



CITY OF HOBART

# SUPPORTING INFORMATION

## CITY PLANNING COMMITTEE MEETING

### OPEN PORTION OF THE MEETING

**MONDAY, 19 OCTOBER 2020  
AT 5:00 PM**

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REV	DESCRIPTION	DATE
	DEVELOPMENT APPLICATION	05/04/2018
01	REVISED HEIGHT	06/05/2018
02	REVISED HEIGHT FOR DG	11/05/2018
03	TADWATER REVISION TO FRONT PLANTER	12/06/2018
04	EXTENDED SAKRY STREET ELEVATION	16/06/2018

ARCHITECTS JAWST



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REV	DESCRIPTION	DATE
	DEVELOPMENT APPLICATION	06/04/2018
01	RENCEC HEIGHT	26/02/2019
02	RENCEC HEIGHT FOR DA	14/05/2019
03	TADWATER REVISION TO FRONT PLANTER	12/09/2019
04	EXTENDED DARVEY STREET ELEVATION	16/06/2020

ARCHITECTSWAT

## DEVELOPMENT APPLICATION



SITE PLAN/ ROOF PLAN 1:200  
1:200

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NOTES:  
1. INFORMATION ON OTHER SERVICES MARKED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.  
2. FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ON SITE.



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PROJECT  
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DRAWING

SITE PLAN/ ROOF PLAN

1509\_DAB2 |

DATE: 26/03/2018  
DRAWN: J. SMITH  
CHECKED: J. SMITH  
APPROVED: J. SMITH

STATUS

DEVELOPMENT APPLICATION

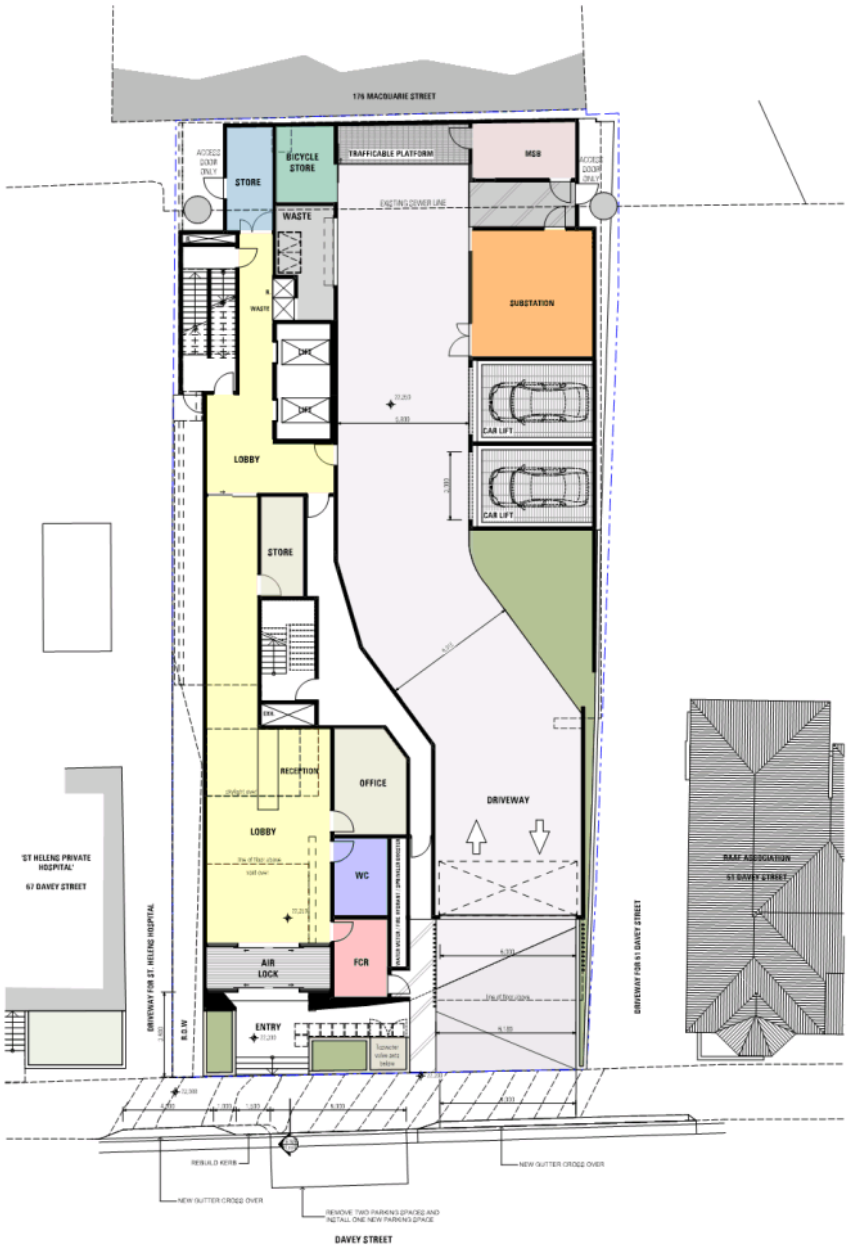
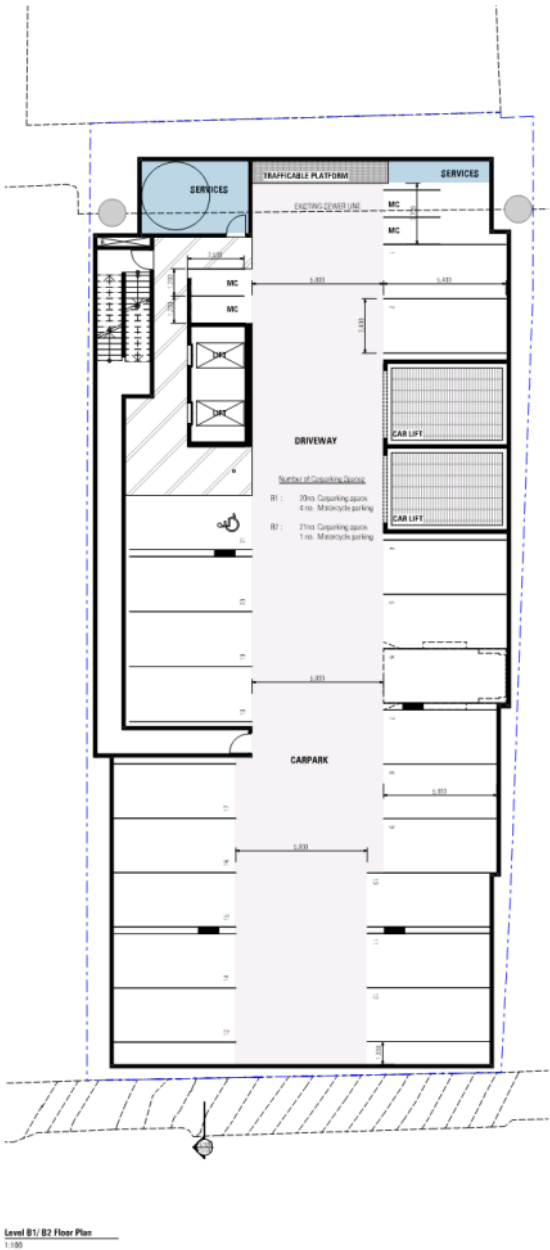
REVISIONS

REV.	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	26/03/2018
02	REVIEWED REVISION	26/03/2018
03	REVIEWED REVISION FOR DA	14/04/2018
04	TAGWATER REVISION TO FRONT PLANTER	15/04/2018
05	TAGWATER REVISION TO FRONT PLANTER	15/04/2018

DEVELOPMENT APPLICATION







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TOTAL INTERFERENCE IN OTHER DIMENSIONS INDICATED ON PLAN ARE INDICATED ONLY FOR GENERAL INFORMATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ON SITE.

DRAWING LEGEND

ARCHITECTS/SMW

PROJECT

DAVEY ST APARTMENTS

10 Davey Street, Sydney NSW 1500

For

Tafelberg Kitchens Unit Trust

DRAWING

FLOOR PLANS - BASEMENT & GROUND FLOOR

1509\_DAM |

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV. DESCRIPTION DATE

01 DEVELOPMENT APPLICATION 26/04/2018

02 REVISED HEIGHT FOR DA 26/03/2019

03 TACKLED REVISION TO FRONT PLANTER 15/06/2019

04 EXTENDED DAVEY STREET ELEVATION 16/06/2020

DEVELOPMENT APPLICATION



REV	DESCRIPTION	DATE
	DEVELOPMENT APPLICATION	06/04/2018
01	RENCED HEIGHT	26/02/2019
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03	TADWATER REVIDION TO FRONT PLANTER	12/09/2019
04	EXTENDED DARVEY STREET ELEVATION	16/06/2020

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**DRAWING LEGEND**

GL	GLASS PANEL - GLASS
GL 1	GLASS PANEL - FRAMELESS
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GL 99	GLASS PANEL - FRAME ALUMINUM
GL 100	GLASS PANEL - FRAME ALUMINUM



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**DRAWING**  
**ELEVATION - 2**  
**1509\_DAO9 |**

**STATUS**  
**DEVELOPMENT APPLICATION**

**REVISIONS**

REV	DESCRIPTION	DATE
01	DEVELOPMENT APPLICATION	20/04/2018
02	REVISED HEIGHT FOR DA	26/02/2019
03	REVISED HEIGHT FOR DA	14/05/2019
04	REVISIONS TO FRONT PLANTER	10/06/2019
05	EXTENDED DAVEY STREET ELEVATION	14/06/2020

DEVELOPMENT APPLICATION



REV	DESCRIPTION	DATE
	DEVELOPMENT APPLICATION	05/04/2018
01	REVISED HEIGHT	26/02/2018
02	REVISED HEIGHT FOR DA	14/05/2018
03	TACWATER REVISION TO FRONT PLANTER	12/04/2019
04	EXTENDED SAWY STREET ELEVATION	16/06/2020

ARCHITECTS JAWST



REV	DESCRIPTION	DATE
	DEVELOPMENT APPLICATION	05/04/2018
01	REVISED HEIGHT	26/02/2019
02	REVISED HEIGHT FOR DA	14/05/2019
03	TACWATER REVISION TO FRONT PLANTER	12/04/2020
04	EXTENDED DAWKY STREET ELEVATION	16/04/2020

ARCHITECTSMAW



REV	DESCRIPTION	DATE
	DEVELOPMENT APPLICATION	05/04/2013
01	REMOVED HEIGHT	26/02/2018
02	REMOVED HEIGHT FOR DA	14/05/2018
03	TACWATER REVISION TO FRONT PLANTER	12/04/2020
04	EXTENDED DARVEY STREET ELEVATION	16/06/2020

ARCHITECTS **MAJ**



REV	DESCRIPTION	DATE
	DEVELOPMENT APPLICATION	06/04/2018
01	REMOVED HEIGHT	26/01/2018
02	REMOVED HEIGHT FOR DA	14/03/2018
03	TAKEN WATER REVISION TO FRONT PLANTER	12/04/2018
04	EXTENDED DAVEY STREET ELEVATION	14/06/2018

ARCHITECTSMAW

## DEVELOPMENT APPLICATION





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	DEVELOPMENT APPLICATION	06/04/2018
01	REVISED HEIGHT	26/03/2018
02	REVISED HEIGHT FOR OA	14/03/2018
03	TAGWATER REVISION TO FRONT PLANTER	12/04/2018
04	EXTENDED DAWKY STREET ELEVATION	14/04/2018

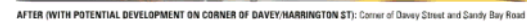
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REV	DESCRIPTION	DATE
	DEVELOPMENT APPLICATION	06/02/2018
01	REVISED HEIGHT	26/02/2018
02	REVISED HEIGHT FOR OA	14/03/2018
03	TADWATER REVISION TO FRONT PLANTER	12/04/2018
04	EXTENDED DAWRY STREET ELEVATION	14/06/2018

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## DEVELOPMENT APPLICATION







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### DRAWING LEGEND

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 AHN DE 888 112 129  
 TEL 0756463.21071  
 FL 0407547 12154449  
 04/11/15 12:01:12 AG WABA  
 AGT WABA 2000

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FAX 20 800 6706  
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WWW.JANITTORE.COM

## PROJECT

**DAVEY ST APARTMENTS**  
62 Davey Street Hobart TAS 7000  
Tas  
**Tellynec Kloris Unit Trust**

### DRAWING

### 3D SITE VIEWS

1509\_DA17 |

DATA	AG 247990-18 81
DATE	MM/DD/YY
ORIGIN	HL
ORIGIN	WM
ACTIVITY CATEGORY	WM
ACTIVITY NUMBER	CC-0000
UNIT NAME	14/06/2018
UNIT ID	14/06/2018

## STATUS

#### DEVELOPMENT APPLICATION

## REVISIONS

REV	DESCRIPTION	DATE
	DEVELOPMENT APPLICATION	05/04/2018
01	REVISED HEIGHT	24/03/2018
02	REVISED HEIGHT FOR DA	14/03/2018
03	TADWATER REVISION TO FRONT PLANTER	12/04/2018
04	EXTENDED SAWY STREET ELEVATION	14/06/2020

## DEVELOPMENT APPLICATION

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**BEFORE:** St. David's Park

**AFTER:** St. David's Park

**AFTER (WITH POTENTIAL DEVELOPMENT ON CORNER OF DAVEY/HARRINGTON ST):** St. David's Park

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INFORMATION ON OTHER COUNTRIES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ON SITE.

### DRAWING LEGEND

04	BR. PAPER-GLASS
04.1	GLASS PAPER (FRANKLIN)
04.2	GLASS PAPER (FRANKLIN ALUMINUM PAPER) (FRANKLIN PAPER)
04.3.1	METAL WALL SHEETING
04.3.2	METAL WALL SHEETING (ROCKFORD)
04.3.3	PRECAST CONCRETE PAPER (MAY)
04.3.4	PRECAST CONCRETE PAPER (MAYNARD DRY)
04.3.5	PRECAST CONCRETE PAPER (DAN DRY)
04.4	STONE / TILE CLADDING - INTERIOR
04.5	TRASH CLADDING
04.6	STEEL POWERGLASS ALUMINUM

JACOBIUS WAGNER  
ADRIANUS  
THE OPERA HOUSE  
TO THE THEATRE  
SOUTH OF THE THEATRE  
ALSO THEATRE

TELEPHONE 82 9222 4296  
FAX 82 9222 4779  
JANUZZI ANALYTICALS, S.p.A.  
www.januzzi-analitics.com

## PROJECT

**DAVEY ST APARTMENTS**

**Teddy's Kids Unit Trust**

### DRAWING

### 3D SITE VIEWS

1509\_DA18 |

ISSN: AG 49999999  
 DATE: MARCH 2018  
 PAYMENT: 0000  
 ORDER NO: 0000  
 ACCOUNT NO: 00000000000000000000  
 ACCOUNT NO: 00000000000000000000  
 P.O. BOX: 00000000  
 COUNTRY: 00000000

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## STATUS

#### DEVELOPMENT APPLICATION

## REVISIONS

REV	DESCRIPTION	DATE
	DEVELOPMENT APPLICATION	05/04/2018
01	REVISED HEIGHT	06/02/2018
02	REVISED HEIGHT FOR DA	14/02/2018
03	TAGWATER REVISION TO FRONT PLANTER	12/04/2018
04	EXTENDED DRIVE STREET ELEVATION	16/06/2018

## DEVELOPMENT APPLICATION



BEFORE: Davey Street



**AFTER:** Davey Street



**AFTER (WITH POTENTIAL DEVELOPMENT ON CORNER OF DAVEY/HARRINGTON ST):** Davey Street

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FINAL LOCATION OF ALL FITTINGS & PIPES ARE TO BE COORDINATE AND VERIFY THE CONTRACTOR OFFICE.

### DRAWING LEGEND

004	SOLID PANEL - SLAB
04.1	CLASP PANELS (FRAMERLESS)
04.2	CLASP PANELS (FRAMERS ALUMINUM FRAME) (WOOD/CLASP)
	FRAMES
005.1	METAL WALL SHEETINGS
005.2	METAL WALL SHEETINGS (PARTIAL)
00.3	PRECAST (CONCRETE) PANELS (WALLS)
00.7	PRECAST (CONCRETE) PANELS (WALL/LIGHT) (SHEET)
00.9	PRECAST (CONCRETE) PANELS (THICK SHEET)
00.0	STONE/TILE CLADDING - LARGE FORMAT
004	(FRAMES) CLADDING
00.0	STONE POWDER COATED ALUMINUM

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## PROJECT

**DAVEY ST APARTMENTS**

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10

Tellynag Klonig Unit Trust

### DRAWING

### 2D SITE VIEWS

1509\_DA19 |

DATE	AS 07/09/2018
TIME	14:00:00
OPERATOR	ML
STATION	WM
ACCTGID: 00000000	WM
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USER: ML	14/09/2018
END FILE	1-1000 Series (Event) View

## STATUS

#### DEVELOPMENT APPLICATION

## REVISIONS

REV	DESCRIPTION	DATE
	DEVELOPMENT APPLICATION	05/04/2018
01	REVISED HEIGHT	26/02/2018
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03	TADWATER REVISION TO FRONT PLANTER	12/06/2018
04	EXTENDED QUARRY STREET ELEVATION	14/06/2020

## DEVELOPMENT APPLICATION

JAWS ARCHITECTS INC.

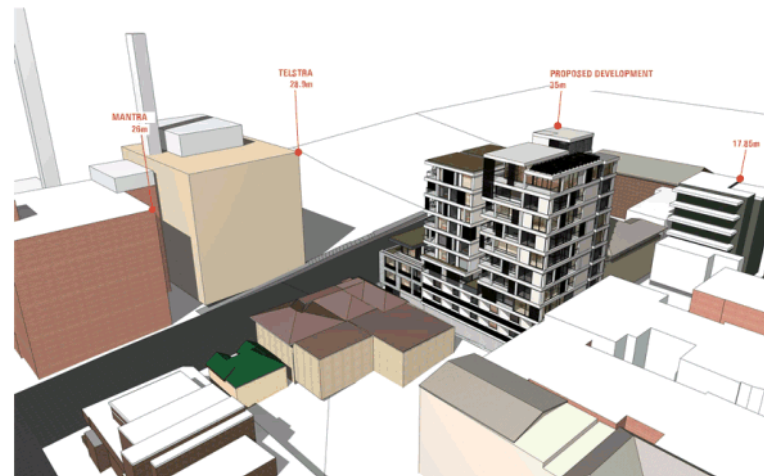
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REV	DESCRIPTION	DATE
	DEVELOPMENT APPLICATION	06/03/2018
01	REVISED HEIGHT	26/03/2018
02	REVISED HEIGHT FOR DA	14/05/2018
03	TADWATER REVISION TO FRONT PLANTER	12/09/2018
04	EXTENDED DAWRY STREET ELEVATION	16/06/2020

## DEVELOPMENT APPLICATION



## DEVELOPMENT APPLICATION

REV	DESCRIPTION	DATE
	DEVELOPMENT APPLICATION	05/04/2018
01	RENDER HEIGHT	26/02/2018
02	RENDER HEIGHT FOR DA	14/05/2018
03	TACWATER REVISION TO FRONT PLANTER	12/06/2018
04	EXTENDED DAVEY STREET ELEVATION	14/06/2018

ARCHITECTSWAJ



May 2020

DESIGN STATEMENT – 63 Davey Street, Hobart

Ideally positioned for vibrant inner-city living, this apartment complex contains a mix of residential and studio / student accommodation. Situated between two Heritage-listed buildings in a Heritage Precinct, the site has previously had numerous residential uses which have been demolished over the years, leaving an asphalt carpark and brick store facility as a negative void in an otherwise elegant historic Hobart location.

Program Description and Form Concept

The Ground Floor of the complex provides entry to two levels of car parking and the 51 Apartments above. A wide range of apartment types is provided, consisting of 21 x Studio | Student apartments, 20 x 2-bedroom apartments, and 1 x 3-bedroom, penthouse apartment.

The first two levels above ground contain the studio apartments with private open space predominantly orientated to the north, creating a podium to reference the scale of surrounding buildings.

A service core on the south side of the building provides access to all levels, with a separate stair to the east serving the podium levels. The southern location of the core allows the apartments to enjoy northerly aspect and views over Salamanca and Battery Point. This also maintains privacy to adjacent hospital facilities. Level 3 contains the first level of standard two-bedroom apartments and is setback from the frontage to accommodate a green roof on top of the podium. Refer to Diagram 01.

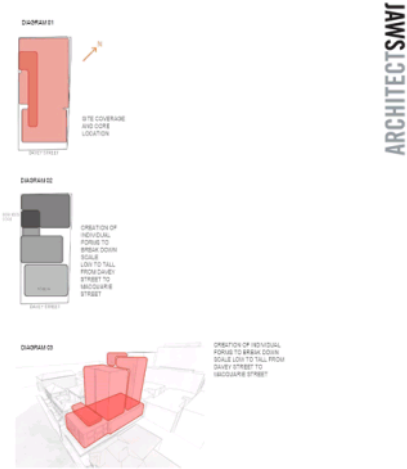
The layout and massing of the building has been designed to maximise the site coverage whilst maintaining setbacks to provide enhanced amenity for residents.

The building is configured to read as separate, yet integrated components of the one entity. The form of the building is broken down to create a multi-layered response which addresses its location within the streetscape, the local heritage precinct and the broader townscape setting, achieving a synergy between heritage values and new forms. Refer to Diagrams 02 + 03.

ARCHITECTS  
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NEAL MCDONALD  
SCOTT WOODMAN  
ASSOCIATES  
RONA GRAYSON  
CATHERINE WILLIAMS  
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EXPERIENCE CREATIVE QUALITY





Streetscape and Heritage Precinct Response

The heritage response has been driven by the streetscape view i.e. 'view-field' from the Covey Street. The podium building reads as a sensitive addition in the street, thoughtfully responding to the adjacent Heritage buildings in setback, height, material & fenestration techniques. The apartments, Level 3 and above, are set back more than 15m behind the streetscape podium with enough space

that the character and significance of the heritage streetscape is not compromised. Additionally, the higher-level apartments are materially distinct from the streetscape, reducing prominence. From a pedestrian and vehicular perspective the podium element is the defining image of the development when experienced in its streetscape scale context. The new buildings engage in a compositional manner to the Heritage context and merge into the adjacent city blocks, contributing to the ongoing and evolving development of the city.

The podium fills the existing void within the streetscape, creating a complementary street edge condition with high quality finishes and contemporary design. The removal of the open asphalt carpark and insertion of a new respectful active building element helps to repair the fabric of the streetscape, enhancing the street level experience.

The design of the front facade is articulated with window openings that reference the symmetry, proportions and rhythm of the adjoining heritage buildings, expressed in a contemporary manner.

Street trees at the front of the building further reference the adjacent buildings, with species of plantings adding another layer of connection along the streetscape.

The ground floor lobby presents a welcoming entrance with a generously proportioned double height volume which is animated by natural light from above. The vehicular access to the basement carpark is accessed from the opposite side of the building through a recessed alcove.

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SMWT



DAVEY STREET FRONT ELEVATION



DAVEY STREET - ARTIST'S IMPRESSION



The building form steps up at the rear of the site with respect to the underlying topography, recognising the Macclesfield Ridge to the north west of the site and the scale of development within the surrounding townscape in which it is situated.

The highest point of the development is located at the deepest setback of the site, with the service equipment and lift overruns at the rear.

Height Analysis

The development height has been a continuous process of analysis and contextual review. The design team has had extensive consultation with urban designers and heritage experts, Paul Davies, Heritage and Planning, to establish a thoughtful response to the Heritage Precinct and Streetscape principles applying to this particular site.

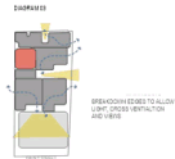
Council's K2V model was used as a tool to establish a contextual response at the outset. Preliminary advice from LDCP in 2019 was also taken into account to help establish urban design principles and guide the design.

Originally submitted in early 2019, the proposal has been significantly modified in response to the recent RUPAT decision made in regards to the nearby 'Welcome Stranger' project. The height has been reassessed with the assistance of Heritage Planning and Practice to reduce the maximum height of the scheme from 45m to 35m.

Residential Amenity

Above the podium a large central light well opens to the north, splitting the building into two components to break down the massing and allow light deep into the plan.

This breaking down of the edges of each of the building components allows the forms to read more as a family of buildings rather than a singular block. Refer Diagram 04.



Balconies and terraces for the apartments are oriented to maximise northern aspect where possible and take advantage of the view corridor to the east view over St David's Park and south down the River Deverent. In conjunction with windows, these private open areas allow for maximised cross ventilation opportunities.

The podium levels accommodate 21 affordable Studio / Student style accommodation. 85% of these have been orientated with north aspect. Refer Diagram 05.



The development has thoughtfully located private outdoor spaces to work with existing conditions and also considered future potential development. The view and open aspect amenity of the each apartment has been maintained. Refer Diagram 06.



Strong horizontal banding defines each level, with an overlay of balcony screens, windows and planter boxes providing a finer level of detail. Each apartment is configured to maximise solar access and the stunning views towards the waterfront. The patterning and liveliness of the apartment facades creates a unique and individual sensibility for each apartment, while the planning economically repeats.

ARCHITECTS/MVF

A penthouse level is set back further again, reinforcing the vertical split through the interplay of volumes.

The treatment of the building facades is distinguished from the lower podium, with intentions to provide separation between apartments and create greater distinction and articulation in the building form. The design, finish and materiality, while still integrated with the treatment of the lower level, have been articulated for greater visual interest and to avoid expansive blank facades.



APARTMENT DETAIL - ARTISTS IMPRESSION

**Sustainable Initiative**

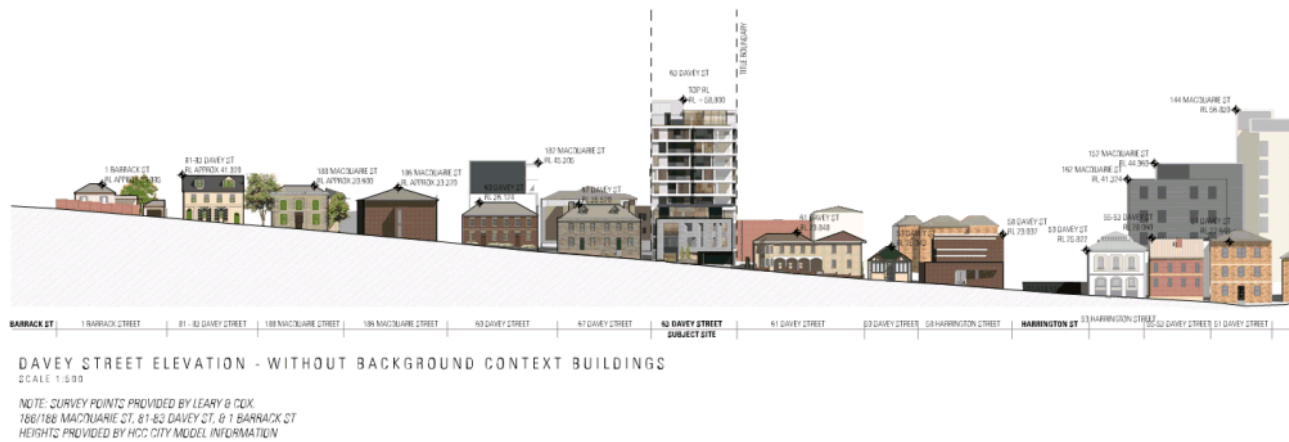
Green roof terraces have been provided at various levels to improve thermal insulation qualities, soften the facade edges and provide a positive outlook for residents. These areas will be planted with hardy vegetation that have minimal water requirements and are low maintenance. Refer to Diagram 07.

A solar array with a northwest aspect will off-set the building's reliance on purchased energy.

Other required service equipment zones have been carefully integrated within the building elements to eliminate an ad-hoc screened services enclosure at the highest levels. The efficient planning arrangement and servicing efforts reduced material waste, while the site location allows reduced reliance on car travel.



The complex aims to reflect a contemporary ambition for sustainable inner city living, respectfully inserted into a historic Hobart precinct.



## DEVELOPMENT APPLICATION



63 DAVEY STREET, HOBART

Planning Submission to Hobart City Council

Last updated - July 2020

Author - Phil Gartrell

Reviewed: Irene Duckett

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ireneinc PLANNING & URBAN DESIGN

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1. INTRODUCTION

Planning Tas trading as ireneinc Planning and Urban Design have prepared the following assessment on behalf of Telipno Kionis Unit Trust to accompany an application for the use and development of land at 63 Dorey Street, Hobart.

This report has been prepared in response to plans prepared by JKH's Architecture.



Figure 1: Site location (source: [www.thelists.tas.gov.au](http://www.thelists.tas.gov.au) © State of Tasmania)



1.1 SUBJECT SITE

The subject land is located at 63 Davey Street, Hobart 'Navy Club' (CT144396/1), with a site area of 600sqm. The site has a fall from north-west to the street frontage on the south-east boundary.

The application also includes the adjoining site, identified as 186 Macquarie Street St Helens Private Hospital (CT 110411/1/1), due to a requirement for access and potential works related to upgrades of existing sewer pipe and connection. Further detail is provided in the accompanying civil documentation.

The site has an existing single-storey building, formerly the Old Navy Club, built to the side and rear boundaries and setback approximately 13m from the frontage to Davey Street. The building is currently used as furniture storage with on-site carparking within the front setback.



Figure 2: Aerial image of the subject site (red) and adjoining site at 186 Macquarie Street (blue) (Source: www.shelut.tas.gov.au © State of Tasmania)

The site is currently accessed via a shared 4m (approx.) wide entrance from Davey Street, which also includes a right of way easement benefitting the adjoining to the land to the southwest. There is an existing sewer main that runs along the rear boundary of the property.



Figure 3: Frontage of existing building to Davery Street

1.2 SITE SURROUNDS

St Helens Private hospital is located to the south west of the site at 188 Macquarie Street, whilst the main entry to the hospital is from Macquarie Street. The Davery Street frontage of the hospital is a three storey sandstone heritage building. The upper floor is formed by the dormer windows within the roof space. The building as with many of the other buildings along the Frontage, is set back for a small landscaped area. To the rear of the heritage building is a contemporary hospital building with underground parking below. The remainder of the street through to Barrack Street is characterised by 2-3 storey buildings, many of heritage value.

To the north east, 41 Davery Street is a two storey heritage building (RAAF Association Memorial Centre). East of this is a single storey heritage cottage at 59 Davery Street and the art deco welcome stranger hotel on the corner at 58 Harrington Street.

On the opposite side of the street the 4 storey red brick mantra hotel on the corner of Sandy Bay Road and the 5-6 storey Telstra Building occupy the streetscape, with apartments and residential buildings west of Heathfield Avenue.



Figure 4: View down Dovey Street



Figure 3: View looking up Dovey Street



Figure 4: View from Street frontage of St David's park.  
A further analysis of the surrounding site context is provided in the accompanying Urban Design Statement.

1.3 CONSULTATION  
The original proposal has been through a number of design iterations that have been discussed with Council's planning and heritage officers. The previous design was also presented to Council's Urban Design Advisory Panel (UDAP).  
As a result of these discussions and the recent Tribunal ruling in regard to the proposal at St Harrington Street, the proposal has been revised.

2. PROPOSED DEVELOPMENT

The proposal involves the demolition of the existing single storey building at 63 Davey Street, including removal of the existing 8 parking spaces in the forecourt.

The new works are to facilitate use and development for 51 apartments providing a mix of residential, apartments and student accommodation. The 21 apartments across Level 1 and Level 2 will be allocated for student accommodation, whilst the remaining 30 apartments will be residential.

The building form is set back at its closest point to the frontage of the site by 2.8m to allow for landscaping and setback consistent with the adjoining heritage buildings. The ground floor provides lobby, services, access and vehicle manoeuvring for the proposed building, and 42 vehicle parking spaces.

The proposal will require infrastructure works within the basement car parking level on the adjoining property at 186 Macquarie Street. The owner/operator of 186 Macquarie Street has been notified in accordance with section 52 of LUPA.

The vehicular access to the site is to be reconfigured to the north east side of the frontage allowing two way traffic flow. Council Landowner Consent was previously provided for these works, and the revised application does not seek to modify them.

The basement carparking is accessed via car lifts located internally within the building. Bicycle storage and motorbike parking has also been accommodated internally.

Investigations have been made with Tapwater to accommodate an existing sewer main currently located along the rear boundary of the property, to within the proposed development.

From ground floor to Level 3 the proposed building is setback approximately 2.8m from the frontage, with respect to the neighbouring building located to the south. The design of the front facade is articulated with window openings reflecting the proportions and rhythm of the adjoining heritage buildings, expressed in a contemporary manner.

Level 3 is setback approximately 6.7m from the frontage to accommodate a green roof whilst also creating a podium to reference the scale of surrounding buildings. Apartments on the lower levels are generally single bedroom apartments with open space predominantly orientated to the north.

Levels 4-9 are setback 15m from the frontage and accommodate 2 bedrooms, generally with a larger footprint and a relatively larger open space allocation. The floor plate is divided with intention to provide separation between apartments and to also create greater distinction and articulation in the building form, which is reflected in the upper floor plans. Levels 10 is setback 30m from the street frontage and provides a 2 bedroom apartment.

The treatment of the building facades above Level 4 is distinguished from the lower podium. The design, finish and materials are clearly contemporary, while also still integrated with the treatment of the lower level and have been articulated for greater visual interest and to minimise the expansive blank facades.

The facades are cognisant of their location within the broader city, and have used spaces and colour to layer the overall massing and form of the components of the building.



3. PLANNING SCHEME REQUIREMENTS

The following is an assessment of the proposal in response to the standards of the rebart interim Planning Scheme 2015 (RIPS 2015).

The site is located within the Central Business Zone of the HPS 2015, as shown in the figure below. The site is within the Central Business Core Area and is not located on a Solar Penetration Priority Street.

Figure 7 describes the subject site within the Central Business Zone (blue).



Figure 7: Site Zoning (source: www.lrbst.tas.gov.au © State of Tasmania).

3.1 CENTRAL BUSINESS ZONE

3.1.1 ZONE PURPOSE STATEMENTS

The purpose statements of the Central Business Zone are as follows with respective responses to the proposed development:

3.1.1.1 - 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.

The proposal is for apartments that will be used for residential and student accommodation purposes. The proposal will contribute to the vibrancy of the city by providing for 24hr presence, whilst the ground floor use providing building and car park access is discretionary, the lobby and services are provided on the first floor.

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.

The proposal will provide residential and student accommodation in a location that is well connected to the service functions of the CBD, with good connections to the amenities of Sullivan's Cove and St David's Park and on the edge of the Urban Mixed Use Zone. The design of apartments will provide a variety of accommodation with a level of amenity and quality that is responsive to the State's capital city.

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.

The relationship that the building has to the street frontage has been given a considerable degree of attention to ensure that urban design cues are taken from the historic values of the neighbouring buildings. The façade will fill the existing void within the streetscape with high quality finishes and contemporary design that integrates with the existing form of the street.

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.

The proposal is highly consistent with this statement.

22.1.1.5 - To ensure development is accessible by public transport, walking and cycling.

The site is well connected to a variety of transport options. Parking within the building is limited in acknowledgement of the site's location in proximity to open space, services, entertainment, and employment.

22.1.1.6 - To encourage intense activity at pedestrian levels with shop windows offering interest and activity to pedestrians.

Davey Street is not traditionally an active retail area of the city, due to the existing form of historic masonry buildings with small openings and formal facades, and the high vehicle traffic of the main arterial way. Notwithstanding this, the proposal provides a frontage that is respectful of the existing qualities of the heritage precinct with detailing at a pedestrian scale. The street setback and landscaped area have been included within the design with respect to the heritage qualities and to enhance the street level experience.

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 wall and links to it as the major pedestrian hub of the CBD.

The location of the site and the enclosed nature of existing development on adjoining sites precludes the ability to provide through site linkages.

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.

The proposed development has been designed with regard to the adjoining heritage buildings and the qualities of the heritage precinct in which the site is located. The proposal responds by creating

a complimentary street edge condition to complete the streetscape form, the recessive use of materials and the siting of larger parts of the building well setback from the principal view-line.

A heritage report is currently being prepared to provide further analysis to outline how the proposed development maintains and contributes to the streetscape.

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 proposal has been designed within the limitations presented by the site. The building is in close proximity to St. David's Park and Salamanca Place which provide high quality urban spaces. Residents are provided with ample private open space and the proposal is in close proximity to key sites within the CBD and Sullivan's Cove and provides a safe, comfortable and enjoyable environment for residents.

3.1.2 DESIRED FUTURE CHARACTER STATEMENTS

Consideration of the Desired Future Character Statements (DFCS) is triggered in relation to standard 22.4.1 Setback P1 (a).

**Townscape and Streetscape Character -**  
22.1.1 Objectives:  
(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 proposed development reinforces the role of the zone as a focus to the region with development that is at a scale consistent with existing development within the city centre.

(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).

The proposed development is reflective of the underlying natural rise of the landform to Macquarie Street Ridge by stepping up along the cove slope to accentuate the Macquarie ridge, and the fall towards the amphitheatre of the cove. The positioning of the podium and tower form at the rear of the lot will consolidate the existing emphasis of development on Macquarie street on the surrounds of the basin, while the stepping down in a transition towards the Cove amphitheatre.

A further analysis of the urban form is contained within the Urban Form Supporting Statement.

(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 setback of the proposed building reinforces the existing setback pattern of existing heritage buildings evident within the streetscape. The proposed building will bring substantial social and economic benefits to the CBD by providing much needed residential apartments and studio/serviced apartments.

The historic cultural heritage values of the precinct are articulated in the Statements of Significance for the City Centre H1 Heritage Precinct as follows:

**H1 - City Centre**

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.

The proposal complements and enhances the heritage characteristics of the precinct, by reintroducing a 3 storey facade with a hard edge to the street, demonstrating a level of consistency with that evident within the streetscape and wider precinct.



Figure 8: Existing streetscape illustrating the substantial void created by the current conditions on-site (source: JAWS Architects)



Figure 9: Proposed building form and introduction of a contemporary facade to the streetscape to reinforce the heritage 2-3 storey heritage properties along Deeny Street (Source: J&WS Architects)

A further analysis will be provided under the 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:

These statements are not applicable as the proposed development is within the Amenity Building Envelope.

**3.1.3 USE STATUS**

The proposed development is for a mix of residential and student accommodation. Advice from Council indicates that student accommodation is also considered residential (communal residence). The residential use class is defined as follows:

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

Residential use is a permitted use in the zone, provided it is above ground floor.

**3.1.4 USE STANDARDS**

The only applicable use standards is as follows:



Clause 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.

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

- 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;
- 52dB(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;
- 65dB(A) (LAmax) 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.

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

The nearest residential zone is approximately 350m to the northwest of the site and is therefore unlikely to be impacted by any noise generated by the development. It is unlikely that the residential nature of the use will generate excessive noise.

### 3.1.5 DEVELOPMENT STANDARDS

The figure and relevant development standards of the zone are discussed below.

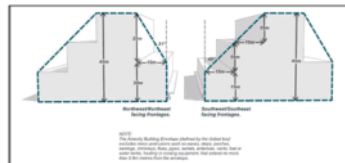


Figure 10: Amenity Building Envelope (Figure 22.3, HPS 2015)

**Clause 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.

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

(b) 15m (if so, or within 15m of, a south-west or south-east facing frontage;  
(b) 20m (if so, 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.

P1.1 - Development contained within the Amenity Building Envelope in Figure 22.3 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 kunangir at Wellington and the Wellington Range from public spaces within the Central Business Zone and the Core Floor;  
(c) the need to minimise unreasonable impacts on pedestrian amenity from overshadowing of the public footpath for City Moke with frontage to a Solar Penetration Priority Street in Figure 22.2; and  
(d) the need to minimise unreasonable impacts on the amenity of public open space from overshadowing.

Response

The proposed building has a south-west facing frontage and sits at a height of approximately 14.4m, then setback 15m and extends to a height of approximately 30m before being setback a further 15m to extend to a maximum height of approximately 35m from HGL. The proposal complies with A1(a) but does not comply with (c) and is required to be assessed against the performance criteria.

P1.1 Proposed development is contained within the Amenity Building Envelope, as shown in the following figure.

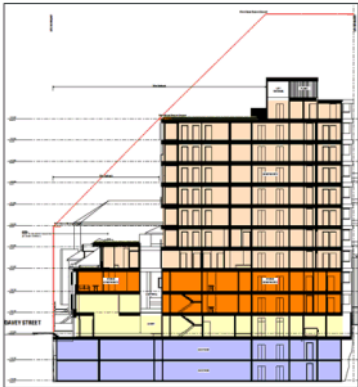


Figure 11: Eastern elevation illustrating the permitted building envelope (source: JRM Architects)  
The red line in the figure above illustrates the staggered offsets as specified by the amenity building envelope.

(a) The frontage of the building has been designed to respect the front facade scale and setback of adjacent heritage buildings. The resulting building will fill the existing void within the street, thereby improving the existing setback pattern and positively contributing the streetscape.

The building form steps up at the rear of the site with respect to the underlying topography to an overall building height of 34m with an RL of 56.8. The height and form recognise the Macquarie ridge to the north west of the site and the scale of development within the surrounding townscape in which it is situated.

Buildings within proximity to the subject site that inform the overall townscape include the Lands Building, 144 Macquarie Street (B1+C1.4m); Bils Hotel, 173 Macquarie Street, Leisure Inn 187-189 Macquarie Street (11 storeys); and Commonwealth Government Centre, 188 Collins Street (B1+C1.4m).

with the underlying topography contributing to the final relative height of these buildings the surrounding building heights are significantly higher than that proposed.

These buildings are relevant in this analysis as the proposed building should not be considered in isolation. Both streetscape and townscape are defined terms in the scheme which, as per the definitions below, facilitate interpretation and analysis of surrounding built forms generally within 100m of the site.

**Townscape**

*"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."*

Townscape is a far broader term, which allows consideration of the characteristics of the city as a whole, rather than focusing on a singular space or precinct.

**Streetscape**

*"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."*

Streetscape is a more refined term which is generally considered within a 100m radius of the street and surrounding buildings. The following diagram illustrates the extent of buildings within a 100m radii of the site.



Figure 12: Indication of building heights in urban context (source: Bing Maps - adapted by Ireneinc)

The figure above illustrates the variable building heights within the block bounded by Davey, Macquarie, Harrington and Barrack Streets. The building forms outside of this block are also relevant given the way in which the townscape can be interpreted from various points around the CBO. The primary consideration however is how the overall form, bulk and scale of the building fits within the immediate surrounds and the streetscape.

The following figure details how the proposal sits within the streetscape along Davey Street and when viewed from the corner of Sandy Bay Road and Davey Street.

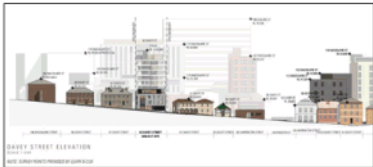


Figure 13: Derry Street streetscape, illustrating surrounding buildings and variable heights (source: JAWS Architects)



Figure 14: Harrington Street streetscape (source: JAWS Architects)

When viewed in context with surrounding development, it is clear that the consideration of height, bulk and scale of the building requires a wider context to understand the variations in building form within the CBD.





Figure 15: Northern aerial view of proposed development (source: JAWS Architects)

It is acknowledged that during the appeal proceedings for the proposal at 56 Harrington Street (Hera Pacific Pty Ltd v Hobart City Council & Ors (2019) TASAPCAT), the overall height, bulk and scale of the building was considered appropriate by Council Planners, despite being substantially higher at approximately 48m.

(b) The subject site is not located within the view cones mapped in Figure 22.8, as identified below:

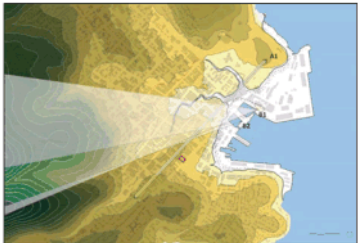


Figure 16: view lines and view cones as specified under Figure 22.6 HPS, 2015 and site location (red) (source: HPS, 2015)

(c) the proposal does not front a solar penetration priority street.

(d) The nearest public open space to the site is St David's Park, which is located to the north east of the subject site and will not be unreasonably impacted by overshadowing.

The question of height, scale and overall bulk has been addressed further under acceptable solution A5 and within the responses to the Heritage Code. A more detailed assessment of the surrounding urban form and analysis of the block bounded by Davey and Macquarie Streets is provided in the accompanying Urban Design Report.

**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 2m 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.

**A6 - 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 2m 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.

Response

A5 - The building is located between two lots which are listed in the Historic Heritage Code: 'St. Mary's Private Hospital' at 106 Macquarie Street to the south west, and 'RAAF Association Memorial Centre' at 61 Davey Street.

The proposed building, within 15m of the frontage, does not exceed the facade height of the higher heritage building at 106 Macquarie Street, however the proposed 4 storey facade within 15m of the frontage exceeds the two storey facade of 61 Davey Street by more than 4m or 1 storey.

The proposal is assessed in response to the Performance Criteria.

P5 -

(a) As mentioned above, the facade of the building has been designed specifically to respond to the dominant characteristics of the streetscape, being 3-4 storey and built within 2-3m of the frontage.

The larger building form is setback 30m from the frontage, ensuring that the streetscape along Davey Street is maintained and the adjoining heritage buildings to the west and east along Davey Street are not dominated by the larger building form behind. This is clearly illustrated in the accompanying photo montage and 3D renders. Of specific relevance are the following renders:



Figure 17: Existing view from junction of Davey Street and Sandy Bay Road.



Figure 18: Proposed building when viewed from the junction between Davy Street and Sandy Bay Road (source: JAMS Architects)

The setback of the larger form from the street provides a substantial distinction from the streetscape, reducing the overall prominence of the building when experienced from street level, where the primary façade becomes the defining image of the development.

The proposed building does not unreasonably dominate the heritage precinct as the larger form is respectfully setback from the streetscape, allowing the dominant 2-3 storey heritage facades to remain as the defining feature of the precinct. The façade of the proposed development contributes to this feature by replacing the existing void with a sympathetic but wholly contemporary façade which respects the characteristics of the adjoining buildings through materials, fenestration and colour.

The overall design and fenestration of the façade is identifiable as new a building form and rather than replicate the historical traits of the adjoining buildings, the proposal reintroduces a building façade to the streetscape with the design elements, colours and materials ensuring that the building fits appropriately within the heritage context whilst presenting as contemporary form.

30) The primary façade facing the street responds appropriately to the adjoining heritage buildings by presenting at a similar height, whilst also responding to the topography of Davy Street. As outlined in the accompanying architectural statement:

*The podium fills the existing void within the streetscape, creating a complimentary street edge condition with high quality finishes and contemporary design. The removal of the open asphalt carpark and insertion of a new respectful active building element helps to repair the fabric of the streetscape, enhancing the street level experience.*

*The articulation of the front façade with windows openings references the symmetry, proportions and rhythm of the adjoining heritage buildings, expressed in a contemporary manner.*

The overall form, materials, colours ensure that the building sits appropriately within the streetscape and allows the primary historic buildings to retain their prominence within the streetscape.



Figure 19: Elevation view montage along Devery Street (source: J&MS Architects)  
(c) The site does not front any solar penetrations priority streets and does not exceed the amenity building envelope illustrated in figure 22.3 of the scheme and in figure 7 of this report.

**Clause 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  
**P1 - Building setback from frontage must satisfy all of the following:**  
(a) be consistent with any Desired Future Character Statements provided for the area;  
(b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;  
(c) enhance the characteristics of the site, adjoining lots and the streetscape;  
(d) provide for small variations in building alignment only where appropriate to break up long building facades, provided that no potential concealment or entrapment opportunity is created;  
(e) provide for large variations in building alignment only where appropriate to provide for a forecourt for space for public use, such as outdoor dining or landscaping, provided that no potential concealment or entrapment opportunity is created and the forecourt is afforded very good passive surveillance.



Response

The landscaping and associated walls and access are setback 6m from the frontage, however the facade of the building is setback approximately 2.7m from the frontage.  
Therefore, the performance criteria must be addressed.

P4

(a) The Desired Future Character Statements have been responded to in section 3.1.1 of this report and the development is found to be consistent with them.

(b) The proposal is setback approximately 2.7m from the frontage to allow for access to the site and provide landscaping. This setback and associated landscaping is consistent with adjoining buildings along Diney Street and is to ensure a continuous building line with respect to the requirements of the Heritage Precinct in which the site is located.

(c) The current building on the site is setback approximately 12.7m from the frontage, with the area in front of the building used for vehicle parking. The proposal will improve the existing characteristics of the streetscape by filling the void created by the existing setback. Landscaping and treatment of the front building will be more consistent with adjoining lots and will greatly improve the appearance of the site from the existing condition.

(d) The building alignment is parallel with the existing frontage with little opportunity for entrainment space.

(e) No large variations to the building alignment is proposed. The building will serve to reinforce the existing streetscape pattern of 1-2 storey building facades to the frontage which is a substantial improvement over existing.

**Clause 22.4.3 - 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 facade 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 facade 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.

Response

The proposal responds to the acceptable solution as follows:

- (k) The main entrance to the building is clearly visible from Darvey Street.
- (l) The ground floor façade is comprised of openings with a surface area in excess of 40%.
- (m) There is no single expanse of a blank wall greater than 30% on the front façade.
- (n) Detailed location of plant is to be finalised but is capable of being accommodated where it is screened from the street and public places.
- (o) Lift over run is incorporated into the building through the design of the roof. Further services are located in the basement levels.
- (p) No security shutters over windows or doors with a frontage to a street are included in the proposal.

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

Response

The nearest residential zone is approximately 349m to the north-west of 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 22.9 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.

Response

A3 - The proposal adjoins heritage places to the east and west along Darvey Street.

- (a) The building façade within 15m of the frontage has been articulated with horizontal and vertical lines as distinguished in the design of building elements, including finishes, windows, and openings as illustrated in the street front elevation.

As outlined in the architectural statement:

*The podium fills the existing void within the streetscape, creating a complimentary street edge condition with high quality finishes and contemporary design. The removal of the open asphalt carpark and insertion of a new respectful active building element helps to repair the fabric of the streetscape, enhancing the street level experience.*  
*The design of the front facade is articulated with window openings that reference the symmetry, proportions and rhythm of the adjoining heritage buildings, expressed in a contemporary manner.*

*Street trees at the front of the building further reference the adjacent buildings, with species of plantings adding another layer of connection along the streetscape.*

- (b) no awnings are proposed.

**Clause 22.4.4 - Passive Surveillance**  
**Objective:** To ensure that building design provides for the safety of the public

*AT - 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 facade 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 facade of any wall which faces a public space or a car park which amount to no less than 10% 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.

**Response**

The proposal addresses the Acceptable Solution as follows:

A1 (a) the main pedestrian entrance to the building is clearly visible from Davey Street.

(b) the ground level facade of the building exceeds 40% windows and openings.

(c) Openings on the ground floor facade exceed 30% of the frontage.

(d) The design of the building does not create any entrapment spaces.

(e) & (f) no external car parking areas or pathways are proposed. Car parking will be located within the basement levels and will be accessed via internal lifts and stair wells. The internal car park will be provided with lighting in accordance with relevant Australian Standard.

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

Clause 22.4.5 - Landscaping does not apply.

Clause 22.4.6 - Outdoor Storage Areas; all storage is located internally, this does not apply.

Clause 22.4.7 - Fencing and Clause - 22.4.8 - Pedestrian Links do not apply.

4. CODES

4.1 POTENTIALLY CONTAMINATED LAND CODE

To our knowledge former activities of the subject land have not been used for potentially contaminating land uses. Engineers have advised that the sewer main is downhill of a hospital that may have potentially contaminating activities use, which may have used the infrastructure. Current development on the land precludes the ability for further investigation of the subject infrastructure.

4.2 ROAD AND RAILWAY ASSETS CODE

The following Use and Development Standards are relevant.

4.2.1 DEVELOPMENT STANDARDS

**Clause ES 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 40km/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 40km/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.

The proposal will require the relocation of the existing access to the site and will result in intensification of the use. The proposal is required to respond to the Performance Criteria.

**P3**

(a) The accompanying TIA identifies that the proposal will provide 42 on-site car parking spaces for residents only, resulting in approximately 4.5 vehicles trips per apartment per day. This number is slightly higher than what is likely to be expected (3.75 trips per apartment per day). This will result in a total of around 190 vehicle movements per day and approximately 19 movements per hour during peak traffic periods.

(b) The traffic generated by the use will be primarily private residential traffic, which will be turning left out of the site onto the right-hand lane of Davey Street.

- (c) & (d) As per the accompanying TIA, the two-way traffic activity generated by the proposal is not considered to result in any impacts on the efficiency of the access or the road. The current access to the site provides access to the rear of St. Helens Private Hospital and the peak hour traffic flows to and from the site are not expected to increase over existing. Davy Street is considered a Category 1 road, and supports a high number of vehicle movements per day. It is not anticipated that the proposal will result in any impacts to the efficiency of the road.
- (e) The speed limit along Davy Street is signposted at 50km/hr. The speed of traffic flow along the portion of Davy Street between Harrington Street and Barack Street is governed by the traffic lights at the intersection between Davy and Harrington Street and Sandy Bay Road. As per the TIA, intersections and junctions are considered to reach capacity when the total conflicting approach traffic volumes are around 1,500 vehicles/hour. The conflicting traffic volume at the new driveway will be around half this volume, therefore there will not be an operational issue.
- (f) n/a
- (g) the proposal will continue to provide access to the rear of St. Helens Private Hospital and is required to provide much needed additional residential and accommodation options within close proximity to the CBD and Salamanca Place.
- (h) Please refer to the attached TIA for details.
- (i) Due to recent legislative changes, the Davy Street road reserve is now managed by the Department of State Growth.

**Clause E5.6.2 - Road accesses and junctions**  
**Objective:** To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.

**A2 - No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 50km/h or less.**

**P2 - For roads in an area subject to a speed limit of 50km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:**

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

On completion, the proposal will have one new access providing both entry and exit from the site. The existing access to the site falls across two titles, with a right of way located partially within the site at 63 Davy Street. This right of way is provided to allow sufficient room for the one-way access to the rear of the St. Helens Private Hospital, which will be retained. The only modifications proposed are to the crossover within the road reserve, as per the accompanying documentation.

As the right of way is for access to the adjoining property (St Helens Private Hospital) the new development will incorporate one new access that will provide entry and exit from the development, thereby complying with A2.

**Clause ES.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) all access or junction must comply with the Safe Intersection Sight Distance shown in Table ES.1; and  
(b) rail level crossings ...

The applicable sight distance for streets with a speed limit of 60km/hr or less is 10m in either direction.

As per the accompanying TIA, the rise in topography along Davey Street toward the intersection with Barrack Street provides additional sight distance to the east when exiting the site. Given that movements to and from will be from a one-way street, the only applicable sight distance is that to the east toward the intersection with Harrington Street and Sandy Bay Road. The available sight distance in this direction is over 10m.

A single on-street parking space will be retained between the new access point to the west and the existing access to the west (for St Helens Private Hospital). Given the topographical changes detailed above, the retention of this space will not impact on sight distances for the existing access.

Therefore, the proposal complies with A1(a).

4.3 PARKING AND ACCESS CODE

4.3.1 USE STANDARDS

**Clause ES.6.1 - Number of Car Parking Spaces**  
*Objective: To ensure that:*  
(a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport;  
(b) a use or development does not detract from the amenity of users or the locality by:  
(i) preventing regular parking (overalls);  
(ii) minimizing the impact of car parking on heritage and local character.

**A1 - The number of on-site car parking spaces must be:**  
(a) no less than and no greater than the number specified in Table ES.1; except if  
(b) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-bay) must be in accordance with that plan;  
(c) the site is subject to clauses ES.6.5, ES.6.6, ES.6.7, ES.6.8, ES.6.9 or ES.6.10 of this planning scheme.

As the site is subject to clause ES.6.5 in accordance with (a)(i), A1 does not apply.

**Clause E6.6.2 - Number of Accessible Car Parking Spaces for People with a Disability**  
**Objective:** To ensure that a use or development provides sufficient accessible car parking for people with a disability.  
  
**A1 - Car parking spaces provided for people with a disability must:**  
(a) satisfy the relevant provisions of the Building Code of Australia;  
(b) be incorporated into the overall car park design;  
(c) be located as close as practicable to the building entrance.  
  
**P1 - No Performance Criteria.**

Residential use does not generate a requirement for accessible spaces, however two accessible parking spaces have been provided in accordance with the Australian Standard. The parking spaces have been incorporated into the overall design and located in proximity to lifts to ensure the most practical entrance to the building.

Therefore, complying with A1.

**Clause 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.**

Car parking within the CBD is not required, however the proposal provides 49 car parking spaces, therefore only 1 motorcycle space is required.

2 motorcycle spaces have been provided on basement levels 1 and 2.

These spaces have been designed in accordance with the Australian Standard and the proposal complies with A1.

**Clause 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.**

As per Table E6.2, residential use does not generate a requirement for bicycle parking. However, a secure bicycle parking area has been provided within Level 1 to encourage alternate forms of transportation, given the proximity of the site to the CBD.  
It is considered that the proposal complies with A1.



*Clause 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 250m<sup>2</sup> 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.*

The proposed development includes 40 residential parking spaces. A1(a), (b) and (d) do not apply, therefore A1(c) applies. As the proposal is providing more than 1 space per residential unit, the performance criteria has been addressed.

P1

(a) N/A

(b) (i) As detailed in the TIA, the proposal and car parking provision is not anticipated to result in any impacts to pedestrian safety or amenity.

(i) & (ii) As per the accompanying TIA, the proposal will not result in any impacts on any 'al fresco' dining or outdoor activities. The proposed development and car parking will not result in any impacts on air quality or environmental health.

(iv) As detailed in the TIA, the car parking areas and access have been designed in accordance with Australian Standards and are not considered to result in any undue impacts on traffic safety both within the site and on Davey Street.

4.3.2 DEVELOPMENT STANDARDS	<p><b>Clause E6.7.1 - Number of Vehicular Accesses</b></p> <p><b>Objective:</b> To ensure that:</p> <ul style="list-style-type: none"><li>(a) safe and efficient access is provided to all road network users, including, but not limited to: drivers, passengers, pedestrians, and cyclists, by minimising:</li><li>(i) the number of vehicle access points; and</li><li>(ii) loss of on-street car parking spaces;</li><li>(b) vehicle access points do not unreasonably detract from the amenity of adjoining land uses;</li><li>(c) vehicle access points do not have a dominating impact on local streetscape and character.</li></ul> <p><b>A1 -</b> 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.</p> <p><b>P1 -</b> The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:</p> <ul style="list-style-type: none"><li>(a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points;</li><li>(b) whether the additional access points can be provided without compromising any of the following:</li><li>(i) pedestrian safety, amenity and convenience;</li><li>(ii) traffic safety;</li><li>(iii) residential amenity on adjoining land;</li><li>(iv) streetscape;</li><li>(v) cultural heritage values if the site is subject to the Local Historic Heritage Code;</li><li>(vi) the enjoyment of any 'of fresco' dining or other outdoor activity in the vicinity.</li></ul> <p>The subject land includes a partial right of way on its frontage for the access for the neighbouring land to the south west. This access point is to be retained and reduced in size and a new access created on the north east side to meet with the recommendations of the Traffic Engineer. The application is required to be assessed in response to the Performance Criteria.</p> <p><b>P4</b></p> <ul style="list-style-type: none"><li>(a) The proposal will result in the removal of one metered on-street parking space, as detailed in the TIA and accompanying civil documentation. Existing whole parking spaces will remain in place and the removal of one space is only the extent required to ensure safe and efficient access to the site and access point to St. Helen's private hospital.</li><li>(b) (i) the additional access point is not considered to impact on pedestrian safety, amenity or convenience. As detailed in the accompanying TIA, pedestrians will be able to access the site directly from Davey Street away from the driveway through the entry foyer or passageway adjacent to the driveway.</li><li>(ii) Given that Davey Street is a one-way street, the only consideration to traffic safety is vehicles exiting the site into the right-hand lane. It has been established in the TIA that vehicles will be able to exit the site in a forward direction and the access is considered to be safe and efficient.</li><li>(iii) As adjoining land is not residential, this does not apply.</li></ul>
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(iv) The volume of the proposed vehicle access has been adopted into the form of the building with the entrance setback from the footpath to minimise the impact on the visual qualities of the street.

(v) The site is located in a heritage precinct but is not a heritage place. The access point will not impact on the values of the precinct as discussed further in response to the standards of the heritage code. A detailed assessment of the building with regard to streetscape and cultural heritage has been provided under section 4.5 of this report and the accompanying heritage report.

(vi) not applicable.

A2 - In the Central Business Zone and Particular Purpose Zone 10 (Royal Hobart Hospital) no new vehicular access is provided unless an existing access point is removed.

P2 - In the areas covered by the Active Frontage Overlay (Figure 22.1) and Pedestrian Priority Street Overlay (Figure 28.7.12) and in Particular Purpose Zone 10 any new vehicular access point must not compromise any of the following:

- (a) pedestrian safety, amenity and convenience;
- (b) traffic safety;
- (c) streetscape;
- (d) cultural heritage values if the site is subject to the Historic Heritage Code;
- (e) the enjoyment of any 'sit fresco' dining or other outdoor activity in the vicinity.

The existing crossover and access to the site services both 63 Davey Street and 186 Macquarie Street, for which there is a benefiting right of way (appurtenant to 186 Macquarie Street).

The siting of the proposed building will preclude the continued use of the access to 63 Davey Street.

Under the current conditions, vehicles entering and exiting 63 Davey Street are required to cross over the burdening right of way and potentially across the adjoining title, as the width of the access to 63 Davey Street is only 3m between the title boundary and the existing brick/concrete wall which frames the driveway and a portion of this 3m is covered by the burdening right of way.

Given the substantial intensification of traffic as a result of the proposed use/development, the existing access to Davey Street would not provide the required width for two-way entry and exit and would not be safe or efficient.

Therefore, whilst the existing crossover and burdening right of way will be retained to ensure continued legal access for 186 Macquarie Street, use of the portion of the access to 63 Davey Street will no longer be feasible from this location, and the existing crossover will be reduced from 6m to 4m. Therefore the existing access point for 63 Davey will be removed, in compliance with the acceptable solution A2.

Notwithstanding this, it is our view that P2 provides additional constraints which apply to the pedestrian priority street overlay, or the particular purpose zone 10, but this does not form a prohibition against new crossovers for all remaining areas within the zone.

**Clause 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;*
- (b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 "Access Driveways and Circulation Roadways" of AS2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities.*

*P1 - 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.*

A1 (a) The TIA indicates that based on AS2890.1, the desirable driveway sight distance for the site is 6m for approach vehicle speeds of 35km/hr from a point 2.5m back from the edge of the road and 7m for approach speeds of 55km/hr.

The available sight distances for vehicles exiting the sight is over 100m, which complies with the requirements outlined in the Australian Standard. The design of the access is considered compliant with the relevant Australian Standard.

Therefore, the proposal complies with A1(a).

*Clause EE.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.

The access to the site is for both entry and exit and allows passing of vehicles within the site, therefore no passing area is required.

**Clause 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 4000 vehicles per day.

Each parking space and access aisle has been designed in accordance with AS 2890.1 to ensure vehicles can manoeuvre on-site and exit the site in a forward direction. With regard to waste disposal vehicles, the TIA specifies the following:  
The collection service could occur from the parking lane with the bins wheeled from the temporary external bin storage area to the back of the garbage truck in the parking lane. Given that this will occur outside of peak traffic periods, this is deemed to be acceptable. Therefore, it has been determined that this can be achieved in compliance with AS 2890.1.

**Clause E6.7.5 - Layout of Parking Areas**  
Objective: To ensure that parking areas for cars (including accessible parking spaces), motorcycles and bicycles are located, designed and constructed to enable safe, easy and efficient use.

A1 - The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 9.3 "headroom" of the same Standard.

The TIA finds that the car parking spaces, access and circulation areas comply with dimension requirements associated with AS2890.1:2004.

Therefore, the proposal complies with A1.

**Clause E6.7.9 - 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.

All parking spaces and vehicle circulation roadways will be treated with appropriate pavements and drain to approved stormwater system as shown on the concept stormwater plan.

The proposal complies with the acceptable solution.

**Clause 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 1588.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.

**P1 -** Parking and vehicle circulation roadways and pedestrian paths used outside daylight hours must be provided with lighting to a standard which satisfies all of the following:

- (a) enables easy and efficient use of the area;
- (b) minimises potential for conflicts involving pedestrians, cyclists and vehicles;
- (c) reduces opportunities for crime or anti-social behaviour by supporting passive surveillance and clear sight lines and treating the risk from concealment or entrapment points;
- (d) prevents unreasonable impact on the amenity of adjoining users through light overspill;
- (e) is appropriate to the hours of operation of the use.

