place of cultural significance in the *Sullivans Cove Planning Scheme 1997.*
Archaeological Requirements for Development	Unanticipated Discovery Protocol (see section 2.3.5).
Interpretation Opportunities	Primary Themes: • An Evolving Landform. • A Place of Noxious Industry. • Railyards Use.
Summary of requirements for development	The Red Shed is to be retained, conserved and potentially adapted as specified in this HMP. In summary, this will require: 1. Retain the external and internal significant fabric; 2. Retain the built form of the building; 3. Retain the internal spatial arrangement so that the interior can be seen as a large open space; 4. Conservation of significant fabric as part or adaption and redevelopment; 5. Removal of non-significant additions and fabric; 6. Allow for minor additions if required, in particular, to the north of the building provided they are of appropriate design and scale; 7. Preparation of an Interpretation Plan within the thematic context of Railyards Use; and

Development of the Red Shed (see section 4.5.3)	
	8. A heritage impact assessment is required to accompany any application for works.

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APPENDIX 1: ABORIGINAL HERIAGE UNANTICIPATED DISCOVERY PLAN

Unanticipated Discovery Plan

For proponents and consultants dealing with Aboriginal Heritage in Tasmania

This paper provides a Plan that should be followed when dealing with unanticipated discoveries of Aboriginal Cultural Heritage such as sites and objects. The plan provides guidance to project personnel so that they may meet their obligations with respect to Aboriginal heritage in accordance with the *Aboriginal Relics Act 1975* and the *Coroners Act 1995*.

The Unanticipated Discovery Plan is in two sections. The first section primarily explains mitigation strategies that should be employed when any Aboriginal Cultural Heritage sites or items are discovered excluding skeletal remains (burials), while the second process deals specifically with skeletal remains (burials).

Discovery of Cultural Heritage Items

Step 1: Any person who believes they have uncovered Aboriginal Cultural Heritage material should notify all employees or contractors that are working in the immediate area that all earth disturbance works must cease immediately.

Step 2: A temporary 'no-go' or buffer zone of at least 10m x 10m should be implemented to protect the suspected Aboriginal Cultural Heritage site or relics. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected Aboriginal Cultural Heritage relics have been assessed by a recognised Aboriginal Heritage Practitioner.

Step 3: Aboriginal Heritage Tasmania (AHT) in Hobart (ph 6165 3152) needs to be notified and consulted as soon as possible and informed of the discovery. AHT will then provide further advice in accordance with the *Aboriginal Relics Act 1975*.

Discovery of Skeletal Material

Step 1: Call the Police immediately. Under no circumstances should the suspected skeletal remains be touched or disturbed. The area must now be considered a crime scene. It is a criminal offence to interfere with a crime scene.

Step 2: Any person who believes they have uncovered skeletal material should notify all employees or contractors that are working in the immediate area that all earth disturbance works must cease immediately.

Step 3: A temporary 'no-go' or buffer zone of at least 50m x 50m should be implemented to protect the suspected skeletal remains. No unauthorised entry or works will be allowed within this no-go' zone until the suspected skeletal remains have been assessed by the Police and or Coroner.

Step 4: Should the skeletal remains be determined to be of Aboriginal origin, the Coroner will contact an Aboriginal organisation approved by the Attorney-General, as per the *Coroners Act 1995*.

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Guide to the most common sites types in Tasmania.

Stone Artefact Scatters

A stone artefact is any stone or rock which has been modified by Aboriginal people. Often this is the result of fracturing or 'flaking' fine grained rocks to produce sharp cutting or scrapping implements. The most common stone types utilised by Tasmanian Aboriginal people are silcrete and chert, on account of their availability and excellent tool making properties. However we also find hornfels, chalcedony, spongelite, quartzite and other stone types where locally available.

In Tasmania, stone artefacts are typically recorded as being 'isolated' (i.e. only one) or in a 'scatter' (i.e. two or more within a 50m radius). Stone artefacts are found all over Tasmania, in all landscapes and situations, and are the most basic indicator of Aboriginal occupation.

Shell Middens

Middens are occupational deposits created through an accumulation of debris from human activity. Midden sites can range in size from large mounds to small scatters of shell. The most common shellfish species found in middens in Tasmania are abalone, oyster, mussel, warrener and limpet, however they can also contain other debris such as animal bone, charcoal from campfires and discarded tools made from stone, shell or bone These sites are usually found near waterways and coastal areas.

Rockshelters

Caves and rock overhangs which bear signs of human activity are, for the purpose of the Aboriginal Heritage Register (AHR), collectively called occupied rock shelters. Aboriginal people utilised these places for shelter, ceremony and other cultural practices, leaving behind occupational deposits such as middens and hearths, tools, or in some cases, rock markings. Rock shelters are usually found where the geology is conducive to the formation of caves and rock overhangs.

Quarries or Stone Procurement Sites

A quarry is a place where material has been extracted from a natural outcrop by Aboriginal people. The two types of quarry recorded on the AHR are stone and ochre; each typically being located wherever suitable ochre for painting and decoration, or stone for tool-making appear. Quarries can be recognised by evidence of human manipulation, and by the debris left behind from processing the material. Quarries can be extensive or discrete, depending on the size and quality of the outcrop, and how often it was utilised and visited.

Rock Marking

Rock marking is the term used in Tasmania to define markings on rocks, which are the result of Aboriginal practices. Rock markings come in two forms; engraving and painting. Engravings are made by removing the surface of a rock through pecking, abrading or grinding, whilst paintings are made by adding pigment or ochre to the surface of a rock.

Burials

Burial sites are highly sensitive places. They can occur anywhere, and have previously been recorded in sand dunes, shell middens and rock shelters.

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Macquarie Point Intercity Cycleway Extension
Traffic Impact Assessment

transport | community | mining | industrial | food & beverage | energy



Prepared for:	Macquarie Point Development Corporation
Client representative:	Catherine Galloway
Date:	1 August 2018 Rev01

pitt&sherry

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Appendix A: Intercity Cycleway Extension Plans

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Authorised by:  Date: 1 August 2018

Ross Mannering

Revision History					
Rev No.	**Description**	**Prepared by**	**Reviewed by**	**Authorised by**	**Date**
00	Traffic Impact Assessment	L. Ali / R. Ramm	R. Mannering	R. Mannering	24/07/2018
01	Traffic Impact Assessment	R. Ramm	R. Mannering	R. Mannering	01/08/2018

1. Introduction

The Macquarie Point Development Corporation (MPDC) is coordinating the development of a 9.3-hectare site at Macquarie Point which is one of the last remaining vacant urban infill locations in any of Australia's Capital Cities. Through an 18-month consultation and stakeholder engagement process the MPDC developed a 'Shared Vision' for redevelopment of the site which established that the redevelopment should create value for investors and the people of Tasmania, promote innovative design and sustainability and build a sense of place not only for residents on the site, but also for those work there. In achieving these principles, it was agreed that development at the Macquarie Point site should:

- Involve a mix of uses
- Be people focussed
- Promote inner city living
- Be well-connected to the broader Hobart environment
- Respect the site's history
- Incorporate principles of sustainability
- Not prejudice port activities
- Complement, and not compete with, activity in the CBD and areas of greater Hobart
- Leverage local competitive advantages to thereby deliver major socio-economic benefits to Hobart and Tasmania.

Aligned with these principles, the MPDC is seeking to extend the Intercity Cycleway from the Regatta Grounds through the Macquarie Point site to Evans Street. The Intercity Cycleway extension will be one of the first components of the Macquarie Point Precinct development and will provide the major cyclist and pedestrian route through the Precinct.

2. Existing Conditions

2.1 Macquarie Point and Intercity Cycleway Location

The Macquarie Point site is located to the east of the Hobart CBD. Adjacent land uses are the Hobart Cenotaph and Regatta Grounds to the north, the Hunter Street Precinct and Hobart Waterfront to the south and the Hobart CBD to the west.

The existing Intercity Cycleway forms a cyclist and pedestrian route from the outskirts of the Hobart CBD through Cornelian Bay, New Town, Moonah, Glenorchy and Rosetta to Claremont. The existing cycleway terminates at McVilly Drive at the Cenotaph.

A shared path runs along the Tasman Highway and Davey Street footpath as an extension of the Intercity Cycleway into the Hobart CBD and ends at Hunter Street.

The location of the Intercity Cycleway and the Shared Path near Macquarie Point is shown in Figure 1.

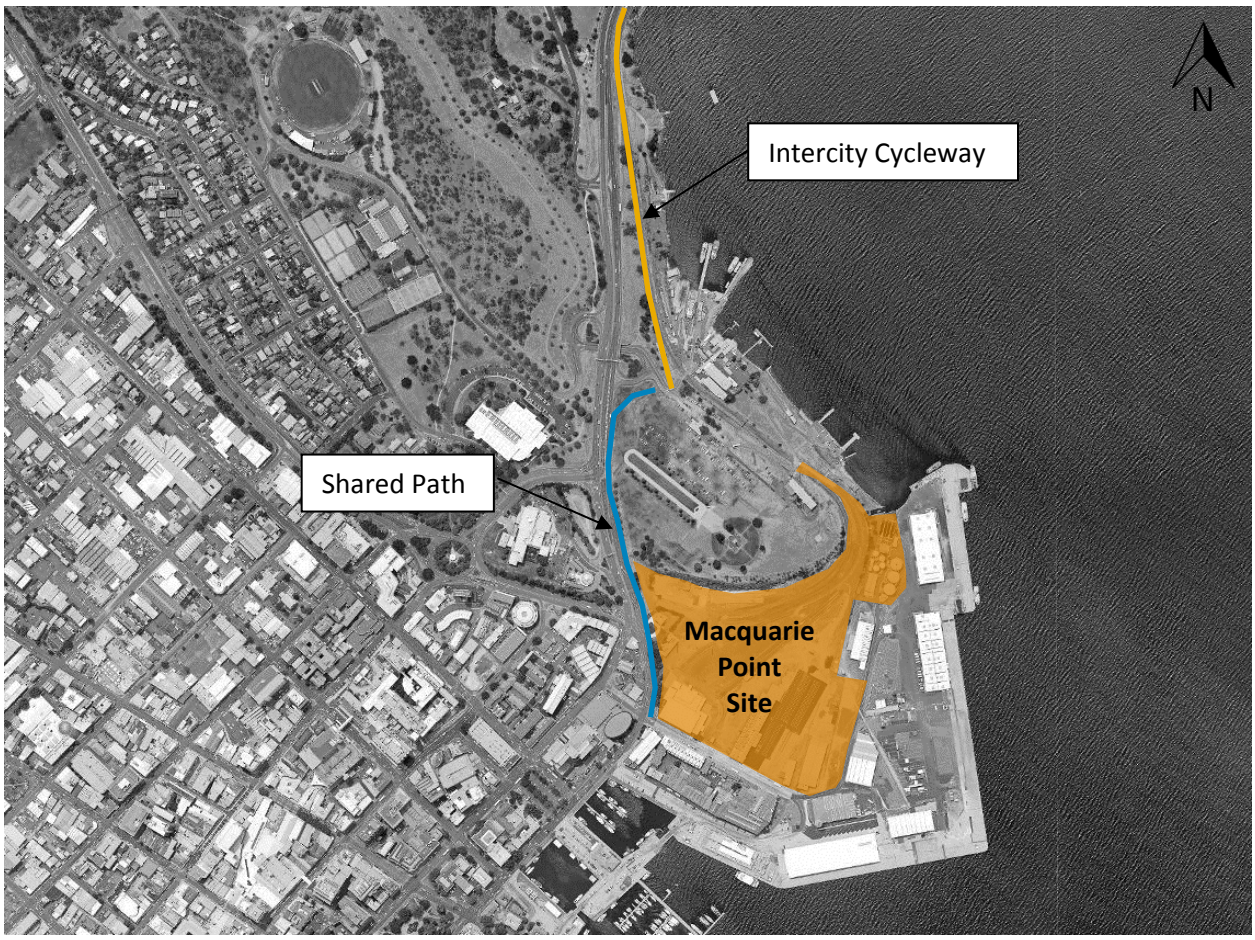

Figure 1: Intercity Cycleway and Macquarie Point (Basemap Source: https://maps.thelist.tas.gov.au)

2.2 Intercity Cycleway

2.2.1 Users

The Intercity Cycleway is well used by many different user groups including commuter cyclists, recreational cyclists including children, joggers and walkers due to it being completely separated from vehicles.

The shared path runs along the edge of the Tasman Highway, Cenotaph and Macquarie Point. The shared path is used by commuter cyclists accessing the CBD and Hobart Waterfront, joggers and walkers. Due to the steep grades and less separation from vehicles, the shared path is less suitable than the Intercity Cycleway for vulnerable user groups including children on bikes.

