



CITY OF HOBART

AGENDA

Special City Planning Committee Meeting

Open Portion

Monday, 1 July 2019

at 4.30 pm

Lady Osborne Room, Town Hall

THE MISSION

Our mission is to ensure good governance of our capital City.

THE VALUES

The Council is:

about people	We value people – our community, our customers and colleagues.
professional	We take pride in our work.
enterprising	We look for ways to create value.
responsive	We're accessible and focused on service.
inclusive	We respect diversity in people and ideas.
making a difference	We recognise that everything we do shapes Hobart's future.

ORDER OF BUSINESS

Business listed on the agenda is to be conducted in the order in which it is set out, unless the committee by simple majority determines otherwise.

APOLOGIES AND LEAVE OF ABSENCE

- 1. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST 4**
- 2. COMMITTEE ACTING AS PLANNING AUTHORITY 5**
 - 2.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 20155**
 - 2.1.1 58 Harrington Street, 59 Davey Street, 61 Davey Street Hobart and Adjacent Road Reserve - Demolition, Alterations, New Building for 52 Multiple Dwellings, Food Services, General Retail and Hire and associated Car Parking, Subdivision (Lot Consolidation), and associated works, including works within Road Reserve5

Special City Planning Committee Meeting (Open Portion) held Monday, 1 July 2019 at 4.30 pm in the Lady Osborne Room, Town Hall.

COMMITTEE MEMBERS

Deputy Lord Mayor Burnet (Chairman)
Briscoe
Denison
Harvey
Behrakis

Apologies:

Leave of Absence: Nil

NON-MEMBERS

Lord Mayor Reynolds
Zucco
Sexton
Thomas
Dutta
Ewin
Sherlock

1. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

Ref: Part 2, Regulation 8(7) of the *Local Government (Meeting Procedures) Regulations 2015*.

Members of the committee are requested to indicate where they may have any pecuniary or conflict of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the committee has resolved to deal with.

2. COMMITTEE ACTING AS PLANNING AUTHORITY

In accordance with the provisions of Part 2 Regulation 25 of the Local Government (Meeting Procedures) Regulations 2015, the intention of the Committee to act as a planning authority pursuant to the Land Use Planning and Approvals Act 1993 is to be noted.

In accordance with Regulation 25, the Committee will act as a planning authority in respect to those matters appearing under this heading on the agenda, inclusive of any supplementary items.

The Committee is reminded that in order to comply with Regulation 25(2), the General Manager is to ensure that the reasons for a decision by a Council or Council Committee acting as a planning authority are recorded in the minutes.

2.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

2.1.1 58 HARRINGTON STREET, 59 DAVEY STREET, 61 DAVEY STREET HOBART AND ADJACENT ROAD RESERVE - DEMOLITION, ALTERATIONS, NEW BUILDING FOR 52 MULTIPLE DWELLINGS, FOOD SERVICES, GENERAL RETAIL AND HIRE AND ASSOCIATED CAR PARKING, SUBDIVISION (LOT CONSOLIDATION), AND ASSOCIATED WORKS, INCLUDING WORKS WITHIN ROAD RESERVE PLN-18-853 - FILE REF: F19/82264

Address:	58 Harrington Street, 59 Davey Street, 61 Davey Street Hobart and Adjacent Road Reserve
Proposal:	Demolition, Alterations, New Building for 52 Multiple Dwellings, Food Services, General Retail and Hire and Associated Carparking, Subdivision (Lot Consolidation), and Associated Works, Including Works within Road Reserve
Expiry Date:	15 July 2019
Extension of Time:	Not applicable
Author:	Adam Smee

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for demolition, alterations, new building for 52 multiple dwellings, food services, general retail and hire and associated car parking, subdivision (lot consolidation), and associated works, including works within road reserve at 59 Davey Street, 61 Davey Street, and 58 Harrington Street, Hobart, for the following reasons:

1. The proposal does not meet the acceptable solution or the performance criterion with respect to clause 22.4.1 A1 and P1.2(f) of the *Hobart Interim Planning Scheme 2015* because it will not make a positive contribution to the streetscape and townscape, because the historic cultural heritage values of places and precincts in the Central Business Zone will not be protected and enhanced (clause 22.1.3.1(d)), and the building will be an individually prominent building in street elevation by virtue of its height and bulk (clause 22.1.3.2(d)).
2. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.1 A1 or P1 of the *Hobart Interim Planning Scheme 2015*, because proposed demolition would result in the loss of original 19th century historic fabric that contributes to the historic cultural heritage significance of the place, and it has not been demonstrated that:
 - a) there are environmental, social, economic, or safety reasons of greater value to the community than the historic cultural heritage values of the place,
 - b) there are no prudent and feasible alternatives, and,
 - c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained.
3. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A1 P1 (a) of the *Hobart Interim Planning Scheme 2015*, because it is an incompatible design through height, scale, bulk, form, fenestration, siting, and materials being adjacent to a two storey heritage listed building.

4. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A1 or P2 (a), (b) and (c) of the *Hobart Interim Planning Scheme 2015*, because it will not be subservient and complementary to the listed place due to its bulk, scale, and siting with respect to a listed building
5. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 or P1 of the *Hobart Interim Planning Scheme 2015*, because proposed demolition would result in the loss of a building and an historic wall that contributes to the historic cultural heritage significance of the precinct, and it has not been demonstrated that:
 - a) there are environmental, social, economic, or safety reasons of greater value to the community than the historic cultural heritage values of the place, and,
 - b) there are no prudent and feasible alternatives, and,
 - c) the replacement building will be more complimentary to the heritage values of the precinct.
6. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 or P1 of the *Hobart Interim Planning Scheme 2015*, because the design and siting of the proposal results in detriment to the historic cultural heritage significance of the precinct through its siting, bulk, height, and scale treatment.
7. The proposal does not meet the acceptable solution or the performance criterion with respect to clause 22.4.1 A1 or P5 of the *Hobart Interim Planning Scheme 2015*, because the height of the proposed building unreasonably dominates and has a materially adverse impact on existing buildings of cultural heritage significance.

Attachment A: PLN-18-853 - 58 HARRINGTON STREET
HOBART TAS 7000 - Planning Committee or
Delegated Report ↓

Attachment B: DA-19-24208 PLN-18-853 - 58 HARRINGTON
STREET HOBART TAS 7000 - CPC Agenda
Documents ↓

- Attachment C: PLN-18-853 - 58 HARRINGTON STREET
HOBART TAS 7000 - Referral Officer Report -
Cultural Heritage ↓
- Attachment D: PLN-18-853 - 58 HARRINGTON STREET
HOBART TAS 7000 - Referral Officer Report -
Development Engineering ↓
- Attachment E: PLN-18-853 - 58 HARRINGTON STREET
HOBART TAS 7000 - Urban Design Advisory Panel
Minutes ↓



City of HOBART

APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015

Type of Report:	Committee
Council:	8 July 2019
Expiry Date:	15 July 2019
Application No:	PLN-18-853
Address:	58 HARRINGTON STREET , HOBART 59 DAVEY STREET , HOBART 61 DAVEY STREET , HOBART ADJACENT ROAD RESERVE
Applicant:	(Hexa Group, by their Agent, Ireneinc Planning and Urban Design) 49 Tasma Street
Proposal:	Demolition, Alterations, New Building for 52 Multiple Dwellings, Food Services, General Retail and Hire and associated Car Parking, Subdivision (Lot Consolidation), and associated works, including works within Road Reserve.
Representations:	Eight hundred and eighty three (883)
Performance criteria:	Central Business Zone - Building Height; Potentially Contaminated Land Code - Use Standards and Excavation; Road and Railway Assets Code - Sight distance at accesses, junctions and level crossings; Parking and Access Code - Number of Motorcycle Parking Spaces, Number of Car Parking Spaces - Central Business Zone, and Design of Vehicular Accesses; Attenuation Code - Development for Sensitive Use in Proximity to Use with Potential to Cause Environmental Harm; and Historic Heritage Code - Demolition and Buildings and Works other than Demolition.

1. Executive Summary

- 1.1 Planning approval is sought for demolition, alterations, new building for 52 multiple dwellings, food services, general retail and hire and associated car parking, subdivision (lot consolidation), and associated works, including works within road reserve.

1.2 More specifically the proposal includes:

- The demolition of the existing buildings on 58 Harrington Street, including The Welcome Stranger Hotel.
- The demolition of the rear of the existing heritage listed building on 59 Davey Street.
- The construction of a new 13 storey mixed use building containing three basement levels of car parking, three commercial tenancies at ground level, and a total of 52 residential apartments over levels 1 to 12.
- 61 car parking spaces are proposed over the three basement levels. Two motorcycle parking spaces are proposed on basement level 2.
- The proposed commercial tenancies on the ground floor would include one with frontage to Harrington Street, one within the heritage building at 59 Davey Street, and one on the corner of Harrington Street and Davey Street.
- A lobby to the residences above, access to the car park off Harrington Street, a pedestrian arcade between Harrington and Davey Streets, and bike storage (20 spaces) are also proposed at ground level.
- Five apartments and residential facilities including a gym, yoga room, dining room, and a residents' lounge are proposed on level 1.
- Eight apartments are proposed on level 2 and seven on levels 3 and 4 respectively.
- Four apartments are proposed on levels 5 to 9 respectively, two apartments on levels 10 and 11, and a single apartment upon level 12.
- A total of 52 apartments are proposed including five one-bedroom apartments, 31 two-bedroom, 15 three-bedroom, and a single four-bedroom apartment.
- Solar panels and plant are proposed on the roof of the building.
- The proposed building would have four elements. A three storey element on the corner of Harrington and Davey Streets and a five storey element fronting onto Harrington Street would form a podium. These elements would be separated by the proposed pedestrian arcade. A ten storey tower would be set behind the proposed three storey element while a thirteen storey tower would be set behind the five storey element. These towers would be conjoined.
- The podium elements would have a "rusticated textured base" finish of red brick or similar. The tower elements would have a smooth red tinted concrete finish.
- Lot consolidation between 58 Harrington Street and 59 Davey Street is also proposed.

1.3 The proposal relies on performance criteria to satisfy the following standards and codes:

- 1.3.1 22.0 Central Business Zone - 22.4 Development Standards for Buildings and Works.

- 1.3.2 E2.0 Potentially Contaminated Land Code - E2.5 Use Standards and E2.6 Development Standards.
 - 1.3.3 E5.0 Road and Railway Assets Code - E5.6 Development Standards.
 - 1.3.4 E6.0 Parking and Access Code - E6.6 Use Standards and E6.7 Development Standards.
 - 1.3.5 E9.0 Attenuation Code - E9.7 Development Standards.
 - 1.3.6 E13.0 Historic Heritage Code - E13.7 Development Standards for Heritage Places, E13.8 Development Standards for Heritage Precincts, and E13.10 Development Standards for Places of Archaeological Potential.
-
- 1.4 Council received eight hundred (800) representations objecting to the proposal and eighty three (83) representations supporting the proposal during the statutory advertising period between 3 and 18 June 2019.
 - 1.5 The proposal is recommended for refusal.
 - 1.6 The final decision is delegated to the Council.

2. Site Detail

- 2.1 The site is 58 Harrington Street and 59 Davey Street, on the western corner of Davey and Harrington Streets. The site is 1322m² and contains the Welcome Stranger building on 58 Harrington Street, and an existing heritage listed building on 59 Davey Street, currently being used as consulting rooms (see figure 1).
- 2.2 59 Davey Street is listed as a heritage place in the planning scheme's Historic Heritage Code and on the Tasmanian Heritage Register. All adjoining properties (61 Davey Street, and 172 and 166 Macquarie Street) are also listed as heritage places under the planning scheme and on the THR. The site and the nearby land to the north-east and south-west is also within the planning scheme's Hobart 1 Heritage Precinct. The site is also within an area of archaeological sensitivity (see figure 2).
- 2.3 The site is within the planning scheme's Central Business Zone and the Central Business Core Area (see figure 3). The site is not within the Active Frontage Overlay, and neither Harrington nor Davey Streets are Solar Penetration Priority Streets. The site's Harrington Street frontage faces north east, while the site's Davey Street frontage faces south east.
- 2.4 There is a heritage listed building on the northern corner of Davey Street and Harrington Street which is used as offices. St Davids Park is on the eastern corner. The southern corner is occupied by a substantial brick building formerly occupied by Telecom/Telstra which is now used for visitor accommodation. Save for the public open space provided by the park and some residential use to the south, the site is otherwise surrounded by commercial use and development.



Figure 1: aerial view of proposed development site (highlighted in blue) and surrounding land.



Figure 2: aerial view of proposed development site and surrounding land overlaid with layers showing heritage listings for the site and area. Purple denotes both THR and planning scheme heritage listing. Red denotes planning scheme heritage listing only. Light blue denotes a Heritage Precinct. The hatching indicates the area of archaeological potential.



Figure 3: aerial view of proposed development site and surrounding land overlaid with planning scheme zoning layer. The site is bordered in red. The blue denotes the Central Business Zone, the grey denotes the Urban Mixed Use Zone, the green denotes the Open Space Zone, and the maroon denotes the Inner Residential Zone. The uncoloured area is within the Sullivan's Cove Planning Scheme 1997.

3. Proposal

- 3.1 Planning approval is sought for demolition, alterations, new building for 52 multiple dwellings, food services, general retail and hire and associated car parking, subdivision (lot consolidation), and associated works, including works within road reserve.

3.2 More specifically the proposal is for:

- The demolition of the existing buildings on 58 Harrington Street, including The Welcome Stranger Hotel.
- The demolition of the rear of the existing heritage listed building on 59 Davey Street.
- The construction of a new 13 storey mixed use building containing three basement levels of car parking, three commercial tenancies at ground level, and a total of 52 residential apartments over levels 1 to 12.
- 61 car parking spaces are proposed over the three basement levels. Two motorcycle parking spaces are proposed on basement level 2.
- The proposed commercial tenancies on the ground floor would include one with frontage to Harrington Street, one within the heritage building at 59 Davey Street, and one on the corner of Harrington Street and Davey Street.
- A lobby to the residences above, access to the car park off Harrington Street, a pedestrian arcade between Harrington and Davey Streets, and bike storage (20 spaces) are also proposed at ground level.
- Five apartments and residential facilities including a gym, yoga room, dining room, and a residents' lounge are proposed on level 1.
- Eight apartments are proposed on level 2 and seven on levels 3 and 4 respectively.
- Four apartments are proposed on levels 5 to 9 respectively, two apartments on levels 10 and 11, and a single apartment upon level 12.
- A total of 52 apartments are proposed including five one-bedroom apartments, 31 two-bedroom, 15 three-bedroom, and a single four-bedroom apartment.
- Solar panels and plant are proposed on the roof of the building.
- The proposed building would have four elements. A three storey element on the corner of Harrington and Davey Streets and a five storey element fronting onto Harrington Street would form a podium. These elements would be separated by the proposed pedestrian arcade. A ten storey tower would be set behind the proposed three storey element while a thirteen storey tower would be set behind the five storey element. These towers would be conjoined.
- The podium elements would have a "rusticated textured base" finish of red brick or similar. The tower elements would have a smooth red tinted concrete finish.
- Lot consolidation between 58 Harrington Street and 59 Davey Street is also proposed.

4. Background

- 4.1 The proposal was considered by Council's Urban Design Advisory Panel prior to an application for a Planning Permit for the development being lodged (i.e. "pre-

application") at its meeting upon 23 October 2018. The minutes from this meeting note that:

- "The Panel acknowledges the considerable thought given by the Proponent to the design of the stepped form of the building, the function and layout of the ground floor tenancies and public spaces, as well as the quality of façade detailing and the materials used".
- "The Panel also notes that the proposal is at a pre-application stage and that some documentation, especially that analysing the townscape and heritage impacts of the development is still in the course of preparation. This work, in the opinion of the Panel, will be critical to the understanding and consideration of the proposal".
- "The proposal is outside the Building Amenity Envelope and does not comply with the permitted building heights for the Central Business Zone. It is noted that the Building Height Standards Review Project recently undertaken by Leigh Woolley resulted in a recommended deemed to comply height limit of 18m with a maximum permitted height of 30m".
- "The location of the building is of particular relevance given that it is a prominent site within a Heritage Precinct and within a street of especially high townscape/streetscape and heritage quality. More acknowledgement needs to be given in the design to the rich cultural heritage associated with the site".
- "The proposal presents a significant departure from the traditional pattern of development in the area, which has been to generally restrict higher development to the Macquarie Street ridge and to infill in Davey Street with a low rise pattern of development consistent with the urban form of the existing streetscape (e.g. Commonwealth Law Courts)".
- "The Panel considers that the transition in height from the Macquarie Street ridge to Sullivans Cove is a fundamental quality of the urban form of the City and should be retained and reinforced. In this context the role played by St Davids Park is of importance and the views from the Park to the Mountain as identified in the work undertaken by Leigh Woolley, reinforces the amphitheatre of the Cove and should be protected".
- "In conclusion the Panel considers the proposal to be too high and intrusive, given its location within a significant Heritage Precinct, its proximity to a number of heritage listed properties, and its prominent location within a highly significant streetscape. It also fails to reinforce the traditional urban form of the City that steps down from the Macquarie Street ridge to Sullivans Cove".

- "The proposal needs to more appropriately acknowledge its context and to moderate its overall height and urban form accordingly".

The minutes from the above meeting were provided to the applicant prior to lodgement of the current application. The minutes are also provided as an attachment to this report.

4. The application was mandatorily referred to the Urban Design Advisory Panel upon 13 June 2019. The minutes of that meeting noted as follows:

The Panel felt that given there were no changes from the pre-application presented to the Panel in October 2018 the Panel's view remain unchanged and the following original advice is reaffirmed.

- The proposal is outside the Building Amenity Envelope and does not comply with the permitted building heights for the Central Business Zone. It is noted that the Building Height Standards Review Project recently undertaken by Leigh Woolley resulted in a recommended deemed to comply height limit of 18m with a maximum permitted height of 30m.
- The location of the building is of particular relevance given that it is a prominent site within a Heritage Precinct and within a street of especially high townscape/streetscape and heritage quality. More acknowledgement needs to be given in the design to the rich cultural heritage associated with the site.
- The proposal presents a significant departure from the traditional pattern of development in the area, which has been to generally restrict higher development to the Macquarie Street ridge and to infill in Davey Street with a low rise pattern of development consistent with the urban form of the existing streetscape (eg Commonwealth Law Courts).
- The Panel considers that the transition in height from the Macquarie Street ridge to Sullivans Cove is a fundamental quality of the urban form of the City and should be retained and reinforced. In this context the role played by St Davids Park is of importance and the views from the Park to the Mountain as identified in the work undertaken by Leigh Woolley, reinforces the amphitheatre of the Cove and should be protected.
- In conclusion the Panel considers the proposal to be too high and intrusive, given its location within a significant Heritage Precinct, its proximity to a number of heritage listed properties, and its prominent location within a highly significant streetscape. It also fails to reinforce the traditional urban form of the City that steps down from the Macquarie Street ridge to Sullivans Cove.
- The proposal needs to more appropriately acknowledge its context and to moderate its overall height and urban form accordingly.

The minutes from the above meeting have not been provided to the applicant. The minutes are also provided as an attachment to this report.

- 4.2 Council received the application upon 22 November 2018, although it was not considered valid until the consent of the General Manager was provided upon 18 February 2019. This consent was required because works within the Harrington Street road reservation are proposed. These works include the removal of the existing crossover to the property and an on-street car parking space, construction of a new crossover and potential loading zone, new line-marking, and the demolition of the part of the Welcome Stranger Hotel building that encroaches onto the street.
- 4.3 Once the application became valid, Council requested additional information regarding the proposal upon 6 March 2019. This request was answered to Council's satisfaction upon 21 May 2019.
- 4.4 The application was referred to Heritage Tasmania as the site at 59 Davey Street is listed on the Tasmanian Heritage Register. The Tasmanian Heritage Council provided its Notice of Heritage Decision regarding the proposal upon 21 June 2019. The THC has consented to the proposal and provided conditions regarding archaeological processes, landscaping, and demolition works.

5. Concerns raised by representors

- 5.1 Council received eight hundred (800) representations objecting to the proposal and eighty three (83) representations supporting the proposal during the statutory advertising period between 3 and 18 June 2019.
- 5.2 The majority of the representations received regarding the proposal, including both those in favour of the proposal and those opposed, used various pro-forma to which the author's details had been added. Council received seventy seven (77) representations in favour of the proposal that used the following pro-forma (or minor variations of), which states:

"I wish to make a representation regarding the Welcome Stranger proposal for 58 Harrington Street, Hobart (Development Application number PLN-18-853).

I believe the project is of appropriate height and architectural response, is respectful of its heritage surrounds and is a much needed housing project for Hobart.

For these reasons, I firmly believe the project should go ahead".

5.3 The other representations received that were in favour of the proposal also referred to the height of the proposed development and the need for additional housing to be provided within the Hobart area. These representations suggested that the height of the building would be "unremarkable", lower than existing buildings within the area, and of an appropriate scale. The representations in favour of the development also praised:

- the proposed external colours and finishes,
- the site's accessibility,
- the provision of car parking,
- the public benefit and street activation that would be provided by the development, and,
- the removal of poker machines from the site as a result of the development.

5.4 Council received seven hundred and seven (707) representations opposed to the proposal that used the following pro-forma response:

"These proposed highrise towers are NOT of appropriate height and architectural response, are NOT respectful of their heritage surroundings (being so bulky and plain), and WOULD create problems with view-lines and streetscapes. The proposed height is 45m in an 18m zone. The absolute maximum height recommended as a result of Leigh Woolley's report is 30m, so 45m is too high by all measures".

Many representors who used this pro-forma added comments to reinforce their concerns regarding the height of the proposed building, its impact upon the surrounding heritage precinct, and that the recommendations made in the recent review of building height standards in the Hobart CBD should be implemented.

5.5 Council received twenty four (24) representations opposed to the proposal that used the following pro-forma response:

"Exceeds permitted height - 22.4.1,
Exceeds amenity building envelope - 22.37,
Does not comply with protections for Heritage Buildings - 22.4.1 A4
Does not comply with Protections for Heritage Precincts".

Several representors who used this pro-forma added comments to reinforce their concerns regarding the height of the proposed building and its impact upon the surrounding heritage precinct. A number of these representors suggested that Hobart's heritage buildings have global significance and compared Hobart to other cities where "high-rise" development has been limited.

5.6 The other representations received that were opposed to the proposal include suggestions that:

- "It is not in keeping with the surrounding buildings, in terms of style, heritage etc. Indeed the design is ugly".
- "The proposed tower is also much bigger and bulkier than the surrounding heritage buildings that line Davey Street. Hobart's heritage precincts are considered globally significant and this represents one of the least degraded in all of Hobart".
- "This proposed enormous building is ridiculously overpowering in that position. The design is reminiscent of the ugly "brutal" style. To sum up — wrong design, wrong size, wrong position and wrong town. Build it somewhere else".
- "I believe that Council should institute Leigh Woolley's report and thereby remove the need to fight against developments that are clearly not in the best interests of our city".
- "Removal of a heritage cottage and the construction of a 45 metre building which is far too high and bulky in an area of beautiful, historical, heritage buildings will ruin the look of the area. Please rethink the idea - we don't want to look like Sydney or Melbourne! We need to preserve this unique city. Imagine buildings like this in Oxford, UK!".
- "This part of Hobart is considered globally significant, is something Tasmanians value about their city and is a big drawcard for visitors to the state. Let's preserve what we have, and ensure this development is only approved in a congruous and harmonious capacity".
- "Take your evil greed elsewhere and leave our beautiful city scape alone".
- "Proposed building is too high and does not complement the area. Not acceptable. Too commercialised".
- "I believe the proposed building is totally inappropriate for this location. The surrounding buildings are of a much lower profile and this building will cast shadows into St David's Park".
- "It is much too high, too bulky, and does not comply with heritage considerations. In fact it has zero aesthetic appeal and takes no account of heritage neighboring buildings. It would appear that the developer hopes council will allow any awful construction to go ahead as they have blatantly ignored heritage and size considerations in the pursuit of a quick and large profit. Please do not approve this totally inappropriate building".
- "Hobart's greatest asset is its architecture and historic buildings and this amenity must be retained at all cost".
- "You have a chance to create a dynamic city scape with a purpose built city multi use facility and this is what they come up with??? Shame".
- The HCC should know full well by now that the overwhelming majority of people do not want a tall building city".
- "This proposed tower is too high. More seriously, it is simply out of sync with the

heritage buildings and precinct. Why won't you fully protect this world heritage area? Make it clear such applications will not be approved".

- "This building is hideous, completely ignores the surrounding heritage precinct with a very unsympathetic style, and involves the demolition of a heritage cottage".
- "This building will spoil the character of the area in which it is proposed to build it. Too tall and bulky".
- "Object to the development on the basis of height, size and demolition of heritage cottage".
- "The proposed tower is over scale and entirely inappropriate for the site".
- "I believe the replacement proposed is totally inappropriate in height and scale and extremely ugly in appearance".
- "I object to the plan for this site as it exceeds height limits and destroys our heritage value of our city".
- "This development would exceed the permitted height, being totally out of scale and overpowering surrounding heritage buildings".
- "I do not believe this building conforms with the area which includes heritage listed buildings and would be yet another blight on the Hobart landscape".
- "It exceeds height and bulk, and does not comply with heritage building protection and the heritage precinct".
- "So sad that this proposal is getting serious consideration. If this goes ahead our beautiful Hobart, which attracts tourists because of its uniqueness will change forever...no going back".
- "This proposal is totally out of sync with Hobart and yet another blot on the landscape in a heritage precinct".
- "This development has nothing to recommend it".
- "I believe this proposal for a 45m tower is extremely inappropriate development for the cultural Heritage precinct in Hobart CBD".
- "the proposed development: 1. far exceeds the 'hobart interim planning scheme' height limit (by 23m), 2. far exceeds the amenity building envelope, 3. flouts the protection for heritage buildings, and, 4. fails to comply with the protections for heritage precincts".
- "To enable the separated lane to be installed, the Bicycle Council has suggested removing on-street parking on one side of the street. The proposed development at 58 Harrington Street provides an opportunity to start this process".
- "Providing just 10 bike parking hoops in the basement will not be enough for 52 apartments".
- "This planned development is akin to the vulgarity of Queensland's Gold Coast...too high, and mirrors the "brutalism" of the sixties and seventies: a box tower soaring above arguably some of Australia's most precious heritage buildings".

- "This proposal is out of line with the streetscape of Hobart. It will increase congestion in an already congested area and is likely to have a negative impact on the buildings around it. The proposed building is not sympathetic to the streetscape in this important heritage area".
- "If I could be assured that this development would benefit the most vulnerable in our midst who are in need of emergency housing I would hesitate to criticise the proposal. However, it bears all the hallmarks of yet another commercial proposal which has the interests of the developer as top priority".
- "The proposed development has no architectural design merit, is outdated and does not enhance Hobart's unique character. The proposed development does not appear to be energy efficient or environmentally positive".
- "Such an over-scaled development would obviously damage, seriously, the heritage values of the Precinct. This impressive, much admired and largely intact, streetscape of Davey Street would also be greatly undermined by this development".
- "The area of the Welcome Stranger is a heritage area and a high rise is totally inappropriate for this site".
- "The building exceeds the permitted height (2.4.1) and amenity building envelope (height and bulk) (2.3) under the planning scheme. I think that it will also dominate the surrounding heritage buildings, to the detriment of the existing streetscape".
- "This development is inappropriate because of its height and it does not belong within a heritage precinct".
- "The height and width of the proposed building is totally out of scale with the surrounding historic building".
- "The new 'tower block' immediately dominates the area with its excessive height and unsympathetic use of rectangular design, and adds to the demise of the adjacent block already visually destroyed by the ugly high-rise commercially driven developments between Harrington Street and the Old Hutchins School".
- "We wish to express our strong opposition to the proposal for a 45 metre tower in central Hobart".
- "I should like to express my concern at the sheer magnitude and height of the proposed development".

6. Assessment

- 6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.

- 6.2 The site is located within the Central Business Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 The existing use of the property at 58 Harrington Street is as a hotel within the planning scheme's Hotel Industry use class. 59 Davey Street is currently used for consulting rooms (Business and Professional use class). The proposed uses are within the planning scheme's Residential (multiple dwellings), Food Services, and General Retail and Hire use classes. The existing uses of both properties are permitted uses in the above zone. The proposed uses are also permitted uses in this zone. Residential use is permitted in the zone if above ground level with only access upon the ground floor. The proposed residential component of the development complies with this qualification.
- 6.4 The proposal has been assessed against:
- 6.4.1 22.0 Central Business Zone
 - 6.4.2 E2.0 Potentially Contaminated Land Code
 - 6.4.3 E5.0 Road and Railway Assets Code
 - 6.4.4 E6.0 Parking and Access Code
 - 6.4.5 E7.0 Stormwater Management Code
 - 6.4.6 E9.0 Attenuation Code
 - 6.4.7 E13.0 Historic Heritage Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 22.0 Central Business Zone:
 - 22.4.1 Building Height P1.2 and P5*
 - 6.5.2 E2.0 Potentially Contaminated Land Code:
 - E2.5 Use Standards P1*
 - E2.6.2 Excavation P1*
 - 6.5.3 E5.0 Road and Railway Assets Code:

E5.6.4 Sight distance at accesses, junctions and level crossings P1

6.5.4 E6.0 Parking and Access Code:

E6.6.3 Number of Motorcycle Parking Spaces P1

E6.6.5 Number of Car Parking Spaces - Central Business Zone P1

E6.7.2 Design of Vehicular Accesses P1

E6.7.5 Layout of Parking Areas P1

6.5.5 E9.0 Attenuation Code:

E9.7.2 Development for Sensitive Use in Proximity to Use with Potential to Cause Environmental Harm P1

6.5.6 E13.0 Historic Heritage Code

E13.7.1 Demolition P1

E13.7.2 Buildings and Works other than Demolition P1, P2, P3

E13.8.1 Demolition P1

E13.8.2 Buildings and Works other than Demolition P1

E13.10.1 Building, Works and Demolition P1

6.6 Each relevant performance criterion is assessed below.

6.7 22.0 Central Business Zone - 22.4.1 Building Height P1.2

6.7.1 The acceptable solution at clause 22.4.1 requires building height within the Central Business Core Area to be no more than:

(a) 15m if on, or within 15m of, a south-west or south-east facing frontage;

(b) 20m if on, or within 15m of, a north-west or north-east facing frontage;

(c) 30m if set back more than 15m from a frontage;

6.7.2 The proposal includes a building height of more than 15m within 15m of the site's Davey Street frontage (a south-east facing frontage), more than 20m within 15m of its Harrington Street frontage (a north-east facing frontage), and more than 30m at a setback of more than 15m from both frontages.

6.7.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion. As shown in the below diagram provided by the applicant (figure

4), the proposed development would not be contained within the Amenity Building Envelope shown in the planning scheme's Figure 22.3, so relies upon assessment against performance criterion P1.2 for the above clause.

6.7.4 The performance criterion P1.2 at clause 22.4.1 provides as follows:

Development outside the Amenity Building Envelope in Figure 22.3 must provide significant benefits for civic amenities such as public space, pedestrian links, public art or public toilets, unless a minor extension to an existing building that already exceeds the Amenity Building Envelope, and must make a positive contribution to the streetscape and townscape, having regard to:

(a) the height, bulk and design of existing and proposed buildings;

(b) the need to minimise unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi/Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor;

(c) the need to minimise unreasonable impacts on pedestrian amenity from overshadowing of the public footpath for city blocks with frontage to a Solar Penetration Priority Street see Figure 22.2;

(d) the need to minimise unreasonable impacts on the amenity of public open space from overshadowing;

(e) the need to minimise unreasonable impacts on pedestrian amenity from adverse wind conditions; and

(f) the degree of consistency with the Desired Future Character Statements in clause 22.1.3.

6.7.5 The first aspect of the above performance criterion requires the proposed development to "provide significant benefits for civic amenities such as public space, pedestrian links, public art or public toilets". The proposed development is clearly not an extension to an existing building so the exception provided above does not apply. The applicant states that "the proposal provides for a number of civic amenities including a publicly accessible courtyard and pedestrian link between Harrington Street and Davey Street". The courtyard and link are further described in the Architectural Description provided with the application, which suggests

that:

The creation of an arcade between the podium elements will provide greater permeability to the precinct...The arcade provides access to retail spaces, a new connection to the rear of the heritage house, and to the residential lobby of the apartments. The arcade is open to the public at all hours of the day and night, and is activated by the retail spaces and residents in and out of the building. The arcade is further enlivened by a new public artwork.

- 6.7.6 Depictions of the proposed arcade are provided below in figures 5 and 6. The proposed arcade is considered likely to be beneficial for civic amenity as it would provide a space that is at least open to the public, if not actually within public ownership. It is not clear in the planning scheme the extent to which it is reasonable to compel private land to be given over to public ownership in this situation.
- 6.7.7 As shown in the below depictions, at least part of the arcade is likely to be used for outdoor seating for the proposed cafe/bar that would occupy the largest of commercial tenancies on the ground floor of the development. The space may also provide informal seating for use by patrons of the proposed wine bar that would be within the heritage building that would be retained on the site. While these uses are not public uses, they are considered to provide a public benefit. Public spaces adjacent to cafes and bars have traditionally provided meeting spaces within communities and the proposed arcade would function in a similar way.
- 6.7.8 The above requirement is for the development to provide "significant benefits for civic amenity", but this requirement should be considered in the context of what is appropriate for the site. It is noted that dedicating areas of the site as public space, which was not activated by commercial activity and particularly at ground level, would run contrary to the planning scheme's clear desire (see for example the other Development Standards for the Central Business Zone) for activated street frontages. Were the site within a more central position within the central business district, a greater area of publicly accessible space may be appropriate. However, given the site's position at the edge of the CBD, the area of accessible space to be provided is considered appropriate.
- 6.7.9 The proposed arcade would also provide a pedestrian link between Harrington Street and Davey Street. While the practicality of this link is perhaps limited, as it is unlikely to provide a shorter route between these streets for pedestrians, it would provide shelter and the opportunity for

window browsing and other interaction. It is noted that there is a door proposed across the "North Arcade" - i.e. the part of the arcade that would be accessed from and closest to Harrington Street. Given that the arcade is required to function as a pedestrian link, a condition of approval should be that this door must not be locked, and that the arcade is open to the public "at all hours of the day and night" as stated above.

- 6.7.10 The Architectural Description states that "a proposed public artwork to the soffit of the arcade will further draw people to the site and will reference the history of the site and the context of Hobart". Public art should be provided within the proposed arcade to ensure compliance with the above requirement. Therefore, a condition of approval should be that a plan must be provided that details the location of public art and that it must be provided to Council's satisfaction upon completion of the development. Given the mix of uses proposed, it is not considered appropriate for public toilets to be provided within the development, although it is noted that toilets are likely to be required for the proposed cafe/bar and wine bar. Therefore, on balance, the level of civic amenity provided by the proposal is considered sufficient to meet the requirements of this part of the performance criterion, or at least not to provide sufficient justification for a reason of refusal.

- 6.7.11 The second aspect of the above performance criterion requires the proposed development to make a positive contribution to the streetscape and townscape, with regard to the matters listed in the above sub-clauses (a) to (f). The term "streetscape" is defined as:

the visual quality of a street depicted by road width, street planting, characteristics and features, public utilities constructed within the road reserve, the setbacks of buildings and structures from the lot boundaries, the quality, scale, bulk and design of buildings and structures fronting the road reserve. For the purposes of determining streetscape with respect to a particular site, the above factors are relevant if within 100 m of the site.

- 6.7.12 The term "townscape" is defined as:

The urban form of the city and the visual quality of its appearance, it includes the urban landscape and visual environment of the city. As a concept it strives to give order to the form of the city, the pattern of landscape and development of the urban landscape.

- 6.7.13 Given the above definitions, consideration of the proposed development's

impact upon the streetscape should consider localised factors, whereas the impact upon the townscape requires a wider, more general view of the city as a whole. With regard to the streetscape, the area within 100m of the site includes much of the block to the south-west, which is bounded by Macquarie, Davey, Harrington, and Barrack Streets. As shown in the below Building Height Analysis provided by the applicant (see figure 7), the height of buildings within this block is mostly two-storey, although there are also several single and three-storey buildings. The below analysis does not include the five-storey building at the rear of the property at 180 Macquarie Street.

- 6.7.14 The area within 100m of the site also includes the south-western part of the block bounded by Macquarie, Davey, Harrington, and Murray Streets. As shown in the Building Height Analysis, the height of the buildings fronting onto Davey Street within this part of the block is mostly two-storey. However, this group also includes the former church at 47 Davey Street, the spire of which is approximately equivalent to five-storeys in height. The buildings within the part of this block fronting onto Macquarie Street are generally higher, reflecting their position upon what is described as the Macquarie Ridge. These buildings include the office buildings on the properties at 144-148, 152, and 156-162 Macquarie Street that are five, eight, and thirteen storeys respectively. The buildings on the opposite side of Macquarie Street at this point are generally three-storey.
- 6.7.15 The land within 100m to the north-west, beyond the block that contains the site, includes the ten and eleven storey hotel buildings at 167-169 Macquarie Street and the sixteen storey Commonwealth Government Offices building at 188 Collins Street. The land to the south-east of the site, on the opposite side of Davey Street, includes the six storey former Telecom building on the corner of Davey Street and Sandy Bay Road that is now used for serviced apartments. The five storey buildings currently occupied by Telstra and the Masonic Temple respectively are adjacent to this building. A six storey building recently occupied by the Tasmanian Conservatorium of Music is further to the south-east. A generally two-storey area of development is within 100m of the site to the south. St Davids Park is to the east; the section of the park within 100m of the site is undeveloped.
- 6.7.16 Given the above analysis and with regard to the above sub-clause (a), it is clear that the proposed development would be one of the taller buildings within 100m of the site. Only the Commonwealth Government Offices building to the north-west of the site would have a greater number of

storeys. The development would have a similar maximum number of storeys as the next tallest nearby building, i.e. the office building at 144 Macquarie Street. However, the proposed podium and tower arrangement is considered to mitigate the streetscape impact of the height of the proposed development. It is noted that there are several existing examples within 100m of the site where the maximum height of buildings extend to the street, and the streetscape impact of this building height is not mitigated. For example, the office tower at 144-148 Macquarie Street has been built up to the frontage without any of the graduated reduction in height that would be provided by a podium. The adjacent office building at 152 Macquarie Street is also built to the frontage. A colonnade on the Harrington Street frontage of 188 Collins Street provides some graduation in height, however, there is limited separation between the street and the maximum height of the office building on this site. The hotel building at 167-169 Macquarie Street is built up to the property's Harrington Street frontage.

- 6.7.17 The visual impact of the higher parts of the proposed development would be reduced by setting these parts back from the site frontages, particularly when viewed from close by, where the proposed podium elements would be more readily apparent than the higher tower elements. This effect would be less pronounced from further afield, however, from a distance the proposed development would be mostly seen against the backdrop of the existing buildings within the CBD, including the nearby taller buildings discussed above. For this reason, the height of the proposed development is considered to make a positive contribution to the townscape, as it would be consistent with that of existing buildings. Given the site's position below the Macquarie Ridge, the bulk of the development would not have a significant impact upon the townscape.
- 6.7.18 The podium elements of the proposed development would have greater bulk than the tower elements as they would generally cover the entire site. However, the bulk of the podium elements would be reduced by the physical and visual separation provided by the proposed arcade. As shown in the below view (figure 8), the podium elements would have a similar perceived bulk as nearby buildings when viewed from the adjacent streets. The tower elements would be perceived almost as separate buildings above and setback from the podium elements when viewed from the nearby.
- 6.7.19 In addition to the proposed podium and tower arrangement, the design of the proposed development is considered to incorporate other elements that would ensure that the building makes a positive contribution to the

streetscape and townscape. The use of colours and materials, such as red brick for example, that reference those used in the surrounding area is considered to ensure that the development is visually compatible with the existing streetscape.

- 6.7.20 The proposed design also incorporates articulation and fenestration to ensure that expanses of blank wall are minimised and to provide an activated street frontage. As shown in the below perspective (figure 9), the expanse of blank wall on the south-western elevation of the higher proposed tower would have a visual impact upon the streetscape when viewed from this part of Davey Street. This wall would be built up to the site boundary, so its lack of articulation and fenestration is most likely an attempt to allow for possible development upon the rear of the adjoining property, which is currently an open car park. If the current proposal is approved, a condition of approval should be that measures must be introduced into the design of development to reduce the visual impact of this wall upon the streetscape. These measures may include the use of different colours and finishes that break up what is currently a relatively blank expanse of wall.

- 6.7.21 The above sub-clause (b) requires the proposed development to:

Minimise unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi/Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor.

- 6.7.22 The view lines and view cones prescribed in figure 22.6 of the planning scheme are shown below (see figure 10). The proposal would not affect the view line marked A1, which runs along Macquarie Street, to and from the Cenotaph. This view line is only the width of Macquarie Street and the site is separated from this street by other properties. The site is not within either of the view cones marked B1 or B2.

- 6.7.23 Given that the site is on the south-eastern edge of the Central Business Zone and that kunanyi/Mt Wellington and the Wellington Range is to the west, the proposal would have no effect upon view lines of the latter from public spaces within the Central Business Zone. The term "Cove Floor" is not defined in the planning scheme, however, it is considered to be the area referred to as "Reclaimed Floor" in Figure 22.7 (see figure 11). The proposed development may be visible from some locations within this area, including Salamanca Place and Parliament House Lawns. However, the development is not considered to have an unreasonable

impact upon view lines toward the mountain and associated range from these locations. While the proposed development may break the horizon when viewed from these locations, it would do so adjacent to existing buildings that have a similar or greater visual impact. Therefore, the proposal would not introduce a new visual element above the horizon that is unrelated to, or has a greater impact than, existing buildings within the CBD.

- 6.7.24 Neither Macquarie Street nor the section of Harrington Street adjacent to the site are Solar Penetration Priority Streets identified in Figure 22.2 of the planning scheme. Therefore, the above sub-clause (c) is not relevant to the proposal.
- 6.7.25 With regard to the above sub-clause (d), the proposal would have an overshadowing impact upon the public open space within the Davey Street road reservation. As shown in the below shadow diagrams, the proposal would introduce overshadowing to the footpath on the opposite side of this street at midday and in the afternoon on the shortest day of the year (i.e. the winter solstice, 21 June). However, this footpath is adjacent to a busy arterial road and therefore already has limited amenity. This space is unlikely to be a place where people linger and where the provision of sunlight makes a significant contribution to its amenity. Therefore, the proposed impact on the amenity of public open space from overshadowing is not considered to be unreasonable.
- 6.7.26 The above sub-clause (e) requires the proposed development to minimise unreasonable impacts on pedestrian amenity from adverse wind conditions. The application is accompanied by Environmental Wind Speed Measurements which suggests that the existing wind conditions on and around the site are significantly affected by the existing tall buildings to the north-west and the multi-level buildings to the south-east. The measurements also suggest that the proposal would either:
- a) ensure that wind conditions upon the adjacent sections of Harrington Street and Davey Street meet with the acceptable criteria for walking in urban/suburban areas, or,
 - b) would not increase existing wind conditions.
- 6.7.27 However, the Environmental Wind Speed Measurements conclude that:

For a small range of wind directions at the northeast corner of the site has it been shown that the proposed development would increase the wind conditions above the walking criterion, but due to the significant

adverse interference from the upstream existing buildings little significant wind mitigation could be achieved.

- 6.7.28 The measurements also conclude that:

The wind conditions in the surrounding streetscapes have been shown to satisfy the safety criterion at all locations for all wind directions.

- 6.7.29 As shown in the below diagrams (figures 14 and 15), the proposal would worsen existing wind conditions on the adjacent streets at one location (test location 4 - at the northern corner of the site) but would improve conditions at two other locations (test locations 7 and 10 - at the Harrington Street entrance to the proposed building and at the northern corner of Harrington Street and Davey Street, respectively). Therefore, the proposal would lead to an overall improvement in the wind conditions found around the site. The proposal would not worsen conditions where they already exceed the accepted criteria for walking in an urban area. The proposal would not lead to wind conditions which exceed the accepted safety criterion.

- 6.7.30 The below figure 15 shows that wind conditions at test location 22, which is within the north arcade that would provide pedestrian access to the site from Harrington Street, would exceed the criteria for walking in an urban area. The Environmental Wind Speed Measurements suggest that:

An effective seal at the Harrington Street entrance mitigates these wind conditions to within the long term stationary criterion for all wind directions.

- 6.7.31 The proposed door across the north arcade would provide a seal that would mitigate wind conditions for the south arcade. However, it is not clear whether this door would mitigate conditions between it and Harrington Street. Therefore, a condition of approval should be that it must be demonstrated that the door would adequately mitigate wind conditions within this part of the development, or, that additional mitigation measures must be incorporated into the Harrington Street pedestrian entrance. Provided that this condition is satisfied, the proposal is considered to comply with the above sub-clause as it would minimise unreasonable impacts upon pedestrian amenity from adverse wind conditions.

- 6.7.32 The final sub-clause for performance criterion 22.4.1 P1.2, sub-clause (f), requires regard to be had to the degree of consistency with the Desired

Future Character Statements provided at clause 22.1.3. These statements are in two parts - townscape and streetscape character are addressed via the statements listed at clause 22.1.3.1, while statements related to building siting, bulk and design are provided at clause 22.1.3.2. The statements at clause 22.1.3.1 state:

(a) That the Central Business Zone provides a compact built focus to the region, reflecting an appropriate intensity in its role as the heart of settlement.

(b) That the Central Business Zone develops in a way that reinforces the layered landform rise back from the waterfront, having regard to the distinct layers of the landform, respecting the urban amphitheatre, including the amphitheatre to the Cove, while providing a reduction in scale to the Queens Domain, the Domain and Battery Point headlands and the natural rise to Barracks Hill (see Figures 22.7 and 22.8).

(c) That the Central Business Zone consolidates within, and provides a transition in scale from, its intense focus in the basin, acknowledging also the change in contour along the Macquarie Ridge, including both its rising and diminishing grades, including to the low point of the amphitheatre to the Cove (see Figures 22.7, 22.8 and 22.9).

(d) That the historic cultural heritage values of places and precincts in the Central Business Zone be protected and enhanced in recognition of the significant benefits they bring to the economic, social and cultural value of the City as a whole.

- 6.7.33 The proposal is considered to be consistent with the above statement at 22.1.3.1 (a) as it would provide residential development at a relatively high density within the Hobart region. This intensity of development is considered appropriate on the site given its location within the Hobart CBD. The proposal is considered to be consistent with the above statement 22.1.3.1 (b) as it would reinforce the layered landform rise back from the waterfront. The proposed development would reinforce perceptions of the Cove Slope described in *Figure 22.8* of the planning scheme. Viewed together with the existing taller buildings on the Macquarie Ridge and the multi-level buildings to the south-east, the development would reinforce perception of the walls of the amphitheatre of the Cove. The site is considered to be sufficiently separated by distance and by existing substantial buildings from the topographical features listed above, that a reduction in scale is not required in relation to this provision.

- 6.7.34 The proposal is considered to be consistent with 22.1.3.1 (c). The proposal would provide a transition in scale from the taller buildings on the Macquarie Ridge, to the multi-level buildings to the south-east. The proposed development would be generally lower than the former buildings and would therefore acknowledge the change in contour along the ridge. While the site is not within the Basin area identified in Figure 22.7 of the planning scheme, the predominantly residential use proposed is considered to be a less intense activity than the business and commercial uses that occur within the Basin. The proposal would therefore allow for a transition in the intensity of use between the Basin and surrounds.
- 6.7.35 As detailed in the assessment of the proposal provided by Council's Cultural Heritage Officer, the proposal is not considered to protect or enhance the historic cultural heritage values of a heritage place or of the relevant heritage precinct. The proposal is therefore not consistent with the above statement at 22.1.3.1 (d).
- 6.7.36 The statements at clause 22.1.3.2 state:

The siting, bulk and design of a building above the street wall and beyond the Amenity Building Envelope (see Figure 22.3) must be consistent with the objectives in clause 22.1.3.1, having regard to:

(a) the consolidation of the Central Business Zone in a manner which provides separate building forms and a layered visual effect rather than the appearance of a contiguous wall of towers;

(b) maintaining a level of permeability through city blocks by reductions in bulk as height increases allowing for sunlight into streets and public spaces;

(c) the building proportion and detail reflecting and reinforcing the streetscape pattern;

(d) the building not being an individually prominent building by virtue of its height or bulk, thus reinforcing a cohesive built form and the containment provided by the urban amphitheatre;

(e) reinforcing consistent building edges and height at the street wall allowing for solar penetration where possible;

(f) the provision of weather protection for footpaths to enhance pedestrian amenity and encourage, where appropriate, interior activity

beyond the building entrance; and

(g) the provision of permeability in support of the open space network.

- 6.7.37 As discussed earlier in the report, the proposed development would be beyond the Amenity Building Envelope, however, it would not be above the street wall. The proposed podium elements are considered to form part of the street wall. While the proposed tower elements would clearly be above the street wall, they would be set back from the site frontages.
- 6.7.38 With regard to the statement at 22.1.3.2 (a), as discussed above, the proposal would allow for consolidation of the Central Business Zone. The proposed building form is considered to allow sufficient separation between the proposed elements to ensure that a layered visual effect is achieved. There is the possibility that development may occur on the adjoining site to the south-west that would be contiguous with that currently proposed. However, the articulation incorporated into the proposed design would ensure that the appearance of a contiguous wall of towers would be minimised.
- 6.7.39 The proposed design is considered to maintain permeability by incorporating reductions in bulk as the height of the proposed building increases. The tower elements of the proposed development would not extend the full breadth of the site; the tallest of these towers would occupy only the north-western half of the property. The proposal is therefore considered to be consistent with the statement at 22.1.3.2 (b).
- 6.7.40 As shown in the below figure 8, the proposed podium elements of the development would reflect and reinforce the streetscape pattern in the area surrounding the site. These elements would have a vertical dimension similar to other buildings that form the street wall in the surrounding area. As detailed in the architectural description provided with the application, the design draws upon design elements found in nearby buildings that contribute to the streetscape pattern, such as horizontal banding and articulation of levels. The proposal is therefore considered to be consistent with the statement at 22.1.3.2 (c).
- 6.7.41 The statement at 22.1.3.2 (d) requires a building that would not be contained within the Amenity Building Envelope to not be "an individually prominent building by virtue of its height or bulk". The term "individually prominent building" is defined as:

In contrast with buildings in the vicinity, a building that is significantly

higher or more pronounced or has a larger apparent size within the townscape or when viewed in street elevation.

- 6.7.42 The proposed building would not be significantly higher, more pronounced, or have a larger apparent size when compared to other buildings within the townscape. As noted above, a consideration of the proposal within its townscape context is considered to require a wider view of the proposed development's place within the city as a whole. In this context, while the development would be one of the higher buildings and would have reasonable bulk, it would be neither the tallest nor the bulkiest building within the townscape. The development would be reasonably close to other buildings with similar height and bulk.
- 6.7.43 However, the proposed development would be significantly higher than buildings in the vicinity when viewed in street elevation. As shown by the streetscape elevations provided in the Architectural Description, the development would be significantly higher than other buildings within the Davey Street north elevation (see figure 16). The street elevations provided with the proposal plans show that the building would be significantly higher than the buildings on the adjacent properties to the north-west and south-west. As discussed earlier, the proposal is considered to provide a cohesive built form that reinforces the containment provided by the urban amphitheatre. However, the proposed development is not considered to be consistent with the statement at 22.1.3.2 (d), as it would be an individually prominent building when viewed in street elevation.
- 6.7.44 The proposal is considered to comply with the statement at 22.1.3.2 (e) as it would provide a building edge and height at the street wall that is consistent with the surrounding area. As discussed above, the proposed podium elements would reinforce the street wall at a height similar to nearby existing buildings.
- 6.7.45 The statement at 22.1.3.2 (f) requires regard to be had to the provision of weather protection for footpaths. The proposed development does not include awnings or other means of weather protection for footpaths, however, neither the existing hotel building on the site nor the adjacent buildings currently provide this protection. Therefore, it is not considered appropriate or necessary for the proposed development to include weather protection for footpaths. As discussed earlier in the report, the development would incorporate a publicly accessible arcade that would encourage interior activity beyond the building entrance, thereby satisfying the second aspect of the statement at 22.1.3.2 (f).

- 6.7.46 The statement at 22.1.3.2 (g) requires regard to be had to the provision of permeability in support of the open space network. The planning scheme definition of the term "permeability" includes "the ease with which visual connectivity and pedestrian movement within the city can occur" and "through-block links or connections". As discussed in several earlier sections of the report, the proposed development would include a publicly accessible arcade that would facilitate pedestrian movement and provide a through-block link. The proposal is therefore considered to comply with the statement at 22.1.3.2 (g).
- 6.7.47 As stated above, sub-clause 22.4.1(f) requires regard to be had to the degree of consistency of the proposal with the Desired Future Character Statements provided at clause 22.1.3. It is acknowledged that there are two ways that this requirement could be interpreted. One way is to consider the degree of consistency with the statements as a whole, and the second way is to consider the degree of consistency with the each of the statements individually. The wording of the sub-clause is not sufficiently clear to be definitive about which interpretation is correct, and whichever interpretation is adopted is open to challenge. If the first interpretation is preferred, that is compliance with the statements as a whole, then as assessed above, the proposal complies with the majority of the relevant Desired Future Character Statements, and therefore the proposal could be considered to comply with sub-clause 22.4.1(f) as it has a high degree of consistency with the statements provided at clause 22.1.3. If the second interpretation is preferred, that is compliance with each of the statements individually, then as assessed above, the proposal is not considered to comply with the statement at 22.1.3.1(d) as it is not considered to protect or enhance the historic cultural heritage values of a heritage place or of the relevant heritage precinct, and the proposal is considered to be only partly consistent with the statement at 22.1.3.2(d), as it would be an individually prominent building when viewed in street elevation. On that interpretation, the proposal would not be considered to comply with sub-clause 22.4.1(f) because it has a high degree of non-compliance with two of the statements at clause 22.1.3, and the non-compliance with those statements means the proposal cannot be said to make a positive contribution to the streetscape and townscape. On balance, the second interpretation is preferred. It seems more likely that the intent of the provision was not to allow developments that are individually prominent and significantly detrimental to the historic heritage values of the City, to be considered compliant simply because it complies with a majority of the statements. This is considered to be particularly the case as with the current proposal where the degree of non-compliance

with two of the statements is particularly stark.

- 6.7.48 As such, the proposal is not considered to make a positive contribution to the streetscape and townscape, because the historic cultural heritage values of places and precincts in the Central Business Zone will not be protected and enhanced, and the building will be an individually prominent building in street elevation by virtue of its height and bulk. The proposal therefore fails to satisfy clause 22.4.1 P1.2 of the planning scheme and is recommended for refusal on that basis.

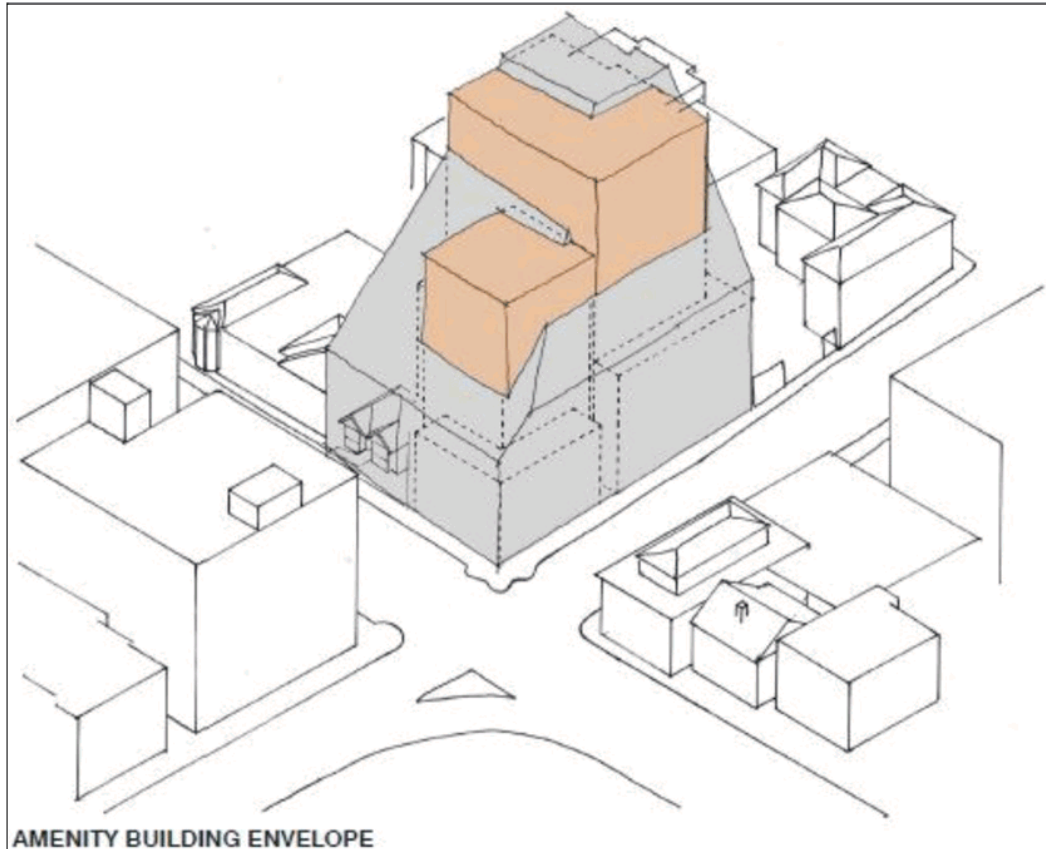


Figure 4: diagram showing the Amenity Building Envelope relative to the proposed development (provided by the applicant).



Figure 5: Depiction of entrance to proposed arcade from Davey Street (provided by applicant).



Figure 6: view from proposed arcade to Davey Street (provided by applicant).



Figure 7: Building Height Analysis (provided by applicant) overlaid with 200m diameter

circle to illustrate buildings within 100m of the site.



Figure 8: view of proposed development from Harrington Street toward Sandy Bay Road (provided by applicant).



Figure 9: view of proposed development from Davey Street (provided by applicant).

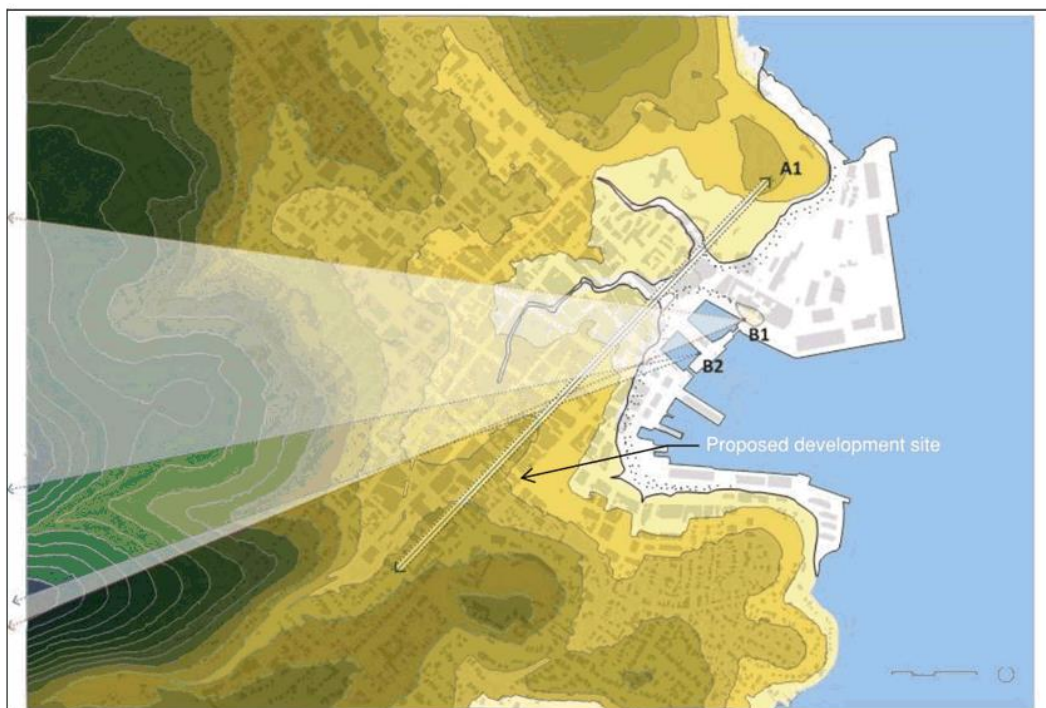


Figure 10: planning scheme Figure 22.6 showing prescribed view lines and view cones

relevant to clause 22.4.1 P1.2, marked with location of proposed development site.

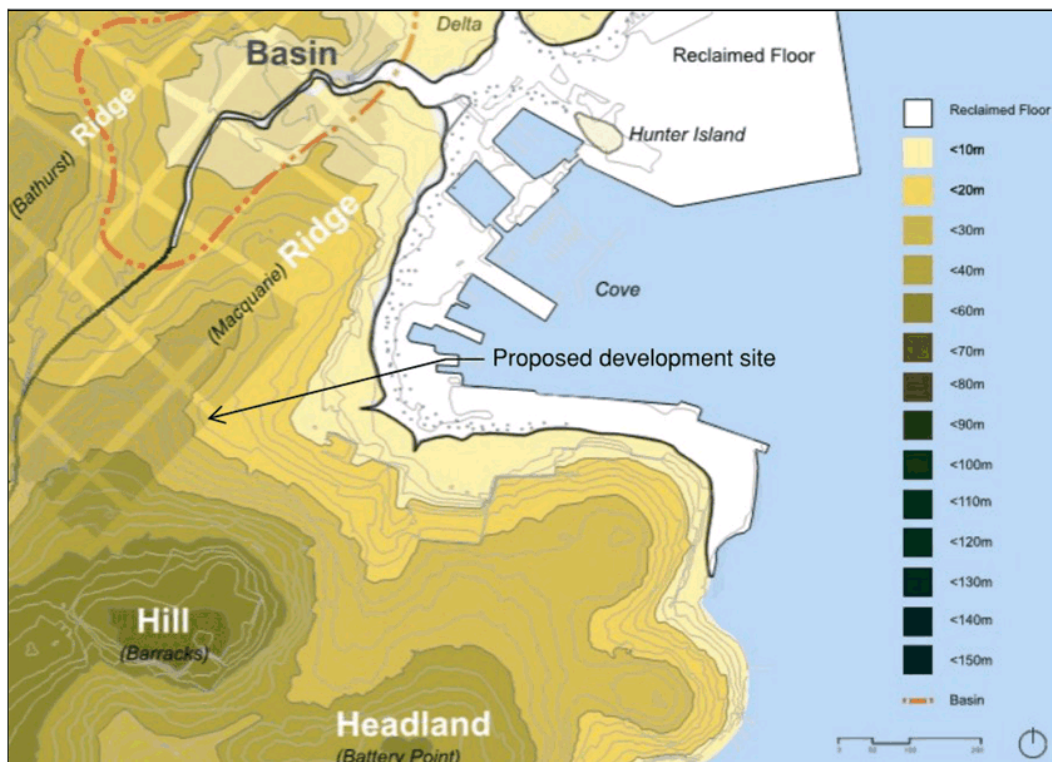


Figure 11: Extract from planning scheme Figure 22.7 showing the Central Hobart Landform Structure, including the area shown as "Reclaimed Floor", which is considered to be what is referred to as the Cove Floor in clause 22.4.1.

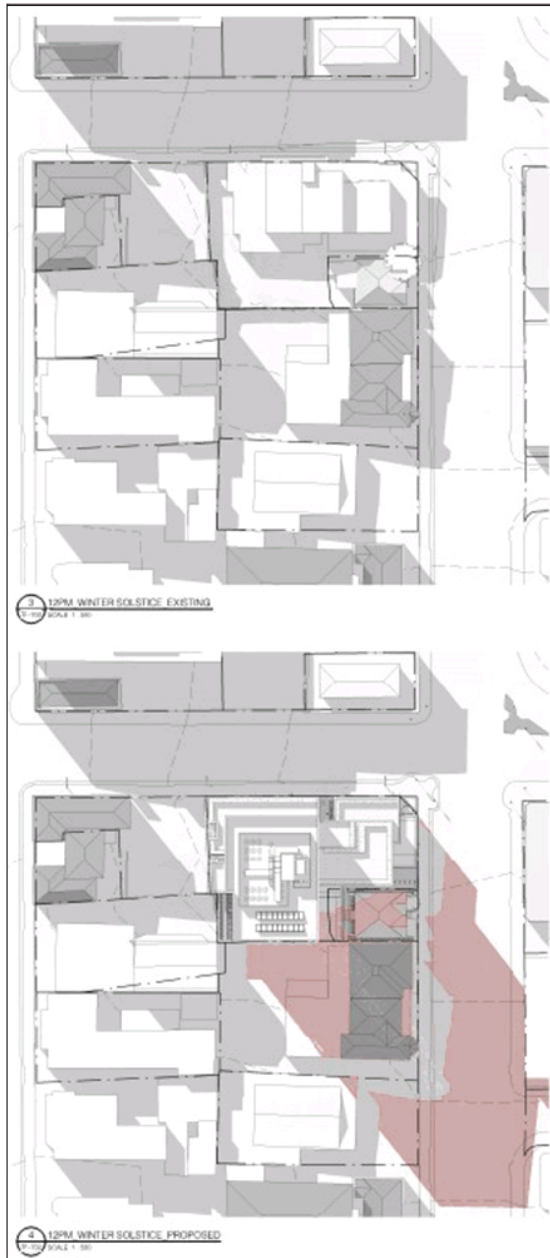


Figure 12: Shadow Study, 12pm on winter solstice - proposed impact shown in red, existing impacts in grey (provided by applicant).



Figure 13: Shadow Study, 3pm on winter solstice - proposed impact shown in red, existing impacts in grey (provided by applicant).



Figure 6a - Summary of Ground Level wind criteria achieved for Existing Configuration over 360° of wind direction
Figure 14: summary of existing wind conditions (provided by applicant).



Figure 6b - Summary of Ground Level wind criteria achieved for Proposed Configuration over 360° of wind direction
Figure 15: summary of proposed wind conditions (provided by applicant).

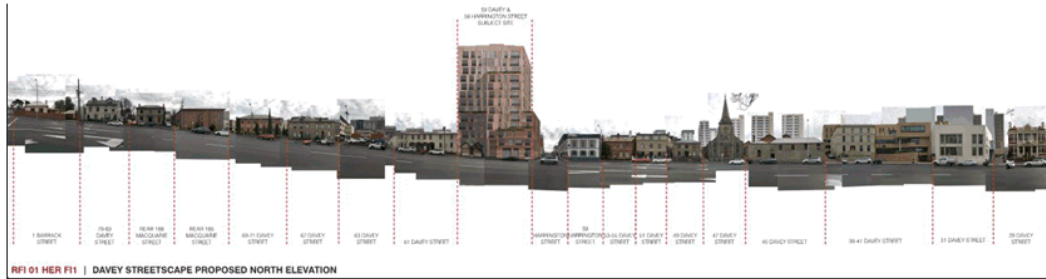


Figure 16: Streetscape elevation of the northern side of Davey Street, including the site and proposed development (provided by applicant).

6.8 22.0 Central Business Zone - 22.4.1 Building Height P5

- 6.8.1 The acceptable solution A4 at clause 22.4.1 requires building height of development within 15m of a frontage, and not separated from a heritage place by another building, full lot, or road; to not exceed 1 storey or 4m (whichever is the lesser) higher than the facade building height of a heritage building on the same street frontage.
- 6.8.2 The proposal includes a building height that would exceed the facade building height of a heritage building on the same street frontage lot by more than 1 storey and 4m. The proposed development would have a building height significantly greater than the heritage buildings upon the adjoining properties at 61 Davey Street and at 166 Macquarie Street.
- 6.8.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.
- 6.8.4 The performance criterion P5 at clause 22.4.1 provides as follows:

Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:

- (a) not unreasonably dominate existing buildings of cultural heritage significance; and*
- (b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place;*
- (c) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority*

Street does not unreasonably impact on pedestrian amenity.

- 6.8.5 Council's Cultural Heritage Officer has assessed the impacts of the proposal upon historic cultural heritage values. The CHO's full report is provided as an attachment, however, the following comments are relevant to the above performance criterion:

- 6.8.6 "The following illustrates that the proposed building is taller than the height of adjacent heritage listed buildings:

166-170 Macquarie Street (two storeys high with basement to rear) – 29.3 metres

59 Davey Street (one storey high) - 36.7 metres

61 Davey Street (two storeys high) – 32.7 metres

The only conclusion that can be drawn is that the proposal does unreasonably dominate the existing buildings when the existing heritage listed buildings range in height from 7.47 metres (59 Davey Street) to 11.33 metres (166-170 Macquarie Street) high. The proposal does not satisfy clause 22.4.1 P5".

- 6.8.7 As noted earlier in the report, the site does not have frontage to a Solar Penetration Priority Street so the above sub-clause (c) is not relevant.

- 6.8.8 The proposal does not comply with the above performance criterion.

6.9 E2.0 Potentially Contaminated Land Code - *E2.5 Use Standards*

- 6.9.1 The acceptable solution at clause *E2.5* requires either certification from a suitably accredited person that land is suitable for the intended use or an approved plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.

- 6.9.2 The proposal does not include the above certification or approved plan.

- 6.9.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion is relied on.

- 6.9.4 The performance criterion at clause *E2.5* provides as follows:

Land is suitable for the intended use, having regard to:

(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or

(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or

(c) a plan to manage contamination and associated risk to human health or the environment that includes:

(i) an environmental site assessment;

(ii) any specific remediation and protection measures required to be implemented before any use commences; and

(iii) a statement that the land is suitable for the intended use.

6.9.5 The application includes an Environmental Site Assessment and a Contamination Management Plan. The assessment and plan have been reviewed by Council's Senior Environmental Health Officer and are considered to be acceptable. The Senior EHO has provided a condition of approval to ensure that the recommendations made in the site assessment are implemented.

6.9.6 The proposal complies with the above performance criterion.

6.10 E2.0 Potentially Contaminated Land Code - *E2.6.2 Excavation*

6.10.1 There is no acceptable solution for clause *E2.6.2* which applies where works involving excavation of potentially contaminated land are proposed.

6.10.2 The proposal includes works involving excavation of potentially contaminated land.

6.10.3 As there is no acceptable solution for the above clause, the proposal relies upon assessment against the below performance criterion.

6.10.4 The performance criterion at clause *E2.6.2* provides as follows:

Excavation does not adversely impact on health and the environment, having regard to:

(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or

(b) a plan to manage contamination and associated risk to human health and the environment that includes:

- (i) an environmental site assessment;*
- (ii) any specific remediation and protection measures required to be implemented before excavation commences; and*
- (iii) a statement that the excavation does not adversely impact on human health or the environment.*

6.10.5 As noted above, application includes an Environmental Site Assessment and a Contamination Management Plan which has been reviewed and accepted by Council's Senior EHO. A condition of approval will ensure that the recommendations made in the site assessment are implemented.

6.10.6 The proposal complies with the performance criterion.

6.11 E5.0 Road and Railway Assets Code - *E5.6.4 Sight distance at accesses, junctions and level crossings*

6.11.1 The acceptable solution at clause *E5.6.4* requires sight distances at an access to comply with the Safe Intersection Sight Distance shown in Table *E5.1*.

6.11.2 The proposal includes an access that would not comply with the relevant Safe Intersection Sight Distance shown in Table *E5.1*. The proposed access to Harrington Street would not meet the prescribed sight distance from the junction of Davey Street and Sandy Bay Road.

6.11.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.11.4 The performance criterion at clause *E5.6.4* provides as follows:

The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:

- (a) the nature and frequency of the traffic generated by the use;*
- (b) the frequency of use of the road or rail network;*
- (c) any alternative access;*
- (d) the need for the access, junction or level crossing;*

- (e) any traffic impact assessment;*
- (f) any measures to improve or maintain sight distance; and*
- (g) any written advice received from the road or rail authority.*

6.11.5 Council's Senior Development Engineer has reviewed the proposed access arrangements. The SDE's full report is provided as an attachment, however, the following comments are relevant to the above performance criterion:

6.11.6 "Although the SDE does not agree with all facets of the Planning Report justification for approval under P1, the fact that there is over 80m sight distance down Sandy Bay Road (across the junction of Davey), combined with the vehicle speeds entering Harrington Street from Davey Street are anticipated to be well below 50kph, the fact there is no alternative vehicle access to the site, the fact that there are both entry and exit lanes, and the exit lane is furthest from the on coming traffic, the SDE is supportive of approval under Performance Criteria".

6.11.7 The proposal complies with the above performance criterion.

6.12 E6.0 Parking and Access Code - *E6.6.3 Number of Motorcycle Parking Spaces*

6.12.1 The acceptable solution at clause *E6.6.3* requires on-site motorcycle parking spaces to be provided at a rate of 1 space for each 20 car parking spaces.

6.12.2 The proposal includes fewer motorcycle parking spaces than required. Three spaces are required but two spaces would be provided.

6.12.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.12.4 The performance criterion at clause *E6.6.3* provides as follows:

The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:

- (a) motorcycle parking demand;*
- (b) the availability of on-street and public motorcycle parking in the locality;*
- (c) the availability and likely use of other modes of transport;*

(d) the availability and suitability of alternative arrangements for motorcycle parking provision.

- 6.12.5 Council's Senior Development Engineer has reviewed the proposed parking arrangements. The SDE states that:

"Given there is likely to be lower demand for motorcycle parking due to the site being located in the CBD, and the fact that residents within the complex have car parking spaces which could be used to park multiple motorcycles if they choose, Council's SDE supports this clause's approval under performance criteria".

- 6.12.6 The proposal complies with the above performance criterion.

6.13 E6.0 Parking and Access Code - *E6.6.5 Number of Car Parking Spaces - Central Business Zone*

- 6.13.1 The acceptable solution at clause *E6.6.5* requires on-site parking for residential uses to be provided at a maximum rate of one space per dwelling .

- 6.13.2 The proposal includes more than one car parking space per proposed dwelling. 61 car parking spaces and 52 dwellings are proposed. All proposed car parking spaces would be for the proposed residential use.

- 6.13.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

- 6.13.4 The performance criterion at clause *E6.6.5* provides as follows:

Car parking provision:

(a) is in the form of a public car parking station provided as part of a development which utilises a major existing access; or

(b) must not compromise any of the following:

- (i) pedestrian safety, amenity or convenience;*
- (ii) the enjoyment of 'al fresco' dining or other outdoor activity;*
- (iii) air quality and environmental health;*
- (iv) traffic safety.*

- 6.13.5 Council's Senior Development Engineer states that:

"The SDE notes that the surplus parking will result in an increase in traffic movements through the access, but as long as this meets the requirements of the Tasmanian Standard Drawings and the Australian Standard, AS2890.1, the increase in movements should not compromise traffic or pedestrian safety, or amenity. The increase in parking spaces will increase vehicle movements which will increase exhaust emissions, but as long as the underground car park is sufficiently ventilated this should not compromise air quality or environmental health. On this basis, SDE supports the increase in parking numbers under performance criteria".

6.13.6 The proposal complies with the above performance criterion.

6.14 E6.0 Parking and Access Code - *E6.7.2 Design of Vehicular Accesses*

6.14.1 The acceptable solution at clause *E6.7.2* requires a non-commercial access to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of *AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking*.

6.14.2 The proposal includes a non-commercial access that would not comply with the above section of the Australian Standard. As detailed in the Senior Development Engineer's report, the length of the proposed queuing area at the entrance to the development is less than that required by the Australia Standard.

6.14.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.14.4 The performance criterion at clause *E6.7.2* provides as follows:

Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;*
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) ease of accessibility and recognition for users.*

6.14.5 Council's Senior Development Engineer states that:

"The SDE is supportive of approval under Performance Criteria on the basis of:

- The tilt panel door once opened is likely to allow two cars to pass without the second needing to stop.
- The 600mm overhang onto the footpath has a low probability of occurring as car movements into the carpark are likely to be around 6 vph, so the likelihood of two vehicles entering at the same time is low.
- Cars are typically shorter than the 5.4m space requirements, making the overhang over the footpath less than 600mm.
- The timeframe that any footpath obstruction will occur for is short".

6.14.6 The proposal complies with the above performance criterion.

6.15 E6.0 Parking and Access Code - *E6.7.5 Layout of Parking Areas*

6.15.1 The acceptable solution at clause *E6.7.5* requires the layout of circulation roadways and ramps to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of *AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking*.

6.15.2 The proposal includes circulation roadways and ramps that would not comply with the above section of the Australian Standard. The proposed curved roadway/ramps would have an external radius of 9.6m which is less than that required by the Australian Standard.

6.15.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.15.4 The performance criterion at clause *E6.7.5* provides as follows:

The layout of car parking spaces, access aisles, circulation roadways and ramps must be safe and must ensure ease of access, egress and manoeuvring on-site.

6.15.5 Council's Senior Development Engineer states that:

"Council SDE agrees with most of which the developer's traffic engineer states regarding curved ramps and as there is no external barrier on the ramp which would prevent vehicles from taking a wider curve than the radius permits, combined with the fact that the application includes

B85/B99 swept paths which show vehicles can pass, Council SDE supports Performance Criteria approval".

6.15.6 The proposal complies with the above performance criterion.

6.16 E7.0 Stormwater Management Code - *E7.7.1 Stormwater Drainage and Disposal*

6.16.1 The acceptable solution A2 at clause *E7.7.1* requires a stormwater system for a new development to incorporate water sensitive urban design principles for the treatment and disposal of stormwater if new car parking would be provided for more than six cars.

6.16.2 The proposal includes new car parking for more than six cars but does not include a stormwater system that incorporates water sensitive urban design principles for the treatment and disposal of all stormwater that would be captured onsite. Stormwater from the roof of the development would not be treated prior to disposal to Council's stormwater infrastructure.

6.16.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.16.4 The performance criterion at clause *E7.7.1* provides as follows:

A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so.

6.16.5 Council's Senior Development Engineer suggests that stormwater from the roof of the development is likely to be contaminated given the site's proximity to two arterial roads. The SDE has recommended a condition requiring this stormwater to be treated prior to disposal to ensure compliance with the above performance criterion.

6.16.6 The proposal complies with the above performance criterion.

6.17 E9.0 Attenuation Code - *E9.7.2 Development for Sensitive Use in Proximity to Use with Potential to Cause Environmental Harm*

6.17.1 There is no acceptable solution for clause *E9.7.2* which applies where

sensitive use is proposed within the attenuation distance of a listed activity within Table E9.1.

- 6.17.2 The proposal includes a new sensitive use (i.e. the proposed residential use) that would be within the attenuation distance of a listed activity within Table E9.1. The site is within 200m of the Duke of Wellington Hotel which is a late night music venue. A late night music venue is a listed activity in Table E9.1.
- 6.17.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.
- 6.17.4 The performance criterion at clause E9.7.2 provides as follows:

Development for sensitive use, including subdivision of lots within a sensitive zone, must not result in potential to be impacted by environmental harm from use with potential to cause environmental harm, having regard to all of the following:

(a) the nature of the use with potential to cause environmental harm; including:

(i) operational characteristics;

(ii) scale and intensity;

(iii) degree of hazard or pollution that may emitted from the activity;

(b) the degree of encroachment by the sensitive use into the Attenuation Area or the attenuation distance;

(c) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions

- 6.17.5 Council's Environmental Development Planner has considered the proposal against the above performance criterion and provided the following comments:
- 6.17.6 "Council understands that the Duke is currently trading as a music and entertainment venue 6 nights per week up to 4am. The venue has live music every Tuesday, Thursday and Friday, starting from either 7.30 or 8.00pm. The venue has a first floor function room with a dance floor and sound system and there is a substantial outdoor area to the rear of the function room. The outdoor dining area is roofed but not fully enclosed by walls/glazing".

- 6.17.7 "The music venue does not have a history of noise complaints on Council records. The proposed development site is located a minimum of 160m from the late night music venue. At this distance, given the design of the proposed apartments and the relatively-high background noise levels, in my opinion there is no risk of environmental harm being caused to the residents of the proposed development from noise from the late night music venue".
- 6.17.8 The proposal complies with the above performance criterion.
- 6.18 E13.0 Historic Heritage Code - *E13.7.1 Demolition*
- 6.18.1 There is no acceptable solution for clause *E13.7.1* which applies where demolition is proposed on a heritage place.
- 6.18.2 The proposal includes demolition of the rear of the cottage on the property at 59 Davey Street, which is a heritage place.
- 6.18.3 As there is no acceptable solution for the above clause the proposal relies upon assessment against the below performance criterion.
- 6.18.4 The performance criterion at clause *E13.7.1* provides as follows:
- Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;*
- (a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;*
- (b) there are no prudent and feasible alternatives;*
- (c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;*
- (d) significant fabric is documented before demolition.*
- 6.18.5 Council's Cultural Heritage Officer has assessed the proposed demolition on a heritage place against the above performance criterion and provided the following comments:
- 6.18.6 "Demolition associated with the heritage listed site involves the internal walls, rear lean-to skillion and associated changes to ground levels. The

building has a floor plan of four rooms and central corridor a floor plan typical for buildings of the 1870s. The demolition will remove that symmetrical, original layout and original wall fabric. The rationale provided for the internal demolition is to provide 'an additional tenancy option' that 'will facilitate new and appropriate uses' with no further details provided. It could be that a tenancy option could arise that does not require internal wall demolition and that the original floor layout could be retained. On this basis it is recommended that no internal demolition be approved until clarification of the requirements of the tenancy is provided and ultimately the degree of demolition is minimised. In summary, the proposal does not satisfy *E13.7.1 P1*".

6.18.7 The proposal does not comply with the performance criterion.

6.19 *E13.0 Historic Heritage Code - E13.7.2 Buildings and Works other than Demolition*

6.19.1 There are no relevant acceptable solutions for clause *E13.7.2* which applies where buildings and works other than demolition are proposed on a heritage place.

6.19.2 The proposal includes buildings and works other than demolition on a heritage place. The proposal includes buildings and works at the rear of the cottage at 59 Davey Street, which is a heritage place.

6.19.3 As there are no relevant acceptable solutions for the above clause the proposal relies upon assessment against the below performance criteria.

6.19.4 The relevant performance criteria at clause *E13.7.2* provide as follows:

P1

Development must not result in any of the following:

(a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;

(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.

P2

Development must be designed to be subservient and complementary to the place through characteristics including:

- (a) scale and bulk, materials, built form and fenestration;*
- (b) setback from frontage;*
- (c) siting with respect to buildings, structures and listed elements;*
- (d) using less dominant materials and colours.*

P3

Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.

P4

Extensions to existing buildings must not detract from the historic cultural heritage significance of the place.

- 6.19.5 Council's Cultural Heritage Officer has assessed the proposed buildings and works on a heritage place against the above performance criteria and provided the following comments:
- 6.19.6 "The heritage listed house and the title of that land parcel is shown in the image below. It demonstrates that the proposed podium and residential lift lobby extends into the rear part of the heritage listed parcel by about 3 metres. As such, four levels and the terrace to apartment 5.03 on the fifth floor occupy the heritage listed site. This part of the proposal is described in the submission as 'quite a large built form on the site.' In summary, the new proposal is assessed as being incompatible in height, scale, bulk and siting resulting in a loss of heritage values of the site. In its current form it exceeds the top of the roof of the heritage listed house by 10.426 metres and therefore the proposal cannot be assessed as satisfying E13.7.2. The proposal could however, satisfy the clause by being sited outside the heritage listed land parcel or through a boundary adjustment to reduce the size of the title of 59 Davey Street. However, in its current form the proposal does not satisfy E13.7.2 P1".
- 6.19.7 "As stated above in response to E13.7.2 P1, the five floors and terrace level occupy part of the heritage listed site and are greater in height than the heritage listed building by 10.426 metres. Therefore, it cannot be concluded that the proposal is subservient to the listed place and in its current form does not satisfy the clause E13.7.2 P2 (a), (b) and (c)".

6.19.8 "The proposal is acceptable and therefore satisfies E13.7.2 P3".

6.19.9 The proposal does not comply with all of the above performance criteria.

6.20 E13.0 Historic Heritage Code - E13.8.1 Demolition

6.20.1 There is no acceptable solution for clause E13.8.1 which applies where demolition is proposed within a heritage precinct.

6.20.2 The proposal includes demolition and the site is within the Hobart 1 Heritage Precinct.

6.20.3 As there is no acceptable solution for the above clause the proposal relies upon assessment against the below performance criterion.

6.20.4 The performance criterion at clause E13.8.1 provides as follows:

Demolition must not result in the loss of any of the following:

(a) buildings or works that contribute to the historic cultural heritage significance of the precinct;

(b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;
unless all of the following apply;

(i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;

(ii) there are no prudent or feasible alternatives;

(iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.

6.20.5 Council's Cultural Heritage Officer has assessed the proposed demolition with a heritage precinct against the above performance criterion and provided the following comments:

6.20.6 "In this instance, no argument is put that the replacement building is more complementary to the heritage values of the precinct. The word complementary means; 'Something that completes or makes perfect, the quantity or amount that completes anything, either of two parts or things needed to complete the whole and in harmony with, harmonious

compatible or making up a harmonious whole'. On this basis it cannot be concluded that the demolition of a three storey building will result in a replacement building (thirteen storeys) that is more complementary to the heritage values of the precinct than what exists currently. From this point of view, the proposal does not satisfy *E13.8.1 P1*".

6.20.7 The proposal does not comply with the above performance criterion.

6.21 E13.0 Historic Heritage Code - *E13.8.2 Buildings and Works other than Demolition*

6.21.1 There is acceptable solution A1 for clause *E13.8.2* which applies where buildings and works other than demolition are proposed within a heritage precinct.

6.21.2 The proposal includes buildings and works other than demolition and the site is within the Hobart 1 Heritage Precinct.

6.21.3 As there is no acceptable solution A1 for the above clause the proposal relies upon assessment against the below performance criterion.

6.21.4 The performance criterion at clause *E13.8.2 P1* provides as follows:

Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.

6.21.5 Council's Cultural Heritage Officer has assessed the proposed buildings and works other than demolition in a heritage precinct against the above performance criterion and provided the following comments:

6.21.6 "The block in this precinct bounded by Harrington, Davey, Macquarie and Barrack Street has one of the highest densities of heritage listed buildings in a precinct in Hobart. It is characterised by buildings that have a street frontage of one, two and three storeys. While there are buildings that are higher than this, they are confined to two locations behind existing buildings – 180 Macquarie Street - the Nurses Federation Building (PLN-10-01317) which is five floors high and 186 Macquarie Street – St Helens Hospital which has three floors and two carparking levels which are almost completely below the natural ground level".

6.21.7 "In summary, there are no buildings in this block that are higher than five floors and no buildings that have a street frontage higher than three

storeys. For clarification, in this particular block, the Welcome Stranger has a small portion of the building that is three storeys and 81-83 Davey Street are two storey buildings plus attic rooms. These are exceptions to the rule and in reality, there are more similarities in the building stock than dissimilarities such that the heritage values of the precinct within this block have been maintained at a very high level".

6.21.8 "In addition, has been no large scale demolition and construction of tall buildings since the introduction of the current Scheme. Where new work has occurred is has been modest in height and respectful of the scale and form of heritage listed buildings within the precinct. As a consequence, the streetscape in Davey Street and Macquarie Street is cohesive and includes buildings of heritage significance to Hobart that are of a high quality and integrity. In summary, this one building will negatively impact and result in detriment to the whole Precinct because of its height, bulk and proportions, in particular this block. The proposal does not satisfy E13.8.2 P1".

6.21.9 The proposal does not comply with the above performance criterion.

6.22 E13.0 Historic Heritage Code - *E13.10.1 Building, Works and Demolition*

6.22.1 The acceptable solution at clause *E13.10.1* requires building and works at a place of archaeological potential to not involve excavation or ground disturbance.

6.22.2 The proposal includes excavation and ground disturbance and the site is a place of archaeological potential.

6.22.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.

6.22.4 The performance criterion at clause *E13.10.1* provides as follows:

Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:

- (a) the nature of the archaeological evidence, either known or predicted;*
- (b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;*
- (c) strategies to avoid, minimise and/or control impacts arising from*

building, works and demolition;

(d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;

(e) measures proposed to preserve significant archaeological evidence 'in situ'.

6.22.5 Council's Cultural Heritage Officer has assessed the proposed excavation and ground disturbance on a place of archaeological potential against the above performance criterion and provided the following comments:

6.22.6 "The assessment of archaeological potential by Austral Tasmania concludes that 40% of the site has high or moderate levels of archaeological potential, with the remaining yard having low to moderate archaeological potential. Austral Tasmanian concludes that the site has 'historical importance and the potential to yield archaeological information that would contribute to an understanding of Hobart's history.' The excavation works to the site (with the exception of 59 Davey Street and its immediate surrounds) will destroy all subsurface archaeology, with a reduction in ground levels by 11.4 metres".

6.22.7 "The report concludes that:

'Careful archaeological management through archaeological monitoring, testing, with provision to expand to controlled salvage excavation, recording, analysis and reporting are identified as appropriate measures to realise the archaeological potential of the place. This approach is considered to be consistent with the development standard objective to 'otherwise appropriately manage' the archaeological potential of a place. A meaningful and enduring public benefit can be achieved by the introduction of a passive or interactive interpretive display which presents the history of the site and its archaeology. Ideally, this information should be displayed in publicly accessible parts of the development'".

6.22.8 "Conditions of permit would ensure that the proposal could satisfy both the archaeological recommendations in the consultant's report and all sub-clauses of E13.10.1 P1 (a), (b), (c), (d) and (e)".

6.22.9 The proposal complies with the above performance criterion.

7. Discussion

- 7.1 Planning approval is sought for demolition, alterations, new building for 52 multiple dwellings, food services, general retail and hire and associated car parking, subdivision (lot consolidation), and associated works, including works within road reserve.
- 7.2 The application was advertised and received eight hundred and eighty three (883) representations. The representations opposing the proposal raised concerns regarding the height of the proposed development and associated visual and overshadowing impacts. The representations also raised concern regarding the proposal's impact upon the surrounding heritage precinct and traffic environments.
- 7.3 While the proposed development would be one of the taller buildings within the Hobart CBD, it is noted that the building would not significantly exceed the maximum vertical extent of the prescribed Amenity Building Envelope - i.e. the top of the envelope is 45m above natural ground level and the proposed development would generally not be higher than this figure. The proposed development exceeds the prescribed envelope largely because the site is a corner lot. The proposed tower elements are therefore not set back from the site frontages as required. Current practice does not allow for the extent to which a development exceeds the relevant prescribed envelope to be considered (noting, however, that there is no precedent regarding interpretation of the current relevant clause - i.e. 22.4.1 P1.2). However, that the proposed development would not generally exceed the maximum vertical extent of the envelope should be borne in mind when considering the proposal.
- 7.4 The proposed development would clearly have some visual impact upon the surrounding area. The proposed building would be a prominent building, and is considered to be an individually prominent building in street elevation, contrary to the Desired Future Character Statements. However, it is acknowledged that the design has incorporated elements that seek to reduce the visual impact of the building. It is considered that the proposed podium elements are likely to help reinforce the existing street-wall and to temper the visual impact of the proposed tower elements when viewed from nearby locations. From further afield, the site's position below the Macquarie Ridge is considered to ensure that the development's visual impact upon the Hobart townscape is acceptable.

- 7.5 The planning scheme gives only limited consideration to overshadowing impacts within the CBD. This consideration is limited to the impact of the proposed development upon public spaces. The impact upon private property, including adjoining properties, is not considered. While the proposed development would cause additional overshadowing upon the opposite side of Davey Street on and around the winter solstice, this impact is considered acceptable given that this street does not currently enjoy a high level of amenity.
- 7.6 As detailed in the assessment provided by Council's Cultural Heritage Officer, the heritage impact of the proposal is not considered to be acceptable. The site is within the Hobart 1 Heritage Precinct. This precinct has a Statement of Historic Cultural Heritage Significance that clearly identifies that its uniformity of scale and quality of street space is attributed to the generally two and three storey buildings it contains. The proposed, much taller building would clearly not be consistent with this attribute. The proposed development would also be much higher than the heritage buildings on adjoining properties, and is considered likely to unreasonably dominate these buildings.
- 7.7 Council's Senior Development Engineer has considered the traffic impact of the proposal. The proposal is also supported by a Traffic Impact Assessment prepared by a suitably qualified consultant and has been reviewed by Council's Manager Traffic Engineering. While the section of Harrington Street from which vehicular access would be provided to the development is clearly a busy section of the road, it is for this reason that the proposal is considered to have only limited impact upon the traffic environment. Given the large volume of traffic carried by Harrington Street at this point, any increase associated with the proposed development would be comparatively limited. It is also noted that the site's position within the CBD is likely to encourage residents to walk and employ other means of transport.
- 7.8 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to not comply.
- 7.9 The proposal has been assessed by other Council officers, including the Council's Senior Development Engineer, Cultural Heritage Officer, Environmental Development Planner, and Senior Environmental Health Officer. The officers have raised objection to the proposal.
- 7.10 The proposal is recommended for refusal.

8. Conclusion

- 8.1 The proposed demolition, alterations, new building for 52 multiple dwellings, food services, general retail and hire and associated car parking, subdivision (lot consolidation), and associated works, including works within road reserve at 59 Davey Street, 61 Davey Street, and 58 Harrington Street, Hobart; does not satisfy the relevant provisions of the *Hobart Interim Planning Scheme 2015* and is recommended for refusal.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council refuse the application for demolition, alterations, new building for 52 multiple dwellings, food services, general retail and hire and associated car parking, subdivision (lot consolidation), and associated works, including works within road reserve at 59 Davey Street, 61 Davey Street, and 58 Harrington Street, Hobart, for the following reasons:

- 1 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 22.4.1 A1 and P1.2(f) of the *Hobart Interim Planning Scheme 2015* because it will not make a positive contribution to the streetscape and townscape, because the historic cultural heritage values of places and precincts in the Central Business Zone will not be protected and enhanced (clause 22.1.3.1(d)), and the building will be an individually prominent building in street elevation by virtue of its height and bulk (clause 22.1.3.2(d)).
- 2 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.1 A1 or P1 of the *Hobart Interim Planning Scheme 2015*, because proposed demolition would result in the loss of original 19th century historic fabric that contributes to the historic cultural heritage significance of the place, and it has not been demonstrated that:
 - a) there are environmental, social, economic, or safety reasons of greater value to the community than the historic cultural heritage values of the place,
 - b) there are no prudent and feasible alternatives, and,
 - c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained.
- 3 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A1 P1 (a) of the *Hobart Interim Planning Scheme 2015*, because it is an incompatible design through height, scale, bulk, form, fenestration, siting, and materials being adjacent to a two storey heritage listed building.

- 4 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 A1 or P2 (a), (b) and (c) of the *Hobart Interim Planning Scheme 2015*, because it will not be subservient and complementary to the listed place due to its bulk, scale, and siting with respect to a listed building
- 5 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 or P1 of the *Hobart Interim Planning Scheme 2015*, because proposed demolition would result in the loss of a building and an historic wall that contributes to the historic cultural heritage significance of the precinct, and it has not been demonstrated that:
 - a) there are environmental, social, economic, or safety reasons of greater value to the community than the historic cultural heritage values of the place, and,
 - b) there are no prudent and feasible alternatives, and,
 - c) the replacement building will be more complimentary to the heritage values of the precinct.
- 6 The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 A1 or P1 of the *Hobart Interim Planning Scheme 2015*, because the design and siting of the proposal results in detriment to the historic cultural heritage significance of the precinct through its siting, bulk, height, and scale treatment.
- 7 The proposal does not meet the acceptable solution or the performance criterion with respect to clause 22.4.1 A1 or P5 of the *Hobart Interim Planning Scheme 2015*, because the height of the proposed building unreasonably dominates and has a materially adverse impact on existing buildings of cultural heritage significance



(Adam Smee)

Development Appraisal Planner

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



(Ben Ikin)

Senior Statutory Planner

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Date of Report: 24 June 2019

Attachments:

Attachment B - CPC Agenda Documents

Attachment C - Referral Officer Report - Cultural Heritage

Attachment D - Referral Officer Report - Development Engineering

Attachment E - Urban Design Advisory Panel Minutes

58 HARRINGTON STREET &
59 DAVEY STREET, HOBART



ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN

PLANNING TAS PTY LTD TRADING AS IRENEINC PLANNING & SMITH STREET STUDIO PLANNING & URBAN DESIGN ABN 78 114 905 074

58 HARRINGTON STREET & 59 DAVEY STREET, HOBART

Proposed Residential Mixed Use Development

Last Updated - 15th November 2018

Author - Phil Gartrell

Reviewed - Irene Duckett

This report is subject to copyright the owner of which is Planning Tas Pty Ltd, trading as Ireneinc Planning and Smith Street Studio. All unauthorised copying or reproduction of this report or any part of it is forbidden by law and is subject to civil and criminal penalties as set out in the Copyright Act 1968. All requests for permission to reproduce this report or its contents must be directed to Irene Duckett.

TASMANIA

49 Tasma Street, North Hobart, TAS 7000

Tel (03) 6234 9281

Fax (03) 6231 4727

Mob 0418 346 283

Email planning@ireneinc.com.au

ireneinc PLANNING & URBAN DESIGN

CONTENTS

CONTENTS	3
1. INTRODUCTION	4
1.2 THE SITE	5
1.3 SITE SURROUNDS	7
2. CONSULTATION	8
3. PROPOSED DEVELOPMENT	11
4. PLANNING SCHEME REQUIREMENTS	12
4.1.1 Zone Purpose	12
4.1.2 Desired Future Character Statements	14
4.1.3 Use Status	15
4.1.4 Use Standards	15
4.1.5 Development Standards	16
5. CODES	29
5.1 ROAD AND RAILWAY ASSETS CODE	29
5.1.1 Use Standards	29
5.1.2 Development Standards	30
5.2 PARKING AND ACCESS CODE	32
5.2.1 Use Standards	32
5.2.2 Development Standards	34
5.3 STORMWATER MANAGEMENT CODE	39
5.3.1 Development Standards	39
5.4 HISTORIC HERITAGE CODE	40
5.4.1 Development Standards	41
5.4.2 Development Standards for Heritage Precincts	45
5.4.3 Development Standards for Place of Archaeological Potential	47
5.5 SIGNS CODE	48
6. SUMMARY	49
APPENDIX B: TITLE	50

1. INTRODUCTION

Ireneinc Planning have been engaged by HEXA Group to prepare a Planning Report to accompany an application for the use and re-development of two adjoining sites at 58 Harrington Street and 59 Davey Street, Hobart.

This assessment is based on the plans provided by Carr Design Group, and in response to the provisions of the *Hobart Interim Planning Scheme 2015*. Appendix A provides a number of digital images modelled by Hobart City Council for the purposes of detailing the proposal in the context of existing built form around Hobart. Further documents that have been considered as part of this assessment include the following:

#	Title/Description	Consultant	Revision/Date
1	Land Titles		
2	Architectural Drawings	Carr Design Group	Nov2108: TP-001, TP101, TP102, TP151, TP152, TP153, TP154, TP155, TP156, TP157, TP158, TP159, TP160, TP161, TP162, TP163, TP201, TP202, TP203, TP204, TP301, TP302, TP303, TP701, TP702, TP703, TP751, TP752, TP753
3	Architectural Statement	Carr Design Group	November 2018
4	Site Survey	Leary & Cox	27 June 2018
5	Site Authority Services Report	JBA Consulting Engineers	September 2018
6	Concept Services Plan	JMG	C01 P2
7	Heritage Impact Statement	Paul Davies	October 2018
8	Statement of Archaeological Potential	Austral Tasmania	October 2018
9	Traffic Impact Assessment	Milan Prodanovic	September 2018
10	Archeological Method Statement and Impact Assessment	Austral Tasmania	November 2018
11	Wind assessment	Mel Consultants	8 November 2018 (covering letter), October 2018 (report)

1.2 THE SITE

The subject site consists of two adjoining titles located at 58 Harrington Street and 59 Davey Street. 58 Harrington Street is occupied by the existing 'Welcome Stranger' Hotel, on certificate of title CT 128606/2, with an approximate site area of 1121m². There is an existing car parking area for the Hotel on the western rear portion of the site, and an existing access to Harrington Street. The current use of the site would fall under the Hotel Industries use class and the Visitor Accommodation use class.

59 Davey Street consists of a small existing cottage on certificate of title CT 128606/1, with an approximate site area of 201m². The existing cottage at 59 Davey Street is listed on the HIPS planning scheme maps as a heritage place (HIPS ref: 808) and is also listed on the Tasmanian Heritage Register (Place ID: 6552).

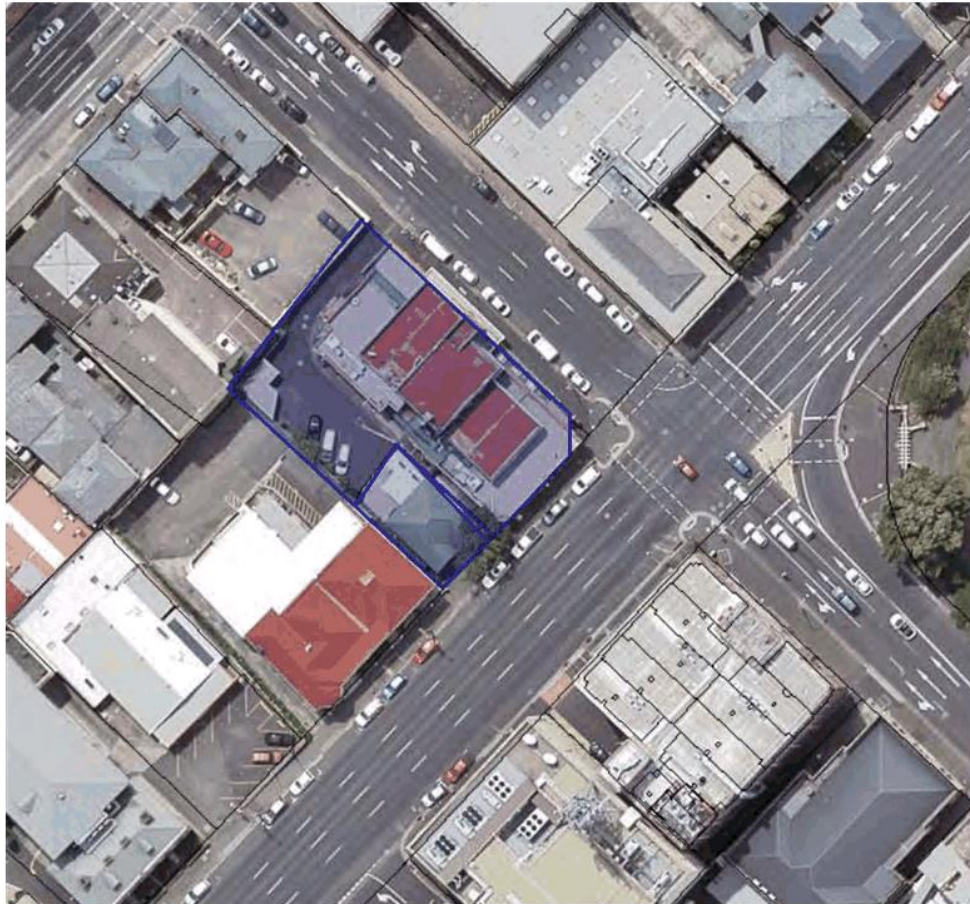


Figure 1: Aerial Image of subject sites (source: The LIST)

Both sites are also contained within the City Centre H1 Heritage Precinct, identified on the planning scheme maps.



Figure 2: 58 Harrington Street 'Welcome Stranger Hotel' (source: Architectural plans - Carr Design Group)



Figure 3: 59 Davey Street (source: Architectural plans - Carr Design Group)

1.3 SITE SURROUNDS

The site is located on two major arterial one way roads: Davey Street carrying traffic from east to west, and Harrington Street as a continuation of Sandy Bay Road, carrying traffic from south to North. These two axes create a prominent site, expose the site to high vehicular and pedestrian traffic movement. Surrounding development represents a broad range of architectural forms.

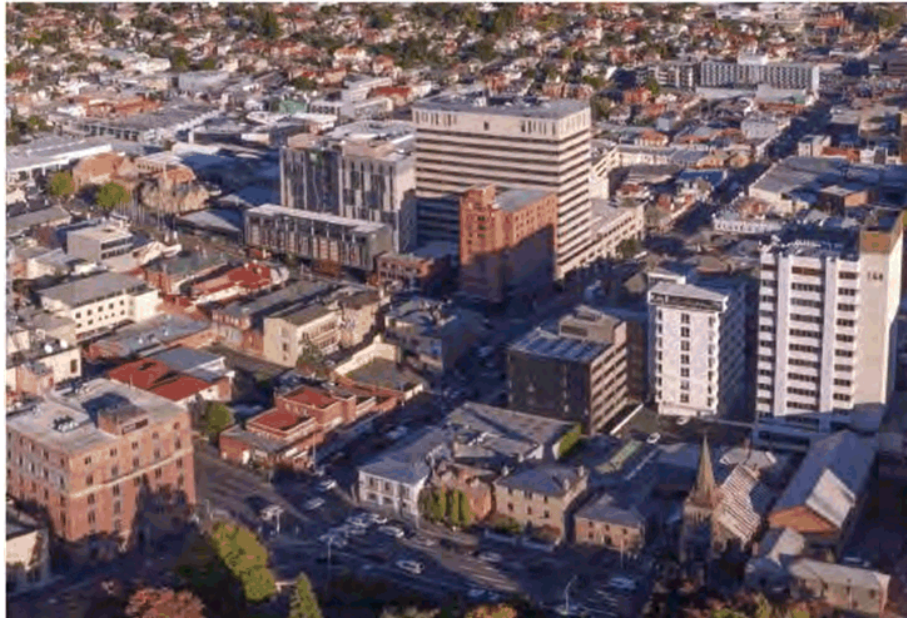


Figure 4: Site Context (source: Carr Design Group)

Buildings along the northern side of Davey Street east of the site are generally Georgian sandstone structures, ranging in size from 2 to 3 storeys. On the southern side of the site, contemporary construction on the Parliament Square site is mixed with historic refurbishments, neighbouring Salamanca Place and St David's Park. Heading west of the site, St Helens and the Repatriation Hospital represent increasing scale of building with the climbing topography. Sandy Bay Road also provides a spine of more robust buildings, with the Conservatorium of Music, Mantra apartments on the corner, and rising north to the Travel Lodge Hotel and Commonwealth Government Building.

The traditional building form of these streets and the nature of uses provide minimal if any street level pedestrian engagement. The neighbouring St David's park provides a valued pedestrian environment and connectivity to Salamanca Place and Sullivan's Cove, but the streets leading to the park are somewhat austere and unengaging, with little to no public shelter or amenity in the form of local retail or services.

2. CONSULTATION

Community and Stakeholder consultation was undertaken prior to lodgement of the application. Along with notification of key industry stakeholder groups, and a community open day session held at the Welcome Stranger Hotel on the 9th November, the application was also submitted to UDAP as a pre-lodgement application.

Feedback from UDAP raised the following concerns:

1. The proposal does not comply with the Building Amenity Envelope, permitted heights for the CMZ, or the Building Height Standards recommendation.

Response:

The proposal falls within the heights prescribed by the building amenity envelope (discretionary height), but as a response to the articulation of the building form, response to heritage, and the relationship to two street frontages, the building is required to vary from the building amenity envelope in relation to setbacks of mid levels. The articulation provides more spaces where needed for amenity and authentic architectural dialogue.

Notwithstanding this, the proposal meets all required performance criteria in relation to the building amenity envelope.

The Building Height Standards report has no statutory status at the time of lodgement.

2. The location of the building in relation to the heritage townscape/ streetscape and cultural heritage of the site;

Response:

The Heritage Impact Statement accompanying this application addresses this item in more detail.

3. The departure from the traditional pattern of development with higher buildings on the Macquarie Street Ridge;

Response:

The relationship of the proposed building to surrounding buildings vary from the viewing points, but as demonstrated by the Council's digital city model most key viewpoints do in fact reinforce the traditional amphitheatre pattern of height descending height from the Macquarie St ridgeline.

4. Impact on views from St Davids Park.

Response:

There is no statutory requirement or reference to views from St Davids Park in the Hobart Interim Planning Scheme, and all specified viewpoints are met. Notwithstanding this, any loss of views are not a consequence of discretionary height. Views of the mountain from St Davids Park would be obstructed by a building of permitted height, simply by the alignment of the site to the viewline.



Figure 5: View from behind the Hampden Road and Sandy Bay Road junction (source: HCC)

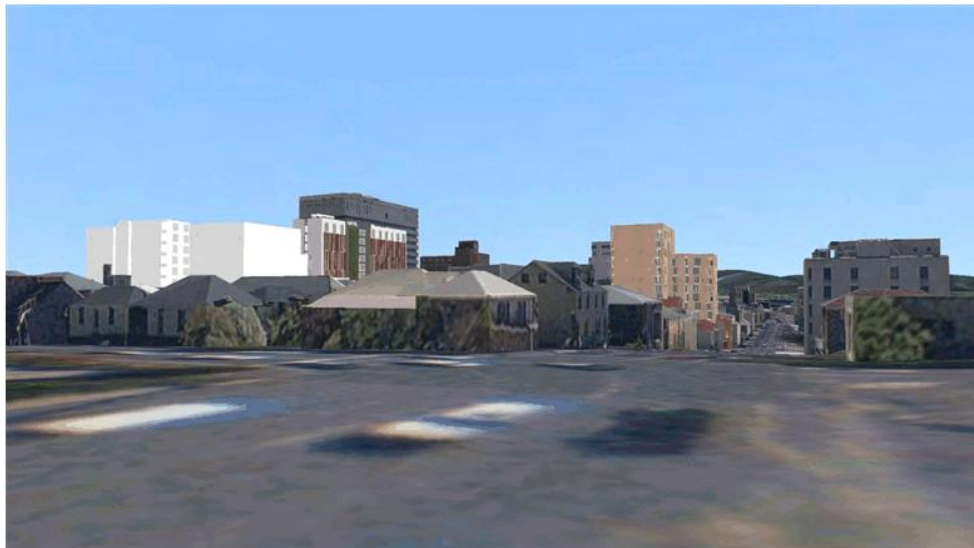


Figure 6: View from the Davey Street and Barrack Street junction (source: HCC)



Figure 7: View from Castray Esplanade (source: HCC)



Figure 8: View from Salamanca Place (source: HCC)

3. PROPOSED DEVELOPMENT

The proposal is for the demolition of the existing Welcome Stranger Hotel at 58 Harrington Street, and construction of a residential apartment building and mixed use development. The proposal is for the construction of a 13 storey building, providing 52 residential apartments over twelve levels. Three basement levels will provide car parking and storage. The ground floor will be activated with for two separate tenancies for the provision of a retail and café space. The building will have primary frontage to Harrington Street and provide a 5m buffer between the rear of the existing cottage at 59 Davey Street.

The heritage listed cottage at 59 Davey Street will be retained to the extent of the front four primary rooms and integrated into the proposal with ground level access to public space and courtyard. The cottage will be repurposed to provide an additional tenancy option to further complement the development and to ensure the continued use of the cottage.

The building has been sited and designed to complement surrounding heritage buildings, and takes into account the provisions of the City Centre H1 Heritage Precinct. The materials and finishes proposed provide a level of consistency with surrounding development, along with a high standard of finishes, urban detailing, landscaping and public artwork.



Figure 9: Rendering of proposed building (source: Carr Design)

4. PLANNING SCHEME REQUIREMENTS

The following is an assessment of the proposal in response to the provisions of the *Hobart Interim Planning Scheme 2015* 'the Scheme'.

The site is located within the Central Business Zone and the Central Business Core Area.

4.1.1 ZONE PURPOSE

The purpose of the Central Business Zone is as follows:

- 22.1.1.1 *To provide for business, civic and cultural, community, food, hotel, professional, retail and tourist functions within a major centre serving the region or sub-region.*
- 22.1.1.2 *To maintain and strengthen Hobart's Central Business District and immediate surrounds including, the waterfront, as the primary activity centre for Tasmania, the Southern Region and the Greater Hobart metropolitan area with a comprehensive range of and highest order of retail, commercial, administrative, community, cultural, employment areas and nodes, and entertainment activities provided.*
- 22.1.1.3 *To provide a safe, comfortable and pleasant environment for workers, residents and visitors through the provision of high quality urban spaces and urban design.*
- 22.1.1.4 *To facilitate high density residential development and visitor accommodation within the activity centre above ground floor level and surrounding the core commercial activity centre.*
- 22.1.1.5 *To ensure development is accessible by public transport, walking and cycling.*
- 22.1.1.6 *To encourage intense activity at pedestrian levels with shop windows offering interest and activity to pedestrians.*
- 22.1.1.7 *To encourage a network of arcades and through-site links characterised by bright shop windows, displays and activities and maintain and enhance Elizabeth Street Mall and links to it as the major pedestrian hub of the CBD.*
- 22.1.1.8 *To respect the unique character of the Hobart CBD and maintain the streetscape and townscape contribution of places of historic cultural heritage significance.*
- 22.1.1.9 *To provide a safe, comfortable and enjoyable environment for workers, residents and visitors through the provision of high quality spaces and urban design.*

The use and development proposed is consistent with the purpose of the zone in that it will provide addition residential options within close proximity to the CBD, public transport, and key tourist attractions within Sullivan's Cove. As detailed in the accompanying documentation prepared by Carr Design Group, the location of the site ensures high degree of walkability.

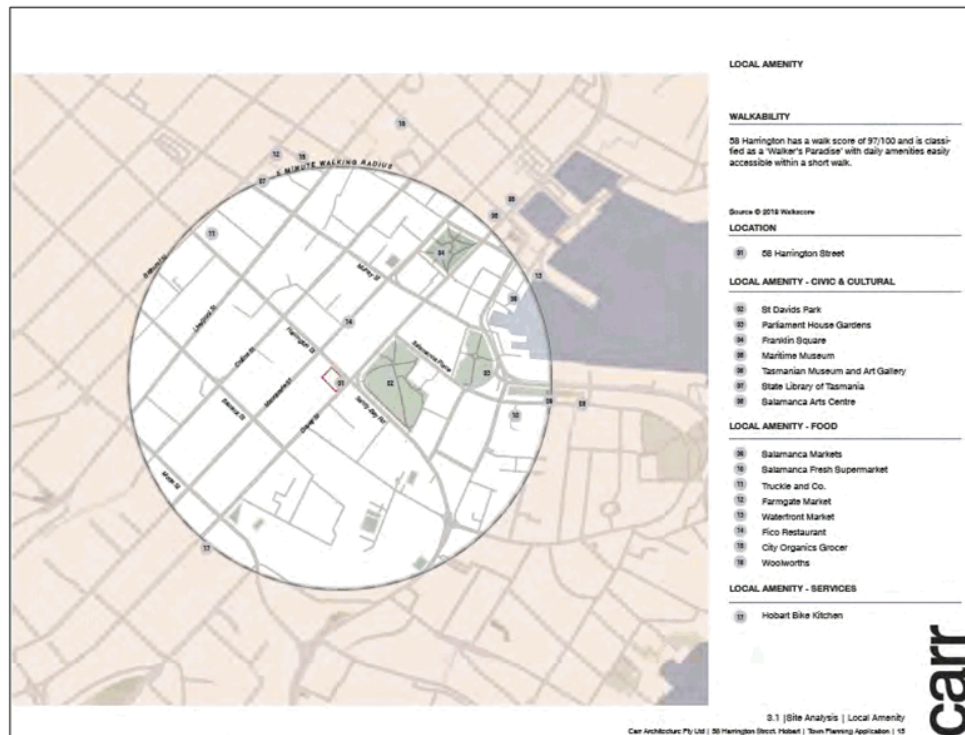


Figure 10: Walkability assessment (source: Carr Design)

The proposal will provide three ground floor tenancies designed to accommodate café, bar and boutique grocer which will primarily support residents of the building, as well as activating a key street corner and pedestrian commuter route.

The design of the building incorporates a large communal lobby area that provides access to the residential apartments above, whilst an additional outdoor space is provided at the rear of the 59 Davey Street. These public and private spaces will be connected via a pedestrian walkway that connects both street frontages and provides permeability through the site. The location of the site ensures that access to public transport and a high level of walkability is provided for both residents and the public.

The building has been sited and designed to complement surrounding heritage buildings, and takes into account the provisions of the City Centre H1 Heritage Precinct. The materials and finishes proposed provide a level of consistency with surrounding development, along with a high standard of finishes, urban detailing, landscaping and public artwork.

The existing heritage listed cottage at 59 Davey Street will be provided with a separate entry to improve the existing residential amenity of the cottage.

4.1.2 DESIRED FUTURE CHARACTER STATEMENTS

22.1.3.2 - Building Siting, Bulk and Design

The siting, bulk and design of a building above the street wall and beyond the Amenity Building Envelope (see Figure 22.3) must be consistent with the objectives in clause 22.1.3.1, having regard to:

- (a) the consolidation of the Central Business Zone in a manner which provides separate building forms and a layered visual effect rather than the appearance of a contiguous wall of towers;*
- (b) maintaining a level of permeability through city blocks by reductions in bulk as height increases allowing for sunlight into streets and public spaces;*
- (c) the building proportion and detail reflecting and reinforcing the streetscape pattern;*
- (d) the building not being an individually prominent building by virtue of its height or bulk, thus reinforcing a cohesive built form and the containment provided by the urban amphitheatre;*
- (e) reinforcing consistent building edges and height at the street wall allowing for solar penetration where possible;*
- (f) the provision of weather protection for footpaths to enhance pedestrian amenity and encourage, where appropriate, interior activity beyond the building entrance; and*
- (g) the provision of permeability in support of the open space network.*

The proposal provides consistency with the desired future character statements as follows:

(a) the 'podium' design of the building ensures that the proposal appears as a layered, multi-dimensional building with varying setbacks and heights. This ensures that form of the building does not result in any 'contiguous wall of towers.'

(b) Again, the podium design ensures that each elevation minimises any undue impacts from bulk or siting, and the proposed pedestrian access points from Davey and Harrington Street provided a high level of permeability through the site. Due to the podium design, overshadowing will be kept to a minimum, and street frontages along Harrington and Davey Streets will continue to receive adequate sunlight.

(c) Due to the varying heights of surrounding development and the rising topography of Davey and Harrington Street, the height and design of the building is consistent with the existing streetscape. The materials and finishes proposed also provide a higher degree of consistency with the existing characteristics of buildings in the vicinity of the site.

(d) Again, the rising topography evident along Harrington Street and Davey Street allows the proposal to achieve a higher built form without appearing as an individually prominent building. Images depicting the site from several viewpoints around the city are shown in Appendix A, as provided by the Hobart City Council.

The design of the proposal, specifically the setback and 'podium' design elements provide further consistency with the streetscape by minimising undue impacts that would normally be evident if the building were built to its maximum height directly from the frontage. The setback 'podium' design ensures that the 1-2 storey colonial streetscape along Davey Street is generally maintained.

(e) As per the response to point (b), the 'podium' design elements ensure that height at street-level is consistent with surrounding development, with the 'towers' then setback to increase visual

amenity, minimise bulk and ensuring ample solar penetration along Harrington and Davey Street is maintained.

(f) The proposed pedestrian access through the site will provide shielding from the elements for residents and visitors to the site, whilst awnings over the public footpath would fall outside of the site boundary and require Council Consent.

(g) Access to the site from Davey Street and Harrington Street will be linked via an internal pedestrian walkway, which will provide access to the proposed ground floor tenancies, residential lobby and basement car parking. This walkway allows permeability through the site, and ensures that access to the site is readily identifiable from the street and supports a high level of accessibility through the site.

4.1.3 USE STATUS

The site is currently utilised by the Welcome Stranger Hotel, primarily for Hotel Services, Food Services and Visitor Accommodation.

The proposed development will require the demolition of the existing hotel to provide primarily residential accommodation, along with low-intensity retail and café services on the ground floor.

Residential Use is a Permitted use within the Central Business Zone, provided that it is above ground floor level. Residential use is defined as:

use of land for self contained or shared living accommodation. Examples include an ancillary dwelling, boarding house, communal residence, home-based business, hostel, residential aged care home, residential college, respite centre, retirement village and single or multiple dwellings.

The ground floor will likely to utilised for the following uses:

Food Services is also permitted in the zone, and is defined as:

use of land for preparing or selling food or drink for consumption on or off the premises. Examples include a cafe, restaurant and take-away food premises.

General Retail and Hire is permitted in the zone, and is defined as:

use of land for selling goods or services, or hiring goods. Examples include an adult sex product shop, amusement parlour, beauty salon, betting agency, commercial art gallery, department store, hairdresser, market, primary produce sales, shop, shop front dry cleaner, supermarket and video shop.

All use proposed as part of the development is permitted.

4.1.4 USE STANDARDS

The Use Standards applicable to the proposal are as follows:

22.3.2 Noise

Objective: To ensure that noise emissions do not cause environmental harm and do not have unreasonable impact on residential amenity on land within a residential zone.

A1 - Noise emissions measured at the boundary of a residential zone must not exceed the following:

- (a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;*
- (b) 5dB(A) above the background (LA90) level or 40dB(A) (LAeq), whichever is the lower, between the hours of 7.00 pm to 7.00 am;*

- (c) 65dB(A) (L_{Amax}) at any time.

Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness.

Noise levels are to be averaged over a 15 minute time interval.

unless an extension to an existing building that:

- (i) is necessary solely to provide access, toilets, or other facilities for people with disabilities;
- (ii) is necessary to provide facilities required by other legislation or regulation.

P1 - Noise emissions measured at the boundary of a residential zone must not cause environmental harm within the residential zone.

The primary purpose of the proposal is for residential apartments and will include low-intensity tenancies, including a small bar on the ground floor.

It is therefore unlikely that noise generated from the site would exceed the levels identified in A1. The current use of the site as a hotel and bar would result in significantly higher noise emissions, than would be generated by the proposal and the site is located approximately 400m away from the nearest Residential Zone.

Therefore, it is anticipated that the proposal will not generate noise emissions over those specified in A1.

4.1.5 DEVELOPMENT STANDARDS

The figure and relevant development standards of the zone are discussed below in relation to the proposed development.

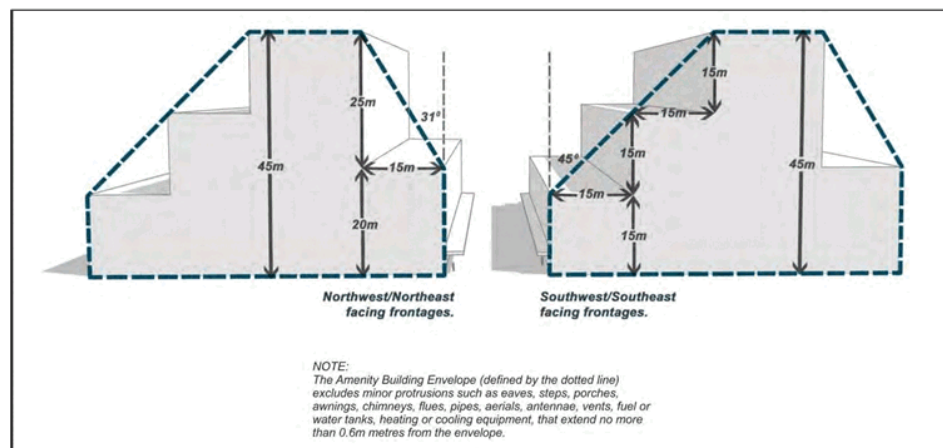


Figure 11: Amenity Building Envelope (Figure 22.3, HIPS 2015)

The height of the proposal does not exceed the specified 45m height limit, however as a consequence of the articulation of the building to respond to its corner location, small sections of the building fall outside of the building envelope. This extrusion outside of the amenity building envelope is shown in figure 7 below.

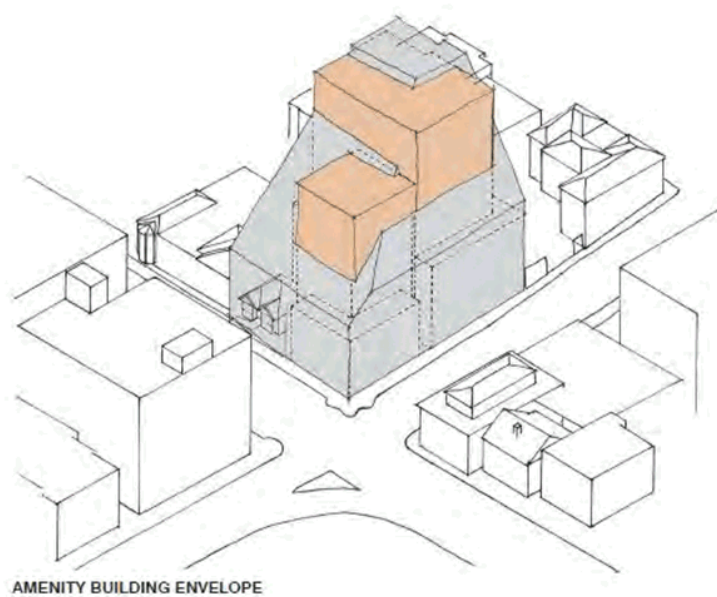
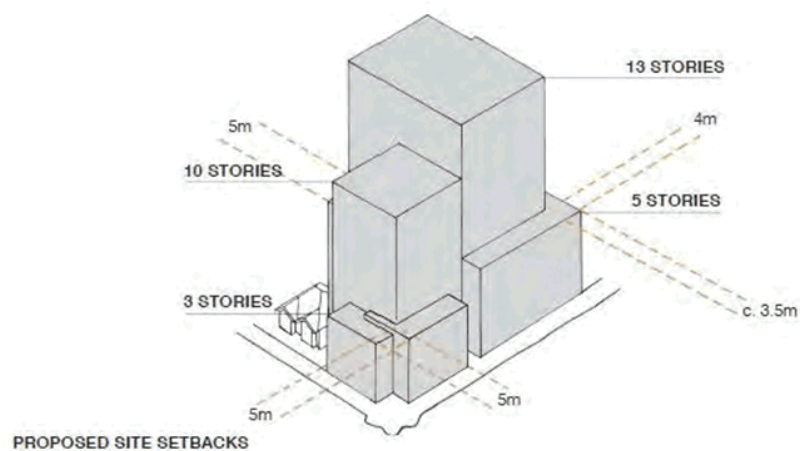


Figure 12: HIPS Amenity building envelope applied to proposed building (source: Carr Design Response)

Considering the above, the following development standards apply:

22.4.1 - Building Height

Objective: To ensure that building height contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone.

A1 - Building height within the Central Business Core Area in Figure 22.2 must be no more than:

- (a) 15m if on, or within 15m of, a south-west or south-east facing frontage;*
- (b) 20m if on, or within 15m of, a north-west or north-east facing frontage;*
- (c) 30m if set back more than 15m from a frontage;*

unless an extension to an existing building that:

- (i) is necessary solely to provide access, toilets, or other facilities for people with disabilities;*
- (ii) is necessary to provide facilities required by other legislation or regulation.*

P1.2 Development outside the Amenity Building Envelope in Figure 22.3 must provide significant benefits for civic amenities such as public space, pedestrian links, public art or public toilets, unless a minor extension to an existing building that already exceeds the Amenity Building Envelope, and must make a positive contribution to the streetscape and townscape, having regard to:

- (a) the height, bulk and design of existing and proposed buildings;*
- (b) the need to minimise unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi/Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor;*
- (c) the need to minimise unreasonable impacts on pedestrian amenity from overshadowing of the public footpath for city blocks with frontage to a Solar Penetration Priority Street see Figure 22.2;*
- (d) the need to minimise unreasonable impacts on the amenity of public open space from overshadowing;*
- (e) the need to minimise unreasonable impacts on pedestrian amenity from adverse wind conditions; and*
- (f) the degree of consistency with the Desired Future Character Statements in clause 22.1.3.*

HEIGHT BULK AND DESIGN OF BUILDINGS

A detailed analysis of the existing streetscape and townscape along Harrington and Davey Street has been provided within the accompanying architectural and conceptual design documents, prepared by Carr Architecture.

The proposal will have a zero setback to the primary frontage to Harrington and Davey Streets with a three storey podium, stepping back progressively in general response to the amenity building envelope, to a maximum height of 13 stories (45m).

The block dimensions on the south eastern end are restricted with the presence of the cottage at 59 Davey, limiting the capacity to accommodate the 15m setback from the two street frontages. The north-east facing frontage, rising to the allowable discretionary height of 45m necessarily

encroaches in part within 15m of the primary frontage to Harrington Street, necessitating consideration under the performance criteria.

The horizontal 'podium' design concept ensures that the building results in an articulated street frontage, by providing a tiered frontage varying from an initial 3 stories to a maximum of 13 stories (45m). This design will be punctuated with offset balconies/windows to ensure no singular expanse of solid wall.

The design and siting of the building is consistent with colours and materials utilised in a number of existing heritage buildings along Harrington Street and Davey Street, particularly the Athenaeum Club building further along Davey Street.

IMPACTS ON VIEWLINES

Clause b) requires consideration of:

- impact on viewlines and viewcones in figure 22.6. As illustrated in Figure 9, the site does not impact on these viewcones;
- landform horizons to kunanyi/Mt Wellington and the Wellington Range from public spaces within the Central Business Zone. Figure 10 illustrates that there are no public spaces within the Central Business Zone which align with viewlines to kunanyi;
- views from the Cove Floor. Figure 11 illustrates the Cove Floor, as defined by the Sullivans Cove Planning Scheme, with images inserted from Council's digital city model, showing the proposed building. The proposal does not obscure views of the horizon or kunanyi from the viewpoints illustrated, nor from those Cove viewpoints referred to in HIPS clause 22.6.

The proposal therefore complies with clause b.

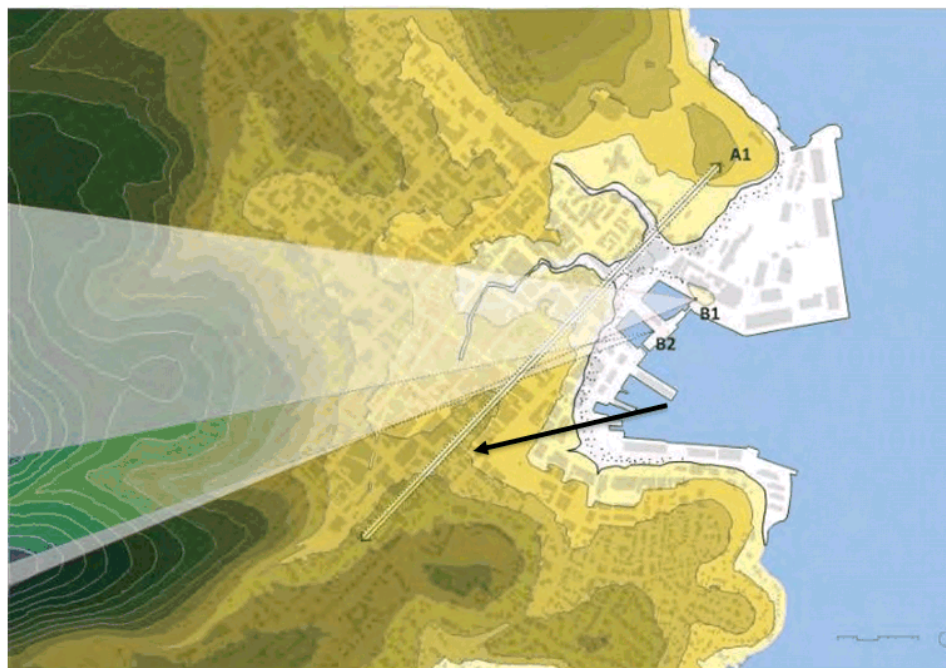


Figure 13: Viewlines and viewcones in figure 22.6 HIPS

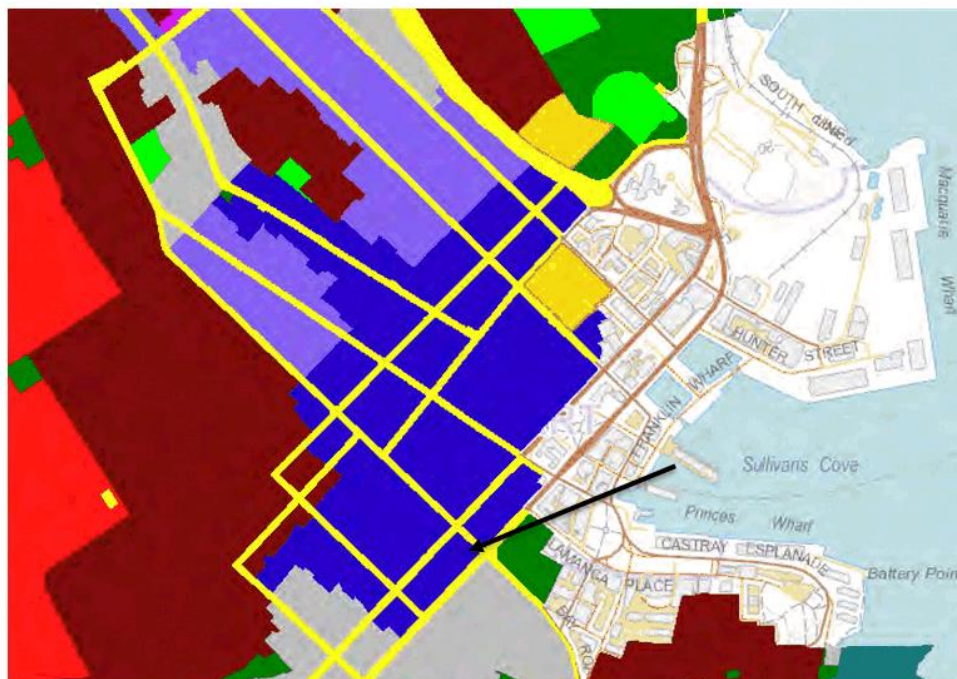


Figure 14: Extent of Central Business Zone (HIPS)

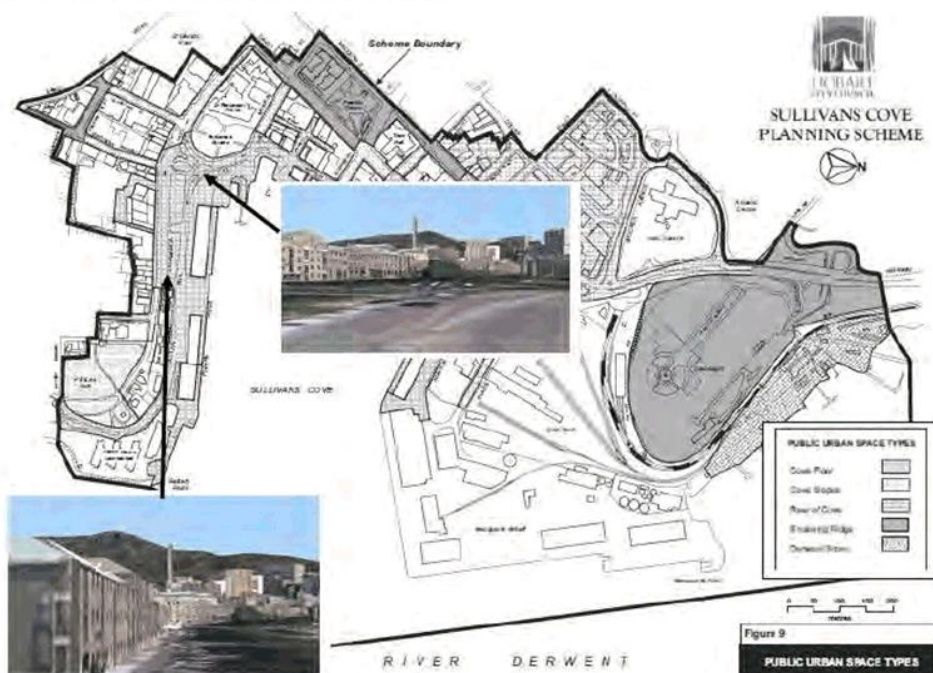


Figure 15: Views from Cove Floor (Source: HIPS and HCC Digital City Model)

IMPACTS ON SOLAR PENETRATION PRIORITY STREET

The site does not have frontage to a solar penetration street, as defined by figure 22.2 HIPS, and therefore complies with clause c).

IMPACTS ON OVERSHADOWING OF PUBLIC SPACE

The only proximate public space to the site is St David's Park. Shadow diagrams, shown in figure 12 demonstrate that by 3pm in winter, shadow from the building does not extend to the Park boundary, and therefore the proposal complies with clause d).

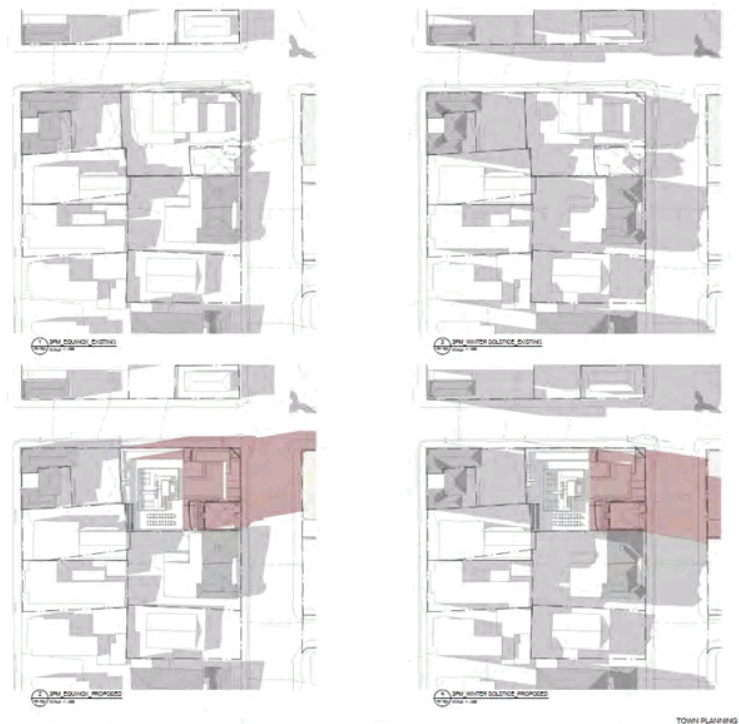


Figure 16: Shadow diagrams (Carr Design Group, Architectural Drawings)

IMPACT ON PEDESTRIAN AMENITY FROM WIND

The accompanying Wind Impact Assessment, provided by MEL Consultants has indicated that the wind conditions in surrounding streetscape generally satisfy the relevant safety criterion. The report indicates that wind conditions along Davey Street achieve the walking criterion for all wind directions. Where existing conditions are above the walking criterion, the report finds that in these instances, the proposal will not result in additional impacts over that which is existing.

With regard to Harrington Street, existing wind conditions are a result of the existing buildings on adjoining blocks, resulting in some wind conditions falling outside the walking criterion. The report finds that the proposal will not generate unacceptable wind conditions along Harrington Street, and that wind modelling indicates that wind conditions along Harrington Street satisfy the relevant safety criterion.

In addition, the proposal provides opportunities currently unavailable to pedestrians, to shelter from adverse wind conditions, in the proposed laneways and courtyards, as well as the three proposed retail spaces which can offer respite for pedestrians. The proposal therefore satisfies clause (e).

With regard to clause (f) and in addition to the responses provide under section 3.1.2 of this report, the following provides a further in-depth assessment against the Desired Future Character Statements for the Zone.

COMPLIANCE WITH DESIRED FUTURE CHARACTER STATEMENTS

The proposal addresses the Desired Future Character Statements in the following manner:

22.1.3.1 - Townscape and Streetscape Character

(a) *That the Central Business Zone provides a compact built focus to the region, reflecting an appropriate intensity in its role as the heart of settlement.*

The proposal provides an opportunity to reinforce the compact built form of the CBD, reinforcing urban consolidation on a regional scale by accommodating 52 residential dwelling units on a compact footprint, on a site with high amenity values, outlook and proximity to city services and public transport.

(b) *That the Central Business Zone develops in a way that reinforces the layered landform rise back from the waterfront, having regard to the distinct layers of the landform, respecting the urban amphitheatre, including the amphitheatre to the Cove, while providing a reduction in scale to the Queens Domain, the Domain and Battery Point headlands and the natural rise to Barracks Hill (see Figures 22.7 and 22.8).*



The proposal reflects and reinforces the topography and built form layering of both the built environment and the topography.

Figure 17: View from Battery Point (source: HCC)

(c) *That the Central Business Zone consolidates within, and provides a transition in scale from, its intense focus in the basin, acknowledging also the change in contour along the Macquarie Ridge, including both its rising and diminishing grades, including to the low point of the amphitheatre to the Cove (see Figures 22.7, 22.8 and 22.9).*

Figure 13 also illustrates the topographic rise to the Macquarie Ridge, and the relative scale of the buildings along the rise.

(d) *That the historic cultural heritage values of places and precincts in the Central Business Zone be protected and enhanced in recognition of the significant benefits they bring to the economic, social and cultural value of the City as a whole.*

The response to historic value of the precinct is addressed in detail within the responses to the Historic Heritage Code.

22.1.3.2 - Building Siting, Bulk and Design

The siting, bulk and design of a building above the street wall and beyond the Amenity Building Envelope (see Figure 22.3) must be consistent with the objectives in clause 22.1.3.1, having regard to:

(a) the consolidation of the Central Business Zone in a manner which provides separate building forms and a layered visual effect rather than the appearance of a contiguous wall of towers;

The proposed building is carefully articulated both on a vertical and horizontal scale, to create a well designed and responsive layering of the site, breaking down the scale of building form.

(b) maintaining a level of permeability through city blocks by reductions in bulk as height increases allowing for sunlight into streets and public spaces;

The articulation of the building, and separation into three distinct forms allows for permeability on the ground level between buildings and is reflected further through the tower forms allowing views, sunlight and outlook between the building forms, both within and across the site.

(c) the building proportion and detail reflecting and reinforcing the streetscape pattern;

The vertical and horizontal scale has been developed and modelled on the rising urban form, with the podium form reflecting the scale of the street edge, and each successive element rising with topography and setback.

(d) the building not being an individually prominent building by virtue of its height or bulk, thus reinforcing a cohesive built form and the containment provided by the urban amphitheatre;

The building is not individually prominent, as it fits within the scale of existing buildings, reinforcing the urban amphitheatre form.

(e) reinforcing consistent building edges and height at the street wall allowing for solar penetration where possible;

Whilst the podium is built to the street edge, higher elements are set back to allow for greater solar penetration. Shadow diagrams demonstrate little discernible difference between the proposed building form and the permitted envelope. The diagrams also illustrate that the extent of shadow is created by the upper tower element, which is within the amenity building envelope, rather than the mid form which extrudes. Overall, there is no unreasonable impact on shadowing.

(f) the provision of weather protection for footpaths to enhance pedestrian amenity and encourage, where appropriate, interior activity beyond the building entrance; and

Awnings are not characteristic of the streetscape in this location, however the proposal provides weather protection and amenity through recessed spaces, covered walkways, and public retail amenities.

(g) the provision of permeability in support of the open space network.

The design of the laneways through the site increase permeability of the site. The proximity of the proposal to the existing open space network of St Davids Park, through to the waterfront provides amenity for residents, but in turn the passive surveillance of residents with outlook into and around the park also improves safety and amenity of the existing public space network.

A4 - Building height of development on the same title as a place listed in the Historic Heritage Code, where the specific extent of the heritage place is specified in Table E13.1, and directly behind that place must:

(a) not exceed 2 storeys or 7.5m higher (whichever is the lesser) than the building height of any heritage building within the place, and be set back between 5m and 10m from the place (refer figures 22.4 i and 22.4 ii); and

(b) not exceed 4 storeys or 15m higher (whichever is the lesser) than the building height of any heritage building within the place, and be set back more than 10m from the place (refer figures 22.4 i and 22.4 ii);

or

(c) comply with the building height in clauses 22.4.1 A1 and A2; whichever is the lesser.

P4 - Development on the same site as a place listed in the Historic Heritage Code and directly behind that place must:

(a) be designed, sited, arranged, finished, constructed or carried out so as to not unreasonably detract from those characteristics of the place which contribute to its historic cultural heritage significance; and

(b) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.

The proposed building at 58 Harrington Street encroaches within the title boundary of 59 Davey Street. The building at 58 Harrington Street will be setback approximately 4.9m from the rear of the existing heritage listed cottage, and will extend to a height of 5 stories before extending a further 8 stories. Therefore, the building will extend higher than 7.5m within 5-10m of the heritage place at 59 Davey Street therefore, the proposal must address the performance criteria.



P4 (a) The heritage listed cottage is located on a separate title, however the proposal at 58 Harrington Street encroaches within the boundary of the site at 59 Davey Street. The proposed encroachment leaves a setback of approximately 4.9m from the rear of the cottage building. A small section of the rear of the existing cottage will be demolished to provide an area of open space at the rear of the cottage. This area will be utilised by patrons to the proposed tenancy within the existing cottage and will also serve as a public open space for the development.

Figure 18: The proposal from Davey Street (source: Carr Design)

The design of the proposal at 58 Harrington Street has taken into account the built form and materials that characterise the block.

In this sense, the materials and podium design concept provide 'breathing' space around the cottage at 59 Davey Street.

A5 - Building height of development within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:

(a) *not exceed 1 storey or 4m (whichever is the lesser) higher than the facade building height of a heritage building on the same street frontage (refer figure 22.5 ii); and*

(b) *not exceed the facade building height of the higher heritage building on the same street frontage if the development is between two heritage places (refer figure 22.5 ii);*

or

(c) *comply with the building height in Clauses 22.4.1 A1 and A2; whichever is the lesser.*

P5 - Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:

(a) *not unreasonably dominate existing buildings of cultural heritage significance; and*

(b) *not have a materially adverse impact on the historic cultural heritage significance of the heritage place;*

(c) *for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.*

The proposal is not separated from the Heritage Place at 59 Davey Street, and extends higher than 1 storey above the façade building height of the heritage building, and also sits directly adjacent to 166-170 Macquarie Street which is also Heritage Place.

In response to (a) the proposal is setback from the heritage listed cottage at 59 Davey Street, and as recognised in the accompanying Heritage Impact Statement, the podium design of the proposal ensures a well scaled transition between the Cottage and the proposal. In addition, the cottage is proposed to be reused as a ground floor tenancy, and will form an integral part of the development. The HIA indicates that the reuse of the Cottage forms a key element of the ground plane activation of the site and allows the Cottage to retain its setting within the streetscape, whilst ensuring no loss of cultural heritage significance.

In addition, the approach to massing and scale, and the use of materials creates a build form where height does not result in a loss of cultural significance.

(b) According to the accompanying HIA, the proposed removal of internal walls and removal of external rear modifications to the Cottage, are not considered to result in any unreasonable loss of cultural heritage significance and will not impact on the more significant attributes of the Cottage. The important attributes of the Cottage will be retained, which include the front façade of the Cottage and detail, along with several internal elements which will be retained, as per the accompanying Heritage Impact Assessment.

(c) n/a

It is considered that the proposal complies with P5.

22.4.2 - Setback

Objective: To ensure that building setback contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone.

A1 - Building setback from frontage must be parallel to the frontage and must be no more than 0m

The proposal will have a 0m setback from both Davey Street and Harrington Street, and therefore complies with A1.

22.4.2 - Design

Objective: To ensure that building design contributes positively to the streetscape, the amenity and safety of the public and adjoining land in a residential zone.

A1 - Building design must comply with all of the following:

- (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;*
- (b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level facade;*
- (c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 30% of the length of the facade;*
- (d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces;*
- (e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof;*
- (f) not include security shutters over windows or doors with a frontage to a street or public place;*

The proposal complies with the acceptable solution in that:

- (a) The site provides two primary pedestrian entrances to the site. One via Davey Street and one via Harrington Street. Both entrances have been designed to provide permeability through the site and allow access to both the residential lobby and the proposed ground floor tenancies.

As per the attached architectural drawings, these entrances are clearly visible from both street frontages, and also provide a level of separation between the 'podium' and tower design elements. The residential lobby provides direct access to the residential floors and has been designed with a double height ceiling and floor to ceiling windows to provide a visual connection with the arcade and open space located behind the existing Davey Street cottage.



Figure 19: The proposal from Harrington Street (source: Carr Design)

(c) Neither the front façade to Harrington Street or Davey Street involve any single expanses of blank wall. The development is punctuated by windows and openings that form a significant part of the design of the building and serve to increase pedestrian permeability through the site.

(d) & (e) Miscellaneous service equipment such as air conditioning and water heating units have been incorporated in the roof-top service infrastructure. The lift structure has also been incorporated into the roof structure.

(f) no security shutters are proposed.

A2 - Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent.

The nearest residential zone is approximately 400m from the development site, as such the provision does not apply.

A3 - The facade of buildings constructed within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:

- (a) include building articulation to avoid a flat facade appearance through evident horizontal and vertical lines achieved by setbacks, fenestration alignment, design elements, or the outward expression of floor levels; and*
- (b) have any proposed awnings the same height from street level as any awnings of the adjacent heritage building.*

The front façade of the existing building is situated within 15m of the heritage listed place.

(a) Along both frontages to Harrington Street and Davey Street, the podium design of the building, fenestration elements and intricate brickwork ensure that the building does not present any flat facades. The siting and varied setbacks of the building enhance the layered built form.

(b) no awnings are proposed.

The proposal meets the acceptable solution A3.

22.4.4 - Passive Surveillance

Objective: To ensure that building design provides for the safety of the public.

A1 - Building design must comply with all of the following:

- (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;
- (b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade;
- (c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30% of the surface area of the ground floor level facade;
- (d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;
- (e) provide external lighting to illuminate car parking areas and pathways;
- (f) provide well-lit public access at the ground floor level from any external car park.

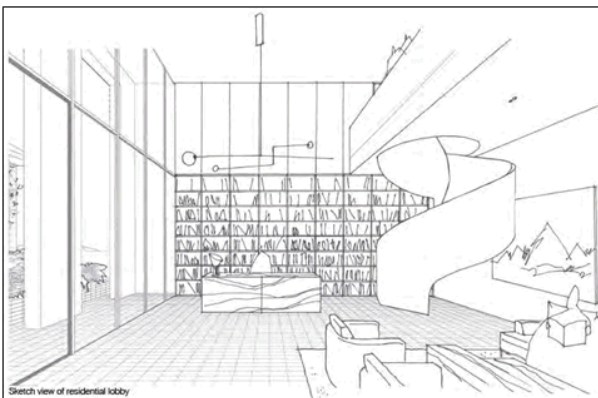
The proposal complies in the following way:

(a) The main entrance to the site is via Harrington Street, however an additional entrance and pedestrian pathway that links the Harrington and Davey Street frontages is also provided. These entrances are clearly identifiable and readily accessible.

(b) The proposed ground floor tenancies and residential lobby will be provided with interspersed windows and doors, as per the attached architectural documentation.

(c) As per A1(b), the ground floor of the building is the primary access point for both residents and patrons, and will be provided with clear window and door openings and pedestrian walkways.

(d) the pedestrian walkway, which connects the Davey Street frontage with the Harrington Street frontage has been provided to ensure walkability through the site and ensures no entrapment spaces are created.



(e) & (f) car parking is provided at basement level and will be provided with internal lighting as per Australian Standards. External lighting will be provided for security purposes and where necessary to ensure safe and efficient access to and from the building.

As such, the proposal is capable of complying with the acceptable solution.

Figure 20: Residential Lobby (source: Carr Design Group)

5. CODES

5.1 ROAD AND RAILWAY ASSETS CODE

The following use and development standards are relevant.

5.1.1 USE STANDARDS

E5.5.1 - Existing road accesses and junctions

Objective: To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.

A3 - The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.

P3 - Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:

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

Development Response:

Existing vehicle access to the rear of the site, via Harrington Street will be removed. This access will be replaced by a new entry, providing access to the proposed basement level car parking.

The proposal provides a total of 61 spaces and 2 motorcycle parking spaces, and the accompanying Traffic Impact Assessment has indicated that the estimate vehicle movements per apartment per day will be approximately 4.5 vehicle movements. Therefore, across 52 apartments, the traffic generation will be approximately 234 movements per day.

Therefore, the performance criteria must be addressed.

P3 (a) As per the attached TIA, the left lane on Harrington Street (same side as site access) carries approximately 320 vehicles per hour during peak periods alone. Therefore, the increase in traffic from the site is not anticipated to significantly add to existing traffic generation.

(b) the traffic generated by the use will be residential traffic and according to the accompanying Traffic Impact Assessment, will not result in a major increase in traffic activity, nor have a significant impact on the traffic flow along Harrington Street.

(c) According to the TIA, traffic volume along Harrington Street, and the left hand land specifically, can accommodate approximately 1,500 vehicles per hour before traffic problems begin to arise.

The traffic entering and exiting the site, via the left lane, will be approximately less than 25% of the volume detailed above. Therefore, there will not be any impacts on the road or access to the site.

(d) Harrington Street provides for a large volume of traffic, and as per the attached TIA, a total of 10,655 vehicles were observed along Harrington Street. Therefore, the proposal additional 234 movements from the site onto Harrington Street is not considered to result in any significant increase that would impact on the nature of the road.

(e) The speed limit along Harrington Street is 50km/h, and vehicle speeds are likely to be lower given the site is located between two major road intersections (Harrington, Davey and Sandy Bay to the south and Macquarie and Harrington to the north).

(f) n/a

(g) There are no other access points to the site, and vehicle parking is required to support the needs of residents.

(h) As per attached.

(i) n/a

5.1.2 DEVELOPMENT STANDARDS

E5.6.1 - Development adjacent to roads and railways

Objective: To ensure that development adjacent to category 1 or category 2 roads or the rail network:

- (a) ensures the safe and efficient operation of roads and the rail network;*
- (b) allows for future road and rail widening, realignment and upgrading; and*
- (c) is located to minimise adverse effects of noise, vibration, light and air emissions from roads and the rail network.*

A1.1 - Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h:

- (a) new buildings;*
- (b) other road or earth works; and*
- (c) building envelopes on new lots.*

A1.2 - Buildings, may be:

- (a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or*
- (b) an extension which extends no closer than:*
 - (i) the existing building; or*
 - (ii) an immediately adjacent building.*

Development Response:

A1.1 does not apply, as Davey Street does not have a speed limit of more than 60km/h.

The proposal is located within an existing row of buildings and is setback consistent with adjacent buildings.

Therefore, the proposal complies with A1.2.

E5.6.4 - Sight distance at accesses, junctions and level crossings

Objective: To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.

A1 - Sight distances at:

(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and

P1 - The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:

- (a) the nature and frequency of the traffic generated by the use;*
- (b) the frequency of use of the road or rail network;*
- (c) any alternative access;*
- (d) the need for the access, junction or level crossing;*
- (e) any traffic impact assessment;*
- (f) any measures to improve or maintain sight distance; and*
- (g) any written advice received from the road or rail authority.*

Development Response:

The only vehicle access to the site will be from Harrington Street. Harrington Street is a one-way street with a sign-posted speed-limit of 50km/h.

Considering Harrington Street is a one-way street, consideration of the sight distance to the north toward Macquarie Street is not required.

The specified site distance for vehicle speeds of 50km/h is 80m. The sight distance to the junction with Davey Street and Sandy Bay Road is approximately 37m. Therefore, the performance criteria must be addressed.

P1

(a) the proposed car parking basement levels and access to Harrington Street have been provided primarily for use by residents. According to the accompanying Traffic Impact Assessment, the nature of traffic to and from the site will be residential traffic, with an anticipated generation of 4.5 vehicles per apartment per day. Considering the proximity of the site to the CBD and other essential services, vehicle movements are likely to be significantly lower than of a similar scale apartment building located outside of the CBD.

(b) Harrington Street provides for a high level of traffic movements, serving well over 6000 vehicles per day, particularly during peak hour periods. Vehicles from both Sandy Bay Road and Davey Street utilise Harrington Street to access inner city streets and Macquarie Street.