Parking and vehicle circulation, roadways and pedestrian paths are provided with lighting that will satisfy the Performance Criteria, if it is not in accordance with the Acceptable Solution.

**E6.7.8 - Landscaping of Parking Areas**  
The site is in the Central Business Zone, no landscaping is required.

**Clause 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.

The proposal includes 2 motorcycle spaces. These parking spaces are capable of being designed and constructed in accordance with AS/NZS 2980.1:2004.

**Clause 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.

**P1 - The design of bicycle parking facilities must provide safe, obvious and easy access for cyclists, having regard to all of the following:**  
(a) minimising the distance from the street to the bicycle parking area;  
(c) providing clear sightlines from the building or the public road to provide adequate positive surveillance of the parking facility and the route from the parking facility to the building;  
(d) avoiding creation of concealment points to minimise the risk.

(k) Although the proposal does not generate a requirement for bicycle parking a lockable bicycle parking area has been provided on the ground floor to encourage alternate transport options.  
(l) Bicycle parking is located at the rear of the ground floor and is within 10m of the entrance to the lobby of the building.  
The proposal complies with A1.

**A2 - The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2980.3:1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking facilities" and clauses 3.1 "Security" and 3.3 "State 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.**  
The bicycle parking area is secure and is compliant with A2.



**Clause E6.7.11 - Bicycle End 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.

The proposal does not generate a requirement for bicycle spaces or end of trip facilities. The office space and reception area are ancillary to the residential and visitor accommodation components. The bicycle parking area is provided for residents and no change facilities are required. The proposal complies with the Acceptable Solution.

**Clause E6.7.12 - Siting of Car Parking**

**Objective:** To ensure that the streetscape, amenity and character of urban areas is not adversely affected by siting of vehicle parking and access facilities.

A1 - Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must...

This provision does not apply to developments in the Central Business Zone.

A2 - In the Central Business Zone on-site parking at ground level adjacent to a street block frontage must comply with all of the following:

- (a) new vehicular access points are not provided;
- (b) an active street frontage is retained;
- (c) parked cars are not visible from the street.

No parking for the development is proposed on the frontage of the street in accordance with the Acceptable Solution. The existing condition of the site currently has parking on the frontage; this will be removed as part of the proposed development improving the streetscape and ensuring parking will not be visible from the frontage.

**Clause E6.7.13 - Facilities for Commercial Vehicles**

**Objective:** To ensure that facilities for commercial vehicles are provided on site, as appropriate.

A1 - Commercial vehicle facilities for loading, unloading or maneuvering must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2: Commercial Vehicle Facilities AS 2962.2:2002, unless:

- (a) the delivery of all loaded board goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site;
- (b) the use is not primarily dependent on outward delivery of goods from the site.

As per A1(b), the development is for residential and student accommodation and is therefore not primarily dependent on the outward delivery of goods from the site. Therefore, no onsite commercial vehicle facilities are required.

waste vehicles will be able to stop within the parking lane outside the site where waste bins can then be wheeled out. The traffic consultant has advised that private waste removal contractors generally undertake waste removal outside of peak traffic periods, between 12am and 7am. Waste vehicles utilising the on-street parking spaces during these periods is not anticipated to result in any impacts on parking or vehicle movements along Davey Street or from the site.

Please refer to the statement provided by Milan Prodanovic, dated 10<sup>th</sup> June 2020.

**Clause E6.7.14 - Access to a Road**  
**Objective:** To ensure that access to the road network is provided appropriately.  
**A1 - Access to a road must be in accordance with the requirements of the road authority.**  
**P1 - No performance criteria**

The road authority for Davey Street is the Department of State Growth. As the application requires changes to the access point within the road reserve and changes to on-street parking consent has been requested as part of this application.

4.4 STORMWATER MANAGEMENT CODE

4.4.1 DEVELOPMENT STANDARDS

**Clause 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.**

**P1 - Stormwater from new impervious surfaces must be managed by any of the following:**  
(a) disposed of on-site with sewage devices having regard to the suitability of the site, the system design and water sensitive urban design principles  
(b) collected for re-use on the site;  
(c) disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council.

As shown in the concept servicing plans and accompanying stormwater report, basement level stormwater is required to be pumped to the existing public stormwater infrastructure. All other impervious areas will be disposed via gravity to public infrastructure. However, due to the pump system for the basement level, the proposal is required to be assessed in relation to the Performance Criteria.

The basement stormwater system proposed is considered capable of meeting P1(c) through a pump system that is capable of being designed, maintained and managed to the satisfaction of Council. Further detail is provided in the accompanying stormwater report and civil plans.

**A2 - A stormwater system for a new development must incorporate water sensitive urban design principles A1 for the treatment and disposal of stormwater if any of the following apply:**  
(a) the size of new impervious area is more than 400 m<sup>2</sup>;  
(b) new car parking is provided for more than 8 cars;

(c) a subdivision is for more than 5 lots.

A2 (a) The area of new impervious surfaces is less than 600m<sup>2</sup>.

(b) As discussed in section 3 of the accompanying stormwater report new car parking is underground and does not contribute to the stormwater system on the site due to the parking areas being below ground and not subject to rainwater runoff which is the primary method of hydrocarbons entering the stormwater system.

Refer to attached stormwater report for further detail.

(c) No subdivision is proposed.

Therefore, although the proposal triggers a requirement for WSD principals, it is not considered that these measures are necessary.

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.

A3 (a) As per standard stormwater system design the proposal has been designed in accordance with ARI 20.

(b) As discussed in section 2 of the accompanying stormwater report, the proposal will not result in an increase beyond what is considered to be a permissible site discharge for the existing stormwater infrastructure.

A4 - A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.

Not Applicable.

4.5 HISTORIC HERITAGE CODE

The site and existing building are not identified as a heritage place on the NPS or the Tasmanian Heritage Register. However, the site is located within the H1 Heritage Precinct and is mapped as a Place of Archaeological Potential.

Buildings on either side are registered as a heritage place. The listings are included in the scheme as follows:

Ref. No.	Name	Street (No.)	Street/Location	C.T.	General Description
808	RAAF ASSOCIATION MEMORIAL CENT	59-61	Dorset Street	208274/1	
1890	St Helens Hospital	186	Macquarie Street	110411/1	Original portion previously known as 184-186 Macquarie Street, also includes that part of the address

previously known as 65-67 Dorsey Street)  
The adjacent heritage place at 106 Macquarie Street is also listed on the Tasmanian Heritage Register, as per the following:

Ref. No.	Name	Street No.	Street/Location	C.T.	General Description
2,263	Johnsons Esplanade Terrace	106	Macquarie Street	710411/1	



Figure 20: HPS 2015 B Tasmanian Heritage Register heritage listing (Source: adopted from The LIST)  
As the site is within the H1 Heritage Precinct, the following Statement of Historic Cultural Heritage Significance applies:

H1 - City Centre

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.

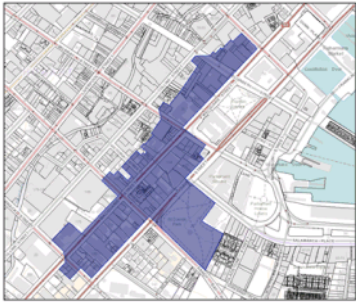


Figure 21: Extent of Heritage Precinct H1 - City Centre (Source: The LBT)

4.5.1 DEVELOPMENT STANDARDS FOR HERITAGE PLACES

The provisions do not apply as the site at 63 Davey Street is not identified on the HPS 2015 or on the Tasmanian heritage register as a heritage place.

4.5.2 DEVELOPMENT STANDARDS FOR HERITAGE PRECINCTS

Clause 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;
- (c) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
- (d) there are no prudent or feasible alternatives;
- (e) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.

Response

P1

(a) & (b) The existing building on the site is not identified as a heritage place under the RPS 2015 or under the Tasmanian Heritage Register, and its position in the streetscape with a significant setback, parking area and screened entrance does not contribute to the historic cultural values of the precinct which are identified as:

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.

The removal of the existing building will not result in the removal of any buildings or works that contribute to the historic cultural heritage significance of the site and is not considered to result in any detriment to the character of the precinct. These statements are addressed in detail in the accompanying Heritage Report.

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

As per the accompanying heritage report, the design of the building has been developed in relation to the precinct values.

The report provides a response to the statements of heritage significance relevant to the precinct. It is considered that the statements do not provide any specific design requirements and that the height, setback and design standards under the Zone are more suitable to determine the suitability of the proposed development.

Notwithstanding the above, the building has been designed to reflect the built form along Derry Street with the podium design, which ensures that the higher portion of the building is set back from the streetscape and forms a recessive element to the two to four storey street edge. The rhythm and scale of penetrations in the building facade, together with the use of recessive materials and the siting of the podium to reinforce the streetscape ensures minimal impacts on the heritage significance of the precinct.

Although the proposed development inherently forms part of the precinct, it will be clearly distinguishable as a new contemporary element, allowing the dominant heritage characteristics to remain prominent at street level. This is illustrated in the figures below.

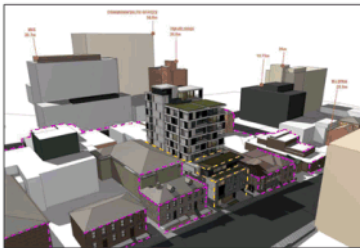


Figure 22: The introduction of the new facade element reinforces the heritage characteristics by reintroducing a key element to the streetscape. The larger form set behind appears distinctly separate to the heritage forms without impacting the way in which the precinct is interpreted from street-level (source: JAMS Architects - adapted by Ireneinc)

The following before and after figures overlaid illustrate how the proposal will be interpreted from street level.





Figure 23: Before and after render of the proposed development - reintroducing a key element to the streetscape (Source: JAW Architects)

It is reasonable to state that the heritage characteristics of the precinct are best experienced at street level. This proposal reintroduces a key element to the streetscape, that being a 3-4 storey facade, replacing an existing void which currently undermines the key elements of the streetscape and significance of the wider precinct.

The larger form is sufficiently setback to ensure no detriment to the experience of the precinct.

A further discussion is provided in the accompanying heritage report.

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.

Clause E13.2 provides a description of the existing heritage precinct, and building qualities of value, but does not identify any relevant design criteria for new buildings, or conservation policy.

A further discussion is provided in the accompanying heritage report.

A3 - No acceptable solution

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

No extensions are proposed, as the existing building will be removed.

A4 - New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.

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.

No new front fences or gates are proposed, therefore A3 does not apply.

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

No landscaping is currently provided on the site. The proposal includes a small area of landscaping between the building and the street, which provides a level of consistency with adjoining buildings in the street.

Therefore, complying with A5.

4.5.3 DEVELOPMENT STANDARDS FOR PLACES 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 provisions for Places of Archaeological Potential.

Clause 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.

#1 - 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'.

As the proposed development incorporates two basement levels, there is a requirement to undertake excavation on the site. Therefore, the performance criteria have been assessed.

P1

- (a) The accompanying SoHAP provides a detailed analysis of the history of the site and specifies a number of likely historical archaeological remains on the site from previous development. As per Figure 7.1 of the report, there are areas on the site of high archaeological potential.
- (b) The SoHAP has recommended that an Archaeological Impact Assessment be undertaken prior to works on site, and if necessary, an archaeological method statement. Council are capable of requesting these documents as part of any subsequent DPs.
- (c) As areas of high archaeological potential cover a large area of the site there is limited opportunity to redevelop the site without impacts on potential archaeology.
- (d) As per recommendations of the SoHAP, further archaeological investigations will be undertaken that will include recommendations for appropriate management of evidence for public benefit.
- (e) As areas of high archaeological potential cover a large area of the site there is limited opportunity to redevelop the site while retaining archaeological evidence 'in situ'.

4.6 SIGNS CODE

No signage is proposed as part of this application.

5. CONCLUSION

The proposed residential and student accommodation development has been designed in accordance with the relevant scheme provisions of the relevant Interim Planning Scheme.

There is a demonstrated need for additional residential and student accommodation options within the area and the proposal will aid in supplying a mix of apartments within close proximity to the CBD and a number of key social and cultural sites.

The design of the building has been undertaken in respect to the cultural heritage values of the adjoining properties and ensures that the general streetscape character is retained as far as practicable. This is achieved by reducing the building height at the frontage to be in line with the progressive building height of the adjoining buildings to the west and east and with reference to the changing topography of Davey Street.

The proposal has also been carefully designed to ensure that it sits within the current amenity building envelope, thereby reducing any undue impacts from height or bulk that would likely be apparent if the building extended beyond the envelope. The materials and finishes applied to the front facade have been chosen to maintain the general characteristics of the streetscape.

Although car parking is not required within the Central Business Zone, a total of 42 spaces have been provided for residents along with motorcycle and bicycle parking facilities. These amenities have been provided to provide flexibility for residents and guests and to enable alternate transport options.

The proposal will require modifications to the current crossover to the site, to reduce the width so that it is suitable for continued use for 180 Macquarie Street. The access will no longer be used for access to 63 Davey Street. Therefore, a new crossover will replace the access previously used for access to 63 Davey Street, improving access arrangements for both the development and the St. Helen's Private Hospital which currently utilises a right of way over the existing crossover. These changes are considered to improve access to the rear of the hospital whilst ensuring the proposed development can be accessed appropriately.

Council and State Growth Consent was previously provided for these works, and this revised application does not seek any changes to the existing arrangements. Therefore, the existing consent documents are considered to be sufficient. The changes proposed require Council Consent and State Growth Consent, which has been provided.

## URBAN FORM SUPPORTING STATEMENT

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63 Davey Street, Hobart

Last Updated - May 2020  
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ireneinc PLANNING & URBAN DESIGN

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1. INTRODUCTION

1.1 INTRODUCTION

1.1.1 Planning Tas, trading as ireneinc Planning and Urban Design have prepared the following urban form supporting statement assessment on behalf of Teijynos Kloris Unit Trust to accompany an application for the use and development of land at 63 Davey Street, Hobart.

1.1.2 This report has been prepared in response to architectural drawings prepared by JAW5 Architecture.

1.2 DEVELOPMENT PROPOSAL

1.2.1 The development proposed is for the redevelopment of the site at 63 Davey Street, Hobart.

1.2.2 The proposal involves the demolition of the existing single storey building at 63 Davey Street, including removal of the existing 8 parking spaces in the forecourt immediately off Davey Street.

1.2.3 The new works are to facilitate use and development for 51 apartments providing a mix of residential and serviced apartments (visitor/ student accommodation).

1.2.4 The proposed building is in the form of two interconnected building blocks, comprising a four storey building block that will provide an active frontage to the Davey Street (currently the site frontage is occupied by an area of open car parking).

1.2.5 A second building component is set back 19m from the street frontage, this building component has 10 levels above ground levels (comprising a ground floor, two levels of serviced apartments and a further seven levels of apartments), an additional rooftop level (11 storeys above ground) is set back a further 30m from street frontage.

1.2.6 The proposal includes two levels of basement car parking.

1.3 URBAN FORM ASSESSMENT

1.3.1 The design analysis in this urban form supporting statement provides a concise study of built form considerations, to be assessed under the planning scheme including:

- Existing built form considerations including building form (height, scale, massing) and pattern of built form (including for example, building setbacks) within the immediate and local context of the site.
- The compatibility of the proposed development within the context of the above listed existing conditions.

These factors will be considered in detail in the below sections.



2. EXISTING URBAN FORM

2.1 LOCATION

2.1.1 The location of the site is on the periphery of the Hobart city central business district (CBD), with frontage to Davey Street, one of the main city streets in the state's capital city. The site is close to many shops, services and amenities associated with a central city location. It is well served by transport options including for walking and public transport as well as prominent city park, St David's Park.

The following figure describes the location of the site.



Figure 1: Site location (source: The LIST, [www.theLIST.tas.gov.au](http://www.theLIST.tas.gov.au) © the State of Tasmania).

- 2.2 SUBJECT SITE
- 2.2.1 The subject land is located at 63 Davey Street, Hobart 'Navy Club' (CT54396/1), with a site area of 60m<sup>2</sup>. The frontage of the site is on the south east boundary and the full of the land is towards the frontage.
- 2.2.2 The application also includes the adjoining site, identified as 186 Macquarie Street 'St Helens Private Hospital' (CT 110411/1), due to a requirement for access and works related to upgrades of existing sewer infrastructure.
- 2.2.3 The site has an existing single-storey building, formerly the Old Navy Club, built to the side and rear boundaries and setback approximately 13m from the frontage to Davey Street. The building is currently used as a furniture store with on-site carparking within the front setback.



Figure 2: Aerial image of the subject site (red) and adjoining site at 186 Macquarie Street (Blue) (Source: The LID, [www.theLID.tas.gov.au](http://www.theLID.tas.gov.au) © the State of Tasmania).

The site is accessed via a shared 4m (approx.) wide entrance from Davey Street. This access also includes a right of way easement benefitting the adjoining to the land to the southwest. There is an existing sewer main that runs along the rear boundary of the property.

2.3 TOPOGRAPHY

2.3.1 The topography surrounding the area presents an amphitheatre with buildings on the Macquarie Street ridge and upper Davy Street forming part of the visual context of the site, as illustrated in the figure below.

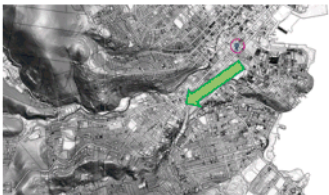


Figure 3: Topographical image Hobart city centre and surrounding context, with the subject site marked by blue pin (circled in red); topography rising in south-west direction up Davy St (green arrow). (Source: [www.theLJST.tas.gov.au](http://www.theLJST.tas.gov.au) © the State of Tasmania).

2.3.2 Davy Street rises in the direction of the street traffic, running to the south-west, creating a strong change in the levels in the immediate streetscape as illustrated in the photography below.



Figure 4: View looking up Davy Street

- 2.4 PATTERN OF BUILT FORM IN WIDER LOCAL CONTEXT
- 2.4.1 The application site is centrally located in the south eastern periphery of the CBD, as illustrated in the Figure below.



- Figure 5: Aerial photograph, site marked in blue. (Source: www.thelist.tas.gov.au © the State of Tasmania).
- 2.4.2 Notable built form considerations within the existing local, urban context include:
- Block structure: strong pattern of urban blocks, in traditional 'perimeter block' form, with buildings facing blocks of broadly rectilinear form, building frontages addressing the streets.
  - Urban grain: the urban grain is notable for the relatively dense pattern of urban blocks set in a connected network of streets that are broadly arranged in grid pattern in the Hobart city centre / CBD, with some arterial routes such as Sandy Bay Road tapering off to link to areas beyond the city centre. Within this, a four lot pattern is evident in the built form, even where lots have been amalgamated.
  - Building form: a wide variety of building forms are present in the local urban context in and around the application site. Variety of built form is related to the great mixture of land uses, and the evolution of buildings within the city structure (of blocks, streets and spaces) over a long period of time, with a great variety of building ages and architectural styles. This pattern of variety is a common feature of cities of Hobart's age and creates the diversity of individual building forms and appearance cumulatively contribute to the richness in character of the city.
- 2.4.3 The site is located on Davey Street, a primary arterial route that carries vehicular traffic on a south west course out from Hobart CBD heading south east with onward connections to Sandy Bay and Mount Wellington within Hobart and beyond to Kingston and the Channel in Kingborough.
- 2.4.4 Davey Street is one half of inner city 'couplet' transport loop, with Macquarie Street (running parallel, one block to the west to Davey Street) carrying vehicular traffic in the opposite direction, north-east into the CBD, with onward links to the Breaker and Tamar highways.
- 2.4.5 Davey Street and Macquarie Street are two major urban routes, with the character of buildings fronting these streets characterised by larger building forms, including historic buildings with

heritage value and a mix of a more commercial scale and use, whilst the radiating side streets and parallel streets demonstrate a domestic scale of dwellings either retained for visitor accommodation or adapted to other uses.

2.4.6 It is notable that a great variety of building scale and massing is evident within a relatively small area around the application site, as illustrated in the oblique area photograph presented in the figure below.



Figure 4: Oblique aerial photographic view of local area and urban form, site highlighted in red. (source: Bing Maps, [www.bing.com/maps](http://www.bing.com/maps)).

2.5 URBAN FORM FEATURES DEMONSTRATING VARIETY

2.5.1 The most notable features of the existing urban form in the local context around the subject site is the divergence of building form within the urban blocks in this part of the city. Taking the urban blocks either side of the parallel city streets of Dawsey Street and Macquarie Street (cumulatively forming the traffic 'couplet' circulatory) as examples of direct relevance, it is clear that each urban block, with buildings that front onto streets, contains a great variety of building form within relatively short sections of street and block.

- 2.5.2 Variety of urban building form relates to:
- Age: a great variety of building ages, varying from historic buildings with heritage value, through to contemporary buildings and infill development.
  - Scale, mass and height: significant variety of building heights, scale and mass, from two storey properties to tall towers of 10 storeys and over in height.
  - Building use: strong range of building uses, as appropriate for an area of urban mixed use, in the heart of the city. Uses include residential, hotels, commercial offices, shops, services, places of worship. Many buildings have adapted in use over time, including buildings that were originally residential properties, many now converted for alternative uses.
  - Architectural character: notable range of architectural characters, reflective of the wide range of ages, forms and function / use of buildings.



Figure 7: Diagrammatic illustration of variety in urban form, mass & height in local area. Site highlighted in red. (Source of oblique aerial photographs: Bing Maps, [www.bing.com/maps](http://www.bing.com/maps)).

Urban form features demonstrating consistency

2.5.3 Some elements in the urban form in the local area demonstrate greater degrees of consistency. These include:

- **Building setbacks:** buildings predominantly have either zero setback (building built to back edge of the footpath) or a shallow setback of a few meters; generally this setback is for a small threshold space, sometimes including landscape features, as a transition between the public realm of the street and the private realm of the building.
- **Plot coverage:** built form has a high plot coverage, that is the proportion of the site parcel that is covered by building. This is a common pattern in more urban city centre locations, where land is of a premium and less space is afforded to gardens or open space.
- **Street frontage:** buildings present a generally consistent frontage to the street, with 'active frontages' comprising front elevations of buildings that have 'facades broken up' with fenestration. Windows and doors to the street provide 'eyes on the street' and generate activity with comings and goings, all contribution to 'natural surveillance' and enhanced sense of safety and security for citizens.

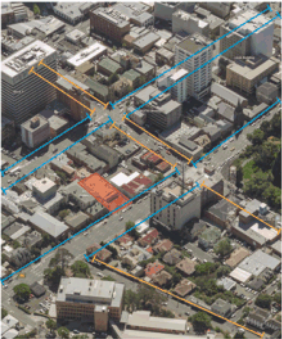


Figure 8: Diagrammatic illustration of consistency in urban form including street frontages and setbacks. Site highlighted in red. (Source of oblique aerial photograph: Bing Maps, www.bing.com/maps).

- 2.6 EXISTING BUILDING HEIGHT, IN LOCAL URBAN CONTEXT
- 2.6.1 A key consideration of the character of the area is the number of taller buildings within a short distance of the application site.
- 2.6.2 The figure below illustrates a range of building heights in close proximity to the application site, within a distance of circa 400m from the site.
- 2.6.3 The variety of building heights is considerable, ranging from:
- Single storey buildings (for instance residential buildings within heritage zones immediately south and east of the application site).
  - Some of Hobart's tallest buildings, including offices from 9 to 15 storeys in height on Macquarie Street and Collins Street, and the Executive Building (c. 12 storeys) on Davey Street.
  - In close proximity to the application site are a number of buildings around 5-6 storeys in height.

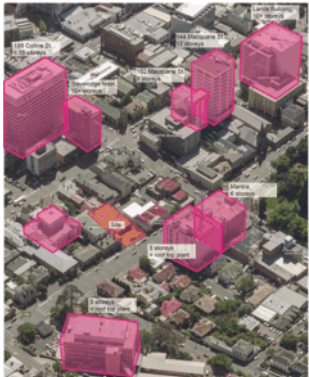


Figure 9: Taller buildings within circa 400m vicinity of application site  
(Source of oblique aerial photographs: Bing Maps, [www.bing.com/maps](http://www.bing.com/maps)).



2.7 EXISTING URBAN FORM IN HERITAGE CONTEXT: HERITAGE PRECINCT  
2.7.1 The site and existing building are not identified as a heritage place on the HPS or the Tasmanian Heritage Register. However, the site is located within the H1 heritage precinct and is mapped as a Place of Archaeological Potential. The site, as situated within the extent of the H1 heritage precinct is illustrated in the figure below.

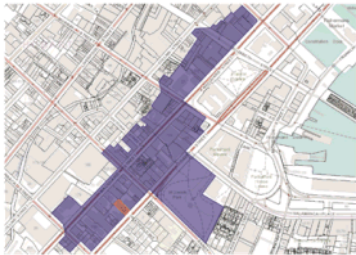


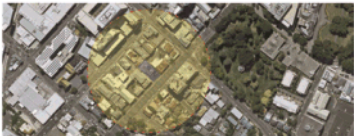
Figure 10: Extent of Heritage Precinct H1 - City Centre (in blue), site (in red). (Source: www.theLST.tas.gov.au © the State of Tasmania).

2.7.2 A heritage place is located on either side of the site as listed in Table 213.1 of the Heritage Code. The following figure identifies the site (blue) and the adjoining heritage listed buildings (in orange), comprising the RAAP Memorial Centre (81 Davey Street) and the St Helen's Hospital that has frontage to both Davey Street and Macquarie Street.

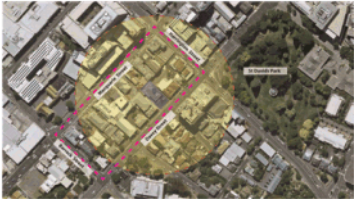


Figure 11: HPS 2015 & Tasmanian Heritage Register heritage listing (Source: adapted from The LST)

- 2.8 PATTERN OF BUILT FORM IN IMMEDIATE SURROUNDING URBAN CONTEXT
- 2.8.1 Assessment of existing urban form can also be considered at the closer scale of the immediate surrounding area and urban block within which the subject site is located.
- Defining the Area
- 2.8.2 The term "surrounding area" is defined by the City of Hobart Interim Planning Scheme as being a distance of 100m from the site, for the purpose of streetscape analysis. An area of 100m radius from the site is illustrated in the figure below.



- Figure 12: Aerial photograph, site marked in blue, 100m radii around site in yellow / red boundary (Source: [www.thelists.tas.gov.au](http://www.thelists.tas.gov.au) © the State of Tasmania).
- 2.8.3 However, for purposes of urban form assessment consideration is also given to the surrounding neighbourhood, location and locality, that is townscape rather than streetscape. In this context the locality can also be defined by the area bounded by Davey Street, Macquarie Street, Harrington Street and Barrack Street, these four streets, below.



- Figure 13: Aerial photograph, site in blue, 100m radii in yellow, perimeter block of locality bounded by magenta dashed area (Source: [www.thelists.tas.gov.au](http://www.thelists.tas.gov.au) © the State of Tasmania).

- 2.9 SITE SURROUNDS
- 2.9.1 St Helens Private Hospital is located to the south-west of the site at 106 Macquarie Street, whilst the main entry to the hospital is from Macquarie Street. The Davery Street frontage of the hospital is a three-storey sandstone heritage building. The upper floor is formed by the dormer windows within the roof space. The building as with many of the other buildings along the frontage, is setback for a small landscaped area. To the rear of the heritage building is a contemporary hospital building with underground parking below. The remainder of the street through to Barrack Street is characterised by 2-3 storey buildings, many of heritage value.
- 2.9.2 To the north-east, 61 Davery Street is a two-storey heritage building (RAAF Association Memorial Centre). East of this is a single storey heritage cottage at 59 Davery Street and the art deco Welcome Stranger Hotel on the corner at 68 Harrington Street (subject to a planning application currently before council).
- 2.9.3 On the opposing side of the street the 6-storey red brick Xantra hotel on the corner of Sandy Bay Road and the 5-6 storey Teitira building occupy the streetscape, with apartments and residential buildings west of Neatfield Avenue.



- KEY:
- 1 Subject site
  - 2 61, Davery Street
  - 3 St Helens Private Hospital
  - 4 Davery Street frontage, heritage sandstone
  - 5 RAAF Association Memorial Centre
  - 6 Two storey heritage building
  - 7 106 Collins Street, contemporary form
  - 8 4 storeys building height to street frontage
  - 9 106 Collins Street, contemporary form
  - 10 c. 10 storeys set back from street frontage
  - 11 Travelodge hotel
  - 12 106 Collins Street
  - 13 c. 10 storeys height

Figure 14: Frontage of subject site to Davery Street with built form context

- 2.9.4 The 106 Collins hotel on Macquarie Street, visible from the site on Davery Street (see figure above), is a local precedent of a building form that has multiple building components within the same development, notably with a smaller component (c. 4 storeys high) to the immediate street edge and a taller building component (c. 10 storeys high) set back from the street edge within the plot.

- 2.10 EXISTING STREETSCAPE
- 2.10.1 The existing streetscape to Davy Street is illustrated in the following figures showing views of the street and buildings that address the street and are visible in urban blocks in the local area.
- 2.10.2 The subject site currently presents a 'gap' in the north western street frontage to Davy Street with the large area of open surface carparking between the street and the existing low-rise building on the site. Either side of the subject site the building line is relatively continuous with buildings providing a positive frontage, with shallow setbacks from the back of footpath. Buildings with direct frontage to Davy Street on the northwest side of the street, close to the site are predominantly two to three storeys in height with occasional single storey buildings.
- 2.10.3 Beyond the immediate street frontage to Davy Street the pattern of building height, scale and mass changes, with larger building forms visible from Davy Street. Many of these taller buildings are located within the local context of urban blocks, including the four storey contemporary building element of the St. Helens private hospital and several taller hotels and office buildings a couple of urban streets away including Macquarie Street and Collins Street, as illustrated in the figure below.



Figure 15: Davy Street frontage, facing north west from Heathfield Avenue, opposite the subject site on Davy Street (photo source: Google Street View)

- 2.10.4 A view of the opposite side of Davy Street is presented in the following figure. A similar pattern of built form is present with several two to three storey buildings directly fronting Davy Street.
- 2.10.5 Directly opposite the site are two mid-rise buildings of the Mantra hotel (5 storeys) and the Tactira Building (5 storeys). Further beyond a pattern of taller buildings and buildings of greater mass are visible in the surrounding urban context.



Figure 16: Davy Street frontage, facing north (photo source: Google Street View)

- 2.11 EXISTING BUILT FORM:  
VARIATION AND RHYTHM OF SCALE, MASSING AND HEIGHT
- 2.11.1 Existing urban form in the local context around the subject site are notable for a divergence of building form within the urban blocks in this part of the city.
- 2.11.2 Previous figures presented in this section illustrate the variation of scale, massing and height for built form on frontages that address streets around the site in the context of the urban blocks immediately in and around Davy Street, Macquarie Street, Harrington Street and Barrack Street. The figure below shows a variety of building scales and heights, ranging from lower rise buildings immediately neighbouring the site through to taller buildings opposite and one block back.



Figure 17: indication of building heights in urban context (photo source: Bing Maps  
bing.com/maps)

- 2.11.3 It is evident that the urban blocks around the subject site accommodate a variety of urban form including with regard to:
- **Building height:** heights range from single - two storey (commonly residential, or former residential properties, some now converted to office and other uses), several 5-6 storey buildings including Wantra and Teistra buildings opposite the site on Davey Street, through to taller buildings including the Collins Street (c. 19 storeys), 182 Macquarie Street (9 storeys), 144 Macquarie Street (12 storeys), Travelodge hotel on corner of Macquarie and Harrington Streets (10+ storeys).
  - **Building form and massing** is also varied. The majority of buildings within the urban block bounded by Davey/Macquarie/Harrington/Barrack streets range are lower-medium height of 2-3 storeys, many of historic character and heritage value. Neighbouring urban blocks including taller buildings of greater scale and massing, including the mid-rise building form of the Wantra and Teistra buildings on the corner of Sandy Bay Road and Davey Street. The tallest buildings on Macquarie and Collins Street are located a block away from the site but show precedent of buildings of greater form and mass within the city core.
  - **Building heritage:** the age of buildings varies greatly, including some of the oldest heritage buildings in Hobart (and Tasmania), through to some of the most recent additions to the city (including Travelodge and the Styles hotels on Macquarie Street).
  - **Building design:** in common with the variation in building, function and use there is great range in architecture styles and appearance, from more traditional forms of building using local materials including stone and timber, through to more contemporary constructions in glass and steel, with many other variants and a great diversity of building materials.

3. PROPOSAL CONSIDERED IN LOCAL URBAN CONTEXT

- 3.1 DEVELOPMENT PROPOSAL
- 3.1.1 The proposal involves the demolition of the existing single storey building at 63 Davey Street, including removal of the existing 8 parking spaces in the forecourt.
- 3.1.2 The new works are to facilitate use and development for 51 apartments providing a mix of residential apartments and visitor accommodation. The building form is setback at its closest point to the frontage of the site by 2.8m to allow for landscaping and setback consistent with the adjoining heritage buildings. The ground floor provides lobby, service, access and vehicle manoeuvring for the proposed building whilst the basement levels provide a total of 42 vehicle parking spaces.
- 3.1.3 Illustration of the proposal in terms of form and massing is provided in the following figures that show computer model visualisation of the development within the context of surrounding, existing built form.



Figure 18: Illustrative view facing north across Davey Street, showing a model of the proposal set within the surrounding urban form shown for context, including heritage buildings (source: JAWS Architects)



Figure 19: Illustrative view facing south from Macquarie Street showing a model of the proposed site within the surrounding urban form shown for context, including heritage buildings (source: JAWS Architects)

- 3.1.4 The vehicular access to the site is to be reconfigured to the north east side of the frontage allowing two-way traffic flow. Basement carparking is accessed from car lifts located internally within the building.
- 3.1.5 Bicycle storage and motorbike parking has also been accommodated internally within the building.





Figure 20: Ground level plan (left) illustrating two-way access and exit to the development from Davey Street. This vehicular access provides routes to an internal car lift, with two levels of basement parking as illustrated in basement plan (right). Source: JAVS Architects.

- 3.1.6 Investigations have been made with Taswater to accommodate an existing sewer main currently located along the rear boundary of the property, to within the proposed development.
- 3.1.7 From ground floor to Level 3 the proposed building is setback approximately 2.8m from the frontage, with respect to the neighbouring building located to the south. The design of the front facade is articulated with window openings reflecting the proportions and rhythm of the adjoining heritage buildings, expressed in a contemporary manner. Level 3 is setback approximately 6.7m from the frontage to accommodate a green roof whilst also creating a podium to reference the scale of surrounding buildings. Apartments on the lower levels are generally single bedroom apartments with open space predominantly orientated to the north.
- 3.1.8 Levels 4-9 are setback 15m from the frontage and accommodate 2 bedrooms, generally with a larger footprint and a relatively larger open space allocation. The floor plate is divided with interstices to provide separation between apartments and to also create greater distinction and articulation in the building form, which is reflected in the upper floor plans. Levels 10 is setback 30m from the street frontage and provides a 3 bedroom apartment.
- 3.1.9 The figure below illustrates the proposed building setbacks from Davey Street, with the context of the building envelope (as permitted in the planning scheme).

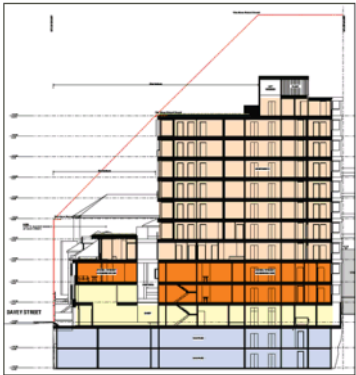


Figure 21: Section drawing illustrating the proposal set within the parameters of the building envelope (red line) shown for context (source: JAWO architects)

- 3.1.10 As illustrated in the figure below the treatment of the building facades above level 4 is distinguished from the lower podium.
- 3.1.11 The design, finish and materials are clearly contemporary, while also still integrated with the treatment of the lower level and have been articulated for greater visual interest and to minimise the expansive blank facades. The facades are cognisant of their location within the broader city and have used spaces and colour to layer the overall massing and form of the components of the building.



Figure 22: Illustrative north-east elevation drawing of the proposal (source: JAWS Architects)

- 3.2 PLANNING SCHEME CONTEXT
- 3.2.1 The Planning Report document submitted with the Development Application provides assessment of the proposal against the standards of the Hobart Interim Planning Scheme 2015 (HIPS 2015).
- 3.2.2 The site is located within the Central Business Zone of the HIPS 2015, as shown in the Figure below. The site is within the Central Business Core Area and is not located on a Solar Penetration Priority Street.
- 3.2.3 The Figure below describes the subject site within the Central Business Zone (blue).



- Figure 23: Site Zoning (source: [www.thet.tas.gov.au](http://www.thet.tas.gov.au) © the State of Tasmania).
- 3.2.4 The Planning Report includes assessment of the proposal elements of the Hobart Interim Planning Scheme 2015 (HIPS 2015) including topics listed below that are included in this Urban Form Supporting Statement for reference and relevance to the urban form assessment also.
- Desired Future Character Statements
  - Development Standards, including:
    - o Building height
    - o Setback
    - o Design
    - o Passive Surveillance

3.3 BUILT FORM CONSIDERATIONS

3.3.1 The proposed development is considered as follows within four settings:

- Urban context: Proposed building scale and massing relative to local urban context;
- Street frontage: Proposal within Davey Street frontage as viewed from Harrington Street;
- Heritage: Proposal relative to heritage context;
- Public realm: Proposed building scale and massing relative to adjacent public realm;

3.4 PROPOSED BUILDING SCALE & MASS RELATIVE TO LOCAL URBAN CONTEXT

3.4.1 The proposal building is illustrated in the context of surrounding urban context in the figure below. This figure presents a context height study diagram, with the proposal highlighted in colour and the surrounding, existing urban built form shown in monochrome.

3.4.2 The buildings immediately next to the proposal, (within the urban block bounded by the streets of Davey St, Macquarie St, Harrington St and Barrack St), have a smaller scale and massing than the proposal, predominantly in a range of 2-3 storeys, with the occasional single storey building and some 4 storey building elements (such as within neighbouring St Helen's Private Hospital complex).

3.4.3 In the urban blocks on the opposite sides of these surrounding streets, including on Davey Street, Macquarie Street and Harrington Street there are multiple examples of taller buildings (ranging from 5 to over 10 storeys building height) that have a greater scale and mass of building form, these examples are highlighted in grey in the figure below.

3.4.4 These examples of buildings with greater building scale and mass show the surrounding context for the proposed building form, including in the approach to the staggered, stepping of the building form and profile with the lower building element to address the primary street frontage, with a taller building element set back within the plot and urban block.

3.4.5 When considered in this setting, it is clear that the proposal has a form that is consistent with building forms in the local urban context.

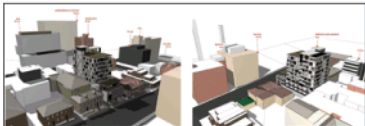


Figure 2-4: Context height study, illustrative view showing proposal set within the surrounding urban form shown for context (Source: JKWS Architects)

3.5 PROPOSAL WITHIN DAVEY STREET FRONTAGE

3.5.1 The Davey Street frontage is a primary consideration for the proposed development as the primary street frontage from which the new building will be viewed, accessed and experienced.

3.5.2 The figure below presents a street elevation illustration showing the proposal in the setting of an extended section of Davey Street, including beyond Harrington Street to the north of the site. The

elevation drawing shows the proposal in the context of both the immediate street frontage to Davey Street (with coloured facades of buildings that have direct frontage to the street) and also in the context of buildings in the surrounding local urban context (shown in grey / outline image).

- 3.5.3 The proposal recognises the scale, form and height of neighbouring buildings that have direct frontage to Davey Street and responds with the front element of the proposal that extends to four storeys above natural ground level. The height of this front built form element of the proposal is comparable with the height of neighbouring buildings, including heritage buildings of historic character, as illustrated in the elevation drawings in the figures below.



Figure 25: Context height study, illustrative Davey Street elevation, including proposal (bounded in red), with surrounding urban form shown for context (source: JAWS Architects)

- 3.5.4 The proposal has a taller element of built form that extends to 11 storeys in building height. This is set back within the site, building height extends to 10 storeys after a 15m set back from the site / street boundary, with an additional rooftop (11th storey) setback a further 15m (30m setback from street edge). This building element may be taller than the immediately neighbouring buildings on Davey Street but it is comparable to the height, scale and mass of other existing buildings in the local urban context as illustrated by the taller buildings indicate in outline form in the elevation drawings in figures above and below.



Figure 26: Context height study, enlarged to show illustrative street elevation with the proposal in context of neighbouring buildings with frontage to Davey Street (source: JAWS Architects)

- 3.5.5 The figure below presents further, more detailed illustration of the proposed building form in elevation, as viewed from Davey Street.
- 3.5.6 The scale of the front four storey building element has strong correlation with the building height of neighbouring building at 87 Davey Street (part of the 'St Helens Private Hospital').

- 3.5.7 Furthermore, the appearance of the proposed building is broken down in appearance and form, with different architectural articulation of the ground floor and third floor, compared to the first and second levels. The third floor is indented compared with second floor, and differing material and colour palettes help to break up the mass of the building form on that has closest relationship to the street edge.
- 3.5.8 The appearance of the taller building element (that extends to 10-11 storeys) set back within the site is differentiated from the front building element, with lighter colour palette, and greater extent of glazing and fenestration. This difference in appearance further helps to break down the overall scale and mass of the proposal.



Figure 27: Davy Street elevation illustration, showing proposal and existing neighbouring buildings (source: JAWS Architects)

- 3.6 PROPOSAL VIEWED FROM NEARBY HARRINGTON STREET
- 3.6.1 The illustration presented in the figure below shows the proposal in the local urban context, as seen in elevation form, viewed from Harrington Street (to the north east of the site).
- 3.6.2 This extended street elevation illustration presents a context height study, that shows the height of the proposal is of a comparative height and scale to other tall existing buildings in the local area, including as illustrated from left to right in the section illustration:
- The Mantra hotel building of 6 storeys building height on the adjacent, opposite side of Davey Street (corner of Davey and Sandy Bay Road);
  - Elements of the 12 Helens Private Hospital Building;
  - The Travelodge building at 167 Macquarie Street (c. 10-11 storeys building height); and
  - The 188 Collins Street building (c. 18 buildings storeys height).
- 3.6.3 The illustration in the figure below also shows how the proposed building has a stepped and staggered form, with the four storey element of building that has immediate frontage to Davey Street, with taller building elements setback, in stepped form within the site, and set towards the centre of the overall urban block (as bounded by Davey Street and Macquarie Street in this elevation illustration).



HARRINGTON STREET ELEVATION  
DAVEY STREET  
NOT TO SCALE  
Figure 28: Context height study. Illustrative Harrington Street elevation view showing proposal set within the surrounding urban form chosen for context (source: JAMS Architects)





Figure 29: Enlarged, context height study, illustrative Harrington Street elevation view showing proposal set within the surrounding urban form shown for context (source: JKM5 Architects)

- 3.7 PROPOSAL SCALE & MASSING RELATIVE TO ADJACENT PUBLIC REALM
- 3.7.1 The proposed buildings can be considered not only in relation to existing buildings but also in relation to the immediately adjacent public realm of streets and spaces. Two notable public realm considerations for the urban setting of the proposal, site are streets and open spaces. The application site has direct frontage to Davey Street, a wide city street, and is located close to St. David's Park, to the north east of the site across Davey Street.
- 3.7.2 Wide city streets and public parks provide valuable public realm and setting for built form including the proposed development. The figure below (illustrates the proposal, site (in blue) relative to the context of urban form buildings, streets and public open space (St David's Park).



Figure 30: Aerial photo illustrating urban context including public realm of city streets and St David's Park within 500m radii of site (source: The LST, www.theLST.tas.gov.au © the State of Tasmania)

- 3.7.3 Considering these public realm features in turn:
- **Streets:** Davey Street is a wide city street of circa 22m (boundary edge to boundary edge, either side of the street including footpaths and carriageway) in front of the site. This street consists of public footpaths on both sides of the vehicular carriage way. The street has a strong urban character, lined on both sides by a variety of built form including many buildings of heritage and historic character. Davey Street, as a wide street, has the potential to accommodate new buildings of the scale of the proposal.
  - **Spaces:** St David's Park is to the north east of the site, on the opposite side of Davey Street. The entrance to the park on the corner of Davey Street and Harrington Street/Sandy Bay Road is within 100m of the site as illustrated in the figure above.  
  
St David's Park is one of Hobart's most important public open spaces, a rich landscape setting and heritage asset for the city. The scale of the park is significant, larger than some of the individual urban blocks that surround it. The park has an approximate area of 1.1 hectares, measuring up to approximately 140m width between Sandy Bay Road and Salamanca Place, and up to approximately 150m width between Davey Street and the Salamanca News residential apartments.
- 3.7.4 The setting of Davey Street and nearby St David's Park provides valuable public realm in front of, and close to the application site. This open space setting is important to note in relation to plot ratio considerations, notably the wider public open space in front of a plot the greater the capacity for the site to accommodate taller built form.
- 3.7.5 Views of the public realm setting of the site, as viewed from Davey Street and this street edge of St David's Park are presented in the following figures.
- View 1: From Corner of Davey Street and Sandy Bay Road (see Figure 31)
- 3.7.6 This is view is taken from close to the entrance to St David's Park, at the corner of Davey Street and Sandy Bay Road, facing in a south west direction looking towards the proposal site.
- Existing view**
- 3.7.7 The existing view is framed by the Hancock hotel building to the left side of the photograph, which at a storeys building height provides a strong built form edge to the corner of the street. Davey Street rises up as it heads in a south west direction, with existing built form lining the street edge with limited building setback and a regular pattern of building height. Taller built form is visible, including the Ibis Styles hotel, to the right of the photo, one block away on Macquarie Street.
- Proposal view**
- 3.7.8 The photomontage image presented under the existing view shows the proposed building positioned in the setting of the existing urban form. The front building block element of the proposal has a scale and mass comparable to neighbouring buildings that also directly front onto Davey Street. The taller elements of the proposal are clearly visible, albeit stepped back from the street frontage and set back within the urban block. The nearest comparable building of similar height in this view is the Ibis Styles hotel, to the right of the photo, one block away on Macquarie Street.
- View 2: From Davey Street approaching St David's Park (see Figure 32)
- Existing view**

3.7.9 The existing view is framed by the St David's Park to the left side of the photograph, with matures both within the park and lining Davey Street providing shade and a sense of enclosure to this side and stretch of Davey Street. Davey Street in the foreground is on relatively level ground, before it rises up as it heads in a south west direction. Existing built form lining the street edge opposite the park has zero or very limited building setback and a varied pattern of building height and architectural character including heritage buildings, church with spire and more modern additions.

Proposal view

3.7.10 The photosmontage image presented under the existing view shows the proposed building positioned in the setting of the existing urban form. The top level of the front building block element of the proposal is just visible with a scale and mass comparable to neighbouring buildings that also directly front onto Davey Street. The taller elements of the proposal are clearly visible, immediately beyond the church tower and spire in the middle ground. The taller elements of the proposal again appear stepped back from the Davey Street frontage and set back within the urban block.



401000 - Corner of Davey Street and Sandy Bay Road



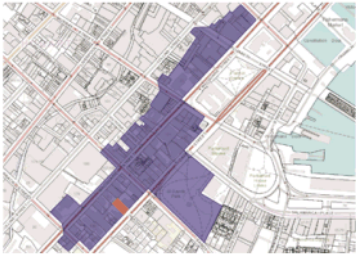
401000 - Corner of Davey Street and Sandy Bay Road

Figure 11: View of site and proposal, 'before & after' images. Top image showing existing view of the site in urban context, facing south west along Davey Street from corner of St David's Park (the intersection between Sandy Bay Road and Davey Street). Bottom image showing illustrative rendered image of the proposal, set in urban context. (Source: JAW'S Architects)



Figure 32: View of site and proposal, as 'before and after' images. Top image showing existing view of the site in urban context, facing south west along Davey Street from corner of St David's Park (to Salamanca Place joins Davey Street). Bottom image showing illustrative rendered image of the proposal, set in urban context. (Source: JAW'S Architects)

3.8 PROPOSAL RELATIVE TO HERITAGE CONTEXT  
3.8.1 The site, as situated within the extent of the H1 Heritage Precinct is illustrated in the figure below.



- Figure 33: Extent of Heritage Precinct H1 - City Centre (in blue), site in red.  
(Source: www.theLST.tas.gov.au © the State of Tasmania).
- 3.8.2 Acknowledging the site location within the heritage precinct H1 and with immediately neighbouring buildings of historic heritage value, the proposal has been designed with a front building block of lower building height, creating a proposed street frontage presence that is comparable to the scale and mass of the existing, neighbouring heritage buildings, as illustrated in figures below.
- 3.8.3 The front elevation of the proposed building has a pattern of fenestration that has rhythm and scale similar to neighbouring heritage buildings, notably the frontage comparable scale and fenestration pattern to neighbouring 67 Davey Street, as illustrated in the proposed street elevation in the figure below.
- 3.8.4 The taller building element of the proposal is set back within the plot and the urban block, limiting the direct impact upon the heritage buildings that predominantly have a street frontage presence. The more contemporary extension to the St Helens private hospital provides a neighbouring precedent for taller building form set back within the urban block.
- 3.8.5 Further detail of the heritage setting and the proposal response to heritage is provided in the heritage reports prepared by Paul Davies Pty Ltd, submitted as part of the development application.



Figure 34: Plan view showing proposal (bounded in red), with surrounding urban form shown for context, including heritage buildings & plots in blue (source: JAW5 Architects)

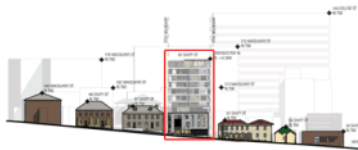


Figure 35: Context height study, enlarged to show illustrative street elevation with the proposal in context of neighbouring buildings with frontage to Davey Street (source: JAW5 Architects)

4. SUMMARY

- 4.1.1 This urban form supporting statement presents analysis of the existing urban form and the assessment of the proposed development at 63 Davey Street, in the local urban context of this part of central Hobart.
- 4.1.2 With consideration of the above listed features the proposed built form has been designed in a way that is considered to be compatible within the urban form setting of Davey Street and surrounding urban streets and blocks. The variety of buildings (in terms of character, age, scale, mass, height and appearance) is notable throughout the central area of Hobart, including in the local urban context around the site on Davey Street and nearby city streets including Macquarie Street, Harrington Street and Collins Street.
- 4.1.3 The proposed building form and heights are compatible with the existing pattern of urban form presented by existing buildings to streets and urban blocks in the local urban context of the site, as illustrated in the figures and associated commentary in this statement.



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smithstreetstudio  
PLANNING & URBAN DESIGN



15 May 2020

Ben Ikin  
Hobart City Council  
GPO Box 903  
HOBART TAS 7001  
(Submitted through e-Portal)

Dear Ben,

FURTHER INFORMATION - 63 DAVEY STREET, HOBART

I am writing in response to your letter of the 17/06/19 requesting further information in response to the proposed development at 63 Davey Street, Hobart (PLU-19-319).

This application has been on hold pending the outcome of the 58 Harrington Street Appeal. In response to that decision, the application has been revised as per the accompanying documents which also addresses the outstanding RPI below.

Stormwater Management Code

SWP15

To enable the Council to assess the application against clause 67.7.1 of the Stormwater Management Code of the Hobart Interim Planning Scheme 2015, please provide the following:

a) A concept stormwater treatment report prepared by a suitably qualified person, including associated plans and calculations, demonstrating that the proposed stormwater system will achieve the State Stormwater Strategy targets. Council notes that a carpark treatment should target fine sediments and hydrocarbons.

Previous advice from Council's engineer (Robin Cooper) confirmed that for treatment is not required as the carpark is located on the basement level and will not be exposed to direct rainwater that would require drainage. This position has been adopted for a number of other developments where basement car parking is provided.

As per the stormwater report provided as part of the submission, stormwater runoff from the site will not increase over existing and the proposed system is suitable to cater for the development.

b) Please provide a plan and indicative long section detailing the proposed stormwater connection. This plan must show any potential clashes with other services, including third party private services, walls, and crossovers.

Please refer to the revised civil documents.

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TasWater - TW1

With regard to the TasWater RAJ, please refer to the attached advice from the civil engineers which responds to points 1 & 2.

3. Provide a construction management plan detailing how all existing customers will maintain current levels of TasWater sewer service during the proposed construction and realignment of the sewer main.

Advice from Taswater has indicated that a CWP is not required at this stage and a note has been added to the attached civil plans to indicate that sewer service to adjoining properties will be maintained at current levels during the proposed construction and realignment.

A construction management plan will be provided as part of design development for building approval.

4. 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. The current location of the water meter seems to be accessible via a garage door. Taswater would prefer the meter set be located free of access constraints. Alternatively, an access plan must be provided stating how to access, maintain or replace water meters 24/7/365 and enable the water meters to be read 24/7 days a year between 7am and 7pm.

As detailed on the civil plans, the property water meter is located beyond the garage door and will be accessible at all times, without obstruction.

5. The proposal requires works on the adjacent property 186 Macquarie St, HOBAIT (C.T. 1104111/1) and thus the applicant is required to satisfy Land Use Planning and Approvals Act 1993 (no. 70 of 1993) - section 52. What if applicant is not the owner? Please provide written confirmation that this has been satisfied.

6. Please provide a set of title documents for 186 Macquarie St, HOBAIT (C.T. 1104111/1) - Folio Plan, Folio Text, Schedule of Easements and Council Certificate Page (note that sometimes a Schedule or Council Certificate Page may not be available - so delete).

Please find attached copy of the title documents for 186 Macquarie Street.

Confirmation from the engineer has indicated that works may be required on the adjoining property at 186 Macquarie Street, due to the need to upgrade an existing sewer main connection. Further details regarding this potential upgrade will be determined during design development. The landowners have been notified in accordance with 502 of the Land Use Planning and Approvals Act 1993.

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

Yours sincerely,



Phil Gartrell  
Planner  
IRENEHC PLANNING & URBAN DESIGN

ireneinc PLANNING & URBAN DESIGN

63 Denney Street

2

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7 July 2020

Cameron Sherriff  
Hobart City Council  
GPO Box 903  
HOBART TAS 7001  
(Submitted through e-Portal)

Dear Cameron,

FURTHER INFORMATION - 63 DAVEY STREET, HOBART

I am writing in response to your letter of the 19/06/20 requesting further information in response to the proposed development at 63 Davey Street, Hobart (PLN-19-319).

Tas Water

TW1

Information to satisfy the enclosed additional information request from TasWater (TasWater reference NO. TWDA 2019/00782HCC dated 19 June 2020).

Please see attached revised civil documentation prepared by Aldenmark.

Planning

PLN F1

Clarify the proposed use/s of the development. Please provide a more detailed break down of the proposed uses and how they intend to operate in conjunction with one another. Where necessary please make changes to the supporting planning report before resubmitting.

A revised planning report is currently being prepared and will be submitted shortly to address PLN F1.

Parking and Access

PA1

Please provide documentation for assessment against Clause 63.1 A2/P2.

Advice:

Council consider that the access proposed to service the right of way on the title is an existing access off of the title of 63 Davey Street and the proposed new access constitutes a second access which requires assessment against 63.1 A2/P2.

A revised response to Clause 63.1 A2/P2 will be provided in the revised planning report, which will be submitted shortly.

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PA2.1

Please provide scaled and dimensioned drawings demonstrating the vehicular access design, or a design that provides safe and efficient access.

To satisfy Hobart Interim Planning Scheme 2015 clause 6x.7.2 Acceptable Solution A1/P1, Tasmanian Standard Drawings and AS/NZS 2890.1:2004 Section 3, the scaled and dimensioned design drawings must include:

- Plan view showing the location and dimensioned width of the combined vehicular crossover with the neighbouring property.

Please refer to the revised civil documentation which addresses PA2.1.

PA5.1

Please Scaled and dimensioned plans showing the layout of commercial vehicle facilities for loading, unloading or manoeuvring designed to comply with AS/NZS 2890.2:2002 or a design which ensures that parking areas enable safe, easy and efficient use.

To satisfy Hobart Interim Planning Scheme 2015 clauses 6x.7.13 Acceptable Solution A1 the scaled and dimensioned design drawings must include:

- A layout of commercial vehicle facilities for loading, unloading or manoeuvring that is designed to comply with AS/NZS 2890.2:2002

Where the design drawing(s) do not comply with the above clauses, provide a certification by a suitably qualified engineer that the design is safe and ensures ease of access, egress and manoeuvring on site. This will then be assessed under performance criteria of the Hobart Interim Planning Scheme 2015.

Advice:  
Council's cleaning and solid waste unit have advised that the number of residential / visitor accommodation units proposed are unable to be collected at the kerb by Council's waste trucks.

It is noted that the consultant planning report states that the T14 indicates waste vehicles can reverse into the driveway and drive out in a forward direction or collection can occur using the parking lane. As this AL890.2 Section 3.2.3, please provide documentation from the Road Authority (Department of State Growth) that they are satisfied that the proposed waste vehicle movements will not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users, and that they are aware of the scale of waste removal proposed from the kerb.

Please see attached letter from Milan Prodanovic addressing PA5.1. Advice from State Growth has been requested and will be provided along with the revised planning report shortly.

Stormwater Code

SW P16

To enable the Council to assess the application against the relevant provisions of the Stormwater Management Code of Hobart Interim Planning Scheme 2015, please provide:

(a) A concept stormwater treatment report prepared by a suitably qualified person, including associated plans and calculations, demonstrating that the proposed stormwater system will achieve the State Stormwater Strategy targets. Council notes that a co-park treatment should target fine sediments and hydrocarbons.

(b) Please provide a plan and indicative long section detailing the proposed stormwater connection. This plan must show any potential clashes with other services, including Third party private services, walls, and crossovers.

Advice for submitted plans: It is noted on the submitted Detailed Ground Floor Plan 18S13 C1.01 Rev G.

Please confirm that this pit does or does not connect to the manhole mentioned on 18a Macquarie St, and also, if this manhole contains private (maybe shared) stormwater infrastructure, show where this drains to (perhaps the kerb and gutter outlet on the downhill / north east side of the 18a Macquarie St cross-over). If this is the case provide details of accommodating this infrastructure in the redevelopment of the 18a Macquarie St access, and the proposed development.

Please show the stormwater kerb and gutter connection for 81 Dovey Street it appears to be in approximately the location you propose the new subject site connection. Please provide the proposed clearance from the crossover for 81 Dovey Street, noting the wing is not the standard width. From the stormwater long sections on C2.02 A4-D it is not clear that the required clearance from the two bundles of conduits can be achieved. Please comment on the feasibility of these provisions and any possible alternative connection location should it be required.

The calculated flows are larger than generally accepted for new development (~12L/s) to kerb and gutter. Please confirm that your proposed flow rate of 17.2L/s in the proposed designed alignment will be contained within the gutter.

Please refer to the revised civil documents and revised stormwater report which address points (a) and (b).

Engineering Road - Infrastructure in a Road Reservation

ENGR F12

To ensure that the Council's road infrastructure is protected please provide:

1. Show and label the location and extent of retaining walls, footings, excavations adjacent or within the highway reservation, including modification or demolition of existing structures.
2. Show existing and proposed long and cross sections of footpath in accordance with TSDM 11v1.

Please refer to the revised civil documentation.

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

Yours sincerely,



PHI GARTWILL  
Planner  
IRENEHC PLANNING & URBAN DESIGN





### 63 Davey Street Heritage Considerations

The following review considers the statutory heritage provisions for the site and area that affect potential proposals for development on the site. The assessment has been prepared by Paul Davies, Heritage Architect.

#### STATUTORY LISTINGS AND CONTROLS

##### HISTORIC CULTURAL HERITAGE ACT 1995 (as amended)

The property at 63 Davey Street is not listed on the Tasmanian Heritage Register.

The adjacent properties at 61 and 65 Davey Street are listed on the Tasmanian Heritage Register and are described as the RAJAP Memorial Centre and Johnsons Edgehill Terraces. The properties to the rear of the site in Macquarie Street are also listed on the Tasmanian Heritage Register.

As the Act only applies to listed sites there are no considerations under the Act that require addressing.

##### HOBART INTERIM PLANNING SCHEME

The Hobart Interim Planning Scheme 2015 applies to the site.

The site is not heritage listed.

The site is located within the H1 Heritage Precinct under the Hobart Interim Planning Scheme 2015.

The subject property is 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.

The adjoining sites are listed items on the heritage schedule of the Planning Scheme.



Extract from Urban Planning Scheme showing the site and the heritage precinct

The following table sets out the relevant heritage provisions of the Planning Scheme with comment on how they apply to the site and how they have been considered.

Table: Response to Heritage Project Attributes set out in the Urban Planning Scheme.

Relevant Attribute	Application to the Site
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 site does not represent Colonial architecture and consequently cannot contribute to the heritage value of the streetscape within the precinct. There are no heritage values on the site or the buildings currently located on it.
The collection of Colonial, and Victorian buildings exemplify the economic boom period of the early to mid nineteenth century.	This applies to surrounding buildings, currently the use of the front of the site as a carpark detracts from these values.
The continuous two and three storey finely detailed buildings contribute to a uniformity of scale and quality of street space.	The form of building on the site 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.	Not applicable.



**ASSESSMENT OF HERITAGE IMPACT AGAINST HOBART INTERIM  
PLANNING SCHEME 2015 HERITAGE OBJECTIVES & CONTROLS**

Considering the heritage precinct overlay applying to the subject site, any redevelopment must be assessed against the provisions of the Historic Heritage Code under the Hobart Interim Planning Scheme, 2015, as the site is 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 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.

The design of the new building has responded to the setting of Davey Street.

The approach of developing a streetfront form that is responsive to the streetscape is sound and required under the code.

The question that then follows is how does the proposal overall, that is behind the streetscape form, relate to the site, the city and the precinct.

The Interim Planning Scheme establishes heights for precincts and building 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 the heritage controls.

The two areas of control in the Planning Scheme 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.

A sound approach to managing height is to establish streetfront heights and setbacks and to reinforce the patterns of historic built form through referencing current forms. The scheme provisions require the first 15 metres of the site (in depth) to specifically consider adjacent heritage items (which establishes a setback control) but the Scheme does not establish a height control in this zone, rather it looks to a contextual solution to fit into the streetscape. The proposal has worked with the adjacent heights to determine the infill form and scale using the 15 metre setback control.

The articulation and management of form in this proposal is successful and achieves a balance on the site between heritage values and new forms.

A matter to consider is how the development is seen from key public locations. For this site they include views along Davey Street and from Macquarie Street (behind the buildings fronting Macquarie Street).

Davey Street is a main one-way arterial road with the predominant views up the hill. The front form fits within the streetscape and the rear higher form is setback as required.

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 some views of the side of the building.

The built form will also be seen looking from Macquarie Street where the built form will be seen set back and well behind the streetscape buildings.

The following section addresses the specific scheme controls that affect the site:

Table: Response to Heritage Precinct Development Standards set out in the Hubert Planning Scheme.

E13.8 Development standards for Heritage Precincts	
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.	The building to be demolished does not represent precinct heritage values and has no heritage significance.  This objective is not affected by the proposal.
Performance Criteria 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;	Refer to comment above.
(b) trees or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;	Refer to comment above.
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.	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 and articulating the street frontage. The building design has been developed to create well modelled and articulated forms that respond to the finer grain of at least parts of the precinct.  The matter of overall scale is complex as the glazing controls have specifically anticipated development of larger scale than presently exists (or the controls would not have been created as they now exist). A key consideration is how the potential scale of development provided for under the current controls can be located and managed on the site with the proximity of heritage buildings around. But not on the site.  Setting any higher forms back behind a streetscape element is a key design method to address scale.