2.2.2 Traffic, Pedestrian and Cyclist Management

Intercity Cycleway

The existing Intercity Cycleway generally consists of a 2.5 to 3 metre wide concrete path with a painted centreline. The cycleway has fencing provided to separate the cycleway from the railway line. In areas where the cycleway crosses the road, vehicles on the road have right of way over the cycleway users. Signage is provided to users on the cycleway which informs them to slow down as they are approaching a road. Signage is also provided on the road to warn drivers of the presence of a cycleway crossing.

In addition to the warning signage, wayfinding signage is also present along the Intercity Cycleway at key decision-making points.

Figure 2 to Figure 13 shows the signage, linemarking and fencing located at the intercity cycleway in the vicinity of McVilly Drive.

Figure 2: Bicycle (W6-7) and Arrows (W8-23) Signs for Drivers at McVilly Drive Heading North-West

Figure 3: Shared Path Sign on Entrance of Intercity Cycleway at McVilly Drive

Figure 4: Shared Path Linemarking on Intercity Cycleway

Figure 5: Stop (R1-1) Sign for Cycleway Users at McVilly Drive

Figure 6: Wayfinding Signage at Exit of Intercity Cycleway at McVilly Drive

Figure 7: Wayfinding Signage at Entrance of Intercity Cycleway at McVilly Drive

Figure 8: Bicycle (W6-7) and Ahead (W16-9) Signs for Drivers at McVilly Drive Heading South-West

Figure 9: Bicycle (W6-7) and Arrows (W8-23) Signs for Drivers at McVilly Drive Heading West

Figure 10: Bicycle (W6-7) and Crossing Ahead (W8-22) Sign for Drivers at McVilly Drive Heading South-West

Figure 11: Intercity Cycleway Fencing Near Railway Line

Figure 12: Intercity Cycleway End Sign at McVilly Drive

Figure 13: Intercity Cycleway Start Sign at McVilly Drive

Shared Path

The existing shared path starts at McVilly Drive, continues through the Cenotaph and then runs alongside the Tasman Highway and Davey Street. At Mawson Place, the shared path turns and continues to Salamanca Place and Castray Esplanade. The path terminates at Salamanca Place. The shared path from Evans Street to Mawson Place is generally a 2.5 to 3 metre wide asphalt path with a painted centreline. The path meets Evans Street at a signalised intersection where the users of the path are required to activate the path using push buttons placed on the existing traffic signal pedestals.

Wayfinding signage is present at key decision-making points along the shared path. Figure 14 to Figure 21 show the signage and linemarking along the shared path.

Figure 14: Linemarking for Shared Path on Footpath

Figure 15: Shared Path Sign

Figure 16: Wayfinding Signage at Shared Path Start

Figure 17: Linemarking for Shared Path on Footpath

Figure 18: Bike Signals at Intersection of Davey Street and Evans Street

Figure 19: Push Button to Activate Bike Signals at Intersection of Davey Street and Evans Street

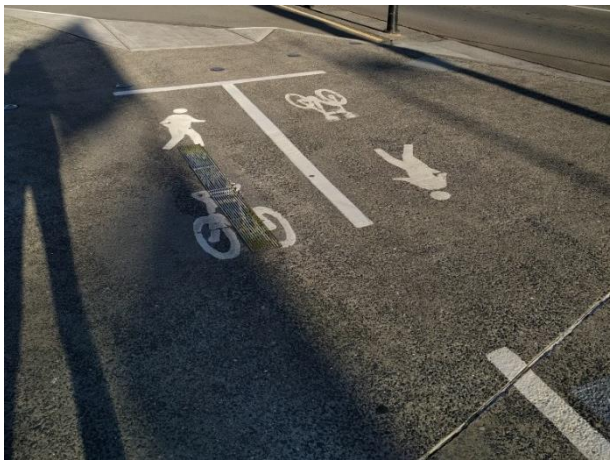

Figure 20: Linemarking Showing End/ Start of Shared Path at Town End

Figure 21: Linemarking Advising Cyclists to Ride at Safe Speed on Shared Path

2.2.3 Cyclist and Pedestrian Volumes

Weekly cycleway traffic tube count data was provided by the City of Hobart for the Intercity Cycleway. The tube count data was collected between 5 January 2018 and 2 March 2018. A summary of the traffic volumes is shown in Table 1.

Table 1: Cycleway Count Summary

Day	Average Daily Traffic Volume	AM Peak Period		PM Peak Period	
		Time	Traffic Volume	Time	Traffic Volume
Weekday	896	8am-9am	123	5pm-6pm	132
Saturday	602	9am-10am	71	12pm-1pm	57
Sunday	746	10am-11am	90	1pm-2pm	72

Based on the traffic tube count data provided above, it is noted that the highest number of cyclists use the Intercity Cycleway on weekdays. The number of cyclists using the cycleway is also higher on a Sunday compared to a Saturday.

Peak periods for the intercity cycleway also varies depending on the day of the week. Weekdays are recorded to have the AM peak occurring between 8am and 9am and the PM peak occurring between 5pm and 6pm. This aligns with the commuter usage of the cycleway during weekdays. During the weekend (Saturday and Sunday), the intercity cycleway is recorded to have the AM peak occurring at 9am and 10am respectively with the PM peak occurring between 12pm and 1pm respectively. This aligns with the more recreational usage of the cycleway during weekends.

2.3 Evans Street

SCATS traffic volume data for the Davey Street/ Evans Street intersection has been sourced from the Department of State Growth. The data is for Monday 7th May 2018 and Tuesday 8th May 2018 which represent typical weekdays.

Based on the traffic data provided, it was determined that the AM and PM peaks occur at the following times:

- AM Peak 07:45am – 08:45am
- PM Peak 04:15pm – 05:15pm

The AM peak, PM peak and daily traffic volumes for Evans Street is shown below in Table 2

Table 2: Evans Street Traffic Data

Direction	AM Peak	PM Peak	Average Daily Traffic
Eastbound	299	145	1795
Westbound	82	260	1818

Based on the data provided in Table 2, it is noted that Evans Street has a large number of vehicles heading eastbound during the AM peak and a large number of vehicles heading westbound during the PM peak. This represents typical movement of vehicles within Hobart with vehicles entering the city during the AM period and exiting the city during the PM period.

3. Cycleway Proposal

3.1 Overview

The objective of the proposed Intercity Cycleway extension is to activate the Macquarie Point Development site through the facilitation of public access into and out of the site. The proposed Intercity Cycleway extension travels through the Macquarie Point Precinct and connects to Evans Street. The vision for this extension is to provide a connection between the existing Intercity Cycleway end at McVilly Drive, and the Macquarie Point Development Site. The extension will allow pedestrians and cyclists to access the Macquarie Point Development site more easily and will therefore support activation of the site.

The existing shared path on Davey Street will remain and will continue to provide a link between the Intercity Cycleway at McVilly Drive and the Hobart Waterfront.

Plans showing the proposed Intercity Cycleway extension is attached in Appendix A.

3.2 Cycleway Alignment

3.2.1 Overview

The proposed Intercity Cycleway extension originates at the Macquarie Point boundary near the Regatta Grounds and terminates at the Macquarie Point boundary near Evans Street and the Tasman Highway. Between the two boundaries, the cycleway extensions travel through the Macquarie Point Precinct.

In order to determine the best path for the proposed Intercity Cycleway extension, several alignment options were considered. A Pairwise Assessment and Multi-Criteria Analysis were completed in consultation with the City of Hobart and the Bicycle Advisory Committee to determine the preferred alignment for the cycleway extension. The Pairwise Assessment and Multicriteria analysis considered several criteria including integration with the Macquarie Point Precinct, connectivity for pedestrians and cyclists, safety, value for money, constructability and stakeholder acceptance. Based on the findings of the assessment and analysis, two paths were chosen.

The approximate alignment of the proposed paths through the Macquarie Point Precinct is shown in Figure 22. Detailed alignments are shown in the plans attached in Appendix A.

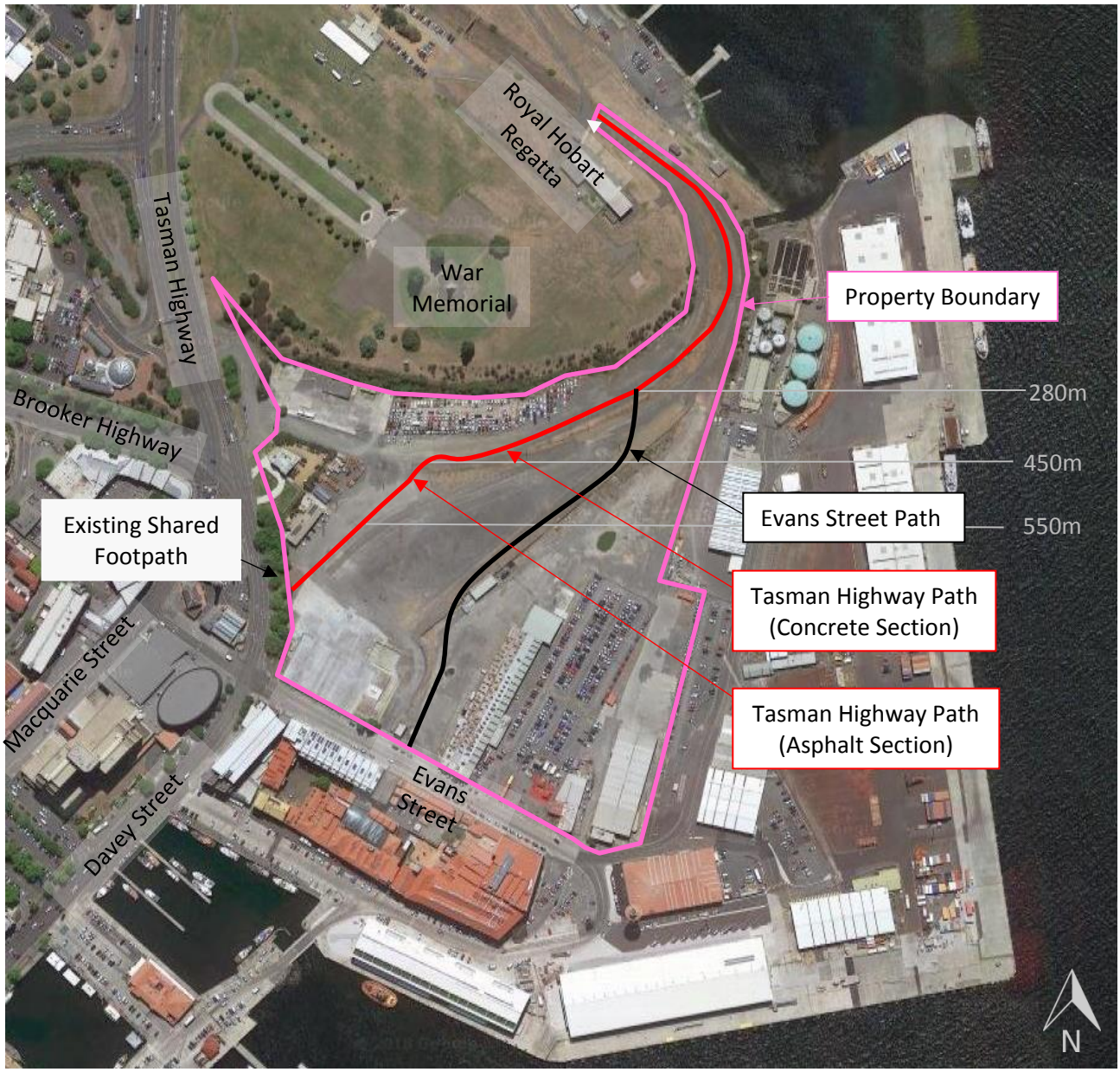

Figure 22: Proposed Intercity Cycleway Extension Path (Basemap: List Maps)

As seen in Figure 22, the Tasman Highway Path originates at the property boundary at the southern end of McVilly Drive near the Regatta grounds and terminates at its intersection with the existing shared path near the Tasman Highway/ Evans Street intersection. The Evans Street Path originates off the Tasman Highway Path, approximately 280m into the site and terminates at Evans Street. Both paths benefit different user groups and final destinations.

It is noted that the paths are proposed to be constructed in two stages with Stage 1 involving the construction of the Evans Street Path and the Tasman Highway Path from its origin to its intersection with the Evans Street Path. Stage 2 will involve the construction of the remaining Tasman Highway Path. More detail in relation to the paths are discussed below.