(c) there is no alternative vehicle access to the site.

(d) The access is required to allow residents to park within the basement level car parks. If this were not provided, it is likely that there would be an increase in on-street parking along Harrington Street, Davey Street and Sandy Bay Road. This would significantly reduce the efficiency of traffic movements along these roads and likely reduce pedestrian safety.

(e) A Traffic Impact Assessment accompanies this application.

(f) As per the accompanying TIA, although vehicles turn onto Harrington Street from Davey Street, the gradient of Harrington Street and location of the proposed access point allows a greater sight distance than what would otherwise be achievable. This elevation provides sight distance well beyond 100m along Sandy Bay Road from the Davey Street junction, and vehicle speeds entering Harrington Street from Davey Street are anticipated to be well below 50km/h.

(g) n/a

5.2 PARKING AND ACCESS CODE

5.2.1 USE STANDARDS

E6.6.3 - Number of motorcycle parking spaces

Objective: To ensure enough motorcycle parking is provided to meet the needs of likely users of a use or development.

A1 - The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.

...

Development Response:

Although car parking is not required in the zone, 62 car spaces have been provided. Therefore, 2 motorcycle spaces are required and have been provided.

Therefore, the proposal complies with A1.

E6.6.4 - Number of bicycle parking spaces

Objective: To ensure enough bicycle parking is provided to meet the needs of likely users and by so doing to encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips.

A1 - The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.

...

Development Response:

A bicycle parking area has been provided on the ground floor, which can be accessed via Harrington Street and will provide storage for 10 bicycles. An additional bicycle rack will be provided for 5 bicycles for use by visitors to the building, which is located within the pedestrian entrance to the site from Davey Street.

Although bicycle parking for residential use is not required in the Central Business Zone, the bicycle storage area has been provided for residents to encourage sustainable transport methods. The additional 5 bicycle racks located at the Davey Street entrance have been provided for visitors to the proposed ground floor tenancies.

The two tenancies located on the ground floor of 58 Harrington Street have floor areas of 248m² and 42m², whilst the retail tenancy at 59 Davey Street will have an area of 76m². Therefore, bicycle

parking has been provided for the amenity of residents and visitors and to encourage sustainable transport methods.

The ground floor tenancies are considered under the Food Services and General Retail and Hire use classes. The proposed ground floor tenancy 1 will be provided as a small coffee shop/ cafe. This tenancy has a floor area of 42m² and therefore does not generate a requirement for bicycle parking.

The largest proposed tenancy will be tenancy 2, which will have a floor area of 248m² and be considered under the General Retail and Hire use class. As per Table E6.2, bicycle spaces for employees and visitors must be at a rate of 1 space for each 100m² for employees and 1 space per 200m² after the first 200m² for visitors. Therefore, the second tenancy would generate 2 employee bicycle spaces.

Although not required for residential use, bicycle spaces have been provided primarily for use by residents and visitors, to improve amenity and encourage sustainable transport. However, it is considered that these spaces can be utilised by staff of the proposed tenancy if required. Therefore, it is not anticipated that bicycle spaces specifically for the employees of the second tenancy are required.

It is considered that the proposal complies with A1.

E6.6.5 - Number of car parking spaces - Central Business Zone

Objective: To ensure that pedestrian activity generated by retailing, entertainment and multi-storey office uses in the central business district is not compromised through the provision of on-site car parking.

A1

- (a) No on-site parking is provided; or
- (b) on-site parking is provided at a maximum rate of 1 space per 200m² of gross floor area for commercial uses; or
- (c) on-site parking is provided at a maximum rate of 1 space per dwelling for residential uses; or
- (d) on-site parking is required operationally for an essential public service, including, hospital, police or other emergency service.

P1 - Car parking provision:

- (a) is in the form of a public car parking station provided as part of a development which utilises a major existing access; or
- (b) must not compromise any of the following:
 - (i) pedestrian safety, amenity or convenience;
 - (ii) the enjoyment of 'al fresco' dining or other outdoor activity;
 - (iii) air quality and environmental health;
 - (iv) traffic safety.

...

Development Response:

No car parking in the Central Business Zone is required. However, 61 car parking spaces have been provided on site. These spaces have been provided for residents at a rate higher than that shown in A1(c), considering the varying size of the apartments, from 1 to 4 bedrooms.

Therefore, the performance criteria must be assessed.

P1 (a) n/a

(b) (i) The car parking is provided for the residential amenity of residents and is located within the proposed basement parking levels. Therefore, the parking proposed will not impact on pedestrian safety, amenity or convenience.

(ii) n/a

(iii) As per the attached TIA, the car parking areas will not impact on air quality or environmental health.

(iv) the car parking areas on the basement levels will not be visible from public spaces and will be accessed via a new access which will replace the existing driveway that provides access to the rear of 58 Harrington Street and 59 Davey Street. This access has been designed in accordance with Australian Standards and will not compromise traffic safety.

Therefore, the proposal complies with P1.

5.2.2 DEVELOPMENT STANDARDS

E6.7.1 - Number of vehicular accesses

Objective: To ensure that:

(a) *safe and efficient access is provided to all road network users, including, but not limited to: drivers, passengers, pedestrians, and cyclists, by minimising:*

(i) *the number of vehicle access points; and*

(ii) *loss of on-street car parking spaces;*

(b) *vehicle access points do not unreasonably detract from the amenity of adjoining land uses;*

(c) *vehicle access points do not have a dominating impact on local streetscape and character.*

A1 - The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.

...

Development Response:

An existing access to the rear of 58 Harrington Street and 59 Davey Street is provided off Harrington Street. This access will be removed and replaced with a new access providing entry to the basement car parking.

Therefore, the proposal complies with A1.

E6.7.2 - Design of vehicular accesses

Objective: To ensure safe and efficient access for all users, including drivers, passengers, pedestrians and cyclists by locating, designing and constructing vehicle access points safely relative to the road network.

A1 - Design of vehicle access points must comply with all of the following:

(a) *in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 - "Access*

Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;

...

Development Response:

As per the attached TIA, the proposed vehicle access to the basement level car parks has been designed in accordance with Australian Standards, and ample sight distances are provided and therefore complies with A1(a).

E6.7.3 - Vehicular passing areas along an access

Objective: To ensure that:

- (a) the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists;*
- (b) use or development does not adversely impact on the safety or efficiency of the road network as a result of delayed turning movements into a site.*

A1 - Vehicular passing areas must:

- (a) be provided if any of the following applies to an access:*
 - (i) it serves more than 5 car parking spaces;*
 - (ii) is more than 30 m long;*
 - (iii) it meets a road serving more than 6000 vehicles per day;*
- (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;*
- (c) have the first passing area constructed at the kerb;*
- (d) be at intervals of no more than 30 m along the access.*

P1 - Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:

- (a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;*
- (b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*
- (c) suitability for the type and volume of traffic likely to be generated by the use or development;*
- (d) ease of accessibility and recognition for users.*

Development Response:

The proposed access and basement car parking levels provide for more than 5 car parking spaces, therefore triggering the performance criteria. However, given the location of the site within the city, and on a street supporting a significant amount of traffic, the provision of a vehicle passing area is not considered to be feasible considering the size and location of the site. The access is replacing an existing access, and has been designed in accordance with Australian Standards.

It is considered that a vehicle passing area would unnecessarily restrict vehicle movement along Harrington Street and no space on site is available to provide a passing area. Vehicles entering and exiting the site are able to do so in a forward direction and therefore no passing bay is considered necessary. The accompanying TIA does not indicate the need for any passing areas.

E6.7.4 - On-site turning

Objective: To ensure safe, efficient and convenient access for all users, including drivers, passengers, pedestrians and cyclists, by generally requiring vehicles to enter and exit in a forward direction.

A1 - On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:

- (a) it serves no more than two dwelling units;*
- (b) it meets a road carrying less than 6000 vehicles per day.*

...

Development Response:

As per the attached TIA, Harrington Street provides for over 6000 vehicles per day, and on-site turning is provided within the basement level car parking areas, enabling vehicles to enter and exit in a forward direction. Therefore, ensuring safe, efficient and convenient access. Therefore, proposal complies with A1.

E6.7.6 - Surface treatment of parking areas

Objective: To ensure that parking spaces and vehicle circulation roadways do not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

A1 - Parking spaces and vehicle circulation roadways must be in accordance with all of the following;

- (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;*
- (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.*

...

Development Response:

The access and basement level car parking will be appropriately treated and drained to existing public stormwater infrastructure. Therefore, complying with A1(b).

E6.7.7 - Lighting of parking areas

Objective: To ensure parking and vehicle circulation roadways and pedestrian paths used outside daylight hours are provided with lighting to a standard which:

- (a) enables easy and efficient use;*
- (b) promotes the safety of users;*
- (c) minimises opportunities for crime or anti-social behaviour; and*
- (d) prevents unreasonable light overspill impacts.*

A1 - Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.

...

Development Response:

The basement level parking will be provided with lighting in accordance with Australian Standards. The proposal complies with A1.

E6.7.9 - Design of motorcycle parking areas

Objective: To ensure that motorcycle parking areas are located, designed and constructed to enable safe, easy and efficient use.

A1 - The design of motorcycle parking areas must comply with all of the following:

- (a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;*
- (b) be located within 30 m of the main entrance to the building.*

...

Development Response:

The 2 motorcycle spaces have been designed in accordance with Australian Standards and are located within close proximity to lifts that provide direct access to the lobby, arcade and apartments.

E6.7.10 - Design of bicycle parking facilities

Objective: To encourage cycling as a healthy and environmentally friendly mode of transport for commuter, shopping and recreational trips by providing secure, accessible and convenient bicycle parking spaces.

A1 - The design of bicycle parking facilities must comply with all the following;

- (a) be provided in accordance with the requirements of Table E6.2;*
- (b) be located within 30 m of the main entrance to the building.*

...

Development Response:

Bicycle parking is not required for residential use, however a total of 15 spaces have been provided for resident amenity, 5 of which are for visitors. The ground floor general retail tenancies do not generate bicycle parking. The bicycle parking provided is within 30m of the main entrances to the building. Therefore, the proposal complies with A1.

A2 - The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.

P2 - The design of bicycle parking spaces must be sufficient to conveniently, efficiently and safely serve users without conflicting with vehicular or pedestrian movements or the safety of building occupants.

Development Response:

Although the proposal does not require bicycle parking, a total of 15 space have been provided for residents and visitors. These spaces have been designed in accordance with Australian Standards. The proposal is capable of complying with A2.

E6.7.11 - Bicycle end of trip facilities

Objective: To ensure that cyclists are provided with adequate end of trip facilities.

A1 - For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1 additional shower for each 10 additional employee bicycle spaces thereafter.

P1 - End of trip facilities must be provided at an adequate level to cater for the reasonable needs of employees having regard to all of the following:

- (a) the location of the proposed use and the distance a cyclist would need to travel to reach the site;*
- (b) the users of the site and their likely desire to travel by bicycle;*
- (c) whether there are other facilities on the site that could be used by cyclists;*
- (d) opportunity for sharing bicycle facilities by multiple users.*

Development Response:

The proposal does not generate more than 5 bicycle spaces for employees, therefore no end of trip facilities are required.

Therefore, clause E6.7.11 does not apply.

E6.7.13 - Facilities for commercial vehicles

Although commercial vehicles will provide services to the site, such as rubbish removal and delivery of goods for the ground floor tenancies, the proposal itself is not dependent on the outward delivery of goods. In addition, a commercial loading zone is proposed on Harrington Street in accordance with Australian Standards.

5.3 STORMWATER MANAGEMENT CODE

5.3.1 DEVELOPMENT STANDARDS

E7.7.1 - Stormwater drainage and disposal

Objective: To ensure that stormwater quality and quantity is managed appropriately.

A1 - Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.

...

Development Response:

All stormwater will be drained to existing public stormwater infrastructure. Therefore, the proposal complies with A1.

A2 - A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply:

- (a) the size of new impervious area is more than 600 m²;*
- (b) new car parking is provided for more than 6 cars;*
- (c) a subdivision is for more than 5 lots.*

P2 - A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so.

Development Response:

As per the attached servicing plan, the proposal incorporates a 6m³ stormwater detention and treatment tank, along with garden terraces to minimise stormwater outflow. The detention tank is located on basement level 1, on the north-eastern corner of the site. It is considered that the proposal is consistent with A2.

A3 - A minor stormwater drainage system must be designed to comply with all of the following:

- (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;*
- (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.*

...

Development Response:

Stormwater collected on-site will be drained to an on-site detention tank, where it will then be directed to public infrastructure. The accompanying servicing plan provided by JMG indicates where existing infrastructure will be upgraded, in accordance with TasWater requirements.

It is anticipated that the existing and upgraded infrastructure is capable of accommodating a storm with an ARI of 20 years. Therefore, the proposal complies with A3.

5.4 HISTORIC HERITAGE CODE

The site is situated within the City Centre H1 Heritage Precinct and is mapped as a Place of Archaeological Potential. The City Centre Heritage Precinct is significant for the following reasons:

1. *It contains some of the most significant groups of early Colonial architecture in Australia with original external detailing, finishes and materials demonstrating a very high degree of integrity, distinctive and outstanding visual and streetscape qualities.*
2. *The collection of Colonial, and Victorian buildings exemplify the economic boom period of the early to mid nineteenth century.*
3. *The continuous two and three storey finely detailed buildings contribute to a uniformity of scale and quality of street space.*
4. *It contains a large number of landmark residential and institutional buildings that are of national importance.*
5. *The original and/or significant external detailing, finishes and materials demonstrating a high degree of importance.*

The existing cottage at 59 Davey Street is listed on the Tasmanian Heritage Register (Place ID: 6552) and in the HIPS (2015). The listing also includes the adjacent property at 61 Davey Street and is included in the Scheme as follows:

Ref. No.	Name	Street No.	Street/Location	C.T.	General Description
808	No name provided	59-61	Davey Street	128606/1 & 208274/1	No description provided

In addition to the above, the following buildings are also listed and adjoin the site to the south-west and north-west:

- 166-70 Macquarie Street; and
- 172 Macquarie Street

These sites and the cottage at 59 Davey Street are shown in figure 17 overleaf:



Figure 21: Heritage listed buildings (orange) and the primary site (blue) (source: The LIST)

5.4.1 DEVELOPMENT STANDARDS

E13.7.1 - Demolition

Objective: To ensure that demolition in whole or part of a heritage place does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.

A1 - No acceptable solution.

P1 - Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;

- (a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
- (b) there are no prudent and feasible alternatives;
- (c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;
- (d) significant fabric is documented before demolition.

Development Response:

The proposal involves alterations and demolition of part of the Cottage at 59 Davey Street and therefore the performance criteria must be addressed.

P1

(a) the existing form of the cottage will be retained, with the only demolition to be undertaken to remove the existing timber additions at the rear of the cottage. As per the attached HIA, the elements to be removed are later extensions to the existing Cottage and are considered to have low heritage significance. The façade of the cottage and built form, along with significant interior items will be retained. The accompanying Heritage Impact Assessment has determined that the demolition works and alterations will not result in any significant impacts on the heritage values of the cottage.

(b) the demolition is restricted to the rear timber additions, and the form of the cottage and significant façade features will be retained.

(c) & (d) as per the attached Heritage Impact Assessment, the proposed modifications to the existing cottage at 59 Davey Street are minor and will not affect the more significant attributes of the building. The rear part of the cottage that will be removed has been identified as timber extensions to the existing form of the cottage and are not anticipated to result in any loss of historic fabric. The most important values of the cottage are the external form and detail of the building, particularly the front façade. These attributes will be retained, along with a number of attributes within the building. The accompanying Heritage Impact Assessment has determined that the modifications proposed will not result in a loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic heritage of the cottage.

As per the Heritage Impact Assessment, the building will be fully documented.

Therefore, it is determined that the proposal complies with P1.

E13.7.2 - Buildings and works other than demolition

Objective: To ensure that development at a heritage place is:

- (a) undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance; and*
- (b) designed to be subservient to the historic cultural heritage values of the place and responsive to its dominant characteristics.*

A1 - No acceptable solution.

P1 - Development must not result in any of the following:

- (a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;*
- (b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.*

Development Response:**P1**

(a) the accompanying HIA has identified that while any new development on the site is likely to have some degree of impact, the design of the proposal demonstrates through scale, form and selection of materials and openings that the proposal will not result in a loss of cultural heritage significance. The proposal has been designed in response to the precincts dominant characteristics, regarding scale and materials, and the design is considered sympathetic to the setting and built forms along Harrington and Davey Street.

(b) As per the attached HIA, the façade and streetscape elements of the Cottage will not be removed or substantially modified. A small existing tree will be removed and replaced, and there will be no loss of cultural heritage significant elements.

A2 - No acceptable solution.

P2 - Development must be designed to be subservient and complementary to the place through characteristics including:

- (a) scale and bulk, materials, built form and fenestration;*
- (b) setback from frontage;*
- (c) siting with respect to buildings, structures and listed elements;*
- (d) using less dominant materials and colours.*

Development Response:

P2

(a) & (b) the accompanying architectural design documents demonstrate how the materials, form and siting of the building has been influenced by the characteristics of adjacent buildings and the cottage at 59 Davey Street. The selection of materials and finishes, and the way in which the proposal has been setback around the Cottage ensures that any impacts on the heritage significant of the Cottage is minimised.

(c) the Cottage provides an important connection to the history of the site and to the historic heritage of the wider area, which is characterised by various heritage listed properties. The accompanying Heritage Impact Assessment has determined that the materials, built form and approach to massing and scale creates a built form where height does not result in a loss of cultural significance.

(d) as per above, the materials and finishes have been chosen to reflect the built form of adjoining properties and other significant historic building in the vicinity of the site. In this way, the proposal genuinely conforms to the dominant characteristics of adjoining heritage buildings within the streetscape, thereby minimising the obvious differences with regard to height and bulk. The



accompanying Heritage Impact Assessment concludes that the proposal overcomes the inherent difference in bulk and height, through fenestration, siting and setbacks - in conjunction with the materials and finishes.

Figure 22: Davey Street elevation (source: Carr Design Group)

A3 - No acceptable solution.

P3 - Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.

Development Response:

P3

As per the response to P2 above, the proposal has been specifically designed to respond to the heritage fabric of the surrounding heritage buildings, particularly the Cottage at 59 Davey Street. The materials and built form ensure that the streetscape and heritage characteristics of the Cottage are not lost. The Cottage will form an important part of the proposal and provides a connection to the historic history of the site.

As per the accompanying HIA, the design response uses materials such as brickwork and well positioned opening and setbacks to ensure that the proposal provides consistency with the existing heritage characteristics of adjoining buildings and streetscape, whilst simultaneously ensuring that new building is readily identifiable.

A4 - No acceptable solution.

P4 - Extensions to existing buildings must not detract from the historic cultural heritage significance of the place.

Development Response:

No extensions are proposed.

A5 - New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.

...

Development Response:

No new front fences or gates are proposed at 59 Davey Street.

A6 - Areas of landscaping between a dwelling and the street must be retained.

P6 - The removal of areas of landscaping between a dwelling and the street must not result in the loss of elements of landscaping that contribute to the historic cultural significance of the place.

Development Response:

An existing tree in the front setback at 59 Davey Street will be removed and replaced with a new tree. This alteration will ensure that this landscaping is retained and enhanced. The proposal complies with A1.

5.4.2 DEVELOPMENT STANDARDS FOR HERITAGE PRECINCTS

The site is located within a heritage precinct City Centre H1. Therefore, the following provisions apply to the site at 58 Harrington Street.

E13.8.1 - Demolition

Objective: To ensure that demolition in whole or in part of buildings or works within a heritage precinct does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.

A1 - No acceptable solution.

P1 - Demolition must not result in the loss of any of the following:

- (a) buildings or works that contribute to the historic cultural heritage significance of the precinct;*
- (b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;*
unless all of the following apply;
 - (i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;*
 - (ii) there are no prudent or feasible alternatives;*
 - (iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.*

Development Response:**P1**

(a) The accompanying HIA indicates that the demolition of the existing Hotel on the site at 58 Harrington Street will not result in the loss of any historic cultural heritage significance, as the building does not satisfy any of the threshold criteria. As stated in the response to clause E13.7.1, the removal of the timber extension to the Cottage at 59 Davey Street will not result in any loss of historic heritage significant items or built form. The Cottage and contents will be documented prior to works being undertaken.

With regard to the existing Welcome Stranger Hotel, the accompanying HIA indicates that the existing Hotel does not represent Colonial Architecture and does not contribute to the heritage value of the streetscapes within the precinct. In addition, the existing Hotel built form is not recognised as an attribute of the area and does not form part of the significant built fabric of the precinct.

Therefore, it is considered that the alterations to the existing Heritage listed Cottage and the demolition of the existing Hotel will not result in an unreasonable loss of cultural heritage significance. Therefore, it is considered that the proposal complies with P1 (a) & (b).

E13.8.2 - Buildings and Works other than demolition

Objective: To ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct.

A1 - No acceptable solution.

P1 - Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.

Development Response:**P1**

As detailed in previous responses, the proposal has been designed to minimise detriment to the existing Cottage and the wider precinct. This has been achieved through setbacks and design elements such as the podium design, which reinforces the lower building height of heritage buildings in the streetscape. The materials and finishes have also been chosen to provide consistency with the surrounding heritage precinct. The podium design ensures that the larger sections of the proposed building are setback from the primary streetscape elements, where lower building heights are more dominant along the frontage. The setback podiums ensure minimal impacts on the heritage significance of existing heritage buildings.

This finding is supported in the accompanying HIA.

A2 - No acceptable solution.

P2 - Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.

Development Response:

There is no design criteria or conservation policy provided for the precinct. As per the accompanying HIA, the proposal has been designed to ensure minimal impacts on the surrounding heritage precinct.

A3 - No acceptable solution.

P3 - Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.

Development Response:

No extensions to existing buildings are proposed.

A5 - Areas of landscaping between a dwelling and the street must be retained.

P5 - The removal of areas of landscaping between a dwelling and the street must not result in the loss of elements of landscaping that contribute to the historic cultural significance or the streetscape values and character of the precinct.

Development Response:

A tree that sits within the frontage to the Cottage at 59 Davey Street will be removed and replaced with a new tree. This landscaping will be replaced and retained, therefore complying with A5.

5.4.3 DEVELOPMENT STANDARDS FOR PLACE OF ARCHAEOLOGICAL POTENTIAL

The site is located in an area identified as having potential to contain archaeological remains and the application is required to address the following provisions.

E13.10.1 - Building, Works and Demolition

Objective: To ensure that building, works and demolition at a place of archaeological potential is planned and implemented in a manner that seeks to understand, retain, protect, preserve and otherwise appropriately manage significant archaeological evidence.

A1 - Building and works do not involve excavation or ground disturbance.

P1 - Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:

- (a) the nature of the archaeological evidence, either known or predicted;*
- (b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;*
- (c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;*
- (d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;*
- (e) measures proposed to preserve significant archaeological evidence 'in situ'.*

Development Response:

The proposal complies with P1 as per the following:

(a) As per the attached Statement of Archaeological Potential, several areas on the site have been identified as potentially possessing moderate to high levels of archaeological significance. These areas include parts of the existing Cottage at 59 Davey Street as well as areas within the existing rear car parking area and access way along the northern boundary of the site. The archaeological potential across the site is considered significant at a local level.

(b) Investigations into the history of the site, as contained within the Statement of Archaeological Potential, indicate that a significant amount of redevelopment has occurred within the site, particularly within 58 Harrington Street and the existing Hotel. The Hotel has been modified on several occasions, where it has been determined that most remaining significant archaeological potential may have been lost as a result. The report indicates that the presence of a cess pit on the site, along with an existing retaining wall structure are the most significant items/areas on the site which may contain archaeological significant deposits.

The accompanying Archaeological Impact and Method Statement details five components to be implemented to further investigate and manage archaeological evidence on the site. These methods include recording of above ground fabric prior to removal, monitoring of sub-floor deposits during any internal modifications to the heritage cottage and undertaking 5 test excavations within the areas considered to be significant (as shown in Figure 10 of the accompanying report), to determine the potential of significant deposits.

Further specific details on how archaeological material will be recorded and managed are detailed in the accompanying Archaeological Impact and Method Statement.

(c) Strategies to avoid, minimise and/or control impacts on archaeological values are detailed in the accompanying Archaeological Impact and Method Statement. The strategy aims to control impacts

through monitoring and testing, and progression to salvage excavation and recording if necessary. The Archaeological Method Strategy recommends recording of any above ground fabric, along with monitoring of the internal modifications proposed to the Heritage cottage at 59 Davey Street. Where deposits are identified, works to salvage these deposits and/or record this material can be undertaken.

The Archaeological Method Statement also recommends undertaking several test trenches to determine the extent of any archaeologically significant deposits. Areas where these excavations should take place are detailed in the accompanying report.

(d) The accompanying Archaeological Impact and Method Statement indicates that the 'prudent and feasible alternatives' test is a concept that is difficult to apply. The accompanying Statement indicates that the primary impacts would be caused by the bulk excavations for the basement level car parking and foundations, however this aspect forms a significant part of the proposal and would limit the commercial viability.

Modifying the design of the building to remove the provision of basement level car parking to reduce archaeological impacts is not a prudent or feasible alternative. This modification would require parking at ground floor and would significantly extend the height of the building and would result in a ground floor dominated by car parking, with little or no public open space or tenancies that are required to ensure an active ground floor.

In addition, the report indicates that previous development on the site over the last 100 years, particularly on the Hotel, would have disturbed much of the remaining potential for archaeological deposits. It is considered that the measures proposed within the Archaeological Impact and Method Statement are appropriate measures to realise and managed the archaeological potential of the site, prior to and during construction.

(e) As per the attached report, the excavation works are likely to remove most of the remaining significant archaeological evidence. However, the report indicates that there are two areas where archaeological evidence could be retained in situ. These areas include the internal modifications to the Heritage Cottage, where modifications to the floorboards (if proposed) may uncover sub-floor deposits which could be retained and displayed onsite.

The report also identifies the boundary walls separating 166-170 and 172 Macquarie Street from 58 Harrington Street, which could be retained to ensure that these deposits are retained on-site. Aside from the above, the report indicates that any other opportunities for in-situ conservation are unlikely.

5.5 SIGNS CODE

The signage shown on the architectural documentation (TP-203) is indicative only and will form part of a separate application.

6. SUMMARY

The proposal is for a 13 storey residential apartment building, containing 53 apartments varying from 1 bedroom to 3-4 bedrooms. The proposal incorporates garden terraces and three ground floor tenancies, including a café, bar and boutique grocer. The proposal involves the existing Heritage Cottage at 59 Davey Street, which will be retained and repurposed as one of the three proposed ground floor tenancies. Three basement levels will also be constructed to provide parking for residents.

The proposal has been designed with respect to the existing heritage characteristics of the City Centre Heritage Precinct, and with careful consideration of existing heritage buildings within the vicinity of the site. The proposal achieves this by incorporating a number of design elements, including carefully considered setbacks from the existing Cottage, open space and pedestrian entrances that maintain permeability through the site. The podium design of the building ensures that the streetscape along Davey Street, which consists of generally 1-2 storey colonial buildings, is maintained with height restricted to 3 stories along the frontage. This design element also ensures compatibility with the wider streetscape and results in minimal overbearing impacts on the Cottage from bulk, siting and scale of the proposed development.

The colours, materials and finishes have also been informed by the dominant characteristics of the area, which is predominantly brick and masonry buildings.

With regard to heritage significance, the accompanying Heritage Impact Assessment has determined that the proposal appropriately responds to the Heritage Precinct, and through design elements, materials and finishes, does not result in a detrimental impact to the heritage significance of the Cottage or on the City Centre Heritage Precinct.

Several areas across the site have been identified as potential areas containing archaeological potential. The accompanying Statement of Archaeological Potential indicates that past development on the site has reduced the archaeological significance of the site, however an Archaeological Impact and Method Statement has been undertaken to ensure that any remaining archaeological values are identified and, where necessary recorded and managed appropriately. The Method Statement incorporates five components that will ensure that archaeological fabric is determined, examined and managed effectively prior to and during the construction stage.

The accompanying Traffic Impact Statement has determined that the alteration of the existing access to the site, design of vehicle parking and circulation and sight distances are compliant with the relevant Australian Standards. It has been determined that the estimated vehicle movements generated by the proposal are not of a volume or frequency that would impact on the safety and efficiency of Harrington Street or adjoining streets.

APPENDIX B: TITLE

58 HAR
RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 128606	FOLIO 2
EDITION 3	DATE OF ISSUE 08-Nov-2006

SEARCH DATE : 19-Sep-2018

SEARCH TIME : 09.50 AM

DESCRIPTION OF LAND

City of HOBART

Lot 2 on Sealed Plan 128606

Derivation : Part of 1A-2R-4Ps. Section B. Gtd. to D. Lord and

Part of 35 Perches Section B. Gtd. to W. Wilson & Anor.

Prior CT 8739/1

SCHEDULE 1

B900618 TRANSFER to PETER CLAUDE SCOLLARD Registered
17-Oct-1995 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP128606 EASEMENTS in Schedule of Easements

SP128606 FENCING PROVISION in Schedule of Easements

C743591 MORTGAGE to National Australia Bank Limited

Registered 08-Nov-2006 at 12.01 PM

M673958 CAVEAT by HEXA PACIFIC CAPITAL PTY LTD Registered

11-Jan-2018 at noon

UNREGISTERED DEALINGS AND NOTATIONS

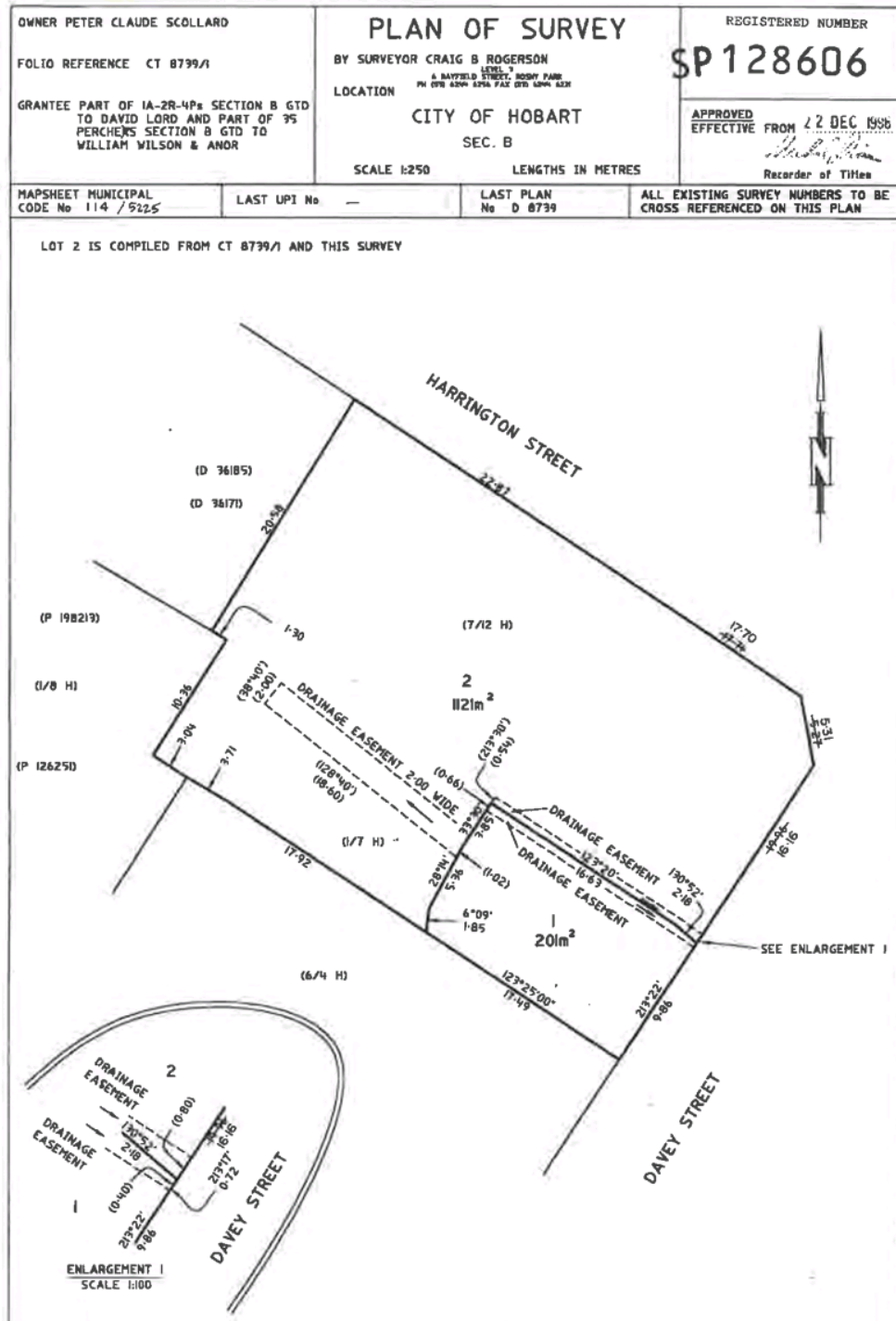
No unregistered dealings or other notations



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS	REGISTERED NUMBER
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP1 28606

PAGE 1 OF PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

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

Each lot on the plan is subject to:-

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

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

FENCING PROVISION

The Vendor, Peter Claude Scollard, shall not be required to fence.

Signed by Peter Claude Scollard the registered proprietor of the land contained in Certificate of Title Volume 8739 Folio 1 in the presence of:

Peter Claude Scollard
S. J. J. J.
Hobart

Signed by Gary Ronald Grant and Phillip Anthony Kimber as Mortgagees under memorandum of mortgage No. B957810 in the presence of:

Amanda Sinclair
 Amanda Sinclair
 Legal Clerk
 20 Market Street Hobart
 Tel: (03) 621 6440

Peter Claude Scollard
Gary Ronald Grant
Phillip Anthony Kimber

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: C B ROGERSON	PLAN SEALED BY: D8739 THE HOBART CITY COUNCIL
FOLIO REF: 8739/1	DATE: 17.12.1998
SOLICITOR & REFERENCE: G R HOWES & CO	437-4 REF NO.
	<i>[Signature]</i> Council Delegate A/MANAGER SURVEYING SERVICES



SURVEY NOTES

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SURVEY NOTES

SHEET 1 OF 1 SHEETS

Registered Number
SP128606

SURVEY CERTIFICATE

Chris B. ROGERSON of HARBET

I, Chris B. ROGERSON, a registered surveyor, HEREBY CERTIFY that:

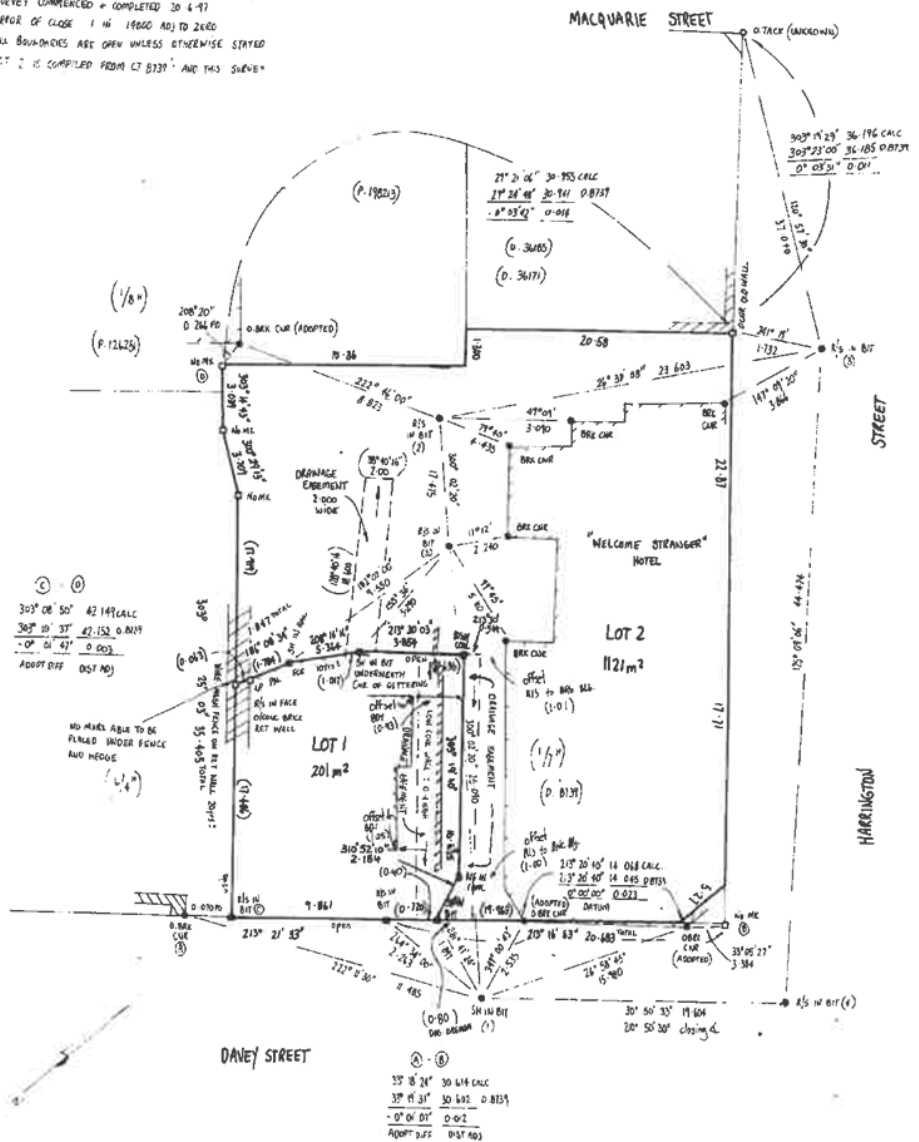
- this survey is based upon the best evidence in the nature of the case admits;
- the survey notes have been truly compiled from surveys made by me or made under my supervision; and
- this survey and accompanying survey notes comply with the relevant legislation affecting surveys and are correct for the purpose required.

Signature

Date 20 / 6 / 1997

Surveyors Reference: BELTOL

CITY OF HOBART
PETER CLAUDE SCOLLARD OWNER
C.T. 8731/1.
PART OF 1-2-4 SECTION 8, GTO TO D. LORD AND
PART OF D-0-35 SECTION 8, GTO TO WILSON AND ANJOL
SURVEY COMMENCED & COMPLETED 20-4-97
ERROR OF CLOSURE 1 IN 19000 ADJ TO 2600
ALL BOUNDARIES ARE OPEN UNLESS OTHERWISE STATED
E.C.T. 2 IS COMPILED FROM C.T. 8731/1 AND THIS SURVEY



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 128606	FOLIO 1
EDITION 3	DATE OF ISSUE 08-Nov-2006

SEARCH DATE : 20-Nov-2018
SEARCH TIME : 09.09 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Sealed Plan 128606
Derivation : Part of 1A-2R-4Ps. Section B. Gtd. to D. Lord and
Part of 35 Perches Section B. Gtd. to W. Wilson & Anor.
Prior CT 8739/1

SCHEDULE 1

B900618 TRANSFER to PETER CLAUDE SCOLLARD Registered
17-Oct-1995 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP128606 EASEMENTS in Schedule of Easements
SP128606 FENCING PROVISION in Schedule of Easements
C743590 MORTGAGE to National Australia Bank Limited
Registered 08-Nov-2006 at noon
M673958 CAVEAT by HEXA PACIFIC CAPITAL PTY LTD Registered
11-Jan-2018 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**SCHEDULE OF EASEMENTS**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS	REGISTERED NUMBER
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP1 28606

PAGE 1 OF PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

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

Each lot on the plan is subject to:-

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

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

FENCING PROVISION

The Vendor, Peter Claude Scollard, shall not be required to fence.

Signed by Peter Claude Scollard the registered proprietor of the land contained in Certificate of Title Volume 8739 Folio 1 in the presence of:

Peter Scollard
Solicitor
Hobart

Signed by Gary Ronald Grant and Phillip Anthony Kimber as Mortgagees under memorandum of mortgage No. B957810 in the presence of:

Amanda Sinclair

Amanda Sinclair
Local Councillor
2013-2017 Hobart
Tel: (03) 6221 6440

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: C B ROGERSON	PLAN SEALED BY: D8739 THE HOBART CITY COUNCIL
FOLIO REF: 8739/1	DATE: 17.12.1998
SOLICITOR	437-4
& REFERENCE: G R HOWES & CO	REF NO.
	<i>[Signature]</i> Council Delegate A/MANAGER SURVEYING SERVICES

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 208274	FOLIO 1
EDITION 4	DATE OF ISSUE 24-Jan-2014

SEARCH DATE : 20-Nov-2018
SEARCH TIME : 09.48 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 208274
Derivation : Part of 1A-2R-4Ps Gtd to D Lord
Prior CT 2392/97

SCHEDULE 1

D86230 TRANSFER to AUSTRALIAN FLYING CORPS AND ROYAL
AUSTRALIAN AIRFORCE ASSOCIATION TASMANIA DIVISION INC.
Registered 24-Jan-2014 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



C.S.O. 436

ANNEXURE TO CERTIFICATE OF TITLE

VOL.

FOL.

2392 97

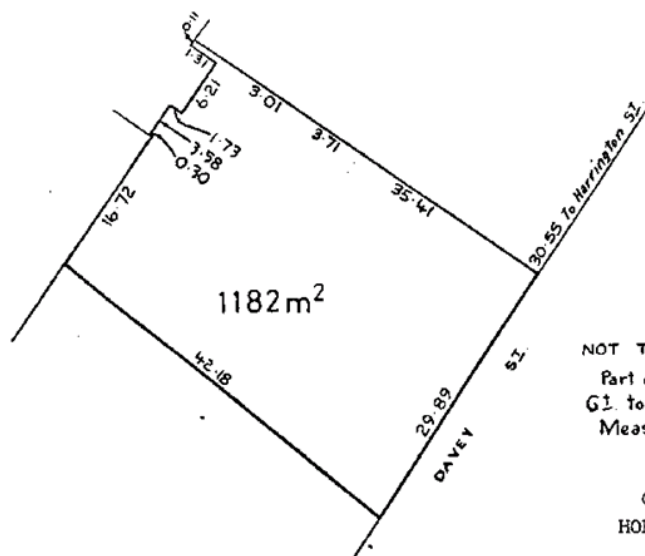
Recorder of Titles



REGISTERED NUMBER

208274

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.



ireneinc &
smithstreetstudio
PLANNING & URBAN DESIGN



23 April 2019

Adam Smee
Hobart City Council
GPO Box 503
HOBART TAS 7001
(Submitted through e-Portal)

Dear Adam,

FURTHER INFORMATION - 58 HARRINGTON STREET & 59 DAVEY STREET,
HOBART

I am writing in response to your letter of the 08/03/19 requesting further information in response to the proposed development at 58 Harrington Street & 59 Davey Street, Hobart (PLN-18-853).

The following is in response to your enquiries:

Planning - PLN F11

...Please demonstrate how the development would "provide significant benefits for civic amenities such as public space, pedestrian links, public art or public toilets".

Please also demonstrate how the development would make a positive contribution to the streetscape and townscape, having regard to the matters listed in the performance criterion, and noting that "streetscape" and "townscape" are defined terms in the planning scheme.

As detailed in the planning report, the proposal provides for a number of civic amenities including a publicly accessible courtyard and pedestrian link between Harrington Street and Davey Street. The proposal will also provide a boutique grocer, café and bar which will service both the public and residents. The client has also stated a willingness to introduce an art mural on the sheer wall to provide an additional contribution to civic amenity.

With regard to the streetscape and townscape, these elements have been addressed in the planning report and in significant detail within the design response statement prepared by Carr Design Group. Further to this, the design of the building responds to the general streetscape character along Davey Street and Harrington Street by implementing similar external materials and finishes that respect the historic design elements that are evident within the streetscape. A more detailed discussion is presented in the architectural design response statement.

...Please provide clarification of how the proposal satisfies clause 22.4.1 Building Height, P1.2(e).

A specific response to P1.2 (e) was provided on page 21 of the planning report which accompanied the application. The planning response states that the proposal will provide previously unavailable opportunities to shelter from adverse wind conditions within the proposed courtyard, laneway and proposed tenancies. In addition to this, the Wind Assessment states that existing wind conditions on

smithstreetstudio | ireneinc
49 Tasma St, North Hobart, TAS 7000
Tel (03) 6234 9281
Fax (03) 6231 4727
Mob 0418 346 283
Email planning@ireneinc.com.au
ABN 78 114 905 074

Harrington Street are generally a result of existing built form on adjoining blocks. It is acknowledged that this results in some wind conditions falling outside the walking criterion in the northeast corner, however as stated in the Wind Assessment, measures to attempt to mitigate these wind conditions would have little impact.

The report also specifies that the proposal will result in improved wind conditions for test locations 10 and 11 along Harrington Street and that wind conditions along Harrington Street have been shown to satisfy the safety criterion at all locations for all wind directions.

Tasmanian Heritage Council - THC 1

Please see attached amended architectural design response and architectural drawings to address points 2, 3 & 4 of the THC request. Comments from the heritage consultant have been added as notations to the accompanying plans.

TasWater - TW1

Please see attached concept servicing plan and report prepared by JMG, along with hydraulic calculations to satisfy the Tas Water RAI (TWDA 2019/00235).

Cultural Heritage - HER FI1

The inclusion of the proposed development at the correct scale to the photographic survey of the Davey Street streetscape between Harrington Street and Barack Street previously supplied.

Please see attached amended architectural documentation which shows the proposed building within the streetscape elevation as requested. Please note that there are a number of buildings located along Macquarie Street to the north and north-west of the site which are not shown in the montage. These buildings (IBIS Styles Hotel, Travel Lodge and 188 Collins Street) aid in demonstrating the built environment in the area and should be taken into consideration when viewing the updated streetscape montage.

Parking & Access - PA2.1 & PA5.2

Provide scaled and dimensioned drawing(s) demonstrating the vehicular access design, or a design that provides safe and efficient access.

Provide scaled and dimensioned drawing(s) showing vehicular swept paths into and out of all of the proposed car parking space(s) for a B85 vehicle in accordance with AS/NZS 2980.1:2004, or a design that ensures safe and efficient vehicular manoeuvring.

If proposing waste removal (commercial and residential waste) via service vehicles parked within the proposed on-street Loading Zone, demonstrate how the waste bins will be transported to the loading zone. If this utilises the circulation roadways and ramps as a pedestrian path, demonstrate how conflicts will be minimised and what the proposed grade for the pedestrian path will be (with reference to the NCC pedestrian ramp gradients). If vehicular access to the onsite waste storage area is required, please provide documentation for assessment against E6.7.13.

Please refer to the attached Traffic Impact Assessment addendum and appendixes, which responds specifically to points PA2.1 and PA5.2. With regard to the advice provided as part of PA5.2, a Waste Management Plan has also been prepared and provided to detail how waste will be removed from the building via the loading zone in Harrington Street.

Engineering Road - Infrastructure in a Road Reservation - ENGr FI.2

(a) Provide a dimensioned plan showing exact location of the proposed loading zone (clearly identifying if this is on Harrington or Davey Street and if this is Council administered or Department of State Growth administered land), noting and dimensioning any changes to footpath (widths and gradients),

(b) Show and label the location and extent of any public infrastructure within the highway reservation proposed to be relocated, modified or changed to enable to construction of loading zone. Advice: Note there are extensive telecommunication conduits in Harrington Street footpath which are likely to be impacted by the proposed narrowing of the footpath for the loading zone.

(c) Show the existing and new turning paths of vehicles (semitrailer to car) from Davey Street onto Harrington Street due to the impact of the loading zone on Harrington Street and dimension any proposed change to lane widths.

As detailed in the attached TIA Addendum, the proposed loading zone has been relocated further north along Harrington Street to avoid impacts on vehicles turning from Davey Street onto Harrington Street via the left-hand lane. Advice from Telstra has indicated that the changes required to the footpath can be achieved in accordance with Telstra's requirements.

Please refer to the attached TIA Addendum and appendixes for detail.

Stormwater - Sw 1

A site plan to demonstrate how stormwater from the proposed development (including roofed areas and impervious surfaces - driveways etc) will be disposed of via gravity to public stormwater infrastructure.

Please refer to the attached stormwater report and plans prepared by JMG.

Sw 2

A report prepared by a suitably qualified person, demonstrating that the additional stormwater generated by the development can be catered for and disposed of by:

(a) existing stormwater infrastructure; or

(b) what measures are proposed to increase the capacity of the system, having regard to the suitability of the site.

Provide calculations indicating why a detention tank of this size (6m³) has been proposed.

Please refer to the attached stormwater report and plans prepared by JMG.

Sw 3

Detailed design and associated calculations of any proposed adjustment or realignment of council infrastructure including but not limited to:

(a) site plan showing the location size and material of both existing and proposed infrastructure;

(b) long section of the proposed infrastructure including any clashing services; and

(c) all current connections to the stormwater infrastructure.

Please refer to the attached stormwater report and plans prepared by JMG.

Sw 4

A Construction Management Plan prepared by a suitably qualified person, demonstrating:

- (a) how the stormwater main will remain active during the construction period of the development;*
- (b) how the developer will ensure continued operation of all public and private connections throughout the development and during construction of the new stormwater infrastructure.*

It is considered that this can be specified as a condition on the permit and provided during the detailed design phase.

Sw 5

A report prepared by a suitably qualified person, demonstrating:

- (a) that the stormwater system for the new development incorporates water sensitive urban principal for the treatment and disposal of stormwater.*

Please refer to the attached stormwater report and plans prepared by JMG.

Sw 6

A stormwater drainage design prepared by a suitably qualified person which demonstrates compliance with the following:

- (a) accommodate a storm with an ARI of 20 years (non industrial zoned land) or accommodate a storm with an ARI of 50 years (industrial zoned land) when the land serviced by the system is fully developed.;*
- (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.*

Please refer to the attached stormwater report and plans prepared by JMG.

Sw 7

A stormwater drainage design prepared by a suitably qualified person which is designed to accommodate a storm with an ARI of 100 years.

Please refer to the attached stormwater report and plans prepared by JMG.

Protection of Council Infrastructure - Stormwater INFsw1

A scaled and dimensioned plan demonstrating the following:

- (a) the location of the drainage easement;*
- (b) the location of the proposed building in relation to the easement;*
- (c) the location of the proposed building footings in relation to the easement; and*

(d) the location of the proposed building structures (including, for example, but not limited to footings, walls, retaining structure) in relation to the stormwater main if the location of the stormwater main is known.

Please refer to the attached stormwater report and plans prepared by JMG.

INFsw2

A report prepared by a suitable qualified person, demonstrating that the additional stormwater generated by the proposed development can be catered for and disposed of by:

- The existing stormwater system; or*
- What measures are proposed to increase the capacity of the system, having regard to the suitability of the site.*

Please refer to the attached stormwater report and plans prepared by JMG.

Potentially Contaminated Land - PCL1

To enable Council to assess the application against the relevant provisions of the Potentially Contaminated Land Code, please provide a contamination management plan prepared by a suitably qualified and experienced person.

The accompanying CMP has been prepared by GHD to address the removal of the UST on the site. The CMP is based upon the findings of the previous Environmental Site Assessment undertaken by GHD which was provided to Council on the 16th of March 2019.

The CMP concludes that following the removal of the UST and excavation, in accordance with the CMP, the site can be remediated to ensure that it will be suitable for the proposed development and will not result in impacts to human health or the environment.

If you have any further queries in relation to any of the above, please contact me on 6234 9281.

Yours sincerely,



Phil Gartrell
Planner
IRENEINC PLANNING & URBAN DESIGN



TRAFFIC IMPACT ASSESSMENT

PROPOSED RESIDENTIAL APARTMENT AND RETAIL DEVELOPMENT

**58 HARRINGTON STREET &
59 DAVEY STREET**

HOBART

SEPTEMBER 2018



TRAFFIC IMPACT ASSESSMENT

PROPOSED RESIDENTIAL APARTMENT AND RETAIL DEVELOPMENT

58 HARRINGTON STREET &
59 DAVEY STREET
HOBART

SEPTEMBER 2018

11 KYTHERA PLACE, ACTON PARK TASMANIA 7170
TEL: (03) 6248 7323 MOBILE: 0402 900 106
EMAIL: milglad@bigpond.net.au ABN: 51 345 664 433

CONTENTS

	Page Number
1. INTRODUCTION	4
2. SITE DESCRIPTION	5
3. DEVELOPMENT PROPOSAL	6
4. EXISTING ROAD AND TRAFFIC ENVIRONMENT	9
4.1 Road Characteristics	9
4.2 Traffic Activity	11
4.3 Crash Record	11
5. TRAFFIC GENERATION BY THE DEVELOPMENT	13
6. TRAFFIC ASSESSMENT AND IMPACT	15
6.1 Operational Impact of Increased Traffic Activity	15
6.2 Assessment of Available Sight Distances	16
6.3 Internal Traffic Access, Circulation and Car Parking	17
6.4 Public Transport Services	21
7. SUMMARY AND RECOMMENDATIONS	22

REFERENCES:

- Australian Standard AS 1742.2-2009 – Manual of uniform traffic control devices Part 2: Traffic control devices for general use
- AUSTROADS – Guide to Road Safety Part 6: Road Safety Audit (2009)
- Road Traffic Authority NSW – Guide to Traffic Generating Developments, 2002
- Road and Maritime Services (Transport) - Guide to Traffic Generating Developments; Updated traffic surveys (August 2013)
- AUSTROADS – Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (2009)
- AUSTROADS – Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings (2009)
- Australian Standard AS 2890 – Parking Facilities, Part 1 – Off-street car parking
- Hobart Interim Planning Scheme 2015

1. INTRODUCTION

A planning application will be lodged with the Hobart City Council for a multi-storey residential apartment and retail development at 58 Harrington Street and 59 Davey Street in Hobart.

This Traffic Impact Assessment (TIA) report has been prepared in support of the proposed development.

The TIA report considers the existing road and traffic characteristics along Harrington Street and Davey Street in the area of the development site. An assessment is made of the traffic activity that the development will generate and the effect that this traffic will have on Harrington Street where the driveway to the site will be constructed.

Consideration is given to the access arrangements and available sight distance along Harrington Street at the junction of the driveway to the development site. An assessment is also made of the driveway design, internal vehicular traffic circulation and parking provisions within the development site, servicing provisions and pedestrian access having regard to current applicable Australian standards and the requirements of the Hobart Interim Planning Scheme (2015).

The report is based on the Department of State Growth (DSG) - Traffic Impact Assessment Guidelines. The techniques used in the investigation and assessment incorporate best practice road safety and traffic management principles.

2. SITE DESCRIPTION

The proposed development site is located on the north-western corner of Harrington Street/Davey Street intersection.

The site lies within the Central Business Zone of Hobart. The surrounding development is mixed with business and commercial activities, visitor accommodation, hospital and residential uses.

The location of the development site has been highlighted on the extract from the street atlas for this area, seen in Figure 2.1.

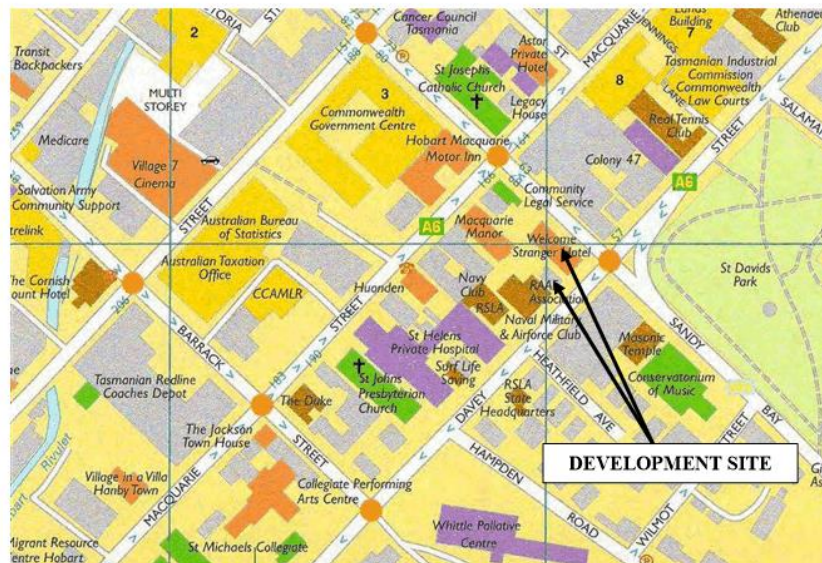


Figure 2.1: Extract of street atlas showing location of proposed development site

3. DEVELOPMENT PROPOSAL

The proposed development at 58 Harrington Street is for the construction of a new multi-storey building with residential apartments and retail tenancies.

The Ground Floor Level of the building will include two retail tenancies, residential lobby, lifts and stairwell, storage and servicing areas and the driveway off Harrington Street into the three basement levels of car parking.

There will be 52 residential apartments in total on Levels 1 to 12 with five apartments on Level 1, eight apartments Level 2, seven apartments on each of Levels 3 and 4, four apartments on each of Level 5 to 9, two apartments on each of Level 10 and 11, and one apartment on Level 12. Five apartments will have one-bedroom, 38 apartments will have 2-bedrooms and 9 apartments will have three and there will be one four-bedroom apartment.

The two retail tenancies on the Ground Floor of the new building will have floor areas of 262m² and 42m².

The property at 59 Davey Street is included as part of the development application. The existing single storey building on this site will be renovated internally to become a third retail tenancy with a floor area of 76m².

There will be 61 car parking spaces on three basement levels to the new building. There will also be two motorcycle parking spaces within the car park.

A bicycle parking area, which will be accessed from the Harrington Street footpath adjacent to the driveway into the building, will provide storage for ten resident bicycles. There will be an additional bike rack for five bicycles to service visitors to the building, located in the pedestrian access (arcade) off Davey Street.

The vehicle access to the on-site car parking area will be via a 5.5m wide driveway off Harrington Street at the northern end of the site. Vehicle entry/exit will be controlled by a tilt panel door located some 10m into the building from the Harrington Street footpath.

Pedestrian access into and through the new building will be provided via an arcade off both Harrington Street and Davey Street.

The current pedestrian access to the building at 59 Davey Street will remain off Davey Street and there will be additional access through the rear of the building to the Arcade in the new building.

Views of the development site are seen in Photographs 3.1 to 3.3.

The design drawings of the proposed development site layout are included as Appendix A -Architectural Drawings (Carr Design Group Pty Ltd) with the development application.



Photograph 3.1: View of development site at 58 Harrington Street from Harrington Street/ Davey Street intersection



Photograph 3.2: View of development site at 59 Davey Street



**Photograph 3.3: View of development site frontage along
Harrington Street**

4. EXISTING ROAD AND TRAFFIC ENVIRONMENT

4.1 Road Characteristics

The one road of main relevance to the proposed apartment development with respect to vehicular traffic and access is Harrington Street which passes along the eastern side of the development site.

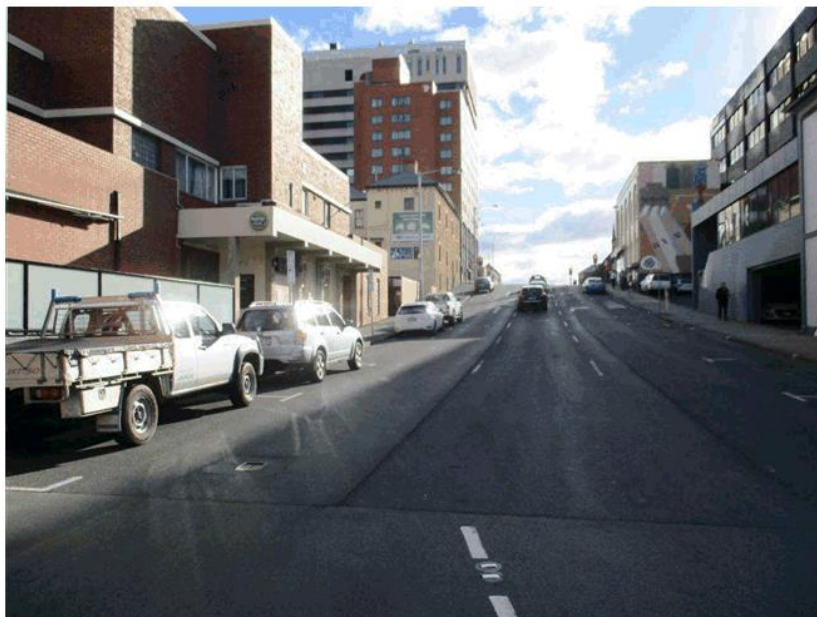
Between Davey Street and Macquarie Street, Harrington Street has a straight horizontal alignment on an increasing upgrade to the north from being near flat at Davey Street to around 10% at Macquarie Street.

Harrington Street is a one-way street with three marked traffic lanes as well as parking lanes and footpaths along both sides of the street. The footpath along the development site frontage has a width of 2.7m.

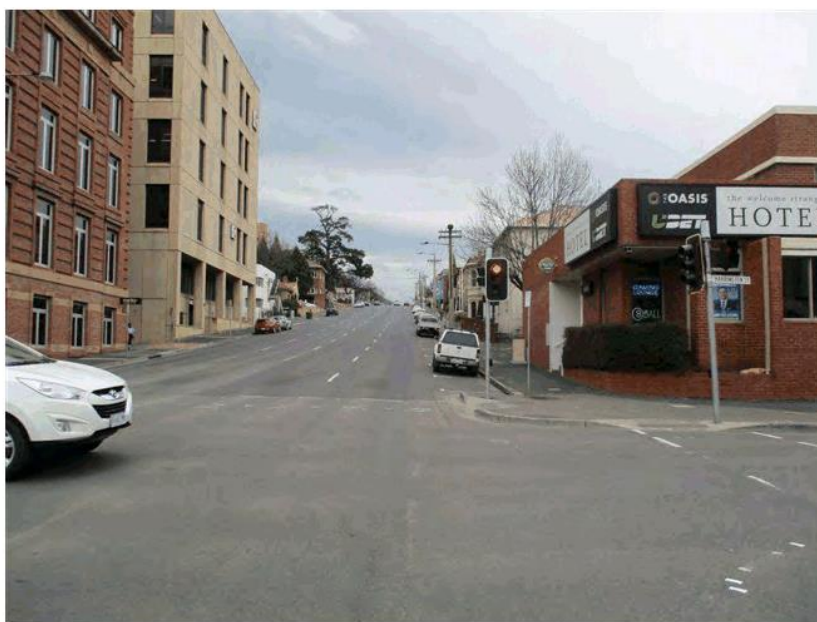
Davey Street passes along the southern side of the development site. It also is a one-way street with four marked traffic lanes as well as parking lanes and footpaths along both sides of the street. There will be no vehicle access to the development site off Davey Street. The footpath along the development site frontage has a width of 2.7m.

The 50km/h urban speed limit applies to both Harrington Street and Davey Street.

Views of the geometric character of Harrington Street and Davey Street in the area of the development site are seen in Photographs 4.1 and 4.2.



Photograph 4.1: View to north along Harrington Street from Davey Street with development site on left



Photograph 4.2: View to west along Davey Street from Harrington Street with development site on right

4.2 Traffic Activity

Traffic volume data for Harrington Street past the development site has been received from DSG. The vehicle volume data are from the traffic signal loop detectors in each lane in Harrington Street at the Macquarie Street intersection recorded on Tuesday 22 May 2018.

The data has been summarised and presented graphically in Figure 4.1.

The traffic volume on this day along this section in Harrington Street was 10,655 vehicles/day; the traffic volume in the left lane, nearest the development site was 3,098 vehicles/day.

The peak period traffic volumes in this city block were 855 vehicles/hour in the 8-9am morning period and 892 vehicles/hour in the 3-4pm afternoon period. The traffic volumes in the left lane during these morning and afternoon peak periods were 320 vehicles/hour and 296 vehicles/hour, respectively.

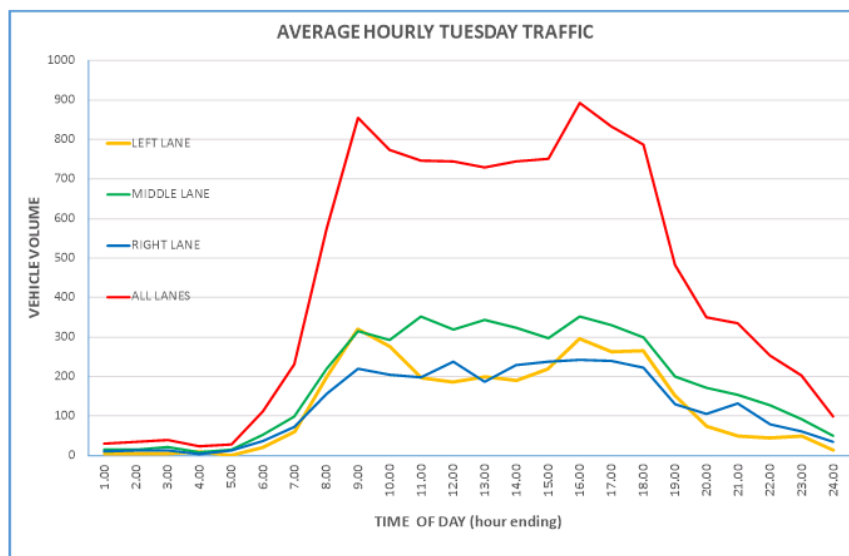


Figure 4.1: Lane traffic volumes in Harrington Street approach to Macquarie Street on Tuesday 22 May 2018

4.3 Crash Record

All crashes that result in personal injury are required to be reported to Tasmania Police. Tasmania Police record all crashes that they attend. Any crashes that result in property damage only, which are reported to Tasmania Police, are also recorded even though they may not visit the site.

Details of reported crashes are collated and recorded on a computerised database that is maintained by DSG.

Information was requested from DSG about any reported crashes along Harrington Street between Davey Street and Macquarie Street, including the intersections at each end, over the last five and half years since January 2013.

Advice has been received that the crash database has record of 67 reported crashes along this section of Harrington Street.

Of these crashes, 32 crashes occurred at the Harrington Street/Davey Street intersection. 20 crashes were angle collisions between vehicles heading straight ahead on the two adjacent legs of the intersection with 10 crashes resulting in injury. Such a high crash record and severity rate with a fairly consistent crash pattern at this intersection requires investigation by the road and traffic authorities; possibly requiring a consideration of 'see through' problems or intergreen signal timings.

There have been a further 24 reported collisions at the Harrington Street/Macquarie Street intersection. Three of the crashes involved pedestrians, all resulting in injury; these were the only injury crashes at this intersection.

The one predominant crash type at this intersection involved right turning vehicles being hit by vehicles proceeding straight ahead. There were 12 such crashes. It would seem this occurs because vehicles are proceeding straight ahead from the right-hand lane which allows only right turn movements whereas the middle lane allows straight ahead and right turn movements.

It should be fairly simple for the Council to install additional traffic management (signs and markings) to emphasize the required lane movements.

The other 11 crashes were midblock collisions, with the type of collisions being fairly mixed. The collisions included parked cars and rear end collisions with all crashes resulting in property damage only.

5. TRAFFIC GENERATION BY THE DEVELOPMENT

As outlined in Section 3 of this report, the development being proposed is the construction of 52 residential apartments and three retail tenancies on the site at 58 Harrington Street and 59 Davey Street. Most of the residential apartments will have two or three bedrooms.

All of the 61 car parking spaces and two motorcycle parking spaces will be allocated to the residents of the 52 apartments in the development site.

In considering the traffic activity that each apartment will generate when occupied, guidance is normally sought from the New South Wales, Road Traffic Authority document – Guide to Traffic Generating Developments. The RTA guide is a nationally well accepted document that provides advice on trip generation rates and vehicle parking requirements for new developments.

The updated 'Technical Direction' to the Guide dated August 2013 advises that the trip generation is 7.4 trips/dwelling/day for residential dwellings and 4.6 trips/unit/day for high density unit developments in regional areas of New South Wales.

This is consistent with findings by this consultant for dwellings in Tasmania. Surveys in the built-up areas of Tasmania over a number of years have found that typically this figure is 8.0 trips/dwelling/day with smaller residential units generating around 4 trips/unit/day and larger units generating around 6 trip/unit/day.

As has been outlined in TIA reports for other developments, peak hour traffic surveys were undertaken on Sandy Bay Road in 2015 at the 20 apartments in the Governor's Square development at 74 Sandy Bay Road which have car parking access off Sandy Bay Road. The traffic generation by these Governor's Square apartments during the peak hour was 3.75 vehicles/apartment/hour. These apartments each have two bedrooms.

In addition to the above, the following points are also relevant in estimating the traffic generation by the proposed development:

- the proposed apartments will have one to three bedrooms and all apartments will have at least one car parking space on-site;
- the development site is very close to the Hobart CBD (just over 500m walking distance to the Liverpool Street/Collins Street intersection);
- the development site is very close to the all route bus services at the central bus station in Elizabeth Street (around 550m walking distance);

The apartments in the proposed development are expected to have around the same traffic generation rate as the Grosvenor's Square apartments.

Although the development site has a central location in the Hobart CBD, a slightly higher traffic generation rate of 4.5 vehicles/apartment/day has been

assumed to apply for the proposed development, which is around the same as the updated RMS advice.

Applying the trip generation rate of 4.5 vehicles/apartment/day to the 52 residential apartments, all of which will have access to on-site car parking spaces, the traffic generation is expected to be around 234 vehicles/day and some 24 vehicles/hour during peak traffic periods when fully developed and occupied, based on the peak hour traffic being the typical 10% of the daily traffic volume.

6. TRAFFIC ASSESSMENT AND IMPACT

This section of the report evaluates the impact of the traffic that will be generated by the proposed apartment development on passing Harrington Street traffic volumes.

An assessment has been made of the adequacy of available intersection sight distance along Harrington Street at the driveway junction; consideration has been given to the proposed internal site layout with respect to traffic circulation and parking as well as pedestrian accessibility and safety.

6.1 Operational Impact of Increased Traffic Activity

The proposed apartment development is expected to generate around 234 vehicles/day and 24 vehicles/hour at peak traffic times of the day.

The two-way traffic activity generated by the proposed development will not result in a major increase in traffic activity, nor have a significant impact on the Harrington Street traffic flow.

Currently, there are a few vehicles turning to and from the existing driveway to the development site, located off Harrington Street very near to the proposed car park driveway.

In the future, all left turn movements into the development site driveway will be from the left traffic lane in Harrington Street and most of the left turn movements from the development site driveway will be into the left traffic lane in Harrington Street.

The left lane in Harrington Street carries up to 320 vehicles/hour during peak traffic periods.

Normally traffic volumes up to 1,500 vehicles/hour can generally be accommodated between conflicting traffic streams at intersections or junctions before traffic problems can begin to arise.

The conflicting traffic volume at the development site driveway with traffic in the left lane will be less than 25% of this volume. Even when including the passing traffic in both the left and middle lanes in Harrington street, the conflicting traffic volume will be less than 50% of the above volume maximum of 1,500 vehicles/hour.

There will not be any operational or capacity issues at this location.

An additional factor in considering gap opportunities in passing traffic is that traffic on Harrington Street passes the development site in platoons. Vehicles entering Harrington Street from the driveway may need to wait for the platoon to pass to obtain a gap in the traffic stream. Once each platoon has passed there are more than sufficient opportunities and time to enter Harrington Street.

6.2 Assessment of Available Sight Distances

Consideration has been given to the available sight distance along Harrington Street from the proposed driveway to the development.

The driveway will be a few meters to the south of its current location off Harrington Street.

The view along Harrington Street for motorists entering from the location of the proposed driveway are seen in Photograph 6.1.



**Photograph 6.1: View to south along Harrington Street
from proposed driveway to development site**

In assessing the sight distance, the requirements of Clause E6.7.2 A1 would apply in this case. It states: *the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking.*

AS 2890.1 details the required sight distances to approaching vehicles on public roads from private driveways, such as is under consideration in this assessment.

Free vehicle speeds in Harrington Street past the development site would be around 45-50km/h. The desirable driveway sight distance is 69m for approach vehicle speeds of 50km/h from a point 2.5m back from the edge of the road (at the property boundary).

A driver exiting the site will be able to see much further than 76m along Harrington Street with the advantage of a clearer line of sight due to the increasing grade of Harrington Street which elevates the line of sight for the exiting driver over standard cars parked along Harrington Street.

As can be appreciated from the view in Photograph 6.1, it should normally be possible to see well beyond the Davey Street intersection, for distances of over 100m.

6.3 Internal Traffic Access, Circulation and Car Parking

Following input into the design of the trafficable areas and having due regard to the requirement of AS 2890, the proposed layout and design of the driveway, circulation area and parking arrangements which will service the apartments are shown on the architectural drawings, referred to earlier in this report

Relevant design elements of the proposed site layout related to traffic are discussed below.

Access driveway and traffic circulation

There will be one two-way driveway off Harrington Street which will service access to the three basement levels of parking in the proposed building at 58 Harrington Street.

The driveway off Harrington Street will have a trafficable width of 5.5m at the frontage boundary and into the building.

The driveway will have a flat grade up to the panel door, which will be positioned some 10m from the frontage boundary and around 12.5m from the gutter. From the panel door into the building, the downward grade of the driveway will be 10% for a distance of 6m and increase to 20% and 25% over short transition sections before curving at a grade of around 12.5% along the middle of the ramp and the passing over further transition sections to AHD 15.0

All other ramps and ramp transition sections along the circulation road between the car parking levels will be between 6.25% and 22.2%. All transition sections will be at least 2m long and the maximum change in the grade at any point will be no more than 12.2% for a sag grade and not more than 9.7% for a crest grade (both less than the maximum of 12.5% for a sag grade and 15% for a crest grade).

The circulation road will be at least 5.5m on straight sections, in accordance with AS 2890.1, and wider on curved sections, particularly at the highest trafficked section down to ADH 15.0.

The position of the panel door will allow storage for two entering cars between the door and the Harrington Street kerb line on a flat grade and one exiting vehicle on a grade of 10% if required to come to a stop before the door.

Drivers approaching the panel door will be able to remotely activate the opening of the door, minimising the delay to vehicles. The time for the door to open is expected to be no more than around 8-10 seconds, therefore delay to approaching cars likely to be no more than a few seconds.

With advance activation of opening of the panel door in this situation, the driver approach procedure will be quite different to a boom barrier as defined in AS 2890.1. The design of the approach driveway grade for cars exiting the site, with a 10% grade for one car length in case the car comes to a stop, is quite sufficient; it is the same as that required for a queueing area.

These storage lengths are also quite adequate for the expected peak hour traffic movements of 24 vehicles/hour – 15 vehicles/hour in one direction and 8 vehicles/hour in the other. The higher directional traffic movements will be at an average rate of one vehicle every four minutes for which storage of one vehicle in either direction is more than sufficient.

The design of the driveway and circulation road is considered to be quite satisfactory to safely and efficiently accommodate the expected traffic activity in accordance with AS 2890.1.

Car parking supply

Clause E6.6.5 of the Hobart Interim Planning Scheme 2015 states that for a development in the Central Business Zone, the acceptable solution for the number of car parking spaces on the site is:

A1

- (a) No onsite parking is provided; or*
- (b) onsite parking is provided at a maximum rate of 1 space per 200m² of gross floor area for commercial uses; or*
- (c) onsite parking is provided at a maximum rate of 1 space per dwelling for residential uses; or*
- (d) onsite parking is required operationally for an essential public service, including, hospital, police or other emergency service.*

The proposed development will have 52 residential apartments and 61 car parking spaces. Only Clause E6.6.5 A1(c) would be applicable in this case as all car parking will be allocated to the residents. This means the proposed development will have nine additional car parking spaces to that specified in this clause.

The performance criteria for Clause E6.6.5 are:

P1

Car parking provision:

- (a) is in the form of a public car parking station provided as part of a development which utilises a major existing access; or*
- (b) must not compromise any of the following:*
- (i) pedestrian safety, amenity or convenience;*
 - (ii) the enjoyment of 'al fresco' dining or other outdoor activity;*
 - (iii) air quality and environmental health;*
 - (iv) traffic safety.*

In considering these performance criteria, P1(a) does not apply.

In regard to P1(b), this TIA report has addressed the matters referred to in (i) and (iv).

Pedestrian safety matters are addressed below, and traffic safety is considered in different sections of the report which discuss the expected traffic generation, mix of conflicting traffic movements, intersection sight distances and driveway access to Harrington Street, all of which have been found to be quite satisfactory.

In regard to P1(b) (ii) and (iii):

- the proposed development will not have any impact or bearing to any outdoor activity; and
- the use and activity resulting from the proposed development will not have any adverse effects on air quality or environmental health.

The additional nine car parking spaces proposed in this development will therefore not result in any adverse traffic amenity, safety or environmental outcomes. The proposed car parking supply is therefore supported.

On-site parking area design

The required turn paths of vehicles have been checked and found to be adequate for three-point turns by B85 cars for all manoeuvres to and from all parking spaces.

The specific dimensions that have been assessed include the following:

- All standard parking spaces will be 5.4m long and 2.4m wide in accordance with User Class 1A for residential parking (as detailed in Figure 2.2 of AS 2890.1 for 90-degree parking);
- There will be at least a 300mm clearance to the side walls and columns for door opening and manoeuvring (as detailed in Figure 2.2 of AS 2890.1) or columns located outside of the design parking envelope (Figure 5.2 of AS 2890.1);

- The width of the parking aisle will be at least 5.8m (as required in Figure 2.2 of AS 2890.1 for Class 1A 90-degree parking);
- There will be at least a 1.0m extension to the ends of the parking aisle for cars to reverse out of parking spaces (as detailed in Figure 2.3 of AS 2890.1);
- The dimension of the motorcycle parking space will be as required in Figure 2.7 of AS 2890.1;
- The height clearance will vary along the driveway and within the car parking areas but will be a minimum of 2.2m and a minimum of 3.0m at the panel door.

With all dimensions meeting the requirements of AS 2890.1, the parking spaces will be compliant with the standard and meet the Acceptable Solution for Clause E6.7.5.

Impacts on on-street parking arrangements and street furniture/services

The construction of the new driveway to the development site in Harrington Street will result in the closure of the existing driveway and reinstatement of kerb and gutter across part of the existing driveway.

This driveway change will require the removal of one metered parking bay at the northern end of the development site but with the reinstatement of kerb and gutter across part of the existing driveway, a new parking meter can be installed to the north of the proposed new driveway.

The construction of the new driveway will also require relocation of a power pole and meter coin machine.

The retail tenancies will be serviced by delivery vehicles which would park outside the building on Harrington Street and access the building via the arcade entrances.

Commercial waste will also be collected from a commercial waste room on Ground Floor and domestic waste from a domestic waste room on Basement Level 1.

The waste will be taken from these rooms to waste collection vehicles on Harrington Street.

The collection of the commercial waste will be undertaken by a private contractor and domestic waste by arrangements with Council or private contractor.

In order to accommodate all these commercial vehicles, it is proposed two parking meters be removed outside the development site, at the southern end of Harrington Street and a Loading Zone be installed in their place.

Details of all these changes and measures are shown on the site drawings.

Pedestrian Traffic

The development site is located within short walking distance of all services and shopping facilities in the Hobart CBD. Therefore, the building is expected to generate a significant pedestrian movement to and from the site.

Pedestrians will be able to access the apartment block directly from Harrington Street, away from the driveway, through the arcade accesses.

Consideration has been given to the required sight triangle between motorists exiting the driveway and pedestrians approaching along the Harrington Street footpath, as indicated in Figure 3.3 of AS 2890.1.

The required sight triangle has been allowed for, as detailed on the plan view for this location on the design drawings.

6.4 Public Transport Services

Metro Tasmania currently operates regular route bus services along Davey Street (outbound) to the southern suburbs and South Hobart area.

However, the Elizabeth Street bus station is around 500m walking distance from the development site. Route bus services to and from all suburbs in the greater Hobart area are available at this bus station.

Normally the accepted maximum walking distance between bus stops and residential dwellings is 400m. In this central business area, it would be quite acceptable to walk the additional 100m.

7. SUMMARY AND RECOMMENDATIONS

This Traffic Impact Assessment has been prepared in support of the planning application to the Hobart City Council for a proposed apartment and retail development at 58 Harrington Street and 59 Davey Street in Hobart.

There will be 52 residential apartments in the building with most having two and three bedrooms.

There will be a total of 61 car parking spaces, two motorcycle parking spaces and bicycle parking for the residents (ten spaces) and visitors (five spaces).

This assessment has reviewed the existing road and traffic environment along Harrington Street and Davey Street in the area of the development site.

Harrington Street is a one-way street with three marked traffic lanes and parking along both sides of the street; Davey Street has four marked traffic lanes as well as parking along both sides of the street.

Traffic volume data for Harrington Street was received from DSG, recorded by the signal loop counts.

The traffic volume in Harrington Street on Tuesday 22 May 2018 was 10,655 vehicles/day; the traffic volume in the left lane, nearest the development site was 3,098 vehicles/day.

The peak period traffic volumes were 855 vehicles/hour in the 8-9am morning period and 892 vehicles/hour in the 3-4pm afternoon period and the traffic volumes in the left lane during these morning and afternoon peak periods were 320 vehicles/hour and 296 vehicles/hour, respectively.

The crash database has record of 67 reported crashes along Harrington Street between Harrington Street and Macquarie Street, including the intersections at each end, over the last five and half years since January 2013.

Of these, 32 crashes occurred at the Harrington Street/Davey Street intersection; 24 crashes occurred at the Harrington Street/Macquarie Street intersection, and 11 were midblock crashes.

The main concern with the crash history is the high crash record and severity rate at the Harrington Street/Davey Street intersection and the Harrington Street/Macquarie Street intersection. These intersections require investigation by the road and traffic authorities for solutions which will reduce the crash rate; the crashes type suggest there are measures that would assist in reducing the high number of the same type of crash.

The types of midblock crashes were fairly mixed.

It has been estimated that the proposed development, when fully completed and occupied will generate some 234 vehicles/day and around 24 vehicles/hour during peak traffic periods, based on the peak hour traffic being the typical 10% of the daily traffic volume.

Vehicles entering and exiting the development site driveway will turn left to and from the left-hand traffic lane in Harrington Street which carries up to around 320 vehicles/hour in peak traffic periods.

Normally traffic volumes up to 1,500 vehicles/hour can generally be accommodated between conflicting traffic streams at intersections or junctions before traffic problems can begin to arise. The conflicting traffic volume with the right-hand lane traffic will be around 25% of this volume. No operational issues will arise due to the traffic activity.

There are more than sufficient opportunities and time for vehicles to enter Harrington Street once each vehicle platoon has passed (during green phase to Davey Street).

An assessment has been undertaken of the available sight distance at the junction of the development site driveway with Harrington Street. The available sight distances are more than sufficient to meet AS 2890.1 requirements and hence the planning scheme.

Consideration has been given to the proposed layout and design of the internal driveway, traffic circulation provisions and parking arrangements, having regard to accepted practices and relevant Australian Standards.

It has been concluded the design is satisfactory in meeting the requirement of AS 2890.1 and therefore the planning scheme.

The proposed design of the new driveway off Harrington Street into the building, including proposed widths and alignment, will accommodate the expected traffic activity very well. The design of the ramp grades with transitions sections are consistent with the requirements of AS 2890.1.

All the resident parking spaces will be compliant with AS 2890.1.

As the development site is located within the Central Business Zone, the planning scheme has a requirement for a maximum parking supply as the acceptable solution. The proposed 61 car parking spaces will exceed this maximum by nine car parking spaces.

In considering the relevant performance criteria, it has been concluded the proposed development will not have any impact or bearing on any outdoor activity while the use and activity resulting from the proposed development will not have any adverse effects on air quality or environmental health.

The proposed parking supply, with the additional nine car parking spaces, will not result in any adverse traffic amenity, safety or environmental outcomes and the proposed car parking supply is therefore supported.

The driveway design at Harrington Street will provide for the required sight triangle between motorists exiting the driveway and pedestrians approaching along the Harrington Street footpath.

The new driveway to the development site will require the removal of one metered parking bay at the northern end of the development site, but with the closure and reinstatement of kerb and gutter across part of the existing driveway, a new parking meter can be installed to the north of the proposed new driveway.

The construction of the new driveway will also require relocation of a power pole and meter coin machine.

In order to provide for commercial vehicle deliveries and waste collection vehicles for the development site, it is proposed two parking meters outside the development site, at the southern end of Harrington Street be removed and a Loading Zone be installed in their place.

The building is expected to generate a significant pedestrian movement to and from the site as it is located within a short walking distance to all services and shopping facilities in the Hobart central business area,

The Elizabeth Street bus station is also around 500m walking distance from the development site from where all route bus services to the greater Hobart region start and finish.

Overall it has been concluded that the proposed apartment development can be supported on traffic grounds as it will not give rise to any adverse safety or operational traffic issues with the implementation of the proposed measures.



ADDENDUM TO:

TRAFFIC IMPACT ASSESSMENT

**PROPOSED
RESIDENTIAL APARTMENT AND RETAIL
DEVELOPMENT**

**58 HARRINGTON STREET &
59 DAVEY STREET
HOBART**

APRIL 2019

11 KYTHERA PLACE, ACTON PARK TASMANIA 7170
TEL: (03) 6248 7323 MOBILE: 0402 900 106
EMAIL: milglad@bigpond.net.au ABN: 51 345 664 433

1. INTRODUCTION

A Traffic Impact Assessment (TIA) report was prepared in September 2018 in support of a residential apartment and retail development at 58 Harrington Street and 59 Davey Street in Hobart.

The Hobart City Council has requested additional advice in regard to several traffic matters in their letters dated 4 February 2019 and 6 March 2019.

These matters are addressed in this Addendum to the TIA report.

2. DISCUSSION OF TRAFFIC MATTERS

The following advice is provided in regard to each traffic issue.

It should be noted that the architectural design drawings for the development site have been modified since the initial development application.

The current design drawings detailing the proposed layout of the development are attached to this addendum to the TIA.

Parking and Access

PA 2.1

To satisfy Hobart Interim Planning Scheme 2015 clause E6.7.2 Acceptable Solution A1 and AS/NZS 2890.1:2004 Section 3, the scaled and dimensioned design drawings must include:

Plan view and long section along the proposed crossover, any footpath(s) and access centreline, showing the gradient and elevation of the finished surface level and existing natural surface level; including transitions at change of grades, where required to comply with AS/NZS 2890.1:2004 Section 2.5.3(d). The long section must demonstrate that a B85 vehicle, in accordance with AS/NZS 2890.1:2004 Section 2.6.2, can access the driveway from the road pavement into the property without scraping the car's underside, along the wheel path of the vehicle.

Plan view and long section of any proposed alterations to footpath levels associated with the access.

Advice

Design drawings have been prepared which detail the long sections of the proposed ramped access to the car parking areas within the building, the ramp grades and changes of grade, including across the footpath to the kerb line.

These design drawings have been overlayed with a plot of the ground clearance requirements for a B85 car to the specifications of AS 2890.1.

The plot shows there will be no bottoming out by these cars; the ramp design meets the Australian Standard.

The design drawings of the ramps with ground clearances are attached to this addendum to the TIA.

PA 5.2

To satisfy Hobart Interim Planning Scheme 2015 clauses E6.7.5 and E6.7.14 Acceptable Solution A1 the scaled and dimensioned design drawings must include:

Standard single turn B85 swept paths (including 300mm manoeuvring clearance) on all proposed curved ramps which have radii which do not comply with AS2890.1 Section 2.5.2 (b) and associated Figure 2.9 / Table 2.2.

If proposing residential waste removal via service vehicles parked within the proposed onstreet Loading Zone, demonstrate the pedestrian path from the residential waste storage areas to the Loading Zone. If this utilises the circulation roadways and ramps as a pedestrian path, demonstrate how conflicts will be minimised and what the proposed grade for the pedestrian path will be (with reference to the NCC pedestrian ramp gradients).

If residential waste removal is proposed via service vehicles parked within the property, please provide documentation for assessment.

Advice

The proposed curved ramp access is not intended to function as a curved ramp as is detailed Figure 2.9 in AS 2890.1. While the ramp has curved sections on a grade, it will function in a similar manner to the curved parking aisles in Hobart City Council car parks.

Design drawings have been prepared which detail the swept path of not only B85 cars along the ramped sections of the access within the building, but the combination of B99 and B85 cars passing in opposite directions with required side clearances.

The swept paths show the design of the access is quite sufficient to accommodate this combination of car travel paths.

The design drawings of the swept car paths are attached to this addendum to the TIA.

There is no proposal for other than cars to access the building via the proposed driveway off Harrington Street. The proposed installation of a loading zone on Harrington Street immediately to the south of the proposed driveway (see below) will be for commercial vehicles collecting waste or servicing the retail tenancies.

The bins will not be moved manually along the driveway by pedestrians. A bin tug will be used for the transport of the bins between the bin room and the bin storage area just inside the driveway entrance to the building for collection.

This is a common means of moving bins in developments such as this in other states. The ramp grades are not an issue, with the bin tug capable of moving several bins at a time.

The attached report from Leigh Design details the proposed manner that waste from the building will be dealt with.

F1.2

- 1. Provide a dimensioned plan showing exact location of the proposed loading zone (clearly identifying if this is on Harrington or Davey Street and if this is Council administered or Department of State Growth administered land), noting and dimensioning any changes to footpath (widths and gradients),*
- 2. Show and label the location and extent of any public infrastructure within the highway reservation proposed to be relocated, modified or changed to enable to construction of loading zone. Advice: Note there are extensive telecommunication conduits in Harrington Street footpath which are likely to be impacted by the proposed narrowing of the footpath for the loading zone.*
- 3. Show the existing and new turning paths of vehicles (semitrailer to car) from Davey Street onto Harrington Street due to the impact of the loading zone on Harrington Street and dimension any proposed change to lane widths.*

Advice

It is not considered the installation of a loading zone in Harrington Street within the existing roadway, near the Davey Street intersection or further to the north, will create an operational problems.

However, on advice from council officers that they cannot accept a loading zone within the existing width of the left side traffic plus parking lane in Harrington

Street, it is proposed that the loading zone be installed immediately to the south of the proposed driveway to the building and by indented, as seen on the attached architectural design drawings of the building.

The proposed indentation of the loading zone into the footpath, as shown, meets all the design parameters that were set by council traffic engineer, at a face to face meeting, for the minimum footpath width, the loading zone width and not to have any protrusion into the traffic lane beyond that of the current car parking lane.

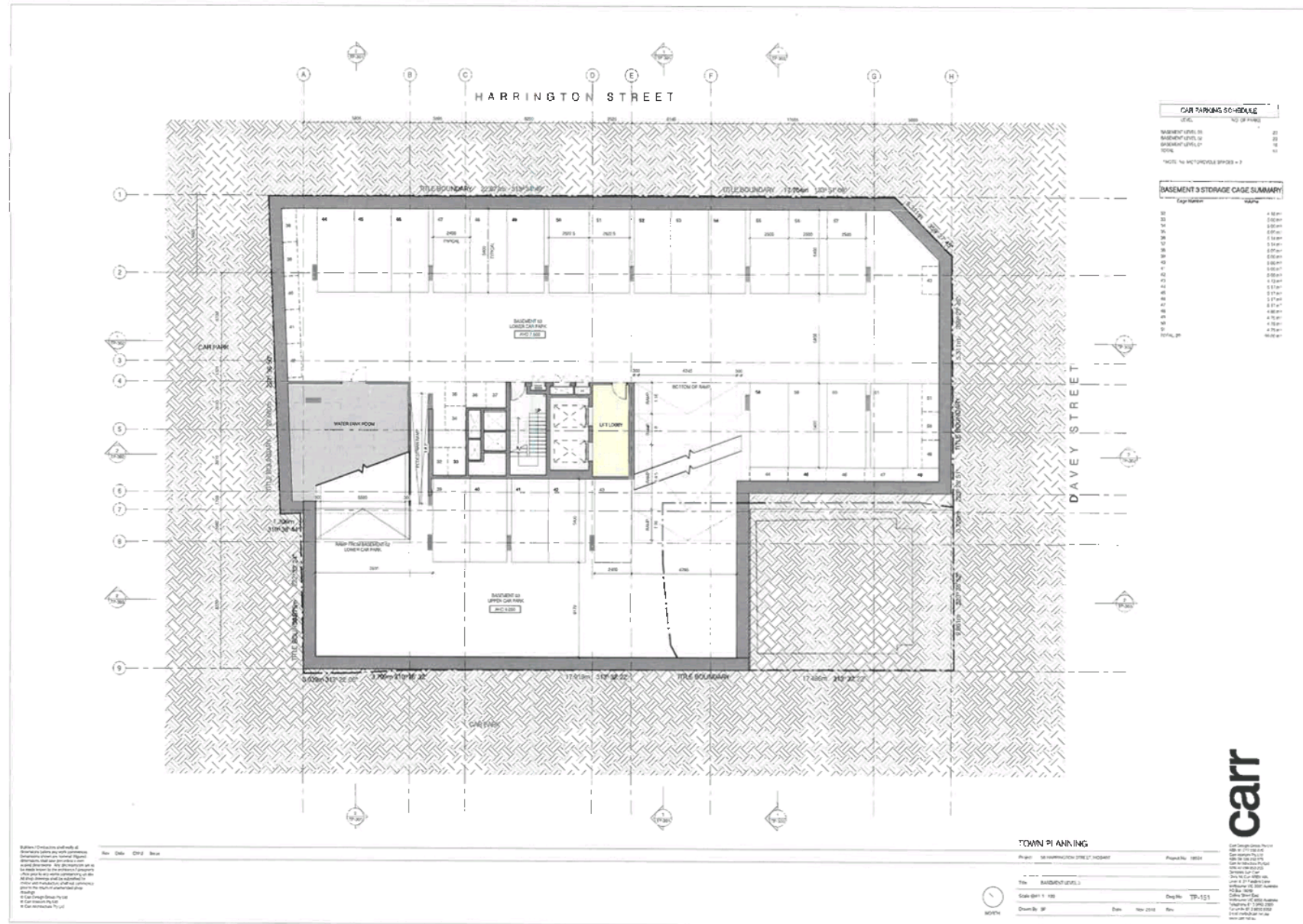
The changes to the kerb line and narrowing of the footpath are proposed, following full discussion and understanding with Telstra personnel.

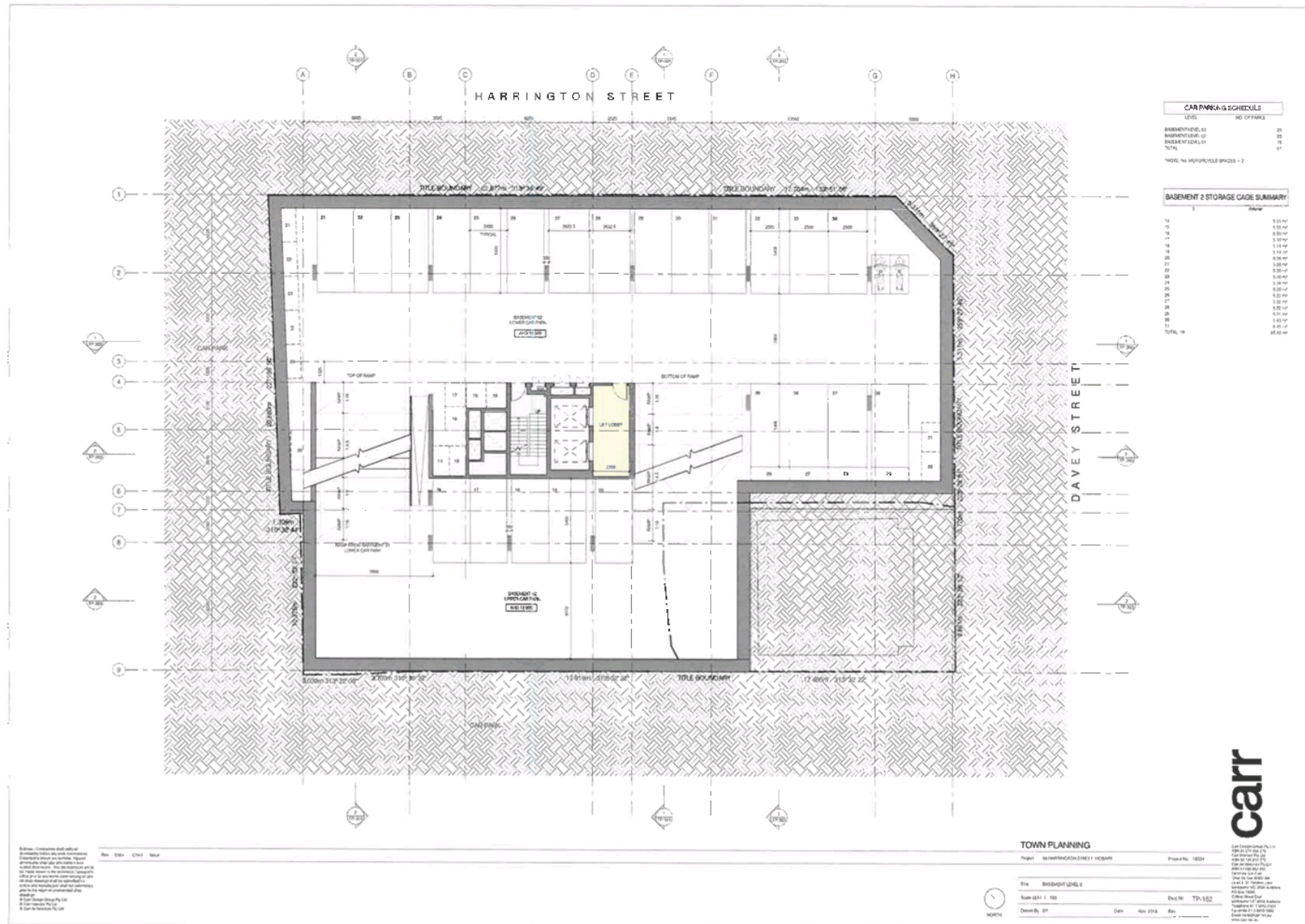
The required kerb line alterations to accommodate the loading zone can be achieved within Telstra requirement for their inground services and the pits in the footpath, which will be modified to their satisfaction.

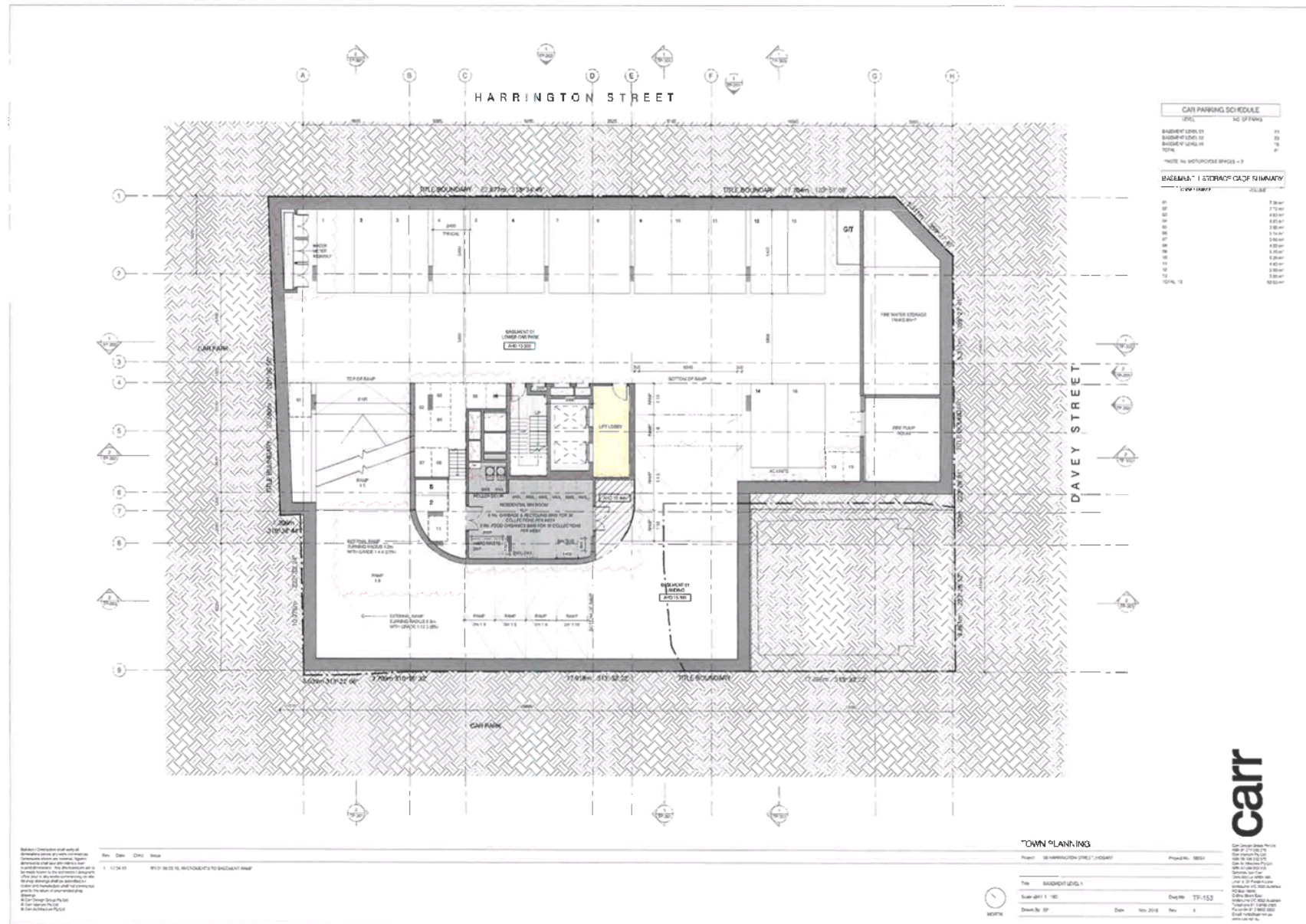


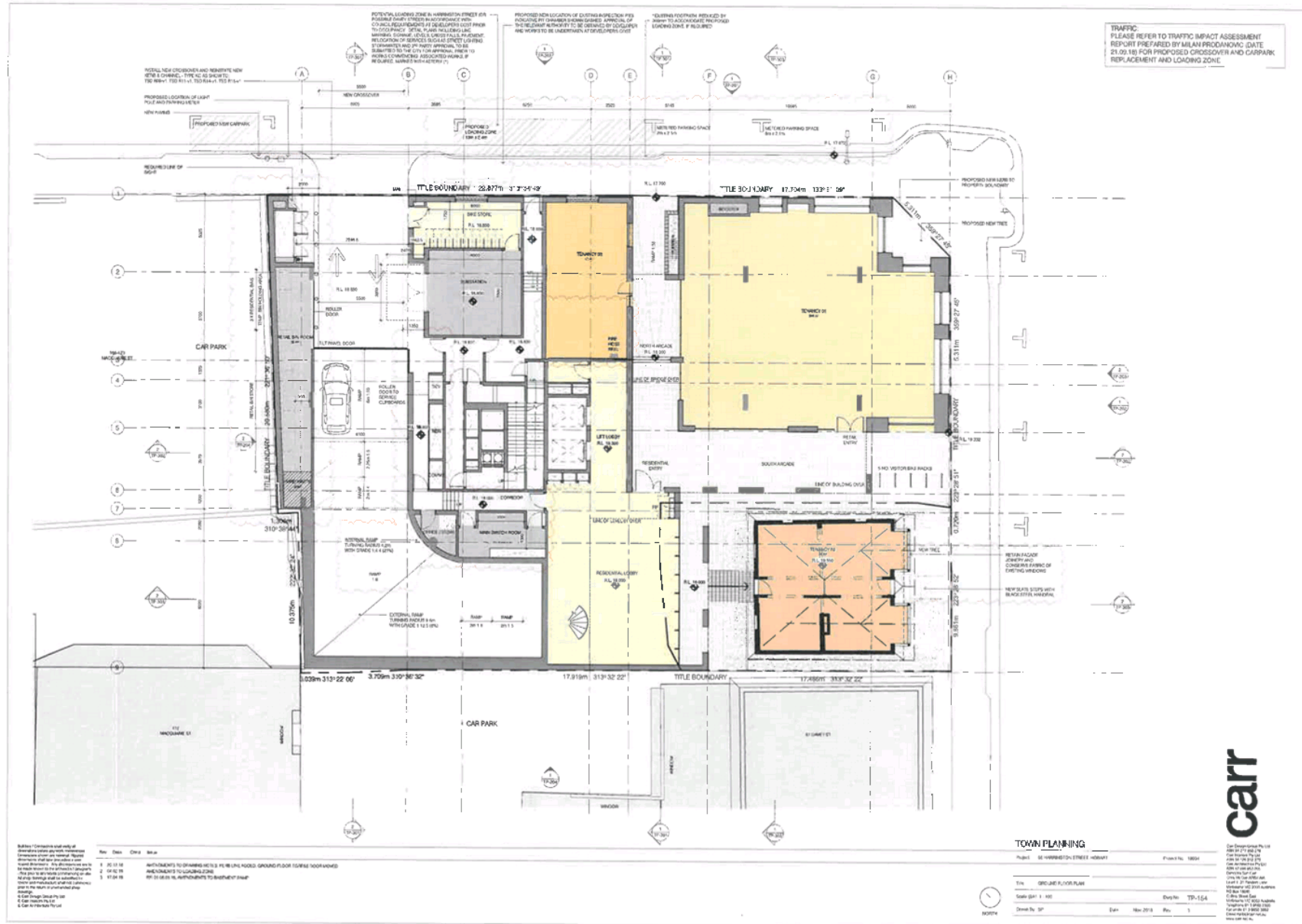
Milan Prodanovic

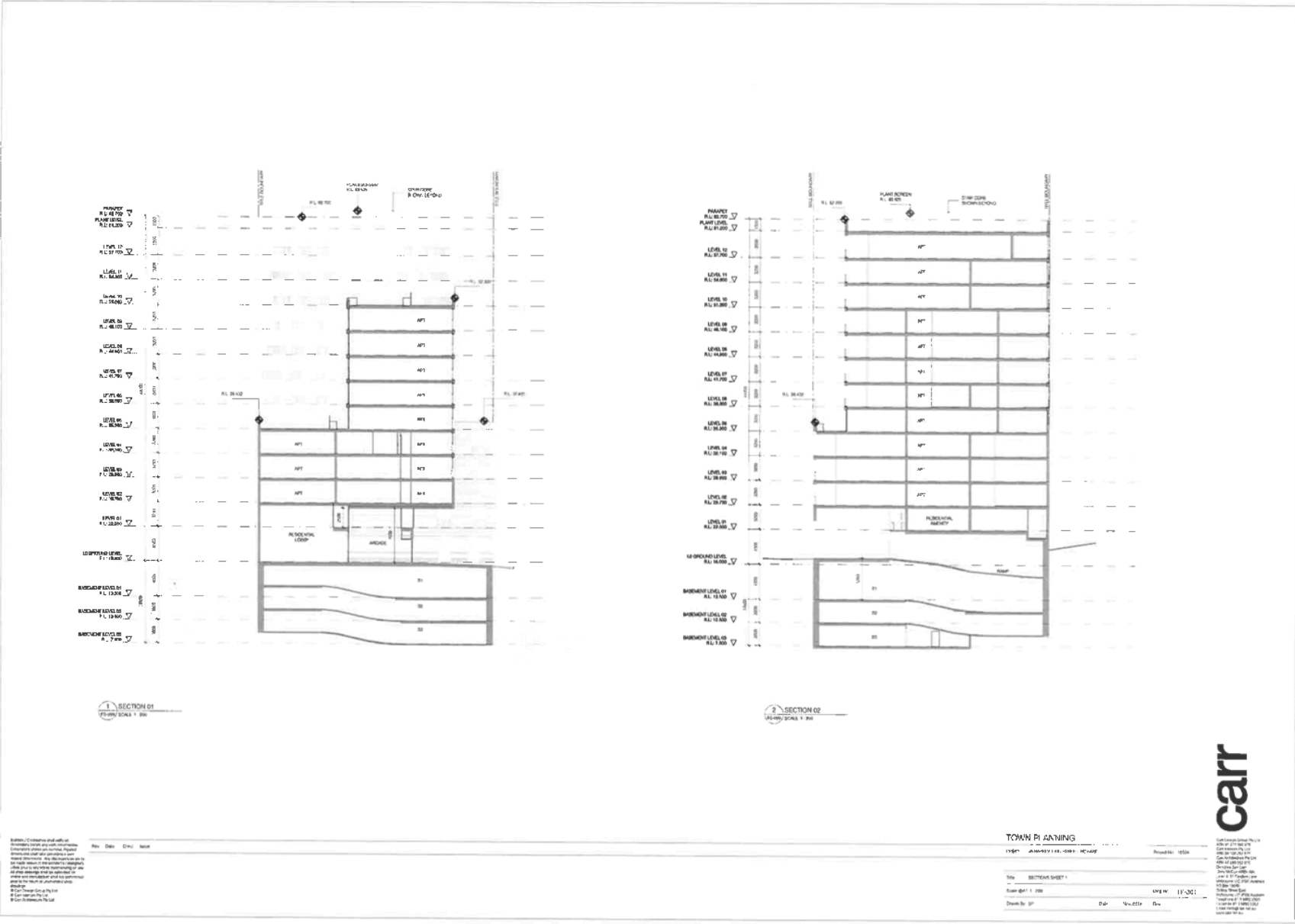
18 April 2019

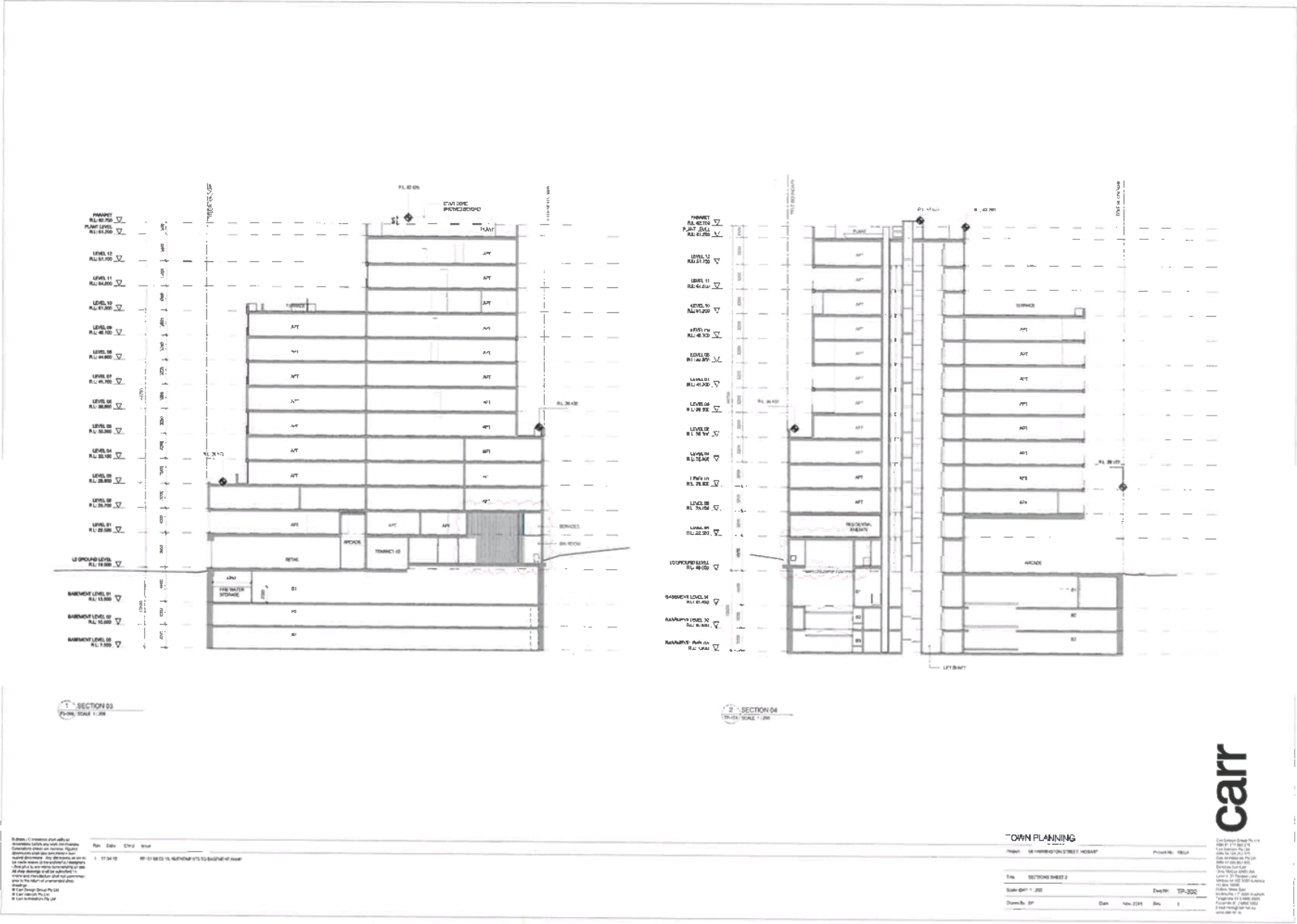


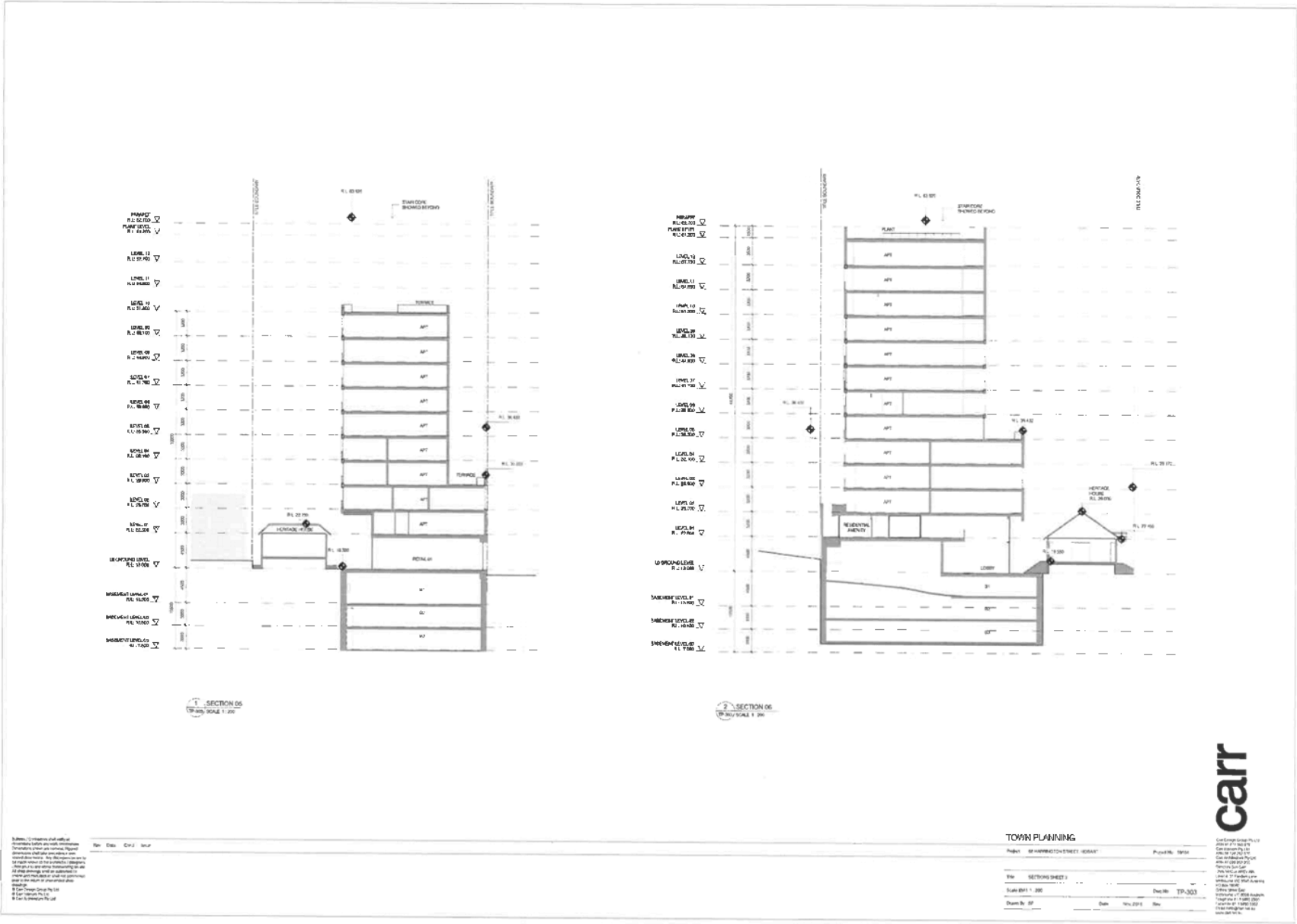


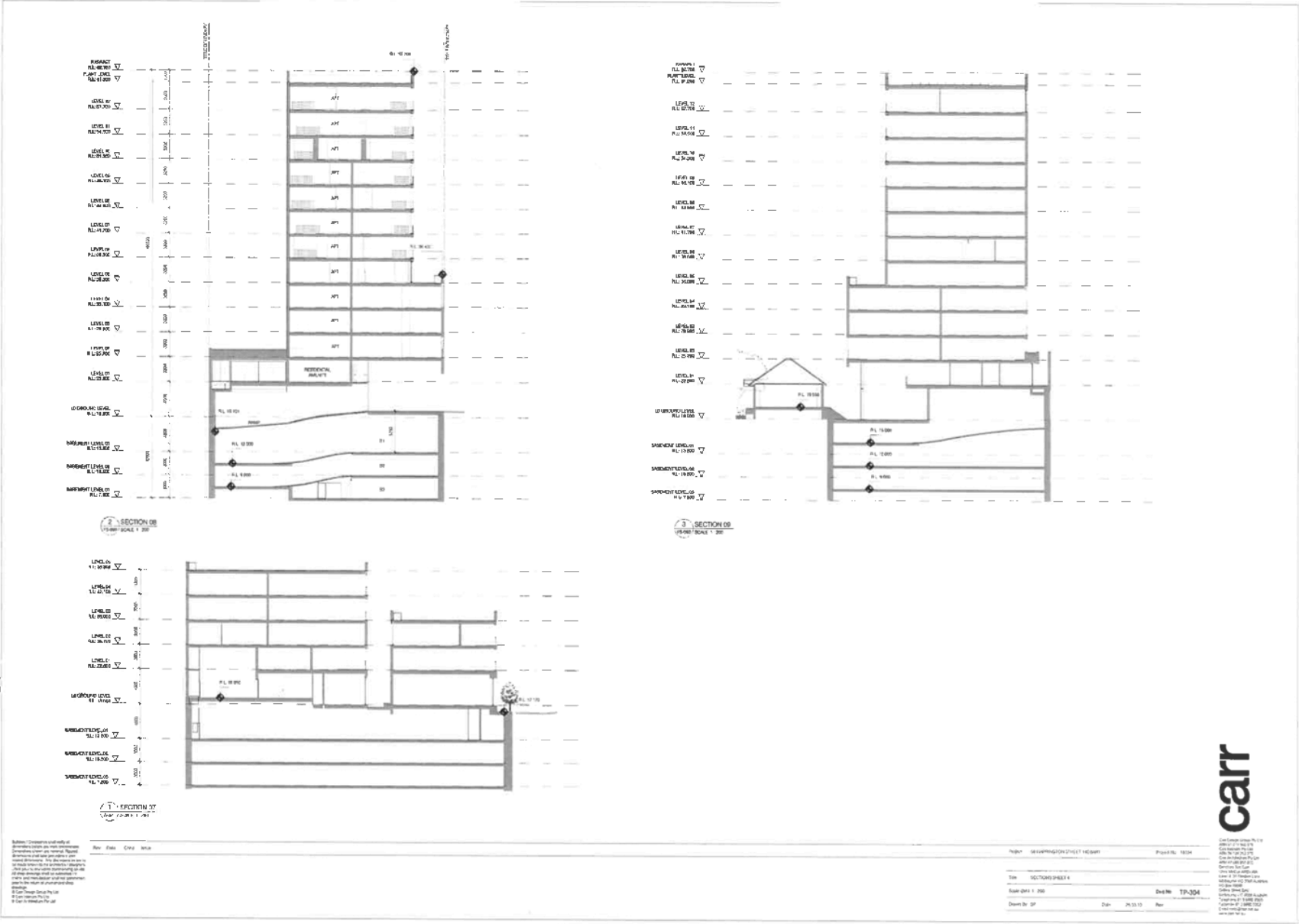


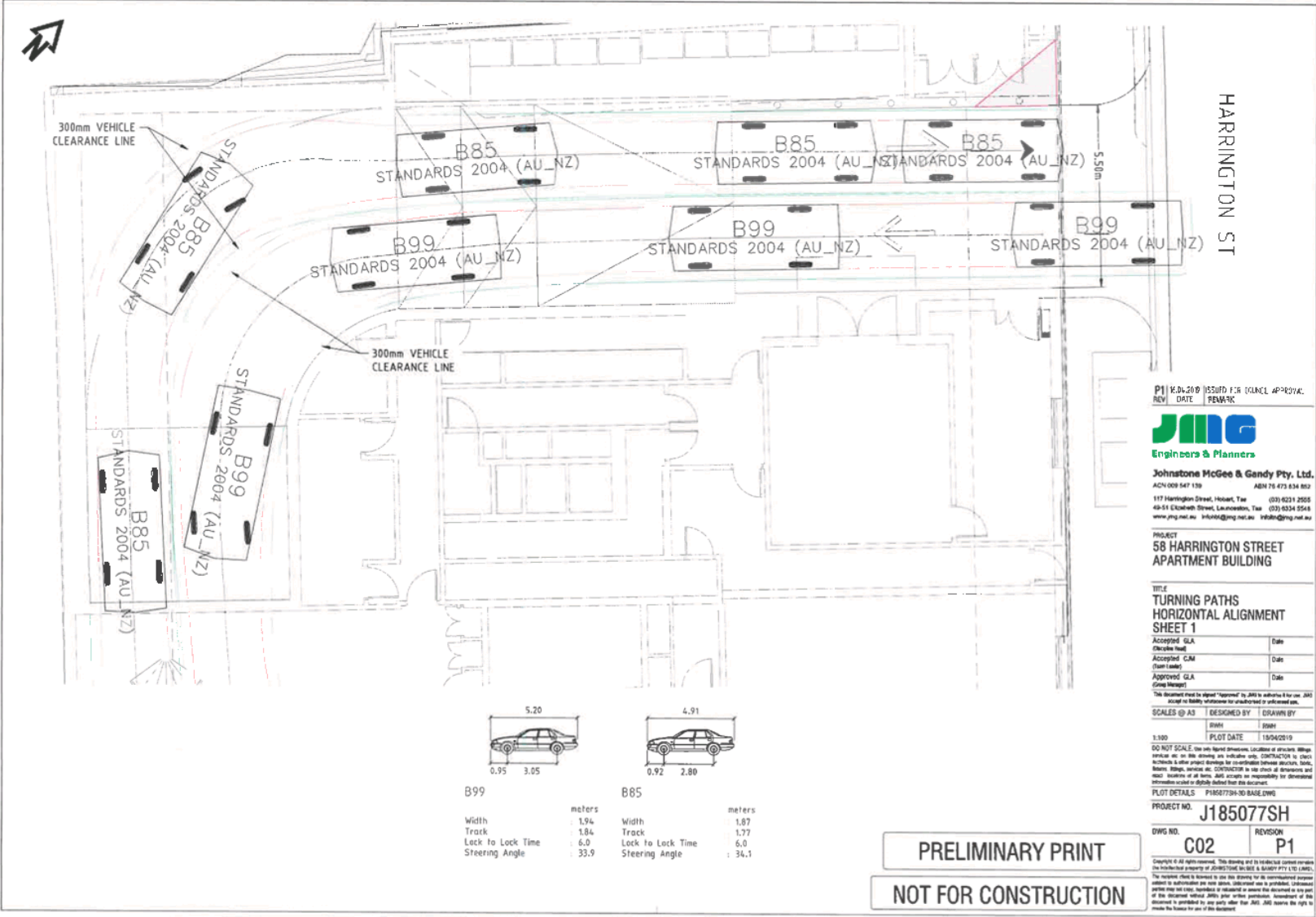


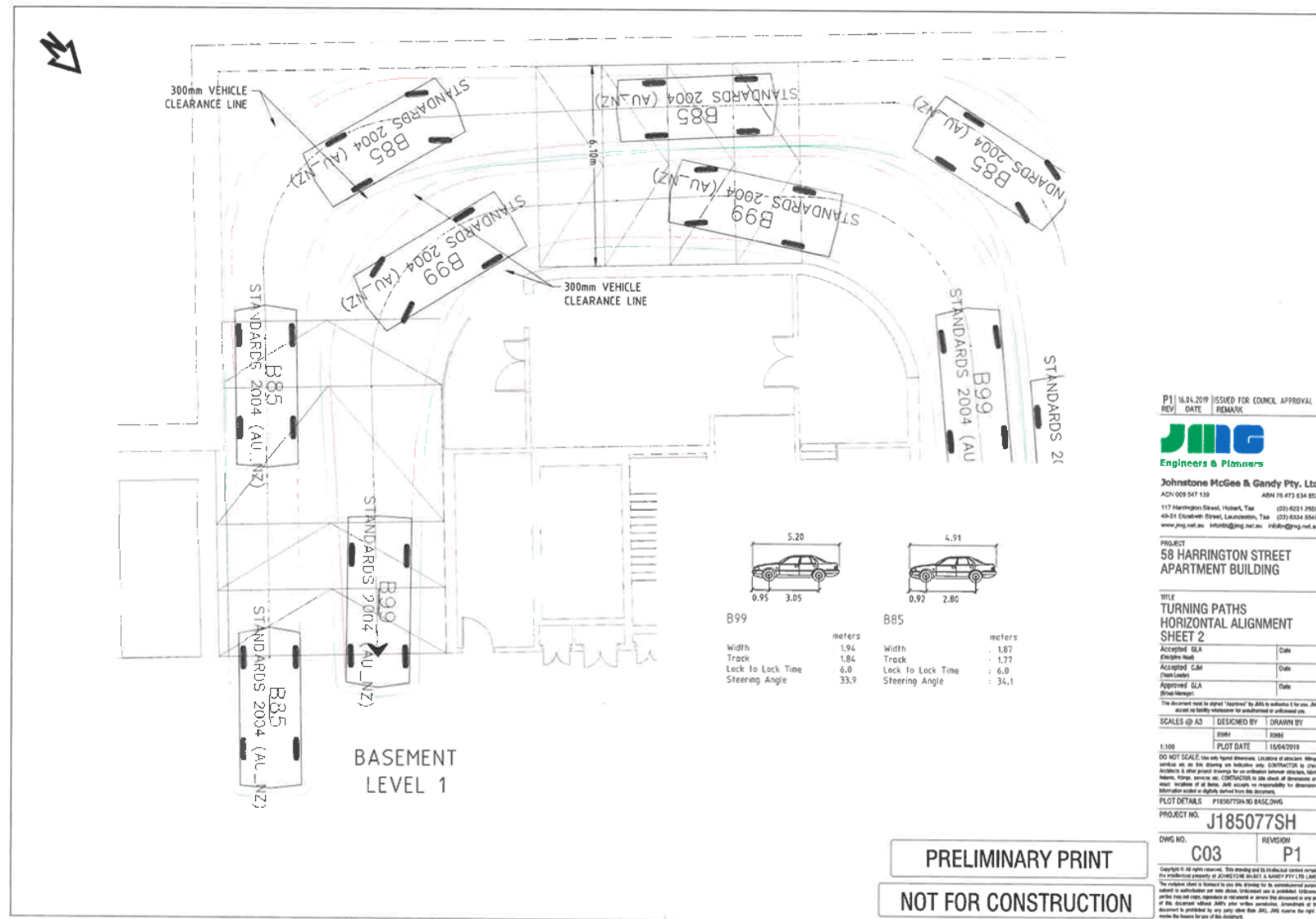


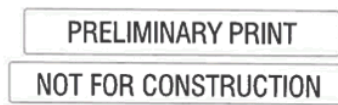


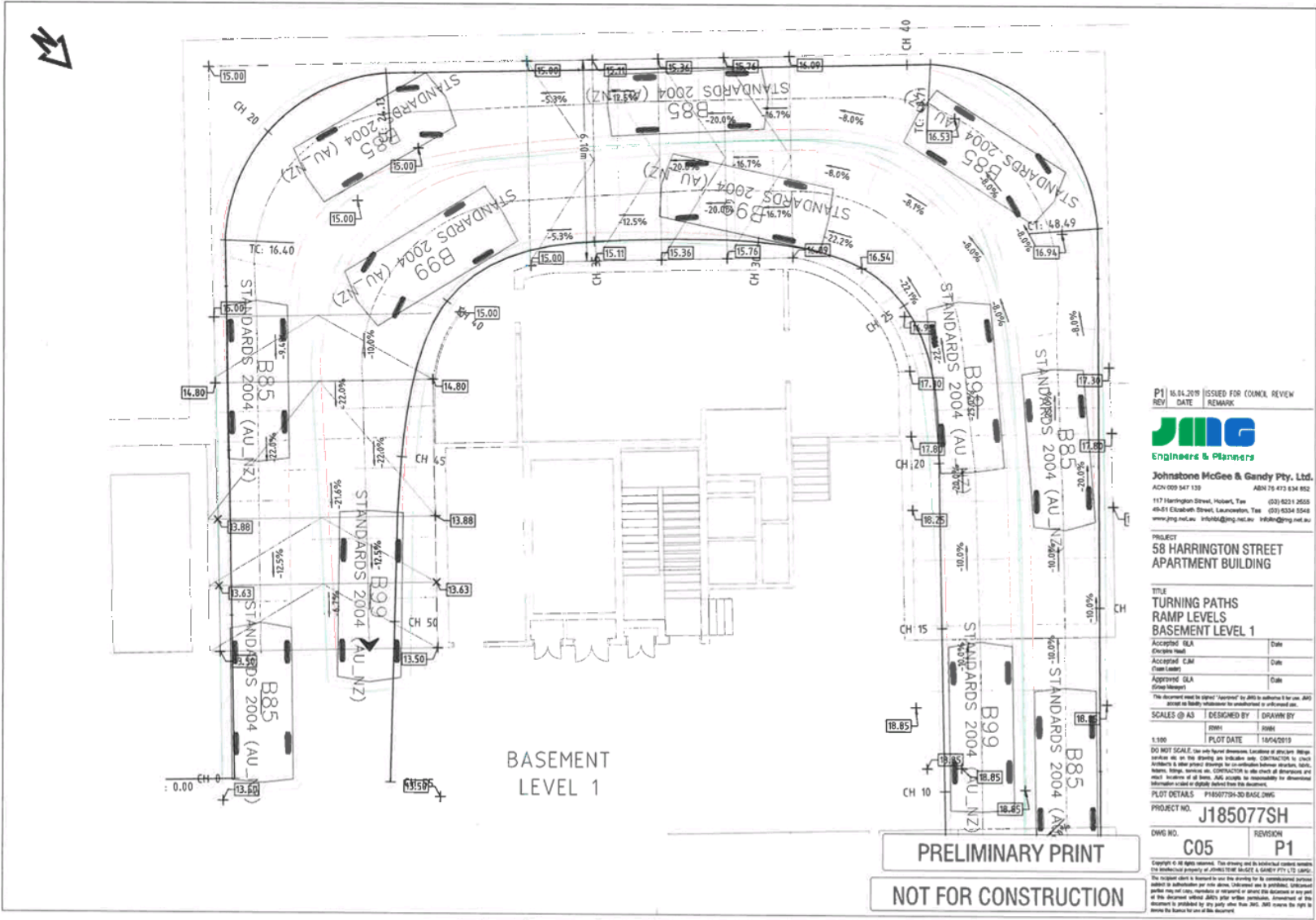


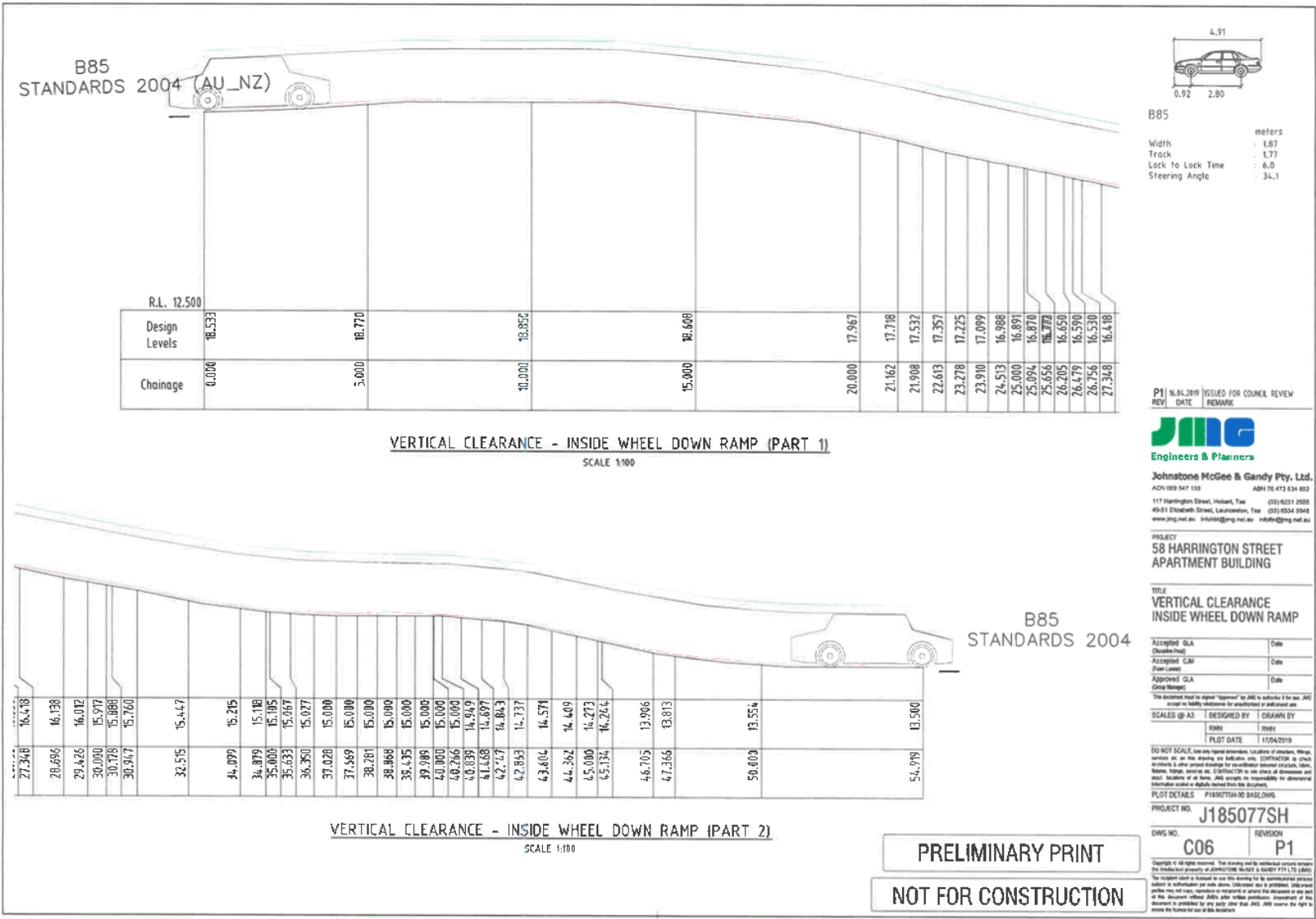


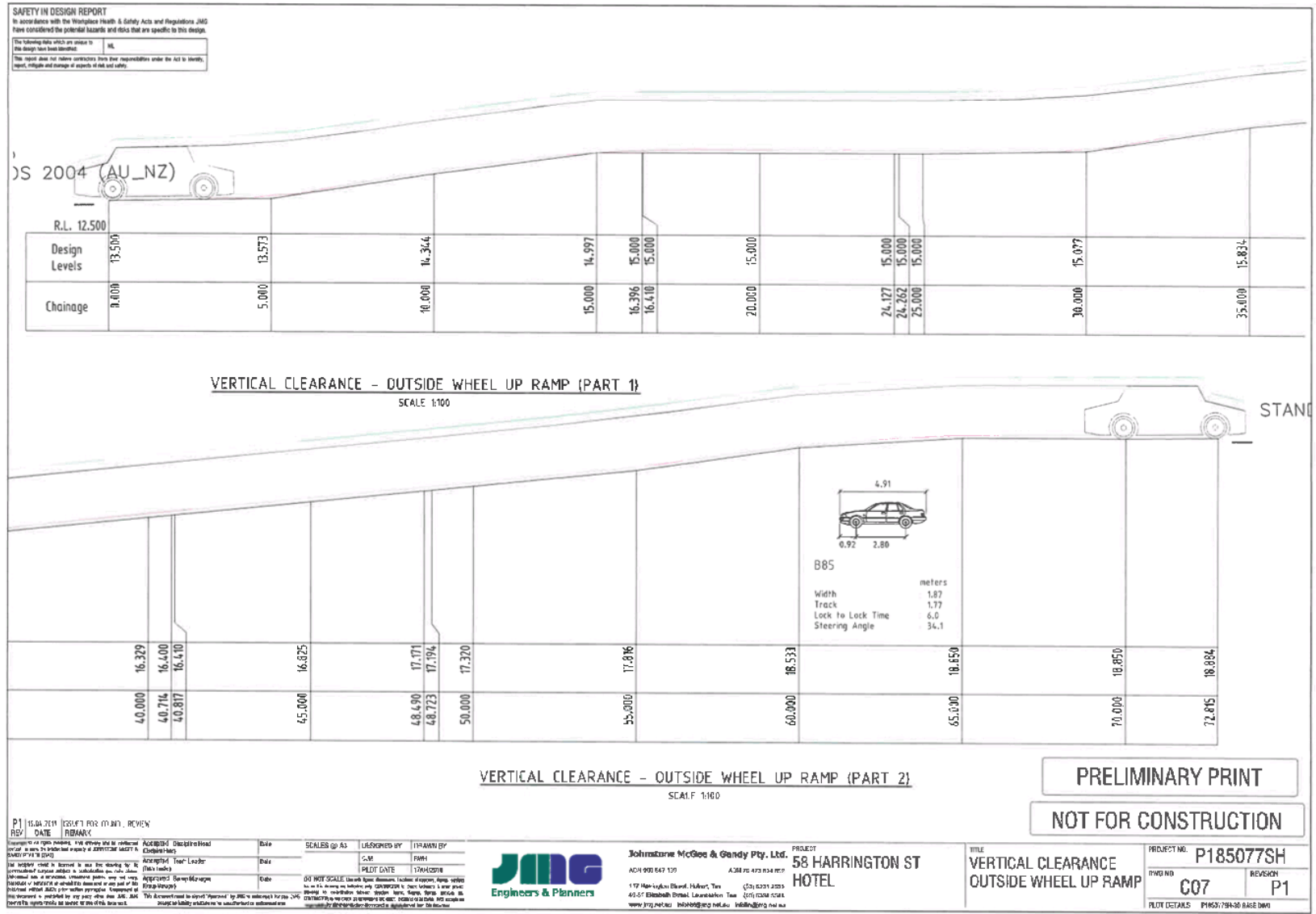














consulting engineers
electrical fire hydraulic mechanical sustainability transportation

Site Authority Services Report

At

Proposed Development
58 Harrington Street, Hobart

Issue: Preliminary [P1]
September 2018
Project No: 4108

JBA Consulting Engineers Pty Ltd
ABN 61 795 312 094
Level 1, 24 Albert Road
South Melbourne VIC 3205

p (03) 9646 9144
f (03) 9646 9166
e projects@jba.com.au
w www.jba.com.au

58 HARRINGTON STREET, HOBART

SITE AUTHORITY SERVICES REPORT SERVICES

[illegible]

© 2018 JBA Consulting Engineers Pty Ltd. All Rights Reserved.

Legal Disclaimer

This document is provided "As-Is". JBA Consulting Engineers Pty Ltd (JBA) expressly disclaims any implied warranties of any kind, including without limitation, any warranty of quality, performance, merchantability, fitness for a particular purpose, or non-infringement. JBA does not warrant, guarantee or make representations regarding the use, or the results of the use, of this document or any other materials in terms of accuracy, correctness, reliability, or otherwise.

JBA also makes no representations or warranties as to: (A) The validity or scope of any intellectual property that may be embodied in this document; (B) Infringement of any patent or copyright by this document or their use.

To the extent Trademarks, Brand and/or Product names appear in this document, they are the sole property of their respective owners.

58 HARRINGTON STREET, HOBART**INDEX**

.....	1
SECTION 1 INTRODUCTION	1
1.1 GENERAL	1
SECTION 2 TAS WATER	2
2.1 GENERAL	2
2.2 SEWER.....	2
2.2.1 Existing	2
2.2.2 Proposed	2
2.3 WATER	3
2.3.1 Existing	3
2.3.2 Proposed	3
SECTION 3 CITY OF HOBART	4
3.1 GENERAL	4
SECTION 4 TAS GAS NETWORKS	5
4.1 GENERAL	5
4.2 EXISTING	5
4.3 PROPOSED	5
SECTION 5 TAS NETWORKS	6
5.1 GENERAL	6
5.2 EXISTING	6
5.3 PROPOSED	6
SECTION 6 NBN	7
6.1 GENERAL	7
6.2 EXISTING	7
6.3 PROPOSED	7
APPENDIX 1 TASWATER.....	8
APPENDIX 2 TAS GAS	12
APPENDIX 3 TAS NETWORKS	13
APPENDIX 4 NBN	16

58 HARRINGTON STREET, HOBART

SECTION 1 INTRODUCTION

1.1 General

It is proposed to establish a multi-level residential development on existing sites located at 58 Harrington Street and 59 Davey Street, Hobart. The existing two (2) No. sites will be consolidated into a single site.

The proposed development will comprise of three (3) levels of basement car parking, nine (9) levels of Residential, one (1) level of Commercial Tenancies and one (1) level of Resident's facilities.

Currently the sites are occupied by a Hotel and heritage dwelling.

As part of the Town Planning process, Hexa Group have engaged JBA Consulting Engineers to carry out site investigation activities associated with the availability of Authority servicing for the proposed development.

The following Authorities have been contacted and liaised with associated with the future servicing of the proposed development:

Authority	Service
City of Hobart	Drainage
Tas Water	Sewer Water
Tas Gas	Natural Gas
Tas Networks	Electricity
NBN Co.	Communication

The initial investigation as to the extent of the above Authorities infrastructure serving or in the vicinity of the proposed site was carried out utilising the National Dial Before You Dig (DBYD) facility together with direct liaison with the relevant Authority.

58 HARRINGTON STREET, HOBART

SECTION 2 TAS WATER

2.1 General

Tas Water are responsible for the distribution of domestic water and sewer to the site.

As previously stated, a Dial Before You Dig (DBYD) search was carried out for the existing sites in question.

The sections below detail the existing and proposed water and sewer infrastructure serving and available to the site.

2.2 Sewer**2.2.1 Existing**

As a result of site surveying results together with DBYD search, it has been determined that the 2 No. sites, 58 Harrington and 59 Davey Streets are serviced by an existing Tas Water sewer main located on the western side of the site located at 58 Harrington Street.

The existing Tas Water sewer main located on the site also serves premises in Davey and Macquarie Streets.

Detailed investigation and liaison has been conducted with Tas Water and City of Hobart to obtain copies of existing property sewer plans so as to determine the impact on neighbouring properties associated with the removal or relocation of the existing sewer main located at 58 Harrington Street.

Refer to Appendix 1.1 for existing property sewer plans.

2.2.2 Proposed

In order to permit the construction of the proposed development and associated Basement Level Carports, it will be necessary to remove or relocate the existing Tas Water sewer main.

As a result of the existing premises serviced by the existing sewer main, a proposal was submitted to Tas Water for the relocation of the existing sewer main within the Basement 1 level.

Consultation was carried out by JBA Consulting Engineers with Tas Water to determine a new alignment and an installation arrangement acceptable to Tas Water.

Tas Water have confirmed their acceptance for the installation of a new sewer main through the Basement 1 level of the proposed development subject to the following conditions:

- a) Any deviations from a straight pipework route shall only be achieved utilising a 9.8m radius for DN280 pipework.
- b) The Consultant responsible for the design and documentation of the Tas Water sewer main relocation is required to be accredited to carry out work under the WSAA code. It is noted that the WSAA Code governs the design and construction of Authority assets throughout Australia.
- c) The design of the realigned sewer is required to comply with Tas Water Standards available from the Tas Water website <https://www.taswater.com.au/Development/Development-Standards>
- d) The engineering design calculations must comply with AS/NZS 3500.0:2003 Plumbing and Drainage and the Sewerage and Water Codes of Australia – Melbourne Retail Water Agencies Integrated Code version(s) published by the Water Services Association of Australia, and as amended by Tas Water's Supplements.
- e) The suspended sewer must be up-sized to cater for any up-stream growth, as a minimum the line will need to be DN250 SDR21 PE100 PN8. NOTE: Pipe is available in 12 metre standard lengths and Tas Water may have pipe in stock that is excess to its stock requirements, available at cost.
- f) Sewer to be a single length of continuous welded pipe with no fittings permitted between manholes/maintenance structures.
- g) Site sewer connection / adjacent property sewer connections are not permitted to be connected to the suspended sewer. It is noted that this may present some challenges for the design.
- h) Manholes / maintenance structures are to be accessible 24/7/365 for Tas Water's block truck.

58 HARRINGTON STREET, HOBART

- i) Welds on PE pipe are to be debeaded and quality of debeading to be confirmed by CCTV prior to acceptance of sewer on maintenance.
- j) Minimum clearance of 2.4 metres from basement floor level to soffit of pipe support brackets to be maintained.
- k) Pipe to be supported by sufficient brackets that grade is maintained without sagging when fully filled under water test.
- l) Penetrations through basement walls to have a minimum clearance confirmed by Structural Engineer based upon long term settlement of building but to be a minimum of 50mm from nearest edge of wall penetration to OD of pipe.

The Tas Water representative's contact details are as follows:

Anthony Cengia	Senior Assessment Officer
Direct Ph.	(03) 6237 8243
Fax.	1300 862 066
Address.	GPO Box 1393, Hobart TAS 7001 169 Main Road, Moonah, TAS 7009
Email.	Anthony.cengia@taswater.com.au
Website.	http://www.taswater.com.au/

The proposed development at 58 Harrington Street will be serviced from Tas Water's existing sewer main located within Harrington Street.

Refer to Appendix 2.3 for the following documentation associated with the proposed realignment of the existing Tas Water sewer main:

- JBA preliminary sewer realignment concept sketch dated 16/07/2018.
- Tas Water accepted sewer alignment sketch dated 14/08/2018.
- Tas Water adopted design principles.
- Tas Water GIS details.

2.3 Water

2.3.1 Existing

The existing premises located at 58 Harrington Street and 59 Davey Street are serviced with domestic water from Tas Water's main located within Harrington and Davey Streets respectively.

Refer to Appendix 1.3 for extent of Tas Water's existing water mains within Harrington and Davey Streets.

2.3.2 Proposed

It is proposed that the new development is serviced by a new water tapping from Tas Water's water main within Harrington Street.

An application for Development Services dated 26/06/2018 has been issued to Tas Water however no response has been received to date.

As a result of pressure and flow data received from Tas Water for their water main within Harrington and Davey Streets, the sites combined fire water supply will be derived from Harrington Street.

It is proposed that a Grade 2 water supply be derived from Harrington Street comprising 2 No. water tapings with a divide valve between each tapping.

Page 3

58 HARRINGTON STREET, HOBART

SECTION 3 CITY OF HOBART

3.1 General

The City of Hobart is responsible for the provision of stormwater drainage from the site.

As the provision of stormwater drainage from the site is the responsibility of the Civil Engineering Consultant, any details relating to the existing and proposed stormwater drainage arrangement from the site shall be referred to them.

58 HARRINGTON STREET, HOBART

SECTION 4 TAS GAS NETWORKS

4.1 General

Tas Gas Networks are responsible for the distribution of natural gas throughout Hobart and in turn the existing sites.

As previously noted, a Dial Before You Dig (DBYD) search was carried out for the existing sites in question.

The sections below details the existing and proposed natural gas infrastructure serving and available to the site.

4.2 Existing

The existing premises at 58 Harrington Street is serviced with natural gas via a 32mm diameter service from Harrington Street, installed underground to the western end of the site, terminating at a wall mounted gas meter located at the rear of the existing building.

Results from the Tas Gas Networks Dial Before You Dig (DBYD) search indicate that there is no gas service to 59 Davey Street.

Refer to Appendix 2.1 for Existing Gas infrastructure.

4.3 Proposed

An application has been submitted to Tas Gas requesting the availability of natural gas to service the proposed development from a single service from Harrington Street.

JBA Consulting Engineers have received advice from Tas Gas (Phil Winfield) dated 21/08/2018 confirming the availability of natural gas from Harrington Street via a single authority gas meter located adjacent to the Harrington Street property boundary.

Tas Gas have also advised that a minimum spatial requirement of 1000 (W) x 1000 (L) x 2500 (H) would be required to house the site's gas meter.

58 HARRINGTON STREET, HOBART

SECTION 5 TAS NETWORKS

5.1 General

Tas Networks are responsible for the provision of electrical supplies to premises within Hobart.

As previously noted, a Dial Before You Dig (DBYD) search was carried out for the existing sites in question.

The sections below details the existing and proposed high and low voltage reticulation serving and available to the site.

5.2 Existing

The existing premises located at 58 Harrington Street is provided with a low voltage underground service from Harrington Street.

The existing premises located at 59 Davey Street is provided with a separate low voltage underground service from Davey Street.

A Tas Networks low voltage reticulation distribution pillar is located within the Harrington Street property boundary in vicinity of the Harrington and Davey Street intersection.

Refer to Appendix 3.1 detailing the existing Tas Networks infrastructure in the vicinity of Harrington and Davey Streets.

5.3 Proposed

A request for adequate electrical supply to the proposed development was issued to Tas Networks dated 25/06/2018.

As a result of teleconferences and correspondence with Tas Networks, it has been confirmed that adequate electrical supply to the proposed development will be provided via an indoor substation to be established on the site.

Tas Networks have also confirmed that the existing low voltage reticulation distribution pillar will be replaced with a new distribution switchboard located within the new indoor substation.

An application for Negotiated Connection has been submitted to Tas Networks, resulting in Hexa Group signing and paying an application fee for the commencement of the initial design of the indoor substation and in turn electrical supply to the proposed development which will result in a firm supply offer.

A preliminary substation layout dated 10/09/2018 has been provided by Tas Networks.

Refer to Appendix 3.2 for the Electrical Supply Application together with Appendix 3.3 for the Tas Networks preliminary substation layout.

58 HARRINGTON STREET, HOBART

SECTION 6 NBN

6.1 General

NBN Co are responsible for the delivery of NBN services.

As previously stated, a Dial Before You Dig (DBYD) search was carried out for the existing sites in question.

The sections below detail the existing and proposed NBN infrastructure serving and available to the site.

6.2 Existing

Existing NBN Co infrastructure is located within Harrington and Davey Streets.

Refer to Appendix 4.1 for extent of Existing NBN Infrastructure.

6.3 Proposed

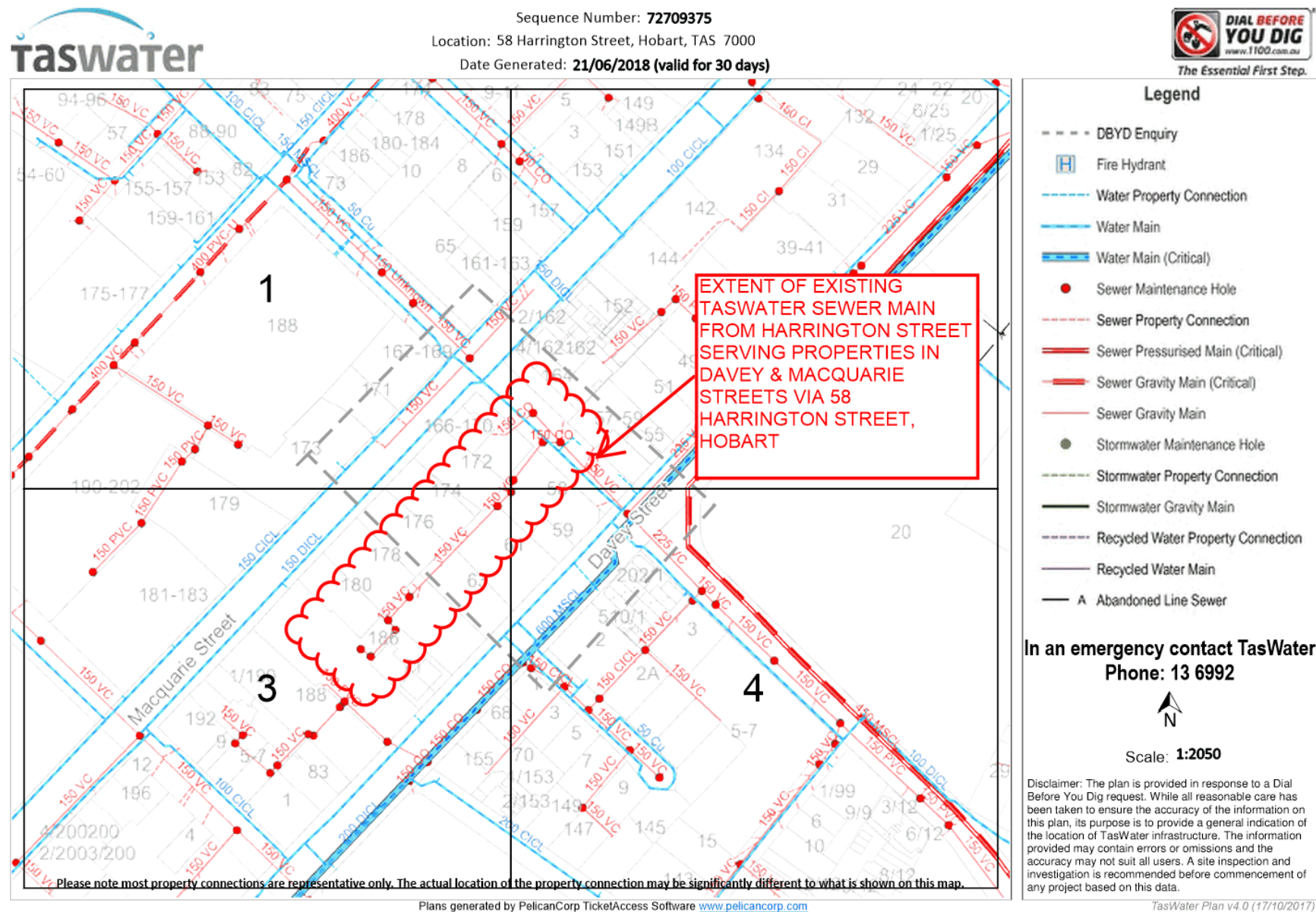
Based on the extent of NBN Co infrastructure within Harrington and Davey Streets, it is confirmed that NBN servicing will be available to the proposed development to provide a fibre connection to each commercial and residential premises.

An application will be issued to NBN Co upon receipt of Town Planning approval.