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. Performance Criteria P2: Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in	The design has been developed in relation to precinct values.  This is seen in the use of the lower street height forms to create a complementary street edge condition to complete the streetscape form in the area, the recessive use of materials and the siting of the larger parts of the building well set back from principal view lines.  Maintaining the height controls for the rear sections of the building is consistent with the intent of the Planning Scheme provisions.
Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.	Not relevant
Performance Criteria P3: Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.	Not relevant
Performance Criteria P6: 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 A6: New front fences and gates must accord with original design, based on photographs, 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

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 will be 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: Building, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:	See above

<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>	<p>See above</p>
<p><b>E13.2.2 Subdivision</b></p>	
<p><b>Objective:</b> To ensure that subdivision does not increase the likelihood of adverse impact on a place of archaeological potential.</p>	<p>See above</p>
<p><b>Performance Criteria P1:</b> 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>	<p>See above</p>

<p>Clause 22.4.1.19: Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, but not including right of way and lots less than 5m wide (or road) (refer figure 22.5.1, must):</p> <p>a) not unreasonably dominate existing buildings of cultural heritage significance; and</p> <p>b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place;</p>	<p>This provision (in part) requires the street front elements of new development to have a specific relationship to any adjoining heritage items. The adjoining buildings to either side in Daisy Street are heritage items of approximately two storey scale and the control requires that a new building to a depth of 15 metres on the site should not dominate those heritage elements.</p> <p>The proposal has addressed this by providing a form of the appropriate and related scale to the two heritage elements in the front part of the site with greater height set back behind the 15 metre line in the control.</p>
--	---

SUMMARY

The proposal has been developed within the context of the site, the precinct and the Scheme controls. It has developed a form that infills the street frontage and sets back the larger element behind the required 15 metre setback. The building height complies with the Scheme provisions.

There is always a question of scale and how a new larger form integrates into an existing smaller scaled precinct. This has been addressed in the Scheme by establishing specific height controls and considering street infill and building adjacent to heritage items. These provisions are specifically included to address the addition of new larger built forms and this proposal has worked within that framework to create a built form that, though larger than existing developments fits within the framework that is established and the context of the area.

Paul Davies

8 Avo 488000 Reg Court 488 Chartered Architect Heritage Consultant  
January 2019

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### 63 Davey Street Application of Planning Scheme Provisions

At a pre-DA presentation to the Hobart Planning Panel for a proposed development for this property, a discussion took place between the panel members and the applicant as to how the Planning Scheme provisions apply to the site with particular reference to height and the heritage overlay. To reduce the discussion to its central issue, the panel chair (Mr Curtis) suggested that the heritage overlay took precedence over other controls and that height, which was the focal point of the discussion, needed to respond to the existing character of the precinct irrespective of other controls.

The author of this response (Paul Davies) expressed an interpretation of the Planning Scheme that was different to this where the heritage overlay, while part of the Scheme, has to be read and interpreted in relation to all of the controls that apply to the site, particularly where other controls provide very specific controls that relate (in this case) to height and where the heritage controls are generic.

The Panel requested a further response to this question from Mr Davies to assist in Council's eventual determination of the proposal, noting that at this time the presentation was a pre-lodgement briefing.

There are a range of controls that apply to the site however, for the purpose of this assessment only those that address heritage, height, setbacks and related matters are considered as the assessment of general amenity is not relevant to the current discussion.

The fundamental problem that arises in the Scheme is the potential conflict between zoning and heritage. This is explored in this short document in an attempt to ascertain how the Scheme provisions should be applied to this site.

#### ZONING

The site is zoned Central Business Zone which is the most dense and intense zone within the Council area. The whole of the surrounding block and parts of adjoining blocks share this zoning but not sites to the east of Davey Street. Davey Street in this location forms the edge of the zone.

The zoning is clearly intentional (that is, it is not a default zoning that has caught a site by accident) as the mapping of the zone is very specific and this site is not on the perimeter of the zone. This is seen in the way the edges of the zone are carefully mapped around sites and not just following street alignments.



The site also does not form part of a transitional area where there is a significant change in character from one zone to another.

The zone purpose statement is set out in the Scheme:

#### 22.1.1 Zone Purpose Statements

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 statements are focussed on the future development of Hobart and seek, for the site and its surrounds as well as the broader area of the zone, high density residential development and visitor accommodation around the core of the city, near public transport and facilities with high quality building and urban design.

The zone objectives address heritage values at 22.1.1.8 where development is required to:

"respect the unique character of the Hobart CBD and;

maintain the [streetscape](#) and townscape contribution of places of [historic cultural heritage significance](#)."

This is the only reference to heritage under the zoning controls.

The wording of the objective is important as the statement specifically refers to 'places' and what is of *historic cultural heritage significance*. The Scheme states that 'places' include individual heritage sites and heritage precincts; consequently, the site falls under this objective.

The *historic cultural heritage significance* of each precinct is defined in the precinct statement (see section on heritage overlay) as set out in the Heritage Code.

The heritage precinct that covers the area is H1 City Centre. It is a broad precinct that covers part of the Central Business Zone but also extends into other zones beyond it.

HEIGHT IN THE PLANNING SCHEME

Specific height controls apply to the zone as well as height objectives.

**Clause 22.4.1** Objective: That *building height*

- (a) contributes positively to the *streetscape and townscape*;
- (b) does not unreasonably impact on historic heritage character;
- (c) does not unreasonably impact on important views within the *urban amphitheatre*;
- (d) does not unreasonably impact on *residential amenity* of land in a *residential* zone; and
- (e) provides significant community benefits if outside the *amenity Building Envelope*.

**(a) contributes positively to the streetscape and townscape:**

- Streetscape is defined in the general Zone provisions (but not the heritage code) as: the visual quality of a street depicted by *road* width, street planting, characteristics and features, public *utility* 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*.<sup>9</sup>

It is clearly focussed on the immediate street setting and while it refers to building design it does not refer to heritage values.

- Townscape means "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."

This is a broad and conceptual understanding of how the city fits together. This is a relatively subjective test as 'positively' is not defined. It must relate to the zone objectives which relate to the overall character of the zone.

- It is a question of detailed design as a well-designed building will respond better than a poorly designed building.
- If the design of the required lower streetscape part of a development is appropriate it satisfies the streetscape requirement, if the potentially higher rear form complies with the height controls and is also well designed it can satisfy the townscape requirement.

- If a building is within the height and setback controls it must by definition be capable of making a positive contribution unless there are exceptional site circumstances to consider. An assessment of the actual design is of course required.

**(b) does not unreasonably impact on historic heritage character;**

This can be understood in the following way:

- The statement is qualified, it does not say have NO impact, it acknowledges that there is likely to be an impact as any development will have some impact. The term used is 'not unreasonably impact'. This is subjective and depends on what the individual considers to be reasonable or conversely unreasonable.
- It is necessary to refer to other parts of the Scheme to assist in understanding what may be reasonable or unreasonable as it is not simply a matter of the taste of an individual assessor. It can be safely concluded that a development outside the defined controls will most likely not be reasonable as the controls must be intended to define the limits of 'reasonable'.
- It cannot however be assumed that simply complying with empirical controls will automatically be reasonable. That does not factor in the need to respond to setting and character in a well-designed and nuanced way.
- The key that is reinforced in the Scheme is the need to strictly limit street front development by carefully fitting into existing heights and setbacks and then addressing scale and larger forms behind. Whether this is an ideal outcome is not in question, it is what the Scheme mandates by a detailed set of specific controls. Conversely, if the Scheme did not want to see greater heights in locations such as the Davy Street location, the Scheme provisions could have adopted a different zoning, applied a different height control, set out a different amenity envelope, added specific height provisions into the heritage overlay, etc. There is a fundamental assumption in the construction of the Planning Scheme that allows height across the zone provided the specific controls of the Scheme are followed.
- A valid conclusion to determining what is a reasonable level of impact (to reverse the emphasis in the objective) is to start with - on the one hand - a complying built form, then consider other planning and amenity matters and - on the other hand - look at the potential of the location, not just the immediate site for development to ascertain how the intended scale and form that the zone anticipates may be managed across the area to then determine how a specific development can fit into a future change of scale and character (around heritage values) or 'stand-alone' if other development did not take place.

It cannot be assumed that future development on adjacent or nearby sites will or will not occur but both scenarios need to be considered.

- In summary the test is not whether there is any adverse heritage impact, it is whether any impact is reasonable within the framework of the whole Planning Scheme.

**(c) does not unreasonably impact on important views within the urban amphitheatre;**

- Important views are mapped in the Scheme at figure 22.6. This is the only definitive analysis of views in the Scheme.

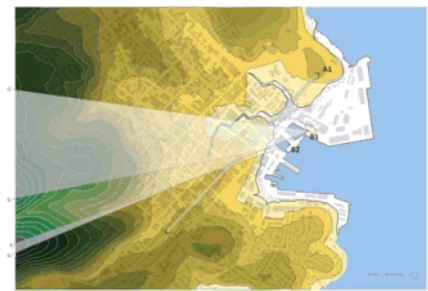


Fig. 22.6 View Lines and View Cones

- Legend :
- A 1 : Macquarie Street to / from Conastagh  
View line width = street width
- B 1 : Hunter Street (above Hunter Island) to Kurnell (Mount Wellington)  
Cone Width : 23° 21' at horizon, 32° extent of arc  
Cone Elevation : 7° 55', Base of cone : 8° 42'  
View Point :  
E : 474432.512  
N : 608963.118
- B 2 : Franklin Wharf (Constitution Dock edge - 50 m from SE corner) to face of Kurnell (Mount Wellington)  
Angle from horizontal : 8° 34'  
Building edges (left) : 85° 40' (upper) 80° 38' (lower)  
Building edges (right) : 82° 33' (upper) 82 30 (mid) 80° 38' (lower)  
View Point :  
E : 474445.140  
N : 608956.092

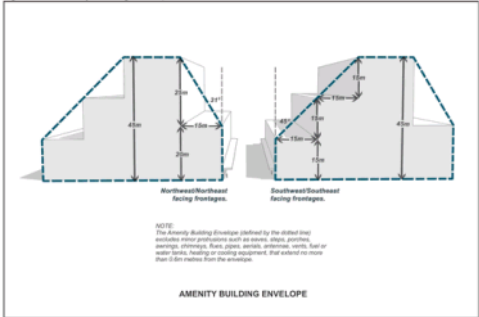
- The urban amphitheatre is defined as "means the setting of central Hobart including the layered rise of landforms rising from the water plane datum to the landform horizons (see Figures 22.7, 22.8 and 22.9)." The diagrams explain the concept of an amphitheatre, however it is conceptual and the diagrams offer little assistance in how development should take place or relate to the amphitheatre form.
- The prosed development does not fall within the viewlines of the two nominated locations for important views in Figure 22.6.
- There are locations in Davey Street where the new built form will affect horizon and hilltop views, that is inevitable as any development will potentially do this depending on where the viewer is located. However, there are no nominated or identified view locations within the Scheme that are affected.
- Any street front development will affect longer views.

- (d) does not unreasonably impact on residential amenity of land in a residential zone; and
- This does not apply as the area is not currently residential
- (e) provides significant community benefits if outside the Amenity Building Envelope.
- The current proposal is not outside the Amenity Building Envelope and consequently this does not apply.

Amenity Building Envelope

The Amenity Building Envelope is set out in the Planning Scheme as a base height and form control. While it references heritage, it applies across the whole of the zone and is not specific to or outside the heritage overlay.

Figure 22.3 Amenity Building Envelope



**Footnotes:**  
The Amenity Building Envelope has been developed with regard to heritage, streetscape and sense of scale, wind tunnelling effects and solar penetration.  
The 20m height at the northwest/northeast facing frontages maintains a 1:1 ratio of street/building height for the purposes of ~~landscape aesthetics~~ and maintaining a human scale.  
The 15m height and subsequent 45 degree building envelope angle at southwest/southeast facing frontages maintains sufficient solar penetration to the opposite side of the street and also helps to control air and wind turbulence.  
The Amenity Building Envelope is shown by the thick dotted line. The 15m setbacks for the 'steps' of development shown within the envelope are suggestive only. Development does not have to comply with the suggested 15m setbacks in order to comply with the envelope.

The Amenity Building Envelope controls are very specific in how they were developed and apply. The above extract from the Schema has been underlined to mark the comments that relate to heritage, town and streetscape, aesthetics and scale. The control is intended to guide development on sensitive sites.

In detail the control says:

Amenity envelope Control Statement	Comment
1 The Amenity Building Envelope has been developed with regard to heritage, streetscape and sense of scale	<p>This is a control that has considered, presumably in some detail, how to infill within the central zone for amenity issues and:</p> <ul style="list-style-type: none"> <li>- heritage</li> <li>- streetscape</li> <li>- sense of scale.</li> </ul> <p>These are the matters that have to be addressed under the Schema and within the Heritage Code. This is a specific control, that if complied with provides a framework to design new larger development in the zone.</p> <p>It is not limited to non-heritage areas or to just heritage sites, it applies across the Zone. There is no qualification on where the envelope may or may not apply.</p>
2 The 20m height at the northwest/northeast facing frontages maintains a 1:1 ratio of street building height for the purposes of townscape aesthetics and maintaining a human scale.	<p>This sets out that the scale of the city (generally) at streetfront, using the 20 metre control (as a maximum and noting that it is less in other situations), achieves the desired townscape aesthetic and human scale that Council desire for Hobart.</p> <p>This is not a specific reference to heritage, but given the density of heritage sites within the city and the way in which streetfront controls and setbacks are established around those sites (specific controls for building adjacent to heritage sites), the primary concern of Council in the city is managing street front height with suitable setbacks to larger development.</p> <p>It is noted that a 15 metre height is included for sites that will overshadow the street and this is to achieve an environmental outcome, where the 20 metre height is about urban form.</p>
3 Development does not have to comply with the suggested 15m setbacks in order to comply with the envelope.	<p>The discretion here is valid as setbacks do need to be considered on a site by site basis even if there is a minimum setback recommended.</p>

This control does not negate heritage considerations but as it is developed specifically with regard to how to protect heritage values (amongst others), it must be given considerable weight in determining how new larger developments should fit into the city.

## Heritage Code

The subject site is not a heritage item and consequently the provisions that apply to an individual place do not have relevance. It is also not a place on the Tasmanian Heritage Register and as a consequence the Tasmanian Cultural Heritage Act has no direct relevance to the development.

The site is within a heritage precinct and the heritage code applies. Its stated purpose is:

**E13.1 Purpose**

*To recognise and protect the [historic cultural heritage significance](#) of places, precincts, landscapes and areas of archaeological potential by regulating [development](#) that may impact on their values, features and characteristics.*

**E13.2****Application**

*This code applies to [development](#) involving land defined in this code as any of the following:*

*(a) a [Heritage Precinct](#);*

*this is defined in the Scheme as*

*means an area shown on the planning scheme maps as a [heritage precinct](#) and described in Table E13.2 as 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 purpose is broad, and it is achieved by regulating development. That regulation is set out in the Scheme in its totality. The values, features and characteristics are those set out in the precinct character statement as identified in clause E13.2.1. There is no other material available beyond the Table E13.2 statement on which to base an assessment.

This is not then an open-ended consideration. For an individually listed place the THC data sheet may provide (though generally not) some understanding of heritage values or there may be potential to provide a site specific heritage assessment. However, for a precinct, the statement in the Scheme provides that information.

The purpose in the Heritage Code goes beyond the zone objectives as it refers to a collective value of places and references both streetscape and townscape, however it is also limited by reference to Table E13.2 to which it gives considerable weight.

Clause 13.8.2 addresses works in a heritage precinct

The objective set out in clause 13.8.2 is: "To ensure that [development](#) undertaken within a [heritage precinct](#) is sympathetic to the character of the precinct".

There are no acceptable solutions that are relevant. The relevant performance criteria under this clause are:

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
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.

Reference to Table 13.2 is the mandatory basis for applying the performance criteria and assessing a proposal.

That table with commentary is set out below. As discussed, there is no reference to height or reference to townscape in the Heritage Precinct controls. It is also very difficult to address P2 as there

are no design criteria or specific conservation policies in the table. A lack of precision or information in the Scheme provisions cannot be used as a default control.

Criterion P1 must also be considered within the framework of the Scheme controls and specifically Table E13.2. The criterion actually does not allow other matters to be considered.

I would suggest the overall drafting of the Scheme is quite clumsy and imprecise, that language within the document is not used consistently and there is no easy way to follow the intent of some of the Criteria but, despite that, the process of assessment of heritage values on a non-heritage listed site within a heritage precinct within the central business zone and how development may or may not affect heritage values and the zone objectives and controls is reasonably clearly set out.

The precinct statement, with the relevance to addressing the zone objectives is:

This precinct is significant for reasons including:

Reason for significance (Scheme provision)	Relevance to the Zone objective (Comment)
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	<p>This statement is the only one that relates to the precinct values. It notes that the buildings (across the whole of the precinct and not just the area within the Central Business Zone) are in groups (at least in part). The reference to their integrity relates mainly to their individual qualities - external details, finishes and materials - and the final statement is about the "distinctive and outstanding visual and streetscape qualities."</p> <p>The zone objective states "respect the unique character of the Hobart CBD and maintain the streetscape and townscape contribution of places of historic cultural heritage significance."</p> <p>The zone objective differs from the precinct character statement as it adds a townscape element in addition to streetscape. This means the two matters while having a relationship are separate considerations. From this it can also be drawn that the precinct statement does not consider townscape, it limits its comments to streetscape but does look to protecting the group value of places of significance.</p> <p>The zone objectives are also framed differently to the heritage character statements as they seek to maintain the contribution of the heritage elements both (presumably) individually and collectively <u>as part of</u> the unique character of the Hobart CBD. The character of the Hobart CBD is not however limited to its heritage values.</p> <p>This reading of the Scheme provisions is further supported by the height controls for the zone that limit streetscape heights quite severely (and appropriately) and then establish a much higher height potential behind a streetscape setback control. This is an intentional and designed response</p>



	to the character of the CBD including its heritage character.
2 The collection of Colonial, and Victorian buildings exemplify the economic boom period of the early to mid-nineteenth century.	This is a statement of fact that is correct but offers no assistance in understanding the precinct except that these elements need to be retained and respected. It is also of interest that while there is a heritage precinct overlay on part of the Central Business Zone, that many of the major heritage buildings, that form part of the collective value of the city, are not within a precinct. The way in which the city is heritage listed appears quite random. There is no assistance in this statement in considering the proposed development.
3 The continuous two and three <a href="#">storey</a> finely detailed buildings contribute to a uniformity of scale and quality of street space.	This relates to the street frontage and initial building depth that requires consideration of the two to three storey scale and how buildings fit into the streetscape (or street space). The height controls specifically address this issue with a street height control and a setback control to ensure that infill sites address this. Street space is not a term that is defined in the Scheme.
4 It contains a large number of landmark <a href="#">residential</a> and institutional buildings that are of national importance.	This is a statement of fact that is correct but offers no assistance in understanding the precinct except that these elements need to be retained and respected. There is no assistance in this statement in considering the proposed development.
5 The original and/or significant external detailing, finishes and materials demonstrating a high degree of importance.	This is a statement of fact that is correct but offers no assistance in understanding the precinct except that these elements need to be retained and respected. It relates to individual properties and not the precinct as a whole. There is no assistance in this statement in considering the proposed development.

#### Applying the Scheme Provisions

Based on the above assessment I understand the Scheme to address this site in the following ways:

- 1 The zone objectives are the primary controls for the site.

I conclude this as the Scheme intentionally included this site and block with its relatively high concentration of heritage sites within this zone with the specific set of controls on height, street front height and setbacks. This need not have taken place and the area could have been given a different zoning or a different set of controls within the zoning. As it was not, it must be read that the zone controls apply and are intended and appropriate.

- 2 The zone controls on heights, setback etc are relevant and apply to the site.

The specific zone controls on height set out how to locate development of complying height and with regard to streetscape heights and setbacks. The scheme anticipates that an infill development will adopt the streetfront heights, with prescribed setbacks to allow greater height at a suitable distance from the street frontage.

This does not guarantee any particular development will be approved but it sets the framework for siting and height that is expected.

- 3 The Heritage Code applies to the site as it is within a heritage precinct and the considerations relate to Table 13.2 as they are the referenced matters to consider. The Scheme, rightly or wrongly, limits heritage considerations in this way.
- 4 The Scheme controls on views are not relevant to the site as essential views are mapped and the site is outside the Scheme mapping.

#### Conclusion

The core question is whether it is possible to design a building that is built to and complies with the height limit and setback controls, as well as other precinct controls, in this location that could have an acceptable heritage impact. While the detailed design of the building must be a key consideration, the initial consideration of appropriateness has to be a conceptual one that relates to overall scale and massing. If this cannot be satisfied, then the actual design does not need to be considered.

As I understand Council's position, the heritage code takes precedence over other controls as the area is a heritage precinct and unless it can be demonstrated that the height, form and mass does not have an adverse heritage impact, it is not possible to achieve approval.

It is my understanding and reading of the Scheme provisions that this is not a correct application of either the heritage code or the Scheme in general.

Putting aside the anomalies that exist in Planning Schemes due to the complexity of areas and the inability of any Scheme to address every situation, with a Scheme that is relatively recent it must be taken at face value where specific controls are set out. Where there are specific controls such as the height and setback controls and a definition of heritage values (Table E13.2) these must take precedence in any assessment over non-specific general controls.

The zone, irrespective of the heritage precinct overlay, sets objectives that promote denser development with height limits to achieve that and then provides for heritage sites and areas by establishing specific setbacks, streetfront heights, provision on what to do when building adjacent to heritage items (where the development site is not an item), addressing the streetfront, etc. These controls apply to individual heritage items and to sites within the heritage precinct. They establish a clear framework on how to approach new development.

The zone objectives do require the character of the zone area to be respected - both heritage and non-heritage - and for streetscape and townscape values of heritage places to be maintained. This does not however, specifically address height as an issue.

The height controls then set out objectives that, with regard to heritage, state that development "does not unreasonably impact on historic heritage character". There is a Scheme expectation that development that otherwise fits under the Scheme controls may have some impact on heritage character (most likely related to scale and design) and that this can be acceptable. There is no

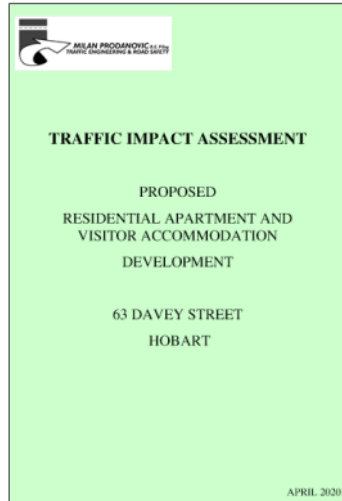
general planning or specific heritage prohibition on building to or near the height limits and setbacks that are in the Scheme.

The heritage code requires the Scheme character statement for the precinct to be used to assess the potential for impact on heritage values. The code does not allow for broader or more wide-ranging considerations. Correctly the Scheme sets limits on considerations based on the material that is set out within it. The character statement for the Davey street Precinct offers very little assistance on the matter of height and form within the area except to acknowledge the streetscape character that presently exists in parts of the overlay. It is silent on other considerations.

I would conclude that the Planning Scheme allows a building of the height and general siting that is proposed to be capable of approval by Council subject to the detailed assessment of form, materiality, amenity and the numerous other planning controls within the Scheme that have to be addressed as a matter of course. Conversely, there is no prohibition or restriction on higher or larger buildings being approved within the heritage overlay area based on the Heritage provisions within the Planning Scheme.

Paul Davies

8 Arch (and) MBEnv Bldg Cons AIA Chartered Architect  
May 2019





TRAFFIC IMPACT ASSESSMENT

PROPOSED  
RESIDENTIAL APARTMENT AND  
VISITOR ACCOMMODATION  
DEVELOPMENT

63 DAVEY STREET  
HOBART

APRIL 2020

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## ATTACHMENTS:

- Attachment A - Design drawings of proposed layout of visitor accommodation and residential apartment development
- Drawings of civil design, access and on-street management



## REFERENCES:

- Australian Standard AS 1742.2:2009 – Manual of uniform traffic control devices Part 2: Traffic control devices for general use
- AUSTRROADS – 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)
- AUSTRROADS – Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (2009)
- AUSTRROADS – Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings (2009)
- Australian Standard AS 2890 – Parking Facilities, Part 1 – Off-street car parking
- Australian Standard AS 2890 – Parking Facilities, Part 2 – Off-street commercial vehicle facilities
- 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 visitor accommodation development, including a lobby/reception/office space, at 63 Davey Street in Hobart.

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

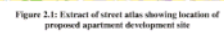
The TIA report considers the existing road and traffic characteristics along Davey Street in the area of the development site. An assessment is made of the traffic activity that the development will generate and the effect that this traffic will have on Davey Street.

Consideration is given to the access design and available sight distances along Davey Street at the junction of the driveway to the development site. An assessment is also made of the driveway arrangements, internal vehicle traffic circulation and parking provisions within the development site 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.



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



3. DEVELOPMENT PROPOSAL

The proposed development at 63 Davey Street is for the construction of a multi-storey building which will have residential and visitor accommodation apartments.

The Ground Floor Level of the building will include the driveway off Davey Street, reception/staff area, lifts and stairwell, storage, waste and equipment rooms, and a bicycle storage room.

There will be 21 serviced – visitor accommodation apartments on Level 1 and 2. The residential apartments will occupy Level 3 to 10 with five apartments on Level 3, four apartments on each of Level 4 to 9, one apartment on Level 10. There will be 29 residential apartments with 2 bedrooms and one with three bedrooms.

Two car lifts will provide access from the Ground Floor Level to the car parking spaces on the two Basement Levels. There will be 17 standard and four small car parking spaces plus two motorcycle parking spaces on each level – a total of 42 car parking spaces and four motorcycle parking spaces. One car parking space on each level has been designated as a disabled car parking space.

The vehicle access to the on-site car parking area will be via a 5.8m to 6.0m wide driveway off Davey Street at the eastern end of the site. There will be a separate pedestrian access into the building off Davey Street next to the driveway as well as through the foyer at the western side of the building.

There is a right of way access along the western side boundary to the property which is currently used as the access to the two-level St Helens Hospital car park as well as the small car park (nine car parking spaces) on the development site.

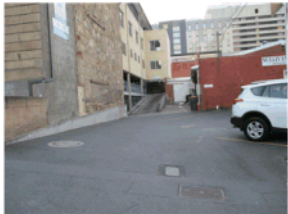
A view of the development site is seen in Photograph 3.1 and the right of way access to the hospital car park is seen in Photograph 3.2.

Design drawings of the proposed development site layout and services/civil design are included with this report as Attachment A.





Photograph 3.1: View of development site from Davey Street



Photograph 3.2: View of access to St Helens Hospital car park at western side of development site

4. EXISTING ROAD AND TRAFFIC ENVIRONMENT

4.1 Road Characteristics

The one road of relevance to the proposed apartment development with respect to vehicular traffic and access is Davey Street.

Davey Street has a straight horizontal alignment on an upgrade to the west of around 11%.

It is a one-way street with four 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 2.65m.

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

A view of the geometric character of Davey Street in the area of the development site is seen in Photograph 4.1.



Photograph 4.1: View to west along Davey Street with development site ahead on right between buildings

4.2 Traffic Activity

In order to have knowledge of current traffic volume along Davey Street passing the development site, peak hour turning traffic volume surveys were undertaken during the 8:00am – 9:00am and 4:30 – 5:30pm periods on Tuesday 22 May 2018. The results from this survey have been summarised in Figures 4.1 and 4.2.

The survey recorded the passing traffic volume in the nearest (right hand) traffic lane on Davey Street, separate from the other three lanes as well as the traffic volume using the driveway to the development site and hospital. Nearly all the vehicles using the driveway were to and from the hospital car park (lower level).

As can be seen from Figures 4.1 and 4.2, the traffic volume along Davey Street past the development site was 2,381 vehicles/hour and 2,657 vehicles/hour, respectively during the morning and afternoon peak hour periods. Around 13% and 27% of the total Davey Street traffic volume used the right hand lane in each peak hour period.

The survey also recorded 13 vehicles entering and exiting the shared driveway to the development site and St Helens Hospital during both peak traffic periods.

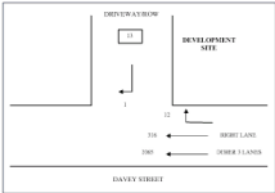


Figure 4.1: Turning traffic volumes at junction of Davey Street and development site driveway - 8:00am to 9:00am



Figure 4.2: Turning traffic volumes at junction of Davy Street and development site driveway - 4:30pm to 5:30pm

These traffic volumes on Davy Street were compared with the lane counts from the traffic signal loop detectors in Davy Street at the Barrack Street intersection for the same day.

The loop detectors recorded around 10% higher volumes in the morning peak hour compared with the manual count, the higher count possibly being due partly to the loops not distinguishing combination vehicles (car-trailer or similar, counted as two vehicles) and traffic entering from Hargrove Road while the afternoon count was virtually the same as the manual count.

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 Davy Street between Harrington Street and Barrack 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 99 reported crashes along this section of Davy Street.

Of these crashes, 12 crashes occurred at the Davey Street/Harrington Street intersection. 20 crashes were angle collisions between vehicles heading straight ahead on the two adjacent legs of the intersection with 10 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' effects or intergreen signal timings.

There have been only nine reported collisions at the Davey Street/Barrack Street intersection, five were angle collisions and only one resulted in injury.

There has been one collision at the Hampden Road/Barrack Street junction involving a pedestrian who sustained minor injury.

The other 17 crashes were midblock collisions with 5-6 incidents in each of the three sections of Davey Street from Harrington Street to Heathfield Avenue, to Hampden Road, and to Barrack Street. Eight crashes were rear end type collisions and five were parking incidents. One rear end collision required first aid attention; all other midblock collisions resulted 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 51 residential and visitor accommodation apartments on the site at 63 Davey Street. The residential apartments will have two bedrooms (29 apartments) and three bedrooms (1 apartment). There will also be 21 visitor accommodation apartments.

The other relevant detail about the proposed development is that there will be parking on-site for 42 cars and four motorcycles, with all parking spaces to be allocated to the residential apartments.

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 for residential dwellings in regional areas of New South Wales is 7.4 trips/dwelling/day.

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 9.0 trips/dwelling/day with smaller residential units generating around 4 trips/unit/day and larger units generating around 6 trips/unit/day.

Peak hour traffic surveys were also undertaken on Sandy Bay Road in 2015 at the 20 apartments in the Governor's Square development at 34 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 5.75 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 two bedrooms, one apartment with three bedrooms, and the apartments will have at least one car parking space on-site (80% of the apartments will have two spaces);
- 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 all route bus services at the central bus station in Elizabeth Street (around 550m walking distance);

The apartments are therefore expected to generate around the same traffic activity as the Governor Square apartments.



For the purpose of this assessment, a slightly higher traffic generation rate of 4.5 vehicles/apartment/day will be assumed.

Applying this trip generation rate to the 30 residential apartments, the traffic generation is expected to be around 135 vehicles/day and some 14 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 Davey Street traffic volumes.

An assessment has been made of the adequacy of available intersection sight distances along Davey 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 135 vehicles/day and 14 vehicles/hour at peak traffic times of the day.

The two-way traffic activity generated by the proposed development will not have any change in intensity of traffic activity or impact on the Davey Street traffic flow.

The traffic volume using the existing driveway which currently serves the development site as well as the adjacent hospital car park is virtually the same in peak traffic periods as will use the future driveway to the proposed apartment building. As seen in Figures 4.1 and 4.2, there were 13 two-way vehicle movements at the existing driveway in each peak hour.

Vehicles turning movements are currently and will in the future be to and from the right-hand traffic lane in Davey Street which carries nearly 700 vehicles/hour in peak traffic periods.

Intersections and junctions reach capacity when the total conflicting approach traffic volumes are around 1,500 vehicles/hour. The conflicting traffic volume at the new driveway will be around half this volume and there will not be an operational issue.

The traffic on Davey Street passes the development site in platoons. Vehicles entering Davey Street from the driveway need to wait for the platoon to pass to obtain a gap in the traffic stream. Once each platoon has passed (with green phase to Harrington Street) there are more than sufficient opportunities and time to enter Davey Street.

6.2 Assessment of Available Sight Distances

Consideration has been given to the available sight distances along Davey Street from the proposed driveway to the development.

The view along Davey Street for motorists entering from the location of the proposed driveway are seen in Photograph 6.1.



In assessing the sight distance, the requirements of Clause T6.7.2 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 Davey Street past the development site would be around 50 – 55km/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 road (at the property boundary), and 76m for approach speeds of 55km/h.

A driver exiting the site will be able to see much further than 76m along Davey Street with the advantage of a clearer line of sight due to the driveway to the adjacent property as well as the view over the footpath to the right side traffic lanes on Davey Street approaching from Harrington Street.

As can be appreciated from the view in the Photograph 6.1, it would normally be possible to see beyond the Harrington Street intersection, i.e. distances of over 100m.



Photograph 6.1: View to east along Davey Street from driveway to development site

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 apartment building is shown on the development site layout drawings in Attachment A.

Relevant design elements of the proposed site layout related to traffic are discussed below.

Access driveway and traffic circulation

There will be one driveway off Davey Street which will service access to the proposed building on the development site.

Details of the proposed new driveway and gutter crossover as well as proposed changes to the existing driveway gutter crossover are detailed on the attached drawings.

The proposed new driveway off Davey Street will have a width of 6.0m at the frontage boundary and into the building, and 5.8m past the proposed two car lifts. Apart from a short section of grade transition at the frontage boundary of up to 6%, the driveway into the building will have a fairly flat grade of 3% or less.

The new driveway width is sufficient to allow all vehicles to simultaneously enter and exit the driveway to/from Davey Street, passing one another along the driveway; therefore, enter and exit the site in a forward direction to and from the car lifts.

The new driveway will have a security gate located some 6m into the site from the frontage property boundary allowing the car to stop clear of the footpath while activating the opening of the security gate.

The driveway layout is quite satisfactory to safely and efficiently accommodate the expected traffic activity.

The existing driveway to the development site, which also serves the St Helens Hospital car park will remain and continue to provide access only to the hospital car park.

The St Helens Hospital car park has two levels of parking. The lower level is a secured staff car park with around 18 car parking spaces. Currently, the entry and exit movements are via the shared driveway with the development site.

The upper level has some 15 car parking spaces for visitors. Entry to this level of the car park is via the shared driveway and up a ramp with the exit via the driveway on the western side of the adjacent hospital building.



With the construction of the proposed building on the development site, the driveway width (including the right of way) to the hospital car park will be around 3.5m. This will be sufficient for traffic use that the driveway will receive.

The peak hour surveys, detailed in Section 4.2 of this report, found the traffic movement in both periods were in one direction, some 13 vehicles entering in the morning peak hour and a similar number of vehicles departing in the afternoon peak hour.

The visitor car park would receive use at other times during the day with traffic catering via the eastern driveway and departing via the western hospital driveway.

Having regard to the advice in Section 3.2.2 of AS 2890.1, the traffic volume using the driveway during each hour, with the flow being predominantly in one direction throughout the day, will not be high enough to meet AS 2890.1 requirements for driveway passing areas (around 14 vehicles/hour compared with minimum of 30 vehicles/hour before passing areas are required).

Alternatively, there also is sufficient manoeuvring space for cars to exit the lower car park and turn left up the ramp to the upper car park and exit back to Darvey Street via the western hospital driveway; effectively operate as a one way traffic flow through the hospital car park site.

It is recommended that the St Helens Hospital be requested to impose the one way traffic operation such that the eastern hospital driveway is the entry only to the two car parking levels.

Car lift operation

It is understood a decision has not been made about the supplier of the car lifts for the building. From discussions with one Australian supplier of car lifts, it is understood the travel speed of the car lift between floor levels depend on the cost outlay; it can vary from four/minute to 12/minute.

The service rate will also depend on the location of the lift (what level it is at the time of demand by an arriving vehicle). The lift operation can be programmed to be waiting at Basement Levels in the morning peak hour and Ground Floor Level during the afternoon peak hour to best service the peak direction vehicle movements.

As a worst case, the service time for arriving cars at the Ground Floor Level would be around 2.5 - 3 minutes (lift from lower Basements Level) and at best it would be around 0.5 minutes (lift waiting at Ground Floor Level).

The worst case situation would service cars at a rate of around 20 vehicles/hour, however the service rate would be significantly better than this with half the traffic movement being to and from Basement Level 1.

At an average service rate of 2 minutes, one lift would service 30 vehicles/hour and the two lifts would service twice this rate of vehicle arrivals



and departures. The two lifts will therefore efficiently service the expected traffic generation by the development which is expected to be only 14 vehicles/hour, with only one to two cars expected to be waiting at the busiest times.

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 on-site parking is provided; or*
- (b) on-site parking is provided at a maximum rate of 1 space per 200m<sup>2</sup> 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.*

The proposed development will have 30 residential apartments and 42 car parking spaces. Only Clause E6.6.5 A1(c) would be applicable in this case in which case the proposed development will have 12 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 utilizes 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 Davey 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 resultant from the proposed development will not have any adverse effects on air quality or environmental health.

The additional 12 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

All the resident parking spaces on the site will be compliant with AS 2890.1.

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);
- The three small car parking spaces will be at least 5.0m long and 2.4m wide, in accordance with Section 2.4.1 (a) (iii) of AS 2890.1. A small car is a 50<sup>th</sup> percentile car on public roads, which has a length of up to 4.45m; therefore, having six of the 42 car parking spaces designated for small cars is quite acceptable;
- One disabled car parking space is proposed on each parking level (residential developments don't require disabled car parking spaces). The disabled parking spaces will be in accordance with requirements of AS 2890.6 with an adjacent shared area (the shared area will be 2.1m wide (less than 2.4m) but sufficient to meet user needs);
- There will be at least a 300mm clearance to the side walls and obstructions for door opening and manoeuvring (as detailed in Figure 2.2 of AS 2890.1);
- The width of the parking aisle will be 6.0m (more than the 5.8m required in Figure 2.2 of AS 2890.1 for Class 1A 90-degree parking);
- The offset in the parking aisle will be sufficient to not compromise the required turning path for entry and exit to adjacent parking spaces other than the need to have the small car parking spaces (Bay No 7-9) due to the maximum available bay length of 5.0m;



- 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 height clearance will be a minimum of 2.2m in the trafficable areas on the two Basement Levels and 3.5m along the access driveway in the building on the Ground Floor Level.

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.

There will also be a secured bicycle storage room on the Ground Floor Level for those residents that will have a bicycle for transport and recreational purposes.

On-street parking

The construction of the new driveway to the development site will require the removal of one reserved parking bay at the eastern end of the development site. It will also require the relocation of another parking space to the west by around 1m.

The location of that parking bay is highlighted in Photograph 6.2.

The attached drawings detail the proposed changes to the parking spaces.



Photograph 6.2: View to east along Davey Street showing development site frontage and location of proposed driveway





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 Davey Street, away from the driveway, either through the entry foyer or the side passageway next to the driveway.

Consideration has been given to the required sight triangle between motorists exiting the driveway and pedestrians approaching along the Davey Street footpath, as indicated in Figure 3.3 of AS 2890.1.

There is an existing driveway serving the adjacent property located adjacent to the property boundary between the development site and the property to the east.

The design drawings (and 3D artist impressions) indicate that a low wall (with low landscaping) will be constructed along this side boundary. The wall will be no higher than around 600mm and will ensure there is an unobstructed line of sight to/from pedestrians, as required.

The layout at the front of the site and the provision of the access and pedestrian sight line measures will ensure pedestrian safety and convenient access with good amenity.

Waste collection/servicing

The collection of domestic waste is expected to occur through arrangements with Council.

There will be a waste storage area within the building for all occupants.

An area has also been designated at the front of the building but inside the property from where the bins can be easily wheeled to the waste collection vehicles, either belonging to council or a private contractor.

The collection service could occur from the parking lane with the bins wheeled from the temporary external bin storage area to the back of the garbage truck in the parking lane.

**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 550m 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 150m.



7. SUMMARY AND RECOMMENDATIONS

This Traffic Impact Assessment has been prepared in support of the planning application to the Hobart City Council for the construction of an apartment building at 63 Davey Street in Hobart.

There will be 21 visitor accommodation apartments and 30 residential apartments in the building. 29 residential apartments will have 2 bedrooms and one will have three bedrooms.

Two car lifts will provide access from the Ground Floor Level to the car parking spaces on the two Basement Levels where there will be a total of 42 car parking spaces and four motorcycle parking spaces.

The assessment has reviewed the existing road and traffic environment along Davey Street in the area of the development site.

Davey Street is a one-way street with four marked traffic lanes and parking along both sides of the street.

Peak hour timing traffic volume surveys were undertaken during the 8:00am – 9:00am and 4:30pm – 5:30pm periods on Davey Street outside the development site on Tuesday 22 May 2018. The survey found the traffic volume along Davey Street past the development site was 2,381 vehicles/hour and 2,657 vehicles/hour during the morning and afternoon peak hour periods, respectively. Around 13% and 27% of the total Davey Street traffic volume used the right-hand lane in each period.

There were 13 vehicles entering and exiting the shared driveway to the development site and St Helens Hospital car park during both peak traffic periods.

The crash database has record of 59 reported crashes along Davey Street between Harrington Street and Barrack Street, including the intersections at each end, over the last five and half years since January 2013.

Of these, 32 crashes occurred at the Davey Street/Harrington Street intersection, there were nine crashes at the Davey Street/Barrack Street intersection, and 17 were midblock crashes with 5-6 collisions in each of the three sections of Davey Street from Harrington Street to Headfield Avenue to Hampden Road to Barrack Street. Eight were rear end type collisions and five were parking incidents.

The main concern with the crash history is the high crash record and severity rate at the Davey Street/Harrington Street intersection. This intersection requires investigation by the road and traffic authorities for some solutions which will reduce the crash rate.

It has been estimated that the proposed development, when fully completed and occupied will generate some 135 vehicles/day and around 14



vehicles/hour during peak traffic periods, based on the peak hour traffic being the typical 10% of the daily traffic volume.

The design drawings detail the proposed new driveway and gutter crossover as well as proposed changes to the existing gutter crossover which will service access to the St Helens Hospital car park.

With the construction of the proposed building on the development site, the driveway width (including the right of way) to the St Helens Hospital car park, along the western boundary of the development site, will be around 1.5m.

It is recommended that the St Helens Hospital be requested to impose the one way traffic operation such that this hospital driveway is the entry only to the two car parking levels.

The proposed new driveway off Davey Street into the building will be sufficient to accommodate the expected traffic activity generated by the proposed development.

Vehicles entering and exiting the development site driveway will turn right to and from the right-hand traffic lane in Davey Street which carries nearly 700 vehicles/hour in peak traffic periods.

Intersections and junctions reach capacity when the total conflicting approach traffic volumes are around 1,500 vehicles/hour. The conflicting traffic volume at the new driveway will be around half this volume and there will not be an operational issue.

There are more than sufficient opportunities and time for vehicles to enter Davey Street once each vehicle platoon has passed (during green phase to Harrington Street).

An assessment has been undertaken of the available sight distances at the junction of the development site driveway with Davey 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 two car lifts in the building will efficiently service the movement of cars between the ground floor level and the two Basement Levels. The service rate of the two lifts will be much higher than the traffic movement to and from the site and therefore queuing will be minimal at one, occasionally two cars waiting at the busiest time of the day.

As the development site is located within the Central Business Zone, the planning scheme has a requirement for maximum parking supply as the



acceptable solution. The proposed 42 car parking spaces will exceed this maximum by 12 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 12 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 construction of the new driveway to the development site will require the removal of one metered parking bay at the eastern end of the development site and a slight relocation of the adjacent parking bay to the west, as detailed on the design drawings.

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 550m walking distance from the development site from where all route bus services to the greater Hobart region start and finish.

The driveway design to the development site and a low wall to be constructed along the side boundary, no higher than 600mm will ensure there will be a sufficient pedestrian sight triangle between existing vehicles and pedestrians on the Dorey Street footpath. This wall will also assist in addressing this issue for the driveway to the adjacent property on the eastern side.

The waste collection service for the building can occur from the parking lane with bins wheeled from the bin area to the back of the garbage truck, with the service to be provided by either council or private contractor.

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.



ATTACHMENT A

- Design drawings of proposed layout of visitor accommodation and residential apartment development
- Drawings of civil design, access and on-street management



29 June 2020

Phil Gartrell  
Planner  
Trendline Planning and Urban Design  
49 Tasman Street  
NORTH HOBBART TAS 7001

Dear Phil

**PROPOSED RESIDENTIAL APARTMENT DEVELOPMENT  
63 DAVEY STREET, HOBBART**

I refer to the letter dated 19 June 2020 from the Hobart City Council requesting further information regarding the proposed development at the above address.

In regard to item PAS.1, the council has advised:

Advice:

- o Council's cleansing and solid waste unit have advised that the number of residential / visitor accommodation units proposed are unable to be collected at the kerb by Council's waste trucks.
- o It is noted that the consultant planning report states that the TIA indicates waste vehicles can reverse into the driveway and drive out in a forward direction or collection can occur using the parking lane. As this AS2080.2 Section 3.2.5, please provide documentation from the Road Authority (Department of State Growth) that they are satisfied that the proposed waste vehicle movements will not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users, and that they are aware of the scale of waste removal proposed from the kerb.

The Department of State Growth Crown Landowner Consent regarding this development does not raise any concern with parking and waste collection.

It appears the council has based all this request on the statement in the Department of State Growth Crown Landowner Consent related to 202 Macquarie Street (see attached):

- o Please note that traffic flows on Macquarie Street are under constant review and that the current kerb side parking arrangement could change at any time. Therefore, development should not rely on these parking spaces in the longer term.

My understanding from this statement is simply that kerbside parking restrictions along Macquarie Street could change at some time in the future. It does not state that kerbside servicing of properties along the street will not be possible.

The changes to kerbside parking along both sides of Macquarie Street and Davey Street will have to take into account that there are many businesses and dwellings along both sides of the street that require ongoing servicing, in particular waste



collection, for the kerbside. All these properties are set up for kerbside waste collection and it will be impossible to consider, let alone implement, alternative arrangements.

The reality of the Department of State Growth advice is that there may be clearway restrictions imposed along one or both sides of Macquarie Street and Davey Street in the future or a bus lane on the left side of the road during peak traffic periods.

These restrictions will be only part time restrictions, applied when required for the traffic conditions. Therefore, there will be other significant periods of the day when kerbside waste collection will be able to occur. The Department of State Growth would not propose or will not be able to apply restrictions along Macquarie Street and Davey Street which would not allow kerbside waste collection at different times of the day or night.

If required, this could be allowed under Road Rule 158 or Road Rule 313A, if this does not exist at present. This matter, in particular the statement in the Crown Landowner Consent for 202 Macquarie Street regarding parking, detailed above, has been discussed with traffic engineers at the Department of State Growth.

They have confirmed with me that their advice is intended to relate only to the car parking supply for any development and that any shortfall in the car parking supply within the development site should not depend on currently available car parking along Davey Street or Macquarie Street; it does not relate in any way to waste servicing of the site.

A large waste collection company in Tasmania has advised me that most of its work is in the Hobart central business area and surrounds, including kerbside waste collection, is undertaken outside of peak hour traffic and also outside normal work hour periods.

The Hobart City Council does collect domestic waste from multiple unit developments from the kerbside, in accordance with its *Development Application Guidelines – Waste Management* (see attached).

Arrangements at this proposed development have been designed to allow for kerbside collection of domestic waste by council.

I therefore conclude the council has misinterpreted the advice from the Department of State Growth.

In addition, the proposed development adequately provides for all kerbside waste collection, without the need for trucks to enter the building (the Traffic Impact Assessment report does not refer to waste collection vehicles reversing in the development site driveway).

Yours sincerely

  
Milan Prodanovic





24 July 2020

Phil Gartrell  
Planner  
Township Planning and Urban Design  
49 Tasman Street  
NORTH HOBART TAS 7001

Dear Phil

**PROPOSED RESIDENTIAL APARTMENT DEVELOPMENT  
63 DAVEY STREET, HOBART**

I refer to the letters dated 19 June 2020 and 22 July 2020 from the Hobart City Council requesting further information regarding the proposed development at the above address.

In regard to item PAS.1 (19 June 2020), the council has advised:

Advice:

- o Council's cleaning and solid waste unit have advised that the number of residential / visitor accommodation units proposed are unable to be collected at the kerb by Council's waste trucks.
- o It is noted that the consultant planning report states that the TIA indicates waste vehicles can reverse into the driveway and drive out in a forward direction or collection can occur using the parking lane. As this AS2086.2 Section 3.2.3, please provide documentation from the Road Authority (Department of State Growth) that they are satisfied that the proposed waste vehicle movements will not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users; and that they are aware of the scale of waste removal proposed from the kerb.

The Department of State Growth Crown Landowner Consent regarding this development does not raise any concerns with waste collection.

It appears the council has based this request on the statement in the Department of State Growth Crown Landowner Consent related to 202 Macquarie Street (see attached):

- o Please note that traffic flows on Macquarie Street are under constant review and that the current kerb side parking arrangement could change at any time. Therefore, development should not rely on these parking spaces in the longer term.

My understanding from this statement is simply that kerbside parking restrictions along Macquarie Street could change at some time in the future. It does not state that kerbside servicing of properties along the street will not be possible.

The changes to kerbside parking along both sides of Macquarie Street and Davey Street will have to take into account that there are many businesses and dwellings



along both sides of the street that require ongoing servicing, in particular waste collection, from the kerbside. All these properties are set up for kerbside waste collection and it will be impossible to consider, let alone implement, alternative arrangements.

The reality of the Department of State Growth advice is that there may be clearway restrictions imposed along one or both sides of Macquarie Street and Davey Street in the future or a bus lane on the left side of the road during peak traffic periods.

These restrictions will be only part time restrictions, applied when required for the traffic conditions. Therefore, there will be other significant periods of the day when kerbside waste collection will be able to occur. The Department of State Growth would not propose or will not be able to apply restrictions along Macquarie Street and Davey Street which would not allow kerbside waste collection at different times of the day or night.

If required, this could be allowed under Road Rule 158 or Road Rule 313A, if this does not exist at present.

This matter, in particular the statement in the Crown Landowner Consent for 202 Macquarie Street regarding parking, detailed above, has been discussed with traffic engineers at the Department of State Growth (DSG).

The above advice has now been confirmed, that the DSG advice is intended to relate only to the car parking supply for any development and that any shortfall in the car parking supply within the development site should not depend on currently available car parking along Davey Street or Macquarie Street; it does not relate in any way to waste servicing of the site.

A copy of the advice from DSG is attached.

The Hobart City Council does collect domestic waste from multiple unit developments from the kerbside, in accordance with its Development Application Guidelines – Waste Management (see attached).

Arrangements at this proposed development have been designed to allow for kerbside collection of domestic waste by council.

Council has misinterpreted the advice from the Department of State Growth. In addition, the proposed development adequately provides for all kerbside waste collection, without the need for trucks to enter the building (the Traffic Impact Assessment report does not refer to waste collection vehicles reversing in the development site driveway).

Mixed in with the above is the following:

*Advice: In addition to the above and in terms of the information submitted to date, please note that Council's Road Engineers have expressed concerns with regard to the width of the proposed widened driveway crossover. Their advice is that the proposed driveway crossover is too wide (10.90m), and that a crossover over the width is unlikely to be accepted by the road authority. It is requested*



*that you consider separating the crossover from the adjoining property's, so that both crossovers are less than 8 metres. If this change is to be adopted for the proposal, plans should be amended accordingly and resubmitted for assessment.*

In response to this, there are two driveways in this area serving two adjacent properties. The design drawings show the separation between the two driveways is not more than 0.5m.

If the gutter crossover was constructed as for two separate driveways, the wings for each driveway will intrude into each driveway by one metre. It is totally unacceptable to have cars bouncing across the wing of kerb face when undertaking entry and exit manoeuvres to and from Davey Street.

Furthermore, the proposed design of the gutter crossover for these two driveways is fully in accordance with Standard Drawing TSD-R09-v1 (attached).

This is not a 10m gutter crossover to a single two driveway for car traffic, therefore, DSG will not have any interest in this driveway detail. The proposed gutter crossover and driveway design was included in the documents on which DSG provided consent for the development at 63 Davey Street and no comment was made about this detail.

Yours sincerely

Milan Prodanovic



Statement of Historical Archaeological Potential

63 Davey Street  
HOBART TASMANIA

For John Twilley

July 2018

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This document was written by Brad Williams (BAURA Architects), City Heritage Architect, and Cultural Heritage Management, City Environmental Planning Historical Archaeology, Heritage Consultant and Director of Praxis Environment. Praxis Environment is a division of Praxis Springs Pty Ltd ABN 63 328 838.

Unless otherwise stated, all photographs were taken by Brad Williams, July 2018.

Unless otherwise stated, the north point (or approximate) of maps and plans is to the top of the page.

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## 1. Introduction

### 1.1. Introduction and brief

This report has been commissioned by Mr. John Tellyros in order to accompany an application to the Hobart City Council for a proposed redevelopment of the place known as 63 Bathurst Street, Hobart.

The subject site is on the northern side of Davey Street Hobart near the intersection of Harrington Street and comprises of C/T 54396/1 (PID 5660956) and is currently the site of a 1960s building which until recently housed the Navy Club and more recently an antiques store. The building covers approximately 2/3 of the site and the remainder being a small carpark near the street frontage.

The site is not listed on the Tasmanian Heritage Register, nor is it a Heritage Place as defined by Table E.13.1 of the Hobart Interim Planning Scheme 2015, although it is within the Places of Archaeological Sensitivity as defined by Figure E.13.1 of the scheme, therefore the provisions of Part E.13.10 of the scheme is applicable. Accordingly, the brief for this project was to develop a **statement of historical archaeological potential** as the basis for archaeological planning in any future development of the subject site.

Although not listed on the Tasmanian heritage Register, the archaeological approach in this document has been developed with regard to the Tasmanian Heritage Council's Practice Note 2 – Managing Historical Archaeological Significance in the Works Application Process<sup>1</sup>, and the Tasmanian Heritage Council's Guidelines for Historical Archaeological Research on Registered Places<sup>2</sup> as a means of demonstrating a sound and best-practice approach.

<sup>1</sup> <http://www.heritage.org.au/medias/pdfs/2015/06/whiteness20150601whiteness.pdf>  
<sup>2</sup> <http://www.heritage.org.au/medias/pdfs/2015/06/whiteness20150601whiteness.pdf>



Figure 5.5 - A recent aerial image of the area - the subject site depicted in red. <https://www.google.com.au/maps/@33.8611111,151.2111111,15z>





Figure 1.1 – Context of boundaries of the subject site and surrounds – the subject site depicted in red. <https://data.shelton.gov.au>

1.2. Limitations

This document has the following stated limitations:

- This document is largely a predictive analysis (i.e. non-invasive) of the possible archaeological resource and might be subject to further on ground testing to verify findings if deemed necessary by any stakeholder.
- All depictions of the location of site features are approximate. A surveyor should be engaged if any party requires exact confirmation of locations.
- The depiction of expected archaeological features in this report largely relies on the accuracy of historical surveys and data – no guarantee of the accuracy of this historical data is given.
- The scope of this project only included historic heritage values. Consideration of Aboriginal heritage values was outside the scope.

2. Statutory heritage requirements

This report has been commissioned to consider the historical archaeological potential of the subject site arising from any applicable statutory listings. The following statutory heritage responsibilities that relate to historical archaeology are to be met in any development of the subject site:

2.1 Hobart Interim Planning Scheme 2015

The place is within the area defined in Figure E13.1 of the Hobart Interim Planning Scheme 2015 (the scheme) as a Place of Archaeological Potential, therefore the provisions of Part E13.10 are applicable.

Part E13.10 of the scheme details the Development Standards for Places of Archaeological Potential, with the following Objectives:

- 13.10.1: Building, Works and Demolition: 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.
- 13.10.2: Subdivision: To ensure that subdivision does not increase the likelihood of adverse impact on a place of archaeological potential.

The scheme prescribes Performance Criteria for each of these Objectives and pursuant to Part E.13.5 of the scheme, the Planning Authority may require the following to accompany any application for development of a place of archaeological potential in order to assess the proposal against the performance criteria:

- (f) a statement of archaeological potential;
- (g) an archaeological impact assessment;
- (h) an archaeological method statement;

Under the definitions of the scheme:

- (f) means:
- a report prepared by a suitably qualified person that includes all of the following:
    - 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).

(g) 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).*

(h) means:

*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;*
- f. *reporting standards including format/s and content, instructions for dissemination and archiving protocols;*

The current document aims to fulfil those points in a consolidated manner in the assessment of the proposed development to assist the planning authority to make an informed assessment against the performance criteria of the scheme.

**2.2. Tasmanian Heritage Register**

The subject site is not listed on the Tasmanian Heritage Register therefore is not subject to the provisions of the Historic Cultural Heritage Act 1995. Nonetheless, the archaeological approach in this document has been developed with regard to the Tasmanian Heritage Council's Practice Note 2 – *Managing Historical Archaeological Significance in the Works Application Process*<sup>1</sup>, and the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research on Registered Places* as a means of demonstrating a sound and best-practice approach.

**2.3. Other statutory heritage registers/lists**

The subject site is not listed on any of the following statutory registers:

- The National Heritage List
- The Commonwealth Heritage List
- The World Heritage List

nor is it included in any buffer zones arising from those lists, therefore is not subject to the historic heritage provisions of the respective Acts which enable statutory input into development of places on those lists.

**2.4. Aboriginal Heritage Act 1975**

An assessment of any possible Aboriginal heritage values is not part of the brief for this report; nonetheless the provisions of the Aboriginal Heritage Act 1975 are applicable to the place. A search of the Tasmanian Aboriginal Heritage sites register (Job # 14745213) did not identify any registered Aboriginal relics or apparent risk of impacting Aboriginal relics (search valid until 13/2/19). The Tasmanian Government Unanticipated Discovery Plan – Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania must be adhered to in the event that any Aboriginal heritage items are discovered during the course of any works.

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<sup>1</sup><http://www.heritage.tas.gov.au/media/47725/tasmanian-heritage-council-practice-note-2-archaeology.pdf>  
<sup>2</sup><http://www.heritage.tas.gov.au/media/47725/tasmanian-heritage-council-guidelines-for-historical-archaeological-research-on-registered-places.pdf>

### 3. Archaeological Methodology

This statement of archaeological potential is derived from a process which identifies the potential of the site to yield archaeological remains, the significance of any remains, and their potential to yield meaningful information about the site, and which might contribute to relevant key archaeological and historical themes. The following briefly outlines the methodology followed:

Determining general archaeological potential: Through a desktop analysis of historical data and secondary sources, as well as non-invasive site observations, an understanding of the evolution of the site has been gained which has allowed an assessment of the archaeological potential (however significant) of any part of the site - resulting in substantiated predictions of the likelihood of finding something upon any particular part of the site.

This has been done by analysing primary source material, summarising the developmental history of the site and developing a chronological narrative detailing an overview of the history of all known features to have ever existed on the site. Where possible, developmental overlays have been developed from historic maps, plans, photographs and other visual documentation. This overlay has been supported by other observations providing supplementary information, and also includes processes such as demolition and disturbance which may have removed or destroyed potential remains - and may have diminished the archaeological potential.

Assessing the significance and potential of any likely archaeological resources to yield meaningful information: Upon understanding the archaeological potential through desktop and site analysis, the next step was to understand its relationship to any aspect of the identified significance of the place - e.g. do the remains have the potential to demonstrate an aspect of the significance of the site or related key historic theme? The potential for any of the archaeological remains to demonstrate important aspects of the history of the site, whether in a state, regional or thematic context, is to be considered.

Understanding possible impact of development and formulation of management strategies: Based on any identified archaeological potential and significance of the site, consideration will be given as to whether the proposed development will impact upon any likely archaeological remains and if necessary broad management strategies will be proposed to manage any impact.

Table 1 (below) demonstrates the steps of this assessment:

Methodology for formulation of the statement of archaeological potential		
	if 'no'	if 'yes'
<b>1. Archaeological potential.</b> Are you likely to find something if you dig here? (i.e. a <u>Statement of Archaeological Potential</u> ).	Further action may not be required, although a contingency plan may be required for unexpected finds.	The significance of the archaeological potential should be investigated.
<b>2. Significance.</b> Could anything you find here greatly contribute to our understanding of the site or related significant theme?	Further action may not be required.	The likely integrity of the archaeological remains should be investigated.
<b>3. Integrity.</b> Are any archaeological remains likely to be intact?	Further action may not be required, although a contingency plan is required for unexpected integrity.	The likelihood of significant archaeological remains is confirmed.
<b>4. Impact.</b> Will proposed works impact upon the significant archaeological remains? (i.e. an <u>Archaeological Impact Assessment</u> ).	Further action may not be required, although a contingency plan may be required for unexpected impacts.	An <u>Archaeological Impact Statement</u> will be required to detail how impact will be managed/mitigated.

4. Historical background of the subject site

4.1. Research methodology

For this initial assessment of archaeological potential, the depiction of the physical history of the site will be the main consideration – with other aspects of site history (i.e. social histories, economic history, associations et. al.) likely to be more useful in any post-investigation analysis of findings (i.e. artifact assessment), therefore beyond the scope of the current document. Similarly, the history of other townscape developments is beyond the scope of the current document however may be useful in further detailed analysis of future archaeological findings.

The following overview of the known physical development history of the site aims to aid in the prediction of the likely archaeological remains. This does not represent a comprehensive site history, and has been limited to a history of the physical development of the site as relevant to the archaeological resource.

Primary sources

Broadly, the primary sources consulted in the development of the statement of archaeological potential include:

- Hobart City Council building files (AE417 series, Tasmanian Archive and Heritage Office).
- Historic maps, photographs (NS and PH series) - Tasmanian Archive and Heritage Office.
- Department of Primary Industry, Parks, Water and Environment (DPIPWE) aerial photo collection (Service Tasmania).
- DPIPWE – Land Data Branch, historic map collection (basement)
- DPIPWE – Land Data Branch, titles.
- Historic newspapers, via the National Library of Australia's Newspapers Online portal.

Secondary sources

No secondary source documents are known to exist which are of particular relevance to the history or archaeology of the subject site.

In order to gain an overview of what once existed on the site, as the basis for predicting archaeological remains, the following is a brief overview of the historical development of the site based on primary source documents (the subject site depicted in red) as well as overviews drawn from the secondary sources as detailed above. Note that this is a brief historical overview, concentrating solely on physical development, sufficient only for

basic archaeological planning. As per above, further historical research is required in order to refine a detailed archaeological research design, which is provided here in Section 5. Such detail is also required to supplement the interpretation of archaeological findings – requiring an iterative process of the assessment of findings against further historical and comparative research from both primary and secondary sources, which should be provided in an archaeological method statement and post-excavation analysis.

**4.2. Historical overview**

The land was the home of the Mouheneener people for tens of thousands of years, prior to displacement by European settlers in 1804.

The subject area forms part of a 1 acre 2 rood 4 perch lot granted to the prominent Hobart merchant David Lord. David Lord inherited his father's Van Diemen's Land estate in 1824. At the time, it was believed to be worth about £50,000 and included considerable landholdings<sup>1</sup>. For this reason, it is extremely difficult to trace the history of this allotment during Lord's ownership.

The subject site appears to have been first developed prior to 1832 as part of Lord's larger allotment, with a survey from around that time depicting a building and outbuilding (see Figure 4.2). That survey is known to be reasonably accurate in its depiction of the presence of buildings, but not wholly accurate in the precise size, shape and location. The 1825 panorama of Hobart Town by Augustus Earle (see Figure 4.3) depicts buildings in this area which may represent pre-1825 development of the subject site that is more clearly reflected on the c1832 survey. A similar arrangement of buildings (depicted just outside the subject site) is depicted in the later 1830s Frankland survey (see Figure 4.4) and partially within the subject site on the c1841 census map (see Figure 4.5 – based largely on the Frankland survey). Neither of these surveys are particularly accurate and are only indicative of the presence of buildings rather than their precise locations. Nonetheless, the highly accurate Sprent survey of c1843 depicts a large timber building on the subject site which is probably indicative of these earlier depictions (see Figure 4.6). Note that the Sprent survey only depicts buildings which were clearly visible from public vantage points, therefore has probably omitted the rear outbuilding that is depicted on the earlier surveys.

<sup>1</sup> Susan Miles, 'Lord, David (1780-1867)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/lord-david-2449/entry1111>, published first in biograpy 1967, accessed online 29 July 2018.  
Parks Environment 2018



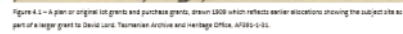




Figure 4.2 – Extract from a 1890s map of Hobart and surrounds. 20190101 map Hobart.



Figure 4.3 - Excerpt from the 1682 panorama of Robert Town by Augustus Barle, showing a fortified in the foreground with a cluster of smaller buildings near the subject site (denoted approximately by the red arrow). State Library of New South Wales. A15410029.



Figure 4.4 – Extract from Hargrave's 1888 map of Alport and surrounds. State Library of Tasmania, Alport Stock #12.84862100P.



Figure 4.3 - Snippet from the 1941 aerial map of Hobart and surrounds. Tasmanian Archives and Heritage Office, COB-17918.