3.2.2 Evans Street Path

The Evans Street Path originates off the Tasman Highway Path approximately 280m into the Macquarie Point Precinct. This path is to be constructed as part of Construction Stage 1 and consists of a 4.0m wide concrete path. At its intersection with the Tasman Highway Path, users of the Evans Street Path will be required to give-way to users of the Tasman Highway Path. As such, Give-Way signage and linemarking is proposed to be installed on the Evans Street Path at the intersection.

The Evans Street Path is a shared path to be used by both cyclists and pedestrians. Based on this, Shared Footpath signage (R8-2A) will be provided along the path. The Shared Footpath symbol will also be painted along the concrete path.

Lockable bollards are provided at the termination point of the Evans Street Path along Evans Street to restrict access of the path to cyclists and pedestrians. A Road Ahead (W6-8) signage and Give-Way signage and linemarking is also provided at the Evans Street termination point to inform users of the Evans Street Path that they are approaching a road and they have to give way to users of the road.

The Evans Street Path will provide a low speed environment and is expected to generally be used by people who wish to access the Macquarie Point Precinct or the Hobart Waterfront. User groups are likely to include walkers, joggers and recreational cyclists.

It is noted that due to the likely user groups of the Evans Street Path, the path needs to integrate from an urban design perspective. For this reason, the path will incorporate landscaping and street furniture.

3.2.3 Tasman Highway Path

The Tasman Highway Path starts at the Macquarie Point boundary near the Regatta grounds and terminates at its intersection with the existing shared path near the Tasman Highway/ Evans Street intersection. This path is to be constructed in two stages with Stage 1 consisting of the construction of the path from its origin to approximately 280m into the site. Stage 2 will consist of the construction of the path from its terminating point in Stage 1 to its intersection with the existing shared path near the Tasman Highway/ Evans Street intersection.

The Tasman Highway Path consists of two different path types. A 3.0m wide concrete path with a white painted centreline starts at the Macquarie Point boundary near the Regatta grounds and terminates approximately 450m into the Macquarie Point Precinct. From its termination point approximately 450m into the Precinct, a 3.0m wide asphalt path with a white painted centreline continues till the termination point of the Tasman Highway Path at its intersection with the existing shared path on Davey Street. At the intersection of the asphalt path and the concrete path, users of the asphalt path will have to give way to users of the concrete path. Based on this, Give-way signage and linemarking is proposed to be installed on the asphalt path at this intersection.

Lockable bollards are provided at the start of the Tasman Highway Path to restrict access of the path to cyclists and pedestrians. As this path is proposed to be a shared path, Shared Footpath signage (R8-2A) will be provided along the path. The Shared Footpath symbol will also be painted along the concrete path.

The Tasman Highway Path will provide a higher speed environment for commuters and is expected to generally be used by people who wish to bypass the Macquarie Point Precinct and head towards the city. User groups are likely to include walkers, joggers, recreational cyclists and commuter cyclists.

3.2.4 McVilly Drive Connection

As discussed, the proposed path originates at the property boundary at the southern end of McVilly Drive. The path will ultimately continue as a shared path and connect to the existing Intercity Cycleway on the northern side of McVilly Drive. City of Hobart will build the connecting path after completion of the Macquarie Point shared path.

As an interim until the connection is built, pedestrians and cyclists will travel along the McVilly Drive roadway between the existing Intercity Cycleway termination and the start of the Macquarie Point shared path.

3.3 Traffic, Pedestrian and Cyclist Management

Based on the mixed uses of both the Macquarie Point Precinct as well as the surrounding area outside the Precinct, users of the proposed Intercity Cycleway Extension will be required to interact with other pedestrians, cyclists and traffic. Management of these movements is discussed below.

3.3.1 Macquarie Point Development Corporation Staff and Visitor Car Park Intersection

The asphalt section of the Tasman Highway Path crosses the Macquarie Point Development Corporation Car Park approximately 550m along the path. At this point, users of the Tasman Highway Path will have right of way over vehicles entering and exiting the car park. As such, a Give Way to Cyclists (R2-V111) sign will be installed for drivers approaching the cycleway crossings. Green pavement marking will also be installed at the intersection to inform drivers they are approaching an intersection.

In addition to the above, Road Ahead (W6-8) signage will be installed on both sides of the intersection to inform users of the Tasman Highway Path that they are approaching a road crossing.

3.3.2 Pedestrian Movements through Macquarie Point

Pedestrian movements in a north south direction through the site will be using the Evans Street Path through Macquarie Point. For users wishing to bypass the Macquarie Point Precinct, pedestrian movements will be using the Tasman Highway Path around Macquarie Point.

In addition to the above movements, pedestrians will also be able to move in an east-west direction within the Precinct. It is proposed to provide open space within the Precinct to facilitate these movements. Pedestrians can access the shared paths using the open space.

3.3.3 Evans Street

As discussed earlier, the proposed Evans Street Path terminates at Evans Street. This will result in higher pedestrian and cycle movements across Evans Street. As such, it is proposed to introduce a 2.5m central median island and two 2.4m wide kerb outstands on both sides of Evans Street. The introduction of the kerb outstands will provide shorter crossing distances for users. The median island will provide refuge for users crossing the road or cyclists wishing to turn right onto Evans Street from the shared path. Overall, this will allow safer crossing of Evan Street.

With the introduction of the kerb outstands and the median refuge, the traffic lanes of Evans Street are reduced to 3.9m. It is noted that the Austroads Guide recommends 3.5m lane width for urban roads. As such, the 3.9m width is considered to be sufficient. The available width will still be adequate to cater for the semi-trailers and B-doubles which access the port facility.

In addition to the reduction in lane width, the introduction of the kerb outstands results in a loss of three on-street car parking spaces. It is noted that a car park with capacity of 260 cars is available 100m east of the location where car parks are to be lost. As such, the loss of three car parking spaces is not expected to cause any major issues. Further development of the Macquarie Point site will involve establishment of a parking strategy.

3.3.4 Existing Shared Path

The proposed Tasman Highway Path terminates at the existing shared path near the Tasman Highway/ Davey Street intersection. Users on this path will have to give way to users on the existing shared path. As such, Give-way signage and linemarking will be installed at this intersection point.

3.3.5 Future Transit Corridor

The old railway corridor runs alongside the existing Intercity Cycleway and terminates within the Macquarie Point Precinct. It is understood that a future transit corridor may be developed along the old railway corridor. Whilst design details for the future transit corridor are not currently available the cycleway has been designed with the knowledge that it will need to be compatible with the corridor.

3.4 Future Access Road

The plans attached in Appendix A show a Future Access Road and a 1.5m concrete footpath running alongside the Future Access Road. This infrastructure is not part of the current Development Application (DA). The cycleway has been designed with an understanding of the future access road location.

3.5 Bike Parking

Availability and usability of bicycle parking is critical to the viability of the bicycle as a mode of transport. Therefore, as further development of the site occurs and demand for bike parking is generated, bicycle parking will be provided accordingly by the developments.

3.6 Lighting

The proposed Intercity Cycleway extension will be open at all times. As such, lighting needs to be provided to ensure pedestrians and cyclists can orientate themselves and detect potential hazards. In applying the requirements of Australian Standards *AS/NZS 1158.3:2005,* the cycleway forms the equivalent of a 'Pathway' used primarily by pedestrians or cyclists. It is expected that usage of the cycleway extension will be 'high' and therefore it is considered that the lighting over the pathway should comply with the requirements of Category P2 lighting.

3.7 Future Connectivity

It is understood that there may be a future bike connection past the proposed shared path end at Evans Street. The connection is proposed to continue the shared path south-west toward Hunter Street and potentially beyond. The exact route of this future bike connection will be influenced by the future plans of the Macquarie Point Precinct as well as the surrounding area. The purpose of the future bike connection is to connect key attractions and further activate the Macquarie Point Precinct.

4. Impacts

4.1 Sight Distance Assessment

Sight distance measurements were taken by **pitt&sherry** staff at the proposed Evans Street Path and Tasman Highway Path termination point. The measurements were taken as per the requirements set out in the *Austroads Guide to Road Design – Part 4A: Unsignalised and Signalised Intersections* and *Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling.* The sight distance measurements are shown in Table 3. Table 3 also shows the assessment of the measured sight distances with the requirements of the Austroads Guide.

Table 3: Sight Distance Requirements

Termination Point	Approach	Sight Distance Requirement	Available Sight Distance	Meets Requirement
Evans Street	East	45m[1]	145m	Yes
	West		100m	Yes
Existing Shared Path	North	97m[2]	100m	Yes
	South		120m	Yes
McVilly Drive	North – vehicles approaching from east	50m[3]	60m	Yes
	South – vehicles approaching from east		>100m	Yes
	South – vehicles approaching from north		100m	Yes

Based on the above, there is sufficient available sight distance in accordance with Austroads requirements at the Evans Street Path, Tasman Highway Path termination point and McVilly Drive path termination.

4.2 Cyclists

With the installation of the proposed Intercity Cycleway extension, cyclists will be provided with the option to take the new route. The new route provides the benefit of a separated path away from an arterial road. With an increase in usage of the Intercity Cycleway extension, it is expected that there will be fewer cyclists on the shared path at Davey Street.

In addition to the above, a separated cycle path away from an arterial road increases the safety for its users. As such, more people may be encouraged to commute on a bicycle increasing the usage of the Intercity Cycleway extension.

4.3 Pedestrians

As the proposed Intercity Cycleway extension is a shared path, pedestrians will also have the option of using the separated path which provides a more direct route to the Macquarie Point Precinct and Evans Street than the existing footpaths.

[1]Calculated as a pedestrian crossing sight distance at a speed limit of 50km/h
[2]Calculated SISD assuming cyclists and vehicles are travelling at 50km/h which is considered conservative
[3]Calculated as SISD for a vehicle speed of 30km/h.

4.4 Traffic

The proposed Intercity Cycleway extension will only be accessible to maintenance vehicles with lockable bollards present at the Regatta Grounds originating point and Evans Street termination point. At the intersection of the cycleway and Macquarie Point car park, the cycleway will have right of way. As these cases are no different from existing operation, there is expected to be a negligible impact to traffic.

Appendix A

Macquarie Point Intercity Cycleway Extension Plans

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Intercity Cycleway Extension, Macquarie Point
Traffic Impact Assessment and Management Plan

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Macquarie Point Intercity Cycleway Extension Servicing Report

transport | community | mining | industrial | food & beverage | energy

Prepared for: Macquarie Point Development Corporation

Client representative: Catherine Galloway

Date: 01 August 2018
Rev 02

pitt&sherry

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Appendix A: Cycleway Preliminary Drawings

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Reviewed by: ..... Date: 01 August 2018
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Authorised by: ..... Date: 01 August 2018
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1. Introduction

The Macquarie Point Development Corporation (MPDC) is coordinating the development of a 9.3-hectare site at Macquarie Point, which is one of the last remaining vacant urban infill locations in any of Australia's Capital Cities. Through an 18-month consultation and stakeholder engagement process, the MPDC developed a 'Shared Vision' for redevelopment of the site which established that the redevelopment should create value for investors and the people of Tasmania, promote innovative design and sustainability and create value for a place not only for residents on the site but also for those who work there. In achieving these principles, it was agreed that the development at the Macquarie Point site should:

- Involve a mix of uses
- Be people focused
- Promote inner city living
- Be well-connected to the broader Hobart environment
- Respect the site's history
- Incorporate principles of sustainability
- Not prejudice port activities
- Complement and not compete with activity in the CBD and areas of greater Hobart
- Leverage local competitive advantages to there by deliver major socio-economic benefits to Hobart and Tasmania.

Aligned with these principles, the MPDC is seeking to extend the Intercity Cycleway from the Regatta Grounds through the Macquarie Point site to Evans Street.

The existing Intercity Cycleway forms a cyclist and pedestrian route from the outskirts of Hobart CBD through Cornelian Bay, New Town, Moonah, Glenorchy and Rosetta to Claremont where it terminates at Bilton Street. A short distance north of Bilton Street, on road cycle lanes are provided which extend along Main Road to Austins Ferry with future plans for further extension. Immediately south of the current southern end of the Intercity Cycleway, cyclists are required to cross McVilly Drive and travel up a relatively steep grade before descending adjacent to the Tasman Highway which carries in the order of 40,000 vehicles per day. Extension of the Intercity Cycleway through the Macquarie Point site to Evans Street would provide more cyclist friendly grades, improved safety by separating pedestrians and cyclists from the major arterial road and provide connectivity to the Macquarie Point site which is likely to generate significant usage.

The proposed Intercity Cycleway Extension Project has progressed to the stage where it is ready for assessment under the Sullivan's Cove Planning Scheme. This Report outlines the servicing requirements and impacts of the Proposed Intercity Cycleway Project, particularly in relation to:

- Water utilities
- Sewerage utilities
- Stormwater infrastructure
- Power Supply
- Telecommunications
- Gas.