58 HARRINGTON STREET, HOBART

APPENDIX 1 TASWATER

1.1 Existing Sewer Infrastructure



58 HARRINGTON STREET, HOBART

1.2 Development Fixture Count

58 Harrington Street, Hobart

Proposed Hydraulic Services Fixture Count - 23/07/2018

RESIDENTIAL BUILDING

Level	Area	Area Quantity	Fixture Quantities							Comment
			Shower	Basin	WC	Bath	Sink	Trough	Spa	
Ground	Retail	2	-	-	-	-	2	-	-	
	Amenities	1	-	3	3	-	-	-	-	
1	1 Bed Apt	2	2	2	2	-	2	2	-	
	2 Bed Apt	2	2	2	2	-	2	2	-	
	Amenities	1	6	8	6	-	-	-	1	
2	1 Bed Apt	1	1	1	1	-	1	1	-	
	2 Bed Apt (1 bathroom)	1	1	1	1	-	1	1	-	
	2 Bed Apt (2 bathrooms)	6	12	12	12	-	6	6	-	
3	2 Bed Apt (1 bathroom)	3	2	2	2	-	2	2	-	
	2 Bed Apt (2 bathrooms)	5	10	10	10	1	5	5	-	
4	2 Bed Apt (1 bathroom)	2	2	2	2	-	2	2	-	
	2 Bed Apt (2 bathrooms)	5	10	10	10	-	5	5	-	
5	2 Bed Apt	3	6	6	6	-	1	1	-	
	3 Bed Apt	1	3	3	3	1	1	1	-	
6	2 Bed Apt	3	6	6	6	-	1	1	-	
	3 Bed Apt	1	3	3	3	1	1	1	-	
7	2 Bed Apt	3	6	6	6	-	1	1	-	
	3 Bed Apt	1	3	3	3	1	1	1	-	
8	2 Bed Apt	3	6	6	6	-	1	1	-	
	3 Bed Apt	1	3	3	3	1	1	1	-	
9	2 Bed Apt	3	6	6	6	-	1	1	-	
	3 Bed Apt	1	3	3	3	1	1	1	-	
10	3 Bed Apt	2	6	6	6	1	2	2	-	
	Roof Amenities	-	-	-	-	-	1	-	-	
11	3 Bed Apt	2	6	6	6	1	2	2	-	
	Roof Amenities	-	-	-	-	-	1	-	-	
12	4 Bed Apt	1	4	5	3	1	1	1	-	

Totals	56	109	115	111	9	45	41	1
Fixture Units		218	115	444	36	135	205	
Total Fixture Units		1153						
Fixture Unit Flow			L/s					
Site Area		1322		M ²				
Average Dry Weather Flow		32417.28		Litres/Day		0.3752	Litres/Sec	
d' From Taswater Supplement Figure 1.1								
Peak Dry Weather Flow		97251.84		Litres/Day		1.13	Litres/Sec	

Water Demands

Probable Simultaneous Domestic Water Flow

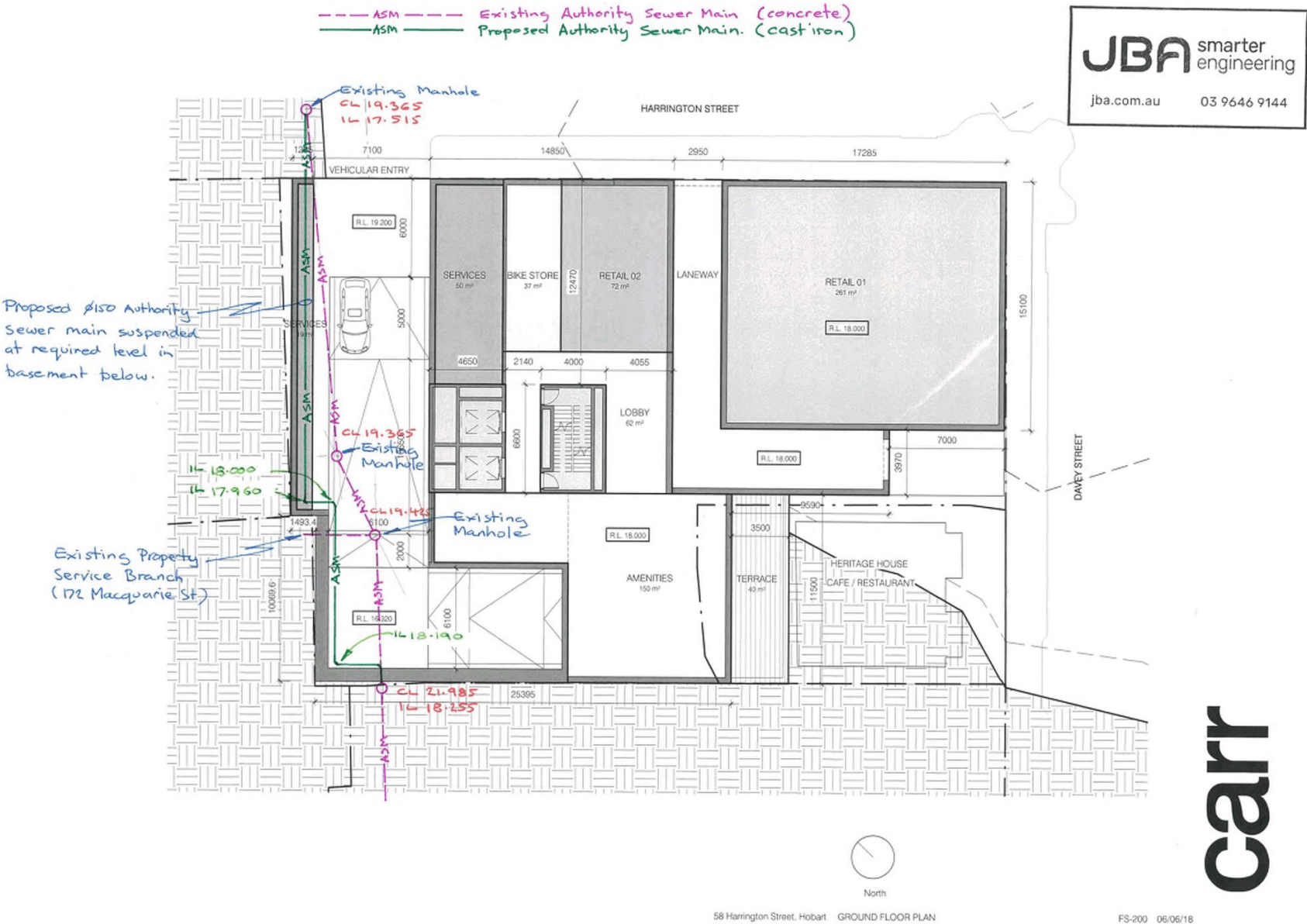
Domestic Flow

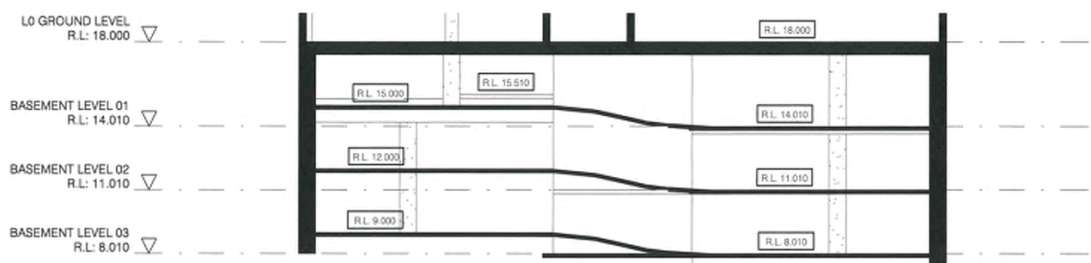
Fire Hydrant Flow

Fire Sprinkler Flow

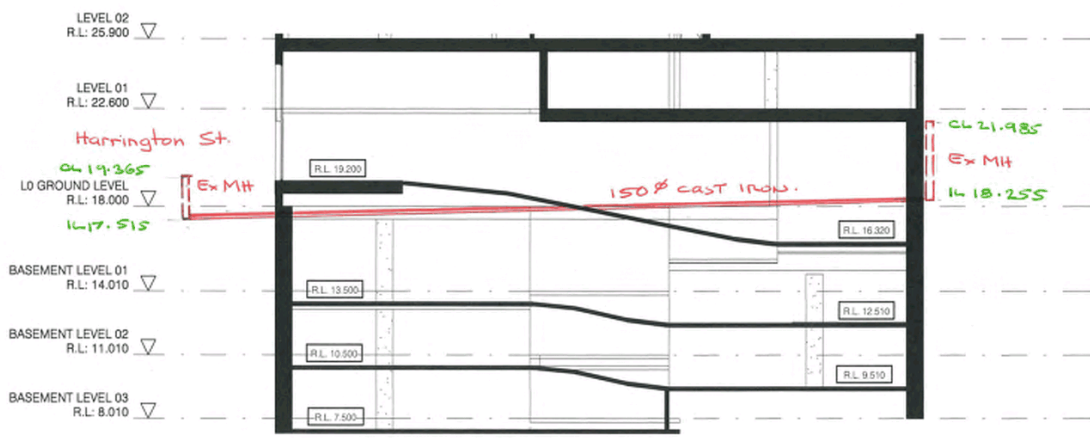
58 HARRINGTON STREET, HOBART

1.3 Proposed Sewer Realignment Details





1 BASEMENT RAMP SECTION 03
TP-212 SCALE 1:200



2 BASEMENT RAMP SECTION 04
TP-212 SCALE 1:200

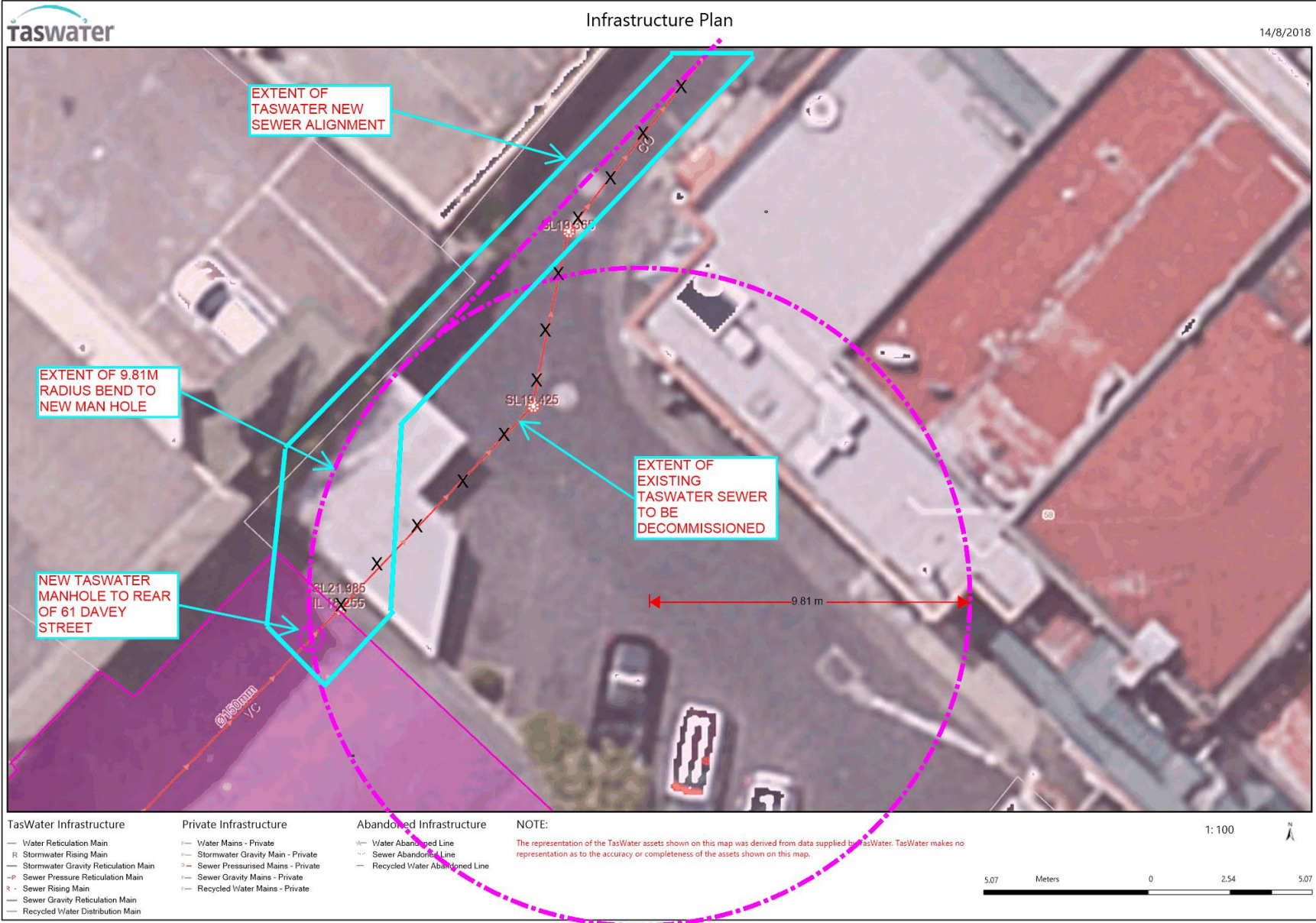
UNDER REVIEW

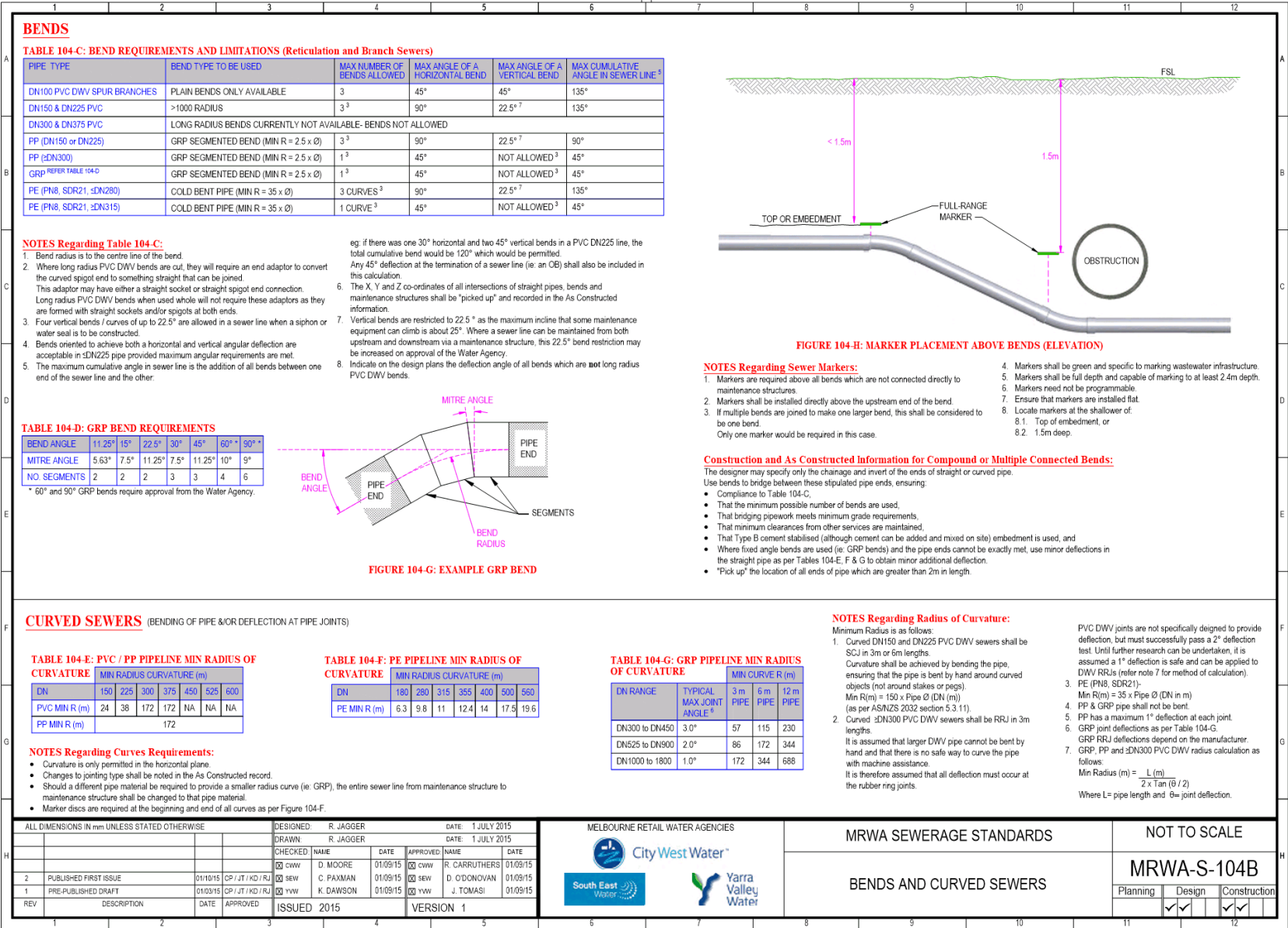
58 Harrington Street, Hobart
TP-212

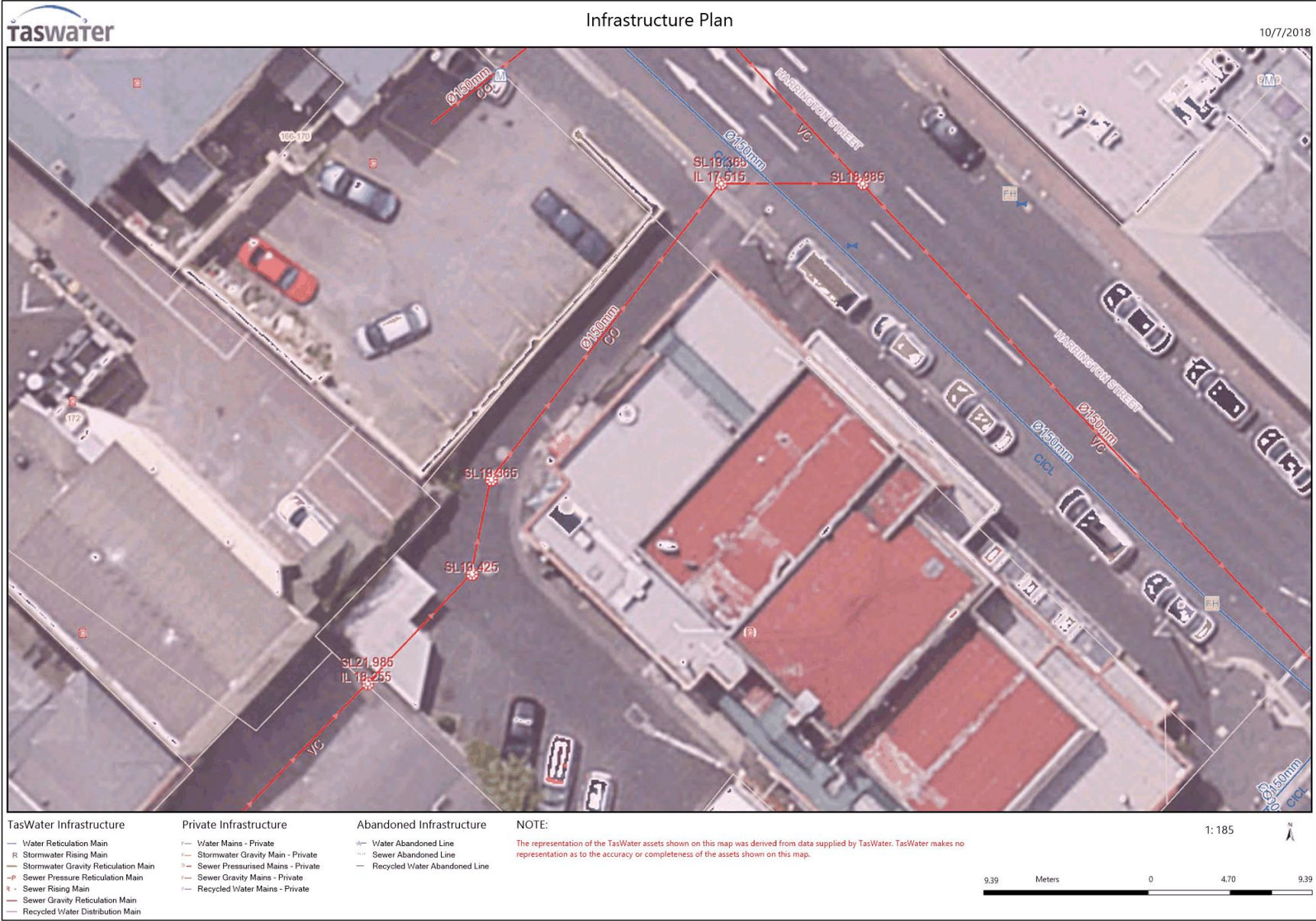
02/07/18
RAMP SECTIONS



carr





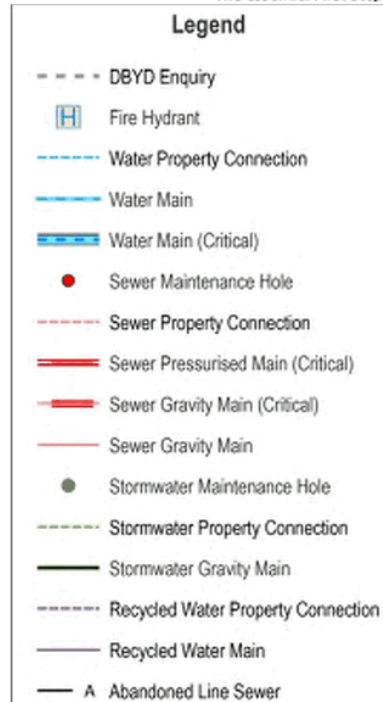
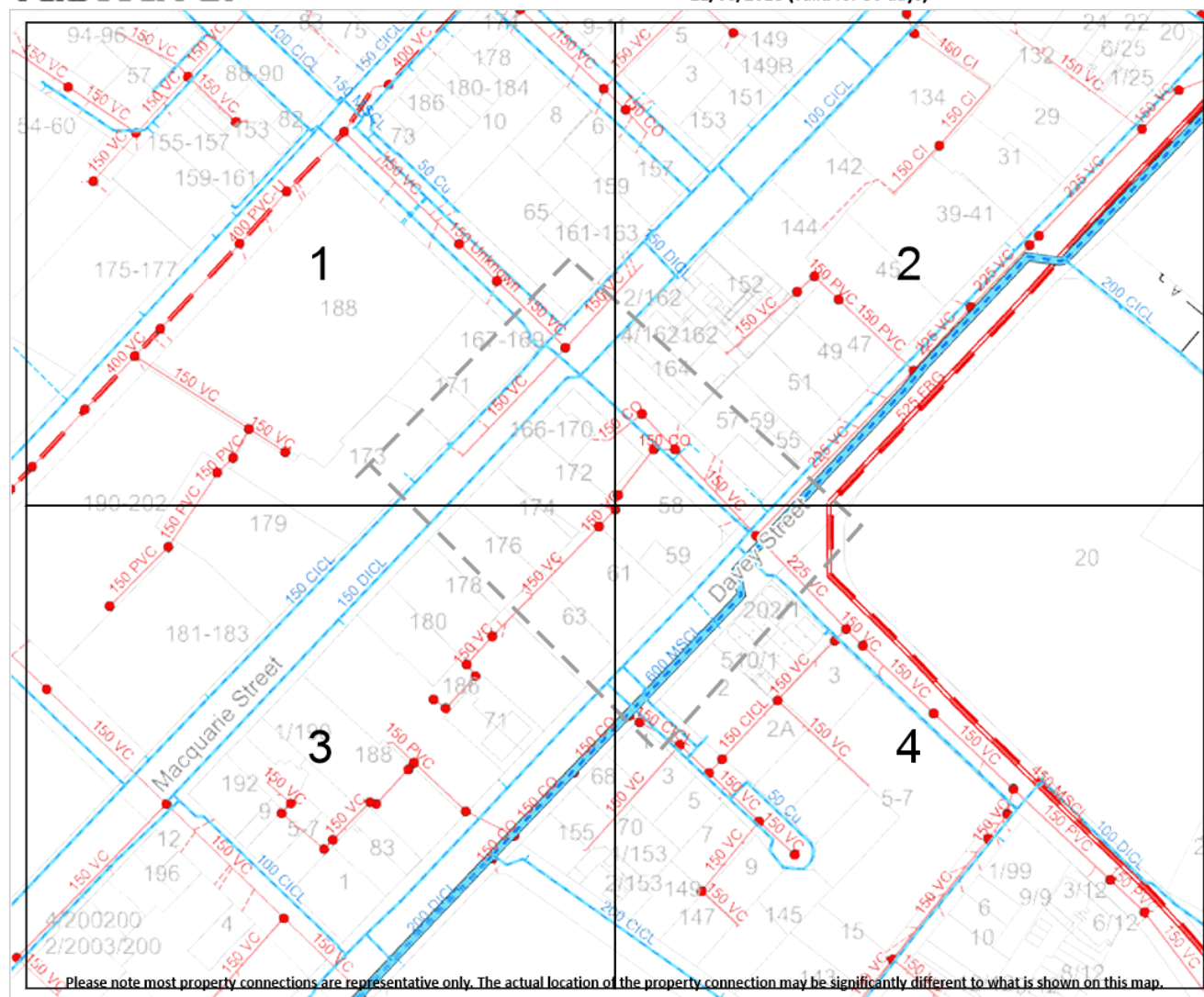


58 HARRINGTON STREET, HOBART

1.4 Existing Water Infrastructure



Sequence Number: **72709375**
 Location: 58 Harrington Street, Hobart, TAS 7000
 Date Generated: **21/06/2018 (valid for 30 days)**



In an emergency contact TasWater
Phone: 13 6992

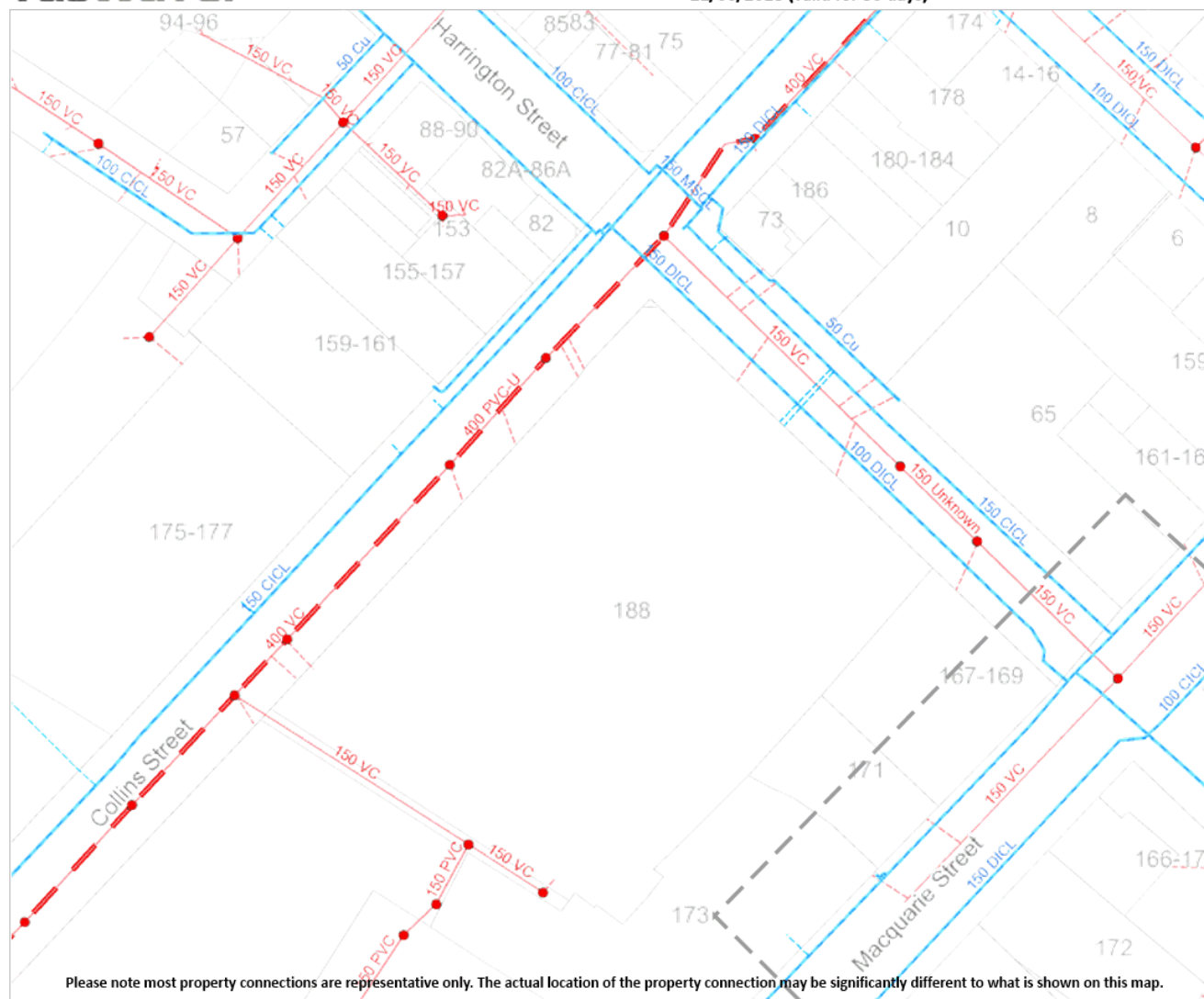


Scale: **1:2050**

Disclaimer: The plan is provided in response to a Dial Before You Dig request. While all reasonable care has been taken to ensure the accuracy of the information on this plan, its purpose is to provide a general indication of the location of TasWater infrastructure. The information provided may contain errors or omissions and the accuracy may not suit all users. A site inspection and investigation is recommended before commencement of any project based on this data.



Sequence Number: **72709375**
 Location: 58 Harrington Street, Hobart, TAS 7000
 Date Generated: **21/06/2018 (valid for 30 days)**



Plans generated by PelicanCorp TicketAccess Software www.pelicancorp.com

Legend

- DBYD Enquiry
- [H] Fire Hydrant
- - - Water Property Connection
- Water Main
- Water Main (Critical)
- Sewer Maintenance Hole
- - - Sewer Property Connection
- Sewer Pressurised Main (Critical)
- Sewer Gravity Main (Critical)
- Sewer Gravity Main
- Stormwater Maintenance Hole
- - - Stormwater Property Connection
- Stormwater Gravity Main
- - - Recycled Water Property Connection
- Recycled Water Main
- A Abandoned Line Sewer

In an emergency contact TasWater
Phone: 13 6992



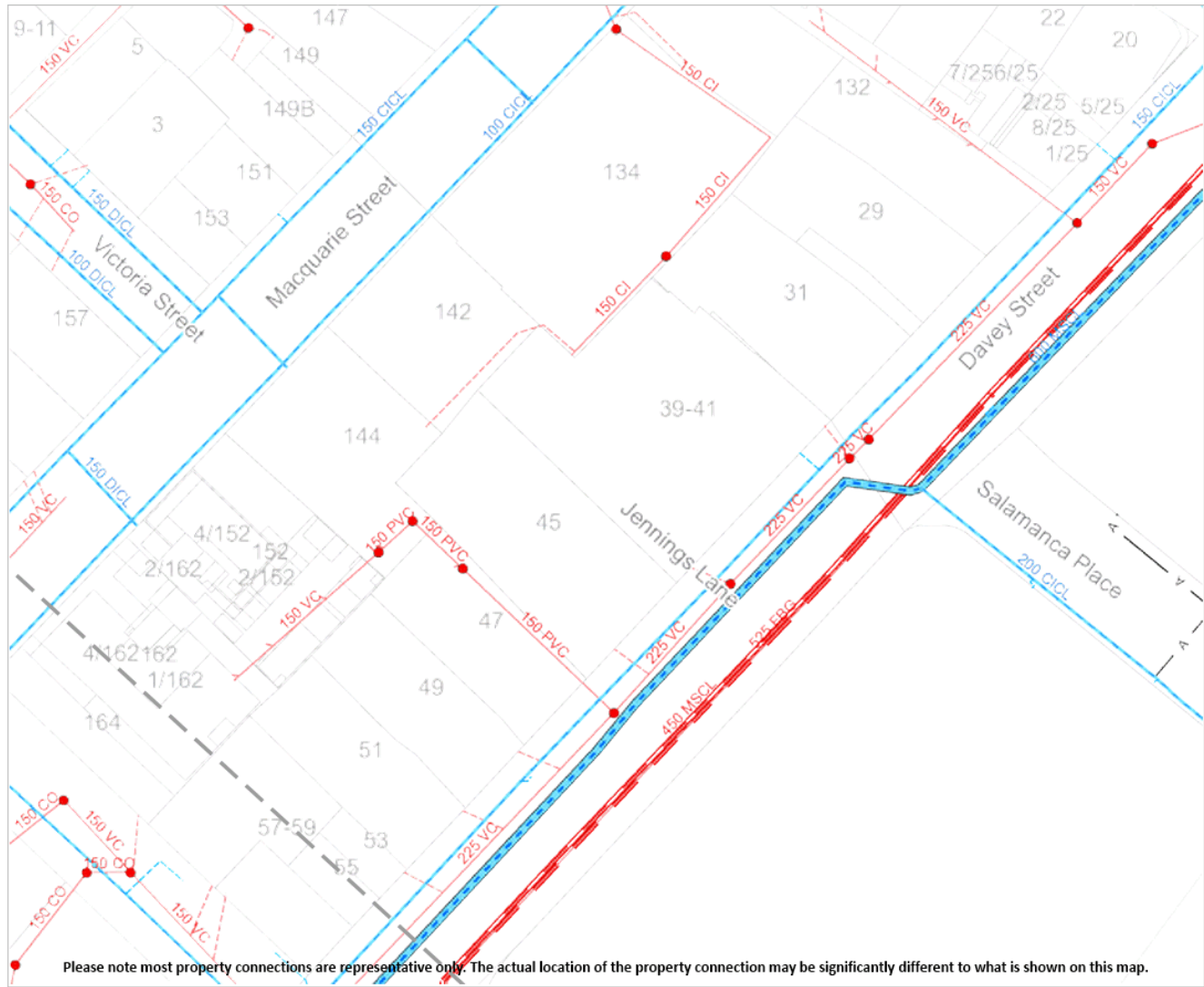
Scale: **1:1000**

Disclaimer: The plan is provided in response to a Dial Before You Dig request. While all reasonable care has been taken to ensure the accuracy of the information on this plan, its purpose is to provide a general indication of the location of TasWater infrastructure. The information provided may contain errors or omissions and the accuracy may not suit all users. A site inspection and investigation is recommended before commencement of any project based on this data.

TasWater Plan v4.0 (17/10/2017)



Sequence Number: **72709375**
Location: 58 Harrington Street, Hobart, TAS 7000
Date Generated: **21/06/2018 (valid for 30 days)**



Legend

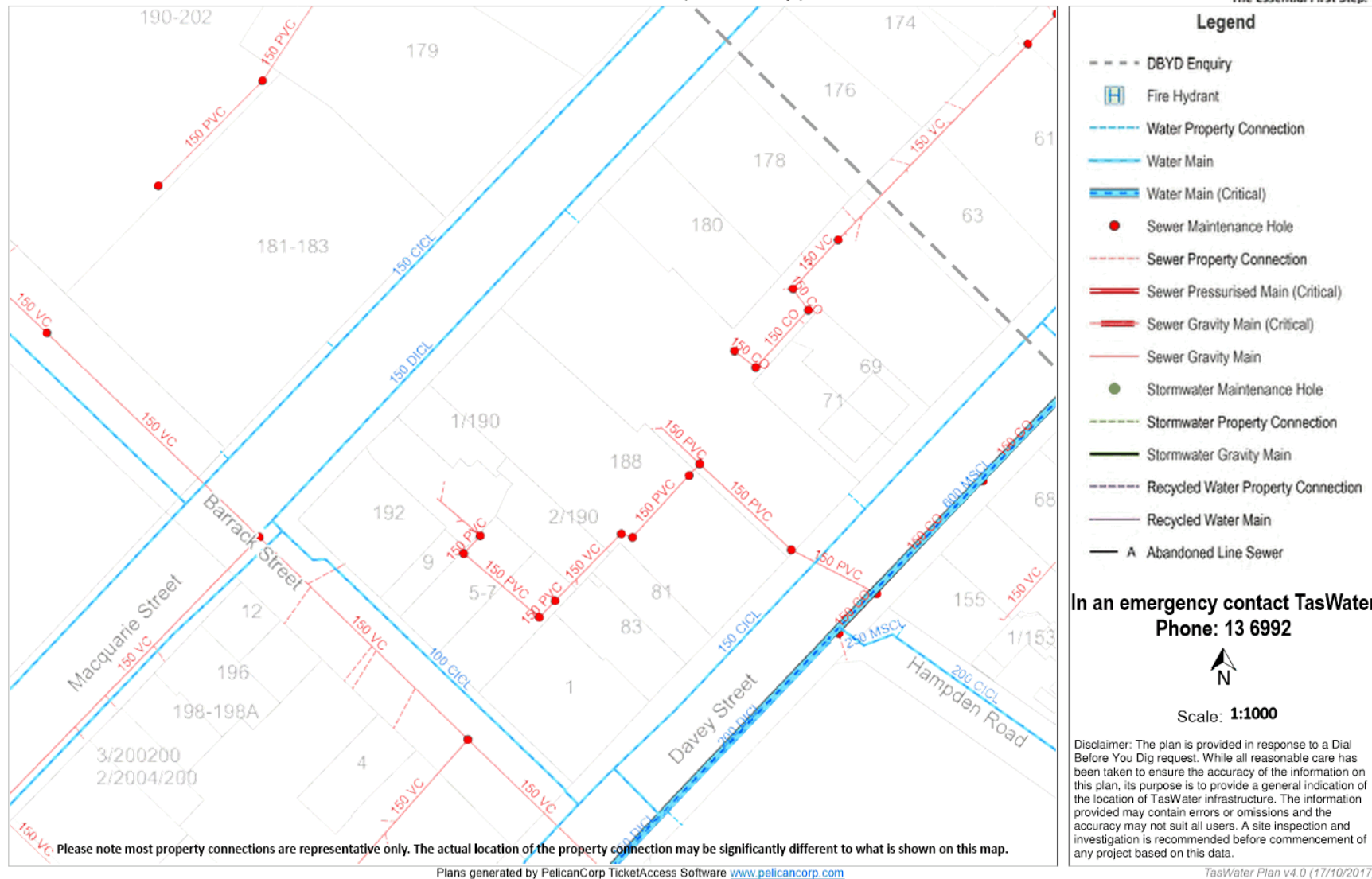
- DBYD Enquiry
- [H] Fire Hydrant
- - - Water Property Connection
- Water Main
- Water Main (Critical)
- Sewer Maintenance Hole
- - - Sewer Property Connection
- Sewer Pressurised Main (Critical)
- Sewer Gravity Main (Critical)
- Sewer Gravity Main
- Stormwater Maintenance Hole
- - - Stormwater Property Connection
- Stormwater Gravity Main
- - - Recycled Water Property Connection
- Recycled Water Main
- A Abandoned Line Sewer

**In an emergency contact TasWater
Phone: 13 6992**

Scale: **1:1000**

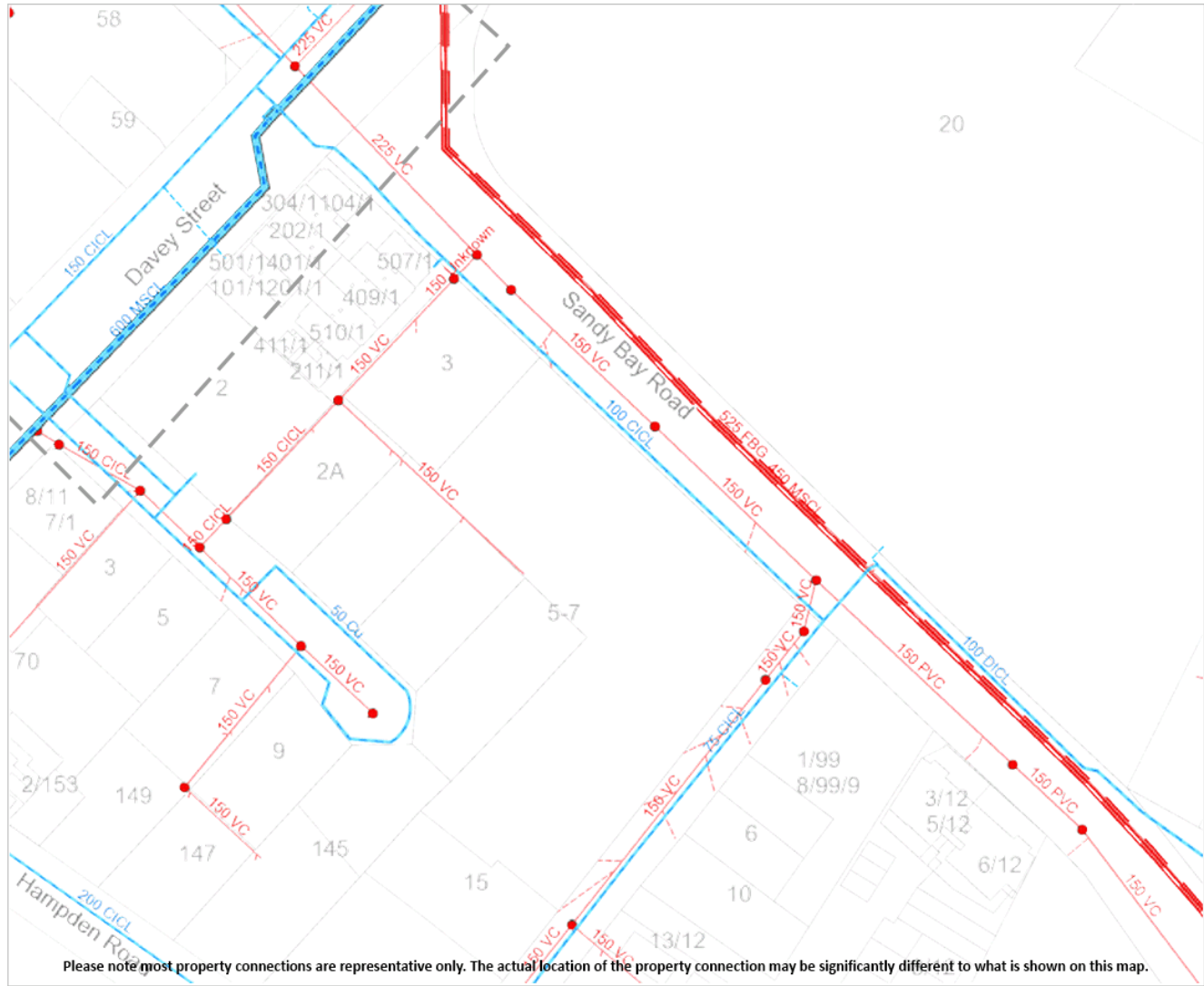
Disclaimer: The plan is provided in response to a Dial Before You Dig request. While all reasonable care has been taken to ensure the accuracy of the information on this plan, its purpose is to provide a general indication of the location of TasWater infrastructure. The information provided may contain errors or omissions and the accuracy may not suit all users. A site inspection and investigation is recommended before commencement of any project based on this data.

TasWater Plan v4.0 (17/10/2017)





Sequence Number: **72709375**
Location: 58 Harrington Street, Hobart, TAS 7000
Date Generated: **21/06/2018 (valid for 30 days)**




Please note most property connections are representative only. The actual location of the property connection may be significantly different to what is shown on this map.

Plans generated by PelicanCorp TicketAccess Software www.pelicancorp.com

Legend

- DBYD Enquiry
- [H] Fire Hydrant
- Water Property Connection
- Water Main
- Water Main (Critical)
- Sewer Maintenance Hole
- Sewer Property Connection
- Sewer Pressurised Main (Critical)
- Sewer Gravity Main (Critical)
- Sewer Gravity Main
- Stormwater Maintenance Hole
- Stormwater Property Connection
- Stormwater Gravity Main
- Recycled Water Property Connection
- Recycled Water Main
- A Abandoned Line Sewer

**In an emergency contact TasWater
Phone: 13 6992**


Scale: **1:1000**

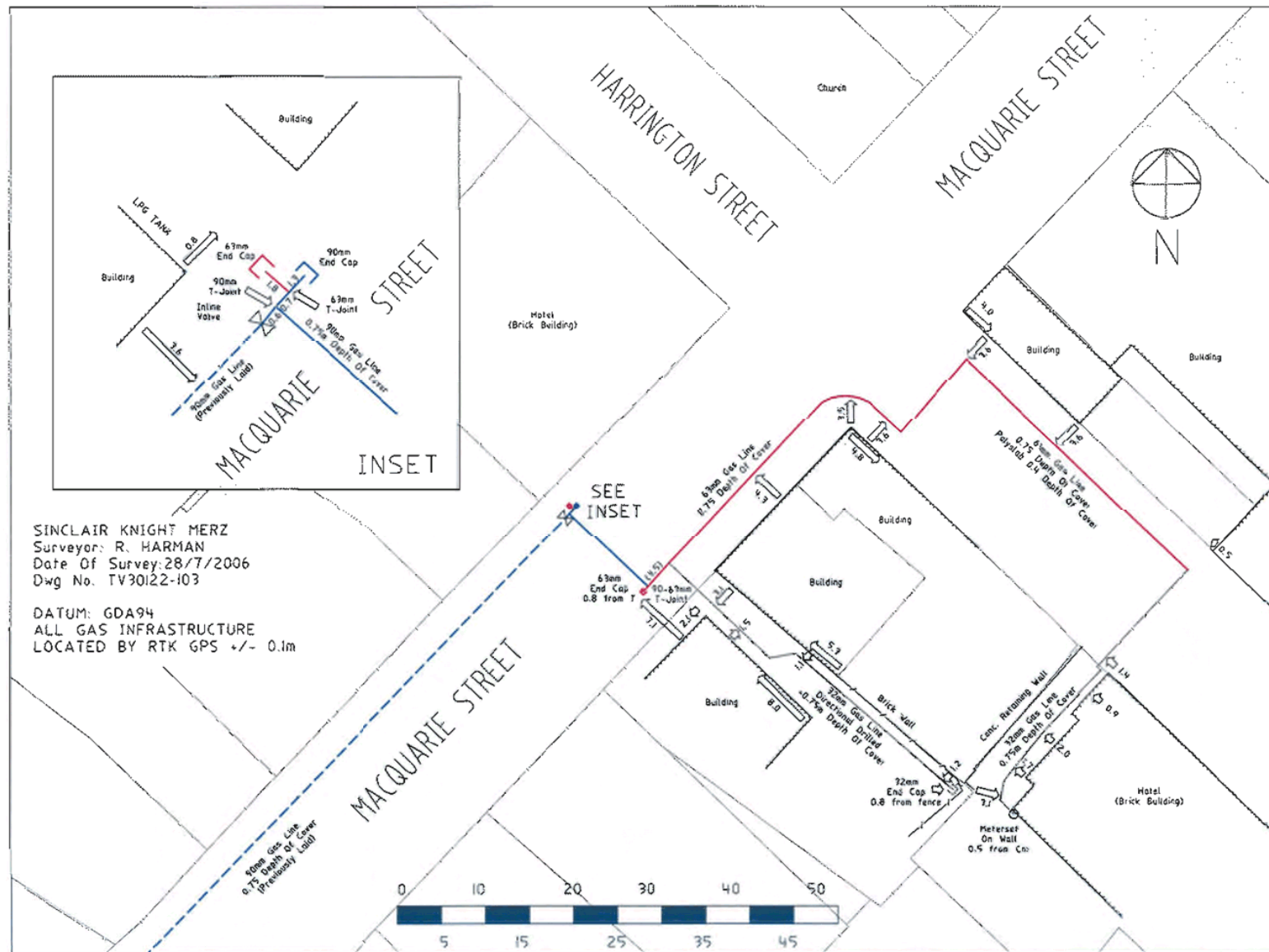
Disclaimer: The plan is provided in response to a Dial Before You Dig request. While all reasonable care has been taken to ensure the accuracy of the information on this plan, its purpose is to provide a general indication of the location of TasWater infrastructure. The information provided may contain errors or omissions and the accuracy may not suit all users. A site inspection and investigation is recommended before commencement of any project based on this data.

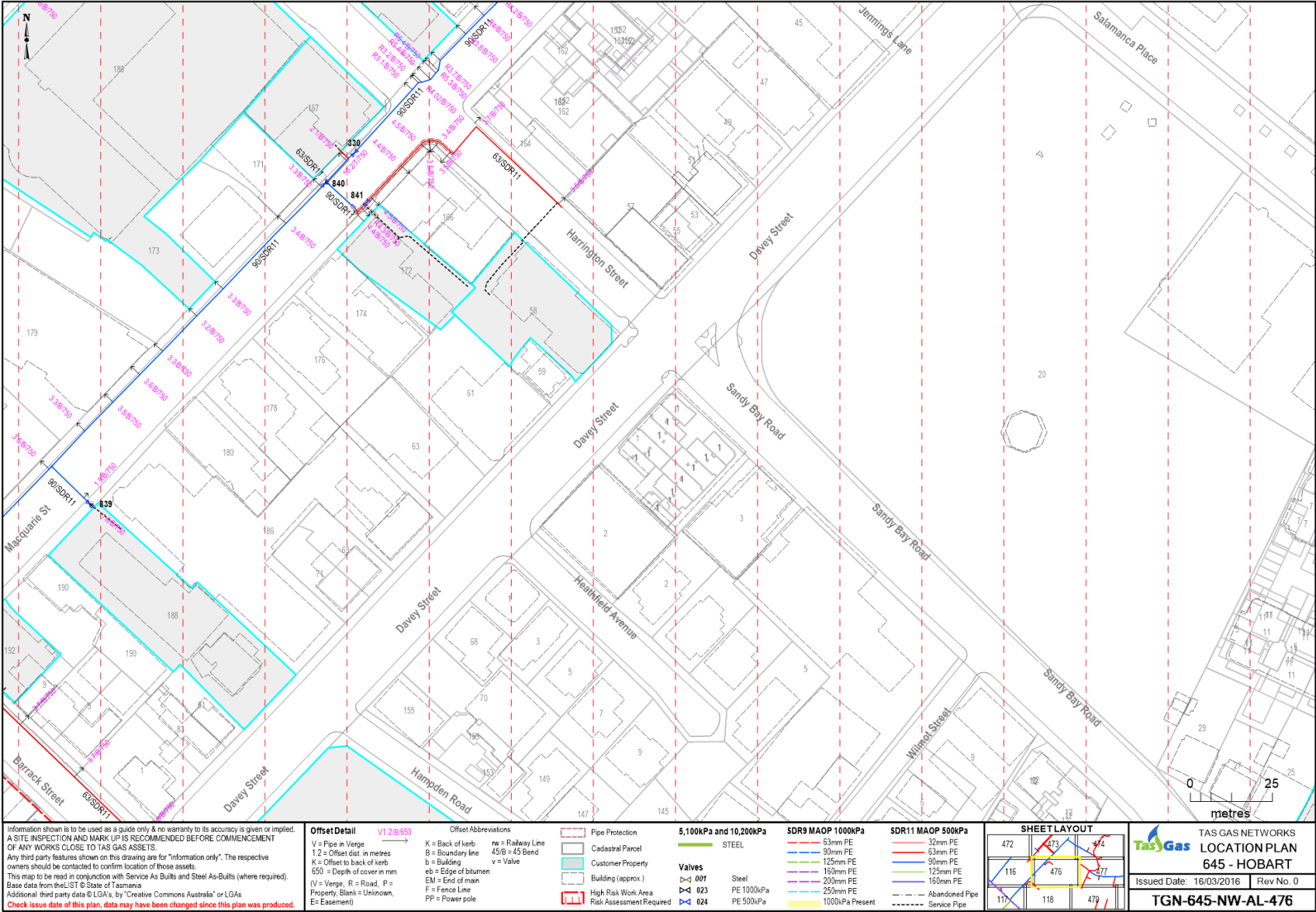
TasWater Plan v4.0 (17/10/2017)

58 HARRINGTON STREET, HOBART

APPENDIX 2 TAS GAS

2.1 Existing Gas Infrastructure





58 HARRINGTON STREET, HOBART

APPENDIX 3 TAS NETWORKS

3.1 Existing Electrical Infrastructure



MAP LEGEND INFORMATION

HV - High Voltage
LV - Low Voltage
UG - Underground
OH - Overhead
Std - Standard



Key to symbols used on TasNetworks underground asset plans

---	Streetlight cable	—■	Potend Or Joint	□	Manhole	○	HV, LV Pole
----	Service Duct	▤	Cabinet	□	Service Pit	—	Steel/concrete Pole
—●	Sealed end on UG Cable	S%	Turret with switch	●	Service Post	●H	Std Fuse Base with lamp
		□	Feeder Pillar	T	Telephone Cabinet	—	Road Crossing duct

▨	Zone Substation	▨	Substation	H L	Typical section through crossing
				2-125 PVC	

Underground Cable (Black/White plans)

—	HV/LV Cable
---	-------------

Underground Cable (Colour plans)

----	HV Cable	-----	LV Cable
------	----------	-------	----------

Key to symbols used on TasNetworks overhead asset plans (Colour plans)

—	OH powerline assets
---	---------------------

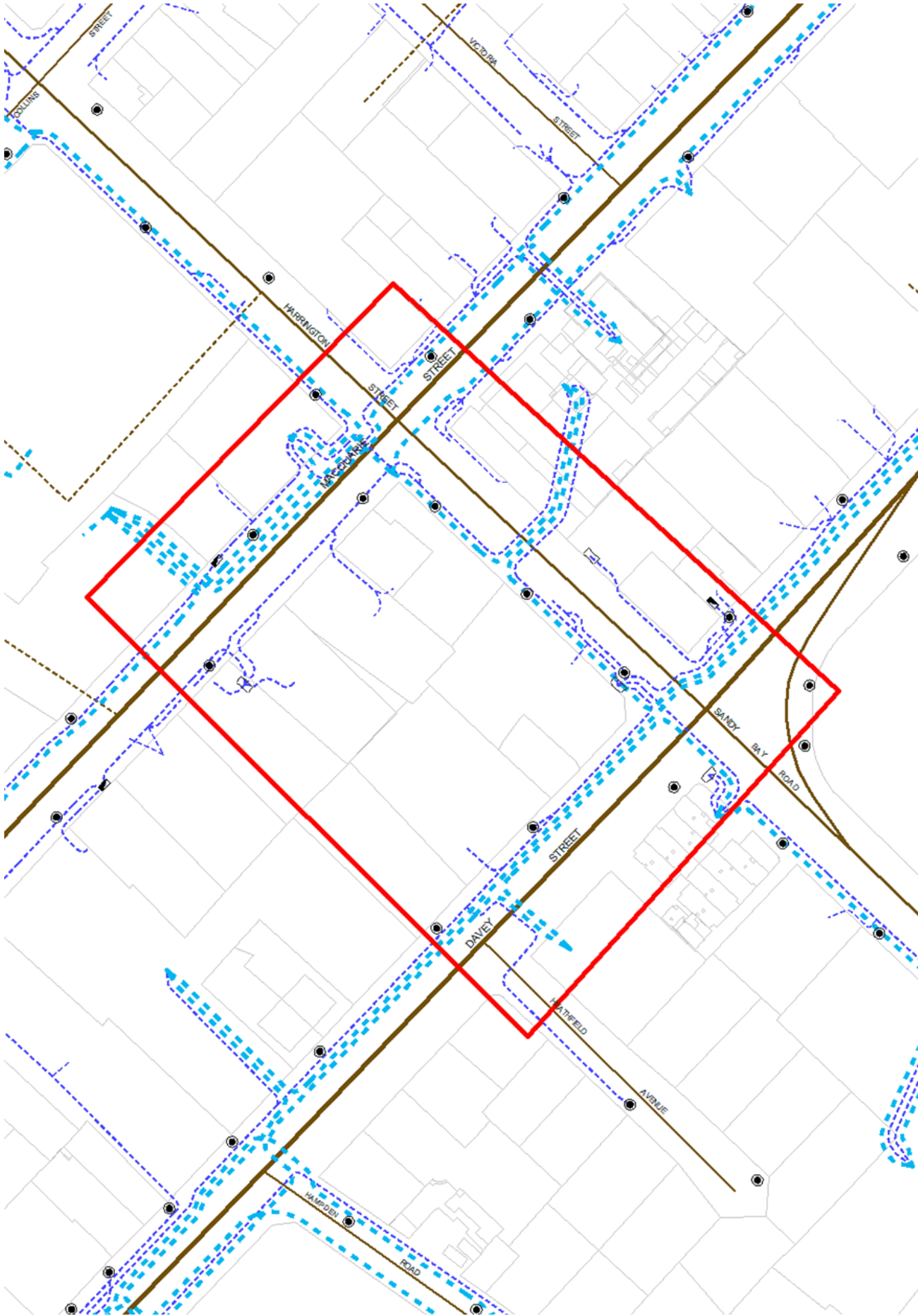
Key to generic symbols used on TasNetworks asset plans (Colour plans)

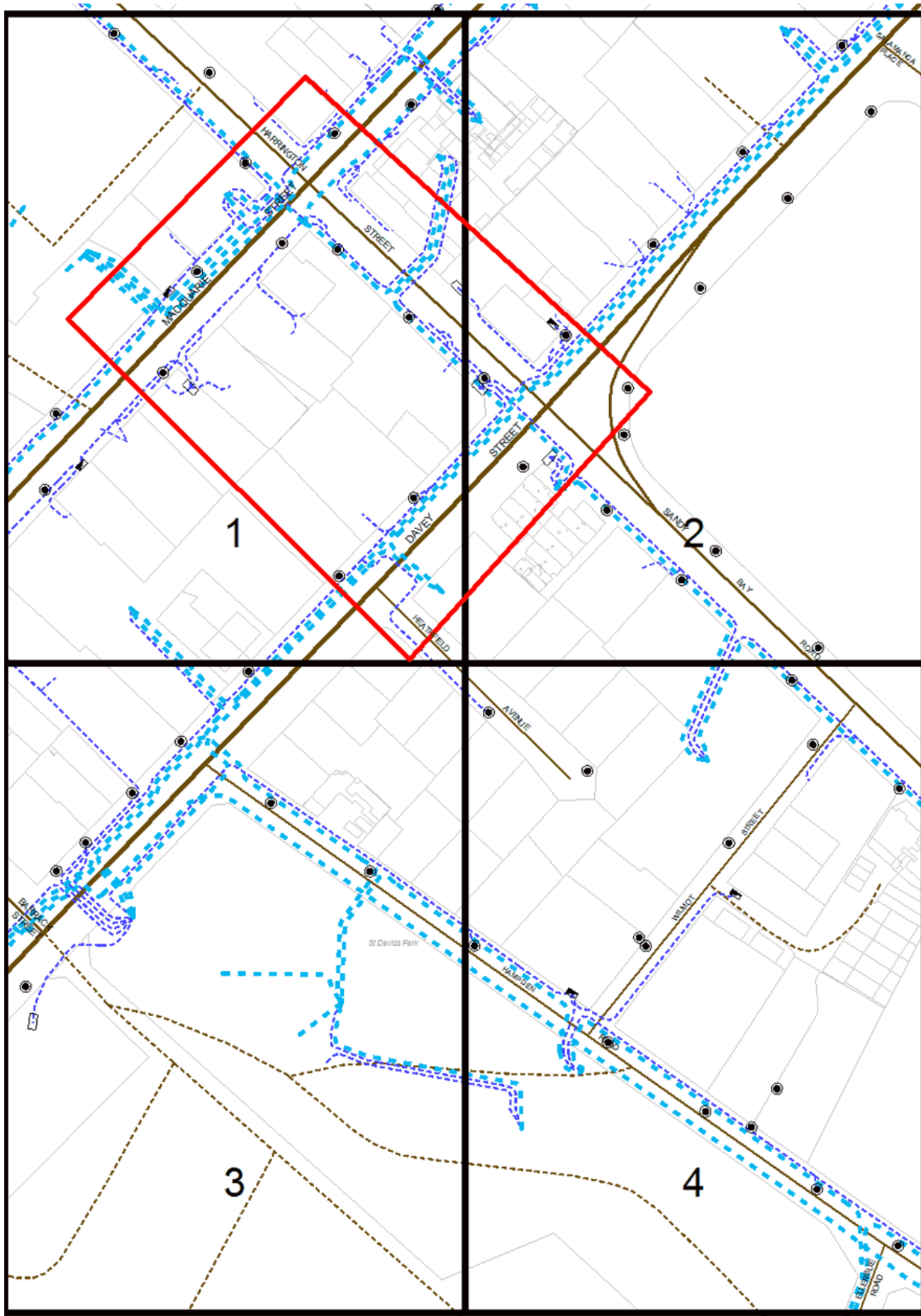
□	Property Parcel	15	Address Number	
—	—	—	—	Road Centrelines

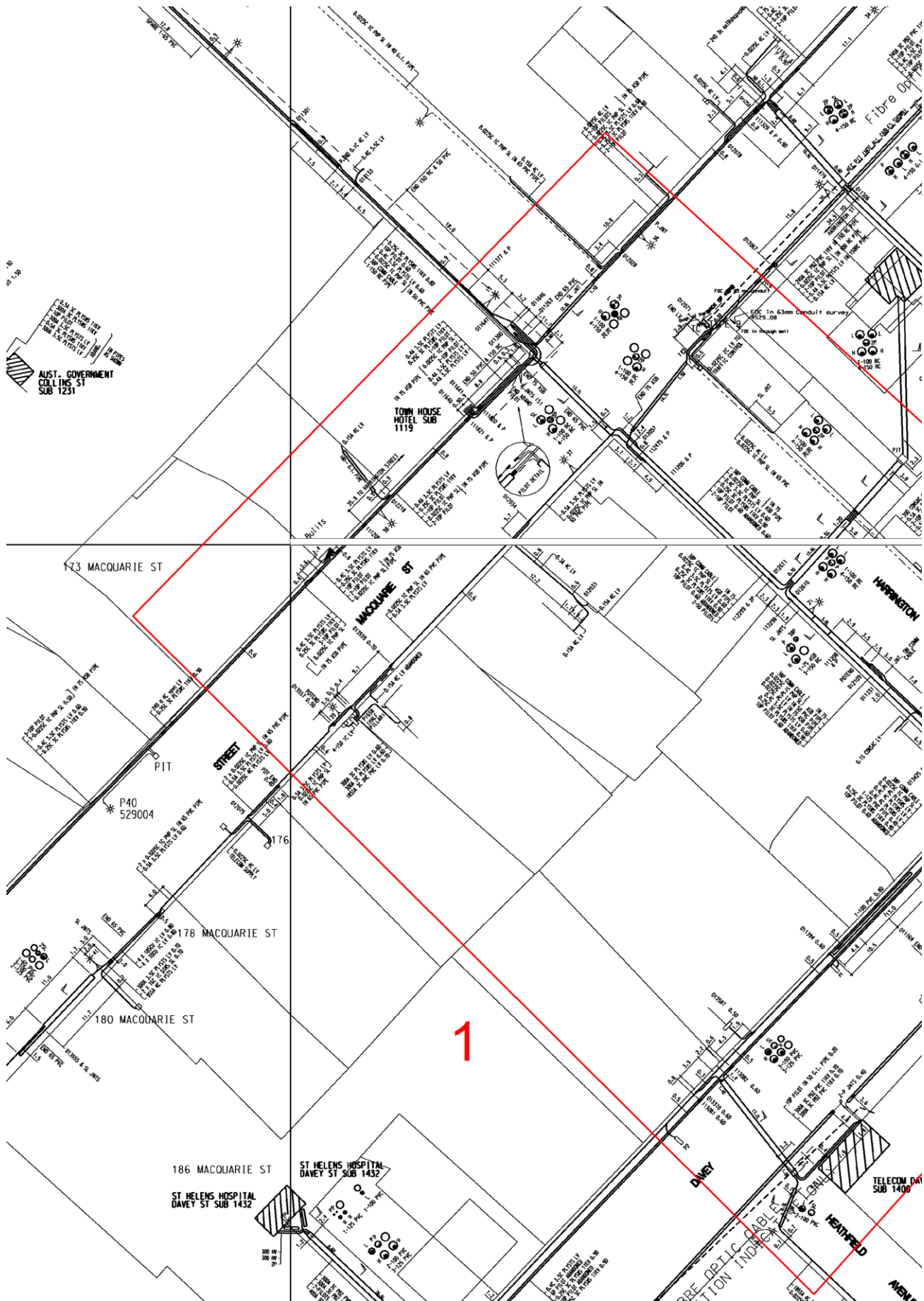
Plan description

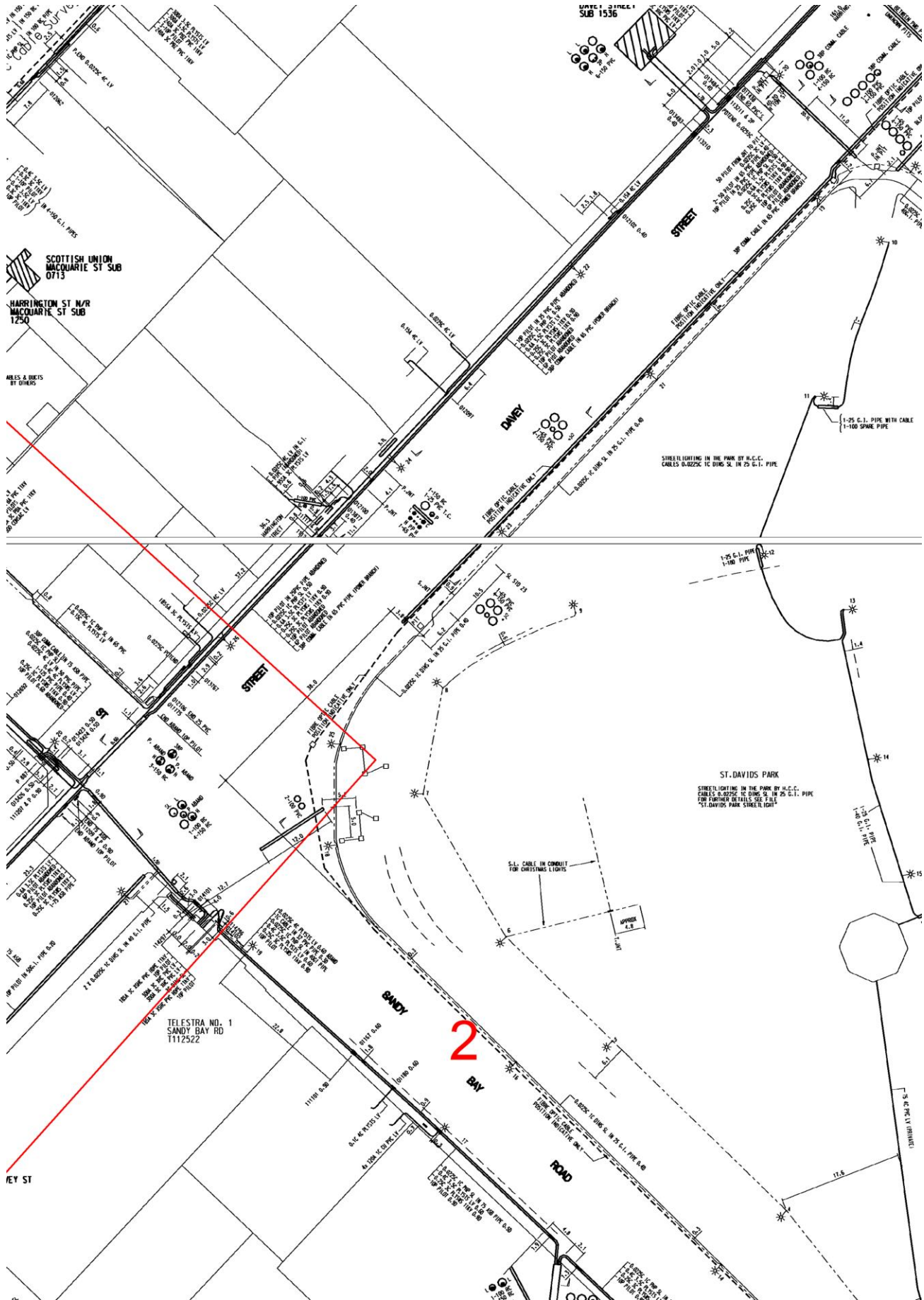
All maps on the following pages highlight the Site in a **bold red** colour.

- If underground electricity assets owned by TasNetworks exist within our records in the vicinity of the Site, a colour overview and index map is included, followed by black and white underground asset detail plan(s). TasNetworks-owned or modelled underground electricity assets are shown as either **dashed blue** or **solid black** lines as defined in the above legend.
- If overhead powerline assets owned or modelled by TasNetworks exist within our records in vicinity of the Site, a colour overview and index map is included followed by colour overhead powerline assets plan(s). TasNetworks-owned or modelled overhead powerline assets are shown as **bold blue** lines as defined in the above legend.









58 HARRINGTON STREET, HOBART

3.2 Electrical Supply Application



consulting engineers
electrical fire hydraulic mechanical sustainability transportation

JBA Consulting Engineers Pty Ltd
Building E5, 63-85 Turner Street
Port Melbourne. VIC. 3207
phone (03) 9646 9144
www.jba.com.au

Consultants Advice Notice

Date	25 th June 2018	Pages included: 2 + 1
To	Tasnet	
From	Amita Nayak, JBA Consulting Engineers	Amita.Nayak@jba.com.au
Project	58 Harrington Street, Hobart, 7000	Project No: 4108-01
Subject	Electrical Supply Offer Request	

To Tasnet Connections Team,

We wish to notify Tasnet that JBA Consulting Engineers have been appointed as the Consulting Engineers for proposed residential complex at 58 Harrington Street, Hobart.

The proposed development will comprise of 13 storeys and 3 Basement levels with a total of 52 Apartments, 2 Commercial Tenancies, 3 Carpark levels and 2 Lifts.
The building may have Electric Car chargers in the Carpark.

Currently the project is at the Town Planning Stage.

All apartments will be provided with the following:

1. Electric ovens
2. Gas cooktops
3. Hot water service (HWS) will be a central gas-fired system.
4. Reverse cycle air conditioning for all living / dining areas and bedrooms

The maximum demand for the site has been estimated to be **491A** per phase or **353kVA**; if the Electric car chargers are added then the MD may be increased to 651A/ph.

The maximum demand has been calculated in accordance with Australian Standard AS/NZ3000, Table C1, C2 & Table C3 accordingly. Please refer to attached detailed breakdown indicating the maximum demand calculation below.

It is proposed that the electrical supply to the site be via Indoor Substation.

We have attached the floor plan drawings for your information and records.

We request that Tasnet provide a supply offer noting the following:

1. Confirmation that adequate electrical supply is available for the proposed development.
2. The existing development is at present served off the Substation across the street, so we would like to know if there is a possibility of having the incoming supply via a pillar
3. Confirmation if a Substation is required and the nominal size of the Indoor Substation room.
4. Notification of any Client cost contribution associated with provision of adequate electrical supply and any special conditions for securing an electric supply.



consulting engineers
electrical fire hydraulic mechanical sustainability transportation

5. Acceptance of service protection device (MCCB) to be located within the new connection pillar located at the north east corner on the property boundary.
6. Proposed respective fault rating at the point of connection.
7. Confirmation of any construction, building works required to be carried out by the Client on behalf of Jemena.

Should you require additional information or clarification of any of the above please do not hesitate to contact the undersigned.

If necessary JBA Consulting are available to meet with the designated Jemena Project Manager to discuss this project further.

Your earliest attention would be greatly appreciated.

Regards,

Amita Nayak
Electrical Engineer
JBA Consulting Engineers

**ESTIMATED MAXIMUM DEMAND****58 Harrington Street, Hobart.**

Maximum demand based in accordance with AS/NZ 3000 Table C1
52 Apartments/3 – 18 Apartments/phase
Revision A, 25th June 2018

Table C1

ITEM	A/PH
A. Lighting 5A + (0.25A X 18 APT'S) = 9.5A	9.5A
B. GPO's 15A + (3.75A X 18 APT'S) = 82.5A	82.5A
C. Cooking / Laundry 2.8A X 18 APT'S = 50.4A	50.4A
D. Air Conditioning and Heating 12A X 18 APT'S @ 75% = 162A	162
H. Communal Lighting Carpark and external: 14 X 75W = 1050W 90 X 40W = 3600 W Corridors: 260 x 15W = 3900W 40 x 40W = 1600W Total: 10150W / (240V x 3) = 7.5 A	7.5
I. Communal GPO's Maximum amount	30
K. Lifts Passenger Lift 1. – 40A, 3 phase @ 125% as per AS3000 = 50A Passenger Lift 1. – 40A, 3 phase @ 75% as per AS3000 = 30A	80
SUBTOTAL	422 A/ph 304 kVA

Table C2

ITEM	A/PH
Electric Car Chargers – say 5 car chargers at 32A/phase	160
SUBTOTAL	160 A/ph 115 kVA

Table C3

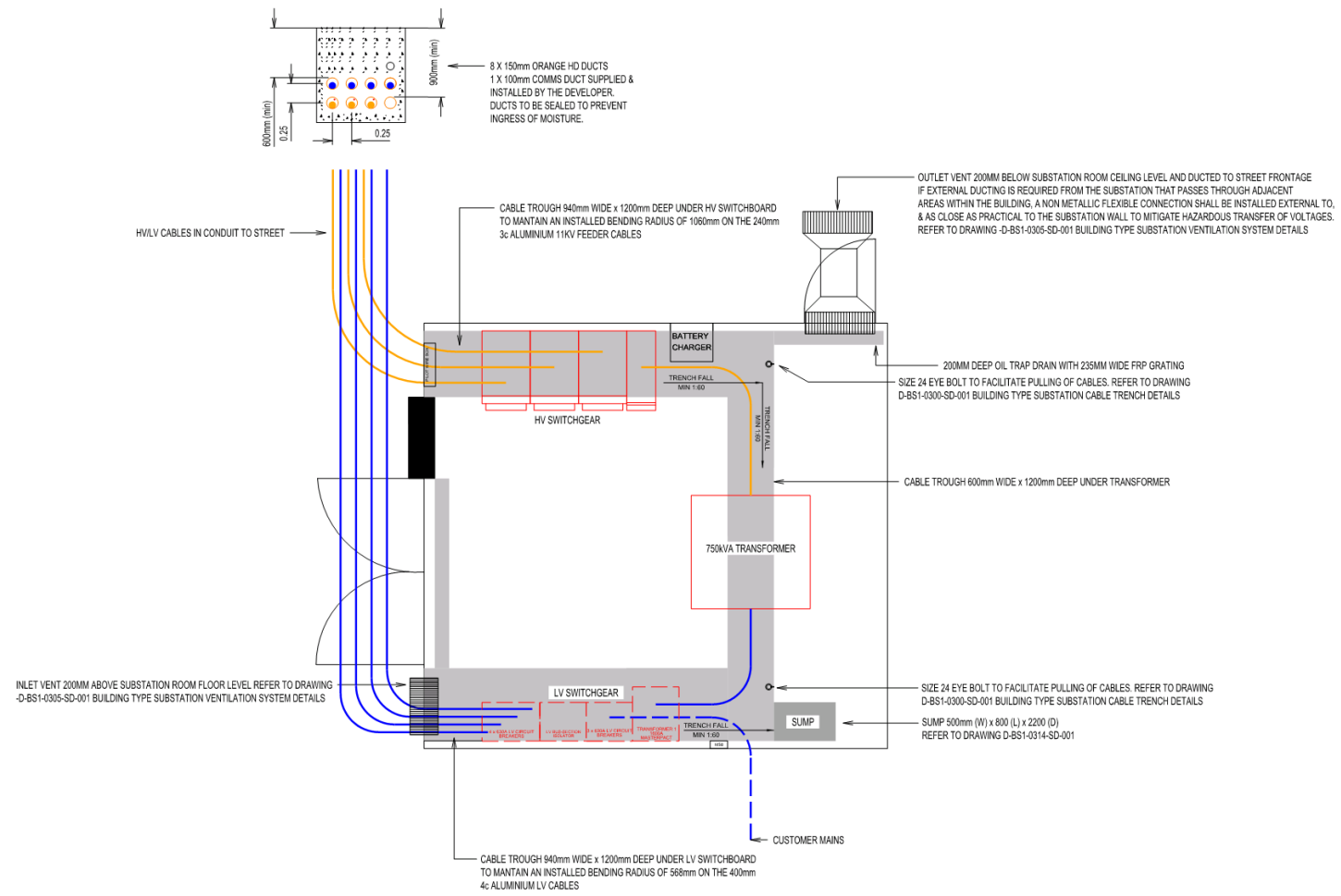
ITEM	A/PH
Commercial Tenancy 1 – 179 sq.m. @ 120VA/sq.m. = 21500W i.e. 22A/ph	17
Commercial Tenancy 2 – 128 sq.m. @ 120VA/sq.m. = 15360W i.e. 16A/ph	16
Mechanical Service Communal Area Carpark – ((1172 x 3) + 2040) sq.m (building common area) x 10kva = 51000W	36
SUBTOTAL	69 A/ph 50 kVA
TOTAL	651A/ph 468 kVA



consulting engineers
electrical fire hydraulic mechanical sustainability transportation

58 HARRINGTON STREET, HOBART

3.3 Proposed Substation Layout




58 HARRINGTON STREET, HOBART

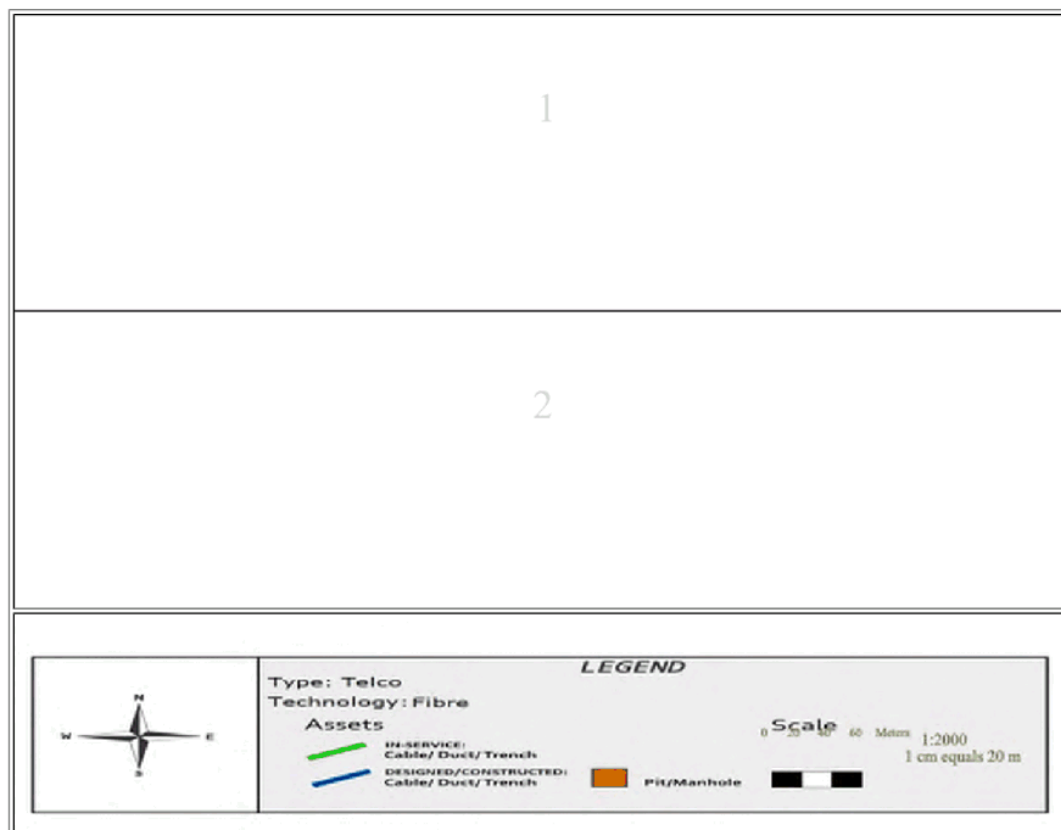
APPENDIX 4 NBN

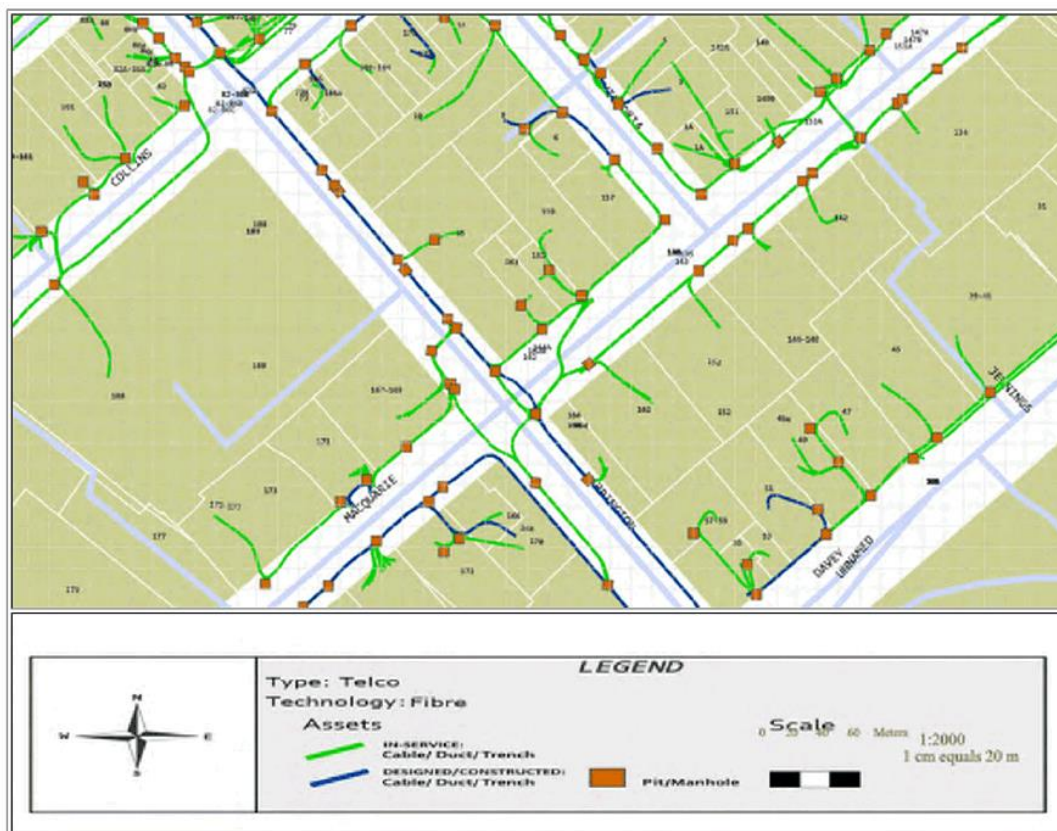
4.1 Existing NBN Infrastructure

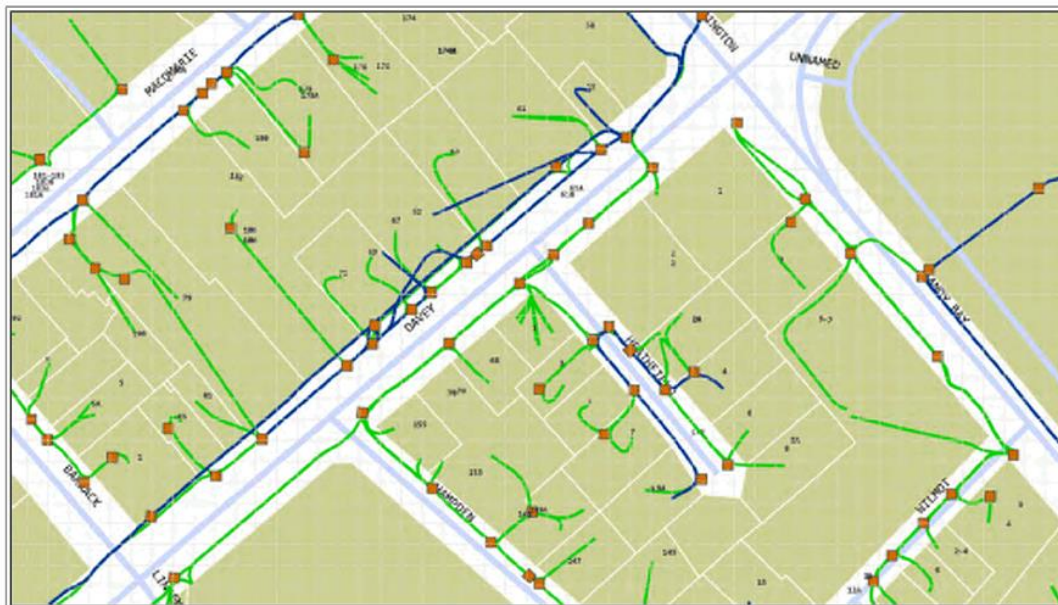


Indicative Plans

Issue Date:	21/06/2018	
Location:	58 Harrington Street, Hobart, TAS-7000	







Emergency Contacts

You must immediately report any damage to **nbn™** network that you are/become aware of. Notification may be by telephone - 1800 626 329.

STORMWATER MANAGEMENT STRATEGY

Proposed Apartment Building
58 Harrington Street,
Hobart

February 2019

**Johnstone McGee & Gandy Pty Ltd**

ABN 76 473 834 852 ACN 009 547 139

www.jmg.net.au

HOBART OFFICE
117 Harrington Street
Hobart TAS 7000
Phone (03) 6231 2555
infohbt@jmg.net.au

LAUNCESTON OFFICE
49-51 Elizabeth Street
Launceston TAS 7250
Phone (03) 6334 5548
infohbt@jmg.net.au

Issuing Office: 117 Harrington Street, Hobart 7000								
JMG Project No. J185077SH								
Document Issue Status								
Ver.	Issue Date	Description	Originator		Checked		Approved	
1	27/02/2019	Draft Issue	RWH		GLA		GLA	
2	12/04/2019	Issued for DA	RWH	<i>[Signature]</i>	GLA		GLA	<i>[Signature]</i>

CONDITIONS OF USE OF THIS DOCUMENT

- Copyright © All rights reserved. This document and its intellectual content remains the intellectual property of JOHNSTONE MCGEE & GANDY PTY LTD (JMG). ABN 76 473 834 852 ACN 009 547 139
- The recipient client is licensed to use this document for its commissioned purpose subject to authorisation per 3. below. Unlicensed use is prohibited. Unlicensed parties may not copy, reproduce or retransmit this document or any part of this document without JMG's prior written permission. Amendment of this document is prohibited by any party other than JMG.
- This document must be signed "Approved" by JMG to authorise it for use. JMG accept no liability whatsoever for unauthorised or unlicensed use.
- Electronic files must be scanned and verified virus free by the receiver. JMG accept no responsibility for loss or damage caused by the use of files containing viruses.
- This document must only be reproduced and/or distributed in full colour. JMG accepts no liability arising from failure to comply with this requirement.

TABLE OF CONTENTS

1. Introduction.....	4
2. Stormwater.....	4
2.1 Existing Stormwater System	4
2.2 Proposed Stormwater System	4
2.3 Water Sensitive Urban Design	5
3. Response to Hobart City Council RFI	6
4. Conclusion.....	8

Appendix A - Drawing Set

Appendix B - Detention Analysis

Appendix C - Pit Inflow Report

Appendix D - Pipe Capacity Report

1. Introduction

This report has been prepared in support of a development application lodged with the Hobart City Council (HCC), for the construction of an apartment building at 58 Harrington Street, Hobart. The report describes the existing and proposed situations, as well as addressing requests for further information from HCC regarding stormwater.

2. Stormwater

2.1 Existing Stormwater System

2.1.1 Flow Volumes

The existing site is entirely impervious, with surfaces a mixture of roof and road/walkway pavement. There are a couple of small planters around the building perimeter, however these are overhung by the building eaves and their catchment area is considered negligible. In pre-development conditions the rational method for stormwater runoff calculation indicates a flow of 33l/s would occur during a 5% AEP event.

2.1.2 Minor System

The only existing council stormwater infrastructure located within the site is a DN300 main that enters the property from 172 Macquarie Street (the western corner of 58 Harrington Street). This main is redirected through a manhole located in the internal roadway, before running adjacent to the north western boundary and connecting to the larger stormwater network underneath the Harrington Street road pavement.

The runoff generated on the 58 Harrington Street site itself is discharged through a single DN150 property connection located in the eastern corner (corner of Davey and Harrington Streets) where it connects to the side entry pit at the bottom of Harrington Street.

2.1.3 Overland Flows

Overland flow paths from two neighbouring properties currently intersect the site. Flow generated from the catchment comprising the carpark and surrounds of 172 Macquarie Street that is in excess of the piped network capacity would spill over the low wall that borders the two properties and into the rear carpark of 58 Harrington. Runoff then travels alongside the rear of the building and out to Davey Street. The carpark to the west (61 Davey Street) grades towards Harrington Street and excess flow would spill over a low kerb along the property boundary before making its way to Davey Street along the rear of the building.

2.2 Proposed Stormwater System

2.2.1 Redirection of Council Infrastructure

The existing council main will need redirecting to allow for the development. It is proposed the DN300 main maintains its current location of entry into the site, where it extends through the external wall and skirts the perimeter of the building (refer Drawings J185077SH-C01 & C08, Appendix A) before reconnecting with the major stormwater network through the bottom corner of the building at the Harrington and Davey Street intersection. This pipe will bypass the detention tank outlined in Section 2.2.3.

The pipe currently enters the site with an IL of 17.86, at grades of 2.5% and 5% (varying grades were selected to best align with the apartment geometry) it will exit the northern corner of the site at an IL of 15.98, leaving plenty of level difference to connect to the existing stormwater network (IL 14.81).

2.2.2 Minor System

All internal roof and deck drainage will drain to the detention tank located on Basement Level 1. The covered car parking decks will receive no significant runoff but may be subject to contaminated discharge from either car or pavement washing activities. This discharge will be collected and treated as trade waste and will be pumped to the sewer and subject to a Trade Waste Agreement with TasWater. Subsoil drains will be discharged to a stormwater pump station at the lowest basement level and this will discharge to the stormwater system. The pump system will comply with the HCC's Guidelines for Property Owners and Developers "Private Stormwater Pumping Stations".

2.2.3 Detention Requirements

The post-development vertical surface area theoretically increases the 1% AEP stormwater runoff from 49l/s to 56l/s. Boyd's Formula indicates that a storage unit of 2.7m³ would be required to detain the flow to the required pre-development runoff volumes. On Basement Level 1 the architectural plans indicate a vacant area totalling 13m² in the eastern corner of the apartment building. The level difference between the existing network (IL 14.81) and the tank location will allow flexibility in the tank dimensions and outflow IL. The outflow will be fitted with an orifice sized to restrict runoff to pre-development levels.

The increase in runoff is only relevant to deck areas which collect runoff from adjacent vertical surfaces, as external wall runoff is not collected. Box gutters and deck drainage are to be designed for the 1% AEP rainfall event.

2.2.4 Overland Flows

The overland flow generated from the 172 Macquarie Street catchment will continue to spill over the low wall that borders the two properties due to the void above the courtyard on Level 01. Flow will be collected in the courtyard and drained through a 600x900 Side Entry Pit (refer Pit Inflow Report, Appendix C). A SEP was chosen over a grated inlet because the throat of a SEP is less likely to become restricted. Flow will then be transferred via a DN225 PVC pipe (refer Pipe Capacity Report, Appendix D) along the south-western wall of the apartment building, through the resident lobby, before being discharged at low level on the western side of the heritage property.

The path of the overland flow from the carpark to the west would only be altered slightly. Runoff will be intersected by the new apartment building wall and directed towards Davey Street. Approximately 20m from the title boundary a void opens above the Ground Floor, flow would be encouraged to spill over the property boundary at this point and follow existing paths alongside the heritage property.

2.3 Water Sensitive Urban Design

The rainfall collected by the roof will be directed into the detention tank without treatment as roof runoff is considered acceptably uncontaminated. An 18kl rainwater tank will be charged with the collected runoff and will be used for irrigation and toilet flushing.

If feasible, the clean roof drainage will drain directly to the detention tank, while elevated deck runoff (which could be more contaminated) will drain to a proprietary treatment device such as a SPEL Ecoceptor 1500 Series. If this is not feasible, in detailed design all flow will go via a suitably sized treatment device. It is noted that the filter elements of such devices need regular replacement and end up as land fill, so the smallest feasible unit is preferred.

3. Response to Hobart City Council RFI

SW1 - A site plan to demonstrate how stormwater from the proposed development (including roofed areas and impervious surfaces, driveways, etc.) will be disposed of via gravity to public stormwater infrastructure.

Advice: It is noted that your proposal has basement carparking, how is this pavement proposed to be drained to Council stormwater system. If a pumped system is required, please indicate that is proposed. It is noted that a detention tank is proposed. Please provide the invert of the detention tank and demonstrate how this can be disposed of via gravity to Council's stormwater system.

Response: Refer Sections 2.2.2 & 2.2.3 and Drawings J185077SH-C01 & C08, Appendix A.

SW2 - A report prepared by a suitably qualified person, demonstrating that the additional stormwater generated by the development can be catered for and disposed of by:

- a) the existing stormwater infrastructure OR
- b) what measures are proposed to increase the capacity of the system, having regard to the suitability of the site.

Advice: It is noted that a 6m3 detention tank is proposed. Please provide calculations indicating why a detention tank of this size has been proposed.

Response: Refer Section 2.2.3 and Detention Analysis, Appendix B.

SW3 - Detailed design and associated calculations of any proposed adjustment or realignment of council infrastructure including but not limited to:

- a) Site plan showing the location, size and material of both existing and proposed infrastructure.

Response: Refer Drawings J185077SH-C01 & C08, Appendix A.

- b) Long section of the proposed infrastructure including any clashing services.

Response: Refer Drawings J185077SH-C09, C10, & C11, Appendix A.

- c) All current connections to the stormwater infrastructure.

Response: Refer Drawings J185077SH-C01 & C08, Appendix A.

Advice: It is noted that the existing stormwater main running parallel to the western boundary of the development site is a Council Stormwater Main which services property with Macquarie Street road frontage. Your development appears to propose to abandon this main, yet it does not appear that any Council Stormwater Mains are proposed to replace this main. Council would not support the construction of private stormwater system (including detention tank) within your property which receives stormwater from adjacent properties currently serviced by Council Stormwater System.

Response: It is not intended to divert the council main via the detention system. The council and private systems would not be combined until the final discharge point.

SW4 - A Construction Management Plan prepared by a suitably qualified person demonstrating:

- a) How the stormwater main will remain active during the construction period of the development.

Response: Solution to be provided during detailed design in consultation with the builder.

- b) How the developer will ensure continued operation of all public and private connections throughout the development and during construction of the new stormwater infrastructure.

Response: Solution to be provided during detailed design in consultation with the builder.

SW5 - A report prepared by a suitably qualified person, demonstrating:

- a) that the stormwater system for the new development incorporates water sensitive urban principle for the treatment and disposal of stormwater.

Advice: It is noted that your development proposes stormwater treatment device. Please provide details of any proposed stormwater treatment for this to be assessed against clause E7.7.1 A1/P1.

Response: Refer Section 2.3

SW 6 - A stormwater drainage design prepared by a suitably qualified person which demonstrates compliance with the following:

- a) accommodate a storm with an ARI of 20 years (non-industrial zoned land) OR accommodate a storm with an ARI of 50 years (industrial zoned land) when the land serviced by the system is fully developed.

Response: Given the roof and decks drainage will be designed for an ARI of 100 years as per AS3500, this will be provided at detailed design stage as part of the plumbing permit application.

- b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.

Response: Refer Section 2.2

Advice: If you are proposing to include stormwater from neighbouring properties within your stormwater system, please include this flow rate within your design (please note the following dot point) Council would not support the construction of private stormwater system (including detention tank) within your property which receives stormwater from adjacent properties currently serviced by Council Stormwater System.

Response: Refer Section 2.2.3 and the response to SW3 Advice above.

SW7 - A stormwater drainage design prepared by a suitably qualified person which demonstrates compliance with the following:

- a) designed to accommodate a storm with an ARI of 100 years.

Advice: The properties with Macquarie Street road frontage may have existing overland flow path through your property and onto Harrington Street (via your parking area and access).

Response: Refer Section 2.2.4

INFSW1 - A scaled and dimensioned site plan demonstrating the following:

- a) the location of the drainage easement

Response: Refer Drawing J185077SH-C08, Appendix A.

- b) the location of the Building in relation to the easement

Response: Refer Drawing J185077SH-C08, Appendix A.

- c) the location of the Building deck footings in relation to the easement

Response: Refer Drawing J185077SH-C08, Appendix A.

- d) the location of the building structures (including footings, walls, retaining structure, etc.) in relation to the stormwater main if the location of the stormwater main is known.

Optional: The deck must be located outside the 3m wide drainage easement and the footings must be located greater than 1m from the stormwater main. Alternatively, demonstrate what measures will be implemented to protect the Council infrastructure.

Response: Refer Drawings J185077SH-C01 & C08, Appendix A. Note that the existing Council main is to be rerouted within the building and an easement created to allow Council access. This was previously done with a major TasWater sewer main run through the basement of 110 Liverpool Street for the ICON (Myer Liverpool Street) project.

INFSW2 - A report prepared by a suitably qualified person demonstrating that the additional stormwater generated by the extension can be catered for and disposed of by:

- a) the existing stormwater system OR
b) what measures are proposed to increase the capacity of the system, having regard to the suitability of the site.

Response: Refer Section 2.2.3 & response to SW2 above.

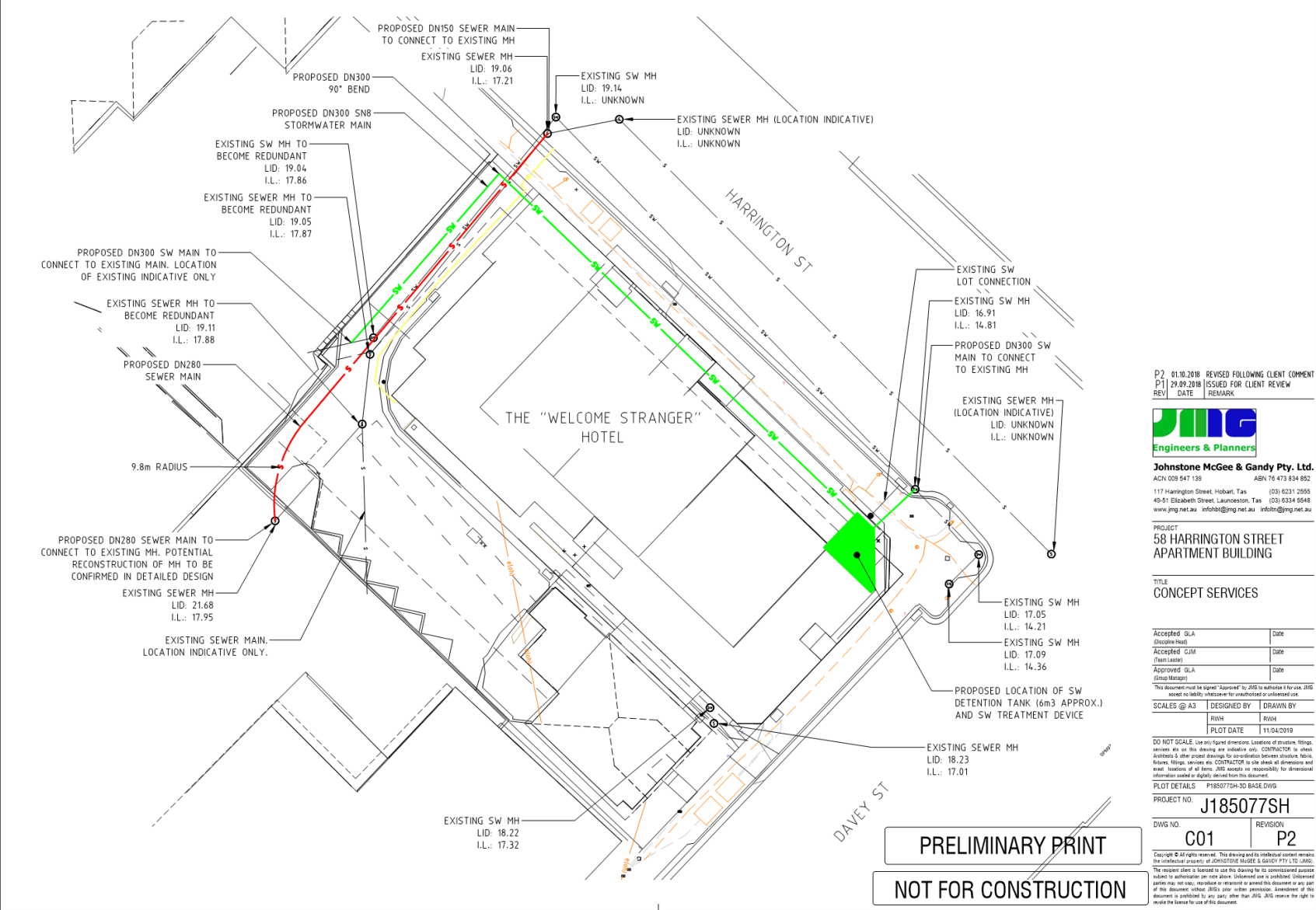
4. Conclusion

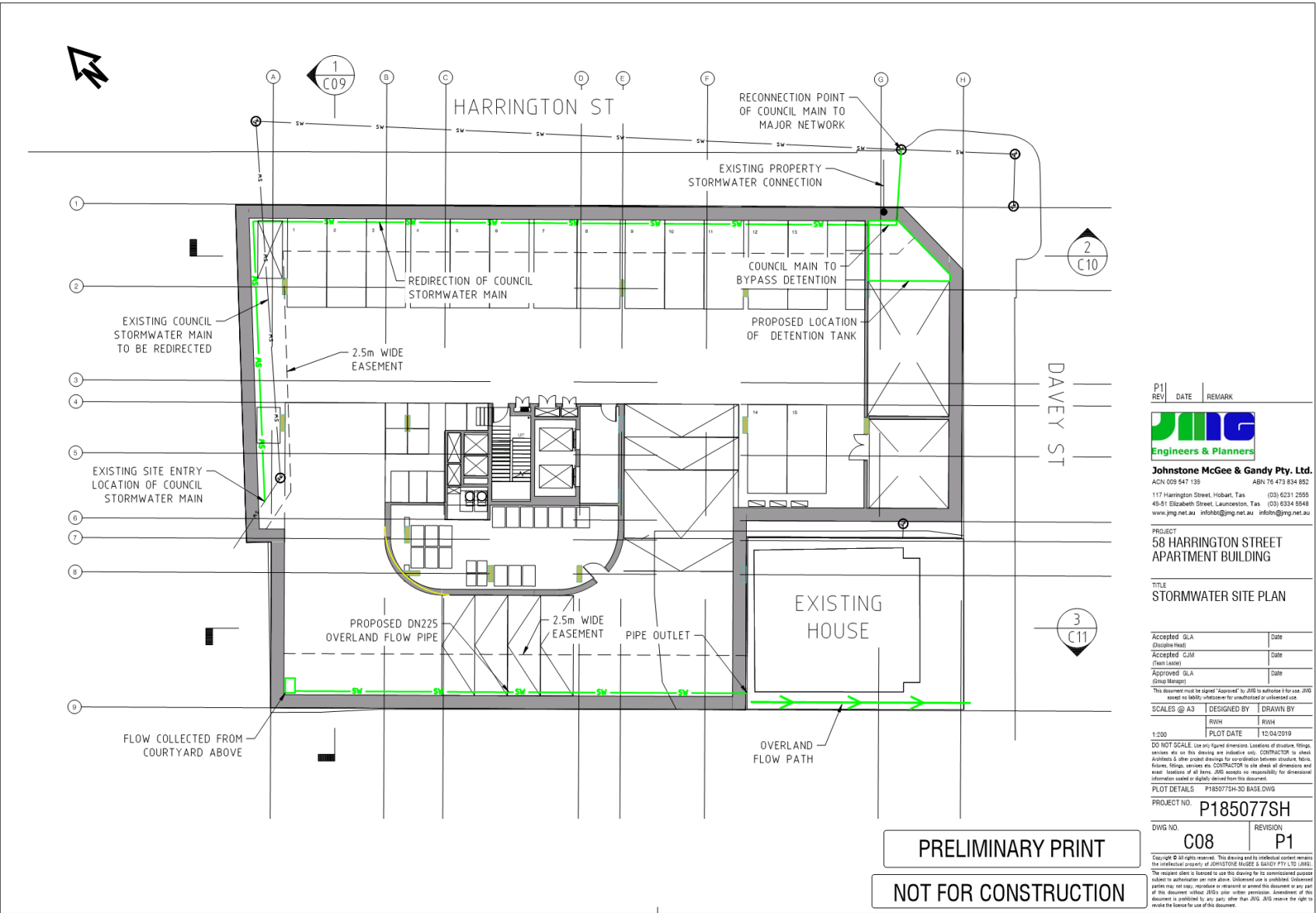
This report outlines the proposed management of stormwater for the development including the existing council main and flows from upstream properties. The concept designs are outlined, and the detailed designs will be undertaken to satisfy AS3500, the Plumbing Regulations, and the NCC. This information allows Council to conditionally approve the development as per normal.

APPENDIX A

Drawing Set







P1	REV	DATE	REMARK

JMG
Engineers & Planners

Johnstone McGee & Gandy Pty. Ltd.
ACN 008 547 139 ABN 76 473 834 682
117 Harrington Street, Hobart, Tas (03) 6231 2555
45-51 Elizabeth Street, Launceston, Tas (03) 6334 8548
www.jmg.net.au info@jmg.net.au info@jmg.net.au

PROJECT
58 HARRINGTON STREET
APARTMENT BUILDING

TITLE
STORMWATER SITE PLAN

Accepted GLA (Discipline Head)	Date
Accepted CLM (Team Leader) <td>Date</td>	Date
Approved GLA (Group Manager) <td>Date</td>	Date

This document must be signed "Approved" by JMG to authorize it for use. JMG
accepts no liability whatsoever for unauthorized or unlicensed use.

SCALES @ A3	DESIGNED BY	DRAWN BY
1:200	RWH	RWH
	PLOT DATE	12/04/2019

DO NOT SCALE. Use only figured dimensions. Locations of structures, fittings, services, etc. on this drawing are indicative only. CONTRACTOR to check. Authorities & other project drawings for co-ordination between structure, fabric, fixtures, fittings, services etc. CONTRACTOR is to check all dimensions and exact locations of all items. JMG accepts no responsibility for dimensional information copied or digitally derived from this document.

PLOT DETAILS
P185077SH-3D BASE.DWG

PROJECT NO. P185077SH

DWG NO.	REVISION
C08	P1

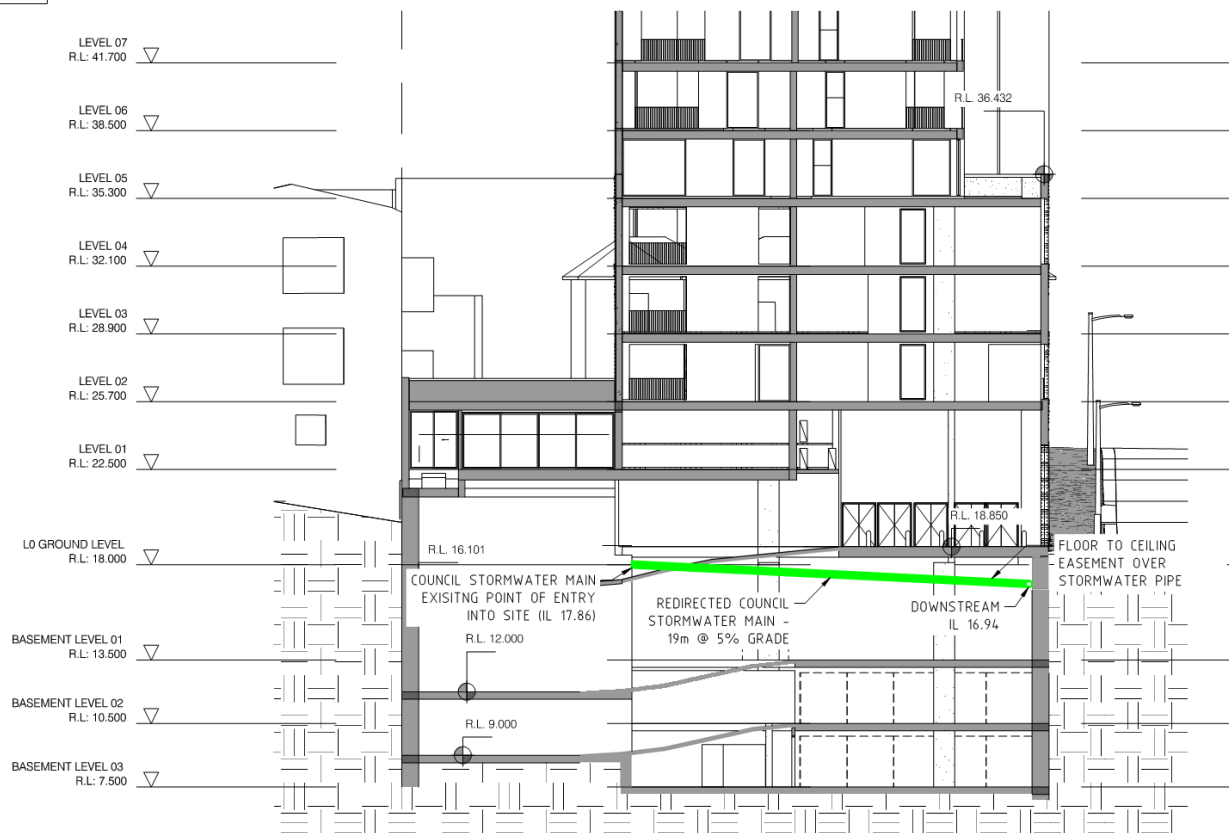
Copyright © All rights reserved. This drawing and its intellectual content remains the intellectual property of JOHNSTONE MCGEE & GANDY PTY LTD (JMG).
The recipient client is licensed to use this drawing for its commissioned purpose subject to authentication per note above. Unlicensed use is prohibited. Unlicensed parties may not copy, reproduce or transmit or amend this document or any part of this document without JMG's prior written permission. Amendment of this document is prohibited by any party other than JMG. JMG reserves the right to revoke the license for use of this document.

SAFETY IN DESIGN REPORT

In accordance with the Workplace Health & Safety Acts and Regulations JAG have considered the potential hazards and risks that are specific to this design.

The following risks which are unique to	
---	--

This report does not relieve contractors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety.



SCALE 1:200

1
C09

PRELIMINARY PRINT

NOT FOR CONSTRUCTION

[illegible]

Johnstone McGee & Gandy Pty. Ltd.
ACN 009 547 139 ABN 76 473 834 852
117 Harrington Street, Hobart, Tas (03) 6231 2555
49-51 Elizabeth Street, Launceston, Tas (03) 6334 5548
www.jmg.net.au infohbt@jmg.net.au info@jmg.net.au

PROJECT
58 HARRINGTON STREET
APARTMENT BUILDING

TITLE
STORMWATER PIPE
PROFILES - COUNCIL MAIN
SHEET 1

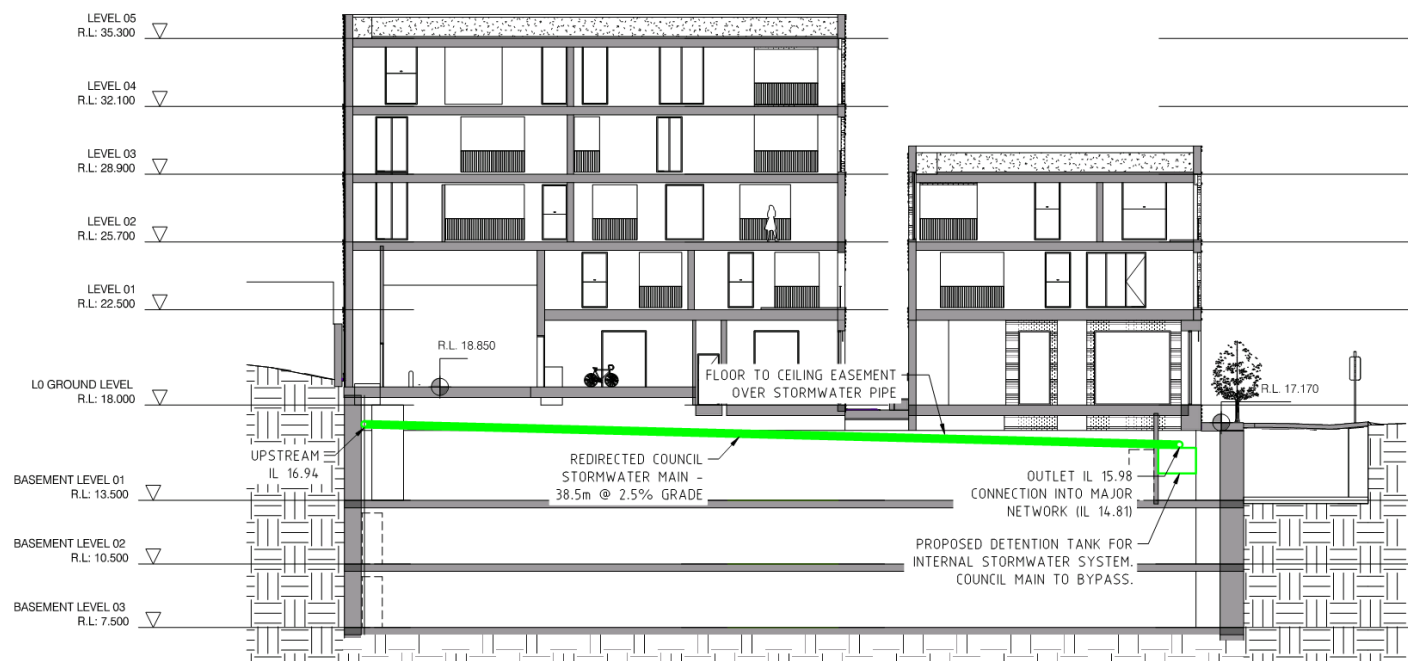
PROJECT NO.	J185077SH	
DWG NO.	C09	REVISION P
PLOT DETAILS PIPE LONG SECTIONS DWG		

SAFETY IN DESIGN REPORT

In accordance with the Workplace Health & Safety Acts and Regulations JAG have considered the potential hazards and risks that are specific to this design.

The following risks which are unique to	
---	--

This report does not relieve contractors from their responsibilities under the Act to identify, report, mitigate and manage all aspects of risk and safety.



SCALE 1:200

2
C10

PRELIMINARY PRINT

NOT FOR CONSTRUCTION

REV	DATE	REMARK	DATE	SCALE	GS	DESIGNED BY	DRAWN BY
		Accepted: Disciple Heart (Signature line)					
		Accepted: Team Leader (Signature line)				GLA	RAWH
		Approved: Group Manager (Signature line)	12/01/2017			PLOT DATE	12/01/2017
		This document must be signed: Approved by: JAGS is authorized to file this document.					



Johnstone McGee & Gandy Pty. Ltd.
ACN 009 547 139 ABN 76 473 834 852
117 Harrington Street, Hobart, Tas (03) 6231 2555
49-51 Elizabeth Street, Launceston, Tas (03) 6334 5548
www.jmg.net.au infohbj@jmg.net.au info@jmg.net.au

PROJECT
58 HARRINGTON STREET
APARTMENT BUILDING

TITLE
STORMWATER PIPE
PROFILES - COUNCIL MAIN
SHEET 2

IN	PROJECT NO. J185077SH	
	DWG NO. C10	REVISION P1
	PLOT DETAILS PIPE LONG SECTIONS.DWG	



APPENDIX B

Detention Analysis



Catchment A - Pre D

11850775H - 58 Harrington Street Apartment Building
Urban Catchment

Calculate T.O.C FIRST			
Time of Concentration Calculation - Check Cells Match			
C _{1,10}	25	mm	10% AEP, 60min Rainfall
A _c	1372	m ²	Insert Catchment Area
A _s	0.00137	Km ²	Calculated in Km ²
S _{av}	-	m/km	Insert Catchment Grade
L _c	-	Km	Insert Flow Length
t _c	-	mins	Tc Calculated
	5.00	mins	Whole Number Tc

Impervious Area Calculation	
Existing Hardstand Area (approx) =	1372 m ²
Total Area =	1372 m ²
Fraction Impervious =	100%

Runoff Coefficient Calculation - Refer AR&R 1987		
Fraction Impervious =	100%	
C _{1,10} =	0.100	Formula - Refer ARR Book VIII
C ₁₀ =	0.90	Runoff Coefficient

Frequency Conversion Factors - Refer AR&R 1987										
ARI (years)	1	2	5	10	20	40	60	80	100	50
Factor, F _y	0.8	0.85	0.95	1	1.05	1.2	1.17	1.19	1.2	1.15

Peak Flows For Catchment For Given AEP - At T.O.C		
AEP	I _{h,TP} (mm/h)	Flow (m ³ /s)
63.20%	38.8	0.011
50.00%	44.1	0.013
20%	61.7	0.020
10%	74.4	0.026
5%	87.5	0.032
2%	106.0	0.042
1%	120.0	0.049

Peak Flows for Catchment for 5% AEP for given Storm Duration		
AEP	Duration (min)	Flow (m ³ /s)
5.00%	5.0	0.032
5.00%	10.0	0.024
5.00%	14.0	0.020
5.00%	15.0	0.019
5.00%	30.0	0.013
5.00%	37.0	0.011
5.00%	60.0	0.008
5.00%	120.0	0.006
5.00%	180.0	0.005
5.00%	360.0	0.003
5.00%	720.0	0.002
5.00%	1440.0	0.002

CALCULATED FROM ABOVE - Rainfall mm/hr							
Annual Exceedance Probability (AEP) mm/hr							
Duration (min)	63.20%	50%	20%	10%	5%	2%	1%
1	61.8	70.4	99	120	142	173	199
2	53.3	60.3	82.6	98.2	114	134	149
3	47.2	53.4	73.7	88	102	121	136
4	42.5	48.2	67	80.5	94.2	113	128
5	38.8	44.1	61.7	74.4	87.5	106	120
10	28	31.9	45.2	55	65.4	80.5	93
14	23.5	26.8	37.9	46.3	55.1	67.9	78.6
15	22.7	25.8	36.5	44.6	53.1	65.4	75.7
30	15.5	17.6	24.8	30	35.5	43.4	49.8
37	13.8	15.7	22	26.6	31.3	38	43.5
60	10.6	12.1	16.8	20.1	23.5	28.1	31.8
120	7.41	8.42	11.6	13.8	15.9	18.8	20.9
180	6.03	6.86	9.47	11.2	12.9	15.1	16.8
360	4.23	4.85	6.74	8	9.21	10.8	12
720	2.9	3.34	4.72	5.65	6.56	7.78	8.73
1440	1.88	2.18	3.12	3.78	4.44	5.34	6.05
2880	1.14	1.31	1.89	2.3	2.73	3.3	3.76
4320	0.821	0.944	1.35	1.64	1.95	2.35	2.67
5760	0.646	0.741	1.05	1.28	1.51	1.81	2.05
7200	0.537	0.613	0.864	1.04	1.22	1.46	1.65
8640	0.462	0.527	0.738	0.886	1.03	1.23	1.39
10080	0.408	0.466	0.648	0.774	0.899	1.07	1.2

Catchment A - Post D

11850775H - 58 Harrington Street Apartment Building
Urban Catchment

Calculate T.O.C FIRST			
Time of Concentration Calculation - check Cells Match			
C _{1,10}	25	mm	10% AEP, 60min Rainfall
A _c	1567	m ²	Insert Catchment Area
A _e	0.00157	Km ²	Calculated in Km2
S ₀	-	m/km	Insert Catchment Grade
L _c	-	Km	Insert Flow Length
t _c	-	mins	Tc Calculated
	5.00	mins	Whole Number Tc

Impervious Area Calculation	
Hardstand Area (approx) =	1567 m ²
Total Area =	1567 m ²
Fraction Impervious =	100%

Runoff Coefficient Calculation - Refer AR&R 1987			
Fraction Impervious =	100%		
C _{1,10} =	0.100	Formula - Refer ARR Book VIII	
C ₁₀ =	0.90	Runoff Coefficient	

Frequency Conversion Factors -Refer AR&R 1987									
ARI (years)	1	2	5	10	20	40	60	80	100
Factor, F _y	0.8	0.85	0.95	1	1.05	1.2	1.17	1.19	1.2

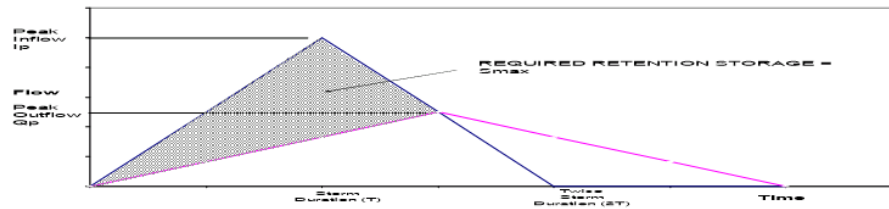
Peak Flows For Catchment For Given AEP - At T.O.C		
AEP	I _{h,10} (mm/h)	Flow (m ³ /s)
63.20%	38.8	0.012
50.00%	44.1	0.015
20%	61.7	0.023
10%	74.4	0.029
5%	87.5	0.036
2%	106.0	0.048
1%	120.0	0.056

Peak Flows for Catchment for 5% AEP for given Storm Duration		
AEP	Duration (min)	Flow (m ³ /s)
5.00%	5.0	0.036
5.00%	10.0	0.027
5.00%	14.0	0.023
5.00%	15.0	0.022
5.00%	30.0	0.015
5.00%	37.0	0.013
5.00%	60.0	0.010
5.00%	120.0	0.007
5.00%	180.0	0.005
5.00%	360.0	0.004
5.00%	720.0	0.003
5.00%	1440.0	0.002

CALCULATED FROM ABOVE - Rainfall mm/hr							
Annual Exceedance Probability (AEP) mm/hr							
Duration (min)	63.20%	50%	20%	10%	5%	2%	1%
1	61.8	70.4	99	120	142	173	199
2	53.3	60.3	82.6	98.2	114	134	149
3	47.2	53.4	73.7	88	102	121	136
4	42.5	48.2	67	80.5	94.2	113	128
5	38.8	44.1	61.7	74.4	87.5	106	120
10	28	31.9	45.2	55	65.4	80.5	93
14	23.5	26.8	37.9	46.3	55.1	67.9	78.6
15	22.7	25.8	36.5	44.6	53.1	65.4	75.7
30	15.5	17.6	24.8	30	35.5	43.4	49.8
37	13.8	15.7	22	26.6	31.3	38	43.5
60	10.6	12.1	16.8	20.1	23.5	28.1	31.8
120	7.41	8.42	11.6	13.8	15.9	18.8	20.9
180	6.03	6.86	9.47	11.2	12.9	15.1	16.8
360	4.23	4.85	6.74	8	9.21	10.8	12
720	2.9	3.34	4.72	5.65	6.56	7.78	8.73
1440	1.88	2.18	3.12	3.78	4.44	5.34	6.05
2880	1.14	1.31	1.89	2.3	2.73	3.3	3.76
4320	0.821	0.944	1.35	1.64	1.95	2.35	2.67
5760	0.646	0.741	1.05	1.28	1.51	1.81	2.05
7200	0.537	0.613	0.864	1.04	1.22	1.46	1.65
8640	0.462	0.527	0.738	0.886	1.03	1.23	1.39
10080	0.408	0.466	0.648	0.774	0.899	1.07	1.2

BOYDS FORMULA

Boyd's Formula Storage Calculation - 5% AEP CALCULATION



$$S_{\max} = V_1 (1 - Q_p / I_p)$$

S_{\max} = Maximum Volume of temporary Storage (m³)
 V_1 = Volume of inflow flood (m³)
 I_p = Peak discharge of inflow hydrograph (m³/s)
 Q_p = Peak discharge of outflow hydrograph (m³/s)

Catchment Area (A) =	0.16	Ha
Runoff Coefficient (10 Year) =	0.90	
1 Year Effective Catchment Area = $\sum CA$ =	0.17	Ha
Restricted outflow requirement =	0.049	m ³ /s (Undeveloped Catchment Flow Rate)

Storage requirement is highest value of S_{\max} calculated in the table below
 Critical storm duration is the storm duration when S_{\max} occurs

Continue table until a clear S _{max} is calculated		CONFIRM with Council	No allowance CC			
Storm Duration	1% AEP	1% AEP + 30% CC	I _p	Q _p	V ₁	S _{max}
(min)	Intensity (mm/hr)	Intensity (mm/hr)	(m ³ /s)	(m ³ /s)	(m ³)	(m ³)
1	199.00	258.7	0.094	0.049	5.61	2.65
2	149.00	193.7	0.070	0.049	8.41	2.47
3	136.00	176.8	0.064	0.049	11.51	2.61
4	128.00	166.4	0.060	0.049	14.44	2.58
5	120.00	156.0	0.056	0.049	16.92	2.09
10	93.00	120.9	0.044	0.049	26.23	-3.43
14	78.60	102.2	0.037	0.049	31.04	-10.48
15	75.70	98.4	0.036	0.049	32.03	-12.46
30	49.80	64.7	0.023	0.049	42.14	-46.84
37	43.50	56.6	0.020	0.049	45.40	-64.34
120	31.80	41.3	0.015	0.049	107.63	-248.27
360	20.90	27.2	0.010	0.049	212.22	-855.50
720	16.80	21.8	0.008	0.049	341.18	-1794.26
1440	12.00	15.6	0.006	0.049	487.40	-3783.48
2880	8.73	11.3	0.004	0.049	709.17	-7832.60
4320	6.05	7.9	0.003	0.049	737.19	-12075.46
5760	3.76	4.9	0.002	0.049	610.87	-16472.66
7200	2.67	3.5	0.001	0.049	542.23	-20812.18
8640	2.05	2.7	0.001	0.049	499.58	-25125.71
10080	1.65	2.1	0.001	0.049	469.12	-29427.06

APPENDIX C

Pit Inflow Report



Inlet Report

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc.

Tuesday, Mar 5 2019

Side Entry Pit - Courtyard Overland Flow

Combination Inlet

Location	= Sag
Curb Length (m)	= 0.9100
Throat Height (mm)	= 125.0000
Grate Area (sqm)	= 0.4200
Grate Width (m)	= 0.6000
Grate Length (m)	= 0.9000

Gutter

Slope, Sw (m/m)	= 0.250
Slope, Sx (m/m)	= 0.050
Local Depr (mm)	= -0-
Gutter Width (m)	= 0.6000
Gutter Slope (%)	= -0-
Gutter n-value	= -0-

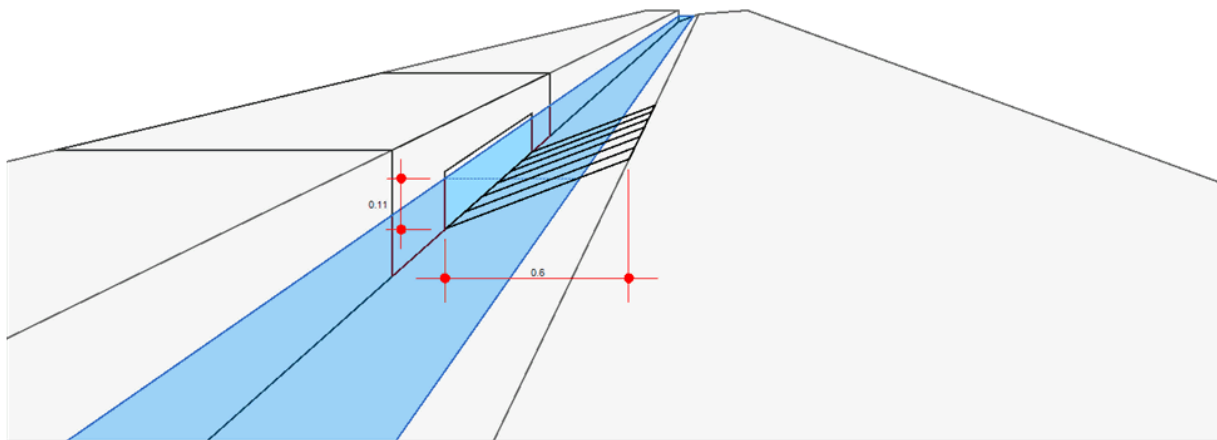
Calculations

Compute by:	Q vs Depth
Max Depth (mm)	= 150

Highlighted

Q Total (cms)	= 0.0300
Q Capt (cms)	= 0.0300
Q Bypass (cms)	= -0-
Depth at Inlet (mm)	= 110.0343
Efficiency (%)	= 100
Gutter Spread (m)	= 0.4401
Gutter Vel (m/s)	= -0-
Bypass Spread (m)	= -0-
Bypass Depth (mm)	= -0-

All dimensions in meters



APPENDIX D

Pipe Capacity Report



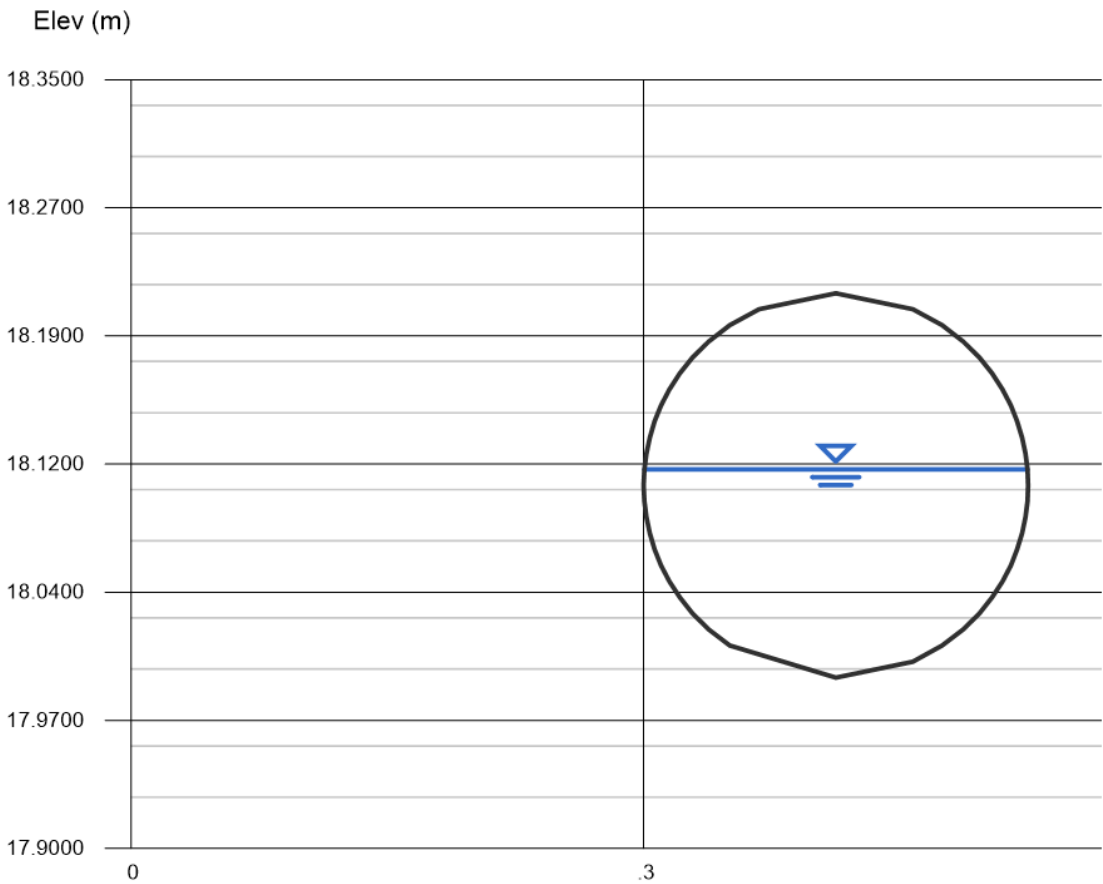
Channel Report

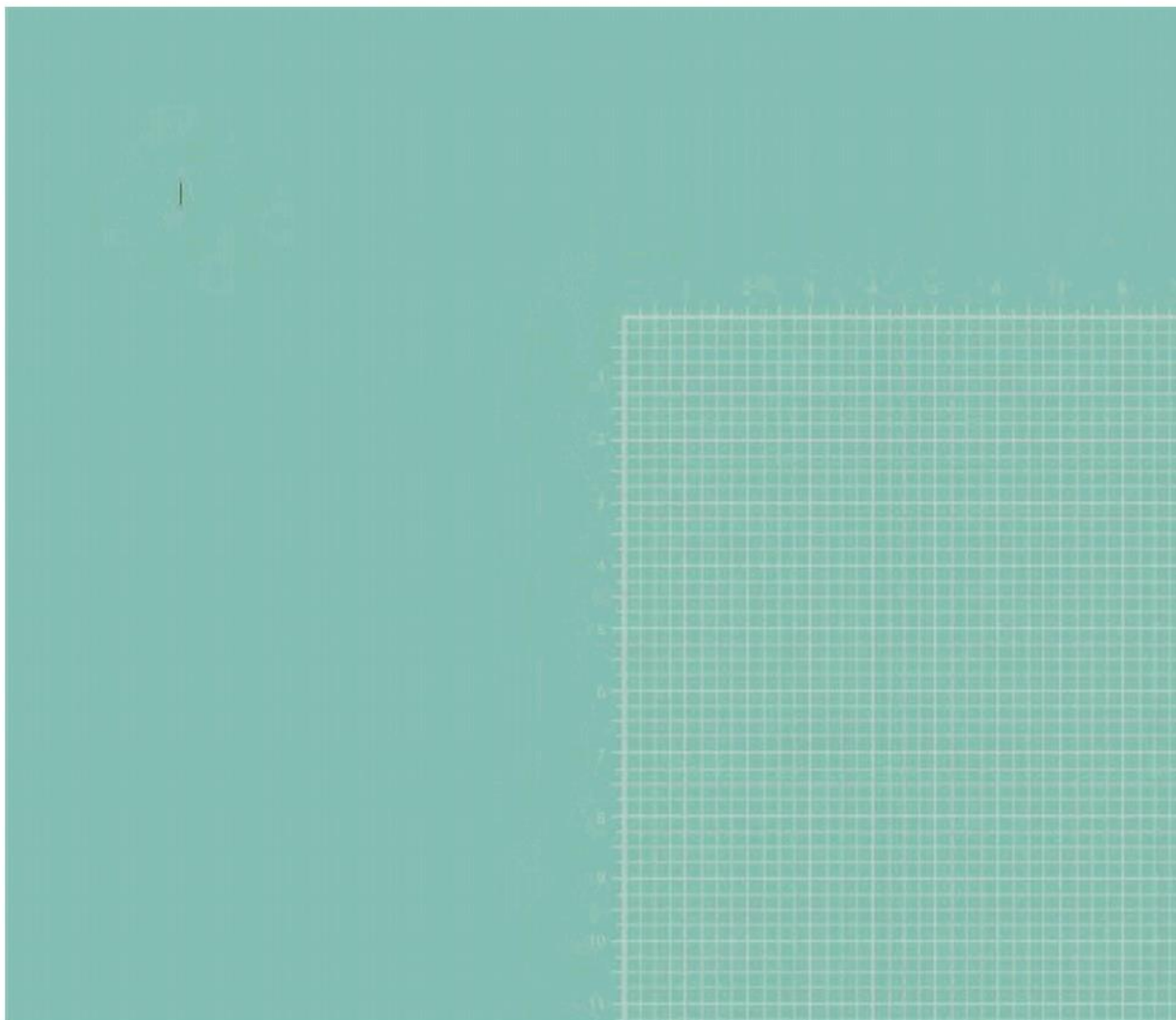
Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc.

Tuesday, Mar 5 2019

DN225 PVC - Courtyard Overland Flow

Circular		Highlighted	
Diameter (m)	= 0.2250	Depth (m)	= 0.1219
		Q (cms)	= 0.030
		Area (sqm)	= 0.0220
Invert Elev (m)	= 18.0000	Velocity (m/s)	= 1.3632
Slope (%)	= 1.0000	Wetted Perim (m)	= 0.3724
N-Value	= 0.011	Crit Depth, Yc (m)	= 0.1463
		Top Width (m)	= 0.2242
		EGL (m)	= 0.2167
Calculations			
Compute by:	Known Q		
Known Q (cms)	= 0.0300		



**Johnstone McGee & Gandy Pty Ltd**

ABN 76 473 834 852 ACN 009 547 139

www.jmg.net.auHOBART OFFICE
117 Harrington Street
Hobart TAS 7000
Phone (03) 6231 2555
infohbt@jmg.net.auLAUNCESTON OFFICE
49-51 Elizabeth Street
Launceston TAS 7250
Phone (03) 6334 5548
infohbn@jmg.net.au

**M E L**

CONSULTANTS

(ACN 004 230 013)

**22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA**Ref: 161-18-DE-LET-00
8 November 2018Hexa Group
Suite 6, Level 7, 350 Collins St
Melbourne VIC 3000

Attn: Paul Carstairs

**58 Harrington Street, Hobart
Environmental Wind Considerations on Terraces
Ref : MEL Consultants Report 161-18-WT-ENV-01**

Environmental wind speed measurements were made on the 58 Harrington Street, Hobart development during September/October 2018. The physical modelling of the development was based upon digital architectural information provided by Carr Architects in August 2018 and the results of the study have been presented in MEL Consultants Report 161-18-WT-ENV-00 Rev1, dated 30th October, 2018. It was shown from this study that the wind conditions at several terrace locations were shown to have wind conditions above the walking comfort criterion for certain wind directions and that the terrace locations T14 and T15 were shown to have unsafe wind conditions for selected wind directions.

The design of the terraces has been revised based upon the outcomes of the wind tunnel study to address these wind issues. These changes are reflected in an updated set of plans provided by Carr Architects and dated to November, 2018. The key changes and expected impacts on the wind conditions are summarised below :

1. There is no longer a terrace at the location of T1 on Level 3.
Wind conditions at these locations now not relevant.

2

2. The terraces at the location of T7 on levels 4 – 9 have been moved from the corner to well inboard of the corner.

Based upon these changes the wind conditions at the new terrace locations would be expected to meet the stationary activities criteria for most wind directions with conditions expected to meet the walking criterion for all wind directions.

3. The terraces at the locations T14 and T15 on levels 10 – 12 have incorporated a full height balustrade/solid screen at the southern corner (up to the underlying slab above) to address the high wind conditions.

Based upon these changes the wind conditions would be expected to be within the safety criterion for all wind directions. It would be expected that the wind conditions would be either on or within the walking criterion for all wind directions.

4. The terraces at the locations T13 on levels 10 -12 have been removed.
Wind conditions at these locations now not relevant.

It is the opinion of MEL Consultants that the modifications to the balustrade geometry/locations as detailed in the Carr Architects drawings dated to November 2018, would have a beneficial impact on the terrace wind conditions for the development.

Yours sincerely,



J. Kostas
MEL Consultants Pty Ltd

**ENVIRONMENTAL WIND SPEED MEASUREMENTS
ON A WIND TUNNEL MODEL OF THE 58 HARRINGTON STREET
DEVELOPMENT, HOBART**

by
M. Eaddy
and
J. Kostas

SUMMARY

Wind tunnel tests have been conducted on a 1/400 scale model of the proposed 58 Harrington Street development in Hobart. The model of the Development within surrounding buildings with no existing or future street trees, was tested in a simulated upstream boundary layer of the natural wind to determine likely environmental wind conditions. These wind conditions have been related to the freestream mean wind speed at a reference height of 300m and compared with criteria developed for the Hobart region as a function of wind direction.

The Existing Configuration wind conditions have been shown to be significantly affected by the turbulent wake and shear layers from the existing tall buildings on the corners of Collins, Harrington, and Macquarie Streets to the northwest and the multi-level buildings on the southeast side of Davey Street. These buildings increase the existing wind conditions in the streetscapes and for some wind directions the wind conditions are above the walking criterion. The wind conditions along Harrington Street have been shown to mostly either achieve the walking criterion or not make the Existing Configuration wind conditions any worse. For a small range of wind directions at the northeast corner of the site has it been shown that the proposed development would increase the wind conditions above the walking criterion, but due to the significant adverse interference from the upstream existing buildings little significant wind mitigation could be achieved.

The wind conditions along Davey Street have either been shown to achieve the walking criterion for all wind directions or, where existing wind conditions are above the walking criterion not make the wind conditions any worse.

- 2 -

The wind conditions for the Proposed Configuration on the elevated Terraces have been shown to range from being well above the walking comfort criterion to achieving the long term stationary criterion, depending on their location with respect to the building faces and exposure to the prevailing wind directions for Hobart. The wind conditions on the Terraces could be improved by increasing the balustrades heights, with a full height along one side of the corner Terraces to mitigate the acceleration of wind flow around the building corners.

The wind conditions in the surrounding streetscapes have been shown to satisfy the safety criterion at all locations for all wind directions.



Report 161-18-WT-ENV-00

October 2018



Report 161-18-WT-ENV-00

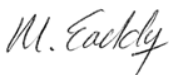
- 3 -

**58 HARRINGTON STREET, HOBART
ENVIRONMENTAL WIND TUNNEL MODELLING****MEL CONSULTANTS REPORT NO:** 161-18-WT-ENV-00**PREPARED FOR:**Hexa Group
Suite 6, Level 7/350 Collins St
Melbourne VIC 3000**PREPARED BY:**MEL Consultants Pty Ltd
22 Cleeland Road
Oakleigh South VIC 3167**Contact: Paul Carstairs**

Ph: +61 3 9077 6768

Contact: J. Kostas

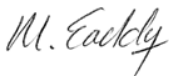
Ph: +61 3 8516 9680

PREPARED BY:M. Eaddy
Managing Director

Date: 10 October 2018

REVIEWED BY:J. Kostas
Director

Date: 11 October 2018

RELEASED BY:M. Eaddy
Managing Director

Date: 11 October 2018

REVISION HISTORY

Revision No:	Date Issued	Reason/Comment
0	11 October 2018	Initial Issue
1	30 October 2018	wording correction

DISTRIBUTION

Copy No:1

Copy	Location	Type
1	Hexa Group	Electronic PDF
2	MEL Consultants – Report Library	Hardcopy
3	MEL Consultants – Report Library	Hardcopy
4	MEL Consultants – Project File	Hardcopy

NOTE: This is a controlled document within the document control system. If revised, it must be marked SUPERSEDED and returned to the MEL Consultants Pty Ltd contact.



Report 161-18-WT-ENV-00

- 4 -

CONTENTS**SUMMARY**

1.	INTRODUCTION	- 5 -
2.	ENVIRONMENTAL WIND CRITERIA	- 6 -
3.	MODEL AND EXPERIMENTAL TECHNIQUES.....	- 10 -
4.	DISCUSSION OF RESULTS.....	- 12 -
4.1	Summary of Discussion (Figures 6a to 6g)	- 12 -
4.2	Harrington Street (Figures 7 to 9).....	- 13 -
4.3	Davey Street and Carpark (Figures 10 and 11).....	- 13 -
4.4	Residential Entry (Figure 12)	- 14 -
4.5	Terraces (Figures 13 to 16)	- 14 -
5.	CONCLUSIONS	- 16 -
	REFERENCES.....	- 18 -
	FIGURES	- 19 -

- 5 -

1. INTRODUCTION

The proposed 58 Harrington Street Development will consist of a apartment tower on a site located on the corner of Harrington and Davey Streets, in Hobart.

A wind tunnel model study was commissioned by Hexa Group to undertake measurements of environmental wind conditions around the proposed development and, if necessary, to develop wind amelioration features to achieve conditions satisfying the recommended environmental wind criteria.

These tests were carried out in the MEL Consultants 400kW Boundary Layer Wind Tunnel during September/October 2018.

- 6 -

2. ENVIRONMENTAL WIND CRITERIA

The advancement of wind tunnel testing techniques, using large boundary layer flows to simulate the natural wind, has facilitated the prediction of wind speeds likely to be induced around a development. To assess whether the predicted wind conditions are likely to be acceptable or not, some form of criteria are required. A discussion of criteria for environmental wind conditions has been made in a paper by Melbourne, Reference 1. This paper notes that it is the forces caused by the peak gust wind speeds and associated gradients which people feel most and criteria have been stated in terms of gust wind speeds. The probabilistic inference of these criteria in relation to hourly mean wind speeds and frequency of occurrence is discussed. The basic criteria can be summarised as follows:

For public safety the criterion is as follows:

Unacceptable and unsafe if the peak gust speed during the hourly mean with a probability of exceedance of 0.1% in any 22.5° wind direction sector exceeds 23ms^{-1} (the gust wind speed at which people begin to get blown over);

The probability of exceedance of 0.1% relates approximately to the annual maximum mean wind speed occurrence for each wind direction sector. The safety criteria should be satisfied for each wind direction sector since it is reasonable to err on the side of caution with regard to public safety.

For pedestrian comfort the criteria are as follows:

generally acceptable for walking in waterfront locations if the peak gust speed during the hourly mean with a probability of exceedance in any 22.5° wind direction sector does not exceed:

20 ms^{-1} for a 0.1% exceedance (annually)

- 7 -

generally acceptable for walking in urban and suburban areas if the peak gust speed during the hourly mean with a probability of exceedence in any 22.5° wind direction sector does not exceed:

16 ms⁻¹ for a 0.1% exceedance (annually)

generally acceptable for stationary short exposure activities (window shopping, standing or sitting in plazas) if the peak gust speed during the hourly mean with a probability of exceedence in any 22.5° wind direction sector does not exceed:

13 ms⁻¹ for a 0.1% exceedance (annually)

generally acceptable for stationary, long exposure activities (outdoor restaurants, theatres) if the peak gust speed during the hourly mean with a probability of exceedence in any 22.5° wind direction sector does not exceed:

10 ms⁻¹ for a 0.1% exceedance (annually)

These criteria, their derivation in terms of probability of occurrence, and the effects of turbulence on the relationship between gust and mean wind speeds in highly turbulent urban wind environments are discussed in References 1 and 2. The assessment of the pedestrian level wind conditions by either of the wind speeds and associated probabilities of occurrence given above would result in the same outcome. The important factor is the assessment of the pedestrian level wind conditions based on wind directionality, i.e. 22.5° wind direction sector. This means the wind conditions for each sector must achieve one of the above criteria, depending on chosen pedestrian activation, rather than assessing the probability of occurrence for all wind directions.

For the purpose of comparison, or integrating with local wind data, it is necessary to be able to relate the local velocity measurement to a reference velocity well clear of the influence of buildings. Because the wind force is related to wind velocity squared, it is often more convenient to express criteria in terms of velocity ratio squared, or velocity pressure ratio as this becomes. To this end, two velocity pressure ratios referenced to conditions at 300m height in suburban terrain [terrain category 3] (as a convenient reference) are defined as,

- 8 -

$$\text{mean velocity pressure ratio} \quad \left| \frac{\bar{V}_{\text{local}}}{\bar{V}_{300\text{m}}} \right|^2$$

and

$$\text{peak velocity pressure ratio} \quad \left| \frac{\hat{V}_{\text{local}}}{\bar{V}_{300\text{m}}} \right|^2$$

where the peak velocity is the 3-second mean maximum gust wind speed in full scale conditions.

For wind conditions in Hobart these criteria can be expressed in terms of velocity pressure ratios, calculated from hourly mean wind speed data as per the methodology given in Reference 1. Corrections have been made where long distance approach terrain is different to Terrain Category 3.

The criteria in terms of peak velocity pressure ratios are illustrated in Figure 1 and appear in subsequent figures to enable immediate assessment of the wind conditions as measured on the model.

The velocity pressure ratio values considered as unacceptable in Figure 1 are equivalent to conditions which have existed in some areas in Australian capital cities where people have been blown over by the wind. The velocity pressure ratios considered as acceptable for walking in urban and suburban areas are equivalent to conditions existing at corners in these areas before high rise development commenced.

The wind climate data used for the assessment of the wind conditions in the streetscapes that surrounding the proposed development was the historical data from the Hobart anemometer as this is the closest location applicable to the development site.

- 9 -

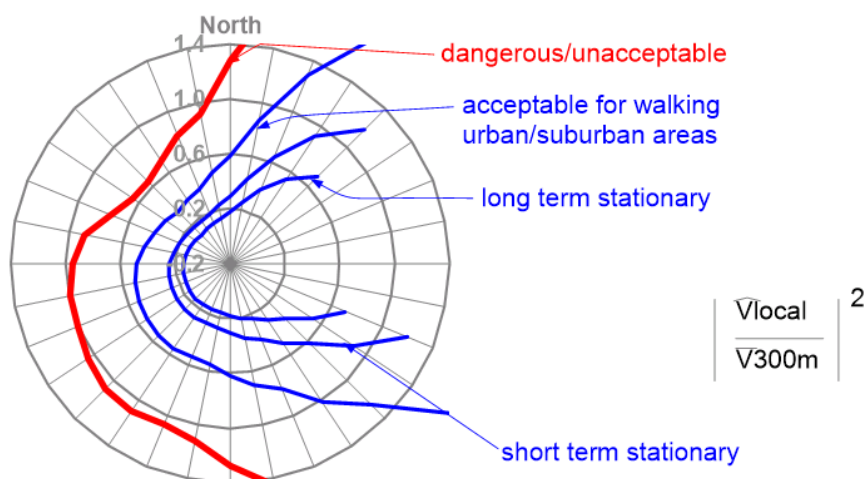


Figure 1 - Environmental wind criteria for Hobart expressed in terms of peak velocity pressure ratios

- 10 -

3. MODEL AND EXPERIMENTAL TECHNIQUES

A 1/400 scale model of the 58 Harrington Street Development was constructed from 3D model digital information by Carr Architects received 21 August, 2018.

The model of the 58 Harrington Street Development was inserted into a proximity model of surrounding buildings out to a minimum radius of 300m. The building model was tested in a model of the natural wind generated by flow over roughness elements augmented by vorticity generators at the beginning of the wind tunnel working section. The basic natural wind model was for flow over suburban terrain roughness for all wind directions approaching around the site. The wind tunnel proximity model included the topographical features for a minimum radius of 300m. Photographs of the model building and proximity model are shown in Figures 3 and 4.

The techniques used to investigate the environmental wind conditions and the method of determining the local criteria are given in detail in Reference 2. The MEL Consultants hot-wire system is a custom wind engineering specific system that is calibrated in house using our own custom velocity and thermal calibration wind tunnel. Measurements were made at various locations in and around the development, for different wind directions at 22.5° intervals (16 wind directions). The data were acquired at a sampling frequency of 1250 Hz with a low-pass filter at the Nyquist frequency to avoid aliasing effects on the acquired data. Turbulent gusty wind flows, caused by separated flows, were generally observed with a combination of low and high mean wind speeds. To quantify this, peak gust wind speeds were measured, using the hot wire anemometer, and related to the environmental wind criteria via the calculated peak velocity squared ratios. Wind speed data were acquired and filtered to give an equivalent full scale 3 second peak gust wind speed and sampled for the equivalent of one hour in full scale. In summary, measurements were made of the peak gust wind velocity with a hot wire anemometer at various stations and expressed as a squared ratio with the mean wind velocity at a scaled reference height of 300m. This gives the peak velocity squared ratio

$$\left(\hat{V}_{\text{local}} / \bar{V}_{300\text{m}} \right)^2$$

as defined in Section 2. This peak velocity squared ratio can then be compared with the velocity squared ratio criteria for Hobart given in Figure 1. Wind tunnel velocity



- 11 -

measurements were made for an equivalent 1 hour period in full scale and filtered to provide an equivalent full scale 3 second gust wind speed.

- 12 -

4. DISCUSSION OF RESULTS

The wind tunnel study was undertaken for 2 configurations:

- Existing Configuration
- Proposed Configuration

The Existing Configuration is defined as the site with the existing building on the site with the surrounding buildings. The Proposed Configuration was defined according to the drawings provided by Carr Architects received 21 August, 2018. Test Locations in the surrounding streetscapes are shown in Figures 5a to 5g for the Ground Level and Elevated Private Terraces. The ground level Test Locations were chosen based on the strong and prevailing wind directions for Hobart and have a greater density around the site and towards the west. The easterly wind directions in Hobart, as shown in Figure 1, are relatively infrequent wind directions.

Velocity measurements were made at various locations around the 58 Harrington Street Development for different wind directions at 22.5° intervals. The results of these measurements are presented on polar diagrams against a background plot of the various criteria for each Test Location as a function of wind direction.

4.1 Summary of Discussion (Figures 6a to 6g)

To assist with the assessment of the wind conditions, summaries of the highest wind condition at the Test Locations for all wind directions (i.e. 0°→ 360°) have been provided in the following Figures;

Figure 6a	Ground Level Existing Configuration
Figure 6b	Ground Level Proposed Configuration
Figures 6c to 6g	Elevated Private Terraces

Different colours have been used to represent the wind criteria achieved at the respective Test Locations. Where the wind conditions at a Test Location were distributed across several criteria, the criteria colours have been graduated.

- 13 -

4.2 Harrington Street (Figures 7 to 9)

The wind conditions along Harrington Street for the Existing Configurations (Test Locations 1 to 12) were shown to be up to and in some cases above the criterion for walking comfort, particularly for the prevailing west and northwest wind sectors. Flow visualisation for the Existing Configuration indicated that the wind conditions were being significantly affected by the turbulent wake and shear layers from the existing tall buildings [northwest upstream buildings] on the corners of Collins, Harrington, and Macquarie Streets to the northwest and the multi-level buildings on the southeast side of Davey Street.

The wind conditions for the Proposed Configuration along Harrington Street have been shown to increase, be similar to, or improve compared to the Existing Configuration depending on the location and wind direction. Test Locations 1 to 3, 9, 10, 12, and 14 to 16 have been shown to achieve the walking criterion for all wind directions. Test Location 4 has been shown to increase above the walking criterion for the southwest to north-northwest wind directions compared to the Existing Configuration due to the adverse interference from the northwest upstream buildings. The wind conditions for the west sector at Test Locations 10 and 11 for the Proposed Configuration have been shown to improve compared to the Existing Configuration due to the shielding provided by the 58 Harrington Street building from the turbulent wake and shear layers originating off the northwest upstream buildings

The wind conditions along Harrington Street have been shown to satisfy the safety criterion at all locations for all wind directions.

4.3 Davey Street and Carpark (Figures 10 and 11)

The wind conditions for the Existing Configuration at the intersection of Davey and Harrington Streets (Test Location 13) have been shown to be well above the walking criterion for the west and northwest wind sectors due to the height of the building on the corner and the adverse interference from the northwest upstream buildings to the northwest. The wind conditions at Test Location 13 for the Proposed Configuration have been shown to be similar to the Existing Configuration indicating that the proposed development would not have an adverse wind impact on this location. Test Location 18 on

- 14 -

the south side of Davey Street shows the same trend as Test Location 13 with the proposed development shown to not have an adverse wind impact on the existing wind conditions. The remaining Test Locations 14 to 17 along Davey Street have been shown to have wind conditions for the Proposed Configuration either on or within the criterion for walking for all wind directions.

The wind conditions along Davey Street have been shown to satisfy the safety criterion at all locations for all wind directions.

The wind conditions for the Proposed Configuration in the carpark to the northwest of the development site (Test Location 19) have been shown to achieve the walking criterion for all wind directions.

4.4 Residential Entry (Figure 12)

The wind conditions for the Proposed Configuration at the residential Entry on the south side of the site (Test Locations 20 and 21) have been shown to be within the short term stationary criterion for all wind directions. However, the wind conditions in the entrance through to Harrington Street (Test Location 22) has been shown to exceed the walking criterion for the south to southwest wind directions and achieve the walking and stationary criteria for the remaining wind directions. The high wind conditions through the entrance would be due to the pressures difference across the building driving wind flow through the entrance. It has been shown that an effective seal at the Harrington Street entrance mitigates these wind conditions to within the long term stationary criterion for all wind directions.

4.5 Terraces (Figures 13 to 16)

The wind conditions on the elevated Terraces for the Proposed Configuration have been shown to range from well above the walking comfort criterion to the long term stationary criterion depending on the location on the apartment tower faces and exposure to the prevailing wind directions for Hobart. Terraces located on the corners of the towers with exposure to the prevailing wind directions have been shown to have higher wind conditions compared to Terraces located inset into the middle of the building faces. The wind

- 15 -

conditions on the Terraces could be improved by increasing the balustrades heights, with a full height along one side of the corner Terraces to mitigate the acceleration of wind flow around the building corners.