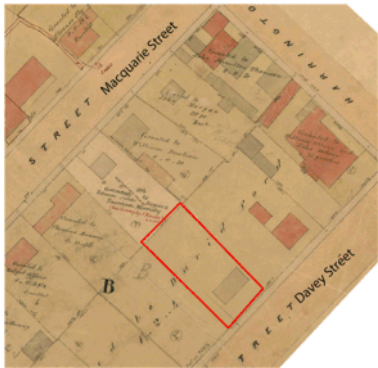


Figure 4.4: Excerpt from Spence's 1848 map of Hobart and surrounds (<https://www.trove.nla.gov.au/>)

Despite the precise evolution of the Lord landholdings being difficult to trace, land tenure records, cross-referenced with Valuation Roll data for Hobart Town show that by 1873, the property now known as 63 Davey Street was in the possession of John Strange Dandridge, at that time Superintendent at Oyster Cove. Dandridge had married Matilda Prout, daughter of colonial artist John Skinner Prout, in 1848<sup>1</sup>. Later 19th depictions of the building indicate what appears to be a reasonably simple single-storey building with a hipped roof (see Figures 4.7-4.8).

<sup>1</sup> Tasmanian Archives & Heritage Office (1848) M00001/1/1.0001  
Prout's Environment 2019



Figure 4.7 – Excerpt from Alfred Abbott's 1870 panoramic of Hobart, showing the rear of the subject site (denoted by the red arrow).  
Tasmanian Archives and Heritage Office AUSTAS0001194126468



Figure 4.8 – Nelson's eye view of Hobart showing the Devere Street frontage of the building within the subject site (denoted by the red arrow).  
Australian Sketches 10 May 1879

Dandridge died in March 1874<sup>1</sup>, leaving the bulk of his estate to his children by Matilda<sup>2</sup>. Images of the subject site from that time show a consistent pattern of development to the (likely) pre-1830 building, being a single storey residence with a hipped roof.

The property remained in the hands of Dandridge's trustees, until it was sold by the Public Trustees in October 1918 to Herbert Combes, a surveyor, for £825. Prior to the sale, the house had been occupied by one of Dandridge's trustees, Edwin Cradock Howell<sup>3</sup>. It appears that by 1907 the building had been renovated with bay windows installed to the frontage which were not evident in the 1879 sketch and not shown on earlier depictions of the footprint of the building (Sprenst's survey would surely have depicted these if present). This survey shows a building to the rear of the main dwelling on the site. It is unclear whether this represents the second building implied by the inaccurate c1830s surveys and may have been omitted from the Sprenst survey (Sprenst only surveyed buildings which could be seen from the street). That building is best depicted on the 1946 aerial photograph and appears to be at least two phases of building each with a distinct individual roof form and these survived until the 1953 construction of the Navy Club building.

<sup>1</sup> [LAND RECORDS 1875/188](#)  
<sup>2</sup> [Department of State Records 1908, David Evans Memo to 11/18817](#)  
<sup>3</sup> [Newmarket Government Gazette 15 December 1913 p.2238](#)  
[Parks Environment 2018](#)





Figure 4.22 – 1:500 Harrington Drainage Board survey showing the subject site and surrounds (Inset Street 3)

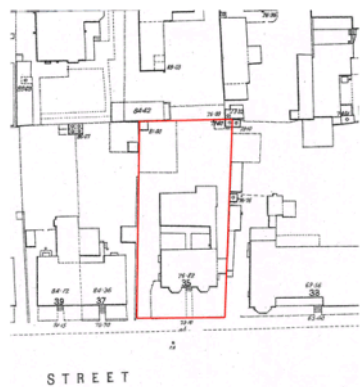


Figure 4.12a - Detail of 1907 Metropolitan Drainage Board survey showing the subject site and surrounds (Robert Street S).

Combes died in Oct 1919, leaving the property in equal shares to his children Rita and Herbert Combes (junior). The property stayed in the Combes family until May 1949, when Edmund Raymond Ferguson (widower of the late Rita Ferguson nee Combes) sold the property to Bertrand Lucien Dechaineux and Maxwell Ernest Mathers for £2,560<sup>11</sup>. Dechaineux and Mathers purchased the property as trustees of the Ex-Naval Men's Association of Tasmania Hobart Sub-branch<sup>12</sup>. In July 1954, the trustees transferred ownership to the Naval

<sup>11</sup> 550 Mem 1201385; Mem 1217096; Mem 1219033; Mem 1219034  
<sup>12</sup> 550 Mem 1243053  
PWA's Environment 2018

Memorial House<sup>11</sup>. Note that the more generic term 'Navy Club' will be used in this document for simplicity – and reflecting the later name of the site.



Figure 4.11 – A 1934 photograph of 43 Dewy Street, entitled 'House of Mrs. Ferguson'.<sup>11</sup> Tasmanian Archives and Heritage Office MS206/1/1809.

<sup>11</sup> 906MM 26/094  
Praxis Environment 2018



Figure 4.12 - The subject site taken from the 1988 aerial view of Hobart (Plan 1, 10294).

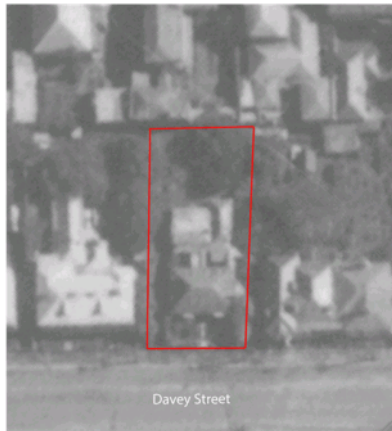


Figure 4.12a - The subject (site) site taken from the 1948 aerial run of Hobart (Run 3, 12084).



Figure 4.13 – Excerpt from a 1953 oblique aerial photograph of the area, the subject site denoted by red arrow. Tasmanian Archive and Heritage Office Photo 5024.



Figure 4.14 – Excerpt from a 1951 oblique aerial photograph of the area, the subject site denoted by red arrow. Tasmanian Archive and Heritage Office Photo 55205.

In 1955, plans were approved for a purpose built *Naval Memorial House* at 63 Davey Street which retained the existing dwelling on the streetfront (the outbuilding at rear removed), but involved the addition of a hall at rear, with a terrace to the east and a canteen, kitchen and toilets along the western edge. The building was enlarged in its first few years of life with 1957 plans showing the addition of a billiards room, additional kitchen and ladies lounge. This filled the entire rear portion of the site to the boundaries. That extended area was renovated in 1971 and converted to a member's bar and committee room. At that time a bulk store and foyer was added. The earlier building remained standing at that time and is notated on the plans as a 'rental premises'.

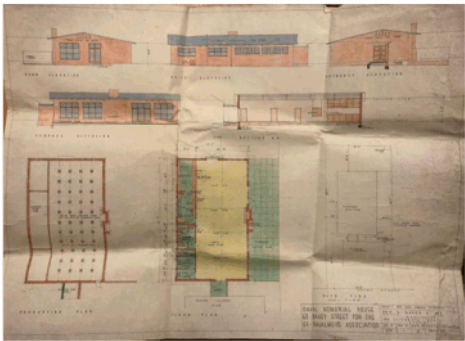


Figure 4.13 - Floor and site plan for the Havel Memorial House, 1953. Thompson Archive and Heritage Office AD4171/14625



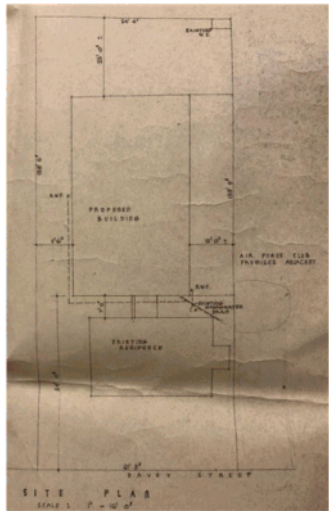


Figure 4.134 – Site plan for the Lloyd Memorial House, 1891. Tasmanian Archive and Heritage Office A04172/1909

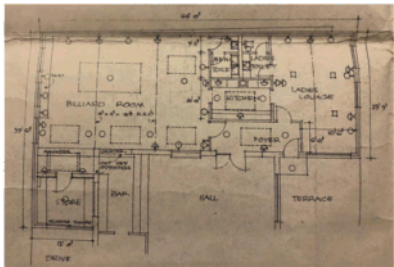


Figure 4.18 - Additions to the Haveli Maheshwari House, 1897. Taimen Archive and Heritage Office AD4477121244



Figure 4.17 - The subject site taken from the 1955 aerial run of Hobart (Instant Run 5 T332-12 March 1955)

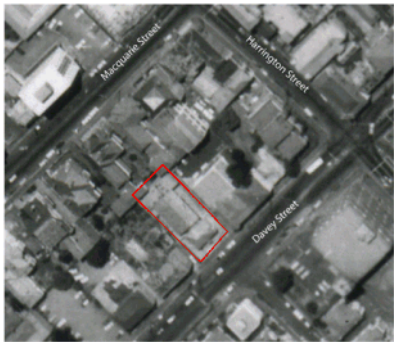


Figure 6.10 - The subject site taken from the 1983 aerial run of Hobart (request run 9-15th February 1986).



Figure 4.10a - The subject site (detail) taken from the 1983 aerial run of Hobart (Project Run 6-150 February 1983)

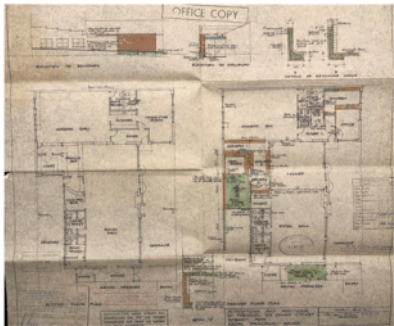


Figure 4.18 – Additions to the Isaac Newton House, 1871. Tasmanian Archive and Heritage Office AD617/1971.

Further renovations were undertaken in 1979 as a staged development, with a new entrance hall added to the eastern side as the first stage, then demolition of the residence at front to make way for a new stage, secretary's office and store. Those plans indicate that the carpark is to be excavated and four spaces created – although comparison of the site levels currently with that historically (see Section 5) suggests that the carpark was built up – not excavated.

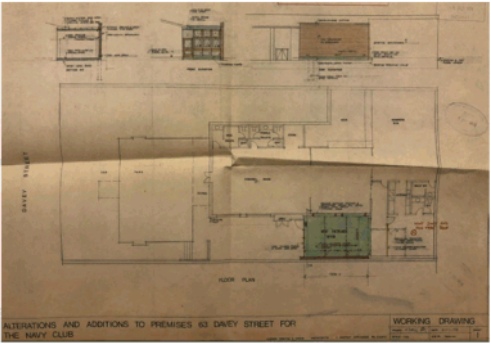


Figure 4.20 – Additions to the Naval Memorial House (Stage 1), 1879. Thurstonian Archive and Heritage Office AB&T/6/2885  
Preston Chronicle 2018 33

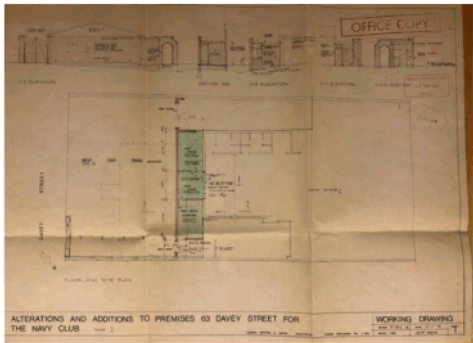


Figure 4-21 – Additions to the Naval Memorial House (Stage 2), 1919. Tasmanian Archives and Heritage Office AD627/6/3134.  
Prestis Environment 2018 34



Summary of development of the subject site

The above historical summary shows that:

- The site was probably developed around 1830 with a dwelling facing Devey Street and at least one outbuilding near to the rear of that dwelling.
- The site remained largely unchanged until the 1953 construction of the Navy Club (and by later names) building and at that time the outbuildings were removed (but the dwelling retained).
- The Navy Club was enlarged in 1957, 1971 and 1979.
- The residence was retained until 1979 when it was demolished for a carpark and front extension to the Navy Club building.

The following figures show overlay plans of known historic development on the subject site, drawn from the survey plans depicted above which are considered to have the greatest accuracy:

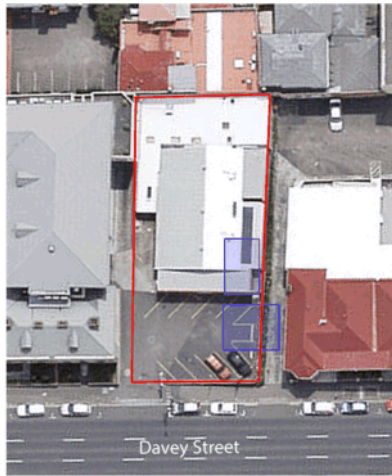


Figure 4.22 – Overlay of the of the cadastral depiction of the buildings on/over the subject site (only). Note that the accuracy of these surveys is known to be low – merely depicting the presence of buildings, rather than necessarily an accurate location.



Figure 4.13 – Overlay of the mid-1840s registers of the buildings on the subject site (green), as per the Street survey in relation to the subject site (red). This survey is known to have a very high accuracy but does not necessarily show outbuildings that were not visible from the street.



Figure 4.14 – Overlay of the pre-2000 depiction of the buildings on the subject site (yellow) in relation to the subject site (red).  
This survey is known to have a very high accuracy.



Figure 4.13 - The form of the site during the mid twentieth century (i.e. pre 1975) based on the 1940 aerial photograph.



Figure 4.28 – Composite overlay of the footprint of all known pre-1940 buildings and site features (colours as per coding above) in relation to the subject site (red).

#### 5. Current site observations and assessment of prior disturbance

As per the methodology outlined in Section 2.1, Section 3.3 has formed a desktop assessment of the factors which have influenced the development of the possible archaeological resource within the subject site over a 180+ year period.

However, it is critical to understand other factors, in particular site disturbance, which may have impacted upon the archaeological potential of the site and its ability to provide meaningful archaeological remains which answer research questions such as those above.

This section will review site observations and likely scenarios which would have resulted in disturbance, in order to assist in understanding the likelihood of the survival of archaeological remains.

##### General site observations

Little insight into the archaeological potential of the site can be gained through site observation, given that the site is largely covered with buildings. However, the forecourt (carpark) of the site which was the location of much of the footprint of the house is clear of buildings. Whilst the 1878 plans note that the carpark area is to be 'excavated', the current ground level appears to have been heightened when compared to the 1954 photograph of the building, with a retaining wall on the eastern boundary and the carpark surface some 500mm higher than the footpath level of Devey Street. The 1954 photograph shows that historic ground level within this part of the site has been filled rather than cut. The levels on this retaining wall are consistent with that of the 1878 extension which suggests that the work was all done at that time.



Figure 3.1 – The current Dewey Street Frontage (Glasgow Streetview)



Figure 3.2 – The same view in 1934. Paumotu archive and Heritage Office 102190/1/1008



**Likely specific disturbance events**

Whilst the observations above give little real detail on possible disturbance, a disturbance history can also be built from a desktop assessment - i.e. known events which are likely to have impacted upon archaeological remains. Section 4 has detailed the evolution of the site from the historical information which is available. The possible impact upon archaeological remains deriving from each of these events will be detailed below:

Demolition of the earlier buildings and construction of the current buildings

No information has been found in the historical research undertaken for the current document which gives any clue as to the extent or method of demolition of the earliest buildings on the site – the outbuildings (possibly c1830s) in c1893 and the dwelling itself in 1979. The only hint can be gained from Figures 5.1 and 5.2 which suggest that filling of the site was done, which suggest that demolition of the main dwelling may not have been thorough and there may be foundation remains and occupational debris beneath this fill.

Whilst the method and extent of demolition or removal of subsurface material of the outbuilding c1893 is not known, the foundation design of the portion of the Navy Club building built at that time shows that the building is on strip footings on a 18" wide by 12" deep concrete beam to the perimeter of the building, with 9"x9" brick piers dotted 4-wide for the length of the building on 15" square and 12" deep concrete pads. The structural section of those plans show that the natural ground level of the site appears to have been retained with only localised cutting at the rear of the building (outside the footprint of the earlier building). The building was built up with a substantial underfloor area – again suggesting that the site was not broadly excavated. Whilst this would have had localised impact dotting the site, it would not have required widespread excavation and there may be remains of those earlier buildings and occupational debris beneath the current building.

Subsequent service trenches etc.

A search of underground asset registers (via Owl Before You Dig) revealed that there are no major underground assets in the subject site (logical, that site being an extant building) with the exception of a MBN cable crossing the carpark site. There may be minor service assets in the subject site (i.e. services within the building and carpark) or lines of disused/redundant services however it is unlikely that these have caused major disturbance to archaeological remains.

**6. The likely significance and research potential of archaeological remains**

As depicted above, the subject site has a very simple development history, only one significant historical development phase – the c1830s construction of the dwelling facing Davey Street and outbuildings at rear, all of which survived until around 1953 until gradual demolition by construction and expansion of the Navy Club building to become what it is today.

It is likely that the demolition of those earlier buildings and construction of the current (former) Navy Club buildings has not destroyed all earlier archaeological remains. Given the demolition of the buildings and formation of a carpark over any remains in the late 1970s, any such remains would be limited to low-level structure (i.e. foundations, possible lower courses of the buildings) and any subsurface features such as basements, wells, cesspits etc. – although no such structures have been determined through historical research (i.e. no such structures are described in early accounts of the buildings), although are considered possible. There is also the possibility of artefactual remains relating to the habitation and use of the buildings as per the thematic discussion below.

The site may also yield information on site formation processes which have acted upon the site, both pre and during construction (e.g. alteration of the natural landform, construction rubble), use (e.g. occupation deposits), demolition (e.g. demolition rubble) and post-demolition use (e.g. fill and disturbance).

Remains associated with the residence and domestic occupation are also considered to be of high archaeological potential due to their earliness and long-use period (some 140+ years) and have the potential to demonstrate 19<sup>th</sup> century domestic life in the area (and wider Tasmania for that matter).

From a wider regional perspective, archaeological data and remains yielded from the subject site, whether coupled with other Hobart/Tasmanian data, has the potential to strengthen a comparative dataset for research into intra-colonial society through comparison with mainland (and indeed inter-colonial society on an international level). For example early inner-city working-class communities such as Broadway, Cumberland/Gloucester Streets and the Rocks (Sydney) and Little Lonsdale Street (Melbourne) and portside working-class areas such as Port Adelaide, all of which have had substantial archaeological works undertaken which include hotel sites and early inner-city housing and would provide useful datasets for the inter-colonial analysis of any Tasmanian data which would in-turn add to the depth and scope of the analysis of those collections on the range of themes as outlined above (and others).

From a temporal perspective, any remains from the earlier occupation of the early domestic habitation of the housing represent a formative period of the settlement of Hobart and are likely to be of significance when considering their research potential. Archaeological investigations and analysis of the former residential component of the site, dating from c1830, has the potential to add depth to other similar such analyses of early-mid Victorian Hobart domestic sites, including investigations such as that undertaken as part of the Mendies Centre (Liverpool/Campbell Streets) excavations, which investigated several prominent 1820s-onwards inner city residences, including Crouther's (Godden Mackay Logan/Arctas). Similarly, investigations at Peter Degraives house in Collins Street (Hedleys Hotel development, Godden Mackay Logan) and preliminary investigations at the original Hobart Port Officer's residence at 100 Salamanca Place (Praxis Environment) have investigated early inner city residential sites. Forthcoming reports on excavations on other Hobart domestic sites such as Kemp's house (36 Argyle Street), Judge Pedder's house (173 Macquarie Street), Crouther's house/surgery (177 Macquarie Street) will also act to build upon knowledge and provide comparative datasets of early Hobart residences. There have been few examples of archaeological investigations into wider communities around the Hobart CBD, i.e. investigations which cover a wide number of adjacent sites representing different functions (such as the Whale Fishery Inn and adjacent housing). Notable examples however are the range of Wrapping investigations (e.g. Austral Archaeology 1996, 1998, 2002, 2006) and the forthcoming report on the Montpelier Retreat excavations undertaken by Austral Tasmania in 2015. Results from the Bathurst/Watchorn Streets site could add to that range of data derived from those other inner city colonial enclaves.

Consistent with the "tiered research question" approach outlined in the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research on Registered Places*<sup>11</sup>, the following questions could be investigated in the archaeological remains expected to be present within the subject site:

**Tier 1 Questions:** These questions outline the essential knowledge base needed for any site research or significance evaluations. Such questions are often empirical in nature, and straightforward answers can be sought and often identified – generally limited to a physical knowledge of that particular place. Questions relevant to the subject site may include:

- How closely did the buildings and site features conform to the historic plans?
- What construction methods were used in the buildings and other infrastructure?

<sup>11</sup><https://www.heritage.tas.gov.au/media/attachment/130/Heritage%20Council%20Guidelines%202019.pdf>  
Praxis Environment 2018

- What evidence of alteration of the natural landscape and cultural interventions to the site is archaeologically determinable (e.g. filling of the site, demolition events, site formation processes etc.).
- Are the distinct use/development phases of the buildings distinguishable?
- Can the layout and function of the buildings, and indeed individual rooms or yard spaces be ascertained?
- How thoroughly were the buildings demolished?

Answers to these questions provide a foundation of information about the structure, type, use and duration of site occupation which enables the researcher to consider a second tier of questions.

**Tier 2 Questions:** Conclusions that can be drawn about a site that connect the material remains found on a site to specific behavior. For instance, can hotel activities be linked to particular trade, use or entertainment activities on the site. Do artifacts relate to the lifeways of the households that lived and/or worked on the site? For instance, do any artifacts represent class, gender, taste and health/hygiene of those living/working on the site? Particularly if artifacts can be specifically dated, and with supplementary historical research, artifact assemblages from this site may contribute knowledge and provide tangible connectedness to known hoboelers, workers, patrons, inhabitants etc., and how they lived. How do these demonstrate the mix of hospitality, residential and commercial uses of the site?

**Tier 3 Questions:** These questions represent the highest level of inquiry. Such questions associate the activities and behavior at individual sites with broad social, technological and cultural developments – which can be of interest on local, national or global lines of enquiry. Whilst these questions posed for a single site may not reach conclusions in the short term (as Tier 1 and 2 questions might) – the collection of data can contribute to future research by the provision of a comparable dataset. The goal of such research is to develop increasingly refined and tested understandings of human cultures within broader theoretical or comparative contexts. Lines of wider enquiry that findings from within the subject site may contribute to are:

- Are there class or status differences evident in the material culture of the inhabitants of this area (subject to further historical research) when compared to, say, other early Hobart residential dwellings/endaves or sites in contemporary rural areas and/or other cities?
- Did any changes in material culture through time in the residences coincide with wider Tasmanian or local events or technology (e.g. urbanisation/development of Hobart, railway/port upgrades, start of rubbish collection etc.)?

7. Archaeological zoning plan and policies

As per the methodology outlined in Section 3, this section has built a chronology of site development which has detailed the physical evolution of the site and events/processes which would have acted to build the archaeological record. Section 4 has discussed the likely significance of those archaeological remains and what they may yield in terms of research potential alongside key historic, regional, thematic and temporal lines of enquiry. Section 6 has provided an assessment of the events which are likely to have impacted upon the integrity of those archaeological remains.

From the above, it is therefore plausible to propose that due to the site being the location of early development, which has probably not been subject to substantial disturbance, it may yield archaeological remains which have the potential to contribute to a knowledge of important Tasmanian heritage themes as per the research framework in Section 6.

The site may yield physical remains of those buildings, as well as artifacts relating to the occupation and use of those buildings, which may yield information which is not readily available (or available at all) from historical sources.

Note that the overlay plans of known early building footprints as depicted in Figures 4.22 – 4.26 do not cover the entire subject site (i.e. are concentrated towards the eastern and northern edges); it is feasible to propose that parts of the subject site have different abilities to yield building remains and remains of concentrated habitation. This is not to imply that archaeological remains are only found within building footprints, but the concentration of such remains is likely to be less the further away from building footprints (noting that there may still be remains of ancillary features and other occupational debris outside building footprints).

Based on the known and likely early building footprints, the following archaeological zoning plan is proposed for the subject site:

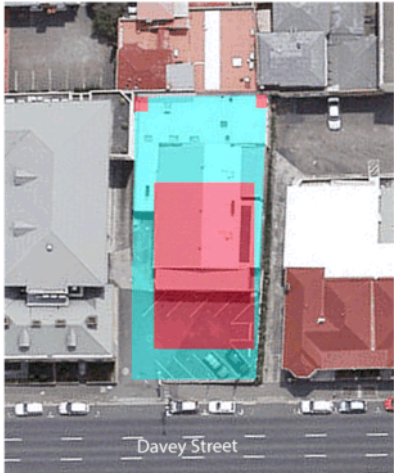


Figure 7.1 – Archaeological zoning plan for the subject site. Red denoting areas of high archaeological potential and blue denoting areas of low archaeological potential.

The following table considers the archaeological remains which may be found within each specific area.

Area	Likely remains	Likely integrity	Significance/potential
Red	Foundations and other structural remains associated with the c.1830 dwelling and outbuildings (including what appears to be two privies at the rear of the site).  Artifacts relating to the early domestic occupation of those buildings.  Deposits and details which may provide information on site formation processes (e.g. demolition, fill etc.).	Likely to be highly and integrity intact, given the lack of evidence of any substantial disturbance, except for some localized disturbance at the time of construction of the current buildings.	Of high archaeological potential and historic interest in demonstrating the evolution of the site, the layout and construction of the early buildings and the material culture of those using/inhabiting the buildings over some 140+ years.
Blue	Remains likely to be limited only to later occupational debris or possible landscape elements (e.g. paths, drains etc.) associated with areas of the site proposed to open spaces or ancillary/industrial development.		Of low or no archaeological potential given the lack of any substantial historic development in this area.

Accordingly, the following archaeological management policies are recommended:

1. Any excavation proposed in areas of **high archaeological potential** must be preceded by an archaeological impact assessment, and if necessary an archaeological method statement, which details measures to be taken to avoid or mitigate impact upon the archaeological resource. That method statement must be in accordance with industry standard (e.g. the Tasmanian Heritage Council's Practice Note 2 – Managing Historical Archaeological Significance in the Works Application Process) and implemented in the works process.
2. No archaeological input is required for excavation in areas of **low archaeological potential**, however any unexpected finds must be reported to a qualified historical archaeologist who is to assess their significance and deal with any significant finds as per (1) above.



Planning 417070

Property

61 DAVEY STREET ROBERT TAS 7000

People

Applicant

Telephone Number Use Text, by New Agent, Service Planning and Design

40 Tanna Street  
40 Tanna Street  
NORTH BEAUFORT TAS 7001  
62140211  
ten@tenetec.com.au

Owner

Telephone Number Use Text

40 Tanna Street  
40 Tanna Street  
NORTH BEAUFORT TAS 7001  
62140211  
ten@tenetec.com.au

Rated By

JRUE GARRELL

40 Tanna Street  
NORTH BEAUFORT TAS 7000  
01 6214 0211  
ten@tenetec.com.au

Use

Multiple dwellings

Details

Have you obtained pre application advice?

Yes

If YES please provide the pre application advice number eg PA6-17-xx

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

☐ No

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

☐ No

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

**Details**

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

Parasite Insect - Insect Nery Club

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

Demolition and construction of multiple dwelling and visitor accommodation

Estimated cost of development

\$000000.00

Existing floor area (m2)

Proposed floor area (m2)

Site area (m2)

500

**Carparking on Site**

Total parking spaces

0

Existing parking spaces

NA

( Other (be selective please) )

**Other Details**

Does the application include signage?

☐ No

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

0

**Tasmanian Heritage Register**

Is this property on the Tasmanian Heritage Register?

☐ No

**Documents**

**Required Documents**

Date (File name and File and Schedule of Documents)

• View pdf

Plan (signed meeting)

DAILY ST APARTMENTS DEVELOPMENT APPLICATION.pdf

**Supporting Documents**

Traffic Impact Assessment

SEA 41 Derry to 31 April 2018.doc.pdf

Archaeological Report

IAH0111.pdf

Planning Report


SEA - 41 Derry Issue 12 Final.pdf

Heritage Report

61 Derry to 31 April 2018.doc.pdf

Scenic Management Plan


Regulations - Derby Town Heritage 2020.pdf
CH2020
30449 CIV 10811-1 C.pdf
Reserve Plan
30401 108 10811-1.pdf



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME	FOLD
54396	1
EDITION	DATE OF ISSUE
3	29-Aug-2013

SEARCH DATE : 16-Jan-2019

SEARCH TIME : 02:00 PM

DESCRIPTION OF LAND

City of Hobart

Lot 1 on Diagram 54396

being the land described in Conveyance No. 28/1098

Derivation : Part of 1A-2R-4Pa Gcd to D Lord

Prior CT 4877/14

SCHEDULE 1

M428221 TRANSFER to YIANNIS TELLYROS and VASILIOS KLOHIS

Registered 29-Aug-2013 at 12:02 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

8784232 SUBSIDING EASEMENT: a right of carriageway

(appurtenant to Lot 1 on Plan No. 110411) over the

"Right of Way 'Variable Width" on Diagram No. 54396

Registered 20-Mar-1995 at noon

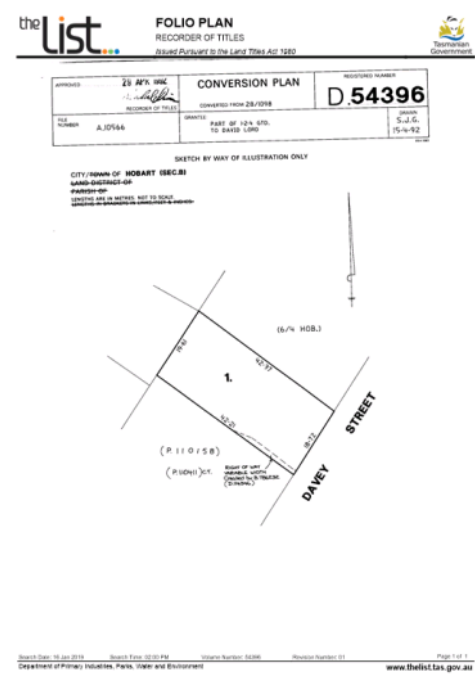
UNREGISTERED DEALINGS AND NOTATIONS


No unregistered dealings or other notations

Page 1 of 1


Department of Primary Industries, Parks, Water and Environment

www.thelist.tas.gov.au





RESULT OF SEARCH  
RECORDER OF TITLES  
Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 110411	FOLD 1
EDITION 0	DATE OF ISSUE 18-Aug-2014

SEARCH DATE : 09-Jun-2020  
SEARCH TIME : 10:22 AM

DESCRIPTION OF LAND

City of NOBART  
Lot 1 on Plan 110411  
Being as to the land marked ENVZF on P110411 the land formerly described in Conveyance 60/2607  
Deviation : part of 1a 2s 4ps and part of 24 3ps gnd to D  
Load & R Offices (respectively) and whole of lot 25610 gnd to St Helens Hospital P/L  
Derived from A14739  
Purse CTS 110155/1, 110156/2, 3395/57 and 80992/1

SCHEDULE 1

C453465 TRANSFER to HEALTHSCOPE LIMITED Registered  
09-Jul-2008 at 12:01 PM


SCHEDULE 2

Reservations and conditions in the Crown Grant if any  
BENEFITTING EASEMENT: Right of Way (appurtenant to the land marked ABCDJEK on P110411) over the Right of Way shown on P110411  
BENEFITTING EASEMENT: Right of Drainage (appurtenant to the land marked ABCDEFGHJKLM on P110411) over the Drainage Easement shown on P110411  
S93246 FENCING PROVISION in Schedule of Easements (relating to the land marked DEFGH on P110411)  
B786232 BENEFITTING EASEMENT: a right of carriageway over the "Right of Way Variable Width" on Diagram No. 54396 Registered 10-Mar-1995 at noon  
B786233 BENEFITTING EASEMENT: a right of carriageway over the "Right of Way" on Plan No. 114191  
B786233 BENEFITTING EASEMENT: Pipeline Rights over the "Pipeline Easement 1.50 wide" and over the "Oxygen Storage Compound Easement" on Plan No. 114191 Registered 20-Mar-1995 at 12:01 PM  
B730190 ADMESSION ORDER under Section 477A of the Local Government Act 1992 Registered 11-Mar-1994 at noon  
C278107 LEASE to NPH Developments Pty Ltd of a leasehold

Page 1 of 2

Department of Primary Industries, Parks, Water and Environment


www.thelist.tas.gov.au



RESULT OF SEARCH

RECORDER OF TITLES

Revised Pursuant to the Land Titles Act 1999



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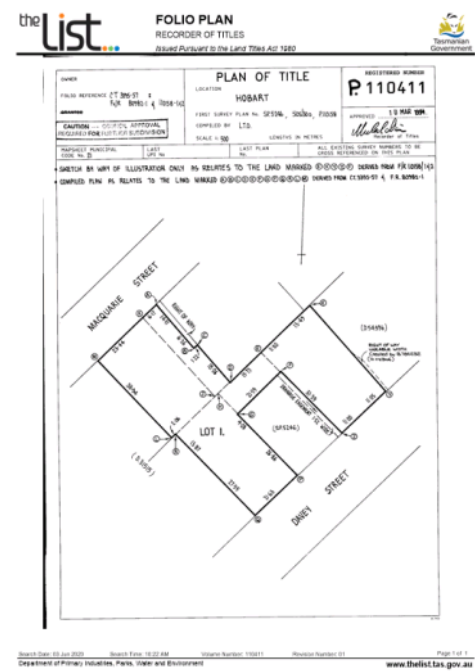
estate for the term of 20 years from 16-Dec-1999

Registered 27-Mar-2001 at noon

Leasehold Title(s) Issued: 110411A/1

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations





## 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](mailto:permits@stategrowth.tas.gov.au) Web: [www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)  
Ref: D19/12070



Phil Gartrell  
Intrinsic Planning and Urban Design on behalf of Tellyros Klonis Unit Trust  
49 Tasma Street  
HOBART TAS 7000

Dear Mr Gartrell

**Crown Landowner Consent Granted – 63 Davey Street, Hobart**

I refer to your recent request for Crown landowner consent relating to the development application at 63 Davey Street, Hobart for the modification of existing crossover and the construction of new crossovers onto Davey Street.

I, Andrew Hargrave, Manager Asset Management, 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 24 May 2019.

In giving consent to lodge the subject development application, the Department notes the following applicable advice:

**Other types of works (pipeline, etc.) OR Construction of infrastructure in the road reservation Crown land (Works permit required)**

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](mailto:permits@stategrowth.tas.gov.au)

- 2 -

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



Andrew Hargrave  
MANAGER ASSET MANAGEMENT

Deputy of  
Minister for Infrastructure  
Jeremy Rockliff MP

18 June 2019

cc: General Manager, Hobart City Council



City of HOBART

Enquiries to: Cindy Elder  
☎: (03) 6238 2838  
✉: [enq@hobartcity.com.au](mailto:enq@hobartcity.com.au)  
Our Ref: *PA190504*

31 July 2019

Phil Gartrell  
Ireneinc  
49 Tasma Street  
North Hobart 7001

Via Email: [info@ireneinc.com.au](mailto:info@ireneinc.com.au)

Dear Mr Gartrell

**NOTICE OF LAND OWNER CONSENT TO  
LODGE A PLANNING APPLICATION**

Site Address: 63 Davey Street

Description of Proposal: Adjustment of footpath levels at proposed and  
reinstated vehicle accesses within footpath Davey  
Street Road Reservation

Applicant Name: Phil Gartrell

PLN #*see table*: PLN 19-319

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

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

Hobart Town Hall  
22 Macquarie Street  
Hobart TAS 7000

Hobart Council Centre  
36 Franklin Street  
Hobart TAS 7000

City of Hobart  
650 New 100  
Hobart TAS 7001

T: 03 6238 2111  
F: 03 6238 1100  
E: [enq@hobartcity.com.au](mailto:enq@hobartcity.com.au)  
or  
[planning@hobartcity.com.au](mailto:planning@hobartcity.com.au)

 City of Hobart  
PO Box 212, 401  
Hobart TAS 7001

Yours faithfully

  
(H O'Leary)  
GENERAL MANAGER

Attachment: Land Owner Consent



City of HOBART

LAND OWNER CONSENT TO  
LODGE A PLANNING APPLICATION

Site Address: 63 Davey Street

Description of Proposal: Adjustment of footpath levels at proposed and  
reinstated vehicle accesses within footpath Davey  
Street Road Reservation

Applicant Name: Phil Gartrell

PLN (if applicable): PLN 19-319

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 on the Davey Street Highway reservation at 63  
Davey Street the proposal being to potentially alter the footpath levels at proposed  
and reinstated vehicle crossovers and changes to on street parking, (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 dark ink, appearing to read 'N D Heath'.

(N D Heath)  
GENERAL MANAGER

Date: 31/7/17

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

Attachments/Plans: Aldenmark dwg c1.01, 300% Zoom of Alden mark C1.01

MISSION - TO ENSURE GOOD GOVERNANCE OF OUR CAPITAL CITY



## Application Referral Cultural Heritage - Response

<b>From:</b>	Sarah Waight
<b>Recommendation:</b>	Proposal is unacceptable.
<b>Date Completed:</b>	
<b>Address:</b>	63 DAVEY STREET, HOBART 186 MACQUARIE STREET, HOBART ADJACENT ROAD RESERVE
<b>Proposal:</b>	Demolition, New Building for 30 Multiple Dwellings and 21 Student Accommodation Units including Carparking, and Associated Infrastructure and Access Works
<b>Application No:</b>	PLN-19-319
<b>Assessment Officer:</b>	Cameron Sherriff,

### Referral Officer comments:

This proposal is over two sites with the demolition and new work on the property of 63 Davey Street. There is associated infrastructure work on the site of 186 Macquarie Street (St Helens Hospital)

The site of 63 Davey Street is located in the Hobart 1 Heritage Precinct. It is one (1) of three (3) properties that are not heritage listed in this block that has 23 heritage listed places.



Subject site with 61 and 65 Davey Street (aka as 186 Macquarie St) either side (both heritage listed properties). Source: Council image

The proposal is also located in a Place of Archaeological Potential.

This precinct is identified as having heritage significance and the Scheme articulates this with 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.*

### **Project proposal**

The proposal is for the demolition of the existing building, excavation and construction of a building that has four floors on the street frontage. Set back 15 metres, but contiguous to the four floor element is a tower that has an additional seven (7) floors. In total, above and including ground level the building has a total of eleven (11) floors. Below ground is a basement carpark accessed via a car lift.

Works are also proposed as part of new and existing infrastructure connections requiring access to adjacent heritage listed properties. This work is not considered to impact on heritage values and is acceptable.

The proposal is supported by the following documentation:

Statement of Archaeological Potential by Praxis Environment, dated July 2018

Report titled '63 Davey Street Heritage Considerations', by Paul Davies, dated January 2019 (not updated)

Report titled '63 Davey Street Application of Planning Scheme Provisions', by Paul Davies, dated May 2019 (not updated)

Report titled '63 Davey Street, Planning submission to Hobart City Council', by Ireneinc (includes response to the Historic Heritage Code and references the above Heritage Reports by Paul Davies), dated July 2020

### **Relevant heritage provisions**

The project must be assessed against the following clauses:

E13.8.1 P1 - Demolition - Heritage Precinct

E13.8.2 P1 - Buildings and works - Heritage Precinct

E13.10.1 P1 - Building, works and demolition - Development Standards for Places of Archaeological Potential

22.4.1 P5 - Building Height - Development Standards for Buildings and Works - Central Business Zone

22.4.3 A3 - Design - Development Standards for Buildings and Works - Central Business Zone

### **Representations:**

A total of 393 representations were made, 366 against and 27 for, the proposal. The following heritage matters were raised in the representations against the proposal:

- "This proposed development is too tall, too bulky and inappropriate to the area. It will further reduce views. It is not sympathetic to the surrounding buildings or history of the area. There is an excess of student accommodation in Hobart and will be for some time. The building - because of its height and bulk - is not aesthetically pleasing. It's a triumph of greed over need, of profit over design. It should be rejected. If not, it should be limited to 3 floors. If approved it will open up the adjacent site to a high building. That is a poor planning outcome."
- "It is not compatible with the streetscape and damages the views along Davey Street."
- "This proposal is 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."

- "The location of the building is of particular relevance given that it's 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 area."
- "Hobart has wonderful heritage buildings and people come to Tasmania to view the wonderful buildings - particularly in the Salamanca, Hobart Waterfront and Davey Street area. ... Sandstone, Georgian and splendid!"
- "The proposed 43 metre building is totally out of scale with its surrounding buildings, which are mainly colonial and heritage listed. This proposal fails to protect and enhance the heritage values of the precinct. This is one of Hobart's most important historic streetscapes – possibly the most important after the Macquarie/Murray/Davey Street precinct. The entire block is free of high rise buildings, and only three sites in the block are not on the Heritage Register. As such, it holds a special place in the hearts of Hobartians and is much admired by tourists, who can no longer experience such marvelous, mostly intact streetscapes as this one in many other cities. The development would completely overshadow the heritage-listed colonial properties up Davey Street. It would be impossible to hide the proposed bulk of the structure from the Davey-Harrington Street intersection. A set-back would be of no value - the bulk of this building would be an imposition on this heritage precinct."
- "This development is way outside this limit and would present a major blight on the entire precinct given the elevated location."
- "This proposal is not only inappropriate in terms of height, bulk and blocking views of kunanyi but is also extremely ugly and has no positive design features."
- "This proposed development will really spoil the city scape of Hobart."
- "Hobart need to remain "Hobart". We do not want to be just another city with an ugly city scape. Keep development within appropriate heights and appearances keeping our current heritage in mind."
- "They .. will ruin the aesthetics of Hobart from so many areas. Also what impact will the build have on the older buildings in the area? So much damage can be caused to them. Surely there's space out of inner Hobart for development to go on, please keep our city sacred."
- "Hobart should refrain from following the tragic path to ugly development. Be unique! Dare to be different like David Walsh. Keep Hobart, it's history and it's unique story strong for the future. There is no place for High Rise Towers anywhere here for any reason."
- "I am thoroughly tired of continual applications for high rise developments that are too high for our streetscape."
- "Hobart's great asset is it's overall form and how it sits in the magnificent scenery of the river and mountain."
- "Please stop this development. It's too tall and spoils the views of the mountain."
- "and somehow Tasmania became this extraordinary repository for 200 years of architecture and aesthetics, wonderfully piled on top of one another. Including a unique "Tasmanian provincial" style seen in the 19thC pubs."
- "It is vital to the future economy of Tasmania that Hobart retain its heritage, its townscape and its streetscape. Without those, the city will lose its appeal to visitors both Australian and international."
- "Hobart's character and biggest asset for residents and tourism is its "human scale". If we lose that we are just another city."
- "A Hobart that is classic, beautiful and in keeping with our history- that is what we need to be aiming for."
- "Yet another proposed high rise building to spoil the skyline of Hobart!"
- "just too much for a site in a Heritage Precinct."
- "Building appears incongruous with scale of existing buildings and streetscape. Also potential for similar scale proposal to occur for Welcome Stranger site."

- "The essence of a past that needs to be preserved for our children and grandchildren."
- "What does this Council not understand about maintaining the heritage of a city? There are unsympathetic buildings in the CBD - and once built they tend to remain. However, we are still so very fortunate in Hobart that not all has been ruined - we still have views across rooftops and minimum shadowing of streets. This will not be the case if developments such as these are permitted to go ahead. Does this Council want to be known as the one that professes to maintain the heritage of our city yet whose actions belie those words? Or does it want to be known as the Council that realised Hobart is one of the few cities in Australia that had streets of heritage?"
- "Please respect the building height recommendation, once this area is ruined then Hobart loses so much of the charm that makes Hobart so special."
- "...once this area is ruined then Hobart loses so much of the charm that makes Hobart so special."
- "It is not compatible with the streetscape and damages the views along Davey Street. This proposal is 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 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 location of the building is of particular relevance given that it's 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 area. The proposal presents a significant departure from the traditional pattern of development in the area."
- "I do not think the design as presented has any consideration for the surrounding area. I believe any such building should be more sympathetic to the Heritage values so important in our City."
- "This area is predominantly low to medium rise."
- "I do not think the building as designed is fitting for the area. I firmly believe that a new building on this site should be sympathetically designed in more of a "heritage-style" to reflect and respect the surrounding buildings and Davey Street."
- "The scale of the building bears no relationship to any other building on Davey Street and especially on that side of the road, where no building is over 3 or four storeys high. This area of Davey Street holds some historic buildings and a modern tall structure amongst them would detract from the feeling of the area."
- "Hobart wants quality development, development which enhances those buildings which hold our history.."
- "This development will only serve to trash Hobart's heritage status, a unique feature to Hobart which no other capital city in Australia can boast or indeed cash in on."
- "I felt sorry to think that the proposed development would overpower all the 3 and 4 storey buildings in the vicinity. As you drive up the hill, all the current buildings are of a similar scale. I came home to look at the application and was horrified to see that it will 'stick up like a sore thumb' - totally the wrong scale for the area."
- "this building is too large/tall and does not relate at all to buildings in the area."
- "We object to the above application on the basis that it blocks line of sight from St Davids Park to Mount Wellington."
- "The proposal is higher than anything else in the block bounded by Davey, Barrack, Macquarie and Harrington Streets and therefore out of character with the rest of the block. It will be the dominant building from every angle and detract from its surroundings. The diagram on page 45 of document 2441275.pdf shows the proposed development's scale relative to buildings to the northwest, the Ibis, Commonwealth Offices and Travelodge, giving the impression that the proposal is in keeping with existing structures. It's misleading in that those three buildings are not in this block, and from any viewpoint on the surrounding streets this proposal would appear taller than anything around it. The artist's impressions (using photos) of the visual impact on pages

15-19 document 2441277.pdf curiously include proposed additions to the Welcome Stranger Hotel, a separate issue, and has no bearing on this application, and its inclusion gives a false impression."

- "This part of Davey Street must be protected from out-of-scale developments. We have very few areas of Hobart which reflect our earlier history."
- "I strongly oppose this proposed development, its scope, scale and overall footprint will be detrimental to Hobart and its heritage. I strongly support the developer being required to submit a proposal that is aligned with the location, is considerably lower in height and does not destroy heritage, cultural and social values of this area in the City of Hobart."
- "We are steadily losing our skyline and streetscapes and will lose even more of the 'feel' and character that makes Hobart special, liveable and a draw for tourists. Let us be smart in our development - it is those cities around the world that are envied and most visited and , most importantly, good for locals to live in and use."
- "If this proposed building were to be half its height it would still be too tall. It shares many parallels with the empress towers in battery point, including being an insult to our city."
- "This proposal is excessively obtrusive and is not in keeping with the surrounding environment. It sticks out like a sore thumb.."
- "This heavy 'clunky' development proposal represents a form of 'high-rise by stealth'. This area of Hobart is a surviving example of a late nineteenth century building style. It is a lighter, more sophisticated form of residential development which contrasted with New Town and 'downtown Hobart'. Wealthy professionals were building homes for their families with more space around them; fresh air; with views toward the mountain and surrounding wooded countryside. The homes in this area are a significant record of a phase in Hobart's architectural history which was moving on from the 'heavy' Victorian stone buildings to a 'lighter' more decorative style using brick, timber, and stucco. Any contemporary development should complement that lighter style in Hobart's architectural history. There is more to 'heritage architecture' than the heavy 19th century Victorian stone buildings which have hitherto been thought worthy of preservation. We should be thankful that so many residences in this freer, lighter style have survived into the 21st century."
- "Hobart is well loved for its low street scape and should not be changed. All the heritage buildings add to its character and are why I love living here. The modern buildings being built now are ugly and spoil the character of it all."
- "The development as proposed does nothing to enhance the Heritage Precinct and is completely out of scale with the surrounding area."
- "While I am not against development in the CBD, this proposed development is totally inappropriate in regards to the heritage Precinct of Macquarie Street and its dominate position. It will obscure the view of Kynsani because of its height and is totally not in character off the area and its surrounding streetscape."
- "I strongly feel that this proposed development is not consistent with the recommendations made in the Leigh Woolley report, and will impact strongly on the viewscape of the Davey St, St David's Park area in a way that will markedly degrade its current and historical character."
- "The 63 Davey St site ... is still a relatively intact, historic streetscape (apart from the modern Family Law Court). Council should be doing its utmost to retain this historic streetscape. Planned to be as high as the Welcome Stranger proposal, it is even more prominent due to its position further up Davey Street"
- "The proposed development is clearly double the height of the existing buildings immediately surrounding this site. This is not okay! Think of the long term heritage value of this area."
- "This will be another "eye sore" in our Heritage Precinct."
- "This building is not sensitive to the area in any aspect; height, heritage, streetscape and general context."
- "The proposal is yet another attempt to corrupt the heritage values of a special Heritage Precinct near the heart of the city. For over six decades the community has recognised

the particular qualities of this streetscape. Key buildings were classified by the National Trust back in the '60s, and new infill buildings such as the extensions to St Helen's Hospital were carefully conceived to provide some acknowledgement of the scale and context of the streetscape. This particular proposal flagrantly ignores the values of the Heritage Precinct. ...The planning report includes diagrams which meaninglessly compare the height and form of the proposed building with the taller buildings on the ridge of Macquarie Street, and the former government office building at 188 Collins Street. This type of comparison conveniently ignores the actual location of the proposal in Davey Street, on a site surrounded by heritage buildings and in the middle of an identified Heritage Precinct."

- "Despite the rear wall of our heritage listed building being on the rear boundary and therefore abutting the rear wall of the proposed development, I had not been advised by the proponent of the plans. Given the construction of this building goes to our boundary wall, with engineering works going 2 floors underground and adjacent to this wall, we are surprised that has been no consultation. I assume that, if successful, any remediation or damage to our property will be addressed by the developer."
- "The focus of the design is to accommodate the heritage streetscape to Davey St by use of the podium frontage. The result, however, is that there is a sheer 10 storey building against my heritage building in Macquarie St. This effectively will take away our link to the sky. The proposal fits with the planning building height envelope only by monsterring our building in Macquarie St."
- "The proposal is higher than anything else in the block bounded by Davey, Barrack, Macquarie and Harrington Streets and therefore out of character with the rest of the block. It will be the dominant building from every angle and detract from its surroundings."
- "Davey Street is generally considered to be Australia's longest preserved urban heritage streetscape and townscape of unrivalled heritage value."

Of the 27 representations made in favour of the proposal, the following heritage/design and streetscape related matters were raised:

- "The design appears to be modern yet fits into the area nicely."
- "I strongly believe that they would be sympathetic to the Heritage area and would build a development that would look and feel outstanding for the current environment."
- "It appears to sit comfortably in this location at the gateway to the CBD."
- "The tiered approach undertaken in the application is harmonious to the street landscape and fills a streetscape hole with an attractive and complimentary design while eliminating a less attractive parking area at the front of the street."
- "The stepping back of this development reduces the bulk and perceived size of the building dramatically."

#### **Recent Tribunal decision:**

The recent Tribunal decision for the Welcome Stranger Hotel at 58 Harrington Street Hobart (Hexa Pacific Pty Ltd v Hobart City Council and Ors [2020] TASRMPAT 1 ) provides useful interpretation of the clauses of the Historic Heritage Code relevant to this proposal. The Tribunal decision, upheld Council's decision to refuse that proposal based on non-compliance with clauses 22.4.1 P5 and E13.8.2 P1.

#### **Heritage Assessment:**

The objective of clause E13.8.1 Demolition states:

*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.*

#### **Clause E13.8.1 P1 states:**

*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.*

**Response:**

The building of 63 Davey Street, is of a scale and siting that results in it being subservient to and sits recessively in this highly important streetscape. However, it dates to 1979 and has a carpark to the front and little architectural merit and it does not make a positive contribution to the stated historic cultural heritage significance of the precinct. In this instance (a) and (b) of E13.8.1 P1 must be satisfied prior to meeting sub-clauses (i), (ii) and (iii). For the reasons outlined above it is concluded that clause E13.8.1 P1 is satisfied.

**Clause E13.8.2 P1 states:**

*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.*

**Response:**

Assessment of this proposal must consider the building as a whole within the Heritage Precinct.

A Heritage Precinct is defined in E13.3.1 Definition of Terms in the Historic Heritage Code as:

*"means an area shown on the planning scheme maps as a heritage precinct and described in Table E13.2 as having particular historic cultural heritage significance because of the collective heritage value of individual places as a group for their streetscape or townscape values."*

Streetscape is defined in 4.1 of the Scheme as:

*"means 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."*





Part of the streetscape on Davey Street with the subject site in the centre. Source: Council image

For the purposes of assessing this proposed building against E13.8.2 P1 it is: a tiled/stone square facade element fronting Davey Street, that has three floors, a separate apartment element with a darker horizontal overhanging roof form, set back and in, that forms a street front element of four stories, a higher tower 15 metres back from the street frontage with a 'penthouse' and service structure on top. Overall, the building has a height of approximately 36 metres above the ground level at the street frontage, and a RL of 58.8. The proposal is shown below. The taller 'greyed out' buildings behind (eg Commonwealth Centre and Ibis Hotel) are not relevant in the consideration of clause E13.8.2 P1 as they are outside the Heritage Precinct and not in the streetscape as defined. The tower component of the proposed building is also 'greyed out' but this must not be misconstrued as 'being in the background' or outside the Heritage Precinct and therefore not part of this proposal.



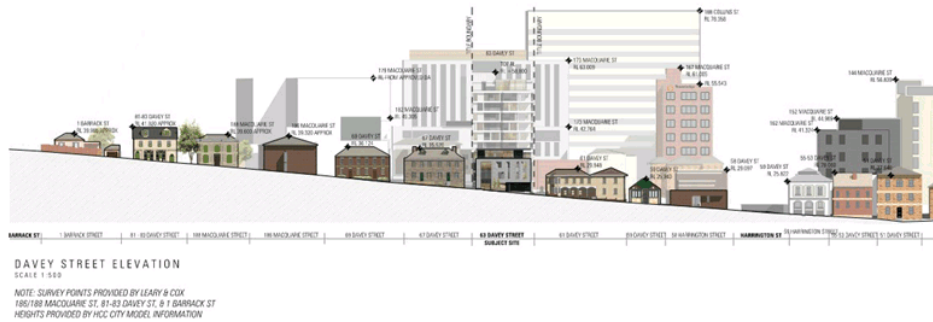


Image: The subject site is in the centre. The 11 storey building behind is shown as 'greyed out' and the buildings outside the Heritage Precinct in Macquarie Street are also shown as 'grey out' which could be misconstrued as an existing building or not part of this proposal. Source: Screenshot from applicant's documentation.

In consideration of clause E13.8.2 P1, detriment means "damage or loss to such value or thing". This is stated in *Hexa Pacific Pty Ltd v Hobart City Council and Ors* [2020] TASRMPAT 1 at [83].

Comparisons with the Welcome Stranger at 58 Harrington Street proposal and subsequent Tribunal decision must be drawn carefully. The sites are near (a heritage listed building separates them) and both are located in the same Heritage Precinct. The Welcome Stranger proposal differed by having two tower components of 10 floors and 13 floors and was located on a corner site. This proposal has a tower component of 11 floors.

However, in relation to that decision and clause E13.8.2 P1, the Tribunal stated "The Proposal is to be located within an area of the Precinct where the streetscape largely comprises buildings that fall within the description set out in Statement 3 for the Heritage Precinct. In the Tribunal's view, the Proposal whilst comprising elements of different heights and setbacks, includes two tower elements which introduce a development scale so at odds in the location with the identified statements of significance (and in particular Statement 3), and would result in the Heritage Precinct as a whole being detrimentally impacted." *Hexa Pacific Pty Ltd v Hobart City Council and Ors* [2020] TASRMPAT 1 at [92].

The current proposal is, based on height measurement, approximately 4.3 metres lower than the Welcome Stranger proposal when the measurement is taken from the street ground level. The subject site is up the hill from the Welcome Stranger site with the subject site dropping down Davey Street approximately 1.6 metres across the street frontage. The RL of the top of the Welcome Stranger was 63.00, while in comparison the RL at the highest point for the current proposal is 58.80.

This proposal differs from the Welcome Stranger proposal in that it is 11 floors high (including the ground floor) and measures approximately 36 metres above the ground level at the street frontage. The following image shows the proposal inserted into the streetscape.



BEFORE: Davy Street



The above image demonstrates an obvious change in the historic streetscape. Source: Applicant's supporting documentation

In summary the proposal is of a scale that is at odds with the streetscape that is within an area of the precinct that largely comprises buildings that fall within the description within the statements of significance of '*continuous two to three storey finely detailed buildings*'. That is,



within the block of Davey, Barrack, Macquarie and Harrington Street the buildings of the precinct are characterised by one, two and three storey buildings around the edge with the maximum height of any building to the rear is 5 storeys. Where the uniformity of streetscape and scale is so central to the heritage values of this block, a building that is taller by the extent proposed cannot enhance the heritage values because it will be out of scale and context with its surroundings. In this respect, there is detriment to an element of a wider precinct and therefore there will be detriment in this case to the precinct values as a whole. The proposal does not satisfy E13.8.2 P1.

The proposal is located in the Central Business Zone and the Development Standards for Buildings and Works 22.4.1 Building Height apply. The proposal does not satisfy 22.4.1 A5 and must therefore be assessed against 22.4.1 P5.

The objective of clause 22.4.1 Building Height is:

*That building height:*

- (a) contributes positively to the streetscape and townscape;*
- (b) does not unreasonably impact on historic heritage character;*
- (c) does not unreasonably impact on important views within the urban amphitheatre;*
- (d) does not unreasonably impact on residential amenity of land in a residential zone; and*
- (e) provides significant community benefits if outside the Amenity Building Envelope.*

**Clause 22.4.1 P5 states:**

*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.*

**Response:**

The heritage listed buildings in Davey Street are shown below. The discussion in relation to 22.4.1 P5 follows.



Adjacent heritage listed building at 61 Davey Street. Source: Council image



Adjacent heritage listed building at 65 Davey Street. Source: Council image

The adjacent heritage listed buildings have the following attributes: simple uncomplicated, well mannered, restrained and modest design, cohesive character and scale, symmetry or regular rhythm, clear horizontal lines, and a fenestration pattern of traditional sash windows of similar proportions. In addition, they have narrow eaves and a simple roof form that has a practical purpose, but also offers an aesthetic function to delineate proportions and define the area between the walls and a pitched roof. Each heritage listed building is also solidly anchored to the ground.

65 Davey Street has two storeys with attic windows, 61 Davey Street has two storeys. This proposal is four storeys. There are no four storey buildings in this section of Davey Street. One

of the characteristics in this block is that the buildings step down Davey Street in an orderly fashion and this can be seen in eaves line of each building and this is demonstrated in the applicant's documentation of the streetscape (see above). Even the recent infill to St Helen's Hospital, respects this pattern, and overall, the listed buildings exhibit a modulated height and rhythm that is rare in Hobart.

While the physical measurement of height difference might be considered minor, the new proposal has design features which contribute to the building having a taller perceived or apparent height, thus leading to it dominating and asserting itself within the existing streetscape.

In summary, the design features that give the proposal a greater perceived and less respectful height in this well mannered streetscape are as follows:

- The proposal is approximately 8.4 metres above the eaves line of the adjacent heritage listed property at 61 Davey Street.
- The proposal has three levels of square, sharp edged and contemporary lines which contrast with the subtle modulated elevations of the adjacent heritage listed buildings to create a more prominent and monolithic form
- The projecting solid eaves of the darker 'mini penthouse' is a contemporary form that is heavier than any roof form of the heritage listed places adding to the height and heaviness of the four storey form.
- The proposal has a deep undercroft at ground level for vehicular and pedestrian access which results in the street façade being elevated above the ground and appearing higher than it actually is.
- The large vertical window configuration over two floors provide a verticality to the three storey portion that gives the building even great height.



BEFORE: Davy Street



AFTER: Proposed Change

The above image demonstrates an obvious change in building height in the historic streetscape. Source: Applicant's supporting documentation

In addition, the four storey element including the dark 'mini penthouse' on top will obscure the roof scape including chimneys of adjacent buildings. A close look at the applicant's submitted documentation demonstrates how much taller in the streetscape it will appear.





The above image demonstrates an obvious change in the historic streetscape and shows the real and perceived height of the front four storey element. Source: Applicant's supporting documentation

Not only is it higher than adjacent buildings, but the design of the proposal will result in it appearing even higher and more out of scale and proportion, 'stealing the thunder' of existing heritage listed buildings. It projects further into the streetscape and asserts itself, making its presence felt in all directions. It is sharper and of a form that is more prominent, flamboyant and 'monolithic' than the adjacent polite heritage listed buildings such that it will detract from and be more prominent than the heritage listed buildings. This has an unreasonable impact on the historic heritage character of heritage places such that they are obscured, appear dominated and lesser in scale.

A building that was two or two and half storeys high would be a more appropriate response where the heritage and streetscape values are the most significant in Hobart.

It is concluded that the proposal unreasonably dominates the adjacent buildings by virtue of the height of the lower element that is four storeys high and has a materially adverse impact on the restrained heritage qualities of the adjacent places through its height different design, form, fenestration pattern vertical facade treatment and alternative roof form by upstaging the adjacent buildings. The proposal does not satisfy 22.4.1 P5.

**Clause 22.4.1 A3 states:**

*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.*

**Response:**

The facade of the buildings on the lower four storey element (ie that part of the proposal within 15 metres of the frontage) does not have a flat facade and has a mix of design elements, fenestration alignments and evident vertical lines and some expression of floor levels as required in (a) of the clause. The adjacent buildings do not have awnings, therefore (b) is not relevant in this case. While the facade of the four storey element remains problematic from a height point of view and as discussed above, it does meet the acceptable solution of 22.4.1 A3.

**Clause E13.10.1 states:**

*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'.*

**Response:**

The Praxis Environment report identifies an area of high archaeological potential and this is denoted in an area of red in figure 7.1 (p.48) of the Praxis report. It is acknowledged that the disturbance history may be greater than observations and historical records of the site, however, the report suggests taking a cautious approach and that structural remains associated with the c.1830 dwelling and outbuilding relating to the potential remains of the domestic occupation of the site. The report recommends that "Any excavation proposed in areas of high archaeological potential must be preceded by an archaeological impact assessment, and if necessary an archaeological method statement, which details measures to be taken to avoid or mitigate impact upon the archaeological resource. That method statement must be in accordance with industry standard (e.g. the Tasmanian Heritage Council's Practice Note 2 – Managing Historical Archaeological Significance in the Works Application Process) and implemented in the works process." This can be achieved by a condition of permit and as such the proposal can satisfy E13.10.1 P1.

**Summary:**

The proposal fails to satisfy E13.8.2 P1 and 22.4.1 P5 of the Historic Heritage Code of the Scheme and is recommended for refusal.

**Reasons for refusal:**

1. The proposal does not meet the acceptable solution of the performance criterion with respect to clause E13.8.2 P1 of the Historic Heritage Code of the *Hobart Interim Planning Scheme 2015* because the proposal results in detriment to the historic cultural heritage significance of the precinct through its design and siting.
2. The proposal does not meet the acceptable solution of the performance criterion with respect to clause 22.4.1 P5 of the Historic Heritage Code of the *Hobart Interim Planning Scheme 2015* because the proposed building unreasonably dominates and has a materially adverse impact on adjacent existing buildings of cultural heritage significance through its height.

Sarah Waight  
Senior Cultural Heritage Officer  
1 October 2020

## Application Referral Development Engineering - Response

<b>From:</b>	Cam Cecil
<b>Recommendation:</b>	
<b>Date Completed:</b>	
<b>Address:</b>	63 DAVEY STREET, HOBART 186 MACQUARIE STREET, HOBART ADJACENT ROAD RESERVE
<b>Proposal:</b>	Demolition, New Building for 30 Multiple Dwellings and 21 Student Accommodation Units including Carparking, and Associated Infrastructure and Access Works
<b>Application No:</b>	PLN-19-319
<b>Assessment Officer:</b>	Cameron Sherriff,

### Referral Officer comments:

#### SUMMARY:

- The application is for a multi-storey (11 floors including ground level) apartment complex with 51 apartments in total. Floors 1 & 2 (21 apartments) are for visitor accommodation, whilst 3-10 (30 apartments) are for residential use.
- 2 basement levels are proposed which will contain 42 car-parking spaces, 4 motorcycle parking spaces, and a bicycle store. Two car lifts on the ground floor level will be used to gain vehicle access to the basement levels.
- All of the car-parking spaces are to be allocated for residential use.
- Pedestrian sight distance is currently inhibited on the northern side of the access due to the proposed fence height, and a condition limiting fence height will be required for the application to be supported.
- Vehicle sight distance is inhibited by the kerb-side parking spaces, however the straight alignment and gradient of Davey Street assists in this respect.
- Council's Cleansing and Solid Waste Services unit have assessed the proposal and advised they will not undertake collection for the development. The applicant has thus proposed private collection from the road carriageway which has been endorsed by the Department of State Growth (as part of the TIA).