2. Water Supply

MPDC has prepared a concept servicing plan for the Macquarie Point Development site that includes water connections off Evans Street and north of the Macquarie Point STP. The size of the connections and associated internal infrastructure will largely depend on the size and type of developments implemented in the final scheme. For the proposed Intercity Cycleway Extension Project, there is a need for a small amount of water for irrigating the adjacent garden beds and it is proposed that these be serviced from a standard 20 mm diameter water connection off Evans Street. It is expected that this connection may become redundant when the remainder of the site is developed.

The cycleway does cross an existing TasWater 150 mm diameter cast iron water main at chainage 350 m on stringline MC00. At this location the cycleway is 200 mm above the existing surface level and the existing pipe will not be impacted by the completed works. It is also noted that this water pipe is located under a previous rail corridor, which would have imparted considerably higher loads than those expected from a cycleway.

During construction this water pipe will be accurately located on site and the cycleway contractor will be required to develop work methods to protect this pipe from all construction activities.

The proposed works will also impact an existing fire hydrant in Davey Street, which is located adjacent to the proposed termination point for the cycleway on stringline MC0A. The cover of this hydrant will be adjusted to site the revised pavement levels in this area. All works will be undertaken in accordance with TasWater's requirements.

3. Sewerage Infrastructure

There is no requirement for any sewerage infrastructure associated with the proposed Intercity Cycleway Extension Project.

The cycleway does cross an existing TasWater 150 mm diameter concrete gravity sewer at chainage 370 m on stringline MC00. At this location the cycleway is at natural surface level and the existing pipe will not be impacted by the completed works. It is also noted that this sewer is located under a previous rail corridor, which would have imparted considerably higher loads than those expected from a cycleway.

During construction this sewer will be accurately located on site and the cycleway contractor will be required to develop work methods to protect this pipe from all construction activities.

There is a major DN1,050 mm diameter Sewer than runs through the Macquarie Point site to the Macquarie Point STP. The proposed cycleway is well clear of this sewer.

4. Stormwater Infrastructure

4.1 Strategy for Ultimate Development

MPDC has prepared a concept servicing plan for the Macquarie Point Development site which, at a high level, includes management of stormwater collection and discharge. This includes connection into the existing public stormwater service in Evans Street and potential use of an existing stormwater pipe that runs from the site and under TasPorts land to the Derwent Estuary. These two connections combined do not have sufficient capacity to accommodate the 5% annual recurrence interval (1 in twenty year) storm event and some form of onsite detention will be required. The size and location of this storage is subject to the size and type of developments implemented in the final scheme. End of line treatments are proposed (i.e. gross pollutant traps) for water quality management purposes.

An indicative stormwater layout is shown in Figure 1. This shows the core trunk drainage system to service Macquarie Point.

Figure 1: Proposed Trunk Drainage Layout - Macquarie Point

4.2 Connect to Stormwater System

The proposed Intercity Cycleway Extension alignment intersects with the locations of the proposed core stormwater drainage infrastructure and as such the cycleway can be connected to a drainage system. A stormwater pit and pipe system can be designed to collect runoff from the cycle paths, although, at this stage it would be prudent to only consider flows from the cycleway as the other future components of the precinct will influence the stormwater system size and alignment requirements. The impact of these cannot be quantified at this stage.

4.3 Stormwater Quantity

The proposed trunk drainage system for the final development of the Macquarie Point Site incorporates stormwater quantity management measures. Any increased runoff generated from the proposed cycleway extension will be managed through the proposed Macquarie Point stormwater system once it is implemented.

No intermediate storage system is proposed for the proposed Intercity Cycleway Extension Project prior to implementation of the proposed Macquarie Point Development site stormwater drainage servicing strategy.

4.4 Stormwater Quality

The Intercity Cycleway Extension makes up a small proportion of impervious surfaces within the Macquarie Point Precinct. The Macquarie Point Infrastructure Development Strategy recommends end of line treatment using Gross Pollutant Traps (GPTs). It is proposed that any water quality management measure be assessed at the precinct scale once further information is available.

5. Power Supply

The proposed Intercity Cycleway Extension Project includes some lighting provisions that will require a power supply connection. This connection will be negotiated with TasNetworks once the relevant approvals have been obtained.

There is an existing overhead power line running through the site. The batters for the cycle way are close to several power poles (refer chainage 120 m and 230 m on stringline MC00). There is also an underground power line at change 350 on stringline MC00 and an existing junction box at chainage 325 on stringline MC0B. Management of this existing infrastructure will be resolved with TasNetworks.

6. Telecommunications

While there are no direct requirements for telecommunications for the proposed Intercity Cycleway Extension Project, MPDC may include public WiFi facilities along the route. If this is adopted, then the installation of such facilities will be undertaken through the appropriate NBNCo Development process.

The proposed Intercity Cycleway Extension crosses existing telecommunications services at the following locations:

- Stringline MC00 at chainage 10 m
- Stringline MC00 at chainage 440 m
- Stringline MC0B at chainage 300 m.

These crossings will be constructed in accordance with NBNco's requirements.

7. Gas

There are no requirements for gas infrastructure for the proposed Intercity Cycleway Extension Project.

Appendix A

Cycleway Preliminary Drawings

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Macquarie Point Intercity Cycleway Extension Servicing Report

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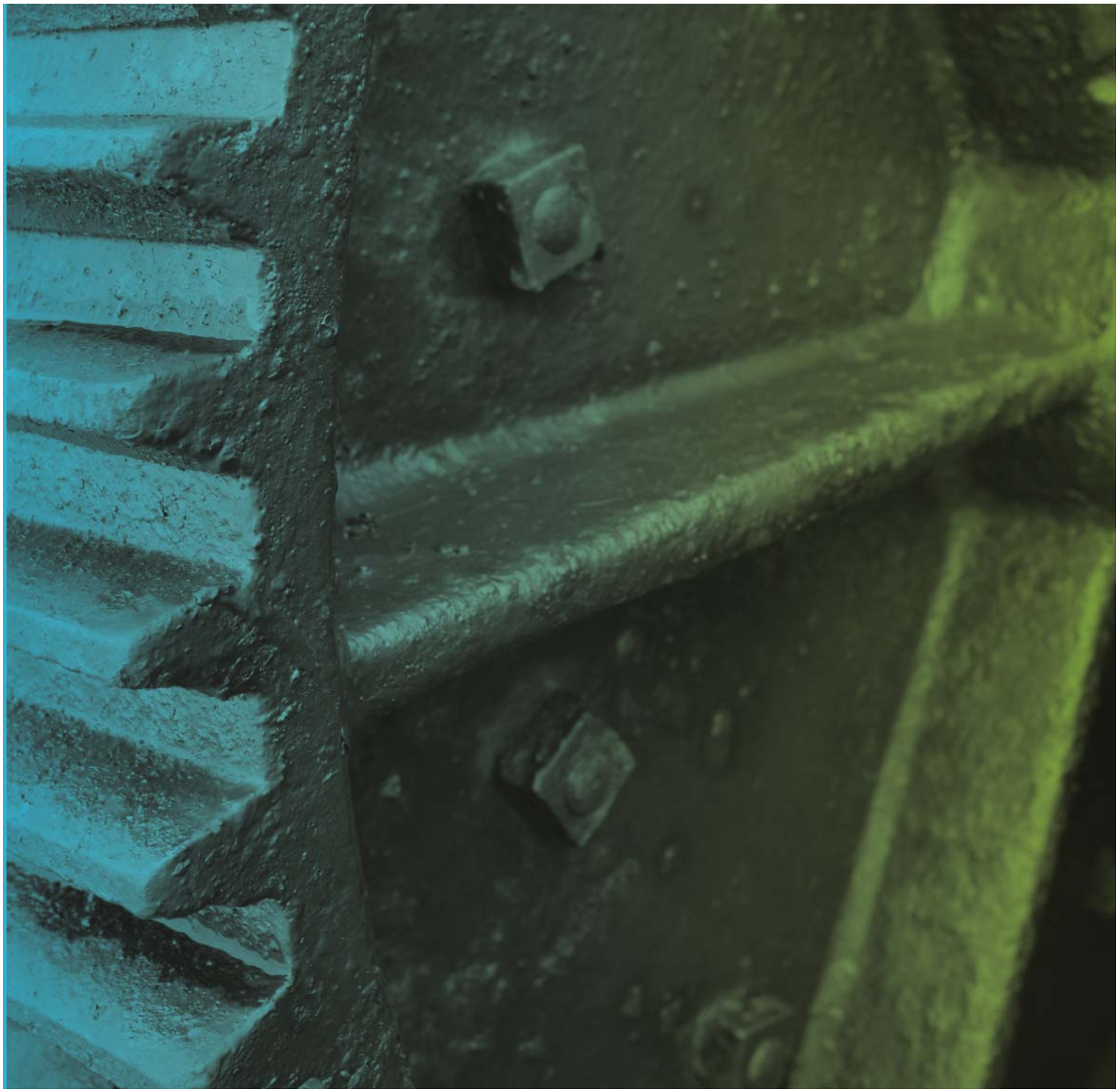
17-Nov-2015

Site Environment Management Plan



Site Environment Management Plan

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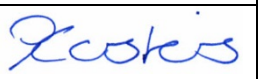
1	17-Nov-2015	FINAL	Paul Carstairs Technical Director - Environment	

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List of Acronyms

ACM	Asbestos Containing Material
BTEX	Benzene, Toluene, Ethylbenzene, Xylene
BTEXN	Benzene, Toluene, Ethylbenzene, Xylene, Naphthalene
CEMP	Construction Environment Management Plan
CoPC	Compounds of Potential Concern
DNAPL	Dense Non-Aqueous Phase Liquid
DP	Douglas Partners
EPA	Environmental Protection Authority
GPR	Ground Penetrating Radar
ha	Hectare
HDPE	High Density Polyethylene
JSA	Job Safety Analysis
LNAPL	Light Non-Aqueous Phase Liquid
m bgl	metres below ground level
PAH	Polycyclic Aromatic Hydrocarbon
PPE	Personal Protective Equipment
RC	Remediation Criteria
SEMP	Site Environment Management Plan
SVOC	Semi-volatile Organic Compound
SWL	Standing Water Levels
SWMS	Safe Work Method Statements
TPH	Total Petroleum Hydrocarbon
TRH	Total Recoverable Hydrocarbon
UST	Underground Storage Tanks
VOC	Volatile Organic Compound
WHS	Work Health and Safety
WHSP	Work Health and Safety Plan
WMP	Waste Management Plan

1.0 Introduction

1.1 Background

This Site Environment Management Plan (SEMP) has been developed by AECOM Australia Pty Ltd (AECOM) on behalf of the Macquarie Point Development Corporation (the Corporation) for application at the Macquarie Point site in Hobart, Tasmania (the Site).

The SEMP provides a framework for the management of potential human health and environmental risks associated with intrusive works that may be undertaken at the Site such as the excavation and/ or disposal of soil and importation of fill material.

The Site, largely located on reclaimed land within the Hobart port area, comprises 9.3 hectares. **Plate 1** below presents an aerial view of the Site (Site boundary shown in red).

Plate 1 Aerial View of Site

1.2 Purpose

The purpose of this SEMP is to identify residual contamination at the Site and to provide an overview of appropriate management measures to address potential human health and environmental risks associated with subsurface contamination, and to maintain compliance with relevant safety and environmental requirements.

The objectives of the SEMP are to document:

- The contamination status of the Site.
- Soil management measures including those required in association with intrusive works such as excavation/disposal of soil and importation of fill.
- Actions to protect human health and the environment during excavation activities undertaken at the Site.
- Responsibilities for implementation of the SEMP and for managing identified safety and environmental issues at the Site in accordance with the SEMP.
- Environmental monitoring and reporting requirements (if required).
- Corrective action procedures in the event that a complaint is received or an inspection of Site conditions indicates that improvements need to be implemented to address potential impacts.

1.3 Application

Prior to the commencement of full scale Site redevelopment, the Corporation is seeking to implement interim Retail and Commercial uses at the Site. This SEMP has been developed to provide a soil management framework for shallow intrusive works (i.e. < 2.0 metres below ground level [m bgl]) such as minor excavations required for service trenching. It is not anticipated that air quality or noise mitigation measures will be required in response to such activities and these aspects are not included in this SEMP.

The SEMP applies to the whole area defined as the Site in **Plate 1**. It should be noted that the SEMP is an active document, which needs to be considered by all parties/stakeholders planning to undertake intrusive work at the Site. Any parties carrying out works at the Site shall satisfy themselves that suitable safety and environmental controls have been implemented as part of their proposed works program.