- 16 -

5. CONCLUSIONS

Wind tunnel tests have been conducted on a 1/400 scale model of the proposed 58 Harrington Street development in Hobart. The model of the Development within surrounding buildings with no existing or future street trees, was tested in a simulated upstream boundary layer of the natural wind to determine likely environmental wind conditions. These wind conditions have been related to the freestream mean wind speed at a reference height of 300m and compared with criteria developed for the Hobart region as a function of wind direction.

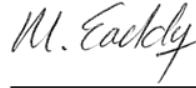
The Existing Configuration wind conditions have been shown to be significantly affected by the turbulent wake and shear layers from the existing tall buildings on the corners of Collins, Harrington, and Macquarie Streets to the northwest and the multi-level buildings on the southeast side of Davey Street. These buildings increase the existing wind conditions in the streetscapes and for some wind directions the wind conditions are above the walking criterion. The wind conditions along Harrington Street have been shown to mostly either achieve the walking criterion or not make the Existing Configuration wind conditions any worse. For a small range of wind directions at the northeast corner of the site has it been shown that the proposed development would increase the wind conditions above the walking criterion, but due to the significant adverse interference from the upstream existing buildings little significant wind mitigation could be achieved.

The wind conditions along Davey Street have either been shown to achieve the walking criterion for all wind directions or, where existing wind conditions are above the walking criterion not make the wind conditions any worse.

The wind conditions for the Proposed Configuration on the elevated Terraces have been shown to range from being well above the walking comfort criterion to achieving the long term stationary criterion, depending on their location with respect to the building faces and exposure to the prevailing wind directions for Hobart. The wind conditions on the Terraces could be improved by increasing the balustrades heights, with a full height along one side of the corner Terraces to mitigate the acceleration of wind flow around the building corners.

- 17 -

The wind conditions in the surrounding streetscapes have been shown to satisfy the safety criterion at all locations for all wind directions.



M. Eaddy



October 2018



Report 161-18-WT-ENV-00

- 18 -

REFERENCES

1. W. H. Melbourne, Criteria for environmental wind conditions, Journal of Industrial Aerodynamics, Volume 3, 1978, pp. 241-249
2. W. H. Melbourne, Wind environment studies in Australia, Journal of Industrial Aerodynamics, Volume 3, 1978, pp. 201-214

- 19 -

FIGURES

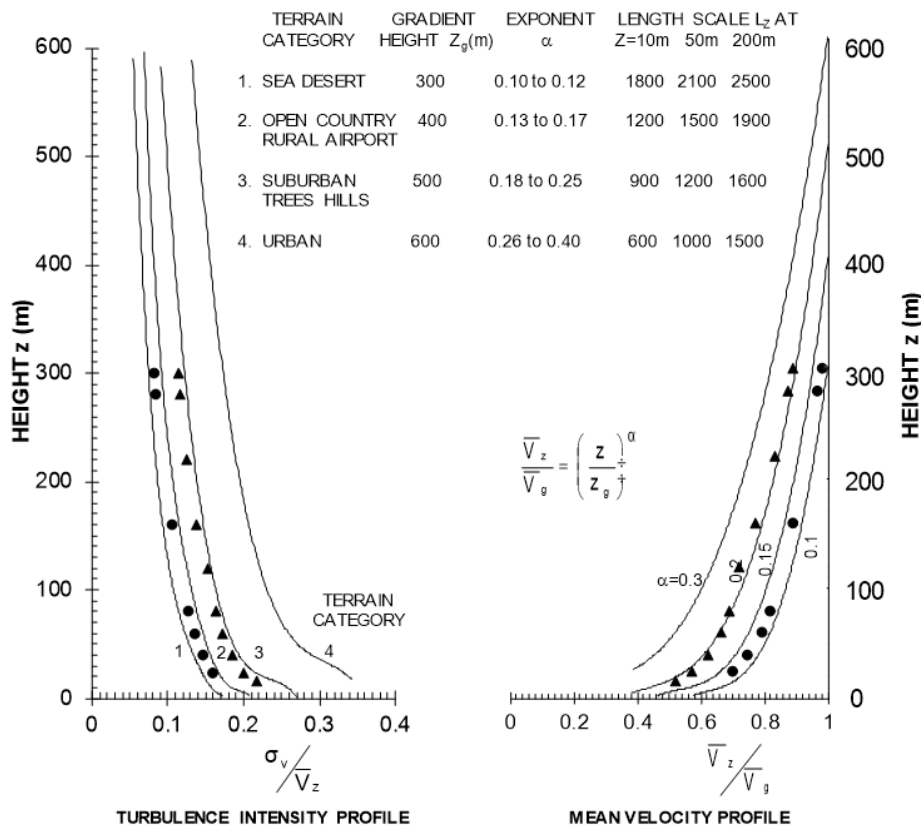


Figure 2 - 1/400 scale TC2 and TC3 boundary layer turbulence intensity and mean velocity profiles and spectra in the MEL Consultants Boundary Layer Wind Tunnel 5m x 2.4m working section, scaled to full scale dimensions

- 20 -

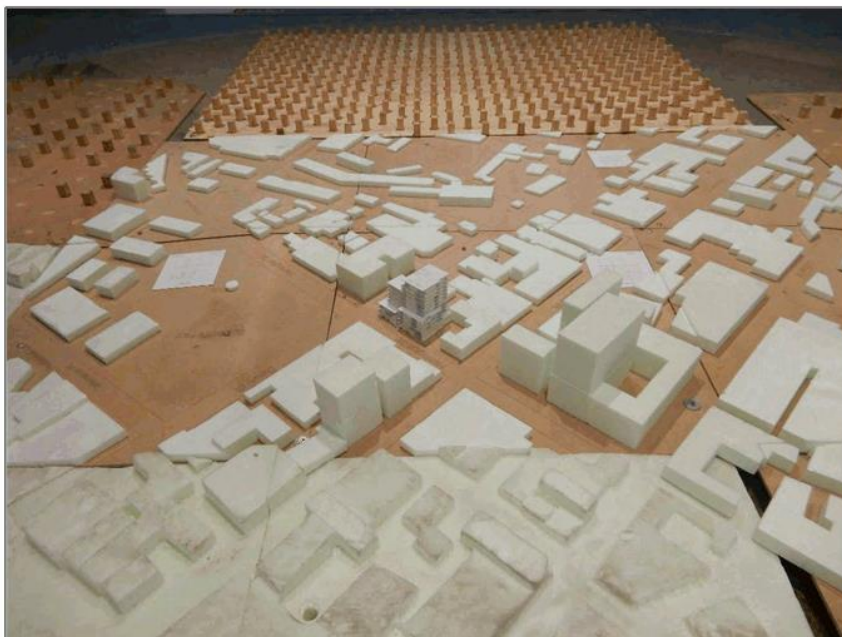


Figure 3 – View from the north of the 1/400 scale model of the 58 Harrington Street Development in the wind tunnel



Figure 4 – Close up view from the south of the 1/400 scale model of the 58 Harrington Street Development in the wind tunnel.

- 21 -



Figure 5a - Ground Level Test Locations.



NORTH



MEL
CONSULTANTS

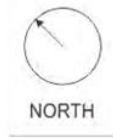


NORTH



MEL
CONSULTANTS

- 24 -



Legend

Test Location

Figure 5d - Level 7 Test Locations.



- 25 -



Legend

Test Location

Figure 5e - Level 10 Test Locations.



- 26 -



Legend
Ⓢ Test Location

Figure 5f - Level 12 Test Locations.



- 27 -



Figure 6a - Summary of Ground Level wind criteria achieved for Existing Configuration over 360° of wind direction



- 28 -



Figure 6b - Summary of Ground Level wind criteria achieved for Proposed Configuration over 360° of wind direction



- 29 -



Figure 6c - Summary of Level 3 wind criteria achieved for Proposed Configuration over 360° of wind direction



- 30 -

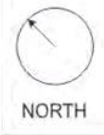


Figure 6d - Summary of Level 6 wind criteria achieved for Proposed Configuration over 360° of wind direction



- 31 -



Figure 6e - Summary of Level 7 wind criteria achieved for Proposed Configuration over 360° of wind direction



- 32 -

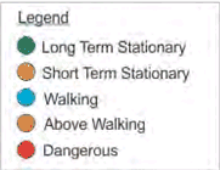


Figure 6f - Summary of Level 10 wind criteria achieved for Proposed Configuration over 360° of wind direction



- 33 -

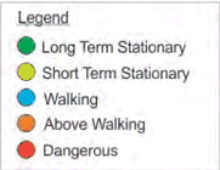


Figure 6g - Summary of Level 12 wind criteria achieved for Proposed Configuration over 360° of wind direction



- 34 -

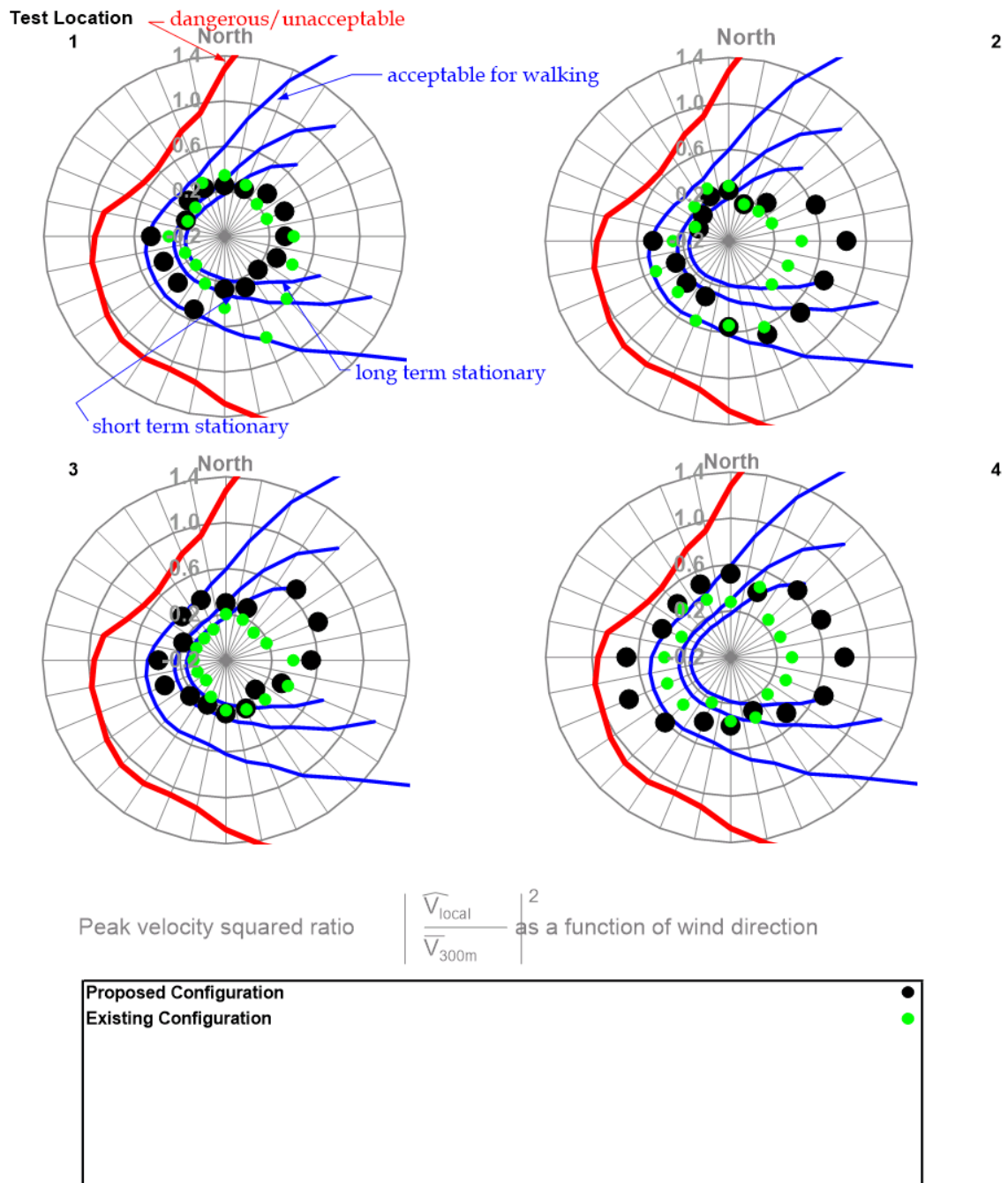


Figure 7 - Harrington Street

- 35 -

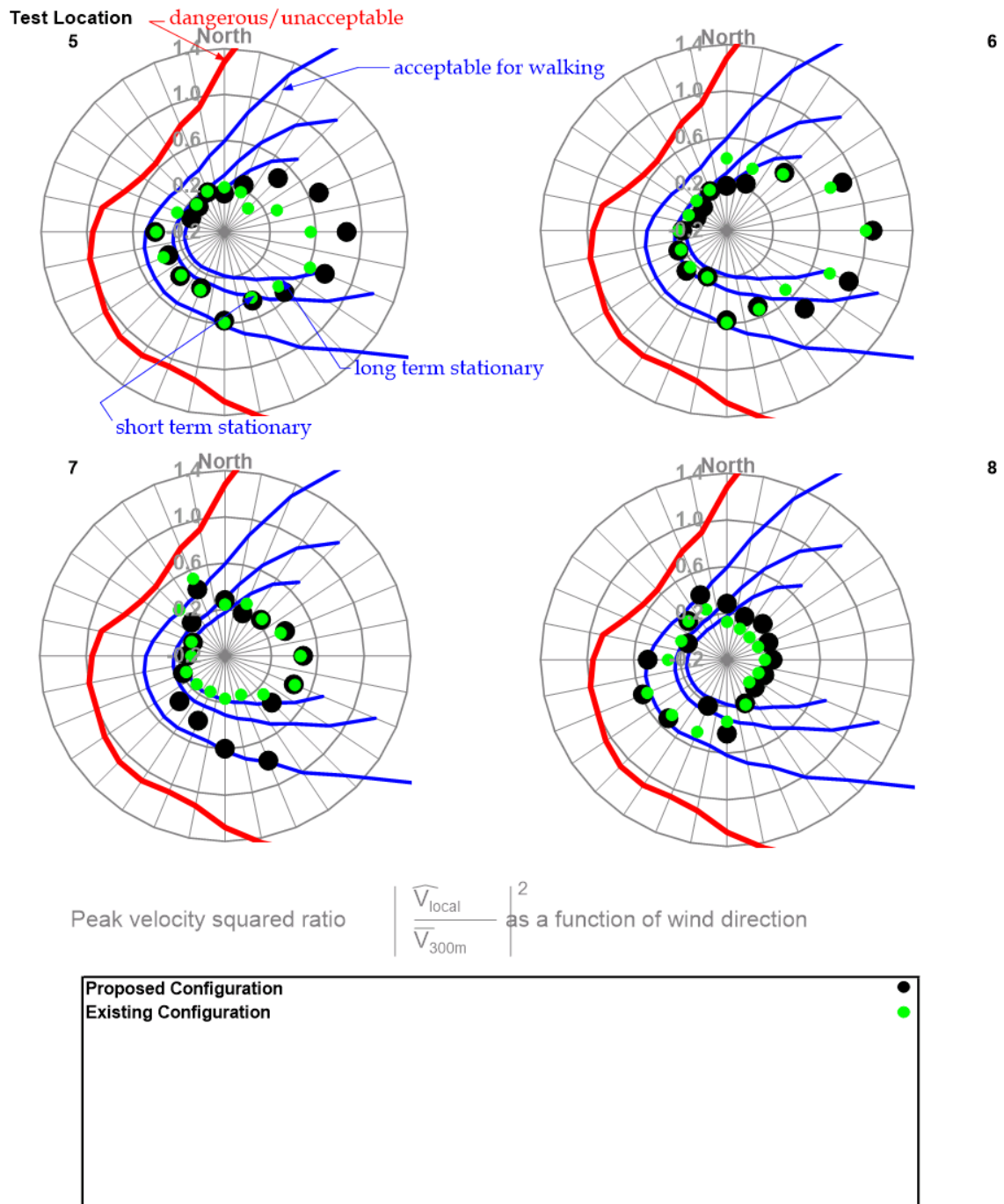


Figure 8 - Harrington Street [CONTINUED]

- 36 -

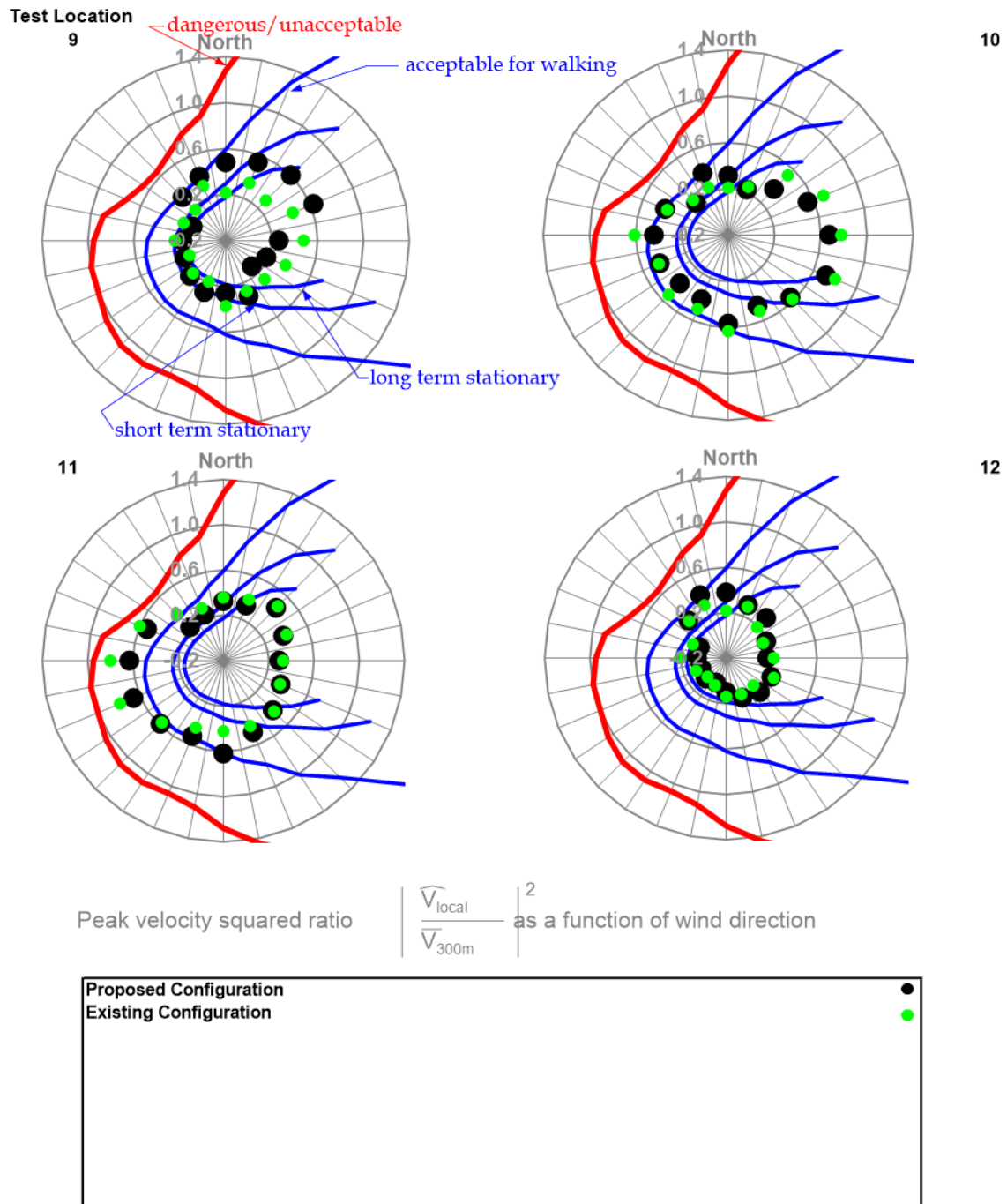


Figure 9 - Harrington Street [CONTINUED]

- 37 -

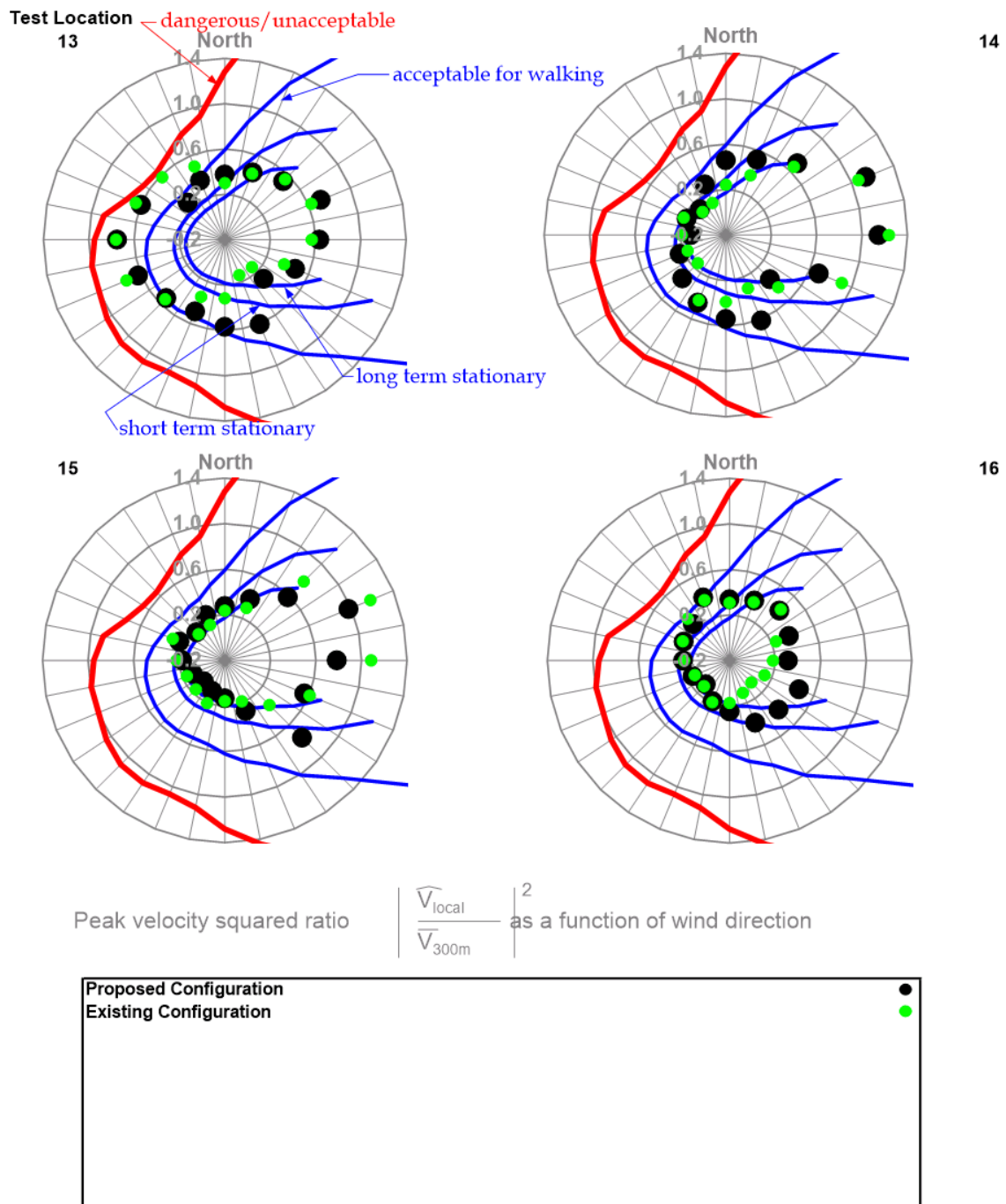


Figure 10 - Davey Street

- 38 -

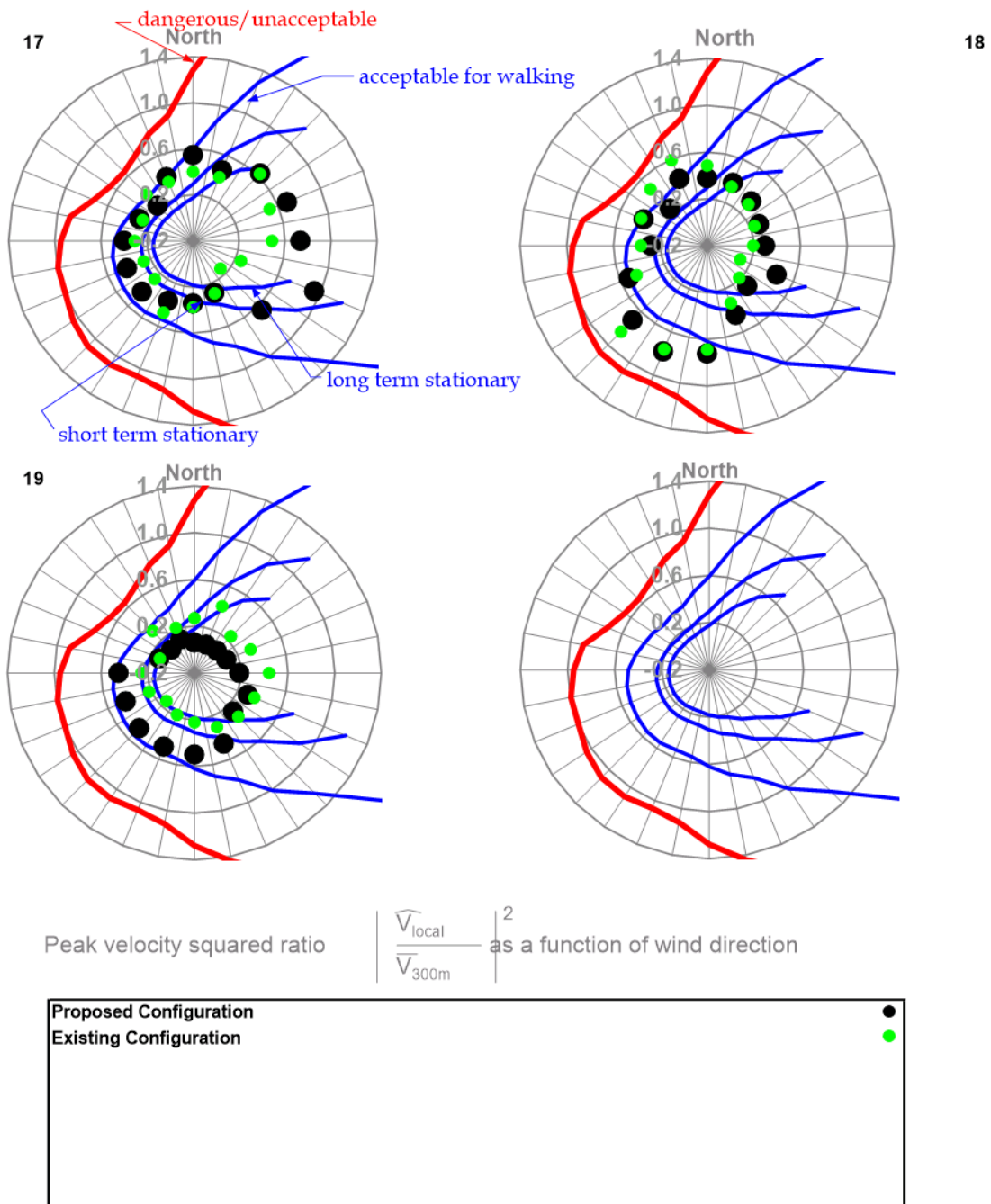


Figure 11 - Davey Street [Continued] & Carpark

- 39 -

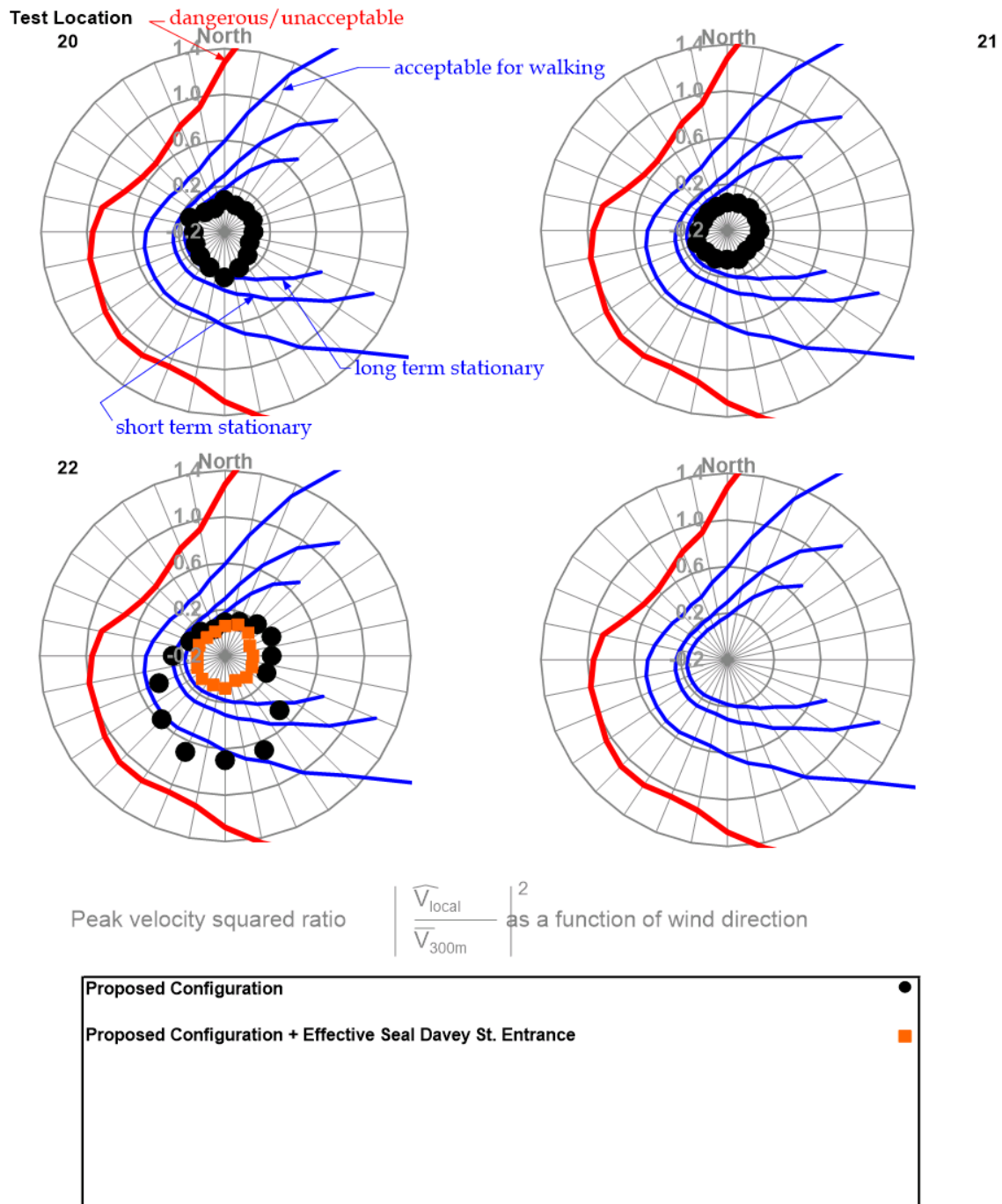


Figure 12 - Residential Entry

- 40 -

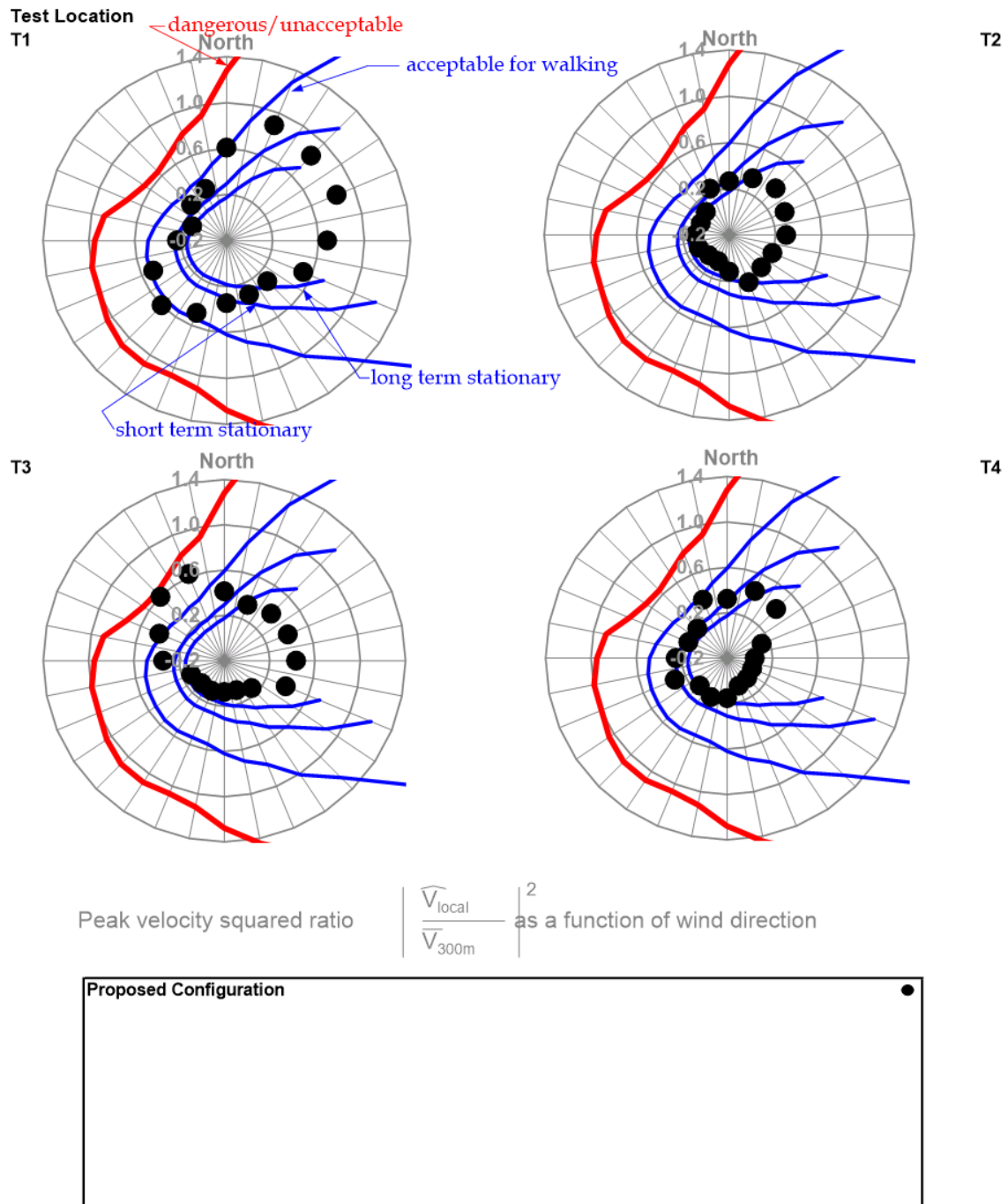


Figure 13 - Terraces

- 41 -

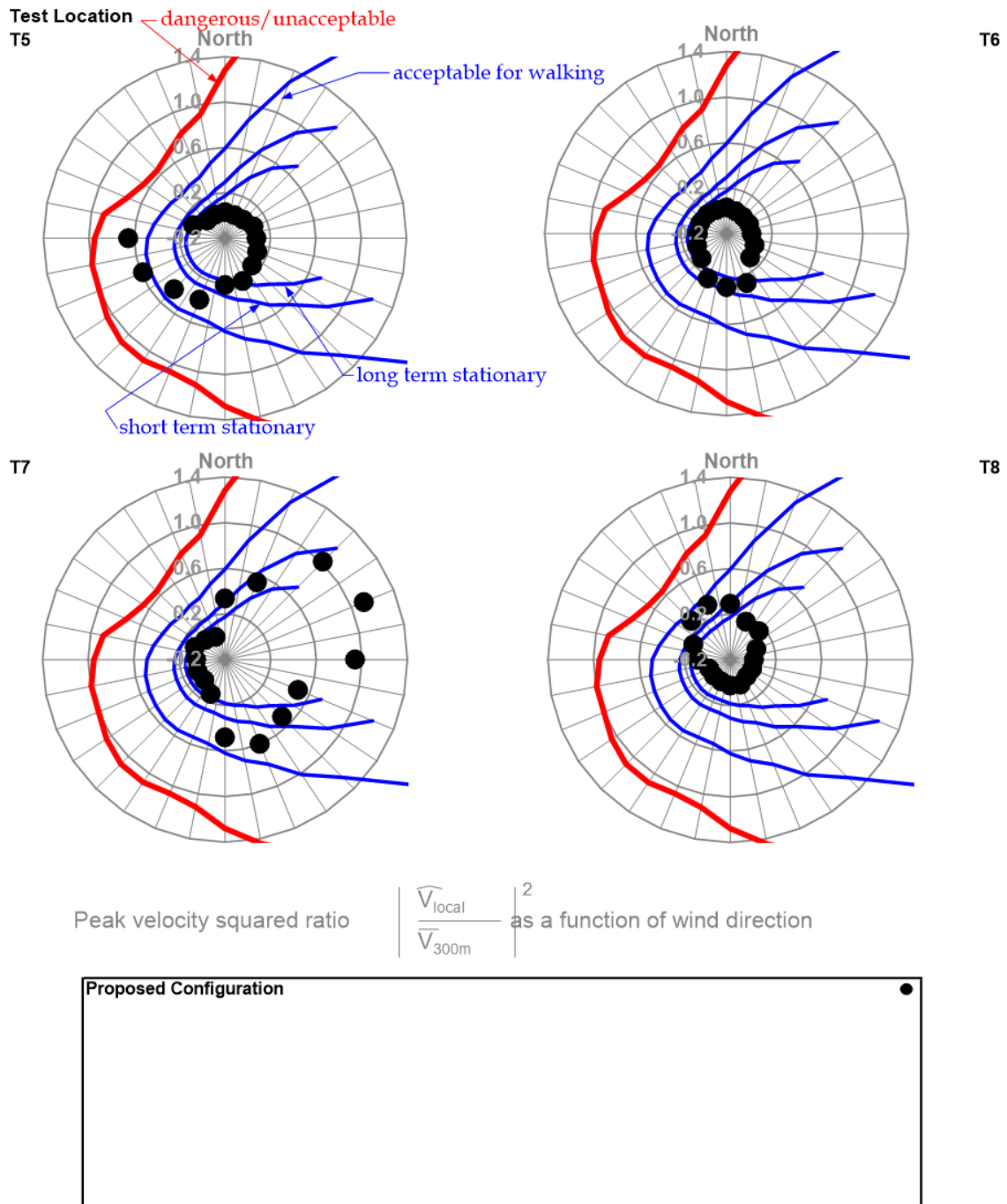


Figure 14 - Terraces [CONTINUED]

- 42 -

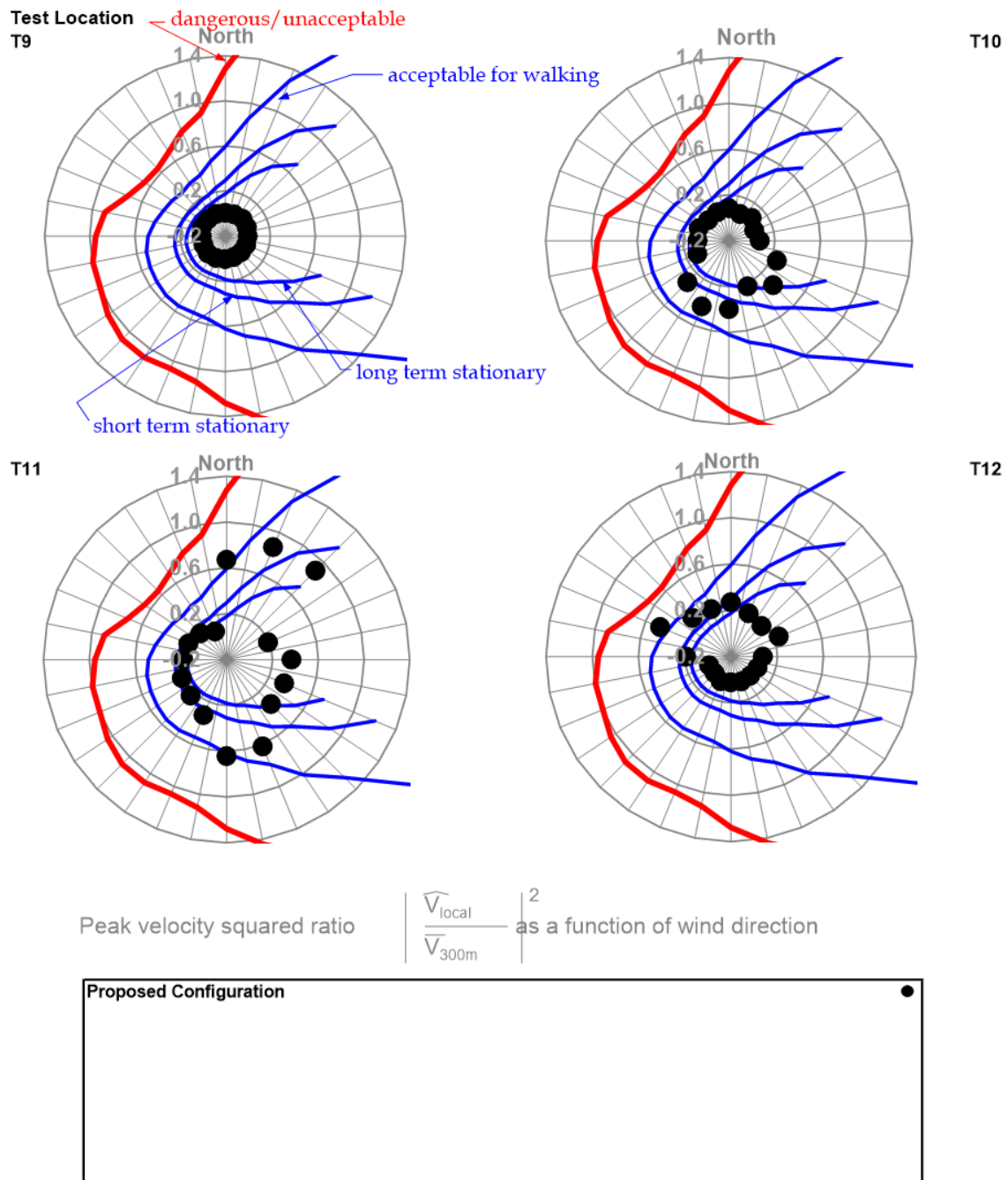


Figure 15 - Terraces [CONTINUED]

- 43 -

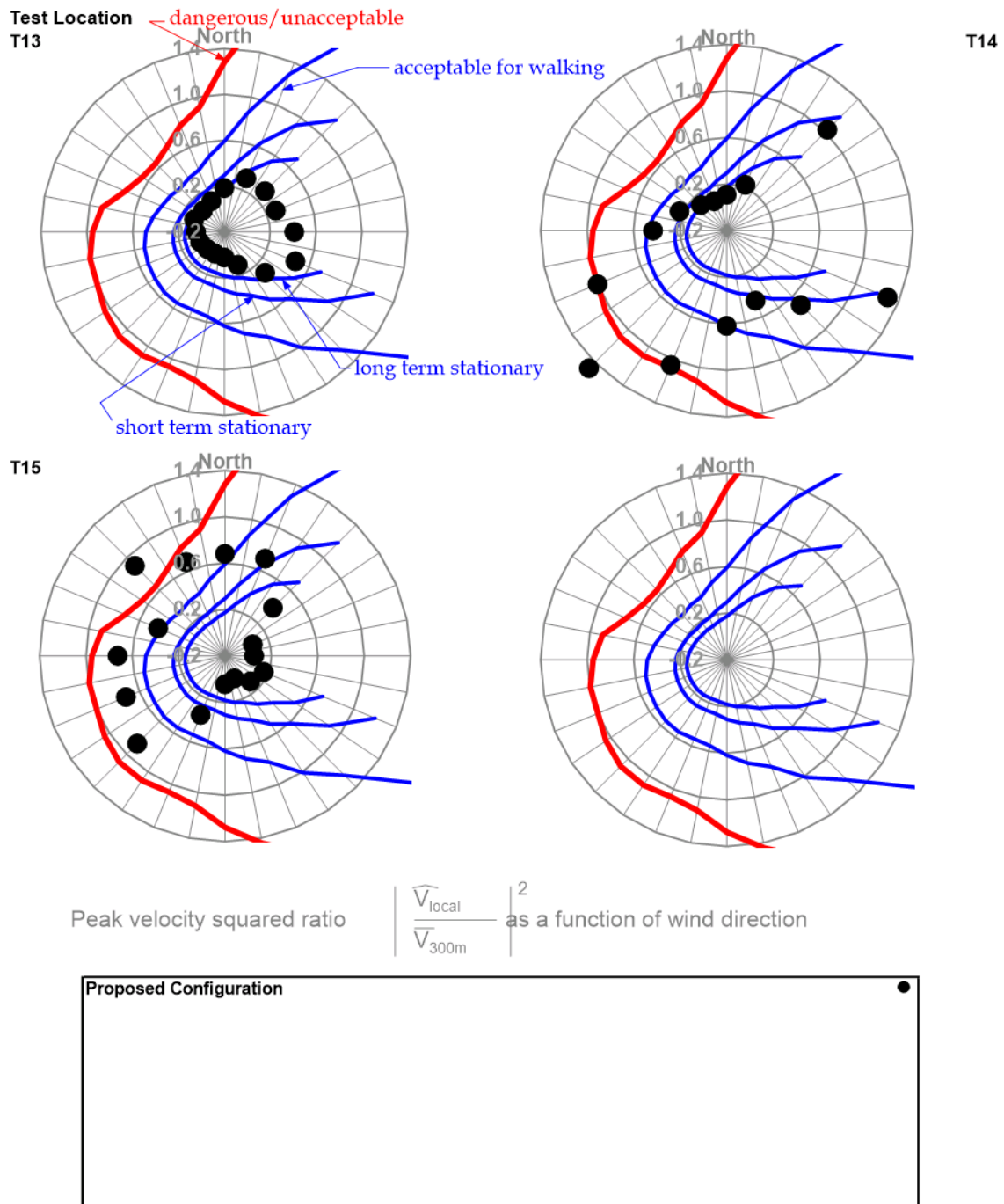
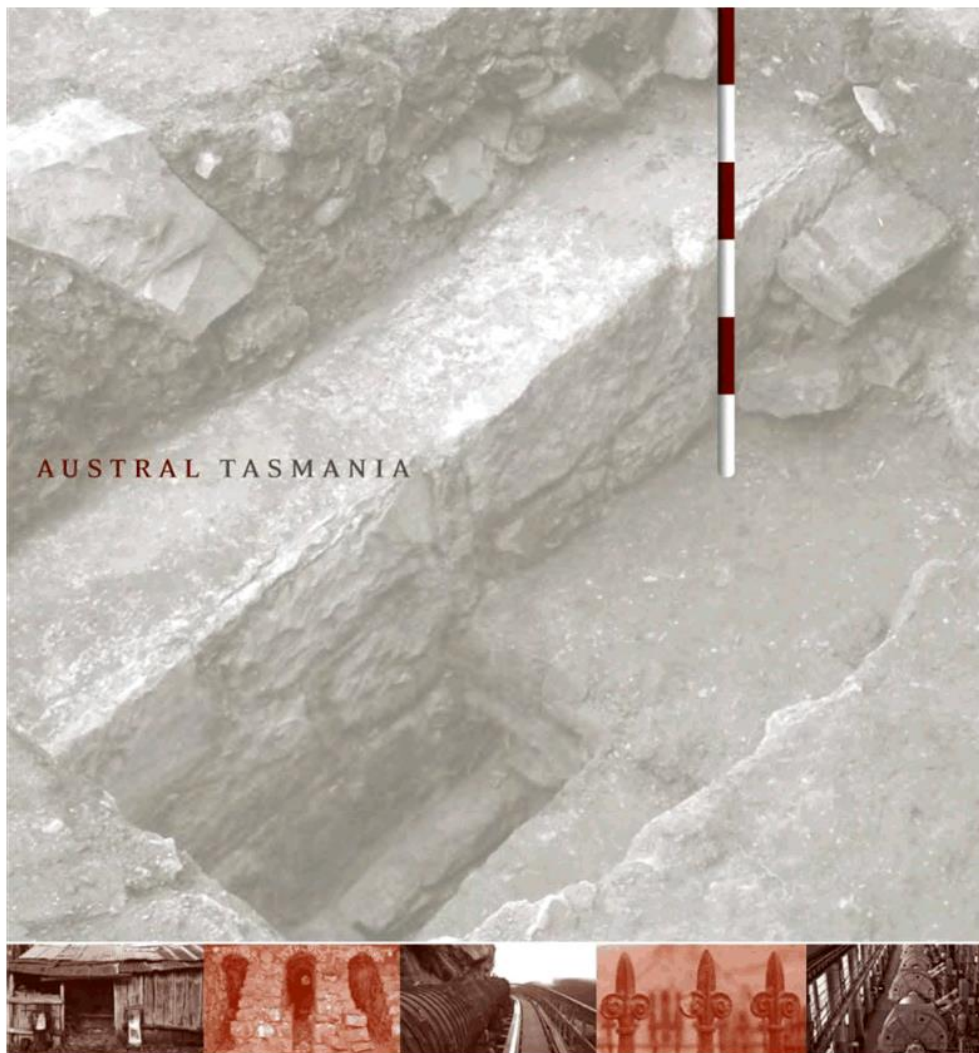


Figure 16 - Terraces [CONTINUED]



58 Harrington & 59 Davey Street, Hobart

Archaeological Impact Assessment & Archaeological Method Statement

Final Report prepared for Hexa Pacific Pty Ltd

ATo253

15 November 2018

Archaeological &
Heritage Consultants
ABN: 11 133 203 488

333 Argyle Street
North Hobart 7000
GPO Box 495
Hobart Tasmania 7001

T/F: (03) 6234 6207
www.australtas.com.au

EXECUTIVE SUMMARY

Introduction

Hexa Pacific Pty Ltd has proposed the construction of a residential and commercial development at two adjacent sites in central Hobart – the Welcome Stranger Hotel at 58 Harrington Street, and an adjoining house at 59 Davey Street.

The house is identified as a heritage place at both State and local levels. The hotel site is not identified as a heritage place at either State or local levels. Both places are located within the 'Place of Archaeological Potential' identified in the *Hobart Interim Planning Scheme 2015* and are subject to the archaeological provisions of the Heritage Code.

A Statement of Archaeological Potential for the two places was completed in October 2018, and this report contains the Archaeological Impact Assessment and Archaeological Method Statement for the proposed development.

Site History, Archaeological Potential and Significance

The Statement of Archaeological Potential should be referred to for the full site history. In summary, the study area was formed from two historically separate properties which had been acquired by 1824. Commercial premises were built on the Harrington Street frontage by 1824, with the building substantially expanded by 1831 to create the Freemasons Hotel. Other development on the lot included a livery stable along the north west boundary and a timber cottage in the nearby corner. A second house was added at some time between 1875 and 1879, and this house survives to the present as 59 Davey Street. With the exception of this house and its outbuildings, the site was cleared in 1938 for the construction of the current three storey brick hotel.

The assessment of archaeological potential concludes that approximately 40% of the place (some 535 m²) has high or moderate levels of archaeological potential. This potential relates to the former livery stable block; the c.1836 house site in the rear north west corner of the lot; the extant c.1875-1879 house site at 59 Davey Street; and the yard space of the Freemasons Hotel, which may contain yard surfaces and artefact deposits. The majority of the place (approximately 60% or some 770 m²) is assessed as having low to moderate archaeological potential. This area relates to the footprint of the 1938 hotel and its 1973 extensions as well as underground services. The 1938 hotel building with its later extensions are likely to have impacted archaeological evidence of the first phases of development. However, if the 1938 building was constructed on brick strip footings, some evidence of the original buildings may have survived these works, and the archaeological potential would increase to a moderate level. Some evidence of the nineteenth century hotel rear extensions may possibly have escaped destruction.

The archaeological potential of the place has been assessed for its heritage significance, finding that it has historical importance and the potential to yield archaeological information that would contribute to an understanding of Hobart's history. These heritage values are likely to partially be demonstrated by archaeological material, whilst other aspects are likely to only exist as historical associations with the place. The values have been assessed as having heritage significance at a local level.

Archaeological Impact Assessment

With the exception of the house at 59 Davey Street and its immediate surrounds, the remainder of the site will be subject to bulk excavation to accommodate three levels of basement car parking. These works are predicted to impact or destroy subsurface archaeology on the site, requiring the reduction in ground levels by 11.4 metres.

These impacts will be assessed against the Performance Criteria in clause E13.10.1 of the *Hobart Interim Planning Scheme 2015*. The objective and criteria emphasise the importance of protecting places of archaeological potential, or that it be otherwise managed to retrieve important information prior to removal. Archaeological impacts are permissible where it is established that there is no prudent and feasible alternative and that meaningful mitigation works and public benefits can be achieved.

Alternatives which may avoid such extensive excavations would appear to be limited. The removal of car parking from the development would affect its commercial viability and therefore is not a feasible

alternative. Modifying the design to include above ground car parking would reduce archaeological impacts. Again, however, it is not considered a feasible alternative as it would likely result in additional height of the towers which results in other planning considerations and potential impacts. It would also remove the activation of the street frontages, with the development proposing commercial tenancies on the ground floor.

The significance of the archaeological resource should also be considered in determining if alternatives that may result in lower degrees of impact are prudent. The assessment concludes that the place has archaeological significance at a local level. The construction of the current hotel is likely to have disturbed to some extent evidence of the first hotel constructed in stages between 1824-1831. These impacts are likely to have reduced the intactness of the place and the significance of the archaeological resource. As such, the prudence of modifying the development to retain remnant archaeological evidence is less compelling.

Careful archaeological management through archaeological monitoring, testing, with provision to expand to controlled salvage excavation, recording, analysis and reporting are identified as appropriate measures to realise the archaeological potential of the place. This approach is considered to be consistent with the development standard objective to 'otherwise appropriately manage' the archaeological potential of a place. A meaningful and enduring public benefit can be achieved by the introduction of a passive or interactive interpretive display which presents the history of the site and its archaeology. Ideally, this information should be displayed in publicly accessible parts of the development.

Archaeological Method Statement

The Archaeological Method Statement (AMS) has been prepared with dual objectives in mind: allowing for future development of the study area, and the need to recover information from archaeological contexts where the potential is established. The AMS sets out, in practical terms, the recommendations for managing and/or mitigating archaeological impacts. It contains the recommended strategy for managing archaeological potential, overarching statutory and operational requirements, and the archaeological methods for excavation and recording, artefact collection and analysis, and reporting.

Archaeological Strategy

The archaeological strategy provides the general approach to the management of potential archaeology within the study area, with detailed implementation recommendations included in the AMS. The strategy has five components:

1. An extant recording of significant above ground fabric that is proposed for removal. This includes the rear timber extensions and internal walls of the house at 59 Davey Street, and where they cannot be retained, the recording of the boundary walls separating 166-170 and 172 Macquarie Street from 58 Harrington Street. Landscaping and interpretive displays should consider the reuse of sound fabric from these walls.
2. Monitoring of the removal of floor boards within the house at 59 Davey Street to determine the presence of subfloor archaeological deposits. Where such deposits are identified, works are to progress to salvage and recording of this material prior to its removal.
3. An archaeological test excavation, with the assistance of a small machine (5-8 tonnes), of five trenches (as shown in the following Figure) to establish the archaeological potential of those parts of the place assessed as having high, moderate and low to moderate potential, and to confirm or otherwise the existence of subsurface archaeology and the need to progress to controlled excavation.
4. Expansion of the test trenches to open area excavations and salvage and recording where the test trenches confirm the archaeological potential.
5. Where no substantial or significant archaeological material is identified during monitoring and testing works, further excavation can proceed without archaeological supervision, provided archaeological advice will be sought by the contractor should unexpected archaeological material within this location be found during works. Where substantial and significant archaeology is identified, works will need to progress to controlled salvage excavation.



Proposed test trenches on Archaeological Zoning Plan (LIST Map, © State of Tasmania).

TABLE OF CONTENTS

EXECUTIVE SUMMARY	I
INTRODUCTION	I
SITE HISTORY, ARCHAEOLOGICAL POTENTIAL AND SIGNIFICANCE	I
ARCHAEOLOGICAL IMPACT ASSESSMENT	I
ARCHAEOLOGICAL METHOD STATEMENT	II
ARCHAEOLOGICAL STRATEGY	II
TABLE OF CONTENTS	IV
1.0 INTRODUCTION	1
1.1 CLIENT AND PROJECT DETAILS	1
1.2 AUTHORSHIP	3
1.3 LIMITATIONS AND CONSTRAINTS	3
1.4 ACKNOWLEDGEMENTS	3
2.0 REQUIREMENTS FOR HISTORICAL ARCHAEOLOGICAL MANAGEMENT	4
2.1 DESKTOP REVIEW OF REGISTERED AND LISTED HERITAGE PLACES	4
2.2 NATIONAL HERITAGE MANAGEMENT PROVISIONS	4
2.2.1 <i>World/National/Commonwealth Heritage Lists</i>	4
2.3 STATE HERITAGE MANAGEMENT	4
2.3.1 <i>The Historic Cultural Heritage Act 1995 and the Tasmanian Heritage Register</i>	4
2.3.2 <i>Works Guidelines for Historic Heritage Places</i>	5
2.3.3 <i>Practice Note 2: Managing Historical Archaeological Significance in the Works Process</i> ..	6
2.3.4 <i>Aboriginal Heritage Act 1975</i>	6
2.4 LOCAL MANAGEMENT PROVISIONS	7
2.4.1 <i>Hobart Interim Planning Scheme 2015</i>	7
2.5 OTHER HERITAGE LISTS	10
2.5.1 <i>Register of the National Estate</i>	10
2.6 SECTION SUMMARY	10
3.0 ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL AND SIGNIFICANCE	11
3.1 ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL	11
3.1.1 <i>Archaeological Zoning Plan</i>	12
3.2 ASSESSING ARCHAEOLOGICAL SIGNIFICANCE	14
3.2.1 <i>Comparative Information</i>	15
3.3 ASSESSMENT OF ARCHAEOLOGICAL SIGNIFICANCE FOR THE STUDY AREA	16
4.0 ARCHAEOLOGICAL IMPACT STATEMENT	19
4.1 STATUTORY REQUIREMENTS	19
4.2 DESIGN REVIEW	19
4.3 ASSESSMENT OF IMPACTS TO ARCHAEOLOGICAL POTENTIAL	26
4.4 ASSESSMENT AGAINST THE PERFORMANCE CRITERIA	26
5.0 ARCHAEOLOGICAL METHOD STATEMENT	30

5.1 STATUTORY REQUIREMENTS.....	30
5.2 STRUCTURE OF THIS AMS.....	30
5.3 ARCHAEOLOGICAL STRATEGY.....	30
5.4 OVERARCHING REQUIREMENTS	31
5.4.1 Statutory compliance	31
5.4.2 Managing potential Aboriginal heritage.....	31
5.4.3 Cultural Heritage Induction and Communications Protocol	31
5.4.4 Objectives and Proposed Outcomes of Archaeological Investigations.....	31
5.4.5 Client Liaison.....	32
5.4.6 Limitations and Constraints	33
5.4.7 Expertise to be employed During Works	33
5.4.8 WH&S Issues and Management.....	33
5.4.9 Structural/Engineering Assessment.....	34
5.4.10 Site Contamination & Coordination with Archaeological Works.....	34
5.4.11 Provision of Traffic Management Plan	34
5.4.12 Geotechnical Investigations.....	34
5.4.13 Site Establishment	34
5.4.14 Live Services	35
5.4.15 Fencing.....	35
5.4.16 Spoil Management	35
5.4.17 Site Handover	35
5.5 ARCHAEOLOGICAL METHODS	35
5.5.1 Extant Records.....	35
5.5.2 Demolition of Welcome Stranger Hotel and Rear Extensions at 59 Davey Street	35
5.5.3 Monitoring Removal of Floorboards and Subfloor Deposits at 59 Davey Street	35
5.5.4 Archaeological Testing	35
5.5.5 Progression from Testing to Controlled Excavation	38
5.5.6 Excavation Methods.....	38
5.5.7 Recording Methods	38
5.5.8 Artefact Collection and Post-Excavation Analysis	38
5.5.9 Permanent and Secure Storage of Artefacts.....	39
5.5.10 Managing Unanticipated Discoveries and Notification Protocol.....	39
5.5.11 Preparation of Post-Excavation Report	39
5.5.12 Public Benefit Recommendations	39
6.0 ARCHAEOLOGICAL RESEARCH DESIGN	40
6.1 THE ROLE OF RESEARCH DESIGNS IN AUSTRALIAN HISTORICAL ARCHAEOLOGY	40
6.2 FRAMING ARCHAEOLOGICAL RESEARCH QUESTIONS	40
6.3 ARCHAEOLOGICAL RESEARCH QUESTIONS.....	43
6.3.1 Tier 1 Research Questions	43
6.3.2 Tier 2 Research Questions	43

6.3.3 Tier 3 Research Questions	43
7.0 REFERENCES	45
7.1 PUBLISHED & UNPUBLISHED SOURCES	45
APPENDIX 1: TASMANIAN HERITAGE REGISTER ENTRY	46
APPENDIX 2: ABORIGINAL HERITAGE UNANTICIPATED DISCOVERY PLAN	48

1.0 INTRODUCTION

1.1 Client and project details

Hexa Pacific Pty Ltd has proposed the construction of a residential and commercial development at two adjacent sites in central Hobart – the Welcome Stranger Hotel at 58 Harrington Street, and an adjoining house at 59 Davey Street (Figure 1).

The house is identified as a heritage place at a State level under the *Historic Cultural Heritage Act 1995 (HCHA 1995)* and at a local level under the *Hobart Interim Planning Scheme 2015 (HIPS 2015)*. The Welcome Stranger hotel is not identified as a heritage place at either State or local levels. Both places are subject to the archaeological provisions of E13.10 of the *HIPS 2015*.

A Statement of Archaeological Potential (SoAP) for the two places was completed in October 2018, providing a detailed analysis of the site history, its potential to contain archaeological material and the significance of such material.¹

The SoAP recommended the preparation of an Archaeological Impact Assessment (AIA) and Archaeological Method Statement (AMS) to form part of the Development Application. This report contains the AIA and AMS and has been prepared in accordance with the relevant standards and definitions of the *HCHA 1995* and its associated guidelines, and those of the *HIPS 2015*.

¹ Austral Tasmania Pty Ltd, 58 Harrington & 59 Davey Street, Hobart. *Statement of Archaeological Potential*, Final report prepared for Paul Davies Pty Ltd, ATo234, 24 October 2018

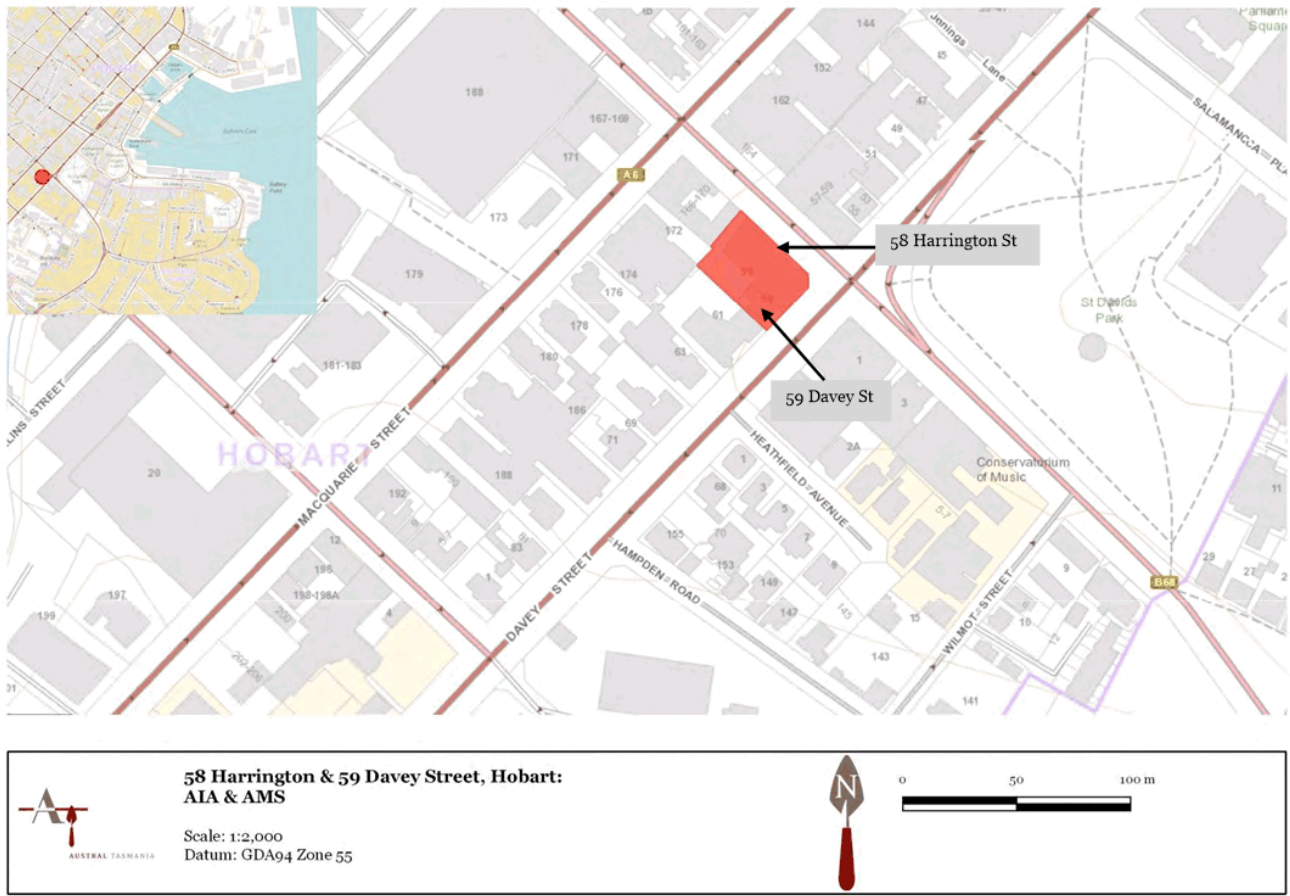


Figure 1: 58 Harrington and 59 Davey Street, Hobart. Study Area shaded red (LIST Map, © State of Tasmania).

1.2 Authorship

This report was written by Justin McCarthy, James Puustinen and Alan Hay.

1.3 Limitations and constraints

This assessment is limited to consideration of historical archaeological values within a scope defined by the *HCHA 1995* (and associated guidelines) and the *HIPS 2015*. The assessment of Aboriginal archaeological and cultural values, built heritage and social values is beyond the scope of this study.

An Aboriginal heritage assessment has not been undertaken as part of this work, although Aboriginal Heritage Property Searches have been conducted and the results incorporated into the recommendations made in this report.²

Whilst every effort has been made to gain insight to the historic heritage profile of the subject study area, Austral Tasmania Pty Ltd cannot be held accountable for errors or omissions arising from such constraining factors.

All maps are oriented with North at the top of the page unless otherwise assigned.

1.4 Acknowledgements

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

- Mr Paul Carstairs, Hexa Pacific Pty Ltd;
- Ms Irene Duckett, Ireneinc;
- Mr Paul Davies, Paul Davies Pty Ltd.

² Aboriginal Heritage Search Record PS0042114: 58 Harrington Street, Hobart, 5 November 2018; Aboriginal Heritage Search Record PS0042115: 59 Davey Street, Hobart, 5 November 2018

2.0 REQUIREMENTS FOR HISTORICAL ARCHAEOLOGICAL MANAGEMENT

2.1 Desktop review of registered and listed heritage places

Both Commonwealth and State Acts of Parliament may have a bearing on the management of cultural heritage within or adjacent to the two places. Key legislation is summarised below. The summary is intended as a guide only and should be confirmed with the administering agency and, where necessary, specialist legal opinion.

2.2 National Heritage Management Provisions

2.2.1 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.

As at 5 November 2018, the two places are not included or nominated to the World, National or Commonwealth Heritage Lists.

2.3 State Heritage Management

2.3.1 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 *HCHA 1995* establishes the Tasmanian Heritage Register (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.³

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 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.

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;

³ Assessing historic heritage significance for Application with the *Historic Cultural Heritage Act 1995*

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.

As at November 2018, 59 Davey Street is included in the THR, and 58 Harrington Street is not included. The registration datasheet for 59 Davey Street is included in Appendix 1.

The registration of 59 Davey Street provides little information related to the place - its history, components or values. The place has been registered by way of two criteria, with the following statements:

Criterion (d.): 59 Davey Street is of historic heritage significance because of its potential to demonstrate the principal characteristics of a single storey Old Colonial Georgian domestic building, albeit with a Federation addition to the front.

Criterion (f.): This building is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place.

No assessment of archaeological potential or significance was carried out for the registration, and therefore the place is not listed against criterion (c.), the most commonly used criterion for identifying archaeological significance.

The boundaries of the registration are defined by way of reference to Certificate of Title 128606/1 which relates to the entire property at 59 Davey Street.

In addition to the provisions of the *HCHA 1995*, the Heritage Council has issued guidelines and policy documents which are applicable to the current project and are summarised below.

2.3.2 Works Guidelines for Historic Heritage Places

The Tasmanian Heritage Council and Heritage Tasmania, DPIWE, have issued *Works Guidelines for Historic Heritage Places* which must be applied when considering an application for an exemption or a 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. The Guidelines include archaeological investigations as a specific category of works. The following information is applicable to this project.

Type of Works	What is generally eligible for an exemption?	Where is a discretionary application required by the Tasmanian Heritage Council and what are appropriate outcomes?
7.1 Initial investigation	Removing non-significant deposits (e.g. recent soil deposits) where undertaken by a qualified archaeologist to test/confirm/refine an archaeological judgement and temporarily expose underlying deposits without disturbing them.	Ground disturbance in an area known to have significant archaeological values. <i>Appropriate outcomes:</i> The Heritage Council may require a Method Statement. The Heritage Council may condition arrangements for the curation, storage or display of artefacts derived from an archaeological investigation. <i>Further information can be found in the Heritage Council publication: 'Managing Historical Archaeological Significance in the Works Process'.</i>
7.2 Excavation and	Works to areas of potentially no to low archaeological value.	Where proposed works will disturb areas of potentially medium to high archaeological

Type of Works	What is generally eligible for an exemption?	Where is a discretionary application required by the Tasmanian Heritage Council and what are appropriate outcomes?
ground disturbance	<p>Works where a qualified archaeologist has determined that there is a low risk of disturbing significant archaeological remains.</p> <p>Excavating identified non-significant deposits under the supervision of a qualified archaeologist to ensure works do not encroach on and disturb significant archaeological remains.</p> <p>Dealing with unanticipated finds after consultation with Heritage Tasmania.</p>	<p>value.</p> <p><i>Appropriate outcomes:</i></p> <p>In these circumstances, the Heritage Council may require:</p> <ul style="list-style-type: none"> • a Statement of Archaeological Potential, and/or a Method Statement; • the design of the works to be amended; - additional investigation or research undertaken; • a controlled archaeological investigation as a condition of the permit. <p><i>Further information can be found in the Heritage Council publication: 'Managing Historical Archaeological Significance in the Works Process'.</i></p>

Table 1: Relevant Information for Archaeological Investigations from Works Guidelines

2.3.3 Practice Note 2: Managing Historical Archaeological Significance in the Works Process

The Tasmanian Heritage Council has issued an advisory Practice Note which has relevance to the management of potential archaeological values. Practice Note 2: *Managing Historical Archaeological Significance in the Works Process* establishes a standard and process for the assessment and management of archaeological potential. As part of development projects, the Practice Note advocates the preparation of a Statement of Historical Archaeological Potential (SoHAP) where significant archaeological remains are likely to be present.

It recommends that the findings of the SoHAP be incorporated into any development proposal. As a rule, the destruction or reduction of a significant historical archaeological site or feature will only be sanctioned by the Heritage Council if it can be demonstrated that there are no available alternatives to carrying out the works; and/or the excavation and/or removal will contribute to our knowledge of the site and its social and cultural context, however broadly or narrowly defined.⁴

Where such impacts cannot be avoided, the Heritage Council may require a range of activities to be undertaken to mitigate against the loss. Such actions may include combined archaeological testing and recording; controlled archaeological excavation; or monitoring or works to mitigate impacts and recover information before it is lost.⁵

The Practice Note advises that a Method Statement should be prepared where archaeological excavations are proposed. The content of a Method Statement is to address ten separate requirements. These include: extracting relevant information from the SoHAP; an archaeological strategy; a research design; methods or excavation; advice in response to exploratory works; a conservation strategy for the protection, where required of features to remain *in situ*; extant recording as applicable; a proposal for artefact analysis; and the delivery of a public benefit through the management of information.⁶

This report has been prepared cognisant of these requirements.

2.3.4 Aboriginal Heritage Act 1975

The *Aboriginal Heritage Act 1975* (AHA 1975) is the key Tasmanian legislation providing for the conservation of Aboriginal heritage. The AHA 1975 applies to 'relics' which are defined as:

⁴ Tasmanian Heritage Council, Practice Note 2: *Managing Historical Archaeological Significance in the Works Process*, November 2014, p.4

⁵ *Ibid*, pp.5-6

⁶ *Ibid*, p. 8

- 2 (3)(a) any artefact, painting, carving, engraving, arrangement of stones, midden, or other object, made or created by any of the original inhabitants of Australia or the descendants of any such inhabitants, which is of significance to the Aboriginal People of Tasmania; or;
- (b) any object, site, or place that bears signs of the activities of any such original inhabitants or their descendants, which is of significance to the Aboriginal People of Tasmania; or
- (c) the remains of the body of such an original inhabitant or of a descendant of such an inhabitant that are not interred in –
 - (i) any land that is or has been held, set aside, reserved, or used for the purposes of a burial-ground or cemetery pursuant to any Act, deed, or other instrument; or
 - (ii) a marked grave in any other land
- 2 (4) Despite subsection (3)(a) or (b), objects made, or likely to have been made, for the purposes of sale (otherwise than by way of barter or exchange in accordance with Aboriginal tradition) are not relics for the purposes of this Act.⁷

All relics are protected under the provisions of the *AHA 1975*, including those found during works. Permits are required for a range of activities, including to:

- (a) destroy, damage, deface, conceal, or otherwise interfere with a relic;
- (b) make a copy or replica of a carving or engraving that is a relic by rubbing, tracing, casting, or other means that involve direct contact with the carving or engraving;
- (c) remove a relic from the place where it is found or abandoned;
- (d) sell or offer or expose for sale, exchange, or otherwise dispose of a relic or any other object that so nearly resembles a relic as to be likely to deceive or be capable of being mistaken for a relic;
- (e) take a relic, or cause or permit a relic to be taken, out of this State; or
- (f) cause an excavation to be made or any other work to be carried out on Crown land for the purpose of searching for a relic.⁸

Aboriginal Heritage Property Searches have been conducted for both properties to determine if they contain any previously recorded Aboriginal heritage sites, or if there are any specific Aboriginal heritage constraints that apply to these properties. The searches have not identified any registered Aboriginal relics or identified any particular constraints in regards to Aboriginal relics. These results remain valid until 5 May 2019.⁹

The absence of registered Aboriginal relics does not mean that the study area does not have the potential to contain such items. All Aboriginal relics are protected under the *AHA 1975*, including those found during works. An Unanticipated Discovery Plan should be implemented should Aboriginal Heritage be discovered during ground disturbance works.¹⁰ This Unanticipated Discovery Plan is included at Appendix 2.

2.4 Local Management Provisions

2.4.1 Hobart Interim Planning Scheme 2015

The two properties are located within the planning area of the *Hobart Interim Planning Scheme 2015* (*HIPS 2015*). Various Heritage Code provisions apply to the two places.

The house at 59 Davey Street is included in Table E13.1 as a Heritage Place, by way of a combined listing for 59-61 Davey Street.¹¹ It is subject to the development standards of Clause 13.7. The Welcome Stranger Hotel at 58 Harrington Street is not included in Table E13.1 as a Heritage Place.

Both properties are included within the boundaries of Heritage Precinct H1 - City Centre, and are subject to the development standards of Clause 13.8.

⁷ *Aboriginal Heritage Act 1975*, s2(3)

⁸ *Ibid*, s14

⁹ Aboriginal Heritage Search Record PS0042114: 58 Harrington Street, Hobart, 5 November 2018; Aboriginal Heritage Search Record PS0042115: 59 Davey Street, Hobart, 5 November 2018

¹⁰ *Ibid*

¹¹ *HIPS 2015*, TE13.1, Ref: 808

Both properties are within the Place of Archaeological Potential defined by Figure E13.4.1 (Figure 2). The objective for the management of archaeological values as part of Building, Works and Demolition is:

To ensure that building, works and demolition at a place of archaeological potential is planned and implemented in a manner that seeks to understand, retain, protect, preserve and otherwise appropriately manage significant archaeological evidence.¹²

The relevant performance criteria are:

Acceptable Solutions	Performance Criteria
A1 Building and works do not involve excavation or ground disturbance.	P1 Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to: <ul style="list-style-type: none"> (a) the nature of the archaeological evidence, either known or predicted; (b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential; (c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition; (d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation; (e) measures proposed to preserve significant archaeological evidence 'in situ'.

Table 2: HIPS 2015: Development Standards for Places of Archaeological Potential - E13.10.1 Building, Works and Demolition

The *HIPS 2015* establishes a series of Application Requirements for Buildings and Works within the Place of Archaeological Potential. The October 2018 SoAP for the place was prepared in accordance with the scheme definition. This report addresses the Scheme definitions of an 'Archaeological Impact Assessment' and 'Archaeological Method Statement' which are:

archaeological impact assessment	Means a report prepared by a suitably qualified person that includes a design review and describes the impact of proposed works upon archaeological sensitivity (as defined in a statement of archaeological potential).
archaeological method statement	Means a report prepared by a suitably qualified person that includes the following where relevant to the matter under consideration: <ul style="list-style-type: none"> (a.) strategies to identify, protect and/or mitigate impacts to known and/or potential archaeological values (typically as described in a Statement of Archaeological Potential); (b.) collections management specifications including proposed storage and curatorial arrangements; (c.) identification of measures aimed at achieving a public benefit; (d.) details of methods and procedures to be followed in implementing and achieving (a), (b) and (c) above; (e.) expertise to be employed in achieving (d) above; (f.) reporting standards including format/s and content, instructions for dissemination and archiving protocols.

¹² *HIPS 2015*, cl.13.10.1

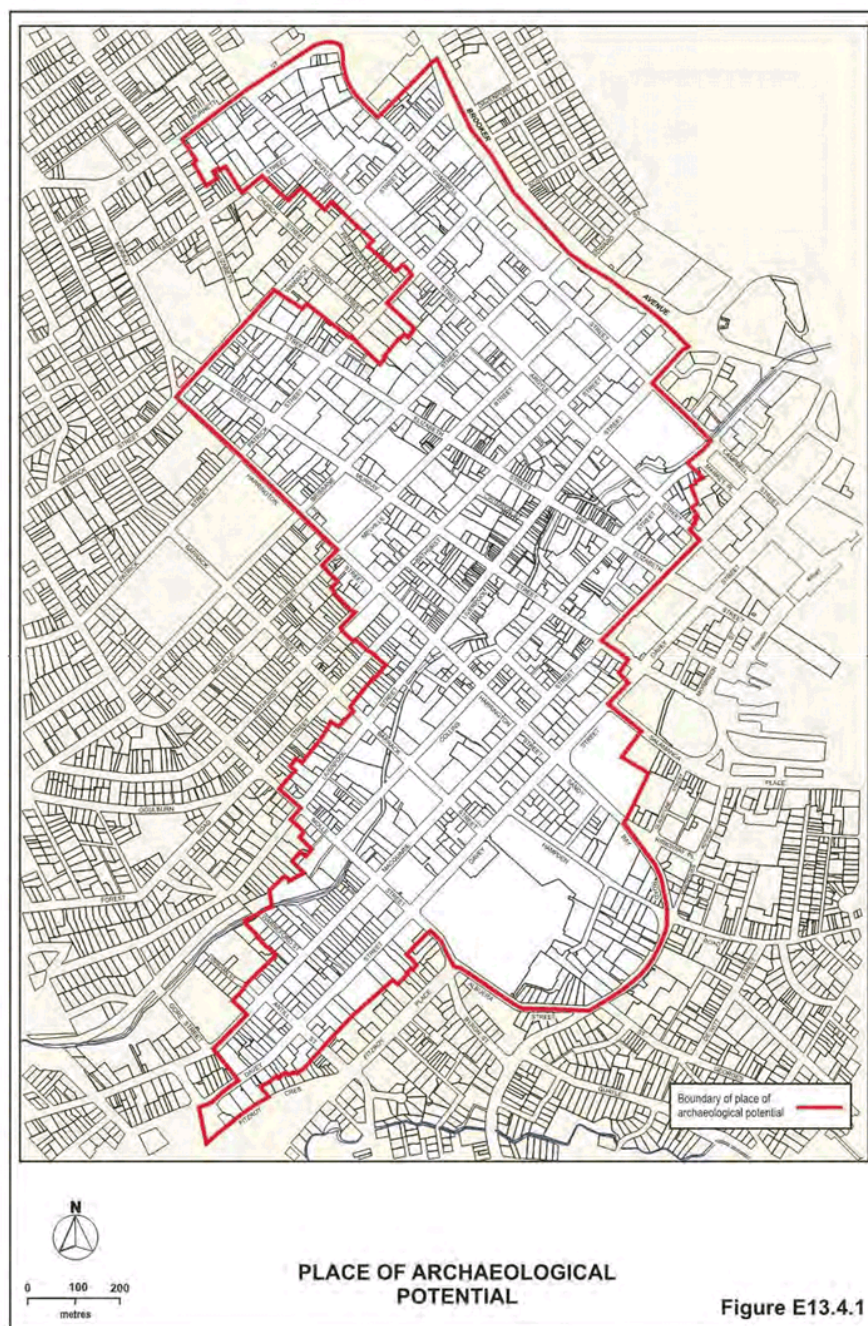


Figure 2: Hobart Interim Planning Scheme 2015 - Place of Archaeological Potential Figure E13.4.1

2.5 Other Heritage Lists

2.5.1 Register of the National Estate

The Register of the National Estate (RNE) was established in 1976 as a list of natural, Indigenous and historic heritage places throughout Australia, with limited statutory mechanisms relating to actions taken by the Commonwealth. As of February 2007, the RNE ceased to be an active register, with places no longer able to added or removed and the expectation that the States and Territories would consider places included on the RNE for management under relevant State legislation. The RNE ceased to exist as a statutory register on 19 February 2012 and references to the RNE were removed from the *EPBC Act*. The RNE continues to exist as a non-statutory information source. Coincidence with other heritage lists and registers (including the THR and planning scheme heritage schedules) is not uncommon.

The properties are not included on the RNE.

2.6 Section Summary

Table 3 below summarises the various statutory and non-statutory mechanisms and identifies those in which part of the place is listed.

Register/Listing	Inclusion	Statutory Implications
National Heritage List	No	No
Commonwealth Heritage List	No	No
Tasmanian Heritage Register	Yes (59 Davey St only)	Yes
<i>Aboriginal Heritage Act 1975</i>	No	Yes
<i>Hobart Interim Planning Scheme 2015</i>	Yes	Yes
Register of the National Estate	No	No

Table 3: Summary of statutory and non-statutory mechanisms

3.0 ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL AND SIGNIFICANCE

3.1 Assessment of Archaeological Potential

An assessment of archaeological potential establishes the likelihood of archaeological features or deposits existing at a particular place, and provides a level of judgment as to the likely surviving intactness of the archaeological resource. This, when tied in with the extent to which a site may contribute knowledge not available from other sources, establishes the archaeological significance of the place, or its research value or potential which is Criterion (c) under the *Historic Cultural Heritage Act 1995*.

Archaeological potential is thus a factor in establishing archaeological significance. For example a site that is assessed to have a high level of intactness (i.e., not badly disturbed) is likely to be assessed to have a high level of archaeological potential; but if it is common and well understood and does not have research potential, it will have a low level of archaeological significance. Conversely, a site that is assessed to have a low level of intactness (i.e., badly disturbed) is likely to be assessed to have a low level of archaeological potential; but if it is rare and/or not well understood and has research potential, it will have a high level of archaeological significance.

The archaeological potential of the study area varies and described below:

- There is a low to moderate potential for archaeological evidence to exist of the 1824 combined house and commercial premises and its subsequent development in 1831 as the Freemasons Tavern. The 1938 hotel building with its later 1973 extensions are likely to have impacted archaeological evidence of first phases of development. However, if the 1938 building was constructed on brick strip footings, some evidence of the original buildings may have survived these works, and the archaeological potential would increase to a moderate level. Some evidence of the nineteenth century hotel rear extensions may also possibly have escaped destruction.
- There is high potential for archaeological evidence of the c.1831 livery stable block to exist along the north west boundary. The survival of the historic sandstone and brick wall separating 58 Harrington Street from 166-170 Macquarie Street suggests comparatively less disturbances in this area. This area is bisected by underground hydraulic services which would have resulted in linear impacts during excavation, but are unlikely to have resulted in broader disturbances to archaeological features or deposits.
- There is moderate potential for archaeological evidence of the house located in the north west corner of the lot, which is likely to have been in existence by 1836. As a timber building, the potential for archaeological evidence is less certain, unless it incorporated masonry footings. Some archaeological impacts are likely from the construction of the existing garage in this location. However, as a small lightweight structure, ground disturbances during construction are likely to have been limited. Historic and current ground levels appear to largely remain unaltered, again suggesting fewer disturbances, and greater archaeological potential.
- There is moderate potential, albeit spatially undefined for the hotel car park to contain archaeological features or deposits such as yard surfaces, historic drainage infrastructure, cess or rubbish pits, and yard surface artefact scatters. There have been some disturbances in this area, with the installation of underground services and an oil storage tank. However these are likely to have resulted in discrete impacts, and not the complete destruction of yard surfaces or deposits. The natural slope of the site falling to the south also suggests more limited ground disturbances during construction of the hotel car park. In general, ground level car parks have proved to be highly prospective environments for survival of underlying archaeological features and deposits. They are generally established through levelling as opposed to deep excavation, the latter typically reserved for service trenches which result in discrete as opposed to widespread disturbance. This often results in the truncation (but not total removal) of archaeological evidence. There are number of Hobart examples where car parks have been confirmed to contain substantial archaeological evidence. This includes the Montpelier Retreat car park; Theatre Royal car park; Melville Street car park, and the Dunn Place car park.

- There is some moderate potential for archaeological features or subfloor deposits to exist within the footprint of 59 Davey Street, and its rear yard area. The construction of the rear skillion and internal modifications are likely to have resulted in some archaeological impacts, although some remnant evidence may still survive.

3.1.1 Archaeological Zoning Plan

Based on the historical research, disturbance history and assessment of potential, an Archaeological Zoning Plan (AZP) has been prepared for the study area to show those areas predicted as having archaeological potential and those areas where the archaeological potential has been disturbed (Figure 3). The following simplified, three tier zoning has been adopted:

1. The area shaded **red** relates to zones of high archaeological potential. This zoning principally relates to:
 - [1] the site of the former livery stable (although bisected by an underground hydraulic service). This area covers approximately 48 m²;
 - [2] a small rear extension of the c.1831 Freemasons Tavern (approximately 14 m²), which corresponds in part with the rear skillion additions to the cottage at 59 Davey Street [5].
 - [3] the water closet of the c.1875-79 Cottage at 59 Davey Street [5] (approximately 7 m²).
2. The area shaded **orange** relates to zones of moderate archaeological potential and covers approximately 466 m². This zoning principally relates to:
 - [4] the c.1836-c.1910 timber cottage site in the north west corner of the lot. This area may have also incorporated a forge for a short period in the 1860s. A late twentieth century garage has been constructed on the site, but may not have destroyed all archaeological evidence.
 - [5] the c.1875-1879 cottage at 59 Davey Street. There is some potential for subfloor or rear yard deposits to exist, however continued use and renovations are likely to have impacted to a degree such archaeological evidence.
 - [6] the rear yard of the Freemasons Hotel and cottage sites. This area has potential to contain archaeological features such as yard surfaces, historic drainage infrastructure, cess or rubbish pits, and surface artefact scatters.
3. The area shaded **green** is zoned as having low to moderate archaeological potential. This zoning principally relates to the 1938 hotel building with its c.1973 extensions [7], which covers an area of approximately 770 m².



Figure 3: Archaeological Zoning Plan (LIST Map, © State of Tasmania).

3.2 Assessing Archaeological Significance

The assessment of significance is a key part of the historic heritage assessment process. Through historical research it is possible to build up an understanding of the study area, plotting where developments or activities may have once been (potential), understanding how they may have evolved across the course of the historic period, or to what specific people or events they may be related.

During the assessment of significance, this understanding is expanded, taking it beyond the boundaries of the area studied and applying it to other local, state, national or even international contexts. Through this process of contextualisation it is possible to gauge the importance of a site or place, thereby forming judgements about its significance which can aid the management process. In the Australian context, assessments of cultural heritage significance are based upon the model outlined in the *Burra Charter: The Australian ICOMOS Charter for Places of Cultural Significance, 2013*. This model recommends that sites be assessed against four main categories: historical, scientific (including archaeological), aesthetic and social/spiritual significance.

At a state level, the assessment of cultural heritage significance is based upon the criteria outlined in the *HCHA 1995* and its accompanying guidelines. At a local level, the assessment is by reference to the terms and definitions of the *Hobart Interim Planning Scheme 2015 (HIPS 2015)*, which defines historic cultural heritage significance as having the same meaning as in the *HCHA 1995*, that is, the eight criteria.

Any place or site which, in the opinion of the Heritage Council, meets one or more of the following eight criteria can be included in the THR:

- a) the place is important to the course or pattern of Tasmania's history;
- b) the place possesses uncommon or rare aspects of Tasmania's history;
- c) the place has the potential to yield information that will contribute to an understanding of Tasmania's history;
- d) the place is important in demonstrating the principal characteristics of a class of place in Tasmania's history;
- e) the place is important in demonstrating a high degree of creative or technical achievement;
- f) the place has a strong or special association with a particular community or cultural group for social or spiritual reasons;
- g) the place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history;
- h) the place is important in exhibiting particular aesthetic characteristics.

Entry into this register is a recognition that a site or a place is of significance to the historic cultural heritage of Tasmania. At a local level, the *HIPS 2015* defines 'historic cultural heritage significance' as having the same meaning as provided in *HCHA 1995*, that is, the eight registration criteria.¹³

There has been no previous detailed heritage assessment of the place for archaeological, or other values. This report is designed to assess the archaeological potential and significance of the place, and these aspects are the primary focus of the following assessment. It should not be considered as a comprehensive assessment of the place and its possible historical, social or aesthetic values.

In assessing significance, Heritage Tasmania has issued Guidelines for the application of the criteria and determining the level of significance according to state or local thresholds.¹⁴ Criterion (c.) is the most commonly used criterion for assessing archaeological values, requiring an assessment of the research potential of the place to contribute to an understanding of Tasmania's history. The Guidelines provide a series of significance indicators and identify state and local level thresholds. With regard to Criterion (c.), the Guidelines state that one or more of the following significance indicators must be satisfied at either a state or local level:

¹³ *HIPS 2015*, cl.E13.3; *HCHA 1995*, s.3

¹⁴ Department of Primary Industries, Parks, Water and Environment, October 2011, *Assessing historic heritage significance for Application with the Historic Cultural Heritage Act 1995*

Significance indicators		Indicative State threshold	Indicative local threshold
C1	Potential to improve knowledge of a little-recorded aspect of Tasmania's past.	A comparative analysis suggests that further research at the place could improve our understanding of Tasmania's past.	A comparative analysis suggests that further research at the place could improve our understanding of local history or archaeology.
C2	Potential to fill gaps in our existing knowledge of Tasmania's past.		
C3	Potential to inform/confirm unproven historical concepts or research questions relevant to Tasmania's past.		
C4	Potential to provide information about single or multiple periods of occupation or use.		
C5	Potential to yield site specific information which would contribute to an understanding of significance against other criteria.	Demonstrated relevance of attributes at a state level.	Demonstrated relevance of attributes at a local level.
C6	Other attributes consistent with <i>scientific value</i> under the <i>Burra Charter</i> .		

Table 4: Heritage Tasmania Threshold Guidelines for Criterion (c.)

The significance assessment in this report is cognisant of the principles contained in these Guidelines.

3.2.1 Comparative Information

Archaeological assessments and investigations of hotel sites have occurred somewhat frequently in Hobart, given the number and concentration of such places in the city and waterfront area during the nineteenth century. Within Hobart's central business district, 14 hotel sites in the city are known to the authors to have been archaeologically excavated, and where substantial and significant archaeological material was recorded.¹⁵

In the present case, there is reduced potential for structural evidence of the 1824-1938 hotel building to exist. The current hotel and its later extensions are likely to have had an impact upon structural evidence of the original hotel. Some evidence of the nineteenth century hotel may have survived, through the use of brick strip footings for the 1938 hotel which may have truncated, but not completely removed evidence of the nineteenth century hotel. The north western end of the site is assessed as having archaeological potential related to the livery stables which previously existed in this area. It may include structural evidence of walls, floor and drainage infrastructure, and artefactual evidence of use. Such information may complement knowledge about the hotel, its scale and operations. However, the significance of such information in isolation from archaeological evidence of the hotel is more limited.

Artefactual evidence may be more useful in understanding how this place was used, and the lives of its visitors and occupants of the hotel. A fairly detailed site history has been established for the hotel and its key phases of development, uses and associations. However, this history provides little information on the lives of the hotel residents, patrons and guests, and how they used the space. From other excavations we know that such extended occupation can have a distinctive archaeological signature with the capacity to provide original insights (not available in the literature) to the lives, pastimes and occupations of nineteenth century urban dwellers. These investigations – and many others like them – yielded artefact assemblages that on analysis enabled new understanding of these areas. When coupled with the records of occupancy, the potential exists to reconcile place based information with names, providing valuable insights to lives otherwise unremarked.

¹⁵ Austral Tasmania Pty Ltd, Review of Archaeological Excavations Spreadsheet

While there is little possibility of hotel subfloor deposits to have survived, there is potential for the yard spaces to contain artefact deposits from rubbish pits, cess pits, or disposal of refuse over yard surfaces. Until the 1880s it was common practice for residences and businesses to dispose of their rubbish, by necessity, behind their premises – 'out of sight, out of mind'. It was not until the 1910s that formalised rubbish collection was successfully implemented in Hobart.¹⁶

Of particular interest is the likelihood that cesspits (non-plumbed toilets) may have been located in these yard areas during the nineteenth century occupation. Cesspits typically present as a hole excavated into the substrate which was covered over when full, or a masonry or timber-lined repository that could be emptied. A small shed was placed over the top of the pit, affording some measure of privacy to users. Cesspits were a feature of the Hobart townscape until the late 1880s, when efforts were made to replace them with pan toilets, from which the nightsoil could be regularly collected for disposal.¹⁷ The 1907 Metropolitan Drainage Board plan shows two water closets behind the hotel and attached to the stable block, and a separate toilet structure behind 59 Davey Street. Pan-served privies probably replaced earlier cesspits.¹⁸

For the archaeologist, the cesspit is regarded as an invaluable source of information, often providing insight into past ideals of cleanliness and health, as well as shedding light on the diet and societal status of the people that occupied the area.¹⁹ When a cesspit went out of use it often became a convenient repository for household (and commercial) refuse. If a cesspit was converted into a water closet there is evidence to suggest that the resultant cleared hole was quickly filled with rubbish.²⁰ Those urban excavations where cesspits have been encountered have tended to provide the most fruitful insights into past lives: Casselden Place, Cumberland/Gloucester Streets in Sydney and the Five Points in New York all drew heavily upon information arising from detailed analyses of the contents of cesspits.²¹ Historical accounts also suggest the Freemasons Hotel was one of Hobart's more respectable establishments, favoured by a higher class of clientele. Such socio-economic aspects may be reflected in archaeological deposits.

Two sites of residential development are known to have existed on the place: the c.1836 timber cottage in the north west corner of the lot, and the 1875-1879 cottage at 59 Davey Street, which remains extant. Archaeological excavation of nineteenth century residences has occurred with some regularity in Hobart. More than 50 such sites are known to the authors to have been investigated.²² When combined with artefactual material, such excavations have provided new and important information on how people lived on the site. In the present case, there appears to have been distinct differences in the standards of housing on the site, with the less valuable cottage located at the rear of the site, while valuation rolls and occupant lists suggests that the cottage at 59 Davey Street catered to middle class residents. Should it survive, underfloor artefact-bearing deposits, yard, cess or rubbish pit deposits from these two residences may have some archaeological potential to provide important information about the material culture of the occupants and how they lived, and possibly differences in the socio-economic position of the two households.

3.3 Assessment of Archaeological Significance for the Study Area

This assessment of archaeological significance has been undertaken with reference to a wide number of different sources. In the first instance, close reference has been made to the history of the site, drawing out key themes and historic linkages which can then be assessed against those in wider local, state, national or, where the situation warrants, international contexts.

¹⁶ In 1888 the first serious efforts were made to collect and remove of refuse properly. Petrow, S, *Sanatorium of the South?*, Tasmanian Historical Research Association, Hobart, 1995, pp. 155-159

¹⁷ Efforts were not made to remove cesspits from the city's landscape until 1887. Pans and, finally, drainage, replaced the cesspits. Petrow, *op. cit.* pp. 160.

¹⁸ Crook, P, Murray, T, 'The Analysis of Cesspit Deposits from The Rocks, Sydney', *Journal of the Australasian Society for Historical Archaeology*, Vol. 22, 2004, p. 47

¹⁹ Such is their recognised value in the archaeological community that the American journal *Society for Historical Archaeology* dedicated one whole issue to it. See: 'View from the Outhouse: What We Can Learn from the Excavation of Privies', *Journal of the Society for Historical Archaeology*, Vol. 34, No. 1, 2000.

²⁰ Crook, Murray, *op. cit.* pp. 47-48

²¹ See: Crook, Murray, *op. cit.*; Murray, T, Mayne, A, '(Re)Constructing a Lost Community: "Little Lon," Melbourne, Australia', *Journal of the Society for Historical Archaeology*, Vol. 37, No. 1, 2003; Yamin, R, 'From Tanning to Tea: The Evolution of a Neighbourhood', *Journal of the Society for Historical Archaeology*, Vol. 35, No. 3, 2001

²² Austral Tasmania Pty Ltd, Review of Archaeological Excavations Spreadsheet

a) the place is important to the course or pattern of Tasmania's history

The study area has historical significance. Development at the place began during the mid-1820s, a key period in Hobart's early history. First developed for housing and commercial uses, the Freemasons Tavern was established on the site in 1831. The place continues to be used as a hotel to the present. The Freemasons Tavern was evidently a hotel of some importance in Hobart, dating from a period when public houses were far more common, and played a key role in the social and economic life of the community, providing food, drink, shelter, entertainment and meeting places. The place has an important association with entertainment, hosting Tasmania's first professional theatre performances in 1833, the forerunner and impetus for the establishment of the Theatre Royal. The hotel was also the venue for a meeting of leading citizens to congratulate Irish nationalist and political leader William Smith O'Brien on being granted his pardon in 1854.

The historical value of the nineteenth century hotel developments and its use as a theatre and meeting place are likely only to exist as an association with the place, and may not be demonstrated by archaeological material. Subsequent redevelopment in 1938 and 1973 is likely to have had an impact upon archaeological evidence of the nineteenth century hotel. This value is assessed as existing at a local level.

b) the place possesses uncommon or rare aspects of Tasmania's history

The archaeological potential of the place relates to the stable block, residential uses and possible artefact deposits located in yard spaces. On present knowledge there is insufficient evidence to suggest that this potential archaeology is uncommon or rare.

c) the place has the potential to yield information that will contribute to an understanding of Tasmania's history

The place has research potential at local levels of significance, for the new information it can provide regarding aspects of Hobart's nineteenth century history. Evidence of the nineteenth century Freemasons Hotel is likely to have been impacted upon to some extent by the twentieth century hotel, although these works may not have destroyed all archaeological evidence. Should it exist, it may provide information regarding the evolution of the place from commercial and residential uses to hotel functions over an extended period. There is also potential for archaeological evidence of the former stable block to exist, and such evidence may provide new information regarding the construction of the facilities and changes over time.

It is possible that artefactual deposits from the Freemasons Hotel may exist as rubbish or cesspit deposits located in the former yard spaces. Such material may give insight into the people who lived, worked and socialised at the hotel; changing patterns and tastes in alcohol consumption and smaller personal items which can provide context and meaning to the historical record. This information could offer important opportunities to compare the history of this hotel with other early hotel establishments in Hobart.

The place contains two sites of residential development - a c.1836 timber cottage and the c.1875-1879 house at 59 Davey Street, which remains extant. Archaeological deposits from these houses may provide information related to residential development, housing standards and the material culture of the residents. Differences in standards of housing may also be apparent between the house constructed on the street frontage, as compared with the cottage in the rear yard.

d) the place is important in demonstrating the principal characteristics of a class of place in Tasmania's history

The archaeological potential of the place is unlikely to be demonstrative of a class of place, that is, a nineteenth century hotel complex.

e) the place is important in demonstrating a high degree of creative or technical achievement

On present knowledge there is no evidence to suggest that the archaeological potential of the place would meet this criterion.

f) the place has a strong or special association with a particular community or cultural group for social or spiritual reasons

Not assessed, however in isolation, the archaeological potential is unlikely to meet this criterion.

g) the place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history

There is currently insufficient evidence to suggest the archaeological potential of the place meets this criterion. Of known individuals associated with the history of the place, the most notable are Samson and Cordelia Cameron and William Smith O'Brien. The Camerons were the first professional actors to settle in Van Diemen's Land and established the colony's first theatre at the Freemasons Tavern. Samson Cameron went on to become the first director of the Theatre Royal on its completion in 1837. Smith O'Brien was an important Irish nationalist and politician and a leader of the Young Ireland revolt which resulted in his conviction and transportation to Van Diemen's Land. In the case of both the Camerons and Smith O'Brien, it is unlikely that any substantive archaeological evidence exists demonstrating their association with the place.

h) the place is important in exhibiting particular aesthetic characteristics.

At present knowledge, there is no evidence to suggest that the archaeological potential of the place would meet this criterion.

The assessment concludes that the archaeological potential of the place meets criterion (a.) (historical importance) and criterion (c.) (research potential), and that this significance exists at a local level.

4.0 ARCHAEOLOGICAL IMPACT STATEMENT

4.1 Statutory Requirements

The *HCHA 1995* is not explicit in the requirement for a heritage impact assessment to be carried out as part of a development proposal. However, with regard to archaeological management, both the Works Guidelines and Practice Note 2 recognise that proposed works may need to be amended or modified to avoid or lessen impacts.²³

An archaeological impact assessment may be required as part of an application under the *HIPS 2015*. An 'archaeological impact assessment' is defined in the Scheme to mean:

A report prepared by a suitably qualified person that includes a design review and describes the impact of proposed works upon archaeological sensitivity (as defined in a statement of archaeological potential).²⁴

The Scheme requirements are considered below.

4.2 Design Review

A Design Review is a means of quantifying the extent of possible impacts to areas of archaeological potential. It does so by identifying areas and depths of proposed excavation and how these may correspond with locations of archaeological potential. This assists in determining an archaeological strategy and management techniques. The description of works should be read in conjunction with Figure 4 to Figure 9 below.

The proposal is for a combined residential and commercial development and consists of several components. It will contain two towers, of nine and twelve stories respectively, which will be constructed on podiums addressing the street frontages. It will include three levels of basement car parking excavated below current ground levels.

The project can be broken down into the following key components of demolition works. At the Welcome Stranger Hotel site, 58 Harrington Street:

1. Demolition of the existing three storey brick hotel building.
2. Demolition of the shed located in the north west corner of the lot.
3. Demolition of the existing car park kerbing located along the property boundary.

Above ground historic fabric is located in the retaining walls along the north western lot boundary. A sandstone and brick wall divides 58 Harrington Street from 166-170 Macquarie Street, while a concrete and sandstone wall separates 58 Harrington Street from 172 Macquarie Street. Ideally, both walls will be retained as part of the development. However, detailed engineering advice may be required to determine the feasibility of their retention.

Demolition works at the house site, 59 Davey Street include:

1. Demolition of the timber extensions at the rear of the house.
2. Retention of the house at 59 Davey Street, but most internal walls will be removed.
3. Renovation of the house may require the removal of existing floors, and subfloor deposits which have accumulated below, although these works are yet to be resolved.

Following demolition works, extensive excavation works will be carried out to accommodate the development. Vehicle access will be provided from Harrington Street along the north west side of the lot, with a ramp leading down to three basement levels of car parking. The RL for Basement Level 03 will be 7.5 metres a.s.l, requiring a reduction of ground levels by some 11.4 metres. The car park levels will cover the entirety of the lot, with the exception of the footprint, and immediate surrounds of the house site at 59 Davey Street.

Further excavations can be expected for building foundations and foundation piles, the central core lift shafts and services.

²³ Tasmanian Heritage Council, *Works Guidelines*; PN 2, p.4

²⁴ *HIPS 2015*, cl.E13.3





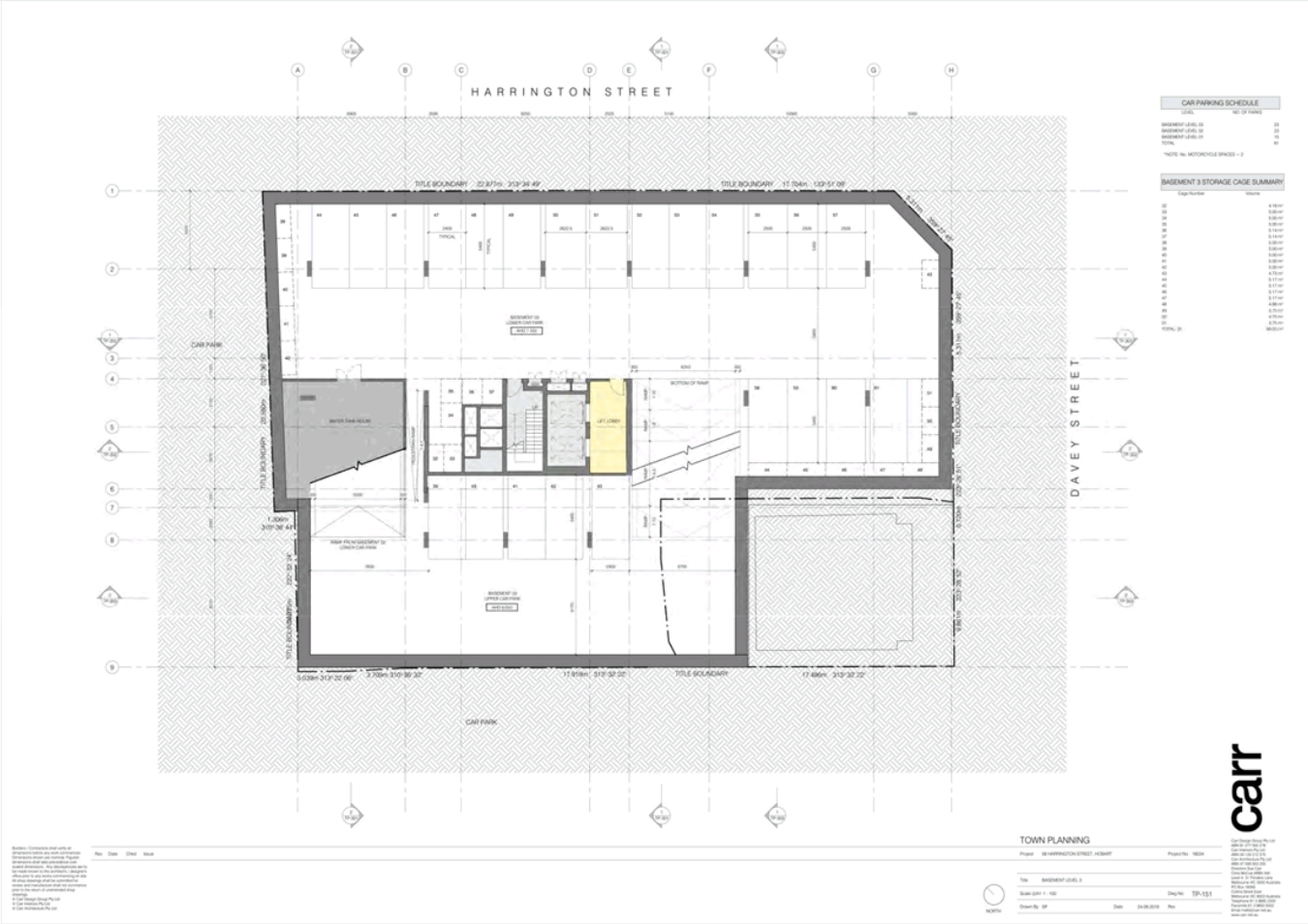


Figure 6: Basement Level 3

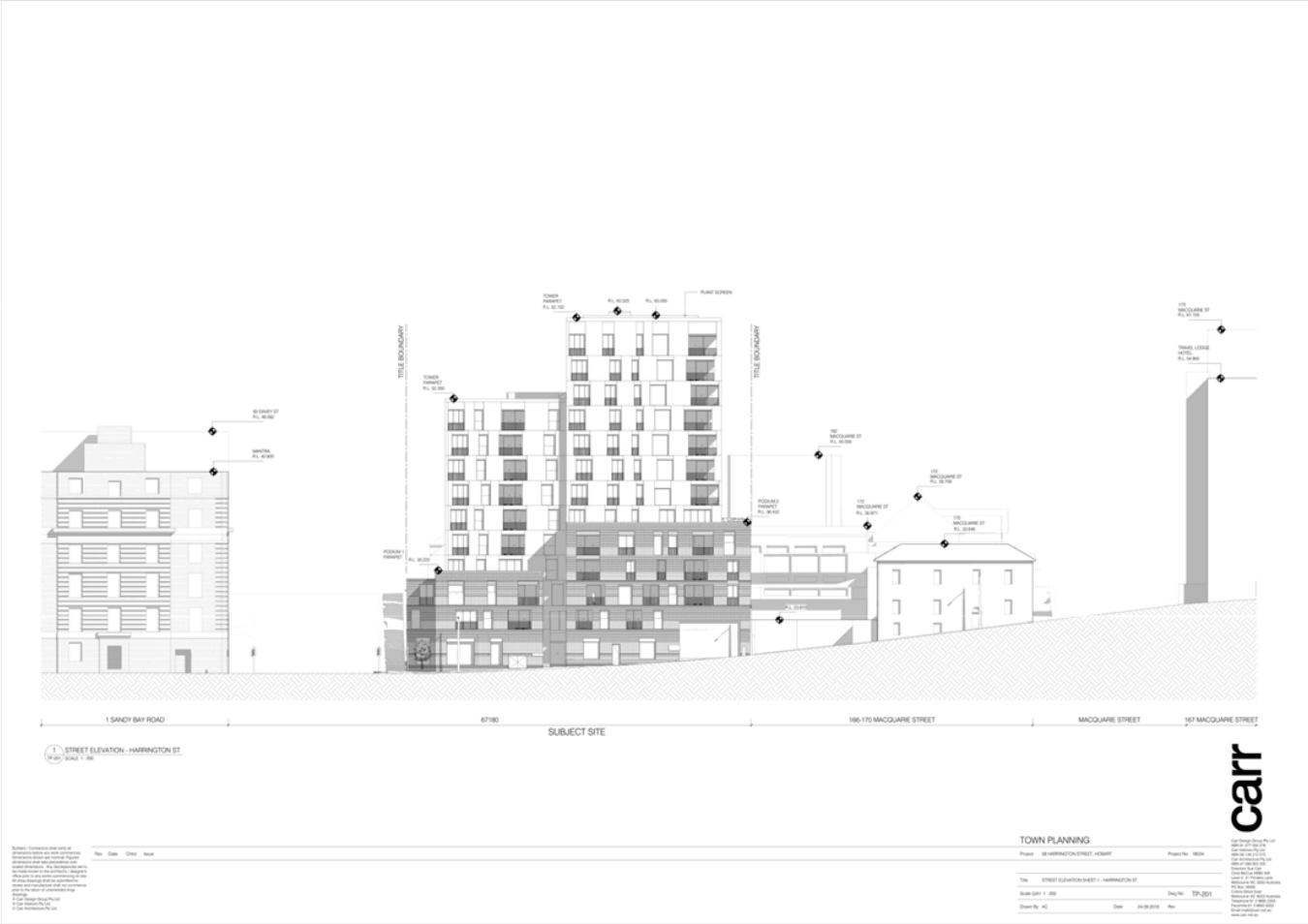


Figure 7: Harrington Street elevation



Figure 8: Davey Street elevation

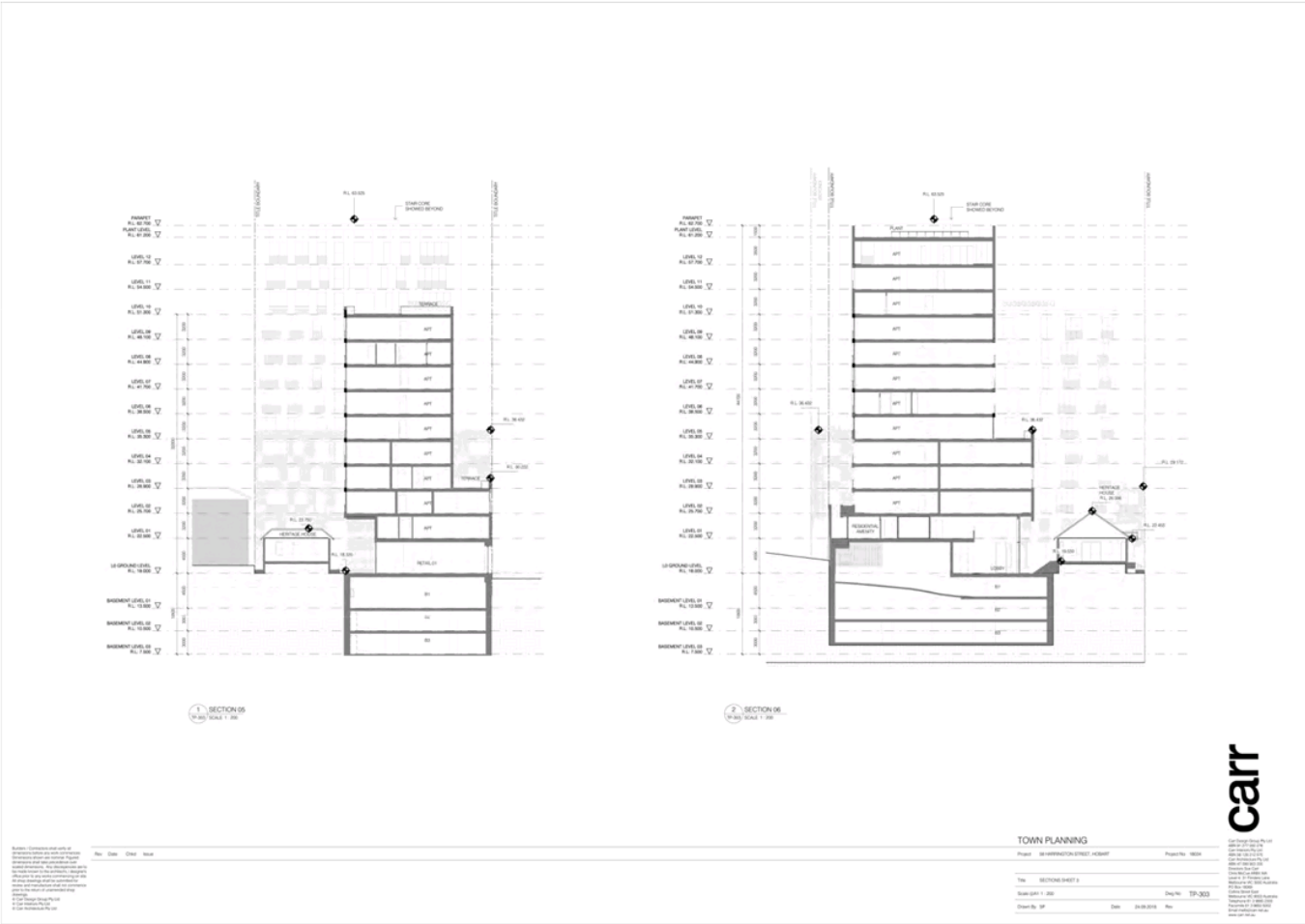


Figure 9: Section, showing car park basements in relation to house at 59 Davey Street

4.3 Assessment of Impacts to Archaeological Potential

From the review of the proposed development, the assessment concludes that the development will result in high impact to areas assessed as having archaeological potential. With the exception of the house at 59 Davey Street and its immediate surrounds, the remainder of the site will be subject to bulk excavation to accommodate three levels of basement car parking. These works are predicted to impact or destroy the following subsurface archaeology:

1. Evidence of the nineteenth century Freemasons Hotel. The twentieth century hotel will have had an impact upon this previous phase of development, but may not have destroyed all such evidence;
2. The site of the former livery stable, noting however that this area is already bisected and impacted by an underground hydraulic service;
3. The small rear extension of the c.1831 Freemasons Tavern. This area corresponds in part with the extant timber extensions at the rear of the house at 59 Davey Street;
4. The site of the rear water closet associated with the house at 59 Davey Street;
5. The c.1836-c.1910 timber cottage site in the north west corner of the lot; and
6. The combined yard spaces of the Freemasons Hotel and cottage sites.

The house at 59 Davey Street and its immediate surrounds will be retained as part of the development, but the rear timber extensions will be removed. Reuse of the building may require floor replacement and these works may result in the removal of subfloor deposits which have accumulated in the space.

It remains unresolved at present if the historic boundary walls separating 58 Harrington and 166-170 and 172 Macquarie Street will be retained as part of the development. Ideally these would be retained, but this may require separate engineering advice.

4.4 Assessment against the Performance Criteria

Where not exempt under the Heritage Code, Building, Works and Demolition must be assessed against the Performance Criteria in clause E13.10.1 for considering archaeological impacts. Compliance with a standard is achieved by complying with either the acceptable solution or corresponding performance criterion. The objective of the standard may be considered to help determine whether the proposed use or development complies with the performance criterion of that standard. The relevant objective is:

To ensure that building, works and demolition at a place of archaeological potential is planned and implemented in a manner that seeks understand, retain, protect, preserve and otherwise appropriately manage significant archaeological evidence.

The objective and criteria emphasise the importance of protecting places of archaeological potential, or that it be otherwise managed to retrieve important information prior to removal. Each criterion is assessed in the Table below.

Performance Criteria	Response
Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:	
(a) the nature of the archaeological evidence, either known or predicted;	<p>The assessment of archaeological potential for 58 Harrington and 59 Davey Street is a predictive statement that has not been confirmed through physical investigations.</p> <p>The assessment concludes that approximately 40% of the place has moderate-high archaeological potential. The remaining 60% of the place is assessed as having low-moderate archaeological potential. Evidence of the nineteenth century hotel may have survived within the footprint of the 1938-1973 building which would increase the potential to a moderate level. The</p>

Performance Criteria	Response
	archaeological potential is assessed as being significant at a local level.
(b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;	<p>The proposed measures to investigate the archaeological potential of the place are detailed in the Archaeological Method Statement (section 5.0).</p> <p>Archaeological testing is recommended for the areas zoned as having high, moderate and low to moderate archaeological potential, with provision to progress to salvage excavation where archaeological potential is confirmed.</p> <p>Archaeological monitoring is recommended of the removal of the floorboards in 59 Davey Street (should these removal works occur).</p> <p>Where no substantial or significant archaeology is identified during monitoring and testing works, further excavation can proceed without archaeological supervision, provided archaeological advice will be sought by the contractor should archaeological material within this location be found during works. Where substantial and significant archaeology is identified, works will need to progress to controlled salvage excavation.</p>
(c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;	<p>The proposed development will result in high levels of impact to archaeological deposits and features. As such, the strategies contained in the Archaeological Method Statement (section 5.0) are designed to control the impacts through archaeological investigations, in a manner that is consistent with the development standard objective '...and otherwise appropriately manage significant archaeological evidence.'</p> <p>These strategies aim to control impacts through archaeological monitoring and testing, and where archaeological potential is proven, progression to salvage excavation and recording. The strategy consists of five components:</p> <ol style="list-style-type: none"> 1. An extant recording of significant above ground fabric that is proposed for removal. This includes the rear timber extensions and internal walls of the house at 59 Davey Street, and where they cannot be retained, the recording of the boundary walls separating 166-170 and 172 Macquarie Street from 58 Harrington Street. Landscaping and interpretive displays should consider the reuse of sound fabric from these walls. 2. Monitoring of the removal of floor boards within the house at 59 Davey Street to determine the presence of subfloor archaeological deposits. Where such deposits are identified, works are to progress to salvage and recording of this material prior to its removal. 3. The excavation of five test trenches to confirm or otherwise the archaeological potential related to areas zoned as having high, moderate and low to moderate potential. 4. Expansion of the test trenches to open area excavations and salvage and recording where the

Performance Criteria	Response
	<p>test trenches confirm the archaeological potential.</p> <p>5. Where no substantial or significant archaeological material is identified during monitoring and testing works, further excavation can proceed without archaeological supervision, provided archaeological advice will be sought by the contractor should unexpected archaeological material within this location be found during works. Where substantial and significant archaeology is identified, works will need to progress to controlled salvage excavation.</p>
(d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;	<p>Archaeological impacts can be expected to the sites of the livery stable; a small rear extension of the c.1831 Freemasons Tavern; the site of the rear water closet of the house at 59 Davey Street; the c.1836-c.1910 timber cottage site in the north west corner of the lot; and the combined yard spaces of the Freemasons Hotel and cottage sites. Impacts may also occur to the site of the nineteenth century hotel, noting however that the existing 1938-1973 building will have disturbed this site to some extent.</p> <p>Impacts may also occur to subfloor deposits within the footprint of the house at 59 Davey Street, and the removal of the historic boundary walls separating the place from 166-170 and 172 Macquarie Street (noting however that ideally these walls would be retained but further advice on this matter is required).</p> <p>The 'prudent and feasible alternatives' test is acknowledged by the Resource Management and Planning Appeal Tribunal (RMPAT) as a concept that is difficult to apply, but requires a value judgment on the part of the planning authority, and at the very least evidence to demonstrate that the question has been addressed. The RMPAT has also recognised that the extent of heritage significance is a relevant factor, namely, the greater the significance, the greater would be the prudence of adopting alternatives.²⁵</p> <p>The key area of potential archaeological impacts will arise from the bulk excavation of the site to accommodate three levels of basement car park, as well as building foundations and foundation piles, the central core lift shafts and services.</p> <p>Alternatives which may avoid such extensive excavations would appear to be limited. The removal of car parking from the development would affect its commercial viability and therefore is not a feasible alternative. Modifying the design to include above ground car parking would reduce archaeological impacts. Again, however, it is not considered a feasible alternative as it would likely result in additional height of the towers which results in other planning considerations and potential impacts. It would also remove the activation of the street frontages, with the development proposing commercial tenancies on the ground floor.</p> <p>The significance of the archaeological resource should also be considered in determining if alternatives that</p>

²⁵ S Visagie v Hobart City Council and Ors [2017] TASRMPAT 2, pp.29-30

Performance Criteria	Response
	<p>may result in lower degrees of impact are prudent.</p> <p>The Statement of Archaeological Potential concluded that the place had archaeological significance at a local level. The construction of the current hotel is likely to have disturbed to some extent evidence of the first hotel constructed in stages between 1824-1831. These impacts are likely to have reduced the intactness of the place and the significance of the archaeological resource. As such, the prudence of modifying the development to retain remnant archaeological evidence is less compelling.</p> <p>Careful archaeological management through archaeological monitoring and testing with provision to expand to controlled salvage excavation, recording, analysis and reporting are identified as appropriate measures to realise the archaeological potential of the place. This approach is considered to be consistent with the development standard objective to 'otherwise appropriately manage' the archaeological potential of a place.</p>
(e) measures proposed to preserve significant archaeological evidence 'in situ'.	<p>The extent of excavations is likely to remove most, if not all significant archaeological evidence. There are however two possible exceptions where <i>in situ</i> conservation may be possible:</p> <ol style="list-style-type: none"> 1. The retention of the boundary walls separating 166-170 and 172 Macquarie Street from 58 Harrington Street. Ideally this would occur, but its feasibility requires engineering advice. An extant recording should be carried out where the walls cannot be retained, and consideration given to reuse of sound material in landscaping or interpretive displays. 2. Subfloor deposits which may have accumulated within the interior of 59 Davey Street. It is currently unknown if the existing floors and subfloor deposits will require replacement as part of the development. Where this is to occur, archaeological excavation and recording of material is recommended. <p>Beyond the above items, the opportunities for <i>in situ</i> conservation are remote, if not impossible.</p>

Table 5: Assessment against the Performance Criteria of E13.10.1

5.0 ARCHAEOLOGICAL METHOD STATEMENT

5.1 Statutory Requirements

Practice Note 2 provides that an Archaeological Method Statement (AMS) should be prepared where archaeological excavations are proposed. The content of a Method Statement is to address ten separate requirements. These include: extracting relevant information from the Statement of Archaeological Potential; an archaeological strategy; a research design; methods of excavation; advice in response to exploratory works; a conservation strategy for the protection, where required, of features to remain *in situ*; extant recording as applicable; a proposal for artefact analysis; and the delivery of a public benefit through the management of information.

At a local level and in addition to any other application requirements, the planning authority may require the applicant to provide an AMS to determine compliance with the performance criteria. An 'archaeological method statement' is defined by the *HIPS 2015* to mean:

a report prepared by a suitably qualified person that includes the following where relevant to the matter under consideration:

- a) strategies to identify, protect and/or mitigate impacts to known and/or potential archaeological values (typically as described in a Statement of Archaeological Potential);
- b) collections management specifications including proposed storage and curatorial arrangements;
- c) identification of measures aimed at achieving a public benefit;
- d) details of methods and procedures to be followed in implementing and achieving (a), (b) and (c) above;
- e) expertise to be employed in achieving (d) above;

The recommendations made in this AMS have been prepared in response to both the Practice Note and *HIPS 2015* standards and definitions as relevant to the proposed works.

5.2 Structure of this AMS

The AMS has been structured into three key parts:

- The archaeological strategy, which outlines the overarching approach to this project in response to the proposed development and archaeological potential of the place (section 5.3);
- The general requirements for the project, addressing such matters as statutory compliance; objectives for the investigations; division of responsibilities between the Client and archaeological consultant; and operational matters related to work place safety, and site establishment (section 5.4); and
- The recommended archaeological methods for monitoring, testing, excavation and recording, artefact collection and analysis and reporting (section 5.5).

5.3 Archaeological Strategy

This strategy provides the general approach to the management of potential archaeology within the study area. It has been based on the following key factors:

- The distribution of archaeological potential within the study area. The existing hotel building is predicted to have impacted the archaeological potential of the majority of the site, including the original Freemason's Hotel, although some evidence of the nineteenth century hotel may survive. Remnant archaeological potential has been identified along the north west boundary (location of the livery stable), and in the western portion of the lot which contained a cottage site, yard areas and the extant house at 59 Davey Street;
- The significance of the potential archaeology which has been assessed as being important at a local level;
- The potential for archaeological impacts arising from the proposed development; and

- Strategies to manage potential impacts through a combination of archaeological monitoring, testing and progression to open area salvage excavation where the archaeological potential is proven.

The strategy has five components:

1. An extant recording of significant above ground fabric that is proposed for removal. This includes the rear timber extensions and internal walls of the house at 59 Davey Street, and where they cannot be retained, the recording of the boundary walls separating 166-170 and 172 Macquarie Street from 58 Harrington Street. Landscaping or interpretive displays should consider the reuse of sound fabric from these walls.
2. Monitoring of the removal of floor boards within the house at 59 Davey Street to determine the presence of subfloor archaeological deposits. Where such deposits are identified, works are to progress to salvage and recording of this material prior to its removal.
3. An archaeological test excavation, with the assistance of a small machine (5-8 tonnes), of five trenches to establish the archaeological potential of those parts of the place assessed as having high, moderate and low to moderate potential, and to confirm or otherwise the existence of subsurface archaeology and the need to progress to controlled excavation.
4. Expansion of the test trenches to open area excavations and salvage and recording where the test trenches confirm the archaeological potential.
5. Where no substantial or significant archaeological material is identified during monitoring and testing works, further excavation can proceed without archaeological supervision, provided archaeological advice will be sought by the contractor should unexpected archaeological material within this location be found during works. Where substantial and significant archaeology is identified, works will need to progress to controlled salvage excavation.

5.4 Overarching Requirements

5.4.1 Statutory compliance

The Statement of Archaeological Potential,²⁶ and this Archaeological Impact Assessment & Archaeological Method Statement should form part of the Development Application to Hobart City Council and the Tasmanian Heritage Council for the proposed development.

5.4.2 Managing potential Aboriginal heritage

The Unanticipated Discovery Plan for managing Aboriginal heritage (Appendix 2) should form part of the project specifications.

5.4.3 Cultural Heritage Induction and Communications Protocol

An illustrated Cultural Heritage Induction and Communications Protocol should be presented to the contractor at project inception. The Induction should identify archaeological requirements of the planning permit; explain the archaeological potential and significance of the place; explain the archaeological methods; and, explain the protocols for identifying and managing potential historical archaeological and unanticipated Aboriginal cultural material during works when the archaeological consultant is not present.

5.4.4 Objectives and Proposed Outcomes of Archaeological Investigations

The objectives of undertaking archaeological investigations within the study area are to:

- Establish the archaeological potential of the place through monitoring and test excavations, with allowance to progress to controlled open area excavation where such potential is established;
- Determine the extent of archaeological impacts to the nineteenth century hotel through the construction of the 1938-1973 building;

²⁶ Austral Tasmania Pty Ltd, 58 Harrington & 59 Davey Street, Hobart. Statement of Archaeological Potential, Final report prepared for Paul Davies Pty Ltd, ATo234, 24 October 2018

- Determine how much fabric or evidence related to the livery stables remains intact, or the extent of disturbances to this site caused by underground hydraulic services;
- Confirm the presence or absence of archaeological evidence related to the c.1836-c.1910 cottage site in the north west corner of the property and subfloor deposits within the extant house at 59 Davey Street. Where archaeological potential is established, provide an analysis comparing the standards of living and material culture between the two residences;
- Retrieve artefacts from deposits associated with nineteenth century hotel uses which have accumulated in the rear yard space and which can provide information regarding consumption patterns and the lives and pastimes of hotel patrons;
- Have in place appropriate control measures to manage unanticipated discoveries when the archaeological consultant is not present;
- Establish the nature of the archaeological materials present including structural materials, intactness and integrity;
- Derive from the material information about site formation, modifications and building form; and
- Provide information or recovered archaeological evidence that could form part of meaningful interpretation of the history and heritage of the place.

Where these objectives are achieved, the archaeological excavation program may:

- Provide an opportunity to compare the documented past with that presented by the archaeology;
- Provide information and artefactual material for interpretation of the history and heritage of the site; and
- Prepare the site for its redevelopment.

5.4.5 Client Liaison

Liaison between the client and archaeological consultant should occur prior to commencement of the project to establish clarity in the division of responsibilities. Generally the responsibilities are allocated in the manner set out below, but this is negotiable.

The client is usually responsible for:

- Provision of a water supply to archaeological areas;
- Provision of a site office (including toilet and washroom facilities);
- Responsibility for all perimeter site fencing, signage and security;
- The hire of a suitably-equipped machine excavator and operator;
- Ensuring that a pre-commencement structural/engineering assessment has been carried out to define areas to be excluded from archaeological excavation so as to avoid damage to adjacent places;
- Ensuring that appropriate Work Health and Safety guidelines have been established for the identification and management of any toxic materials or deposits;
- Ensuring that demolition activities cease at current floor levels so that archaeological deposits and features are not impacted (i.e., no removal of existing floors, foundations and footings and so on without archaeological supervision);
- Provision of a Traffic Management Plan for spoil removal from the site during excavations; and
- Provision of a Water and Sedimentation Management Plan to manage water run-off from the site during excavations;
- Provision of site datum coordinates with a differential GPS.

The archaeological consultant's responsibilities include:

- The preparation of a Safe Work Method Statement (SWMS) covering the duties and responsibilities of the archaeological consultant and its subcontractors;
- The supply of archaeological excavation tools and equipment;
- The hire of a suitable tradesperson to erect shoring for trenches as required;
- The hire of a pump to remove water from trenches where cultural deposits exist below the ground water level, or following rain episodes;
- Undertaking underground service location checks;
- Consideration of structural/engineering advice and implementation of measures to ensure the archaeological component of works will not impact the surviving integrity of adjacent structures or infrastructure;
- The provision of internal barrier fencing for site safety around open pits and trenches;
- Archaeological excavation of the site; and
- The survey of trench locations and key features revealed at the conclusion of excavation.

5.4.6 Limitations and Constraints

The following constitute circumstances or conditions that are likely to be beyond the control of the archaeological consultant and may affect the acquittal of excavations:

1. Bad weather causing extended delays to the program through lost working days that cannot be addressed by re-scheduling or re-deployment of the excavation team members on other project related tasks;
2. Structural/engineering assessment requires modification of the planned approach;
3. Contamination (including asbestos and/or hazardous compounds which have infiltrated the archaeological deposits) is encountered which poses a threat to the excavation team or public safety and cannot be economically or safely managed as part of normal archaeological processes;
4. Live underground services precluding access to the target sites (or parts thereof);
5. Unmanageable volumes of groundwater are encountered;
6. The discovery of Aboriginal cultural material and its management, including any permit requirements.

5.4.7 Expertise to be employed During Works

The Excavation Director and supervising archaeologist shall hold suitable tertiary qualifications and a minimum of five years field experience in historical archaeology, including past experience in directing archaeological excavations. At a minimum, field assistants should have completed one year of tertiary education in archaeology.

5.4.8 WH&S Issues and Management

The archaeological consultant will prepare a Safe Work Method Statement (SWMS) for the archaeological component of the works. All archaeological and subcontractor staff must attend an induction based on the SWMS and sign a declaration that they have received an induction and read the SWMS. A copy of the SWMS will be forwarded to the Client for information and copies of the document shall be available on site for the duration of the excavation. Updates shall be circulated and accompanied by a directive to destroy earlier versions replacing them with the current version being supplied.

As a minimum, all staff must wear high visibility safety vests and steel capped boots on entering the work site. When working with machines and in trenches they must also wear a hard hat. Other protective measures appropriate to site conditions shall be adopted according to need and the requirements of the SWMS.

Excavations may exceed a safe working depth of 1.5m. Where this occurs, then a protocol for benching or shoring the trenches will be implemented.

Due care should be taken by the archaeological consultant during all works on the discovery of potential contaminants at the site. Notification protocols should be in place to seek the advice of the Client's Environmental Consultant should contaminated material be identified or suspected during excavation works. The management of contaminated material may be a constraint on archaeological excavations at the site.

5.4.9 Structural/Engineering Assessment

The Client should arrange for a pre-commencement structural/engineering assessment to be carried out to define areas to be excluded from archaeological excavation to ensure the stability of surrounding buildings and infrastructure. This may include the boundary walls separating 58 Harrington Street from 166-170 and 172 Macquarie Street (should they be retained) and adjacent buildings and footpaths. The establishment of these exclusion zones may reduce in scope the extent of archaeological excavations.

5.4.10 Site Contamination & Coordination with Archaeological Works

The environmental consultant has determined that the soil and ground water at the site are not generally contaminated. Concentrations of zinc, copper and chromium were found in groundwater samples which slightly exceed ecological guidelines. However, the low concentrations measured indicate that these metals are unlikely to pose a risk to ecological communities. An underground storage tank also exists within the rear yard of the hotel and will require removal as part of the development. The tank is likely to contain fuels which contain chemicals of potential concern. Exceedance of Management Limits in deeper soils surrounding the storage tank are not considered a significant risk to the development.²⁷

Site remediation works should be coordinated between the environmental and archaeological consultants. The removal of the underground storage tank should occur under archaeological supervision. Separate stockpiles of soil may be required as a response to soil contamination and disposal requirements.

5.4.11 Provision of Traffic Management Plan

The client should arrange for the preparation of a Traffic Management Plan to be implemented during works.

5.4.12 Geotechnical Investigations

Geotechnical investigations using drill core sampling with a diameter of 50 mm or less can proceed without archaeological supervision. The drill logs should be provided to the archaeological consultant for review.

Geotechnical investigations using test pit excavations should be archaeologically monitored and controlled. Such investigations may need to cease where significant archaeological material is found during excavations.

5.4.13 Site Establishment

Site preparations are to be undertaken by the archaeological consultant following the demolition of standing structures, but before the removal of existing floor slabs, footings and so on. Site preparations should define temporary spoil stockpile areas, marking out of the test trenches, cutting of asphalt and concrete surfaces (as required), establishment of facilities, including access to toilet, hand washing, site office and temporary storage facilities. Service location checks will also be carried out during this period.

²⁷ GHD, *Report for Hexa Pacific Pty Ltd – Harrington St Phase 2 Assessment*, December 2017, p.31

5.4.14 Live Services

Prior to the commencement of the excavation, the sites to be investigated will be inspected by a service locator. If, for whatever reason, services suspected of being live are encountered then these may (if required) be dealt with by a relevant tradesperson.

Live services are to be located prior to commencing works and be either disabled or redirected.

5.4.15 Fencing

The Client is responsible for the fencing and security of the entire study area and will ensure that it surrounds work and storage areas comprehensively. At a minimum, the fence will be a movable panel chain wire design inset to heavy, movable bases, a minimum of 1.8 m in height. The archaeological consultant will be responsible for internal barrier fencing for site safety around open pits and trenches.

5.4.16 Spoil Management

Spoil will be managed by temporary stockpiling on site. Separate stock piles may be required in response to soil contamination and disposal requirements. Spoil stockpiles will be monitored to ensure runoff and wind-borne dust hazards are appropriately contained. The removal of stockpiles from site will be in accordance with the Traffic Management Plan.

5.4.17 Site Handover

The excavation director will advise the Client, Heritage Tasmania and Hobart City Council in writing of the conclusion of archaeological investigations. Following such notice, the excavated areas will be made available for construction works.

5.5 Archaeological Methods**5.5.1 Extant Records**

Prior to commencing works, extant records should be made of significant above ground fabric that is proposed for removal. This includes the rear timber extensions and internal walls of the house at 59 Davey Street, and where they cannot be retained, the recording of the boundary walls separating 166-170 and 172 Macquarie Street from 58 Harrington Street. The documentation will be by way of a photographic record referenced to a site/building plan. Measured drawings should be prepared for elements which cannot readily be photographed, for example, the full extent of the brick and sandstone wall.

5.5.2 Demolition of Welcome Stranger Hotel and Rear Extensions at 59 Davey Street

Demolition of the Welcome Stranger Hotel should cease at the ground floor slab level in advance of archaeological testing. The rear timber extensions at 59 Davey Street may be demolished following the completion of the extant recording. Demolition works are to cease at the slab level.

5.5.3 Monitoring Removal of Floorboards and Subfloor Deposits at 59 Davey Street

The removal of the floorboards at 59 Davey Street is to be archaeological monitored to determine the presence of subfloor archaeological deposits. Where such deposits are identified, works are to progress to salvage and recording of this material prior to removal.

5.5.4 Archaeological Testing

Five archaeological test trenches will be mechanically excavated at the locations shown in Figure 10. The test trenches are located as follows:

1. Test Trench 1: measures 2.5 m wide x 10 m long and positioned to locate the livery stable, and determine the extent of disturbances caused by the hydraulic service which bisects the site.
2. Test Trench 2: measures 2.5 m wide x 5 m long and positioned to locate the c.1836-c.1910 cottage.

3. Test Trench 3: measures 2.5 m wide x 10 m long and positioned to locate the southern extension of the c.1836-c.1910 cottage, the water closet of the house at 59 Davey Street and the intervening yard space.
4. Test Trench 4: measures 2.5 m wide x 5 m long and positioned to locate the rear extension of the c.1824-1831 Freemasons Hotel.
5. Test Trench 5: measures 2.5 m wide x 10 m long and positioned within the footprint of the 1938-1973 building and located to establish if archaeological evidence of the nineteenth century hotel survives.

Mechanical excavation will be carried out under the supervision and at the direction of the archaeological consultant. The purpose of the trenches is to rapidly provide the client with confirmation of subsurface archaeological conditions, and the need or otherwise for further archaeological management. The precise locations and dimensions of the trenches may need to be modified following structural engineering advice. The depth of the trench will be dictated by subsurface conditions and the depths of excavation required for the development.

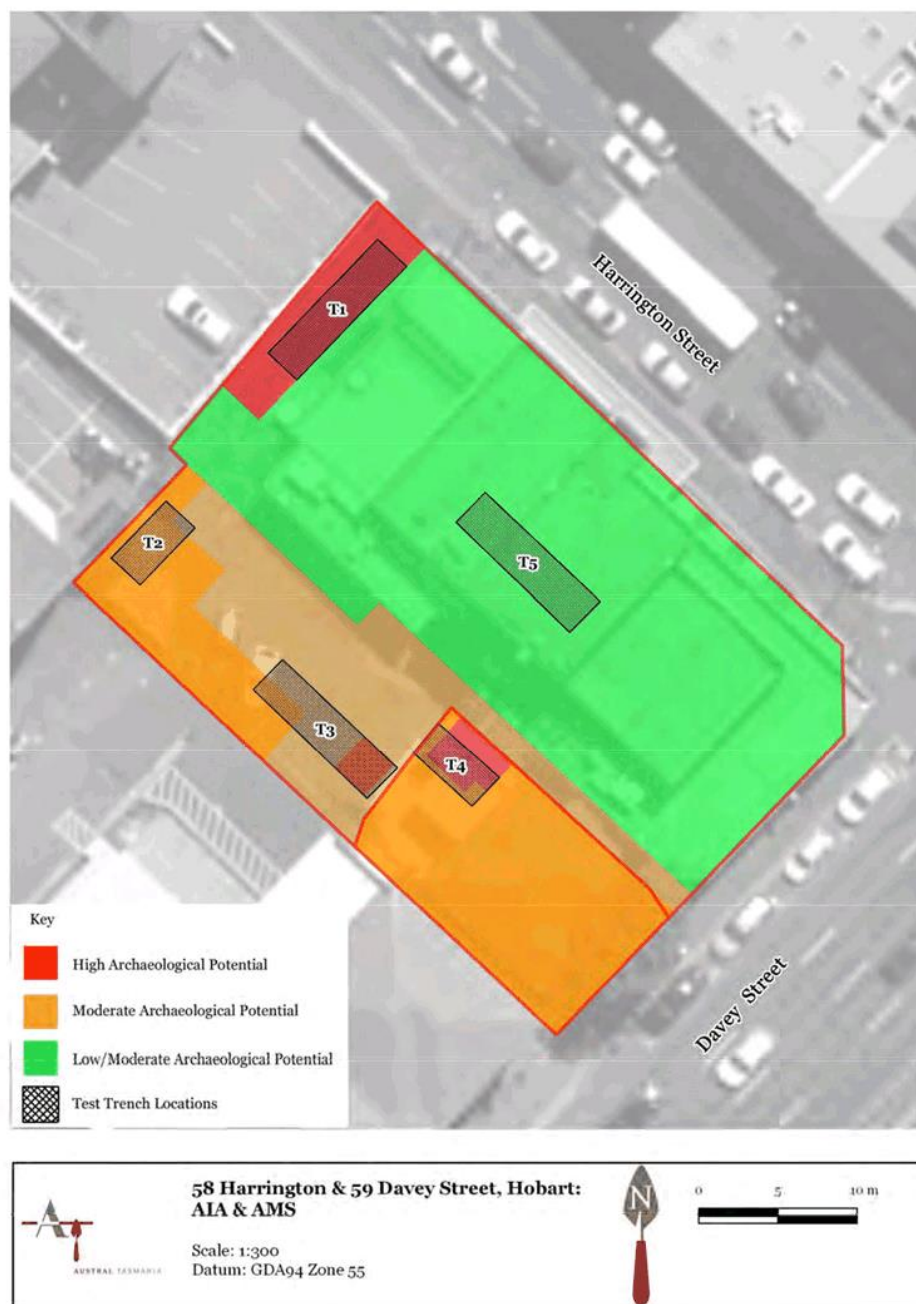


Figure 10: Proposed test trenches on Archaeological Zoning Plan (LIST Map, © State of Tasmania).

5.5.5 Progression from Testing to Controlled Excavation

The client will be advised if the archaeological testing confirms the existence of significant archaeological material and the need for controlled salvage excavations. Sufficient lead time should be provided for both test and possible full context based controlled open area archaeological excavations so as to avoid critical path complications with the construction program.

The extent to which the site is archaeologically excavated and recorded should be determined by the Excavation Director and be based on the intactness of the features and deposits and their ability to provide new important information regarding the history of the site.

5.5.6 Excavation Methods

The Excavation Director in consultation with the supervising archaeologist will have complete and absolute discretion over the excavation, taking into account a range of factors which experience suggests are unquantifiable, and therefore subject to change. The intended methods are set out below.

Archaeological excavations will involve the extensive use of a small tracked excavator equipped with a variety of buckets. Generally, buckets with claws will be used for the removal of hard extant ground surfaces and excavation of compacted, non-significant contexts. A smooth-edged bucket (generally 0.4 - 1.2 m wide) will be used to excavate the majority of consolidated deposits.

Excavation is intended to be acquitted as per the accepted, best-practice form of historical archaeological methods. Deposits and features will be removed in strict reverse order of deposition, with salient characteristics carefully recorded. Mechanical excavation will be undertaken via a series of shallow scrapes so that the exposed surface in the pit or trench is progressively reduced in a controlled manner. Where a feature or anomaly is noted, it will be investigated by hand. Small hand tools such as picks, shovels, pointing trowels, brushes and pans will be used in manual excavation for either cleaning up excavated areas or revealing exposed features or deposits. Mechanical excavation will cease on encountering *in situ* historical features and deposits that are the target of the excavation. The exposed features and deposits will then be cleaned up by hand and recorded.

The archaeological consultant should have the discretion to determine which sites should be more closely investigated where the archaeology represents new and original information beyond what is already known from the historical records and which will assist in answering the research questions.

5.5.7 Recording Methods

Basic, best practice, principles of stratigraphic excavation and recording will be adopted. Recording and documentation of archaeological contexts will conform to standard archaeological methods. The archaeological works will be recorded by way of measured drawings, surveys, photographs and written descriptions.

Measured plans will be prepared during the excavation. The site is to be recorded in such a way that excavated features and deposits can be related to each other, the whole site and, if necessary, the wider urban setting. Plans will be completed in a range of scales, utilising a variety of different methods: from site and feature plans, to elevations, sections and overlays.

Levels will be recorded as necessary throughout the course of the excavation. This data will be used to understand the relationship of the stratigraphy and features encountered.

All significant elements will be photographed with a scale bar. Digital media will be used for photographic recording.

In addition to the compilation of thorough field notes, provenance data and descriptions will be recorded on numbered context recording sheets. Documentary records of the excavation will be supplemented by the preparation of Context Schedules and a Harris Matrix for the excavation areas. The Excavation Director or the supervising archaeologist will keep a field journal and a visual diary, creating a written and photographic record of the daily progression of the excavation.

5.5.8 Artefact Collection and Post-Excavation Analysis

All artefacts recovered from significant or potentially significant *in situ* artefact bearing contexts are to be retrieved and retained for post-processing. Artefacts from imported fill deposits, disturbed contexts (including surface collections), and/or which are non-diagnostic will not be retained unless they are

rare, and/or have a high interpretive value or are otherwise of significance. If extremely large amounts of artefacts are found priorities will be assigned in respect of the proportion of material to be analysed. All artefacts deemed worthy of retention will be catalogued.

Artefacts will be recorded with all standard information required to identify them. This information will include site name, area number, space (if required), unit (or context) number, date excavated and excavator's initials. If deemed necessary, some artefacts or artefact groupings may be recorded *in situ* (through inclusion on measured drawings or through survey) prior to their removal.

All artefacts will be cleaned (if appropriate), bagged in suitable polyethylene or paper bags, double-tagged with Tyvek (or similar) labels. The labels will be annotated using permanent ink pens. Analysis by a historical archaeological artefacts expert will then proceed. Advice will be provided on any specific storage or curatorial needs for the assemblage.

5.5.9 Permanent and Secure Storage of Artefacts

Following analysis and reporting, the artefact assemblage will be handed over to the Client. Artefacts of high significance or with high interpretive potential will be identified and retrieved for use in on-site interpretation. The remainder of the artefact collection will be permanently and securely housed by the Client, either on site, or at another designated and approved location.

5.5.10 Managing Unanticipated Discoveries and Notification Protocol

Construction works can proceed without additional archaeological oversight where no significant archaeological features or deposits were encountered during test excavations, or during monitoring of the removal of the floorboards of 59 Davey Street (should these works be required).

However, the Project Specifications should include notification protocols whereby archaeological advice is sought if features or deposits of an archaeological nature are uncovered during excavation or where doubt exists concerning the provenance of any strata revealed during excavations. This may include but not be limited to the exposure of any structural material made from bricks, stone, concrete or timber and forming walls or surfaces, or the presence of more than five fragments of artefacts such as ceramic, shell, glass or metal from within an area of no more than 1 m².

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

5.5.11 Preparation of Post-Excavation Report

An illustrated fully referenced report will be produced on completion of the excavation and artefact analysis tasks. The report will be prepared with reference to the requirements of section 4.2 of the Tasmanian Heritage Council's Practice Note 2: *Managing Historical Archaeological Significance in the Works Application Process*. This will contain sections describing rationale and methods, historical context, description of findings (augmented by annotated plans and images), artefact analysis and interpretation of results.

The report will be made available to the Client, Heritage Tasmania, Hobart City Council, and the State Library of Tasmania.

5.5.12 Public Benefit Recommendations

Newly found information arising from archaeological excavation should be communicated to achieve a public benefit. The type and extent of communications will be responsive to the archaeological features and deposits revealed during works and budgetary and design constraints.

Given the likely nature of the archaeology, a passive or interactive interpretive display of the history of the site and its archaeology (including an artefact display, and possibly also salvaged structural material) is recommended as the most practical way of ensuring an enduring public benefit. Ideally, this information should be displayed in publicly accessible parts of the development.

6.0 ARCHAEOLOGICAL RESEARCH DESIGN

6.1 The Role of Research Designs in Australian Historical Archaeology

As described in section 3.0 of this report, the study area is considered to have variable levels of archaeological potential and significance at a local level. Management of these values as part of the redevelopment of the place is recommended. In order that the results of archaeological investigation can be meaningfully tied into local, state and national historical frameworks, it is essential that it be driven by a meaningful research design. This will ensure that any excavation will add to the existing corpus of archaeological and historical knowledge, maximising the information recovered from the otherwise destructive process of archaeology.

The formulation of a focused Research Design is a fundamental element in the process of archaeological investigation and is a necessity for the statement of meaningful research questions. In a heritage management context, such as that required for the current study area, this process will primarily be concerned with the salvage of historical and archaeological information from the site prior to its destruction due to the proposed development. However, the mere retrieval of information is not a sufficient outcome in terms of the mitigation of the impact of such development.²⁸ Instead, the retrieval of data through archaeological investigation demand that such recovery be further justified by the provision of a meaningful contribution to understanding the past.

Accordingly, it is vital that a solid research framework is established from the outset of a project; one that includes a variety of questions and problems to focus investigation in a way that is both theoretically relevant and at the same time realistic and achievable. Such questions should encompass the full spectrum of human activity, ranging from local to regional questions, and further up the scale to the national and international perspectives.²⁹

In *The Archaeologists Field Handbook*, Burke and Smith define the initial movement of constructing a research design as defining a problem and determining its relevance. They state:

The most important first step in designing research is to outline the problem. This is essentially why you think your research is important, and how you think it will contribute to the discipline of archaeology. Some research problems might contribute new light on theories of human behaviour in the past, while others might contribute new methods for how we go about collecting or analysing archaeological data.³⁰

The study area presents, therefore, two key avenues to define the research problems that can then form the basis of subsequent research questions. What can the material culture in the study area tell us about past human behaviour? And how can the material culture in the study area be used to develop more rigorous and insightful methodologies of use to the discipline of archaeology?

6.2 Framing Archaeological Research Questions

The approach to this research design has been derived from the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research Projects on Registered Places*.³¹ This document outlines approaches to undertaking research archaeology on registered places in Tasmania. As part of this, the guideline provides advice on the formulation of meaningful research questions.³² This stipulates that the archaeologist must consult widely in the process of defining their research design, in effect determining the archaeological significance of the site to be studied. The research questions themselves are to be developed in the context of a tiered structure of inquiry:

Tier 1: Research questions outlining the essential knowledge base. These have often been answered in the initial assessment phase and comprise questions on occupation timelines, phasing, activity type and area.

Tier 2: These site-specific research questions connect the archaeological evidence to recorded historical behaviour. In particular this includes what the archaeological evidence

²⁸ Murray, T., Mayne, A., *Casselden Place Development Archaeological Works, Phases 1 & 2: Full Research Design*, Prepared for Godden Mackay Logan Pty Ltd in association with Archaeology Program La Trobe University and Austral Archaeology Pty Ltd, 2002, p. 3

²⁹ *Ibid*, p. 4

³⁰ Burke, H. Smith, C, *The Archaeologist's Field Handbook*, Allen & Unwin: Crow's Nest, N.S.W., 2004, p. 3

³¹ Tasmanian Heritage Council, *Guidelines for Historical Archaeological Research Projects on Registered Places*, 2009

³² *Ibid*, pp.4-5

can tell us about historical lifeways on the site. Some examples include: how buildings and spaces were used, householder makeup, socio-economic status of the occupants and patterns of consumption.

Tier 3: This is the highest level of inquiry, through which the activity and behaviour at an individual site can be tied into broader social and cultural developments. Limited examples of such questions include: the early settlement of Tasmania, the spread of settlement, urbanisation in the two centres, the emergence of industrialisation, the role and representation of government, the changing nature of inner-city living.

The formulation of research questions does, in part, rely upon the presence of an overarching historical framework. Through such a framework, questions of relevance to wider historical and cultural processes can be composed. The presence of such a framework also ensures that all manner of work - from archaeological investigations to historical research projects - can be unified in their approach, significantly aiding the determination of significance. A brief summary of Tasmania's key historic themes is included in Heritage Tasmania's *Assessing historic heritage significance for Application with the Historic Cultural Heritage Act 1995*.