#### **Discretions:**

- E6.7.2 Vehicle and pedestrian sight distances
- E6.6.5 Number of parking spaces
- E6.7.13 Facilities for Commercial Vehicles

#### PLANNING PERMIT INFORMATION:

In a council related engineering context, the proposal can be supported in principal subject to the following conditions and advice:

#### **General Conditions:**

ENG 1: Pay Costs

ENG 3A: Access & parking designed and constructed

ENG 3B: Access & parking designed prior to  
 ENG 4: Access and parking constructed, sealed and drained prior to use  
 ENG 5: Number of spaces  
 ENG 8: Parking space user class and signage  
 ENG 12: Construction waste management plan  
 ENG 13: Waste management plan  
 ENG 13: Fence sight line  
 ENG sw1: Stormwater drained to council infrastructure  
 ENG sw4: New connection design  
 ENG sw7: Stormwater detention and treatment  
 ENG r1: Structures supporting highway reservation  
 ENG r3: Design of road infrastructure  
 ENG tr1: Signage and linemarking design  
 ENG tr2: Construction traffic management plan

**Advice:**

Dial before you dig  
 Fees and charges  
 Building Permit  
 Plumbing Permit  
 Access  
 Redundant Crossovers  
 Work within the Highway Reservation  
 Road Opening Permit (Occupation of the Public Highway)  
 New Stormwater Connection

**DETAILED ASSESSMENT:****E5.0 Road and railway access code**

<b>E5.1 Purpose</b>			E5.1.1  The purpose of this provision is to:  (a) protect the safety and efficiency of the road and railway networks; and (b) reduce conflicts between sensitive uses and major roads and the rail network.
<b>E5.2 Application of this Code</b>	<b>YES</b>	<b>NO</b>	New vehicle crossing proposed
			<b>This Code applies to use or development of land:</b>
	Yes	<del>No</del>	(a) that will require a new vehicle crossing, junction or level crossing; or
	<del>Yes</del>	No	(b) that intensifies the use of an existing access; or
	<del>Yes</del>	No	(c) that involves a sensitive use, a building, works or subdivision within 50m metres of a Utilities zone that is part of:
	<del>Yes</del>	No	(i) a rail network;
	<del>Yes</del>	No	(ii) a category 1 - Trunk Road or a category 2 - Regional Freight Road, that is subject to a speed limit of more than 60km/h kilometres per hour.
<b>Clause for Assessment</b>			<b>Comments / Discussion (in bold)</b>



Clause 5.5.1 Existing road accesses and junctions  <b>NOT APPLICABLE</b>		<p><u>Documentation submitted to date appears not to invoke clause E5.5.1.</u></p> <p>No intensification of existing road accesses and/or junctions proposed.</p>
Clause 5.5.2 Existing level crossings  <b>NOT APPLICABLE</b>		<p><u>Documentation submitted to date appears not to invoke clause E5.5.2.</u></p> <p>No intensification of an existing level crossings proposed.</p>
Clause 5.6.1 development adjacent to roads and railways  <b>NOT APPLICABLE</b>		<p><u>Documentation submitted to date appears not to invoke clause E5.6.1.</u></p> <p>No development adjacent to category 1 or category 2 road proposed.</p>
Clause 5.6.2 road accesses and junctions  <b>ACCEPTABLE SOLUTION</b>		<p>The road and access junctions must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <b><u>Documentation submitted meets the Acceptable Solution for clause E5.6.2 A2</u></b></p> <p><u>Acceptable solution - A1</u> No new access or junction to roads in an area subject to a speed limit of more than 60km/h. - <b>N/A</b></p> <p><u>Acceptable solution - A2</u> <b>SATISFIED</b> No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.</p> <ul style="list-style-type: none"> <li>• <b>There will be only one access providing both entry and exit.</b></li> <li>• <b>The section of existing layback (outside of the ROW servicing 186 Macquarie) that comprised part of the double cross-over shared with 186 Macquarie Street is being removed making the former access to the site non-serviceable.</b></li> <li>• <b>A new double crossover is proposed adjacent to the North-Eastern boundary</b></li> </ul>
Clause 5.6.3 new level crossings  <b>NOT APPLICABLE</b>		<p><u>Documentation submitted to date appears not to invoke clause E5.6.3.</u></p> <p>No new level crossings proposed.</p>

Clause 5.6.4 sight distance at accesses and junctions			<p><b>The SISD values in HIPS are excessive and do not accord with the recommendations of Austroads or AS 2890.1. The sight distance has therefore been assessed under HIPS E6.7.2 (ie. AS 2890.1/Austroads)</b></p> <p>The sight distance at accesses and junctions must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><b><u>Documentation submitted meets the Acceptable Solution for clause E5.6.4.</u></b></p> <p><u>Acceptable solution - A1:</u> Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.</p>
<b>NOT APPLICABLE</b>			

**E 6.0 Parking and Access Code**

<b>E6.1 Purpose</b>			<p><b>E6.1.1</b></p> <p>The purpose of this provision is to:</p>
	Yes	<del>N/A</del>	(a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;
	Yes	<del>N/A</del>	(b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities;
	Yes	<del>N/A</del>	(c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
	Yes	<del>N/A</del>	(d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
	Yes	<del>N/A</del>	(e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime or anti-social behaviour;
	Yes	<del>N/A</del>	(f) ensure that vehicle access and parking areas do not adversely impact on amenity, site characteristics or hazards;
	Yes	<del>N/A</del>	(g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
	<del>Yes</del>	<del>N/A</del>	(h) provide for safe servicing of use or development by commercial vehicles.

E6.2 Application of this Code	YES	—	This code applies to all use and development.
Clause for Assessment			Comments / Discussion (in bold)
Clauses 6.6.5 Number of Car Parking Spaces - CBD			<p>The parking number assessment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><b>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.5 and as such, shall be assessed under Performance Criteria.</b></p> <p>Acceptable solution - A1: <b>NOT SATISFIED</b></p> <p>(a) No on-site parking is provided; <b>NOT MET</b></p> <p>(b) on-site parking is provided at a maximum rate of 1 space per 200m<sup>2</sup> of gross floor area for commercial uses; N/A</p> <p>(c) on-site parking is provided at a maximum rate of 1 space per dwelling for residential uses; <b>NOT MET</b></p> <p>(d) on-site parking is required operationally for an essential public service, including, hospital, police or other emergency service. N/A</p> <ul style="list-style-type: none"> <li>• The proposal includes 42 car parking spaces (2x DDA compliant) for 30 residential apartments and 21 visitor accommodation apartments (51 total). The TIA states that all car parking spaces will be for the residential users.</li> <li>• The AS requires 30 spaces for the residential apartments.</li> <li>• 42 spaces exceeds the AS of 30 spaces</li> </ul> <p>Performance Criteria - P1: <b>SATISFIED</b></p> <p>Car parking provision:</p> <p>(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>NA</b></p> <p>(b) must not compromise any of the following:</p> <p>(i) <i>pedestrian safety, amenity or convenience</i></p> <ul style="list-style-type: none"> <li>• The proposed singular access for 42 car-parking spaces causes a concentration of vehicle movements across the footpath.</li> <li>• The sight distance to pedestrians does not comply with the Australian Standard due to the height of the proposed boundary fence exceeding 1.2m.</li> <li>• Pedestrian safety and convenient use of the footpath will therefore be <b>compromised. CONDITION FOR MAXIMUM BOUNDARY FENCE HEIGHT</b></li> </ul> <p>(ii) <i>the enjoyment of 'al fresco' dining or other outdoor</i></p>

		<p>activity</p> <p><b>None near the proposed development</b></p> <p>(iii) <i>air quality and environmental</i></p> <p><b>This is not compromised (beyond what is typically accepted for a multi-storey apartment complex)</b></p> <p>(iv) <i>traffic safety.</i></p> <ul style="list-style-type: none"> <li>• <b>There are kerb-side parking spaces adjacent to the access that inhibit the sight distance to vehicles on Davey Street.</b></li> <li>• <b>Davey Street is heavily trafficked, particularly during peak hours.</b></li> <li>• <b>The gradient of Davey Street is in a favourable direction and improves the sight distance.</b></li> <li>• <b>Traffic safety is not compromised beyond what is typical for an access servicing a multi-storey apartment complex.</b></li> <li>• <b>The design has been assessed by a consulting traffic engineer and has been found to be acceptable (refer TIA).</b></li> </ul>
<p>Clause 6.7.1 number of vehicle accesses</p> <p><b>ACCEPTABLE SOLUTION</b></p>		<p>The parking number assessment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><b><u>Documentation submitted meets the Acceptable Solution for clause E6.7.1</u></b></p> <p>Acceptable solution A1: <b>SATISFIED</b></p> <p><i>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.</i></p> <p><b>The existing southern access (that forms part of a double crossover also servicing 186 Macquarie) is being removed, and a new access is proposed on the northern side - there will be only one access.</b></p> <p>Acceptable solution A2: <b>SATISFIED</b></p> <p><i>In the Central Business Zone and Particular Purpose Zone 10 (Royal Hobart Hospital) no new vehicular access is provided unless an existing access point is removed.</i></p> <p><b>An access is being removed (per the above)</b></p>
<p>Clause 6.7.2 design vehicle access</p> <p><b>PERFORMANCE CRITERIA</b></p>		<p>The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><b><u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.2 and as such, shall be assessed under Performance Criteria.</u></b></p>

Acceptable Solution - A1: **NOT SATISFIED**

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*

**NOT MET**

**The sight distance does not comply with AS2890.1**

Performance Criteria - P1: **SATISFIED**

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;*

**Vehicles and Cyclists**

- There are kerb-side parking spaces adjacent to the access that inhibit the sight distance to vehicles on Davey Street.
- Davey Street is heavily trafficked, particularly during peak hours.
- The gradient of Davey Street is in a favourable direction and improves the sight distance.
- Traffic safety is not compromised beyond what is typical for an access servicing a multi-storey apartment complex.
- The design has been assessed by a consulting traffic engineer and has been found to be acceptable (refer TIA).

**Pedestrians**

- The proposed singular access for 42 car-parking spaces causes a concentration of vehicle movements across the footpath.
- The sight distance to pedestrians does not comply with the Australian Standard due to the height of the proposed boundary fence exceeding 1.2m.
- Pedestrian safety and convenient use of the footpath will therefore be compromised. **CONDITION FOR MAXIMUM BOUNDARY FENCE HEIGHT**

*(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;*

- Assessed by a consulting traffic engineer and found to be acceptable (refer TIA).

*(c) suitability for the type and volume of traffic likely to be generated by the use or development;*

- The width and gradient of the access is acceptable for servicing the 42 parking spaces proposed.

		<ul style="list-style-type: none"> <li>Assessed by a consulting traffic engineer and found to be acceptable (refer TIA).</li> </ul> <p>(d) ease of accessibility and recognition for users.</p> <ul style="list-style-type: none"> <li>The location of the access will permit easy use</li> <li>The access is consistent with surrounding properties and as such ease of recognition is acceptable</li> </ul>
<p>Clause 6.7.3 vehicle passing</p> <p><b>ACCEPTABLE SOLUTION</b></p>		<p>Vehicle passing must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <b><u>Documentation submitted to date appears to be able to satisfy the Acceptable Solution for clause E6.7.3.</u></b></p> <p>Acceptable solution - A1: - <b>SATISFIED</b></p> <p>Vehicular passing areas must:</p> <p>(a) be provided if any of the following applies to an access:</p> <p>(i) it serves more than 5 car parking spaces; <b>42 spaces</b></p> <p>(ii) is more than 30 m long; <b>45m</b></p> <p>(iii) it meets a road serving more than 6000 vehicles per day; <b>Yes</b></p> <p>(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;</p> <p>(c) have the first passing area constructed at the kerb;</p> <p>(d) be at intervals of no more than 30 m along the access.</p> <p><b>The width of the access and internal driveway is sufficient to permit vehicle passing (6m)</b></p>
<p>Clause 6.7.4 on site turning</p> <p><b>ACCEPTABLE SOLUTION</b></p>		<p>On-site turning must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <b><u>Documentation submitted to date appears to satisfy the Acceptable Solution for clause E6.7.4.</u></b></p> <p>Acceptable solution - A1: <b>SATISFIED</b></p> <p>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:</p> <p>(a) it serves no more than two dwelling units;</p> <p>(b) it meets a road carrying less than 6000 vehicles per day.</p> <p><b>Vehicles will be able to exit the site in a forwards direction</b></p>



<p>Clause 6.7.5 layout of parking area</p> <p><b>ACCEPTABLE SOLUTION</b></p>		<p>The layout of the parking area must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><b>Documentation submitted to date appears to satisfy the Acceptable Solution for clause 6.7.5.</b></p> <p>Acceptable Solution A1: <b>SATISFIED</b></p> <p>The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.</p> <p><i>Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A)</i></p> <p><b>6 parking spaces for small vehicles have been proposed. These can be accepted under the Australian Standard providing they are appropriately marked</b> <b>CONDITION FOR SIGNAGE AND LINEMARKING</b></p> <p><i>Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side)</i></p> <p><b>OK</b></p> <p><i>Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance)</i></p> <p><b>OK</b></p> <p><i>Parking Space Gradient (5%)</i></p> <p><b>OK</b></p> <p><i>Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A)</i></p> <p><b>OK</b></p> <p><i>Garage Door Width &amp; Apron (AS2890.1 Fig 5.4 = 2.4m wide =&gt; 7m wide apron)</i></p> <p><b>N/A</b></p> <p><i>Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance)</i></p> <p><b>OK</b></p> <p><i>Driveway Gradient &amp; Width (AS2890.1 Section 2.6 = 25% and 3m)</i></p> <p><b>OK</b></p> <p><i>Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag =&gt; 2m transition)</i></p> <p><b>OK</b></p> <p><i>Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope)</i></p> <p><b>N/A</b></p> <p><i>Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra)</i></p> <p><b>OK</b></p>
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<p>Clause 6.7.6 surface treatment</p> <p><b>ACCEPTABLE SOLUTION</b></p>			<p>The surface treatment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <b><u>Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.6.</u></b></p> <p>Acceptable Solution - A1: <b>SATISFIED</b></p> <p>Parking spaces and vehicle circulation roadways must be in accordance with all of the following;</p> <p>(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;</p> <p>(b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.</p> <p><b>Submitted plans indicate a concrete surface treatment drained to an approved stormwater system</b></p>
<p>Clause 6.7.7 Lighting of parking area</p> <p>Planner and health unit to assess</p>	—	—	Planner to assess
<p>Clause 6.7.8 Landscaping</p> <p>Planner to assess</p>	—	—	Planner to assess
<p>Clause 6.7.9 motor bike parking</p> <p><b>ACCEPTABLE SOLUTION</b></p>			<p>The motor bike parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <b><u>Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.9.</u></b></p> <p>Acceptable Solution A1: - <b>SATISFIED</b></p> <p>The design of motorcycle parking areas must comply with all of the following:</p> <p>(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;</p> <p>(b) be located within 30 m of the main entrance to the building.</p> <ul style="list-style-type: none"> <li><b>Four motorcycle parking spaces have been proposed</b></li> </ul>



<p>Clause 6.7.10 bicycle parking</p> <p><b>ACCEPTABLE SOLUTION</b></p>		<p>The bicycle parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <b><u>Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.10.</u></b></p> <p>Acceptable Solution A1: <b>SATISFIED</b> The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p> <p>Acceptable Solution A2: <b>SATISFIED</b> 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.</p> <p><i>Table E6.2 sets out the number of bicycle parking spaces required. The requirement for spaces for a use or development listed in the first column of the table is set out in the second and forth columns of the table with the corresponding class set out in the third and fifth columns. If the result is not a whole number, the required number of (spaces) is the nearest whole number. If the fraction is one-half, the requirement is the next whole number.</i></p> <p>User Class: <b>Visitor Accommodation</b></p> <p><b>Visitor Accommodation = 1 for each 40 accommodation rooms (Employee/resident bicycle parking requirement) and 1 for each 30 accommodation rooms (Visitor/customer/student bicycle parking requirement)</b></p> <ul style="list-style-type: none"> <li><b>2 spaces are required and a bicycle store with sufficient room has been proposed</b></li> </ul>
<p>Clause 6.7.11 bicycle end trip</p> <p>Planner to assess</p>	—	Planner to assess
<p>Clause 6.7.12 siting of car parking</p> <p>Planner to assess based on DE assessment of Clause 6.7.5 layout of parking area</p>	—	Planner to assess

<p>Clause 6.7.13 facilities for commercial vehicles</p> <p><b>PERFORMANCE CRITERIA</b></p>		<p>The facilities for commercial vehicles must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><b><u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.13 and as such, shall be assessed under Performance Criteria.</u></b></p> <p>Acceptable Solution A1: <b>NOT SATISFIED</b></p> <p>Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless:</p> <p><i>(a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site;</i></p> <p><b>There is no loading zone within 50m</b></p> <p><i>(b) the use is not primarily dependent on outward delivery of goods from the site.</i></p> <p><b>N/A</b></p> <p>Performance Criteria - P1: <b>SATISFIED</b></p> <p>Commercial vehicle arrangements for loading, unloading or manoeuvring must not compromise the safety and convenience of vehicular traffic, cyclists, pedestrians and other road users.</p> <ul style="list-style-type: none"> <li>• <b>The traffic engineering consultant has advised that private collection will be undertaken from the kerb-side, and that the associated risk and interruption to convenience is tolerable</b></li> <li>• <b>The Department of State Growth has endorsed the TIA with proposed private collection from the carriageway</b></li> </ul> <p><b>On this basis, the proposed commercial vehicle arrangements (ie. waste collection) can be supported. <b>CONDITION FOR WASTE MANAGEMENT PLAN</b></b></p>
<p>Clause 6.7.14 access to a road</p> <p><b>ACCEPTABLE SOLUTION</b></p>		<p>The access to a road must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><b><u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E6.7.14.</u></b></p> <p>Acceptable Solution A1:</p> <p>Access to a road must be in accordance with the requirements of the road authority. - <b>SATISFIED</b></p>

Clause 6.7.15 access to Niree Lane  NOT APPLICABLE			The access to Niree Lane must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.15.</u>  No development proposed within Niree Lane.

# URBAN DESIGN ADVISORY PANEL

## MINUTES

MINUTES OF A MEETING OF THE URBAN DESIGN ADVISORY PANEL  
HELD AT 11:00 AM ON THURSDAY 27 AUGUST 2020  
RIVERVIEW ROOM AND VIA TEAMS

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### PLN-19-319 63 DAVEY STREET AND 186 MACQUARIE STREET, HOBART

#### Description:

Demolition, New Building for 30 Multiple Dwellings and 21 Student Accommodation Units including Carparking, and Associated Works.

This planning application proposes the redevelopment of the site at 63 Davey Street, Hobart, involving the demolition of the existing single storey building at 63 Davey Street, including removal of the existing eight parking spaces in the forecourt immediately off Davey Street. The new works are to facilitate use and development for 51 apartments providing a mix of 30 residential and 21 student accommodation apartments.

#### Comments:

The proposed building is located in the Central Business Zone and significantly, is in a Heritage Precinct.

The Panel noted the changes made to the design (especially in regard to overall height) since the proposal was last presented to the Panel as a pre-application in January 2019.

The Panel supports the Davey Street podium elevation and finds the massing, materials and height of this part of the proposed building to be well considered and a positive contribution to the streetscape.

The Panel does however consider that at ground level the extent of landscaping could be more substantial and that the use of quality materials (especially paving) must be extended to the full frontage of the site including the driveway and service areas.

**URBAN DESIGN ADVISORY PANEL  
MINUTES  
27/08/2020**

On the question of landscaping generally, there remains a lack of detail and any approval should include appropriate conditions regarding the engagement of a landscape architect and the submission of detailed landscaping plans for approval.

The principal concern of the Panel remains the overall height of the proposal within the context of the values of the Heritage Precinct within which the proposal is located.

The height of the tower elements will cause the proposal to be prominent in the townscape and streetscape, adversely impacting the qualities of the Heritage Precinct, especially the Davey Street streetscape and St Davids Park. These concerns in the opinion of the Panel can only be mitigated with a further very significant reduction in height.

In particular the Panel considers that 22.4.1 objective (b) and P1.1 (a) of the City of Hobart Planning Scheme have not been met. Similarly E13.8.2 P1 has not, in the opinion of the Panel, been met.

Enquiries to: Ruth Parry  
☎: 6278 0213  
✉: parryr@hobartcity.com.au  
Our Ref: 2017-015027  
Your Ref: GMC-20-44

17 July 2020

City Planning  
GPO Box 503  
Hobart TAS 7001

Dear Sir/Madam

### **PLANNING APPLICATION FOR 518 HUON ROAD, SOUTH HOBART**

The City's Bushland Operations Depot at 518 Huon Road, South Hobart has been subjected to various security breaches over the past few years. CCTV cameras were installed at the site in the last 12 months helping to keep the City's buildings and machinery monitored. To further protect these assets and other materials stored on the site it is proposed to build a chain link fence with a security gate around the complex.

This would upgrade the security on this site to be in line with the Cleary's Gates Depot. The City's Domain Quarry and Self's Point Depot are both also protected with similar fencing and CCTV cameras. This has been beneficial in keeping plant, equipment and assets secure.

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

General Manager land owner consent has been approved.

Yours faithfully

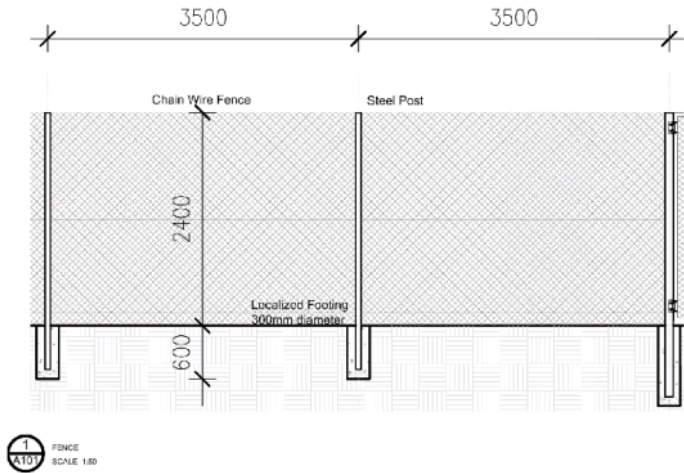


Ruth Parry  
**DEPOT SUPPORT COORDINATOR**

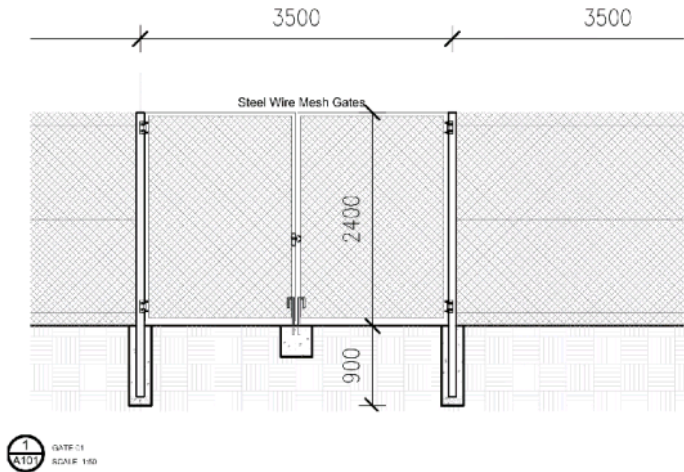




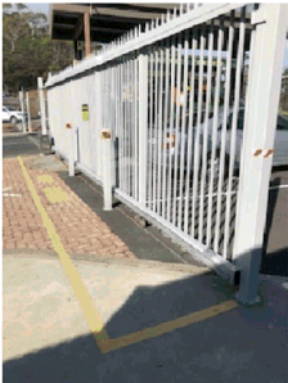




FENCE



GATE 01



GATE 02 - auto security gate height 2.4 m

REV	DESCRIPTION	DATE



PROJECT DESCRIPTION	DRAWN	RPS NUMBER	SHEET SIZE
Bushland Depot - Fencing	SCM	R-5000-XXXX	A3
DRAWING TITLE	CHECKED	FILE LOCATION	
Details			
CLIENT	DATE	SHEET NUMBER	REVISION
Bushland Unit	07/08/20	1	
	SCALE		
	1:50 @ A3		





07 SEPTEMBER 2020

FURTHER INFORMATION REQUEST RESPONSE: PLN-20-438 518 HUON ROAD

## NATURAL VALUES DETERMINATION

Detail is required on;

- (a) the location of priority biodiversity values affecting the site, and
- (b) the significance of priority biodiversity values, with particular reference to Table E10.1 of E10.0 Biodiversity Code.

### Biodiversity values at the Bushland Depot

The site consists of a City of Hobart depot facility covering an area of approximately 2.5 hectares. The vegetation on the cleared and developed part of the site is classified as 'extra-urban miscellaneous vegetation' (FUM). The forest adjacent has been classified as dry *Eucalyptus obliqua* forest (DOB, Enviro Dynamics 2019, North Barker Ecosystem Services 2020). This is a common vegetation type, in the category of Low Priority Biodiversity Value.

From Figure 1 below, it can be seen that about 275 metres of the proposed fence would traverse the FUM cleared land. The installation of this section of fence would have a negligible impact on native vegetation and fauna habitat.

The yellow line in Figure 1 shows the section of proposed fence that would traverse native vegetation. This is around 315 metres of fence. The installation of the fence would involve excavation of post holes and placement of the fence materials, using a small machine. If the disturbance were to extend two metres either side of the fence line, the area of affected native vegetation could be up to 1,260 m<sup>2</sup>.

No clearing of native vegetation is required for this development. No trees are to be damaged with the fence installation, as there will be no trenching, only holes dug for individual fence posts, which would have less than a ten percent impact upon the Tree Protection Zone of any tree. Two sections of fence in the north western corner of the lot would be installed along or outside of the forest (along the lot boundary).

No ecological communities listed under the *Environment Protection and Biodiversity Conservation Act 1999* and no *Themeda triandra* grassland occurs on the site. Thus the ecological communities present represent Low Priority Biodiversity Values.

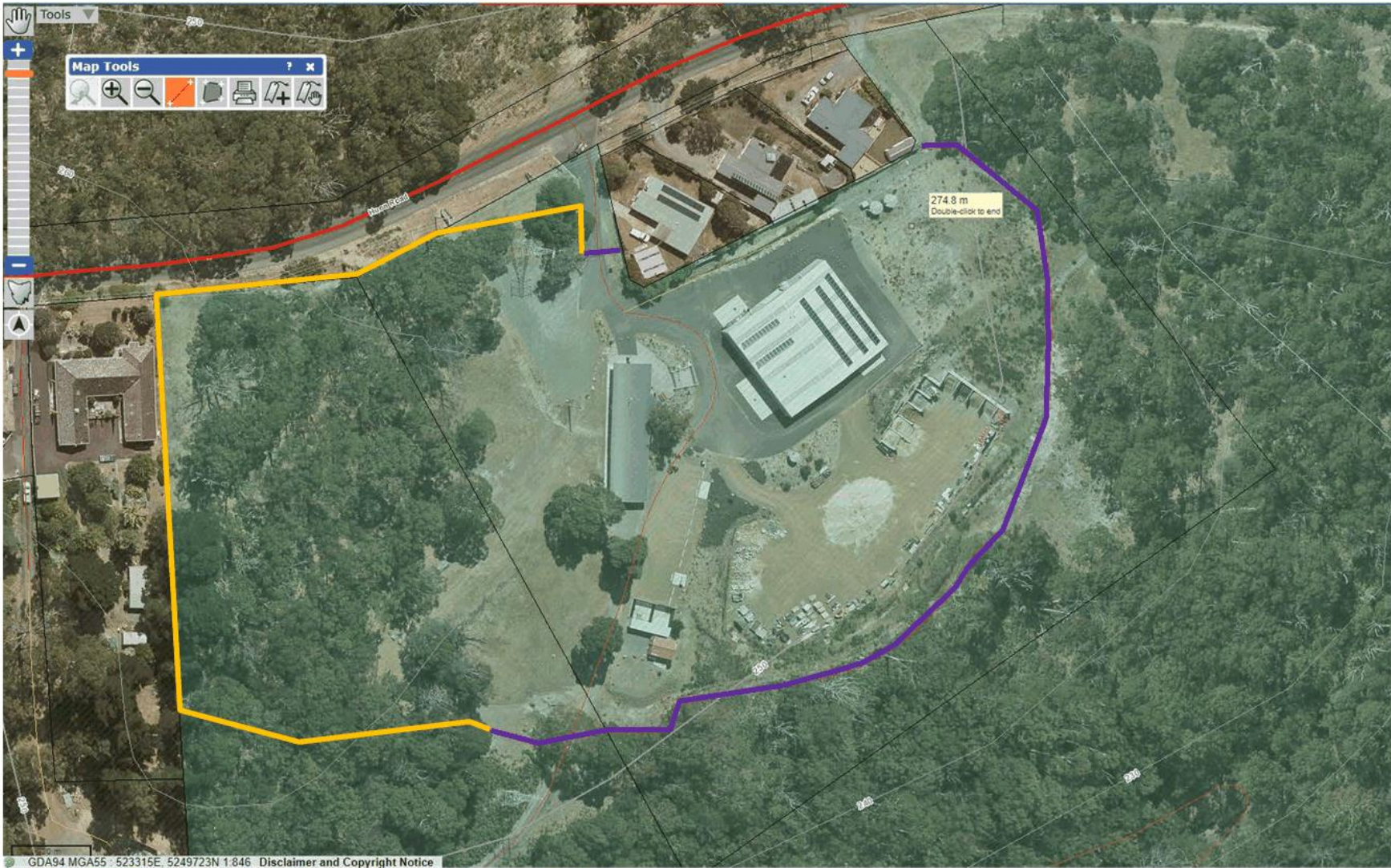


Figure 1; — Fence section through native vegetation (dry E. obliqua forest)

— Fence section through non-native vegetation (FUM)



Page 3 of 4

As can be seen from Figures 2, 3 and 4 below (from 2018), there is very little native understorey in the *E. obliqua* forest. This limits the value of the forest for fauna habitat.



Figure 2 Google Street View (Oct 2018) of area west of the Depot entrance from Huon Road, showing no understorey along the proposed fence.



Figure 3 Google Street View (Oct 2018) of dry *E. obliqua* forest along Huon Road, showing sparse understorey. The fence would run in front of all but one of these trees.

## Assessment of the native vegetation for fauna habitat value

Species	Common Name	State Listing*	National Listing#	Comment of whether suitable habitat present
<i>Accipiter novaehollandiae</i>	grey goshawk	e		No suitable nesting habitat present and no impact to foraging habitat.
<i>Antipodia chaostola</i> subsp. <i>leucophaea</i>	chaostola skipper	e	EN	Installation of a fence will have no impact on this species.
<i>Aquila audax</i> subsp. <i>fleayi</i>	Tasmanian wedge-tailed eagle	pe	PEN	No suitable nesting habitat present and no impact to foraging habitat.
<i>Dasyurus viverrinus</i>	eastern quoll		EN	No suitable denning habitat present. Fence unlikely to restrict access to foraging habitat inside the fence.
<i>Haliaeetus leucogaster</i>	White-bellied sea-eagle	v		No suitable nesting habitat present and no impact to foraging habitat.
<i>Littora raniformis</i>	Green and gold frog	v	VU	Wetland species, no suitable habitat
<i>Pardalotus quadragintus</i>	Forty-spotted pardalote	e	EN	No suitable nesting habitat present and no impact to foraging habitat.
<i>Perameles gunnii</i>	eastern barred bandicoot		VU	No suitable nesting habitat present. As bandicoots could burrow under the fence or get under the gates, the fence is unlikely to restrict access to foraging habitat.
<i>Prototroctes marena</i>	Australian grayling	v	VU	Aquatic species, no suitable habitat.
<i>Pseudomoia pagenstacheri</i>	Tussock skink	v		No suitable habitat present (treeless native grassland or native grassy woodland).
<i>Sarcophilus harrisii</i>	Tasmanian devil	e	EN	No suitable denning habitat present. Habitat inside the fence largely unsuitable for foraging.
<i>Tyto novaehollandiae</i>	masked owl	pe	PVU	No suitable nesting habitat present and no impact to foraging habitat.

Table 1 Threatened fauna species recorded or modelled as potentially occurring within 500m of the site. \* Species listed under the Threatened Species Protection Act 1995. # Species listed under the Environment Protection and Biodiversity Conservation Act 1999.

From the table above it can be seen that the proposed fencing would not traverse any area of highly significant actual or potential habitat for fauna species listed under either the *Threatened Species Protection Act 1995* or the *Environment Protection and Biodiversity Conservation Act 1999*. The development would, therefore, only have the potential to have an impact on Low Priority Biodiversity Values. As discussed, this is considered to be a minimal impact given the nature of the impact, the limited area of impact and the poor quality of the habitat present.

(Elise Jeffery)  
**PROGRAM LEADER FIRE AND BIODIVERSITY**  
B.Sc. (Hons), Grad Dip Nat Res, M. Min. Res (Env)

Enquiries to: Ruth Parry  
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✉: parryr@hobartcity.com.au  
Our Ref: 2017-015027  
Your Ref: PLN-20-438

20 August 2020

City Planning  
GPO Box 503  
Hobart TAS 7001

Dear Sir/Madam

**518 HUON ROAD, SOUTH HOBART – FURTHER INFORMATION  
- APPLICATION NO. PLN-20-438**

I refer to the above planning permit application.

On 11 August, I received a letter to provide further information to the application PLN-20-438.

I have attached to the portal, two documents the first is a Vegetation Condition Assessment from northbarker Ecosystem Services and focuses on the Ridgeway Park to Fern Tree area, which includes the western boundary of the depot. The second is a Vegetation Condition Assessment from enviro-dynamics and focuses on Waterworks Ridgeway Park, Huon Road, which covers the southern / eastern edges of the depot. These reports have been provided by the Program Leader – Fire and Biodiversity.

I trust this information will help progress the application.

Yours faithfully



Ruth Parry  
**DEPOT SUPPORT COORDINATOR**





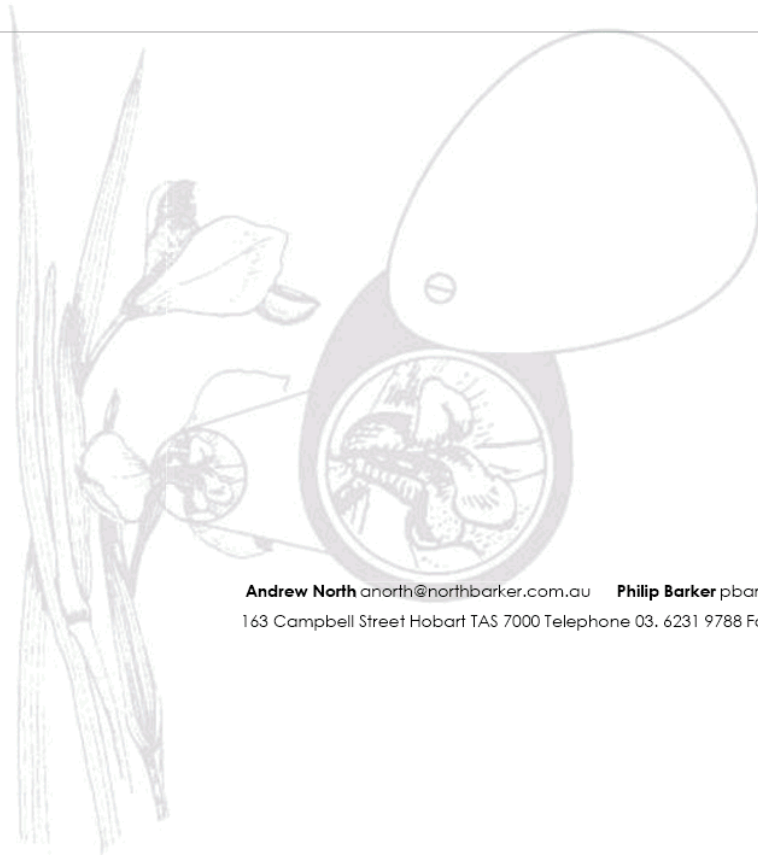
## **Ridgeway Park - Fern Tree**

### **VMUs RP001, 003, 010, 013, 014 and FT002**

#### **Vegetation Condition Assessment**

13 July 2020

Hobart City Council (HCC029)



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HCC –VMU RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

**Contributors:**  
**Field assessment** Philip Barker, Karen Ziegler and Kaely Kreger  
**Report:** Philip Barker  
**Mapping:** Kaely Kreger



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HCC –VMU RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

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HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

## 1 Introduction

### 1.1 Background

The Hobart City Council (HCC) has requested Vegetation Condition Assessments (VCA) of vegetation communities in five Vegetation Management Units (VMUs) in Ridgeway Park and 1 at Fern tree (FT001) (Figure 1).

North Barker Ecosystem Services have been engaged to carry out the VCAs in this area. In addition to the VCAs, the TASVEG 3.1<sup>1</sup> vegetation mapping in the study area has been assessed and either verified or adjusted.

### 1.2 Study area

The study area for this assessment includes 6 VMUs which extend over about 93 ha at Ridgeway Park and Ferntree. The units occupy land south of Hobart Rivulet between Huon Road and Ridgeway Road. The Fern Tree unit is between Huon Road and Pinnacle Road.

RP001 is 1.5 ha south west of the HCC depot south of Huon Road. Some residential development occurs to its north west.

RP003 is 3.5 ha on a southerly slope between Waterworks Rd and Huon Road just downstream of the Lower Reservoir. Some residential development occurs nearby.

FT002 is 5.3 ha on the easterly slope between Fern Tree and Dunns Creek.

RP010 is 35.5 ha on a north facing slope between the Hobart Rivulet and Ridgeway Road. The pipeline track passes through from west to east.

RP013 is 43 ha on a moderate north facing slope and extends to a moderate slope on the southern aspect. Ridgeway Road forms the northern boundary of RP013 where it joins RP010. An east west ridgeline extends through the middle of RP013 to the peak of Chimney Pot Hill.

RP014 is a small complex unit of 2.5 ha near the settlement and associated with the old community recreation area come cricket ground.

The area has a history of recreational use of the pipeline track, the old recreation ground and visitation to Chimney Pot Hill. Other than that, it is a relatively low use area although well-known due to the attractive forest drive along the two main roads which includes scenic vistas.

A transmission easement passes through RP013 and 014 and is adjacent to RP001.

Geology is predominantly dolerite and characterised by boulder soils on drier aspects and deeper soils on southern aspects. Silt/sandstone is associated with RP001.

Altitude ranges between 160-480 m asl. The vegetation is entirely forest in a natural distribution, almost certainly modified by fire history both recent and predating European management.

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<sup>1</sup> Kitchener and Harris 2013

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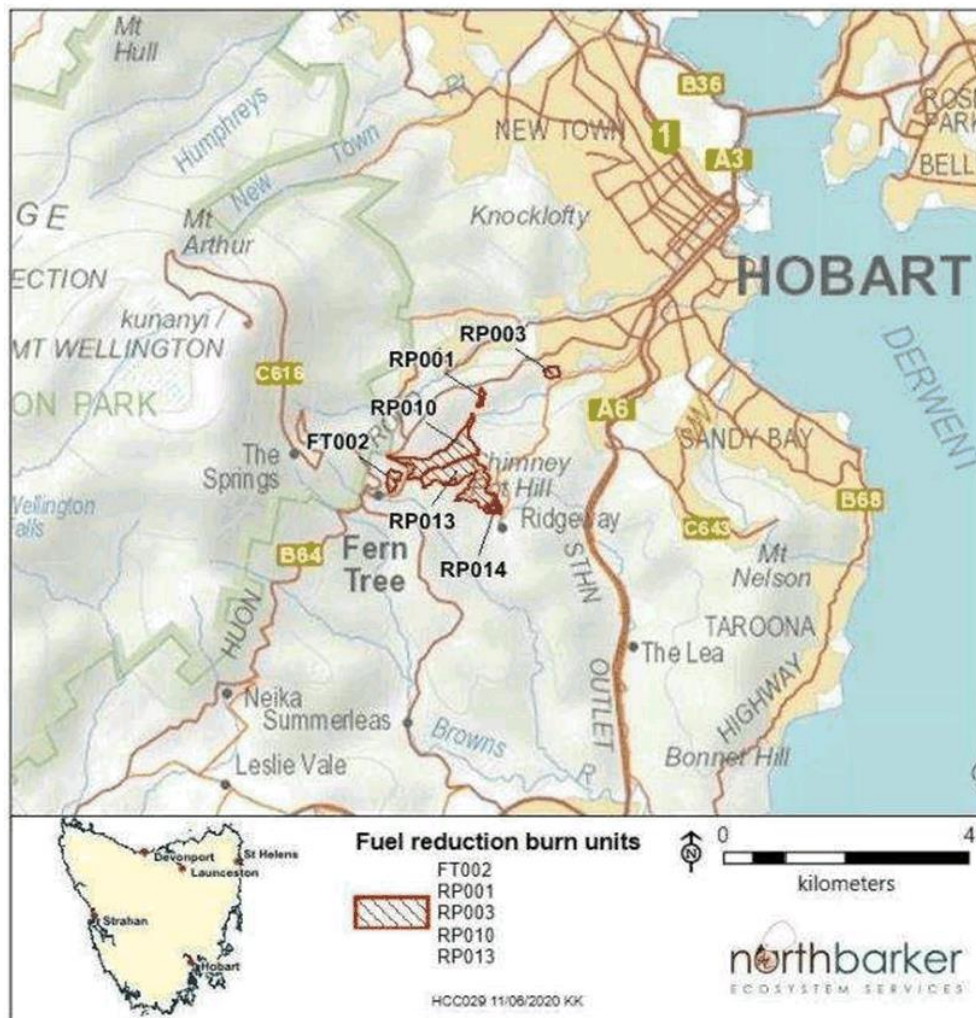


Figure 1: Location Ridgeway VMU Units RP001, 002, FT002, RP010, 103 and 104

## 2 Methods

The study area was surveyed by ecologists in April. Fieldwork was planned to inspect each of the existing TASVEG mapping units and to verify type and adjust boundaries and classifications. Each community was inspected to determine variability and the need to divide mapping units into separate Zones should variation meet recognized VCA thresholds. Some of the mapping units occur in similar patches across the VMUs so that VCA scores from a similar patch could be extrapolated (based on VCA methods described below).

Old growth characteristics (basal hollows, trunk crown hollows, branch spouts) were opportunistically noted and where appropriate patches with these characteristics mapped. Locations of weeds with invasive potential observed in native vegetation were opportunistically recorded.

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HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

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## 2.1 The VCA method

The utility of the VCA method is that a score can be compared to past assessments to determine improvement or decline in site condition and/or landscape context and identify which site characteristics have changed. Site managers can then target efforts to improve site attributes. A maximum of 100 points is possible for each assessment, where 100 would indicate a site in excellent condition in an ideal landscape context. Lower scores suggest poorer site condition and/or landscape context.

The TASVEG VCA method employs a set of vegetation characteristics for which change or variation between sites is taken to indicate differences in vegetation condition. The characteristics are stratified into site level characteristics and landscape context. Site characteristics are considered to be more relevant to land managers and include large tree density, log density, canopy health, life form diversity, regeneration activity and the presence of weeds. The landscape component is determined by historical land use and location. These cannot be so easily manipulated by land managers as they are indicative of the surrounding land uses.

The present assessment was conducted in accordance with the Vegetation Condition Manual<sup>2</sup>. Rules and guidelines outlined in the Manual, as well as variation in aspect and slope in the larger more extensive TASVEG vegetation communities, were used to determine the number of VCAs required. The rules were also used to assess site-level and landscape scores for each Zone. At each Zone, field-based observations were used to populate site characteristic matrices that reflect the range of classes specific to each characteristic. The range classes were used to determine a point score for each site characteristic against a benchmark.

Once a particular patch of a TASVEG vegetation community had been assessed a "visual assessment method" (pg. 25 of the Manual) was undertaken where the same community expressed clear discernible differences from the original sample site or each time an additional patch of that TASVEG community was encountered elsewhere in the study area. This Visual Assessment Method provides a rapid and useful tool to determine if another VCA is warranted.

## 2.2 Vegetation mapping

In Tasmania the distribution of vegetation is accessed via TASVEG 3.1<sup>3</sup> (TASVEG) – the statewide mapping database. A Hobart vegetation mapping layer exists which has not been integrated with the TASVEG layer. Discrepancies exist between the two maps.

The compilation of TASVEG has been an iterative process of improvement and refinement upon the original base layer, which was collated from several sources<sup>4</sup>. As a result, data within TASVEG do not completely represent vegetation extent and distribution at a single date. Furthermore, vegetation mapping is an exercise in judgement, with an inherent potential for interpretation differences. In addition to this the diffuse nature of forest type boundaries also requires judgement as to where a Tasveg unit boundary is mapped and this may differ between mappers.

## 2.3 Limitations

The survey was carried out in autumn after a very long dry period, so seasonal and ephemeral values may have been overlooked or seasonally absent, including spring and summer flowering herbs and orchids. It is thus possible that the study area contains additional species that may be recorded at different times of the year or in years with different conditions. Notably, such deficits may impact the scoring of the 'Understorey Life Forms' component of the VCA assessment Zone. Although, this component comprises 25%

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<sup>2</sup> Michaels (2006)

<sup>3</sup> Kitchener and Harris (2013)

<sup>4</sup> Kitchener and Harris (2013)

## HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

of the final condition score, the range classes are relatively broad and additional species are unlikely to affect the final score to any significant degree.

### 3 Results

#### 3.1 Vegetation

The Vegetation community mapping require adjustments, particularly from DPU to DOB and undifferentiated units (WOU) were attributed to WOB. These changes were only made where clear dominance was visible and so transitional areas were mapped based on this dominance. Due to the predominance of two vegetation types typical of the substrate and aspects the mapping is not complex (Figure 2, Figure 3).

The mapping data should be forwarded to DPIPW for future update of the State mapping layer (TASVEG) and could also be incorporated into an amended HCC mapping layer.

**Table 2. Vegetation communities in 6 VMUs at Ridgeway and Ferntree**

Row Labels	FT002	RP001	RP003	RP010	RP013	RP014	Grand Total
DOB		1.55		11.55	7.73		20.84
DPU				11.35	31.94	2.74	46.03
FAG				0.37			0.37
FPE				0.71	4.26		4.97
WOB	5.29		3.49	11.66			20.44
<b>Grand Total</b>	<b>5.29</b>	<b>1.55</b>	<b>3.49</b>	<b>35.64</b>	<b>43.93</b>	<b>2.74</b>	<b>92.65</b>

##### 3.1.1 Vegetation RP001

*Eucalyptus obliqua* forest on sandstone on a well-drained southern aspect. The stand has a very occasional *E. globulus* tree. The understorey is characterised by the predominance of bracken at 50-75% cover. Below the bracken are occasional small shrubs and herbs providing about 1% ground cover and occasional small trees and taller shrubs emergent to the bracken also providing 1% cover. Dead canopy trees are occasional in the stand.

A permanent transmission easement runs along the entire eastern side of the RP001 but outside of the VMU.

See Plate 1.

##### 3.1.2 Vegetation RP003

*Eucalyptus obliqua* wet forest over a broadleaf understorey (WOB) on a well-drained sandstone southern aspect above Hobart Rivulet and just below the Lower Reservoir. The understorey is characterised by the predominance of a fern layer (50% cover) and sedge ground layer over scattered herbs (20% cover) including introduced herbs, scattered tall shrubs and small trees form a mid-layer (20%) with occasional subdominant trees. The canopy is dominated by *E. obliqua* with occasional *E. globulus*. A walking track passes along the south margin.

The stand shows all the hallmarks of a peri-urban remnant being invaded by herbaceous garden weeds (*Microtis* sp., *Digitalis purpurea*, *Holcus lanatus*. More serious declared weeds (*Rubus fruticosus*, *Erica lusitanica* and *Cytisus scoparius*) occur on adjacent cleared land below the reservoir.

Seed from these species are likely to be present in the soil of the VMU.

See Plate 2.

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3.1.3 Vegetation FT002

This VMU is entirely wet *E. obliqua* forest (WOB). It is a single dominant stand with a regenerating cohort at about half the dominant height (14 m). The stand has dense cover (60%) of small trees and tall shrubs and shorter shrubs providing a continuous layer between the ground cover and the tree layer. A dense litter layer has very sparse (<1% of herbs and grasses present).

The weed holly is present and fox glove is common along a nearby fire trail.

See Plate 3.

3.1.4 Vegetation RP010

The VMU occupies the lower north slope of Chimney Pot Hill below the Ridgeway Road. The unit is predominantly *Eucalyptus pulchella* forest (DPU) on the upper section below the road and dry *E. obliqua* (DOB) on the lower section down to the rivulet. This transmission is related to the change from dolerite on the upper slope to mudstone below. DOB also extends to the eastern extent of the unit including an area also on mudstone and mapped as DTO on Tasveg.

Wet *E. obliqua* forest (WOB) with occasional *E. regnans* occurs along most of the riparian area. There is substantial dieback with standing dead trees. WOB also occurs on a steeper southern aspect in the west of the unit.

The unit is essentially free of weeds other than fox glove, holly and blackberry in the riparian area.

See Plates 4-9.

3.1.5 Vegetation RP013

The VMU demonstrates strong aspect control over the vegetation. The unit is *Eucalyptus pulchella* forest (DPU) on the northern slopes and predominantly *E. obliqua* forest (DOB) on the southern slopes. DPU does extend over ridgelines to the high southern slopes finishing at a fairly clear transition to DOB below. A good example of this is the Chimney Pot Hill ridgeline where DPU forms a woodland over a boulder field to the north and dominates a wetter facies of shrubby DPU on the upper southern slope.

DOB also occupies more subtle southern aspects in the south east of the unit. The DOB tends to also have *E. pulchella* and or *E. globulus* in the canopy as subdominant or emergent in the case of *E. globulus*.

The forest structures vary from woodland to dense regrowth, over grassy/heathy understorey to shrubby with continuous vertical fuels in the moister DOB provided by a high cover of small trees and tall shrubs.

See Plates 10-17.

3.1.6 Vegetation RP014

This VMU is small and traversed by tracks and thus is fragmented. The vegetation is *E. pulchella* forest (DPU). The forest is very similar to the immediately adjacent forest in unit RP013. The forest has a heathy understorey of low shrubs at 20% cover with scattered taller shrubs at 10% cover. The ground cover of grasses and sedges covers more than 15%.

There is evidence of log removal, probably for domestic firewood for nearby houses. Rabbits are also more common than in more remote units; probably supported by the grazing available on the "cricket ground" and adjacent paddocks.

See Plate 18.

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HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

### 3.2 Vegetation Condition Scores

Forest patches supporting the same forest types, similar fire ecology and VCA scores have been mapped as Zones. The Zones for each VMU are listed in Table 1 along with the forest type and each component score for the VCA. Visual assessments (Appendix 2) were conducted to determine if additional VCAs were required in two circumstances (Figure 2).

A brief discussion of fire management is included in Table 1. Locations of the VCA survey points, and the results for the VCAs and visual assessments are presented in Appendix A. Species in the life form categories are presented in Appendix B.

VCA Zones are illustrated for each VMU (Figure 4, Figure 5 and Figure 6). VCA Zones were photographed (Appendix D).



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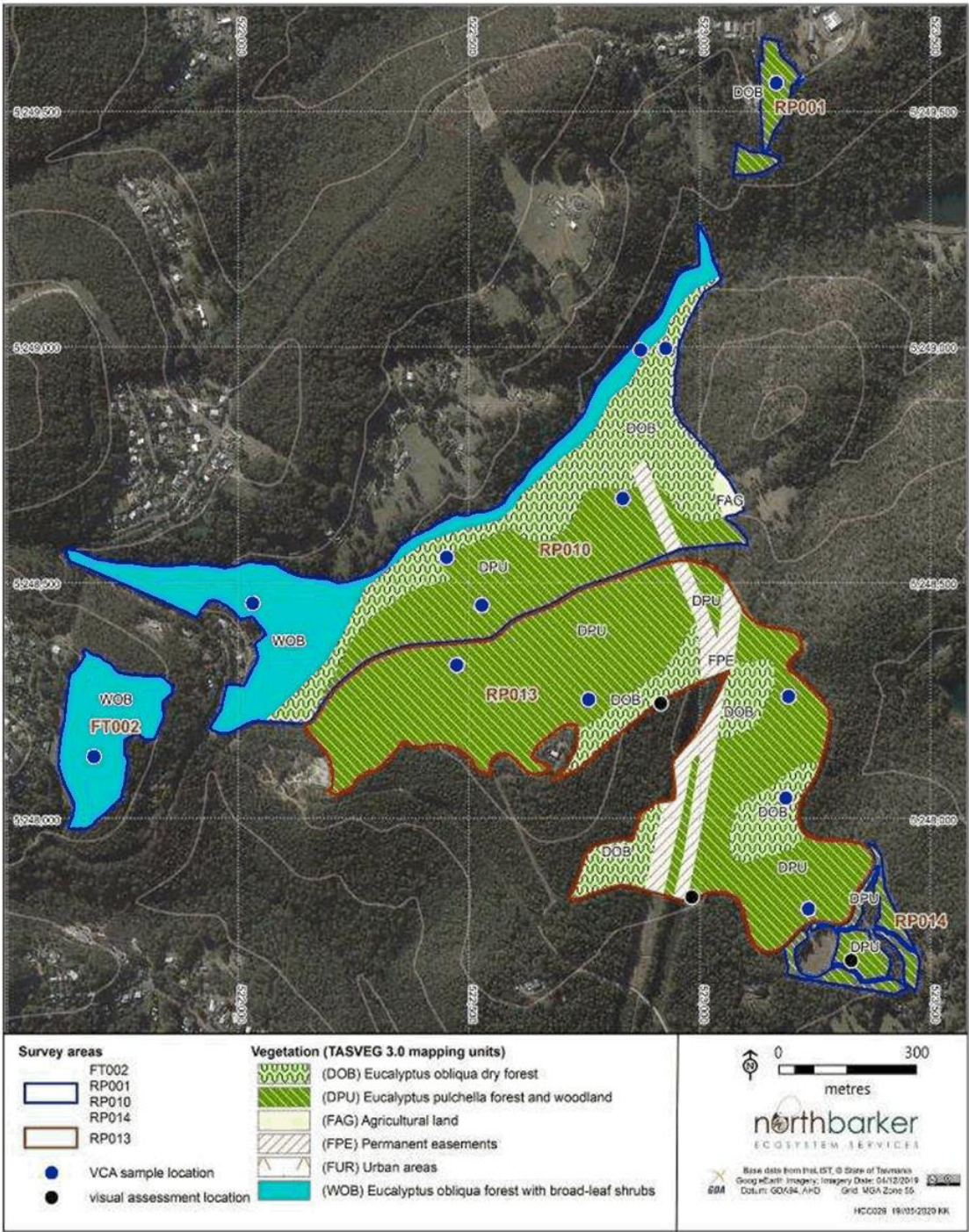


Figure 2: Updated Tasveg RP010, 013, 004 ND FT002.



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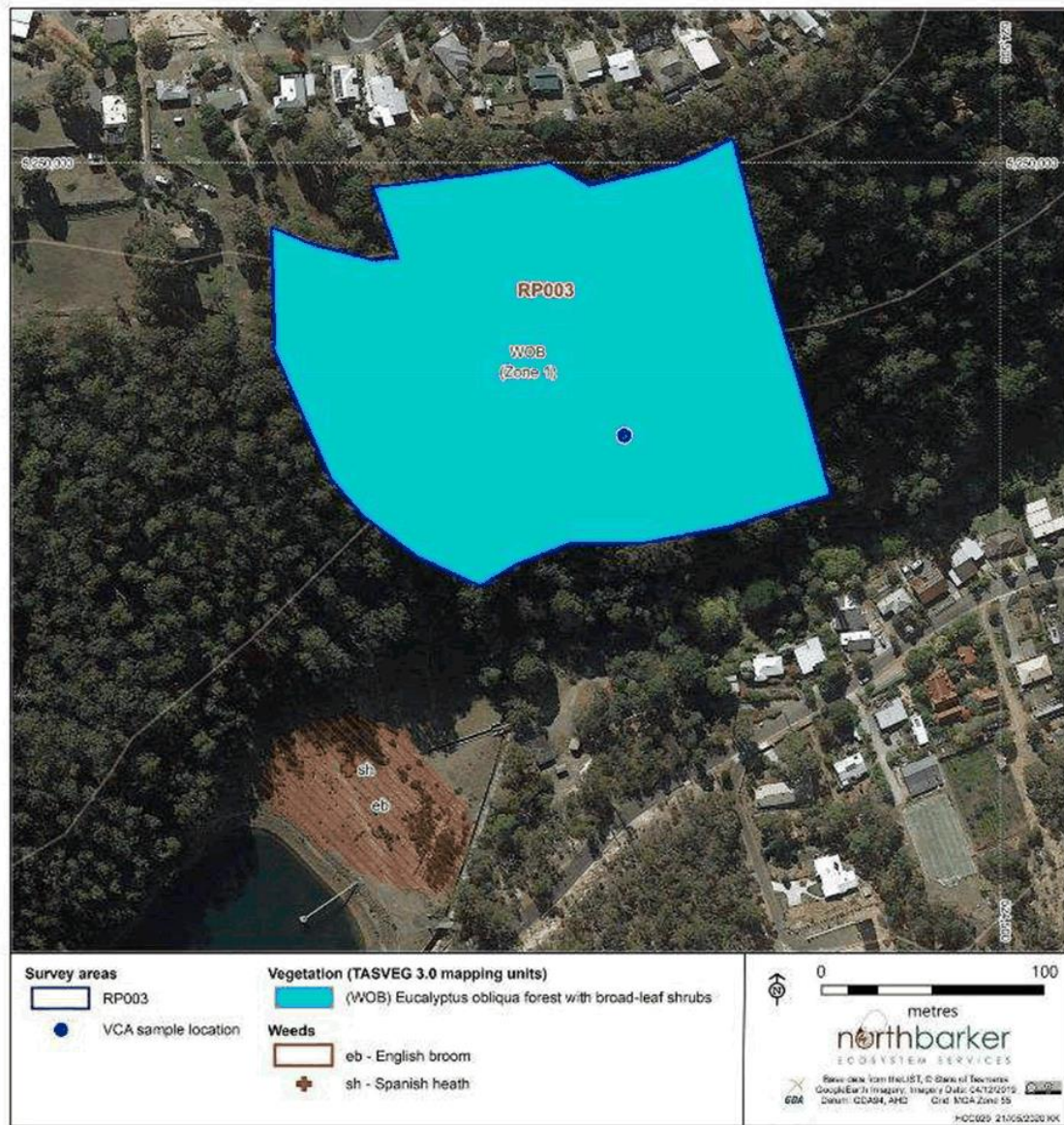


Figure 3: Updated Tasveg RP003.



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Table 1. VCA Scores

	'Site condition score'							'Landscape context score'				
RP001	Large trees	Tree canopy cover	Lack of weeds	Understorey summary	Recruitment	Organic litter	Logs	Patch size	Neighbourhood	Distance to core area	Total VCA score	Implications for Fire Management
Maximum	10	5	15	25	10	5	5	10	10	5	100	
Zone 1: DOB-h	5	4	15	15	5	5	4	1	4.5	5	63.5	Last Burn 2012-13. Repeated past fires may have resulted in dominance of the understorey by bracken. Bracken is now the main contribution to fine fuels providing 50-75% cover. No particular constraints for fuel reduction burns.

HCC –VMUs RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

	'Site condition score'							'Landscape context score'				
RP003	Large trees	Tree canopy cover	Lack of weeds	Understorey summary	Recruitment	Organic litter	Logs	Patch size	Neighbourhood	Distance to core area	Total VCA score	Implications for Fire Management
Maximum	10	5	15	25	10	5	5	10	10	5	100	
Zone 1: WOB	7	4	9	15	3	5	5	2	3	5	58	

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	'Site condition score'							'Landscape context score'				
FT002	Large trees	Tree canopy cover	Lack of weeds	Understorey summary	Recruitment	Organic litter	Logs	Patch size	Neighbourhood	Distance to core area	Total VCA score	Implications for Fire Management
Maximum	10	5	15	25	10	5	5	10	10	5	100	
Zone 1: WOB	9	4	13	15	3	5	2	4	6	4	65	

HCC –VMUs RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

	'Site condition score'							'Landscape context score'				
RP010	Large trees	Tree canopy cover	Lack of weeds	Understorey summary	Recruitment	Organic litter	Logs	Patch size	Neighbourhood	Distance to core area	Total VCA score	Implications for Fire Management
Maximum	10	5	15	25	10	5	5	10	10	5	100	
Zone 1: DPU-h	9	4	15	25	3	5	5	6	6	4	82	Last prescribed burn 2008 over eastern portion. 1998 a wildfire burnt the whole unit. This Zone has more large trees than the benchmark and as such has greater potential for hollows now and in the future. The Zone also has a very high cover of large sedges (50%). Small shrubs and immature trees also provide a high cover in combination (40%). This understorey structure may provide continuous vertical fuels.
Zone 2: DPU	5	2	13	11	3	5	5	6	4	4	74	Last prescribed burn 2008. 1998 a wildfire burnt the whole unit. The site is transitional from dolerite to sediments below. The stand is well stocked with large trees. It has dominant <i>E. pulchella</i> with <i>E. globulus</i> , <i>E. viminalis</i> and <i>E. obliqua</i> present and regenerating. There is continuous vertical fuel from the ground to small tree layer. The ground cover is dominated by sedges (40%) which will produce a flame height that may burn the shrub and small tree layer which is 35% cover combined.  This Zone includes a patch of DOB which is floristically and structurally similar to the DPU and on the same dry aspect and fire history. No weeds recorded.

HCC –VMUs RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

RP010	'Site condition score'							'Landscape context score'			Total VCA score	Implications for Fire Management
	Large trees	Tree canopy cover	Lack of weeds	Understorey summary	Recruitment	Organic litter	Logs	Patch size	Neighbourhood	Distance to core area		
<b>Zone 2: DPU-h</b>	3	4	15	25	3	5	5	6	6	4	<b>76</b>	Last prescribed burn 2008 over eastern portion. 1998 a wildfire burnt the whole unit. The site is transitional from dolerite to sediments below. Rocky slope with a dominant cohort of <i>E. pulchella</i> with <i>E. viminalis</i> at low density of large trees but a high canopy cover. The ground cover is dominated by sedges (40%) which will produce a flame height that will scorch the shrub layer.
<b>Zone 3: WOB</b>	5	4	13	20	3	5	5	6	4	4	<b>69</b>	Last prescribed burn 2008 over eastern portion. 1998 a wildfire burnt the whole unit. Restricted to the near riparian area. <i>E. obliqua</i> dominant and <i>E. globulus</i> are present. A very high cover of small trees and tall shrubs (60%) and a moderate cover of large sedges (20%). A damp community that naturally forms a fire edge. In dry fuel conditions significant scorch is likely in the small tree canopy.
<b>Zone 4: FPE</b>												No VCA. Permanent easement. Maintain current management.
<b>Zone 5: DOB</b>	7	4	15	20	3	5	4	6	6	4	<b>74</b>	Last prescribed burn 2008 over eastern portion. 1998 a wildfire burnt the whole unit. Dominated by <i>E. obliqua</i> with <i>E. viminalis</i> present. Average density of large trees with high diversity, particularly in the shrub (10% cover) and small trees layers (40 % cover). Relatively low level of recruitment and large logs are few to absent in the Zone. No weeds recorded.

HCC –VMUs RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

	'Site condition score'							'Landscape context score'				
RP010	Large trees	Tree canopy cover	Lack of weeds	Understorey summary	Recruitment	Organic litter	Logs	Patch size	Neighbourhood	Distance to core area	Total VCA score	Implications for Fire Management
Zone 6: WOB	3	4	15	15	3	5	4	6	6	4	65	Last prescribed burn 2004 and a wildfire in 1998. This stand has fewer than benchmark large trees. But it is patchy and other sites within the Zone have more large trees but are not sufficiently different to warrant a separate VCA. A high cover of small trees (40%) is about only sparse shrubs, herbs, grasses and sedges. The ground cover is predominantly bracken at 30% cover. In dry fuel reduction conditions the bracken may increase flame height to scorch the small tree layer.
Zone 7: FAG												No VCA. Grassland vegetation. Maintain current management.