Should any activities undertaken by the Corporation, or with the Corporation's consent, need to occur on the Site that is not currently covered in the SEMP, then the Corporation should update the SEMP to include these activities. Alternatively, should the requirement for a more specific application be determined, a Construction Environment Management Plan (CEMP) may be required which addresses the proposed tasks and a framework to mitigate potential environmental impacts posed by the activities to be undertaken.

2.0 Site Description

2.1 Site Identification

The Site details are provided in **Table 1** below:

Table 1 Site Details

Item	Description
Site Identification	- Macquarie Point
Site Address	- 8A Evans Street, Hobart, Tasmania (refer to the Site Location plan provided as **Figure F1** in the **Figures** section)
Site Area	- Approximately 9.3 ha
Current Site Owner	- State of Tasmania (Crown Land)
Current Zoning [(1)]	- 'Low Impact Industry' – Sullivans Cove Planning Scheme 1997
Current Uses	- The following is noted with regard to Site use and features: - The majority of the Site is currently vacant. - A concrete batching plant operated by Boral is located in the north-western corner of the Site. It is understood that the concrete batching plant is to be vacated after decommissioning in November/ December 2015. - The Corporation's office building is located on the central western boundary. - A disused railway line transects the general northern portion of the Site in an east west direction. - A series of unoccupied sheds are located across the Site, including; the Goods Shed, Red Shed and SeaRoad Shed. - A disused Cold Store recently acquired by the Corporation is located on the south western boundary of the Site.
Closest Surface Water Body	- Sullivans Cove to the south west (170 m) - River Derwent to the south east (280 m)
Site Layout	- Refer **Plate 1.**

Notes:1. Sullivans Cove Planning Scheme. Hobart City Council. Approved by the Resource Planning and Development Commission on 15 December 1998 and came into operation on 21 December 1998. Includes all approved amendments up until 12 March 2014 (HCC, 2014).

2.1.1 Surrounding Land Use

The surrounding land use comprises a number of aspects including: public access and cultural significance; commercial and professional services; retailing; health care; port facilities; light industry; marine industry; fishing industry; and education. The immediate local setting is summarised in **Table 2**.

Table 2 Surrounding Land Uses

Direction from Site	Land Use
North	- The Site is bound to the north by the Hobart Cenotaph and associated public open space. - A Wastewater Treatment Plant and River Derwent are located in a general northeast direction from the Site.

Direction from Site	Land Use
South	- The Site is bound to the south by Evans Street, with residential apartments and commercial properties beyond, which extend towards Hunter Street and Sullivans Cove.
East	- The Site is bound to the east by the Tasports' port operations and further east is the River Derwent.
West	- The former Hobart Gasworks (partly occupied by the Cold Store) and Davey Street are located to the west of the Site. - Commercial properties extend beyond Davey Street.

2.2 Site Precincts

The current *Land Release Strategy* has the Site divided into 12 Precincts, namely: Precinct 1; Precinct 1B; Precinct 2 – Precinct 9; Recreation/ Open Space 1; and Recreation/ Open Space 2 as shown in **Plate 2** below.

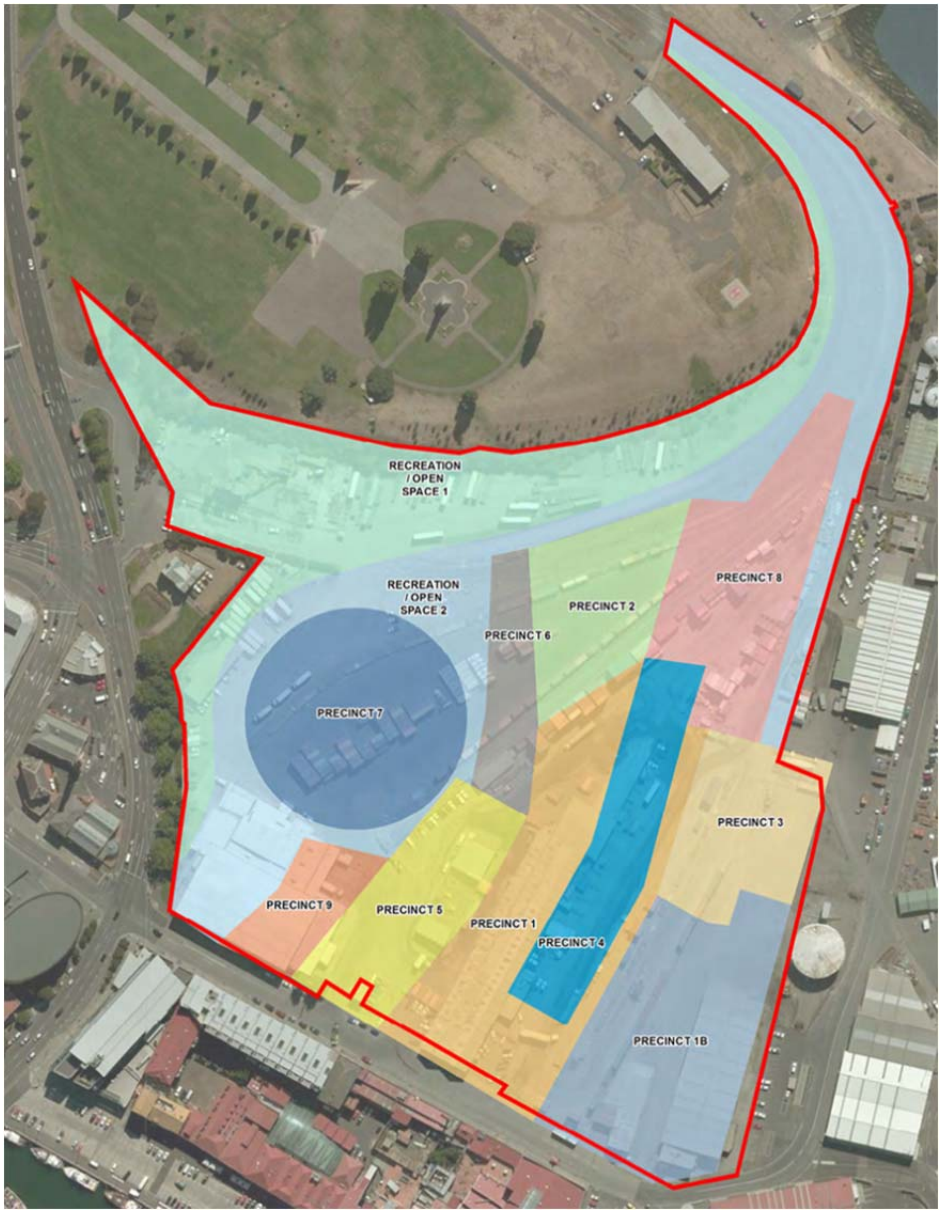

Plate 2 Site Precincts

3.0 Site Conditions

3.1 Site Layout

The Site is generally flat with three main tiers as follows:

- The upper (northern western) tier consisting of a gravel surface with former rail tracks.
- The second (middle) tier consisting mostly of an asphalt and gravel surface with former rail tracks.
- The third (south eastern) tier consisting of an asphalt and gravel surface and a series of sheds including the former Goods Shed, Red Shed and SeaRoad Shed.

The following is noted with regard to Site use and features:

- The general eastern portion of the Site was most recently occupied by rail freight and transport operations.
- A railway line transects the general central portion of the Site.
- A series of unoccupied sheds are located across the Site, including: the Goods Shed; Red Shed; and SeaRoad Shed.
- A concrete batching plant operated by Boral is located in the north western corner of the Site. It is understood that the concrete batching plant is to be vacated after decommissioning in November/ December 2015.
- A disused Cold Store recently acquired by the Corporation is located in the south western portion of the Site. It is noted that a portion of the former Hobart Gasworks historically occupied this area.
- The Site surface largely comprises asphalt and concrete hardstand.

3.2 Subsurface Features

Table 3 below provides a summary of currently known subsurface features that may present contaminant source risks or influence subsurface hydrogeology/contaminant transport mechanisms. A plan showing the current known location of subsurface infrastructure is presented in **Figure F2** in the **Figures** section. It is noted that the potential exists for subsurface infrastructure to be present that has not been identified.

Table 3 Subsurface Feature Summary

Feature	Precinct	Comment
Gasworks Infrastructure	Recreation/ Open Space 1, Recreation/ Open 2, 5 and 9	- Historical gasworks infrastructure is known to be located beneath the former Hobart Gasworks (Cold Store) footprint.
Roundhouse	7	- A former Roundhouse was located in the north western portion of the Site and associated subsurface infrastructure remains in place.
Underground Storage Tanks (USTs)	1, 1B, 5 and Recreation/ Open Space 1	- USTs are understood to have been formerly located and/or currently located at the Site. Further assessment will be required to confirm (or otherwise) whether USTs and associated infrastructure remains *in situ*. - Two USTs and associated infrastructure were previously located in the southern portion of Precinct 1B and it is understood these have been removed. A backfilled former UST pit, associated hydrocarbon odour and residual impact were identified during the target investigation undertaken in this area in 2014. - A review of historical information indicates that additional USTs and associated infrastructure are potentially located in the southern portion of Precinct 5. There is currently no evidence to support that these USTs have been removed. The location of one UST has been confirmed to be *in situ* in this area. Investigations completed to date have not identified the presence of additional USTs.

Feature	Precinct	Comment
		- A review of historical information indicates that potentially two USTs and associated infrastructure were planned for installation in the north western portion of Recreation/ Open Space 1. It is not known if this infrastructure was installed. - It is noted that USTs may be present elsewhere on the Site that have not as yet been identified.
Fuel/Oil/Tar Transfer Lines	1B, 2, 3, 5, 8, 9, Recreation/ Open Space 2	- Currently located in the general northern and eastern portions of the Site.
Sewer	1, 2, 4, 5, 8, Recreation/ Open Space 2	- Currently traverses the central portion of the Site from southwest to northeast. - A sewer line also runs from the central portion of Recreation/ Open Space 1 connecting to the sewer main in the general central portion of the Site. - The findings of a Ground Penetrating Radar (GPR) survey are provided in GHD 2014a[1]. GHD, 2014a identified the sewer main alignment traversing the general central portion of the Site. Based on the findings of GHD, 2014a, the potential exists for the northern section of this sewer main alignment to differ from the mapped route provided by TasWater (as noted by GHD, 2014a). - A review of historical information indicates the potential for an abandoned sewer to be present in the general central portion of the Site running parallel to the existing sewer.
Stormwater	1, 2, 3, 4, 7, 8, Recreation/ Open Space 1, Recreation/ Open Space 2	- A network of stormwater infrastructure is located in the general central portion of the Site with a line entering the Site from the north. - GHD, 2014a identified the likely presence of stormwater pipes at the main stormwater sump located in Precinct 4. A possible electrical cable was also identified at this location.
Sea Walls/ Engineers Jetty	1, 1B, 3, 6, Recreation/ Open Space 2	- Sea Walls: Historically established for land reclamation purposes. - Engineers Jetty: Constructed on the historical outer edge of the former slaughter yard. - These features are located in the general central and eastern portions of the Site. - GHD, 2014a identified the likely location of the Engineers Jetty in the general central portion of the Site and a sea wall on the eastern Site boundary. - In August 2015, GHD completed further investigations to gain supplementary information regarding the location, construction and integrity of sea walls. Eight excavations were undertaken targeting potential sea wall locations. The following is noted: - A sea wall comprising horizontal timber boards was encountered at approximately 2.0 m bgl in the southern portion of Precinct 1. - Evidence of a potential timber sea wall was encountered in the southern portion of Precinct 1B. - Possible remains of a rock jetty were encountered in the northern portion of Precinct 1. - Anecdotal information provided at the time of the investigation indicated that a timber sea wall has historically been exposed on the eastern Site boundary in Precinct 1B. This sea wall was not encountered at the time of GHD investigation due to buried infrastructure constraints.

Feature	Precinct	Comment
		- A subsurface wall was encountered in the northern portion of Precinct 1 which terminated approximately 0.8 m bgl. It is understood that this feature is not likely to be a sea wall based on land reclamation history. - Evidence of potential sea walls was not encountered at the remaining locations.
Concrete Batching Plant – Settling Pits	Recreation/ Open Space 1	- Anecdotal information provided by the Boral Site Manager indicates that a series of settling pits were formerly located in the western portion of this precinct.

Note: 1. GHD (2014a) *Macquarie Point Site Investigation, Ground Penetrating Radar Surveys*, 24 February 2014.

It should be noted that during Site investigations, the Corporation has encountered redundant pipe works and other abandoned services which are not on any records and the origin and purpose of which remains unknown. There remains further potential for unidentified pipe networks to be discovered in some (or all) precincts during excavation works.