These guidelines note 14 areas of historical inquiry relating to a broad range of topics such as colonisation, contact and later migration; the convict experience; developing centres for trade, governance; patterns of domestic life and health and welfare; and human interaction with the natural environment.³³

More detailed thematic frameworks have been developed specifically for archaeology. Schacht has identified a 'preliminary thematic framework for Australian historical archaeology' as part of a broad review of themes in historical archaeological publications in Australia.³⁴ As part of her work, Schacht identified several thematic groupings, and a wide range of research interest topics. Through understanding the history of the study area, multiple thematic groupings and research topics are likely to be relevant to the archaeology of the study area. The study area presents some opportunities for exploring these arenas of investigation in a meaningful way. These are summarised in the following table:

Subject/Theme	Sub-Theme	Research Interest Topics
Settlement		
Immigration and settlement	Settlers and immigrants	<ul style="list-style-type: none"> Settlement patterns Identifying ownership and occupancy of land and water
Colonialism		<ul style="list-style-type: none"> Comparative studies of colonial societies Material culture of British colonisation and imperialism
Urban History	Urban Development	<ul style="list-style-type: none"> Development of Australian urban settlements Inter-colonial comparisons of urban development Nature and extent of different neighbourhoods Development of urban housing Nature of the urban 'slum' Urban 'slum' minorities
Development		
Infrastructure and transport	Water supply and sanitation	<ul style="list-style-type: none"> Establishing urban water supplies Drainage and sewerage systems
Built Environment		<ul style="list-style-type: none"> Structure and layout of built environment Structural development of built environment Availability and supply of building materials

³³ Department of Primary Industries, Parks, Water and Environment, October 2011, *Assessing historic heritage significance for Application with the Historic Cultural Heritage Act 1995*, p.8

³⁴ Schacht, I, 'Towards a Thematic Research Framework in Australian Historical Archaeology.' *Australasian Historical Archaeology*, No. 28, 2010, p. 61

Subject/Theme	Sub-Theme	Research Interest Topics
		<ul style="list-style-type: none"> • Building using Australian materials • Procurement and supply of building materials • Building materials as economic indicators • Structures and social identity and hierarchy • Meanings and values of domestic and public gardens • Functional analysis of the interior spaces of structures • Gender analysis of space • Fabric analysis of structure
People and Society		
Status and class	Social identity	<ul style="list-style-type: none"> • Socio-economic differences between site occupants • Establishing and maintaining socio-economic status • 'Gentility' in the archaeological record • 'Slum' image and conceptions about lives of the poor • Urban social values
	Gender roles and status	<ul style="list-style-type: none"> • Identifying gender organisation in material culture • Identifying female presence at historic sites • Female domestic roles
Demography, death and disease	Diet and health	<ul style="list-style-type: none"> • Population density and character • Colonial diets and preferences • Availability, production, and distribution of foodstuffs • Patterns in butchery • Water filtration • Medical care • Role of pharmacies in community health • Sanitation and hygiene
recreation		<ul style="list-style-type: none"> • Public and private recreation activities of urban and rural inhabitants • Social and economic implications of recreation activities • Role of social gatherings in development of communities • Smoking habits
Economy		
Secondary industries	Foundries	<ul style="list-style-type: none"> • Blacksmith shops
Consumption	Trade goods	<ul style="list-style-type: none"> • Life trajectories of consumer goods • Trade in European ceramics • Trade in clay pipes • Trade in wines
	Service industry	<ul style="list-style-type: none"> • Role of inns in maritime trade
		<ul style="list-style-type: none"> • Role of consumerism in colonisation and imperialism • Relationship between core and periphery in supply and demand • Sources and availability of consumer goods • Consumption at urban sites • Consumer goods as an expression of gentility and status • Recycling and functional changes in consumer goods

Subject/Theme	Sub-Theme	Research Interest Topics
		<ul style="list-style-type: none"> • Shopping and markets • Clothing • Economy of entertainment and recreation • Consumption of medical goods

Table 6: A preliminary thematic framework for Australian historical archaeology relevant to the study area.³⁵

6.3 Archaeological research questions

6.3.1 Tier 1 Research Questions

Many of the basic questions about the place's historic evolution and use over time have been addressed in the Statement of Archaeological Potential. However, some aspects of the history remain unknown. Archaeology may assist in answering the following questions:

1. Does substantial evidence of the 1824-1938 Freemasons Hotel exist, or did the 1938 building destroy such evidence?
2. Does substantial evidence of the livery stable exist or has subsequent hydraulic services destroyed such evidence?
3. Does evidence of the c.1836-c.1910 timber cottage in the north west corner exist, or has site clearance destroyed such evidence?
4. For a brief period in the 1860s, the c.1836-c.1910 cottage site included a forge. Has this industrial use left any archaeological evidence?
5. Have yard deposits associated with either hotel or residential uses survived?

6.3.2 Tier 2 Research Questions

6. What is the nature, extent and integrity of subsurface archaeological features and deposits within the study area? How and to what extent has subsequent disturbance affected the survival of archaeological features and deposits and their interpretation? Based on the evaluation of what has survived, what attributes have been lost?
7. How does the sequence of archaeological phases confirm or enhance what we already know from the historical record? Alternatively, does the archaeology represent original information of a phase or phases not described in any documented history and for which the archaeology comprises the only source?
8. Does structural evidence of the livery stables provide information on the housing and care of horses? Can the archaeology determine how many horses were kept on the property?
9. Can differences in standards or quality of housing be discerned between the two houses located on the site? Does structural or artefactual evidence suggest differences in the socio-economic status of the residents between the various houses? Does this change over time?
10. What does the archaeological material associated with the two residences reveal about family life during the nineteenth and early twentieth centuries and personal tastes, styles or status; population density; diet and health; gender and age?
11. The Freemasons Hotel was evidently one of Hobart's more respectable hotels during the nineteenth century. Does artefactual evidence indicate the socio-economic background of its patrons? Does this change over time?

6.3.3 Tier 3 Research Questions

12. How does the site compare with archaeological sites investigated in other parts of inner urban Hobart?

³⁵ Taken from Schacht, I, 'Towards a Thematic Research Framework in Australian Historical Archaeology,' *Australasian Historical Archaeology*, No. 28, 2010

13. What evidence exists of the wealth of the clientele at the Freemasons Hotel? How does this compare with assemblages from other sites both locally and further afield?

7.0 REFERENCES

7.1 Published & Unpublished Sources

Aboriginal Heritage Act 1975

Aboriginal Heritage Search Record PS0042114: 58 Harrington Street, Hobart, 5 November 2018

Aboriginal Heritage Search Record PS0042115: 59 Davey Street, Hobart, 5 November 2018

Austral Tasmania Pty Ltd, 58 Harrington & 59 Davey Street, Hobart. *Statement of Archaeological Potential*, Final report prepared for Paul Davies Pty Ltd, AT0234, 24 October 2018

Burke, H. Smith, C, *The Archaeologist's Field Handbook*, Allen & Unwin: Crow's Nest, N.S.W, 2004

Crook, P, Murray, T, 'The Analysis of Cesspit Deposits from The Rocks, Sydney', *Journal of the Australasian Society for Historical Archaeology*, Vol. 22, 2004

Environment Protection and Biodiversity Conservation Act 1999

GHD, *Report for Hexa Pacific Pty Ltd – Harrington St Phase 2 Assessment*, December 2017, p.31

Heritage Tasmania, DPIPWE, *Assessing historic heritage significance for Application with the Historic Cultural Heritage Act 1995*, October 2011

Historic Cultural Heritage Act 199

Hobart Interim Planning Scheme 2015

Murray, T, Mayne, A, '(Re)Constructing a Lost Community: "Little Lon," Melbourne, Australia', *Journal of the Society for Historical Archaeology*, Vol. 37, No. 1, 2003

Murray, T., Mayne, A., *Casselden Place Development Archaeological Works, Phases 1 & 2: Full Research Design*, Prepared for Godden Mackay Logan Pty Ltd in association with Archaeology Program La Trobe University and Austral Archaeology Pty Ltd, 2002

Petrow, S, *Sanatorium of the South?*, Tasmanian Historical Research Association, Hobart, 1995

S Visagie v Hobart City Council and Ors [2017] TASRMPAT 2

Schacht, I, 'Towards a Thematic Research Framework in Australian Historical Archaeology.' *Australasian Historical Archaeology*, No, 28, 2010

Tasmanian Heritage Council, *Works Guidelines for Historic Heritage Places*, November 2015

Tasmanian Heritage Council, Practice Note 2: *Managing Historical Archaeological Significance in the Works Process*, November 2014

Tasmanian Heritage Council, *Guidelines for Historical Archaeological Research Projects on Registered Places*, 2009

'View from the Outhouse: What We Can Learn from the Excavation of Privies', *Journal of the Society for Historical Archaeology*, Vol. 34, No. 1, 2000

Yamin, R, 'From Tanning to Tea: The Evolution of a Neighbourhood', *Journal of the Society for Historical Archaeology*, Vol. 35, No. 3, 2001

APPENDIX 1: TASMANIAN HERITAGE REGISTER ENTRY

Tasmanian Heritage Register Datasheet



Tasmanian Heritage Council

103 Macquarie Street (GPO Box 618)
Hobart Tasmania 7001
Phone: 1300 850 332 (local call cost)
Email: enquiries@heritage.tas.gov.au
Web: www.heritage.tas.gov.au

Name: House
Status: Permanently Registered
Tier: State

THR ID Number: 6552
Municipality: Hobart City Council
Date Listed: 18/07/1997

Location Addresses

59 DAVEY ST, HOBART 7000 TAS

Title References

128806/1

Property Id

5660921



Untitled

Untitled

No copyright on file

No copyright on file

Setting: This building is a significant element in the urban streetscape.

Description: A building with a hipped roof, central 4-panelled door and later projecting gables with battened ends and bay windows.

History: No Data Recorded

Statement of Significance: No Statement is provided for places listed prior to 2007

(non-statutory summary)

Significance:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

- a) The place is important to the course or pattern of Tasmania's history.
- b) The place possesses uncommon or rare aspects of Tasmania's history.
- c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.
- d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.
59 Davey Street is of historic heritage significance because of its potential to demonstrate the principal characteristics of a single storey Old Colonial Georgian domestic building, albeit with a Federation addition to the front.
- e) The place is important in demonstrating a high degree of creative or technical achievement.

Wednesday, November 15, 2017

Page 1 of 2

- f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.
This building is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place.
- g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.
- h) The place is important in exhibiting particular aesthetic characteristics.

PLEASE NOTE This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.

APPENDIX 2: ABORIGINAL HERITAGE UNANTICIPATED DISCOVERY PLAN

Unanticipated Discovery Plan

Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania

For the management of unanticipated discoveries of Aboriginal relics in accordance with the *Aboriginal Heritage Act 1975* and the *Coroners Act 1995*. The Unanticipated Discovery Plan is in two sections.

Discovery of Aboriginal Relics other than Skeletal Material

Step 1:

Any person who believes they have uncovered Aboriginal relics should notify all employees or contractors 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 relics, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected Aboriginal relics have been assessed by a consulting archaeologist, Aboriginal Heritage Officer or Aboriginal Heritage Tasmania staff member.

Step 3:

Contact Aboriginal Heritage Tasmania on **1300 487 045** as soon as possible and inform them of the discovery. Documentation of the find should be emailed to **aboriginal@heritage.tas.gov.au** as soon as possible. Aboriginal Heritage Tasmania will then provide further advice in accordance with the *Aboriginal Heritage Act 1975*.

Discovery of Skeletal Material

Step 1:

Call the Police immediately. Under no circumstances should the suspected skeletal material be touched or disturbed. The area should be managed as 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 working in the immediate area that all earth disturbance works 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 material, where practicable. 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:

If it is suspected that the skeletal material is Aboriginal, Aboriginal Heritage Tasmania should be notified.

Step 5:

Should the skeletal material be determined to be Aboriginal, the Coroner will contact the Aboriginal organisation approved by the Attorney-General, as per the *Coroners Act 1995*.

Aboriginal Heritage Tasmania
Department of Primary Industries, Parks, Water and Environment



Guide to Aboriginal site types**Stone Artefact Scatters**

A stone artefact is any stone or rock fractured or modified by Aboriginal people to produce cutting, scraping or grinding implements. Stone artefacts are indicative of past Aboriginal living spaces, trade and movement throughout Tasmania. Aboriginal people used hornfels, chalcedony, spongelite, quartzite, chert and silcrete depending on stone quality and availability. Stone artefacts are typically recorded as being 'isolated' (single stone artefact) or as an 'artefact scatter' (multiple stone artefacts).

Shell Middens

Middens are distinct concentrations of discarded shell that have accumulated as a result of past Aboriginal camping and food processing activities. These sites are usually found near waterways and coastal areas, and range in size from large mounds to small scatters. Tasmanian Aboriginal middens commonly contain fragments of mature edible shellfish such as abalone, oyster, mussel, warrener and limpet, however they can also contain stone tools, animal bone and charcoal.

Rockshelters

An occupied rockshelter is a cave or overhang that contains evidence of past Aboriginal use and occupation, such as stone tools, middens and hearths, and in some cases, rock markings. Rockshelters are usually found in geological formations that are naturally prone to weathering, such as limestone, dolerite and sandstone.

Quarries

An Aboriginal quarry is a place where stone or ochre has been extracted from a natural source by Aboriginal people. Quarries can be recognised by evidence of human manipulation such as battering of an outcrop, stone fracturing debris or ochre pits left behind from processing the raw material. Stone and ochre quarries can vary in terms of size, quality and the frequency of use.

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

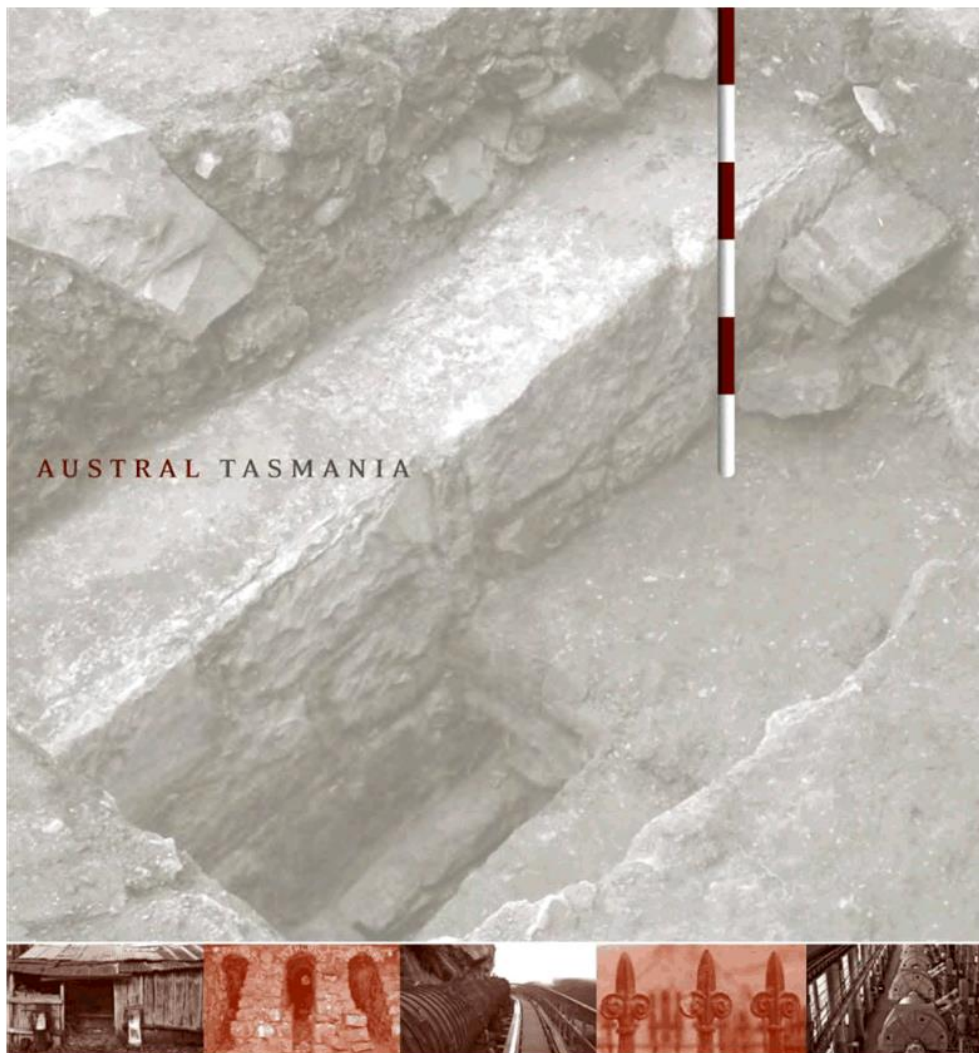
Aboriginal burial sites are highly sensitive and may be found in a variety of places, including sand dunes, shell middens and rock shelters. Despite few records of pre-contact practices, cremation appears to have been more common than burial. Family members carried bones or ashes of recently deceased relatives. The Aboriginal community has fought long campaigns for the return of the remains of ancestral Aboriginal people.

Further information on Aboriginal Heritage is available from:

Aboriginal Heritage Tasmania
Natural and Cultural Heritage Division
Department of Primary Industries, Parks, Water and Environment
GPO Box 44 Hobart TAS 7001
Telephone: **1300 487 045**
Email: **aboriginal@heritage.tas.gov.au**
Web: **www.aboriginalheritage.tas.gov.au**

This publication may be of assistance to you but the State of Tasmania and its employees do not accept responsibility for the accuracy, completeness or relevance to the user's purpose of the information and therefore disclaims all liability for any error, loss or other consequence which may arise from relying on any information in this publication.





58 Harrington & 59 Davey Street, Hobart

Statement of Archaeological Potential

Final Report prepared for Hexa Pacific Pty Ltd

ATo234

15 November 2018

Archaeological &
Heritage Consultants
ABN: 11 133 203 488

333 Argyle Street
North Hobart 7000
GPO Box 495
Hobart Tasmania 7001

T/F: (03) 6234 6207
www.australtas.com.au

EXECUTIVE SUMMARY

Introduction

A hotel development has been proposed across two adjacent sites in central Hobart: the Welcome Stranger Hotel at 58 Harrington Street, and a house site at 59 Davey Street.

The two properties are subject to separate statutory heritage management requirements under the *Historic Cultural Heritage Act 1995* and the *Hobart Interim Planning Scheme 2015*. This report has been prepared to consider historical archaeological values at the two properties. The report provides an illustrated desktop investigation of the site's history, past disturbances and assesses its archaeological potential and significance.

Site History

The study area was historically formed from two separate properties - a land grant issued to Samuel Whittaker on the corner of Harrington and Davey streets, and an adjacent large lot extending along Davey Street and first held by David Lord. Both properties had been acquired by 1824.

Whittaker had constructed a two storey house and cabinetmaker's premises on his property by November 1824. This was soon expanded with the addition of two large wings and a stable. He received a license to operate a public house, with the Freemasons Tavern opening in 1831. It would appear that the tavern was one of Hobart's better hotels, attracting important clientele and providing a meeting place for a range of early businesses and social groups. Perhaps its greatest claim to fame was as the location of Tasmania's first professional theatre performances. The first show was put on in December 1833 by the company of Samson Cameron, his wife Cordelia and a number of other actors in front of an audience of some 150 people. The event proved successful, and encouraged the establishment of Tasmania's first permanent theatre venue - the Theatre Royal, opening in 1837, under the direction of Cameron.

During this period Whittaker also acquired a portion of David Lord's property. The additional land expanded the size of the hotel property to its current dimensions, and a timber cottage was erected in the far north west corner of the lot. A second brick house was added to the property at some time between 1875 and 1879. This house remains extant, and is now registered as 59 Davey Street. The older timber house in the rear corner remained in place until the early twentieth century.

The hotel continued trading throughout the nineteenth century, and was acquired by the Cascade Brewery Company in 1901. The purchase of the hotel was part of a broader national movement of breweries purchasing hotels. The result was the reduction in the overall numbers of licensed premises, and the reconstruction or alteration of many remaining hotels. The old Freemasons Hotel was demolished in 1938 and replaced by the current building, designed by Colin Philp and David Hartley Wilson. It was one of numerous hotels rebuilt by Cascade during this period, and one of several designed by this architectural partnership. Major extensions were made to the hotel during the 1970s. It continues to trade to the present, with its name changed to the Welcome Stranger Hotel in 1997.

Archaeological Potential and Significance

Archaeological potential is the likelihood of archaeological features or deposits to exist at a particular place. Archaeological significance assesses how important such features may be, usually within state and local level frameworks. The archaeological potential varies across the property.

The assessment concludes that approximately 40% of the place (some 535 m²) has high or moderate levels of archaeological potential. This potential relates to the former livery stable block; a c.1836 house site in the rear north west corner of the lot; the extant c.1875-1879 house site at 59 Davey Street; and the yard space of the Freemasons Hotel, which may contain yard surfaces and artefact deposits. The majority of the place (approximately 60% or some 770 m²) is assessed as having low to moderate archaeological potential. This area relates to the footprint of the 1938 hotel with its extensions as well underground services. The 1938 hotel building with its later extensions are likely to have impacted archaeological evidence of the first phases of development. However, if the 1938 building was constructed on brick strip footings, some evidence of the original building may have survived these works, and the archaeological potential would increase to a moderate level. Some evidence of the nineteenth century hotel rear extensions may possibly have escaped destruction. The variable archaeological potential of the place has been presented in a simplified zoning, dividing the

property into areas of high, moderate and low to moderate potential. This is shown in the following Archaeological Zoning Plan.

The archaeological potential of the place has been assessed for its heritage significance, finding that it has historical importance and the potential to yield archaeological information that would contribute to an understanding of Hobart's history. These heritage values are likely to partially be demonstrated by archaeological material, whilst other aspects are likely to only exist as historical associations with the place. The values have been assessed as having heritage significance at a local level.



Archaeological Zoning Plan for 58 Harrington Street and 59 Davey Street (LIST Map, © State of Tasmania).

Recommendations

A Statement of Archaeological Potential (SoAP) is designed to provide guidance on the appropriate course of action to protect archaeological values.¹ At present, there is no defined concept for the redevelopment of the place, and as such, how the archaeology of the site will be managed remains unresolved.

Should substantial and significant archaeological material be confirmed to exist on the site; opportunities to meaningfully conserve such material, and present its values to the public should be considered. Where the avoidance of impacts is not possible, further archaeological management will be a likely requirement of any permit. The following recommendations are provided to assist with ongoing project planning.

Recommendation 1: Conservation of Archaeological Values through Avoidance & Minimisation

Opportunities to conserve archaeological values through avoiding or minimising impacts should be considered as part of project planning. Priority should be given to conserving substantial and significant archaeological features or deposits. Where impacts are unavoidable, further archaeological management should be carried out.

Recommendation 2: Aboriginal Heritage

The Unanticipated Discovery Plan for managing Aboriginal heritage (Appendix 2) should form part of the project specifications.

Recommendation 3: Archaeological Impact Assessment

An Archaeological Impact Assessment should be prepared following the completion of detailed design plans for the proposed redevelopment. The Archaeological Impact Assessment should meet the requirements of the *Hobart Interim Planning Scheme 2015*, and include a design review and assessment of the impact of the proposed works upon archaeological sensitivity.

Recommendation 4: Archaeological Method Statement

Based on the findings of the Archaeological Impact Assessment (Recommendation 3), an Archaeological Method Statement should be prepared for the management of archaeological values. This Method Statement should be prepared in accordance with Parts 3-8 (inclusive) of the Tasmanian Heritage Council's Practice Note 2: *Managing Historical Archaeological Significance in the Works Application Process* and the definitions of the *Hobart Interim Planning Scheme 2015*.

Recommendation 5: Statutory Compliance

This Statement of Archaeological Potential and the completed Archaeological Impact Assessment and Archaeological Method Statement should form part of the Development Application to Hobart City Council and the Tasmanian Heritage Council.

Recommendation 6: Avoiding Critical Path Complications

Sufficient lead-time and resources should be provided to undertake planning work and any archaeological works to avoid critical path complications. Archaeological works should be carried out by suitably qualified archaeologists.

Recommendation 7: Interpretation Opportunities

Consideration should be given to creative interpretation responses to present the history and archaeology of the place as part of the proposed development.

¹ Tasmanian Heritage Council, Practice Note 2: *Managing Historical Archaeological Significance in the Works Process*, November 2014, p.5

TABLE OF CONTENTS

EXECUTIVE SUMMARY	I
INTRODUCTION	I
SITE HISTORY	I
ARCHAEOLOGICAL POTENTIAL AND SIGNIFICANCE	I
RECOMMENDATIONS	IV
TABLE OF CONTENTS	V
1.0 INTRODUCTION	1
1.1 CLIENT AND PROJECT DETAILS	1
1.2 AUTHORSHIP	1
1.3 LIMITATIONS AND CONSTRAINTS	1
1.4 ACKNOWLEDGEMENTS	1
2.0 REQUIREMENTS FOR HISTORICAL ARCHAEOLOGICAL MANAGEMENT	2
2.1 DESKTOP REVIEW OF REGISTERED AND LISTED HERITAGE PLACES	2
2.2 NATIONAL HERITAGE MANAGEMENT PROVISIONS	2
2.2.1 World/National/Commonwealth Heritage Lists	2
2.3 STATE HERITAGE MANAGEMENT	2
2.3.1 The Historic Cultural Heritage Act 1995 and the Tasmanian Heritage Register	2
2.3.2 Works Guidelines for Historic Heritage Places	3
2.3.3 Practice Note 2: Managing Historical Archaeological Significance in the Works Process ..	4
2.3.4 Aboriginal Heritage Act 1975	4
2.4 LOCAL MANAGEMENT PROVISIONS	5
2.4.1 Hobart Interim Planning Scheme 2015	5
2.5 OTHER HERITAGE LISTS	6
2.5.1 Register of the National Estate	6
2.6 SECTION SUMMARY	7
3.0 ILLUSTRATED SITE HISTORY	8
3.1 INTRODUCTION	8
3.2 THE ABORIGINAL PEOPLE OF THE HOBART AREA & CONTACT HISTORY	8
3.3 1804-C.1824: THE EUROPEAN SETTLEMENT OF HOBART AND THE STUDY AREA	10
3.4 INITIAL SUBDIVISION	11
3.5 SAMUEL WHITTAKER - CABINETMAKER C.1824	13
3.6 NEW DEVELOPMENTS - THE FREEMASONS TAVERN 1831-1938	15
3.7 RECONSTRUCTION & LATER MODIFICATIONS TO THE FREEMASONS HOTEL 1938-2018	29
3.8 DAVID LORD'S DAVEY STREET PROPERTY C.1824	37
3.9 ACQUISITION BY SAMUEL WHITTAKER AND INCORPORATION INTO THE FREEMASONS TAVERN PROPERTY C.1836	39
3.10 C.1875-1879: CONSTRUCTION OF THE HOUSE AT 59 DAVEY STREET	43
4.0 ARCHAEOLOGICAL ASSESSMENT – DISTURBANCE HISTORY, SIGNIFICANCE AND SENSITIVITY ZONING	46
58 Harrington & 59 Davey Street, Hobart: Statement of Archaeological Potential	15 November 2018

4.1 THE SITE IN 2017	46
4.1.1 <i>The Welcome Stranger Hotel: 58 Harrington Street</i>	46
4.1.2 <i>House: 59 Davey Street</i>	49
4.2 DISTURBANCE HISTORY	50
4.2.1 <i>Phase 1: 1824-1831</i>	51
4.2.2 <i>Phase 2: c.1831-c.1845</i>	52
4.2.3 <i>Phase 3: c.1845-1907</i>	53
4.2.4 <i>Phase 4: 1907-1938</i>	55
4.2.5 <i>Phase 5: 1938-1977</i>	57
4.3 ASSESSMENT OF ARCHAEOLOGICAL POTENTIAL	58
4.3.1 <i>Archaeological Zoning Plan</i>	59
4.4 ASSESSING ARCHAEOLOGICAL SIGNIFICANCE	61
4.4.1 <i>Comparative Information</i>	62
3.3 ASSESSMENT OF ARCHAEOLOGICAL SIGNIFICANCE FOR THE STUDY AREA	63
5.0 CONCLUSIONS AND RECOMMENDATIONS	66
5.1 CONCLUSIONS	66
5.2 RECOMMENDATIONS	66
6.0 REFERENCES	68
6.1 SECONDARY MATERIALS	68
6.1.1 <i>Published & Unpublished Sources</i>	68
6.1.2 <i>Newspapers</i>	69
6.1.3 <i>Websites</i>	72
6.2 PRIMARY MATERIALS	72
6.2.1 <i>Published Sources</i>	72
6.2.2 <i>Archival Materials</i>	72
6.2.3 <i>Historic Plans, Images etc</i>	73
APPENDIX 1: TASMANIAN HERITAGE REGISTER ENTRY	74
APPENDIX 2: ABORIGINAL HERITAGE UNANTICIPATED DISCOVERY PLAN	76
APPENDIX 3: ASSESSMENT AND VALUATION ROLLS (SELECT)	78
58 HARRINGTON STREET	78
59 DAVEY STREET	80
APPENDIX 4: TASMANIAN POST OFFICE DIRECTORIES 1890-1948 (SELECT)	83
58 HARRINGTON STREET	83
59 DAVEY STREET	84

1.0 INTRODUCTION

1.1 Client and project details

This report presents the results of a desktop assessment of the historical archaeological potential of two properties in central Hobart: the Welcome Stranger Hotel at 58 Harrington Street, and an adjoining house at 59 Davey Street (Figure 1). It has been prepared as part of the proposed development of the site for a new hotel.

The two properties are subject to separate statutory heritage management requirements under the *Historic Cultural Heritage Act 1995 (HCHA 1995)* and the *Hobart Interim Planning Scheme 2015 (HIPS 2015)*. This report has been prepared to consider historical archaeological values at the two properties. The report provides an illustrated desktop investigation of the site's history, past disturbances and assesses the site's archaeological potential and significance.

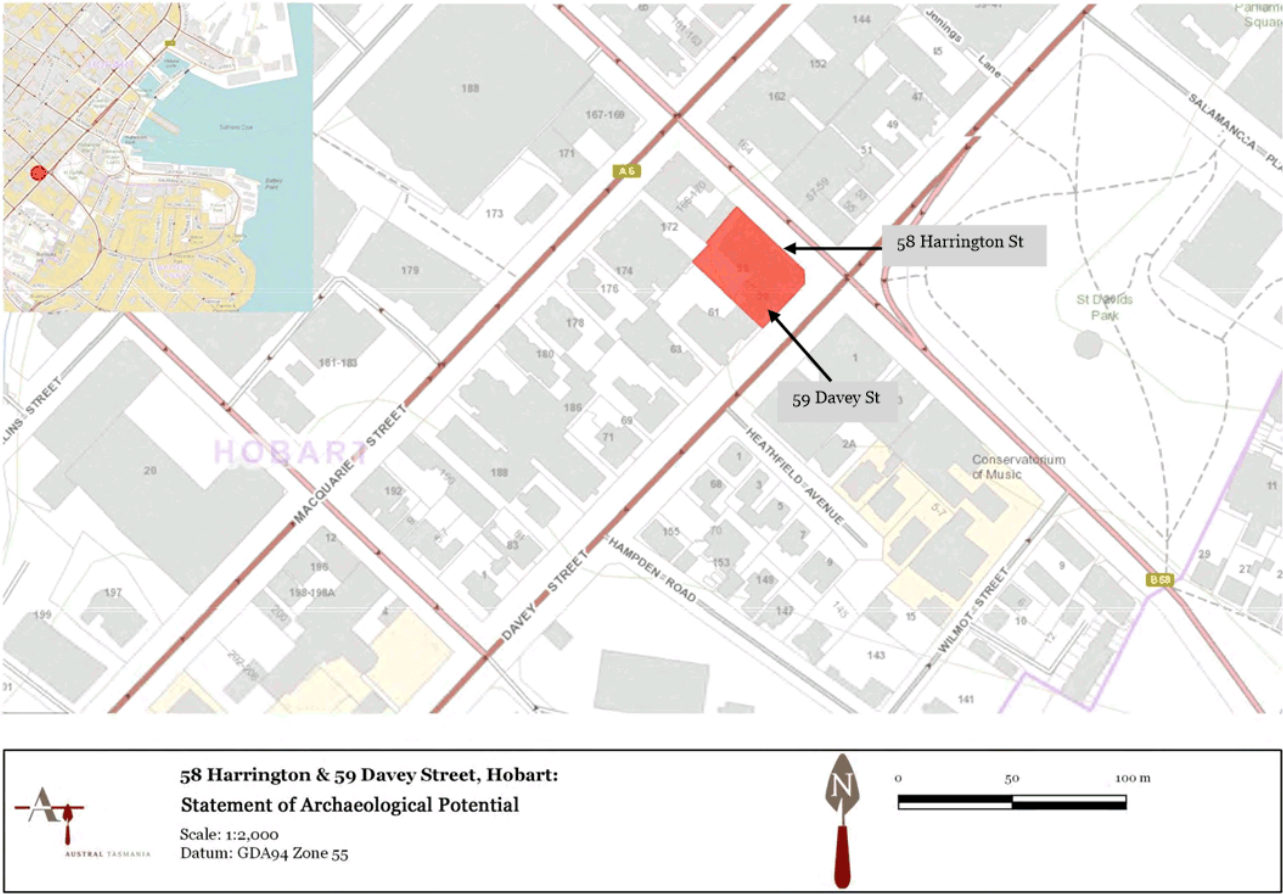


Figure 1: 58 Harrington and 59 Davey Street, Hobart. Study Area shaded red (LIST Map, © State of Tasmania).

1.2 Authorship

This report was written by Justin McCarthy, James Puustinen and Natalie Hart and reviewed by Alan Hay.

1.3 Limitations and constraints

This assessment is limited to consideration of historical archaeological values within a scope defined by the *HCHA 1995* (and associated guidelines) and the *HIPS 2015*. The assessment of Aboriginal archaeological and cultural values, built heritage and social values is beyond the scope of this study.

An Aboriginal heritage assessment has not been undertaken as part of this work, although Aboriginal Heritage Property Searches have been conducted and the results incorporated into the recommendations made in this report.²

Detailed original research has been carried out for this project and all sources cited in this report are included in the reference list. The results and judgements contained in this report are constrained by the limitations inherent in overview type assessments, namely accessibility of historical information within a timely manner. Whilst every effort has been made to gain insight to the historic heritage profile of the subject study area, Austral Tasmania Pty Ltd cannot be held accountable for errors or omissions arising from such constraining factors.

All maps are oriented with North at the top of the page unless otherwise assigned.

1.4 Acknowledgements

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

- Mr Paul Carstairs, Hexa Pacific Pty Ltd;
- Mr Paul Davies, Paul Davies Pty Ltd;
- Mr Quinten Villanueva, Qapital Investments;
- Ms Nikki Meskanen, GHD;
- Ms Nicole Reineker, GHD;
- Mr John Stephenson, Heritage Tasmania, DPIPWE;
- Mr Graeme Harrington, Information and Land Services, DPIPWE; and
- Staff of the Tasmanian Archives and Heritage Office.

² Aboriginal Heritage Search Record PS0011655: 58 Harrington Street, Hobart, 23 January 2018; Aboriginal Heritage Search Record PS0011657: 59 Davey Street, Hobart, 23 January 2018

2.0 REQUIREMENTS FOR HISTORICAL ARCHAEOLOGICAL MANAGEMENT

2.1 Desktop review of registered and listed heritage places

Both Commonwealth and State Acts of Parliament may have a bearing on the management of cultural heritage within or adjacent to the two places. Key legislation is summarised below. The summary is intended as a guide only and should be confirmed with the administering agency and, where necessary, specialist legal opinion.

2.2 National Heritage Management Provisions

2.2.1 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.

As at 23 January 2018, the two places are not included or nominated to the World, National or Commonwealth Heritage Lists.

2.3 State Heritage Management

2.3.1 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 *HCHA 1995* establishes the Tasmanian Heritage Register (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.³

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 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.

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;

³ Assessing historic heritage significance for Application with the *Historic Cultural Heritage Act 1995*

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.

As at January 2018, 59 Davey Street is included in the THR, and 58 Harrington Street is not included. The registration datasheet for 59 Davey Street is included in Appendix 1.

The registration of 59 Davey Street provides little information related to the place - its history, components or values. The place has been registered by way of two criteria, with the following statements:

Criterion (d.): 59 Davey Street is of historic heritage significance because of its potential to demonstrate the principal characteristics of a single storey Old Colonial Georgian domestic building, albeit with a Federation addition to the front.

Criterion (f.): This building is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place.

No assessment of archaeological potential or significance was carried out for the registration, and therefore the place is not listed against criterion (c.), the most commonly used criterion for identifying archaeological significance.

The boundaries of the registration are defined by way of reference to Certificate of Title 128606/1 which relates to the entire property at 59 Davey Street.

In addition to the provisions of the *HCHA 1995*, the Heritage Council has issued guidelines and policy documents which are applicable to the current project and are summarised below.

2.3.2 Works Guidelines for Historic Heritage Places

The Tasmanian Heritage Council and Heritage Tasmania, DPIWE, have issued *Works Guidelines for Historic Heritage Places* which must be applied when considering an application for an exemption or a 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. The Guidelines include archaeological investigations as a specific category of works. The following information is applicable to this project.

Type of Works	What is generally eligible for an exemption?	Where is a discretionary application required by the Tasmanian Heritage Council and what are appropriate outcomes?
7.1 Initial investigation	Removing non-significant deposits (e.g. recent soil deposits) where undertaken by a qualified archaeologist to test/confirm/refine an archaeological judgement and temporarily expose underlying deposits without disturbing them.	Ground disturbance in an area known to have significant archaeological values. <i>Appropriate outcomes:</i> The Heritage Council may require a Method Statement. The Heritage Council may condition arrangements for the curation, storage or display of artefacts derived from an archaeological investigation. <i>Further information can be found in the Heritage Council publication: 'Managing Historical Archaeological Significance in the Works Process'.</i>
7.2 Excavation and	Works to areas of potentially no to low archaeological value.	Where proposed works will disturb areas of potentially medium to high archaeological

Type of Works	What is generally eligible for an exemption?	Where is a discretionary application required by the Tasmanian Heritage Council and what are appropriate outcomes?
ground disturbance	<p>Works where a qualified archaeologist has determined that there is a low risk of disturbing significant archaeological remains.</p> <p>Excavating identified non-significant deposits under the supervision of a qualified archaeologist to ensure works do not encroach on and disturb significant archaeological remains.</p> <p>Dealing with unanticipated finds after consultation with Heritage Tasmania.</p>	<p>value.</p> <p><i>Appropriate outcomes:</i></p> <p>In these circumstances, the Heritage Council may require:</p> <ul style="list-style-type: none"> • a Statement of Archaeological Potential, and/or a Method Statement; • the design of the works to be amended; - additional investigation or research undertaken; • a controlled archaeological investigation as a condition of the permit. <p><i>Further information can be found in the Heritage Council publication: 'Managing Historical Archaeological Significance in the Works Process'.</i></p>

Table 1: Relevant Information for Archaeological Investigations from Works Guidelines

2.3.3 Practice Note 2: Managing Historical Archaeological Significance in the Works Process

The Tasmanian Heritage Council has issued an advisory Practice Note which has relevance to the management of potential archaeological values. Practice Note 2: *Managing Historical Archaeological Significance in the Works Process* establishes a standard and process for the assessment and management of archaeological potential. As part of development projects, the Practice Note advocates the preparation of a Statement of Historical Archaeological Potential (SoHAP) where significant archaeological remains are likely to be present.

It recommends that the findings of the SoHAP be incorporated into any development proposal. As a rule, the destruction or reduction of a significant historical archaeological site or feature will only be sanctioned by the Heritage Council if it can be demonstrated that there are no available alternatives to carrying out the works; and/or the excavation and/or removal will contribute to our knowledge of the site and its social and cultural context, however broadly or narrowly defined.⁴

Where such impacts cannot be avoided, the Heritage Council may require a range of activities to be undertaken to mitigate against the loss. Such actions may include combined archaeological testing and recording; controlled archaeological excavation; or monitoring or works to mitigate impacts and recover information before it is lost.⁵

The Practice Note advises that a Method Statement should be prepared where archaeological excavations are proposed. The content of a Method Statement is to address ten separate requirements. These include: extracting relevant information from the SoHAP; an archaeological strategy; a research design; methods or excavation; advice in response to exploratory works; a conservation strategy for the protection, where required of features to remain *in situ*; extant recording as applicable; a proposal for artefact analysis; and the delivery of a public benefit through the management of information.⁶

This report has been prepared cognisant of these requirements.

2.3.4 Aboriginal Heritage Act 1975

The *Aboriginal Heritage Act 1975* (AHA 1975) is the key Tasmanian legislation providing for the conservation of Aboriginal heritage. The AHA 1975 applies to 'relics' which are defined as:

⁴ Tasmanian Heritage Council, Practice Note 2: *Managing Historical Archaeological Significance in the Works Process*, November 2014, p.4

⁵ *Ibid*, pp.5-6

⁶ *Ibid*, p. 8

- 2 (3)(a) any artefact, painting, carving, engraving, arrangement of stones, midden, or other object, made or created by any of the original inhabitants of Australia or the descendants of any such inhabitants, which is of significance to the Aboriginal People of Tasmania; or;
- (b) any object, site, or place that bears signs of the activities of any such original inhabitants or their descendants, which is of significance to the Aboriginal People of Tasmania; or
- (c) the remains of the body of such an original inhabitant or of a descendant of such an inhabitant that are not interred in –
 - (i) any land that is or has been held, set aside, reserved, or used for the purposes of a burial-ground or cemetery pursuant to any Act, deed, or other instrument; or
 - (ii) a marked grave in any other land
- 2 (4) Despite subsection (3)(a) or (b), objects made, or likely to have been made, for the purposes of sale (otherwise than by way of barter or exchange in accordance with Aboriginal tradition) are not relics for the purposes of this Act.⁷

All relics are protected under the provisions of the *AHA 1975*, including those found during works. Permits are required for a range of activities, including to:

- (a) destroy, damage, deface, conceal, or otherwise interfere with a relic;
- (b) make a copy or replica of a carving or engraving that is a relic by rubbing, tracing, casting, or other means that involve direct contact with the carving or engraving;
- (c) remove a relic from the place where it is found or abandoned;
- (d) sell or offer or expose for sale, exchange, or otherwise dispose of a relic or any other object that so nearly resembles a relic as to be likely to deceive or be capable of being mistaken for a relic;
- (e) take a relic, or cause or permit a relic to be taken, out of this State; or
- (f) cause an excavation to be made or any other work to be carried out on Crown land for the purpose of searching for a relic.⁸

Aboriginal Heritage Property Searches have been conducted for both properties to determine if they contain any previously recorded Aboriginal heritage sites, or if there are any specific Aboriginal heritage constraints that apply to these properties. The searches have not identified any registered Aboriginal relics or identified any particular constraints in regards to Aboriginal relics. These results remain valid until 23 July 2018.⁹

The absence of registered Aboriginal relics does not mean that the study area does not have the potential to contain such items. All Aboriginal relics are protected under the *AHA 1975*, including those found during works. An Unanticipated Discovery Plan should be implemented should Aboriginal Heritage be discovered during ground disturbance works.¹⁰ This Unanticipated Discovery Plan is included at Appendix 2.

2.4 Local Management Provisions

2.4.1 Hobart Interim Planning Scheme 2015

The two properties are located within the planning area of the *Hobart Interim Planning Scheme 2015* (*HIPS 2015*). Various Heritage Code provisions apply to the two places.

The house at 59 Davey Street is included in Table E13.1 as a Heritage Place, by way of a combined listing for 59-61 Davey Street.¹¹ It is subject to the development standards of Clause 13.7. The Welcome Stranger Hotel at 58 Harrington Street is not included in Table E13.1 as a Heritage Place.

Both properties are included within the boundaries of Heritage Precinct H1 - City Centre, and are subject to the development standards of Clause 13.8.

Both properties are within the Place of Archaeological Potential defined by Figure E13.4.1. The objective for the management of archaeological values as part of Building, Works and Demolition is:

⁷ *Aboriginal Heritage Act 1975*, s2(3)

⁸ *Ibid*, s14

⁹ Aboriginal Heritage Search Record PS0011655: 58 Harrington Street, Hobart, 23 January 2018; Aboriginal Heritage Search Record PS0011657: 59 Davey Street, Hobart, 23 January 2018

¹⁰ *Ibid*

¹¹ *HIPS 2015*, TE13.1, Ref: 808

To ensure that building, works and demolition at a place of archaeological potential is planned and implemented in a manner that seeks to understand, retain, protect, preserve and otherwise appropriately manage significant archaeological evidence.¹²

The relevant performance criteria are:

Acceptable Solutions	Performance Criteria
A1 Building and works do not involve excavation or ground disturbance.	P1 Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to: <ul style="list-style-type: none"> (a) the nature of the archaeological evidence, either known or predicted; (b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential; (c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition; (d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation; (e) measures proposed to preserve significant archaeological evidence 'in situ'.

Table 2: HIPS 2015: Development Standards for Places of Archaeological Potential - E13.10.1 Building, Works and Demolition

The *HIPS 2015* establishes a series of Application Requirement for Buildings and Works within the Place of Archaeological Potential. This report addresses the Scheme definition of a 'Statement of Archaeological Potential' which is:

statement of archaeological potential

Means a report prepared by a suitably qualified person that includes all of the following:

- (a.) a written and illustrated site history;
- (b.) overlay plans depicting the main historical phases of site development and land use on a modern base layer;
- (c.) a disturbance history;
- (d.) a written statement of archaeological significance and potential accompanied by an archaeological sensitivity overlay plan depicting the likely surviving extent of important archaeological evidence (taking into consideration key significant phases of site development and land use, and the impacts of disturbance).

2.5 Other Heritage Lists

2.5.1 Register of the National Estate

The Register of the National Estate (RNE) was established in 1976 as a list of natural, Indigenous and historic heritage places throughout Australia, with limited statutory mechanisms relating to actions taken by the Commonwealth. As of February 2007, the RNE ceased to be an active register, with places no longer able to be added or removed and the expectation that the States and Territories would consider places included on the RNE for management under relevant State legislation. The RNE ceased to exist as a statutory register on 19 February 2012 and references to the RNE were removed from the *EPBC Act*. The RNE continues to exist as a non-statutory information source. Coincidence with other heritage lists and registers (including the THR and planning scheme heritage schedules) is not uncommon.

¹² *HIPS 2015*, cl.13.10.1

The properties are not included on the RNE.

2.6 Section Summary

Table 3 below summarises the various statutory and non-statutory mechanisms and identifies those in which part of the place is listed.

Register/Listing	Inclusion	Statutory Implications
National Heritage List	No	No
Commonwealth Heritage List	No	No
Tasmanian Heritage Register	Yes (59 Davey St only)	Yes
<i>Aboriginal Heritage Act 1975</i>	No	Yes
<i>Hobart Interim Planning Scheme 2015</i>	Yes	Yes
Register of the National Estate	No	No

Table 3: Summary of statutory and non-statutory mechanisms

3.0 ILLUSTRATED SITE HISTORY

3.1 Introduction

Practice Note 2 and the Planning Scheme require a Statement of Archaeological Potential to include an illustrated site and disturbance history. This consists of a series of overlay plans that depict key periods or phases (as dictated by the availability of archival evidence), together with explanatory text and illustrations.

This historical overview begins with a brief introduction to the Aboriginal people of the Hobart area, followed by information related to the early European settlement and development of Hobart and the study area. Historical information has been sourced from key primary and secondary sources to inform archaeological judgments. The site history has been arranged chronologically addressing the following key phases of use and development for each property:

- The Aboriginal people of the Hobart area and contact history;
- 1804-c.1824: the European settlement of Hobart and the study area; and
- Initial subdivision.

58 Harrington Street:

- Samuel Whittaker - cabinetmaker c.1824;
- New developments - the Freemasons Tavern 1831-1938;
- Reconstruction and later modifications to the Freemasons Hotel 1938-2018;

59 Davey Street:

- David Lord's Davey Street Property c.1824;
- Acquisition by Samuel Whittaker and incorporation into the Freemasons Tavern property, c.1836; and
- 1875-1879: Construction of the house at 59 Davey Street.

3.2 The Aboriginal People of the Hobart Area & Contact History

Before European settlement, Ryan has described Tasmanian Aboriginal society as consisting of nine nations, each containing multiple social units or bands. Tribal boundaries could vary between well-defined borders based on geographical features, to broader transitional zones existing between two friendly tribes.¹³

The western shore of the Derwent formed part of the lands of the South East nation. Their territory covered an area of approximately 3,100km² to encompass the western shore of the Derwent north to New Norfolk, the D'Entrecasteaux Channel and Bruny Island, and south to South Cape, extending west to the Huon Valley. Ryan writes that prior to European contact, the area probably contained seven bands, each with about 70 to 80 people. The Hobart area was home to the Muwinina band. They knew the area as Nibberloone or Linghe.

The coastal fringe provided rich food resources - both plants and animals. The coast provided a wide range of shellfish: large and small whelks, werreners, mussels, periwinkles, limpets, chitons, oysters, crayfish and crabs. Shellfish were gathered along the shoreline, but also from deeper water, with Aboriginal women noted for their diving skills.

In the hinterland, birds, possums, kangaroos and wallabies could be found, as too were edible plant and fungus species. Land management through regular burning encouraged 'green pick' (new growth and grasslands) that in turn, supported native game in numbers.

Unlike other groups, the South East Tribe did not move inland during Spring and Summer. Their lands provided sufficient food throughout the year, travelling up and down the coast with the seasons,

¹³ Ryan, L, *The Aboriginal Tasmanians*, Allen & Unwin: St Leonards, 1996, p.12

and to outlying islands using bark catamarans. Seasonal changes would also bring new food such as seals, mutton birds and swan eggs.¹⁴

The Nuenonne band from Bruny Island was visiting the area when David Collins arrived in 1804. Woorady, of the Nuenonne later recalled how the people reacted and interpreted the events of early settlement, describing how:

...when the first people settled they cut down trees, built houses, dug the ground and planted; that by and by more ships came, then plenty of ships; that the natives went to the mountains [*Mount Wellington*], went and looked at what the white people did, went and told other natives and they came and looked also.¹⁵

Brief details of contact between the Aboriginal people and the British can be found in the diary of the Reverend Robert Knopwood. An entry in March 1804 records his observations on encountering 'a great many native huts [*sic*] and the fires they made' on the western shore of the Derwent, north of Hobart. Two days later he noted many Aboriginal people were around the camp at Sullivans Cove, but could not be persuaded to enter. On numerous occasions, Knopwood wrote of the fires lit by the Aboriginal people for both land management and hunting.¹⁶

Initial contact between the Muwinina and Europeans was positive. Although not visiting the settlement, the Aboriginal people were friendly with small groups of Europeans they met at more isolated areas. Such relations were not to last, as by 1806, violence had already begun to emerge. Conflict over food resources was one of the triggers in the deteriorating relationship. By necessity, the European settlers sought to augment their meagre stores with fresh caught game, mainly kangaroos, thereby placing them in direct competition with the Aboriginal people. So insatiable was the European demand for kangaroos, that by late 1808 this food resource had largely been exhausted from the immediate surrounds of Hobart, with hunting parties having to venture further afield.¹⁷

This period saw a fundamental shift in colonial society with the relocation of Norfolk Islanders to Van Diemen's Land, beginning in 1805 and intensifying from 1807. Gradually, farms spread out along the shores of the Derwent as a burgeoning agricultural economy began to take shape. Over the coming years, more land was granted and brought into production, and the population grew, albeit slowly at first.

The period 1804 to 1824 has been described as one of 'uneasy coexistence' between Aboriginal people and Europeans. Certainly, there were outbreaks of hostilities, but by comparison with what occurred post-1824, the first two decades since the coming of the Europeans were relatively calm.¹⁸ Notwithstanding the increase in conflict, groups of Aboriginal people continued to occasionally visit Hobart into the early 1820s. One such group was known by the Europeans as the 'Hobart-Town tribe', visiting the growing town for food and other items.¹⁹

Robinson wrote of groups of Aboriginal people visiting Hobart Town in November 1824 and October 1825. Of the latter, he described:

At 1/2 3 pm 64 black natives came into town. They were naked. Under the protection of the government. Went to see them. At 8 pm they were placed in the market house. They were formed into 3 circles with a fire in the middle of each. On one side of each circle elevated about 3 feet above the rest sat a person whom I supposed were their chief. One out of the 3 of these chiefs could speak broken English. They

¹⁴ *Ibid*, pp.39-43; Officer, I, *Survey of Derwent River Aboriginal Midden and Quarry Sites*, unpublished dissertation to the Environmental Department of the Division of Teacher Education, October 1980, no page numbers; Maynard, L, *A Report on the Social, Cultural & Historical Connection of Aboriginal People to Hobart and its Surrounds*, unpublished report for Housing Tasmania, TALSC, TAC, AHT, July 2010, pp.3-5

¹⁵ *Ibid*, p.77

¹⁶ Nicholls, Mary (ed.), *The Diary of the Reverend Robert Knopwood 1803-1808. First Chaplain of Tasmania*, Tasmanian Historical Research Association: Hobart, 1977, p.46; Brown, S, *Aboriginal Archaeological Resources in South East Tasmania. An Overview of the Nature and Management of Aboriginal Sites*, National Parks & Wildlife Service Tasmania, Occasional Paper No. 12, April 1986, pp. 171-172

¹⁷ Ryan, *op. cit.*, pp.76-78

¹⁸ Boyce, J, *Van Diemen's Land*, Black Inc.: Melbourne, 2008, pp. 67-68, 105-106; McFarlane, I, 'Frontier Conflict', in Alexander, A, (ed.), *The Companion to Tasmanian History*, Centre for Tasmanian Historical Studies, University of Tasmania: Hobart, 2005

¹⁹ *The Hobart Town Courier*, Saturday 5 January 1828, p.2; TAHO, CSO1/1/323/7578, Evidence of Robert Jones to Thomas Anstey, 15 March 1830; *Hobart Town Gazette and Van Diemen's Land Advertiser*, Friday 5 November 1824, p.1

were all committed to the care of Mr Mansfield the Wesleyan missionary [sic]. One of them had a white feather stuck in his ear.²⁰

Such relative peace was not to last. During the 1820s, the European population grew rapidly, accompanied by an explosion in the issuing of land grants over the most valuable grass plains. These actions created disputes over access to native game, hunting grounds and the connection of Aboriginal people with their traditional tribal lands. What followed was unprecedented violence.²¹

In October 1830, Lieutenant Governor Arthur commenced the failed 'Black Line' operation; an attempt to push the Oyster Bay and Big River people remaining in settled areas down to the Tasman Peninsula. The 'line' involved a human chain formed from 3,000 colonists, who through a pincer movement, attempted to push the Aboriginal people down onto East Bay Neck, dividing the Tasmanian mainland from the Forestier Peninsula. From here, it was expected that the final movement would drive the captured Aboriginal people onto the Tasman Peninsula.

Ultimately, this costly exercise failed to push the remaining Aboriginal people onto the Peninsula who slipped past the line. However, where it did succeed was in clearing the valuable south-east and midlands for secure European settlement. More success was had by George Augustus Robinson who led a series of expeditions which enticed or coerced the remaining Aboriginal people to leave their country. In January 1832, Robinson arrived in Hobart Town in the company of 26 surviving members of the Big River nation. Apparently, the Aboriginal people were accommodated in the basement of Robinson's house until sent to establishments in the Furneaux Islands ten days later.²²

In 1847, the 47 remaining Aboriginal people at the mission on Flinders Island were transported to the former convict station at Oyster Cove, south of Hobart. Back on the Tasmanian mainland, the people would often leave Oyster Cove for weeks at a time to hunt, camp and collect traditional foods, with occasional trips to Hobart.²³

3.3 1804-c.1824: The European Settlement of Hobart and the Study Area

The first decade of European settlement in Hobart was marked by the close relationship between development and the waterfront. After the failure of the settlement at Risdon Cove and the relocation to Sullivan's Cove on the western shore in February 1804, the early occupants of Hobart Town spent their first decade in a struggle for survival, building upon the camp clustered on the western boundary of the cove.²⁴

On his first visit to Hobart in 1811, Governor Macquarie found that the settlement was being developed in a haphazard way without any proper plan. In response, he ordered a near regular grid to be prepared by Surveyor Meehan. Leading up from Sullivan's Cove, Meehan's plan had some street alignments skewed to avoid wide scale demolition of buildings which were located within intended streets. Given its proximity to the camp, it is likely that some form of early land use occurred within the study area, but this is not documented in historical records.

Meehan depicted a few of the structures in existence in 1811, mostly public buildings such as the store, hospital and housing of the higher officers. Most housing or other buildings were not depicted on the map, although his survey notes do describe such development. Bolt has interpreted these survey descriptions, and although no housing was recorded near the study area, the larger block was crossed diagonally by the early bush track to Sandy Bay which extended from Macquarie Street.²⁵

²⁰ Plomley, NJB, (ed.), *Friendly Mission. The Tasmanian Journals and Papers of George Augustus Robinson 1829-1834*, Tasmanian Historical Research Association: Kingsgrove, NSW, 1966, p.100, f.n. 3

²¹ Boyce, *op. cit.*, pp.140-146

²² Ryan, *op. cit.*, pp.157-158; Bonwick, J, *The Last of the Tasmanians; or, the Black War of Van Diemen's Land*, Sampson Low, Son & Marston: London, 1870, pp.228-229; *The Tasmanian Mail*, 22 August 1896, p.17

²³ Gough, J, 'Oyster Cove', in Alexander, A, (ed.), *The Companion to Tasmanian History*, Centre for Tasmanian Historical Studies, University of Tasmania: Hobart, 2005, pp.261-262; *The Mercury*, Friday 20 December 1861, p.2; *The Mercury*, Friday 25 May 1866, p.4; *The Mercury*, Friday 18 February 1870, p.2

²⁴ Walker, JB, 'The English at the Derwent and the Risdon Settlement', *Early Tasmania: Papers Read before the Royal Society of Tasmania during the Years 1888 to 1899*, John Vail Government Printer, Hobart, p.59

²⁵ CPO Hobart 131, 1811; Bolt, F, *The Founding of Hobart 1803-1804*, Hobart: Peregrine Pty Ltd., 2004; Solomon, R.J. *Urbanisation: the Evolution of an Australian Capital*, Angus and Robertson Publishers, Sydney, 1976, p.29

3.4 Initial Subdivision

Although some form of land use is likely to have occurred in the first few years of colonisation, frustratingly, it is not until the 1820s that specific and definitive historical evidence of such development can be established. Even with such information, substantial gaps exist in our understanding of the early history of the place.

Land alienation and the establishment of property boundaries is the first suggestion of development. By the 1820s, the block bounded by Macquarie, Harrington, Davey and Barrack streets had been subdivided into 13 lots. The land which now comprises 58 Harrington and 59 Davey Street was split between two different lots: a small parcel of approximately 885.25 m² on the corner of Davey and Harrington Streets, and held by Samuel Whittaker,²⁶ and a large lot containing some 6,171.45 m² held by David Lord and covering much of the Davey Street frontage (Figure 2).

Construction in Hobart at this time was governed by newly-formed regulations which categorised land into three classes based on lot size: one to three acres (first class), 1/2 acre to one acre (second class) and 1/4 acre to 1/2 acre (third class). Each designation came with certain building requirements, although some flexibility was available.²⁷

Whittaker's land was of the third class, meaning the landowner had to agree to construct a footpath on the side of their lot and commence construction of a brick or stone building within twelve months of acquisition. This building was to be no less than 12 feet (i.e., approximately 3.7 metres) from the street.²⁸

Substantially larger, Lord's land was classified as a first class allotment. Houses on these lots were to have a facade not less than 65 feet (i.e., approximately 9.8 m), constructed from brick or stone and to be completed within twelve months. Buildings on first class lots were to cost at least £1,000.²⁹ Each lot is discussed below.

²⁶ Some sources note it as 'Whitaker', although he spelled his name with two 't's'.

²⁷ Ross, J, *The Hobart Town Almanack for the year 1829*, James Ross: Hobart Town, 1829, pp. 118-123

²⁸ *Ibid*, p.119

²⁹ *Ibid*



Figure 2: Detail from c.1826-28 plan of Hobart showing early parcel boundaries and lease or grant holders. The study area was split between two properties (CPO, Hobart Plan 104. Reproduced with the permission of the Department of Primary Industries, Parks, Water and Environment, Land Tasmania © State of Tasmania).

3.5 Samuel Whittaker - Cabinetmaker c.1824

Samuel Whittaker arrived in Hobart Town in September 1822. Having previously worked in Britain as a cabinetmaker, he soon established a business in Liverpool Street, advising the public in 1823 that he had 'commenced business as a Cabinet Maker, Upholsterer, Mattress Maker and Undertaker'. He received a land grant over the lot on the corner of Davey and Harrington streets by at least 1824, if not slightly earlier. He wasted little time in erecting a brick 'dwelling house and other improvements', which he valued at £1,500, and funded in part by a loan from George Carr Clarke.³⁰

He was living from the Harrington Street property by November 1824, and wasted little time in advising:

SAMUEL Whitaker returns his sincere thanks to his Friends and the Inhabitants of Van Diemen's Land for the liberal support which he has met with since he commenced Business; and begs to state, that he has removed from his late Residence in Liverpool street to Harrington-street, corner of Davey-street; where the Cabinet-making and Upholstering Business will be carried on as usual in all its various Branches, on the most reasonable Terms. Mattresses made to order on the shortest Notice.³¹

The first useful indication of built development on the lot comes from the c.1829 map of Hobart (Figure 3). Large in scale, the map varies in spatial accuracy, but is perhaps most useful in indicating general building footprints and building materials. The map shows Whittaker's 1824 building, rectangular in shape and aligned to Harrington Street. A smaller masonry building was located in the north west corner of the lot.

³⁰ Hawkins, J, 'The Creation and Furnishings of Government House, Hobart by Lt Governors Sorell, Arthur and Franklin between 1817-1843. Part III - Lt Governor Sir John Franklin (1837-1843)', *Australiana*, August 2009, p.29; TAHO, LSD418/1/59, Alphabetical Register of Allotments in Hobart as Occupied in 1826-27, Samuel Whittaker; *Hobart Town Gazette and Van Diemen's Land Advertiser*, Saturday 4 October 1823, p.2; TAHO, SC285/1/16 Report 135, Wilson & Dobson; TAHO, LSD1/1/105/168, Application for Township Allotment, Samuel Whittaker, 13 May 1831
³¹ *Hobart Town Gazette and Van Diemen's Land Advertiser*, Friday 12 November 1824, p.1



Figure 3: Detail from c.1829 plan of Hobart showing first definitive phase of built development within the study area. Note the smaller building in the north west corner (CPO, Hobart Plan 5. Reproduced with the permission of the Department of Primary Industries, Parks, Water and Environment, Land Tasmania © State of Tasmania).

Whittaker's house and business premises can just be made out in Earle's watercolour of c.1828, with a two storey section fronting Harrington Street, and what appears to be a single storey wing on its northern side (Figure 4).



Figure 4: Earle's c.1828 watercolour of Hobart, with Whittaker's building in the inset (Dixon Galleries, State Library of New South Wales, Panorama of Hobart ca. 1828 - watercolour drawings by Augustus Earle, DGD 14, FL3233424).

3.6 New Developments - the Freemasons Tavern 1831-1938

Whittaker continued to reside and work from his Harrington Street property, but the nature of his business soon changed, establishing the Freemasons Tavern, first licensed in 1831, and operating from expanded premises.³² Fraternal organisations arrived in the colony with military personnel, and a mason himself, Whittaker's hotel became the meeting place for Tasmania's second lodge, the No. 326. Meetings were held in the large long room, and a locally built organ was soon added, constructed by a Mr Hance.³³

The Freemason's Tavern also had the distinction of being the first place in the colony to host professional theatre performances. A theatre was opened in the long room in December 1833, under the direction of comedic actors Mr Samson Cameron, and his wife, Cordelia. Arriving that same year, the Cameron's were the first professional actors to settle in Van Diemen's Land. The first shows were productions of 'the Stranger' and the 'Married Bachelor', performed by the Cameron's, Mr and Mrs Taylor (both 'regulars of the London boards'), Mr Fenton, Mr Jacobs and Mrs Brown, together with a small orchestra. The opening performance was declared a success, with a full house of some 150 of the 'most respectable people'.³⁴

The room used as the theatre had an 'alcove' roof, which allowed for the installation of a proscenium arch. Although the stage itself was small, it still permitted the installation of several sets. Temporary dressing rooms were located behind. The press hoped that this would be the first of many performances. They were encouraged by the good character of both the performers and audience, although they did ask that in future, the female audience members refrain from wearing large hats and bonnets which blocked views. Mr Cameron was encouraged to continue to present suitable, tasteful performances. Popular entertainment (particularly when combined with alcohol) came with certain risks, exacerbated in a small town like Hobart, dominated by serving and former convicts. New

³² *Colonial Times*, Wednesday 21 September 1831, p.4

³³ *Colonial Times*, Wednesday 21 March 1832, p.1; *The Tasmanian*, Saturday 21 April 1832, p.2; *The Hobart Town Courier*, Saturday 21 April 1832, p.2

³⁴ *The Hobart Town Courier*, Friday 13 December 1833, p.3

programs were quickly developed, with weekly shows on Saturday nights. Several acts and musical pieces were usually presented during each performance, mostly the popular comedy plays of the day, although at least one attempt was made to perform the 'The Merchant of Venice'. After a successful Hobart season, Cameron took his production to Launceston.³⁵

Media praise for the respectability of the theatre was diminished though when Cameron was forced to publish a notice censuring one of his actors, Mr Jordan. Jordan had made the mistake of appearing drunk on stage, to the extent that he was incapable of performing. 'Regret, grief and sorrow' was expressed by the company, who offered to give a free performance as compensation for the unfortunate incident. Jordan published his own apology to the public in the same edition.³⁶

Despite this setback, there was enough public support to suggest that the establishment of a permanent theatre in Hobart was viable. This was achieved, with the establishment of the Theatre Royal in 1837. Conveniently, the public subscribers to the new theatre met at the Freemasons Tavern to discuss their plans. Cameron was subsequently appointed the lessee of the Theatre Royal when it opened in Campbell Street.³⁷

Whittaker's success as a publican appears to have been limited, making several attempts to dispose of the property. In 1833 he took out a £500 mortgage over the property, but by June the following year he had decided to sell. He wrote to the Lieutenant-Governor, offering up the building for some public use.³⁸ He described it as:

new - substantial - airy and commodious, containing upwards [of] twenty rooms, one 40 feet long by 17 [i.e., approximately 12.1 m x 5 m] and the others of very convenient sizes for officers, besides detached sheds etc etc, and I am pleased to add has always been conducted respectably.³⁹

The offer was declined, and he put the property on the market in July 1834.⁴⁰ A more extensive account of the buildings was published:

THAT extensive, eligible, and commodious Family Hotel, known as the "Freemason's Tavern," situate at the corner of Davey and Harrington-streets, comprising a superb ball room and theatre, 40 ft. in length [i.e., approx. 12.1 m], with music gallery, stage, and portable seats, four dining parlours, 18 bed-rooms, counting-house, bar, two store-rooms, tap, waiter's pantry, kitchen, (most completely fitted with stoves, oven, coppers, &c.) laundry, beer and wine cellars, water closets, together with stabling for twelve horses, loft and granary over, sixty feet long, chaise-house, and every convenience required for such an establishment.

The number of rooms and their arrangement, afford such accommodation to private families, that none but those who frequent it, can possibly appreciate. Its proximity to the Derwent, with a delightful view of the Harbour and New Wharf from the Veranda, which is open to the refreshing sea-breeze, render its situation peculiarly attractive.⁴¹

Whittaker advised that he was intending to return to England, although it appears he never did so. The 1834 sale failed to achieve an acceptable price, and he retained ownership and the license. He noted that he intended in future to run the premises as a private hotel, and the tap and stables were offered for rent to separate tenants. The hotel was connected to the town water supply the following year.⁴²

Meanwhile, before the new theatre in Campbell Street was completed, the long room in the Freemasons continued to be used for shows. The performances evidently attracted the best of Hobart society, it being reported that a show in July 1835 attracted the upper echelons of the colonial establishment, including members from the Pedder, Montagu, Frankland, Stephen, Burnett, Sorell, Adey and other families.⁴³

³⁵ *The Trumpeter General*, Tuesday 24 December 1833, p.2; *The Trumpeter General*, Friday 27 December 1833, p.2; *The Hobart Town Courier*, Friday 27 December 1833, p.2; *The Austral-Asiatic Review*, Tuesday 31 December 1833, p.4; *The Tasmanian*, Friday 3 January 1834, p.2; *The Tasmanian*, Friday 10 January 1834, p.3; *The Hobart Town Courier*, Friday 30 May 1834, p.4

³⁶ *Colonial Times*, Tuesday 6 May 1834, p.2; *The Shades. Friends of the Theatre Royal*, June/July 2016, p.3

³⁷ *The Colonist and Van Diemen's Land Commercial and Agricultural Advertiser*, Tuesday 1 April 1834, p.1

³⁸ TAHO, SC285/1/16 Report 135, Wilson & Dobson

³⁹ TAHO, CS01/1/728/15824, Samuel Whittaker to Lieutenant-Governor, 19 June 1834

⁴⁰ *Ibid*

⁴¹ *The Tasmanian*, Friday 11 July 1834, p.2

⁴² *The Hobart Town Courier*, Friday 1 August 1834, p.3; *Colonial Times*, Tuesday 5 August 1834, p.11; *The Hobart Town Courier*, Friday 30 January 1835, p.3

⁴³ *The Tasmanian*, Friday 3 July 1835, p.7

Others also took advantage of the stage and large room. This included dance classes and masked balls, while a Mr Russel provided 'Juvenile Fetes', which appear to have been devices which projected images of various scenes and topical events. The large space also provided the perfect venue for the display and sale of fabrics and readymade dresses.⁴⁴

As Pearce notes, the number of hotels reflected the essential function that pubs played in the social life of the community. Beyond a place to drink alcohol, they provided employment and accommodation, and functioned as meeting places and centres of entertainment. Particularly for the working classes, they were social centres for communities that were all too poorly housed. The Freemasons certainly had a broader role than simply the sale of alcohol and accommodation. Over its many decades of existence, the hotel was the venue for meetings of various commercial enterprises such as the Joint Stock Whaling Company, the Deep Sea Fishing Company, the Derwent and Tamar Fire and Marine Insurance and Life Annuity Company, the Colonial Bank and the Tasmanian Steam Navigation Company. Community organisations also met at the hotel, including anti-transportationists, the Hobart Town Bathing Association, the Derwent Yacht Club, the Rowing Association, and Labor party associated groups during the early twentieth century. The hotel was also used to hold coronial inquests on a number of occasions during the nineteenth century.⁴⁵

Whittaker made a second attempt to sell in 1836. A more expansive advertisement noted:

The house comprises 40 well arranged apartments, consisting of 5 good sized dining and sitting rooms, the large room lately used as a theatre (being 40 feet long [*i.e.*, approx. 12.1 m], and which is admirably adapted for a ball room, having a gallery for musicians), the remainder consists of bed-rooms, stores, counting house, tap, waiters' rooms, and pantries, &c. the whole being fitted up with every attention to the requisite conveniences for so large an establishment.

The outbuildings consist of capital stables, with chaise house and loft over, with every other requisite, and there is a cottage adjoining, which is now let at £26 per annum.

The situation of this property, from its proximity to the New Wharf and the Government buildings now in progress, renders it a certainty that the purchasers, if disposed to continue it as an inn, must, in a short time, realise a fortune.

The beautiful view of the harbour from the verandah, renders it a particularly desirable residence for captains of vessels and passengers during their stay here, while the well established country connection will always ensure the house being constantly full of company.

Setting aside the advantages this property possesses for its continuation as an inn, should the purchaser be so disposed, he may, at a trifling expense, convert the present building into three distinct dwellings, each having every convenience required by a large family.

The piece of land at the back, recently purchased by the proprietor, has made a very valuable addition to this establishment.

The house, with the land at the back, and the cottage fronting Harrington street, will be sold in one lot.⁴⁶

As described, the hotel consisted of three connected sections: most likely the original c.1824 building used as a residence and cabinet makers workshop, with later additions when expanded to hotel uses. A series of plans were prepared during the latter part 1830s, however their accuracy varies. All show the hotel footprint, which by this time had expanded along the Harrington Street frontage. Figure 5 below also shows a smaller, square shaped building towards the north west corner of the lot. This is likely to be the same building depicted on the previous plan (Figure 3 above). It had disappeared from maps by the time of Frankland's 1839 survey.⁴⁷

⁴⁴ *The Hobart Town Courier*, Friday 18 December 1835, p.3; *The Tasmanian*, Friday 11 March 1836, p.8; *The Tasmanian*, Friday 3 August 1838, p.2; *The Tasmanian*, Friday 10 August 1838, p.2

⁴⁵ *Colonial Times*, Monday 18 August 1856, p.2; *The Mercury*, Thursday 6 September 1877, p.2; *The Mercury*, Wednesday 26 November 1902, p.2; *The Mercury*, Saturday 27 June 1908, p.6; *The Mercury*, Wednesday 29 April 1914, p.8; *The Tasmanian*, Friday 4 September 1835, p.3; *The Austral-Asiatic Review*, Tuesday 1 October 1839, p.1; *The True Colonist Van Diemen's Land Political Despatch, and Agricultural and Commercial...*, Friday 14 September 1838, p.3; *The Hobart Town Courier and Van Diemen's Land Gazette*, Friday 14 August 1840, p.1; *The Austral-Asiatic Review, Tasmanian and Australian Advertiser*, Tuesday 29 June 1841, p.2; *The Mercury*, Wednesday 19 February 1862, p.2; *The Mercury*, Wednesday 4 March 1862, p.2; *The Tasmanian Times*, Saturday 30 May 1868, p.2; *The Mercury*, Monday 25 July 1870, p.2; *The Mercury*, Thursday 20 August 1874, p.4; *The Mercury*, Thursday 3 February 1876, p.2; *The Mercury*, Thursday 2 May 1878, p.3

⁴⁶ *The Hobart Town Courier*, Friday 11 March 1836, p.3

⁴⁷ TAHO, Hobart, GF Frankland, SD_ILS:548683

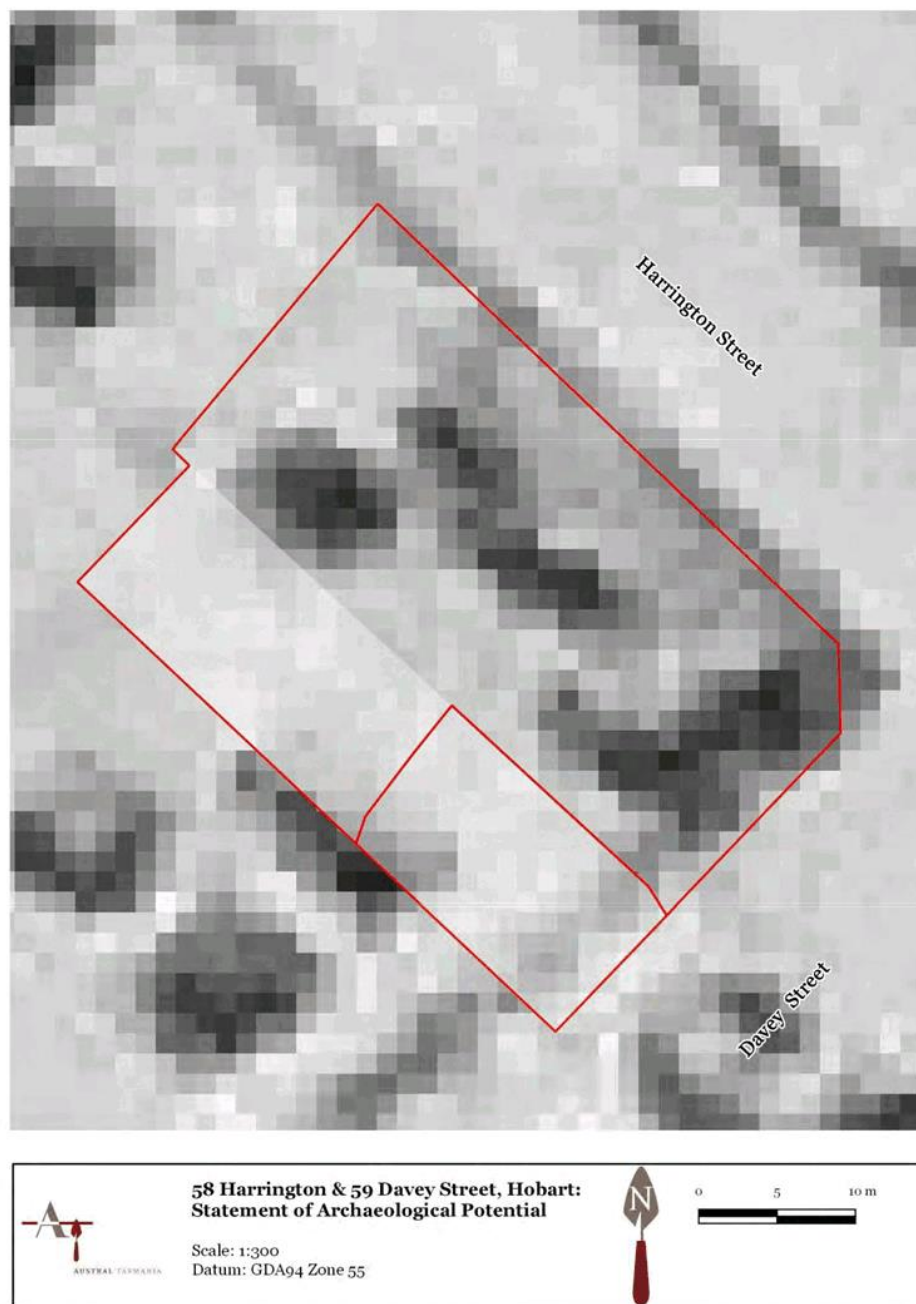


Figure 5: Detail from 1830s plan showing an expanded hotel footprint along Harrington Street. Note the small square building in the north west corner. This building is not shown on subsequent maps (TAHO, MAP1/1/85, Map - Derwent - Hobart City, Shows Streets, buildings etc Scale 1:1 furlong. Reproduced with permission).

The 1836 sale again failed to find a buyer and Whittaker continued to run the hotel, although he tried to find a tenant to take over the premises in April. The property was remortgaged in 1839 for £1,000, with ownership transferred to John Gould of London as security for the loan he had provided to Whittaker. The following year Whittaker announced his retirement from the trade, with the license transferred to Peregrine Clark. This would appear to only have been a temporary arrangement, as both Samuel Whittaker and his wife are referred to as the publicans during the early 1840s.⁴⁸

Financial difficulties continued. Title to the property was transferred to William Wilson (a brewer) and John Dobson (a lawyer), in 1842, acting in trust for Whittaker. Whittaker attempted to find a tenant for the hotel the following year, but it was again put on the market in 1844. Shortly after, he was declared insolvent in 1845. He later moved to Victoria where he died in 1861.⁴⁹

Two reliable and detailed site specific survey plans were prepared during the 1840s. The first dates to 1840 and was prepared by surveyor Henry Wilkinson as part of Wilson and Dobson's grant application (Figure 6). The plan shows building footprints, along with those parts of the building that were separate wings or constructed under separate roofs. When interpreted in conjunction with later nineteenth century photographs, the complex appears to have consisted of several joined wings, which is consistent with the 1836 description noting that the building could be subdivided into three. A verandah enclosed the facade and a long range of buildings (most likely the livery stables) were located along the north western lot boundary. The survey plan may also depict a discrepancy in the south western boundary, with what appears to be both the original boundary line between Whittaker and Lord's properties, and a separate fence line (and small building extending from the rear of the hotel) encroaching into Lord's lot. Errors in marking out boundaries on the ground occurred fairly regularly, although this may not have been an issue as both sections were owned by Whittaker by this time.

⁴⁸ *The True Colonist Van Diemen's Land Political Despatch, and Agricultural and Commercial...*, Friday 1 April 1836, p.99; *Colonial Times*, Tuesday 5 April 1836, p.2; TAHO, SC285/1/16 Report 135, Wilson & Dobson; *Tasmanian Weekly Dispatch*, Friday 18 September 1840, p.2; *The Austral-Asiatic Review, Tasmanian and Australian Advertiser*, Friday 29 December 1843, p.3; *Hobart Town Courier*, Friday 24 July 1835, p.1; *Hobart Town Courier*, Friday 31 July 1835, p.1; *Hobart Town Courier*, Friday 7 August 1835, p.1; *True Colonist Van Diemen's Land Political Despatch, and Agricultural and Commercial*, Friday 1 April 1836, p.1

⁴⁹ TAHO, SC285/1/16 Report 135; TAHO, RD1/14/41, Land Grant William Wilson and John Dobson; *The Courier*, Tuesday 24 December 1844, p.3; Hawkins, *op. cit.*, p.29

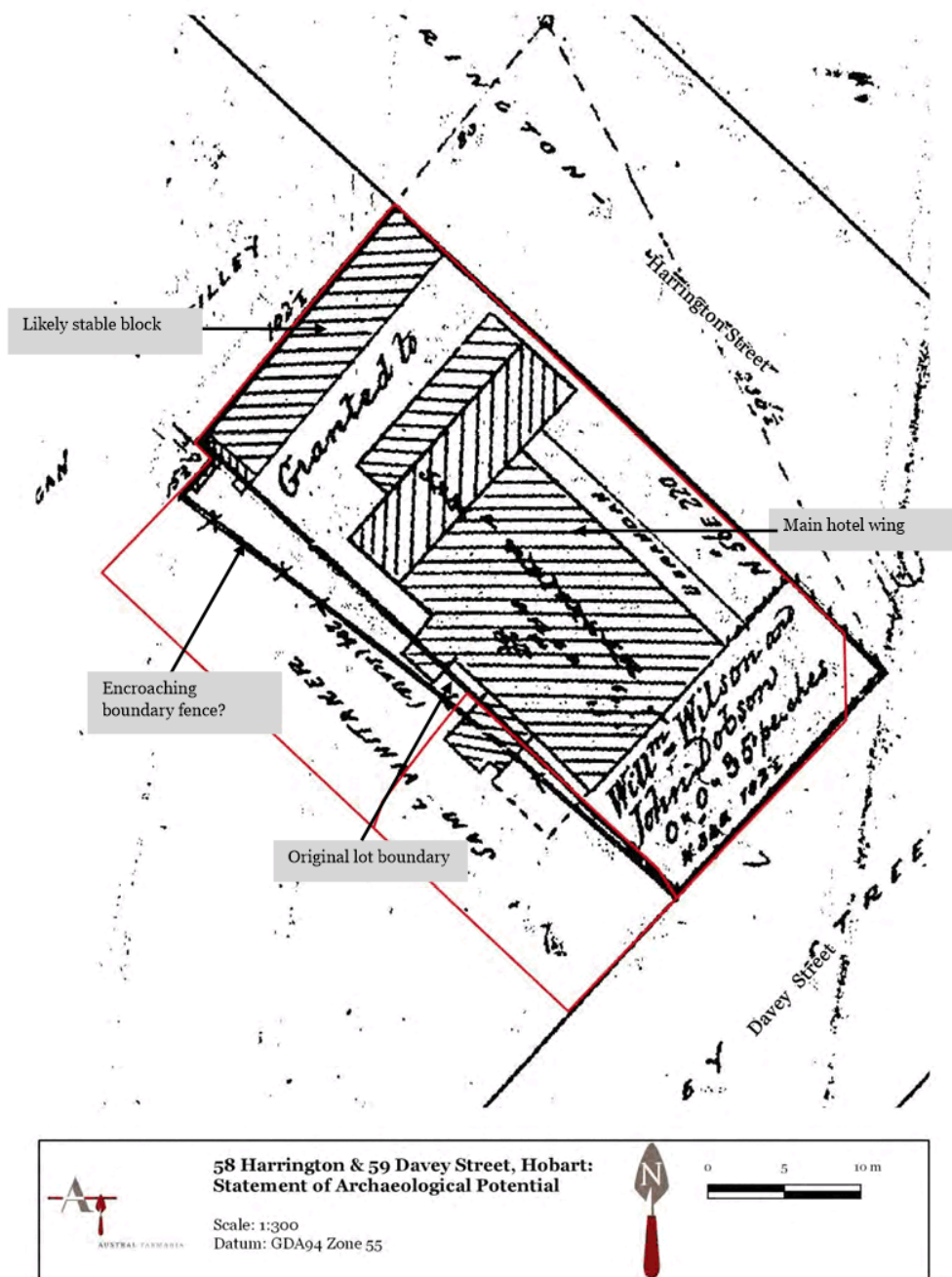


Figure 6: Detail from 1840 survey plan. The differences in directions of the diagonal lines indicate separate wings or structures under separate roofs. Likely discrepancy between the lot and fence boundaries indicated. (CPO, Hob 7/12, 1840. Reproduced with the permission of the Department of Primary Industries, Parks, Water and Environment, Land Tasmania © State of Tasmania).

Sprent completed his highly accurate surveys of Hobart during the 1840s (Figure 7). These plans are spatially accurate in showing building locations, materials, and lot boundaries. Sprent's plan is very similar to Wilkinson's 1840 survey, although some differences do exist between the two. Sprent shows a different rear footprint for the hotel building, indicates a smaller north western hotel wing (and constructed from timber), and a break in the facade of the stable block. The differences between the two surveys could indicate modifications to the buildings, but more likely would seem to indicate differences in what each surveyor chose to depict, and how to show it.

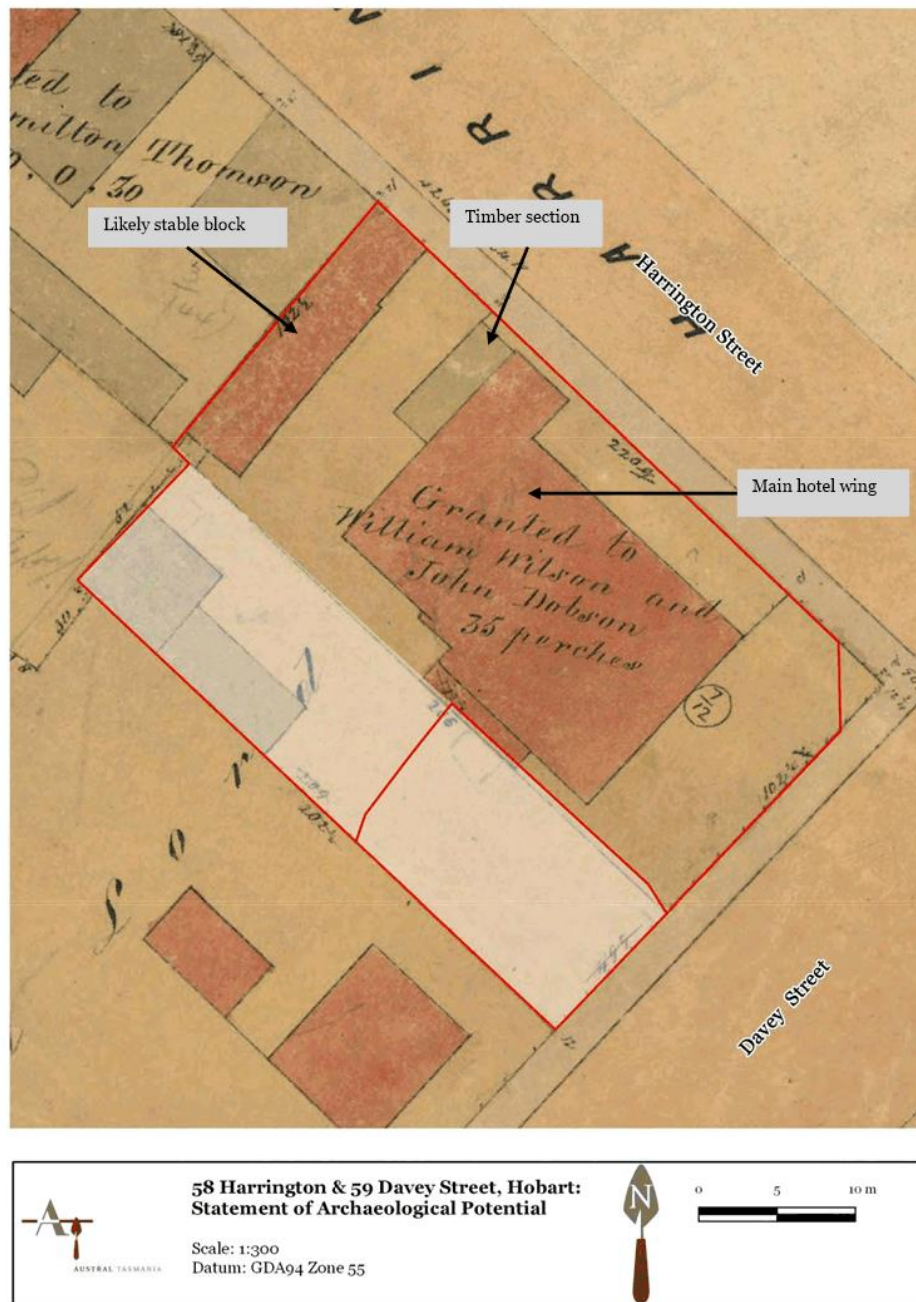


Figure 7: Sprent's 1840s survey of the Freemason's Hotel. Red indicates masonry buildings, grey shows timber. Note the slight differences with Wilkinson's 1840 survey above (CPO, Sprent's Book Page 56. Reproduced with the permission of the Department of Primary Industries, Parks, Water and Environment, Land Tasmania © State of Tasmania).

The hotel was purchased by Caleb Prior Tapping in 1844, beginning the long association between the place and the Tapping family, who continued to operate the place as a lodging hotel with a public bar. The livery stables were rented to tenants, with the premises also including accommodation. Improvements were made to the hotel in 1856. The standards and respectability of the Freemasons Hotel were maintained during the Tapping's long ownership, it being noted that many country members of Parliament would stay at the hotel when in Hobart. An indication of the reputation of the hotel is shown when it was used in 1854 as the venue at which prominent members of colonial society met to present their congratulations to Irish nationalist William Smith O'Brien, on being granted his pardon. O'Brien had received a life sentence of exile to Van Diemen's Land for his role as a leader of the Young Ireland movement during the 1848 revolt. Speeches and drinks marked the freedom provided to O'Brien, with the deputation lead by Richard Dry, Speaker of the Legislative Council along with Dr McCarthy, Mayor of Hobart, and several other 'influential gentlemen'.⁵⁰

The first clear photograph showing the building was taken in 1857 (Figure 8). It depicts the central two storey section of the hotel setback from Harrington Street and with a verandah on the upper level, with two storey wings visible on both its southern and northern sides.



Figure 8: 1857 photograph with the Freemason's Hotel highlighted (TAHO, WL Crowther Library, SD:ILS-132178, Macquarie, & Davey-streets A.A. photo. Reproduced with permission).

An undated, but likely mid-late nineteenth century photograph provides a different view of the hotel (Figure 9). Usefully, it provides a better understanding of the evolution of the building. The main section of the hotel was five bays wide, but under two distinct roof sections. The two storey northern wing is evident, with its separate entrance off Harrington Street. To its side can be seen a single storey timber skillion, likely to be the timber building depicted by Sprent in his 1840s survey (Figure 7 above).

⁵⁰ *The Courier*, Tuesday 22 October 1844, p.1; *Colonial Times*, Friday 10 October 1845, p.1; *The Hobart Town Daily Mercury*, Monday 19 April 1858, p.3; *The Courier*, Wednesday 2 December 1857, p.3; *Critic*, Friday 19 January 1923, p.3; *The Courier*, Wednesday 26 November 1845, p.3; *The Britannia and Trades' Advocate*, Thursday 22 June 1846, p.1; *The Tasmanian Colonist*, Thursday 6 July 1854, p.3; Assessment and Valuation Rolls

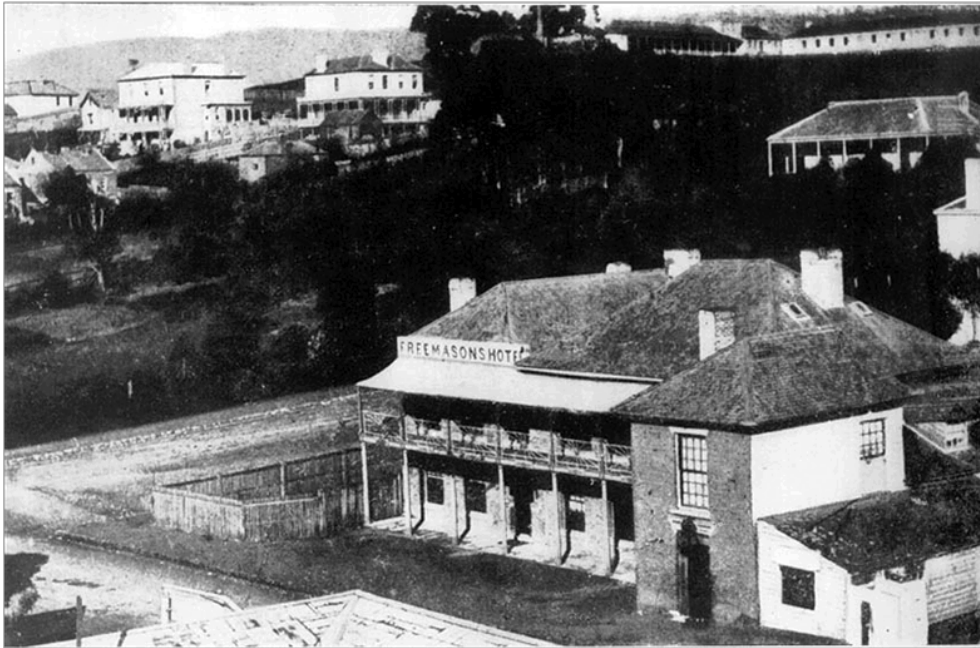


Figure 9: mid-late nineteenth century photograph of the Freemason's Hotel, indicating the different sections of the building (TAHO PH30/1/2313, Photograph - Freemason's Hotel, cnr of Harrington and Davey Sts, showing the Barracks in the background and residences in Hampden Rd including 'Lumeah' and 'Melrose'. Reproduced with permission).

Changes were made to the old hotel in c.1890, when Caleb Tapping called for tenders for the erection of a verandah and balcony and other alterations. Externally, these works replaced the simple timber verandah with more elaborate cast iron posts, railings and brackets.⁵¹

After three generations, the Tapping family's ownership of the Freemasons came to an end in 1901 when they placed the hotel on the market. It was the first time it had been sold since 1844, and a detailed description was given of the premises:

THE WELL-KNOWN COMMODIOUS AND OLD ESTABLISHED FREEMASONS' HOTEL,

situate at the corner of Harrington and Davey streets, Hobart, being built of brick, and containing 30 rooms, together with every convenience. It stands up on a large block of land, having a frontage on Harrington-street of 146 ft., [i.e., approx. 44.5 m] and on Davey-street 67 ft., [i.e., approx. 20.4 m] giving ample room for almost unlimited additions, if required. This is an opportunity not to be overlooked by anyone desirous of going into hotel business, as it is one of the largest as well as being old established.

The whole of the building has just been thoroughly renovated, and is in perfect order. The present proprietor is relinquishing business on account of ill health.⁵²

The sale of such a prominent hotel with a long and lengthy history gained attention. One of its more interesting features, was that the hotel still maintained a parlour where wine and spirits were drunk, quite separate from its tap room where beer was consumed. This distinction in beverages also divided patrons according to class. Reportedly, it was the only tap room still in Tasmania, and was evocatively described as:

... a sort of cockpit, with a square counter across it and a few wooden seats on the street side to allow the weary artisan to rest himself.⁵³

The hotel was purchased by the Cascade Brewery Company, with Thomas Surnam appointed as publican.⁵⁴

⁵¹*The Mercury*, Monday 3 March 1890, p.1

⁵²*The Mercury*, Monday 11 November 1901, p.4

⁵³*Daily Telegraph*, Wednesday 27 November 1901, p.3

**58 Harrington & 59 Davey Street, Hobart:
Statement of Archaeological Potential**

15 November 2018

The acquisition by Cascade was part of their broader move into owning licensed premises for the sale of their beverages. The practice of breweries purchasing hotels occurred throughout Australia, and resulted in the reduction in the number of pubs. The closure of hotels increased the value of those that were retained, as the number of hotels to the proportion of population decreased. It also allowed for free advertising on the premises and for breweries to stipulate that their own products would be sold, to the exclusion of others. Pierce Condon took over as publican in 1903.⁵⁵

More than fifty years had passed before the site was again shown with accuracy on a map. The 1907 Drainage Board plan indicates very few changes to the footprint of the main building since the 1840s, with the same configuration and wings, and a range of small connected buildings off its north western corner (Figure 10). The stable block along the north west boundary had been reduced in size, or perhaps replaced with another long narrow building, and with two water closets at its northern end. Importantly, the plan also provides elevation levels, which can be compared with current ground or floor levels. Thus, the main hotel building was located at approximately 17.87 metres a.s.l., rising to 18.02 metres a.s.l. at the entrance off Harrington Street, and some 18.76 metres a.s.l. towards the centre of the yard.

⁵⁴ *The Mercury*, Friday 27 December 1901, p.2; *The Mercury*, Monday 7 April 1902, p.4

⁵⁵ *The Mercury*, Monday 9 November 1903, p.8; *The Mercury*, Wednesday 2 September 1936, p.6

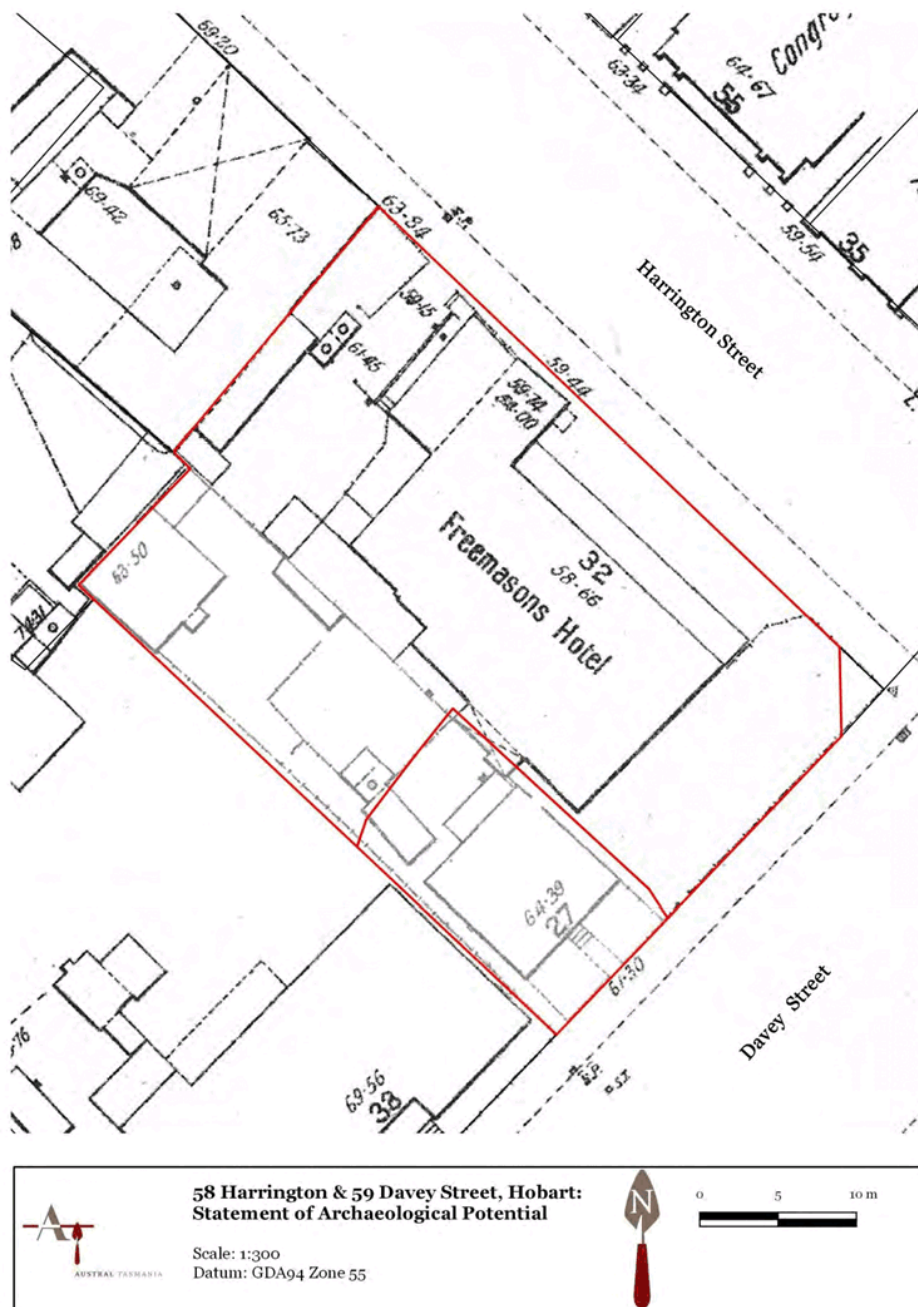


Figure 10: Detail from 1907 Drainage Board plan showing the Freemasons Hotel and its complex of outbuildings. The numbers refer to elevation in feet and inches (TAHO, SD_ILS:553788, Hobart City Council Metropolitan Drainage Board, Hobart Detail Plan No.9 (City). Reproduced with permission).

Under publican Francis Frazer, 'continental refreshment gardens' and a saloon bar were added to the premises in 1910. The beer garden included a number of rustic lattice houses and large tree ferns. Further shade was provided by the large oak tree on the corner. A novelty, electric bells were placed in each bower so that customers could call waiters.⁵⁶

During the First World War, the hotel became the scene of the crime of 'disloyal utterances', made by David Dicker, an anti-conscription campaigner, and a member of the Tasmanian parliament. It was alleged that Dicker threatened enlistments by making public statements disloyal to Britain. The crime was prosecuted by the army General Staff, noting the particular influence someone in Dicker's position held. He was found guilty, an offence Dicker was unsuccessful in appealing against.⁵⁷

Electric light and hot and cold baths were installed in 1917, and the hotel was noted for its spacious dining, smoking, drawing and reading rooms, along with a saloon bar and private sitting rooms. However, it was not until 1920 that they could advertise hot and cold water baths and lavatories on every floor.⁵⁸

At least two phases of major alterations were made to the hotel during the early twentieth century. In 1912, Huckson and Hutchinson, architects, engineers and surveyors called for tenders for 'extensive' alterations and additions to be made. The nature of these works is not known. Alterations valued at £950 were later carried out in 1926. Larger and new windows and a new entrance were added to the northern wing, while modifications and new room configurations were created on both the ground floor and the accommodation section on the first floor. This included the removal of outbuildings to the rear of the hotel and the excavation of a new ground level behind (Figures 11-13) ⁵⁹

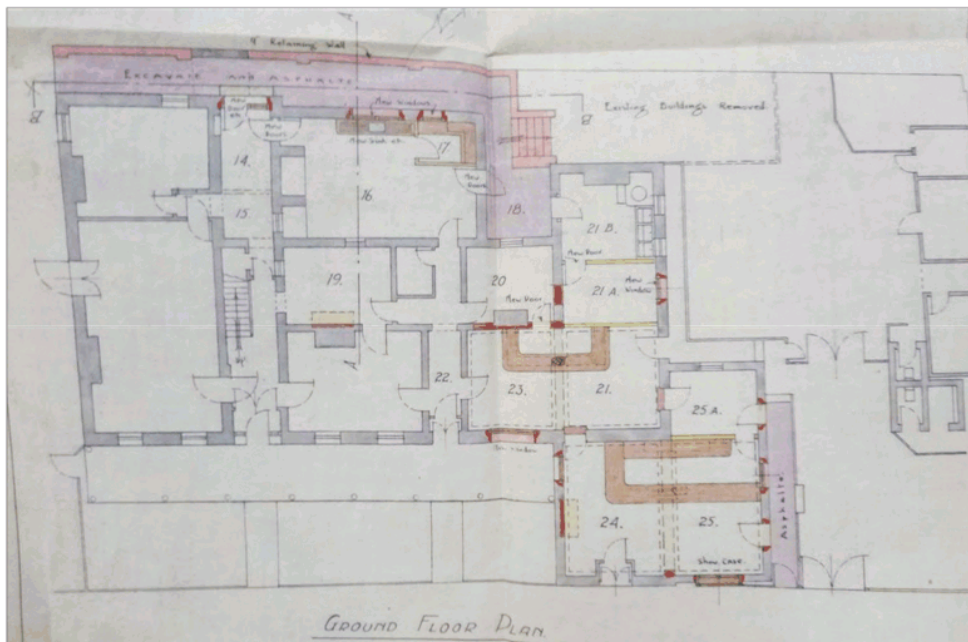


Figure 11: 1926 plan showing modifications to ground floor of the Freemasons Hotel, north to right of the Figure (TAHO, AE417/1/1363, 58 Harrington Street (2828), 1926).

⁵⁶ *The Mercury*, Saturday 19 November 1910, p.9; *Daily Post*, Saturday 19 November 1910, p.11

⁵⁷ *The Mercury*, Thursday 15 February 1917, p.7; *The Mercury*, Friday 23 February 1917, p.2; *The Mercury*, Saturday 24 February 1917, p.9; *The Mercury*, Friday 9 March 1917, p.7; *The Mercury*, Wednesday 28 March 1917, p.2

⁵⁸ *Daily Post*, Saturday 22 September 1917, p.1; *Critic*, Friday 9 November 1917, p.1; *Huon Times*, Friday 7 December 1917, p.1; *Critic*, Friday 5 March 1920, p.1

⁵⁹ *The Mercury*, Saturday 7 September 1912, p.3; TAHO, AE417/1/1363, 58 Harrington Street (2828), 1926

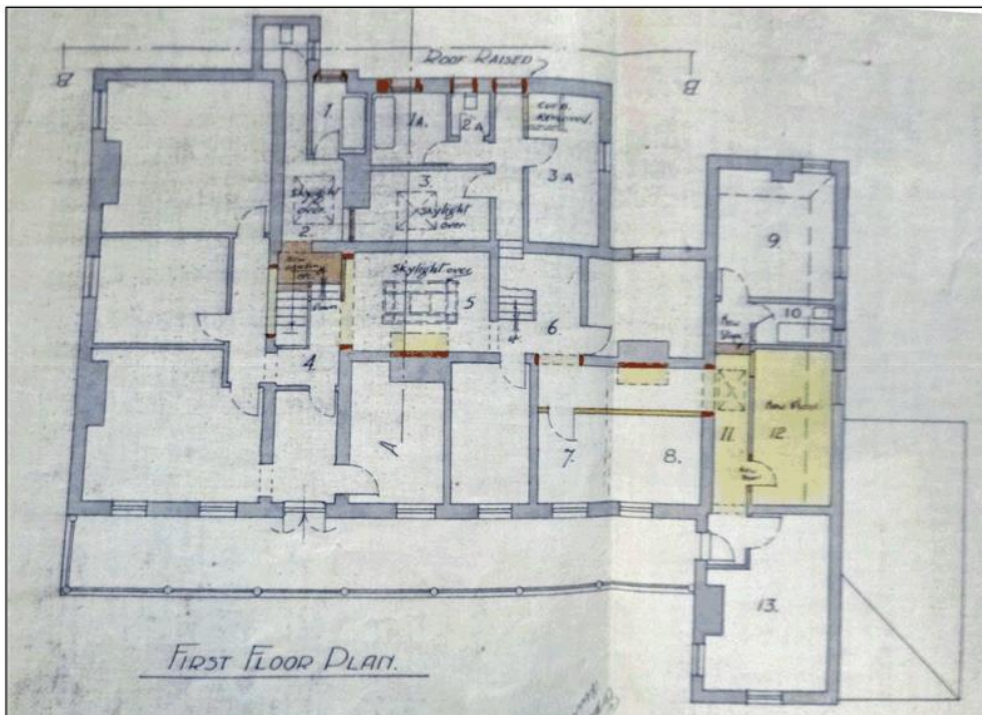


Figure 12: 1926 plan showing modifications to first floor accommodation of the Freemasons Hotel, north to right of the Figure (TAHO, AE417/1/1363, 58 Harrington Street (2828), 1926).



Figure 13: 1926 elevation of northern wing, showing modifications (TAHO, AE417/1/1363, 58 Harrington Street (2828), 1926).

A photograph was taken of the hotel shortly before its demolition (Figure 14). It retained its essential form and elements as seen in the earlier photographs, but with the addition of dormer windows in the main section of the building; replacement of the multi-paned windows with single sheets of glass; and the c.1890 replacement of plain verandah screen and rails with more elaborate cast iron work. The single storey timber section with its display window of neatly arranged bottles would suggest that this part of the building was the public bar.



Figure 14: c.1930s photograph of the Freemasons Hotel. Note the addition of dormer windows and the addition of cast iron verandah screens and brackets (TAHO, NS1231/1/33/1, Photograph - Hobart - Freemasons Hotel (licensee H. Kearney) - corner of Harrington and Davey Street - (now demolished). - hotel currently on the site called 'The Welcome Stranger'. Reproduced with permission).

3.7 Reconstruction & later modifications to the Freemasons Hotel 1938-2018

The acquisition of the Freemasons Hotel by Cascade Brewery in 1901 was one of many hotels purchased by the company during the early twentieth century. A major phase of rebuilding or altering hotels occurred over the following decades, including at the Freemasons. This was part of a broader practice of hotel renewal seen throughout Australia. The reconstruction of pubs was a result of legislation initially intended to reduce the number of licensed venues, and improve their quality. Its scope was extended during the First World War with greater restrictions on trading hours. Pressure was also brought to bear by the licensing courts, specifying time periods in which a number of hotels had to be rebuilt, reconstructed or repaired. New forms of entertainment such as radio, gramophones and film also emerged during this period, and the breweries responded to this competition with new and improved pubs of a higher standard.⁶⁰

The old Freemasons Hotel was demolished and replaced in 1938. Furniture and salvaged building materials from the old building were offered for sale in May. As one of Hobart's older hotels, the demolition raised some interest. The original long room which had hosted Tasmania's first theatre had been subdivided into three bedrooms during the tenure of the Tapping family. Two large original fire places had survived these works. A 'lost' room was also discovered during demolition of the kitchen. Laths and plaster had been used to close off the mysterious room which also solved the riddle of a staircase which had seemed to terminate in a kitchen wall until this discovery.⁶¹

⁶⁰ Van Daele, P, Lumby, R, *A Spirit of Progress: Art Deco Architecture in Australia*, North Ryde, N.S.W, 1997, pp.55-58; *The Mercury*, Friday 25 March 1938, p.11

⁶¹ *The Mercury*, Thursday 28 April 1938, p.5; *The Mercury*, Saturday 21 May 1938, p.12

The value of the new hotel was given as £5,000.⁶² Unfortunately, the building plans for the new hotel do not appear to have been retained and transferred to archival collections. Some level of understanding is available from early photographs, and a sketch of the new hotel published in *The Mercury* (Figure 15). The sketch and photograph indicate rooflines concealed behind parapets, strong horizontal lines of the building emphasised by string courses between floors or over awnings and windows, a projecting low tower with flag poles, steel framed windows and stylised text for the name of the hotel. A photograph taken sometime after completion suggests the hotel was built as planned (Figure 16). The building occupied most of the Harrington Street frontage, with a garden area facing Davey Street. The yard space was also cleared of outbuildings, with a projecting wing located off the north west corner of the new hotel (Figure 17).



Figure 15: 1938 sketch of the proposed new hotel, designed by Colin Philp and David Hartley Wilson (TAHO, SD_ILS:119229, *The Mercury*, Thursday 17 March 1938, p.3 Reproduced with permission).

⁶² *The Mercury*, Friday 19 November 1937, p.5



Figure 16: c.1940s-50s photograph of the completed hotel (TAHO, PH30/1/540, Photograph - The Freemason's Hotel, corner of Davey and Harrington Streets, Hobart. Reproduced with permission).

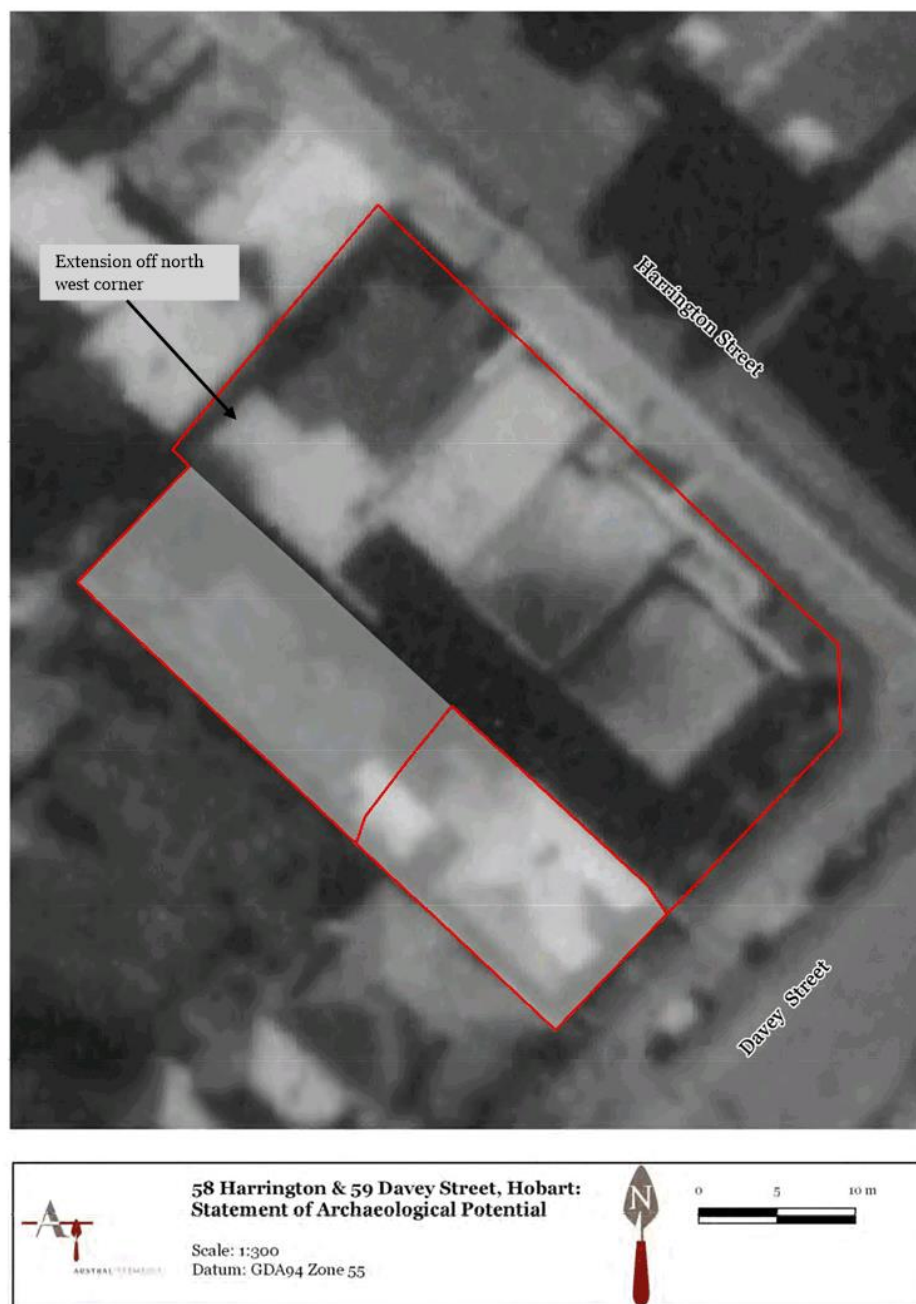


Figure 17: 1946 aerial photograph showing the new Freemasons Hotel (1946 Aerial 0015_10892, TASMAP (www.tasmap.tas.gov.au), © State of Tasmania).

Although plans for the hotel do not appear to have survived, Van Daele and Lumby suggest that many Australian hotels from this period share common design elements. Pubs from the 1930s were fairly consistent in their planning, generally being two or three storeys, with the ground floor containing the public bar, and a smaller and separate saloon bar provided with seating. Accommodation was located on the upper levels, usually with shared bathroom facilities. Hotels often included dining and lounge areas for guests and hotel patrons. Increasingly the public bar area came to dominate hotels, where expansive bars allowed for the efficient serving of alcohol to as many patrons as possible before closing time. While planning followed set needs, greater diversity existed in the external appearance and decorative elements applied to hotels during the period. Breweries increasingly dominated pub ownership, and many pubs were rebuilt or modernised to keep up with the latest trends. The new hotels were also excellent forms of advertising for the breweries. Art Deco was briefly popular from c.1933-1936, before transitioning to more streamlined forms. As the decade continued, pub exteriors became simpler, and at times rectilinear, reflecting European influences.⁶³

The Freemasons was but one of many hotels which was rebuilt or remodelled during this period. Hobart had 63 hotels in 1944. In the years prior, 31 of these establishments had been renewed or renovated. Examples of renewed or altered hotels from greater Hobart and southern Tasmania include Cooley's Hotel, Moonah (c.1934); the Huonville Hotel (c.1936 and also designed by Colin Philp and David Hartley Wilson); the Globe Hotel, Davey Street (c.1937); the Carlton Club Hotel, Liverpool Street (c.1937); the Royal Hotel, Liverpool Street (c.1937); the Shamrock Hotel, Liverpool Street (c.1938, Philp and Hartley Wilson); the Wheatsheaf, Macquarie Street (c.1939); the Ocean Child, Argyle Street (c.1939, Philp and Hartley Wilson); the Argyle Hotel (i.e., Good Woman Inn), Argyle Street (c.1939); the Empire Hotel (i.e., Republic Bar), Elizabeth Street (c.1939); the Commercial Hotel, Elizabeth Street (c.1939); the Telegraph Hotel, Morrison Street (c.1940); the Alabama Hotel, Liverpool Street (c.1940); and the Lord Nelson Hotel, Salamanca Place (c.1947). Many of these works were carried out by Cascade Brewery.⁶⁴

The 1938 Freemasons Hotel was designed by the architectural partnership of Colin Philp and David Hartley Wilson. Both had trained with Walker and Johnson, working on the cloisters and tower of St David's Cathedral, a twentieth century Gothic revival project. Hobart born and trained, Philp later transferred to Launceston. Here, he designed two adjoining houses in the Old English style at 6 and 8 Bifrons Court (1933), but soon became one of the leaders of the modernism in Tasmania and is perhaps best known for his commercial work. Prominent examples include the Art Deco influenced Duncan House (1934), which is the earliest large-scale work exhibiting Art Deco features in the state. Prior to this, Philp had been responsible for a Brisbane Street shopfront (1932) with 'staybrite' metal decoration, redolent of car bonnet symbols, and a brick warehouse for Harrap's (1931), on the corner of Cimitiere and Tamar streets, with elements of Art Deco geometric patterning. Other Launceston work includes an Arts and Crafts style church hall in Kings Meadows (1923), and later houses at 12 Ramsay Street (1932) and 57 David Street (1939).⁶⁵

Philp and Hartley Wilson entered into a Hobart-based partnership in 1936. The venture was successful, undertaking a wide range of domestic and commercial work. Commercial work attributed to Philp includes the Ocean Child and Shamrock Hotels. However, his Wrest Point Hotel, with ornament designed by Hartley Wilson, has been hailed as his masterpiece of modernism (1938). Subsequent development has however swamped the nautical Art Deco design.⁶⁶

Domestic architecture includes blocks of flats in Fitzroy Place and Augusta Road designed by Philp in the mid-late 1930s. Sunray Flats (1938) in Davey Street are among the firms acclaimed work. Regarded as one of Tasmania's first modern buildings, it is praised as small and intricately planned,

⁶³ Van Daele, , Lumby, *op. cit.*, pp.55-58

⁶⁴ *The Mercury*, Thursday 22 February 1934, p.7; *The Mercury*, Monday 27 July 1936, p.8; *The Mercury*, Friday 5 November 1937, p.6; *The Mercury*, Wednesday 10 November 1937, p.8; *The Mercury*, Wednesday 16 March 1938, p.16; *The Mercury*, Friday 23 March 1938, p.11; *The Mercury*, Thursday 15 December 1938, p.3; *The Mercury*, Friday 17 February 1939, p.6; *The Mercury*, Tuesday 3 September 1940, p.7; *The Mercury*, Wednesday 11 September 1940, p.5; *The Mercury*, Tuesday 23 May 1944, p.3; TAHO, AE417/1/5334, Building Application 39 Salamanca Place

⁶⁵ McNeill, B, *Architecture from the edge: the 20th Century in Tasmania*, North Hobart, Tas.: Montpelier, 2002, p.63; Royal Australian Institute of Architects Tasmanian Chapter, *Twentieth Century Buildings for the National Estate Register*, Tasmania Volume 1, 1994; *Launceston Heritage Study. Places of State Heritage Significance. Site Inventory*; *Twentieth Century Architecture in Launceston*, Queen Victoria Museum and Art Gallery, 1985

⁶⁶ McNeill, *op. cit.*, p.63; *The Mercury*, Thursday 30 September 1937, p.7

showing their mastery of sculptural form, with the open staircase leading to the roof-top deck harkening back to the work of Le Corbusier.⁶⁷

Philp went on to become an alderman of Hobart City Council from 1956-1958. He left Tasmania in the early 1960s and died in Fiji on New Year's Eve 1995. His contribution to Tasmania has been recognised through the Colin Philp Award for Commercial Architecture, Tasmania's highest award in this category. Less has been written on the individual work of Hartley Wilson. He was specifically identified as the architect of houses in Sunnyside Road (1934) and Bedford Street (1938), both in New Town.⁶⁸

Like most commercial premises, the Freemasons Hotel has been modified on several occasions in response to changing commercial needs. A small cool room was added to the north west corner in c.1962, however more major works occurred in c.1973, with large brick extensions constructed on both the northern side of the building, and also extending on the south to the corner with Davey Street (Figures 18-20). These works were carried out for Cascade, and designed by the firm of Hartley Wilson, Oldmeadow, Eastman, Walch - successors to the original partnership of Philp and Hartley Wilson. The bar, store and cool rooms were located in the new northern extension, while the southern extension provided a large dining room, suitable also as a lounge and cabaret area. The entrance was reconfigured with a projecting concrete awning over the footpath on Harrington Street. External changes were also made on the first floor, with the removal of the awning over the balcony. Ten en suite bedrooms were located on the first floor, with a further five bedrooms (without bathroom facilities) located on the second floor. Car parking and a small garage were added to the western boundary in c.1977.⁶⁹

⁶⁷ *Ibid*, pp.66-67; Royal Australian Institute of Architects, Tasmanian Chapter, *An Architectural Guide to the City of Hobart*, 1984

⁶⁸ *The Mercury*, Wednesday 18 April 1934, p.11; *The Mercury*, Monday 11 July 1938, p.3; *The Mercury*, 2 January 1996, p.6; <http://www.architecture.com.au/events/state-territory/tas-events-awards>

⁶⁹ TAHO, AE417/3/2512. 58 Harrington Street, Additions (18775); TAHO, AE417/5/2945, 58 Harrington Street, Cascade Brewery, Alterations (74053); TAHO, AE417/6/2163, 58 Harrington Street, Garage (77509)

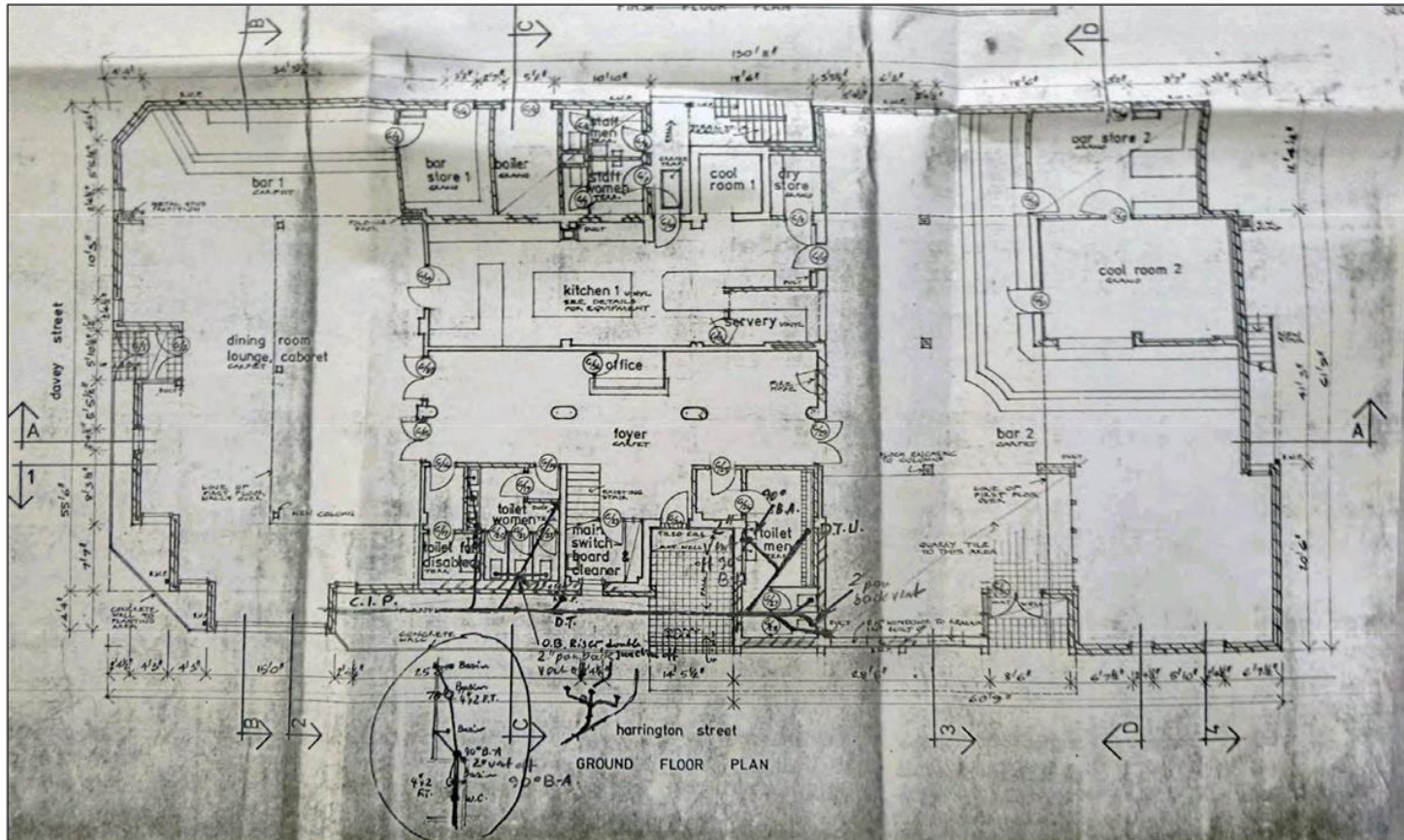
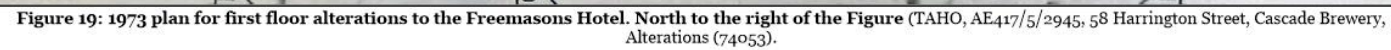


Figure 18: 1973 plan for ground floor alterations to the Freemasons Hotel, extensions were made to both the northern and southern ends of the building. North to the right of the Figure (TAHO, AE417/5/2945, 58 Harrington Street, Cascade Brewery, Alterations (74053).



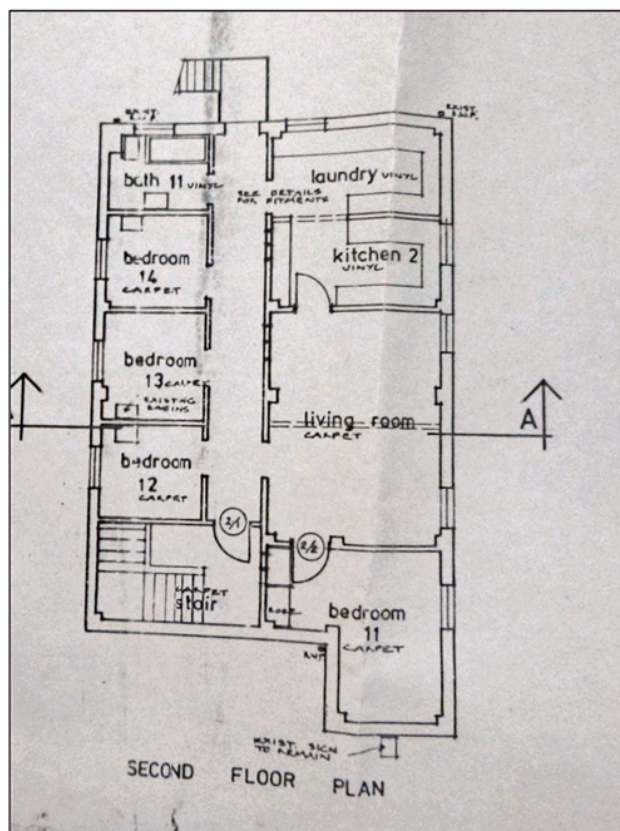


Figure 20: 1973 plan for second floor alterations to the Freemasons Hotel. North to the right of the Figure (TAHO, AE417/5/2945, 58 Harrington Street, Cascade Brewery, Alterations (74053).

The hotel continues to trade to the present. Its name was changed to the Welcome Stranger in 1997.⁷⁰

3.8 David Lord's Davey Street Property c.1824

The cottage at 59 Davey Street occupies a small portion of a large lot first held by David Lord. Lord acquired a 21 year lease over the property, which was received by 1824. The first depiction of buildings on the lot comes from a c.1829 map of Hobart. The large block extended along most of the Davey Street frontage. Relatively little building development had occurred, two small timber buildings at what is now 61 Davey Street, and masonry and timber buildings near the corner with Barrack Street. The pink shading in the following plan indicates that at least some of these buildings were in the process of being constructed at the time the town was surveyed and the map prepared. No buildings are shown as existing within the study area.⁷¹ The current lot boundaries are of more recent date. Originally the north western boundary extended back towards Macquarie Street (Figure 21). This portion of the lot now forms the Welcome Stranger Hotel car park.

⁷⁰ <http://welcomestrangerhotel.com.au/about.html>

⁷¹ TAHO, LSD418/1/33, Alphabetical Register of Allotments in Hobart as Occupied in 1826-27, David Lord; CPO, Hobart Plan 5



Figure 21: Detail from c.1829 plan of Hobart showing original lot boundaries. The pink shading indicates that building works were occurring on the lot at the time the map was prepared (CPO, Hobart Plan 5. Reproduced with the permission of the Department of Primary Industries, Parks, Water and Environment, Land Tasmania © State of Tasmania).

David Lord was one of the more prominent members of colonial society. His father James arrived under sentence to Van Diemen's Land in 1804 with Collins's party. James Lord went on to accumulate a large fortune through industry, farming and commercial interests. David Lord arrived in Hobart in 1817, aged 32. He went into business with his father, and began amassing vast landholdings. On his father's death in 1824, David inherited his estate, estimated as being worth £50,000. He was later declared 'the richest man in the colony', and by 1829, he held 809 ha through land grants, 4,678 ha by purchase and 4,150 by lease. The extent of his properties highlighted the deficiencies in regulating the granting and acquisition of land, and an investigation was carried out into Lord's holdings. Lord also had diverse commercial and political interests. He was appointed to the Lieutenant-Governor's court in 1819, and was a founding subscriber and director of the Van Diemen's Land Bank in 1824. Lord was also a member of the committee which pressed the Lieutenant-Governor for trial by jury and representative government, and later protested against restrictions on the press. He was active in church affairs, and supported the construction of a number of churches of different denominations. He died at his residence in 1847.⁷²

Lord's Davey Street lot was but one of many properties he owned throughout the town. Although several houses were constructed elsewhere on the parcel, he does not appear to have resided at Davey Street, with his address given as Macquarie Street. He had nonetheless satisfied the requirements of his land tenure, as the survey office issued new grants or leases in 1828 and again later in 1832.⁷³

3.9 Acquisition by Samuel Whittaker and Incorporation into the Freemasons Tavern Property c.1836

Establishing the first phase of development within the study area is less than precise. At some stage, Samuel Whittaker of the Freemasons Tavern acquired part of David Lord's property, which corresponds with what is now 59 Davey Street, and the car park area behind. The date at which this transaction occurred has not been established with any great certainty. Unfortunately historic deed rolls are in the process of digitisation and were not readily available for this project to provide a definitive date at which this land transfer took place. Deed indexes record a conveyance of land on Davey Street from Lord to Whittaker in 1839,⁷⁴ although the tavern sale advertisement from three years prior in 1836 noted:

The piece of land at the back, recently purchased by the proprietor, has made a very valuable addition to this establishment.⁷⁵

It would seem possible that this 'land at the back' corresponded with what was originally part of Lord's property. The advertisement also described a cottage 'adjoining' which was being rented out for £26 a year.⁷⁶ This cottage would seem to have been located in the north west corner of the lot. The first map to show this dates from 1839, but is of such a large scale that its spatial accuracy is limited (Figure 22). It does however show the realigned south western property boundary between Whittaker's and Lord's properties.

⁷² Allen, S, 'Lord, David (1785–1847)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/lord-david-2369/text3111>, published first in hardcopy 1967, accessed online 5 February 2018

⁷³ *The Tasmanian Almanack for the Year of Our Lord 1825*, p.80; Ross, J, *Van Diemen's Land Anniversary and Hobart Town Almanack for the Year 1831*, Hobart Town, 1831, p.61; *The Hobart Town Courier*, Saturday 29 October 1828, p.2; *The Hobart Town Courier*, Saturday 17 March 1832, p.2

⁷⁴ Grant Deed Index 1827–1929, Samuel Whittaker, 2/2509

⁷⁵ *The Hobart Town Courier*, Friday 11 March 1836, p.3

⁷⁶ *Ibid*

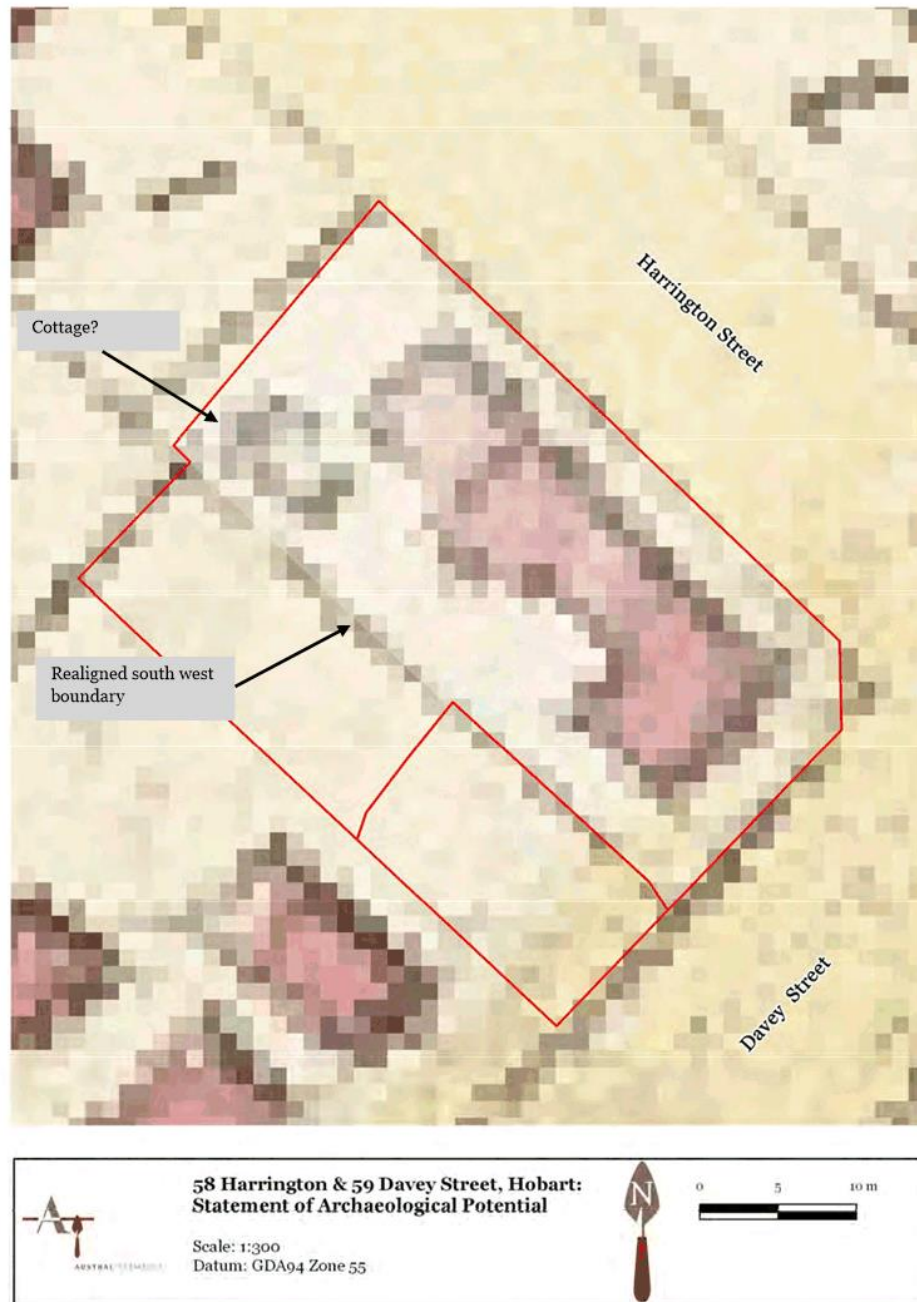


Figure 22: Detail 1839 map of Hobart, showing building in the north west corner of the lot and realigned south west boundary between Whittaker's and Lord's properties (TAHO, SD_ILS:544068, Map of Van Diemen's Land by George Frankland, Surveyor General and sole Commissioner of Crown Lands; engraved and published by Joseph Cross, 1839. Reproduced with permission).

The combined parcels formed part of Caleb Tapping's 1844 purchase of the Freemasons Hotel.⁷⁷ The first plan to show development within this area with any accuracy was prepared by Sprent during the 1840s, depicting two connected timber buildings located in the far north west corner of the site. Tapping continued the practice of separately renting out the livery stables, and the 1855 Assessment and Valuation Rolls describe Thomas Petley as the tenant of a 'house and stable'.⁷⁸ It is certainly possible that the 'house' was the timber building shown in the north west corner of the lot, while the stables are likely to be the long range of masonry buildings along the north west boundary (Figure 23).

⁷⁷ *The Courier*, Tuesday 22 October 1844, p.1

⁷⁸ Assessment and Valuation Rolls, 1855

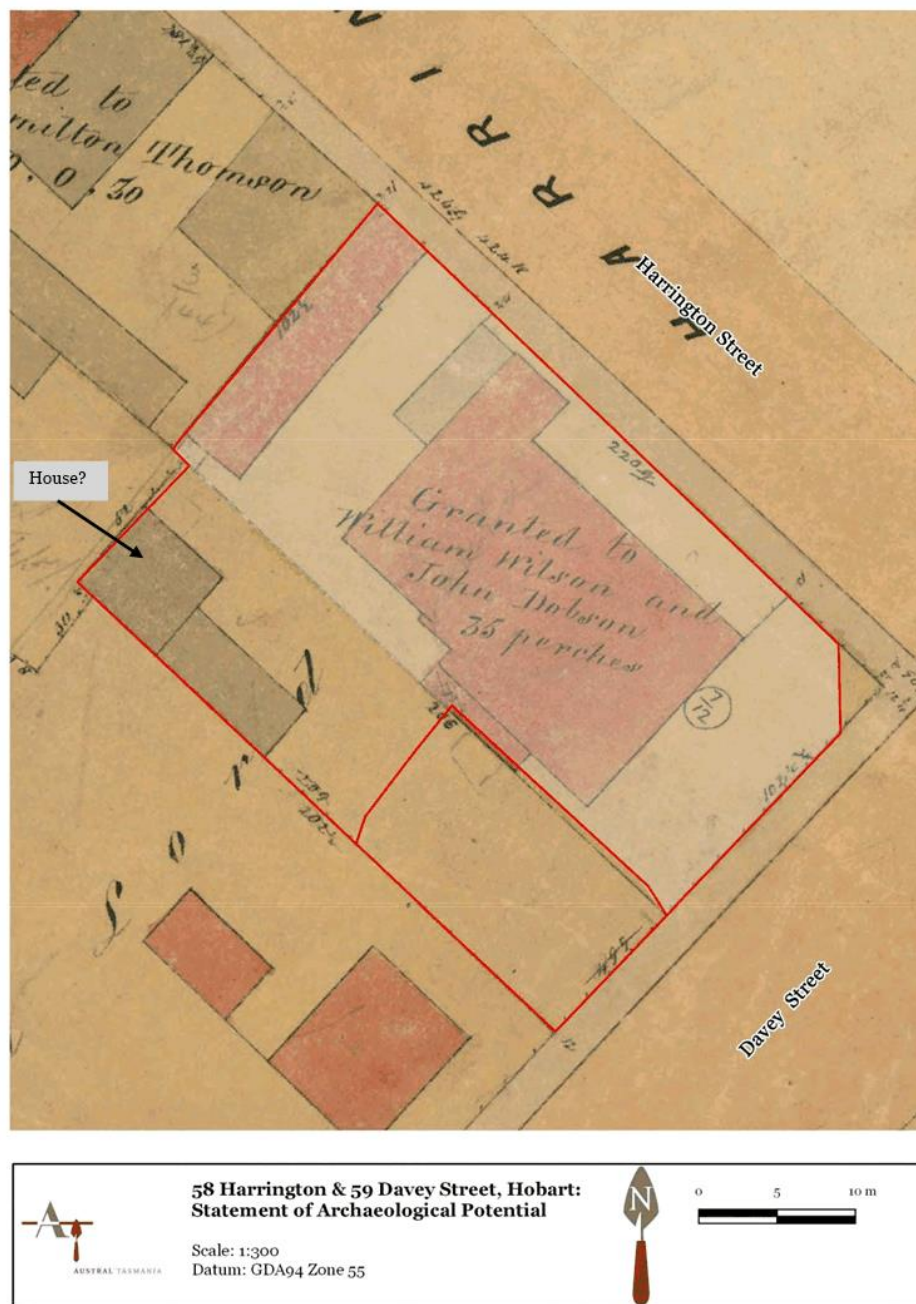


Figure 23: Sprent's 1840s survey with the likely house indicated, constructed in timber. (CPO, Sprent's Book Page 56. Reproduced with the permission of the Department of Primary Industries, Parks, Water and Environment, Land Tasmania © State of Tasmania).

The property was not given a separate address until c.1860, with the Assessment and Valuation Roll of that year showing Frederick Embly as the tenant and the description being 'house and forge'. There would be some logic to operating a forge next to a livery stable, but the property reverts to solely residential uses during the following years. Tenants during the 1860s and 1880s included Frederick Needham, James Blinkensop (a coachman), William Fisher and Thomas Grimsey (a gardener), who had married Sarah Anne, a daughter of Frederick Needham. The house was consistently given low rateable values of between £12-£15.⁷⁹

3.10 c.1875-1879: Construction of the House at 59 Davey Street

A second house was added at some stage between 1875 and 1879 on the Davey Street frontage when the property was in the ownership of Thomas Tapping. It was evidently of a higher standard than the older dwelling in the rear corner, having rateable values in the range of £26-£31. The house was listed as 'empty' in the 1879 assessment, but subsequent tenants included Mrs Tapping Senior, Charles Hayter, and Edwin Sansom.⁸⁰ It would seem more than likely that the house constructed between 1875-1879 is the building now registered as 59 Davey Street.

The site was shown in the 1907 Drainage Board plan, at which time it was recorded as 27 Davey Street, with outbuildings to the rear. The north western corner of the site had an elevation of approximately 19.35 metres a.s.l and falling to 18.68 metres a.s.l. at the Davey Street frontage. The house was in the ownership of Madeline Gill by 1910, who continued to live there until at least 1935. It was modified during the early twentieth century with the addition to the facade of bay windows with projecting gables above.

The older cottage located in the far north west corner appears to have survived to 1907 and is shown in the Drainage Board plan (Figure 24), although it no longer had a separate address. It continues to appear on the Assessment Rolls until c.1905 with a low rateable value, but subsequently disappears, suggesting a demolition by 1910.⁸¹

⁷⁹ Assessment and Valuation Rolls, 1860-1884; TAHO, CB7/12/1/5 Bk.23 p.198, Arrivals Index; TAHO, RGD37/1/26 no 235, Marriage Register ; TAHO, RGD37/1/34 no 268, Marriage Register

⁸⁰ Assessment and Valuation Rolls, 1875-1898

⁸¹ Assessment and Valuation Rolls, 1905-1934

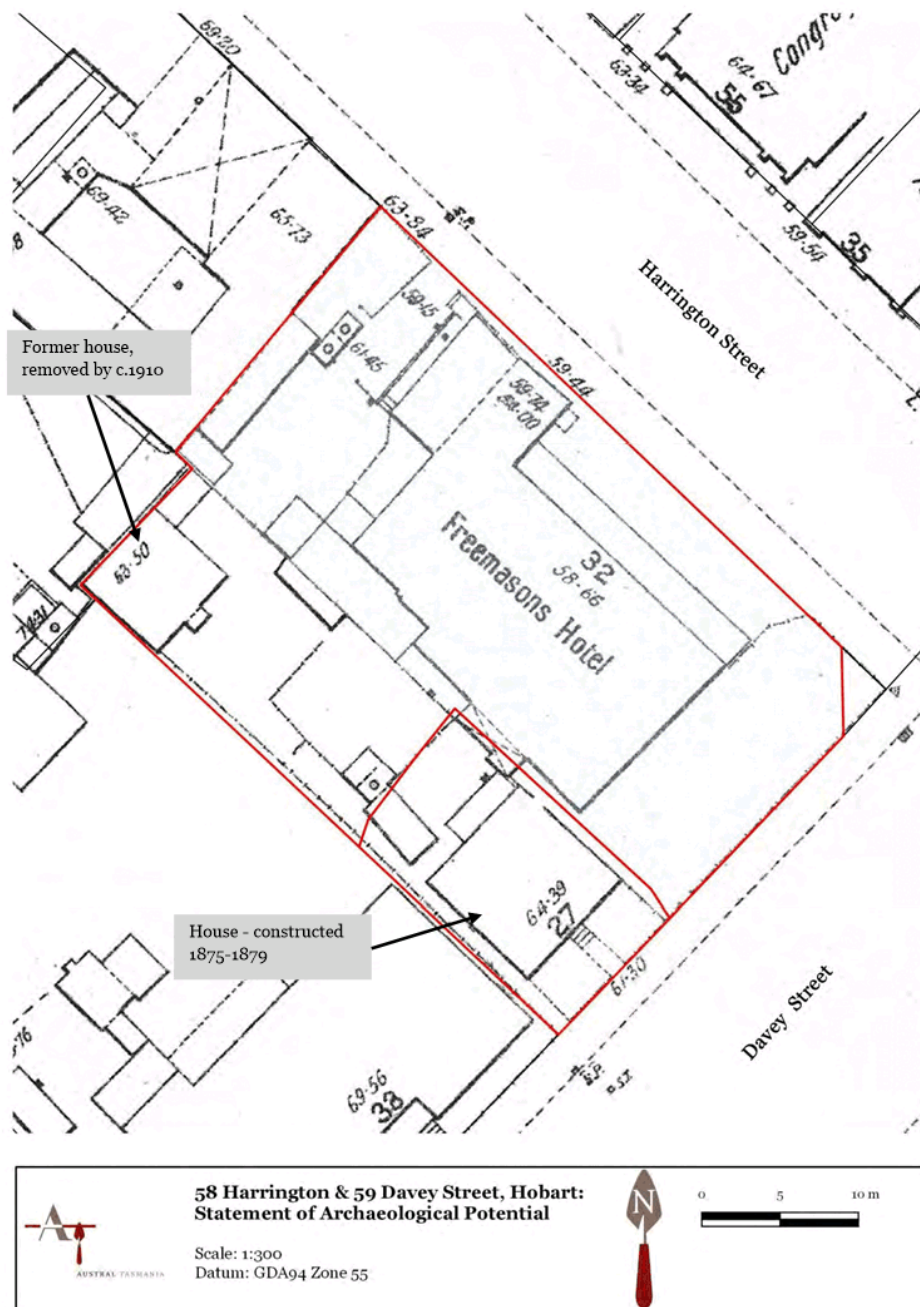


Figure 24: Detail from 1907 Drainage Board plan showing the house at 27 Davey Street with outbuildings behind. The former house in the north west corner was removed by c.1910 (TAHO, SD_ILS:553788, Hobart City Council Metropolitan Drainage Board, Hobart Detail Plan No.9 (City). Reproduced with permission).

Like other nearby places, the house ceased to be used as a residence during the latter part of the twentieth century. It was in use as a medical practice by the 1980s, and was subsequently acquired by the owner of the Freemasons Hotel, with the rear yard becoming the car park for the hotel. An application was made in 1989 to convert the former cottage into a wine bar (Figure 25). These works would have required the removal of most internal walls, and the replacement of the rear toilet and bathroom facilities. Although approved by Council, it does not appear that the works were carried out, as the house retains its central corridor flanked by four rooms.⁸²

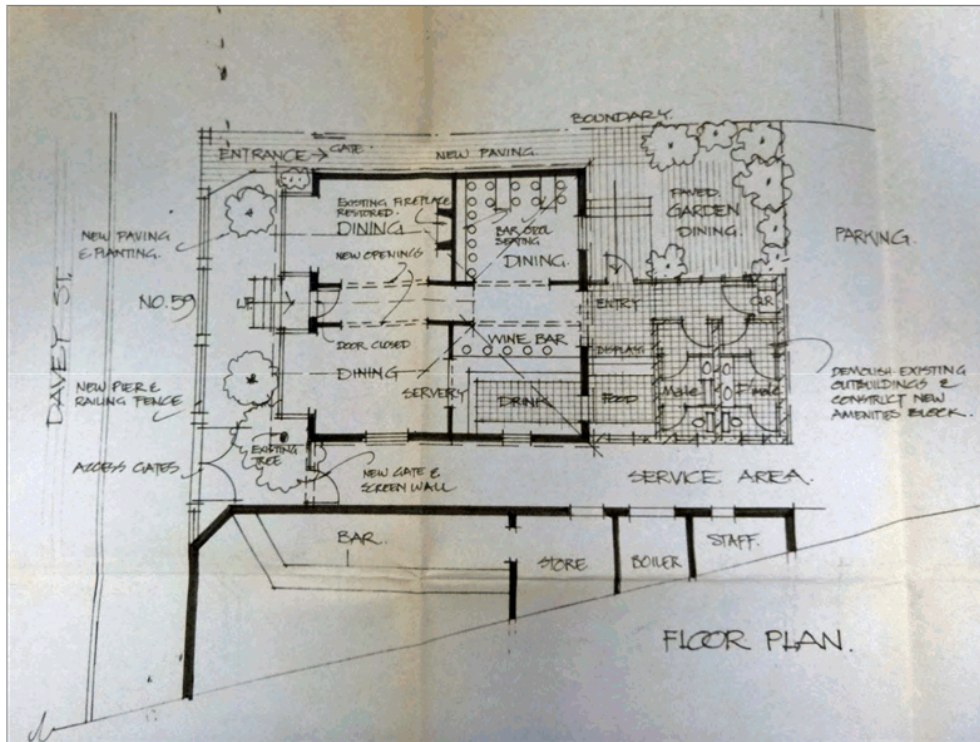


Figure 25: Detail from 1989 building application plan showing proposed internal modifications, and replacement of the rear outbuildings. These works do not appear to have been carried out (TAHO, AE417/10/3150, 59 Davey Street, Change of Use & Alterations (891002), 1989).

⁸² TAHO, AE417/10/3150, 59 Davey Street, Change of Use & Alterations (891002), 1989

4.0 ARCHAEOLOGICAL ASSESSMENT – DISTURBANCE HISTORY, SIGNIFICANCE AND SENSITIVITY ZONING

The management recommendations made in this report (see section 5.0) are predicated on three core factors: the archaeological potential of the area, the level of disturbance these features and deposits may have incurred, and the significance of the archaeological resource. The following section comprises a discussion of these three elements in the context of the site. It begins with an analysis of the current site; the sequential development and disturbance of the area; and an assessment of archaeological significance.

4.1 The site in 2017

A site visit to the study area was carried out on 14 November 2017. The study area consists of two components - the Welcome Stranger Hotel at 58 Harrington Street, and the adjacent house located at 59 Davey Street. Each is described below.

4.1.1 The Welcome Stranger Hotel: 58 Harrington Street

The Welcome Stranger Hotel is located at 58 Harrington Street, Hobart (PID 5665693, CT 128606/2). The lot covers approximately 1,114 m², with the hotel located on the corner of Harrington and Davey streets (Figures 26-28). The hotel is a three storey brick structure constructed in 1938. Large brick extensions were added to the building in c.1973 at both its northern and southern ends. The hotel has a footprint of approximately 770 m².

Vehicle access is provided via a driveway at the northern end of the lot. The northern lot boundary separating 58 Harrington Street from 167-170 Macquarie Street is defined by a combination sandstone and brick wall, which extends for approximately 20.4 m, and returns to the south at the boundary corner with 172 Macquarie Street (Figures 29-31). The lower course of the wall are of large sandstone blocks, two courses high at the north eastern, Harrington Street end, and six courses (approximately 1.6 m high) at the south western end. The wall likely served the dual purpose of marking the northern lot boundary, but also forming the northern wall of the livery stables. The boundary wall with 172 Macquarie Street is concrete on the lower level with sandstone above.

The hotel yard has a sealed asphalt surface, and is used for car parking. A small metal garage has been constructed in the north west corner of the lot, at approximately 20 metres a.s.l. The car park falls away to the east and drainage infrastructure. An underground oil storage tank is located in the area (Figures 32-34).



Figure 26: The Welcome Stranger Hotel, located on the corner of Harrington and Davey streets. Looking W.



Figure 27: Harrington Street elevation and main entrance. Note the c.1973 extension on the right (northern) side of the building. Looking S.



Figure 28: Davey Street elevation, showing c.1973 extension on the southern end of the building. Looking NW.



Figure 29: Sandstone and brick boundary wall separating 58 Harrington Street from 167-170 Macquarie Street. Looking NE.



Figure 30: Sandstone and brick boundary wall separating 58 Harrington Street from 167-170 Macquarie Street. Looking SW.



Figure 31: View from rear yard of hotel looking to the NW. Note the concrete wall on lower level of the retaining wall with 172 Macquarie Street, with sandstone (concealed by vegetation) above.



Figure 32: Small garage in north west corner of the lot. Looking NW.



Figure 33: Car park area, falling towards the east. Looking S.



Figure 34: Underground oil storage tank in the rear yard of the hotel. Looking SE.

4.1.2 House: 59 Davey Street

The house is located at 59 Davey Street, Hobart (PID 5660921, CT 128606/1). The lot covers approximately 198 m², with the single storey house occupying the majority of the site. The street frontage of the lot is at approximately 18.6 metres a.s.l. The house was erected c.1875-1879 from brick, and rendered and incised to imitate ashlar stone, with prominent quoins on the corners. The facade was modified during the early twentieth century with the installation of bay windows with gables above. A small timber skillion addition containing bathroom facilities is located at the rear of the building. Most of the former rear yard area has been incorporated into the hotel car park. A narrow passage separates the house from the adjacent hotel. Underground drainage infrastructure is located within this passage.



Figure 35: Facade of 59 Davey Street, constructed in c.1875-1879 from rendered brick, with bay windows and gables added during the early twentieth century. Looking N.



Figure 36: Rear elevation of 59 Davey Street, with timber skillions. Looking SE.



Figure 37: Passage separating the house from the hotel with drainage infrastructure. Looking NW.

4.2 Disturbance History

The following sections discuss the potential for survival of archaeological features and deposits within the study area from each key phase of development. In doing so, it takes into account the disturbance history as gleaned from documentary sources and inspection of the site in the present. It attempts to establish how one phase of development may have affected a previous phase.

The history identifies five key phases of site development, with modifications during each period. For clarity, the evolution has been divided into key phases depicting built development to a particular point in time. In the following plans, each phase is provided a separate colour, with building sites allocated a number which cross-references with the explanatory tables. Secondary structures (where known) are identified by a letter suffix, e.g., '1a'.

Previous phases are also depicted (in grey) to show where one phase of development may have occurred on the same site. In addition, parts of the study area which do not directly contain buildings are likely to have been used or developed for domestic or commercial activity, such as associated yards, gardens, laneways and outdoor workspaces, or unmapped outbuildings.