HCC –VMUs RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

	'Site condition score'							'Landscape context score'				
RP013	Large trees	Tree canopy cover	Lack of weeds	Understorey summary	Recruitment	Organic litter	Logs	Patch size	Neighbourhood	Distance to core area	Total VCA score	Implications for Fire Management
Maximum	10	5	15	25	10	5	5	10	10	5	100	
Zone 1: DPU-h	5	2	15	25	3	5	3	8	5	4	75	<p>1998 a wildfire burnt the whole unit. The Zone is a mosaic of open heath with occasional large emergent <i>E. globulus</i> and patches of relatively dense regrowth <i>E. pulchella</i>. It isn't practical to treat them separately. The groundcover of large sedges provides 60% cover and so represents a considerable fuel level. The heathy shrub layer is also relatively dense at 40% cover providing relatively continuous vertical fuels to around 2 m.</p> <p>If the large/emergent trees are not protected it is likely that at least some will suffer deep basal burns which will weaken them with each fire. If the emergent <i>E. globulus</i> (and large <i>E. pulchella</i>) are to be protected from repeated fuel reduction burns then fine fuels should be removed from around the bases before the burns.</p> <p>The high ground cover provides shelter and nesting habitat for small mammals. A patchy burn would reduce the impact on the extent of this habitat.</p>

HCC –VMUs RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

	'Site condition score'							'Landscape context score'				
RP013	Large trees	Tree canopy cover	Lack of weeds	Understorey summary	Recruitment	Organic litter	Logs	Patch size	Neighbourhood	Distance to core area	Total VCA score	Implications for Fire Management
Zone 2 DPU-h	3	4	15	20	1	3	5	8	5	4	68	1998 a wildfire burnt the whole unit. This Zone has an open canopy and low cover of shrubs. It may be prone to drying quickly on the open northern aspect. Ecologically it is similar to other <i>E. pulchella</i> heathy forests with no particular constraints to fuel reduction burning of flora but provides shelter and nesting habitat for small mammals. A patchy burn would reduce the impact on the extent of this habitat.
Zone 3 DPU-h	5	2	15	25	3	5	3	8	5	4	75	1998 a wildfire burnt the whole unit. This Zone is a woodland on boulder field. The open woodland structure is reflected in the low large tree score. Unlikely to carry a fuel reduction burn. Resilient site.
Zone 4 FPE												FPE - no ecological constraints.



HCC –VMUs RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

	'Site condition score'							'Landscape context score'				
	Large trees	Tree canopy cover	Lack of weeds	Understorey summary	Recruitment	Organic litter	Logs	Patch size	Neighbourhood	Distance to core area	Total VCA score	Implications for Fire Management
<b>RP013</b>												
<b>Zone 5 DOB</b>	0	4	15	15	1	5	2	8	5	4	<b>59</b>	1998 a wildfire burnt the whole unit. The low VCA score reflects the lack of large habitat trees and low recruitment in a low diversity forest. There is a high cover (>70%) between the ground layer and the small trees providing continuous vertical fuels. This is likely to result in fire scorching this vegetation and potentially climbing the stringy barks. Simplification of the forest structure may result from repeated burns at less than about 10 years. This Zone includes a stand of DPU that is similar in structure and fire ecology and is on the same aspect forming a continuous Zone to the ridgeline.
<b>Zone 6 DPU</b>	9	4	15	25	3	5	2	8	5	4	<b>80</b>	1998 a wildfire burnt the whole unit. The high VCA reflects healthy large trees, diversity of heath, high litter cover and no weeds. The ground cover is relatively high, below 20% cover of shrubs, particularly tea tree. This provides near continuous fuels below the open small tree layer. There are no particular constraints to fuel reduction burning.

HCC –VMUs RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

	'Site condition score'							'Landscape context score'				
RP013	Large trees	Tree canopy cover	Lack of weeds	Understorey summary	Recruitment	Organic litter	Logs	Patch size	Neighbourhood	Distance to core area	Total VCA score	Implications for Fire Management
Zone 7 DPU	5	4	15	25	3	5	5	8	5	4	79	Regrowth <i>E. pulchella</i> . This low forest is susceptible to scorch due to its density and lack of height above the healthy understorey. Its existence may indicate the previous passage of an intense fire that killed larger trees.

HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment



Figure 4: Vegetation Condition Assessment Zones and survey point locations - RP003



HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

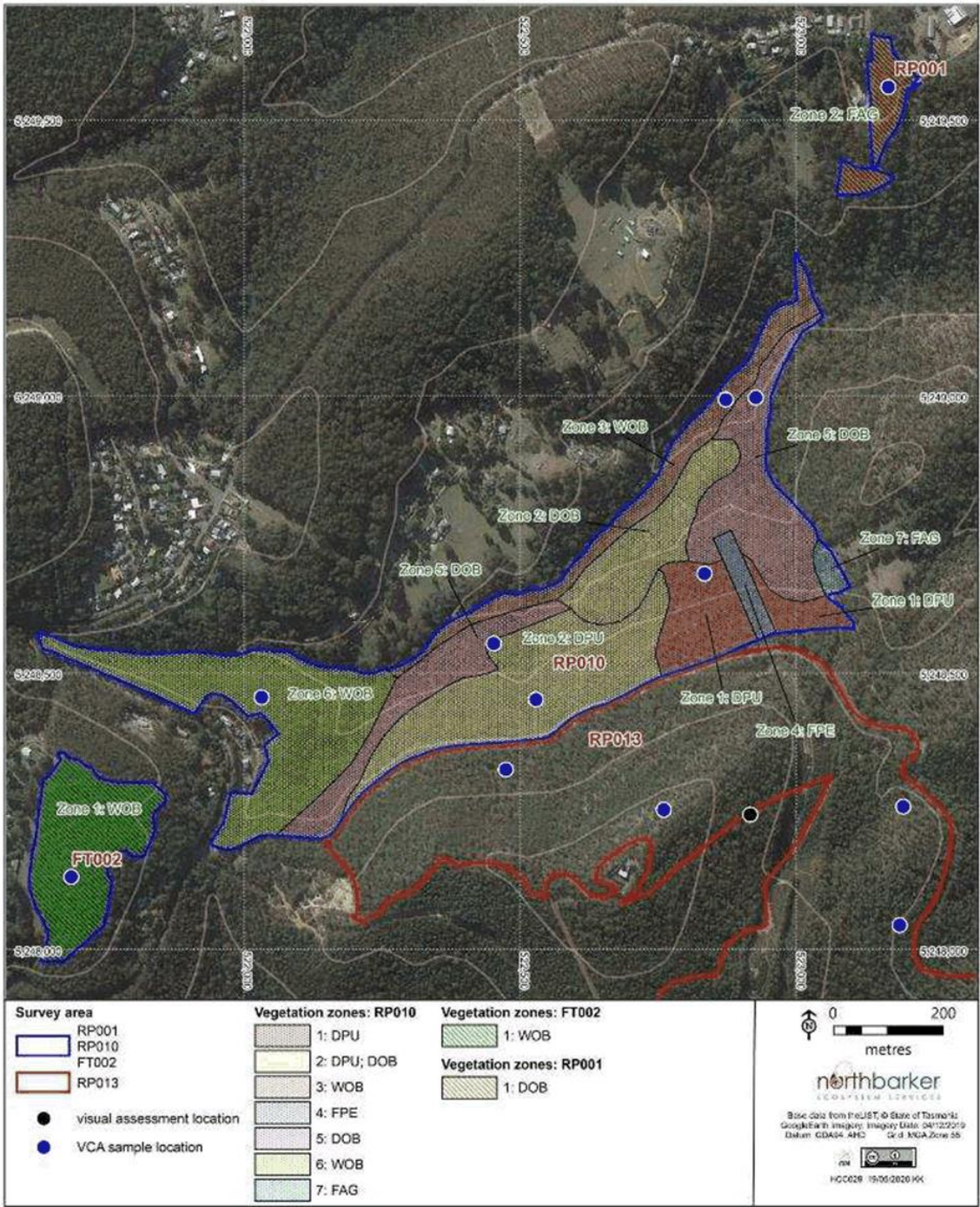


Figure 5: Vegetation Condition Assessment Zones and survey point locations - RP010, RP004 and FT002



HCC -VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

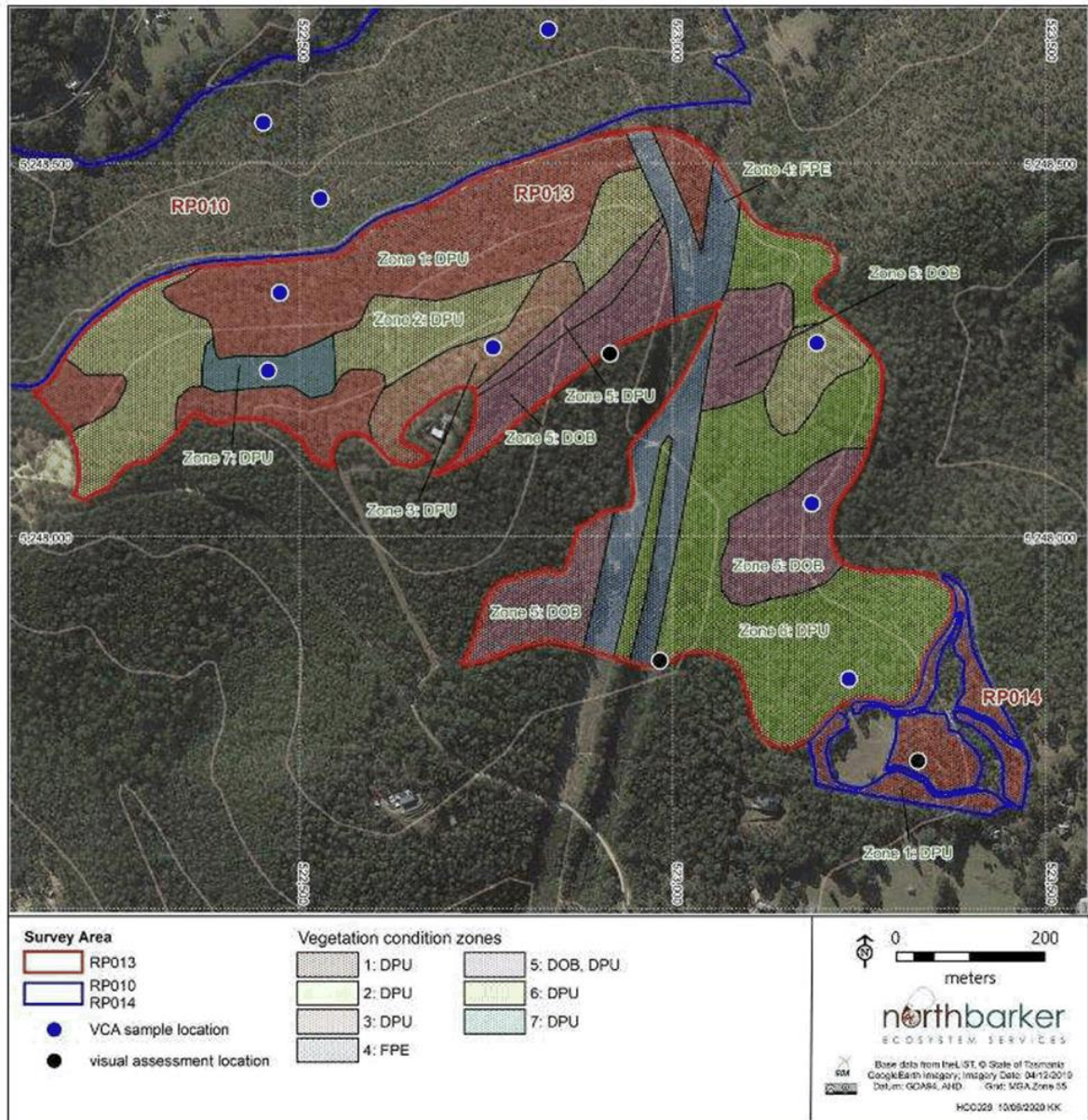


Figure 6: Vegetation Condition Assessment Zones and survey point locations - RP013

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HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

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## 4 Discussion

### 4.1 Fauna habitat

Large trees, some with old growth characteristics (basal hollows, trunk crown hollows, branch spouts) are most frequent in the DPU units, particularly Zone 1 and Zone 5 in RP010 and RP013. Elsewhere they are occasional. Burnt out basal trunk hollows do not typically represent denning opportunities for larger mammals but rather are used as temporary layups.

Large hollow logs are rare to virtually absent and this reflects the early mature stage of some of the forests. Other ground opportunities for large mammal denning and burrowing are only occasional, an example is in Zone 5 of RP013 (Plate 15) with the exception being boulder outcrops that provide extensive opportunities for small caverns in Zone 3 of RP013 (Plate 16). All of these opportunities are suitable for small to medium mammals including quolls and the Tasmanian devil.

The habitat broadly across the VCUs is also suitable for nesting mammals such as eastern barred bandicoot and bettongs. Where ground cover is thick patchy burns will help to maintain the habitat.

Despite the suitability of the protected aspects, particularly along Sandy Bay Rivulet (RP010) and in Zone 5 of RP013 the trees are not generally large enough for eagle's nests and none has ever been recorded there. One nest is recorded just west of RP003. This site is not threatened by fuel reduction burning although an autumn burn would ensure that no disturbance occurs during the breeding season.

Remarkably, there are no records of swift parrots on in the Ridgeway Park VMUs. Nevertheless, the emergent *E. globulus* that are present in the DPU and WOB are foraging habitat. Foraging habitat and its utilisation is not threatened by controlled burns, particularly if the burns are carried out in autumn.

### 4.2 Flora

Figure 7 illustrates the records of threatened flora.

*Eucalyptus cordata* is not listed as threatened but is an endemic rare eucalyptus of high conservation significance. *E. cordata* has been recorded on the margins of RP010. Potts (1989) reported that mature stems were killed by fire resulting in regrowth from lignotubers. While this demonstrates persistence after fire the protection of at least some trees would ensure that a canopy seed bank is maintained.

The occurrences of *Senecio squarrosus* are likely to be favoured by burning. The likely presence of *Pterostylis squamata* in the vicinity is unlikely to be detrimentally affected by fuel reduction.

For all three species an autumn burn would allow for seed production in the preceding spring and summer which would help to ensure that a fresh seed bank is available.

All of the threatened flora species known from the habitats of these VMUs are adapted to fire although in periods of drought stress fire may have an adverse result if it kill plants in a period when conditions aren't suitable for recruitment.

### 4.3 Vegetation and weeds

None of the forest communities are listed as threatened on the *Nature Conservation Act 2002*.

The land is peri-urban and traversed by roads and so is susceptible to invasion by weeds. The declared weed *Erica lusitanica* was recorded near RP014 illustrated on Figure 7. The occurrence is very minor but the response to fire should be considered during post burn assessments and any regrowth should be eliminated.

HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

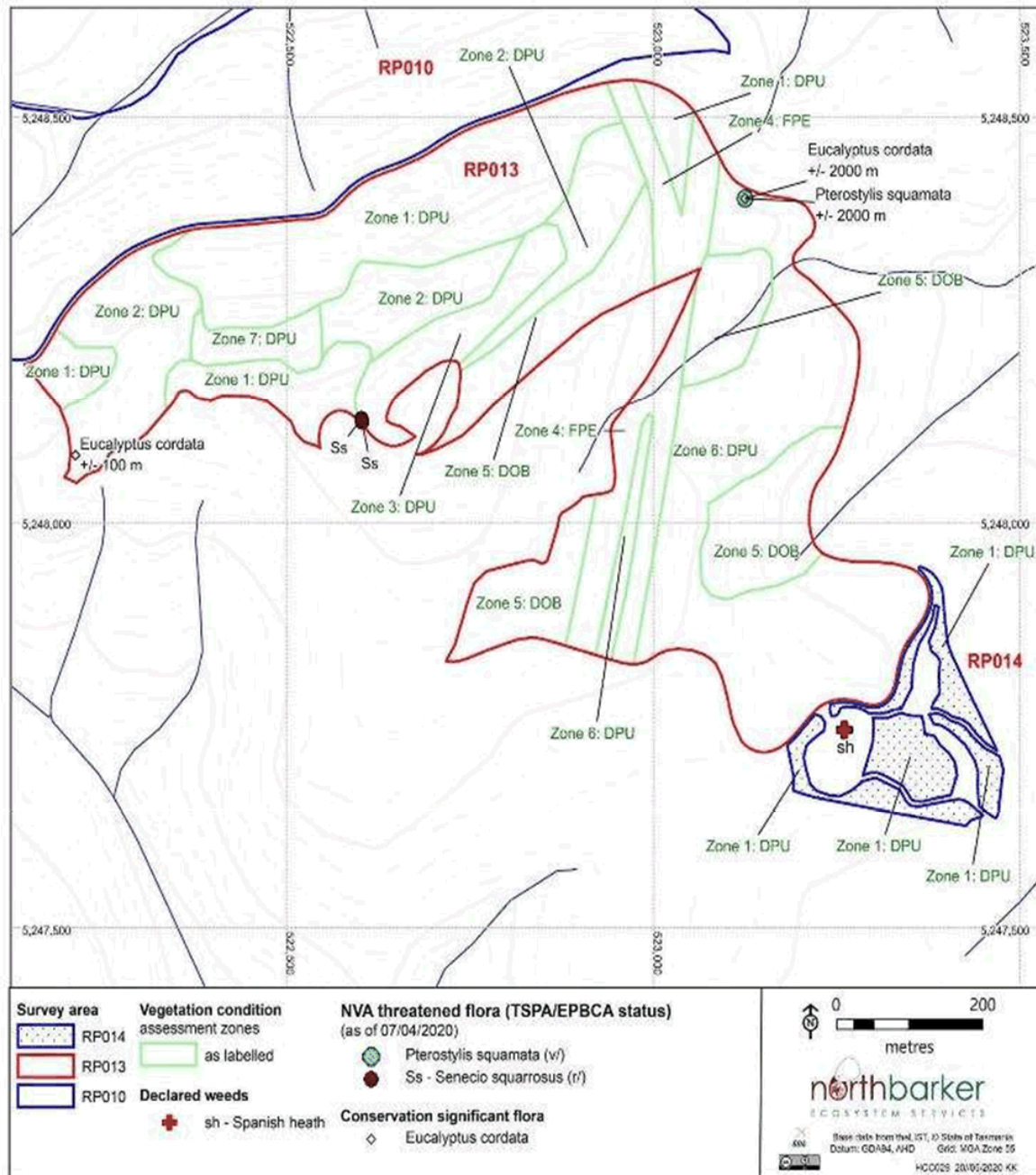


Figure 7: Priority flora sites



HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

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#### 4.4 Existing Disturbance

RP001 is small and affected by firewood removal, being so close to homes. A track is cut through the Zone and a power easement forms a boundary.

RP003 is also affected by firewood removal again being close to homes. Walking tracks pass through. Garden herbaceous weed are common.

FT002 has no significant physical disturbance other than minor tracks.

Significant disturbance is confined to the highly modified easements (FPE) which pass through RP010 and 013. RP010 also has the water pipeline and associated track passing through Zone 1.

RP013 contains no significant disturbance other than the FPE. A minor track enters Zone 5 and a walking pad follows the ridge between Zone 3 and Zone 5.

RP014 is fragmented by tracks and a recreation area but all are excluded from the units. The forest is affected by wood removal.

In summary there is no substantial extensive disturbance in any of these units.

#### 4.5 Browsing

The recent dry seasons have limited growth of grasses, herbs and browsing shrubs. Consequently, the VCA scores may each be affected by lower diversity and recruitment due to grazing pressure. This is a natural phenomenon that is unlikely to persist after good rainfall. It could result in a small change to VCA scores that cannot be separated from the effect of fuel reduction burning.

#### 4.6 Summary of Impact of fire

None of the vegetation needs a burn to facilitate sustainable recruitment. Depending upon seasonal growth conditions (rain or lack of rain) the post burn regrowth will be affected by grazing and browsing animals. Drought in the year following a burn can contribute to "over grazing" by reducing abundance of forage species. The first year impact is likely to be reflected in lower frequency of shrub and herb species but may not be sufficient to alter VCA scores.

The stands with large trees dominating in Zone 1 of RP 010 and 013 are vulnerable to incremental loss of individual trees over a repeated burning cycle where each burn continues to erode burnt out stem bases. Individual trees can be protected but the Zone is well stocked and so it isn't critical.

Burning DOB and DPU (on the southern slopes of RP013 (Zone 5) in particular) where continuous vertical fuels are indicated in Table 1 will impact the shrub and small tree layer. Repeated burns may simplify the structure to tall trees over sedges. Such an impact may reduce the frequency that small birds forage and nest in these complex forest types but is unlikely to affect mammal utilisation because the ground cover may be higher in response.

In general the dry forest without continuous vertical fuels have no major constraints with respect to fire. They are tolerant of repeated fires with no fire sensitive species contributing to the character or VCA scores.

Orchids were very rare and largely absent from this survey. This is likely to be a result of the long run of dry seasons preceding the survey. Localised orchid habitat can be impacted by fire. No known important sites were identified in this survey. Stands of *Eucalyptus cordata* should be protected from burning

Where fuel reduction is not required to protect assets, then the minimum extent of burn should be the aim.

Spanish heath should be controlled near RP014 to minimise the likelihood of seed dispersing to burnt adjacent forest.



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HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

## References

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- Potts, B. M. (1989) Population variation and conservation status of a rare Tasmanian endemic, *Eucalyptus cordata*. Research report 4. Tasmanian Forest Research Council Inc.
- Threatened Species Section (2018). Note sheet for *Prasophyllum perangustum* (knocklofty leak-orchid). Department of Primary Industries, Parks, Water and Environment, Tasmania.

**Appendix A – visual assessment results**

Vegetation Condition Assessment - Simplified 'Visual Assessment'

This follows the guidelines in Table 1 of the Vegetation Condition Manual whereby visual triggers are assessed to determine the scale of variability between units or patches of the same community. This is used to determine a need to separate the units as different Zones. A separate VCA is required when there is a one category difference in four or more criteria or a two-category difference in any one of the criteria.

Tasveg CODE	Easting	Northing	Zone	VMU	Large Trees	Tree canopy	Understorey	Weeds	Recruitment	Organic Litter	Logs	Scale of difference
DOB	522916	5248246	5	RP013	2	2	3	1	3	3	2	2
DPU	522982	5247834	6	RP013	3	3	3	2	3	3	2	2
DPU	523328	5247700	1	RP014	3	3	3	2	3	3	2	0

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**Appendix B – species in life form categories in VCA Zones****Zone: 1 DOB - RP001**

Grid Reference: 523166E, 5249562N  
 Accuracy: GPS (within 10 metres)  
 Recorder: Philip Barker  
 Date of Survey: 9 Apr 2020  
 Trees: *Eucalyptus globulus* subsp. *globulus*, *Eucalyptus obliqua*  
 Tall Shrubs: *Acacia dealbata* subsp. *dealbata*  
 Shrubs: *Coprosma quadrifida*, *Cyathodes glauca*, *Epacris impressa*, *Pimelea drupacea*,  
*Sprengelia incarnata*  
 Low Shrubs: *Aotus ericoides*  
 Herbs: *Dampiera stricta*, *Dianella tasmanica*, *Gonocarpus tetragynus*, *Gonocarpus teucrioides*  
 Graminoids: *Carex* sp., *Diplarrena moraea*, *Gahnia radula*, *Juncus pallidus*  
 Grasses: *Microlaena stipoides*  
 Ferns: *Pteridium esculentum* subsp. *esculentum*  
 Weeds: *Aira caryophylla*, *Dactylis glomerata*, *Holcus lanatus*

**Zone 1 - WOB - RP003**

Grid Reference: 524331E, 5249878N  
 Accuracy: GPS (within 10 metres)  
 Recorder: Philip Barker  
 Date of Survey: 9 Apr 2020  
 Trees: *Eucalyptus globulus* subsp. *globulus*, *Eucalyptus obliqua*  
 Tall Shrubs: *Acacia dealbata* subsp. *dealbata*, *Bedfordia salicina*, *Bursaria spinosa* subsp.  
*spinosa*, *Olearia argophylla*, *Pittosporum bicolor*, *Zieria arborescens*  
 Shrubs: *Coprosma quadrifida*, *Lomatia tinctoria*, *Pimelea drupacea*  
 Herbs: *Acaena novae-zelandiae*, *Chiloglottis* sp., *Dianella tasmanica*, *Galium* sp., *Geranium*  
*potentilloides* var. *potentilloides*, *Hydrocotyle* sp., *Oxalis perennans*, *Pterostylis* sp.,  
*Senecio glomeratus*, *Senecio* sp., *Urtica incisa*  
 Graminoids: *Juncus pallidus*, *Juncus* sp., *Lepidosperma ensiforme*, *Lomandra longifolia*, *Luzula*  
*flaccida*, *Uncinia* sp.  
 Grasses: *Microlaena stipoides*  
 Ferns: *Asplenium flabellifolium*, *Polystichum proliferum*, *Pteridium esculentum* subsp.  
*esculentum*  
 Climbers: *Clematis aristata*  
 Weeds: *Digitalis purpurea*, *Holcus lanatus*, *Myosotis* sp., *Rubus fruticosus*, *Sambucus nigra*,

**Zone 1 - WOB - FT002**

Grid Reference: 521687E, 5248133N  
 Accuracy: GPS (within 10 metres)  
 Recorder: Karen Ziegler  
 Date of Survey: 7 Apr 2020  
 Trees: *Eucalyptus globulus* subsp. *globulus*, *Eucalyptus obliqua*  
 Tall Shrubs: *Acacia leprosa* var. *graveolens*, *Bedfordia salicina*, *Exocarpos cupressiformis*,  
*Monotoca glauca*, *Nematolepis squamea*, *Notelaea ligustrina*, *Olearia argophylla*,  
*Pittosporum bicolor*, *Pomaderris apetala*, *Zieria arborescens*

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Shrubs:	<i>Coprosma hirtella</i> , <i>Coprosma quadrifida</i> , <i>Epacris impressa</i> , <i>Olearia lirata</i> , <i>Pimelea drupacea</i> , <i>Pomaderris elliptica</i> , <i>Pultenaea juniperina</i>
Herbs:	<i>Acaena novae-zelandiae</i> , <i>Dianella tasmanica</i> , <i>Drymophila cyanocarpa</i> , <i>Geranium potentilloides</i> var. <i>potentilloides</i> , <i>Gonocarpus teucrioides</i>
Grasses:	<i>Microlaena stipoides</i>
Ferns:	<i>Blechnum wattsii</i> , <i>Pteridium esculentum</i> subsp. <i>esculentum</i>
Climbers:	<i>Billardiera longiflora</i>
Weeds:	<i>Digitalis purpurea</i> , <i>Ilex aquifolium</i> <i>Solanum</i> sp.

**Zone: 1 DPU heathy forest - RP010**

Grid Reference:	522834E, 5248680N
Accuracy:	GPS (within 10 metres)
Recorder:	Karen Ziegler
Date of Survey:	8 Apr 2020
Trees:	<i>Eucalyptus obliqua</i> , <i>Eucalyptus pulchella</i> , <i>Eucalyptus viminalis</i> subsp. <i>viminalis</i>
Tall Shrubs:	<i>Acacia dealbata</i> subsp. <i>dealbata</i> , <i>Acacia verticillata</i> , <i>Allocasuarina littoralis</i> , <i>Banksia marginata</i> , <i>Exocarpos cupressiformis</i> , <i>Leptospermum scoparium</i>
Shrubs:	<i>Bossiaea prostrata</i> , <i>Epacris impressa</i> , <i>Leucopogon ericoides</i> , <i>Melaleuca pallida</i> , <i>Pomaderris pilifera</i>
Low Shrubs:	<i>Astroloma humifusum</i> , <i>Hibbertia riparia</i> , <i>Leucopogon virgatus</i> , <i>Lissanthe strigosa</i> subsp. <i>subulata</i> , <i>Tetratheca pilosa</i>
Herbs:	<i>Argyrotegium mackayi</i> , <i>Dianella revoluta</i> , <i>Euchiton japonicus</i> , <i>Gonocarpus tetragynus</i> , <i>Goodenia lanata</i> , <i>Hypericum gramineum</i> , <i>Lagenophora</i> sp., <i>Prasophyllum</i> sp., <i>Viola hederacea</i>
Graminoids:	<i>Diplarrena moraea</i> , <i>Lepidosperma laterale</i> , <i>Lomandra longifolia</i> , <i>Schoenus apogon</i>
Grasses:	<i>Austrostipa aphylla</i> , <i>Ehrharta</i> sp., <i>Poa</i> sp., <i>Rytidosperma</i> sp., <i>Tetrarrhena distichophylla</i> , <i>Themeda triandra</i>
Ferns:	<i>Pteridium esculentum</i> subsp. <i>esculentum</i>
Climbers:	<i>Cassytha pubescens</i> , <i>Comesperma volubile</i>

**Zone: 2 DPU heathy forest - RP010**

Grid Reference:	522452E, 5248556N
Accuracy:	GPS (within 10 metres)
Recorder:	Karen Ziegler
Date of Survey:	7 Apr 2020
Trees:	<i>Eucalyptus globulus</i> subsp. <i>globulus</i> , <i>Eucalyptus obliqua</i> , <i>Eucalyptus pulchella</i> , <i>Eucalyptus viminalis</i> subsp. <i>viminalis</i>
Tall Shrubs:	<i>Acacia dealbata</i> subsp. <i>dealbata</i> , <i>Acacia verticillata</i> , <i>Bedfordia linearis</i> , <i>Bursaria spinosa</i> subsp. <i>spinosa</i> , <i>Exocarpos cupressiformis</i> , <i>Leptospermum scoparium</i>
Shrubs:	<i>Cassinia aculeata</i> subsp. <i>aculeata</i> , <i>Coprosma hirtella</i> , <i>Coprosma quadrifida</i> , <i>Exocarpos strictus</i> , <i>Goodenia ovata</i> , <i>Melaleuca pallida</i> , <i>Olearia viscosa</i> , <i>Pultenaea juniperina</i>
Herbs:	<i>Galium australe</i> , <i>Gonocarpus tetragynus</i> , <i>Lagenophora</i> sp., <i>Oxalis</i> sp., <i>Pterostylis</i> sp., <i>Wahlenbergia</i> sp.
Graminoids:	<i>Lepidosperma laterale</i> , <i>Lomandra longifolia</i>
Grasses:	<i>Austrostipa aphylla</i> , <i>Ehrharta</i> sp., <i>Poa</i> sp.
Ferns:	<i>Pteridium esculentum</i> subsp. <i>esculentum</i>

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Climbers: *Billardiera* sp., *Comesperma volubile*  
Weeds: *Centaurium erythraea*

**Zone: 2 DPU heathy forest - RP010**

Grid Reference: 522528E, 5248454N  
Accuracy: GPS (within 10 metres)  
Recorder: Karen Ziegler  
Date of Survey: 7 Apr 2020  
Trees: *Eucalyptus pulchella*, *Eucalyptus viminalis* subsp. *viminalis*  
Tall Shrubs: *Acacia leprosa* var. *graveolens*, *Acacia verticillata*, *Allocasuarina littoralis*, *Banksia marginata*, *Bedfordia linearis*, *Bedfordia salicina*, *Bursaria spinosa* subsp. *spinosa*, *Exocarpos cupressiformis*  
Shrubs: *Lomatia tinctoria*, *Melaleuca pallida*, *Philotheca verrucosa*, *Pimelea nivea*, *Pultenaea juniperina*  
Low Shrubs: *Astroloma humifusum*, *Hibbertia riparia*, *Pimelea humilis*, *Tetratheca pilosa*  
Herbs: *Correa reflexa*, *Dianella revoluta*, *Gonocarpus tetragynus*, *Goodenia lanata*, *Viola hederacea*  
Graminoids: *Diplarrena moraea*, *Lepidosperma laterale*, *Lomandra longifolia*  
Grasses: *Austrostipa aphylla*, *Ehrharta* sp., *Poa sieberiana*, *Rytidosperma* sp.  
Climbers: *Cassytha pubescens*

**Zone: 3 WOB - RP010**

Grid Reference: 522872E, 5248996N  
Accuracy: GPS (within 10 metres)  
Recorder: Karen Ziegler  
Date of Survey: 8 Apr 2020  
Trees: *Eucalyptus globulus* subsp. *globulus*, *Eucalyptus obliqua*  
Tall Shrubs: *Acacia dealbata* subsp. *dealbata*, *Bedfordia salicina*, *Beyeria viscosa*, *Bursaria spinosa* subsp. *spinosa*, *Exocarpos cupressiformis*, *Leptospermum scoparium*, *Olearia argophylla*, *Pittosporum bicolor*, *Pomaderris apetala*  
Shrubs: *Coprosma quadrifida*  
Herbs: *Acaena* sp., *Galium australe*, *Geranium potentilloides* var. *potentilloides*, *Oxalis* sp., *Poranthera microphylla*, *Pterostylis* sp., *Senecio* sp., *Wahlenbergia* sp.  
Graminoids: *Juncus* sp., *Lepidosperma laterale*, *Lepidosperma longitudinale*  
Grasses: *Ehrharta* sp., *Poa* sp.  
Ferns: *Dicksonia antarctica*, *Histiopteris incisa*, *Hypolepis rugosula*, *Polystichum proliferum*, *Pteridium esculentum* subsp. *esculentum*  
Climbers: *Billardiera* sp., *Clematis* sp.  
Weeds: *Digitalis purpurea*, *Ilex aquifolium*, *Rubus fruticosus*

**Zone: 4 FPE - RP010****Zone: 5 DOB - RP010**

Grid Reference: 522926E, 5248999N  
Accuracy: GPS (within 10 metres)  
Recorder: Karen Ziegler  
Date of Survey: 8 Apr 2020

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Trees:	<i>Eucalyptus obliqua</i> , <i>Eucalyptus viminalis</i> subsp. <i>viminalis</i>
Tall Shrubs:	<i>Acacia dealbata</i> subsp. <i>dealbata</i> , <i>Acacia verticillata</i> , <i>Banksia marginata</i> , <i>Bedfordia salicina</i> , <i>Exocarpos cupressiformis</i> , <i>Leptospermum scoparium</i> , <i>Olearia argophylla</i> , <i>Oxylobium ellipticum</i> , <i>Pultenaea daphnoides</i>
Shrubs:	<i>Cassinia aculeata</i> subsp. <i>aculeata</i> , <i>Coprosma quadrifida</i> , <i>Cyathodes glauca</i> , <i>Daviesia ulicifolia</i> , <i>Epacris impressa</i> , <i>Leptomeria drupacea</i> , <i>Leucopogon ericoides</i> , <i>Lomatia tinctoria</i> , <i>Pultenaea juniperina</i>
Low Shrubs:	<i>Astroloma humifusum</i>
Herbs:	<i>Chiloglottis</i> sp., <i>Coronidium scorpioides</i> , <i>Gonocarpus tetragynus</i> , <i>Gonocarpus teucrioides</i> , <i>Lagenophora</i> sp., <i>Pterostylis</i> sp., <i>Senecio</i> sp., <i>Wahlenbergia</i> sp.
Graminoids:	<i>Lepidosperma longitudinale</i> , <i>Lomandra longifolia</i> , <i>Luzula</i> sp.
Grasses:	<i>Ehrharta</i> sp., <i>Poa</i> sp., <i>Rytidosperma</i> sp., <i>Tetrarrhena distichophylla</i>
Ferns:	<i>Pteridium esculentum</i> subsp. <i>esculentum</i>
Climbers:	<i>Billardiera</i> sp., <i>Cassytha pubescens</i>

**Zone: 6 WOB - RP010**

Grid Reference:	522031E, 5248458N
Accuracy:	GPS (within 10 metres)
Recorder:	Karen Ziegler
Date of Survey:	7 Apr 2020
Trees:	<i>Eucalyptus globulus</i> subsp. <i>globulus</i> , <i>Eucalyptus obliqua</i>
Tall Shrubs:	<i>Acacia dealbata</i> subsp. <i>dealbata</i> , <i>Acacia leprosa</i> var. <i>graveolens</i> , <i>Asterotrichion discolor</i> , <i>Exocarpos cupressiformis</i> , <i>Nematolepis squamea</i> , <i>Oxylobium ellipticum</i> , <i>Zieria arborescens</i>
Shrubs:	<i>Coprosma quadrifida</i> , <i>Epacris impressa</i> , <i>Exocarpos strictus</i> , <i>Olearia lirata</i>
Herbs:	<i>Acaena novae-zelandiae</i> , <i>Argyrotegium mackayi</i> , <i>Dianella tasmanica</i> , <i>Drymphila cyanocarpa</i> , <i>Geranium potentilloides</i> var. <i>potentilloides</i> , <i>Poranthera microphylla</i>
Grasses:	<i>Microlaena stipoides</i>
Ferns:	<i>Pteridium esculentum</i> subsp. <i>esculentum</i>
Climbers:	<i>Billardiera</i> sp.

**RP 013****Zone: 1 DPU - RP013**

Grid Reference:	522473E, 5248327N
Accuracy:	GPS (within 10 metres)
Recorder:	Philip Barker
Date of Survey:	7 Apr 2020
Trees:	<i>Eucalyptus pulchella</i>
Tall Shrubs:	<i>Allocasuarina</i> sp., <i>Banksia marginata</i> , <i>Bedfordia linearis</i> , <i>Exocarpos cupressiformis</i> , <i>Leptospermum scoparium</i>
Shrubs:	<i>Bossiaea prostrata</i> , <i>Leucopogon collinus</i> , <i>Lomatia tinctoria</i> , <i>Melaleuca pallida</i>
Low Shrubs:	<i>Acacia myrtifolia</i> , <i>Acrotriche serrulata</i> , <i>Astroloma humifusum</i> , <i>Hibbertia riparia</i>
Herbs:	<i>Dianella revoluta</i> , <i>Gonocarpus tetragynus</i> , <i>Goodenia lanata</i> , <i>Stylidium graminifolium</i>
Graminoids:	<i>Diplarrena moraea</i> , <i>Gahnia microstachya</i> , <i>Lepidosperma laterale</i> , <i>Lomandra longifolia</i>
Grasses:	<i>Austrostipa aphylla</i> , <i>Poa rodwayi</i> , <i>Rytidosperma</i> sp.
Climbers:	<i>Cassytha glabella</i>

## HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

**Zone: 2 DPU - RP013**

Grid Reference: 523192E, 5248260N  
 Accuracy: GPS (within 10 metres)  
 Recorder: Philip Barker  
 Date of Survey: 7 Apr 2020  
 Trees: *Eucalyptus pulchella*  
 Tall Shrubs: *Banksia marginata*, *Exocarpos cupressiformis*, *Leptospermum scoparium*  
 Shrubs: *Bossiaea prostrata*, *Daviesia ulicifolia*, *Epacris impressa*  
 Low Shrubs: *Acrotriche serrulata*, *Astroloma humifusum*, *Hibbertia riparia*, *Pimelea glauca*  
 Herbs: *Coronidium scorpioides*, *Gonocarpus tetragynus*, *Goodenia lanata*, *Stylidium graminifolium*  
 Graminoids: *Lepidosperma inops*, *Lomandra longifolia*  
 Grasses: *Austrostipa aphylla*, *Poa rodwayi*, *Rytidosperma sp.*, *Tetrarrhena distichophylla*

**Zone: 3 DPU - RP013**

Grid Reference: 522759E, 5248254N  
 Accuracy: GPS (within 10 metres)  
 Recorder: Philip Barker  
 Date of Survey: 7 Apr 2020  
 Trees: *Eucalyptus pulchella*  
 Tall Shrubs: *Bedfordia linearis*, *Beyeria viscosa*, *Bursaria spinosa subsp. spinosa*, *Exocarpos cupressiformis*  
 Shrubs: *Coprosma hirtella*, *Leptecophylla juniperina*, *Pimelea nivea*, *Pomaderris pilifera*, *Pultenaea juniperina*, *Veronica derwentiana subsp. derwentiana*  
 Herbs: *Correa reflexa*  
 Graminoids: *Lepidosperma laterale*, *Lomandra longifolia*  
 Ferns: *Microsorium pustulatum subsp. pustulatum*

**Zone: 4 FPE - RP013****Zone: 5 DOB - RP013**

Grid Reference: 523186E, 5248044N  
 Accuracy: GPS (within 10 metres)  
 Recorder: Philip Barker  
 Date of Survey: 7 Apr 2020  
 Trees: *Eucalyptus globulus subsp. globulus*, *Eucalyptus obliqua*  
 Tall Shrubs: *Acacia verticillata*, *Bedfordia salicina*  
 Shrubs: *Olearia viscosa*, *Pultenaea juniperina*  
 Low Shrubs: *Lissanthe strigosa subsp. subulata*  
 Herbs: *Chiloglottis sp.*, *Dianella tasmanica*, *Geranium potentilloides var. potentilloides*, *Gonocarpus tetragynus*  
 Graminoids: *Lepidosperma sp.*  
 Grasses: *Poa sieberiana*  
 Climbers: *Cassytha sp.*

**Zone: 6 DPU - RP013**

Grid Reference: 523235E, 5247809N  
 Accuracy: GPS (within 10 metres)  
 Recorder: Philip Barker  
 Date of Survey: 9 Apr 2020

## HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

Trees:	<i>Eucalyptus obliqua</i> , <i>Eucalyptus pulchella</i>
Tall Shrubs:	<i>Banksia marginata</i> , <i>Bedfordia salicina</i> , <i>Exocarpos cupressiformis</i> , <i>Leptospermum scoparium</i>
Shrubs:	<i>Bossiaea prostrata</i> , <i>Daviesia ulicifolia</i> , <i>Epacris impressa</i> , <i>Lomatia tinctoria</i> , <i>Pultenaea juniperina</i>
Low Shrubs:	<i>Astroloma humifusum</i> , <i>Lissanthe strigosa</i> subsp. <i>subulata</i> , <i>Pimelea glauca</i>
Herbs:	<i>Coronidium scorpioides</i> , <i>Dianella revoluta</i> , <i>Gonocarpus tetragynus</i> , <i>Goodenia lanata</i>
Graminoids:	<i>Diplarrena moraea</i> , <i>Gahnia grandis</i> , <i>Lomandra longifolia</i> , <i>Schoenus</i> sp.
Grasses:	<i>Austrostipa aphylla</i> , <i>Microlaena stipoides</i> , <i>Poa rodwayi</i>
Climbers:	<i>Cassytha pubescens</i>

**Zone: 7 DPU - RP013**

Grid Reference:	522458E, 5248223N
Accuracy:	GPS (within 10 metres)
Recorder:	Kaely Kreger
Date of Survey:	9 Jun 2020
Trees:	<i>Eucalyptus pulchella</i>
Tall Shrubs:	<i>Allocasuarina monilifera</i> , <i>Banksia marginata</i> , <i>Bedfordia linearis</i> , <i>Exocarpos cupressiformis</i> , <i>Leptospermum scoparium</i>
Shrubs:	<i>Bossiaea prostrata</i> , <i>Leptecophylla divaricata</i> , <i>Lomatia tinctoria</i> , <i>Melaleuca pallida</i> , <i>Philotheca verrucosa</i>
Low Shrubs:	<i>Acrotriche serrulata</i> , <i>Astroloma humifusum</i> , <i>Hibbertia riparia</i> , <i>Pimelea glauca</i>
Herbs:	<i>Dianella revoluta</i> , <i>Gonocarpus tetragynus</i> , <i>Goodenia lanata</i>
Graminoids:	<i>Diplarrena moraea</i> , <i>Gahnia microstachya</i> , <i>Lepidosperma laterale</i> , <i>Lomandra longifolia</i>
Grasses:	<i>Poa rodwayi</i>
Climbers:	<i>Cassytha pubescens</i>



HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

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## Appendix D – Photographs

RP001



Plate 1: Zone 1 – RP001 – DOB (high bracken fern ground cover)

RP003

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HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

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Plate 2: Zone 1 – RP003 – WOB (high damp fern ground cover)

FT002



Plate 3: Zone 1 FT002 - WOB – continuous vertical fuel to small tree layer



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HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

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RP010



Plate 4: Zone 1 – RP010 – DPU



Plate 5: Zone 2- RP010 - DPU/DOB



HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment



Plate 6: Zone 3 - RP010 – WOB (riparian mesic broadleaf)



Plate 7: Zone 4 - RP010 - DOB (predominant tall shrub layer)



HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment



Plate 8: Zone 5 - RP010 - WOB



Plate 9: Zone 6 RP010 - DPU – continuous vertical fuel to small tree layer

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HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

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RP013



Plate 10: Zone 2 DPU-h Open woodland canopy and open heath



Plate 11: Zone 2 DPU-h



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HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

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Plate 12: Zone 2 Small mammal diggings and sign evidence is frequent in this Zone.



Plate 13: Zone 1 DPU Large trees and moderate ground and low shrub cover

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HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

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Plate 14: Zone 5 DOB No large trees and dense tall shrub layer



Plate 15: Zone 5 Undercut providing mammal shelter



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HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

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Plate 16: Zone 3 DPU boulder field woodland



Plate 17: Zone 3 DPU boulder field potential for mammal dens

RP014

HCC –VMU Units RP001, 003, FT002, RP010, 013 and 014 -Pre Burn Vegetation Condition Assessment

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Plate 18 – Zone 1 DPU



# Vegetation Condition Assessments

Waterworks Ridgeway Park, Huon Road.

City of Hobart

16th April 2019 (v2)



## 1 Introduction

This report outlines the findings of Vegetation Condition Assessments (VCAs) undertaken in Ridgeway Park for the Hobart City Council. The aim of the VCAs is to determine the condition of vegetation within a specified area within Ridgeway Park that is scheduled for prescribed burning in autumn 2019.

### 1.1 Site description

The 18.6 ha site is located within Ridgeway Park next to the HCC Mountain Park Depot, off Huon Road (Figure 1). It is situated on a south-east facing slope and is covered by native vegetation. The underlying geology is Permian mudstone, siltstone and sandstone.

## 2 Methods

The VCAs were undertaken in two stages: field assessment (site condition component) and desktop (landscape context component). The field assessments were undertaken by a single observer on the 26<sup>th</sup> March 2019. The survey method followed the Manual for Assessing Vegetation Condition in Tasmania (Michaels 2006).

The vegetation communities within the site were classified according to TASVEG 3.0 and vegetation boundaries were mapped using a handheld GPS. The site was divided into four 'zones' based on vegetation characteristics (refer to Figure 1), and a separate VCA was then undertaken for each zone. The site condition components of the VCA (large trees, tree canopy cover, understorey life forms, lack of weeds, recruitment, organic litter and logs) were then assessed and scored for each zone. Landscape context scores were then generated using QGIS, and final scores for each VCA were calculated.

## 3 Results

### 3.1 Vegetation classification and mapping

The site contains three vegetation communities as per TASVEG 3.0 classification system. These are:

- *Eucalyptus obliqua* dry forest (DOB)
- *Eucalyptus obliqua* wet forest over broadleaf shrubs (WOB)
- *Eucalyptus tenuiramis* forest on sediments (DTO)

Current TASVEG 3.0 mapping indicates that there is an area of *Eucalyptus pulchella* forest (DPU) along the northern boundary, but this was found to be incorrect. This area has previously been cleared and disturbed, but the dominant tree species is *E. obliqua*.

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*Vegetation Condition Assessment for Ridgeway park, Huon Road.*

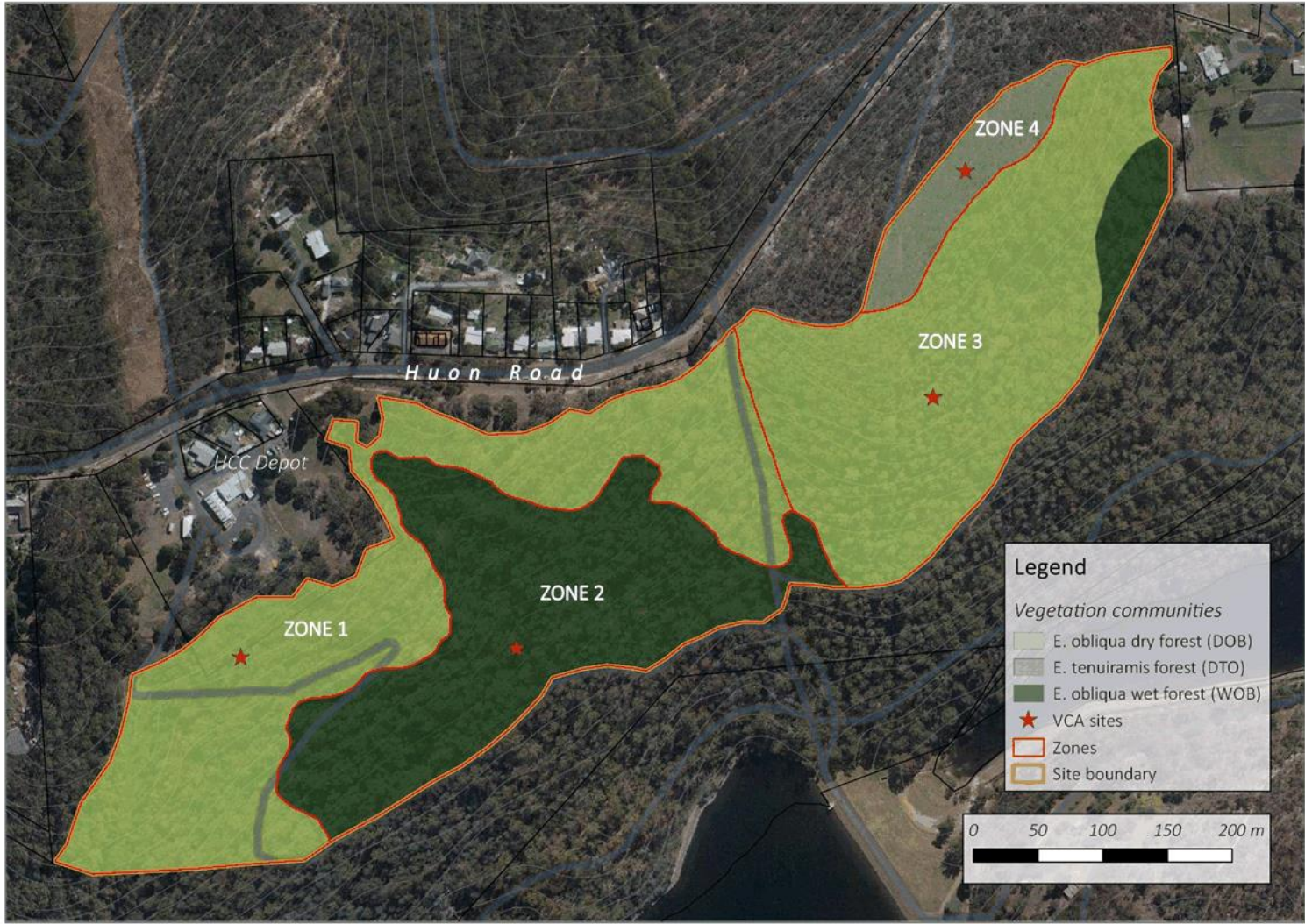
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WOB is mapped to the south of the site in TASVEG 3.0, but this community was found to cover 5.5 ha of the site. The boundary of the DTO community was also adjusted slightly.

There are two distinctive facies of DOB within the site, which are differentiated by the composition and structure of the understorey. One is dominated by bracken, and the other is shrub dominated. This difference in understorey is likely to be driven by a range of site factors such as previous fire history, geology, and aspect.

The distribution of vegetation communities is shown in Figure 1, along with zone boundaries and location of VCA sites.

*Vegetation Condition Assessment for Ridgeway park, Huon Road.*



*Figure 1 - Vegetation communities, VCA sites and zones.*



### 3.2 Vegetation Condition Assessments

#### 3.2.1 Zone 1



VCA Coordinates – 523283E, 5249569N

Score - 70

Zone 1 contains *Eucalyptus obliqua* dry forest (DOB) with an understorey dominated by bracken (*Pteridium esculentum*). Bracken is often an indicator of disturbance, and there is evidence of fire scarring on trees and shrubs. Fire history data provided by HCC indicates that this zone was last subject to prescribed burns in December 2004 and prior to that in January 1986. The entire area was also burnt in 1967 bushfire. Fire history data on LISTMap indicates that the western portion of the zone was burnt in March 2013, but this is not shown on HCC mapping, and is assumed to be incorrect.

Zone 1 scored reasonably well in most site condition components, except for the understorey life forms and recruitment scores. This could be the result of prescribed burning i.e. dominance of resprouters like bracken. 'Cool' burns can create this effect by not stimulating the soil seed bank of obligate seeding shrubs while still killing reproductive cohorts. But the timing and frequency of burns in this zone do not suggest that it has been subject to inappropriate fire regimes. It is possible that the southerly aspect and underlying geology (sandstone) has influenced the understorey composition, especially where it intergrades with WOB on the lower slopes and in the gullies.

This zone also had the highest incidence of weeds, viz. gorse and montpellier broom. Weed cover was <10% which is relatively low, but there were signs of previous control efforts. Gorse and montpellier broom are likely to germinate from the soil seed bank after burning and will need to be managed.

*Vegetation Condition Assessment for Ridgeway park, Huon Road.*Zone Score Summary

	Site Condition Score							Landscape Context Score			
Component	Large trees	Tree canopy cover	Understorey life forms	Lack of weeds	Recruitment	Organic litter	Logs	Patch size	Neighbourhood	Distance to Core Area	TOTAL
Score	7/10	4/5	7/15	20/25	6/10	5/5	5/5	8/10	4/10	4/5	70

Field data sheets for Zone 1 are provided in Appendix 1 along with a species list.

## 3.2.2 Zone 2



VCA Coordinates - 523496E, 5249576N

Score - 81

Zone 2 contains *Eucalyptus obliqua* wet forest over broadleaf shrubs (WOB). This community occurs in the central lower portion of the site and continues downslope to the south of the site (Figure 1). It is



Vegetation Condition Assessment for Ridgeway park, Huon Road.

characterised by a tall shrub layer of *Olearia argophylla*, *Pittosporum bicolor*, *Bedfordia salicina*, and/or *Pomaderris apetala*. This understorey is very sparse and is dominated by ground ferns.

Zone 2 scored quite well in all site condition components and had the highest VCA score of all the zones within the site. It had the high number of large trees, including some very large blue gums (potential swift parrot habitat). There was no evidence of recent fires in this community, but the fire history mapping suggests that this zone was last burnt in 2004. Wet forest communities are generally less prone to fire, except under extreme conditions. Most of the fuel is elevated and is unlikely to burn under 'cool' conditions. Prescribed burns may have a detrimental effect on the condition of this community.

This zone had a very low/negligible incidence of weeds, but some montpellier broom seedlings were present (<1% cover). Montpellier broom is likely to germinate from the soil seed bank after burning and will need to be managed.

Zone Score Summary

	Site Condition Score							Landscape Context Score			
Component	Large trees	Tree canopy cover	Understorey life forms	Lack of weeds	Recruitment	Organic litter	Logs	Patch size	Neighbourhood	Distance to Core Area	TOTAL
Score	5/10	2/5	13/15	25/25	10/10	5/5	5/5	8/10	4/10	4/5	<b>81</b>

Field data sheets for Zone 2 are provided in Appendix 2 along with a species list.

## 3.2.3 Zone 3



VCA Coordinates - 523818E, 5249770N

**Score - 76**

Zone 3 contains *Eucalyptus obliqua* dry forest (DOB) with a shrubby understorey. The underlying geology is mudstone and siltstone, which has influenced the composition of the vegetation. There are localised patches of bracken, but overall it accounts for <15% cover. The mid-shrub layer is much more prominent and diverse compared with Zone 1. The last fire recorded in this zone was in January 1998, which was accidentally lit and is likely to have been relatively intense. There is evidence of fire scarring on larger trees, and there is a cohort of immature trees which are likely to recruited after the fire.

Zone 3 scored very well in most site condition components, except for large trees. There was evidence of historical tree cutting, with large stumps and logs apparent. Most canopy trees are between 40 - 60 cm DBH and are in healthy condition. Burning in this zone should attempt to maintain the shrub layer by stimulating the seed bank of obligate seeders. Cool burns which trickle through the leaf litter and only partially scorch the shrub layer will have the adverse effect and are likely to favour resprouters like bracken.

This zone had a very low/negligible incidence of weeds.

*Vegetation Condition Assessment for Ridgeway park, Huon Road.*Zone Score Summary

Site Condition Score								Landscape Context		Score	
Component	Large trees	Tree canopy cover	Understorey life forms	Lack of weeds	Recruitment	Organic litter	Logs	Patch size	Neighbourhood	Distance to Core Area	
Score	3/10	4/5	13/15	20/25	10/10	5/5	5/5	8/10	4/10	4/5	76

Field data sheets for Zone 3 are provided in Appendix 3 along with a species list.

## 3.2.4 Zone 4



VCA Coordinates - 523843E, 5249945N

Score - 73

Zone 4 contains *Eucalyptus tenuiramis* forest on sediments (DTO) which is a threatened vegetation community (as listed under Schedule 3A of the *Nature Conservation Act 2002*). The underlying geology is mudstone and siltstone, which has a strong influence on the composition of the vegetation.

*Vegetation Condition Assessment for Ridgeway park, Huon Road.*

There are localised patches of bracken, but overall it accounts for <5% cover. The understorey is dominated by shrubs, and there is a large diversity of herb and graminoid species. This patch of DTO also contains several threatened orchid species (which were not flowering at the time the assessment).

This last fire in this zone was in January 1998, and it was also burnt in January 1987 and 1967.

Prescribed burning in this zone is likely to be beneficial provided that it is of sufficient intensity to stimulate the seed bank of obligate seeders. Cool burns which trickle through the leaf litter and only partially scorch the shrub layer will have the adverse effect. Cool season burns can also have a detrimental impact on orchid populations. Most orchids are adapted to summer fires (when tubers are dormant), whereas burning during the active growth season can result in tuber mortality.

Zone 4 scored very well in most site condition components, except for large trees. A lack of large trees is not unusual in DTO and does not detract from the value of this patch. Most canopy trees are between 30 - 60 cm DBH and are in healthy condition. No weeds were observed in this zone.

Zone Score Summary

Component	Site Condition Score							Landscape Context Score			TOTAL
	Large trees	Tree canopy cover	Understorey life forms	Lack of weeds	Recruitment	Organic litter	Logs	Patch size	Neighbourhood	Distance to Core Area	
Score	2/10	4/5	15/15	20/25	6/10	5/5	5/5	8/10	4/10	4/5	73

Field data sheets for Zone 4 are provided in Appendix 4 along with a species list.

## 4 Discussion

Overall, the condition of the vegetation in the site scored very well against TASVEG community benchmarks. The VCA scores for the four zones ranged from 70 to 81. The high scores are due in part to the landscape context scores, which reflect the sites' connectivity to large areas of remnant vegetation across the slopes of Mount Wellington.

The large tree scores varied across the site, with the highest scores recorded in the DOB forest in the western portion of the site. The WOB forest also had a relatively high number of large trees per hectare. The vegetation in the eastern section of the site had very few large trees, and there was evidence of historic tree cutting in this area. Efforts should be made to protect large trees during prescribed burns. This should include raking away leaf litter around the base of large trees and mopping up to ensure large trees, especially those with hollows, do not burn through and become dangerous or fall. Canopy cover and tree health scores were all relatively high, and there were no signs of dieback within the site.

The understorey life form scores were all reasonable high, except for the DOB forest in the western section of the site (Zone 1). This zone was subject to prescribed burns in 2005 and 1986 and the understorey is dominated by bracken, which is often symptomatic of disturbance. The lack of shrub cover in Zone 1 could be related to prescribed burning, whereby the burns failed to generate sufficient intensity to stimulate the seed bank of obligate seeders. Most of the shrubs in this community belong to the Fabaceae and Mimosaceae families which require higher intensity burns to stimulate the seed bank. The low recruitment score for Zone 1 could therefore be the result of burning, but there are other confounding factors such as soil type and aspect. It is worth noting that species diversity in Zone 1 was higher than the other zones despite the dominance of bracken and lack of shrub cover.

In contrast, the understorey scores for Zone 3 and Zone 4 were relatively high. These zones were last burnt in 1998 and 1987, and both fires were in summer (January). These fires are likely to have been relatively intense, which is likely to have stimulated the seed bank of obligate seeding shrubs. It is recommended that prescribed burns in this area should aim to maintain the shrub layer by stimulating the seed bank of obligate seeders. 'Cool' burns that trickle through the leaf litter and do not burn with enough intensity to consume the shrub layer are less likely to trigger recruitment.

The timing and intensity of burns in the DTO community should also consider threatened orchid populations. Orchids can be sensitive to burning during their active growth period (usually May-Oct), especially winter flowering species such as *Pterostylis* and *Corybas* species. In contrast fires that occur in summer/autumn (when most orchids are dormant) can stimulate mass flowering in many species



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*Vegetation Condition Assessment for Ridgeway park, Huon Road.*

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(e.g. *Caladenia*, *Thelymitra*, *Prasophyllum* etc). However, it is suspected that *Caladenia sylvicola* (an endangered species known from the site) may be sensitive to fire because it has not been observed since the last fire in 1998. This fire was apparently very hot and may have killed the tubers, but other factors may have also contributed to the decline of this species.

Prescribed burning may have a detrimental effect on the condition of the WOB forest which scored the highest of any zone in the site. Wet forest communities are generally less prone to fire, except under extreme conditions. Most of the fuel in these communities is elevated in the tall shrub layer and is unlikely to burn under 'cool' conditions. The ground layer in the WOB forest is very sparse and is mostly comprised of ferns and sedges. Cool burns that trickle through the leaf litter are likely to partially scorch and kill the tall shrub layer, while recruitment from the seedbank will be suppressed.

There is a relatively low incidence of weeds across the site. Gorse and montpellier broom were recorded in Zone 1 and Zone 2, but are in low abundance. There was evidence of previous control works in this area, which should continue, especially after burning. Both weeds are stimulated by fire and burning can provide a good opportunity to deplete the soil seed bank provided there is judicious follow-up control.

#### Recommendations

- Prescribed burning in Zones 3 & 4 should occur outside the growth period of threatened orchids. It is generally recommended that autumn (Mar-Apr) is the best time to burn, however optimal burn timing will differ from year to year depending on season conditions.
- Aim to burn with enough intensity to stimulate recruitment from the soil seed bank and ensure regeneration of obligate seeding shrubs.
- Protect large trees and large logs (this will contribute to VCA scores).
- Avoid 'cool' season burns that do not achieve sufficient intensity to stimulate the soil seed bank.
- Avoid burning the WOB forest as it is unlikely to respond favourably to prescribed burns.
- Allow sufficient time intervals between burns to allow the obligate seeding shrubs to reach maturity and replenish the soil bank (generally 10-15 year intervals).
- Control woody weeds such as gorse and montpellier broom that regenerate after fire.

Vegetation Condition Assessment for Ridgeway park, Huon Road.

## Appendix 1 - Plant species list for Zone 1

**Canopy Tree Species**

<i>Eucalyptus obliqua</i>	stringybark
<i>Eucalyptus amygdalina</i>	black peppermint
<i>Eucalyptus globulus</i>	Tasmanian blue gum
<i>Eucalyptus tenuiramis</i>	silver peppermint
<i>Eucalyptus viminalis</i>	white gum

**Understorey Species**

	<b>Common Name</b>	<b>LF Code</b>
<i>Acacia dealbata</i>	silver wattle	T*
<i>Acacia leprosa</i>	varnish wattle	T
<i>Acacia melanoxylon</i>	blackwood	T*
<i>Banksia marginata</i>	silver banksia	T
<i>Bedfordia salicina</i>	Tasmanian blanketleaf	T
<i>Exocarpos cupressiformis</i>	common native-cherry	T
<i>Acacia verticillata</i>	prickly moses	S*
<i>Acacia terminalis</i>	sunshine wattle	S
<i>Amperea xiphoclada</i>	broom spurge	S
<i>Aotus ericoides</i>	golden pea	S
<i>Cassinia aculeata</i>	dolly bush	S*
<i>Coprosma quadrifida</i>	native currant	S
<i>Cyathodes glauca</i>	purple cheeseberry	S
<i>Epacris impressa</i>	common heath	S*
<i>Daviesia ulicifolia</i>	spiky bitterpea	S
<i>Leptospermum scoparium</i>	common teatree	S*
<i>Leucopogon ericoides</i>	beardheath	S
<i>Lomatia tinctoria</i>	guitarplant	S
<i>Pimelea drupacea</i>	cherry riceflower	S*
<i>Pultenaea juniperina</i>	prickly beauty	S*
<i>Olearia lirata</i>	forest daisybush	S*
<i>Oxylobium ellipticum</i>	golden shaggypea	S*
<i>Astroloma humifusum</i>	native cranberry	PS
<i>Acaena novae-zelandiae</i>	buzzy	H
<i>Dichondra repens</i>	kidneyweed	H
<i>Geranium sp.</i>	cranesbill	H
<i>Gonocarpus tetragynus</i>	common raspwort	H
<i>Gonocarpus teucrioides</i>	forest raspwort	H

\* Indicates adequate recruitment was observed.