3.3 Geology

3.3.1 Fill Material

The Site has been subject to significant filling (controlled or otherwise) since the early 1800's with up to 600 m of land reclaimed in stages from the original 1800's shoreline (Department of the Environment, *Australian Heritage Database*, 2007). Fill material has been encountered across the Site to depths of up to approximately 12.0 m bgl.

Fill material has been described as generally containing a combination of clays, sands, gravels, cobbles and bricks. The thickness of fill is variable across the Site (0.2 – 12.0 m bgl) and generally increases from north to south across the Site consistent with historical land reclamation activities.

Deeper fill material generally consists of silty sands, similar to the underlying natural marine deposits, indicating that the deeper fill material may be associated with reworked natural material or dredged material.

Staining and odours consistent with gasworks and fuel storage has also been encountered in fill material at select locations.

3.3.2 Natural Soil

Two main natural soil types have been encountered at the Site including marine deposits (silty sands) and slope deposits (weathered Dolerite including clays, gravels and cobbles).

Marine deposits have generally been encountered in the south east portion of the Site, ranging in depth from 3.7 to 15.0 m bgl. Slope deposits generally underlay the marine deposits (with the exception of the northern portion of the Site where the marine deposits are absent). The slope deposits are generally encountered at near surface to 1.4 m bgl in the northern portion of the Site and 11.2 to 19.0 m bgl in the south eastern portion of the Site.

Dolerite bedrock underlies the fill and natural soils at the Site. Dolerite has generally been encountered at near surface in the northern portion of the Site and slopes down in the southerly and south easterly direction and has been encountered at depths up to 25.0 m bgl (GHD, 2014b). GHD, 2014b also notes that there are potentially three bedrock highs (i.e. 'reefs') in the general central portion of the Site. The Dolerite has been described as of high strength and slightly to highly fractured (DP, 2015a).

In the following instances, the interface between various natural soil types has been difficult to distinguish:

- Between fill material and natural marine sediments given the similar material type.
- Between the changes from slope deposits to the underlying Dolerite bedrock given the weathering of the slope deposits, which consist of fine to coarse cobbles and boulders similar to the Dolerite.

Due to the relatively shallow depth to bedrock in the northern portion of the Site, natural soils are likely to be encountered during shallow intrusive works (i.e. < 2.0 m bgl) in precincts located in the general northern portion of the Site, namely: Recreation Open Space 1; and the northern portions of Recreation Open Space 2.

It is noted that due to the increasing depth of fill material across the Site from north to south, it is unlikely that natural soils will be encountered during shallow intrusive works (i.e. < 2.0 m bgl) in precincts located in the general southern portion of the Site, namely: Precinct 1, Precinct 1B, Precinct 2 – Precinct 9 and the southern portions of Recreation/ Open Space 2.

3.3.3 Hydrogeology

The River Derwent is located approximately 280 m southeast of the Site boundary and Sullivans Cove is located approximately 170 m south west of the Site boundary.

Based on investigations completed to date, the Site is underlain by a single aquifer unit extending to greater than 25.0 m bgl (the maximum depth assessed). Groundwater has generally been encountered in fill material in the central, southern and eastern portions of the Site, extending into the underlying natural material including marine deposits, slope deposits and fractured Dolerite.

Observations from intrusive investigations have not identified any consistent confining layers between the fill material, natural sediments or the fractured Dolerite to indicate that the lithology's are hydraulically separated. This is supported by similar standing water levels (SWLs) reported for nested groundwater wells screened within different portions of the aquifer, which may indicate that the shallow and deeper portions are likely to be hydraulically connected.

SWLs across the Site at the time of the AECOM groundwater investigation undertaken in August 2015 ranged from approximately 1.0 m bgl and 5.7 m bgl.

Groundwater is inferred to have southeast and southerly components of flow. This indicates that groundwater flows toward the River Derwent and Sullivans Cove, respectively.

Other subsurface structures such as sewer mains (understood to be at a depth of approximately 4.0 m bgl), stormwater pipes, former fuel transfer lines and former sea walls are likely to cause localised variations in groundwater flow direction.

4.0 On-Site Contamination

4.1 Compounds of Potential Concern

Based on the known Site history, **Table 4** below presents a summary of the Compounds of Potential (CoPC) that may be present based on known historical activities.

Table 4 Precinct Compounds of Potential Concern Summary

Historical Land Use	Precinct	Chemicals of Potential Concern	Potential Affected Media
Former Hobart Gasworks	Recreation/ Open Space 1, Recreation/ Open Space 2, 5 and 9	- TPH, PAH, BTEX and naphthalene (BTEXN) and phenols sourced from coal tar and tar oils. - Complex cyanides, free cyanides and metals sourced from spent oxides. - TPH, PAH and metals sourced from coke, coke breeze, ash and clinker residues. - TPH and BTEX associated with light and drip oils. - Phenols, nitrates, sulfates, sulphides and PAH sourced from ammoniacal recovery wastes.	- Soil - Groundwater - Surface Water - Indoor Air
Bulk fuel terminals	1B and 3	- TPH, BTEXN, PAH, phenolic compounds, and lead associated with historical fuel storage and transfer activities undertaken adjacent to the Site's eastern boundary.	- Soil - Groundwater - Surface Water - Indoor Air
Roundhouse refuelling area comprising locomotive fuel storage and transfer facilities	1, 2,4, 6, 8 and Recreation/ Open Space 2	- TPH, BTEXN, PAH and phenolic compounds associated with historical fuel (diesel) storage and transfer activities. - SVOCs and VOCs associated with locomotive maintenance activities.	- Soil - Groundwater - Surface Water - Indoor Air
Roundhouse and locomotive maintenance	7	- TPH, BTEXN, PAH and phenolic compounds associated with historical fuel (diesel) storage and transfer activities. - SVOCs and VOCs associated with locomotive maintenance activities. - Heavy metals, asbestos and PAH sourced from materials used to backfill the Roundhouse structure.	- Soil - Groundwater - Surface Water - Indoor Air
Rail and road freight storage and handling	1, 1B, 2 – 6 and 8	- TPH, BTEXN, PAH, phenolic compounds and lead associated with historical fuel storage and transfer activities (USTs historically present). - SVOCs and VOCs associated with locomotive maintenance activities.	- Soil - Groundwater - Surface Water - Indoor Air

Historical Land Use	Precinct	Chemicals of Potential Concern	Potential Affected Media
Maintenance workshop	Recreation Open Space 1	- Heavy metals, SVOCs, VOCs (and potential dioxins) sourced from the historical incineration of paint/ solvents sourced from the Main Workshop (incinerator located within concrete batching plant area). - ACM sourced from historical structures (i.e. cladding).	- Soil - Groundwater - Surface Water - Indoor Air
Concrete batching plant	Recreation Open Space 1	- Heavy metals, chlorinated solvents and hydrocarbons associated with the storage of hazardous materials. - TPH, BTEXN, PAH and phenolic compounds associated with historical fuel storage and transfer activities. - Hydrocarbons associated with the truck wash. - Heavy metals, chlorinated solvents, hydrocarbons sourced from the historical incineration of paint/ solvents sourced from the Main Workshop (incinerator located within Concrete batching plant sub-area). Potential for dioxins to be present.	- Soil - Groundwater - Surface Water
Rail corridor and fuel transfer infrastructure	8, Recreation Open Space 1 and Recreation Open Space 2	- TPH, BTEXN, PAH and phenolic compounds associated with historical fuel (diesel) transfer activities.	- Soil - Groundwater - Surface Water - Indoor Air

Notes: TPH – total petroleum hydrocarbon; PAH – polycyclic aromatic hydrocarbon; BTEXN – benzene, toluene, ethylbenzene, xylene, naphthalene; ACM – asbestos containing material; UST – underground storage tank; VOC – volatile organic compound; SVOC – semi VOC.

4.2 Identified Soil Impacts

4.2.1 Fill Material

The AECOM soil investigation undertaken in August 2015 identified concentrations of heavy metals, dibenzofuran, total recoverable hydrocarbons (TRHs) and PAHs in excess of the adopted Tier 1 screening criteria for the assessment of risk to human health and ecological receptors in fill material at the Site.

Tasmanian Environment Protection Authority (2012) Information Bulletin No. 105, *Classification and Management of Contaminated Soil for Disposal* (EPA Bulletin 105) provides guidance with regard to the classification of contaminated soil for disposal purposes. Select compounds were reported in excess of the maximum total concentration for soils to be classified as *Contaminated Soil (Level 3)* during the AECOM August 2015 investigation in the following precincts:

- Precinct 1, Precinct 1B, Precinct 3 – Precinct 5 and Precinct 8: benzo(a)pyrene and total PAHs
- Precinct 2, Precinct 7 and Recreation/ Open Space 2: benzo(a)pyrene, total PAHs and TPH C_{10} – C_{36} fraction
- Precinct 9: benzo(a)pyrene, total PAHs and TPH C_6 - C_9 fraction and TPH C_{10} – C_{36} fraction
- Recreation/ Open Space 1: lead, benzo(a)pyrene, total PAHs, benzene, TPH C_{10} – C_{36} fraction.

Further to the above, additional compounds to those listed above have been reported in excess of the *Fill Material (Level 1)* and/or *Low Level Contaminated Soil (Level 2)* criteria.

4.2.2 Natural Soil

The AECOM soil investigation undertaken in August 2015 identified a combination of copper, lead, nickel, zinc and TRH at concentrations in excess of the adopted Tier 1 screening criteria for the assessment of risk to human health and ecological receptors in natural soils at select locations.

4.3 Identified Groundwater Impacts

Measurable light non-aqueous phase liquid (LNAPL) has been noted in the central and south-eastern portions of the Site, associated with LNAPL Plume A1, Plume A2 and Plume B (refer **Figure F3** in the **Figures** section). During works conducted by AECOM in August 2015, measurable LNAPL was located within Precinct 1, 3, 4 and 8 ranging in thickness from 0.7 cm (MW19 located in Precinct 6) to 30.8 cm (MW10 located in Precinct 6).

Coal tar and gross tar impacts (dense NAPL [DNAPL]) have been identified within, and in proximity to, the former Hobart Gasworks footprint in Recreation/ Open Space 1, Recreation/ Open Space 2 and Precinct 9.

At the time of the AECOM August 2015 groundwater investigation, dissolved phase impacts comprising a combination of ammonia, select metals, phenols, BTEX, TPH, PAHs and Faecal Coliforms were identified at concentrations in excess of the adopted Tier 1 groundwater screening criteria.

4.4 Overview

Based on the findings of investigations completed at the Site to date, soil impacts identified at the Site are generally characterised by compounds likely associated with:

- Historical fuel storage and transfer activities
- Residual impacts located within, and in proximity to, the former Hobart Gasworks footprint
- Fill material containing potential gasworks wastes, or other unknown sources.

Although contamination has been identified in fill material across the Site, based on investigations completed to date, soils within, and in proximity to, the following areas are considered likely to be more impacted than other areas:

- LNAPL Plume A1, Plume A2, Plume B and Plume C (refer **Figure F3** in the **Figures** section)
- Tar and gross tar impact at the former Hobart Gasworks footprint in the south western portion of the Site (refer **Figure F3** in the **Figures** section).

Based on the findings of investigations completed to date, fill material placed at the Site is heterogeneous in nature. Therefore, the potential exists for additional contaminants to those identified to be present within fill material. Further, soils across the entire Site have not as yet been assessed and the contamination status of fill material across the entire Site is not known. As such, all fill material at the Site should be considered to be potentially contaminated. The safety and environmental control discussed in **Section 5.0**have been developed taking this into consideration.

Whilst concentrations of select compounds have been reported in excess of the adopted Tier 1 soil and groundwater screening criteria for the assessment of risk to human health and ecological receptors, should these materials be encountered, they may be managed via the implementation of safety and environmental controls as discussed in **Section 5.0**.

5.0 Site Environment Management Plan

5.1 Overview

The following sections provide the details of the SEMP. AECOM notes that intrusive works and general maintenance activities should be undertaken in accordance with a Site-specific Work Health and Safety Plan (WHSP) developed with reference to the requirements of the Tasmania *Work Health and Safety Act 2012* and *Work Health and Safety Regulations 2012*, and task-specific Safe Work Method Statements (SWMS).

This SEMP provides a framework for soil management measures associated with intrusive works such as the excavation and/ or disposal of soil and importation of fill material. As previously noted, should any activities by the Corporation, or with the Corporation's consent, need to occur on the Site that is not currently covered in the SEMP, then the Corporation should update the SEMP to include these activities. Alternatively, should the requirement for a more specific application be determined, a Construction Environment Management Plan (CEMP) may be required which addresses the proposed tasks and how the works shall comply with the general requirements of the SEMP.