The conclusion drawn from this analysis is that the archaeological potential of the study area is variable. The current hotel building constructed in 1938 and expanded in c.1973 is likely to have disturbed archaeological evidence of the nineteenth century hotel, although some evidence may have escaped destruction if the 1938 building used brick strip footings. Fewer disturbances have occurred in the location of the driveway access and rear yard, which may contain archaeological material related to the stable block, housing development and occupational deposits.

4.2.1 Phase 1: 1824-1831

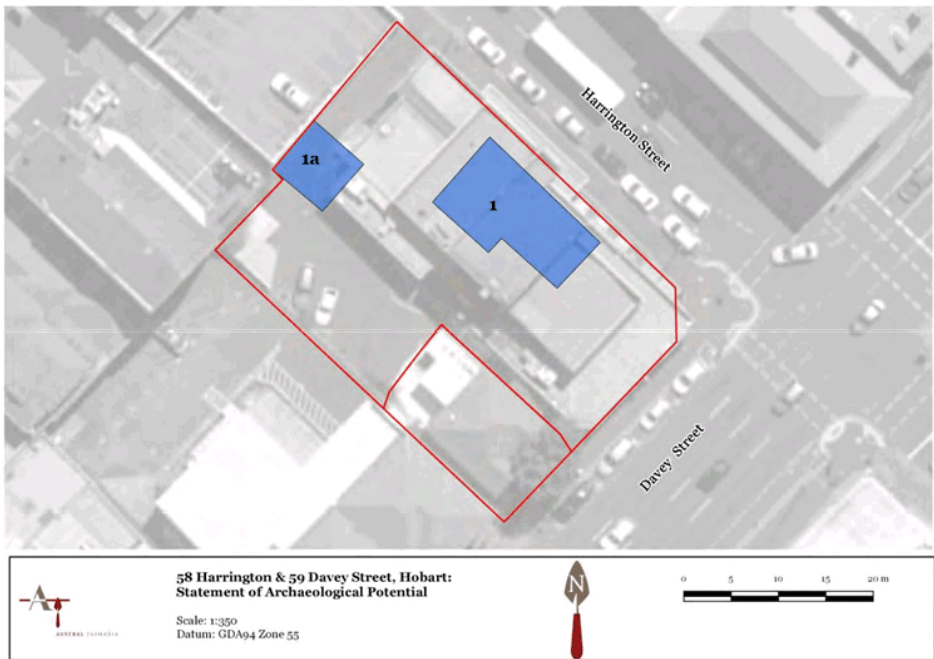


Figure 38: Overlay showing development in the study area from 1824-1831 (LIST Map, © State of Tasmania).

No.	Phase	Disturbance to Previous Phases
1, 1a	<p>[1] Combined House and Commercial Premises. Samuel Whittaker received a grant over the corner lot on Davey and Harrington Streets. He had completed a combined brick residence and cabinet maker's workshop by November of 1824. The building was valued at £1,500 and was of two stories, fronting Harrington Street.</p> <p>[1a] is likely to be an outbuilding associated with [1]. It was also constructed from masonry.</p>	<p>First defined phase of built development on the lot, although the historic plan used as the basis for this overlay is limited in spatial accuracy.</p>

Table 4: Phase 1 Development

4.2.2 Phase 2: c.1831-c.1845

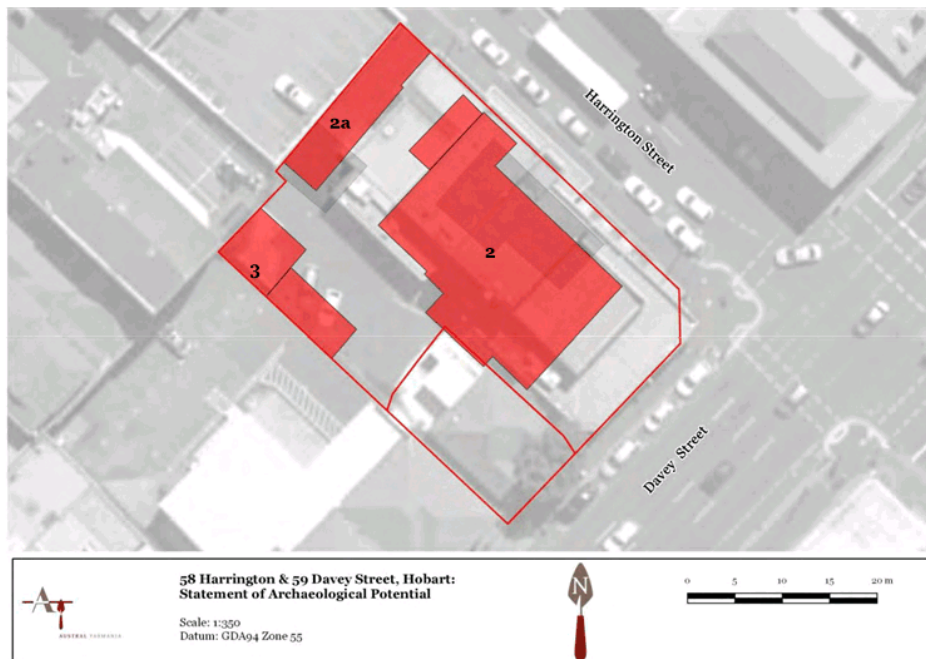


Figure 39: Overlay showing development in the study area from c.1831-c.1845 (LIST Map, © State of Tasmania).

No.	Phase	Disturbance to Previous Phases
2, 2a	<p>Freemasons Tavern [2]. The Freemasons Tavern was first licensed in 1831. In reviewing the 1840 survey diagram (CPO Hob 7/12), and historic photographs, it would appear that the original residence [1] was retained, but expanded with new two storey brick wings on both the southern and northern sides, and a smaller, single storey timber section also at the northern end. An 1836 description noted that the hotel contained 40 rooms, with 5 dining and sitting rooms, a 12.1 m long room used as a theatre, along with bedrooms, stores, counting house, tap room, staff and service facilities.</p> <p>Likely Livery Stable [2a]. The use of this building is not described or defined on historic plans or other documents, but its form of a long building suggests that this was the stable block. The stable block may have also provided staff housing, although this function may have occurred in [3], discussed below.</p> <p>The footprints of these buildings have been taken from Sprent's plan of the 1840s which are spatially accurate.</p>	<p>The original residence [1] survived as part of the c.1831 expansion and conversion to hotel uses [2]. Some archaeological impacts to yard surfaces, artefact scatters and so on are likely from the construction of [2], but are unlikely to have destroyed all such evidence.</p> <p>The southern end of [2a] would have disturbed or destroyed the earlier building in this location [1a]. However, it is possible that [1a] was incorporated into [2a], despite the differences in building widths shown between the two plans.</p> <p>Cess or rubbish pits were also typically located in rear yards during the nineteenth century and were used for the disposal of refuse. It would seem likely that rubbish and sewage disposal took place within the yard space of the Freemasons Tavern.</p>
3	<p>Timber Buildings [3]. The use of these two connected buildings is not clearly understood from historical records. They may be the cottage described as being located on the property at the time of its 1836 sale.</p>	<p>First phase of built development in this location.</p>

Table 5: Phase 2 Development

4.2.3 Phase 3: c.1845-1907

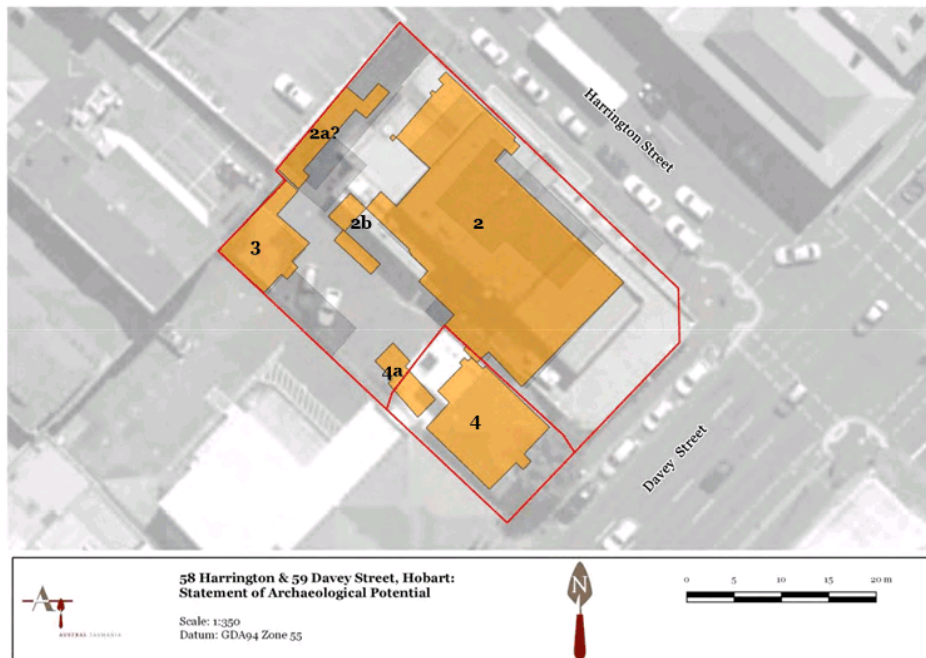


Figure 40: Overlay showing development in the study area from c.1845-1907 (LIST Map, © State of Tasmania).

No.	Phase	Disturbance to Previous Phases
2, 2a?, 2b	<p>Freemasons Hotel [2]. The Freemasons Hotel continued to trade during this period. The 1907 Drainage Board Plan is a reliable depiction, suggesting few external changes to the main hotel footprint, with new extensions located off its north eastern and north western corners.</p> <p>Likely Livery Stable [2a?]. Although having different lengths and widths to that shown in the 1840s plans, [2a?] is interpreted as potentially the remnants of the stable block, albeit reduced in size. The northern end included two water closets by 1907.</p> <p>Service or outbuildings [2b]. Three connected buildings shown on the 1907 plan, forming a partly enclosed yard.</p>	<p>[2] is the continuation of the previous phase of use and development. Modernisation and improvements to the hotel facilities are likely to have had some impact on subfloor deposits which had accumulated since 1831, but are unlikely to have destroyed or removed all such evidence.</p> <p>[2a?] is interpreted as a reduction in size of the livery stable block. These modifications are likely to have resulted in some archaeological impacts, but not total removal.</p> <p>[2b] is the first phase of built development within this location.</p> <p>Yard deposits are likely to have continued to survive during this period.</p>
3	<p>Timber Buildings [3]. These buildings continued to be used for residential purposes during this period, although for a short period in c.1860 it was recorded as a house and forge. It reverted to residential uses thereafter. The building consistently had low rateable values, suggesting the standard of accommodation was poor.</p> <p>The long southern extension had been removed by 1907.</p>	<p>[3] is the continuation of the previous phase of use and development.</p>
4, 4a	<p>Cottage [4]. From historical records this cottage would appear to have been constructed sometime</p>	<p>Although some land use of this area is likely (gardens, pasture etc.), [4] and [4a] are the first</p>

58 Harrington & 59 Davey Street, Hobart:
Statement of Archaeological Potential

15 November 2018

No.	Phase	Disturbance to Previous Phases
	<p>between 1875-1879, and was largely used as rental accommodation. Valuation Rolls suggest the standard of accommodation was substantially better than [3] located in the rear yard.</p> <p>[4a] are outbuildings of [4]. It included one water closet and likely storage or other service functions.</p>	<p>phases of built development within this location. [4] remains an extant building.</p>

Table 6: Phase 3 Development

4.2.4 Phase 4: 1907-1938



Figure 41: Overlay showing development in the study area from 1907-1938 (LIST Map, © State of Tasmania).

No.	Phase	Disturbance to Previous Phases
5, 5a	1938 Freemasons Hotel [5]. The 1831 Freemasons Hotel [2] and the former stable block [2a] was demolished in 1938 and replaced with the current hotel, a substantial three storey brick building [5]. Building materials from the old hotel were salvaged for sale. [5a] are likely service or outbuildings for the hotel.	The 1938 hotel [5] is likely to have impacted upon archaeological evidence of the hotel [2]. However, if [5] was constructed using brick strip footings, some evidence of the nineteenth century hotel [2] may have survived. Archaeological evidence of the timber section of [2] at the far northern end of the building, and potentially some of the rear portions of the c.1831 hotel may possibly have survived these 1938 works. The construction of [5a] is likely to have substantially impacted archaeological evidence of the previous buildings in this location [1a], [2a] and most of [2b].
3	Timber Buildings [3]. This building would appear to have been demolished in c.1910, as it no longer appears on Valuation Rolls. The vacant site may have been incorporated into the yard area of the hotel [5], or of the cottage fronting Davey Street [4].	The survival of archaeological evidence of timber buildings is variable and determined by a number of factors. Timber buildings that were erected on timber footings usually leave little surviving evidence, save perhaps the footing holes. However, timber buildings supported on brick or stone footings are more likely to leave tangible remnants, if demolished prior to the 1940s when the use of earthmoving equipment for demolition became common. ⁸³

⁸³ Austral Archaeology Pty Ltd, *Archaeological Investigation of the Hobart Magistrates' Court*, report prepared for the Tasmanian Department of Justice, Hobart, 1994, p.7

No.	Phase	Disturbance to Previous Phases
4	<p>Cottage [4]. The building continued to be used for residential purposes during this period. The outbuildings [4a] appear to have been replaced by a new rear extension to the house.</p> <p>New bay windows were added to the cottage at some stage during the early twentieth century.</p>	Continuation of previous phase.

Table 7: Phase 4 Development

4.2.5 Phase 5: 1938-1977

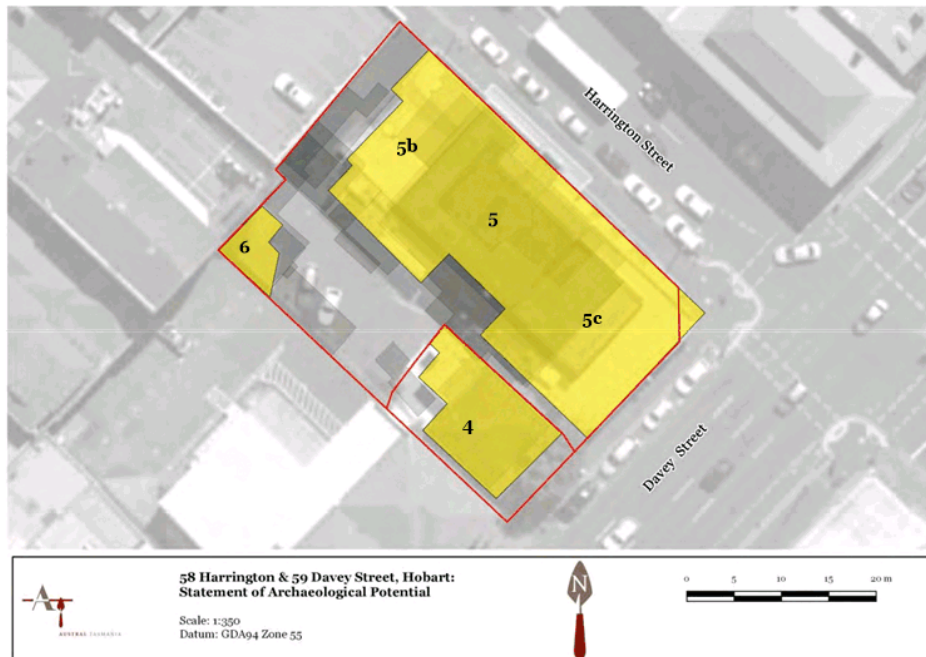


Figure 42: Overlay showing development in the study area from 1938-1977 (LIST Map, © State of Tasmania).

No.	Phase	Disturbance to Previous Phases
5, 5b, 5c	1938 Freemasons Hotel [5]. The 1938 building continues to function for hotel uses. Major brick extensions were made to its northern [5b] and southern ends [5c] in c.1973. Further internal alterations have subsequently taken place.	The construction of the extensions [5b] and [5c] are likely to have substantially impacted, if not destroyed archaeological evidence of previous phases in these locations.
4	Cottage [4]. The building ceased being used for residential purposes during the mid-late twentieth century. It was subsequently used as a medical practice.	Continuation of previous phase, but change of use during the late twentieth century.
6	Garage [6]. A small garage was erected in the north west corner of the lot in c.1977. It remains in place to the present.	The garage [6] corresponds in part with the location of the timber house [3]. Ground levelling and footings for [6] are likely to have impacted or disturbed archaeological evidence of [3]. However, as the garage is a light weight structure its construction may not have destroyed all archaeological evidence of earlier phases.

Table 8: Phase 5 Development

4.3 Assessment of Archaeological Potential

An assessment of archaeological potential establishes the likelihood of archaeological features or deposits existing at a particular place, and provides a level of judgment as to the likely surviving intactness of the archaeological resource. This, when tied in with the extent to which a site may contribute knowledge not available from other sources, establishes the archaeological significance of the place, or its research value or potential which is Criterion (c) under the *Historic Cultural Heritage Act 1995*.

Archaeological potential is thus a factor in establishing archaeological significance. For example a site that is assessed to have a high level of intactness (i.e., not badly disturbed) is likely to be assessed to have a high level of archaeological potential; but if it is common and well understood and does not have research potential, it will have a low level of archaeological significance. Conversely, a site that is assessed to have a low level of intactness (i.e., badly disturbed) is likely to be assessed to have a low level of archaeological potential; but if it is rare and/or not well understood and has research potential, it will have a high level of archaeological significance.

The archaeological potential of the study area varies and described below:

- There is a low to moderate potential for archaeological evidence to exist of the 1824 combined house and commercial premises and its subsequent development in 1831 as the Freemasons Tavern. The 1938 hotel building with its later 1973 extensions are likely to have impacted archaeological evidence of first phases of development. However, if the 1938 building was constructed on brick strip footings, some evidence of the original buildings may have survived these works, and the archaeological potential would increase to a moderate level. Some evidence of the nineteenth century hotel rear extensions may also possibly have escaped destruction.
- There is high potential for archaeological evidence of the c.1831 livery stable block to exist along the north west boundary. The survival of the historic sandstone and brick wall separating 58 Harrington Street from 166-170 Macquarie Street suggests comparatively less disturbances in this area. This area is bisected by underground hydraulic services which would have resulted in linear impacts during excavation, but are unlikely to have resulted in broader disturbances to archaeological features or deposits.
- There is moderate potential for archaeological evidence of the house located in the north west corner of the lot, which is likely to have been in existence by 1836. As a timber building, the potential for archaeological evidence is less certain, unless it incorporated masonry footings. Some archaeological impacts are likely from the construction of the existing garage in this location. However, as a small lightweight structure, ground disturbances during construction are likely to have been limited. Historic and current ground levels appear to largely remain unaltered, again suggesting fewer disturbances, and greater archaeological potential.
- There is moderate potential, albeit spatially undefined for the hotel car park to contain archaeological features or deposits such as yard surfaces, historic drainage infrastructure, cess or rubbish pits, and yard surface artefact scatters. There have been some disturbances in this area, with the installation of underground services and an oil storage tank. However these are likely to have resulted in discrete impacts, and not the complete destruction of yard surfaces or deposits. The natural slope of the site falling to the south also suggests more limited ground disturbances during construction of the hotel car park. In general, ground level car parks have proved to be highly prospective environments for survival of underlying archaeological features and deposits. They are generally established through levelling as opposed to deep excavation, the latter typically reserved for service trenches which result in discrete as opposed to widespread disturbance. This often results in the truncation (but not total removal) of archaeological evidence. There are number of Hobart examples where car parks have been confirmed to contain substantial archaeological evidence. This includes the Montpelier Retreat car park; Theatre Royal car park; Melville Street car park, and the Dunn Place car park.
- There is some moderate potential for archaeological features or subfloor deposits to exist within the footprint of 59 Davey Street, and its rear yard area. The construction of the rear skillion and internal modifications are likely to have resulted in some archaeological impacts, although some remnant evidence may still survive.

4.3.1 Archaeological Zoning Plan

Based on the historical research, disturbance history and assessment of potential, an Archaeological Zoning Plan (AZP) has been prepared for the study area to show those areas predicted as having archaeological potential and those areas where the archaeological potential has been disturbed or destroyed (Figure 32). The following simplified, three tier zoning has been adopted:

Based on the historical research, disturbance history and assessment of potential, an Archaeological Zoning Plan (AZP) has been prepared for the study area to show those areas predicted as having archaeological potential and those areas where the archaeological potential has been disturbed (Figure 3). The following simplified, three tier zoning has been adopted:

1. The area shaded **red** relates to zones of high archaeological potential. This zoning principally relates to:
 - [1] the site of the former livery stable (although bisected by an underground hydraulic service). This area covers approximately 48 m²;
 - [2] a small rear extension of the c.1831 Freemasons Tavern (approximately 14 m²), which corresponds in part with the rear skillion additions to the cottage at 59 Davey Street [5].
 - [3] the water closet of the c.1875-79 Cottage at 59 Davey Street [5] (approximately 7 m²).
2. The area shaded **orange** relates to zones of moderate archaeological potential and covers approximately 466 m². This zoning principally relates to:
 - [4] the c.1836-c.1910 timber cottage site in the north west corner of the lot. This area may have also incorporated a forge for a short period in the 1860s. A late twentieth century garage has been constructed on the site, but may not have destroyed all archaeological evidence.
 - [5] the c.1875-1879 cottage at 59 Davey Street. There is some potential for subfloor or rear yard deposits to exist, however continued use and renovations are likely to have impacted to a degree such archaeological evidence.
 - [6] the rear yard of the Freemasons Hotel and cottage sites. This area has potential to contain archaeological features such as yard surfaces, historic drainage infrastructure, cess or rubbish pits, and surface artefact scatters.
3. The area shaded **green** is zoned as having low to moderate archaeological potential. This zoning principally relates to the 1938 hotel building with its c.1973 extensions [7], which covers an area of approximately 770 m².



Figure 43: Archaeological Zoning Plan (LIST Map, © State of Tasmania).

4.4 Assessing Archaeological Significance

The assessment of significance is a key part of the historic heritage assessment process. Through historical research it is possible to build up an understanding of the study area, plotting where developments or activities may have once been (potential), understanding how they may have evolved across the course of the historic period, or to what specific people or events they may be related.

During the assessment of significance, this understanding is expanded, taking it beyond the boundaries of the area studied and applying it to other local, state, national or even international contexts. Through this process of contextualisation it is possible to gauge the importance of a site or place, thereby forming judgements about its significance which can aid the management process. In the Australian context, assessments of cultural heritage significance are based upon the model outlined in the *Burra Charter: The Australian ICOMOS Charter for Places of Cultural Significance, 2013*. This model recommends that sites be assessed against four main categories: historical, scientific (including archaeological), aesthetic and social/spiritual significance.

At a state level, the assessment of cultural heritage significance is based upon the criteria outlined in the *HCHA 1995* and its accompanying guidelines. At a local level, the assessment is by reference to the terms and definitions of the *Hobart Interim Planning Scheme 2015 (HIPS 2015)*.

Any place or site which, in the opinion of the Heritage Council, meets one or more of the following eight criteria can be included in the THR:

- a) the place is important to the course or pattern of Tasmania's history;
- b) the place possesses uncommon or rare aspects of Tasmania's history;
- c) the place has the potential to yield information that will contribute to an understanding of Tasmania's history;
- d) the place is important in demonstrating the principal characteristics of a class of place in Tasmania's history;
- e) the place is important in demonstrating a high degree of creative or technical achievement;
- f) the place has a strong or special association with a particular community or cultural group for social or spiritual reasons;
- g) the place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history;
- h) the place is important in exhibiting particular aesthetic characteristics.

Entry into this register is a recognition that a site or a place is of significance to the historic cultural heritage of Tasmania. At a local level, the *HIPS 2015* defines 'historic cultural heritage significance' as having the same meaning as provided in *HCHA 1995*, that is, the eight registration criteria.⁸⁴

There has been no previous detailed heritage assessment of the place for archaeological, or other values. This report is designed to assess the archaeological potential and significance of the place, and these aspects are the primary focus of the following assessment. It should not be considered as a comprehensive assessment of the place and its possible historical, social or aesthetic values.

In assessing significance, Heritage Tasmania has issued Guidelines for the application of the criteria and determining the level of significance according to state or local thresholds.⁸⁵ Criterion (c.) is the most commonly used criterion for assessing archaeological values, requiring an assessment of the research potential of the place to contribute to an understanding of Tasmania's history. The Guidelines provide a series of significance indicators and identify state and local level thresholds. With regard to Criterion (c.), the Guidelines state that one or more of the following significance indicators must be satisfied at either a state or local level:

⁸⁴ *HIPS 2015*, cl.E13.3; *HCHA 1995*, s.3

⁸⁵ Department of Primary Industries, Parks, Water and Environment, October 2011, *Assessing historic heritage significance for Application with the Historic Cultural Heritage Act 1995*

Significance indicators		Indicative State threshold	Indicative local threshold
C1	Potential to improve knowledge of a little-recorded aspect of Tasmania's past.	A comparative analysis suggests that further research at the place could improve our understanding of Tasmania's past.	A comparative analysis suggests that further research at the place could improve our understanding of local history or archaeology.
C2	Potential to fill gaps in our existing knowledge of Tasmania's past.		
C3	Potential to inform/confirm unproven historical concepts or research questions relevant to Tasmania's past.		
C4	Potential to provide information about single or multiple periods of occupation or use.		
C5	Potential to yield site specific information which would contribute to an understanding of significance against other criteria.	Demonstrated relevance of attributes at a state level.	Demonstrated relevance of attributes at a local level.
C6	Other attributes consistent with <i>scientific value</i> under the <i>Burra Charter</i> .		

Table 9: Heritage Tasmania Threshold Guidelines for Criterion (c.)

The significance assessment in this report is cognisant of the principles contained in these Guidelines.

4.4.1 Comparative Information

Archaeological assessments and investigations of hotel sites have occurred somewhat frequently in Hobart, given the number and concentration of such places in the city and waterfront area during the nineteenth century. Within Hobart's central business district, 14 hotel sites in the city are known to the authors to have been archaeologically excavated, and where substantial and significant archaeological material was recorded.⁸⁶

In the present case, there is reduced potential for structural evidence of the 1824-1938 hotel building to exist. The current hotel and its later extensions are likely to have had an impact upon structural evidence of the original hotel. Some evidence of the nineteenth century hotel may have survived, through the use of brick strip footings for the 1938 hotel which may have truncated, but not completely removed evidence of the nineteenth century hotel. The north western end of the site is assessed as having archaeological potential related to the livery stables which previously existed in this area. It may include structural evidence of walls, floor and drainage infrastructure, and artefactual evidence of use. Such information may complement knowledge about the hotel, its scale and operations. However, the significance of such information in isolation from archaeological evidence of the hotel is more limited.

Artefactual evidence may be more useful in understanding how this place was used, and the lives of its visitors and occupants of the hotel. A fairly detailed site history has been established for the hotel and its key phases of development, uses and associations. However, this history provides little information on the lives of the hotel residents, patrons and guests, and how they used the space. From other excavations we know that such extended occupation can have a distinctive archaeological signature with the capacity to provide original insights (not available in the literature) to the lives, pastimes and occupations of nineteenth century urban dwellers. These investigations – and many others like them – yielded artefact assemblages that on analysis enabled new understanding of these areas. When coupled with the records of occupancy, the potential exists to reconcile place based information with names, providing valuable insights to lives otherwise unremarked.

⁸⁶ Austral Tasmania Pty Ltd, Review of Archaeological Excavations Spreadsheet

While there is little possibility of hotel subfloor deposits to have survived, there is potential for the yard spaces to contain artefact deposits from rubbish pits, cess pits, or disposal of refuse over yard surfaces. Until the 1880s it was common practice for residences and businesses to dispose of their rubbish, by necessity, behind their premises – 'out of sight, out of mind'. It was not until the 1910s that formalised rubbish collection was successfully implemented in Hobart.⁸⁷

Of particular interest is the likelihood that cesspits (non-plumbed toilets) may have been located in these yard areas during the nineteenth century occupation. Cesspits typically present as a hole excavated into the substrate which was covered over when full, or a masonry or timber-lined repository that could be emptied. A small shed was placed over the top of the pit, affording some measure of privacy to users. Cesspits were a feature of the Hobart townscape until the late 1880s, when efforts were made to replace them with pan toilets, from which the nightsoil could be regularly collected for disposal.⁸⁸ The 1907 Metropolitan Drainage Board plan shows two water closets behind the hotel and attached to the stable block, and a separate toilet structure behind 59 Davey Street. Pan-served privies probably replaced earlier cesspits.⁸⁹

For the archaeologist, the cesspit is regarded as an invaluable source of information, often providing insight into past ideals of cleanliness and health, as well as shedding light on the diet and societal status of the people that occupied the area.⁹⁰ When a cesspit went out of use it often became a convenient repository for household (and commercial) refuse. If a cesspit was converted into a water closet there is evidence to suggest that the resultant cleared hole was quickly filled with rubbish.⁹¹ Those urban excavations where cesspits have been encountered have tended to provide the most fruitful insights into past lives: Casselden Place, Cumberland/Gloucester Streets in Sydney and the Five Points in New York all drew heavily upon information arising from detailed analyses of the contents of cesspits.⁹² Historical accounts also suggest the Freemasons Hotel was one of Hobart's more respectable establishments, favoured by a higher class of clientele. Such socio-economic aspects may be reflected in archaeological deposits.

Two sites of residential development are known to have existed on the place: the c.1836 timber cottage in the north west corner of the lot, and the 1875-1879 cottage at 59 Davey Street, which remains extant. Archaeological excavation of nineteenth century residences has occurred with some regularity in Hobart. More than 50 such sites are known to the authors to have been investigated.⁹³ When combined with artefactual material, such excavations have provided new and important information on how people lived on the site. In the present case, there appears to have been distinct differences in the standards of housing on the site, with the less valuable cottage located at the rear of the site, while valuation rolls and occupant lists suggests that the cottage at 59 Davey Street catered to middle class residents. Should it survive, underfloor artefact-bearing deposits, yard, cess or rubbish pit deposits from these two residences may have some archaeological potential to provide important information about the material culture of the occupants and how they lived, and possibly differences in the socio-economic position of the two households.

3.3 Assessment of Archaeological Significance for the Study Area

This assessment of archaeological significance has been undertaken with reference to a wide number of different sources. In the first instance, close reference has been made to the history of the site, drawing out key themes and historic linkages which can then be assessed against those in wider local, state, national or, where the situation warrants, international contexts.

⁸⁷ In 1888 the first serious efforts were made to collect and remove of refuse properly. Petrow, S, *Sanatorium of the South?*, Tasmanian Historical Research Association, Hobart, 1995, pp. 155-159

⁸⁸ Efforts were not made to remove cesspits from the city's landscape until 1887. Pans and, finally, drainage, replaced the cesspits. Petrow, *op. cit.* pp. 160.

⁸⁹ Crook, P, Murray, T, 'The Analysis of Cesspit Deposits from The Rocks, Sydney', *Journal of the Australasian Society for Historical Archaeology*, Vol. 22, 2004, p. 47

⁹⁰ Such is their recognised value in the archaeological community that the American journal *Society for Historical Archaeology* dedicated one whole issue to it. See: 'View from the Outhouse: What We Can Learn from the Excavation of Privies', *Journal of the Society for Historical Archaeology*, Vol. 34, No. 1, 2000.

⁹¹ Crook, Murray, *op. cit.* pp. 47-48

⁹² See: Crook, Murray, *op. cit.*; Murray, T, Mayne, A, '(Re)Constructing a Lost Community: "Little Lon," Melbourne, Australia', *Journal of the Society for Historical Archaeology*, Vol. 37, No. 1, 2003; Yamin, R, 'From Tanning to Tea: The Evolution of a Neighbourhood', *Journal of the Society for Historical Archaeology*, Vol. 35, No. 3, 2001

⁹³ Austral Tasmania Pty Ltd, Review of Archaeological Excavations Spreadsheet

a) the place is important to the course or pattern of Tasmania's history

The study area has historical significance. Development at the place began during the mid-1820s, a key period in Hobart's early history. First developed for housing and commercial uses, the Freemasons Tavern was established on the site in 1831. The place continues to be used as a hotel to the present. The Freemasons Tavern was evidently a hotel of some importance in Hobart, dating from a period when public houses were far more common, and played a key role in the social and economic life of the community, providing food, drink, shelter, entertainment and meeting places. The place has an important association with entertainment, hosting Tasmania's first professional theatre performances in 1833, the forerunner and impetus for the establishment of the Theatre Royal. The hotel was also the venue for a meeting of leading citizens to congratulate Irish nationalist and political leader William Smith O'Brien on being granted his pardon in 1854.

The historical value of the nineteenth century hotel developments and its use as a theatre and meeting place are likely only to exist as an association with the place, and may not be demonstrated by archaeological material. Subsequent redevelopment in 1938 and 1973 is likely to have had an impact upon archaeological evidence of the nineteenth century hotel. This value is assessed as existing at a local level.

b) the place possesses uncommon or rare aspects of Tasmania's history

The archaeological potential of the place relates to the stable block, residential uses and possible artefact deposits located in yard spaces. On present knowledge there is insufficient evidence to suggest that this potential archaeology is uncommon or rare.

c) the place has the potential to yield information that will contribute to an understanding of Tasmania's history

The place has research potential at local levels of significance, for the new information it can provide regarding aspects of Hobart's nineteenth century history. Evidence of the nineteenth century Freemasons Hotel is likely to have been impacted upon to some extent by the twentieth century hotel, although these works may not have destroyed all archaeological evidence. Should it exist, it may provide information regarding the evolution of the place from commercial and residential uses to hotel functions over an extended period. There is also potential for archaeological evidence of the former stable block to exist, and such evidence may provide new information regarding the construction of the facilities and changes over time.

It is possible that artefactual deposits from the Freemasons Hotel may exist as rubbish or cesspit deposits located in the former yard spaces. Such material may give insight into the people who lived, worked and socialised at the hotel; changing patterns and tastes in alcohol consumption and smaller personal items which can provide context and meaning to the historical record. This information could offer important opportunities to compare the history of this hotel with other early hotel establishments in Hobart.

The place contains two sites of residential development - a c.1836 timber cottage and the c.1875-1879 house at 59 Davey Street, which remains extant. Archaeological deposits from these houses may provide information related to residential development, housing standards and the material culture of the residents. Differences in standards of housing may also be apparent between the house constructed on the street frontage, as compared with the cottage in the rear yard.

d) the place is important in demonstrating the principal characteristics of a class of place in Tasmania's history

The archaeological potential of the place is unlikely to be demonstrative of a class of place, that is, a nineteenth century hotel complex.

e) the place is important in demonstrating a high degree of creative or technical achievement

On present knowledge there is no evidence to suggest that the archaeological potential of the place would meet this criterion.

f) the place has a strong or special association with a particular community or cultural group for social or spiritual reasons

Not assessed, however in isolation, the archaeological potential is unlikely to meet this criterion.

g) the place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history

There is currently insufficient evidence to suggest the archaeological potential of the place meets this criterion. Of known individuals associated with the history of the place, the most notable are Samson and Cordelia Cameron and William Smith O'Brien. The Cameron's were the first professional actors to settle in Van Diemen's Land and established the colony's first theatre at the Freemasons Tavern. Samson Cameron went on to become the first director of the Theatre Royal on its completion in 1837. Smith O'Brien was an important Irish nationalist and politician and a leader of the Young Ireland revolt which resulted in his conviction and transportation to Van Diemen's Land. In the case of both the Cameron's and Smith O'Brien, it is unlikely that any substantive archaeological evidence exists demonstrating their association with the place.

h) the place is important in exhibiting particular aesthetic characteristics.

At present knowledge, there is no evidence to suggest that the archaeological potential of the place would meet this criterion.

The assessment concludes that the archaeological potential of the place meets criterion (a.) (historical importance) and criterion (c.) (research potential), and that this significance exists at a local level.

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

This report has been prepared to determine the archaeological potential of 58 Harrington and 59 Davey Street; assess its heritage significance; and provide guidance on the management of such values as part of future redevelopment.

The assessment concludes that approximately 40% of the place (some 535 m²) has high or moderate archaeological potential. This potential relates to the former livery stable block; a c.1836 house site in the rear north west corner of the lot; the extant c.1875-1879 house site at 59 Davey Street; and the yard space of the Freemasons Hotel, which may contain yard surfaces and artefact deposits. The majority of the place (approximately 60% or some 770 m²) is assessed as having low to moderate archaeological potential. This relates to the footprint of the current hotel building and underground services.

The archaeological potential of the place has been assessed for its heritage significance, finding that it has historical importance and the potential to yield archaeological information that would contribute to an understanding of Hobart's history. These heritage values are likely to partially be demonstrated by archaeological material, whilst other aspects are likely to only exist as historical associations with the place. The values have been assessed as having heritage significance at a local level.

A Statement of Archaeological Potential (SoAP) is designed to provide guidance on the appropriate course of action to protect archaeological values.⁹⁴ At present, there is no defined concept for the redevelopment of the place, and as such how the archaeology of the site will be managed remains unresolved. As preliminary guidance however, the Heritage Council defines the opportunities of a SoAP as:

- To redesign or reconsider any proposals at an early stage, in order not only to avoid identified zones of historical archaeological potential or sensitivities;
- To minimise or eliminate the capacity for later delays to critical path timetables; and
- To identify areas of low significance thereby providing some flexibility for works to occur in certain locations.⁹⁵

Should substantial and significant archaeological material be confirmed to exist on the site; opportunities to meaningfully conserve such material, and present its values to the public should be considered. Where the avoidance of impacts is not possible, further archaeological management will be a likely requirement of any permit. What form such management may take cannot be determined at present, but could involve a combination of archaeological testing, monitoring or open area salvage excavation. Such management approaches should be defined as the redevelopment proposal is refined.

5.2 Recommendations

Recommendation 1: Conservation of Archaeological Values through Avoidance & Minimisation

Opportunities to conserve archaeological values through avoiding or minimising impacts should be considered as part of project planning. Priority should be given to conserving substantial and significant archaeological features or deposits. Where impacts are unavoidable, further archaeological management should be carried out.

Recommendation 2: Aboriginal Heritage

The Unanticipated Discovery Plan for managing Aboriginal heritage (Appendix 2) should form part of the project specifications.

⁹⁴ Tasmanian Heritage Council, Practice Note 2: *Managing Historical Archaeological Significance in the Works Process*, November 2014, p.5

⁹⁵ *Ibid*

Recommendation 3: Archaeological Impact Assessment

An Archaeological Impact Assessment should be prepared following the completion of detailed design plans for the proposed redevelopment. The Archaeological Impact Assessment should meet the requirements of the *Hobart Interim Planning Scheme 2015*, and include a design review and assessment of the impact of the proposed works upon archaeological sensitivity.

Recommendation 4: Archaeological Method Statement

Based on the findings of the Archaeological Impact Assessment (Recommendation 3), an Archaeological Method Statement should be prepared for the management of archaeological values. This Method Statement should be prepared in accordance with Parts 3-8 (inclusive) of the Tasmanian Heritage Council's Practice Note 2: *Managing Historical Archaeological Significance in the Works Application Process* and the definitions of the *Hobart Interim Planning Scheme 2015*.

Recommendation 5: Statutory Compliance

This Statement of Archaeological Potential and the completed Archaeological Impact Assessment and Archaeological Method Statement should form part of the Development Application to Hobart City Council and the Tasmanian Heritage Council.

Recommendation 6: Avoiding Critical Path Complications

Sufficient lead-time and resources should be provided to undertake planning work and any archaeological works to avoid critical path complications. Archaeological works should be carried out by suitably qualified archaeologists.

Recommendation 7: Interpretation Opportunities

Consideration should be given to creative interpretation responses to present the history and archaeology of the place as part of the proposed development.

6.0 REFERENCES

6.1 Secondary Materials

6.1.1 Published & Unpublished Sources

Aboriginal Heritage Act 1975

Aboriginal Heritage Search Record PS0011655: 58 Harrington Street, Hobart, 23 January 2018

Aboriginal Heritage Search Record PS0011657: 59 Davey Street, Hobart, 23 January 2018

Austral Archaeology Pty Ltd, *Archaeological Investigation of the Hobart Magistrates' Court*, report prepared for the Tasmanian Department of Justice, Hobart, 1994

Bolt, F, *The Founding of Hobart 1803-1804*, Hobart: Peregrine Pty Ltd., 2004

Bonwick, J, *The Last of the Tasmanians; or, the Black War of Van Diemen's Land*, Sampson Low, Son & Marston: London, 1870

Boyce, J, *Van Diemen's Land*, Black Inc.: Melbourne, 2008

Brown, S, *Aboriginal Archaeological Resources in South East Tasmania. An Overview of the Nature and Management of Aboriginal Sites*, National Parks & Wildlife Service Tasmania, Occasional Paper No. 12, April 1986

Crook, P, Murray, T, 'The Analysis of Cesspit Deposits from The Rocks, Sydney', *Journal of the Australasian Society for Historical Archaeology*, Vol. 22, 2004

Environment Protection and Biodiversity Conservation Act 1999

Gough, J, 'Oyster Cove', in Alexander, A, (ed.), *The Companion to Tasmanian History*, Centre for Tasmanian Historical Studies, University of Tasmania: Hobart, 2005

Hawkins, J, 'The Creation and Furnishings of Government House, Hobart by Lt Governors Sorell, Arthur and Franklin between 1817-1843. Part III - Lt Governor Sir John Franklin (1837-1843)', *Australiana*, August 2009

Heritage Tasmania, DPIWE, *Assessing historic heritage significance for Application with the Historic Cultural Heritage Act 1995*

Historic Cultural Heritage Act 1995

Hobart Interim Planning Scheme 2015

Launceston Heritage Study. Places of State Heritage Significance. Site Inventory

Maynard, L, *A Report on the Social, Cultural & Historical Connection of Aboriginal People to Hobart and it's Surrounds*, unpublished report for Housing Tasmania, TALSC, TAC, AHT, July 2010

McFarlane, I, 'Frontier Conflict', in Alexander, A, (ed.), *The Companion to Tasmanian History*, Centre for Tasmanian Historical Studies, University of Tasmania: Hobart, 2005

McNeill, B, *Architecture from the edge: the 20th Century in Tasmania*, North Hobart, Tas.: Montpelier, 2002

Murray, T, Mayne, A, '(Re)Constructing a Lost Community: "Little Lon," Melbourne, Australia', *Journal of the Society for Historical Archaeology*, Vol. 37, No. 1, 2003

Officer, I, *Survey of Derwent River Aboriginal Midden and Quarry Sites*, unpublished dissertation to the Environmental Department of the Division of Teacher Education, October 1980

Petrow, S, *Sanatorium of the South?*, Tasmanian Historical Research Association, Hobart, 1995

Ryan, L, *The Aboriginal Tasmanians*, Allen & Unwin: St Leonards, 1996

Royal Australian Institute of Architects Tasmanian Chapter, *Twentieth Century Buildings for the National Estate Register*, Tasmania Volume 1, 1994

Royal Australian Institute of Architects, Tasmanian Chapter, *An Architectural Guide to the City of Hobart*, 1984

58 Harrington & 59 Davey Street, Hobart:
Statement of Archaeological Potential

15 November 2018

68

- Schacht, I, 'Towards a Thematic Research Framework in Australian Historical Archaeology,' *Australasian Historical Archaeology*, No. 28, 2010
- Solomon, R.J. *Urbanisation: the Evolution of an Australian Capital*, Angus and Robertson Publishers, Sydney, 1976
- Tasmanian Heritage Council, Practice Note 2: *Managing Historical Archaeological Significance in the Works Process*, November 2014
- Twentieth Century Architecture in Launceston*, Queen Victoria Museum and Art Gallery, 1985
- Van Daele, P, Gumby, R, *A Spirit of Progress: Art Deco Architecture in Australia*, North Ryde, N.S.W, 1997
- 'View from the Outhouse: What We Can Learn from the Excavation of Privies', *Journal of the Society for Historical Archaeology*, Vol. 34, No. 1, 2000
- Yamin, R, 'From Tanning to Tea: The Evolution of a Neighbourhood', *Journal of the Society for Historical Archaeology*, Vol. 35, No. 3, 2001
- Walker, JB, 'The English at the Derwent and the Risdon Settlement', *Early Tasmania: Papers Read before the Royal Society of Tasmania during the Years 1888 to 1899*, John Vail Government Printer, Hobart

6.1.2 Newspapers

- The Austral-Asiatic Review*, Tuesday 31 December 1833, p.4
- The Austral-Asiatic Review*, Tuesday 1 October 1839, p.1
- The Austral-Asiatic Review, Tasmanian and Australian Advertiser*, Tuesday 29 June 1841, p.2
- The Austral-Asiatic Review, Tasmanian and Australian Advertiser*, Friday 29 December 1843, p.3
- The Britannia and Trades' Advocate*, Thursday 22 June 1846, p.1
- Colonial Times*, Wednesday 21 March 1832, p.1
- Colonial Times*, Wednesday 21 September 1831, p.4
- Colonial Times*, Tuesday 6 May 1834, p.2
- Colonial Times*, Tuesday 5 August 1834, p.11
- Colonial Times*, Tuesday 5 April 1836, p.2
- Colonial Times*, Friday 10 October 1845, p.1
- Colonial Times*, Monday 18 August 1856, p.2
- The Colonist and Van Diemen's Land Commercial and Agricultural Advertiser*, Tuesday 1 April 1834, p.1
- Daily Telegraph*, Wednesday 27 November 1901, p.3
- The Hobart Town Courier*, Saturday 5 January 1828, p.2
- The Hobart Town Courier*, Saturday 29 October 1828, p.2
- The Hobart Town Courier*, Saturday 17 March 1832, p.2
- The Hobart Town Courier*, Saturday 21 April 1832, p.2
- The Hobart Town Courier*, Friday 13 December 1833, p.3
- The Hobart Town Courier*, Friday 27 December 1833, p.2
- The Hobart Town Courier*, Friday 30 May 1834, p.4
- The Hobart Town Courier*, Friday 1 August 1834, p.3
- The Hobart Town Courier*, Friday 30 January 1835, p.3
- The Hobart Town Courier*, Friday 24 July 1835, p.1

The Hobart Town Courier, Friday 31 July 1835, p.1
The Hobart Town Courier, Friday 7 August 1835, p.1
The Hobart Town Courier, Friday 18 December 1835, p.3
The Hobart Town Courier, Friday 11 March 1836, p.3
The Hobart Town Courier and Van Diemen's Land Gazette, Friday 14 August 1840, p.1
The Courier, Tuesday 22 October 1844, p.1
The Courier, Tuesday 24 December 1844, p.3
The Courier, Wednesday 26 November 1845, p.3
The Courier, Wednesday 2 December 1857, p.3
Critic, Friday 9 November 1917, p.1
Critic, Friday 5 March 1920, p.1
Critic, Friday 19 January 1923, p.3
Daily Post, Saturday 19 November 1910, p.11
Daily Post, Saturday 22 September 1917, p.1
Hobart Town Gazette and Van Diemen's Land Advertiser, Saturday 4 October 1823, p.2
Hobart Town Gazette and Van Diemen's Land Advertiser, Friday 5 November 1824, p.1
Hobart Town Gazette and Van Diemen's Land Advertiser, Friday 12 November 1824, p.1
Huon Times, Friday 7 December 1917, p.1
The Hobart Town Daily Mercury, Monday 19 April 1858, p.3
The Mercury, Friday 20 December 1861, p.2
The Mercury, Wednesday 19 February 1862, p.2
The Mercury, Wednesday 4 March 1862, p.2
The Mercury, Friday 25 May 1866, p.4
The Mercury, Friday 18 February 1870, p.2
The Mercury, Monday 25 July 1870, p.2
The Mercury, Thursday 20 August 1874, p.4
The Mercury, Thursday 3 February 1876, p.2
The Mercury, Thursday 6 September 1877, p.2
The Mercury, Thursday 2 May 1878, p.3
The Mercury, Monday 3 March 1890, p.1
The Mercury, Monday 11 November 1901, p.4
The Mercury, Friday 27 December 1901, p.2
The Mercury, Monday 7 April 1902, p.4
The Mercury, Wednesday 26 November 1902, p.2
The Mercury, Monday 9 November 1903, p.8
The Mercury, Saturday 27 June 1908, p.6
The Mercury, Saturday 19 November 1910, p.9
The Mercury, Saturday 7 September 1912, p.3
The Mercury, Wednesday 29 April 1914, p.8

The Mercury, Thursday 15 February 1917, p.7
The Mercury, Friday 23 February 1917, p.2
The Mercury, Saturday 24 February 1917, p.9
The Mercury, Friday 9 March 1917, p.7
The Mercury, Wednesday 28 March 1917, p.2
The Mercury, Thursday 22 February 1934, p.7
The Mercury, Wednesday 18 April 1934, p.11
The Mercury, Monday 27 July 1936, p.8
The Mercury, Wednesday 2 September 1936, p.6
The Mercury, Thursday 30 September 1937, p.7
The Mercury, Friday 5 November 1937, p.6
The Mercury, Wednesday 10 November 1937, p.8
The Mercury, Friday 19 November 1937, p.5
The Mercury, Wednesday 16 March 1938, p.16
The Mercury, Friday 23 March 1938, p.11
The Mercury, Friday 25 March 1938, p.11
The Mercury, Thursday 28 April 1938, p.5
The Mercury, Saturday 21 May 1938, p.12
The Mercury, Monday 11 July 1938, p.3
The Mercury, Thursday 15 December 1938, p.3
The Mercury, Friday 17 February 1939, p.6
The Mercury, Tuesday 3 September 1940, p.7
The Mercury, Wednesday 11 September 1940, p.5
The Mercury, Tuesday 23 May 1944, p.3
The Mercury, 2 January 1996, p.6
The Shades. Friends of the Theatre Royal, June/July 2016, p.3
The Tasmanian, Saturday 21 April 1832, p.2
The Tasmanian, Friday 3 January 1834, p.2
The Tasmanian, Friday 10 January 1834, p.3
The Tasmanian, Friday 11 July 1834, p.2
The Tasmanian, Friday 3 July 1835, p.7
The Tasmanian, Friday 4 September 1835, p.3
The Tasmanian, Friday 11 March 1836, p.8
The Tasmanian, Friday 3 August 1838, p.2
The Tasmanian, Friday 10 August 1838, p.2
The Tasmanian Colonist, Thursday 6 July 1854, p.3
The Tasmanian Mail, 22 August 1896, p.17
The Tasmanian Times, Saturday 30 May 1868, p.2
Tasmanian Weekly Dispatch, Friday 18 September 1840, p.2

The True Colonist Van Diemen's Land Political Despatch, and Agricultural and Commercial...,
Friday 1 April 1836, p.99

The True Colonist Van Diemen's Land Political Despatch, and Agricultural and Commercial...,
Friday 14 September 1838, p.3

The Trumpeter General, Tuesday 24 December 1833, p.2

The Trumpeter General, Friday 27 December 1833, p.2

6.1.3 Websites

Allen, S, 'Lord, David (1785–1847)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/lord-david-2369/text3111>, published first in hardcopy 1967, accessed online 5 February 2018

<http://www.architecture.com.au/events/state-territory/tas-events-awards>

<http://welcomestrangerhotel.com.au/about.html>

6.2 Primary Materials

6.2.1 Published Sources

Nicholls, Mary (ed.), *The Diary of the Reverend Robert Knopwood 1803-1808. First Chaplain of Tasmania*, Tasmanian Historical Research Association: Hobart, 1977

Plomley, NJB, (ed.), *Friendly Mission. The Tasmanian Journals and Papers of George Augustus Robinson 1829-1834*, Tasmanian Historical Research Association: Kingsgrove, NSW, 1966

The Tasmanian Almanack for the Year of Our Lord 1825

Ross, J, *The Hobart Town Almanack for the year 1829*, James Ross: Hobart Town, 1829

Ross, J, *Van Diemen's Land Anniversary and Hobart Town Almanack for the Year 1831*, Hobart Town, 1831

6.2.2 Archival Materials

TAHO, Assessment and Valuation Rolls

TAHO, AE417/1/1363, 58 Harrington Street (2828), 1926

TAHO, AE417/1/5334, Building Application 39 Salamanca Place

TAHO, AE417/3/2512, 58 Harrington Street, Additions (18775)

TAHO, AE417/5/2945, 58 Harrington Street, Cascade Brewery, Alterations (74053)

TAHO, AE417/6/2163, 58 Harrington Street, Garage (77509)

TAHO, AE417/10/3150, 59 Davey Street, Change of Use & Alterations (891002), 1989

TAHO, CB7/12/1/5 Bk.23 p.198, Arrivals Index

TAHO, CSO1/1/323/7578, Evidence of Robert Jones to Thomas Anstey, 15 March 1830

TAHO, CSO1/1/728/15824, Samuel Whittaker to Lieutenant-Governor, 19 June 1834

TAHO, LSD1/1/105/168, Application for Township Allotment, Samuel Whittaker, 13 May 1831

TAHO, LSD418/1/33, Alphabetical Register of Allotments in Hobart as Occupied in 1826-27, David Lord

TAHO, LSD418/1/59, Alphabetical Register of Allotments in Hobart as Occupied in 1826-27, Samuel Whitaker

TAHO, RD1/14/41, Land Grant William Wilson and John Dobson

TAHO, RGD37/1/26 no 235, Marriage Register

TAHO, RGD37/1/34 no 268, Marriage Register

TAHO, SC285/1/16 Report 135, Wilson & Dobson

58 Harrington & 59 Davey Street, Hobart:
Statement of Archaeological Potential

15 November 2018

72

6.2.3 Historic Plans, Images etc

CPO, Hobart Plan 5

CPO, Hobart Plan 104

CPO Hobart 131, 1811

CPO, Hob 7/12, 1840

CPO, Sprent's Book Page 56

Dixon Galleries, State Library of New South Wales, Panorama of Hobart ca. 1828 - watercolour drawings by Augustus Earle, DGD 14, FL3233424

TAHO, Hobart, GF Frankland, SD_ILS:548683

TAHO, MAP1/1/85, Map - Derwent - Hobart City, Shows Streets, buildings etc Scale 1:1 furlong

TAHO, NS1231/1/33/1, Photograph - Hobart - Freemasons Hotel (licensee H. Kearney) - corner of Harrington and Davey Street - (now demolished). - hotel currently on the site called 'The Welcome Stranger'

TAHO, PH30/1/540, Photograph - The Freemason's Hotel, corner of Davey and Harrington Streets, Hobart

TAHO PH30/1/2313, Photograph - Freemason's Hotel, cnr of Harrington and Davey Sts, showing the Barracks in the background and residences in Hampden Rd including 'Lumeah' and 'Melrose'

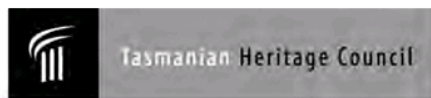
TAHO, SD_ILS:119229, *The Mercury*, Thursday 17 March 1938, p.3

TAHO, SD_ILS:553788, Hobart City Council Metropolitan Drainage Board, Hobart Detail Plan No.9 (City)

TAHO, SD_ILS:544068, Map of Van Diemen's Land by George Frankland, Surveyor General and sole Commissioner of Crown Lands ; engraved and published by Joseph Cross, 1839

TAHO, WL Crowther Library, SD:ILS-132178, Macquarie, & Davey-streets A.A. photo

APPENDIX 1: TASMANIAN HERITAGE REGISTER ENTRY

Tasmanian Heritage Register
Datasheet

103 Macquarie Street (GPO Box 618)
Hobart Tasmania 7001
Phone: 1300 850 332 (local call cost)
Email: enquiries@heritage.tas.gov.au
Web: www.heritage.tas.gov.au

Name: House
Status: Permanently Registered
Tier: State

THR ID Number: 6552
Municipality: Hobart City Council
Date Listed: 18/07/1997

Location Addresses

59 DAVEY ST, HOBART 7000 TAS

Title References

128806/1

Property Id

5660921



Untitled

Untitled

No copyright on file

No copyright on file

Setting: This building is a significant element in the urban streetscape.

Description: A building with a hipped roof, central 4-panelled door and later projecting gables with battened ends and bay windows.

History: No Data Recorded

Statement of Significance: No Statement is provided for places listed prior to 2007

(non-statutory summary)

Significance:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

- a) The place is important to the course or pattern of Tasmania's history.
- b) The place possesses uncommon or rare aspects of Tasmania's history.
- c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.
- d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.
59 Davey Street is of historic heritage significance because of its potential to demonstrate the principal characteristics of a single storey Old Colonial Georgian domestic building, albeit with a Federation addition to the front.
- e) The place is important in demonstrating a high degree of creative or technical achievement.

Wednesday, November 15, 2017

Page 1 of 2

- f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.
This building is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place.
- g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.
- h) The place is important in exhibiting particular aesthetic characteristics.

PLEASE NOTE This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.

**APPENDIX 2: ABORIGINAL HERITAGE UNANTICIPATED
DISCOVERY PLAN****Unanticipated Discovery Plan**

Procedure for the management of unanticipated
discoveries of Aboriginal relics in Tasmania

For the management of unanticipated discoveries of Aboriginal relics in accordance with the *Aboriginal Heritage Act 1975* and the *Coroners Act 1995*. The Unanticipated Discovery Plan is in two sections.

**Discovery of Aboriginal Relics
other than Skeletal Material****Step 1:**

Any person who believes they have uncovered Aboriginal relics should notify all employees or contractors 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 relics. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected Aboriginal relics have been assessed by a consulting archaeologist, Aboriginal Heritage Officer or Aboriginal Heritage Tasmania staff member.

Step 3:

Contact Aboriginal Heritage Tasmania on **1300 487 045** as soon as possible and inform them of the discovery. Documentation of the find should be emailed to **aboriginal@heritage.tas.gov.au** as soon as possible. Aboriginal Heritage Tasmania will then provide further advice in accordance with the *Aboriginal Heritage Act 1975*.

Discovery of Skeletal Material**Step 1:**

Call the Police immediately. Under no circumstances should the suspected skeletal material be touched or disturbed. The area should be managed as 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 working in the immediate area that all earth disturbance works 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 material. 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:

If it is suspected that the skeletal material is Aboriginal, Aboriginal Heritage Tasmania should be notified.

Step 5:

Should the skeletal material be determined to be Aboriginal, the Coroner will contact the Aboriginal organisation approved by the Attorney-General, as per the *Coroners Act 1995*.

Aboriginal Heritage Tasmania
Department of Primary Industries, Parks, Water and Environment



Guide to Aboriginal site types**Stone Artefact Scatters**

A stone artefact is any stone or rock fractured or modified by Aboriginal people to produce cutting, scraping or grinding implements. Stone artefacts are indicative of past Aboriginal living spaces, trade and movement throughout Tasmania. Aboriginal people used hornfels, chalcedony, spongelite, quartzite, chert and silcrete depending on stone quality and availability. Stone artefacts are typically recorded as being 'isolated' (single stone artefact) or as an 'artefact scatter' (multiple stone artefacts).

Shell Middens

Middens are distinct concentrations of discarded shell that have accumulated as a result of past Aboriginal camping and food processing activities. These sites are usually found near waterways and coastal areas, and range in size from large mounds to small scatters. Tasmanian Aboriginal middens commonly contain fragments of mature edible shellfish such as abalone, oyster, mussel, warrener and limpet, however they can also contain stone tools, animal bone and charcoal.

Rockshelters

An occupied rockshelter is a cave or overhang that contains evidence of past Aboriginal use and occupation, such as stone tools, middens and hearths, and in some cases, rock markings. Rockshelters are usually found in geological formations that are naturally prone to weathering, such as limestone, dolerite and sandstone.

Quarries

An Aboriginal quarry is a place where stone or ochre has been extracted from a natural source by Aboriginal people. Quarries can be recognised by evidence of human manipulation such as battering of an outcrop, stone fracturing debris or ochre pits left behind from processing the raw material. Stone and ochre quarries can vary in terms of size, quality and the frequency of use.

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

Aboriginal burial sites are highly sensitive and may be found in a variety of places, including sand dunes, shell middens and rock shelters. Despite few records of pre-contact practices, cremation appears to have been more common than burial. Family members carried bones or ashes of recently deceased relatives. The Aboriginal community has fought long campaigns for the return of the remains of ancestral Aboriginal people.

Further information on Aboriginal Heritage is available from:

Aboriginal Heritage Tasmania
Natural and Cultural Heritage Division
Department of Primary Industries, Parks, Water and Environment
GPO Box 44 Hobart TAS 7001
Telephone: **1300 487 045**
Email: **aboriginal@heritage.tas.gov.au**
Web: **www.aboriginalheritage.tas.gov.au**

This publication may be of assistance to you but the State of Tasmania and its employees do not accept responsibility for the accuracy, completeness, or relevance to the user's purpose of the information and therefore disclaims all liability for any errors, loss or other consequences which may arise from relying on any information in this publication.



**APPENDIX 3: ASSESSMENT AND VALUATION ROLLS
(SELECT)****58 Harrington Street
(Original spellings reproduced)**

1847					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Harrington Street	Tavern	Caleb Tapping	Caleb Tapping	£90	£4,10
1853					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Harrington Street	Stables	Thomas Petley	Caleb Tapping	£31	£1,3.3
Harrington Street	Tavern	Robert Burgess	Caleb Tapping	£120	£4,10
1855					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Harrington Street	House and Stable	Thomas Petley	-	£32	£1,12
Harrington Street	Freemason's Hotel & Tap	James Norman	-	£165	£8,5
1860					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Harrington Street	House and Stable	Mary Ann Tapping	Mary Ann Tapping	£12	-
32 Harrington Street	Freemason's Hotel	Mary Ann Tapping	Mary Ann Tapping	£135	-
1865					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Harrington Street	Stable	Empty	Mary Ann Tapping	£8	-
32 Harrington Street	Freemason's Hotel	Mary Ann Tapping	Mary Ann Tapping	£100	-
1869					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Harrington Street	Stable	Empty	Mary Ann Tapping, on property	£8, 10	£8
32 Harrington Street	Dwelling House	Caleb Prior Tapping	Mary Ann Tapping, on property	£90	£86
1875					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
32 Harrington Street	Dwelling House	Caleb Prior Tapping	Mary Ann Tapping	£80	-
1879					
Address	Description	Occupier	Owner	Rateable	Capital

58 Harrington & 59 Davey Street, Hobart:
Statement of Archaeological Potential

15 November 2018

78

				Value	Value
32 Harrington Street	Public House	Caleb P Tapping	Mary Ann Tapping	£85	-
1884					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
32 Harrington Street	Public House	Caleb P Tapping	Mary Ann Tapping	£100	-
1889					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Harrington Street	Public House	Caleb P Tapping	Mary Ann Tapping	£100	-
1895					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Harrington Street	Public House	Caleb P Tapping	Caleb P Tapping	£100	-
1898					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Harrington Street	Public House	Caleb Tapping	Mary Ann Tapping	£100	-
1901					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
32 Harrington Street	Public House	Caleb P Tapping	Caleb P Tapping	£130	£2,652
1905					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
32 Harrington Street	Public House	Pierce Condon	Cascade Brewery Company	£200	£3,000
1910					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
58 Harrington Street	Public House	Francis F Frazer	Cascade Brewery Company	£200	£3,000
1915					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
58 Harrington Street	Public House	Susan Lacey	Cascade Brewery Company	£260	-
1920					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
58 Harrington Street	Freemasons' Hotel	E Preuss	Cascade Brewery Company	£144	-
1924					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
58 Harrington Street	Freemasons' Hotel	Thomas Kelly	Cascade Brewery Company	£550	-

58 Harrington & 59 Davey Street, Hobart:
Statement of Archaeological Potential

15 November 2018

79

1930					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
58 Harrington Street	Freemasons' Hotel	Eva J Kelly	Cascade Brewery Company	£470	-
1934					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
58 Harrington Street	Freemasons' Hotel	Mr B Kelly	Cascade Brewery Company	£410	-
1939					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
58 Harrington Street	Freemasons' Hotel	AE Boyes	Cascade Brewery Company	£543	-
1946					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
58 Harrington Street	Freemasons' Hotel	AE Boyes	Cascade Brewery Company	£600	-

59 Davey Street

1860					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Davey Street	House and forge	Frederick Embly	Caleb Tapping	£15	-
1865					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Davey Street	House	Frederick Needham	Mary Ann Tapping	£12	-
1869					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Davey Street	Dwelling House	James Blinkensop	Mary Ann Tapping	£13	£12
1875					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Davey Street	House	William Fisher	Mary Ann Tapping	£13	-
1879					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Davey Street	House	Mrs Kealsey	Thomas Tapping	£8	-
Davey Street	House	Empty	Thomas Tapping	£30	-
1884					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
Davey Street	House	Thomas Grimsey	Thomas Tapping, Macquarie Street	£15	-

58 Harrington & 59 Davey Street, Hobart:
 Statement of Archaeological Potential

15 November 2018

80

Davey Street	House	Mrs Tapping Sen.	Thomas Tapping, Macquarie Street	£31	-
1889					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
27 Davey Street	House	Thomas Tapping	Thomas Tapping, Macquarie Street	£15	-
31 Davey Street	House	Charles Robert Hayter	Thomas Tapping, Macquarie Street	£26	-
1895					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
27 Davey Street	House	Caleb P Tapping	Thomas Tapping's Estate	£15	-
31 Davey Street	House	Charles Robert Hayter	Thomas Tapping's Estate	£26	-
1898					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
27 Davey Street	House	Caleb P Tapping	Thomas Tapping's Estate	£15	-
31 Davey Street	House	Edwin H Sansom	Thomas Tapping's Estate	£26	-
1901					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
27 Davey Street	House	Caleb P Tapping	Thomas Tapping's Estate	£12	£567
31 Davey Street	House	Harriet E Lamprill	Thomas Tapping's Estate	£27	
1905					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
27 Davey Street	House	Trustees Tapping's Estate	Thomas H & Leslie Tapping	£12	£750
31 Davey Street	House	Norman J Johnston	Thomas H & Leslie Tapping	£34	
1910					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
59 Davey Street	House	Alfred Webster	Thomas H & Leslie Tapping	£34	£750
1915					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
59 Davey Street	House	Madeline M Gill	Madeline M Gill	£44	-
1920					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
59 Davey Street	House	Madeline M Gill	Madeline M Gill	£48	-

1924					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
59 Davey Street	House	Madeline M Gill	Madeline M Gill	£55	-
1930					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
59 Davey Street	House	Madeline M Gill	Madeline M Gill	£60	-
1934					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
59 Davey Street	House	Madeline M Gill	Madeline M Gill	£51	-
1939					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
59 Davey Street	House	KC Brown	HE Thiessen, 45 Tasma St	£62	-
1946					
Address	Description	Occupier	Owner	Rateable Value	Capital Value
59 Davey Street	House	Walter J Hammond	HE Thiessen, 45 Tasma St	£62	-

**APPENDIX 4: TASMANIAN POST OFFICE DIRECTORIES
1890-1948 (SELECT)****58 Harrington Street**

1890-91		
Address	Occupier	Occupation/Description
Harrington Street	Caleb P Tapping	Freemasons' Tavern
1894-95		
Address	Occupier	Business/Description
Harrington Street	CP Tapping	Freemasons' Tavern
1900		
Address	Occupier	Business/Description
Harrington Street	Caleb P Tapping	Freemasons' Hotel
1905		
Address	Occupier	Business/Description
Harrington Street	Pierce Condon	Freemasons' Hotel
1910		
Address	Occupier	Business/Description
58 Harrington Street	Thomas H Tapping	Freemasons Hotel
1915		
Address	Occupier	Business/Description
58 Harrington Street	Miss S Lacey	Freemasons Hotel
1921		
Address	Occupier	Business/Description
58 Harrington Street	Albert Fletcher	Freemasons Hotel
1925		
Address	Occupier	Business/Description
58 Harrington Street	MB Kelly	Freemasons Hotel
1930		
Address	Occupier	Business/Description
58 Harrington Street	M Lowe	Freemasons Hotel
1935		
Address	Occupier	Business/Description
58 Harrington Street	MB Kelly	Freemasons Hotel
1940-41		
Address	Occupier	Business/Description
58 Harrington Street	AE Boyes	Freemasons Hotel
1944-45		
Address	Occupier	Business/Description
58 Harrington Street	AE Boyes	Freemasons Hotel
1948		
Address	Occupier	Business/Description
58 Harrington Street	AE Boyes	Freemasons Hotel

58 Harrington & 59 Davey Street, Hobart:
Statement of Archaeological Potential

15 November 2018

59 Davey Street

1890-91		
Address	Occupier	Occupation/Description
29 Davey Street	Thomas Tapping	-
Davey Street	William H Smith	Town Clerk
1894-95		
Address	Occupier	Business/Description
29 Davey Street	Charles A Hayter	-
1900		
Address	Occupier	Business/Description
29 Davey Street	Mrs HE Lamprill	-
1905		
Address	Occupier	Business/Description
29 Davey Street	James Norman Johnston	-
1910		
Address	Occupier	Business/Description
61 Davey Street	Mrs HH Gill (Woodbourne)	-
1915		
Address	Occupier	Business/Description
59 Davey Street	Miss MM Gill	-
1921		
Address	Occupier	Business/Description
59 Davey Street	Miss MM Gill	-
1925		
Address	Occupier	Business/Description
59 Davey Street	Miss MM Gill	-
1930		
Address	Occupier	Business/Description
59 Davey Street	Miss MM Gill	-
1935		
Address	Occupier	Business/Description
59 Davey Street	Miss MM Gill	-
1940-41		
Address	Occupier	Business/Description
59 Davey Street	William Hammond	-
1944-45		
Address	Occupier	Business/Description
59 Davey Street	William Hammond	-
1948		
Address	Occupier	Business/Description
59 Davey Street	Walter J Hammond	-

58 Harrington Street & 59 Davey Street, Hobart

Heritage Impact Statement

November 2018



prepared by Paul Davies Pty Ltd
for Hexa Group

Revision	Date	Issued By
1	19/9/2018	Paul Davies
2	23/10/2018	Paul Davies

Report reviewed by:	
	Paul Davies Director B Arch MB Env ARIA Reg. No. 6653

©Document copyright of Paul Davies Pty Ltd

This report (which includes all attachments and annexures) has been prepared by Paul Davies Pty Ltd for its Client, and is intended for the use only by that Client.

This Report has been prepared pursuant to a contract between Paul Davies Pty Ltd and its Clients is therefore subject to:

- a) Paul Davies Pty Ltd in respect of the work covered by the Report;
- b) The limitation defined in the Clients' brief to Paul Davies Pty Ltd
- c) The terms of the contract between Paul Davies Pty Ltd and the Client, including terms limiting the liability of Paul Davies Pty Ltd.

If the Client, or any person, provides a copy of this Report to any third party, such third party must not rely on this Report, except with the express written consent of Paul Davies Pty Ltd which, if given, will be deemed to be upon the same terms, conditions, restrictions and limitations as apply by virtue of (a), (b), and (c) above.

Any third party who seeks to rely on this Report without the express written consent of Paul Davies Pty Ltd does so entirely at their own risk and to the fullest extent permitted by law, Paul Davies Pty Ltd accepts no liability whatsoever, in respect of any loss or damage suffered by any such third party.



180 Darling Street Balmain NSW 2041 PO Box 296 Balmain NSW 2041 T+61 2 9818 5941 F+61 2 9818 5982
 E pdavies@heritage-architects.com.au ABN 65 074 633 015 Nominated Architect Paul Davies Reg No, 6653

TABLE OF CONTENTS

1.0 INTRODUCTION.....	1
1.1. THE BRIEF	1
1.2. APPROACH AND METHODOLOGY	1
1.3. LIMITATIONS	1
1.4. AUTHOR IDENTIFICATION	1
1.5. OWNERSHIP	1
1.6. DEFINITIONS.....	3
2.0 BACKGROUND.....	5
2.1. SITE LOCATION	5
2.2. STATUTORY LISTINGS AND CONTROLS	6
HISTORIC CULTURAL HERITAGE ACT 1995 (AS AMENDED)	6
PLANNING SCHEME	6
2.3. SITE HISTORY	8
3.0 PHYSICAL DESCRIPTION	10
3.1. SITE AND CONTEXT	10
3.2. THE BUILDINGS	11
4.0 HERITAGE SIGNIFICANCE.....	18
4.1. SIGNIFICANCE STATEMENT FOR THE H1 CITY CENTRE HERITAGE PRECINCT	18
4.2. LEVELS OF SIGNIFICANCE	18
4.3. CRITERIA FOR ASSESSING CULTURAL HERITAGE SIGNIFICANCE	19
4.4. 59 DAVEY STREET	20
4.5. DETAILED ASSESSMENT OF HERITAGE SIGNIFICANCE	21
4.6. SUMMARY STATEMENT OF SIGNIFICANCE FOR 59 DAVEY STREET	22
4.7. ASSESSMENT OF SIGNIFICANCE FOR 58 HARRINGTON STREET	23
5.0 PROPOSAL.....	26
6.0 DISCUSSION OF HERITAGE ISSUES.....	27
6.1. ASSESSMENT OF HERITAGE IMPACT IN RELATION TO REQUIREMENTS OF THE HISTORICAL CULTURAL HERITAGE ACT 1995 (TASMANIA)	27
6.2. ASSESSMENT OF HERITAGE IMPACT AGAINST HOBART INTERIM PLANNING SCHEME 2015 HERITAGE OBJECTIVES & CONTROLS	28
7.0 CONCLUSION.....	40
8.0 ATTACHMENTS.....	41
PROPOSAL PLANS - SELECTED KEY PLANS, REFER TO FULL DA SUBMISSION FOR ALL PLANS.....	41

FIGURES

Figure 1: Location of the subject sites at 58 Harrington Street & 59 Davey Street, Hobart indicated by red arrows. Source: https://maps.thelist.tas.gov.au/listmap	5
Figure 2: Close up aerial of the sites at 58 Harrington Street & 59 Davey Street (indicated by red arrows) Source: : https://maps.thelist.tas.gov.au/listmap	6
Figure 3: Map showing the HI heritage precinct, with the subject sites indicated with red arrows.....	7
Figure 4: Overview of the site from the eastern side of Davey Street the quite diminutive form of the cottage is set against the higher two storey form of the adjacent building to the south. The streetscape form in this view is quite mixed in character.	11
Figure 5: The cottage in the street, set slightly back from the alignment. No 61 is also set back from the street frontage where the hotel additions were built to the street alignment.....	12
Figure 6: Detail of front entry showing Federation addition with Victorian entry door and highlight.....	12
Figure 7: External detail of front of cottage where Federation additions abut the earlier form with use of stucco and pressed metal.	13
Figure 8: Interior of cottage showing rear room with window, not simple finishes.	13
Figure 9: Interior of cottage showing rear room with fireplace.....	14
Figure 10: Rear view of cottage with two stages of timber additions.	14
Figure 11: View of the hotel building from the corner of St David's Park with larger scale development in Macquarie Street beyond. The additions to the corner (where the signs are located) and along Harrington Street can be discerned against the brickwork behind.....	15
Figure 12: A view down Harrington Street with the 6 storey apartment building on the opposite corner. The additions to the right of the building and along the frontage are clearly discernable.	16
Figure 13: Interior photo of northern part of the ground floor where walls have been removed and a building addition has been made.....	16
Figure 14: Interior photo showing the stair and several rounded structural elements that re the remaining visible fabric from the original design of the building.	17
Figure 15: Davey Street frontage. This sketch only shows the streetfront forms within the context of the nearby and adjoining developments. The design drawings show the taller elements of the building behind. The vacant site to the left of the subject site has buildings to the rear but has no streetscape form at this time.	28
Figure 16: Harrington Street frontage. This sketch only shows the streetfront forms within the context of the nearby and adjoining developments. The design drawings show the taller elements of the building behind. The podium buildings are designed to fit within the scale of the precinct and the immediate setting.....	28

TABLES

Table 1: Listing details for 59 and 61 Davey Street (which are separate properties) in the Hobart Interim Planning Scheme 2015.....	7
Table 2: Levels of Significance.	19
Table 3: Criteria for Assessing Cultural Heritage Significance.....	20
Table 4: Response to Precinct Attributes.....	24
Table 5: E13.0 Historic Heritage Code, Hobart Interim Planning Scheme 2015.....	31

1.0 INTRODUCTION

1.1. THE BRIEF

This heritage impact statement (HIS) has been prepared on behalf of Hexa to accompany a development application to Hobart City Council for a mixed residential and commercial development at 58 Harrington Street, Hobart.

1.2. APPROACH AND METHODOLOGY

This HIS reviews the relevant statutory heritage controls, assesses the impact of the proposal, makes recommendations as to the level of heritage impact and provides recommendations to mitigate any heritage impacts.

The methodology used in this report is in accordance with the principles and definitions set out in the Australia ICOMOS Burra Charter 2013 and its Practice Notes, and in accordance with the latest version of The Heritage Tasmania, Department of Primary Industries, Parks, Water and Environment Assessing Historic Heritage Significance guidelines.

General Planning matters are assessed in the planning report prepared by Ireneinc.

1.3. LIMITATIONS

The site was visited by Paul Davies of Paul Davies Pty Ltd in the early to mid months of 2018. The subject site was inspected and photographed. The inspection was undertaken as a visual inspection only. There was no demolition, opening up or clearing.

The historical outline provides background information to provide a broad understanding of the development of the site sufficient to assess the impact of the proposal. Research is sourced from a mix of primary (Lands Titles, etc) and secondary sources.

An archaeological assessment has not been included, as the proposed work does not involve excavation of any original ground levels.

1.4. AUTHOR IDENTIFICATION

This report was prepared by Paul Davies Pty Ltd, Architects and Heritage Consultants, 180 Darling St Balmain NSW 2041.

This report was authored by Paul Davies.

1.5. OWNERSHIP

The subject property is owned by Hexa Group.

1.6. DEFINITIONS

For the purposes of this report

Local	Refers to Hobart City Council area
State	refers to Tasmania

The following definitions used in this report and are from Article 1: Definitions of The Burra Charter 2013, the Australian ICOMOS Charter for the Conservation of Places of Cultural Significance.

Place	means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.
Cultural significance	means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups.
Fabric	means all the physical material of the place including elements, fixtures, contents and objects.
Conservation	means all the processes of looking after a place so as to retain its cultural significance.
Maintenance	means the continuous protective care of a place, and its setting. Maintenance is to be distinguished from repair which involves restoration or reconstruction.
Preservation	means maintaining a place in its existing state and retarding deterioration.
Restoration	means returning a place to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.
Reconstruction	means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material.
Adaptation	means changing a place to suit the existing use or a proposed use.
Use	means the functions of a place, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.
Compatible use	means a use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.
Setting	means the immediate and extended environment of a place that is part of or contributes to its cultural significance and distinctive character.
Related Place	means a place that contributes to the cultural significance of another place.
Related object	means an object that contributes to the cultural significance of a place but is not at the place.
Associations	mean the connections that exist between people and a place.
Meanings	denote what a place signifies, indicates, evokes or expresses to people.
Interpretation	means all the ways of presenting the cultural significance of a place.

2.0 BACKGROUND

2.1. SITE LOCATION

The subject site comprises two adjoining properties. No. 58 Harrington Street Hobart is a site located on the corner of Harrington & Davey Streets, Hobart, occupied by a mid-20th century red brick hotel building, the 'Welcome Stranger' Hotel, with a certificate of title CT 128606/2, and an approximate site area of 1139m². There is an existing car parking area for the Hotel on the western portion of the site, and an existing access to Harrington Street.

No. 59 Davey Street to the south-west is occupied by a small cottage, mid nineteenth century with circa 1920s additions, with a certificate of title CT 128606/1, with an approximate site area of 178.5m².



Figure 1: Location of the subject sites at 58 Harrington Street & 59 Davey Street, Hobart indicated by red arrows. Source: <https://maps.thelist.tas.gov.au/listmap>



Figure 2: Close up aerial of the sites at 58 Harrington Street & 59 Davey Street (indicated by red arrows) Source: : <https://maps.thelist.tas.gov.au/listmap>

2.2. STATUTORY LISTINGS AND CONTROLS

HISTORIC CULTURAL HERITAGE ACT 1995 (AS AMENDED)

The hotel property at 58 Harrington Street is not listed on the Tasmanian Heritage Register.

The property at 59 Davey Street is listed on the Tasmanian Heritage Register (Place ID: 6552) and described as a house.

The adjacent property at 61 Davey Street is listed on the Tasmanian Heritage Register (Place ID 2262) and described as the RAAF Memorial Centre.

PLANNING SCHEME

The Hobart Interim Planning Scheme 2015 applies to the sites.

The site at 58 Harrington Street is not heritage listed.

The existing cottage at 59 Davey Street is listed on the Hobart Interim Planning Scheme 2015 maps and Table E13.1 as a heritage place, with the listing details as outlined in the table below.

Table 1: Listing details for 59 and 61 Davey Street (which are separate properties) in the Hobart Interim Planning Scheme 2015

Ref No.	Street No	Street/Location	C.T.	General Description
808	59-61	Davey Street	128606/1; 208274/1	

Both sites are located within the H1 Heritage Precinct under the Hobart Interim Planning Scheme 2015.

The subject properties are also located within an area - Central Hobart - identified in the Hobart Interim Planning Scheme 2015 Table E13.4 Places of Archaeological Potential as having potential to contain archaeological remains and therefore application is also required to address the provisions in the planning scheme for Places of Archaeological Potential.

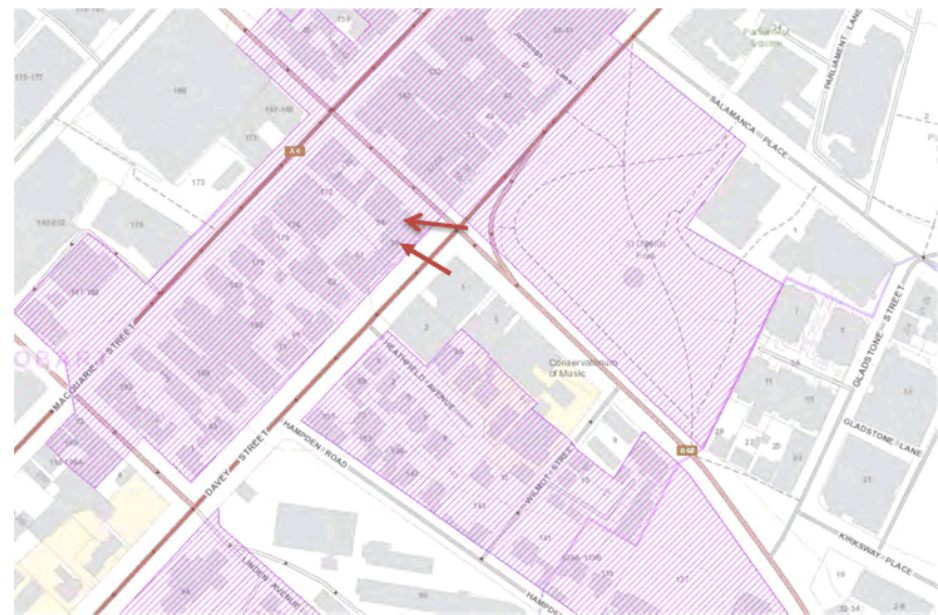


Figure 3: Map showing the H1 heritage precinct, with the subject sites indicated with red arrows.

Source: <https://maps.thelist.tas.gov.au/listmap>

Other planning controls that have a direct bearing on heritage issues relate to the allowable height and the building envelopes that affect the site. These are addressed in detail in the planning report but generally there is a height limit of 45 metres on the site and a building envelope that is set out below. The proposal falls within the height control but is outside the envelope control as illustrated in figure 4.

The Planning Scheme

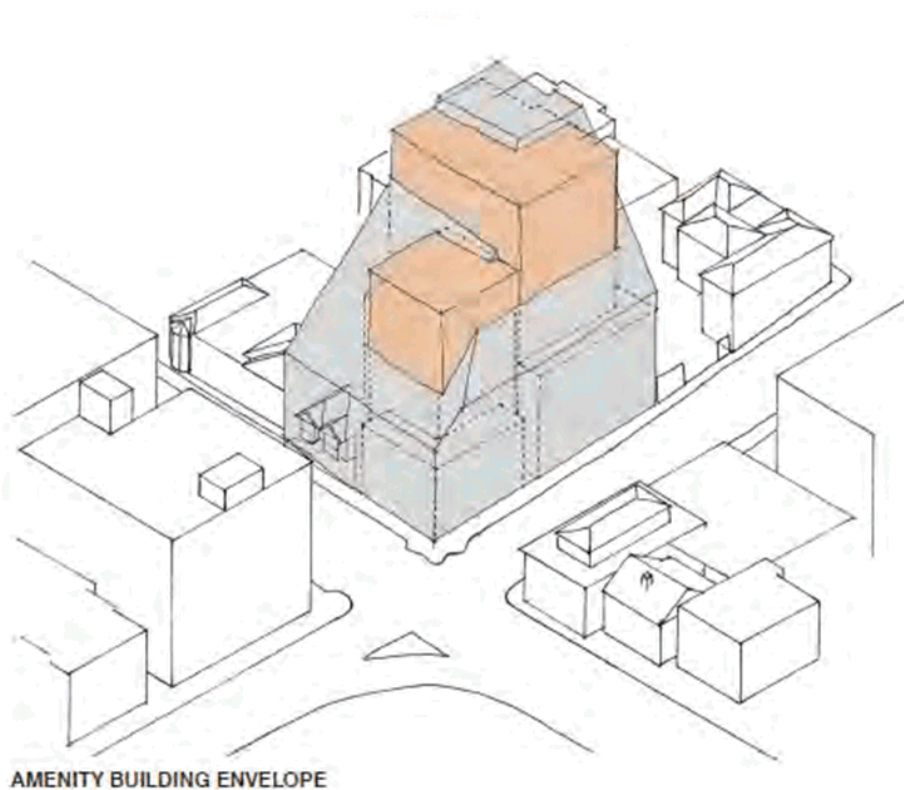


Figure 4: Envelope and height study prepared by Carr Architects. The building height is slightly less than the height control and the orange indicates the portions of the proposed building that are outside the envelope control. The form of the building provides a much more nuanced response to the site than the rather crude height plane controls.

2.3. SITE HISTORY

In preparation for this assessment a site history was commissioned from Austral Archaeology that forms part of the archaeological assessment of the site. The history is not repeated in this document and the Austral study should be read in conjunction with this assessment for both historical and archaeological background and assessment.

By way of summary the following outline of the two sites is provided.

58 Harrington Street

The site was first occupied by a dwelling house built and occupied by Samuel Whittaker around 1829. The premises changed to a licensed hotel around 1934 known as the Freemasons Tavern and was expanded and changed until it was demolished in 1938 for the construction of the new hotel building. The building, in plans and photographs demonstrates the various phases of construction that saw the building change from a house and business to a tavern.

The 1938 rebuild was to a design by Philp and Wilson Architects. Early photos of the hotel show a well-designed modernist building, quite austere in appearance, setback from the street corner.

The hotel had significant alterations around 1973 which involved large brick extensions to the frontages and to the north. The interior was largely remodeled and the building, originally quite enclosed was opened up with large windows to the street. The overall design of the building was significantly compromised in these changes.

Further minor changes have taken place since that time including refinishing parts fo the interior.

59 Davey Street

The house was erected c 1875-1879. It appears from the early waterboard site plan to have had a small narrow timber addition to the rear. At some point in the early twentieth century, after 1907 (the date of the waterboard plan) the building was adapted with the addition of two front bays in the Federation style and changes to the rear timber wing. It appears that there have been relatively few other changes to the building except for:

- a door being added between two rooms
- a door being added to the rear wall to access the timber additions
- a further timber skillion addition
- fitout of the rear wings for bathrooms and kitchen, now deteriorated.
- removal of the chimneys and several fireplaces and surrounds (one remains)

The site was sub-divided leaving the house on a small lot and adding the former rear yard (including a second dwelling) to the hotel land for service and parking.

3.0 PHYSICAL DESCRIPTION

3.1. SITE AND CONTEXT

58 Harrington Street (western corner Davey Street & Harrington Street intersection) is occupied by a mid-20th century red brick 2-3 storey hotel building with a car parking area to the north-west of the hotel building.

The cottage at 59 Davey Street is located to the south-west of the hotel building. The cottage is a single storey stuccoed brick freestanding cottage with a hipped and gabled corrugated iron roof. The front corners of the cottage feature prominent imitation quoining. A recessed timber paneled front door features glazed panels with semi-circular heads and a fanlight above. Bay windows (which are an early 20th century addition to the cottage) project towards the street to either side of the recessed front door, and feature imitation half-timbered gable ends above. No. 59 Davey Street has no front fence and a concreted front garden with no plantings. The building is used in relation to the hotel.

To the south-west of the cottage at 59 Davey Street, at No. 61 Davey Street, is a 2-storey painted brick 19th century building with a faceted 2-storey bay window at its southern end, and a loggia along part of the street elevation ground floor level.

On the opposite, south-western corner of the intersection is Mantra One, addressed as 1 Sandy Bay Road, which is a 6-7 storey circa 1890s-1910 Federation Warehouse style hotel building which is built to the street alignment on both street frontages.

On the opposite, south-eastern corner of the intersection is St David's Park, an L-shaped park with sandstone and cast iron palisade fencing to the street frontages. The park features an entry pergola with sandstone columns to the corner facing the intersection.

On the opposite, north-eastern corner of the intersection is a 2-storey rendered brick building, which appears to be circa 1890-1910.

Immediately to the north of the hotel site, at Harrington Street, is a 19th century brick warehouse building of 2-3 storeys, with a sandstone undercroft and sandstone quoining (which appears to be circa 1850s-1870s). The partially painted and partially rendered brick southern wall of this building faces the hotel car parking area.

The site location is therefore within a precinct of buildings ranging from 2 to 6-7 storeys in height, dating from the mid 19th century to the early 20th century.



Figure 5: Overview of the site from the eastern side of Davey Street the quite diminutive form of the cottage is set against the higher two storey form of the adjacent building to the south. The streetscape form in this view is quite mixed in character.

3.2. THE BUILDINGS

59 Davey Street

The building has undergone significant change from its early colonial four room form with a central corridor set under a hipped roof. It has had the addition of two front projecting bays with gabled roofs that have changed the street appearance of the building along with the main roof form and created an unusual recessed front door. Probably at the same period the timber rear skillion was added with a later timber addition of non-descript form behind it.

The front addition is clearly visible in the detail of the building with the addition of pressed metal soffit linings at the front of the building, the use of stucco above the windows and the gable ends, the use of timber lining boards to the interior of the front bay windows and the use of simplified joinery.

The building externally features rendered quoins and a rendered finish with stone striking.

Internally the spaces are quite basic with a timber fire surround remaining and basic Victorian joinery. Several additional openings have been added between rooms. The interior does not feature cornices or decorative elements, commensurate with a simple early residence.

Overall the building is in only fair condition and is now used for storage.



Figure 6: The cottage in the street, set slightly back from the alignment. No 61 is also set back from the street frontage where the hotel additions were built to the street alignment.



Figure 7: Detail of front entry showing Federation addition with Victorian entry door and highlight.



Figure 8: External detail of front of cottage where Federation additions about the earlier form with use of stucco and pressed metal.



Figure 9: Interior of cottage showing rear room with window, not simple finishes.



Figure 10: Interior of cottage showing rear room with fireplace.



Figure 11: Rear view of cottage with two stages of timber additions.

58 Harrington Street

The hotel is a brick and concrete building of two levels with various additions. Elements of the original form remain and while the interior has been extensively altered on the ground floor (the first floor remains more intact) elements such as the main stair remain. The kitchen and service areas have been extensively reworked and the northern part of the building has had most walls removed and new finishes applied throughout. Similarly, the rooms to the street corner have been extended. The ground floor interior bears very little resemblance to the designed form of the building.



Figure 12: View of the hotel building from the corner of St David's Park with larger scale development in Macquarie Street beyond. The additions to the corner (where the signs are located) and along Harrington Street can be discerned against the brickwork behind.



Figure 13: A view down Harrington Street with the 6 storey apartment building on the opposite corner. The additions to the right of the building and along the frontage are clearly discernable.



Figure 14: Interior photo of northern part of the ground floor where walls have been removed and a building addition has been made.



Figure 15: Interior photo showing the stair and several rounded structural elements that re the remaining visible fabric from the original design of the building.

4.0 HERITAGE SIGNIFICANCE

4.1. SIGNIFICANCE STATEMENT FOR THE H1 CITY CENTRE HERITAGE PRECINCT

Table E13.2 Heritage Precincts of the Hobart Interim Planning Scheme 2015 contains the following significance statement for the relevant H1 City Centre heritage precinct, within which the subject properties are located:

This precinct is significant for reasons including:

1. *It contains some of the most significant groups of early Colonial architecture in Australia with original external detailing, finishes and materials demonstrating a very high degree of integrity, distinctive and outstanding visual and streetscape qualities.*
2. *The collection of Colonial, and Victorian buildings exemplify the economic boom period of the early to mid-nineteenth century.*
3. *The continuous two and three storey finely detailed buildings contribute to a uniformity of scale and quality of street space.*
4. *It contains a large number of landmark residential and institutional buildings that are of national importance.*
5. *The original and/or significant external detailing, finishes and materials demonstrating a high degree of importance.*

This statement is the reference point for assessing the significance of the precinct and its component elements

4.2. LEVELS OF SIGNIFICANCE

A place can have significance at a wide range of levels ranging from world heritage significance to quite modest local heritage significance. Most buildings and sites that are considered to have sufficient significance to be heritage listed have local heritage value and above that at State value.

There has been considerable confusion in Tasmania on the difference between State and local significance that has been slowly resolved as thresholds for levels of significance have been developed and the local council and the state registers have become better indicators of how significant a place may be.

Within an HCA the local planning scheme sets out the values that are represented as not all sites and buildings contribute to those values. Sites within precincts are not identified specifically as having contributory value, consequently it is necessary to consider each site against the reasons for creating the precinct.

A place may contribute to the identified values and not be a separately listed heritage item.

The following table provides an outline of each level of significance.

Table 2: Levels of Significance.

National Heritage Listing	<p>National heritage comprises items significant in a nation-wide historical or geographical context or attributed to an important and identifiable contemporary national community. For research potential, historical, aesthetic and/or technical/research significance an item must be a fine representative example or be rare in the national context.</p> <p>Social significance at a national level would require recognition of an item's importance to the people of Australia or to an important and identifiable nation-wide community.</p>
State Heritage Listing	<p>State heritage comprises items in a state-wide historical or geographical context or attributed to an important and identifiable contemporary state-wide community. For research potential, historical, aesthetic and/or technical/research significance an item must be a fine representative example or be rare in the state-wide context.</p> <p>Social significance at a state level would require recognition of an item's importance to the people of NSW or to an important and identifiable state-wide community. Most Aboriginal, multicultural and religious communities operate throughout the State, however, the item would have to be important to the entire group, not just a local branch.</p>
Local Heritage Listing	<p>Local heritage comprises items significant in a local historical or geographic context or to an identifiable contemporary local community. The local context is defined in the analysis and statement of significance of the item. In a council heritage study the local context will approximate the local government area. When considering social significance it is important to identify the local community, which values the item. This needs to be established through consultation with community groups such as local historical societies. Indications of local social significance are often found in media coverage and local community group publications.</p>

4.3. CRITERIA FOR ASSESSING CULTURAL HERITAGE SIGNIFICANCE

The Heritage Tasmania Assessing Historic Heritage Significance guidelines sets out the basis for assessment of the heritage significance of an item, place or site by evaluating its significance in reference to specific criteria. These criteria can be applied at national, state or local levels of significance using different thresholds that reflect the relative significance values.

Table 3: Criteria for Assessing Cultural Heritage Significance.

Criterion (a)	It is important in demonstrating the evolution or pattern of Tasmania's history
Criterion (b)	It demonstrates rare, uncommon or endangered aspects of Tasmania's heritage
Criterion (c)	It has potential to yield information that will contribute to an understanding of Tasmania's history
Criterion (d)	It is important as a representative in demonstrating the characteristics of a broader class of cultural places
Criterion (e)	It is important in demonstrating a high degree of creative or technical achievement
Criterion (f)	It has strong or special meaning for any group or community because of social, cultural or spiritual associations
Criterion (g)	It has a special association with the life or work of a person, a group or organisation that was important in Tasmania's history
Criterion (h)	The place is important in exhibiting particular aesthetic characteristics

4.4. 59 DAVEY STREET

The State Heritage Register heritage listing form for 59 Davey Street includes the following Statement of Significance against the criteria that have been used to establish the listing:

- d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

59 Davey Street is of historic heritage significance because of its potential to demonstrate the principal characteristics of a single storey Old Colonial Georgian domestic building, albeit with a Federation addition to the front.

- f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

This building is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place.

The Act did not include the aesthetic criterion at the time of listing.

4.5. DETAILED ASSESSMENT OF HERITAGE SIGNIFICANCE

The following is a new significance analysis for 59 Davey Street Hobart incorporating the new information and physical analysis contained in this report and the archaeological assessment.

Criterion (a)

It is important in demonstrating the evolution or pattern of Tasmania's history

The former house, with its front addition, forms part of a reasonably intact precinct (the area west of Harrington Street) of nineteenth century colonial and Victorian buildings that individually but largely collectively demonstrate the development of the fringe of the central Hobart city area. The building is a reasonable example of its type, the Federation alterations, which are of good quality, remove its colonial form but demonstrate the evolution of built forms as tastes and styles changed in the city.

It has local significance under this criterion.

Criterion (b)

It demonstrates rare, uncommon or endangered aspects of Tasmania's heritage

The building is not uncommon or rare.

It has no significance under this criterion.

Criterion (c)

It has potential to yield information that will contribute to an understanding of Tasmania's history

The building has limited ability to contribute new information about Tasmania's history as its form, construction and design are representative of a well-understood building typology.

The site has potential archaeological significance as set out in the archaeological assessment.

It has local archaeological significance under this criterion.

Criterion (d)

It is important as a representative in demonstrating the characteristics of a broader class of cultural places

The building represents some of the characteristics of Colonial and Federation period residential development, particularly in relation to streetscape form. The interior of the house is simple and while changes have been made, it retains its basic four room layout around a central hallway. The rear wing is typical of the additions made to Victorian and Federation dwellings and it is modest and altered.

It has local significance under this criterion for its streetscape contribution in particular.

Criterion (e)

It is important in demonstrating a high degree of creative or technical achievement.

The building has no particular value in demonstrating a high degree of creative or technical achievement. The altered form of the building is well-designed and the form of the building

now presents as a mix of remnant Georgian form with a Federation façade, however this is not a demonstration of a 'high' degree of creative or technical achievement.

It has no significance under this criterion.

Criterion (f)

It has strong or special meaning for any group or community because of social, cultural or spiritual associations.

The building or site does not have any identified social, spiritual or community value that is not properly represented by its inclusion in a heritage precinct that recognizes the collective value of a group of related heritage buildings in relation to their streetscape and townscape values.

It has local significance under this criterion.

Criterion (g)

It has a special association with the life or work of a person, a group or organisation that was important in Tasmania's history.

The building or site does not have a specific association with any person or activity of significance.

It has no significance under this criterion.

Criterion (h)

The place is important in exhibiting particular aesthetic characteristics

The place has modest aesthetic significance as an altered Georgian House that demonstrates the application of changing tastes and styles.

It has some significance, but not high significance, under this criterion.

4.6. SUMMARY STATEMENT OF SIGNIFICANCE FOR 59 DAVEY STREET

The former house, with its front addition, forms part of a reasonably intact precinct of nineteenth century Colonial and Victorian buildings that individually but largely collectively demonstrate the development of the fringe of the central Hobart city area. The building is a reasonable example of its type, the Federation alterations, which are of good quality, remove its colonial form but demonstrate the evolution of built forms as tastes and styles changed in the city.

The site has potential archaeological significance as set out in the archaeological assessment.

The building represents some of the characteristics of colonial and Federation period residential development, particularly in relation to streetscape form. The interior of the house is simple and while changes have been made, it retains its basic four room layout around a central hallway. The rear wing is typical, modest and altered.

The building or site does not have any identified social, spiritual or community value that is not properly represented by its inclusion in a heritage precinct that recognizes the collective value of a group of related heritage buildings in relation to their streetscape and townscape values.

The place has modest aesthetic significance as part of the broader precinct of listed places.

4.7. ASSESSMENT OF SIGNIFICANCE FOR 58 HARRINGTON STREET

58 Harrington Street is a much-altered post war hotel building that is not heritage listed but which falls within a heritage precinct. The building replaced a colonial hotel on the site.

There are two assessments that can be made, the first is against the Act criteria and the second is against the precinct attributes.

Criterion (a)

It is important in demonstrating the evolution or pattern of Tasmania's history

While hotels are an important part of the fabric of Hobart and Tasmanian towns and this site has had hotel use for much of its history (about to cease), the current building on the site only demonstrates this criterion by use as the built form is not otherwise significant. Once the use ceases, the hotel history of the site would be related to interpretation.

It has no significance under this criterion.

Criterion (b)

It demonstrates rare, uncommon or endangered aspects of Tasmania's heritage

The building is not uncommon, unusual or rare.

It has no significance under this criterion.

Criterion (c)

It has potential to yield information that will contribute to an understanding of Tasmania's history

The building has no ability to contribute new information about Tasmania's history.

The site has potential archaeological significance as set out in the archaeological assessment.

It may have local archaeological significance under this criterion.

Criterion (d)

It is important as a representative in demonstrating the characteristics of a broader class of cultural places

The building does not represent a class of places beyond simply being a hotel. While all buildings represent a class of places to some extent, the threshold issue is for the place to demonstrate that class in a form that is important or significant. This building does not achieve that.

It has no significance under this criterion.

Criterion (e)**It is important in demonstrating a high degree of creative or technical achievement.**

The building has no particular value in demonstrating a high degree of creative or technical achievement. The building is altered and while originally quite well designed and constructed, the numerous changes internal and external have removed the integrity of the form.

It has no significance under this criterion.

Criterion (f)**It has strong or special meaning for any group or community because of social, cultural or spiritual associations.**

The building or site does not have any identified social, spiritual or community value that has been recognized.

It has no significance under this criterion.

Criterion (g)**It has a special association with the life or work of a person, a group or organisation that was important in Tasmania's history.**

The building does not specific association with any person or activity of significance.

It has no significance under this criterion.

Criterion (h)**The place is important in exhibiting particular aesthetic characteristics**

The place in its very altered form does not demonstrate aesthetic values.

It has no significance under this criterion.

The original design was modernist and well resolved, but progressive additions and changes have removed key parts of its external form and setting. The building and site need to be considered against the criteria set out for the precinct listing to understand if it has any heritage significance in relation to the precinct.

Table 4: Response to Precinct Attributes.

Precinct Attribute Table E 13.2	Application to 58 Harrington street
It contains some of the most significant groups of early Colonial architecture in Australia with original external detailing, finishes and materials demonstrating a very high degree of integrity, distinctive and outstanding visual and streetscape qualities.	The building does not represent Colonial architecture and consequently cannot contribute to the heritage value of the streetscapes within the precinct.
The collection of Colonial, and Victorian buildings exemplify the	The building is not colonial or Victorian in period and cannot represent this value.

economic boom period of the early to mid nineteenth century.	
Precinct Attribute Table E 13.2	Application to 58 Harrington street
The continuous two and three storey finely detailed buildings contribute to a uniformity of scale and quality of street space.	The building is of two storeys but does not form part of a continuous buildings that demonstrate uniformity of scale and quality of street space. The building design, although now altered by additions, adopted a very different approach when designed to the street and does not address the street as the adjacent colonial and Victorian buildings do. It was designed as a building in the round, set back from the street edge, is articulated and adds a different form of building to the precinct. The form of building is not one that is recognised as an attribute of the area nor does it form part of the significant built fabric of the precinct.
It contains a large number of landmark residential and institutional buildings that are of national importance.	It is not a landmark residential or institutional building of national importance and cannot represent this value.
The original and/or significant external detailing, finishes and materials demonstrating a high degree of importance.	This is a sub value that has to relate to the identified periods and styles noted above. Apart from the statement not actually making sense

In summary, the building does not contribute to the heritage values of the precinct and is not a heritage item.

5.0 PROPOSAL

The proposal is for the construction of a 13-storey residential apartment building and 3 basement levels providing car parking and storage. The ground floor will be utilised for two separate tenancies for the provision of a retail and café space. The building will have primary frontage to Harrington Street and provide a 5m separation to the rear of the main built form of the existing cottage at 59 Davey Street. The small altered rear wing of the cottage is proposed to be removed.

The proposal includes the demolition of the Welcome Stranger Hotel at 58 Harrington Street.

The existing heritage listed cottage at 59 Davey Street under the main pitched roof is retained and the proposed development has been designed and sited to ensure that the historic cultural heritage of the cottage is protected. The cottage will be repurposed to provide an additional tenancy option to complement the development and to ensure the continued use of the cottage.

The proposal will provide additional residential options within the CBD, and in close proximity to tourist hot-spots within the City, primarily Salamanca Place and the wider Sullivan's Cove area.

The proposed building form of the new building is stepped to create a street front form of lower scale with the taller elements behind also stepped away from the corner. As seen in figure

6.0 DISCUSSION OF HERITAGE ISSUES

6.1. ASSESSMENT OF HERITAGE IMPACT IN RELATION TO REQUIREMENTS OF THE HISTORICAL CULTURAL HERITAGE ACT 1995 (TASMANIA)

As No. 59 Davey Street is listed on the Heritage Register of Tasmania, the Historical Cultural Heritage Act 1995 (Tasmania) applies to this property.

The building is a modest listed building that contributes to the overall character and complexity of the heritage precinct and would be correctly identified as a local heritage item. While entry onto the State Heritage Register only requires one listing criterion to be satisfied, this building is more accurately a local heritage item.

However, as the listing exists it is important to consider how heritage values may be impacted by a proposal.

The State Heritage listing applies only to the land and building that is affected by the listing. This is the small lot on which the building is located and does not include the rear land behind the house. The assessment therefore is limited to the building itself and the small amount of surrounding land.

The proposal retains the house under the main roof including the Federation front additions and proposes removing the two later rear timber skillion additions to the rear. The main external form of the building is retained. Parts of the interior walls are also proposed to be removed to provide for a commercial tenancy within the building. The remaining fireplace and surround is retained along with sections of walls that reflect the simple geometric layout of the building.

A landscaped setting is being returned to the front and rear of the building that will relate to its earlier use as a residence. The landscape setting is modest but appropriate to the building and setting.

The heritage impacts on fabric arising from the works are minor and do not affect the more significant attributes of the building. Importantly, the external main form of the building with its detail is all retained, the building is conserved and the remnant internal fireplace along with elements of joinery are retained. The interior layout of the house is typical of its period and form and the removal of several sections of wall to allow for future use does not affect the significance of the place.

The Tasmanian Heritage Act focuses on the place itself and the fabric of the place. Heritage considerations do not extend to land adjacent to the place. A portion of the rear new commercial/residential building is located on the listed site and does form part of the assessment under the Act. This part of the building is approximately 5 storeys in height and includes a small section of basement that is located behind the retained heritage house, an open arcade and small area of building lobby at ground and first floor level (including a two level void) and two levels of apartment above the lobby.

The scale and design of this part of the new development relate to the setting of the heritage building and create a well scaled transition between new and old.

6.2. ASSESSMENT OF HERITAGE IMPACT AGAINST HOBART INTERIM PLANNING SCHEME 2015 HERITAGE OBJECTIVES & CONTROLS

Considering the relevant heritage listings applying to the subject sites (see Section 2.2 above), any redevelopment must be assessed against the provisions of the Historic Heritage Code under the Hobart Interim Planning Scheme, 2015, as No. 59 Davey Street is a listed heritage item and both sites are also located within the H1 City Centre Heritage Precinct.

The relevant planning objectives and controls are contained within Section E13.0 Historic Heritage Code of the Hobart Interim Planning Scheme 2015. These objectives and controls are addressed in Table 5 below.

The Hobart City Centre has also been identified as a place of archaeological sensitivity.

As noted earlier, it is also important to consider the height controls as it is difficult to separate the concepts of heritage and height and scale when considering development.



Figure 16: Davey Street frontage. This sketch only shows the streetfront forms within the context of the nearby and adjoining developments. The design drawings show the taller elements of the building behind. The vacant site to the left of the subject site has buildings to the rear but has no streetscape form at this time.

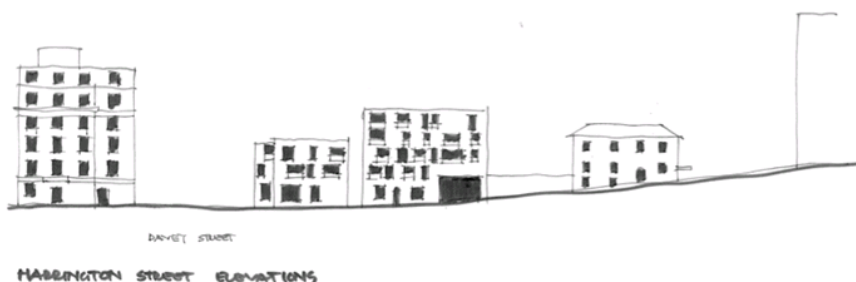


Figure 17: Harrington Street frontage. This sketch only shows the streetfront forms within the context of the nearby and adjoining developments. The design drawings show the taller elements of the building behind. The podium buildings are designed to fit within the scale of the precinct and the immediate setting.

The design of the new building has responded to the setting of Davey and Harrington Streets. The sketches above show the pattern of streetscape in the vicinity and how the lower podium streetfront forms derive from the overall streetfront designs and building forms and relationships in the locality.

The approach of developing a streetfront form that is highly responsive to the streetscape is sound and successful.

The question that then follows is how does the balance of the proposal, that is behind the streetscape form relate to the site, the city and the precinct.

The Interim Planning Scheme establishes heights for precincts, envelopes and has a range of overlays that have the potential to impact other more straightforward controls. On this site the height and envelope controls are quite clear, but they are overlaid with heritage controls.

Despite the significant flaws of the Hobart Interim Planning Scheme (it does not provide certainty, is vague, contradictory and inaccurate in many places), the two areas of control for this development are the height and envelope controls and the heritage overlay.

The height controls, while not a guarantee of a specific height, set out the intent of Council in zoning the site. There is a very clear expectation that even with the heritage overlay that this area is capable of development beyond the scale of what is currently provided. This can be stated with certainty as Council established the height controls with the understanding that the area had a heritage overlay. If, Council, as a result of the heritage overlay, had determined that a lower height should apply across the precinct, there would have been no difficulty in embedding that in the Planning Scheme. That did not happen and the precinct has the current height limits and envelope controls.

The envelope controls demonstrate another failure of the Planning Scheme to understand the nuances of heritage precincts and sites. The concept of a height with a sloped control, does not work and has been removed from most contemporary planning schemes. The correct approach is to establish streetfront heights and setbacks and to reinforce the patterns of historic built form through referencing current forms. The proposal for this site does that with great success. This is not related to height but how a building should be designed, where it is larger than adjacent buildings (which is the clear intent of the Planning Scheme for this site and precinct), to manage its scale and form.

Minor breaches of a theoretical and improbable sloping height plane (on the north-east side of the building where no overshadowing is relevant) have no impact on any values. It can also be considered as a matter of balance (a principle that has been set out in recent court cases related to how to consider such sites) where a minor breach of a height plane to create a good urban form can be considered against parts of the built envelope that are not occupied. That is, where the space within the possible envelope is not occupied to its full extent (as is the case in this development) it is reasonable and possible to look at minor breaches within the 'balance' of the development.

Again, for the purpose of this discussion putting aside height, the articulation and management of form in this proposal is successful and achieves a balance on the site.

That leaves the question of height. Height is a complex issue and is not straightforward. The recent council study on height has proved that even though it contains some good ideas. Height is a product of topography, setting, views, relationship to other forms, etc. Whether the proposed building should be the height set out or a little lower or higher (putting aside compliance) is a moot point. It is easy to suggest that any building should be lower and that it will have less impact but it is an unhelpful observation.

While it cannot be assumed that a height limit guarantees that the height can be achieved (as there are other considerations apart from just height), where a height limit is placed over an area that, in this case, has a heritage overlay there has to be an intent in the Planning Scheme that the height is at least in part appropriate for that area.

It would be a different consideration if a single heritage item were located in an area of greater height and that item needed to be protected in what is otherwise a higher density zone. In this specific location and situation the heritage area is extensive and the height limit applies across much of it. There then must be an expectation of Council that development around that scale and height can take place. If this is not the case, a lower height limit could have been applied to the area.

The proposal does extend in places to the height limit and steps down in a specific response to the setting and site. This is a site specific response to manage development in the context of the setting. It is a successful way of addressing height and scale.

Another issue to consider is how the development is seen from key public locations. For this site they include along Davey Street and Harrington Street (less so from Sandy Bay Road) and from St David's Park.

Davey Street is a main one way arterial road with the predominant views up the hill. The corner of the site has been scaled to fit the streetscape to manage immediate views and while the higher built form will be seen it is setback and does not form part of the long streetscape view.

Views down Davey Street, which are pedestrian views, will see the larger form of the building, but this will be impacted by inevitable development (even modest development) on adjacent sites that will remove views of the side of the building.

The built form will also be seen looking Macquarie Street where the built form will be seen set back and well behind the streetscape buildings.

The view from St David's Park is a mixed view with the proposal most clearly seen from the corner entry to the park. While the building will be seen from within the park, it will largely be partial views due to the density of vegetation.

There has been a long-standing idea that views to Mt Wellington need to be protected from public locations. This is not without some merit as a concept but has to be understood within the context of the city, where views occur and how Council plan for development and establish height controls. The gradual increase in development height around the city has affected a range of

intermediate and longer views that have and will impact some distant views to the mountain. There are locations around this site where due to the proposed development that some views will be lost, this will also occur with lower scale development depending on where views are taken from. It appears that this proposal will affect some views that in close proximity to the building but will not affect longer views from the cover towards the mountain.

Table 5 : E13.0 Historic Heritage Code, Hobart Interim Planning Scheme 2015

Planning Scheme Provision	Response
E13.7 Development Standards for Heritage Places	
E13.7.1 Demolition	
Objective: To ensure that demolition in whole or part of a heritage place does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.	<p>A small amount of demolition is proposed. The rear timber additions are of very modest heritage significance and are elements that have been extensively internally modified. Their removal is not considered to be an unacceptable loss of heritage fabric or significance.</p> <p>There is some loss of significance in removing internal walls, however the form of the building is not rare or of particular significance and the level of change will facilitate new and appropriate uses.</p> <p>It is concluded that the impact of the proposed changes is acceptable.</p>
<p>Performance Criteria:</p> <p>P1 Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;</p> <p>(a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;</p> <p>(b) there are no prudent and feasible alternatives;</p> <p>(c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;</p>	<p>The cultural heritage values of the elements to be removed are low. They are not without value, however the principle values of this building relate to its streetscape form, retention of the main form of the building as built and then modified and developing suitable ongoing use. The building will not be used for residential use again and the room sizes and configuration do not provide for a viable tenancy</p> <p>Due to the configuration and location of the building it has been used for storage for some time which is not a suitable use.</p> <p>The proposal seeks to amalgamate rooms to achieve a viable use while retaining elements of the fitout.</p> <p>A - the viable use of the building is of value to the community along with retaining the built form with all of the more significant fabric and building form. Incorporating the built form into a larger development allows the building to be appreciated in the round and as an interesting adapted building.</p>

Planning Scheme Provision	Response
(d) significant fabric is documented before demolition.	<p>B - the only option available is not to make internal changes (there are no significant external changes) but this will marginalize the use of the building as an active part of the streetscape and development. This is not a prudent or feasible alternative.</p> <p>C - The whole of the facades are retained and the building structure is largely retained.</p> <p>D - The building will be fully documented.</p>
E13.7.2 Buildings and works other than Demolition	
<p>Objective: To ensure that development at a heritage place is:</p> <p>(a) undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance; and</p> <p>(b) designed to be subservient to the historic cultural heritage values of the place and responsive to its dominant characteristics.</p>	<p>This relates largely to new work and while adaptation falls within this clause, the level of adaptation is quite minor.</p> <p>Currently the cottage sits on a small lot that is isolated. The proposal at ground level includes the building as a key element of the ground plane activation and use and allows the building to retain its setting within the streetscape.</p> <p>The building will not lose cultural significance through the proposal.</p> <p>The clause requires new work to be subservient to cultural values and responsive to dominant characteristics.</p> <p>Where a new quite large development is proposed adjacent to a small heritage building it is not possible for the new work to be physically subservient. That would restrict development to a point where almost nothing could take place.</p> <p>The site of the current hotel already contains a building that in many respects is not in character with the surrounding buildings. A new built form on that site is appropriate and the proposed design has been developed to respond to the scale, form and materiality of the area. The design drawings demonstrate how scale has been addressed in response to the precincts dominant characteristics of scale and while the setback portion of the development is larger than the immediate buildings, it relates in scale to the slightly extended setting around the site.</p> <p>The proposal does not involve any loss of cultural significance, in areas significance is enhanced and the design approach is sympathetic to the setting and built forms around it.</p> <p>There is also no competition in form with the heritage items and elements around the site, the new building is a contemporary form that references other forms and creates a street edge that is scaled and designed in response to the character of the area.</p>

Planning Scheme Provision	Response
<p>Performance Criteria P1 Development must not result in any of the following:</p> <p>(a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;</p> <p>(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.</p>	<p>A - The question of compatibility is a complex one and there is no set or fixed response to it. The clause considers nine aspects of design collectively to assess what is incompatible design. It does not provide however any actual assistance in determining how they should be applied.</p> <p>While it is possible for one of the nine aspects to be aberrant and result in an incompatible building, usually it is the way in which these elements are collectively addressed that determines whether a new building is incompatible or compatible.</p> <p>This proposal is for quite a large built form on the site, if height were the only consideration it could be argued that any building of that height may reduce cultural values. However, the approach to massing and scale and the use of materials, patterns of fenestration and openings and careful selection of finishes creates a built form where height does not result in a loss of cultural significance.</p> <p>B. - There is no loss of significant streetscape elements in the proposal. There are no significant elements on the site that fall into this category.</p>
<p>Performance Criteria P2 Development must be designed to be subservient and complementary to the place through characteristics including:</p> <p>(a) scale and bulk, materials, built form and fenestration;</p> <p>(b) setback from frontage;</p> <p>(c) siting with respect to buildings, structures and listed elements;</p> <p>(d) using less dominant materials and colours.</p>	<p>This criterion poses another difficult juxtaposition of ideas with subservient and complementary.</p> <p>The criterion covers some of the same issues as above - scale, bulk, materials, built form, fenestration, materials and colours - but adds siting and setback.</p> <p>If a proposal satisfies P1 and does not reduce cultural heritage values, it must then satisfy the same considerations under P2.</p> <p>With regard to siting and setback from the frontage, the proposal correctly arranges the built form to the street edge and uses setbacks to provide entry points and setting around the cottage. This is the correct form for this location where the two other occupied corners have a boundary edge relationship.</p> <p>The setting also responds to the adjacent sites retaining space around the cottage.</p> <p>If other sites in the vicinity are developed in the future it is likely that a similar pattern of setbacks and general arrangement of form would be both required and proposed. We believe the proposal would be consistent with possible future other development proposals.</p>

Planning Scheme Provision	Response
Performance Criteria P3 Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.	The proposal satisfies this criterion. The design response uses materials such as brickwork and well-scaled openings that relate strongly to the surrounding heritage properties but which are clearly new elements.
Performance Criteria P4 Extensions to existing buildings must not detract from the historic cultural heritage significance of the place.	There are no extensions proposed.
Performance Criteria P5 New front fences and gates must be sympathetic in design, (including height, form, scale and materials), to the style, period and characteristics of the building to which they belong. Acceptable solution: A5 New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.	There are no new front gates or fences. There is a new landscape setting that includes some low walls, but these are characteristic of the urban setting.
Performance Criteria P6 The removal of areas of landscaping between a dwelling and the street must not result in the loss of elements of landscaping that contribute to the historic cultural significance of the place. Acceptable solution: A6 Areas of landscaping between a dwelling and the street must be retained.	The proposal adds landscaping where it is currently missing.
E13.7.3 Subdivision	
Objective: To ensure that subdivision of part of a heritage place maintains cohesion between the elements that collectively contribute to an understanding of historic cultural heritage values, and protects those elements from future incompatible development.	Not relevant.

Planning Scheme Provision	Response
<p>Performance Criteria P1: A proposed plan of subdivision must show that historic cultural heritage significance is adequately protected by complying with all of the following:</p> <p>(a) ensuring that sufficient curtilage and contributory heritage items (such as outbuildings or significant plantings) are retained as part of any title containing heritage values;</p> <p>(b) ensuring a sympathetic pattern of subdivision;</p> <p>(c) providing a lot size, pattern and configuration with building areas or other development controls that will prevent unsympathetic development on lots adjoining any titles containing heritage values, if required.</p>	Not relevant.
E13.8 Development standards for Heritage Precincts	
E13.8.1 Demolition	
<p>Objective: To ensure that demolition in whole or in part of buildings or works within a heritage precinct does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.</p>	<p>The assessment is similar to the one for heritage items, but presumably not as onerous. The demolition does not affect precinct values. The building to be demolished does not represent precinct heritage values.</p>
<p>Performance Criteria P1: Demolition must not result in the loss of any of the following:</p> <p>(a) buildings or works that contribute to the historic cultural heritage significance of the precinct;</p>	<p>Refer to the comments for heritage items.</p> <p>With regard to the demolition of the existing hotel building it is noted that it is not a heritage item and does not satisfy any of the threshold criteria for having heritage value within this precinct.</p> <p>The demolition of the building does not involve any loss of cultural significance as set out in the Scheme.</p>

Planning Scheme Provision	Response
<p>(b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct; unless all of the following apply;</p> <p>(i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;</p> <p>(ii) there are no prudent or feasible alternatives;</p> <p>(iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.</p>	
E13.8.2 Buildings and Works other than Demolition	
<p>Objective: To ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct.</p>	<p>Refer to comments for heritage items.</p> <p>The site currently comprises two lots, one containing the heritage item and the other continuing the hotel and carpark. The proposal is constructed over both lots and consequently the new building is considered under impacts on heritage items as well as the precinct.</p> <p>IN summary the precinct values are respected by scaling the building to the street frontages to be consistent with the precinct significant built forms, using materials that respond to the character of the precinct, activating the street frontage, creating well modelled and articulated forms that respond to the finer grain of at least parts of the precinct.</p>
<p>Performance Criteria P1: Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.</p> <p>Performance Criteria P2: Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in</p>	<p>The design has been developed in relation to precinct values as well as those of the heritage item on part of the site.</p> <p>This is seen in the use of the lower street height forms to create a complimentary street edge condition to complete the streetscape form in the area, the recessive use of materials and detailing in the design, the siting of the larger parts of the building well set back from principal view lines, etc.</p> <p>Refer to earlier assessment of these criteria</p>

Planning Scheme Provision	Response
Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.	
Performance Criteria P3: Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.	Not relevant
Performance Criteria P4: New front fences and gates must be sympathetic in design, (including height, form, scale and materials), and setback to the style, period and characteristics of the precinct. Acceptable solution A4: New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.	Not relevant
Performance Criteria P5: The removal of areas of landscaping between a dwelling and the street must not result in the loss of elements of landscaping that contribute to the historic cultural significance or the streetscape values and character of the precinct. Acceptable solution A5: Areas of landscaping between a dwelling and the street must be retained.	Not relevant
E13.8.3 Subdivision	
Objective: To ensure that subdivision within a Heritage Precinct is consistent with historic patterns of development and does not create potential for future incompatible development.	Not relevant

Planning Scheme Provision	Response
Performance Criteria P1: Subdivision must not result in any of the following: (a) detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2; (b) a pattern of subdivision unsympathetic to the historic cultural heritage significance of the precinct; (c) potential for a confused understanding of the development of the precinct; (d) an increased likelihood of future development that is incompatible with the historic cultural heritage significance of the precinct.	Not relevant
Performance Criteria P2: Subdivision must comply with any relevant design criteria / conservation policy listed in Table E13.2.	Not relevant
Performance Criteria P3 & P4	Not relevant to the H1 Heritage Precinct
E13.10 Development standards for Places of Archaeological Potential	
E13.10.1 Building, Works and Demolition	
Objective: To ensure that building, works and demolition at a place of archaeological potential is planned and implemented in a manner that seeks to understand, retain, protect, preserve and otherwise appropriately manage significant archaeological evidence.	A detailed archaeological assessment has been prepared for the site to guide future actions and management of possible archaeological resources. The assessment addresses separately all of the relevant Scheme requirements.
Performance Criteria P1: Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:	See above

Planning Scheme Provision	Response
<p>(a) the nature of the archaeological evidence, either known or predicted;</p> <p>(b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;</p> <p>(c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;</p> <p>(d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;</p> <p>(e) measures proposed to preserve significant archaeological evidence 'in situ'.</p> <p>Acceptable solution A1: Building and works do not involve excavation or ground disturbance.</p>	
E13.2.2 Subdivision	
Objective: To ensure that subdivision does not increase the likelihood of adverse impact on a place of archaeological potential.	See above
<p>Performance Criteria P1: Subdivision must not impact on archaeological resources at Places of Archaeological Potential through demonstrating either of the following:</p> <p>(a) that no archaeological evidence exists on the land;</p> <p>(b) that there is no significant impact upon archaeological potential.</p>	See above

7.0 CONCLUSION

The proposal has been designed to fit contextually within the immediate and surrounding area and setting while providing a built form of greater scale than presently exists on the site. The site is a key corner site in Hobart that sits within a heritage conservation area and contains a heritage item. It forms part of the long Davey Street streetscape which is a varied one but which has an overall consistency of pattern and scale, it also sits within Harrington Street which has a very different streetscape form and is located opposite the higher forms to the east in Davey Street and near some of the taller city buildings of central Hobart.

Key aspects of the proposal are:

- retaining the heritage item with its frontage to Davey Street and providing an active use for the building (currently it is used for storage)
- creating a corner form that responds to both streetscapes inform, scale and materiality
- creating an active ground floor on a significant pedestrian route to and from the city
- designing the lower form of the building to fit within the Davey Street pattern and rhythm
- using strong solid to void forms that respond to traditional built forms
- articulating the built form to create interest and variation in the building
- using materials that strongly relate to the character of the precinct and which have their own fine grain.

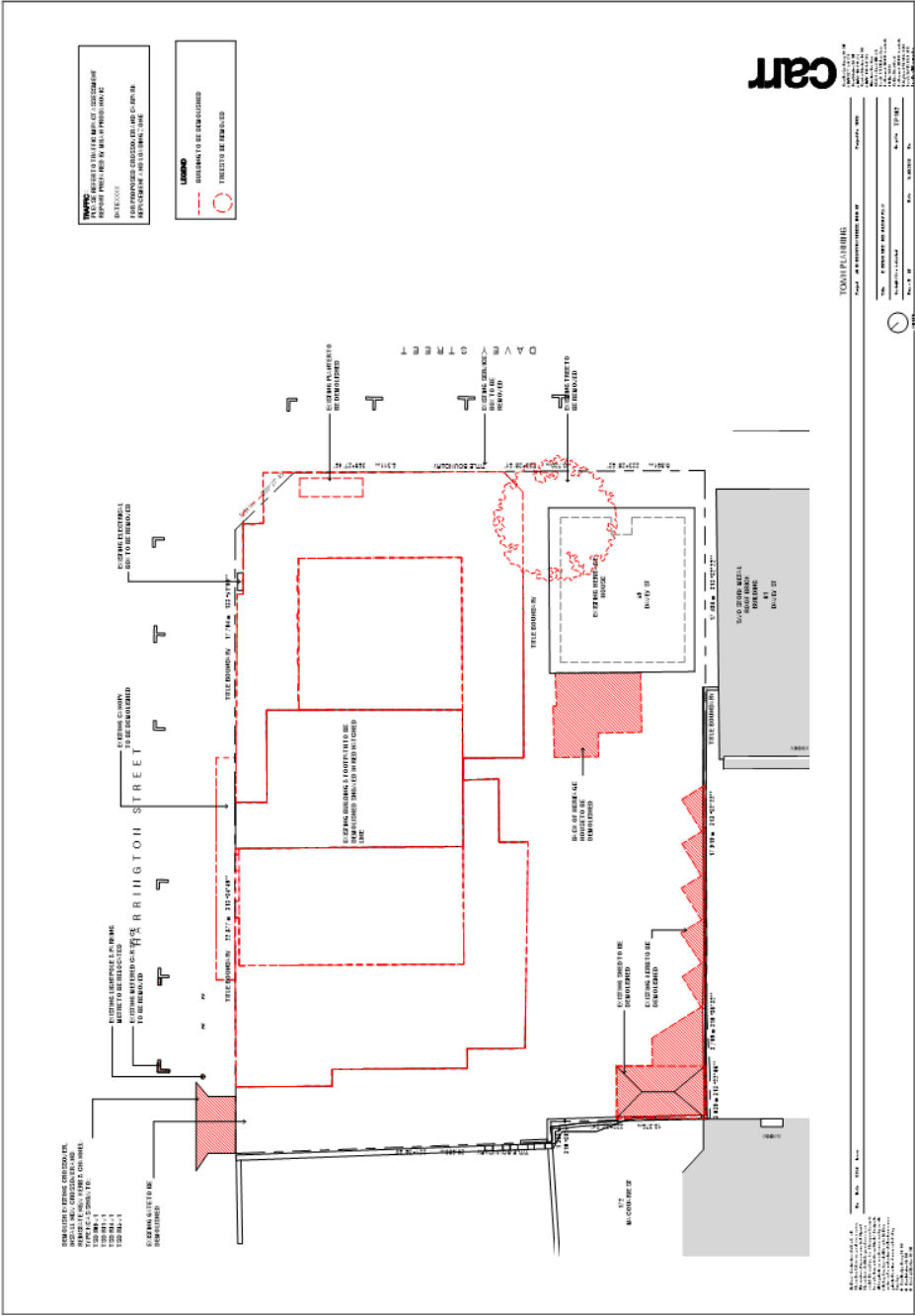
The building is a large form that has been designed to manage scale in response to the two street frontages, the corner, views along Davey and Harrington Streets and views from St Davids Park. The setting from the park is important and the streetscape scale of the Mantra building and the higher rise buildings in Macquarie Street within a broader context not which the proposal sits. The relatively low topography of the site - several storeys lower than Macquarie Street – assists in managing the proposed scale of the building with the heritage building located on the corner of Harrington and Macquarie having an equivalent height of around 5 storeys in relation to the Harrington/Davey Street corner.

Hobart is presently going through a major discussion on building heights with considerable pressure across the city for buildings of greater height than has generally been proposed previously. There appears to be little consensus on building heights with strongly stated and varying views. The recent height study has not greatly assisted in that process and provides little confidence in how height could be applied in the future.

This proposal is site specific, based on detailed analysis and modelling and while there can always be an argument that says buildings should be lower or smaller, the proposal successfully balances form, scale, height, use and yield to create a well resolved city building in a prominent location.

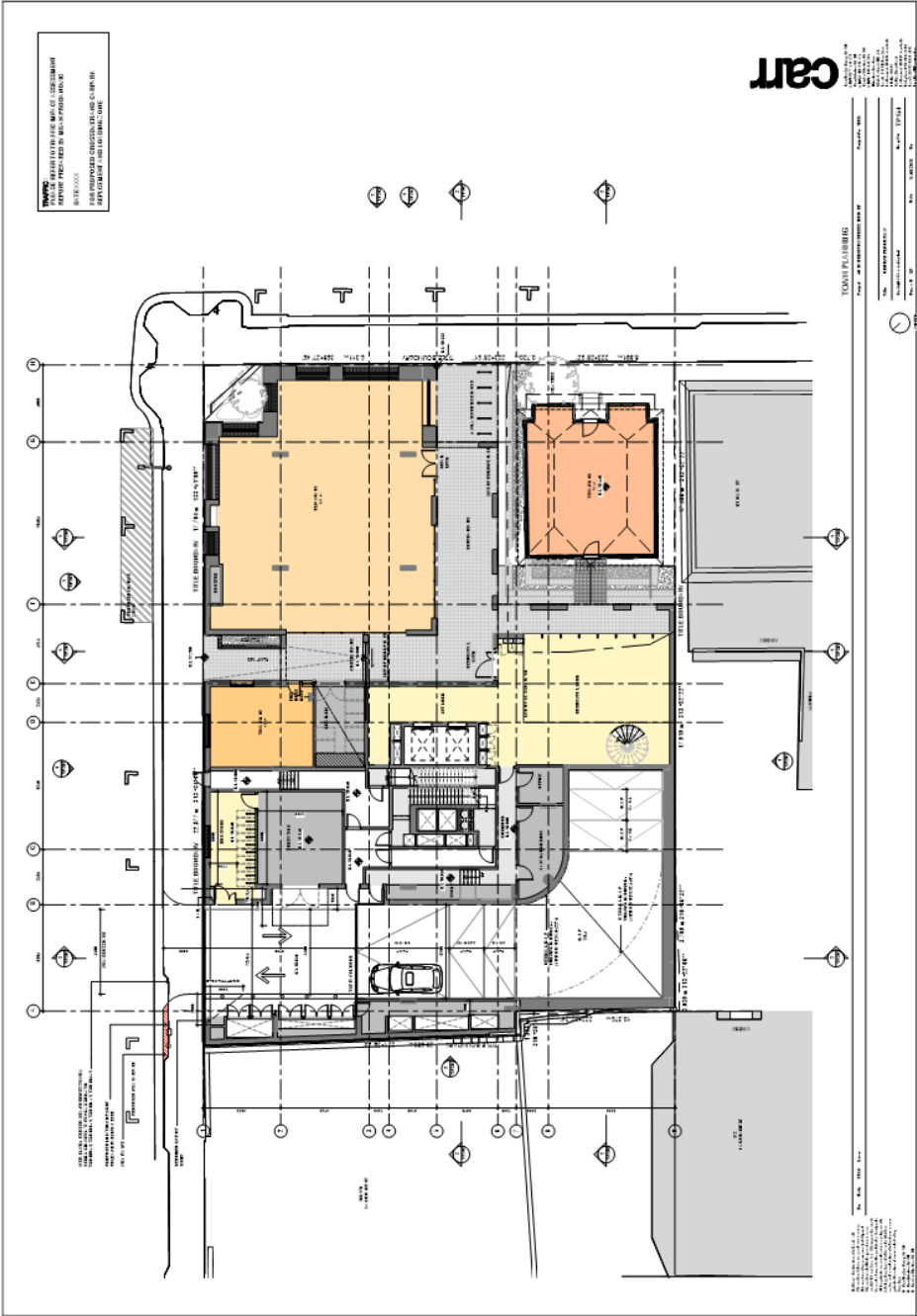
8.0 ATTACHMENTS

PROPOSAL PLANS - SELECTED KEY PLANS, REFER TO FULL DA
SUBMISSION FOR ALL PLANS



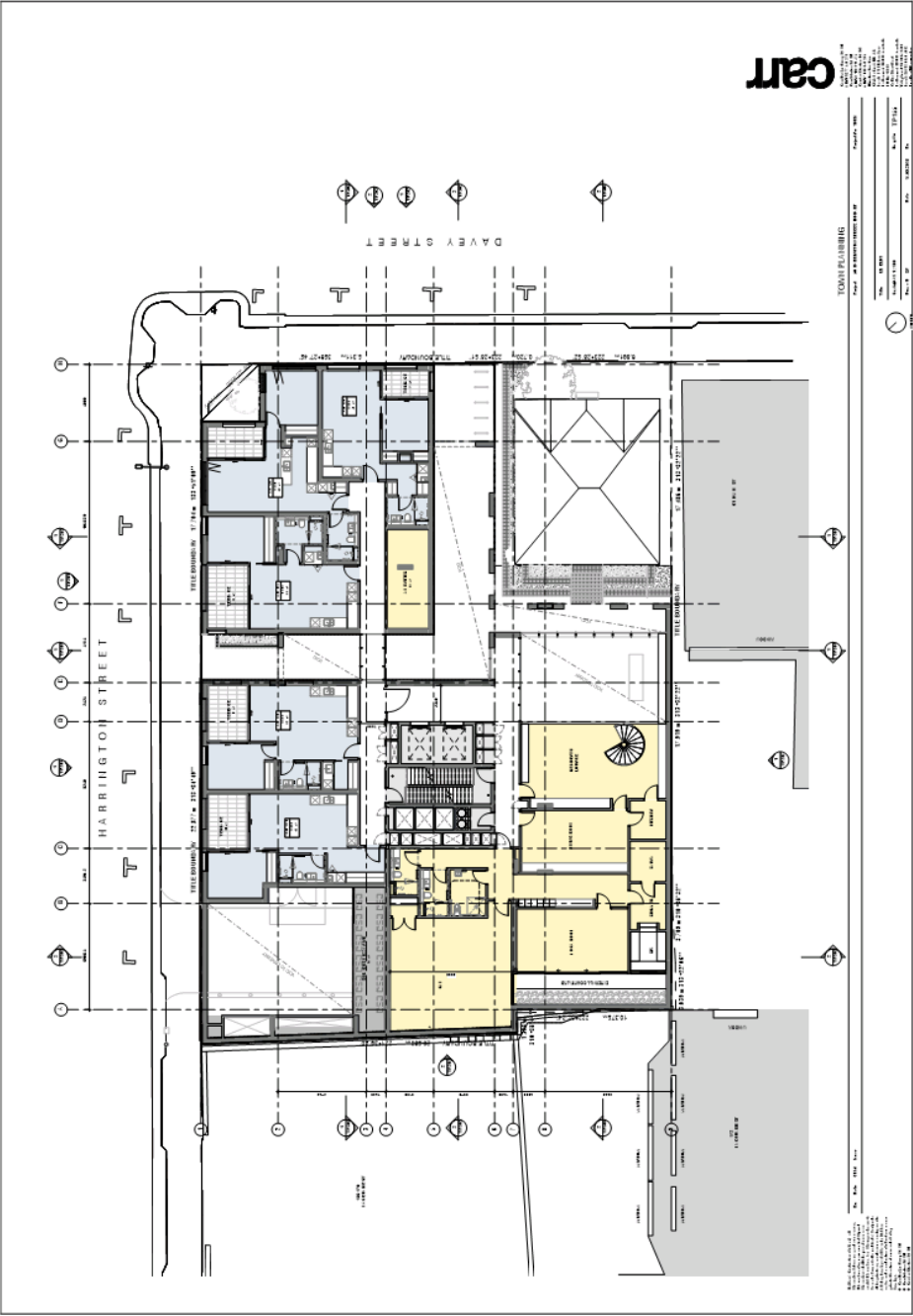
58 HARRINGTON STREET & 59 DAVEY STREET, HOBART
HERITAGE IMPACT STATEMENT

PAUL DAVIES PTY LTD
NOVEMBER 2018



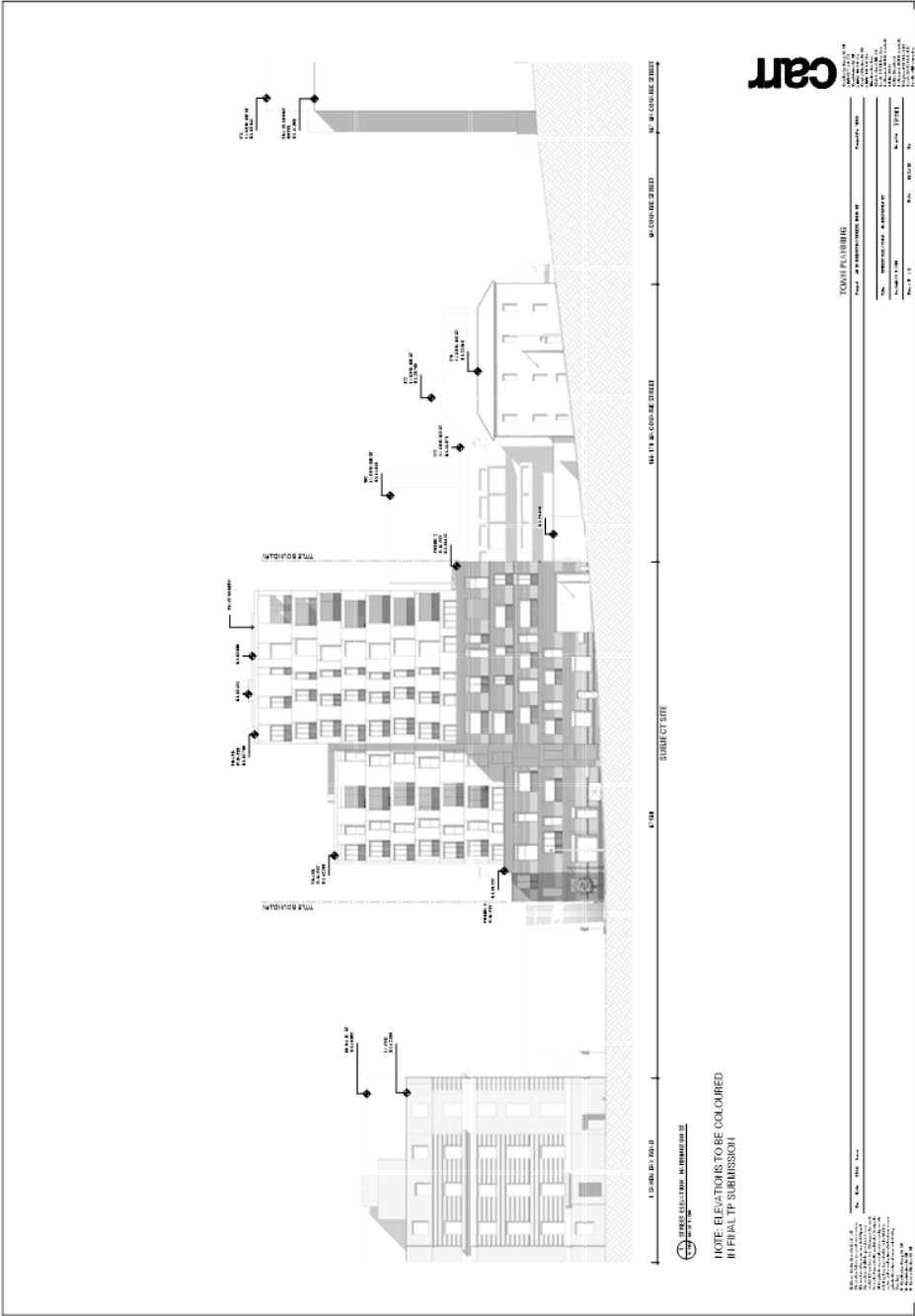
58 HARRINGTON STREET & 59 DAVEY STREET, HOBART
HERITAGE IMPACT STATEMENT

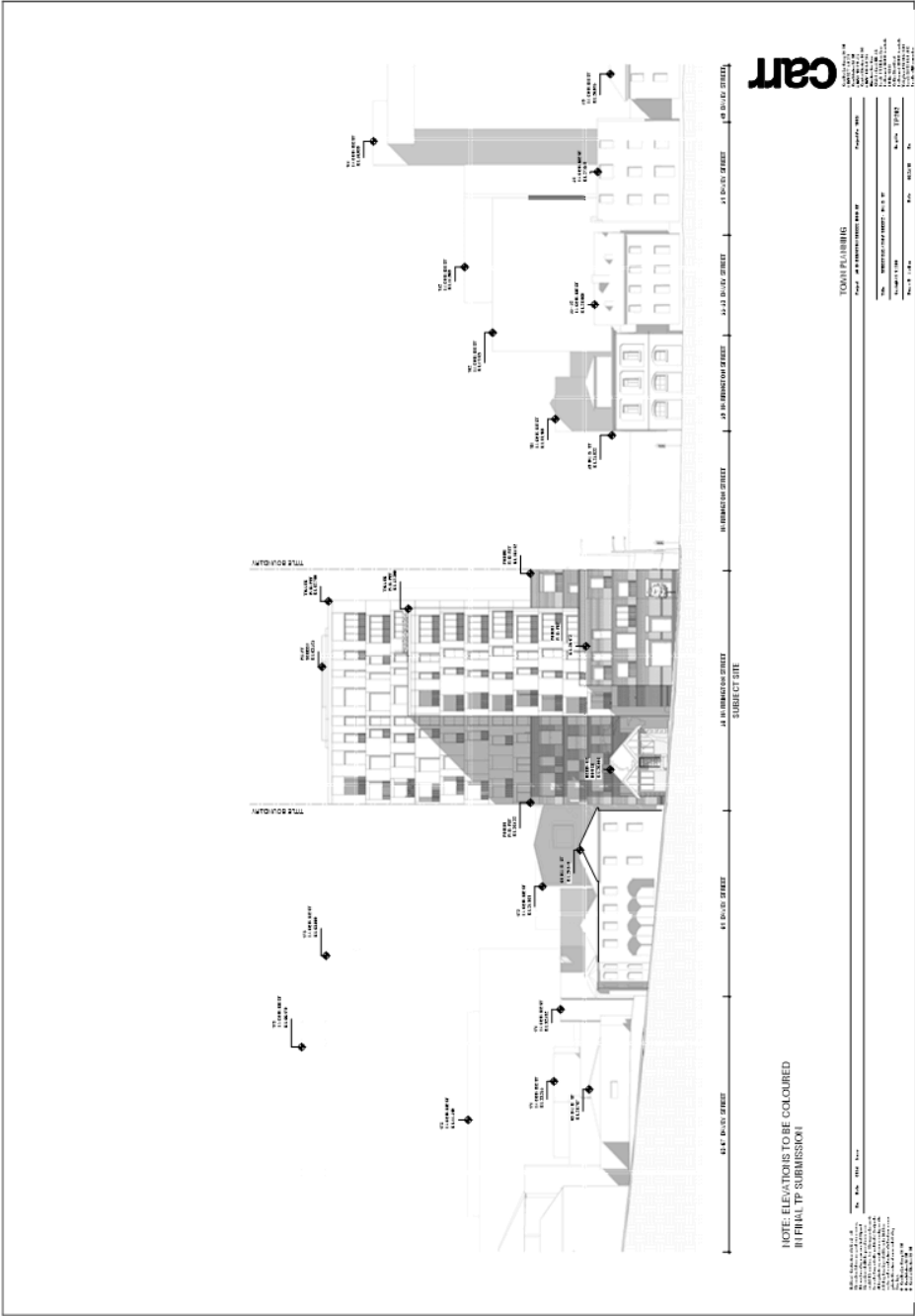
PAUL DAVIES PTY LTD
NOVEMBER 2018



58 HARRINGTON STREET & 59 DAVEY STREET, HOBART
HERITAGE IMPACT STATEMENT

PAUL DAVIES PTY LTD
NOVEMBER 2018





58 HARRINGTON STREET & 59 DAVEY STREET, HOBART
HERITAGE IMPACT STATEMENT

PAUL DAVIES PTY LTD
NOVEMBER 2018

Level 6, 134 Macquarie Street, Hobart TAS
GPO Box 1550, Hobart, TAS 7001 Australia

Enquiries: David Oldmeadow
Ph: +61 3 6165 4503
Email: david.oldmeadow@epa.tas.gov.au
Web: www.epa.tas.gov.au
Our Ref: EN-EM-EV-DE-256496/H993406/Council_5ABC_NotAssess



7 March 2019

Mr Nick Heath
General Manager
Hobart City Council
GPO Box 503
HOBART TAS 7001

Email: coh@hobartcity.com.au

Dear Mr Heath

REFERRAL OF PERMIT APPLICATION (PLN-18-853)
HEXA PACIFIC PTY LTD – EXCAVATION FOR WELCOME STRANGER REDEVELOPMENT
58 HARRINGTON STREET, 59 DAVEY STREET, 61 DAVEY STREET AND ADJACENT ROAD
RESERVE, HOBART
BOARD ASSESSMENT NOT REQUIRED

I am writing in response to Council's correspondence, received on 21 February 2019, referring the above permit application to the Board of the Environment Protection Authority (the Board) for assessment under the *Environmental Management and Pollution Control Act 1994* (the EMPC Act).

In accordance with section 25(1D) of the EMPC Act, the Board has determined that it does not need to assess the activity to which the application relates. The reason for this determination is that the proposal is considered to have a very low likelihood of causing serious or material environmental harm based on the following:

- a) Given the distance to the nearest sensitive receptors, it is likely that normal traffic flow on Davey and Harrington streets during the proposed excavation hours will produce significant masking of the excavation noise at both ground and elevated levels;
- b) The *Environmental Management and Pollution Control (Noise) Regulations 2016* dictate restrictions to operation of construction equipment unless over-ridden by another instrument;
- c) Council has a head of power to assess site contamination issues under the *Hobart Interim Planning Scheme 2015 Potentially Contaminated Land Code*;
- d) It is unlikely that there would be any measurable impact to the environment from local groundwater discharge, if encountered in the excavation pit;
- e) The site does not support any threatened or significant natural values.

Council may proceed with assessment of the permit application under the *Land Use Planning and Approvals Act 1993* without further reference to the Board.

You should note that the above decision is based on the information provided with the permit application. If details of the proposal change significantly, you should advise the applicant to seek advice from EPA Tasmania before proceeding, to ensure that the proposed activity will comply with the EMPC Act.

If you have any queries regarding the above, please contact David Oldmeadow on (03) 6165 4503.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Wes Ford'.

Wes Ford

DIRECTOR, ENVIRONMENT PROTECTION AUTHORITY
Delegate for the Board of the Environment Protection Authority

cc: Paul Carstairs, Hexa Pacific Pty Ltd, email; paul@hexa.com.au
David Lenel, Pitt&Sherry, email; dlenel@pittsh.com.au
Adam Smee, Development Appraisal Planner, Hobart City Council, email; smeea@hobartcity.com.au



Hexa Pacific Pty Ltd

Harrington St Contamination Management Plan

April 2019

Table of contents

1.	Introduction.....	1
1.1	Background.....	1
1.2	Objective.....	1
1.3	Scope and limitations.....	1
1.4	Assumptions.....	2
2.	Site Description.....	3
2.1	Identification details.....	3
2.1	Layout.....	4
2.2	History.....	4
2.3	Environmental setting.....	4
3.	UST Removal.....	5
3.1	Decommissioning.....	5
3.2	Disposal.....	5
3.3	Validation.....	6
3.4	Reporting.....	7
4.	Offsite Disposal of Soils.....	8

Table index

Table 1	Contaminated Land Code E2.6.2 Excavation.....	1
Table 2	Site details.....	3

Appendices

Appendix A - Figures

1. Introduction

1.1 Background

The Hexa Group (Hexa) commissioned GHD Pty Ltd (GHD), to prepare this contamination management plan (CMP) to guide the removal of an underground fuel storage tank (UST) at 58 Harrington Street, Hobart, Tasmania (the site). This document also addresses validation of residual soils and groundwater in the vicinity of the UST, and assessment and management of soils that will be disposed offsite.

1.2 Objective

This document has been prepared to address Clause E2.6.2 P1, under the Potentially Contaminated Land Code of the *Hobart Interim Planning Scheme 2015*, as shown on Table 1:

Table 1 Contaminated Land Code E2.6.2 Excavation

Objective:	
To ensure that works involving excavation of potentially contaminated land does not adversely impact on human health or the environment.	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	<p>P1 Excavation does not adversely impact on health and the environment, having regard to:</p> <ul style="list-style-type: none"> (a) An environmental site assessment that demonstrates there is no evidence the land is contaminated or (b) A plan to manage contamination and associated risk to human health and the environment that includes: <ul style="list-style-type: none"> (i) An environmental site assessment. (ii) Any specific remediation and protection measures required to be implemented before excavation commences. (iii) A statement that the excavation does not adversely impact on human health or the environment.

It is envisaged that once the UST is successfully removed, the site will be able to be remediated to ensure it will be suitable for the proposed development.

1.3 Scope and limitations

This report: has been prepared by GHD for Hexa Pacific Pty Ltd and may only be used and relied on by Hexa Pacific Pty Ltd for the purpose agreed between GHD and the Hexa Pacific Pty Ltd as set out in this report.

GHD otherwise disclaims responsibility to any person other than Hexa Pacific Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

1.4 Assumptions

This document has been prepared based on information presented in the GHD (2017) site investigation report¹. It is therefore assumed that conditions at the site remain as they were at the time that investigation was undertaken.

¹ GHD (2017). *Harrington St Phase 2 Assessment Report*. December 2017.

2. Site Description

The following information is summarised from the GHD (2017) site investigation report. Figure 1 in Appendix A presents the layout of the site, and Figure 2 in Appendix A shows the soil and groundwater sampling locations used to inform GHD (2017).

2.1 Identification details

The site is located in the Hobart central business district (CBD), on the corner of Davey and Harrington Streets. Table 2 below provides cadastral information for the site. The site comprises two adjacent cadastral parcels.

Table 2 Site details

Item	Details
Site Address	Title Reference No and Property ID 1 (Welcome Stranger Hotel) 58 Harrington St Hobart Tasmania 7000 Title Reference No and Property ID 2 (Heritage cottage) 59 Davey St Hobart Tasmania 7000
Legal Address	Property 1 (Welcome Stranger Hotel) Title Reference Number: 128606/2 Property ID Number: 5665693 Property 2 (Heritage cottage) Title Reference Number: 182606/1 Property ID Number: 5660921
Site Area	1,139 m ²
Site Operator	Peter Claude Scollard
Current Land Use	Hotel, public bar and carpark
Current Zoning	"Central Business" Hobart Interim Planning Scheme 2015
Surrounding Land Uses	The site is located on a major intersection on the edge of the Hobart CBD, with Davey Street to the southeast and Harrington Street to the northeast. Land uses surrounding the site can be described as follows: <ul style="list-style-type: none"> • Northwest: carpark and offices • North and northeast: Harrington Street, with offices and carparks located on the other side of the street • East: major intersection, across from which lies St David's Park • Southeast: Davey Street, with the old Hobart Exchange building located on the other side of the street • South: Davey Street, with offices and hotels located on the other side of the street • Southwest: offices and carpark for the RAAF association • West: offices and carpark

2.1 Layout

The site has an area of approximately 1,139 m². Two brick and stone buildings are present on the site, and the remainder of the site is covered with concrete with the exception of minor garden beds in the carpark area.

The site currently hosts a hotel with a public bar, a heritage listed cottage and a carpark with a shed and an open garage. Vehicular access to the site is off Harrington Street and the carpark allows access to both buildings. The building footprints cover approximately 815 m², or approximately 72% of the site.

All buildings surrounding the site are heritage listed (including 166-170 Macquarie St, 172 Macquarie St, and 61 Davey St). An Underground fuel Storage Tank (UST) is located beneath the carpark, adjacent the kitchens and staff entrance for the hotel building (in position shown on Figures 1 and 2 in Appendix A).

2.2 History

The Welcome Stranger Hotel, formerly known as The Freemasons Hotel, was established at the current site in 1833 and has been trading as a hotel and public bar ever since (www.welcomestranger.com.au/about). The original "Freemasons Hotel" at the site was demolished in 1938 and the current buildings were constructed shortly afterwards. The current building was substantially renovated in the 1970s.

GHD (2017) identified that the UST was likely installed around 1975, when the Hotel building was subject to significant renovations by the Cascade Brewery. A boiler was installed to service the hotel at around the same time; a drain to floor waste was located in the vicinity of the boiler and it is assumed that the drain captured any boiler overflow.

The Tilley and Harris foundry (i.e. an iron and steel works), operated between 1830 and 1847 on the adjacent lot on Harrington Street (which is currently used as a carpark).

2.3 Environmental setting

2.3.1 Elevation and topography

The site lies at approximately 20 m AHD, and has a moderate slope to the south-west. Site geology is listed as predominately cross-bedded quartzose to feldspathic sandstone, subordinate siltstone with sparse plant and vertebrate fossils (Knocklofty Formation) dominantly quartz sandstone (www.thelist.tas.gov.au/listmap/app/list/map).

During field investigations, GHD (2017) encountered surface coverings of concrete and asphalt overlying clays, sandy clays, gravelly clays and clayey fill. Hard sandstone bedrock was encountered between 2.0 and 3.0 m depth, and a thin layer of weathered basalt overlaid the sandstone at one sample location (BH01).