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Vegetation Condition Assessment for Ridgeway park, Huon Road.

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<i>Lagenophora stipitata</i>	blue bottledaisy	H
<i>Chiloglottis</i> sp.	bird-orchid	H
<i>Senecio linearifolius</i>	common groundsel	H
<i>Senecio minimus</i>	shrubby fireweed	H
<i>Stylidium graminifolium</i>	narrowleaf triggerplant	H
<i>Viola hederacea</i>	ivy leaf violet	H
<i>Austrodanthonia</i> sp.	wallabygrass	G
<i>Austrostipa</i> sp.	speargrass	G
<i>Ehrharta stipoides</i>	ricegrass	G
<i>Poa labillardierei</i>	tussockgrass	G
<i>Dianella tasmanica</i>	flaxlily	LSR
<i>Dianella revoluta</i>	flaxlily	LSR
<i>Gahnia radula</i>	thatch sawsedge	LSR
<i>Gahnia grandis</i>	cutting grass	LSR
<i>Lepidosperma laterale</i>	swordsedge	LSR
<i>Lomandra longifolia</i>	sagg	LSR
<i>Diplarrena moraea</i>	white flag-iris	LSR
<i>Juncus pallidus</i>	pale rush	MSR
<i>Dicksonia antarctica</i>	soft treefern	TF
<i>Pteridium esculentum</i>	bracken	GF
<i>Cassytha pubescens</i>	dodderlaurel	SCE
<i>Billardiera longifolia</i>	purple appleberry	SCE
<i>Drymophila cyanocarpa</i>	turquoise berry	SCE
TOTAL 56 species		



Vegetation Condition Assessment for Ridgeway park, Huon Road.

## Appendix 2 - Plant species list for Zone 2

**Canopy Tree Species**

<i>Eucalyptus obliqua</i>	stringybark
<i>Eucalyptus globulus</i>	Tasmanian blue gum
<i>Eucalyptus viminalis</i>	white gum

**Understorey Species**

	<b>Common Name</b>	<b>LF Code</b>
<i>Acacia dealbata</i>	silver wattle	T*
<i>Acacia leprosa</i>	varnish wattle	T*
<i>Acacia melanoxylon</i>	blackwood	T*
<i>Bedfordia salicina</i>	Tasmanian blanketleaf	T*
<i>Bursaria spinosa</i>	prickly box	T*
<i>Exocarpos cupressiformis</i>	common native-cherry	T
<i>Olearia argophylla</i>	musk	T*
<i>Pittosporum bicolor</i>	cheesewood	T*
<i>Pomaderris apetala</i>	dogwood	T*
<i>Zieria arborescens</i>	stinkwood	T*
<i>Acacia verticillata</i>	prickly moses	S*
<i>Cassinia aculeata</i>	dolly bush	S*
<i>Coprosma quadrifida</i>	native currant	S
<i>Cyathodes glauca</i>	purple cheeseberry	S
<i>Goodenia ovata</i>	hop native-primrose	S*
<i>Leptospermum scoparium</i>	common teatree	S*
<i>Pimelea drupacea</i>	cherry riceflower	S*
<i>Olearia lirata</i>	forest daisybush	S
<i>Oxylobium ellipticum</i>	golden shaggypea	S
<i>Acaena novae-zelandiae</i>	buzzy	H
<i>Dichondra repens</i>	kidneyweed	H
<i>Geranium</i> sp.	cranesbill	H
<i>Gonocarpus teucrioides</i>	forest raspwort	H
<i>Chiloglottis</i> sp.	bird-orchid	H
<i>Senecio linearifolius</i>	common groundsel	H
<i>Hydrocotyle hirta</i>	hairy pennywort	H
<i>Senecio minimus</i>	shrubby fireweed	H
<i>Senecio glomeratus</i>	purple fireweed	H
<i>Ehrharta stipoides</i>	ricegrass	G
<i>Poa labillardierei</i>	tussockgrass	G

\* Indicates adequate recruitment was observed.

Vegetation Condition Assessment for Ridgeway park, Huon Road.

<i>Dianella tasmanica</i>	flaxlily	LSR
<i>Gahnia grandis</i>	cutting grass	LSR
<i>Lepidosperma laterale</i>	swordsedge	LSR
<i>Lomandra longifolia</i>	sagg	LSR
<i>Dicksonia antarctica</i>	soft treefern	TF
<i>Blechnum</i> sp.	waterfern	GF
<i>Histiopteris incisa</i>	batswing fern	GF
<i>Pteridium esculentum</i>	bracken	GF
<i>Polystichum proliferum</i>	mother shieldfern	GF
<i>Clematis aristata</i>	clematis	SCE
<i>Billardiera longifolia</i>	purple appleberry	SCE
<i>Drymophila cyanocarpa</i>	turquoise berry	SCE

TOTAL 45 species

Vegetation Condition Assessment for Ridgeway park, Huon Road.

## Appendix 3 - Plant species list for Zone 3

**Canopy Tree Species**

<i>Eucalyptus obliqua</i>	stringybark
<i>Eucalyptus amygdalina</i>	black peppermint
<i>Eucalyptus globulus</i>	Tasmanian blue gum
<i>Eucalyptus tenuiramis</i>	silver peppermint
<i>Eucalyptus viminalis</i>	white gum

**Understorey Species**

<b>Understorey Species</b>	<b>Common Name</b>	<b>LF Code</b>
<i>Acacia dealbata</i>	silver wattle	T*
<i>Acacia melanoxylon</i>	blackwood	T*
<i>Banksia marginata</i>	silver banksia	T
<i>Bedfordia salicina</i>	Tasmanian blanketleaf	T*
<i>Exocarpos cupressiformis</i>	common native-cherry	T
<i>Acacia myrtifolia</i>	red stem wattle	S
<i>Acacia verticillata</i>	prickly moses	S*
<i>Acacia terminalis</i>	sunshine wattle	S*
<i>Amperea xiphoclada</i>	broom spurge	S
<i>Aotus ericoides</i>	golden pea	S*
<i>Cassinia aculeata</i>	dolly bush	S
<i>Coprosma hirtella</i>	coffee berry	S
<i>Cyathodes glauca</i>	purple cheeseberry	S
<i>Epacris impressa</i>	common heath	S*
<i>Exocarpos strictus</i>	pearly native-cherry	S*
<i>Daviesia ulicifolia</i>	spiky bitterpea	S*
<i>Leptospermum scoparium</i>	common teatree	S*
<i>Leucopogon ericoides</i>	beardheath	S*
<i>Lomatia tinctoria</i>	guitarplant	S*
<i>Pultenaea daphnoides</i>	heartleaf bushpea	S*
<i>Pultenaea juniperina</i>	prickly beauty	S*
<i>Pultenaea gunnii</i>	golden bushpea	S*
<i>Tetratheca labillardierei</i>	glandular pinkbells	S*
<i>Oxylobium ellipticum</i>	golden shaggypea	S*
<i>Astroloma humifusum</i>	native cranberry	PS
<i>Acaena novae-zelandiae</i>	buzzy	H
<i>Dichondra repens</i>	kidneyweed	H
<i>Gonocarpus tetragynus</i>	common raspwort	H

\* Indicates adequate recruitment was observed.

Vegetation Condition Assessment for Ridgeway park, Huon Road.

<i>Gonocarpus teucroides</i>	forest raspwort	H
<i>Goodenia lanata</i>	trailing native-primrose	H
<i>Chiloglottis</i> sp.	bird-orchid	H
<i>Lycopodium deuterodensum</i>	bushy club-moss	H
<i>Senecio linearifolius</i>	common groundsel	H
<i>Stylidium graminifolium</i>	narrowleaf triggerplant	H
<i>Viola hederacea</i>	ivy-leaf violet	H
<i>Austrodanthonia</i> sp.	wallabygrass	G
<i>Austrostipa</i> sp.	speargrass	G
<i>Deyeuxia quadriseta</i>	bentgrass	G
<i>Ehrharta stipoides</i>	ricegrass	G
<i>Poa labillardierei</i>	tussockgrass	G
<i>Dianella tasmanica</i>	flaxlily	LSR
<i>Dianella revoluta</i>	flaxlily	LSR
<i>Lomandra longifolia</i>	sagg	LSR
<i>Pteridium esculentum</i>	bracken	GF
<i>Cassytha pubescens</i>	dodderlaurel	SCE
<i>Billardiera longifolia</i>	purple appleberry	SCE
TOTAL 52 species		

Vegetation Condition Assessment for Ridgeway park, Huon Road.

## Appendix 4 - Plant species list for Zone 4

**Canopy Tree Species**

<i>Eucalyptus tenuiramis</i>	silver peppermint
<i>Eucalyptus obliqua</i>	stringybark
<i>Eucalyptus amygdalina</i>	black peppermint
<i>Eucalyptus viminalis</i>	white gum

**Understorey Species**

	<b>Common Name</b>	<b>LF Code</b>
<i>Banksia marginata</i>	silver banksia	T*
<i>Exocarpos cupressiformis</i>	common native-cherry	T
<i>Acacia myrtifolia</i>	red stem wattle	S
<i>Amperea xiphoclada</i>	broom spurge	S
<i>Aotus ericoides</i>	golden pea	S*
<i>Epacris impressa</i>	common heath	S*
<i>Exocarpos strictus</i>	pearly native-cherry	S
<i>Daviesia ulicifolia</i>	spiky bitterpea	S*
<i>Leptospermum scoparium</i>	common teatree	S*
<i>Leucopogon ericoides</i>	beardheath	S*
<i>Pimelea linifolia</i>	slender riceflower	S
<i>Pultenaea juniperina</i>	prickly beauty	S*
<i>Pultenaea gunnii</i>	golden bushpea	S*
<i>Tetratheca labillardierei</i>	glandular pinkbells	S*
<i>Dipodium roseum</i>	hyacinth orchid	H
<i>Eriochilus cucullatus</i>	autumn orchid	H
<i>Gonocarpus tetragynus</i>	common raspwort	H
<i>Lagenophora stipitata</i>	blue bottledaisy	H
<i>Chiloglottis</i> sp.	bird-orchid	H
<i>Stylidium graminifolium</i>	narrowleaf triggerplant	H
<i>Austrodanthonia</i> sp.	wallabygrass	G
<i>Deyeuxia quadriseta</i>	bentgrass	G
<i>Dianella tasmanica</i>	flaxlily	LSR
<i>Dianella revoluta</i>	flaxlily	LSR
<i>Pteridium esculentum</i>	bracken	GF
<i>Cassytha pubescens</i>	dodderlaurel	SCE

TOTAL 30 species

\* Indicates adequate recruitment was observed.

TASVEG

## FOREST VEGETATION

(including woodlands, rainforests and non-eucalypt forests)

## Vegetation Condition Assessment Form V1.0

DATE: 26/3/19	LOCATION: Waterworks Ridgeway	MAP: E. 523283 N. 5249569
SITE NAME: HRB, Huan Rd	Park	GRID REFERENCE (centre of zone):
ZONE no./name: 1	ASSESSOR: J. QUARMBY	GPS DATUM (circle one): WGS84 / GDA94 / AGD66
TASVEG VC CODE: DOB		
SIZE of zone (ha): 6.2 ha		
COMMENTS: Bracken dominated understorey		

## Site Condition Score

Large Trees Observed large trees 15 #/ha  
Benchmark DBH 70 Benchmark 20 #/ha Score 7

Category & Description	65 % Canopy Health*		
	>70%	30-70%	<30%
None present	0	0	0
>0 to 20% of the benchmark number of large trees/ha	3	2	1
>20% to 40% of the benchmark number of large trees/ha	4	3	2
>40% to 70% of the benchmark number of large trees/ha	6	5	4
>70% to 100% of the benchmark number of large trees/ha	8	7	6
≥ the benchmark number of large trees/ha	10	9	8

Large trees are defined by diameter at breast height (dbh) – see benchmark  
\*estimate proportion of an expected healthy canopy cover that is present (ie. not missing due to tree death or decline)

## Tree Canopy Cover

Benchmark 30 % Observed cover 40 % Score 4

Category & Description	70 % Canopy Health*		
	>70%	30-70%	<30%
<10% of benchmark cover	0	0	0
<50% or >150% of benchmark cover	3	2	1
≥50% or ≤150% of benchmark cover	5	4	3

Tree canopy cover is defined as those canopy tree species reaching ≥80% of mature height – see benchmark description  
\*estimate proportion of an expected healthy canopy cover that is present (ie not missing due to tree death or decline)

## Lack of Weeds

Observed weed cover 10 %  
Observed high threat weeds 10 % Score 7

Category & Description	'high' threat weeds*		
	None	≤ 50%	>50%
> 75% cover of weeds	0	0	0
25-75% cover of weeds	4	2	0
10-25% cover of weeds	7	6	4
5-10% cover of weeds	11	9	7
<5% cover of weeds**	15	13	11

\*Proportion of weed cover due to 'high threat' weeds.

'High threat' weed species are defined as introduced species (including non-indigenous 'natives') that achieve >5% cover in the zone or those weed species listed as high threat weeds in Tasmania.  
A list of high threat weeds in Tasmania is provided in the TASVEG Vegetation Condition Assessment manual.

\*\*If total weed cover is negligible (<1%) and high threat weed species are present then score '13'.  
The Assessor should determine the threat posed by any weed in the zone listed or not.

## Understorey Life Forms

Benchmark No. Life forms 11  
Phytophthora cinnamomi symptoms (tick if observed)

LF code	# spp observed / benchmark # spp.	% cover observed / benchmark % cover	Present (tick)	Modified (tick)
IT	2/1	5/5	✓	
T	6/3	10/5	✓	
S	17/8	20/40	✓	
Total	/			
PS	1/4	5/5	✓	✓
H	4/7	5/5	✓	
G	4/3	5/5	✓	
LSR	8/4	30/20	✓	
MSR	1/1	5/5	✓	
GF	1/1	40/15	✓	
TF	1/1	1/1	✓	
SCE	3/1	5/5	✓	
ML	2/1	5/5	✓	
SC	/	/		
Total			12	1

Present Life forms with benchmark cover of <10% are considered 'present' if any specimens are observed  
Life forms with benchmark cover of ≥ 10% are considered 'present' if the life form occupies at least 10% of benchmark cover

Modified (apply only where life form is 'present') Life forms with benchmark cover of <10% are considered substantially modified if the life form has either:  
- <50% of benchmark species diversity; or  
- no reproductively mature specimens are observed  
Life forms with benchmark cover of ≥ 10% are considered substantially modified if the life form has either:  
- <50% of benchmark cover; or  
- <50% of benchmark species diversity

## Understorey Summary

Benchmark Life forms present 100 % Score 20

Category and Description	
All strata and life forms effectively absent	0
Up to 50% of life forms present	5
≥50% to 90% of life forms present	10
≥90% of life forms present	15
of those present, ≥50% substantially modified	15
of those present, <50% substantially modified	20
of those present, none substantially modified	25

# FOREST VEGETATION

\*'significantly disturbed' see definition under patch size.



Vegetation Condition Assessment for Ridgeway Park, Huon Road.

## Appendix 2 - Plant species list for Zone 2

**Canopy Tree Species**

<i>Eucalyptus obliqua</i>	stringybark
<i>Eucalyptus globulus</i>	Tasmanian blue gum
<i>Eucalyptus viminalis</i>	white gum

**Understorey Species**

	<b>Common Name</b>	<b>LF Code</b>
<i>Acacia dealbata</i>	silver wattle	T*
<i>Acacia leprosa</i>	varnish wattle	T*
<i>Acacia melanoxylon</i>	blackwood	T*
<i>Bedfordia salicina</i>	Tasmanian blanketleaf	T*
<i>Bursaria spinosa</i>	prickly box	T*
<i>Exocarpos cupressiformis</i>	common native-cherry	T
<i>Olearia argophylla</i>	musk	T*
<i>Pittosporum bicolor</i>	cheesewood	T*
<i>Pomaderris apetala</i>	dogwood	T*
<i>Zieria arborescens</i>	stinkwood	T*
<i>Acacia verticillata</i>	prickly moses	S*
<i>Cassinia aculeata</i>	dolly bush	S*
<i>Coprosma quadrifida</i>	native currant	S
<i>Cyathodes glauca</i>	purple cheeseberry	S
<i>Goodenia ovata</i>	hop native-primrose	S*
<i>Leptospermum scoparium</i>	common teatree	S*
<i>Pimelea drupacea</i>	cherry riceflower	S*
<i>Olearia lirata</i>	forest daisybush	S
<i>Oxylobium ellipticum</i>	golden shaggypea	S
<i>Acaena novae-zelandiae</i>	buzzy	H
<i>Dichondra repens</i>	kidneyweed	H
<i>Geranium</i> sp.	cranesbill	H
<i>Gonocarpus teucrioides</i>	forest raspwort	H
<i>Chiloglottis</i> sp.	bird-orchid	H
<i>Senecio linearifolius</i>	common groundsel	H
<i>Hydrocotyle hirta</i>	hairy pennywort	H
<i>Senecio minimus</i>	shrubby fireweed	H
<i>Senecio glomeratus</i>	purple fireweed	H
<i>Ehrharta stipoides</i>	ricegrass	G
<i>Poa labillardierei</i>	tussockgrass	G

\* Indicates adequate recruitment was observed.



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Vegetation Condition Assessment for Ridgeway Park, Huon Road.

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<i>Dianella tasmanica</i>	flaxlily	LSR
<i>Gahnia grandis</i>	cutting grass	LSR
<i>Lepidosperma laterale</i>	swordsedge	LSR
<i>Lomandra longifolia</i>	sagg	LSR
<i>Dicksonia antarctica</i>	soft treefern	TF
<i>Blechnum</i> sp.	waterfern	GF
<i>Histiopteris incisa</i>	batswing fern	GF
<i>Pteridium esculentum</i>	bracken	GF
<i>Polystichum proliferum</i>	mother shieldfern	GF
<i>Clematis aristata</i>	clematis	SCE
<i>Billardiera longifolia</i>	purple appleberry	SCE
<i>Drymophila cyanocarpa</i>	turquoise berry	SCE

TOTAL 45 species

TASVEG

# FOREST VEGETATION

(including woodlands, rainforests and non-eucalypt forests)

## Vegetation Condition Assessment Form V1.0

DATE: 26/3/19	LOCATION: Waterworks Ridgeway	MAP:
SITE NAME: HRB Hun Rd	Park	GRID REFERENCE (centre of zone):
ZONE no./name: 2		E. 525496 N. 5249576
TASVEG VC CODE: W08	ASSESSOR: J. QUARMBY	GPS DATUM (circle one):
SIZE of zone (ha): 25.2 Ha		WGS84 / GDA94 / AGD66
COMMENTS:		

## Site Condition Score

**Large Trees** Observed large trees 8 #/ha  
Benchmark DBH 90 Benchmark 18 #/ha **Score** 5

Category & Description	% Canopy Health*		
	>70%	30-70%	<30%
None present	0	0	0
>0 to 20% of the benchmark number of large trees/ha	3	2	1
>20% to 40% of the benchmark number of large trees/ha	4	3	2
>40% to 70% of the benchmark number of large trees/ha	6	5	4
>70% to 100% of the benchmark number of large trees/ha	8	7	6
≥ the benchmark number of large trees/ha	10	9	8

Large trees are defined by diameter at breast height (dbh) – see benchmark  
\*estimate proportion of an expected healthy canopy cover that is present (ie. not missing due to tree death or decline)

## Tree Canopy Cover

Benchmark 30 % Observed cover 15 % **Score** 2

Category & Description	% Canopy Health*		
	>70%	30-70%	<30%
<10% of benchmark cover	0	0	0
<50% or >150% of benchmark cover	3	2	1
≥50% or ≤150% of benchmark cover	5	4	3

Tree canopy cover is defined as those canopy tree species reaching ≥80% of mature height – see benchmark description  
\*estimate proportion of an expected healthy canopy cover that is present (ie. not missing due to tree death or decline)

## Lack of Weeds

Observed weed cover 1 %  
Observed high threat weeds 1 % **Score** 13

Category & Description	'high' threat weeds*		
	None	≤ 50%	>50%
> 75% cover of weeds	0	0	0
25-75% cover of weeds	4	2	0
10-25% cover of weeds	7	6	4
5-10% cover of weeds	11	9	7
<5% cover of weeds**	15	13	11

\*Proportion of weed cover due to 'high threat' weeds.  
'High threat' weed species are defined as introduced species (including non-indigenous 'natives') that achieve >5% cover in the zone or those weed species listed as high threat weeds in Tasmania.  
A list of high threat weeds in Tasmania is provided in the TASVEG Vegetation Condition Assessment manual.

\*\*If total weed cover is negligible (<1%) and high threat weed species are present then score '13'.  
The Assessor should determine the threat posed by any weed in the zone listed or not.

## Understorey Life Forms

Benchmark No. Life forms 9  
Phytophthora cinnamomi symptoms (tick if observed)

LF code From benchmark	# spp observed/benchmark # spp.	% cover observed/benchmark % cover	Present (tick)	Modified (tick)
IT	/	/		
T	8 / 7	35 / 40	✓	
S	11 / 6	10 / 5	✓	
<b>Total</b>	<b>/</b>	<b>/</b>		
PS	/	/		
H	10 / 4	5 / 1	✓	
G	2 / 2	1 / 1	✓	
LSR	4 / 2	5 / 5	✓	
MSR	/	/		
GF	3 / 3	30 / 10	✓	
TF	1 / 1	1 / 5	✓	
SCE	2 / 3	1 / 1	✓	
ML	1 / 1	15 / 5	✓	
SC	/	/		
<b>Total</b>	<b>/</b>	<b>/</b>	<b>9</b>	

**Present** Life forms with benchmark cover of <10% are considered 'present' if any specimens are observed  
Life forms with benchmark cover of ≥ 10% are considered 'present' if the life form occupies at least 10% of benchmark cover

**Modified** (apply only where life form is 'present') Life forms with benchmark cover of <10% are considered substantially modified if the life form has either:  
- <50% of benchmark species diversity; or  
- no reproductively mature specimens are observed  
Life forms with benchmark cover of ≥ 10% are considered substantially modified if the life form has either:  
- <50% of benchmark cover; or  
- < 50% of benchmark species diversity

## Understorey Summary

Benchmark Life forms present 100 % **Score** 25

Category and Description	
All strata and life forms effectively absent	0
Up to 50% of life forms present	5
≥50% to 90% of life forms present	10
≥90% of life forms present	15
- of those present, ≥50% substantially modified	10
- of those present, <50% substantially modified	15
- of those present, ≥50% substantially modified	15
- of those present, <50% substantially modified	20
- of those present, none substantially modified	25

## FOREST VEGETATION

## Recruitment

Category & Description			High diversity <sup>a</sup>	Low diversity <sup>a</sup>
No evidence of a recruitment 'cohort' <sup>a</sup>	within community not driven by episodic events		0	0
	within community driven by episodic events <sup>a</sup>	clear evidence of appropriate episodic event	0	0
		no clear evidence of appropriate episodic event	5	5
Evidence of at least one recruitment 'cohort' in at least one life form	Proportion of native woody species present that have adequate regeneration	<30%	3	1
		30 – 70%	6	3
		≥70%	73	5

+ 'cohort' refers to a group of woody plants established in a single episode (can include suppressed canopy species individuals)  
#refer to benchmark for clarification  
\*high diversity defined as  $\geq 50\%$  of benchmark woody species diversity.

## Logs

Benchmark log length 40..... Observed length 76..... Score 5

Category & Description	Large logs present*	Large logs absent#
<10% of benchmark length	0	0
<50% of benchmark length	3	2
≥50% of benchmark length	5	4

\* present if large log length is  $\geq 25\%$  of benchmark log length.  
# absent if large log length is  $< 25\%$  of benchmark log length.

Patch Size	Patch size 7500ha	Score	8
------------	-------------------	-------	---

Neighbourhood	Score	4
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Radius from site	% Native vegetation*	Weighting	
100 m	60	0.03	1.8
1 km	60	0.04	2.4
5 km	60	0.03	1.8
subtract 2 if the neighbourhood is 'significantly disturbed'			6-2=4
Add Values and 'round-off'			4

\*to nearest 20%  
Multiply % native vegetation X weighting for each radius from the zone  
(eg.) 40% x 0.03 = 1.2): then add values to obtain final Neighbourhood Value

Distance to Core Area	Score
1	4

Distance	Core Area not significantly disturbed*	Core Area significantly disturbed*
> 5 km	0	0
1 to 5 km	2	1
< 1 km	4	3
contiguous	5	4

A 'core area' is native vegetation > 50 ha regardless of type, condition or tenure. Includes natural wetlands and lakes, estuaries and rivers.

Vegetation Condition Assessment for Ridgeway Park, Huon Road.

## Appendix 3 - Plant species list for Zone 3

**Canopy Tree Species**

<i>Eucalyptus obliqua</i>	stringybark
<i>Eucalyptus amygdalina</i>	black peppermint
<i>Eucalyptus globulus</i>	Tasmanian blue gum
<i>Eucalyptus tenuiramis</i>	silver peppermint
<i>Eucalyptus viminalis</i>	white gum

**Understorey Species**

	<b>Common Name</b>	<b>LF Code</b>
<i>Acacia dealbata</i>	silver wattle	T*
<i>Acacia melanoxylon</i>	blackwood	T*
<i>Banksia marginata</i>	silver banksia	T
<i>Bedfordia salicina</i>	Tasmanian blanketleaf	T*
<i>Exocarpos cupressiformis</i>	common native-cherry	T
<i>Acacia myrtifolia</i>	red stem wattle	S
<i>Acacia verticillata</i>	prickly moses	S*
<i>Acacia terminalis</i>	sunshine wattle	S*
<i>Amperea xiphoclada</i>	broom spurge	S
<i>Aotus ericoides</i>	golden pea	S*
<i>Cassinia aculeata</i>	dolly bush	S
<i>Coprosma hirtella</i>	coffee berry	S
<i>Cyathodes glauca</i>	purple cheeseberry	S
<i>Epacris impressa</i>	common heath	S*
<i>Exocarpos strictus</i>	pearly native-cherry	S*
<i>Daviesia ulicifolia</i>	spiky bitterpea	S*
<i>Leptospermum scoparium</i>	common teatree	S*
<i>Leucopogon ericoides</i>	beardheath	S*
<i>Lomatia tinctoria</i>	guitarplant	S*
<i>Pultenaea daphnoides</i>	heartleaf bushpea	S*
<i>Pultenaea juniperina</i>	prickly beauty	S*
<i>Pultenaea gunnii</i>	golden bushpea	S*
<i>Tetratheca labillardierei</i>	glandular pinkbells	S*
<i>Oxylobium ellipticum</i>	golden shaggypea	S*
<i>Astroloma humifusum</i>	native cranberry	PS
<i>Acaena novae-zelandiae</i>	buzzy	H
<i>Dichondra repens</i>	kidneyweed	H
<i>Gonocarpus tetragynus</i>	common raspwort	H

\* Indicates adequate recruitment was observed.

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Vegetation Condition Assessment for Ridgeway Park, Huon Road.

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<i>Gonocarpus teucrioides</i>	forest raspwort	H
<i>Goodenia lanata</i>	trailing native-primrose	H
<i>Chiloglottis</i> sp.	bird-orchid	H
<i>Lycopodium deuterodensum</i>	bushy club-moss	H
<i>Senecio linearifolius</i>	common groundsel	H
<i>Stylidium graminifolium</i>	narrowleaf triggerplant	H
<i>Viola hederacea</i>	ivy-leaf violet	H
<i>Austrodanthonia</i> sp.	wallabygrass	G
<i>Austrostipa</i> sp.	spargrass	G
<i>Deyeuxia quadriseta</i>	bentgrass	G
<i>Ehrharta stipoides</i>	ricegrass	G
<i>Poa labillardierei</i>	tussockgrass	G
<i>Dianella tasmanica</i>	flaxlily	LSR
<i>Dianella revoluta</i>	flaxlily	LSR
<i>Lomandra longifolia</i>	sagg	LSR
<i>Pteridium esculentum</i>	bracken	GF
<i>Cassytha pubescens</i>	dodderlaurel	SCE
<i>Billardiera longifolia</i>	purple appleberry	SCE
TOTAL 52 species		



TASVEG

# FOREST VEGETATION

(including woodlands, rainforests and non-eucalypt forests)

## Vegetation Condition Assessment Form V1.0

DATE: 26/3/19	LOCATION: Waterworks Ridgeway Park	MAP:
SITE NAME: HKB, Hun Rd		GRID REFERENCE (centre of zone): E 523016 N 524970
ZONE no./name: 3		GPS DATUM (circle one): WGS84 / GDA94 / AGD66
TASVEG VC CODE: 00B	ASSESSOR: J. QUARMBY	
SIZE of zone (ha): 6.3 ha		
COMMENTS: shrub dominated understorey		

## Site Condition Score

**Large Trees** Observed large trees .....# / ha **3**  
 Benchmark DBH ..... Benchmark .....# / ha **Score**

Category & Description	85 % Canopy Health*		
	>70%	30-70%	<30%
None present	0	0	0
>0 to 20% of the benchmark number of large trees/ha	10	3	1
>20% to 40% of the benchmark number of large trees/ha	4	3	2
>40% to 70% of the benchmark number of large trees/ha	6	5	4
>70% to 100% of the benchmark number of large trees/ha	8	7	6
≥ the benchmark number of large trees/ha	10	9	8

Large trees are defined by diameter at breast height (dbh) – see benchmark  
 \*estimate proportion of an expected healthy canopy cover that is present (ie. not missing due to tree death or decline)

## Tree Canopy Cover

Benchmark .....% Observed cover .....% **Score** **4**

Category & Description	70 % Canopy Health*		
	>70%	30-70%	<30%
<10% of benchmark cover	0	0	0
<50% or >150% of benchmark cover	3	2	1
≥50% or ≤150% of benchmark cover	83	5	4

Tree canopy cover is defined as those canopy tree species reaching ≥80% of mature height – see benchmark description  
 \*estimate proportion of an expected healthy canopy cover that is present (ie. not missing due to tree death or decline)

## Lack of Weeds

Observed weed cover .....% **41**  
 Observed high threat weeds .....% **41** **Score** **13**

Category & Description	'high' threat weeds*		
	None	≤ 50%	>50%
> 75% cover of weeds	0	0	0
25-75% cover of weeds	4	2	0
10-25% cover of weeds	7	6	4
5-10% cover of weeds	11	9	7
<5% cover of weeds**	15	13	11

\*Proportion of weed cover due to 'high threat' weeds.

'High threat' weed species are defined as introduced species (including non-indigenous 'natives') that achieve >5% cover in the zone or those weed species listed as high threat weeds in Tasmania.  
 A list of high threat weeds in Tasmania is provided in the TASVEG Vegetation Condition Assessment manual.

\*\*If total weed cover is negligible (<1%) and high threat weed species are present then score '13'.

The Assessor should determine the threat posed by any weed in the zone listed or not.

## Understorey Life Forms

Benchmark No. Life forms ..... **11**  
 Phytophthora cinnamomi symptoms (tick if observed) ☐

LF code	# spp observed/benchmark # spp.	% cover observed/benchmark % cover	Present (tick)	Modified (tick)
IT	3/1	5/5	✓	
T	5/3	10/5	✓	
S	18/8	50/40	✓	
Total	/			
PS	2/4	5/5	✓	
H	8/7	45/5	✓	
G	3/3	45/5	✓	
LSR	3/4	5/20	✓	✓
MSR	1/1	1/5	✓	
GF	1/1	15/15	✓	
TF	/	/		
SCE	2/1	5/5	✓	
ML	2/1	5/5	✓	
SC	/	/		
Total			11	1

**Present** Life forms with benchmark cover of <10% are considered 'present' if any specimens are observed  
 Life forms with benchmark cover of ≥ 10% are considered 'present' if the life form occupies at least 10% of benchmark cover

**Modified** (apply only where life form is 'present') Life forms with benchmark cover of <10% are considered substantially modified if the life form has either:  
 - <50% of benchmark species diversity; or  
 - no reproductively mature specimens are observed  
 Life forms with benchmark cover of ≥ 10% are considered substantially modified if the life form has either:  
 - <50% of benchmark cover; or  
 - <50% of benchmark species diversity

## Understorey Summary

Benchmark Life forms present .....% **Score** **20**

Category and Description	
All strata and life forms effectively absent	0
Up to 50% of life forms present	5
≥50% to 90% of life forms present	10
≥90% of life forms present	15
	15
	15
	20
	25

## Vegetation Condition Assessment Form V1.0

FOREST  
VEGETATION

## Species Recruitment

Woody species recorded in habitat zone (S and taller)	Adequate recruitment (Y)
Canopy trees (combined species)	✓
(refer species list)	
<b>Total recruiting species</b>	<b>17/24</b>

Treat multiple canopy species as a single species.  
Adequate recruitment of canopy species requires at least 2 cohorts to be present (seedlings <2m and saplings >2m tall) and where canopy cover is less than benchmark, sufficient recruitment to attain benchmark cover over time.  
Adequate recruitment of other woody species requires observed immature individuals to be at least 10% of number of mature individuals for each species.

## Organic Litter

Benchmark 90% Observed litter 80% Score 5

Category & Description	Dominated by native organic litter	Dominated by non-native organic litter
<10% of benchmark cover	0	0
<50% of benchmark cover	3	2
≥50% of benchmark cover	5	4

Litter is defined as dead organic material detached from the parent plant, including plant debris, fallen leaves and twigs <10cm.

## Recruitment

Score 10

Category & Description	High diversity*	Low diversity*
No evidence of a recruitment 'cohort'†	0	0
within community not driven by episodic events	0	0
within community driven by episodic events†	5	5
Evidence of at least one recruitment 'cohort' in at least one life form	3	1
Proportion of native woody species present that have adequate recruitment*	6	3
<30% 30 - 70% 71 ≥70%	10	5

\*'cohort' refers to a group of woody plants established in a single episode (can include suppressed canopy species individuals)  
†refer to benchmark for clarification

\*high diversity defined as ≥50% of benchmark woody species diversity.

## Logs

Benchmark log length 40 Observed length 36 Score 5

Category & Description	Large logs present*	Large logs absent#
<10% of benchmark length	0	0
<50% of benchmark length	3	2
≥50% of benchmark length	5	4

Large logs defined as those with diameter ≥0.5 of benchmark large tree DBH.

\* present if large log length is ≥25% of benchmark log length.

# absent if large log length is <25% of benchmark log length.

## Landscape Context Score

Patch Size Patch size 250ha Score 8

Category & Description	
< 2 ha	1
Between 2 and 5 ha	2
Between 5 and 10 ha	4
Between 10 and 20 ha	6
≥20 ha, but 'significantly disturbed'*	8
≥20 ha, but not 'significantly disturbed'*	10

The patch is the area of native vegetation continuous with the assessment area (zone), regardless of EVC, condition or land tenure. Includes adjoining wetlands.  
\*'significantly disturbed' if activities such as grazing, timber harvesting, roading, fuel reduction burning or *Phytophthora* infestation have occurred. Effectively most patches within fragmented landscapes are significantly disturbed.

## FINAL HABITAT SCORE

Component	'Site Condition Score'							'Landscape Context Score'			TOTAL
	Large Trees	Tree Canopy Cover	Lack of Weeds	Understorey Summary	Recruitment	Organic Litter	Logs	Patch Size	Neighbourhood	Distance to Core Area	
Score	3	4	13	20	10	5	5	8	4	4	76

## Neighbourhood

Score 4

Radius from site	% Native vegetation*	Weighting	
100 m	60	0.03	1.8
1 km	60	0.04	2.4
5 km	60	0.03	1.8
subtract 2 if the neighbourhood is 'significantly disturbed'			6-2=4
Add Values and 'round-off'			4

\*to nearest 20%  
Multiply % native vegetation X weighting for each radius from the zone (eg.) 40% x 0.03 = 1.2; then add values to obtain final Neighbourhood Value

## Distance to Core Area

Score 4

Distance	Core Area not significantly disturbed*	Core Area significantly disturbed*
> 5 km	0	0
1 to 5 km	2	1
< 1 km	4	3
contiguous	5	4

A 'core area' is native vegetation > 50 ha regardless of type, condition or tenure. Includes natural wetlands and lakes, estuaries and rivers.

\*'significantly disturbed' see definition under patch size.

Vegetation Condition Assessment for Ridgeway Park, Huon Road.

## Appendix 4 - Plant species list for Zone 4

**Canopy Tree Species**

<i>Eucalyptus tenuiramis</i>	silver peppermint
<i>Eucalyptus obliqua</i>	stringybark
<i>Eucalyptus amygdalina</i>	black peppermint
<i>Eucalyptus viminalis</i>	white gum

**Understorey Species**

	<b>Common Name</b>	<b>LF Code</b>
<i>Banksia marginata</i>	silver banksia	T*
<i>Exocarpos cupressiformis</i>	common native-cherry	T
<i>Acacia myrtifolia</i>	red stem wattle	S
<i>Amperea xiphoclada</i>	broom spurge	S
<i>Aotus ericoides</i>	golden pea	S*
<i>Epacris impressa</i>	common heath	S*
<i>Exocarpos strictus</i>	pearly native-cherry	S
<i>Daviesia ulicifolia</i>	spiky bitterpea	S*
<i>Leptospermum scoparium</i>	common teatree	S*
<i>Leucopogon ericoides</i>	beardheath	S*
<i>Pimelea linifolia</i>	slender riceflower	S
<i>Pultenaea juniperina</i>	prickly beauty	S*
<i>Pultenaea gunnii</i>	golden bushpea	S*
<i>Tetratheca labillardierei</i>	glandular pinkbells	S*
<i>Dipodium roseum</i>	hyacinth orchid	H
<i>Eriochilus cucullatus</i>	autumn orchid	H
<i>Gonocarpus tetragynus</i>	common raspwort	H
<i>Lagenophora stipitata</i>	blue bottledaisy	H
<i>Chiloglottis</i> sp.	bird-orchid	H
<i>Stylidium graminifolium</i>	narrowleaf triggerplant	H
<i>Austrodanthonia</i> sp.	wallabygrass	G
<i>Deyeuxia quadriseta</i>	bentgrass	G
<i>Dianella tasmanica</i>	flaxlily	LSR
<i>Dianella revoluta</i>	flaxlily	LSR
<i>Pteridium esculentum</i>	bracken	GF
<i>Cassytha pubescens</i>	dodderlaurel	SCE

TOTAL 30 species

\* Indicates adequate recruitment was observed.



TASVEG

## FOREST VEGETATION

(including woodlands, rainforests and non-eucalypt forests)

## Vegetation Condition Assessment Form V1.0

DATE: 26/3/19	LOCATION: Waterworks Ridgeway	MAP: 523843
SITE NAME: HRB Hurd Rd	Park	GRID REFERENCE (centre of zone):
ZONE no./name: 4		E. 523843 N. 5219945
TASVEG VC CODE: PTo	ASSESSOR: J. QUARMBY	GPS DATUM (circle one):
SIZE of zone (ha): 0.9 ha		WGS84 / GDA94 / AGD66
COMMENTS:		

## Site Condition Score

**Large Trees** Observed large trees ... 3 ... #/ha  
Benchmark DBH ... 60 ... Benchmark ... 15 ... #/ha **Score** 2

Category & Description	% Canopy Health*		
	>70%	30-70%	<30%
None present	0	70	0
>0 to 20% of the benchmark number of large trees/ha	3	2	1
>20% to 40% of the benchmark number of large trees/ha	4	3	2
>40% to 70% of the benchmark number of large trees/ha	6	5	4
>70% to 100% of the benchmark number of large trees/ha	8	7	6
≥ the benchmark number of large trees/ha	10	9	8

Large trees are defined by diameter at breast height (dbh) – see benchmark  
\*estimate proportion of an expected healthy canopy cover that is present (ie. not missing due to tree death or decline)

**Tree Canopy Cover**  
Benchmark ... 30 ... % Observed cover ... 25 ... % **Score** 4

Category & Description	% Canopy Health*		
	>70%	30-70%	<30%
<10% of benchmark cover	0	60	0
<50% or >150% of benchmark cover	3	2	1
≥50% or ≤150% of benchmark cover	5	4	3

Tree canopy cover is defined as those canopy tree species reaching ≥80% of mature height – see benchmark description  
\*estimate proportion of an expected healthy canopy cover that is present (ie. not missing due to tree death or decline)

**Lack of Weeds**  
Observed weed cover ... 41 ... %  
Observed high threat weeds ... 0 ... % **Score** 15

Category & Description	'high' threat weeds*		
	None	≤ 50%	>50%
> 75% cover of weeds	0	0	0
25-75% cover of weeds	4	2	0
10-25% cover of weeds	7	6	4
5-10% cover of weeds	11	9	7
<5% cover of weeds**	15	13	11

\*Proportion of weed cover due to 'high threat' weeds.

'High threat' weed species are defined as introduced species (including non-indigenous 'natives') that achieve >5% cover in the zone or those weed species listed as high threat weeds in Tasmania.  
A list of high threat weeds in Tasmania is provided in the TASVEG Vegetation Condition Assessment manual.

\*\*If total weed cover is negligible (<1%) and high threat weed species are present then score '13'.  
The Assessor should determine the threat posed by any weed in the zone listed or not.

## Understorey Life Forms

Benchmark No. Life forms ... 11 ...  
Phytophthora cinnamomi symptoms (tick if observed) ☐

LF code	# spp observed/benchmark # spp.	% cover observed/benchmark % cover	Present (tick)	Modified (tick)
IT	3/1	5/5	✓	
T	1/2	25/25	✓	
S	13/6	50/25	✓	
<b>Total</b>	<b>/</b>			
PS	1/4	25/25	✓	✓
H	3/7	25/25	✓	✓
G	1/3	25/20	✓	✓
LSR	2/2	5/20	✓	
MSR	1/1	5/25	✓	
GF	1/1	5/15	✓	
TF	/	/		
SCE	1/1	25/25	✓	
ML	3/1	20/10	✓	
SC	/	/		
<b>Total</b>			<b>11</b>	<b>3</b>

**Present** Life forms with benchmark cover of <10% are considered 'present' if any specimens are observed  
Life forms with benchmark cover of ≥ 10% are considered 'present' if the life form occupies at least 10% of benchmark cover

**Modified** (apply only where life form is 'present') Life forms with benchmark cover of <10% are considered substantially modified if the life form has either:  
- <50% of benchmark species diversity; or  
- no reproductively mature specimens are observed  
Life forms with benchmark cover of ≥ 10% are considered substantially modified if the life form has either:  
- <50% of benchmark cover; or  
- < 50% of benchmark species diversity

## Understorey Summary

Benchmark Life forms present ... 100 ... % **Score** 20

Category and Description	
All strata and life forms effectively absent	0
Up to 50% of life forms present	5
≥50% to 90% of life forms present	10
≥90% of life forms present	15
- of those present, ≥50% substantially modified	15
- of those present, <50% substantially modified	20
- of those present, none substantially modified	25

## Vegetation Condition Assessment Form V1.0

FOREST  
VEGETATION

## Species Recruitment

Woody species recorded in habitat zone (S and taller)	Adequate recruitment (✓)
Canopy trees (combined species)	✓
(refer species list)	
<b>Total recruiting species</b>	<b>9/14</b>

Treat multiple canopy species as a single species.  
Adequate recruitment of canopy species requires at least 2 cohorts to be present (seedlings <2m and saplings >2m tall) and where canopy cover is less than benchmark, sufficient recruitment to attain benchmark cover over time.  
Adequate recruitment of other woody species requires observed immature individuals to be at least 10% of number of mature individuals for each species.

## Organic Litter

Benchmark 75% Observed litter 80% Score 5

Category & Description	Dominated by native organic litter ✓	Dominated by non-native organic litter
<10% of benchmark cover	0	0
<50% of benchmark cover	3	2
≥50% of benchmark cover	<u>5</u>	4

Litter is defined as dead organic material detached from the parent plant, including plant debris, fallen leaves and twigs <10cm.

## Recruitment

Score

6

Category & Description			High diversity ✓	Low diversity*
No evidence of a recruitment 'cohort'	within community not driven by episodic events		0	0
	within community driven by episodic events*	clear evidence of appropriate episodic event	0	0
		no clear evidence of appropriate episodic event	5	5
Evidence of at least one recruitment 'cohort' in at least one life form	Proportion of native woody species present that have adequate recruitment*	<30%	3	1
		30 - 70%	<u>6</u>	3
		≥70%	10	5

\*'cohort' refers to a group of woody plants established in a single episode (can include suppressed canopy species individuals)

#refer to benchmark for clarification

\*high diversity defined as ≥50% of benchmark woody species diversity.

## Logs

Benchmark log length 40 Observed length 73 Score 5

Category & Description	Large logs present*	Large logs absent#
<10% of benchmark length	0	0
<50% of benchmark length	3	2
≥50% of benchmark length	<u>5</u>	4

Large logs defined as those with diameter ≥0.5 of benchmark large tree DBH.

\* present if large log length is ≥25% of benchmark log length.

# absent if large log length is <25% of benchmark log length.

## .....Landscape Context Score.....

Patch Size Patch size 7500ha Score 8

Category & Description	
< 2 ha	1
Between 2 and 5 ha	2
Between 5 and 10 ha	4
Between 10 and 20 ha	6
≥20 ha, but 'significantly disturbed'	<u>8</u>
≥20 ha, but not 'significantly disturbed'	10

The patch is the area of native vegetation continuous with the assessment area (zone), regardless of EVC, condition or land tenure. Includes adjoining wetlands.  
\*\*'significantly disturbed' if activities such as grazing, timber harvesting, roading, fuel reduction burning or *Phytophthora* infestation have occurred. Effectively most patches within fragmented landscapes are significantly disturbed.

## FINAL HABITAT SCORE

Component	'Site Condition Score'							'Landscape Context Score'			TOTAL /100
	Large Trees	Tree Canopy Cover	Lack of Weeds	Understorey Summary	Recruitment	Organic Litter	Logs	Patch Size	Neighbourhood	Distance to Core Area	
Score	2	4	15	20	6	5	5	8	4	4	73

## Neighbourhood

Score

4

Radius from site	% Native vegetation*	Weighting	
100 m		0.03	<u>1.8</u>
1 km		0.04	<u>2.4</u>
5 km		0.03	<u>1.8</u>
subtract 2 if the neighbourhood is 'significantly disturbed'			<u>6-2=4</u>
Add Values and 'round-off'			<u>4</u>

\*to nearest 20%

Multiply % native vegetation X weighting for each radius from the zone (eg.) 40% x 0.03 = 1.2; then add values to obtain final Neighbourhood Value

## Distance to Core Area

Score

4

Distance	Core Area not significantly disturbed*	Core Area significantly disturbed*
> 5 km	0	0
1 to 5 km	2	1
< 1 km	4	3
contiguous	5	<u>4</u>

A 'core area' is native vegetation > 50 ha regardless of type, condition or tenure. Includes natural wetlands and lakes, estuaries and rivers.

\*\*'significantly disturbed' see definition under patch size.

# Natural Values Atlas Report

*Authoritative, comprehensive information on Tasmania's natural values.*

**Reference:** Bushland depot fencing

**Requested For:** Sean Black

**Report Type:** Summary Report

**Timestamp:** 01:46:13 PM Monday 03 August 2020

**Threatened Flora:** buffers Min: 20m Max: 20m

**Threatened Fauna:** buffers Min: 20m Max: 20m

**Raptors:** buffers Min: 20m Max: 20m

**Tasmanian Weed Management Act Weeds:** buffers Min: 20m Max: 20m

**Priority Weeds:** buffers Min: 20m Max: 20m

**Geoconservation:** buffer 20m

**Acid Sulfate Soils:** buffer 20m

**TASVEG:** buffer 20m

**Threatened Communities:** buffer 20m

**Fire History:** buffer 20m

**Tasmanian Reserve Estate:** buffer 20m

**Biosecurity Risks:** buffer 20m



The centroid for this query GDA94: 523237.0, 5249664.0 falls within:

**Property:** 7819553

\*\*\* No threatened flora found within 20 metres \*\*\*

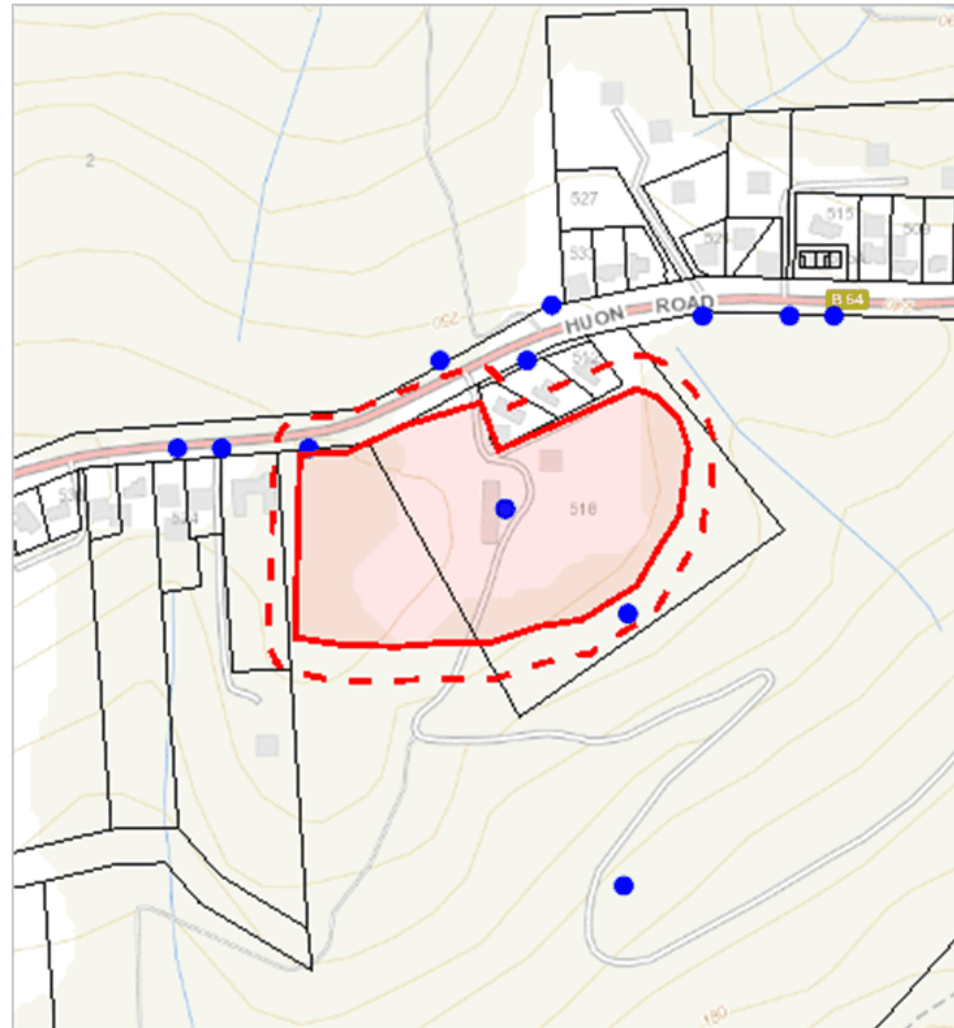
### Threatened flora within 20 metres

\*\*\* No threatened flora found within 20 metres \*\*\*



# Threatened fauna within 20 metres

523516, 5249962



522966, 5249374

Please note that some layers may not display at all requested map scales

Threatened fauna within 20 metres

Legend: Verified and Unverified observations

- Point Verified
- Point Unverified
- Line Verified
- Line Unverified
- Polygon Verified
- Polygon Unverified

Legend: Cadastral Parcels



## Threatened fauna within 20 metres

## Verified Records

Species	Common Name	SS	NS	Bio	Observation Count	Last Recorded
<i>Accipiter novaehollandiae</i>	grey goshawk	e		n	1	04-Jan-2017
<i>Aquila audax</i>	wedge-tailed eagle	pe	PEN	n	2	14-Jul-2016
<i>Perameles gunnii</i>	eastern barred bandicoot		VU	n	1	14-Aug-2001

## Unverified Records

No unverified records were found!

Threatened fauna within 20 metres  
(based on Range Boundaries)

Species	Common Name	SS	NS	BO	Potential	Known	Core
<i>Antipodia chaostola</i>	chaostola skipper	e	EN		1	0	1
<i>Lathamus discolor</i>	swift parrot	e	CR	mbe	1	0	1
<i>Dasyurus maculatus</i> subsp. <i>maculatus</i>	spotted-tail quoll	r	VU	n	1	0	0
<i>Litoria raniformis</i>	green and gold frog	v	VU	n	1	0	0
<i>Prototroctes maraena</i>	australian grayling	v	VU	ae	1	0	0
<i>Pseudemoia pagenstecheri</i>	tussock skink	v		n	1	0	0
<i>Haliaeetus leucogaster</i>	white-bellied sea-eagle	v		n	2	0	0
<i>Tyto novaehollandiae</i> subsp. <i>castanops</i>	masked owl (tasmanian)	e	VU	e	1	0	1
<i>Accipiter novaehollandiae</i>	grey goshawk	e		n	1	0	1
<i>Pardalotus quadragintus</i>	forty-spotted pardalote	e	EN	e	1	0	0
<i>Sarcophilus harrisii</i>	tasmanian devil	e	EN	e	1	0	0
<i>Aquila audax</i> subsp. <i>fleayi</i>	tasmanian wedge-tailed eagle	e	EN	e	1	0	0
<i>Dasyurus viverrinus</i>	eastern quoll		EN	n	0	0	1

For more information about threatened species, please contact Threatened Species Enquiries.

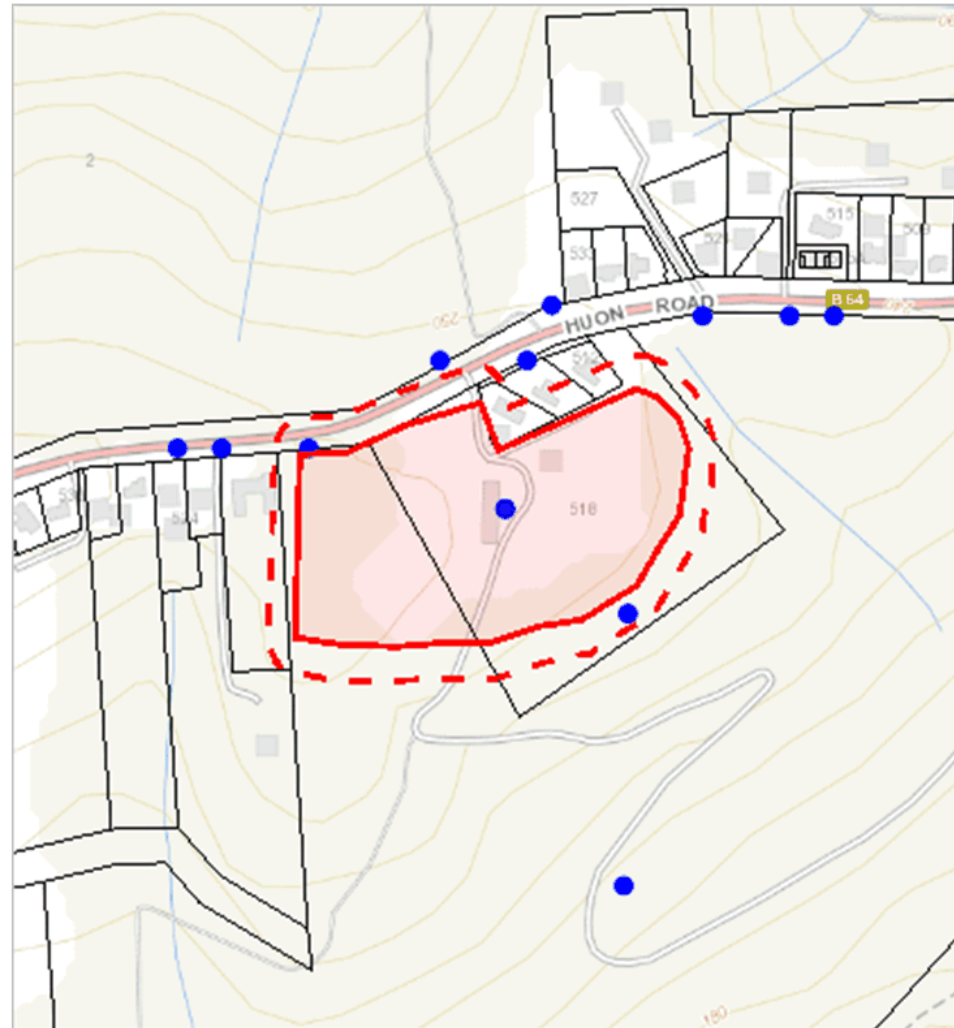
Telephone: 1300 368 550

Email: [ThreatenedSpecies.Enquiries@dpiw.tas.gov.au](mailto:ThreatenedSpecies.Enquiries@dpiw.tas.gov.au)

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

### Threatened fauna within 20 metres

523516, 5249962



522966, 5249374

Please note that some layers may not display at all requested map scales



Threatened fauna within 20 metres

Legend: Verified and Unverified observations

- Point Verified
- Point Unverified
- Line Verified
- Line Unverified
- Polygon Verified
- Polygon Unverified

Legend: Cadastral Parcels



## Threatened fauna within 20 metres

## Verified Records

Species	Common Name	SS	NS	Bio	Observation Count	Last Recorded
<i>Accipiter novaehollandiae</i>	grey goshawk	e		n	1	04-Jan-2017
<i>Aquila audax</i>	wedge-tailed eagle	pe	PEN	n	2	14-Jul-2016
<i>Perameles gunnii</i>	eastern barred bandicoot		VU	n	1	14-Aug-2001

## Unverified Records

No unverified records were found!

Threatened fauna within 20 metres  
(based on Range Boundaries)

Species	Common Name	SS	NS	BO	Potential	Known	Core
<i>Antipodia chaostola</i>	chaostola skipper	e	EN		1	0	1
<i>Lathamus discolor</i>	swift parrot	e	CR	mbe	1	0	1
<i>Dasyurus maculatus</i> subsp. <i>maculatus</i>	spotted-tail quoll	r	VU	n	1	0	0
<i>Litoria raniformis</i>	green and gold frog	v	VU	n	1	0	0
<i>Prototroctes maraena</i>	australian grayling	v	VU	ae	1	0	0
<i>Pseudemoia pagenstecheri</i>	tussock skink	v		n	1	0	0
<i>Haliaeetus leucogaster</i>	white-bellied sea-eagle	v		n	2	0	0
<i>Tyto novaehollandiae</i> subsp. <i>castanops</i>	masked owl (tasmanian)	e	VU	e	1	0	1
<i>Accipiter novaehollandiae</i>	grey goshawk	e		n	1	0	1
<i>Pardalotus quadragintus</i>	forty-spotted pardalote	e	EN	e	1	0	0
<i>Sarcophilus harrisii</i>	tasmanian devil	e	EN	e	1	0	0
<i>Aquila audax</i> subsp. <i>fleayi</i>	tasmanian wedge-tailed eagle	e	EN	e	1	0	0
<i>Dasyurus viverrinus</i>	eastern quoll		EN	n	0	0	1

For more information about threatened species, please contact Threatened Species Enquiries.

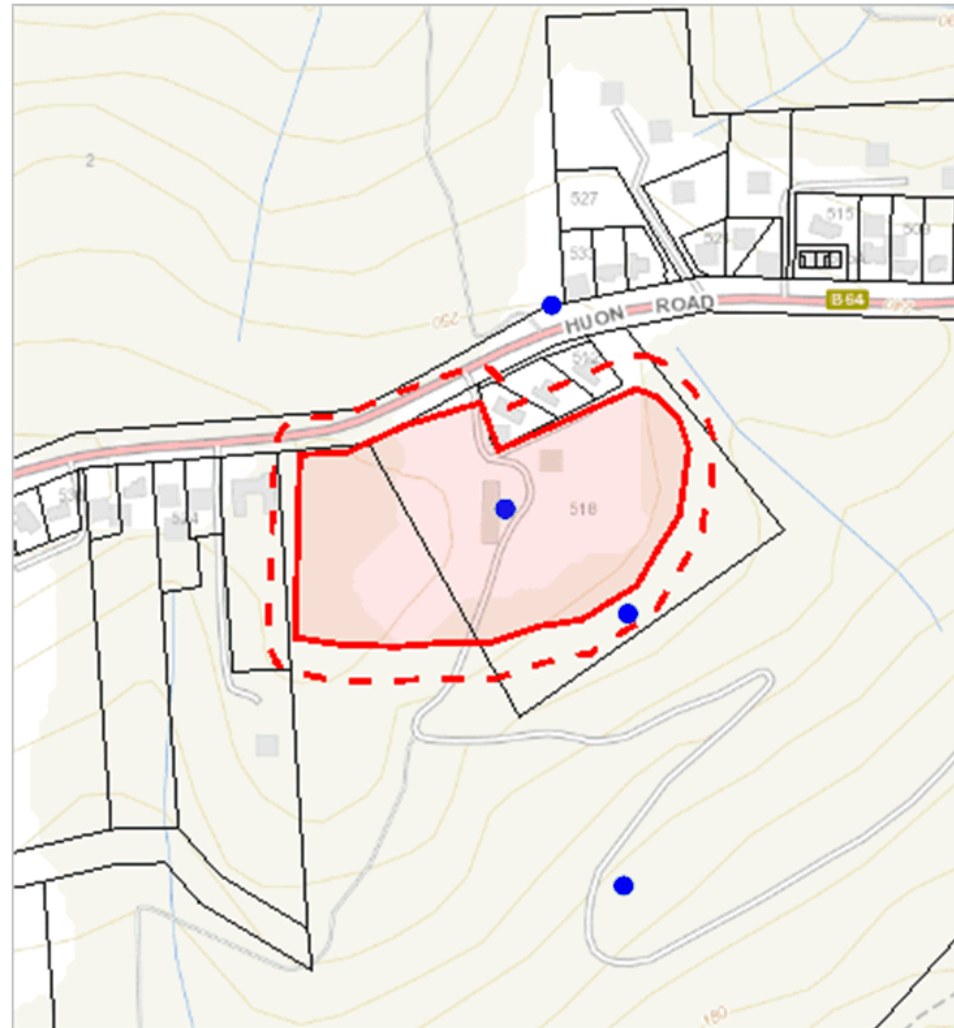
Telephone: 1300 368 550

Email: [ThreatenedSpecies.Enquiries@dpiw.tas.gov.au](mailto:ThreatenedSpecies.Enquiries@dpiw.tas.gov.au)

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

## Raptor nests and sightings within 20 metres

523516, 5249962



522966, 5249374

Please note that some layers may not display at all requested map scales

Raptor nests and sightings within 20 metres

Legend: Verified and Unverified observations

- Point Verified
- Point Unverified
- Line Verified
- Line Unverified
- Polygon Verified
- Polygon Unverified

Legend: Cadastral Parcels



## Raptor nests and sightings within 20 metres

## Verified Records

Nest Id/Location Foreign Id	Species	Common Name	Obs Type	Observation Count	Last Recorded
	Accipiter novaehollandiae	grey goshawk	Sighting	1	04-Jan-2017
	Aquila audax	wedge-tailed eagle	Sighting	2	14-Jul-2016

## Unverified Records

No unverified records were found!

Raptor nests and sightings within 20 metres  
(based on Range Boundaries)

Species	Common Name	SS	NS	Potential	Known	Core
Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	e	EN	1	0	0
Accipiter novaehollandiae	grey goshawk	e		1	0	1
Haliaeetus leucogaster	white-bellied sea-eagle	v		2	0	0

For more information about raptor nests, please contact Threatened Species Enquiries.