5.2 Regulatory Requirements

The following is a list of appropriate legislative and regulatory guidelines that have been considered in the production of this SEMP:

- National Environment Protection Council (1999) National Environmental Protection Measure (Assessment of Site Contamination), 1999 (as amended 2013)
- Tasmanian Government Environmental Management and Pollution Control (Waste Management) Regulations 2010
- Tasmania Environment Protection Authority (2012) Information Bulletin No. 105, Classification and Management of Contaminated Soil for Disposal (EPA Bulletin 105).

5.3 Roles and Responsibilities

General responsibilities for continued implementation of the SEMP are outlined **Table 5** below.

Table 5 SEMP Roles and Responsibilities

Role	Responsibilities
Corporation	- Manage and/or enforce the SEMP for its own workers and/or nominated contractors. - Provide a full copy of the SEMP to its employees and contractors and discuss as part of any Site induction process. - Provide adequate training of its employees and contractors during Site induction, and as required, on an ongoing basis during the works. - Oversee construction and maintenance works and the overall implementation of the SEMP as part of any future works carried out. - Undertake inspections of the Site, refer **Section 5.10**. - Implement and complete corrective actions as required. Corrective actions should be completed within 2 weeks of initial identification, or sooner, depending on the risk posed to human health or the environment. - Complete and keep up to date all necessary registers and records as required in the SEMP. - Undertake reviews of the implementation of the SEMP twice per year (or more frequently, as deemed appropriate). - Review the SEMP to reflect changes that occur on the Site, including any redevelopment of the Site. - Ensure all employees and contractors comply with the requirements of the SEMP.

Role	Responsibilities
Contractors	- Implement the SEMP. - Complete all necessary registers and records as required in the SEMP. - Complete all activities on the Site in a safe and environmentally responsible manner. - Implement appropriate WHS measures for personnel involved in intrusive works at the Site. - Ensure that all environmental protection measures are in place and are functioning correctly. - Undertake regular Site inspections (safety and environmental) and report to the Corporation, as appropriate. - Complete non-conformance and corrective action reports and undertake follow up corrective actions, as required. - Ensure all non-conformance and/or complaints are reported to the Corporation as directed. - Complete incident reports and complaint reports and follow up, as required by the landowner. - Undertake corrective actions in response to requests made by the Corporation regarding specific environmental or safety issues as directed by the Corporation. - Ensure all subcontractors comply with the requirements of the SEMP.

5.4 Work Health and Safety

It is recognised that as part of the proposed implementation of interim Retail and Commercial uses at the Site, it may be necessary to undertake intrusive works. Such activities increase the exposure to potentially impacted materials and therefore protective measures are to be adopted prior to work commencing.

Any works conducted on the Site will be undertaken in accordance with a WHSP. This WHSP should provide guidance with respect to the minimum personal protective equipment (PPE) requirements where workers are likely to come into contact with potentially contaminated materials. Specific SWMS for each task to be performed should also be included in the WHSP.

The following is an overview of work health and safety considerations for any works that may be undertaken at the Site:

- Evaluation of the Site hazards and the risks associated with these hazards
- Definition of the risk control measures
- Definition of the PPE required
- Details on work practices and restrictions, assessment of anticipated protection levels, controls on access to the Site and decontamination
- Supervision of work practices at the Site
- The notification of accidents and other matters
- Environmental monitoring protocols
- Risk assessment methods.

Appropriate WHS measures should be established by the Corporation's contractors for personnel involved in intrusive works at the Site. The levels of protection and the procedures specified in this section are related to contamination issues only and do not represent a WHSP for the Site.

The ultimate responsibility and authority for the health and safety of the individual rests with the individual themselves and their colleagues. Each worker is responsible for exercising utmost care and good judgment in protecting his or her own health and safety and that of fellow workers. It is the responsibility of the Corporation to bring any observed potentially unsafe condition or situations to the attention of any worker or contractor. Should

workers find themselves in a potentially hazardous situation, they should immediately discontinue the hazardous procedure and take effective corrective or preventative action.

All incidents and/or near misses pertaining to works carried out on Site should be reported immediately to the Corporation.

It is the responsibility of the contractor carrying out the works on-Site to develop SWMS for works to be undertaken, including the relevant PPE to be worn by the Site workers. This SWMS should be approved by the Corporation. The typical minimal level of PPE required for intrusive works includes:

- Neck to toe high visibility clothing
- Sun protective headwear
- Hard hat when working with plant equipment (i.e. excavator or similar)
- Gloves
- Safety glasses
- Steel-toed boots
- Other appropriate PPE as directed by the worker's Site Safety representative.

A first-aid kit, with eye wash bottle and manual should also be available in the work area.

5.4.1 Site Induction/ Training

All personnel and contractors who intend to undertake works on-Site should undergo environmental training/induction in relation to this SEMP.

AECOM notes that this training/induction recommendation is limited to those personnel and contractors undertaking intrusive activities at the Site.

Training should be structured to ensure that all workers understand their obligation to exercise due diligence in relation to environmental matters. The following items should be presented in the Site induction:

- General overview of the work to be conducted
- Overview of the contamination issues at the Site
- Familiarisation with Site environmental controls
- Compounds of Potential Concern (CoPC) and associated exposure risks
- Hazard identification and prevention
- PPE.

It should be noted that the SEMP does not preclude the need for a Safe Work Method Statement (SWMS) or Job Safety Analysis (JSA) for each task, but rather should be included as part of the general training of working on the Site.

All contractors engaged by the Corporation for any intrusive activities should be inducted by the Corporation (or demonstrate compliance with the SEMP to the satisfaction of the Corporation) first. Records of all training should be maintained and include:

- Name of the individual receiving training
- When the individual was trained
- Name of trainer
- A general description of the training content.

5.5 Soil Management Plan

The management of soils at the Site must have regards to the provision of both the *Environmental Management and Pollution Control Act 1994* and EPA Bulletin 105.

5.5.1 Excavated Material

In the event that soils are excavated on-Site, materials shall be stockpiled (or stored within a skip/drums) in a designated area and must be labelled as potentially contaminated, until the contamination status is assessed by sampling and analysis.

The following is noted:

- The stockpiling/ storage area should be on hardstand or high density polyethylene (HDPE) sheeting. The stockpiles/ storage area should be bunded and covered to minimise the potential for sediment discharge and dust generation.
- Sediment control structures (i.e. silt fencing, silt cloth, hay bales) are to be implemented prior to works commencing to prevent run-off of any potentially contaminated soil to the surrounding environment.
- Exclusion zones should be set up to prevent access by unauthorised personnel to plant and equipment, and excavations.
- All excavated or disturbed soil should be tracked from origin to final destination to minimise the risk of cross-contamination and to ensure documentation exists, which demonstrates to third parties that materials have been properly managed and disposed of.
- Records are to include, but not be limited to, the location of materials excavated, quantities, descriptions of materials encountered, laboratory test certificates, disposal location, tip dockets, etc. Records are to be maintained by the Corporation.

If particularly odorous soils are encountered, works shall cease and the area isolated. The Corporation should then be informed and the Corporation (or nominated representative) should undertake a risk assessment to determine if additional controls need to be implemented for the protection of human health or the environment.

5.5.2 Characterisation for On-Site Reuse/ Off-Site Disposal

Due to the heterogeneous nature of fill material at the Site, it is recommended that excavated materials be stockpiled (or stored within a skip/drums) and appropriately characterised for on-Site re-use or off-Site disposal on a case by case basis.

It is noted that in accordance with EPA Bulletin 105, on-Site remediation, treatment and/or re-use is the preferred approach to the management of contaminated soil.

A recommended approach for characterising excavated materials is provided in the following sections.

5.5.2.1 On-Site Reuse

To assess the suitability for excavated materials to be re-used on Site, it is recommended that soil data be screened against the interim Remediation Criteria (RC) developed by AECOM (refer AECOM, 2015a). The interim RC considers that the Site will be mostly covered with hardstand, with opportunities for direct access to future Site users within areas of landscaping considered likely to be minimal and more likely to result in contact with imported materials rather than current Site soils. This land use scenario is also considered to be applicable for the proposed interim Retail and Commercial uses at the Site.

It is noted that the interim RC have not yet been reviewed by the Site Environmental Auditor and may be subject to change following review.

In addition to the consideration of contaminant concentrations in soils, material exhibiting aesthetic impacts such as discolouration (i.e. stained from spills), odours, or wastes should not be reused on-Site unless managed by placement of an impervious barrier (i.e. placement of physical hardstand).

Where existing soil data for the subject material is not available, material should be sampled at a rate of 1 sample per 25 m^3 (or three samples as a minimum) for:

- Heavy Metals (arsenic, cadmium, chromium, copper, lead, mercury, nickel, vanadium and zinc)
- TPH
- BTEX
- PAH
- Cyanide
- Phenolic compounds.

If it is suspected that other contaminants may be present (e.g. asbestos), these should also be included in the analytical suite.

Where compounds are reported below the interim RC, soils may be reused on-Site and covered with an impervious barrier (i.e. placement of physical hardstand). In cases where compounds are reported above the interim RC, an appraisal as to whether the material is suitable for on-Site reuse (with consideration to the implementation of additional management controls) should be undertaken by an appropriately experienced environmental consultant.

5.5.2.2 Off-Site Disposal

If disposal to landfill is required, material must be sampled and analysed for waste characterisation purposes prior to removal from Site in accordance with EPA Bulletin 105. Material should be sampled at a rate of 1 sample per 25 m^3 (or three samples as a minimum) and analysed for compounds consistent with those cited in **Section 5.5.2.1**.

Table 6 below provides an overview of soil disposal options with reference to EPA Bulletin 105.

Table 6 EPA Bulletin 105 – Waste Classification Summary

Tasmania EPA Classification	Disposal options	Requirements
Level 4 (Contaminated Soil for Remediation)	- On-Site remediation - Off-Site remediation - Storage pending availability of treatment	No disposal to landfill EPA transport certificates must be used Vehicles must hold EPA permit (unless exemption issued)
Level 3 (Contaminated Soil)	- On-Site remediation - Off-Site remediation - Licensed facility	Disposal to licensed facility EPA Transport certificate system must be used Vehicles must hold EPA permit (unless exemption issued)
Level 2 (Low Level Contaminated Soil)	- On-Site remediation - Off-Site remediation - Licensed landfill	Disposal to licensed landfill EPA transport certificate system must be used Vehicles must hold EPA permit (unless exemption issued)
Level 1 (Fill Material)	- Unrestricted	- Disposal should not adversely impact the environment or human health

Based on the information provided in **Table 5**, soils classified as *Level 4 (Contaminated Soil for Remediation)* must be remediated (either on-Site or off-Site) and are unable to be disposed to landfill. Further, soils classified as *Level 3 (Contaminated Soil)* must also be remediated (either on-Site or Off-Site) prior to disposal to a licensed facility.

As noted in **Section 4.2.1**, the AECOM soil investigation undertaken in August 2015 identified compound concentrations in excess of the *Fill Material (Level 1)*, *Low Level Contaminated Soil (Level 2)* and *Level 3 (Contaminated Soil)* criteria.

Soils classified as *Level 3 (Contaminated Soil)* and *Level 4 (Contaminated Soil for Remediation)* are a Controlled Waste in accordance with EPA Bulletin 105. In addition, *Low Level Contaminated Soil (Level 2)* is noted by EPA Bulletin 105 to be a likely Controlled Waste. As such, in accordance with as EPA Bulletin 105, a Waste Management Plan (WMP) for the material is required due to the presence of soil classified as 'Controlled Waste' which may be subject to disposal. It is recommended that the Corporation engage with Tasmanian EPA to confirm the requirements of the WMP and to agree on an approach to the disposal, re-use and/or remediation of soils excavated at the Site.

5.5.3 Imported Material

If imported fill is required at the Site for reinstatement of excavations, only certified Clean Fill should be imported onto the Site. Materials should be certified suitable for commercial/industrial use prior to material being imported to Site.

Materials imported to the Site will be required to meet the environmental and geotechnical requirements specified for the particular end use. Compaction of backfill will be applied such that the reinstated areas will not settle.

5.5.4 Surface Reinstatement

For interim purposes, surface reinstatement requirements need to be confirmed with the Corporation. Where hardstand has been removed to facilitate excavation activities, it is recommended that the surface be reinstated with like materials (i.e. concrete with concrete).

5.6 Groundwater Management Plan

As noted in **Section 3.3.3**, SWLs across the Site at the time of the AECOM August 2015 groundwater investigation ranged from approximately 1.0 m bgl and 5.7 m bgl. The average SWL across the Site was 1.5 m bgl.