2.3.2 Surface water and groundwater

Surface water at the site is controlled by a combination of surface and in-ground drains which are understood to connect to the local Hobart City Council (HCC) stormwater system. Groundwater flow direction measured in November 2017 was in a south-westerly direction, towards the Derwent River.

3. UST Removal

The onsite UST (location shown on Figures 1 and 2 in Appendix A) will be removed to facilitate development of the site. This will be done in accordance with relevant industry standards for the safe removal and disposal of USTs. Following removal, soils in the excavation will be validated, and the process reported, in accordance with the EPA Tasmania guidelines for decommissioning assessments and reporting.

3.1 Decommissioning

The UST will be decommissioned by an accredited industry practitioner who has experience in the safe removal and disposal of USTs. The work will be done in accordance with:

- Australian Standard AS 4976-2008. *The removal and disposal of underground petroleum storage tanks.*
- The *Workplace Health and Safety Act 2012*
In general, the following actions will be undertaken (however are not exhaustive):
 - Residual liquids shall be removed and disposed in accordance with industry standards
 - Residual gases will be purged either before or after transport
 - Redundant pipework will be drained and disconnected
 - The full width and length of the UST will be exposed and concrete anchors removed (if present)
 - The lifting lugs will be used to lift the UST out of the excavation
 - All loose soil shall be removed from UST and stencils or warning labels emplaced
 - UST secured to transport with webbing, and chocked to prevent rolling (vent to be located at top)
 - Excavations will either be backfilled or secured to prevent public access

3.2 Disposal

The UST will also be disposed in accordance with AS 4976-2008, and the following items will be addressed:

- USTs should be transported by a diesel vehicle and drivers appropriately trained in emergency stopping etc
- The trip to the disposal site should be uninterrupted
- A permanent record of the disposal should be made and include:
 - Confirmation of origin site
 - Date of removal
 - Size of UST
 - Destination or name of contractor
 - Contractor to provide a suitable release document that acknowledges condition of UST

3.3 Validation

An accredited environmental consultant will, or will oversee, validation of soils and groundwater associated with the UST excavation, assessment of potential risks to human health and the environment, and report the decommissioning process. The validation work will be completed in accordance with the following Technical Guidelines:

- EPA Tasmania (2018) *UPSS 1 Underground Petroleum Storage Systems: Decommissioning Assessment Report Requirements*, v4 July 2018.
- EPA Tasmania (2015) *UPSS 2 Underground Petroleum Storage Systems: Decommissioning Assessment Sampling and Risk Assessment Requirements*, v2 July 2015.

To meet the requirements of the EPA Tasmania (2015) Technical Bulletin UPSS 2, the validation process will include the following components:

- Recovery of soil, and possibly groundwater, samples from the excavated pit, including a minimum of:
 - One sample of bedding sands from at or below base of UST
 - One sample of underlying bedding sands from base of each wall, and one sample of underlying bedding sands from base of pit
 - One sample of water in pit
 - One sample of backfill sands per five meters of fuel line
 - One sample of backfill sand at each fill point
 - One sample of backfill sand from each bowser
 - If signs of leakage, one sample of underlying soils beneath backfill sands at each bowser
- Assessment of potential risks to human health and the environment, by preparing a Conceptual Site Model (CSM) for both current and proposed landuses that includes:
 - Identification of contamination sources i.e. all residual impacts associated with the UST
 - Identification of potentially sensitive receptors
 - Identification of potential transport and uptake pathways
 - Identification of complete source-pathway-receptor (SPR) linkages
- Further assessment of any complete, or potentially complete, linkages where potentially unacceptable risks are identified

3.4 Reporting

In accordance with EPA Tasmania (2018) Technical Bulletin UPSS 1, a decommissioning assessment report will be prepared to confirm the decommissioning assessment process and findings. The report will include, but not be limited to, the following information:

- Site identification details
- UST ownership details
- Landuse information
- UST information
- Sampling regime
- Analytical results
- Risk assessment (i.e. CSM and identified complete SPR linkages)
- Information on offsite disposal of impacted materials
- Conclusion statements

4. Offsite Disposal of Soils

Any soils at the site that require offsite disposal will be managed in accordance with the EPA Tasmania (2012) Technical Bulletin 105 *Classification and Management of Contaminated Soil for Disposal*, and the *National Environment Protection (Assessment of Site Contamination) Measure (as amended 2013)* ('the ASC NEPM').

On the basis of these documents, the following items will be completed:

- Sampling of soils proposed for offsite disposal at a rate of between 1: 25 m³ and 1:250 m³, depending on the history of the material (i.e. where evidence indicates that soils are not historically disturbed or otherwise impacted, the lower rate will be used; where soils appear to have been historically disturbed or impacted, the higher rate will be used)
- Recovery of quality control (QC) samples at a rate of 1:20 primary samples
- Analysis of samples at a NATA-accredited laboratory for identified chemicals of potential concern (CoPC), that will include 8 metals, Total Recoverable Hydrocarbons (TRH), Benzene, Ethylbenzene, Toluene, Xylene, Naphthalene (BTEXN) and Polycyclic Aromatic Hydrocarbons (PAH)
- Soils will be assessed for the appropriateness to be disposed offsite as Level 1 Clean Fill, Level 2 Low Level Contaminated Waste, Level 3 Contaminated Soil, or Level 4 Contaminated Soil for Remediation
- Where CoPC concentrations exceed Level 2 landfill disposal criteria, Toxicity Characteristic Leach Procedure (TCLP) testing will be done to assess mobility and possibility of reducing landfill classification disposal requirements

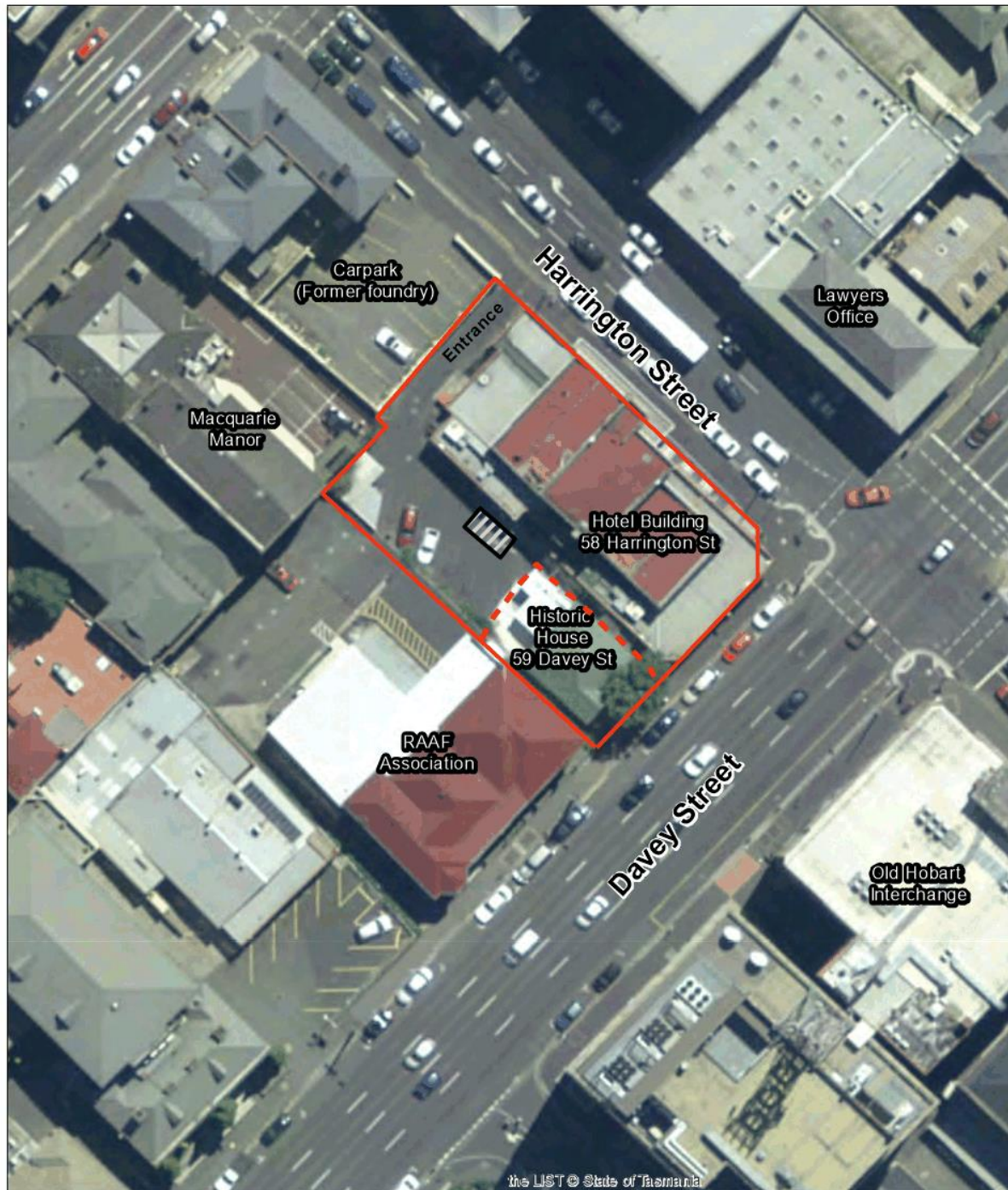
All soils removed from the site will be disposed in accordance with their classification under the EPA Tasmania Bulletin No 105.

Appendices

Appendix A - Figures

Figure 1 Site Layout

Figure 2 Sampling Locations



LEGEND

- The Site
- Underground Storage Tank

Paper Size A3
0 1.5 3 6 9 12 15
Metres
Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 56



Hexa Pacific Pty Ltd
Harrington Street CMP

Job Number | 32-19229
Revision | B
Date | 01 Apr 2019

Site Layout

Figure 1

G:\3219229\GIS\Maps\Working\3219229_001_SiteLayout_RevA.mxd
© 2019. Whilst every care has been taken to prepare this map, GHD (and DATA CUSTODIAN) make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and cannot accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damage) which are or may be incurred by any party as a result of the map being inaccurate, incomplete or unsuitable in any way and for any reason.
Data source: Data Custodian, Data Set Name/Title, Version/Date. Created by: drockiff

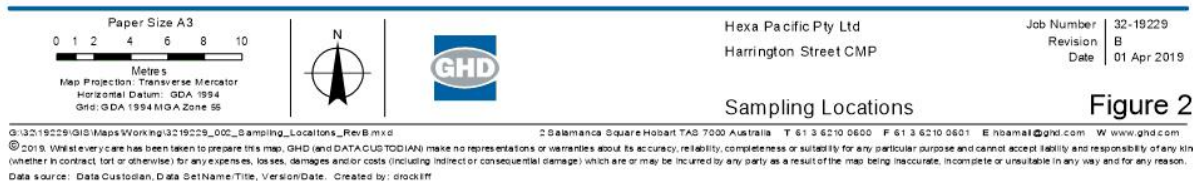
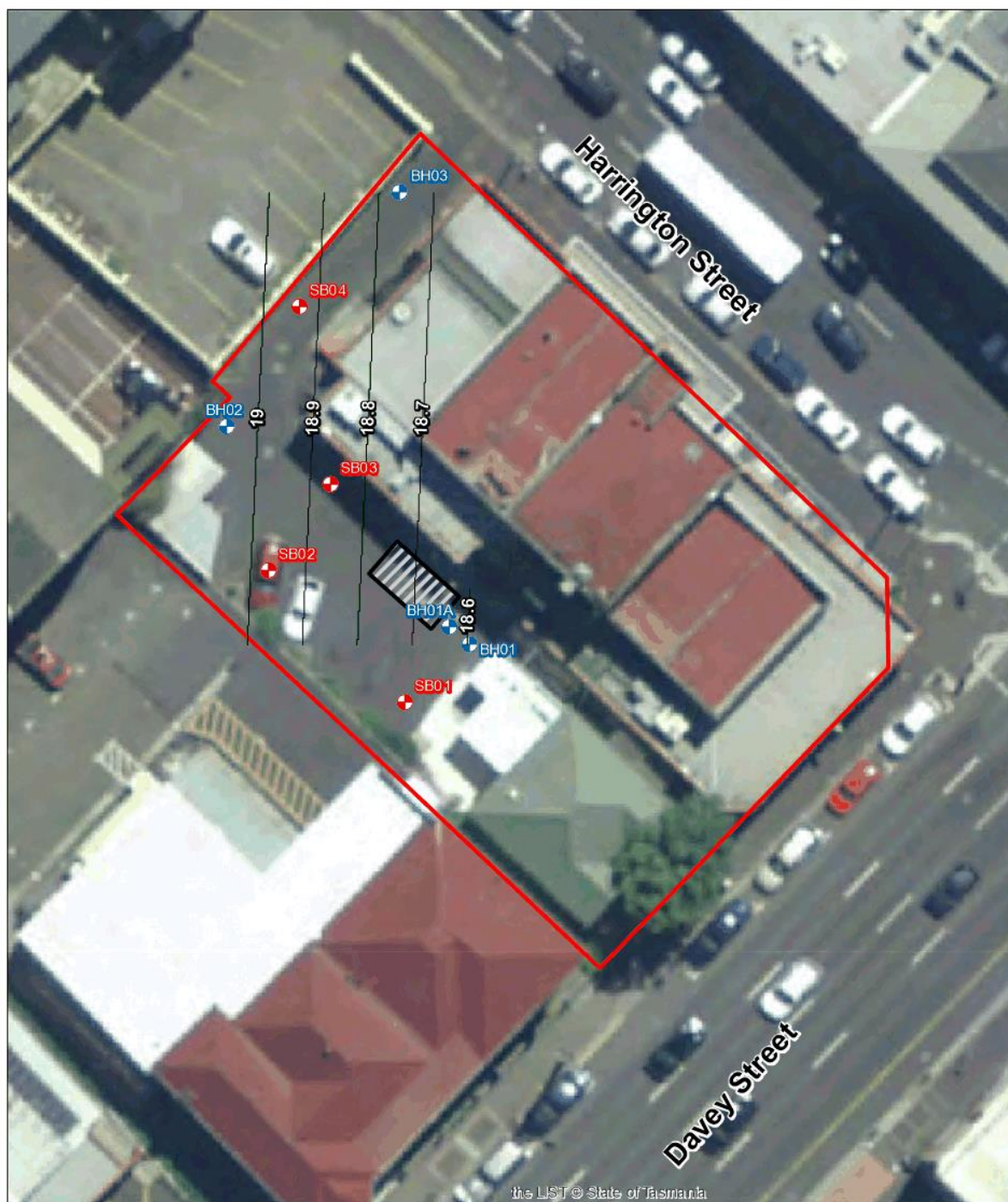


Figure 2

GHD





2 Salamanca Square, Hobart TAS 7000
T: 61 3 6210 0600 F: 61 3 6210 0601 E: hbamail@ghd.com

© GHD 2019

This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

GHDDocId/https://projects.ghd.com/oc/Tasmania2/harringtonstcontamin/Delivery/Documents/Contamination Management Plan_UST.docx

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
1	N Meskanen	P Topliss	 	P Topliss	 	02/04/2019

www.ghd.com



LEIGH DESIGN	Leigh Design Pty Ltd ABN 37 139 522 437 PO Box 115 Carnegie VIC 3163 P +61 3 8516 5399 E info@leighdesign.com.au I www.leighdesign.com.au
<i>waste management plans for all urban developments</i>	

WASTE MANAGEMENT PLAN

Proposed Development:
58 Harrington Street, Hobart, Tasmania

Prepared for:
Hexa Pacific Pty Ltd

<u>Document Control</u>
Report Date: 15 April 2019
Prepared By: Carlos Leigh, GradIEAust
Leigh Design retains copyright and intellectual property rights on this document. Except for town planning purposes associated with the above-referenced site, it may not be copied or used in whole or part by any person or entity for this or any other site without prior written consent from Leigh Design.

<u>TABLE OF CONTENTS</u>	
SECTION	PAGE No.
Waste Management Summary	2
Glossary.....	2
1 Space and System for Waste Management	3
2 Access for Users, Collectors, and Collection Vehicles.....	6
3 Amenity, Local Environment, and Facility Design	7
4 Management and Sustainability	9
5 Supplementary Information	11
6 Contact Information	12
7 Limitations.....	12
8 Appendix A – Ancillary Equipment.....	13

WASTE MANAGEMENT SUMMARY

- The operator, as defined below, shall be responsible for managing the waste system and for developing and implementing adequate safe operating procedures.
- Waste shall be stored within the development (hidden from external view).
- Users shall sort their waste and dispose garbage and recyclables via the chutes and/or directly into collection bins.
- Waste shall be collected at the Harrington Street Loading Zone. The operator shall present residential bins at the onsite Ground Level Bin Holding Area in coordination with the collection. The collection contractor shall transfer bins between the building and the truck.
- A private contractor shall provide waste collection services.

GLOSSARY

Operator: refers to the Owners Corporation, who shall manage site operations (via cleaners, staff and contractors, if required).

User: refers to residents and commercial tenants, who shall utilise the waste system.

1 SPACE AND SYSTEM FOR WASTE MANAGEMENT

1.1 Development Description and Use

This development shall consist of residential apartments and commercial tenancies. The number of residences and commercial floor-areas are stated in Table 1 (below).

1.2 Estimated Garbage and Recycling Generation

The following table summarises the waste estimate (m³/week):

Table 1: Waste Estimate

Waste Source	Base Qty (est.)	Garbage	Commingled Recycling
Apartments	No. of units = 52	5.72	5.72
T1 Retail (café/deli/grocer)	area (m ²) = 248	5.21	3.47
T2 Retail (coffee shop)	area (m ²) = 42	0.44	0.44
T3 Retail (café/wine bar)	area (m ²) = 76	0.80	0.80
TOTAL (m³/wk)		12.17	10.43

Note: Residential waste figures are based on Council guidelines (for retail, City of Melbourne Guidelines have been adopted).

1.3 Collection Services

Based on Council advice, waste would need to be collected privately. Therefore, for both residential and commercial waste, the operator shall choose a waste collection provider, negotiate a service agreement, and pay for the associated services.

Note: Every rateable tenement is liable to pay for municipal charges irrespective of the level of collection services provided by Council.

1.4 Location, Equipment, and System Used for Managing Waste

The waste management system is summarised as follows:

- Apartment receptacles for garbage and recycling.
- Tenancy receptacles at internal areas.
- Waste receptacles located at public and residential amenity areas.
- One Garbage Chute and one Recycling Chute, each with residential level intakes and Residential Bin Store discharge.
- Residential Bin Store at Basement 1 and Bin Holding Area at Ground Level.
- Commercial Bin Store at Ground Level.
- Collection bins (kept within the Bin Stores - refer to Table 2).

The various collection waste-streams are summarised as follows:

Garbage: General waste shall be placed in tied plastic bags and stored within bins.

Recycling: All recyclables shall be commingled into a single type of collection bin (for loose paper, cardboard, glass, aluminium, steel, and plastics).

Green Waste: Based on negligible landscaping, minimal garden waste generation is anticipated (however, the operator shall engage a contractor, if required).

Compost: At this development, composting is considered impractical, as there would be minimal onsite demand for compost.

Other Waste Streams: The disposal of hard/electronic/liquid and other wastes (polystyrene, batteries, paint, chemicals and detox items, etc) shall be organised with the assistance of the operator. These items shall remain within the development until the operator arranges a private collection from the subject land in accordance with requirements from the relevant authority.

Food tenants shall arrange the storage of used cooking oil and its collection by a recycler. The operator shall organise Grease Interceptor Trap servicing.

The following table summarises bin quantity/capacity, collection frequency, and area requirements (based on Table 1):

Table 2: Bin Schedule and Collection Frequency

Waste Source	Waste Stream	Bin Qty	Bin Litres	Collections per Week	Net Area m ²
Apartments (shared bins)	Garbage	3	660	3	3.6
	Recycling	3	660	3	3.6
	Food Organics	2	240	2	1.0
	Hard Waste	-	-	At Call	1.5
Commercial (shared bins)	Garbage	4	660	3	4.8
	Recycling	3	660	3	3.6
	Hard/Other Waste	-	-	At Call	2.0
Net Waste Storage Area (excludes circulation), m²:					20.1

Notes:

- Private bins shall be sourced by the operator (either purchased from a supplier or leased from the collection contractor).
- Subject to stakeholders' preference/capability (and as built constraints), bin sizes and quantities can be changed. Also, recyclables can be either commingled or split into bins for separate recycling streams.

1.5 Planning Drawings, Waste Areas, and Management of the Waste System

The plans illustrate sufficient space for onsite bin storage, as required by the above schedule.

Notwithstanding the above, collection days shall be staged appropriately and the operator shall stipulate procedures for effective management of the available space.

1.6 Collection Bin Information

The following bins shall be utilised (see Sect. 4.4 for signage requirements):

Table 3: Bin Details

Capacity (litres)	Height (mm)	Width (across front, mm)	Depth (side on, mm)	Empty Weight (kg)	Average* Gross Weight (kg)
240	1060	585	730	13	45
660	1250	1240	780	43	130

Notes:

- * = Average Gross Weight is based on domestic waste studies (which vary subject to locality and waste-type). Expect greater weight for wet or compacted waste.
- Use the above details as a guide only – variations will occur. The above is based on Sulo plastic (HDPE) flat-lid bins.
- Also, bins that receive waste under the chute shall be reinforced to withstand loads from waste falling at high speed.

Table 4: AS 4123.7-2006 Plastic Bin Colour Coding

Bin	Garbage	Recyclables	Green Waste
Lid	Red	Yellow	Lime Green
Body	Dark Green / Black	Dark Green / Black	Dark Green / Black

Note: Private bins shall be labelled to identify the waste generator and site address.

2 ACCESS FOR USERS, COLLECTORS, AND COLLECTION VEHICLES

2.1 User Access to Waste Facilities

Residents shall dispose sorted garbage and recyclables via dedicated chutes (available at each apartment level), in accordance with instructions from the chute supplier. For wastes unsuitable for chute disposal, residents shall transfer sorted waste directly to the Residential Bin Store (access via lift/stairs).

For residential amenity areas, the operator shall maintain the various waste receptacles (if required, using a suitable trolley and the lift).

Commercial tenants shall dispose sorted waste into collection bins located within their Bin Store (if required, using a suitable trolley).

Note: The operator shall have access to the Bin Stores to rotate the bins, ensuring that empty bins are available along the circulation area so that users are able to reach them. Also, the operator shall monitor the filling of the bins under the chutes and change these when full.

2.2 Collection Arrangements and Access to Waste Facilities

- In coordination with the collection, the operator shall present residential bins at the onsite Bin Holding Area located at Ground Level. Given the limited size of the holding area, bin-placement shall be coordinated with the corresponding truck.
- Waste shall be collected on Harrington Street (waste truck shall prop at Loading Zone located at the site's frontage).
- Collection staff (driver and assistant) shall transfer bins between the Ground Level waste areas and the truck.
- The waste collection shall be carried-out by rear-lift vehicles (nom. 7.5m long and 4m operational height).

Notes:

- Given the max. 1:4 ramp gradient, bin weight, and transfer distance (potentially creating OH&S incidents during bin transfers), mechanical assistance via a suitable tug is recommended (operator to assess and specify - refer to Sections 5 and 8).
- For improved safety, bin transfers along the carpark ramp shall be carried-out during off-peak traffic periods.

3 AMENITY, LOCAL ENVIRONMENT, AND FACILITY DESIGN

3.1 Noise Minimisation Initiatives

- Collection bins shall feature rubber wheels for quiet rolling during transfers.
- Chutes and waste areas shall meet BCA and AS2107 acoustic requirements.
- Local laws shall be observed for all operations in public and private areas.
- Waste collection times shall be as per Council's local laws and/or permit conditions. Also, the collector shall protect the acoustic amenity by minimising noise during the collection.
- Also, the Environment Protection Policy (Noise) regulations shall be observed to protect the acoustic amenity of the development and surroundings.

3.2 Litter Reduction and Prevention of Stormwater Pollution

The operator shall be responsible for:

- Promoting adequate waste disposal into the bins (to avoid waste-dumping).
- Securing the waste areas (whilst affording access to users/staff/contractors).
- Preventing overfilled bins, keeping lids closed and bungs leak-free.
- Abating any site litter and taking action to prevent dumping and/or unauthorised use of waste areas.
- Requiring the collection contractor to clean-up any spillage that might occur when clearing bins.

The above will minimise the dispersion of site litter and prevent stormwater pollution (thus avoiding impact to the local amenity and environment).

3.3 Ventilation, Washing, and Vermin-Prevention Arrangements

Waste areas shall feature:

- Ventilation in accordance with Australian Standard AS1668. For chute ventilation, a fan with riser to a rooftop exhaust shall be utilised.
- Tight-fitting doors (all other openings shall have vermin-proof mesh or similar).
- Impervious flooring (also, smooth, slip-resistant, and appropriately drained).
- A graded bin wash area, hosecock, hose, and a suitable floor-waste connected in accordance with relevant authority requirements (alternatively, the operator shall engage a suitable contractor to wash bins in a mobile bin-wash vehicle). The bin and wash areas may overlap, as stored bins can be moved so that a bin can be washed.
- A water-flushing nozzle with accessible water cock shall be provided at the head of each chute. Include a floor waste and hosecock near each chute outlet.

The operator shall regularly clean waste areas/equipment. Also, access doors and bin-lids shall be kept closed.

3.4 Design and Aesthetics of Waste Storage Areas and Equipment

Waste shall be placed within collection bins and stored in designated onsite areas (hidden from external view). Following waste collection activities, bins shall be returned to the storage areas as soon as practicable.

Waste facilities shall be constructed of durable materials and finishes, and maintained to ensure that the aesthetics of the development are not compromised. These facilities and associated passages shall be suitably illuminated (this provides comfort, safety, and security to users, staff, and contractors). Access doors shall feature keyless opening from within.

The design and construction of waste facilities and equipment shall conform to the Building Code of Australia, Australian Standards, and local laws.

Chutes shall be sized and designed as recommended by a reputable chute manufacturer (chutes are proprietary items). The chute supplier shall fix safe-operating instructions to each intake-door and place a warning sign on each chute outlet.

For improved safety, each chute outlet shall be shrouded with a suitable rubber skirt and designed to minimise the effect of falling waste into the associated bin (and to stop dispersion of debris). Also, access to each chute outlet shall be restricted to trained personnel only (this area shall be suitably fenced and kept locked).

4 MANAGEMENT AND SUSTAINABILITY

4.1 Waste Sorting, Transfer, and Collection Responsibilities

Garbage shall be placed within tied plastic bags prior to transferring into the collection bins or chute. Cardboard shall be flattened and recycling containers uncapped, drained, and rinsed prior to disposal into the appropriate bin/chute. Bagged recycling is not permitted.

Refer to Section 2 for waste transfer requirements and collection arrangements.

4.2 Facility Management Provisions to Maintain & Improve the Waste System

The operator shall manage site operations (refer to the glossary in page 2).

It shall be the responsibility of the operator to maintain all waste areas and components, to the satisfaction of users, staff, and the relevant authority (users shall maintain their internal waste receptacles).

The operator shall ensure that maintenance and upgrades are carried-out on the facility and components of the waste system. When required, the operator shall engage an appropriate contractor to conduct services, replacements, or upgrades.

4.3 Arrangements for Protecting Waste Equipment from Theft and Vandalism

It shall be the responsibility of the operator to protect the equipment from theft and vandalism. This shall include the following initiatives:

- Secure the waste areas.
- Label the bins according to property address.
- The private collection contractor shall transfer bins between the building and the truck (bins shall not be placed on the street).

4.4 Arrangements for Bins/Equipment Labelling and Ensuring Users and Staff are Aware of How to Use the Waste System Correctly

- The operator shall provide appropriate signage for the bins. Signage is available at the following internet address: www.sustainability.vic.gov.au.
- The operator shall publish/distribute "house rules" and educational material to:
 - Inform users/staff about the waste management system and the use/location of the associated equipment (provide the summary in page 2 of this report).
 - Improve facility management results (lessen equipment damage and chute blockages, reduce littering, and achieve cleanliness).
 - Advise users/staff to sort and recycle waste with care to reduce contamination of recyclables.

4.5 Sustainability and Waste Avoidance/Reuse/Reduction Initiatives

The *Tasmanian Waste & Resource Management Strategy* outlines principles of waste reduction, sustainability and best practice in waste management and lays the foundations for longer term waste management planning. The Strategy provides a

framework for the coordinated management and delivery of priority waste prevention, recycling and resource recovery initiatives and services.

From a design perspective, the development shall support state regulations by providing an adequate waste system with ability to sort waste.

The operator shall promote the observance of these regulations (where relevant and practicable) and encourage users and staff to participate in minimising the impact of waste on the environment. For improved sustainability, the operator shall consider the following:

- Observe the waste hierarchy in the *Tasmanian Waste & Resource Management Strategy* (in order of preference): a) waste avoidance, b) reduction, c) reuse, d) recycle, e) recovery of energy, f) treatment, and g) disposal.
- Peruse the EPA Tasmania website: www.epa.tas.gov.au.
- Participate in Council and in-house programs for waste minimisation.
- Establish waste reduction and recycling targets; including periodic waste audits, keeping records, and monitoring of the quantity of recyclables found in landfill-bound bins (sharing results with users/staff).

4.6 Waste Management Plan Revisions

For any future appropriate Council request, changes in legal requirements, changes in the development's needs and/or waste patterns (waste composition, volume, or distribution), or to address unforeseen operational issues, the operator shall be responsible for coordinating the necessary Waste Management Plan revisions, including (if required):

- A waste audit and new waste strategy.
- Revision of the waste system (bin size/quantity/streams/collection frequency).
- Re-education of users/staff.
- Revision of the services provided by the waste collector(s).
- Any necessary statutory approval(s).

5 SUPPLEMENTARY INFORMATION

- The operator shall observe local laws and ensure that bins aren't overfilled or overloaded.
- Waste incineration devices are not permitted, and offsite waste treatment and disposal shall be carried-out in accordance with regulatory requirements.
- For bin traffic areas, either level surfaces (smooth and without steps) or gentle ramps are recommended, including a roll-over kerb or ramp. Should ramp gradients, bin weight, and/or distance affect the ease/safety of bin transfers, the operator shall consider the use of a suitable tug.
- The operator and waste collector shall observe all relevant OH&S legislation, regulations, and guidelines. The relevant entity shall define their tasks and:
 - Comply with Worksafe Victoria's Occupational Health and Safety Guidelines for the Collection, Transport and Unloading of Non-hazardous Waste and Recyclable Materials (June 2003).
 - Assess the Manual Handling Risk and prepare a Manual Handling Control Plan for waste and bin transfers (as per regulatory requirements and Victorian COP for Manual Handling).
 - Obtain and provide to staff/contractors equipment manuals, training, health and safety procedures, risk assessments, and adequate personal protective equipment (PPE) to control/minimise risks/hazards associated with all waste management activities. As a starting point, these documents and procedures shall address the following:

Task (to be confirmed)	Hazard (TBC)	Control Measures (TBC)
Sorting waste and cleaning the waste system	Bodily puncture. Biological & electrical hazards	Personal protective equipment (PPE). Develop a waste-sorting procedure
Bin manual handling	Sprain, strain, crush	PPE, staff training. Maintain bin wheel-hubs. Limit bin weight. Provide mechanical assistance to transfer bins
Chute discharge	Strike & debris from falling waste	PPE, staff training, and signage, maintain access restrictions. Include a suitable curtain/skirt and a locked mesh fence around the discharge zone of the chute
Bin transfers and emptying into truck	Vehicular strike, run-over	PPE. Develop a Hazard Control Plan for transfers and collections. Maintain visibility. Use a mechanical bin-tipper
Truck access	Vehicular incident, strike, run-over	PPE. Use a trained spotter. Develop a truck-maneuvring and traffic-control procedure

Note: The above shall be confirmed by a qualified OH&S professional who shall also prepare site-specific assessments, procedures, and controls (refer to Section 6).

6 CONTACT INFORMATION

Hobart City Council (local Council), ph 03 6238 2711

Veolia (private waste collector), ph 132955

Eco-Safe Technologies (odour control equipment supplier), ph 03 9706 4149

FJP Safety Advisors Pty Ltd (OH&S consultant), ph 03 9255 3660

Electrodrive Pty Ltd (tug & trailer supplier – for bin transfers), ph 1800 033 002

Warequip (tug supplier – for bin transfers), ph 1800 337 711

Sabco Commercial (supplier of cleaner's trolleys), ph 1800 066 522

Sulo MGB Australia (bin supplier), ph 1300 364 388

One Stop Garbage Shop (bin supplier), ph 03 9338 1411

Wastedrive Equipment (steel bin supplier), ph 02 9630 9333

Wastech Engineering Pty Ltd (chute supplier), ph 1800 465 465

ASI JD MacDonald Pty Ltd (chute supplier), ph 03 8558 7200

Elephant's Foot (chute supplier), ph 02 9780 3500

Note: The above includes a complimentary listing of contractors and equipment suppliers. The stakeholders shall not be obligated to procure goods/services from these companies. Leigh Design does not warrant (or make representations for) the goods/services provided by these suppliers.

7 LIMITATIONS

The purpose of this report is to document a Waste Management Plan, as part of a Planning Permit Application.

This report is based on the following conditions:

- Operational use of the development (excludes demolition/construction stages).
- Drawings and information supplied by the project architect.
- The figures presented in this report are estimates only. The actual amount of waste will depend on the development's occupancy rate and waste generation intensity, the user's disposition toward waste and recycling, and the operator's approach to waste management. The operator shall make adjustments, as required, based on actual waste volumes (if the actual waste volume is greater than estimated, then the number of bins and/or the number of collections per week shall be increased, STCA).
- This report shall not be used to determine/forecast operational costs, or to prepare feasibility studies, or to document operational/safety procedures.

8 APPENDIX A – ANCILLARY EQUIPMENT

Below please find information about recommended equipment (or similar). The operator shall assess, specify, and source as required:

Equipment Specification: Battery powered tug to provide sufficient mechanical assistance for transferring bins along the driveway/walkway and up/down ramps (max. grade 1:4). Trailers (if required) and 4-wheeled bins shall have swivel front castors and directionally-locked rear ones.



Illustrations: An Electrodrive tug pulls a trailer with 2x240L bins or one 1100L bin.

Department of State Growth

Salamanca Building Parliament Square
4 Salamanca Place, Hobart TAS
GPO Box 536, Hobart TAS 7001 Australia
Email permits@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Ref: D19/56344



Phil Gartrell
IreneInc on behalf of HEXA Pacific Pty Ltd
49 Tasma Street
NORTH HOBART TAS 7000

Dear Mr Gartrell

Crown Landowner Consent Granted – 58 Harrington & 59 Davey Streets, Hobart

I refer to your recent request for Crown landowner consent relating to the development application at 58 Harrington & 59 Davey Streets, Hobart for the relocation of Service box.

I, Denise McIntyre, Manager Network Planning, 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 consent 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** insofar as that it impacts Department of State Growth administered Crown land and is with reference to your application dated 14 March 2019, and the documents approved, as follows:

Approved Document Name	Author	Date Received	Notes
Crown Landowner Consent Application Form	IreneInc Planning and Urban Design	14/3/2019	
Notice of Landowner Consent to Lodge a Planning Application	Hobart City Council	14/3/2019	
Existing Site / Demolition Plan. Date 03.12.2018. Rev 1	Carr Design Group	14/3/2019	
Council Assets Demolition Plan and Ground Floor Plan. Date 20.12.2018. Rev 2.	Carr Design Group	14/3/2019	

- 2 -

In giving consent to lodge the subject development application, the Department notes that the works in the State road network will require the following additional consent:

The consent of the Minister under Section 16 of the *Roads and Jetties Act 1935* to undertake works within the State road reservation.

For further information please visit <http://www.transport.tas.gov.au/road/permits> or contact permits@stategrowth.tas.gov.au.

Please note that the Department of State Growth's position is that the placement of the loading zone on Harrington Street would be preferential to its placement on Davey Street. It is not anticipated that the placement of the loading zone on Harrington Street would have adverse impacts on traffic or turning movements in this corridor.

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

Yours sincerely



Denise McIntyre
MANAGER NETWORK PLANNING

Delegate of
Minister for Infrastructure
Jeremy Rockliff MP

8 April 2019

cc: General Manager, Hobart City Council



Enquiries to: Emily Burch
☎: (03) 6238 2108
✉: coh@hobartcity.com.au
Our Ref: PLN-18-853; (DA-19-5606)
DA-19-5802
EB:SJ

14 February 2019

Mr Phil Gartrell
Irene Inc Planning and Urban Design
49 Tasma Street
NORTH HOBART TAS 7001

Via Email: tim@ireneinc.com.au

Dear Mr Gartrell

NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION

Site Address: **Harrington Street and Davey Street, at 58
Harrington Street, Hobart**

Description of Proposal: **Removal of canopy
Removal of building wall within highway
reservation and reinstate to footpath
Relocation of on-street parking and parking meter
Relocation of street light poles
Possible loading zone with reduction of footpath
by 300mm in Harrington Street or placed in Davey
Street**

Applicant Name: **Irene Inc Planning and Urban Design**

PLN (if applicable): **PLN-18-853**

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 document.

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

Hobart Town Hall
50 Macquarie Street
Hobart TAS 7000

Hobart Council Centre
16 Elizabeth Street
Hobart TAS 7000

City of Hobart
GPO Box 503
Hobart TAS 7001

T 03 6238 2711
F 03 6234 7109
E coh@hobartcity.com.au
W hobartcity.com.au

CityofHobartOfficial
ABN 39 055 343 428
Hobart City Council

is required to make as the statutory planning authority or as the owner/administrator of the land.

Yours faithfully

A handwritten signature in dark ink, appearing to read 'N D Heath', written in a cursive style.

(N D Heath)
GENERAL MANAGER

Attachment: Plans TP-102, Tp-103 and TP-154 by Carr Design Group

PLN-18-853; (DA-19-5606)
DA-19-5802
EB:SJ**LAND OWNER CONSENT TO
LODGE A PLANNING APPLICATION**

Site Address: **Harrington Street and Davey Street, at 58
Harrington Street, Hobart**

Description of Proposal: **Removal of canopy**
**Removal of building wall within highway
reservation and reinstate to footpath**
Relocation of on-street parking and parking meter
Relocation of street light poles
**Possible loading zone with reduction of footpath
by 300mm in Harrington Street or placed in Davey
Street**

Applicant Name: **Irene Inc Planning and Urban Design**

PLN (if applicable): **PLN-18-853**

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 Oberon Court Highway Reservation (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*.

A handwritten signature in black ink, appearing to read "N. D. Heath".

(N D Heath)
GENERAL MANAGER

Date: 15/2/17

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

Attachments/Plans: **Plans TP-102, Tp-103 and TP-154 by Carr Design Group**

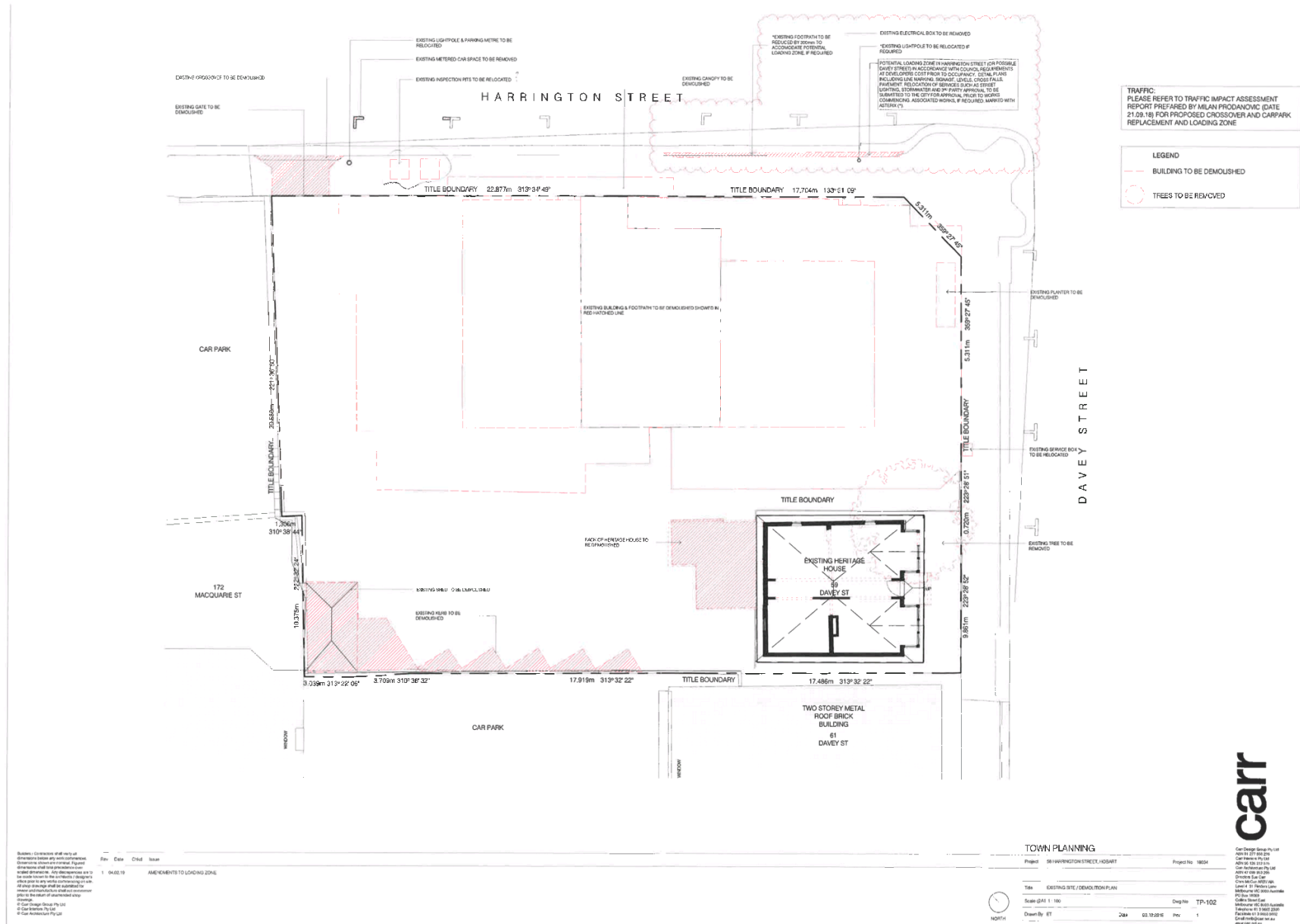
MISSION ~ TO ENSURE GOOD GOVERNANCE OF OUR CAPITAL CITY.

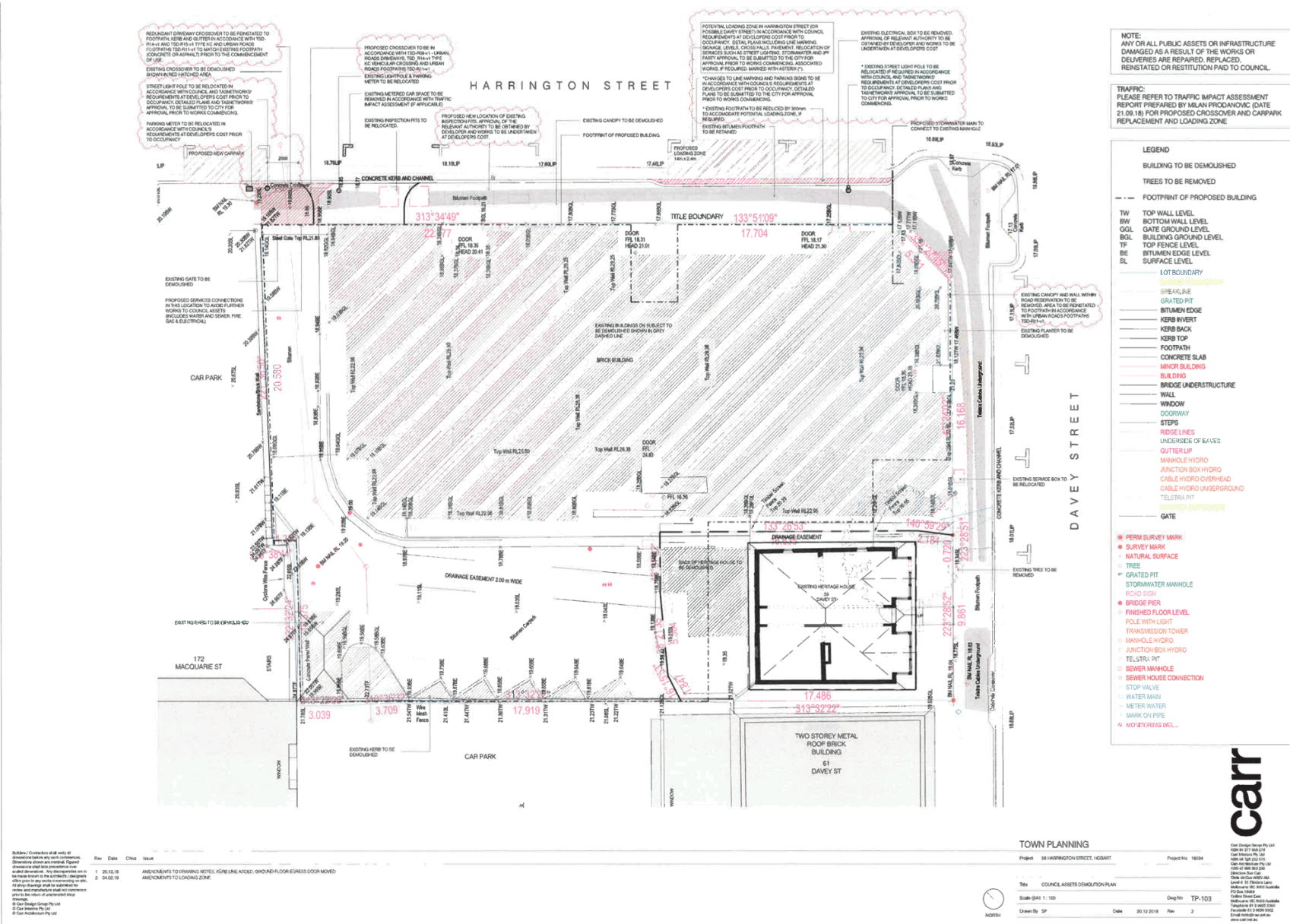
any decision the Council is required to make as the statutory planning authority or as the owner/administrator of the land.

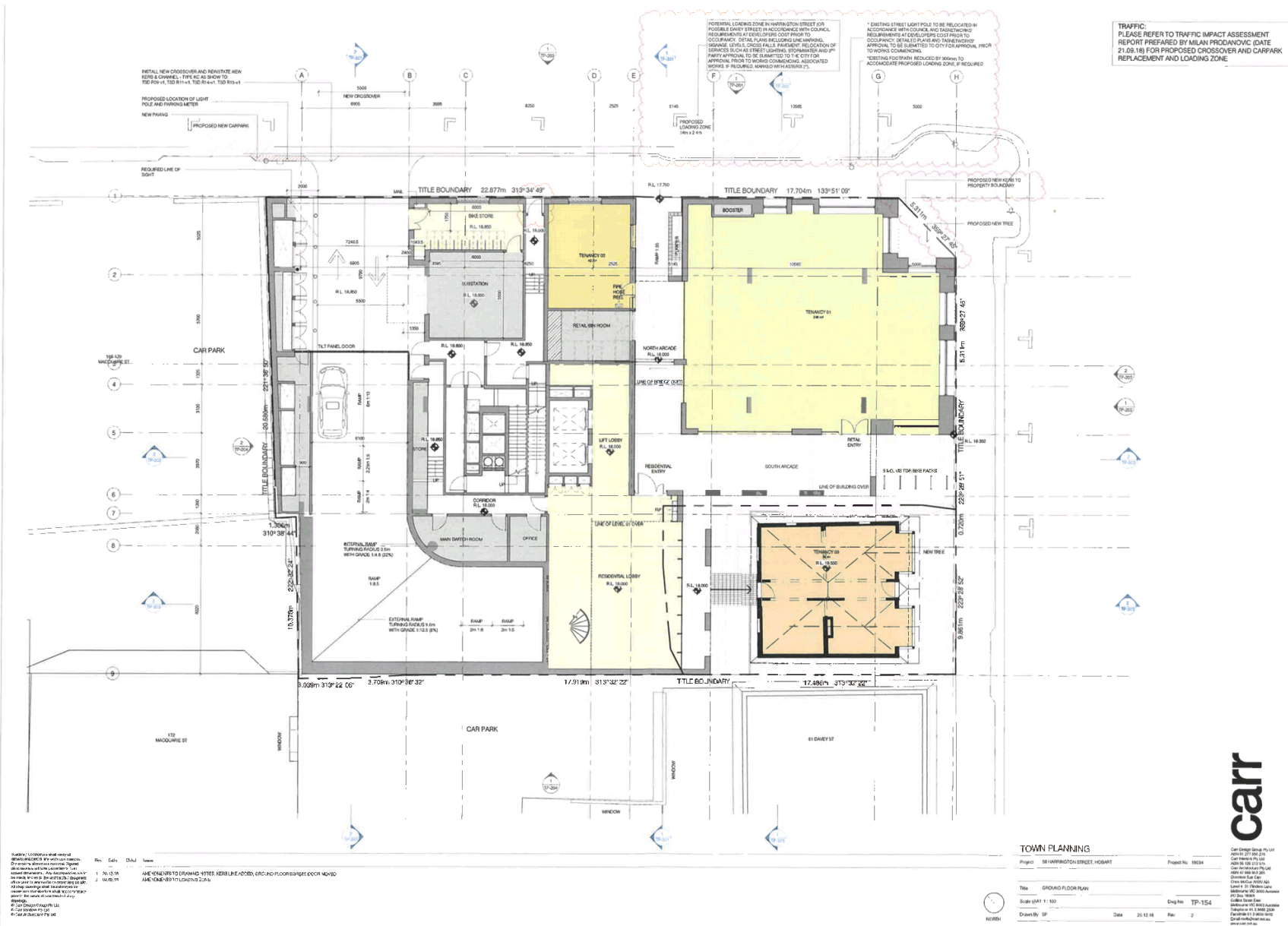
As the planning application proceeds through the statutory process, statutory public advertising may be required.

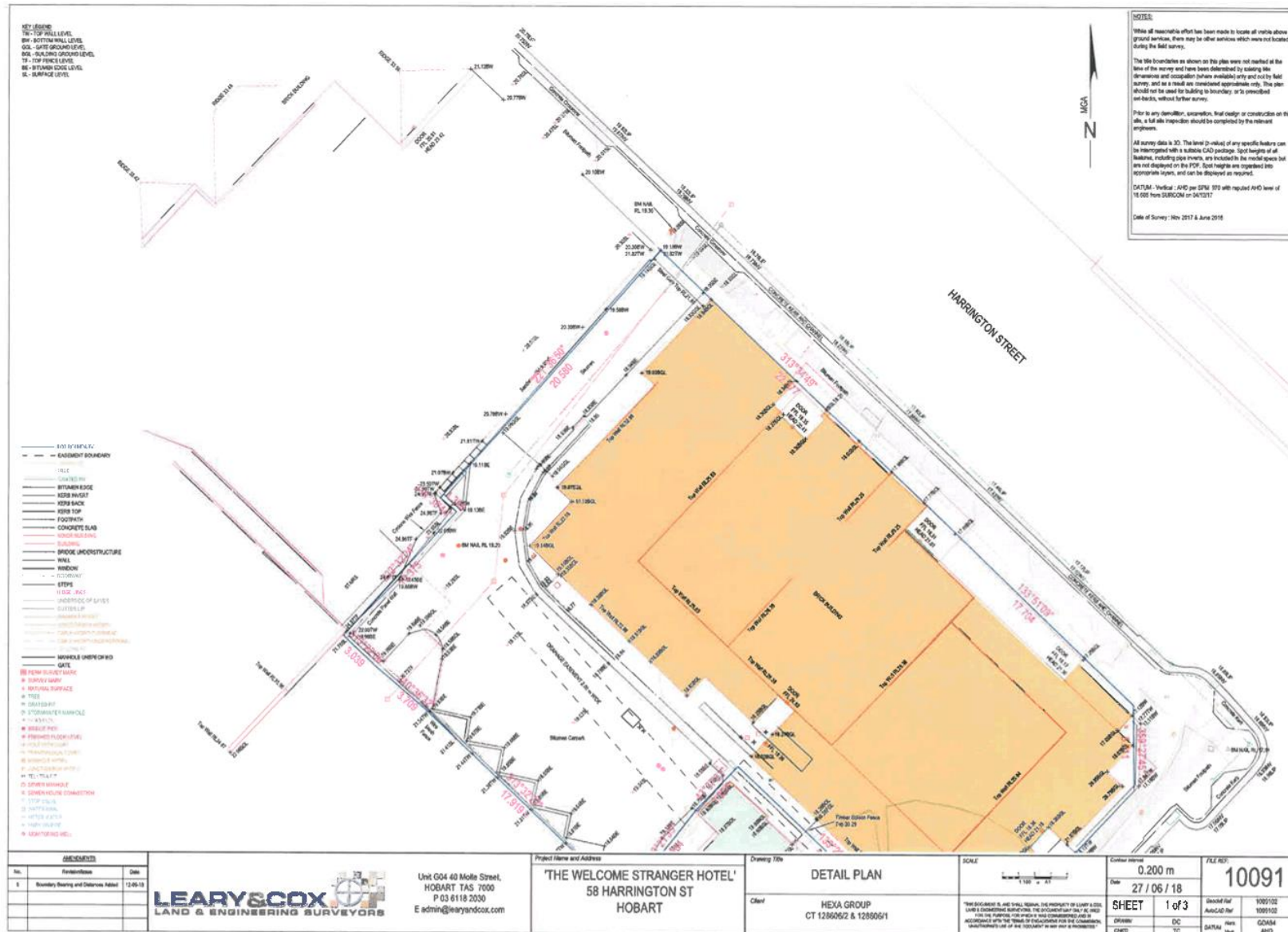
A handwritten signature in dark ink, appearing to read 'N D Heath', is positioned above the printed name.

(N D Heath)
GENERAL MANAGER

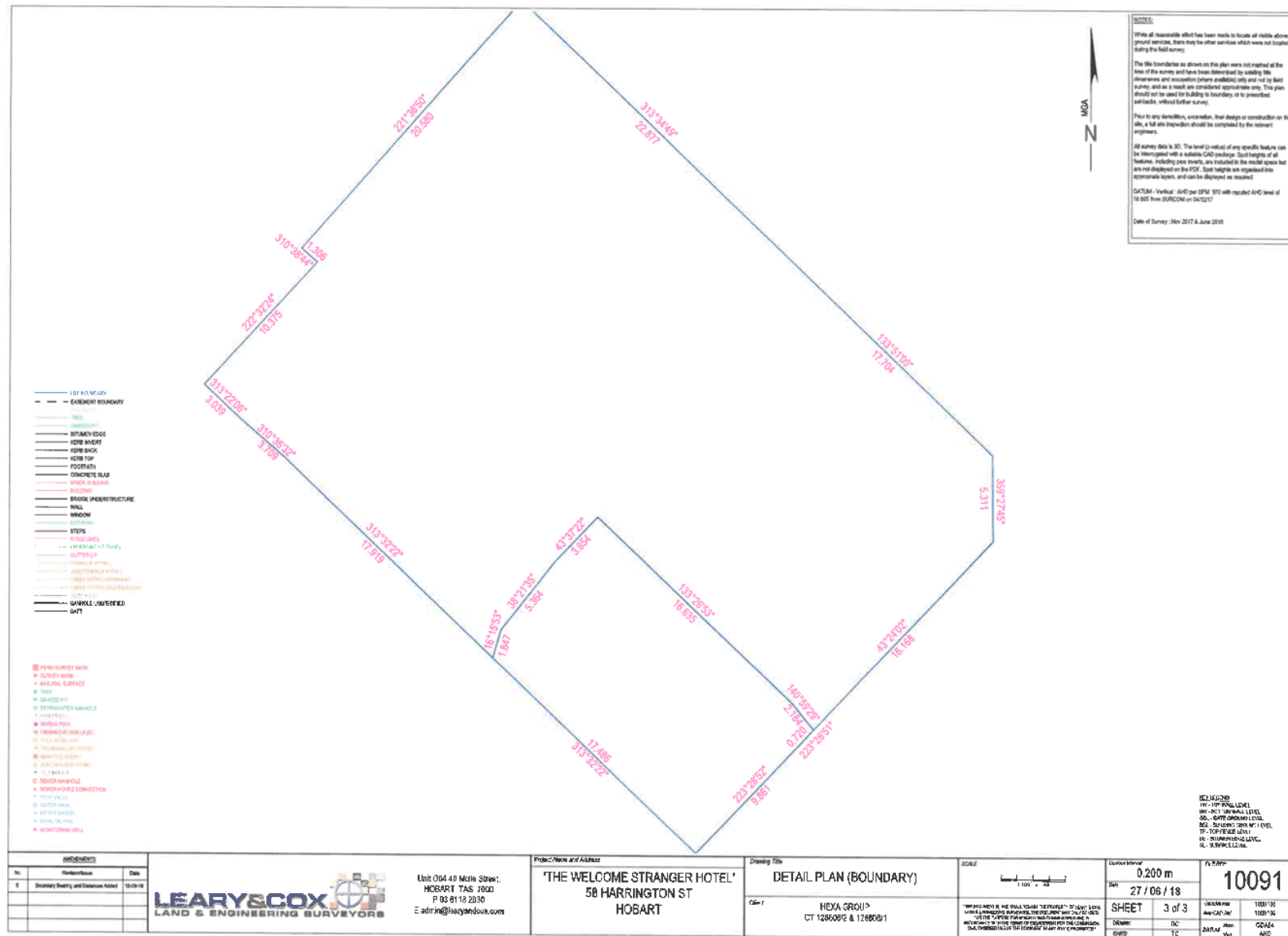












58 Harrington Street, Hobart

Proposed Hydraulic Services Fixture Count - 31/10/2018**RESIDENTIAL BUILDING**

Level	Area	No.	Fixture Quantities							Comment
			Shower	Basin	WC	Bath	Sink	Trough	Spa	
Basement Level 3	Carpark	1	0	0	0	0	0	0	0	No plumbing fixtures in basement
Basement Level 2	Carpark	1	0	0	0	0	0	0	0	No plumbing fixtures in basement
Basement Level 1	Carpark	1	0	0	0	0	0	0	0	No plumbing fixtures in basement
Ground Floor Level	Retail	3	0	0	0	0	0	0	0	No plumbing fixtures in ground floor
Level 01	1 Bed Apt	5	5	5	5	0	5	5	0	Residents Gym, Spa & Dining
	Amenities	1	6	8	6	0	1	0	1	
Level 02	2 Bed Apt	8	16	16	16	0	8	8	0	
Level 03	2 Bed Apt	7	14	14	14	0	7	7	0	
Level 04	2 Bed Apt	7	14	14	14	0	7	7	0	
Level 05	2 Bed Apt	1	2	2	2	0	1	1	0	
	3 Bed Apt	3	7	11	7	1	3	3	0	
Level 06	2 Bed Apt	2	4	4	4	0	2	2	0	
	3 Bed Apt	2	5	7	5	1	1	1	0	
Level 07	2 Bed Apt	2	4	4	4	0	2	2	0	
	3 Bed Apt	2	5	7	5	1	1	1	0	
Level 08	2 Bed Apt	2	4	4	4	0	2	2	0	
	3 Bed Apt	2	5	7	5	1	1	1	0	
Level 09	2 Bed Apt	2	4	4	4	0	2	2	0	
	3 Bed Apt	2	5	7	5	1	1	1	0	
Level 10	3 Bed Apt	2	6	8	6	0	2	2	0	
Level 11	3 Bed Apt	2	6	8	6	0	2	2	0	
Level 12	4 Bed Apt	1	4	6	5	1	2	1	0	
Roof Level		1	0	0	0	0	0	0	0	No plumbing fixtures on roof

Totals	56	116	136	117	6	50	48	1
Fixture Units		232	136	468	24	150	240	
Total Fixture Units		1250						
Fixture Unit Flow		4.75						
Site Area		1322						
Average Dry Weather Flow		32417.28						
d' From Taswater Supplement Figure 1.1								
Peak Dry Weather Flow		97251.84						

Water Demands

Probable Simultaneous Domestic Water Flow	4.75	L/s
Domestic Flow	4.75	L/s
Fire Hydrant Flow	20	L/s
Fire Sprinkler Flow	15	L/s

Based on Fixture Loading Units

Litres/Day 0.3752 Litres/Sec

Litres/Day 1.13 Litres/Sec

	shower	basin	wc	bath	sink	trough	spa
Loading units	3	1	2	8	3	3	8
Fixture Loading units	348	136	234	48	150	144	8
Total Loading units	1068						



Artist's impression sketch perspective

PROPOSED MIXED USE DEVELOPMENT
58 HARRINGTON STREET, HOBART
CITY OF HOBART

FOR HEXA GROUP
PROJECT NUMBER 18034
ISSUED FOR TOWN PLANNING
REVISION 1: RFI (1)

17.04.2019

carr

architecture
interior design

carr design group pty ltd
Level 4 31 Flinders Lane
Melbourne VIC 3000 Australia
Telephone 61 3 9665 2300
Facsimile 61 3 9650 5002
Email melb@carr.net.au
www.carr.net.au

chris mccue
architect RAIA 16762



Existing site photograph

CONTENTS

1.0 Introduction

- 1.1 The Team
- 1.2 Project Overview

2.0 Site Context

- 2.1 Site Introduction
- 2.2 Site Aerial View
- 2.3 Site Context - Photographs
- 2.4 Site History
- 2.5 History of Brick in Hobart

3.0 Site Analysis

- 3.1 Local Amenity
- 3.2 Public Transport Amenity
- 3.3 Urban Context Analysis
- 3.4 Built Form Analysis

4.0 Design Response

- 4.1 Design Approach - Massing
- 4.2 Design Diagrams
- 4.3 Relationship to Urban Context
- 4.4 Setbacks & Amenity Envelope
- 4.5 Design Concept
- 4.6 Form & Materiality

5.0 Civic Contribution

- 5.1 Description
- 5.2 Ground Floor Articulation
- 5.3 Public Art Brief

6.0 Perspective Views

7.0 Appendix

- A - Architectural Drawings & Development Summary
- B - Existing Site Survey
- C - Planning Report
- D - Heritage Impact Assessment
- E - Statement of Archaeological Potential
- F - Archaeological Impact Assessment & Archaeological Method Statement
- G - Traffic Report
- H - Services & Civil Report
- I - Wind Report

1.1 THE TEAM

The consultant team has been assembled by Hexa Pacific to provide a consistent approach to the site with speciality advice reflecting the experience across each discipline.

Client:	Hexa Pacific
Planning Consultant:	Irene Inc.
Heritage Consultant:	Paul Davies Heritage Architects
Architect:	Carr Architecture Pty Ltd
Structural Consultant:	Felicetti Consulting Engineers
Services Consultant:	JBA Consulting Engineers
Traffic Consultant:	Milan Prodanovic Traffic Engineering & Road Safety
Waste Consultant:	Leigh Design Pty. Ltd.
Fire Consultant:	Castellan Consulting Pty. Ltd.
Building Surveyor:	Braddon Building Surveying
Wind Consultant:	Mel Consultants Pty. Ltd.

1.2 PROJECT OVERVIEW

The proposed brief is for a mixed use building of high quality residential apartments and associated amenities, above a ground floor which incorporates retail tenancies, residential lobby and three levels of basement car parking below.

The heritage listed house at 59 Davey Street is proposed to be restored and converted to a retail tenancy to service the development and wider community.

A new pedestrian arcade is proposed, providing permeability across the site, an avenue for public art and a new link from Harrington Street to the existing heritage house.



Drone Photograph 2018

INTRODUCTION

58 Harrington Street is located at the corner of Davey and Harrington Streets in the center of Hobart. The site is diagonally opposite St David's Park and is uniquely located within a short walk to Battery Point, Salamanca, Hobart CBD, Parliament and the Marina.

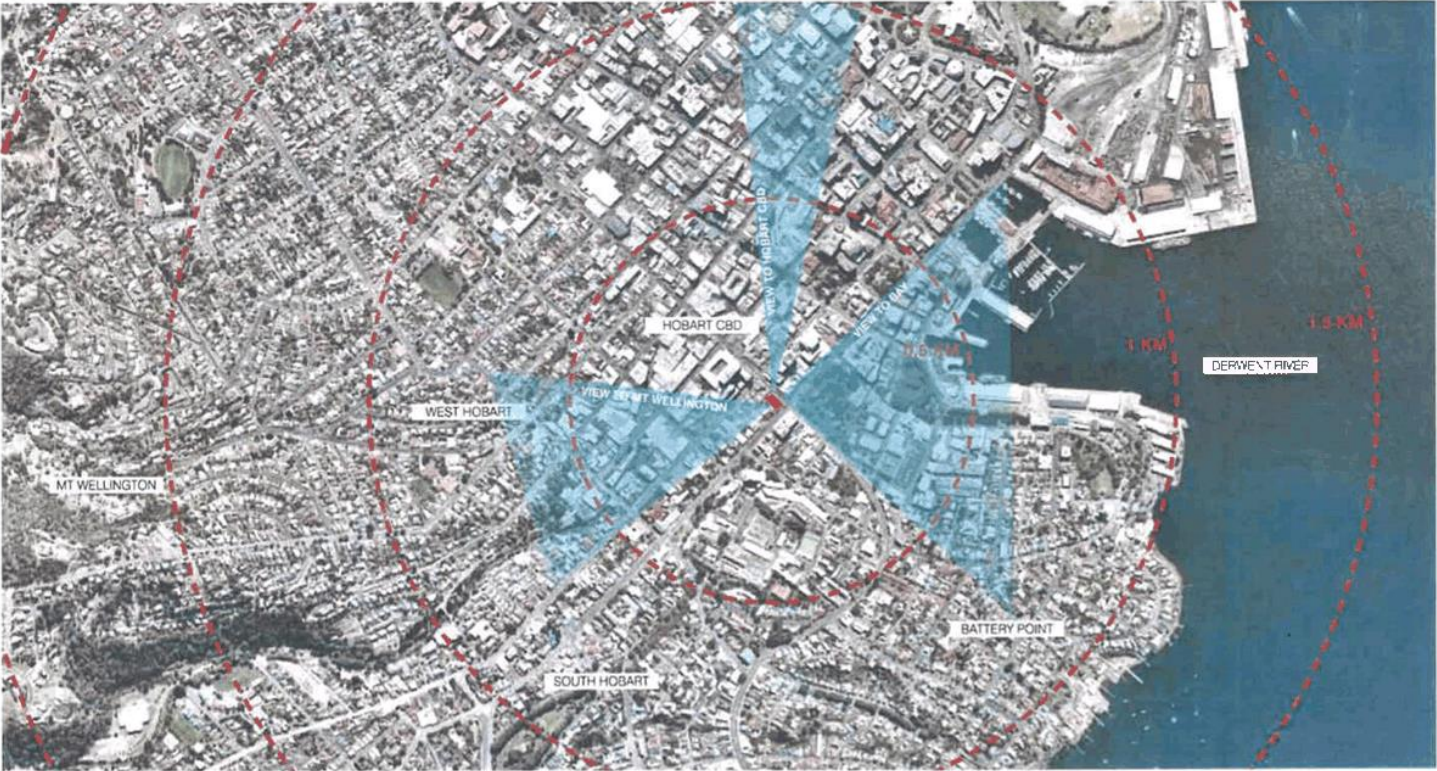
The site is situated at a low point in the topography, with both Harrington and Davey Streets sloping up and away from the site, forming an urban amphitheatre.

Harrington and Davey Streets serve as major connections across Hobart city and are consequently very busy. The proposed development must respond to this condition.

The site is currently occupied in part by the Welcome Stranger Hotel which is still operational, with a car park to the rear. It is executed in red brick.

The subject site also comprises 59 Davey Street, a single Heritage-listed house which will be retained in the proposal.

Both sites are contained within the City Centre H1 Heritage Precinct and therefore assessed against the Historic Heritage Code. The site is also noted as a place of Archaeological Potential.



Map data © 2018 Nesmap



Subject Site 58 Harrington Street & 59 Davey Street, Hobart

Map date © 2018 Nearmap

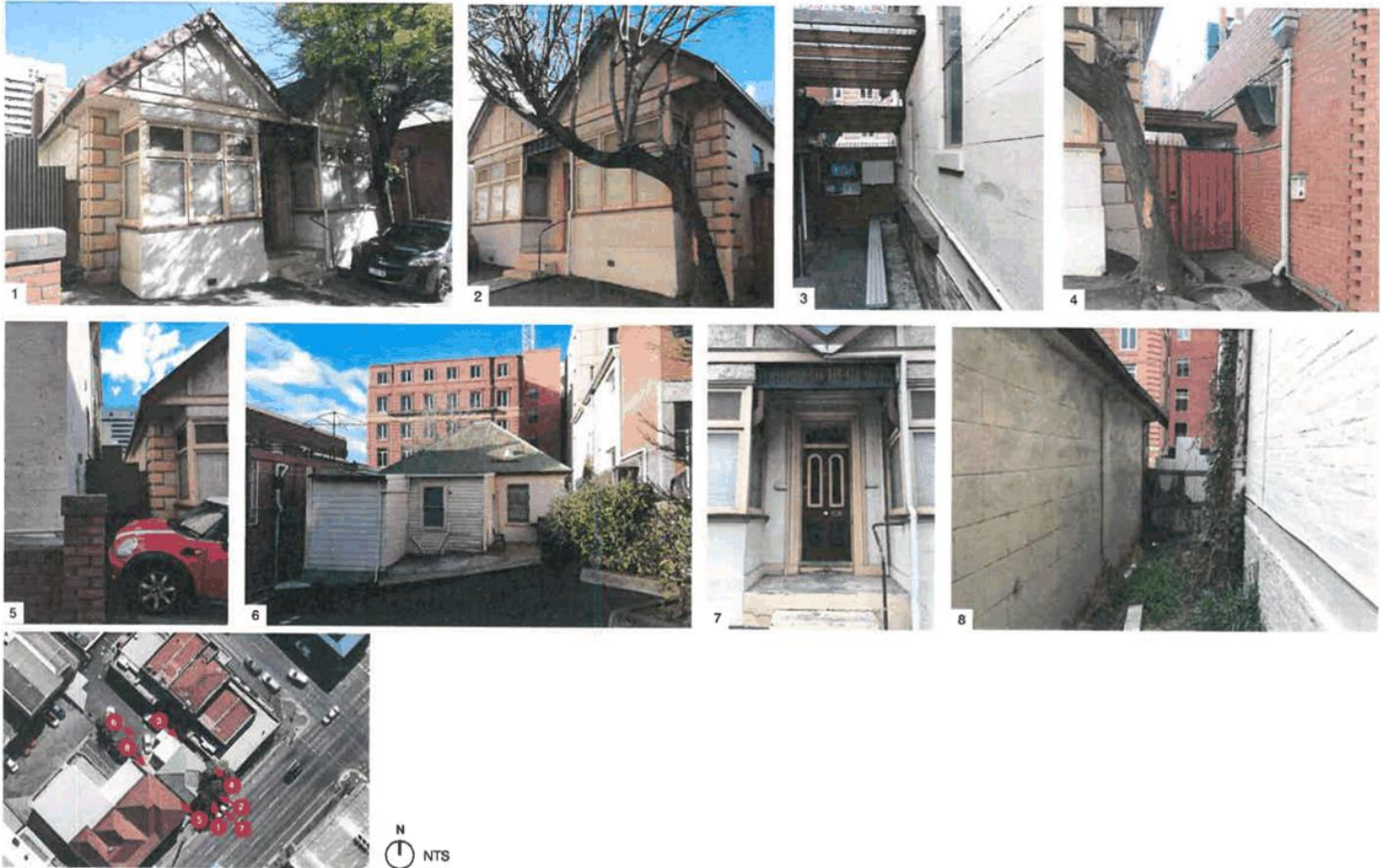






2.3 | Site Context | Site Context Photographs
Carr Architecture Pty Ltd | 58 Harrington Street, Hobart | Town Planning Application | 8

carr

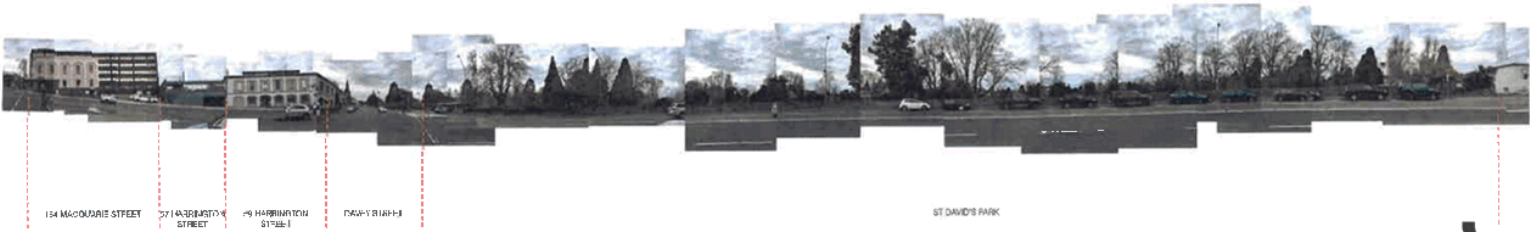


2.3 | Site Context | Site Context Photographs
Carr Architecture Pty Ltd | 68 Harrington Street, Hobart | Town Planning Application | 9

carr

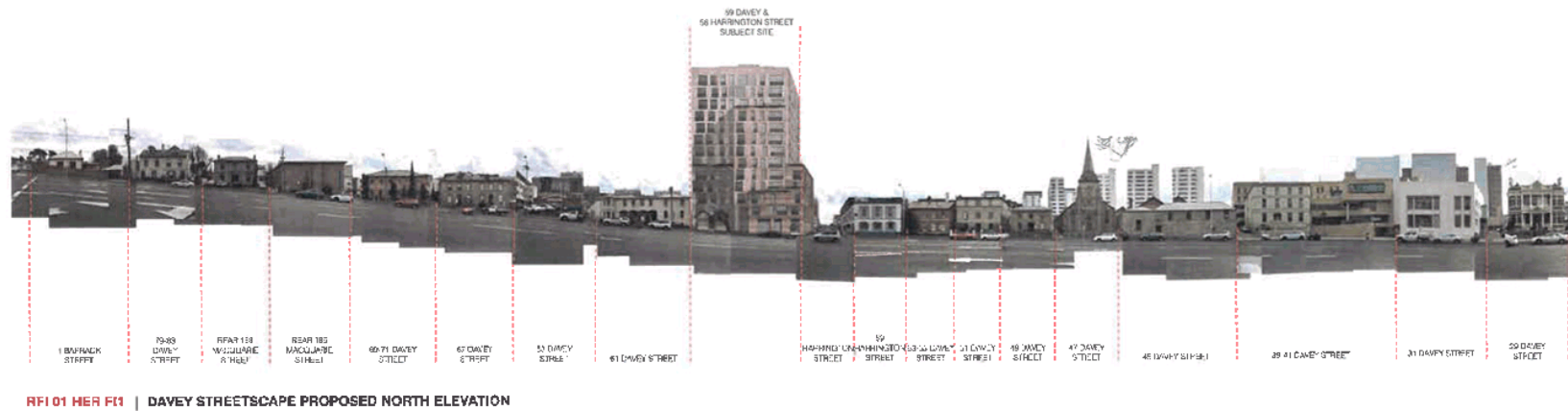


HARRINGTON STREETSCAPE SOUTH ELEVATION

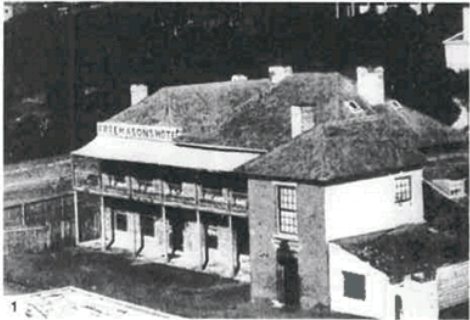


HARRINGTON STREETSCAPE NORTH ELEVATION





RFI 01 HER F11 | DAVEY STREETSCAPE PROPOSED NORTH ELEVATION



SITE HISTORY - 58 HARRINGTON STREET, HOBART

Source: Statement of Archaeological Potential, Appendix E, by Austral Tasmania

pre-1800	Tasmanian Aboriginal society consisted of nine nations. The western shore of the Derwent formed part of the lands of the South East Nation, which was thought to contain seven bands, each with 70-80 people. Hobart was home to the Muwunina band.
1804 - c.1824	European settlement of Hobart and the Study Area
1820s	Block bounded by Macquarie, Harrington, Davey and Barrack streets was subdivided into 13 lots.
1824	Samuel Whittaker purchased land on corner of Harrington & Davey Street. Whittaker was a Cabinet Maker, Upholsterer, Mattress Maker and Undertaker.
Nov. 1824	Samuel Whittaker built and moved into a brick dwelling and operated his business as a Cabinet Maker and Upholsterer from this location.
1831	Whittaker established the Freemasons Tavern. Tavern becomes meeting place for Tasmania's second lodge, the no. 236. Meetings here held in the large long room and a locally built organ was added.
Dec. 1833	Theatre opened in the long room of the Freemason's Tavern, under the direction of comedic actors Mr Samson Cameron and his wife Cordelia.
1837	Due to the success of the theatre in the Tavern, a permanent theatre of Hobart was established - the Theatre Royal. Until the Theatre Royal was completed, the long room in the Tavern continued to be used for shows, attracting the best of Hobart Society. It was also used for dance classes and masked balls. The hotel served as the venue for meetings of many commercial enterprises, community organisations and political party groups.

1842	Title to the property was transferred to William Wilson and John Dobson, acting for Whittaker.
1844-	Whittaker put hotel on the market and was declared insolvent in 1845. He moved to Victoria and died in 1861.
1844	Hotel purchased by Caleb Prior Tapping. The Tapping family continued to operate the place as a lodging hotel with public bar.
1890s	Changes to the hotel (verandah, balcony and other alterations) made by Tapping family
1901	Hotel sold by Tapping family to Cascade Brewery Company
1910	Under publican Francis Frazer, 'continental refreshment gardens' and a saloon bar were added to the premises. Further alterations were made in 1912 by Hucksion and Hutchinson, and further works were carried out in 1926.
1938	The old Freemasons Hotel was demolished and replaced, designed by Colin Philp and David Hartley Wilson.
1973	Large brick extensions constructed on the northern side of the building, designed by the firm of Harley Wilson. Car parking and a small garage were added to the western boundary in c. 1977.
1997	The hotel's name was changed to the Welcome Stranger in 1997. It continues to trade to the present.

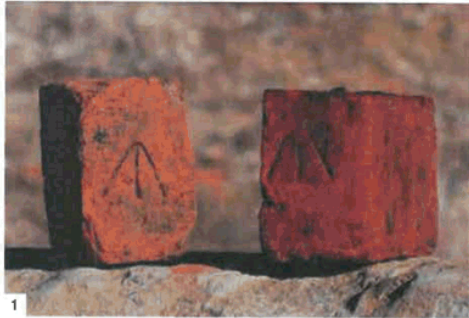
1. Freemasons Hotel, mid-late nineteenth century (TAHO PH30/1/2313)
2. Freemasons Hotel, 1890s (TAHO, NS1231/1/33/1)
3. Freemasons Hotel, c. 1940s-50s (TAHO, PH30/1/540)



SITE HISTORY - 59 DAVEY STREET, HOBART

Source: Statement of Archaeological Potential, Appendix E, by Austral Tasmania

1824	David Lord acquired 21 year lease of land occupied by 59 Davey Street
c.1836	Samuel Whittaker acquired part of David Lord's property, which corresponds to what is now 59 Davey Street and the car park area.
c.1860	The property was given a separate address, with Frederick Embly as tenant and the property accommodating a 'house and forge'.
1875 - 1879	Existing house added between 1875 and 1879 when the property was under the ownership of Thomas Tapping.
1910	House in ownership of Madeline Gill until at least 1935.
early 20th C.	House modified with addition to the facade of bay windows with projecting gables above.
1980s	House used as medical practice, and was subsequently acquired by owner of the Freemasons Hotel
1989	Application made for house to be converted into a wine bar.

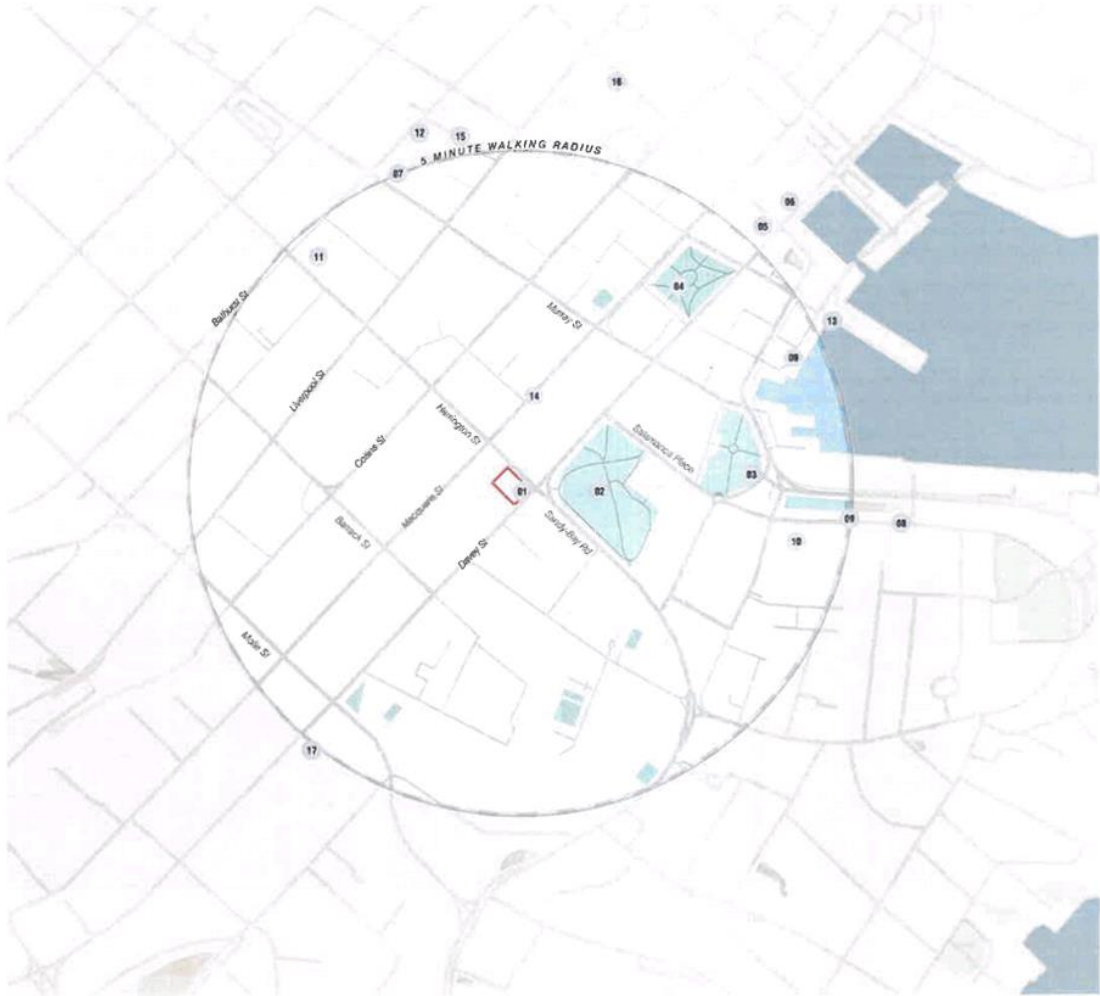


THE HISTORY OF BRICK IN HOBART

Source: 'Hobart Brick Heritage' by Sarah Waight

1788	Ten thousand bricks and ten brick moulds were brought with First Fleet to New South Wales	mid-1880s	Four large brickyards established in Hobart, one owned by Rippon Shield. The other brickfields were owned by Robert Parkinson Brooke in New Town, and two in South Hobart by Thomas Cheeseman and Robert Warrier. In total, these four brickyards employed 60 men and produced over 100,000 bricks per week.
Sept. 1803	Unloading of bricks in Van Dieman's Land from the ship Lady Nelson from Port Jackson, at Risdon Cove	1882	New Town Clay Works (later known as Waller and Co.) announced it could provide building bricks in any quantity. They also supplied a range of other clay and pottery products.
1804	Two convicts who were brickmakers - Thomas Croft and James Roberts - arrived in Hobart. They made bricks for shelters and to build chimneys for the people of early Hobart Town for heating and cooking.	1890s	Expansion, growth and mechanisation of brickmaking in Hobart, with most activity occurring at Knocklofty and New Town. One operation owned by brickmaker Robert Duff in New Town, which later became the Hobart Brick Co. Ltd in 1905.
1 Oct. 1804	First report of brickmaking noted by Rev. Robert Knopwood. Early kilns were dotted across Hobart Town in locations where clay was found	WWI	Brickmaking industry was in the hands of two operators; Crisp & Gunn and the Hobart Brick Co. Fierce rivalry between the companies, in which advertising was employed to win over the consumer, resulted in this period known as the Brick Wars.
1807	Lime making commenced on the shores of Ralph's Bay, where abundant shells in the area were gathered by convicts and burnt in kilns or small pits.	1965	Unable to keep up with their competitor K&D (formerly the Hobart Brick Co.) and the fashionable K&D Extrudex brick, Crisp and Gunn decided to sell their Knocklofty site. K&D stepped in, purchased it in a shut-down state and demolished the buildings in 1968.
1816	Government Brickfields established. Early bricks were hand-moulded using the traditional method of pressing clay into a brick mould one at a time. The early convict made bricks were stamped with broad arrows and other marks of various types.	2012	K&D Brickworks, the last brickmaking venture in Hobart, closes
1820	Limestone quarry was in operation a mile and a half out of Hobart time with resultant mortar extremely good for masons.		
1834	Arrival of a pug mill reduces land labour of brick pressing.		
1854	Clayton's patent brickmaking machine appeared on the wharf of Hobart. The Clayton's machine could make on average between 20,000 - 25,000 bricks a day.		

1. Bricks marked with the broad arrow of convict heritage, uncovered at a Salamanca archaeological dig
2. Existing north elevation illustrating red brick 1930s building with red brick northern extension



LOCAL AMENITY

WALKABILITY

58 Harrington has a walk score of 97/100 and is classified as a 'Walker's Paradise' with daily amenities easily accessible within a short walk.

Source © 2018 Walkscore

LOCATION

- 01 58 Harrington Street

LOCAL AMENITY - CIVIC & CULTURAL

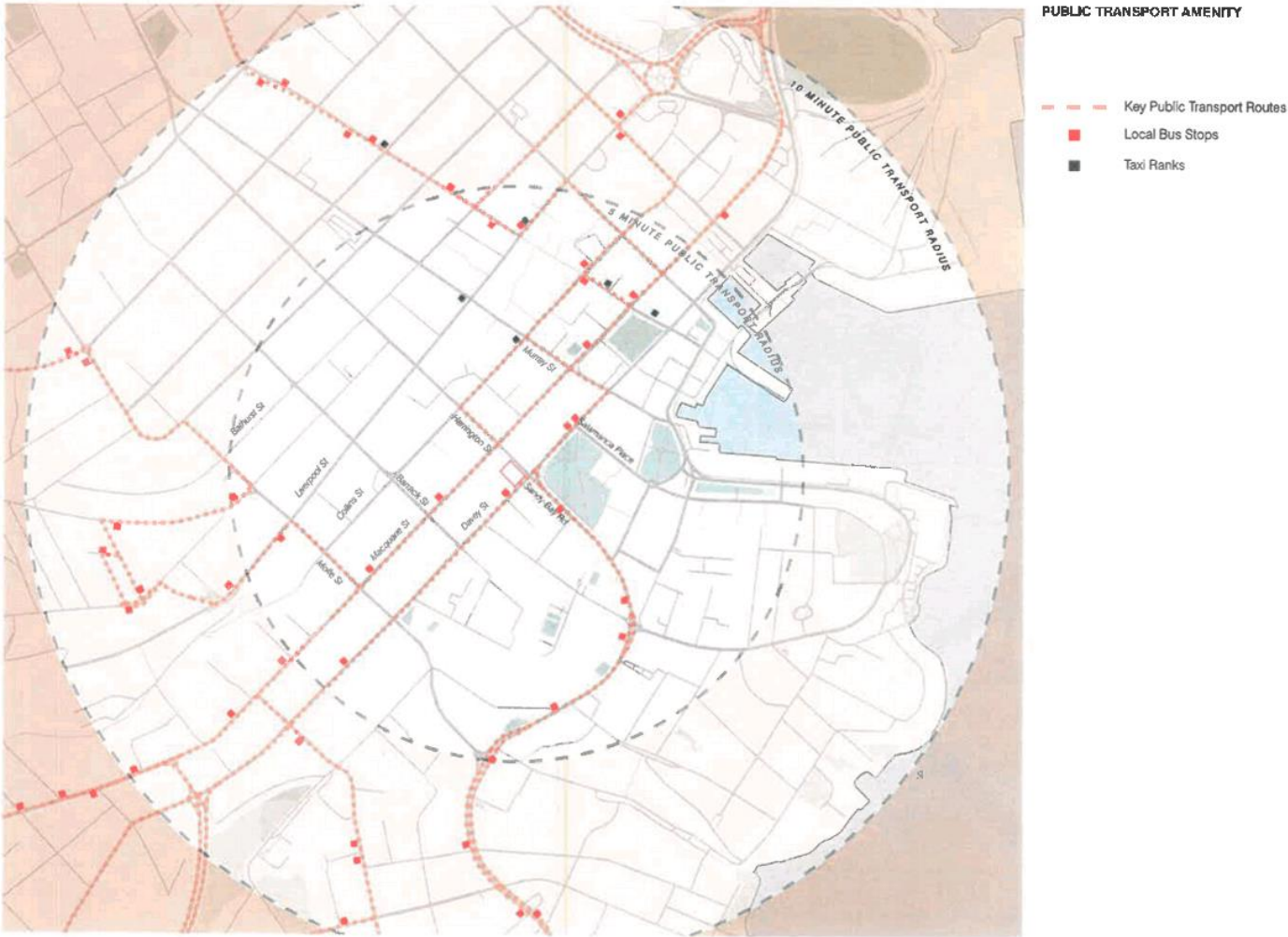
- 02 St David's Park
- 03 Parliament House Gardens
- 04 Franklin Square
- 05 Maritime Museum
- 06 Tasmanian Museum and Art Gallery
- 07 State Library of Tasmania
- 08 Salamanca Arts Centre

LOCAL AMENITY - FOOD

- 09 Salamanca Markets
- 10 Salamanca Fresh Supermarket
- 11 Truckle and Co.
- 12 Farmgate Market
- 13 Waterfront Market
- 14 Fico Restaurant
- 15 City Organics Grocer
- 16 Woolworths

LOCAL AMENITY - SERVICES

- 17 Hobart Bike Kitchen



3.2 | Site Analysis | Public Transport Amenity
Carr Architecture Pty Ltd | 58 Harrington Street, Hobart | Town Planning Application | 17

carr



BUILDING HEIGHT ANALYSIS

- 05 Number of storeys
- Podium / Low Rise Buildings
- Tower / High Rise Buildings

Map data © 2018 Lint Map





Mantra, 1 Sandy Bay Road



166-170 Macquarie Street



3 Sandy Bay Road



69 Harrington Street

BUILDING AS A SOLID MASS, PUNCTURED BY OPENINGS

The surrounding context consists of a variety of masonry buildings constructed of brick and sandstone, occasionally rendered. The architectural language is varied, characteristic of an area that has developed over some two centuries. The dominant expression is of the building as a solid mass, punctured by openings. The buildings have an inherent robustness and feel anchored in their siting.



51 Davey Street



39-41 Davey Street



Athenaeum Club, 29 Davey Street

HORIZONTAL BANDING, ARTICULATION OF LEVELS

The buildings in the surrounding context are detailed with horizontal banding, articulating each level and providing depth and visual interest across the facade. The articulation of each level through detailing serves to break down the mass of the building to a more human scale, and creates a legibility to the streetscape.



DETAILING, SHADOW PLAY, FINE ARTICULATION

There is remarkable diversity in the expression of masonry across buildings in the surrounding context. Often a rusticated plinth skirts the ground floor. Detail through stepped brick or a change in masonry texture animates the facade and creates a play of light and shadow across the building.

DESIGN APPROACH - MASSING

This Design Statement has been prepared by the Architects and Interior Designers, Carr Design Group Pty Ltd (CARR) for 58 Harrington Street and 59 Davey Street, Hobart.

The site presents a unique opportunity given its position within the City Heritage Precinct, proximity to the city centre, extraordinary views towards the bay and Mount Wellington, and vistas to the city and St David's Park.

The site requires an exceptional building, informed by a thorough understanding of the surrounding context.

The proposal looks to establish a landmark building for Hobart that responds to its context while presenting as a considered, contemporary addition to the urban fabric. Sitting in the context of the heritage precinct, within the urban amphitheatre and a varied landscape of built form, the building will appear as an object 'in the round'.

Following analysis of the site and surrounding context, the proposed building form responds to the lower scale buildings of Davey Street as well as surrounding tower elements such as the Mantra and Telstra Buildings.

The proposed building form consists of podium and tower elements. The podium is articulated as two volumes, podium one at three stories addressing the corner of Harrington and Davey Street, podium two at five stories, sitting on the western side of the site and addressing the scale of buildings on Harrington and Macquarie streets.

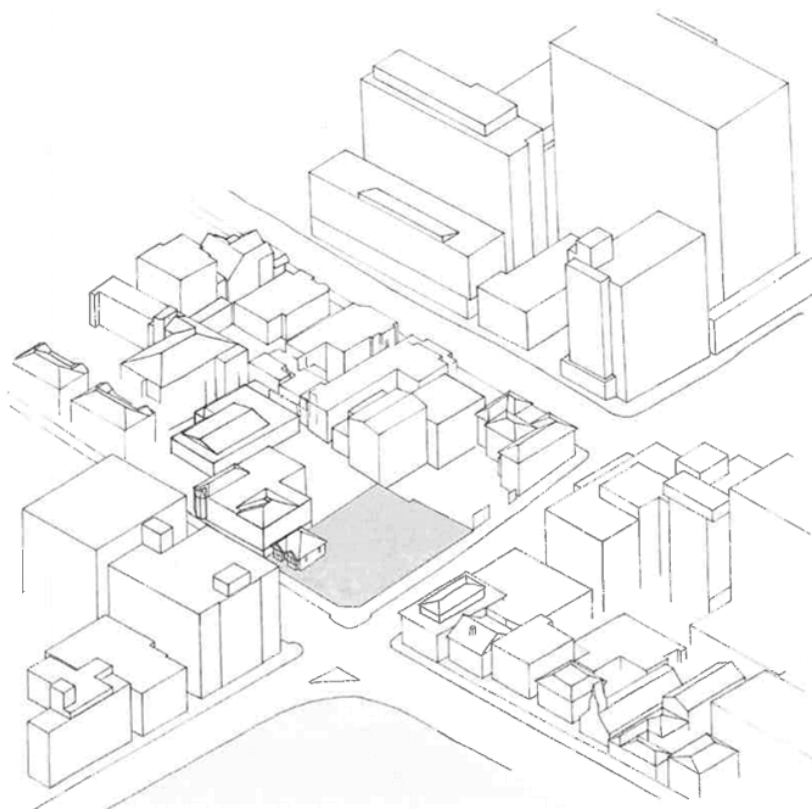
A proposed laneway divides these two podium elements on Harrington Street, signifying the entrances to the site and breaking down the mass of built form along Harrington Street to relate to the scale and rhythm of the surrounding context.

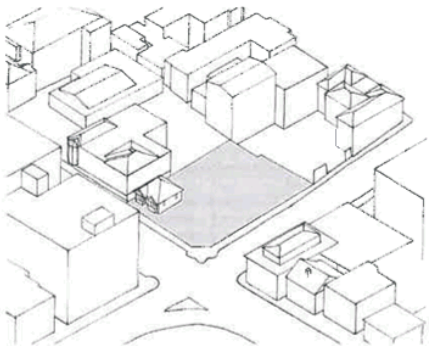
The Davey Street laneway sits between the existing heritage house at 59 Davey Street and the lower podium element. Pedestrians step beneath the lower tower form into a covered double height arcade. The arcade links the site entrances, creating permeability across the site and a weather protected pedestrian route in the city.

Vehicular access to the site is from the north-western corner off Harrington Street, where the existing crossover will be widened to facilitate entry and exit of vehicles to and from the ramp, leading to three levels of basement car parking.

The tower is articulated as two forms of different height and proportion, with varied setbacks from the site perimeter, responding to the adjacent context.

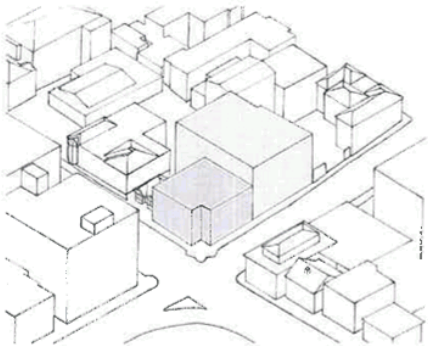
The following page illustrates the massing composition of the proposed building.





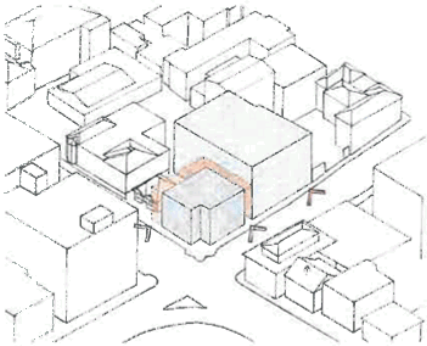
1. EXISTING SITE

Active frontages along Harrington and Davey Street provide access to the site. There are opportunities to maximise solar gain and views. Strong winds from north-west are to be considered, and heavy traffic along Davey and Harrington Streets.



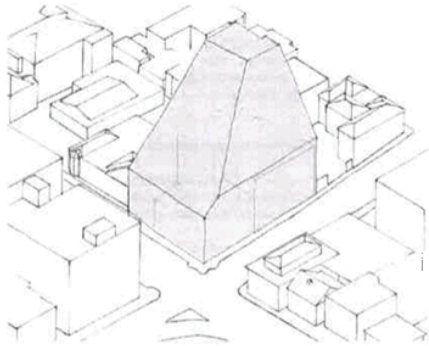
2. PODIUM FORMS

Two podium blocks are proposed, the first addressing the lower scaled buildings along Davey Street and the second addressing the higher built forms of Harrington Street



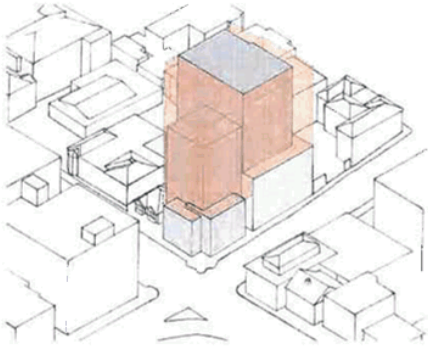
3. SEPARATING THE PODIUM FORMS

The podium blocks are separated to create permeability across the site for pedestrians and to relate more closely to the rhythm and scale of the context. Vehicular access remains in the north-west corner of the site.



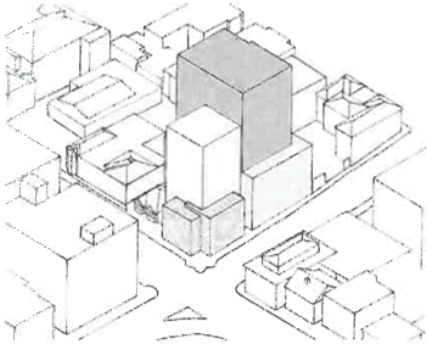
4. AMENITY BUILDING ENVELOPE

The Amenity Building Envelope from the Hobart Interim Planning Scheme indicates the potential for higher built form in the area.



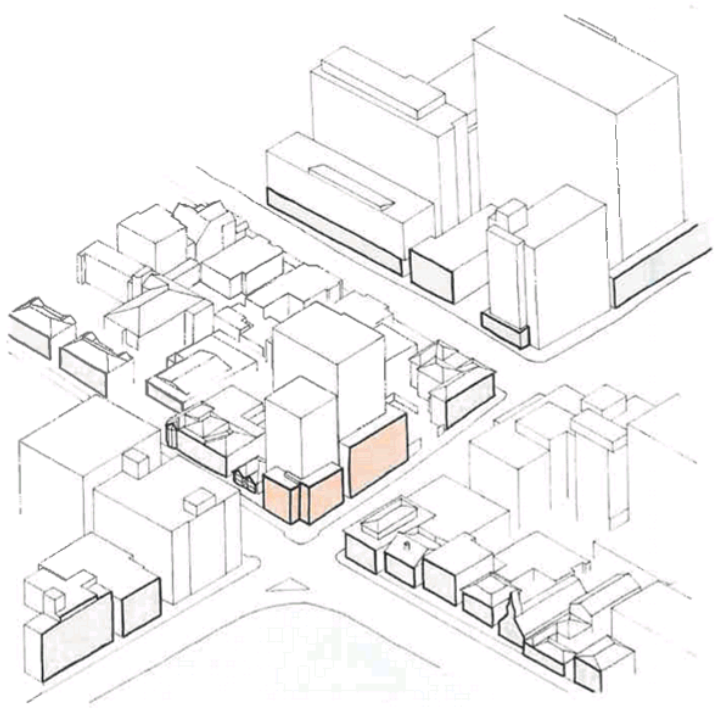
5. TOWER FORM SETBACKS

Tower forms are proposed to be set back from Harrington Street, Davey Street, the heritage house at 59 Davey Street, and the adjacent site to the west.



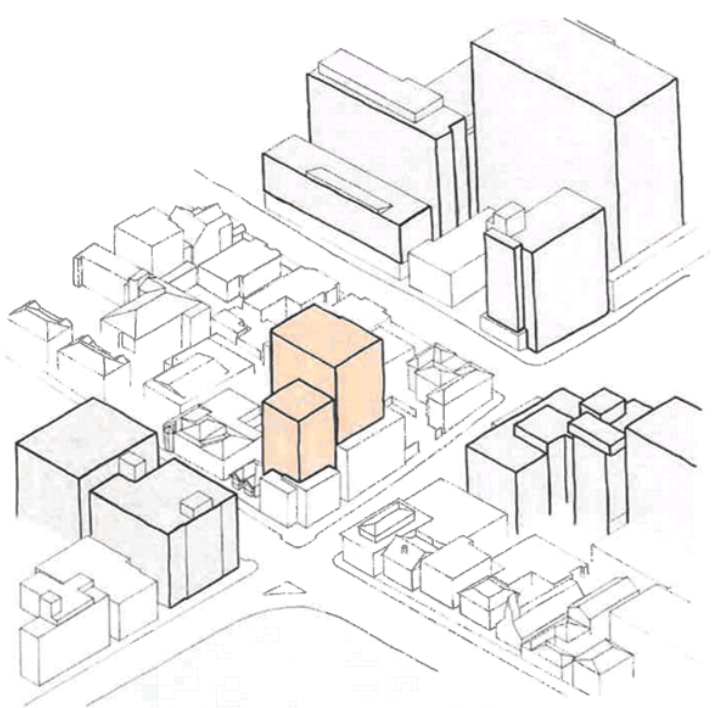
6. BUILDING AS COLLECTION OF VOLUMES

The building massing appears as a collection of four elements that respond to lower and higher buildings in the surrounding context.



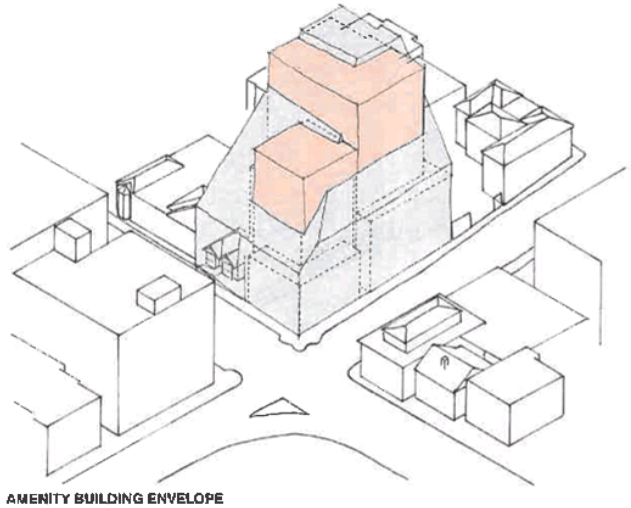
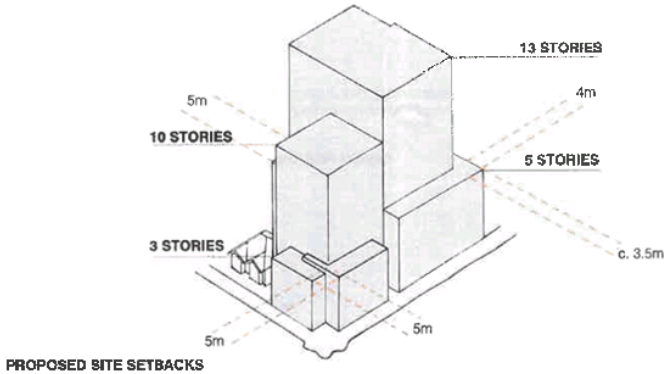
RELATIONSHIP TO URBAN CONTEXT - PODIUM FORMS

The podium heights engage with the neighbouring buildings and continue the rhythm of both Harrington and Devay Streets, seeking to blend into the existing urban fabric.



RELATIONSHIP TO URBAN CONTEXT - TOWER FORMS

The precinct contains a strong language of tower forms, within a varied topography. The proposed tower forms form a dialogue with those in the surrounding context.



SETBACKS & AMENITY BUILDING ENVELOPE

The tower forms are setback from Harrington Street, Davey Street, the western boundary and the heritage house, so that they do not dominate the streetscape. Podium forms of three and five stories form a dialogue with the buildings of similar scales in the area.

The building form largely falls well within the Amenity Building Envelope. The areas of tower forms that sit outside of the envelope are illustrated in the diagram in orange.

DESIGN CONCEPT

The proposal is for a landmark building that is highly considered and sensitive to its significant precinct within Hobart. It serves to become a destination in its own right, a place for the community and residents to share and enjoy.

The creation of an arcade between the podium elements will provide greater permeability to the precinct. The lower tower element 'lands' on blade columns which are widely spaced to signify the entrances to the arcade and form a colonnade adjacent to the heritage house.

The arcade provides access to retail spaces, a new connection to the rear of the heritage house, and to the residential lobby of the apartments. The arcade is open to the public at all hours of the day and night, and is activated by the retail spaces and residents in and out of the building.

The arcade is further enlivened by a new public artwork expanded on in our civic contribution response.

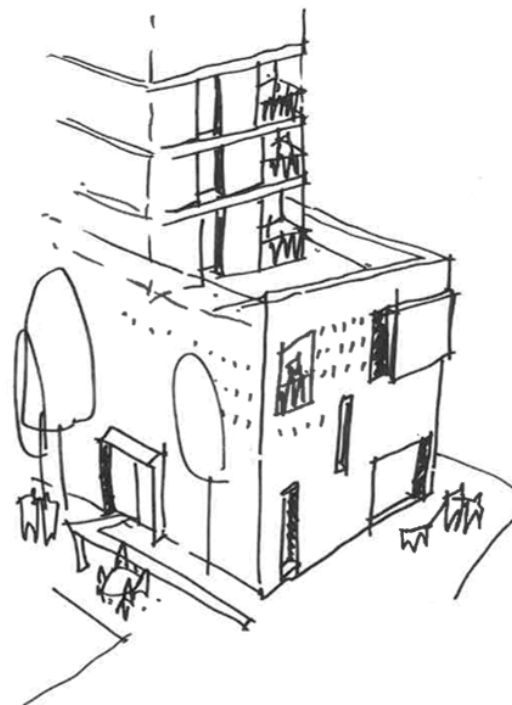
The existing heritage house will be restored and will serve as a wine cellar and bar, thus enabling it to be enjoyed by the public, where it has previously been private. Terraced landscaping and seating around the base of the heritage house will mediate the differences in floor level between the house internal floor level and the proposed site ground level, and provide opportunities for people to meet and linger in the site.

Amenities for the residents are located in the south west corner of the site at level one, where proximity to other buildings precludes apartments to be located in this area.

The apartments commence on level one and occupy the remainder of the podium and tower. Residential amenities including a lounge, dining room and wellness centre, as well as a communal terrace at level 10, will provide a place for residents to meet, fostering a sense of community in the building.

A playful rhythm of punched openings will create visual connection and additional passive surveillance to the entrances of the building and ground plane. The openings will capitalise on the views to the bay, the city and Mount Wellington, and will maximise access to solar gain. The apartments have been planned with generous terraces and generally have dual aspect, maximising access to the views and opportunities for cross flow ventilation.

The building is contemporary and yet simultaneously makes reference to Hobart's past and present. The design will present as a sophisticated and well composed built form that will stand as a lasting contribution to the architectural fabric of Hobart.

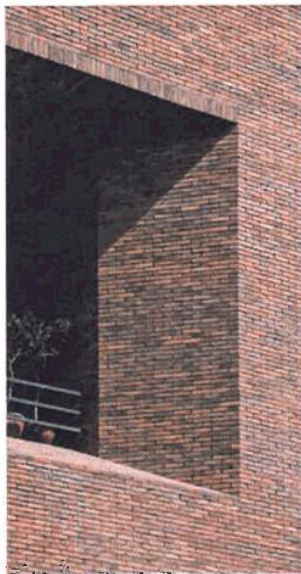


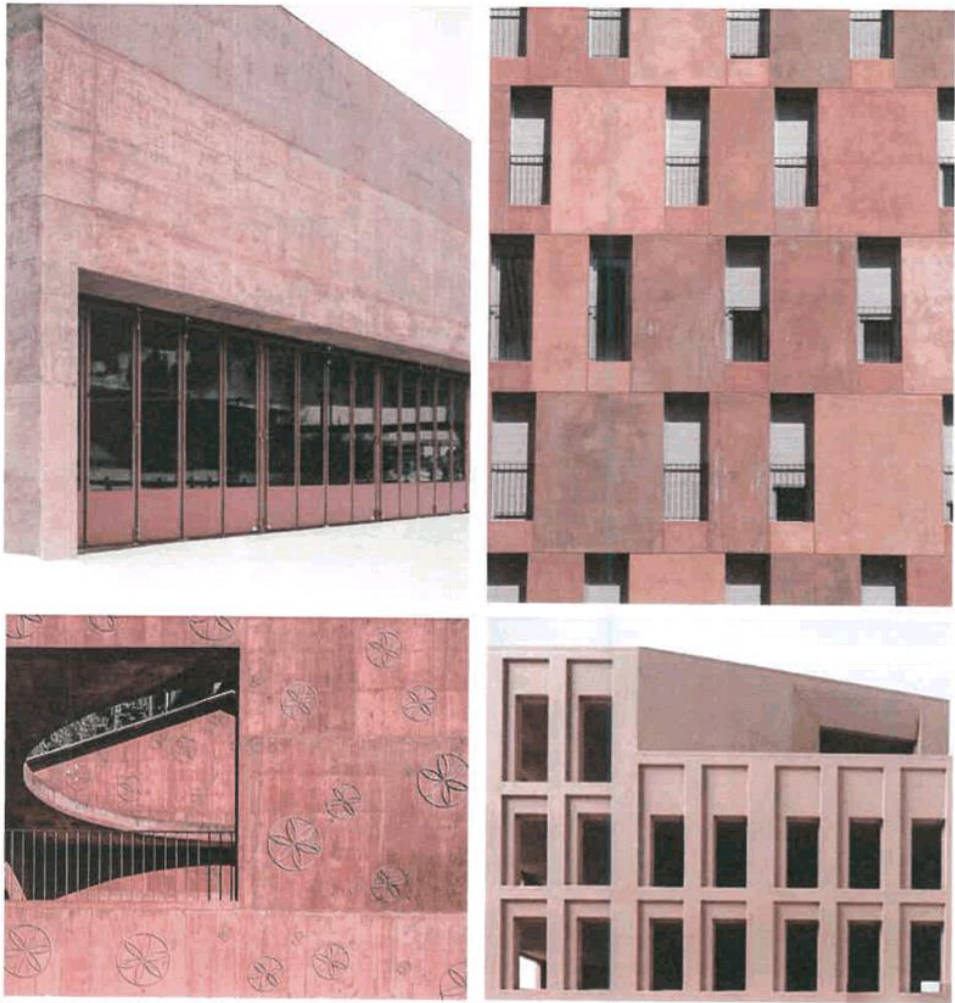


ARCHITECTURAL PRECEDENTS & MATERIALS
PODIUM

The history of the site is one of red brick buildings, and material studies of the surrounding context suggest that the building should be executed in red brick.

The overall predominance of a horizontal layering of the adjacent buildings led a design response for a highly detailed horizontal base podium architecture. The Edwardian Baroque style of the Athenaeum Club building further along Davey Street serves as a starting point for a rusticated base with horizontal banding detailed with a vertical secondary rhythm.





ARCHITECTURAL PRECEDENTS & MATERIALS
TOWER

Where the podium is expressed as a rusticated, textured base, the tower is a smooth red-tinted concrete finish to relate to the colour of the podium. The shadow play expressed in buildings around the site and in the proposed podium is created in the tower form through areas of recessed concrete around window frames and balconies. The horizontal banding present in the podium appears again in the tower as an expressed joint, articulating the levels of the building.





1. Proposed entrance to site from Davey Street

CIVIC CONTRIBUTION

The proposed laneway entrances and covered arcade provides permeability across the site and thus the site is opened up to be experienced by the public, as a place to meet.

The terraced landscaping around the heritage house with integrated seating provides a new public open space for people to linger and enjoy the site, protected by the winds and heavy traffic of Harrington and Davey Street. This will create a comfortable, human-scaled experience of the development.

Ground floor retail will draw people to the site and activates the arcade and open spaces, creating a destination and a 'micro-community' of boutique economic activity.

Where the facades in the surrounding buildings are largely inactive, the large glazed apertures at ground level enliven the ground plane and create visual interest and visibility across the site and passive surveillance to the adjacent park.

A proposed public artwork to the soffit of the arcade will further draw people to the site and will reference the history of the site and the context of Hobart.



5.1 | Civic Contribution | Description
Carr Architecture Pty Ltd | 58 Harrington Street, Hobart | Town Planning Application | 31

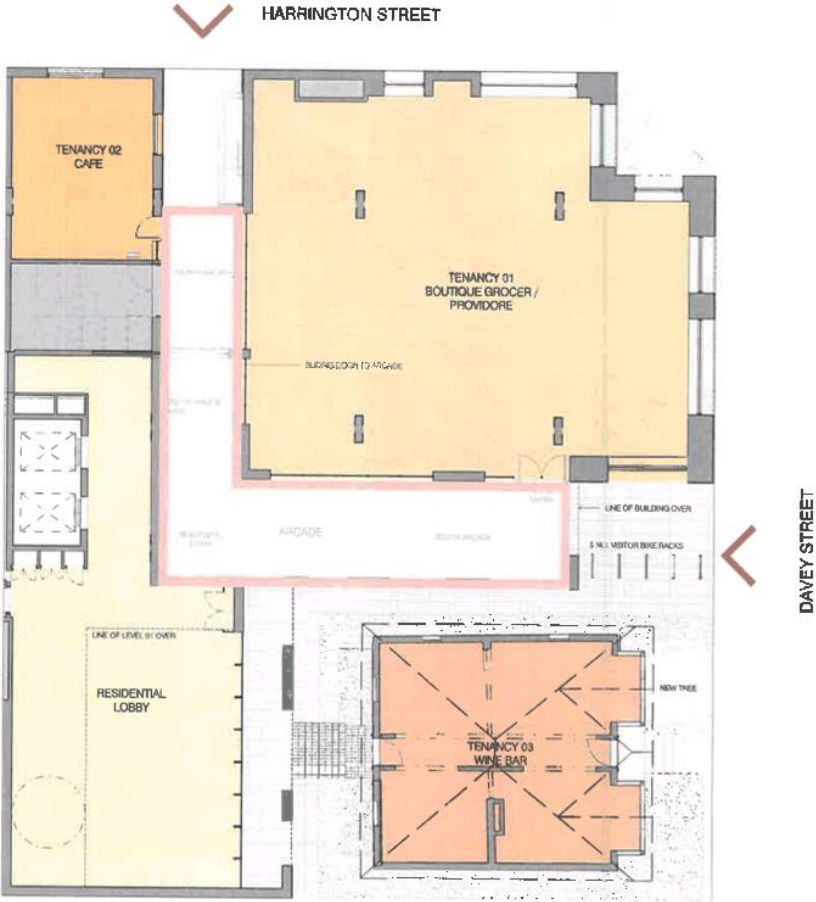


1. Proposed entrance to site from Harrington Street
Large glazed apertures activate the streetscape and reveal activities at the ground plane.



2. View from arcade towards Davey Street
The arcade is animated by retail, with seating protected from the weather by the tower above. Landscaping to the rear of the heritage house offers greenery to the public open space.





GROUND FLOOR ACTIVATION

- < Site Entry
- Location for public artwork - soffit of arcade



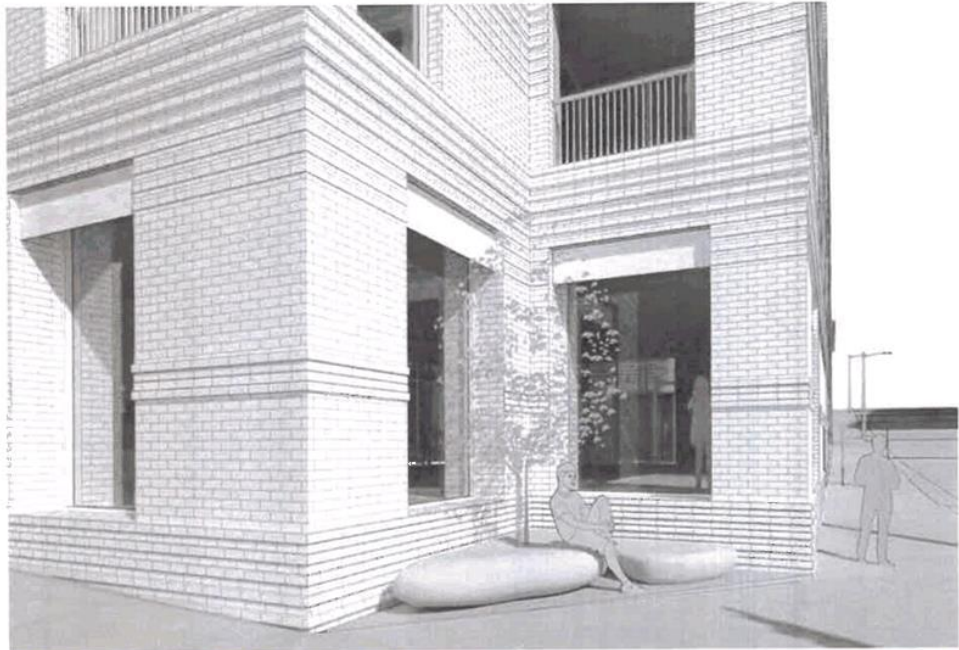
Retail Tenancy 01 - Boutique Grocer and Providore



Retail Tenancy 02 - Corner coffee shop on Harrington Street



Retail Tenancy 03 - Wine Bar within Heritage House



**GROUND FLOOR ACTIVATION
- CORNER HARRINGTON & DAVEY STREET**

The inverse corner of the building at the intersection of Harrington and Davey Streets provides an opportunity for a pocket of public open space.

Large sculptural pebble-like forms are proposed to sit within this parcel of land, providing visual intrigue with their smooth organic forms contrasting to the rectilinear brick podium.

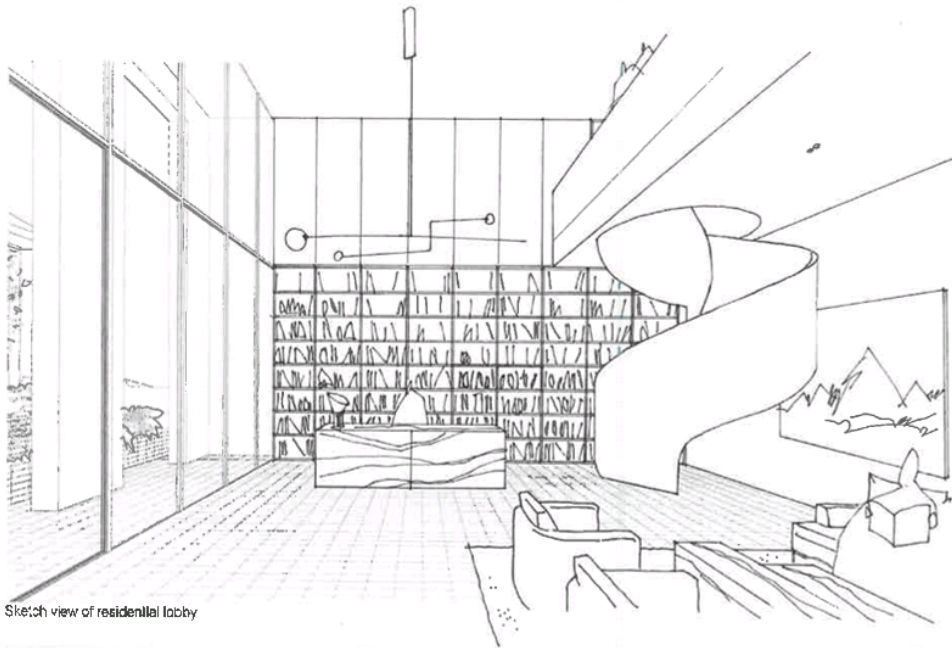
One form will contain planting to soften the corner with greenery and create a visual dialogue with St David's Park diagonally opposite the site. Both forms will serve as informal seating, so that pedestrians have a moment to pause while waiting for the traffic lights to change, or to linger and enjoy views towards the park.

Large picture-windows to the corner of the building provide views to and from the ground floor retail.

The sculptural forms and greenery animate the ground plane and provide a moment of rest at a busy street corner.



carr



Sketch view of residential lobby

GROUND FLOOR ACTIVATION - RESIDENTIAL LOBBY

The entrance to the residential lobby is directly aligned with the entrance to the site from Harrington Street, at the point where the arcade turns.

The lobby is a double height volume, with double height glazing set back from the line of brick columns, maximising light into the space and views to the rear of the heritage house.

The space is conceived as an extension of the residents' living rooms - a place where residents might relax and read a book from the library wall, meet friends and gather before going out for the day or night.

A sculptural spiral stair leads up to a mezzanine level of residents' lounge and amenities. The lounge enjoys views into the double height volume and is an extension of the lobby entry.

The lobby will be accessible by residents at all hours and as such will remain a welcoming, well-lit "beacon" within the site. This will offer opportunities of passive surveillance to the arcade and public open space during the day and night, creating a feeling of safety.

The terraced landscaping and seating to the rear of the heritage house will provide a point to linger and enjoy views into the lobby, enabling a strong sense of connection between the community and building residents.



Reference images for lobby interior





ACTIVATING THE ARCADE - PUBLIC ARTWORK BRIEF

Public Artwork Objectives

Creating a sense of place and an opportunity for interest and visual delight, encouraging a dynamic environment where people meet and engage with the site through public artwork.

Potential Outcome

Light and Brick

Light installation within the arcade that will illuminate and activate the arcade during the day and night, encouraging pedestrian movement into and through the site. This installation may interact with the textured brick podium to reinforce the materiality of the project. It may be dynamic / kinetic and use reflective surfaces to become an interactive artwork for the public.

Potential Artwork References

Site History

- History of the building as an early cultural venue for theatre and events
- History of the building as a meeting place for Hobart society, community organisations and political parties
- Architectural memory of the site from Colonial Hobart through the 1930s building and the building of today
- The brick history of Hobart and the evolution of the architecture on site, with each architectural iteration built of brick





View from Harrington Street towards Sandy Bay Road

6.0 | Perspective Views
Carr Architecture Pty Ltd | 58 Harrington Street, Hobart | Town Planning Application | 37

carr



Harrington Street elevation perspective

6.0 | Perspective Views
Carr Architecture Pty Ltd | 58 Harrington Street, Hobart | Town Planning Application | 38

carr



Davey Street elevation perspective



Artist's perspective of proposal from Davey Street



Artist's perspective of proposal from St David's Park

carr
architecture
interior design

carr design group Pty Ltd
Level 4 31 Flinders Lane
Melbourne VIC 3000 Australia
Telephone 61 3 9665 2300
Facsimile 61 3 9650 5002
Email melb@carr.net.au
www.carr.net.au

chris mccue
architect RAIA 16762



TP-162	LEVEL 12
TP-163	ROOF PLAN
200 - ELEVATIONS	
TP-201	STREET ELEVATION SHEET 1 - HARRINGTON ST
TP-202	STREET ELEVATION SHEET 2 - DAVEY ST
TP-203	BUILDING ELEVATION SHEET 1
TP-204	BUILDING ELEVATION SHEET 2
300 - SECTIONS	
TP-301	SECTIONS SHEET 1
TP-302	SECTIONS SHEET 2
TP-303	SECTIONS SHEET 3
750 - SHADOW COMPARISON	
TP-751	SHADOW DIAGRAMS SHEET 1
TP-752	SHADOW DIAGRAMS SHEET 2
TP-753	SHADOW DIAGRAMS SHEET 3

AREA SCHEDULE - AMENITIES

AMENITY	AREA (m²)
AMENITIES	218 m²
AMENITIES	175 m²
AMENITIES	393 m²

AREA SCHEDULE - APARTMENT TYPES

NUMBER

AREA SCHEDULE - NSA

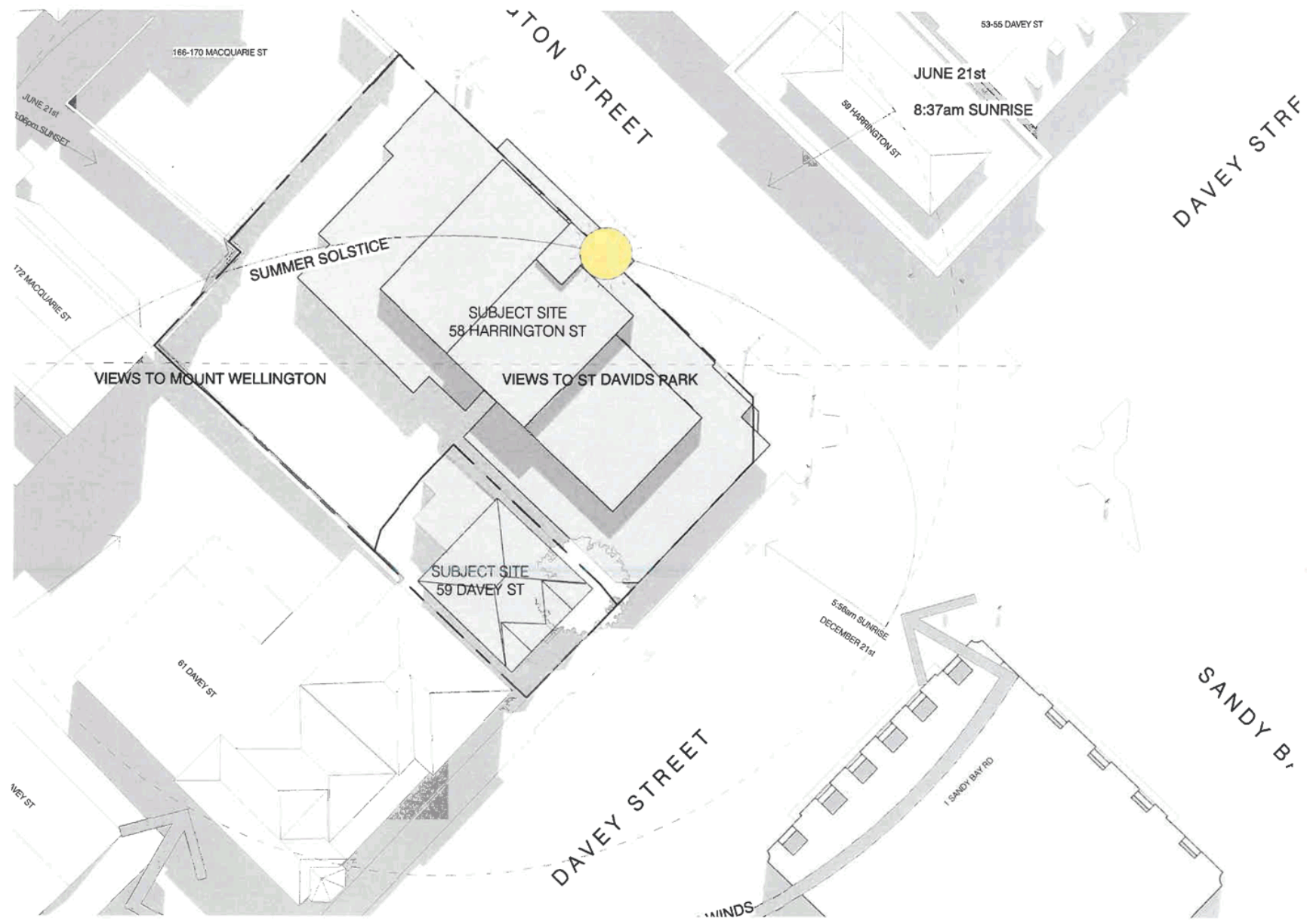
LEVEL	APT TYPE	AREA NSA (m²)
LEVEL 01		
1.01	1 BED	63 m²
1.02	1 BED	63 m²
1.03	1 BED	60 m²
1.04	1 BED	62 m²
1.05	1 BED	59 m²
		306 m²
LEVEL 02		
2.01	2 BED	110 m²
2.02	2 BED	111 m²
2.03	2 BED	89 m²
2.04	2 BED	103 m²
2.05	2 BED	104 m²

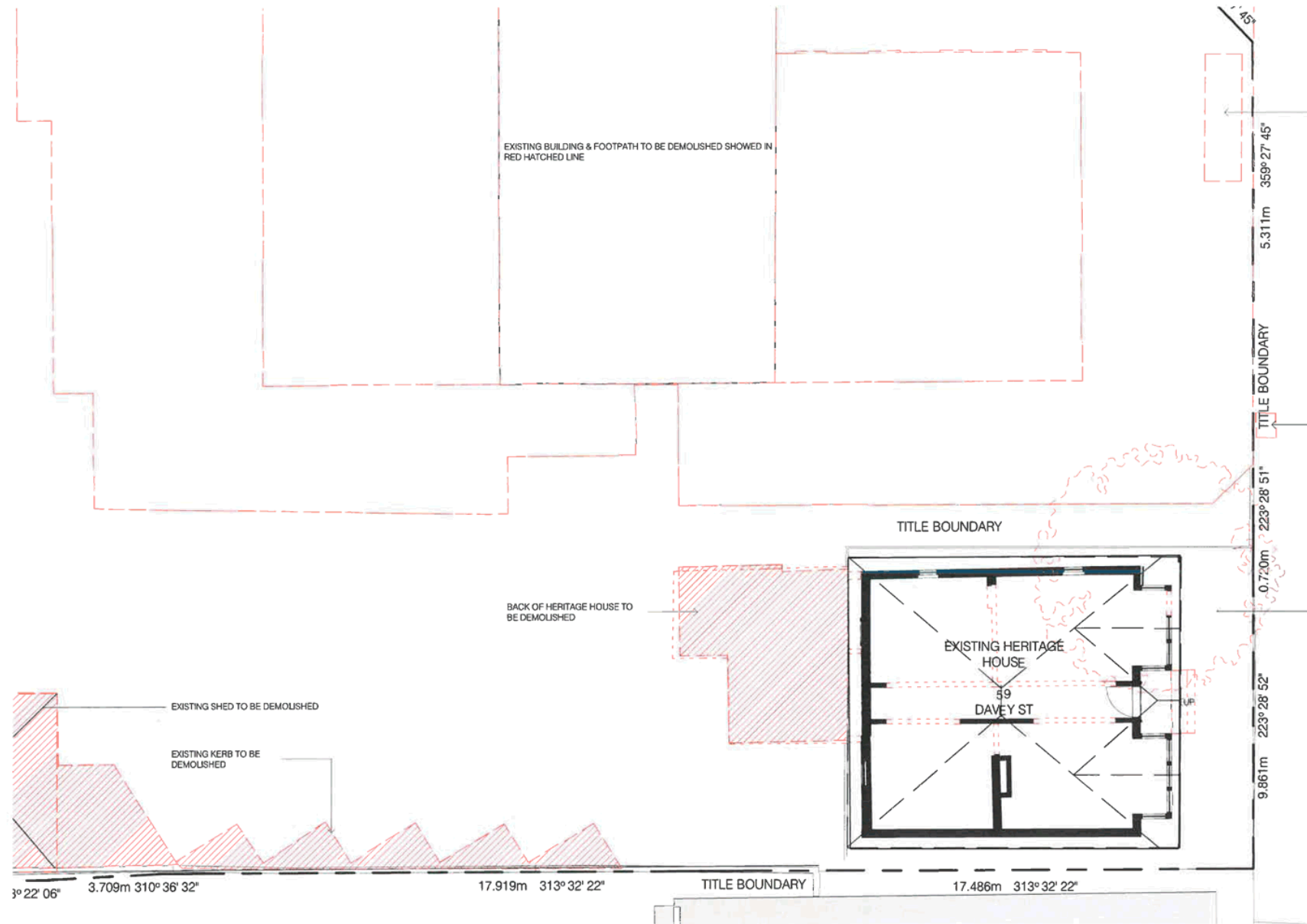
AREA SCHEDULE - NSA

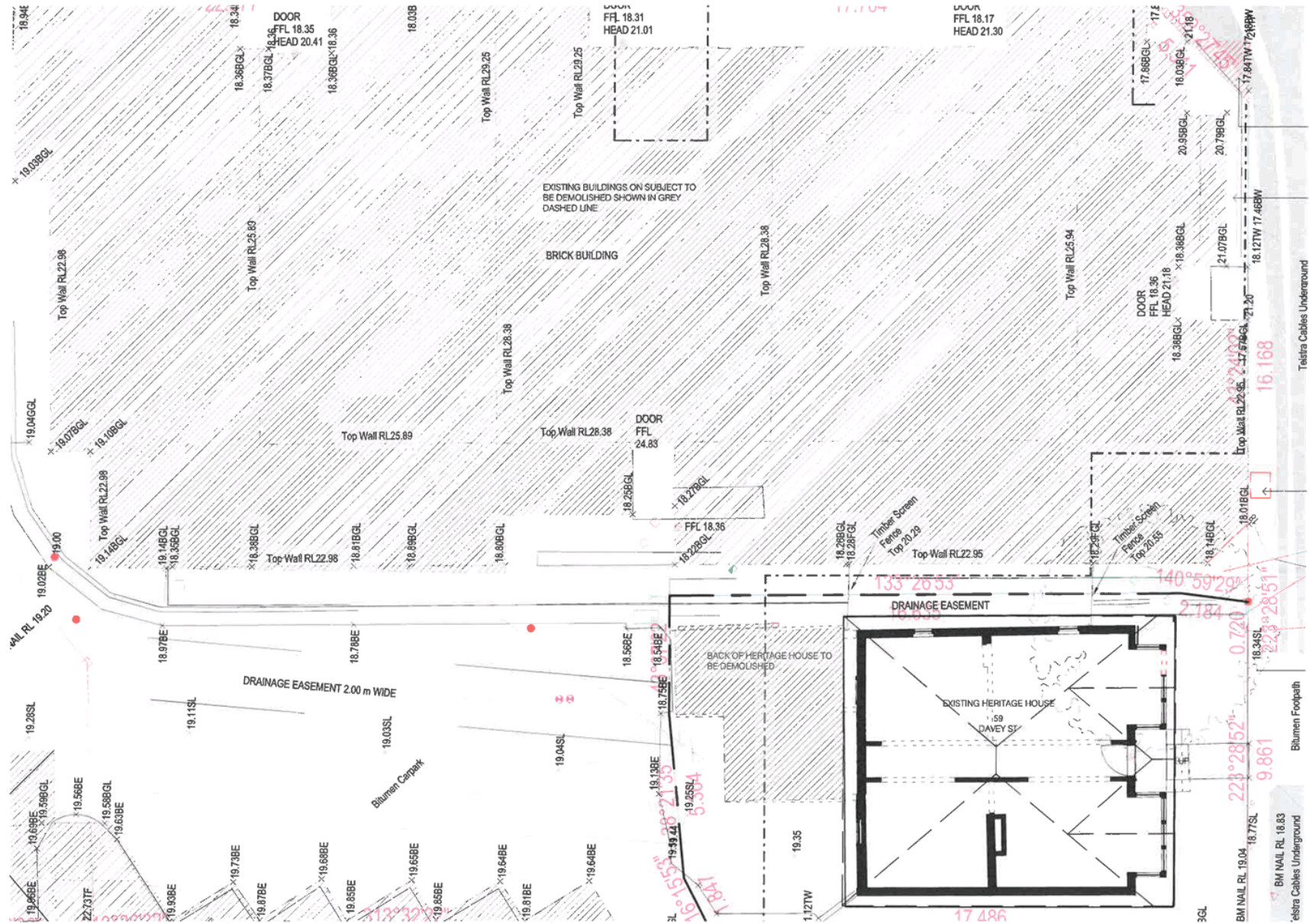
LEVEL	APT TYPE	AREA NSA (m²)
LEVEL 04		
4.01	2 BED	111 m²
4.02	2 BED	111 m²
4.03	2 BED	99 m²
4.04	2 BED	98 m²
4.05	2 BED	110 m²
4.06	2 BED	98 m²
4.07	2 BED	88 m²
		715 m²
LEVEL 05		
5.01	3 BED	144 m²
5.02	3 BED	196 m²
5.03	3 BED	167 m²

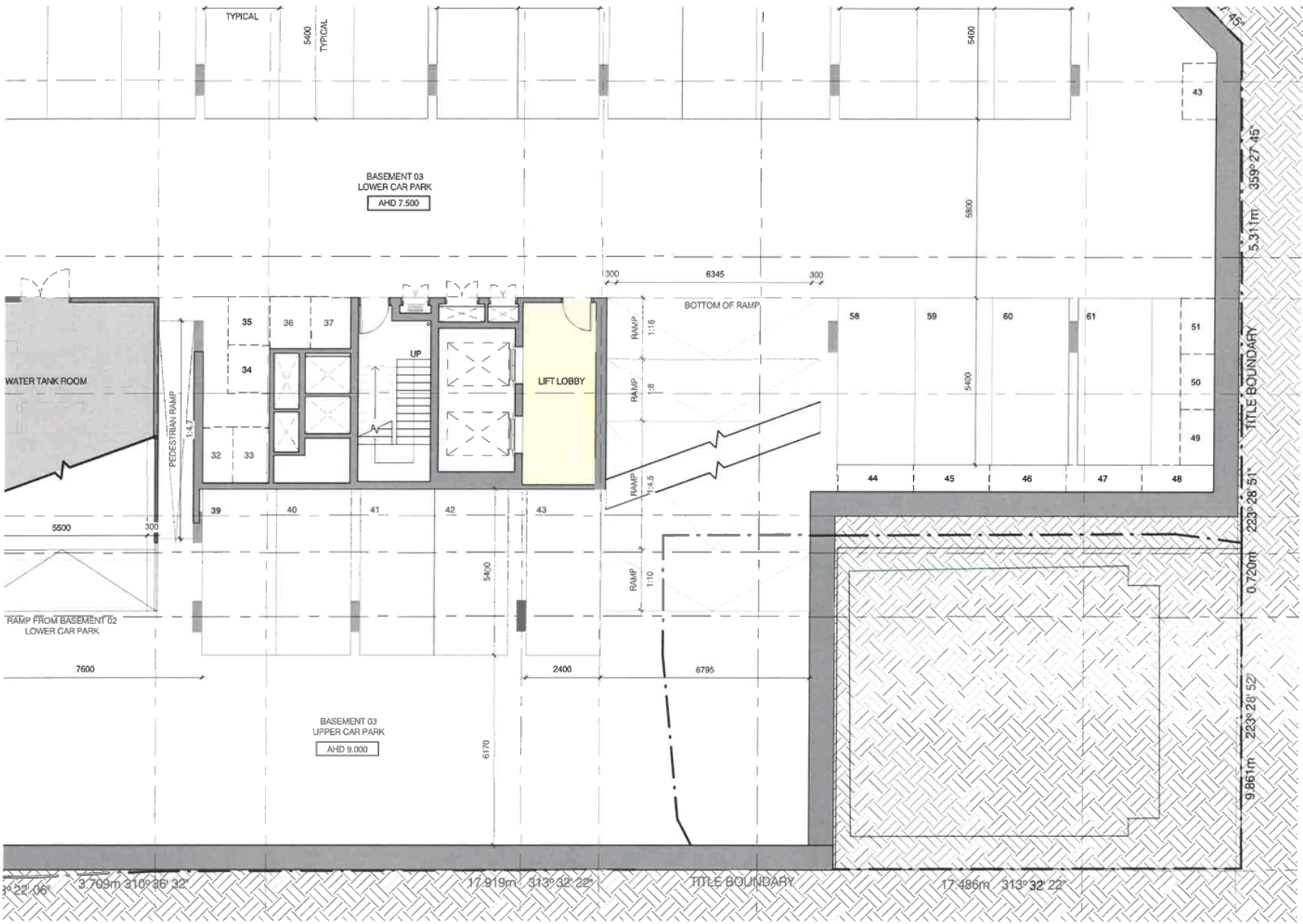
AREA SCHEDULE - NSA

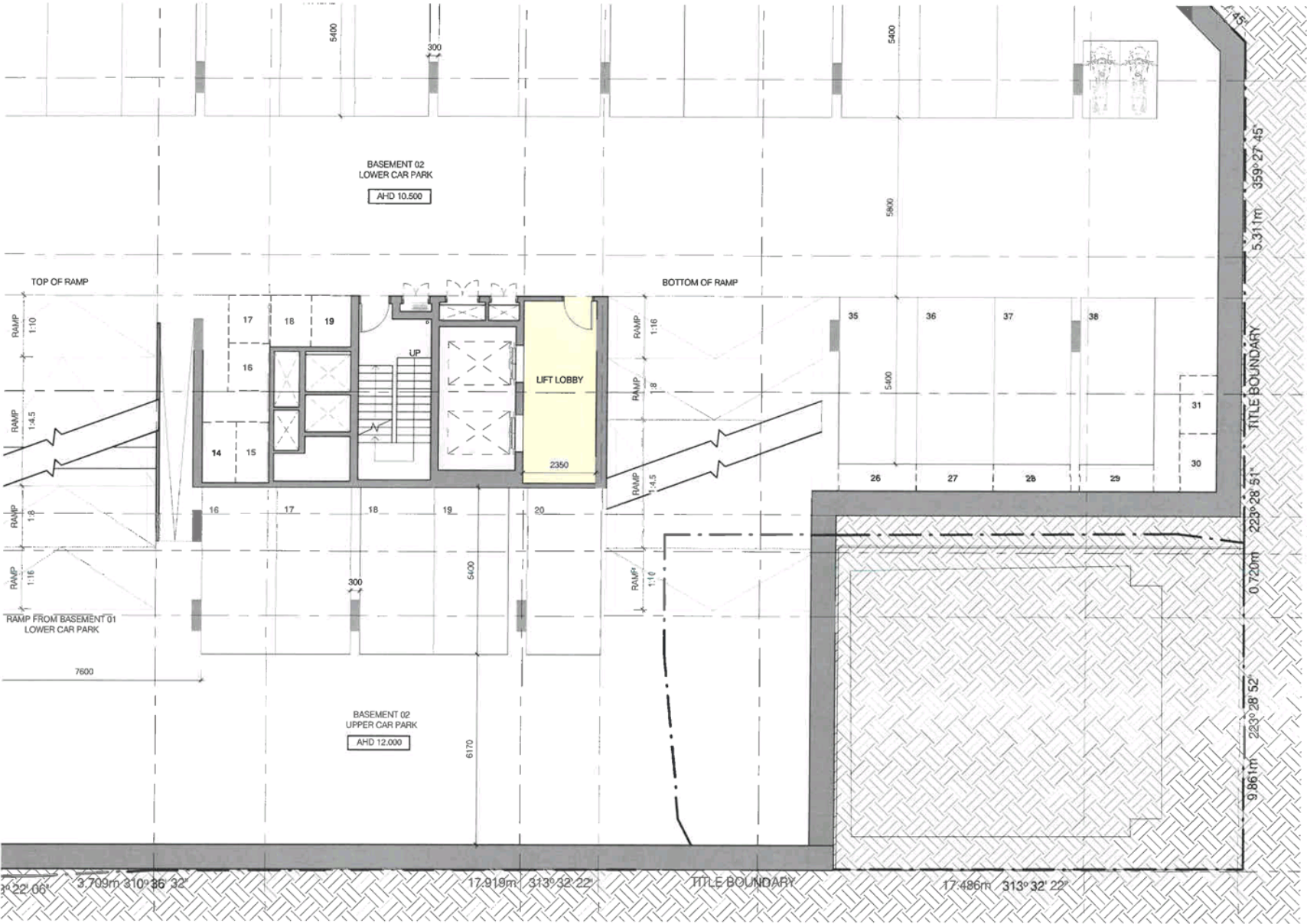
LEVEL	APT TYPE	AREA NSA (m²)
LEVEL 08		
8.01	2 BED	130 m²
8.02	3 BED	196 m²
8.03	3 BED	139 m²
8.04	2 BED	89 m²
		553 m²
LEVEL 09		
9.01	2 BED	130 m²
9.02	3 BED	196 m²
9.03	3 BED	139 m²
9.04	2 BED	88 m²
		553 m²