Based on these SWLs, the potential exists for groundwater to be encountered during intrusive works that extend to 1.0 m bgl and beyond at the Site. Groundwater may also be encountered at shallower depths at select locations.

Groundwater which ponds in open excavations which needs to be removed for logistical considerations should be removed by a licensed waste contractor, or alternatively treated and disposed to sewer under a site specific Trade Waste Agreement (subject to regulatory approval).

5.6.1 Groundwater Monitoring Wells

Where possible, excavations should avoid damage to groundwater monitoring wells. The integrity of groundwater monitoring wells should be maintained to facilitate future groundwater monitoring events. The locations of groundwater monitoring wells are provided in **Figure F3** in the **Figures** section.

5.7 Unexpected Finds

In the event that unexpected finds are encountered during intrusive works which have the potential to cause harm to human health or the environment, works shall cease and the area isolated. The Corporation should then immediately be informed.

An unexpected find may include (but not be limited to):

- ACM
- Underground storage tank (UST)
- Redundant pipework and abandoned services (as discussed in **Section 3.2**)
- Former Gasworks Infrastructure.

The material should be appropriately assessed by an experienced environmental or health and safety consultant (depending on what the material is) and disposed/treated in a suitable manner with consideration to the guidance outlined in **Section 5.5**.

It should be noted that during Site investigations the Corporation has encountered redundant pipe works and other abandoned services which are not on any records and the origin and purpose of which remains unknown. There remains further potential for unidentified pipe networks to be discovered in some (or all) precincts during intrusive works. Service location surveys are to be completed prior to the commencement of intrusive works and due caution taken as part of any excavation.

Further to the above, if intrusive works are to be undertaken within Precinct 5, Precinct 9 or the southern portions of Recreation/ Open Space 1 and Recreation/ Open Space 2 located within, or in proximity to, the former Hobart Gasworks, reference is made to recommendations provided in Workplace Standards Tasmania *Safety Alert No. 1 September 2010* with regard to working near historical gas infrastructure.

5.8 Incident Management

All environmental incidents should be recorded, and if an incident or potential incident is likely to cause significant off-Site impacts to people or the environment, the Corporation should be immediately notified.

Environmental incidents, accidents or mishaps include:

- An accident (actual environmental impact)
- An near miss ('near miss' where no environmental impact occurred)
- A dangerous occurrence (event posing a risk to the environment or damage of property).

Records shall be kept of any environmental incidents, hazardous situations, unusual events and the corrective action taken. A representative of the Corporation will investigate the cause of any emergency so that necessary changes in work practices can be made to prevent the incident recurring.

5.9 Contractor Management

Where intrusive works are to be carried out at the Site, the Corporation is required to ensure that contractors are advised of potential safety and environmental issues during Site-specific induction training. Contractor activities should be monitored by the Corporation (or nominated representative) to ensure compliance with the requirements of this SEMP.

5.10 Site Inspection

Visual inspections of the Site should be undertaken by the Corporation (or nominated representative) weekly to assess the surface condition of the Site. Where excavations have taken place, and excavations have been backfilled, the surface is to be reinstated with an impervious barrier (i.e. placement of physical hardstand).

Where this has not been undertaken, corrective actions will be required to reduce the risk to an acceptable level to such an extent that it no longer presents an unacceptable risk to human health or the environment.

A register of the completion of visual inspections and documentation associated with works completed subsequent to inspections identifying the need for corrective actions should be maintained by the Corporation.

The register of inspections should include (but not be limited to) the following:

- Time and date of the inspection and/or incident
- Details of any visual indications of changes to surface conditions at the Site
- Details regarding the cause (suspected or known) of the breach
- Details and documentation associated with works undertaken in the reinstatement of surface condition
- Details of any systems or procedures implemented to prevent similar breaches or deteriorations in the future.

5.11 Emergency Contacts

Emergency contacts are listed in **Table 7** below:

Table 7 Emergency Contacts

Name	Position	Telephone
Fire, Ambulance, Police	Emergency Response	000
Sven Meyer – Macquarie Point Development Corporation	Senior Site Manager	03 6166 4008 0428 577 767
Christoph Speer – Macquarie Point Development Corporation	Site Management Officer	03 6166 4006 0428 062 740
Macquarie Point Development Corporation	Reception	03 6166 4000

6.0 Implementation

6.1 General

The SEMP is an active document, which needs to be considered by all parties/stakeholders planning to undertake intrusive work at the Site. Any parties carrying out intrusive works at the Site shall satisfy themselves that suitable safety and environmental controls have been implemented as part of their proposed works program.

Should any activities by the Corporation, or with the Corporation's consent, need to occur on the Site that is not currently covered in the SEMP, then the Corporation should update the SEMP to include these activities. Alternatively, as stated in **Section 5.1**, a CEMP may be required which specifically addresses the proposed tasks and how the works shall comply with the general requirements of the SEMP.

6.2 Record Keeping

The Corporation will be responsible for keeping documents relating to the implementation of the SEMP, including (bot not limited to):

- The outcomes of additional soil assessments
- SEMP maintenance registers (including superseded versions of the SEMP, Site inspection documents, permits and correspondence between, and training records of, people who have been inducted onto the SEMP.

6.3 Corrective Actions

In the event that Site conditions result in an accidental or unintentional risk to human health or the environment without implementation of appropriate exposure minimisation measures, isolation of the affected area should be undertaken and steps taken by the most suitable and effective means to prevent exposure to Site personnel.

Following this, the SEMP should undergo a review of all procedures to minimise the potential for future exposure of impacted material. Corrective actions should be completed in a manner and timing as directed by the Corporation.

Following the incident or accident, a documented review of the incident should be undertaken by the Corporation (or its nominated representative). The review should be tasked with identifying the cause of the incident and providing recommendations on alternative procedures or systems to be implemented at the Site and/or within the SEMP to prevent/minimise the likelihood of the incident reoccurring.

6.4 Document Revision

A review of the SEMP should be undertaken at least twice per year by the Corporation (with input from specialist professionals where required), and should consider:

- Any non-compliances with the SEMP that have not been rectified
- Means of improving environmental compliance
- Legislation or guidelines that impact any part of the SEMP
- Proposed changes in the way the areas of the Site are used or any changes in the surrounding land use which may impact upon exposure pathways.
- The SEMP should be updated as necessary, based on the results of reviews of the SEMP.

7.0 Limitations

This document was prepared for the purpose described herein and as agreed to by AECOM and the Macquarie Point Development Corporation.

This document was prepared for the sole use of the Macquarie Point Development Corporation, the only intended beneficiaries of our work. AECOM accepts no duty of care or liability to any third parties who may use or rely on this report, other than as expressly agreed by AECOM. Without limiting the foregoing sentence in any way, in no circumstances will AECOM be liable to any third party whether that liability arises in contract, tort (including negligence or breach of statutory duty) or otherwise for any loss whatsoever arising out of or in any way related to this report.

For the purposes of this report, AECOM has relied upon previous detailed investigations carried out and a review of available reports. It is assumed by AECOM that all relevant information and reports have been provided by those persons from whom it has been requested and that such information provided is accurate. AECOM does not assume any liability for misrepresentation of items not visible, accessible or present at the Site during Site inspections.

This report is not intended as a substitute for legal advice, nor is it an exhaustive review of the Site conditions. AECOM makes no warranties about the condition of the Site or the operations occurring at the Site.

From a technical perspective, the subsurface environment at any Site may present substantial uncertainty. It is a heterogeneous, complex environment, in which small subsurface features or changes in geologic conditions can have substantial impacts on water and chemical movement. Uncertainties may also affect source characterisation assessment of chemical fate and transport in the environment, assessment of exposure risks and health effects and remedial action performance.

There is no investigation that is thorough enough to preclude the presence of material, which presently or in the future, may be considered hazardous at the Site. Because regulatory evaluation criteria change from time to time, concentrations of contaminants presently considered low may, in the future, fall under different regulatory standards that may require a change in action.

Any advice, opinions or recommendations contained in this document should be read and relied upon only in the context of the document as a whole and are considered current to the date of this document. AECOM believes that its opinions are reasonably supported by the testing and analysis that have been done and that those opinions have been developed according to the professional standard of care for the environmental consulting profession in this area at this time. That standard of care may change and new methods and practices of exploration, testing, analysis and remediation may develop in the future, which might produce different results. AECOM's professional opinions contained in this document are subject to modification if additional information is obtained through further investigation, observations, or testing and analysis during any future assessment or remedial activities.

8.0 References

AECOM (2015a) *Derivation of Remediation Criteria, Macquarie Point Redevelopment Project*, 8 October 2015

Douglas Partners (2015a) *Factual Report on Geotechnical Investigation, Macquarie Point Development*, *Hobart,* 16 September 2015

GHD (2014a) *Macquarie Point Site Investigation, Ground Penetrating Radar Surveys*, 24 February 2014

GHD (2014b) *Macquarie Point Hobart Preliminary Geotechnical Review*,12 December 2014

National Environment Protection Council (1999) *National Environmental Protection Measure (Assessment of Site Contamination)*, 1999 (as amended 2013)

Tasmanian Government *Environmental Management and Pollution Control Act 1994*

Tasmanian Government *Environmental Management and Pollution Control (Waste Management) Regulations 2010*

Tasmanian Government *Work Health and Safety Act 2012*

Tasmanian Government *Work Health and Safety Regulations 2012*

Tasmanian Environment Protection Authority (2012) Information Bulletin No. 105, *Classification and Management of Contaminated Soil for Disposal*

Workplace Standards Tasmania *Safety Alert No. 1 September 2010*

Figures

DOMAIN HWY
TASMAN HWY BDGE
DOMAIN HWY ON RAMP
TASMAN HWY
QUEENS DOMAIN
RIVER DERWENT
BURNETT ST
BROOKER AV
GLEBE
ARGYLE ST
LIVERPOOL ST
HOBART
HARRINGTON ST
MACQUARIE ST
GOULBURN ST
DAVEY ST
SULLIVAN'S COVE
MOLLE ST
BATTERY POINT
SANDY BAY RD
BYRON ST
ANTILL ST
DIGNEY ST
REGENT ST

TASMANIA
SITE

PROJECT ID 60321835
CREATED BY DJB
LAST MODIFIED DJB 11 NOV 2015

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N

DATUM GDA 1994, PROJECTION MGA ZONE 55
0 100 200 400
metres
1:10,000 (when printed at A3)

LEGEND

Site Boundary

SITE LOCATION PLAN

Macquarie Point Development Corporation

Site Environment Management Plan

Macquarie Point, Hobart, TAS

Figure

F1

Map Document: (P:\603X\60321835\4. Tech work area\4.99 GIS\02_Maps\2015\11\SEMP\60321835_FigF1_Site_Location_20151111.mxd)

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PROJECT ID 60321835
CREATED BY SCB
LAST MODIFIED DJB 14 OCT 2015

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DATUM GDA 1994, PROJECTION MGA ZONE 55

0 25 50 100

metres

1:2,500 (when printed at A3)

LEGEND

- Sea Wall
- Potential Current/Former USTs and Assoociated Infrastructure
- Pipeline
- Tar pipeline
- Naval oil pipeline
- Oil pipeline
- Sewer pipeline
- Stormwater pipeline
- Diesel pipeline
- Water pipeline
- Current Infrastructure
- Historic Infrastructure
- Precinct Boundary
- Site Boundary

SITE SUBSURFACE INFRASTRUCTURE PLAN

Macquarie Point Development Corporation

Site Environment Management Plan

Macquarie Point, Hobart, TAS

Figure

F2

Map Document: (P:\603X\60321835\4. Tech work area\4.99 GIS\02_Maps\2015\10\Remediation_Management_Plan\60321835_FigFX_Site_Subsurface_Infrastructure_Plan_20151012.mxd)

A3 size

PROJECT ID 60321835
CREATED BY DJB
LAST MODIFIED DJB 04 NOV 2015

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DATUM GDA 1994, PROJECTION MGA ZONE 55

0 15 30 60
metres

1:1,500 (when printed at A3)

Legend

- Existing Groundwater Well
- Newly Installed Groundwater Well
- Sea Wall
- Inferred extent of LNAPL plume
- Inferred extent of Tar and Gross Tar Impact
- Current
- Historic
- Site Boundary

GROUNDWATER WELL LOCATIONS

Macquarie Point Development Corporation

Site Environment Management Plan

Macquarie Point, Hobart, TAS

Figure

F3

Map Document: (P:\603X\60321835\4. Tech work area\4.99 GIS\02_Maps\2015\09\Groundwater_Assessment_Aug_2015\Updated_20151104\60321835_FigF3_Groundwater_Well_Locations_20151104.mxd)

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