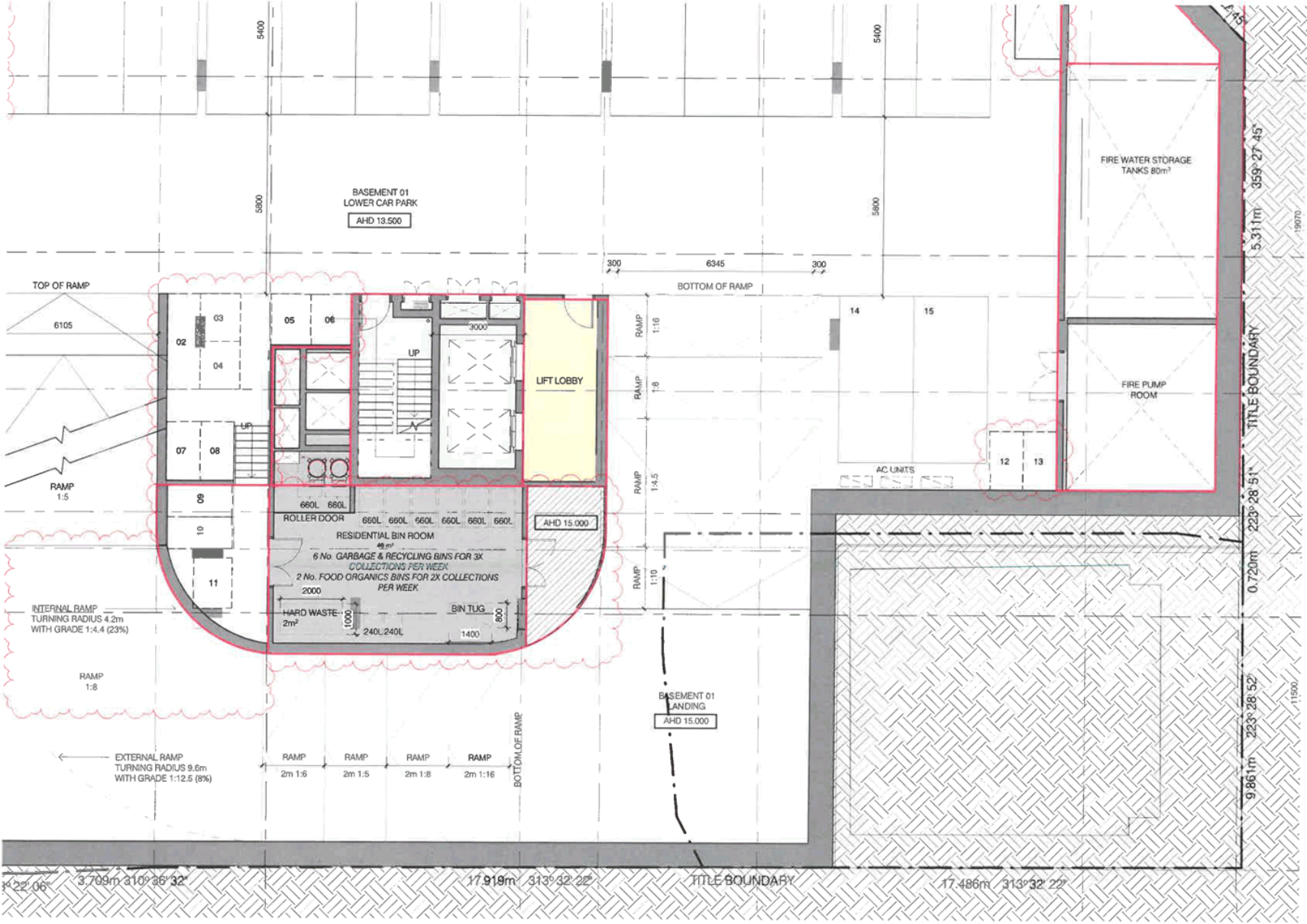


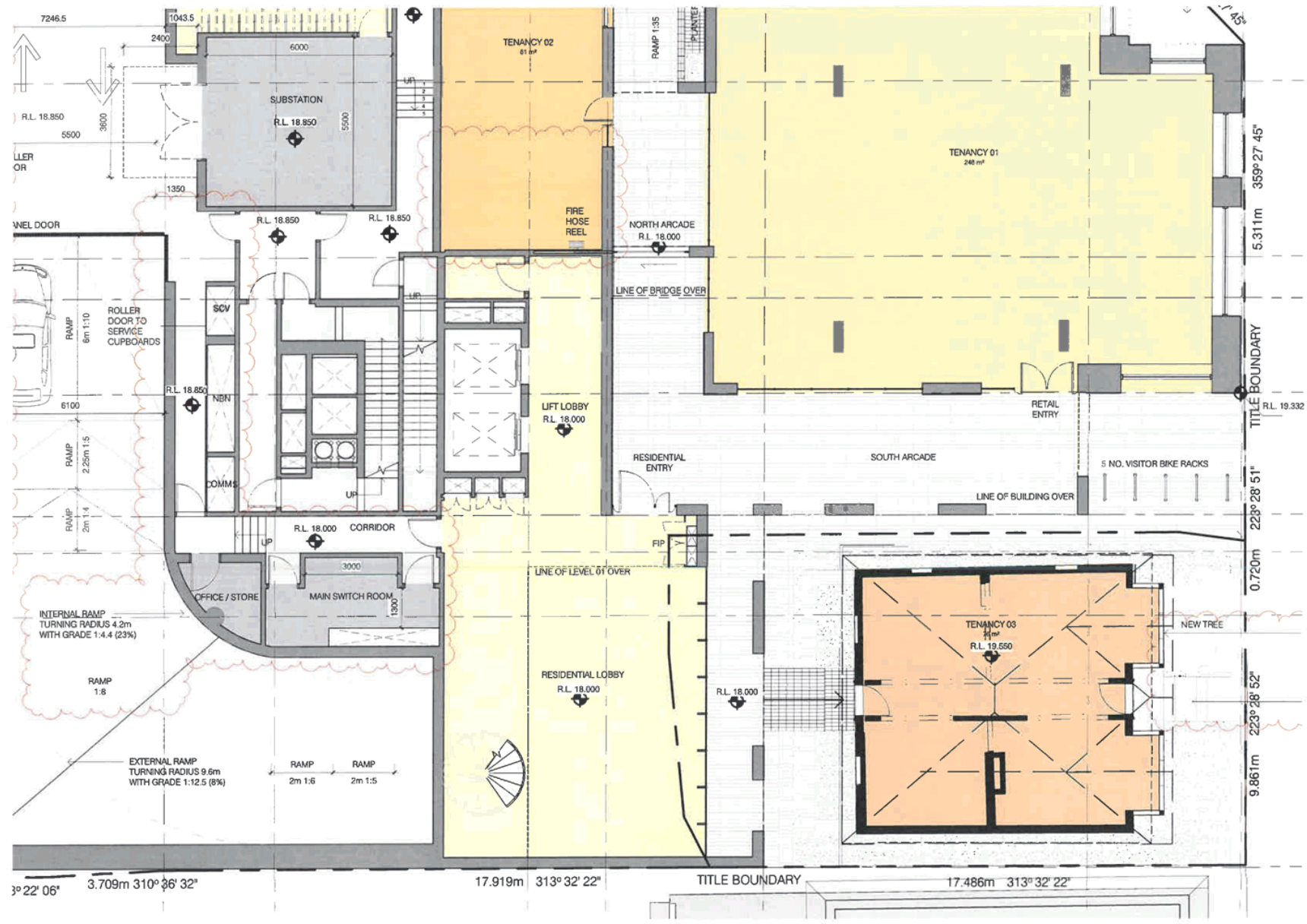


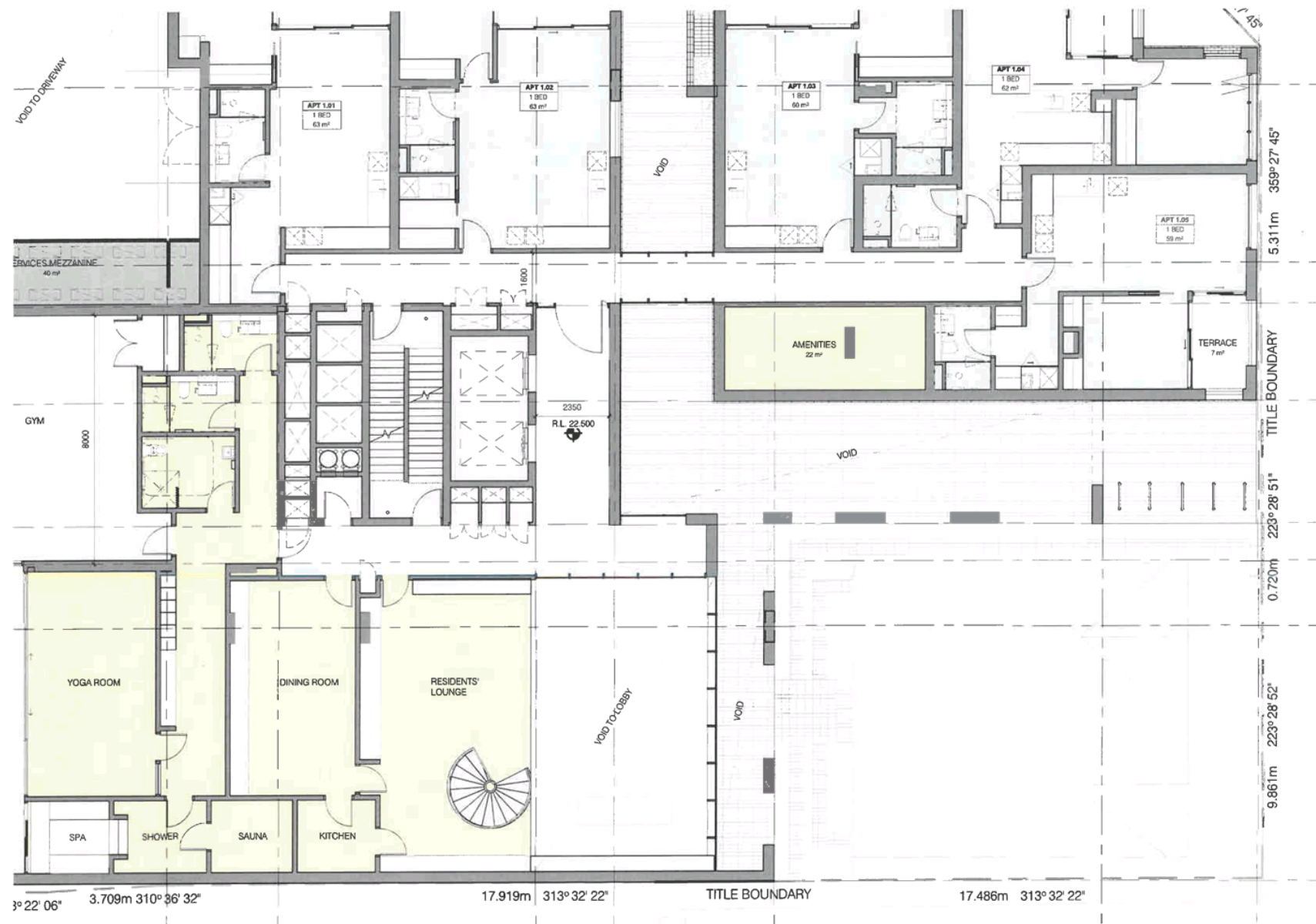


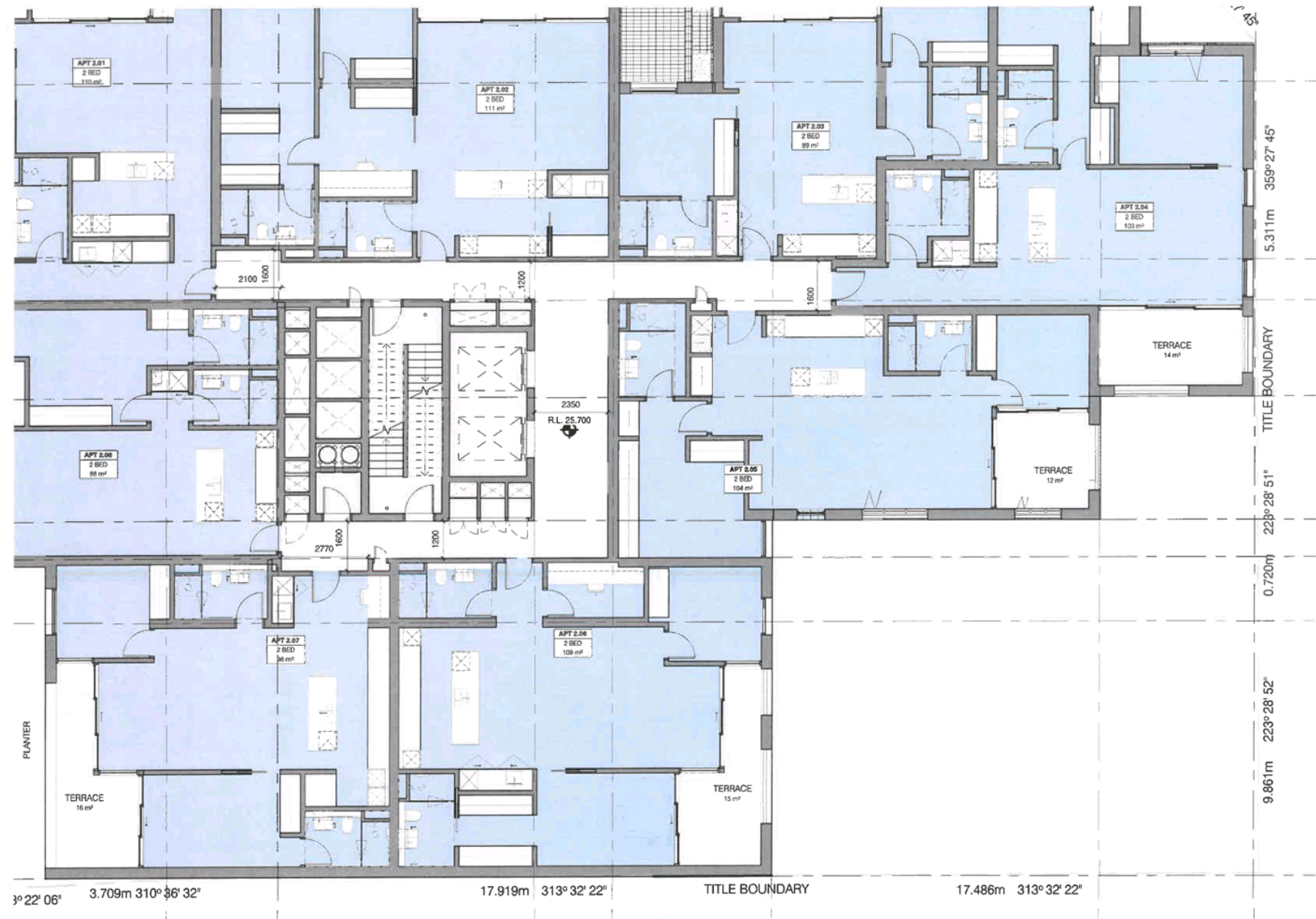


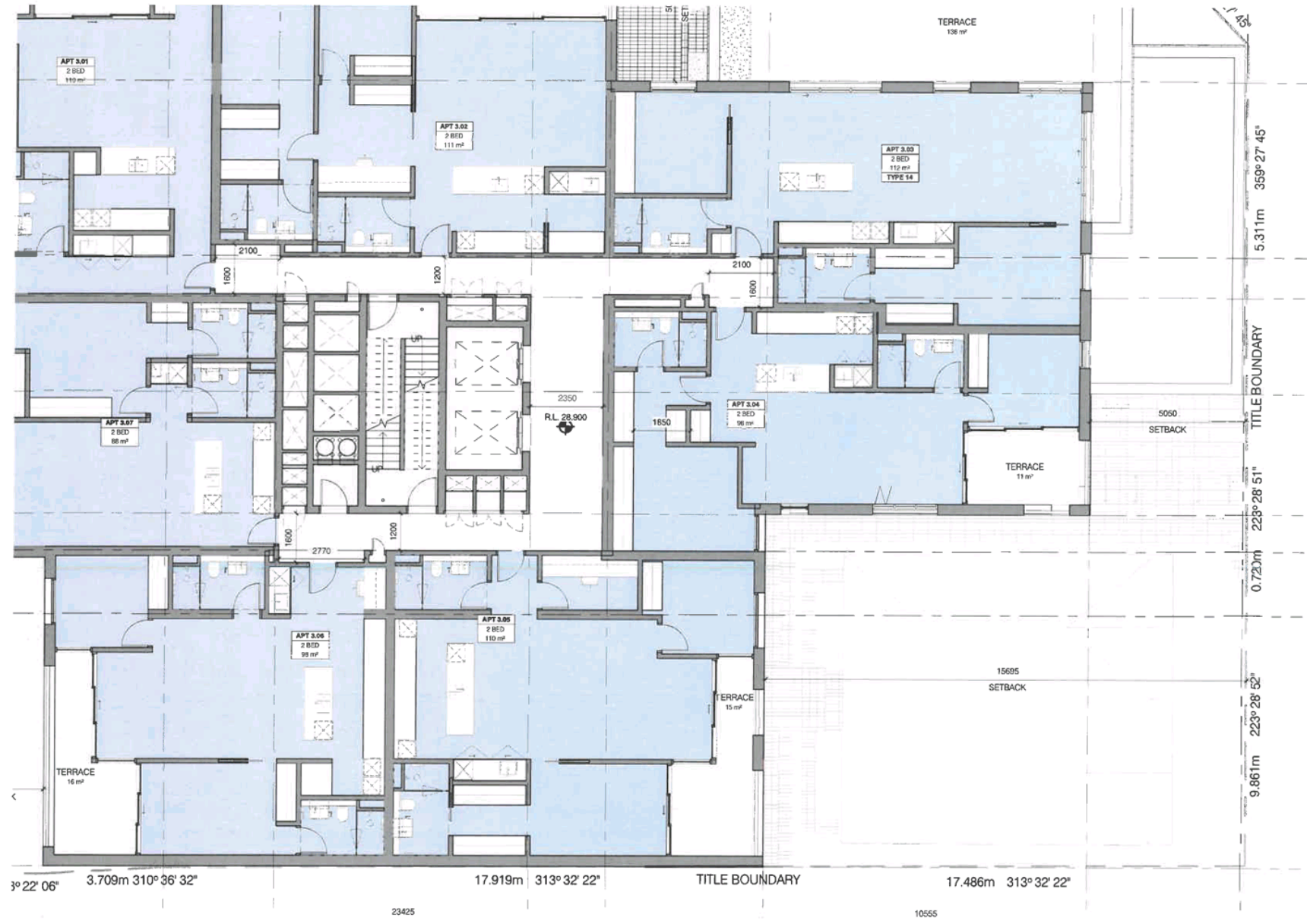


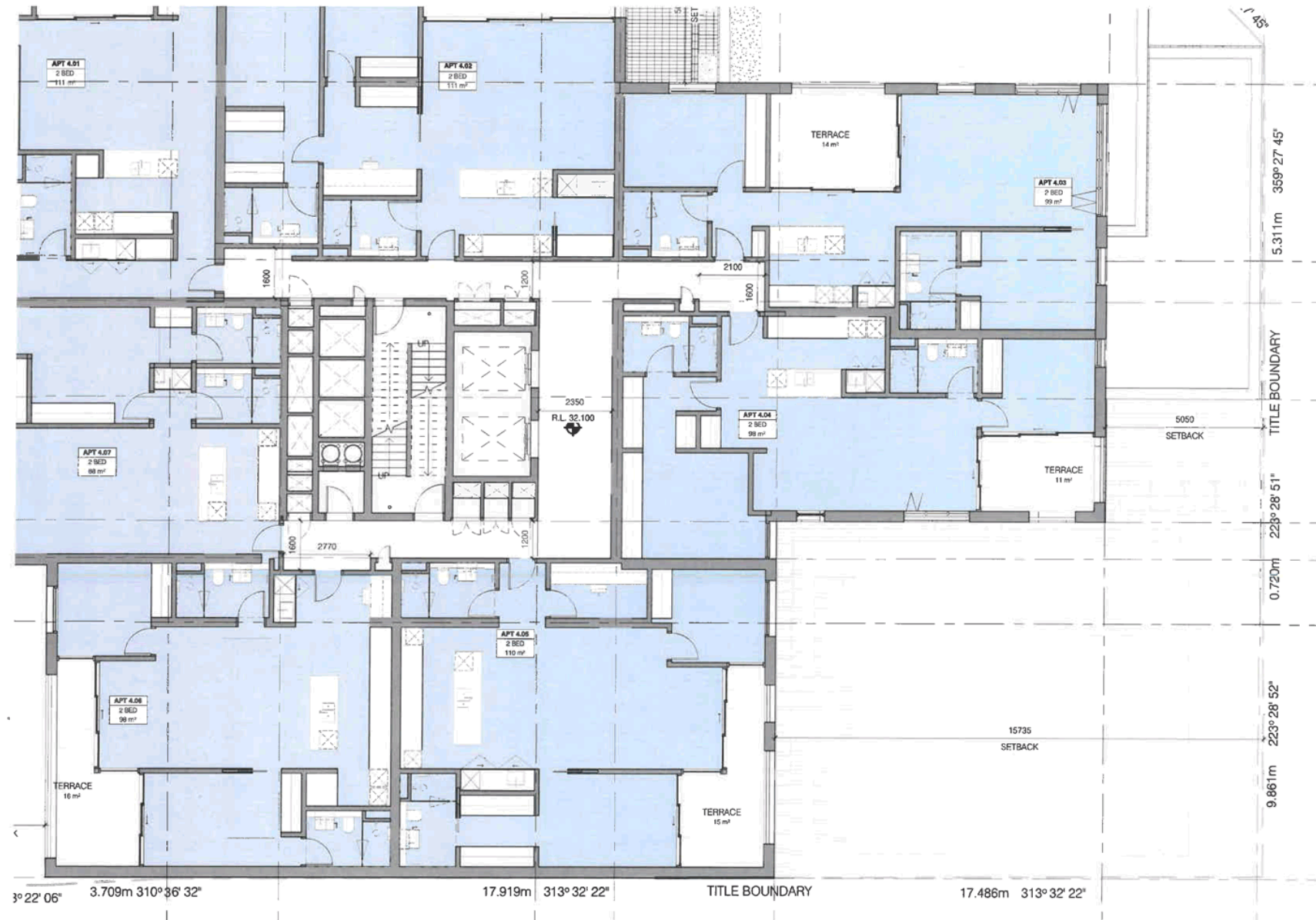


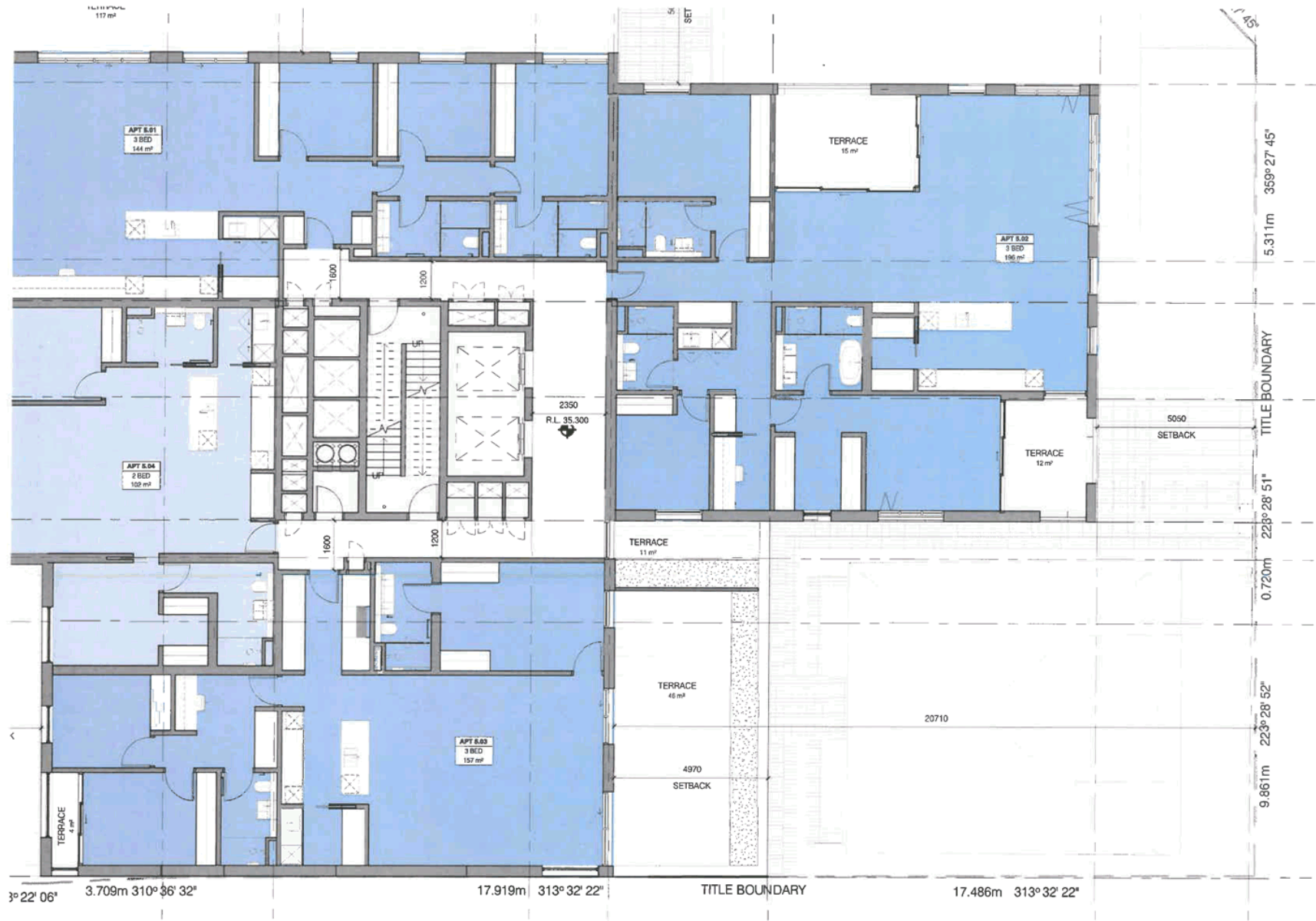




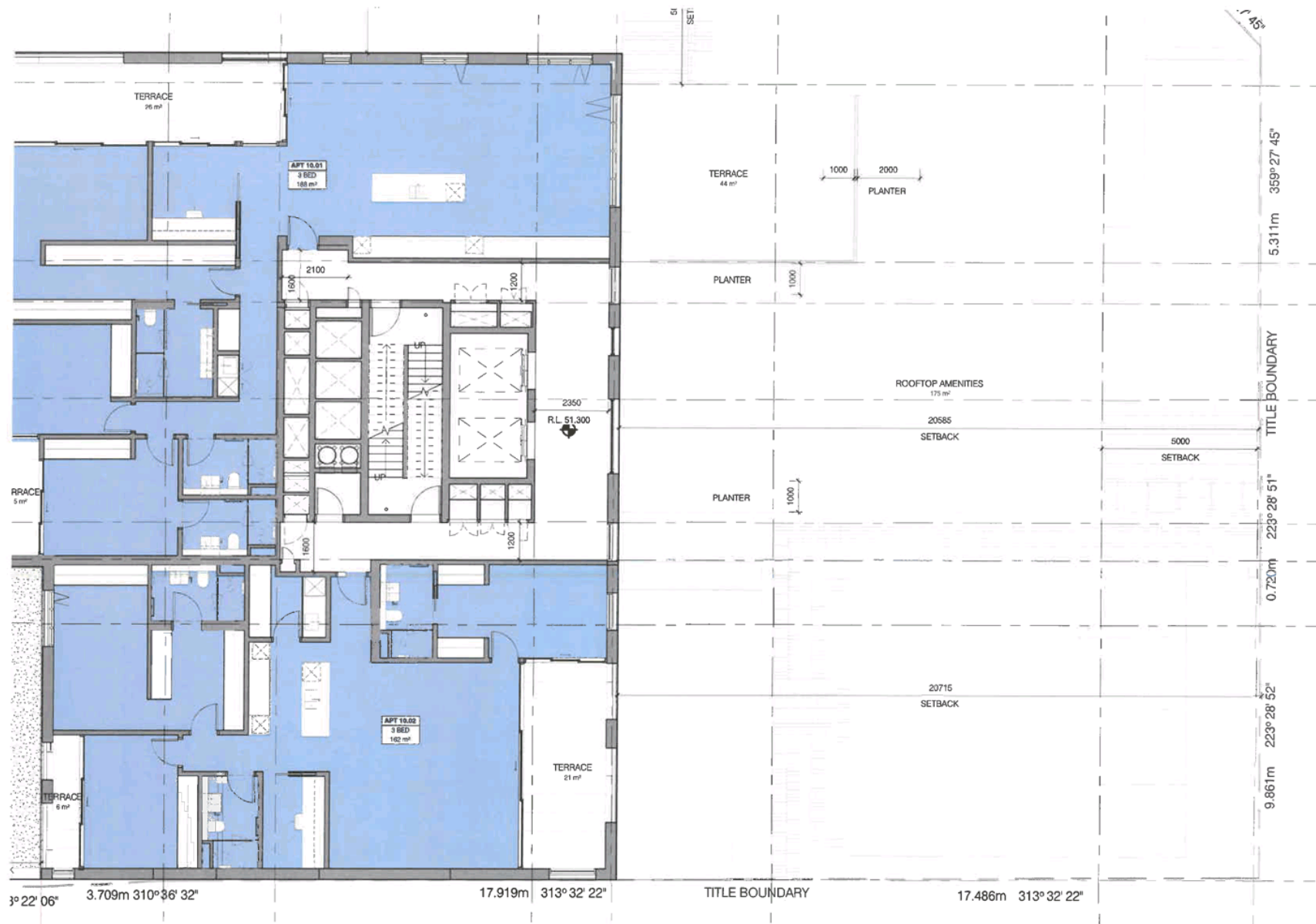


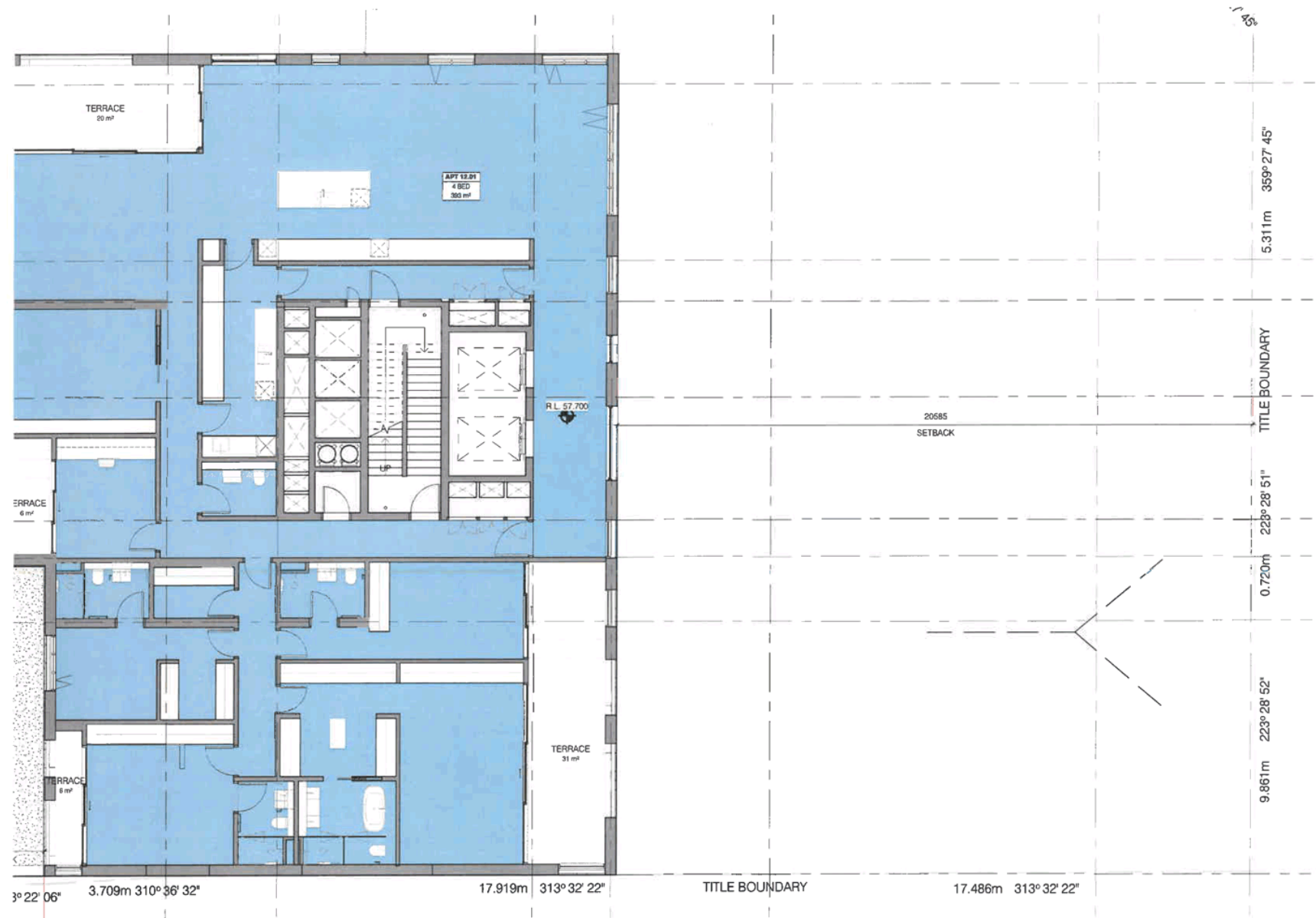


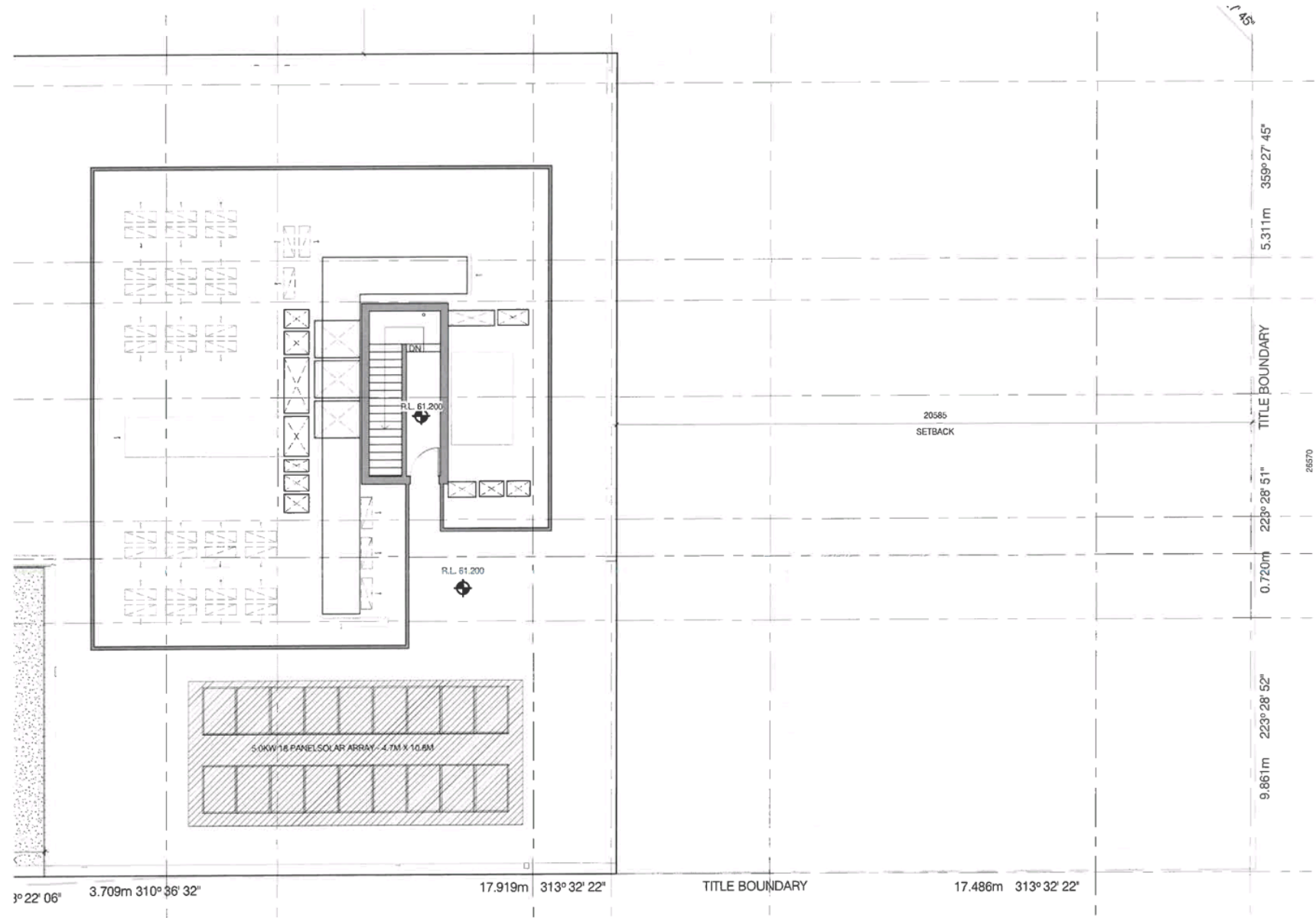




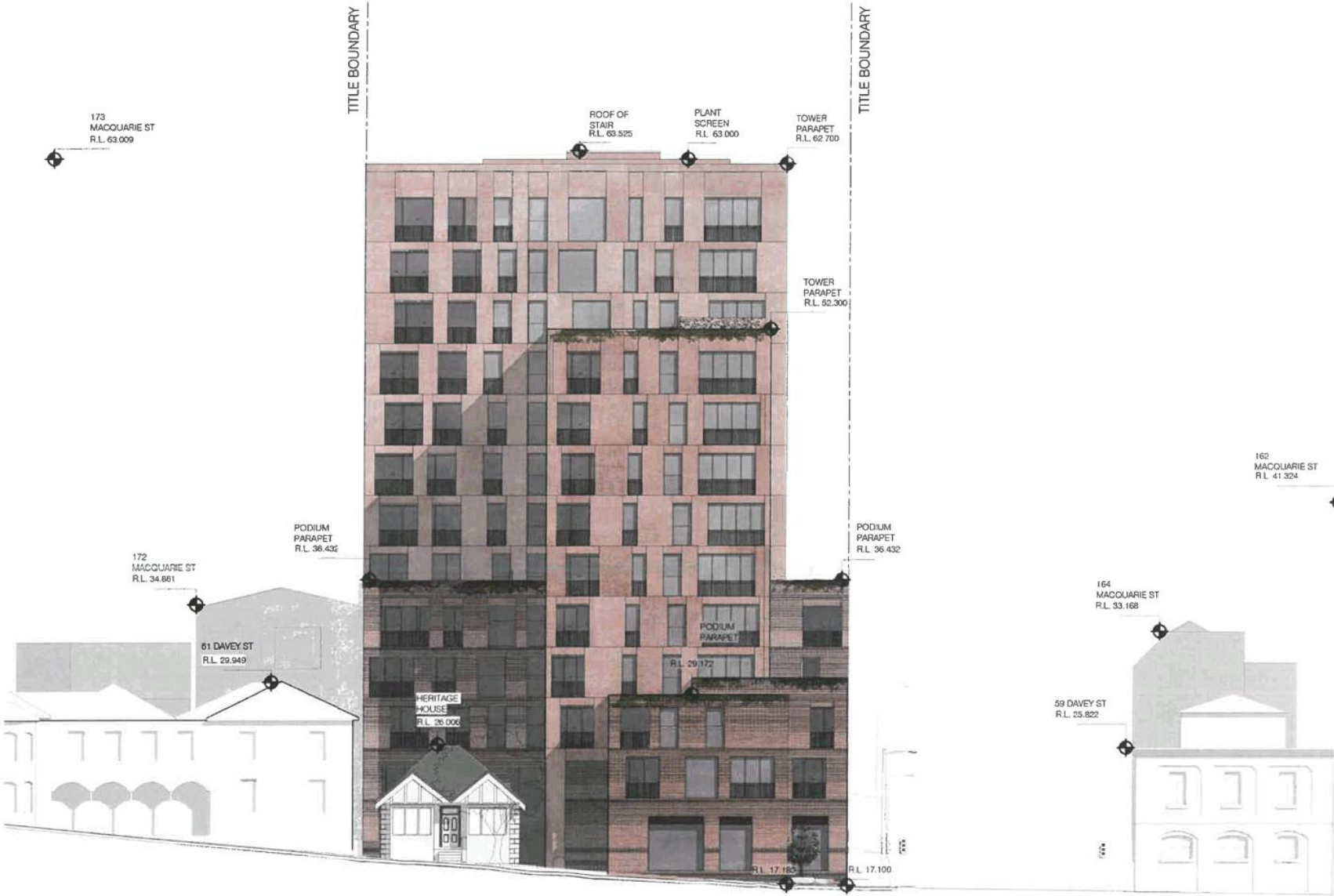


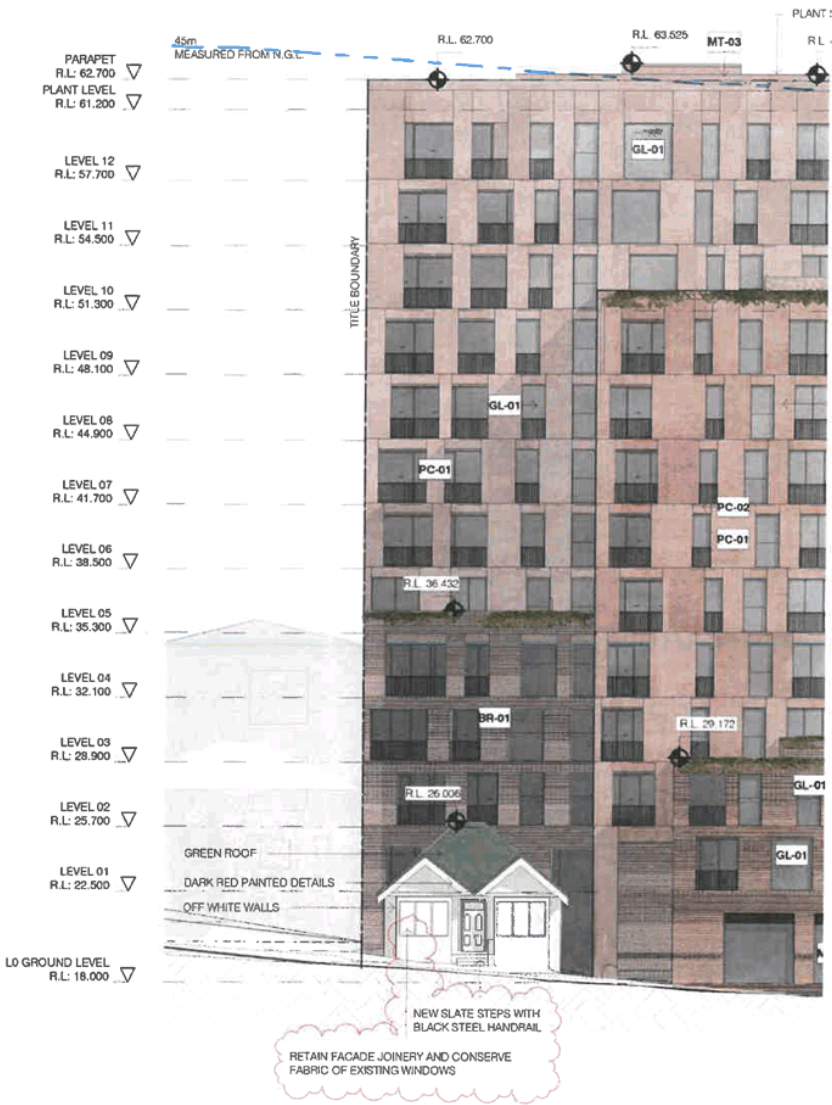




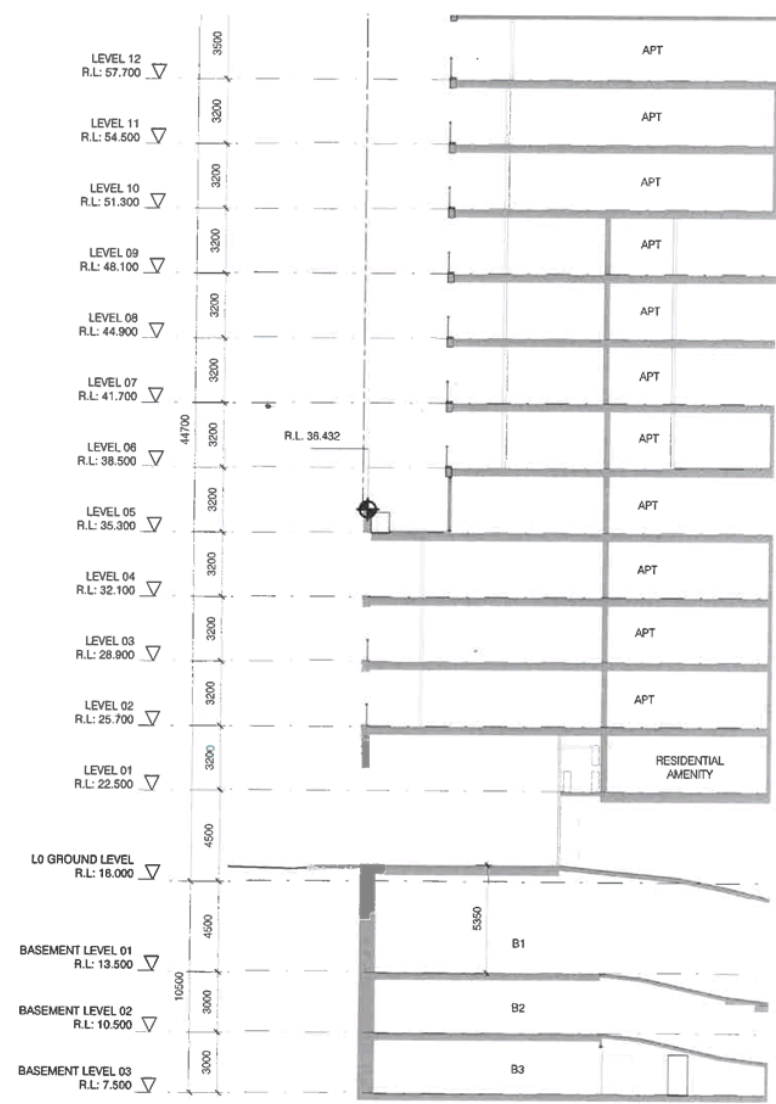
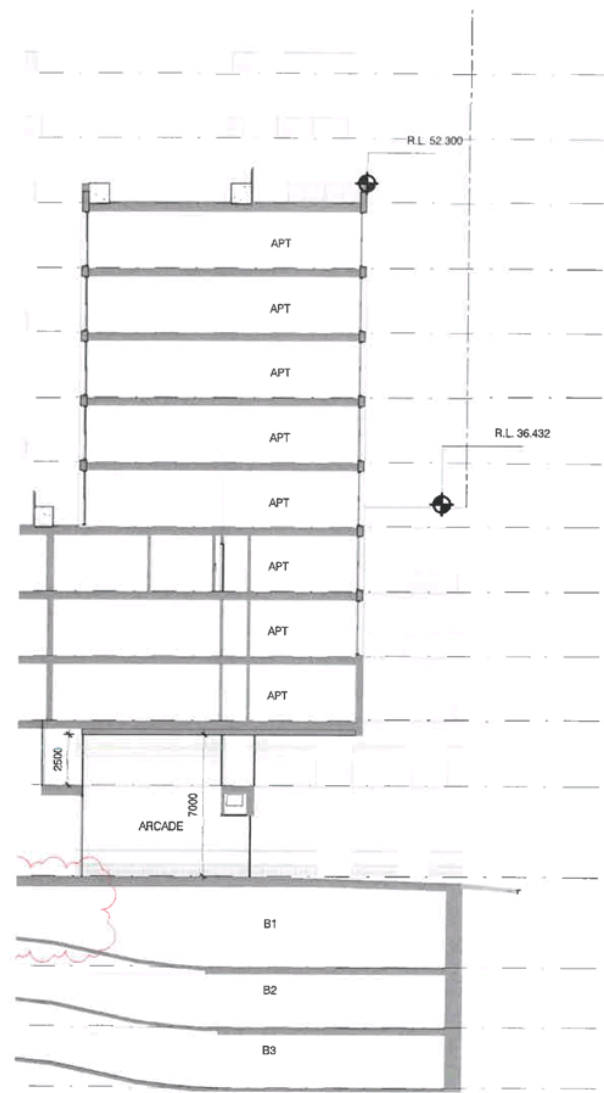


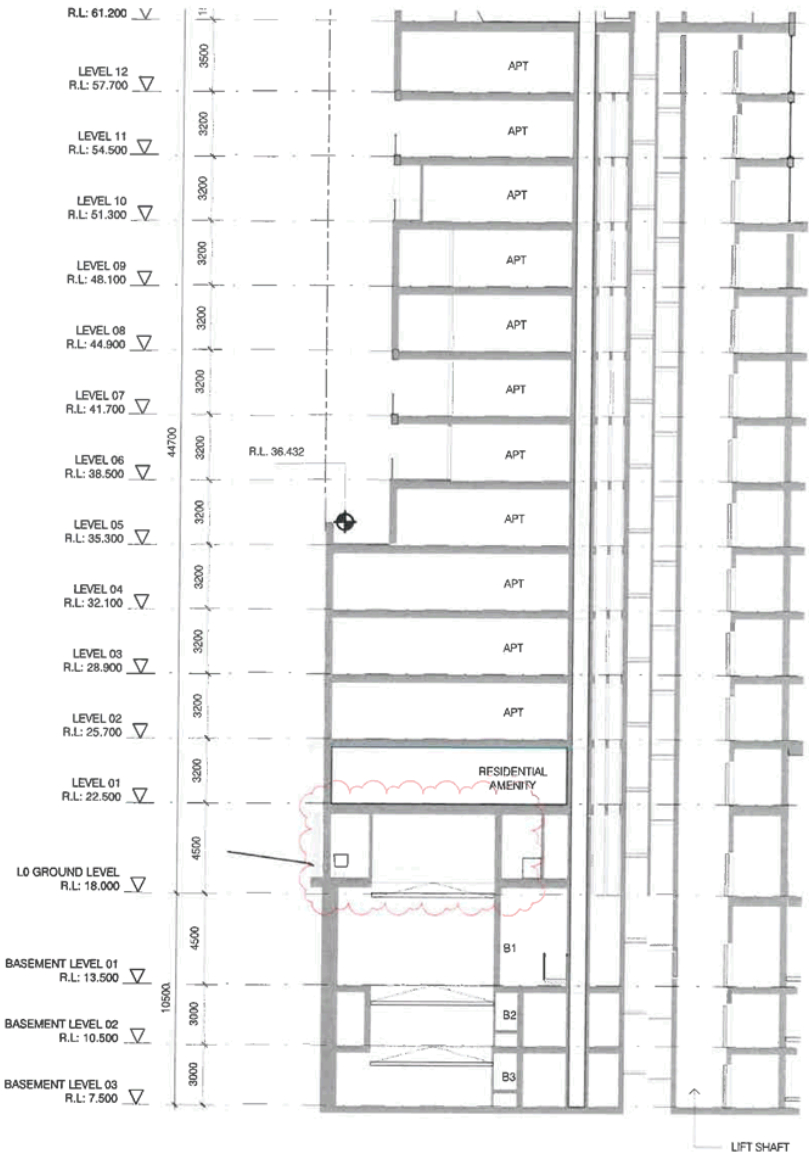
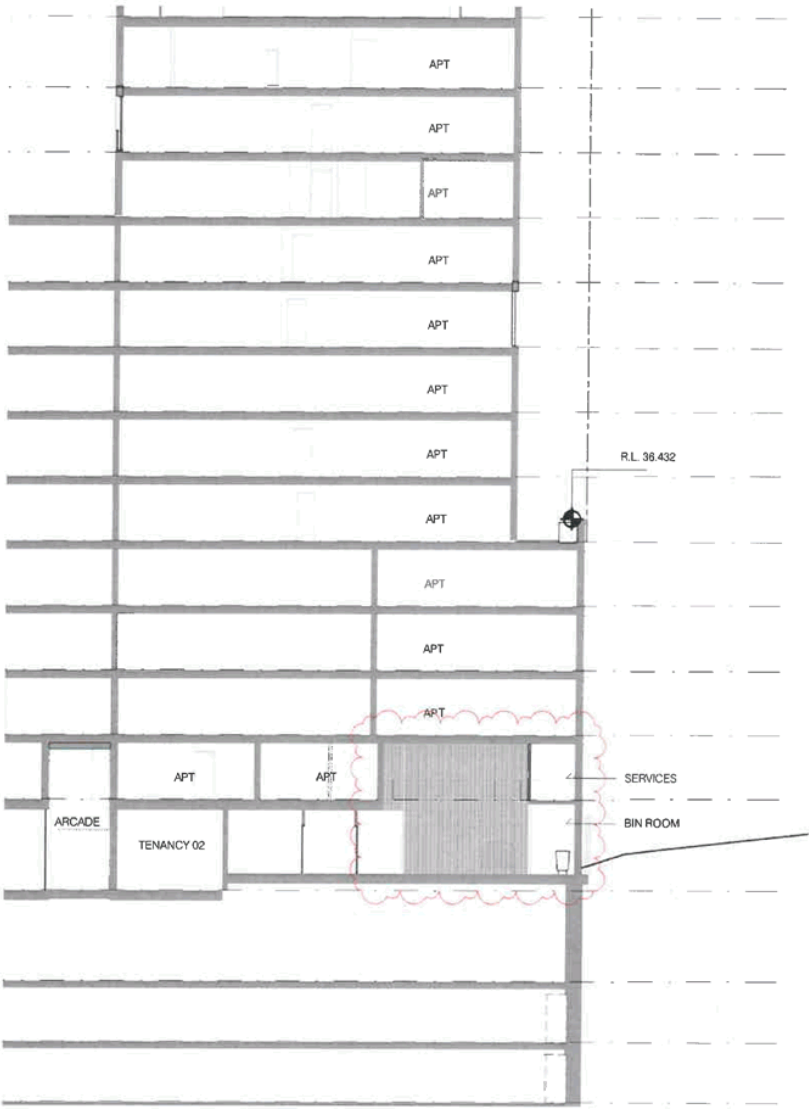


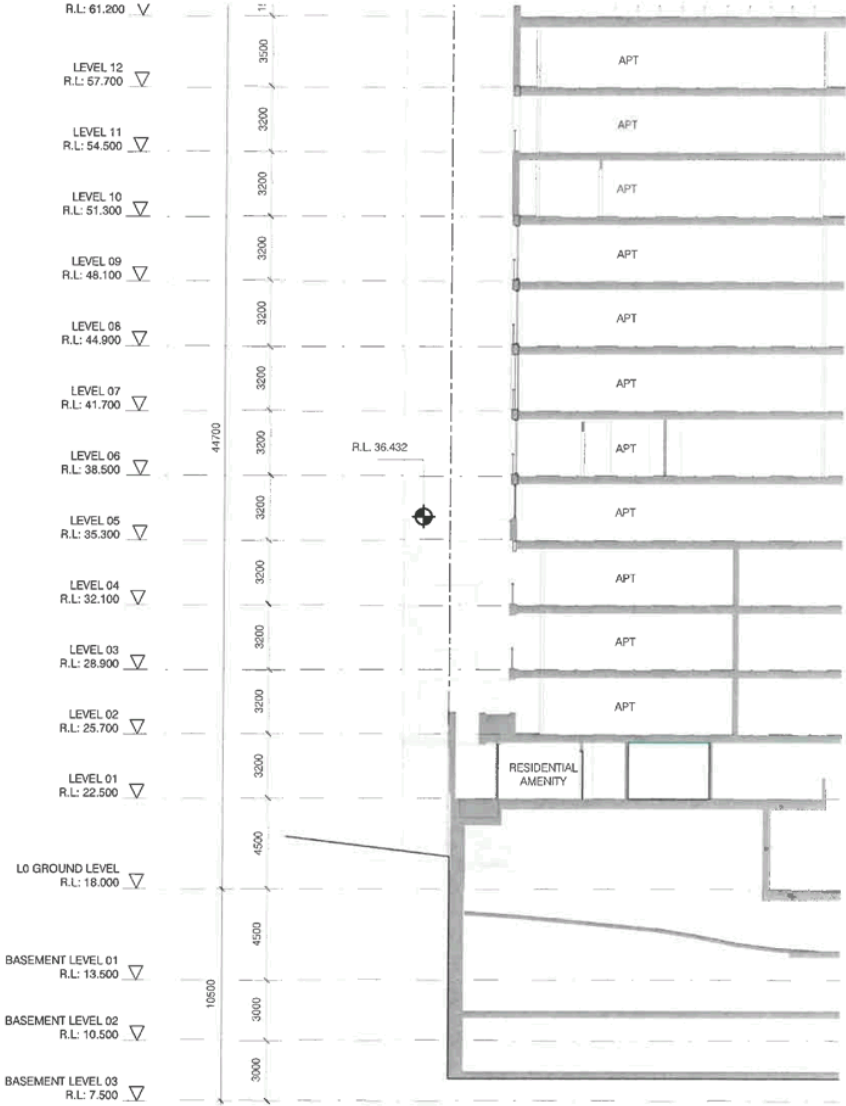
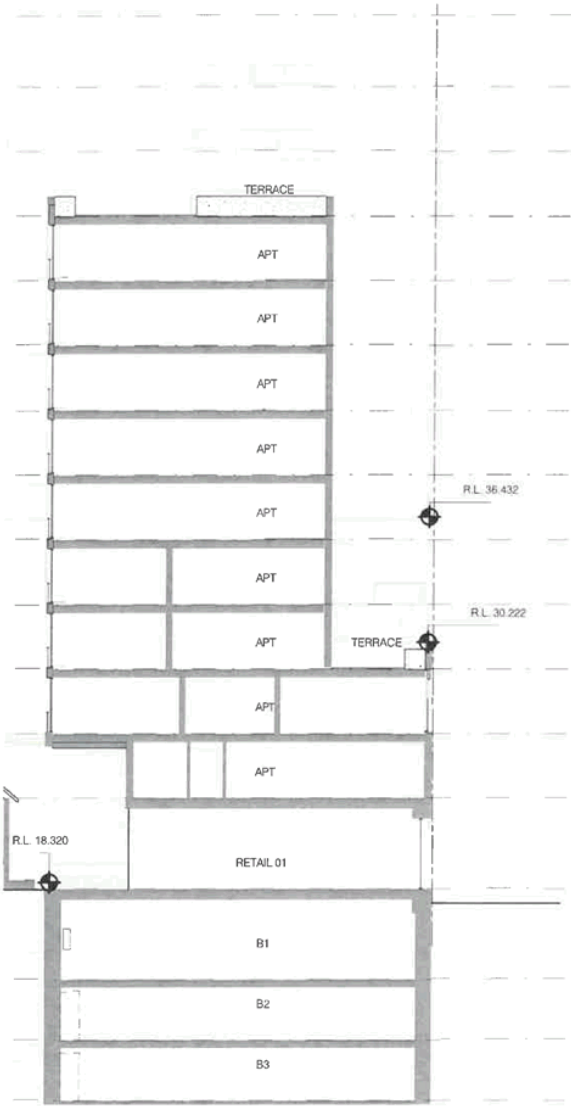


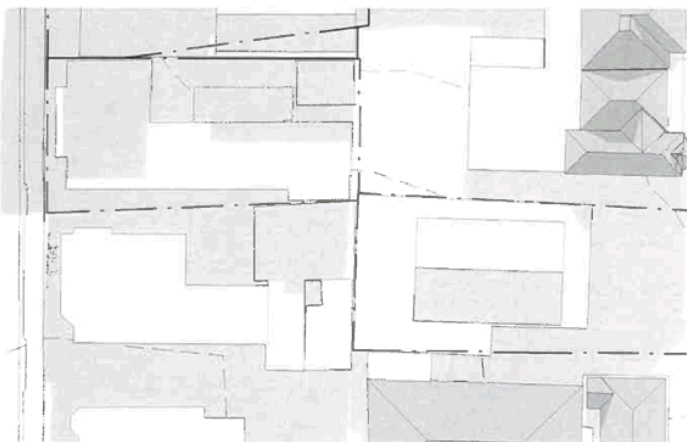




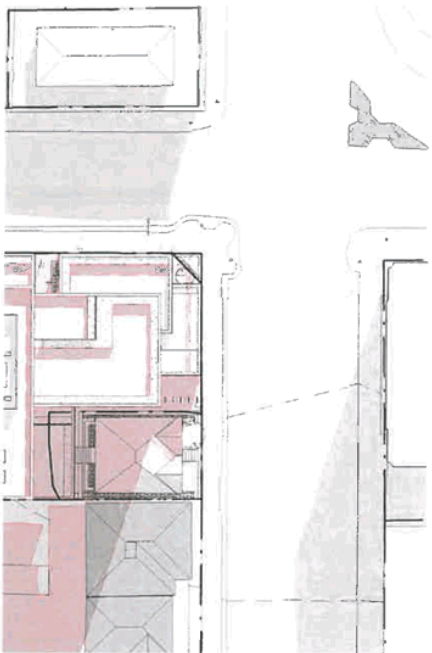


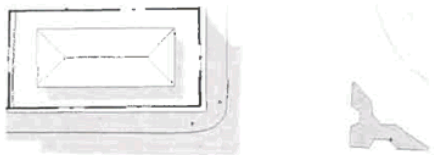






3 9AM WINTER SOLSTICE EXISTING
TP-701 / SCALE 1 : 500





3 12PM WINTER SOLSTICE_EXISTING
TP-702, SCALE 1" = 500'

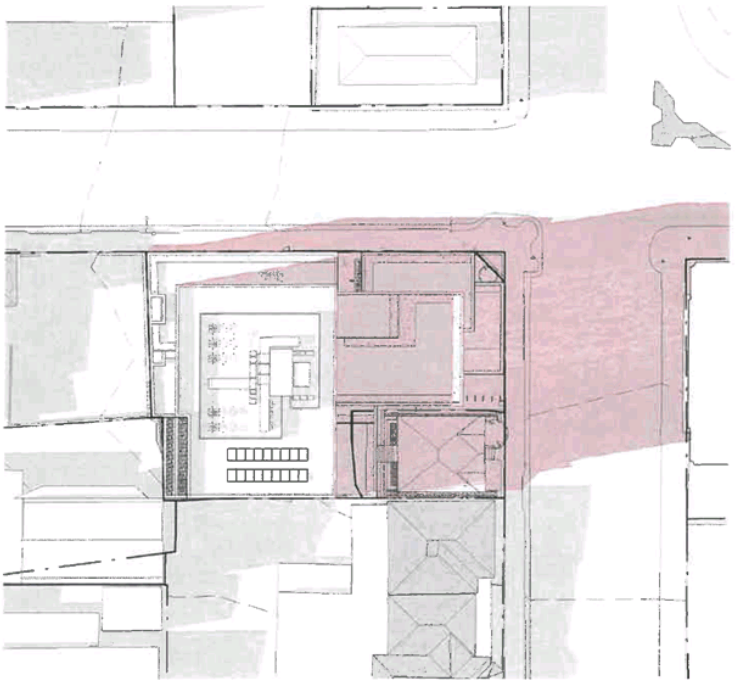




JINOX_EXISTING
0

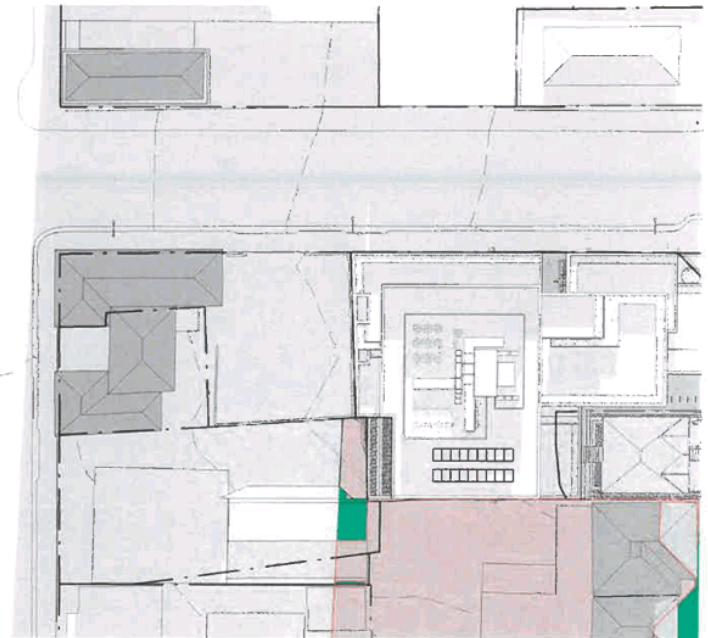
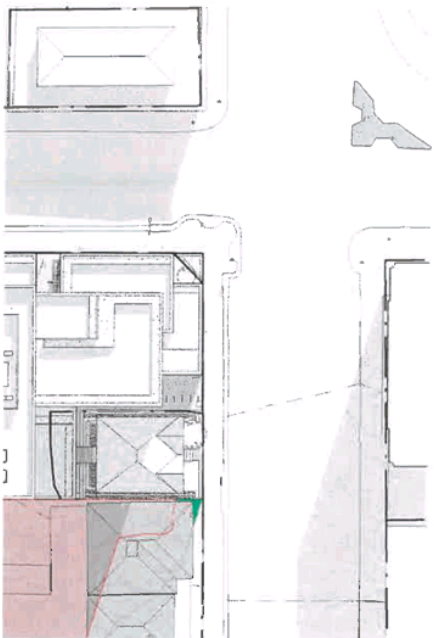


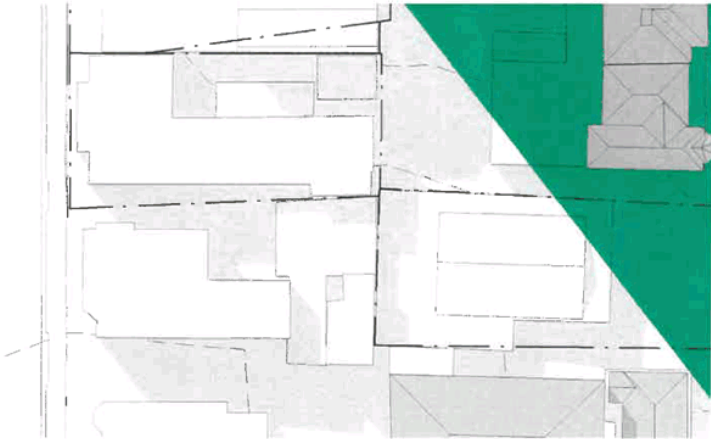
3 3PM WINTER SOLSTICE_EXISTING
TP-703 / SCALE 1 : 500



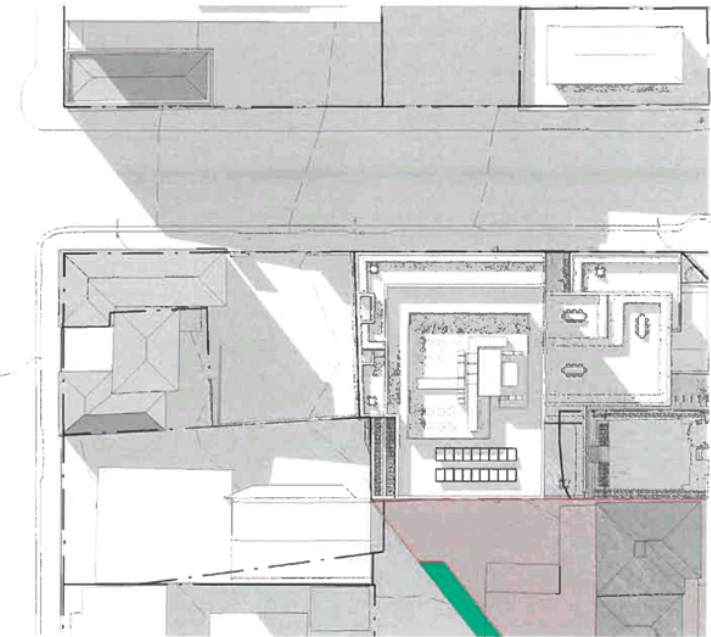
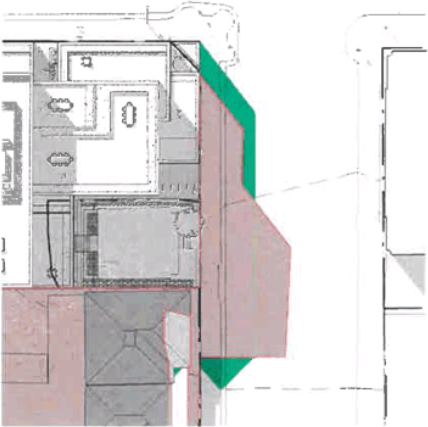


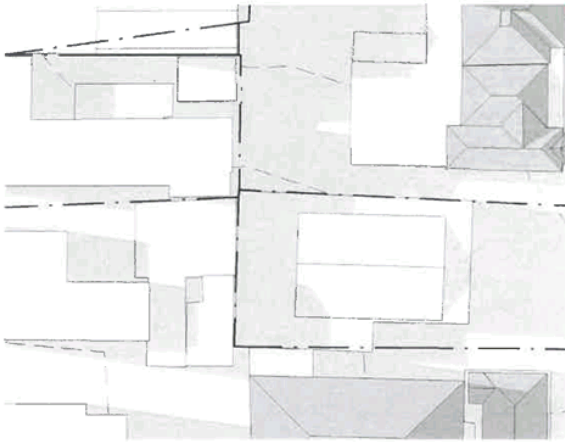
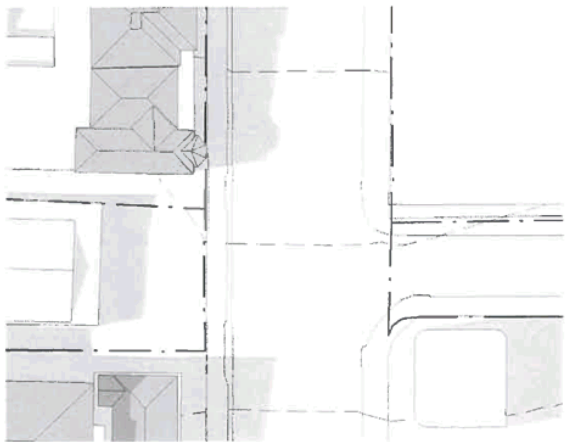
2 9AM WINTER ENVELOPE BUILDING
TP-751 SCALE 1:500



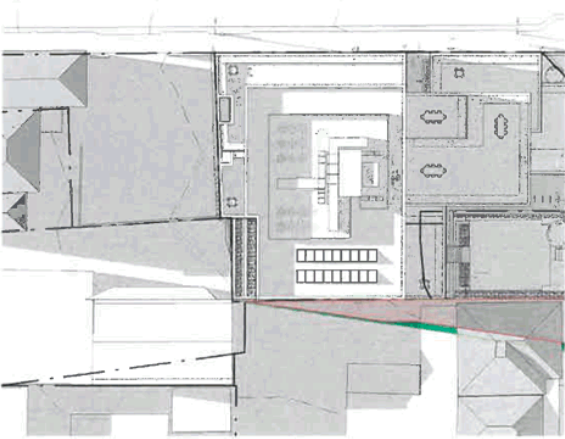
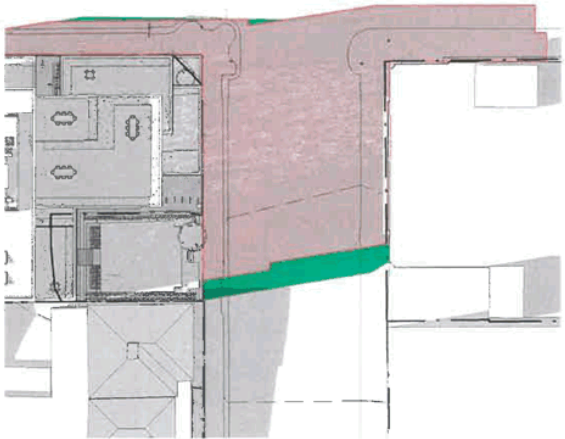
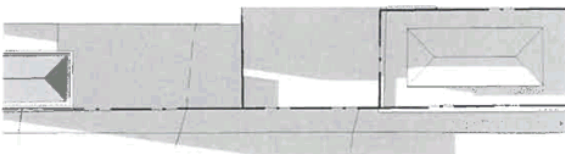
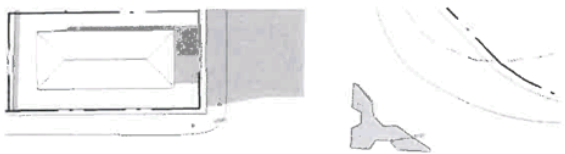


2 12PM WINTER ENVELOPE BUILDING
TP-752 SCALE 1:500





2 3PM WINTER ENVELOPE BUILDING
TP-753 SCALE 1 : 500





6 May 2019

Adam Smee
Hobart City Council
HOBART TAS 7001

Dear Adam,

RESPONSE TO TASWATER RAI - 58 HARRINGTON STREET &
59 DAVEY STREET, HOBART

I am writing in response to TasWater's updated letter dated 02/05/2019 requesting further information in response to the proposed development at 58 Harrington Street & 59 Davey Street, Hobart (PLN-18-853).

The following is in response to TasWater's enquiries:

TasWater RAI - 1:

The proposal requires works to construct a new sewer manhole and create an easement over sewer infrastructure on the adjacent property at 61 Davey Street, Hobart.

Please provide written confirmation from the adjacent property owners that this requirement has been communicated.

The owner of the property at 61 Davey Street was notified of the application and required works on their property on the 20th of November, 2018. This notification was undertaken in accordance with Section 52 of the *Land Use Planning and Approvals Act 1993*.

Point 2(f)

Provide calculations on the number of Equivalent Tenements.

Please refer to the attached calculations of Equivalent Tenements and plans indicating the location of the water meter and fire booster assembly to satisfy the above point.

Point 3(i) & Advice

The property water service for each lot must be sized appropriately and located just inside the property boundary at the road frontage in accordance with the standard property connection details contained in TasWater's Water Metering Guidelines;

Please confirm location of water meter and fire booster assembly. The location of the property water connection / water meter assembly must provide for unfettered access to enable reading, testing, inspection, maintenance and exchange without impediment and must be kept clear of obstructions at all times. An access plan for TasWater operational and meter reading staff must be supplied outlining how TasWater staff will maintain this unfettered access 365 days a year 7am until 7pm. As per TasWater Water Metering guidelines.

smithstreetstudio | ireneinc

49 Tasma St, North Hobart, TAS 7000
Tel (03) 6234 9281
Fax (03) 6231 4727
Mob 0418 346 283
Email planning@ireneinc.com.au
ABN 78 114 905 074

Please refer to the attached documents which identify the location of the water meter and fire booster. The location of the water meter is readily identifiable and is considered sufficient to allow unfettered access for meter inspections and any other associated works/maintenance. If required, an access plan to the water meter can be provided at a later date once detailed design is underway.

If you have any further queries in relation to any of the above, please contact me on 6234 9281.

Yours sincerely,



Phil Gartrell
Planner
IRENEINC PLANNING & URBAN DESIGN



JBA Consulting Engineers Pty Ltd
Level 1, 24 Albert Road
South Melbourne VIC 3205
phone (03) 9646 9144
www.jba.com.au

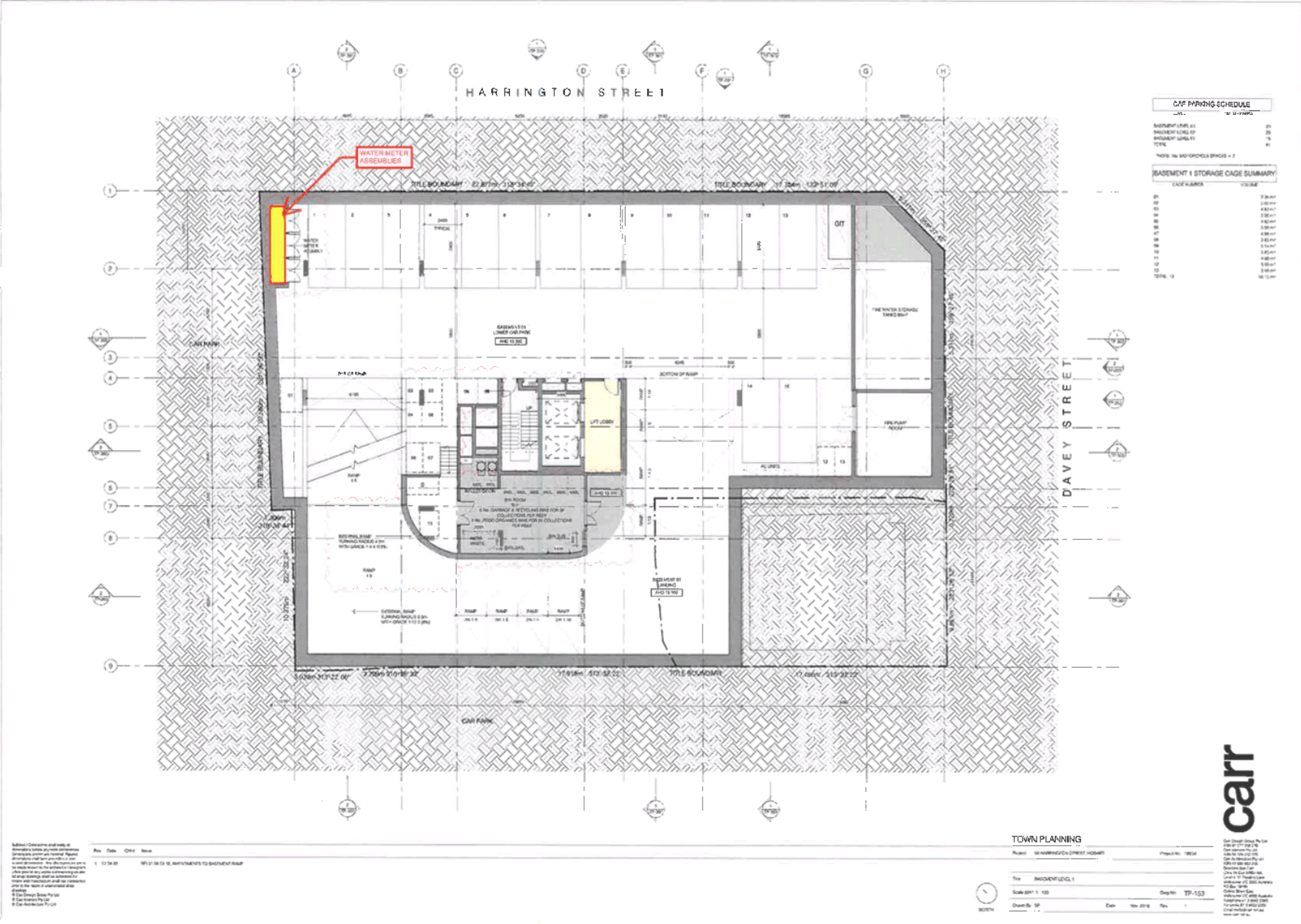
Project Notes

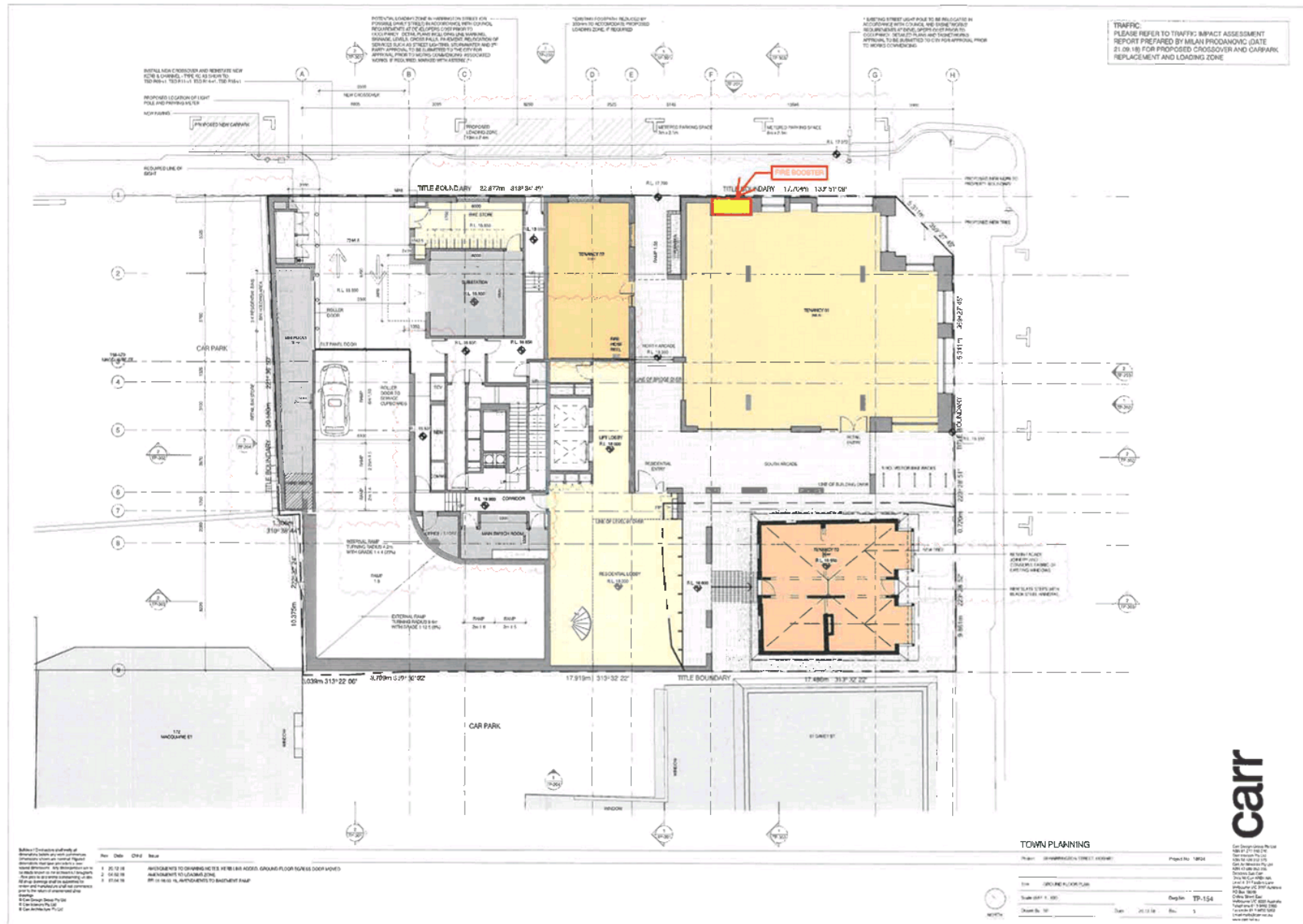
Date	06/05/2019	Author	Ian Logan
Project Name	58 Harrington Street	Project No	4108

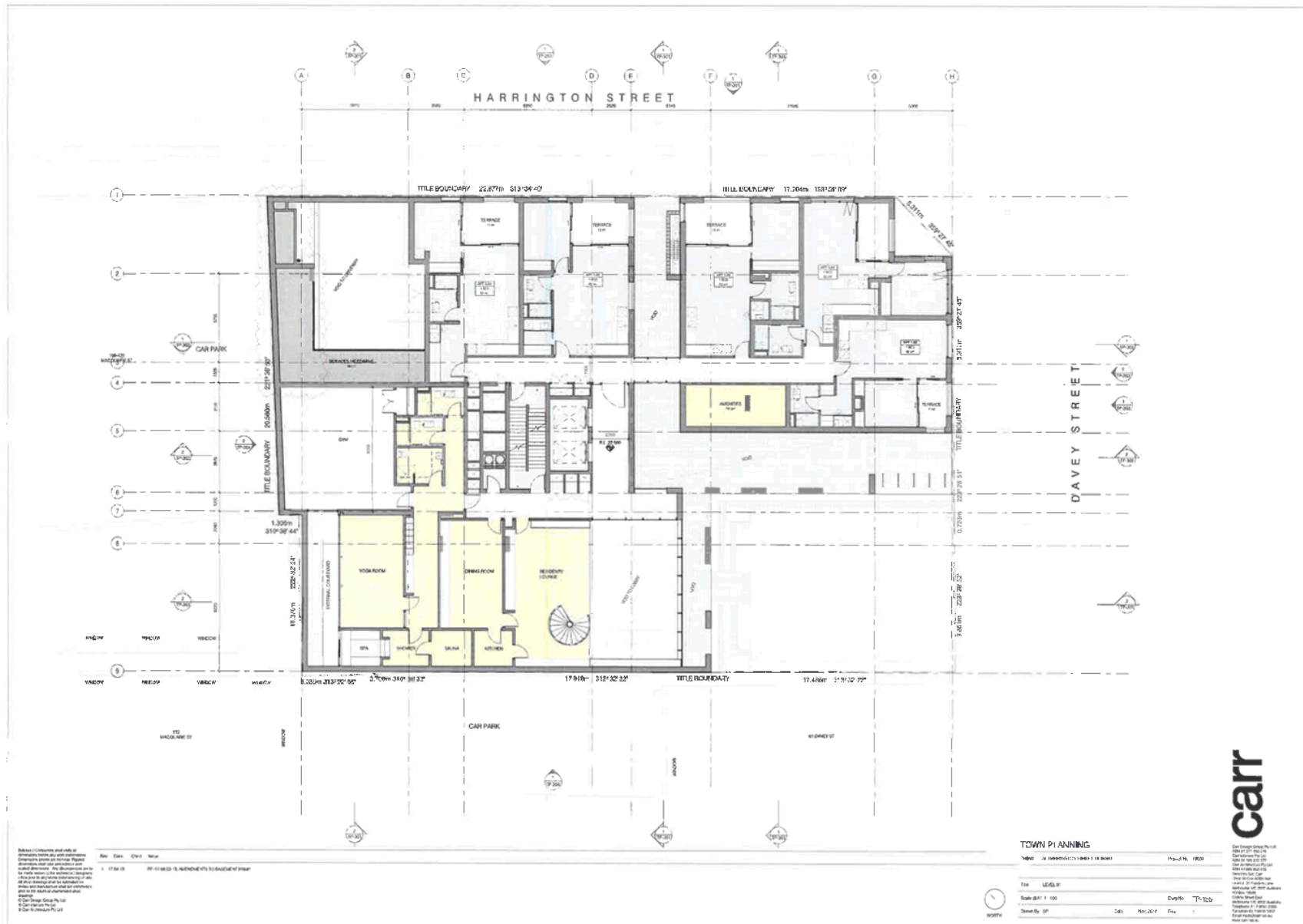
Equivalent Tenements

One (1) bed apartments	- 5	* 0.5 = 2.5 ET
Two (2) bed apartments	- 31	*0.75 = 31.25 ET
Three (3) bed apartments	- 16	*1.0 = 16 ET
Retail 01 (café)	- 248m ²	*0.008 = 1.98 ET
Retail 02	- 42m ²	*0.003 = 0.13 ET
Retail 03 (café)	- 76m ²	*0.008 = 0.61 ET

Total 'ET'	44.47 ET
------------	----------







ireneinc &
smithstreetstudio
PLANNING & URBAN DESIGN



23 May 2019

Adam Smee
Hobart City Council
HOBART TAS 7001

Dear Adam,

RESPONSE TO TASWATER RAI - 58 HARRINGTON STREET &
59 DAVEY STREET, HOBART

I am writing in response to TasWater's updated letter dated 09/05/2019 requesting further information in response to the proposed development at 58 Harrington Street & 59 Davey Street, Hobart (PLN-18-853).

The following is in response to TasWater's enquiries:

TasWater RAI - 1:

Please provide a concept servicing plan for water services which shows the following:

- a. the exact location of the existing property water connection(s);*
- b. the required location of the new property water connection accurately dimensioned relative to the existing boundaries noting that:*
 - (i) the property water service for each lot must be sized appropriately and located just inside the property boundary at the road frontage in accordance with the standard property connection details contained within TasWater's Water Metering Guidelines;*
 - (ii) the sewer property service connections for each lot must be sized appropriately and must be located at the low point of the lot just inside the property boundary;*
 - (iii) Redundant connections must be shown to be cut and sealed.*

With regard to the above, the attached letter from JBA Consulting Engineers addresses the points above and states that an external services plan will be prepared and provided at the design development stage when detailed hydraulic documentation is prepared.

In addition, an amended plan has also been prepared to demonstrate the relocation of the property water meter from the basement level to the ground floor adjacent to the fire booster assembly. This has been undertaken to ensure ease of access and compliance with TasWater standards.

It is considered that the attached information is sufficient to address the RAI.

smithstreetstudio | ireneinc

49 Tasma St, North Hobart, TAS 7000
Tel (03) 6234 9281
Fax (03) 6231 4727
Mob 0418 346 283
Email planning@ireneinc.com.au
ABN 78 114 905 074

If you have any further queries in relation to any of the above, please contact me on 6234 9281.

Yours sincerely,



Phil Gartrell
Planner
IRENEINC PLANNING & URBAN DESIGN



consulting engineers
electrical fire hydraulic mechanical sustainability transportation

JBA Consulting Engineers Pty Ltd
Level 1, 24 Albert Road
South Melbourne VIC 3205
phone (03) 9646 9144
www.jba.com.au

Consultants Advice Notice

Date	14 May 2019	Pages included: 1 +2
To	Paul Carstairs, Hexa Group	paul@hexa.com.au
Copy to	Tim Bush, JBA Consulting Engineers	Tim.Bush@jba.com.au
From	Ian Logan, JBA Consulting Engineers	ian.logan@jba.net.au
Project	58 Harrington Street, Hobart	Project No: 4108-03
Subject	External Services Advice	

Dear Paul,

Further to a request for additional information from TasWater regarding existing and proposed water services for the proposed residential development at 58 Harrington Street, Hobart our office has reviewed the RFI and advise as follows:

- Item 1a. – The exact locations of existing water tapplings to 58 Harrington Street and 59 Davey Street must be determined from a site inspection carried out by a plumbing contractor.
- Item 1b. – The location of the proposed grade 2 water service to the development is yet to be finalised. This information is pending the finalisation of the proposed architectural changes noting it is our intent that the new water services will be from the existing TasWater infrastructure in Harrington Street.
- JBA Consulting Engineers will prepare an external services plan showing existing services, based on available authority and survey information, and proposed services for the development as part of the projects hydraulic documentation. This will be done at the services documentation phase of the project. The external services plan will indicate sizes of services and all services to be cut and sealed.

Should you require clarification of any of the above items please do not hesitate to contact the undersigned or Tim Bush of our office.

We trust the above is sufficient for your immediate requirements.

Regards,


Ian Logan

Senior Engineer
JBA Consulting Engineers




Request for Additional Information

For Planning Authority Notice

Council Planning Permit No.	PLN-18-853	Application date	21/02/2019
TasWater details			
TasWater Reference No.	TWDA 2019/00235-HCC	Date of response	09/05/2019
TasWater Contact	Sam Bryant	Phone No.	(03) 6237 8642
Response issued to			
Council name	HOBART CITY COUNCIL		
Contact details	coh@hobartcity.com.au		
Development details			
Address	58 HARRINGTON ST, HOBART	Property ID (PID)	5665693
Description of development	Demolition, Alterations, New Building for 52 Multiple Dwellings	Stage No.	
Additional information required			
<p>Additional information is required to process your request. To enable assessment to continue please submit the following:</p> <ol style="list-style-type: none"> Please provide a concept servicing plan for water services which shows the following: <ol style="list-style-type: none"> The exact location of the existing property water connection(s); The required location of the new property water connection accurately dimensioned relative to the existing boundaries noting that: <ol style="list-style-type: none"> The property water service for each lot must be sized appropriately and located just inside the property boundary at the road frontage in accordance with the standard property connection details contained in TasWater's Water Metering Guidelines; The sewer property service connections for each lot must be sized appropriately and must be located at the low point of the lot just inside the property boundary; Redundant connections must be shown to be cut and sealed. 			
Advice			
<p>Service Locations</p> <p>Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.</p> <ul style="list-style-type: none"> A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies TasWater will locate residential water stop taps free of charge Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council. <p>To view our assets, all you need to do is follow these steps:</p> <ol style="list-style-type: none"> Open up webpage - http://maps.thelist.tas.gov.au/listmap/app/list/map Click 'Layers' 			



3) Click 'Add Layer'			
4) Scroll down to 'Infrastructure and Utilities' in the Manage Layers window, then add the appropriate layers.			
5) Search for property			
6) Click on the asset to reveal its properties			
Authorised by			
			
Jason Taylor			
Development Assessment Manager			
TASWATER CONTACT DETAILS			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

A color photograph of a modern, multi-story building with a grid-like facade, situated in an urban environment. The building is surrounded by trees and other structures, including a street lamp and a fence in the foreground.

DRAWING REGISTER	
100 - SITE PLAN	ESTATE ANALYSIS PLAN
101 - PLOT	EXISTING UTIL - DRAINAGE PLAN
102 - PLOT	COUNCIL MEMO TO COUNCIL FROM MR
103 - PROPOSED GATE PLAN	
101-01	BASIS/WHEN L10.0.0
101-02	BASIS/WHEN L10.0.0
101-03	BASIS/WHEN L10.0.0
101-04	GROUNDWATER L10.0.0.0.0
101-05	L10.0.0.0.0
101-06	L10.0.0.0.0
101-07	L10.0.0.0.0
101-08	L10.0.0.0.0
101-09	L10.0.0.0.0
101-10	L10.0.0.0.0
101-11	L10.0.0.0.0
101-12	L10.0.0.0.0
101-13	L10.0.0.0.0
101-14	L10.0.0.0.0
101-15	L10.0.0.0.0
101-16	L10.0.0.0.0
101-17	L10.0.0.0.0
101-18	L10.0.0.0.0
101-19	L10.0.0.0.0
101-20	L10.0.0.0.0
101-21	L10.0.0.0.0
101-22	L10.0.0.0.0
101-23	L10.0.0.0.0
101-24	L10.0.0.0.0
101-25	L10.0.0.0.0
101-26	L10.0.0.0.0
101-27	L10.0.0.0.0
101-28	L10.0.0.0.0
101-29	L10.0.0.0.0
101-30	L10.0.0.0.0
101-31	L10.0.0.0.0
101-32	L10.0.0.0.0
101-33	L10.0.0.0.0
101-34	L10.0.0.0.0
101-35	L10.0.0.0.0
101-36	L10.0.0.0.0
101-37	L10.0.0.0.0
101-38	L10.0.0.0.0
101-39	L10.0.0.0.0
101-40	L10.0.0.0.0
101-41	L10.0.0.0.0
101-42	L10.0.0.0.0
101-43	L10.0.0.0.0
101-44	L10.0.0.0.0
101-45	L10.0.0.0.0
101-46	L10.0.0.0.0
101-47	L10.0.0.0.0
101-48	L10.0.0.0.0
101-49	L10.0.0.0.0
101-50	L10.0.0.0.0
101-51	L10.0.0.0.0
101-52	L10.0.0.0.0
101-53	L10.0.0.0.0
101-54	L10.0.0.0.0
101-55	L10.0.0.0.0
101-56	L10.0.0.0.0
101-57	L10.0.0.0.0
101-58	L10.0.0.0.0
101-59	L10.0.0.0.0
101-60	L10.0.0.0.0
101-61	L10.0.0.0.0
101-62	L10.0.0.0.0
101-63	L10.0.0.0.0
101-64	L10.0.0.0.0
101-65	L10.0.0.0.0
101-66	L10.0.0.0.0
101-67	L10.0.0.0.0
101-68	L10.0.0.0.0
101-69	L10.0.0.0.0
101-70	L10.0.0.0.0
101-71	L10.0.0.0.0
101-72	L10.0.0.0.0
101-73	L10.0.0.0.0
101-74	L10.0.0.0.0
101-75	L10.0.0.0.0
101-76	L10.0.0.0.0
101-77	L10.0.0.0.0
101-78	L10.0.0.0.0
101-79	L10.0.0.0.0
101-80	L10.0.0.0.0
101-81	L10.0.0.0.0
101-82	L10.0.0.0.0
101-83	L10.0.0.0.0
101-84	L10.0.0.0.0
101-85	L10.0.0.0.0
101-86	L10.0.0.0.0
101-87	L10.0.0.0.0
101-88	L10.0.0.0.0
101-89	L10.0.0.0.0
101-90	L10.0.0.0.0
101-91	L10.0.0.0.0
101-92	L10.0.0.0.0
101-93	L10.0.0.0.0
101-94	L10.0.0.0.0
101-95	L10.0.0.0.0
101-96	L10.0.0.0.0
101-97	L10.0.0.0.0
101-98	L10.0.0.0.0
101-99	L10.0.0.0.0
101-100	L10.0.0.0.0

AREA SCHEDULE - 4	
LEVEL	AREA (SQ. FT.)
BASEMENT LEVEL 00	1122.0
BASEMENT LEVEL 01	1017.0
BASEMENT LEVEL 02	1164.0
1-5 CONC. SLAB LEVELS	7122.0
LEVEL 01	1461.0
LEVEL 02	1422.0
LEVEL 03	1032.0
LEVEL 04	887.0
LEVEL 05	512.0
LEVEL 06	729.0
LEVEL 07	739.0
LEVEL 08	539.0
LEVEL 09	619.0
LEVEL 10	391.0
LEVEL 11	417.0
LEVEL 12	313.0
TOTAL AREA	19479.0

AREA SCHEDULE - AMENITIES	
NAME	AREA (sq')
LEVEL 10 AMENITIES	214
LEVEL 10 ROOFTOP AMENITIES	175
TOTAL	389

AREA SCHEDULE - APARTMENT TYPES	
APT TYPE	NUMBER
1 BR/3	5
2 BR/2	31
3 BR/2	13

[illegible]

AREA SCHEDULE - NSA		
LEVEL	APP TYPE	AREA NSA
LEVEL 94		
4.01	2 BCD	
4.02	2 BFD	
4.03	2 BCD	
4.04	2 BCD	
4.05	2 BCD	
4.06	2 BCD	
4.07	2 BCD	
LEVEL 95		
5.01	3 BFD	
5.02	3 BCD	
5.03	3 BCD	
5.04	3 BCD	

AREA SCHEDULE - NISA		
LEVEL	APT FIVE	AREA NISA
LEVEL 06		
0.01	2.002	150
0.02	3.002	150
0.03	3.002	120
0.04	3.002	150
LEVEL 05		
0.01	3.002	150
0.02	3.002	150
0.03	3.002	150
0.04	3.002	150
LEVEL 04		
0.01	3.002	150
0.02	3.002	150

AREA SCHEDULE - N/A

Q481178197HQ BCR ILDULE	
LEVEL	NO. OF PAGES
BASEMENT LEVEL 09	
BASEMENT LEVEL 10	
BASEMENT LEVEL 01	
TOTAL	

[illegible]

6.01	2.00D	1
6.02	3.00D	1
6.03	3.00D	1
6.04	2.00D	1
LEVEL 17		
7.01	2.00D	1
7.02	3.00D	1
7.03	3.00D	1
7.04	2.00D	1

LEVEL 11		
11 01	3 000	105
11 02	3 000	140
		25%
LEVEL 12		
12 01	4 000	220
		30
TOTAL		660

Refers to Contract, shall only be discussed herein and with appropriate Company's chosen and written. Required discussions shall only commence in discussed elsewhere. Any discussion not to be made herein to be submitted a design's offer to any other individual or entity other than the design or to be submitted written and manufactured shall not continue any or the active partnership also includes:	Per	Est	CFO	Issue
	1	17.04.19		OFF-10-03-19, ANNOUNCEMENTS TO ASSOCIATE'S BOARD
	2	22.05.19		PA-10-03-19, ANNOUNCEMENTS TO WATER INVESTIGATION

© Carl Design Group Pty Ltd
 © Carl Design Pty Ltd
 © Carl Architecture Pty Ltd

TOWN PLANNING

Page 18 of 20

Road No. 10334

144 T. W. L. CHOWHURY AND D. S. CHANDRASEKHAR

Scale 10A1

Run No.	TS (°C)
1	100
2	100
3	100
4	100
5	100
6	100
7	100
8	100
9	100
10	100
11	100
12	100
13	100
14	100
15	100
16	100
17	100
18	100
19	100
20	100
21	100
22	100
23	100
24	100
25	100
26	100
27	100
28	100
29	100
30	100
31	100
32	100
33	100
34	100
35	100
36	100
37	100
38	100
39	100
40	100
41	100
42	100
43	100
44	100
45	100
46	100
47	100
48	100
49	100
50	100
51	100
52	100
53	100
54	100
55	100
56	100
57	100
58	100
59	100
60	100
61	100
62	100
63	100
64	100
65	100
66	100
67	100
68	100
69	100
70	100
71	100
72	100
73	100
74	100
75	100
76	100
77	100
78	100
79	100
80	100
81	100
82	100
83	100
84	100
85	100
86	100
87	100
88	100
89	100
90	100
91	100
92	100
93	100
94	100
95	100
96	100
97	100
98	100
99	100
100	100

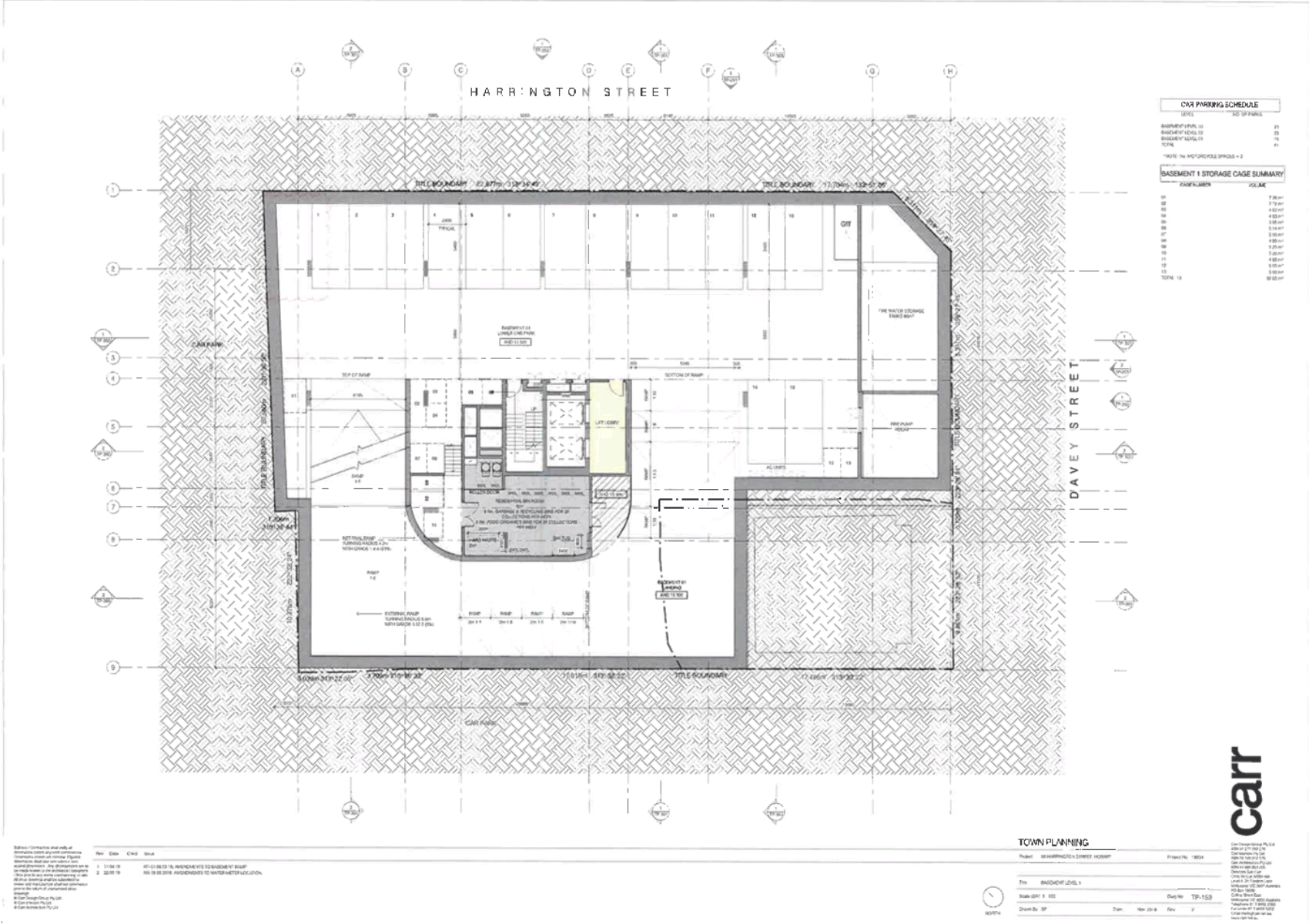
2000

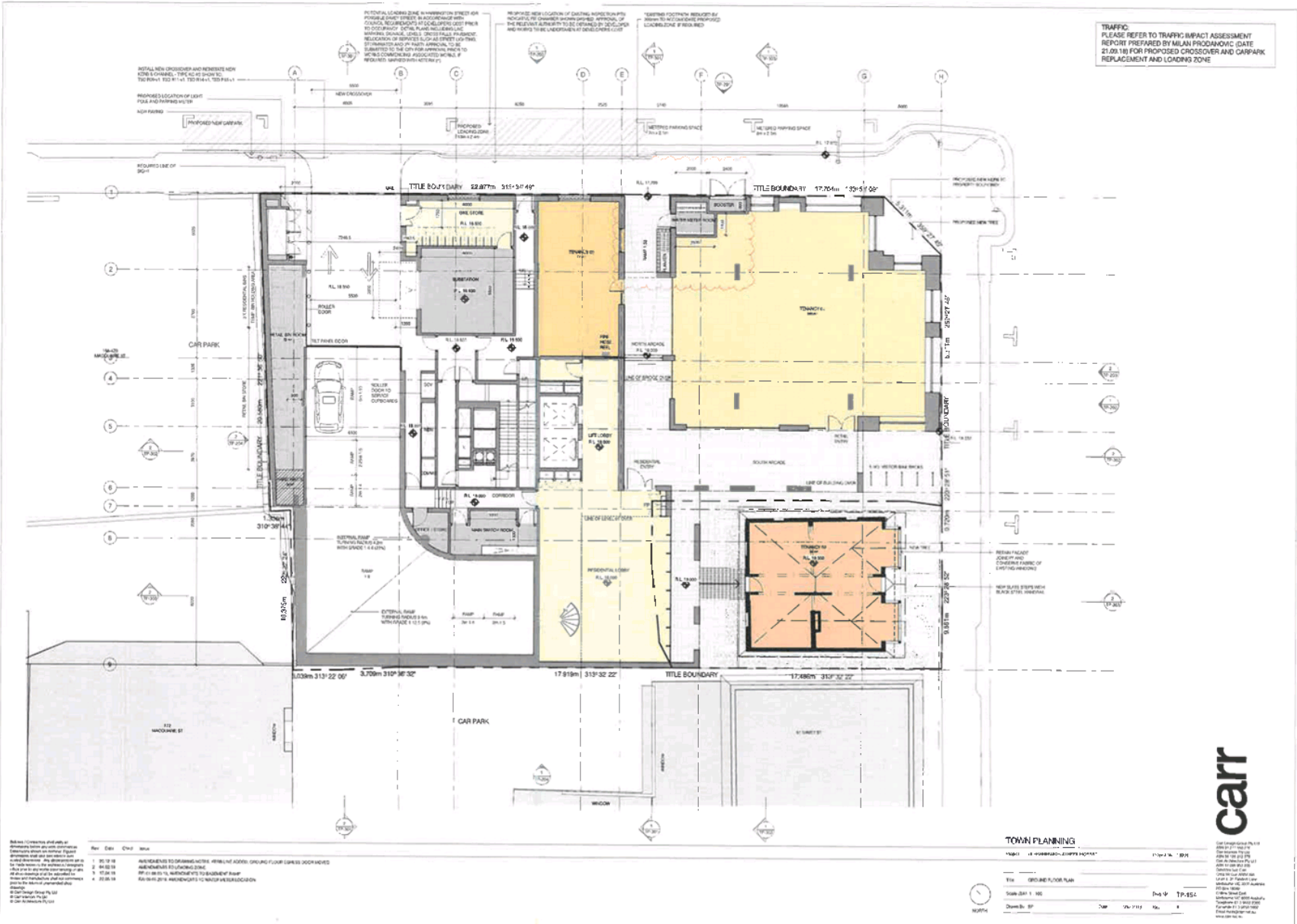
State	Year 2011
-------	-----------

TABLE 1. *Continued*

carr

[illegible]







Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Level 3, 200 Collins St, Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF: PLN-18-853
THC WORKS REF: 5848
REGISTERED PLACE NO: 6552
FILE NO: 09-98-99THC
APPLICANT: Ireneinc obo Hexa Group
DATE: 21 June 2019

NOTICE OF HERITAGE DECISION

(Historic Cultural Heritage Act 1995)

The Place: 59 Davey Street, Hobart.
Proposed Works: Demolition, alterations, new building.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application PLN-18-853, advertised on 27/05/2019, subject to the following conditions:

1. (i) **The archaeological processes recommended in the *Archaeological Method Statement* (dated 15/11/2018) prepared by Austral Tasmania must be implemented; and,**
(ii) **A report detailing the findings of the archaeological investigations must be submitted to the Heritage Council within six (6) months of the commencement of excavations within the boundaries of the heritage place.**

Reason for condition

To ensure that the endorsed archaeological program is delivered in accordance with the Archaeological Method Statement.

2. **The proposed landscaping around the heritage building must be designed and constructed so that moisture is not introduced to the existing walls.**

Reason for condition

To avoid any circumstances that may cause or exacerbate rising damp or rot in the historic masonry or timber wall structures.

3. **Prior to commencing demolition works within the heritage building drawings and specifications detailing the full scope of internal demolition and indicating the retention of internal fireplace and**

joinery elements must be provided to, and be to the satisfaction of, Heritage Tasmania's Works Manager. Once approved, this documentation will form part of this permit and must be complied with.

Reason for condition

To ensure that works not adequately documented in the Works Application minimise the impact on the place's heritage values.

Advice

1. The applicant is advised that no internal fit-out works have been included in this application. Further heritage approval will be required for any heritage works not included in this approval.
2. It is recommended that a dilapidation survey of the heritage building be completed prior to the commencement of bulk excavations on the site.
3. The developer is encouraged to salvage heritage fabric from the approved demolition works for reuse.

Should you require clarification of any matters contained in this notice, please contact Russell Dobie on 1300 850 332.



Brett Torossi

Chair

Under delegation of the Tasmanian Heritage Council



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-18-853	Council notice date	21/02/2019
TasWater details			
TasWater Reference No.	TWDA 2019/00235-HCC	Date of response	21/05/2019
TasWater Contact	Sam Bryant Greg Cooper (Trade Waste)	Phone No.	(03) 6237 8642 (03) 6237 8280
Response issued to			
Council name	HOBART CITY COUNCIL		
Contact details	coh@hobartcity.com.au		
Development details			
Address	58 HARRINGTON ST, HOBART	Property ID (PID)	5665693
Description of development	Demolition, Alterations, New Building for 52 Multiple Dwellings		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
JMG Engineering Consultants	Concept Services/ C01	P2	01/10/2018
Carr Design Group	Ground Floor plan/TP-154	--	Nov 2018
Carr Design Group	Basement Level 1/TP-153	--	Nov 2018
JBA Smarter Engineering	Water Meter Room	--	May 2019
Carr Design Group	Street Elevation Sheet 1 – Harrington St	--	Nov 2018
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008</i> (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connections / sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. Advice: TasWater will not accept direct fire boosting from the network unless it can be demonstrated that the periodic testing of the system will not have a significant negative effect on our network and the minimum service requirements of other customers serviced by the network. To this end break tanks may be required with the rate of flow into the break tank controlled so that peak flows to fill the tank do not also cause negative effect on the network. 2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost. 3. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. <p>ASSET CREATION & INFRASTRUCTURE WORKS</p> <ol style="list-style-type: none"> 4. Plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or 			



- Plumbing) / Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.
5. Prior to applying for a Permit to Construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
 6. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
 7. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
 8. Prior to the issue of a Certificate of Water and sewerage Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, generally as shown on the concept servicing plan in the schedule of drawings above, are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
 9. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
 10. At practical completion of the water and sewerage works and prior to applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
 - d. As constructed drawings must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
 11. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
 12. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
 13. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.



14. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.
15. An access management plan must be submitted with the application for TasWater Engineering Design Approval. The access management plan must detail how the new TasWater infrastructure will be accessed for maintenance and repairs while maintaining current levels of services provided by TasWater to the community. The access plan must also include a risk assessment and contingency plans/protection measures covering major risks to TasWater infrastructure from vehicular traffic and other damage. The management plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

EASEMENTS

16. Pipeline easements, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions.
17. Prior to the issue of TasWater Engineering Design Approval the applicant must submit a copy of the completed Transfer for the provision of a Pipeline and Services Easement over 61 Davey St, HOBART (Volume 208274 Folio 1) to cover proposed TasWater infrastructure.
18. Prior to the issue of a Certificate of Water & Sewerage Compliance (Building and or Plumbing) / Certificate of Practical Completion from TasWater, the applicant must submit a copy of the completed Transfer for the provision of a Pipeline and Services Easement over 58 Harrington St, HOBART (Volume 128606 Folio 2) to cover proposed TasWater infrastructure.

56W CONSENT

19. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the Water and Sewerage Industry Act 2008 for its consent in respect of that part of the development which is built within a TasWater easement or over or within two metres of TasWater infrastructure.

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) must show footings of proposed buildings located over or within 2.0m from TasWater pipes and must be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans must also include a cross sectional view through the footings which clearly shows;

- a. Existing pipe depth and proposed finished surface levels over the pipe;
- b. The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
- c. A note on the plan indicating how the pipe location and depth were ascertained.

TRADE WASTE

20. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.
21. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining



Consent to discharge.

22. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.

BOUNDARY TRAP AREA

23. The proposed development is within a boundary trap area and the developer must provide a boundary trap that prevents noxious gases or persistent odours back venting into the property's sanitary drain. The boundary trap must be contained within the property boundaries and the property owner remains responsible for the ownership, operation and maintenance of the boundary trap.

DEVELOPMENT ASSESSMENT FEES

24. The applicant or landowner as the case may be, must pay a development assessment fee of \$1,139.79 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

For information on TasWater development standards, please visit <http://www.taswater.com.au/Development/Development-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

A copy of the GIS is included in email with this notice and should aid in updating of the documentation. The location of this infrastructure as shown on the GIS is indicative only.

- A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- TasWater will locate residential water stop taps free of charge
- Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:

Location of all pre-treatment devices i.e. Oil Water Separator;
Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and
Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.



At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is also required.

If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.

The application forms are available at <http://www.taswater.com.au/Customers/Liquid-Trade-Waste/Commercial>.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

A handwritten signature in black ink, appearing to read "J. Taylor".

Jason Taylor

Development Assessment Manager

TasWater Contact Details

Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

Application Referral Cultural Heritage - Response

From:	Sarah Waight
Recommendation:	Proposal is unacceptable.
Date Completed:	
Address:	58 HARRINGTON STREET, HOBART 59 DAVEY STREET, HOBART 61 DAVEY STREET, HOBART ADJACENT ROAD RESERVE
Proposal:	Demolition, Alterations, New Building for 52 Multiple Dwellings, Food Services, General Retail and Hire and associated Car Parking, Subdivision (Lot Consolidation), and associated works, including works within Road Reserve.
Application No:	PLN-18-853
Assessment Officer:	Adam Smees,

Referral Officer comments:

Overview:

This application is a mixed use development on the corner of Harrington and Davey Streets. It involves the following properties:

59 Davey St,
58 Harrington Street (also known as the Welcome Stranger Hotel), and
61 Davey Street

The property 59 Davey Street is heritage listed in Table E13.1 of the Historic Heritage Code. Both properties are located in the Hobart 1 Heritage Precinct also known as City Centre.

The subject site is located within a Place of Archaeological Sensitivity.

This Precinct has the following statements of significance:

This precinct is significant for reasons including:

1. It contains some of the most significant groups of early Colonial architecture in Australia with original external detailing, finishes and materials demonstrating a very high degree of integrity, distinctive and outstanding visual and streetscape qualities.
2. The collection of Colonial, and Victorian buildings exemplify the economic boom period of the early to mid nineteenth century.
3. The continuous two and three storey finely detailed buildings contribute to a uniformity of scale and quality of street space.
4. It contains a large number of landmark residential and institutional buildings that are of national importance.
5. The original and/or significant external detailing, finishes and materials demonstrating a high degree of importance.

Brief Description of the Proposal:

This proposal involves the full demolition of the property at 58 Harrington Street and partial internal and external demolition at 59 Davey Street. With the exception of the property at 59 Davey Street and its immediate surrounds, the site will be subject to bulk excavation for three

levels of car parking. Demolition of a shed to the rear of both properties is also proposed. A new building will occupy both addresses, with part of the new building wrapping around and also occupying the land to the rear of 59 Davey Street. At ground level there is bike storage, vehicular access to the lower levels, infrastructure associated with the residential tower including a lobby and lifts and three tenancies. Limited details of the proposed use of the tenancies have been provided. Above ground floor, there are four levels built to the boundary, while levels 5 to 9 are set back from Harrington Street, Davey Street and from the boundary between 58 Harrington Street and 166-170 Macquarie Street. From levels 10 to 12, and roof top, the tower is set back further from Davey Street.

Brief Description of Heritage Elements:

The building at 59 Davey Street is a single storey structure that dates from the 1870s. Bay windows and tables were added in the early 20th century. The history of the site of the Welcome Stranger Hotel is described in the submission documentation. A hotel has been on this site for 188 years. The Freemasons Tavern was first licensed on this site in 1831 with individuals associated with the site setting up the colony's first theatre, later moving to be a director of the Theatre Royal. The Freemasons Tavern underwent several modifications over the years leading to the construction of the current 1938 Freemasons Hotel. The remnant signage associated with the 1938 iteration of the hotel can still be viewed on the Harrington Street exterior.

Scheme Provisions:

The following provisions of the Scheme apply:

- E13.7.1 P1 Demolition - Heritage Place
- E13.7.2 P1, P2, P3 Buildings and Works other than Demolition - Heritage Place
- E13.8.1 P1 Demolition - Heritage Precinct
- E13.8.2 P1, P5 Building and Works other than Demolition - Heritage Precinct
- E13.10.1 P1 Development Standards for Places of Archaeological Potential
- 22.4.1 P5 Building Height

The following heritage documentation has been provided in support of the application:

- Archaeological Impact Assessment and Archaeological Method Statement, 58 Harrington and 59 Davey St - Final report by Austral Tasmania, 15 November 2018
- Heritage Impact Statement, 58 Harrington St and 59 Davey St, Report by Paul Davies Pty Ltd, November 2018

Representations:

The representations against the proposal raised some of the following heritage and streetscape related issues:

- "The proposed tower is much bigger and bulkier than the surrounding heritage buildings that line Davey Street." "Hobart's heritage precincts are considered globally significant and this represents one of the least degraded in all of Hobart."
- "does not comply with protections for heritage buildings."
- "does not comply with Protections for Heritage Precincts"
- "it is not in keeping with the surrounding buildings, in terms of style, heritage etc. Indeed the design is ugly"
- "Our (nearby) building is heritage protected. A multi-storey high rise is not in keeping with the surrounding heritage streetscape. We are concerned about what effect excavation and vibration may have on our building and would expect that the costs of rectifying any structural damage or undermining of the foundations would be met by the developer. It will overshadow the recreational/social facility at the rear and take away the enjoyment of nature, light and warmth."

The representations in support raised the following comments:

- "is of appropriate height and architectural response, is respectful of its heritage surrounds."
- "it is a good response to its site, appropriate in scale .. it is an intelligent response to the site and its challenges, including adjacent heritage buildings", "is consistent with surrounding buildings and precinct"

Provision Assessment:

The proposal must be assessed against the following clauses of the Historic Heritage Code of the Scheme. The relative objective of each section is also included

The following Scheme clause is also included for reference and comes from 7.3 Operation of Codes and it specifically states:

7.3.4 Where there is a conflict between a provision in a code and a provision in a zone, the code provision prevails.

E13.7.1 Demolition

Objective:

To ensure that demolition in whole or part of a heritage place does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.

E13.7.1 P1

Demolition must not result in the loss of significant fabric, form, items, outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;

- (a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;*
- (b) there are no prudent and feasible alternatives;*
- (c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;*
- (d) significant fabric is documented before demolition.*

Demolition associated with the heritage listed site involves the internal walls, rear lean-to skillion and associated changes to ground levels. The building has a floor plan of four rooms and central corridor a floor plan typical for buildings of the 1870s. The demolition will remove that symmetrical, original layout and original wall fabric. The rationale provided for the internal demolition is to provide 'an additional tenancy option' that 'will facilitate new and appropriate uses' with no further details provided. It could be that a tenancy option could arise that does not require internal wall demolition and that the original floor layout could be retained. On this basis it is recommended that no internal demolition be approved until clarification of the requirements of the tenancy is provided and ultimately the degree of demolition is minimised. In summary, the proposal does not satisfy E13.7.1 P1.

E13.7.2 Buildings and Works other than Demolition

Objective:

To ensure that development at a heritage place is:

- (a) undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance; and*
- (b) designed to be subservient to the historic cultural heritage values of the place and responsive to its dominant characteristics.*

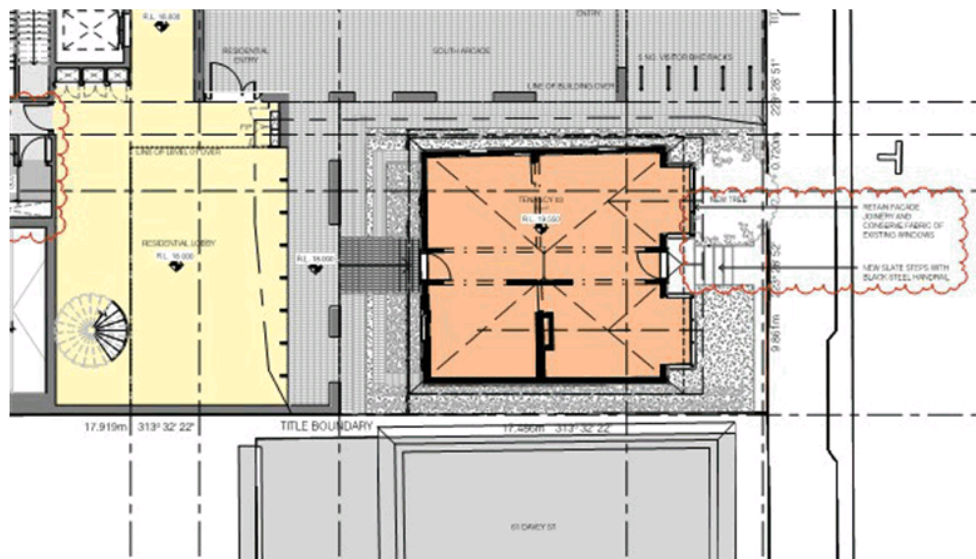
E13.7.2 P1

Development must not result in any of the following:

- (a) loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;*

(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place.

The heritage listed house and the title of that land parcel is shown in the image below. It demonstrates that the proposed podium and residential lift lobby extends into the rear part of the heritage listed parcel by about 3 metres. As such, four levels and the terrace to apartment 5.03 on the fifth floor occupy the heritage listed site. This part of the proposal is described in the submission as 'quite a large built form on the site.' In summary, the new proposal is assessed as being incompatible in height, scale, bulk and siting resulting in a loss of heritage values of the site. In its current form it exceeds the top of the roof of the heritage listed house by 10.426 metres and therefore the proposal cannot be assessed as satisfying E13.7.2. The proposal could however, satisfy the clause by being sited outside the heritage listed land parcel or through a boundary adjustment to reduce the size of the title of 59 Davey Street. However, in its current form the proposal does not satisfy E13.7.2 P1.



Detail of floor plan (Source: Applicant's submission)

E13.7.2 P2

Development must be designed to be subservient and complementary to the place through characteristics including:

- (a) scale and bulk, materials, built form and fenestration;*
- (b) setback from frontage;*
- (c) siting with respect to buildings, structures and listed elements;*
- (d) using less dominant materials and colours.*

As stated above in response to E13.7.2 P1, the five floors and terrace level occupy part of the heritage listed site and are greater in height than the heritage listed building by 10.426 metres. Therefore, it cannot be concluded that the proposal is subservient to the listed place and in its current form does not satisfy the clause E13.7.2 P2 (a), (b) and (c).

E13.7.2 P3

Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such.

The proposal is acceptable and therefore satisfies E13.7.2 P3.

*E13.8.1 Demolition**Objective:*

To ensure that demolition in whole or in part of buildings or works within a heritage precinct does not result in the loss of historic cultural heritage values unless there are exceptional circumstances

E13.8.1 P1

Demolition must not result in the loss of any of the following:

- (a) buildings or works that contribute to the historic cultural heritage significance of the precinct;*
- (b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct; unless all of the following apply;*
 - (i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;*
 - (ii) there are no prudent or feasible alternatives;*
 - (iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.*

Demolition within the precinct involves the demolition of the Welcome Stranger Hotel. A question must be asked as to why the Welcome Stranger is not heritage listed when similar hotels that have continuously occupied the same site are heritage listed and included in Table E13.1 of the Historic Heritage Schedule. For example, the Globe Hotel at 178 Davey Street, the Ocean Child Hotel at 86 Argyle Street and the Republic Hotel (also known as the Empire Hotel) at 299 Elizabeth Street are all hotels that have continuously occupied these sites, have undergone redevelopment during the 1930s and 40s and are also heritage listed in table E13.1. Clearly consistency is wanting, and it is suggested that the Welcome Stranger hotel has been overlooked in the compilation of the heritage list. As such, the proposed demolition of this three storey building is unfortunate, as it is of a scale, form and height that does make a contribution to the precinct as one of the continuous two and three storey buildings within the precinct as defined by the statements of significance.

In this instance, no argument is put that the replacement building is more complementary to the heritage values of the precinct. The word complementary means; 'Something that completes or makes perfect, the quantity or amount that completes anything, either of two parts or things needed to complete the whole and in harmony with, harmonious compatible or making up a harmonious whole'. On this basis it cannot be concluded that the demolition of a three storey building will result in a replacement building (thirteen storeys) that is more complementary to the heritage values of the precinct than what exists currently. From this point of view, the proposal does not satisfy E13.8.1 P1.

The application also involves the boundary wall of sandstone and brick between the rear of 166-170 Macquarie Street and the side boundary of 58 Harrington Street. No detailed survey has been provided to demonstrate the location of this historic wall (see image below) with the heritage reports indicating it has a connection to the c.1831 livery stable block. This area is assigned a high archaeological potential and the fabric evidence in the wall indicating it is a 19th century structure. There is little clarity as to what is being proposed to the wall, ie demolition or retention with the new structure directly abutting it. No evidence has been provided to show how, the wall, if retained, is to be supported or braced during construction to prevent collapse. Alternatively, submissions for the proposal do not address why it is acceptable for a new wall to be built directly against it to obscure and prevent any appreciation of this historic feature. In summary, there are prudent and feasible alternatives for the ongoing protection, conservation, recognition and interpretation of this historic feature.



Wall of sandstone and brick between 166-170 Macquarie Street and 58 Harrington Street
(Source: Council image)

E13.8.2 Buildings and Works other than Demolition

Objective:

To ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct.

E13.8.2 P1

Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.

The block in this precinct bounded by Harrington, Davey, Macquarie and Barrack Street has one of the highest densities of heritage listed buildings in a precinct in Hobart. It is characterised by buildings that have a street frontage of one, two and three storeys. While there are buildings that are higher than this, they are confined to two locations behind existing buildings – 180 Macquarie Street - the Nurses Federation Building (PLN-10-01317) which is five floors high and 186 Macquarie Street – St Helens Hospital which has three floors and two carparking levels which are almost completely below the natural ground level.

In summary, there are no buildings in this block that are higher than five floors and no buildings that have a street frontage higher than three storeys. For clarification, in this particular block, the Welcome Stranger has a small portion of the building that is three storeys and 81-83 Davey Street are two storey buildings plus attic rooms. These are exceptions to the rule and in reality, there are more similarities in the building stock than dissimilarities such that the heritage values of the precinct within this block have been maintained at a very high level.

In addition, there has been no large scale demolition and construction of tall buildings since the introduction of the current Scheme. Where new work has occurred it has been modest in

height and respectful of the scale and form of heritage listed buildings within the precinct. As a consequence, the streetscape in Davey Street and Macquarie Street is cohesive and includes buildings of heritage significance to Hobart that are of a high quality and integrity. In summary, this one building will negatively impact and result in detriment to the whole Precinct because of its height, bulk and proportions, in particular this block. The proposal does not satisfy E13.8.2 P1.

E13.10.1 Building, Works and Demolition (Places of Archaeological Potential)

Objective

To ensure that building, works and demolition at a place of archaeological potential is planned and implemented in a manner that seeks to understand, retain, protect, preserve and otherwise appropriately manage significant archaeological evidence.

E13.10.1 P1

Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:

- (a) the nature of the archaeological evidence, either known or predicted;*
- (b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;*
- (c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;*
- (d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation;*
- (e) measures proposed to preserve significant archaeological evidence 'in situ'.*

The assessment of archaeological potential by Austral Tasmania concludes that 40% of the site has high or moderate levels of archaeological potential, with the remaining yard having low to moderate archaeological potential.

Austral Tasmanian concludes that the site has 'historical importance and the potential to yield archaeological information that would contribute to an understanding of Hobart's history.'

The excavation works to the site (with the exception of 59 Davey Street and its immediate surrounds) will destroy all subsurface archaeology, with a reduction in ground levels by 11.4 metres.

The report concludes that:

'Careful archaeological management through archaeological monitoring, testing, with provision to expand to controlled salvage excavation, recording, analysis and reporting are identified as appropriate measures to realise the archaeological potential of the place. This approach is considered to be consistent with the development standard objective to 'otherwise appropriately manage' the archaeological potential of a place. A meaningful and enduring public benefit can be achieved by the introduction of a passive or interactive interpretive display which presents the history of the site and its archaeology. Ideally, this information should be displayed in publicly accessible parts of the development.'

Conditions of permit would ensure that the proposal could satisfy both the archaeological recommendations in the consultant's report and all sub-clauses of E13.10.1 P1 (a), (b), (c), (d) and (e).

The proposal must be assessed against clause 22.4.1 Building Height. The proposal does not satisfy the Acceptable Solution A5 and therefore must be assessed against the Performance Criteria P5. The applicant's submissions does not address clause 22.4.1 P5:

22.4.1 P5

Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must:

- (a) not unreasonably dominate existing buildings of cultural heritage significance; and*
- (b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place;*
- (c) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.*

The following illustrates that the proposed building is taller than the height of adjacent heritage listed buildings:

166-170 Macquarie Street (two storeys high with basement to rear) – 29.3 metres
59 Davey Street (one storey high) - 36.7 metres
61 Davey Street (two storeys high)– 32.7 metres

The only conclusion that can be drawn is that the proposal does unreasonably dominate the existing buildings when the existing heritage listed buildings range in height from 7.47 metres (59 Davey Street) to 11.33 metres (166-170 Macquarie Street) high. The proposal does not satisfy clause 22.4.1 P5.

Summary:

Much has been made in this application of the design of the building, the materials, the scale of the podium and the relationship between the proposed building and surrounding building, the activation at ground level with new tenancies and the massing of the new building.

The documentation describes the podium, as a 'layered, multidimensional building with varying setbacks and heights', minimising overshadowing and providing further consistency with the streetscape. At the same time, the heritage report acknowledges the 'proposal is for quite a large built form on the site'. In reality, this proposal is for a thirteen (13) storey building. No amount of design to the podium will ameliorate, disguise or hide the fact that this is a tall building and will be the first building over five storeys in this block within this Heritage Precinct.

A Heritage Precinct is defined in the Scheme as 'an area having particular historic cultural heritage significance because of the collective heritage value of individual places as a group for their streetscape or townscape values'.

The Heritage Precinct in this block bounded by Harrington, Macquarie, Davey and Barrack Street has a strong and distinctive collective heritage value of individual places and while there are always exceptions to the rule, there are more similarities in the building stock than dissimilarities such that the heritage values of the precinct within this block have been maintained to a high level.

The approval of this building will have a disastrous effect on the Heritage Precinct's heritage values and will destroy the view of the important Davey and Macquarie Street streetscape both close and longer. What is presently a cohesive street block of two and three storey buildings will become a block with a single tall tower and diminished character. It could be said that the end result will be a similar scenario to Empress Towers in Battery Point, a concrete reminder of how a high building can be out of scale and character in a historic precinct.

The proposal fails to satisfy the demolition provisions in particular why the replacement

building is more complementary to the heritage values of the precinct, specifically, why a three storey building is less complementary than a thirteen storey building.

the proposal also fails to address why it is acceptable for a new wall to be built directly against the historic boundary wall such that it will obscure and prevent any appreciation of this historic feature. In summary, there are prudent and feasible alternatives for the ongoing protection, conservation, recognition and interpretation of this historic feature.

In summary, the proposed development results in the loss of historic cultural heritage values of the place and precinct as a consequence of incompatible design from the bulk, height and form of the structure, height and scale. The associated demolition does not satisfy the demolition provisions of the Scheme and is recommended for refusal.

The proposal does not satisfy the following provisions:

E17.7.1 P1
E13.7.2 P1
E13.7.2 P2
E13.8.1 P1
E13.8.2 P1
22.4.1 P5

Reasons for Refusal:

The following reasons for refusal are provided:

1. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.1 P1 of the *Hobart Interim Planning Scheme 2015* because the demolition results in the loss of original 19th century historic fabric that contributes to the historic cultural heritage significance of the place and it has not been demonstrated that: there are environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place: and there are no prudent and feasible alternatives: and that important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained: and significant fabric is documented before demolition.

2. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 P1 (a) of the *Hobart Interim Planning Scheme 2015* because it is an incompatible design through height, scale, bulk, form, fenestration, siting and materials being adjacent to a two storey heritage listed building.

3. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.7.2 P2 (a), (b) and (c) of the *Hobart Interim Planning Scheme 2015* because it will not be subservient and complementary to the listed place due to its bulk, scale and siting with respect to a listed building.

4. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 P1 of the *Hobart Interim Planning Scheme 2015* because the demolition results in the loss of building and a historic wall that contributes to the historic cultural heritage significance of the precinct and it has not been demonstrated that: there are environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place: and there are no prudent and feasible alternatives: and that the replacement building will be more complimentary to the heritage values of the precinct.

5. The proposal does not meet the acceptable solution or the performance criterion with respect to clause E13.8.1 P1 of the *Hobart Interim Planning Scheme 2015* because the

design and siting of the proposal results in detriment to the historic cultural heritage significance of the precinct through its siting, bulk, height and scale treatment.

6. The proposal does not meet the acceptable solution or the performance criterion with respect to clause 22.4.1 P5 of the *Hobart Interim Planning Scheme 2015* because the height of the proposed building unreasonably dominates and has a materially adverse impact on existing buildings of cultural heritage significance.

Sarah Waight
Acting Senior Cultural Heritage Officer
18 June 2019

Application Referral Development Engineering - Response

From:	Rob Cooper, Senior Development Engineer
Recommendation:	
Date Completed:	
Address:	58 HARRINGTON STREET, HOBART 59 DAVEY STREET, HOBART 61 DAVEY STREET, HOBART ADJACENT ROAD RESERVE
Proposal:	Demolition, Alterations, New Building for 52 Multiple Dwellings, Food Services, General Retail and Hire and associated Car Parking, Subdivision (Lot Consolidation), and associated works, including works within Road Reserve.
Application No:	PLN-18-853
Assessment Officer:	Adam Smeed,

Referral Officer comments:

E5.0 Road and railway access code

Clause for Assessment	AS	PC	Comments / Discussion
E5.5.1 Existing road accesses and junctions	NA	NA	No use of existing access, propose new access.
E5.5.2 Existing level crossings	NA	NA	Clause not triggered.
E5.6.1 development adjacent to roads and railways	NA	NA	NA (Access to Category 1 & 2 Roads ONLY)
E5.6.2 road and access junctions	Y		1x access proposed. Meets Acceptable Soln.
E 5.6.3 new level crossings	NA	NA	Clause not triggered

E 5.6.4 sight distance at access and junctions	<p>Y The Planning Report States: Considering Harrington Street is a one-way street, consideration of the sight distance to the north toward Macquarie Street is not required. The specified site distance for vehicle speeds of 50km/h is 80m. The sight distance to the junction with Davey Street and Sandy Bay Road is approximately 37m. Therefore, the performance criteria must be addressed.</p> <p>P1 (a) the proposed car parking basement levels and access to Harrington Street have been provided primarily for use by residents. According to the accompanying Traffic Impact Assessment, the nature of traffic to and from the site will be residential traffic, with an anticipated generation of 4.5 vehicles per apartment per day. Considering the proximity of the site to the CBD and other essential services, vehicle movements are likely to be significantly lower than of a similar scale apartment building located outside of the CBD. (b) Harrington Street provides for a high level of traffic movements, serving well over 6000 vehicles per day, particularly during peak hour periods. Vehicles from both Sandy Bay Road and Davey Street utilise Harrington Street to access inner city streets and Macquarie Street. (c) there is no alternative vehicle access to the site. (d) The access is required to allow residents to park within the basement level car parks. If this were not provided, it is likely that there would be an increase in on-street parking along Harrington Street, Davey Street and Sandy Bay Road. This would significantly reduce the efficiency of traffic movements along these roads and likely reduce pedestrian safety. (e) A Traffic Impact Assessment accompanies this application. (f) As per the accompanying TIA, although vehicles turn onto Harrington Street from Davey Street, the gradient of Harrington Street and location of the proposed access point allows a greater sight distance than what would otherwise be achievable. This elevation provides sight distance well beyond 100m along Sandy Bay Road from the Davey Street junction, and vehicle speeds entering Harrington Street from Davey Street are anticipated to be well below 50km/h. (g) n/a Although the SDE does not agree with all facets of the Planning Report justification for approval under P1, the fact that there is over 80m sight distance down Sandy Bay Road (across the junction of Davey), combined with the vehicle speeds entering Harrington Street from Davey Street are anticipated to be well below 50kph, the fact there is no alternative vehicle access to the site, the fact that there are both entry and exit lanes, and the exit land is furthest from the on coming traffic, the SDE is supportive of approval under Performance Criteria.</p>
--	--

E 6.0 Parking and Access Code

Clause for Assessment	AS	PC	Comments / Discussion
Clauses 6.6's are all to do with parking number assessment. These will be assessed by planner based on DE assessment of the following relevant clauses.		Y	<p>E6.6.1: Number of Car Parking Spaces. A1 (a) (ii) provides an exception for the CBD</p> <p>E6.6.2: Number of Accessible Parking Spaces. The TIA states "All of the 61 car parking spaces and two motorcycle parking spaces will be allocated to the residents of the 52 apartments in the development site." On this basis it Meets Acceptable Soln as the BCA (NCC) does not require accessible parking for residential developments. Condition to ensure all parking spaces are for residential. CONDITION ENG 5: All Parking Spaces (motorcycle and car) are for residential use only. No of approved car, motorcycle and bicycle to be states and type/use.</p> <p>E6.6.3: Motorcycle Parking To meet A1 there is a requirement of 1x per 20 car parking spaces after the first 19 car parking spaces (rounded up). As 61 car parking spaces are proposed, this requires $61 - 19 = 42/20 = 2.1$, rounded up = 3 motorcycle parking spaces. Does not meet the Acceptable Soln. Requires Performance Criteria Assessment. Given there is likely to lower demand for motorcycle parking due to the site being located in the CBD, and the fact that residents within the complex have car parking spaces which could be used to park multiple motorcycles if they choose, Council SDE supports this clause's approved under Performance Criteria.</p> <p>E6.6.4: Bicycle Parking 10x bicycle parking spaces proposed for residential use 5x bicycle parking spaces proposed for visitors to tenancies.</p> <p>A1 requires The number of onsite bicycle parking spaces provided must be no less than the number specified in Table E6.2. The Planning Report states there are three tennancies which will be for Food Services and General Retail and Hire use classes, stating there is a need for</p> <ul style="list-style-type: none"> T1: 42m2: Coffee Shop: Food Services: Takeaway => 1x per 100m2 for employee, 1x per 50m2 for customer. => $42/100 = 0.4$ & $42/50 = 0.84$. Rounding these gives 0 employee and 1 customer. T2: 248m2: Food Services: Other => 1x per 100m2 for employee, 1x per 200m2 for customer after the first 200m2 (minimum 2)=> $248/100 = 2.48$ & $248/200 = 0.24$. Rounding these gives 2 employee and 0 customer T3: 76m2: Retail => 1x per 500m2 after the first 500m2 for employee, 1x per 500m2 for customer => $76/500 = 0$ & 0.15. Rounding these gives 0 employee

- and 0 customer
- Adding the rounded numbers gives 2 employee and 1 customer, but adding the fractions of employee and customer, and then rounding gives $(0.4+2.48+0=2.88$ rounded to 3x employee) and $(0.84+0.24=1.08$ rounded to 1x customer). I believe it is fair and reasonable to combine the numbers prior to rounding as the proposal is for the entire development as one. As the applicant is proposing 5x visitor (Class 3) and 10x residential (Class 2) there is sufficient bicycle parking spaces to comply with the Acceptable Soln of E6.6.4, but this will need conditioning to ensure the correct class level and access is provided.

CONDITION ENG 5: Minimum 3x employee and 1x customer bicycle parking. Employee to be Class 2 Security Level Medium. Advice: Tenancy employees must be given access to the locked secure class 2 residential bicycle parking area.

E6.6.5 CBD Car Parking

The proposal is for 61 car parking spaces for 52 apartments. This does not meet A1(c) and as such requires assessment under Performance Criteria.

The Planning Report provides the following comments:

- (a) n/a
- (b) (i) The car parking is provided for the residential amenity of residents and is located within the proposed basement parking levels. Therefore, the parking proposed will not impact on pedestrian safety, amenity or convenience.
- (b) (ii) n/a
- (b) (iii) As per the attached TIA, the car parking areas will not impact on air quality or environmental health.
- (b) (iv) the car parking areas on the basement levels will not be visible from public spaces and will be accessed via a new access which will replace the existing driveway that provides access to the rear of 58 Harrington Street and 59 Davey Street. This access has been designed in accordance with Australian Standards and will not compromise traffic safety.

The SDE notes that the surplus parking will result in an increase in traffic movements through the access, but as long as this meets the requirements of the TSDs and AS2890.1 the increase in movements should not compromise traffic or pedestrian safety, or amenity. The increase in parking spaces will increase vehicle movements which will increase exhaust emissions, but as long as the underground car park is sufficiently ventilated this should not compromise air quality or environmental health.

On this basis, SDE supports the increase in parking numbers under Performance Criteria.

CONDITION ENG 5: The number of car parking spaces

		must be no greater than 61 Class 1A spaces.
Clause 6.7.1 number of vehicle accesses	Y	1x proposed. meets Acceptable Soln.
Clause 6.7.2 design vehicle access	Y	<p>The TIA and Planning Report states that the design of the access is in accordance with the Acceptable Soln. This is not agreed upon by the SDE whom believe the design of the access requires Performance Criteria Assessment.</p> <p>Location: Y</p> <p>Width (AS2890.1 Table 3.2 Cat 1 = 3-5.5m) : Proposed 5.5m Harrington Street in this location is considered to be an arterial road (An arterial road or arterial thoroughfare is a high-capacity urban road. The primary function of an arterial road is to deliver traffic from collector roads to freeways or expressways....Harrington Street takes Sandy Bay Road and Davey St traffic and delivers this to Macquarie Street, the main north south route through Hobart). On the basis of Harrington Street being a Arterial Road, AS2890.1 Table 3.1 for User Class 1A and 61 car parking spaces requires an Access Facility Category of 2. This requires a 6-9m wide access driveway width (Table 3.2). On this basis the width requires Performance Criteria Assessment. Given that Harrington Street is a one way street, there will not be a conflict between easterly travelling entering and westerly travelling exiting vehicles. These vehicles will be able to pass each other. On this basis, SDE is happy to support an access with a minimum width of 5.5m. CONDITION ENG r3: Min Width 5.5m (ex wings).</p> <p>Gradient (AS2890.1 & TSD): TIA states that the access will have flat grade to the panel lift door. This is a distance of 9.8m and as such complies with Section 3.3 (a), (b) and (c). The SDE notes that the TIA statement is not entirely accurate as the footpath at the property boundary slopes downwards west to east, and that this slope will need to be transitioned to the proposed flat panel door, but the gradient is not likely to exceed Section 3.3 requirements. CONDITION ENG r3: Modified footpath gradient changes (longitudinal and cross) must be to Director City Amenity satisfaction (advice: to meet maximum permitted footpath gradients, transitions for some extent along the footpath may be required. Long section required for all wheel paths from Harrington St road pavement to panel lift door.</p> <p>Queuing Areas: Section 3.4 of AS2890.1 requires queuing areas to allow a free influx of traffic which will not adversely affect traffic or pedestrian flows. The size of the queuing area to be determined based on Table 3.3 which notes for 61 car parking spaces with a peak hourly inflow less than 75% of capacity that a minimum of two. The proposed queuing area is 9.8m in length, which is</p>

600mm short of two car parking spaces.
On this basis it requires Performance Criteria Assessment.

The SDE is supportive of approval under Performance Criteria on the basis of:

- The tilt panel door once opened is likely to allow two cars to pass without the second needing to stop.
- The 600mm overhang onto the footpath has a low probability of occurring as car movements into the carpark are likely to be around 6 vph, so two vehicles entering at the same time is low.
- Cars are typically shorter than the 5.4m space requirements, making the overhang over the footpath less than 600mm.
- The timeframe that any footpath obstruction will occur for is short.

TSD Compliance:

Architectural drawings state compliance with TSD.

Vehicle Barriers:

NA

Pedestrian Sight Distances (AS2890.1 Fig 3.3 = 2.5m deep x 2m wide):

Provided on architectural drawings, meet Acceptable Soln.

Vehicular Sight Distances(AS2890.1 Fig 3.2 = 40m for 50kph domestic):

The TIA states "it should normally be possible to see well beyond the Davey Street intersection, for distances of over 100m." As such this meets the AS2890.1 for vehicular sight distances.

Clause 6.7.3 vehicle passing	Y	<p>This clause is triggered as there are more than 5 car parking spaces.</p> <p>The Planning Report states:</p> <ul style="list-style-type: none"> "The proposed access and basement car parking levels provide for more than 5 car parking spaces, therefore triggering the performance criteria. However, given the location of the site within the city, and on a street supporting a significant amount of traffic, the provision of a vehicle passing area is not considered to be feasible considering the size and location of the site. The access is replacing an existing access, and has been designed in accordance with Australian Standards. It is considered that a vehicle passing area would unnecessarily restrict vehicle movement along Harrington Street and no space on site is available to provide a passing area. Vehicles entering and exiting the site are able to do so in a forward direction and therefore no passing bay is considered necessary. The accompanying TIA does not indicate the need for any passing areas." <p>The SDE points out the following:</p> <ul style="list-style-type: none"> Having more than 5 car parking spaces triggers this clause, it does not automatically require Performance Criteria. The proposed design has a 5.5m wide access, which is the width needed for two vehicles to pass in accordance with this clause, as such the design complies with the Acceptable Solution of this clause for the first passing bay. The design maintains the 5.5m circulation roadway and as such passing can occur at intervals on the circulation roadways where required. On this basis the applicant meets the Acceptable Soln for this clause.
Clause 6.7.4 on site turning	Y	<p>Onsite turning is provided within the basement car park subject to there being either a vacant parking space to turn around in, or the area next to parking space 57 is a turning area.</p> <p>Condition to ensure there is a turning area next to parking space 57.</p> <p>CONDITION: ENG tr1: Line Marking and Signage Plan,</p> <ul style="list-style-type: none"> including turning area next to car parking space 57 directional arrows on entry speed bump prior to ramp for drainage
Clause 6.7.5 layout of parking area	Y	<p>Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A): Architectural plans show typical 2.4x5.4m spaces.</p> <p>Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side): Dimensioning column placement shows compliance with Fig 5.2</p> <p>Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance): 3m shown between floors, feasible to comply with headroom requirements.</p>

Parking Space Gradient (5%):

Y

Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A):

5.8m width. Meets AS2890.1

Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide => 7m wide apron):

NA

B85 Turning Paths:

Not provided but not required as meets all other dimensions.

Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance):

Y

Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition):

Transitions provided where required.

Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope):

Not explicitly stated, will be required on the sides of the ramps. Likely that the design will comply with the requirements.

CONDITION ENG 2a.

Blind Aisle Length (AS2890.1 Fig 2.3 = 6x spaces max if public):

Blind aisle length is greater than 6 car parking spaces at the Basement 03, but as this is for residentail parking it will not be open to the public. As such, can be conditioned to not require this aspect of AS2890.1 to be triggered.

CONDITION: ENG tr1 Line Marking and Signage Plan, including "RESIDENTS ONLY, NO VISITOR PARKING" signage.

Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra):

Y

Circulation Roadways & Ramps:

Straight roadways/ramps are 5.5m wide, so comply with AS2890.1.

Curved roadway/ramps have a radius of 9.6m. This does not comply with AS2890.1 which requires 11.8m in accordance with Figure 2.9.

Requires Performance Criteria Assessment.

The developer's traffic engineer makes the following comment:

- The proposed curved ramp access is not intended to function as a curved ramp as is detailed Figure 2.9 in AS 2890.1. While the ramp has curved sections on a grade, it will function in a similar manner to the curved parking aisles in Hobart City Council car parks.
- Design drawings have been prepared which detail the swept path of not only B85 cars along the ramped sections of the access within the building, but the combination of B99 and B85 cars passing in opposite directions with required side clearances.
- The swept paths show the design of the access is quite sufficient to accommodate this combination of

		<p>car travel paths.</p> <ul style="list-style-type: none"> The design drawings of the swept car paths are attached to this addendum to the TIA. There is no proposal for other than cars to access the building via the proposed driveway off Harrington Street. <p>Council SDE agrees with most of which the developer's traffic engineer states regarding curved ramps and as there is no external barrier on the ramp which would prevent vehicles from taking a wider curve than the radius permits, combined with the fact that the application includes B85/B99 swept paths which show vehicles can pass, Council SDE supports Performance Criteria approval.</p>
Clause 6.7.6 surface treatment Only when a new hard stand area is proposed or new development is within a car park area.		<p>Proposed sealed. Condition to ensure clarity on timing. CONDITION ENG 4: Sealed and drained driveway.</p>
Clause 6.7.7 Lighting of parking area Planner and health unit to assess		Planner to assess
Clause 6.7.8 Landscaping Planner to assess		Planner to assess
Clause 6.7.9 motor bike parking	Y	<p>The Planning Report states that motorcycle parking will comply with Acceptable Soln. Condition to ensure compliance. CONDITION ENG 3a (inc Motorcycle)</p>
Clause 6.7.10 bicycle parking		NA
Clause 6.7.11 bicycle end trip Planner to assess		Planner to assess
Clause 6.7.12 siting of car parking Planner to assess based on DE assessment of Clause 6.7.5 layout of parking area		Planner to assess
Clause 6.7.13 facilities for commercial vehicles	Y	<p>The developer proposes to construct a Loading Zone in the highway reservation as part of this application. On this basis the application meets the Acceptable Solution of the clause.</p> <p>With respect to commercial vehicle facilities for waste, the TIA states:</p> <ul style="list-style-type: none"> Commercial waste will also be collected from a commercial waste room on Ground Floor and domestic waste from a domestic waste room on Basement Level 1. The waste will be taken from these rooms to waste collection vehicles on Harrington Street. The collection

of the commercial waste will be undertaken by a private contractor and domestic waste by arrangements with private contractor.

- In order to accommodate all these commercial vehicles, it is proposed parking meters be removed outside the development site on Harrington Street and a Loading Zone be installed in their place.
- There is no proposal for other than cars to access the building via the proposed driveway off Harrington Street. The proposed installation of a loading zone on Harrington Street immediately to the south of the proposed driveway (see below) will be for commercial vehicles collecting waste or servicing the retail tenancies.
- The bins will not be moved manually along the driveway by pedestrians. A bin tug will be used for the transport of the bins between the bin room and the bin storage area just inside the driveway entrance to the building for collection.
- This is a common means of moving bins in developments such as this in other states. The ramp grades are not an issue, with the bin tug capable of moving several bins at a time.
- The attached report from Leigh Design details the proposed manner that waste from the building will be dealt with.

The Leigh Design Waste Management Plan states the following:

- Waste will be stored within the development (hidden from view)
- Waste shall be collected at the Harrington Street Loading Zone. The operator shall present residential bins at the onsite Ground Level Bin Holding Area in coordination with the collection. The collection contractor shall transfer bins between the building and the truck.
- A private contractor shall provide waste collection services.
- For improved safety, bin transfers along the carpark ramp shall be carried-out during off-peak traffic periods.
- Verbal clarification on the report was obtained from the author (Carlos Leigh) on a couple of points on 14/6/19. Firstly, the loading bay will not require a pram ramp or eq. to allow bins to transition from the footpath to the loading zone for rear loading. Secondly, the bin tug will not be needed for moving the bins along the public footpath, two person operation of the bin should be adequate.

On the basis of the above, and to clarify the requirements of the development under both this clause and protection of public infrastructure the following conditions should be applied.

		CONDITION ENG s2: The Waste Management Plan by Leigh Design must be implemented as part of the development prior to occupation. Any alteration to the management of waste on public highway reservation must be approved by Council prior to implementation. The reversing of waste vehicles into or out of the proposed access for the development are prohibited in accordance with Australian Standard AS2890.2:2002 Parking Facilities Part 2: Off-street commercial vehicle facilities.
Clause 6.7.14 access to a road		The road authority is supportive of an access in the proposed location subject to the relocation of public infrastructure, services, car parking spaces etc to Council's satisfaction. These conditions are in the Roads Referral, but include the following: CONDITION: ENG r3. New crossover detailed design to TSD, including relocation of public infrastructure, services to be shown to Council standards
Clause 6.7.15 access to Niree Lane		NA

E 7.0 Stormwater

Clause for Assessment	AS	PC	Comments / Discussion
A1 (SW disposed to Public SW Inf via Gravity / P1 (onsite/pump))	Y		The applicant proposes to discharge to a new DN300 stormwater connection to Council's stormwater main in Harrington Street. Requires conditioning for the new stormwater connection. The applicant proposes to collect stormwater in their courtyard (including overland flow from 172 Macquarie Street) and direct this to ground next to the heritage building. This does not comply with this clause's Acceptable Soln and would not be supported under Performance Criteria. It should be conditioned that all stormwater from the site must be discharged to Council Stormwater Infrastructure via a stormwater connection on Harrington Street. CONDITION ENG sw1: SW to Council Inf via Harrington Stormwater Connection to Council Stormwater Main. CONDITION ENG sw4: New SW Connection

A2 (WSUD) /P2 (Mechanical Treatment)	Y	<p>The applicant proposes more than 5 additional car parking spaces and as such triggers this clause. The acceptable solution is not proposed, but instead Performance Criteria is assessed.</p> <p>The Planning report states that a 6m3 detention and treatment tank will be installed.</p> <p>JMG report states that roof water will not be treated as it is uncontaminated. That deck water will be treated through SPEL Ecoceptor 1500 Series.</p> <p>The Performance Criteria for this clause requires:</p> <ul style="list-style-type: none"> stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010 <p>This does not give scope for only a small portion of the impervious area to have the stormwater treated. Council's SDE does not agree with JMG's conclusion that roof water will be uncontaminated. The development site is in close proximity to two of the busiest roads in Tasmania (Davey and Macquarie Street) and as such would have significant contaminants. Council SDE recommends conditioning the development to require stormwater treatment to meet the State Stormwater Strategy 2010.</p> <p>CONDITION ENG SW7: Stormwater Treatment.</p>
A3 (Minor SW System (a) 1:20 ARI (b) Runoff no greater than existing or able to be accommodated in Council SW System)	Y	<p>The applicant proposes to limit stormwater from the site to not be greater than pre-existing runoff. Condition for clarity.</p> <p>CONDITION ENG sw8: SW Detention. Max flow rate of 49L/s and minimum storage of 2.7m3 as per JMG Stormwater Management Strategy</p>
A4 (Major SW System accommodates 1:100 ARI)	Y	<p>All stormwater will get onto Council roadways and stormwater systems.</p>

PROTECTION OF COUNCIL INFRASTRUCTURE

Council infrastructure at risk	Why?
Stormwater pipes	<p>CONDITION: ENG sw5: Detailed design of Council SW Main.</p> <ul style="list-style-type: none"> Inc new main servicing 2x adjacent properties on the north western boundary. Discharge to main in Harrington St, including lowering the Harrington St main to accommodate the pipe. No Council main to be designed within the northern boundary of the property without approval of Director City Amenity. Main to be designed to accommodate the 1:100yr flow inc climate change

Council road network	CONDITION: Part 5 r1: Owner responsible for holding up highway reservation. CONDITION: ENG rx: Detailed design of retaining wall holding up highway reservation CONDITION: ENG sx: Detailed design of loading bay and road modifications prior to BLD.
----------------------	--

CONDITIONS:

In a council related engineering context, the proposal can be supported in principal subject to the above and following conditions and advice.

General Conditions:

ENG1: Pay Costs

ENV2: SWMP

ADVICE:

- Dial before you dig
- Fees and charges
- Weed Control
- Building Permit
- Plumbing Permit
- Access
- Redundant Crossovers
- Work within the Highway Reservation
- Structures Close to Council's Stormwater Main
- Road Opening Permit (Occupation of the Public Highway)
- Building Over an Easement
- Permit to Construct Public Infrastructure
- New Stormwater Connection

URBAN DESIGN ADVISORY PANEL MINUTES

MINUTES OF A MEETING OF THE URBAN DESIGN ADVISORY PANEL
 HELD AT 10.00 AM ON TUESDAY 23 OCTOBER 2018
 IN THE LADY OSBORNE ROOM, TOWN HALL

MEMBERS PRESENT	
NAME	POSITION
Peter Curtis	Panel Member and Chairman
Jamieson Allom	Panel Member
Ian James	Panel Member
George Wilkie	Panel Member
ALSO PRESENT	
NAME	POSITION
Neil Noye	Director City Planning
Rohan Probert	Manager Development Appraisal
Ben Ikin	Senior Statutory Planner
Qian Pei Choi	Project Manager
Brendan Lennard	Senior Cultural Heritage Officer
Nick Booth	Cultural Heritage Officer
Nicole Spooner	Acting Executive Officer – City Planning
Bec Grace	Senior Administrative Officer – City Planning

58 Harrington and 59 Davey Street – pre- application presentation

The Panel met with the proponents, who explained the proposal and responded to questions.

The Panel subsequently met in camera to discuss the proposal in detail and the advice below was produced for the consideration of the proponents, officers and Aldermen.

The proposal is for demolition of the existing buildings and construction of a new 13 storey mixed use building containing three basement levels of car parking, three commercial tenancies at ground level and a total of 52 residential apartments over levels one to twelve.

The proposed building form is 'stepped', rising to a podium height of approximately 18m and an overall height of 45m.

The Panel acknowledges the considerable thought given by the Proponent to the design of the stepped form of the building, the function and layout of the ground floor tenancies and public spaces, as well as the quality of façade detailing and the materials used.

The Panel also notes that the proposal is at a pre-application stage and that some documentation, especially that analysing the townscape and heritage impacts of the development is still in the course of preparation. This work, in the opinion of the Panel, will be critical to the understanding and consideration of the proposal.

The Panel does however raise a number of issues in regards to the proposal.

1. The proposal is outside the Building Amenity Envelope and does not comply with the permitted building heights for the Central Business Zone.

It is noted that the Building Height Standards Review Project recently undertaken by Leigh Woolley resulted in a recommended deemed to comply height limit of 18m with a maximum permitted height of 30m.

2. The location of the building is of particular relevance given that it is a prominent site within a Heritage Precinct and within a street of especially high townscape/streetscape and heritage quality. More acknowledgement needs to be given in the design to the rich cultural heritage associated with the site.
3. The proposal presents a significant departure from the traditional pattern of development in the area, which has been to generally restrict higher development to the Macquarie Street ridge and to infill in Davey Street with a low rise pattern of development consistent with the urban form of the existing streetscape (eg Commonwealth Law Courts).
4. The Panel considers that the transition in height from the Macquarie Street ridge to Sullivans Cove is a fundamental quality of the urban form of the City and should be retained and reinforced. In this context the role played by St Davids Park is of importance and the views from the Park to the Mountain as identified in the work undertaken by Leigh Woolley, reinforces the amphitheatre of the Cove and should be protected.

In conclusion the Panel considers the proposal to be too high and intrusive, given its location within a significant Heritage Precinct, its proximity to a number of heritage listed properties, and its prominent location within a highly significant streetscape. It also fails to reinforce the traditional urban form of the City that steps down from the Macquarie Street ridge to Sullivans Cove.

The proposal needs to more appropriately acknowledge its context and to moderate its overall height and urban form accordingly.

URBAN DESIGN ADVISORY PANEL MINUTES

MINUTES OF A MEETING OF THE URBAN DESIGN ADVISORY PANEL
HELD AT 1:00 PM ON THURSDAY 13 JUNE 2019
IN THE LADY OSBORNE ROOM, TOWN HALL

MEMBERS PRESENT	
NAME	POSITION
Peter Curtis	Panel Member and Chairman
Jamieson Allom	Panel Member
Susan Small	Panel Member

ALSO PRESENT	
NAME	POSITION
James McIlhenney	Acting Director – City Planning
Ben Ikin	Senior Statutory Planner
Sarah Waight	Cultural Heritage Officer
Cameron Sherriff	Development Appraisal Planner
Qian Pei Choi	Project Manager
Rachel Rust	Executive Officer – City Planning
Bec Grace	Senior Administrative Officer – City Planning

PLN-18-853 – 58 Harrington Street & 59 Davey Street & 61 Davey Street & Adjacent Road Reserve - Demolition, Alterations, New Building for 52 Multiple Dwellings, Food Services, General Retail and Hire and Associated Carparking, Subdivision (Lot Consolidation), and Associated Works, including Works Within Road Reserve

The Panel met with Phil Gartrell (Senior Planner, Ireneinc), Chris McQue (Director of Architecture Carr Design Group) and Paul Davies (Heritage Consultant, (Paul Davies Heritage Architects) who explained the proposal and responded to questions.

The Panel subsequently met in camera to discuss the proposal in detail and the advice below is provided for the consideration of the proponents, officers and Aldermen.

Description:

The proposal is for the demolition of the existing buildings on 58 Harrington Street, the demolition of the rear of the existing building on 59 Davey Street, and the construction of a new 13 storey mixed use building containing three basement levels of car parking, three commercial tenancies at ground level, and a total of 52 residential apartments over levels one to 12.

Comments:

The Panel previously considered this application as a pre-application in October 2018. At that time important documentation essential to the assessment and consideration of the townscape and heritage impacts of the proposal were still in the course of preparation.

That Heritage Impact Assessment has now been submitted and was the principal focus of discussion between the Panel and the Applicant.

The architectural design of the proposal is essentially unchanged from that submitted to the Panel in October 2018.

The key issues for the Panel remain the appropriateness of the design response, given that the site is within a significant Heritage Precinct and streetscape, and contains and is adjacent to a number of heritage properties.

The submitted Heritage Impact Assessment fails to adequately address concerns that the large form and 'landmark' approach to the design of the building will unreasonably dominate adjacent heritage properties as well as the general character of the Heritage Precinct and associated streetscape. Recognised views of kunanyi Mt Wellington from St Davids Park will be lost.

The Panel felt that given there were no changes from the pre-application presented to the Panel in October 2018 the Panel's view remain unchanged and the following original advice is reaffirmed.

1. The proposal is outside the Building Amenity Envelope and does not comply with the permitted building heights for the Central Business Zone.

It is noted that the Building Height Standards Review Project recently undertaken by Leigh Woolley resulted in a recommended deemed to comply height limit of 18m with a maximum permitted height of 30m.

2. The location of the building is of particular relevance given that it is a prominent site within a Heritage Precinct and within a street of especially high townscape/streetscape and heritage quality. More acknowledgement needs to be given in the design to the rich cultural heritage associated with the site.
3. The proposal presents a significant departure from the traditional pattern of development in the area, which has been to generally restrict higher development to the Macquarie Street ridge and to infill in Davey Street with a low rise pattern of development consistent with the urban form of the existing streetscape (eg Commonwealth Law Courts).
4. The Panel considers that the transition in height from the Macquarie Street ridge to Sullivans Cove is a fundamental quality of the urban form of the City and should be retained and reinforced. In this context the role played by St Davids Park is of importance and the views from the Park to the Mountain as identified in the work undertaken by Leigh Woolley, reinforces the amphitheatre of the Cove and should be protected.

In conclusion the Panel considers the proposal to be too high and intrusive, given its location within a significant Heritage Precinct, its proximity to a number of heritage listed properties, and its prominent location within a highly significant streetscape. It also fails to reinforce the traditional urban form of the City that steps down from the Macquarie Street ridge to Sullivans Cove.

The proposal needs to more appropriately acknowledge its context and to moderate its overall height and urban form accordingly.