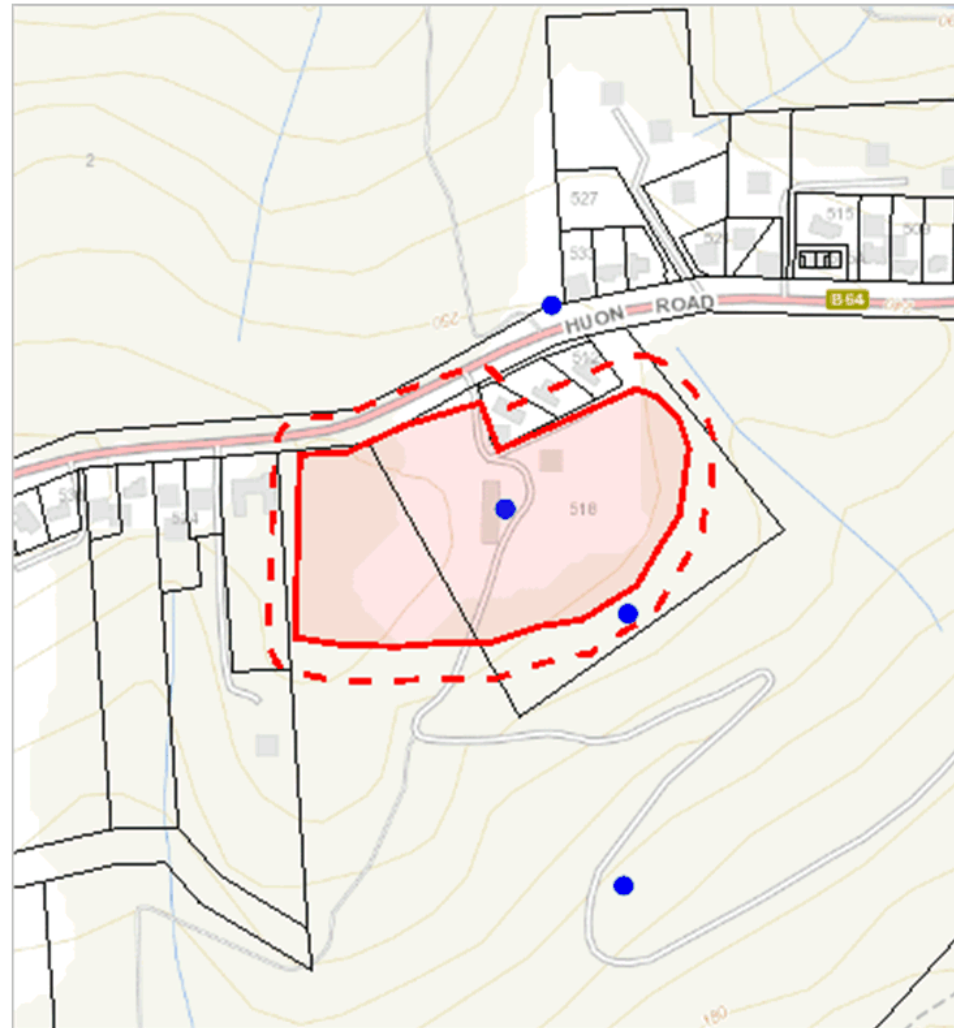
Telephone: 1300 368 550

Email: [ThreatenedSpecies.Enquiries@dpipwe.tas.gov.au](mailto:ThreatenedSpecies.Enquiries@dpipwe.tas.gov.au)

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

## Raptor nests and sightings within 20 metres

523516, 5249962



522966, 5249374

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Raptor nests and sightings within 20 metres

Legend: Verified and Unverified observations

- Point Verified
- Point Unverified
- Line Verified
- Line Unverified
- Polygon Verified
- Polygon Unverified

Legend: Cadastral Parcels



## Raptor nests and sightings within 20 metres

## Verified Records

Nest Id/Location Foreign Id	Species	Common Name	Obs Type	Observation Count	Last Recorded
	Accipiter novaehollandiae	grey goshawk	Sighting	1	04-Jan-2017
	Aquila audax	wedge-tailed eagle	Sighting	2	14-Jul-2016

## Unverified Records

No unverified records were found!

Raptor nests and sightings within 20 metres  
(based on Range Boundaries)

Species	Common Name	SS	NS	Potential	Known	Core
Aquila audax subsp. fleayi	tasmanian wedge-tailed eagle	e	EN	1	0	0
Accipiter novaehollandiae	grey goshawk	e		1	0	1
Haliaeetus leucogaster	white-bellied sea-eagle	v		2	0	0

For more information about raptor nests, please contact Threatened Species Enquiries.

Telephone: 1300 368 550

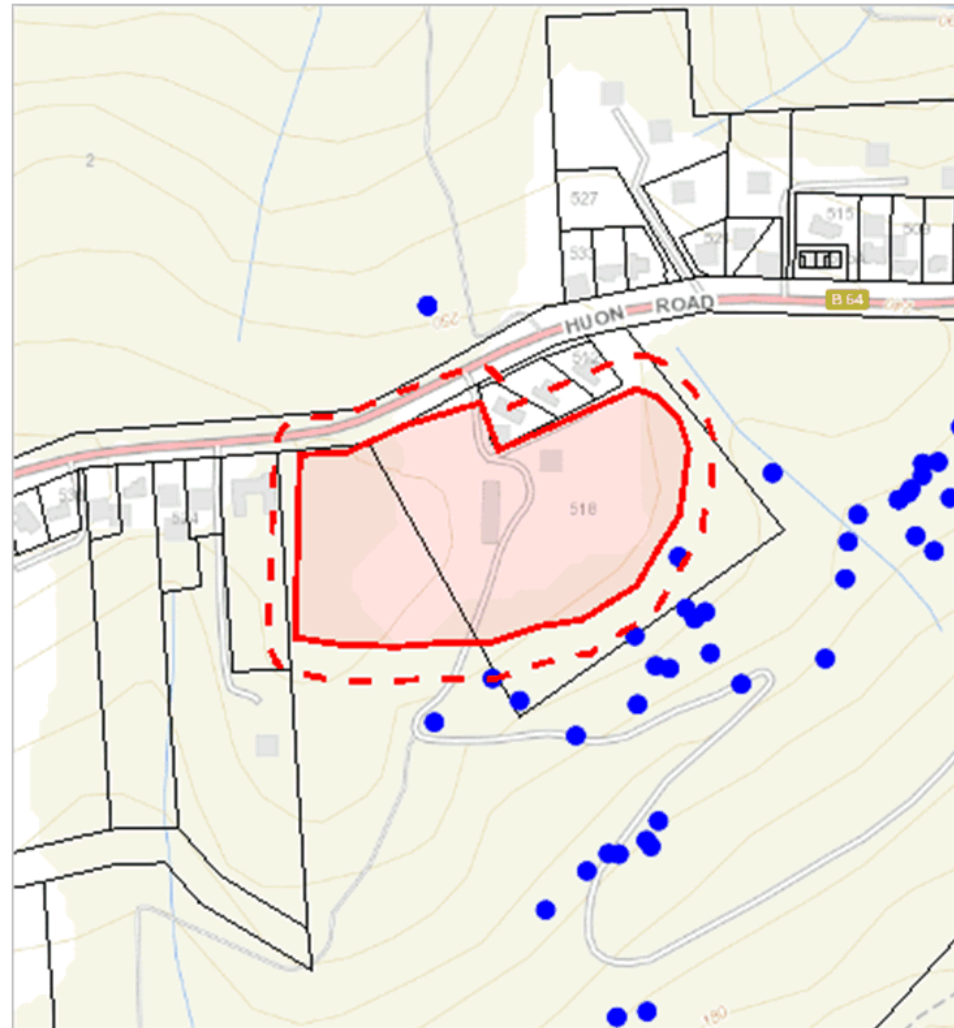
Email: [ThreatenedSpecies.Enquiries@dpipwe.tas.gov.au](mailto:ThreatenedSpecies.Enquiries@dpipwe.tas.gov.au)

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000



## Tas Management Act Weeds within 20 m

523516, 5249962



522966, 5249374

Please note that some layers may not display at all requested map scales

Tas Management Act Weeds within 20 m

Legend: Verified and Unverified observations

- Point Verified
- Point Unverified
- Line Verified
- Line Unverified
- Polygon Verified
- Polygon Unverified

Legend: Cadastral Parcels



## Tas Management Act Weeds within 20 m

## Verified Records

Species	Common Name	Observation Count	Last Recorded
Cytisus scoparius	english broom	1	07-Apr-2019
Ulex europaeus	gorse	1	01-Jun-2013

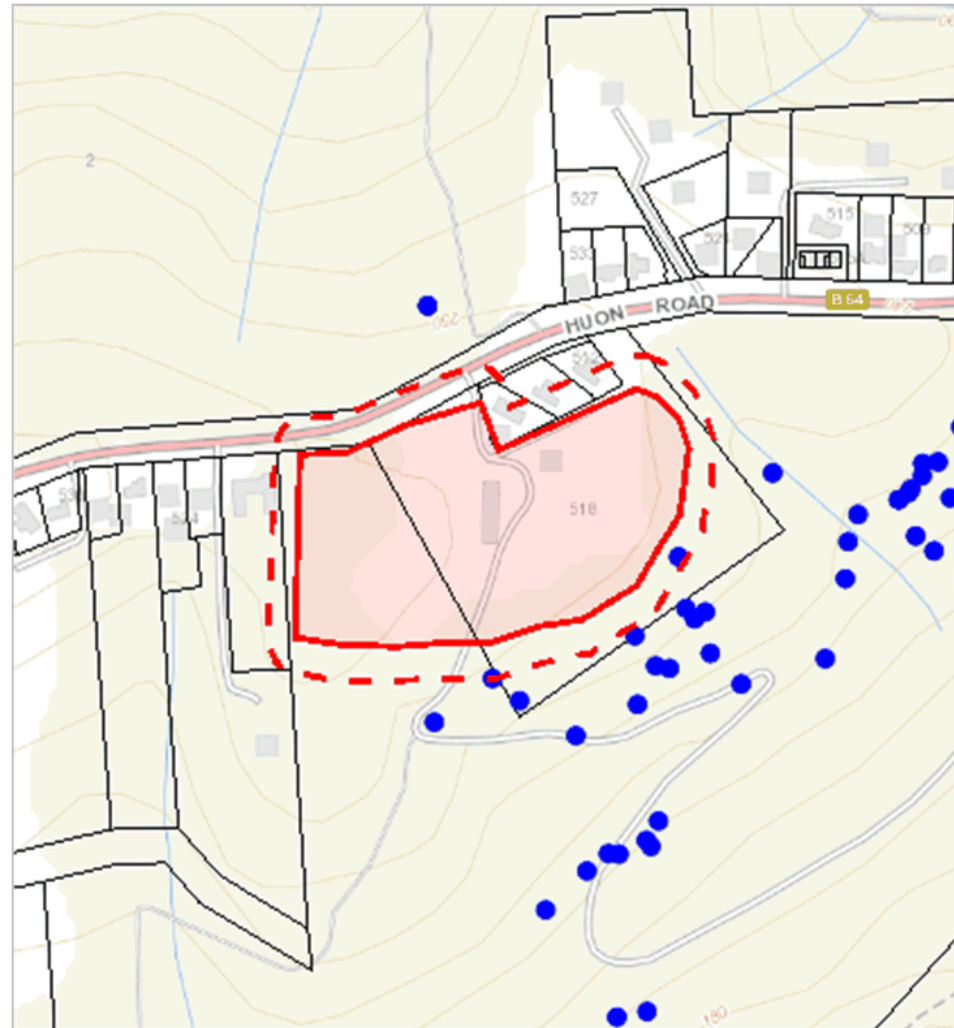
## Unverified Records

For more information about introduced weed species, please visit the following URL for contact details in your area:

<http://dpiwpe.tas.gov.au/invasive-species/weeds>

## Tas Management Act Weeds within 20 m

523516, 5249962



522966, 5249374

Please note that some layers may not display at all requested map scales

Tas Management Act Weeds within 20 m

Legend: Verified and Unverified observations

- Point Verified
- Point Unverified
- Line Verified
- Line Unverified
- Polygon Verified
- Polygon Unverified

Legend: Cadastral Parcels



## Tas Management Act Weeds within 20 m

## Verified Records

Species	Common Name	Observation Count	Last Recorded
Cytisus scoparius	english broom	1	07-Apr-2019
Ulex europaeus	gorse	1	01-Jun-2013

## Unverified Records

For more information about introduced weed species, please visit the following URL for contact details in your area:

<http://dpiwve.tas.gov.au/invasive-species/weeds>

\*\*\* No Priority Weeds found within 20 metres \*\*\*

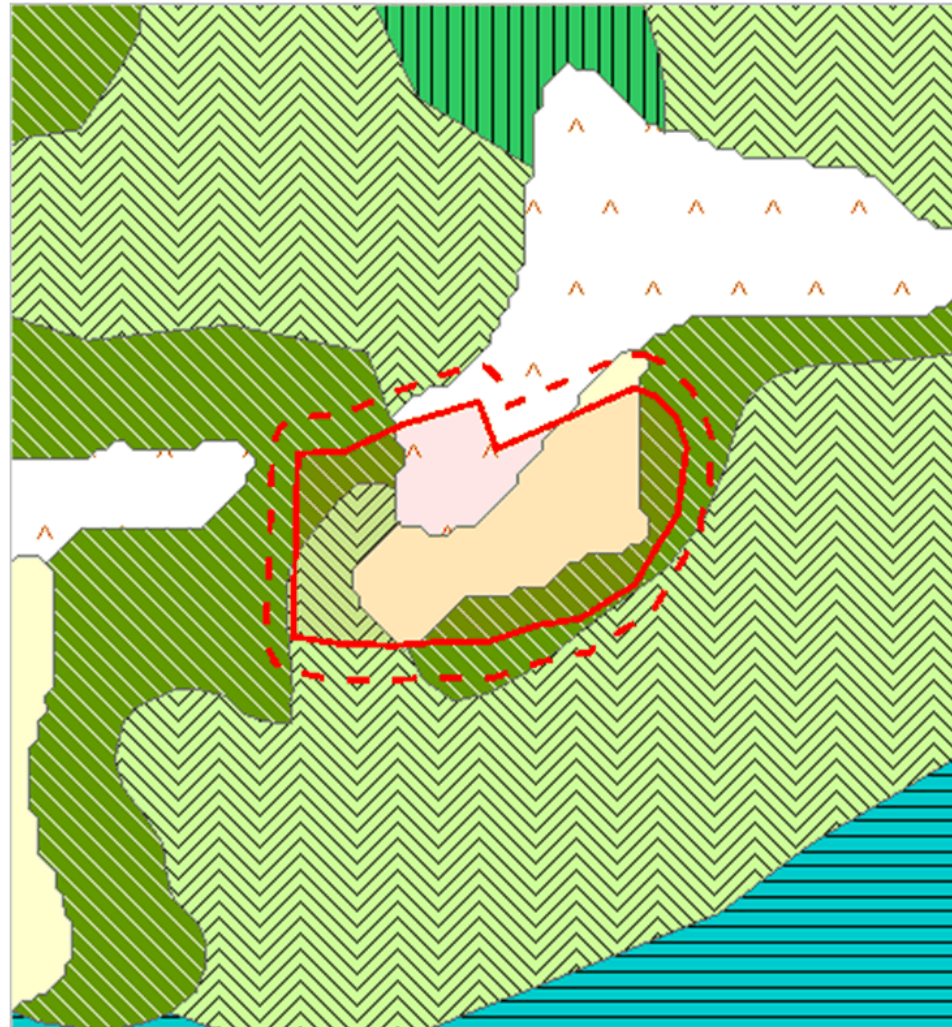
\*\*\* No Priority Weeds found within 20 metres \*\*\*

\*\*\* No Geoconservation sites found within 20 metres. \*\*\*

\*\*\* No Acid Sulfate Soils found within 20 metres \*\*\*

### TASVEG 3.0 Communities within 20 metres

523516, 5249962






























































522966, 5249374

Please note that some layers may not display at all requested map scales



## TASVEG 3.0 Communities within 20 metres

Legend: TASVEG 3.0

	DAC - Eucalyptus amygdalina coastal forest and woodland
	DAD - Eucalyptus amygdalina forest and woodland on dolerite
	DAS - Eucalyptus amygdalina forest and woodland on sandstone
	DAM - Eucalyptus amygdalina forest on mudstone
	DAZ - Eucalyptus amygdalina inland forest and woodland on Cainozoic deposits
	DSC - Eucalyptus amygdalina - Eucalyptus obliqua damp sclerophyll forest
	DBA - Eucalyptus barberi forest and woodland
	DCO - Eucalyptus coccifera forest and woodland
	DCR - Eucalyptus cordata forest
	DDP - Eucalyptus dalrympleana - Eucalyptus pauciflora forest and woodland
	DDE - Eucalyptus delegatensis dry forest and woodland
	DGL - Eucalyptus globulus dry forest and woodland
	DGW - Eucalyptus gunnii woodland
	DMO - Eucalyptus morrisbyi forest and woodland
	DNI - Eucalyptus nitida dry forest and woodland
	DNF - Eucalyptus nitida Furneaux forest
	DOB - Eucalyptus obliqua dry forest
	DOV - Eucalyptus ovata forest and woodland
	DOW - Eucalyptus ovata heathy woodland
	DPO - Eucalyptus pauciflora forest and woodland not on dolerite
	DPD - Eucalyptus pauciflora forest and woodland on dolerite
	DPE - Eucalyptus perriniana forest and woodland
	DPU - Eucalyptus pulchella forest and woodland
	DRI - Eucalyptus risdonii forest and woodland
	DRO - Eucalyptus rodwayi forest and woodland
	DSO - Eucalyptus sieberi forest and woodland not on granite
	DSG - Eucalyptus sieberi forest and woodland on granite
	DTD - Eucalyptus tenuiramis forest and woodland on dolerite
	DTG - Eucalyptus tenuiramis forest and woodland on granite
	DTO - Eucalyptus tenuiramis forest and woodland on sediments
	DVF - Eucalyptus viminalis Furneaux forest and woodland
	DVG - Eucalyptus viminalis grassy forest and woodland
	DVC - Eucalyptus viminalis - Eucalyptus globulus coastal forest and woodland
	DKW - King Island Eucalypt woodland
	DMW - Midlands woodland complex
	WBR - Eucalyptus brookeriana wet forest
	WDA - Eucalyptus dalrympleana forest
	WDL - Eucalyptus delegatensis forest over Leptospermum
	WDR - Eucalyptus delegatensis forest over rainforest
	WDB - Eucalyptus delegatensis forest with broad-leaf shrubs
	WDU - Eucalyptus delegatensis wet forest (undifferentiated)
	WGL - Eucalyptus globulus King Island forest
	WGL - Eucalyptus globulus wet forest
	WNL - Eucalyptus nitida forest over Leptospermum
	WNR - Eucalyptus nitida forest over rainforest
	WNU - Eucalyptus nitida wet forest (undifferentiated)
	WOL - Eucalyptus obliqua forest over Leptospermum
	WOR - Eucalyptus obliqua forest over rainforest
	WOB - Eucalyptus obliqua forest with broad-leaf shrubs
	WOU - Eucalyptus obliqua wet forest (undifferentiated)
	WRE - Eucalyptus regnans forest
	WSU - Eucalyptus subcrenulata forest and woodland
	WVI - Eucalyptus viminalis wet forest
	RPF - Athrotaxis cupressoides - Nothofagus gunnii short rainforest
	RPW - Athrotaxis cupressoides open woodland
	RPP - Athrotaxis cupressoides rainforest
	RKF - Athrotaxis selaginoides - Nothofagus gunnii short rainforest
	RKP - Athrotaxis selaginoides rainforest
	RKS - Athrotaxis selaginoides subalpine scrub

Department of Primary Industries, Parks, Water and Environment

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## TASVEG 3.0 Communities within 20 metres

	RCO - Coastal rainforest
	RSH - Highland low rainforest and scrub
	RKO - Highland rainforest scrub with dead <i>Athrotaxis selaginoides</i>
	RHP - <i>Lagarostrobos franklinii</i> rainforest and scrub
	RMT - <i>Nothofagus</i> - <i>Atherosperma</i> rainforest
	RML - <i>Nothofagus</i> - <i>Leptospermum</i> short rainforest
	RMS - <i>Nothofagus</i> - <i>Phyllocladus</i> short rainforest
	RFS - <i>Nothofagus gunnii</i> rainforest and scrub
	RMU - <i>Nothofagus</i> rainforest (undifferentiated)
	RFE - Rainforest fernland
	NAD - <i>Acacia dealbata</i> forest
	NAR - <i>Acacia melanoxylon</i> forest on rises
	NAF - <i>Acacia melanoxylon</i> swamp forest
	NAL - <i>Allocasuarina littoralis</i> forest
	NAV - <i>Allocasuarina verticillata</i> forest
	NBS - <i>Banksia serrata</i> woodland
	NBA - <i>Bursaria</i> - <i>Acacia</i> woodland and scrub
	NCR - <i>Callitris rhomboidea</i> forest
	NLE - <i>Leptospermum</i> forest
	NLM - <i>Leptospermum lanigerum</i> - <i>Melaleuca squarrosa</i> swamp forest
	NLA - <i>Leptospermum scoparium</i> - <i>Acacia mucronata</i> forest
	NME - <i>Melaleuca ericifolia</i> swamp forest
	NLN - Subalpine <i>Leptospermum nitidum</i> woodland
	AHF - Fresh water aquatic herbland
	ASF - Freshwater aquatic sedgeland and rushland
	AHL - Lacustrine herbland
	AHS - Saline aquatic herbland
	ARS - Saline sedgeland/rushland
	AUS - Saltmarsh (undifferentiated)
	ASS - Succulent saline herbland
	AWU - Wetland (undifferentiated)
	SAL - <i>Acacia longifolia</i> coastal scrub
	SBM - <i>Banksia marginata</i> wet scrub
	SBR - Broad-leaf scrub
	SCH - Coastal heathland
	SSC - Coastal scrub
	SCA - Coastal scrub on alkaline sands
	SRE - Eastern riparian scrub
	SED - Eastern scrub on dolerite
	SCL - Heathland on calcareous substrates
	SKA - <i>Kunzea ambigua</i> regrowth scrub
	SLG - <i>Leptospermum glaucescens</i> heathland and scrub
	SLL - <i>Leptospermum lanigerum</i> scrub
	SLS - <i>Leptospermum scoparium</i> heathland and scrub
	SLW - <i>Leptospermum</i> scrub
	SRF - <i>Leptospermum</i> with rainforest scrub
	SMP - <i>Melaleuca pustulata</i> scrub
	SMM - <i>Melaleuca squamea</i> heathland
	SMR - <i>Melaleuca squarrosa</i> scrub
	SRH - Rookery halophytic herbland
	SSK - Scrub complex on King Island
	SSZ - Spray zone coastal complex
	SHS - Subalpine heathland
	SWR - Western regrowth complex
	SSW - Western subalpine scrub
	SWW - Western wet scrub
	SHW - Wet heathland
	HCH - Alpine coniferous heathland
	HCM - Cushion moorland
	HHE - Eastern alpine heathland
	HSE - Eastern alpine sedgeland

Department of Primary Industries, Parks, Water and Environment

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## TASVEG 3.0 Communities within 20 metres

	HUE - Eastern alpine vegetation (undifferentiated)
	HHW - Western alpine heathland
	HSW - Western alpine sedgeland/herbland
	MAP - Alkaline pans
	MBU - Buttongrass moorland (undifferentiated)
	MBS - Buttongrass moorland with emergent shrubs
	MBE - Eastern buttongrass moorland
	MGH - Highland grassy sedgeland
	MBP - Pure buttongrass moorland
	MRR - Restionaceae rushland
	MBR - Sparse buttongrass moorland on slopes
	MSP - Sphagnum peatland
	MDS - Subalpine Diplarrena latifolia rushland
	MBW - Western buttongrass moorland
	MSW - Western lowland sedgeland
	GHC - Coastal grass and herbfield
	GPH - Highland Poa grassland
	GCL - Lowland grassland complex
	GSL - Lowland grassy sedgeland
	GPL - Lowland Poa labillardierei grassland
	GTL - Lowland Therneda triandra grassland
	GRP - Rockplate grassland
	FAG - Agricultural land
	FUM - Extra-urban miscellaneous
	FMG - Marram grassland
	FPE - Permanent easements
	FPL - Plantations for silviculture
	FPF - Pteridium esculentum fernland
	FRG - Regenerating cleared land
	FSM - Spartina marshland
	FPU - Unverified plantations for silviculture
	FUR - Urban areas
	FWU - Weed infestation
	QCS - Coastal slope complex
	QCT - Coastal terrace mosaic
	QKB - Kelp beds
	QAM - Macquarie alpine mosaic
	QMI - Mire
	QST - Short tussock grassland/rushland with herbs
	QTT - Tall tussock grassland with megaherbs
	ORO - Lichen lithosere
	OSM - Sand, mud
	OAQ - Water, sea

Legend: Cadastral Parcels



## TASVEG 3.0 Communities within 20 metres

Code	Community	Emergent Species
DOB	(DOB) Eucalyptus obliqua dry forest	
DPU	(DPU) Eucalyptus pulchella forest and woodland	
FAG	(FAG) Agricultural land	
FUR	(FUR) Urban areas	

For more information contact: Coordinator, Tasmanian Vegetation Monitoring and Mapping Program.

Telephone: (03) 6165 4320

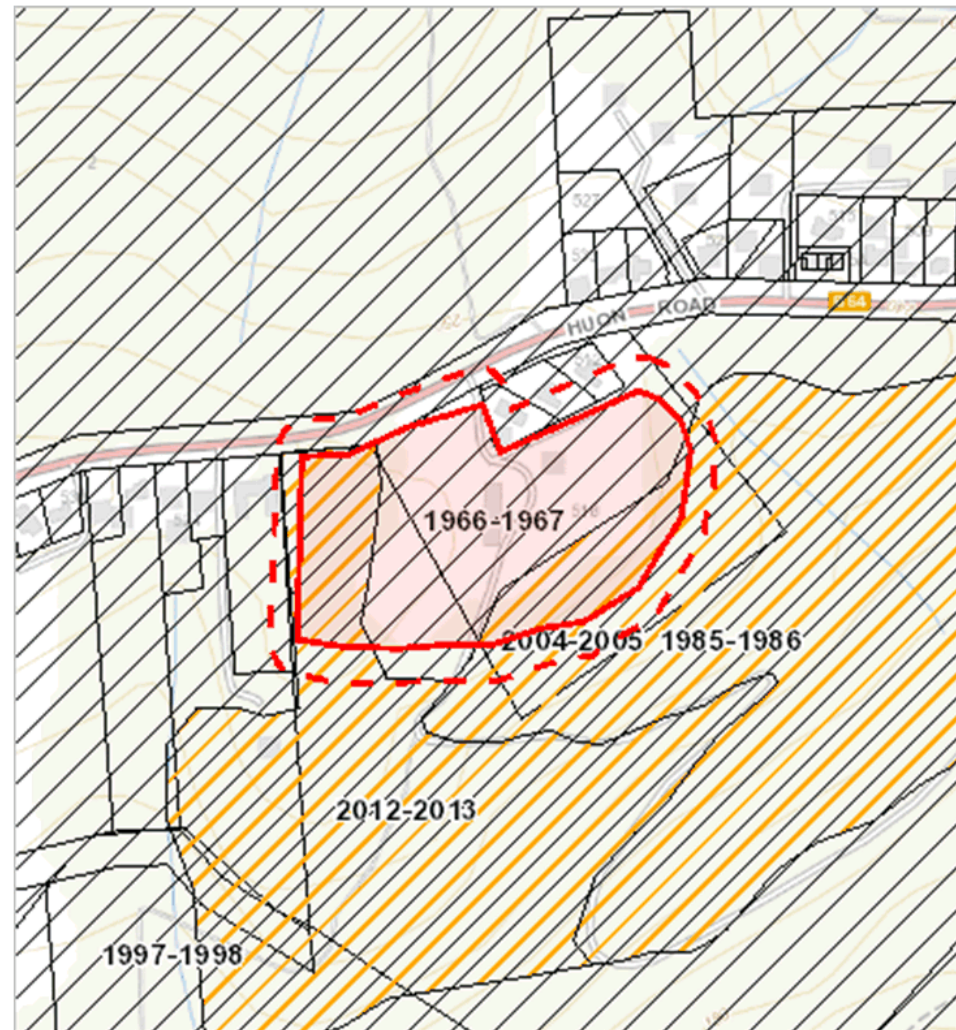
Email: TVMMPsupport@dipwe.tas.gov.au

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

\*\*\* No threatened Communities (TNVC 2014) found within 20 metres \*\*\*

## Fire History (All) within 20 metres

523516, 5249962



522966, 5249374

Please note that some layers may not display at all requested map scales

Fire History (All) within 20 metres

Legend: Fire History All

☒ Bushfire-Unknown Category

☒ Completed Planned Burn

Legend: Cadastral Parcels

☐

☒ Bushfire

## Fire History (All) within 20 metres

Incident Number	Fire Name	Ignition Date	Fire Type	Ignition Cause	Fire Area (HA)
RP05	Historical FH RP05	01-Mar-2013	Planned Burn	Planned Burn	4.97904889
	1967 Fire	22-Feb-1967	Bushfire	Undetermined	198780.41788592
	RP04	01-Jan-1986	Planned Burn	Planned Burn	9.51480137
	RP04	01-Dec-2004	Planned Burn	Planned Burn	9.51480137

For more information about Fire History, please contact the Manager Community Protection Planning, Tasmania Fire Service.

Telephone: 1800 000 699

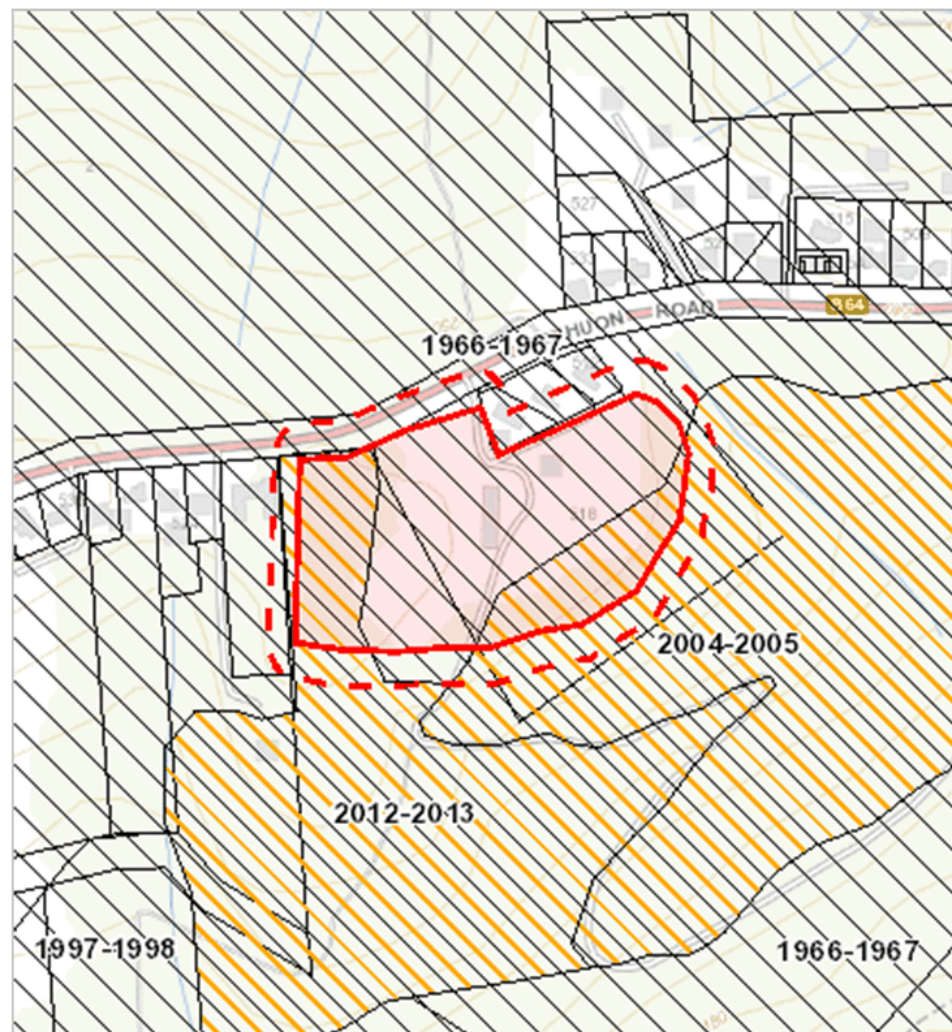
Email: [planning@fire.tas.gov.au](mailto:planning@fire.tas.gov.au)

Address: cnr Argyle and Melville Streets, Hobart, Tasmania, Australia, 7000



## Fire History (Last Burnt) within 20 metres

523516, 5249962





522966, 5249374

Please note that some layers may not display at all requested map scales

Fire History (Last Burnt) within 20 metres

Legend: Fire History Last

-  Bushfire-Unknown category
-  Completed Planned Burn

 Bushfire

Legend: Cadastral Parcels





## Fire History (Last Burnt) within 20 metres

Incident Number	Fire Name	Ignition Date	Fire Type	Ignition Cause	Fire Area (HA)
RP05	Historical FH RP05	01-Mar-2013	Planned Burn	Planned Burn	4.97904889
	1967 Fire	22-Feb-1967	Bushfire	Undetermined	198780.41788592
	RP04	01-Dec-2004	Planned Burn	Planned Burn	9.51480137

For more information about Fire History, please contact the Manager Community Protection Planning, Tasmania Fire Service.

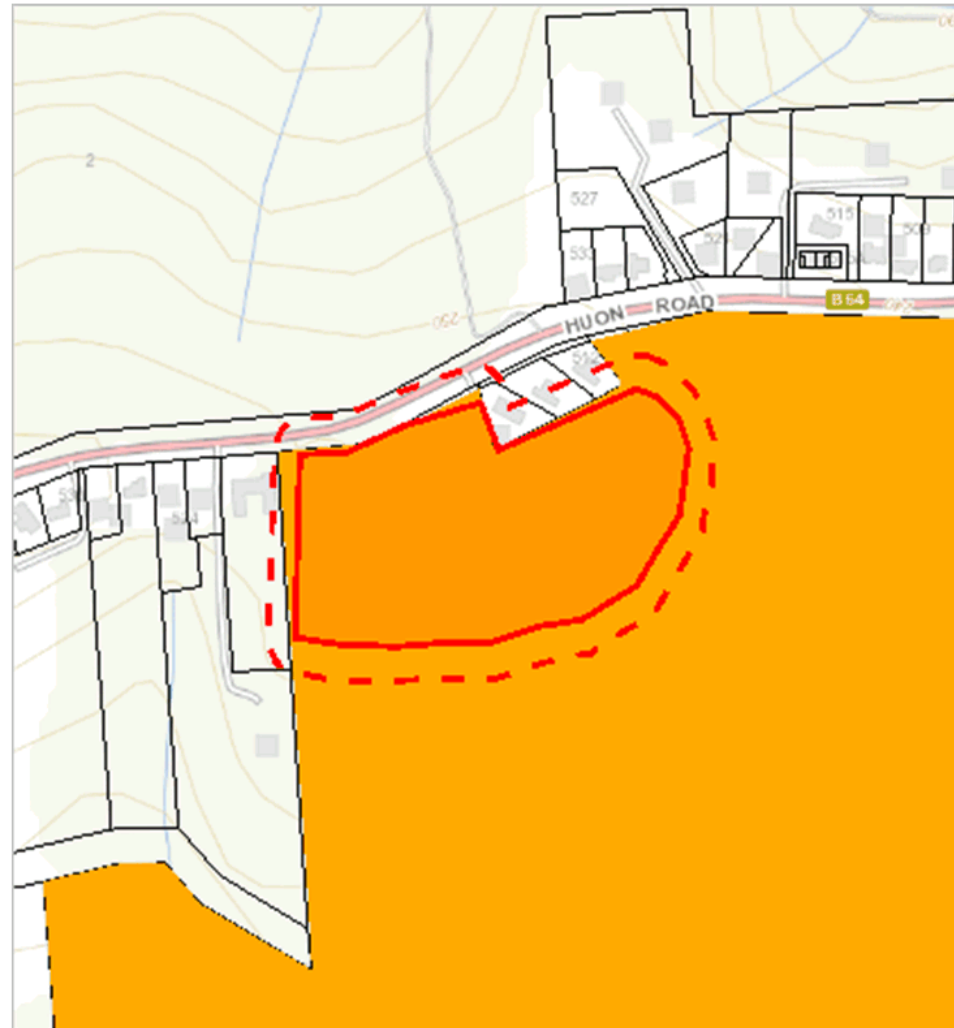
Telephone: 1800 000 699

Email: [planning@fire.tas.gov.au](mailto:planning@fire.tas.gov.au)

Address: cnr Argyle and Melville Streets, Hobart, Tasmania, Australia, 7000

## Reserves within 20 metres

523516, 5249962


























522966, 5249374

Please note that some layers may not display at all requested map scales

## Reserves within 20 metres

## Legend: Tasmanian Reserve Estate

-  Conservation Area
-  Conservation Area and Conservation Covenant (NCA)
-  Game Reserve
-  Historic Site
-  Indigenous Protected Area
-  National Park
-  Nature Reserve
-  Nature Recreation Area
-  Regional Reserve
-  State Reserve
-  Wellington Park
-  Public authority land within WHA
-  Future Potential Production Forest
-  Informal Reserve on Permanent Timber Production Zone Land or STT managed land
-  Informal Reserve on other public land
-  Conservation Covenant (NCA)
-  Private Nature Reserve and Conservation Covenant (NCA)
-  Private Sanctuary and Conservation Covenant (NCA)
-  Private Sanctuary
-  Private land within WHA
-  Management Agreement
-  Management Agreement and Stewardship Agreement
-  Stewardship Agreement
-  Part 5 Agreement (Meander Dam Offset)
-  Other Private Reserve

## Legend: Cadastral Parcels



## Reserves within 20 metres

Name	Classification	Status	Area (HA)
	Informal Reserve on other public land	Informal Reserve	207.0272363 7

For more information about the Tasmanian Reserve Estate, please contact the Sustainable Land Use and Information Management Branch.

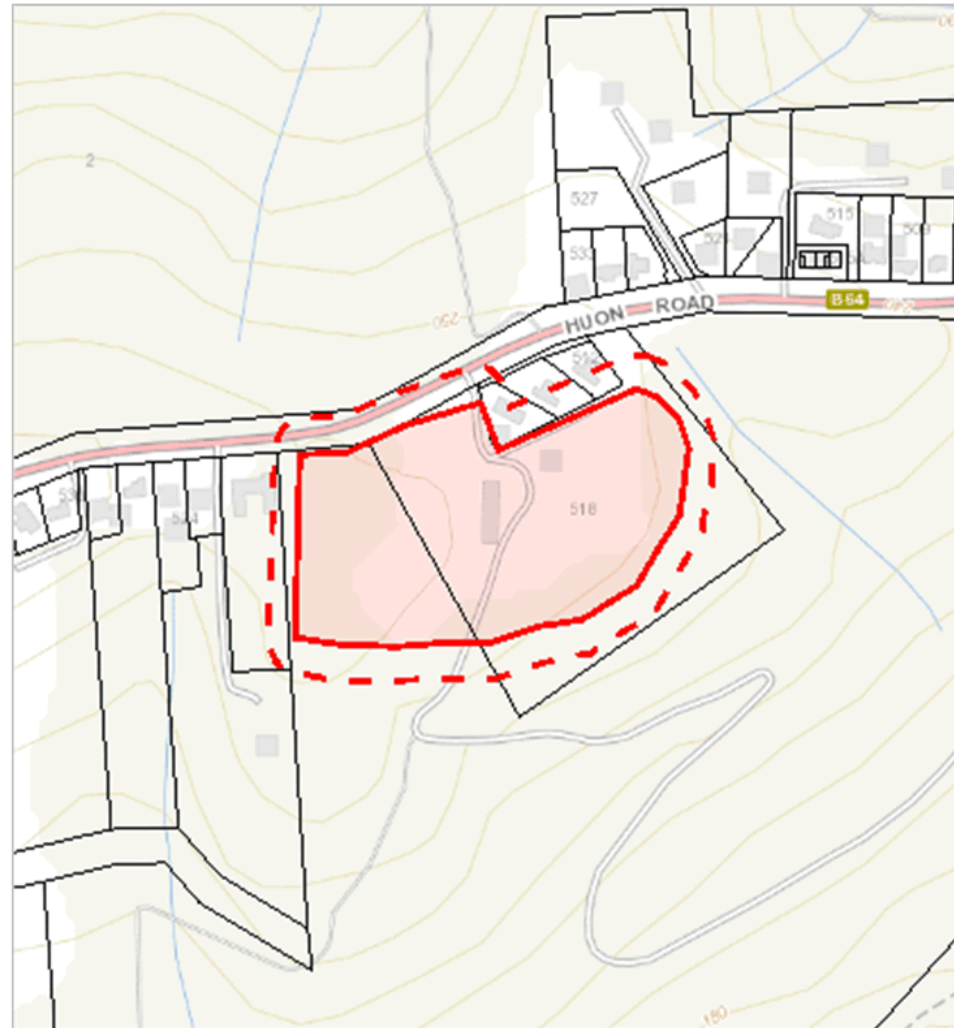
Telephone: (03) 6777 2224

Email: [LandManagement.Enquiries@dpipwe.tas.gov.au](mailto:LandManagement.Enquiries@dpipwe.tas.gov.au)

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

## Known biosecurity risks within 20 meters

523516, 5249962



522966, 5249374

Please note that some layers may not display at all requested map scales

Known biosecurity risks within 20 meters

Legend: Biosecurity Risk Species

- Point Verified

■ Polygon Verified
- Point Unverified

■ Polygon Unverified
- Line Verified

— Line Unverified

Legend: Hygiene infrastructure

- Location Point Verified

● Location Point Unverified

— Location Line Verified
- Location Line Unverified

■ Location Polygon Verified

■ Location Polygon Unverified

Legend: Cadastral Parcels



## Known biosecurity risks within 20 meters

### Verified Species of biosecurity risk

No verified species of biosecurity risk found within 20 metres

### Unverified Species of biosecurity risk

No unverified species of biosecurity risk found within 20 metres

### Generic Biosecurity Guidelines

The level and type of hygiene protocols required will vary depending on the tenure, activity and land use of the area. In all cases adhere to the land manager's biosecurity (hygiene) protocols. As a minimum always Check / Clean / Dry (Disinfect) clothing and equipment before trips and between sites within a trip as needed <http://dpiptwe.tas.gov.au/invasive-species/weeds/weed-hygiene/keeping-it-clean-a-tasmanian-field-hygiene-manual>

On Reserved land, the more remote, infrequently visited and undisturbed areas require tighter biosecurity measures.

In addition, where susceptible species and communities are known to occur, tighter biosecurity measures are required.

Apply controls relevant to the area / activity:

- Don't access sites infested with pathogen or weed species unless absolutely necessary. If it is necessary to visit, adopt high level hygiene protocols.
- Consider not accessing non-infested sites containing known susceptible species / communities. If it is necessary to visit, adopt high level hygiene protocols.
- Don't undertake activities that might spread pest / pathogen / weed species such as deliberately moving soil or water between areas.
- Modify / restrict activities to reduce the chance of spreading pest / pathogen / weed species e.g. avoid periods when weeds are seeding, avoid clothing/equipment that excessively collects soil and plant material e.g. Velcro, excessive tread on boots.
- Plan routes to visit clean (uninfested) sites prior to dirty (infested) sites. Do not travel through infested areas when moving between sites.
- Minimise the movement of soil, water, plant material and hitchhiking wildlife between areas by using the Check / Clean / Dry (Disinfect when drying is not possible) procedure for all clothing, footwear, equipment, hand tools and vehicles <http://dpiptwe.tas.gov.au/invasive-species/weeds/weed-hygiene>
- Neoprene and netting can take 48 hours to dry, use non-porous gear wherever possible.
- Use walking track boot wash stations where available.
- Keep a hygiene kit in the vehicle that includes a scrubbing brush, boot pick, and disinfectant <http://dpiptwe.tas.gov.au/invasive-species/weeds/weed-hygiene/keeping-it-clean-a-tasmanian-field-hygiene-manual>
- Dispose of all freshwater away from natural water bodies e.g. do not empty water into streams or ponds.
- Dispose of used disinfectant ideally in town through a treatment or septic system. Always keep disinfectant well away from natural water systems.
- Securely contain any high risk pest / pathogen / weed species that must be collected and moved e.g. biological samples.

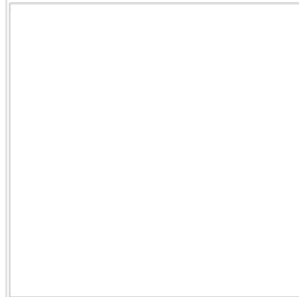
### Hygiene Infrastructure

No known hygiene infrastructure found within 20 metres

Planning: #209080

**Property**

518 HUON ROAD SOUTH HOBART TAS 7004

**People**

Applicant

\*

RUTH PARRY  
50 MACQUARIE STREET  
HOBART TAS 7000  
0437 797 695  
parryr@hobartcity.com.au

Owner

\*

HOBART CITY COUNCIL

Entered By

RUTH PARRY  
50 MACQUARIE STREET  
HOBART TAS 7000  
0437 797 695  
parryr@hobartcity.com.au

**Use**

Commercial

**Details**

Have you obtained pre application advice?

☒ No

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

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

\*

☒ No

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

\*

☒ No

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



**Details**

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

\*

Work Depot

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

\*

Gate and Fence

Estimated cost of development

\*

100000.00

Existing floor area (m2)

Proposed floor area (m2)

Site area (m2)

**Carparking on Site**

N/A

Total parking spaces

Existing parking spaces

☐ Other (no selection chosen)**Other Details**

Does the application include signage?

\*

☐ No

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

\*

0

**Tasmania Heritage Register**

Is this property on the Tasmanian Heritage Register?

• ☐ No**Documents****Required Documents**

Title (Folio text and Plan and Schedule of Easements)

\*

Folio Text and Plan-51413-1.pdf

Plans (proposed, existing)

\*

518 Huon Road Proposed and current map.pdf

GM or Crown consent

GMC-20-44 - 518 HUON ROAD SOUTH HOBART TAS 7004 - Notice of Land Owner Consent to Lodge a Planning Application (including documentation) (1).pdf

Covering Letter

Cover letter - Planning Application 17 July 2020.pdf

**Supporting Documents**

Flora and Fauna Report

Bushland Depot Natural Values Atlas report nvr\_1\_03-Oct-2019.pdf



Enquiries to: City Planning  
Phone: (03) 6238 2715  
Email: coh@hobartcity.com.au

14 July 2020

Ruth Parry (City of Hobart)  
Brooker Highway  
HOBART TAS 7000

mailto: parryr@hobartcity.com.au

Dear Sir/Madam

**518 HUON ROAD, SOUTH HOBART - WORKS ON COUNCIL LAND NOTICE OF LAND  
OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-20-44**

**Site Address:**

518 Huon Road, South Hobart  
(Bushland Operations Depot)

**Description of Proposal:**

Security Fencing and Gates

**Applicant Name:**

Ruth Parry  
City of Hobart

**PLN (if applicable):**

n/a

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

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

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

This consent does not constitute an approval to undertake any works and does not authorise the owner, developer or their agents any right to enter or conduct works on any Council managed land whether subject to this consent or not.

If planning approval is granted by the planning authority, you will be required to seek approvals and permits from the City as both landlord, land manager, or under other statutory powers (such as other legislation or City By-Laws) that are not granted with the issue of a planning permit under a planning scheme. This includes the requirement for you to reapply for a permit to occupy a public space under the City's Public Spaces By-law if the proposal relates to such an area.

Accordingly, I encourage you to continue to engage with the City about these potential requirements.

Yours faithfully



(N D Heath)

**GENERAL MANAGER**

Relevant documents/plans:

Site Plan







## FOLIO PLAN

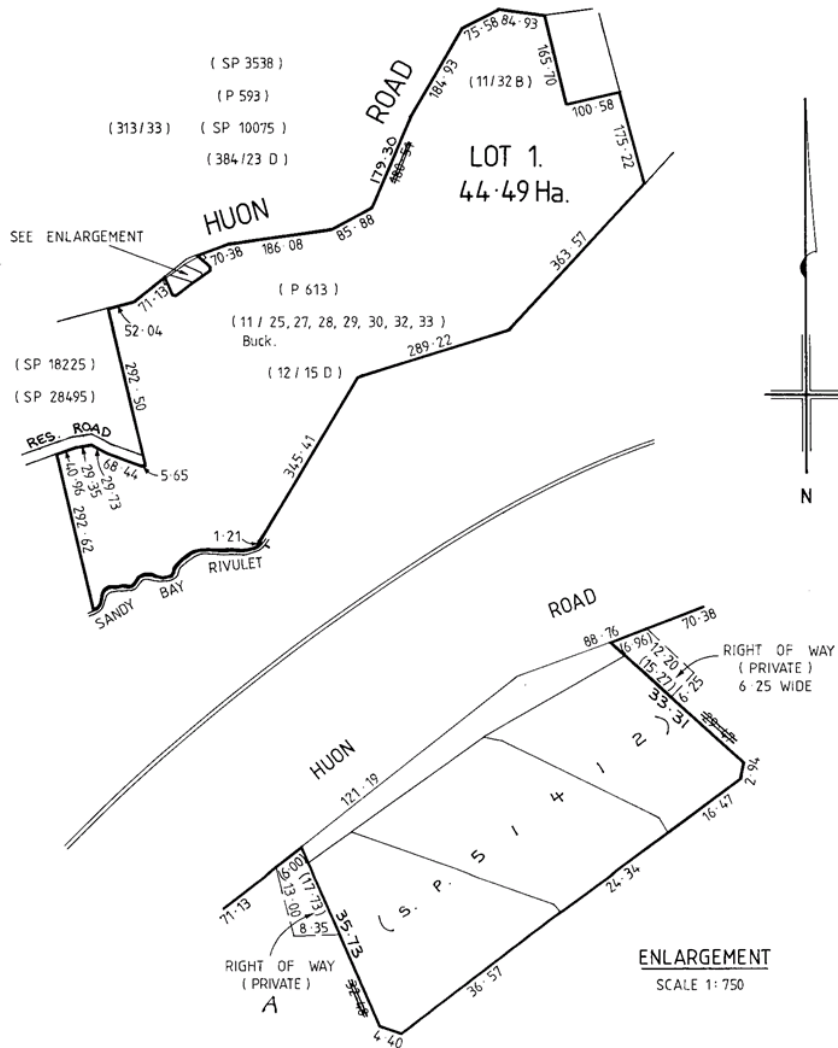
REORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*



<p><b>Owner:</b> THE LORD MAYOR ALDERMEN AND THE CITIZENS OF THE CITY OF HOBBART.</p>	<p><b>PLAN OF TITLE</b> of land situated in the</p>	<p>Registered Number: <b>D51413</b></p>
<p><b>Title Reference:</b> C.T. 3226/92</p>	<p>CITY OF HOBBART</p>	<p>Approved <i>[Signature]</i> <b>OCT 1991</b></p>
<p><b>Grantee:</b> PART OF 2000 ACRES GRANTED TO PETER DEGRAVES.</p>	<p>COMPILED FROM C.T. 3226/92 &amp; S.P. 51412 COMPILED BY P.S. FLEMING SCALE 1:7500 MEASUREMENTS IN METRES</p>	<p>Recorder of Titles</p>

## BALANCE PLAN



**RESULT OF SEARCH**

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*

## SEARCH OF TORRENS TITLE

VOLUME	FOLIO
51413	1
EDITION	DATE OF ISSUE
1	01-Sep-1994

SEARCH DATE : 17-Jul-2020

SEARCH TIME : 08.31 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Diagram 51413

Derivation : Part of 2,000 Acres Gtd. to P. Degraes.

Prior CT 3226/92

SCHEDULE 1

HOBART CITY COUNCIL

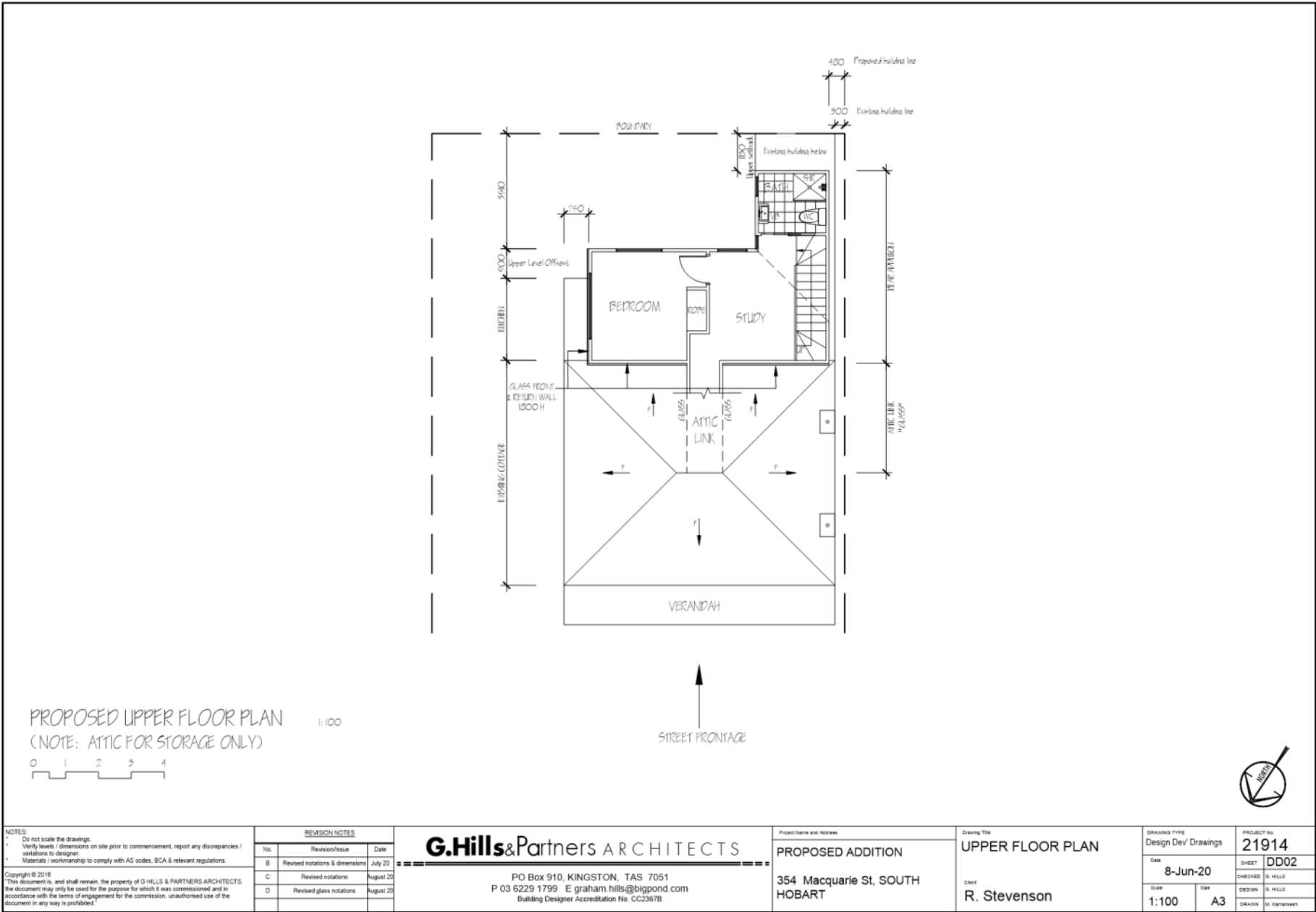
SCHEDULE 2

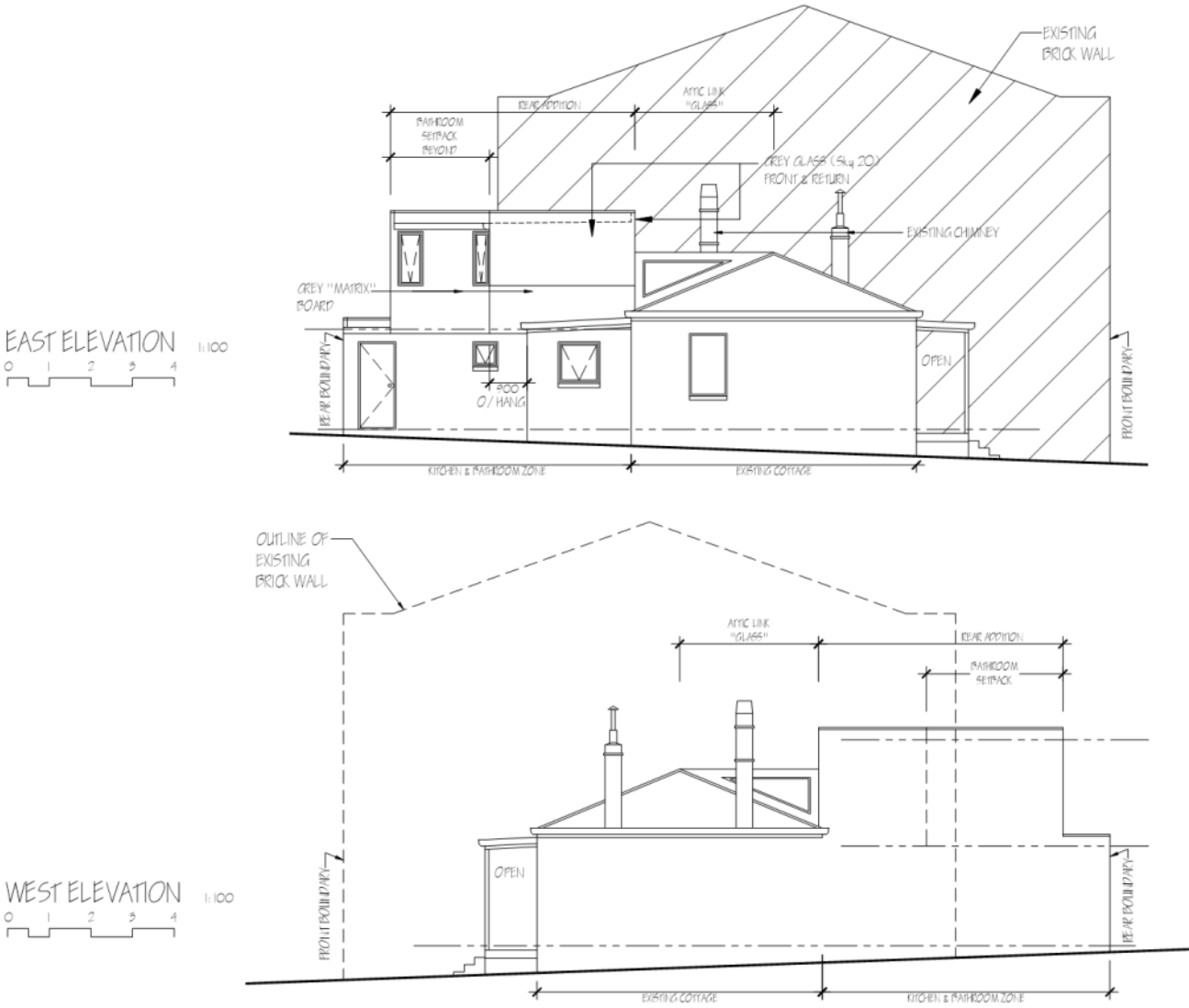
Reservations and conditions in the Crown Grant if any  
SP 51412 BURDENING EASEMENT: Right of Carriageway [appurtenant  
to Lot 3 and Lot 1 on Sealed Plan No. 51412) over  
Right of Way A and Right of Way 6.25 wide on Diagram  
No. 51413

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations







NOTES:  
\* Do not scale the drawings.  
\* Verify levels / dimensions on site prior to commencement, report any discrepancies / variations to designer.  
\* Materials / workmanship to comply with AS codes, BCA & relevant regulations.

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REVISION NOTES		
No.	Reason/Issue	Date
B	Revised notations & dimensions	July 20
C	Revised notations	August 20
D	Revised glass notations	August 20

**G.Hills&Partners ARCHITECTS**

PO Box 910, KINGSTON, TAS 7051  
P 03 6229 1799 E graham.hills@bigpond.com  
Building Designer Accreditation No. CC2367B

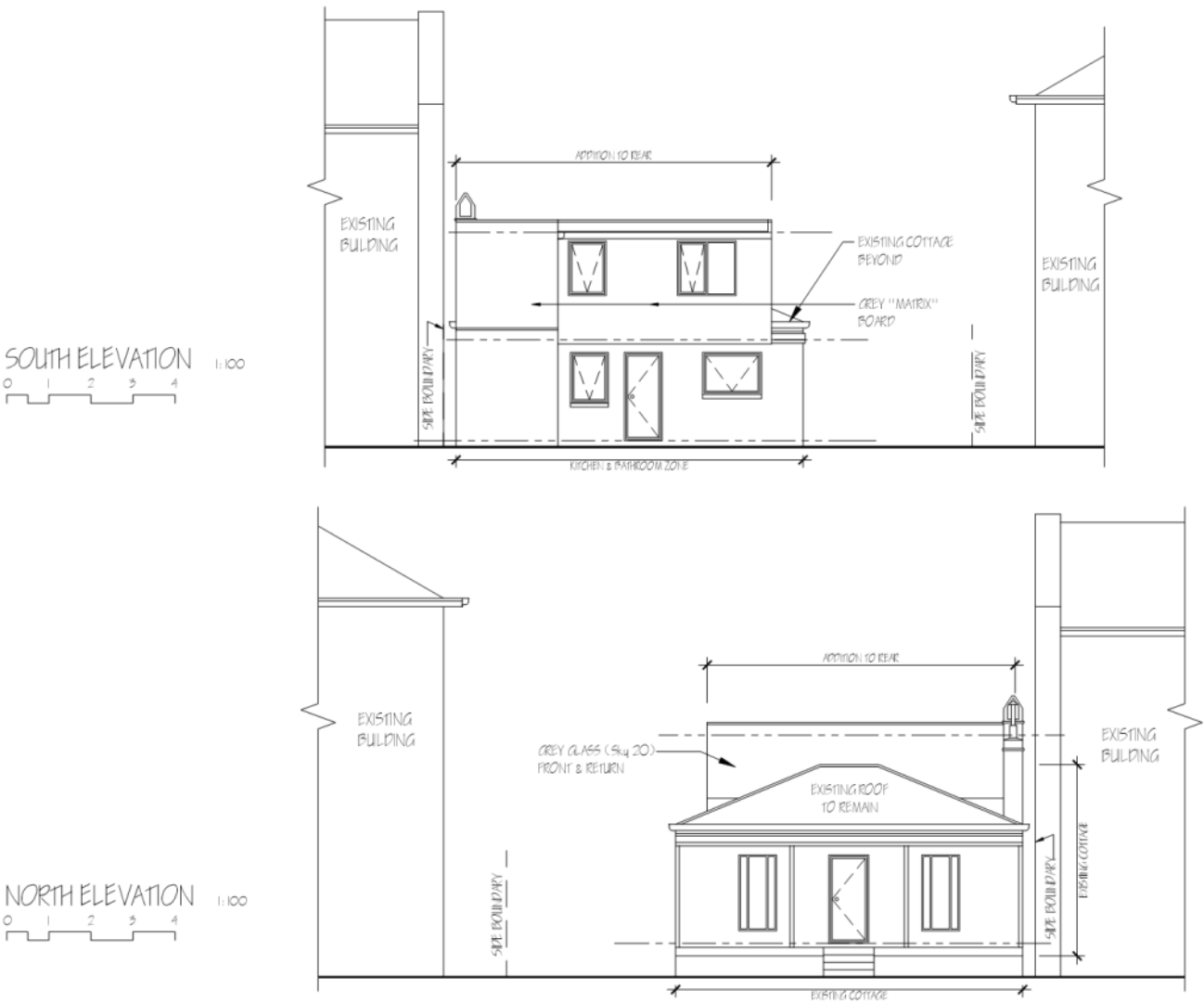
PROJECT NAME AND ADDRESS  
**PROPOSED ADDITION**  
**354 Macquarie St, SOUTH HOBART**

Drawing Title  
**ELEVATIONS 1**  
  
Client  
**R. Stevenson**

DRAWING TYPE  
Design Dev/ Drawings  
  
Date  
**4-Aug-20**  
  
Scale  
**1:100**

PROJECT NO.  
**21914**  
  
SHEET  
**DD03**  
  
CHECKED  
G. HILLS  
  
DESIGN  
G. HILLS  
  
DRAWN  
M. Karamanides





NOTES:  
\* Do not scale the drawings.  
\* Verify levels / dimensions on site prior to commencement, report any discrepancies / variations to designer.  
\* Materials / workmanship to comply with AS codes, BCA & relevant regulations.

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REVISION NOTES		
No.	Reason/Issue	Date
B	Revised notations & dimensions	July 20
C	Revised notations	August 20
D	Revised glass notations	August 20

**G.Hills&Partners ARCHITECTS**

PO Box 910, KINGSTON, TAS 7051  
P 03 6229 1799 E graham.hills@bigpond.com  
Building Designer Accreditation No. CC2367B

PROJECT NAME AND ADDRESS  
**PROPOSED ADDITION**  
**354 Macquarie St, SOUTH HOBART**

Drawing Title  
**ELEVATIONS 2**

Client  
**R. Stevenson**

DRAWING TYPE  
Design Dev/ Drawings

Date  
**4-Aug-20**

Scale  
**1:100**

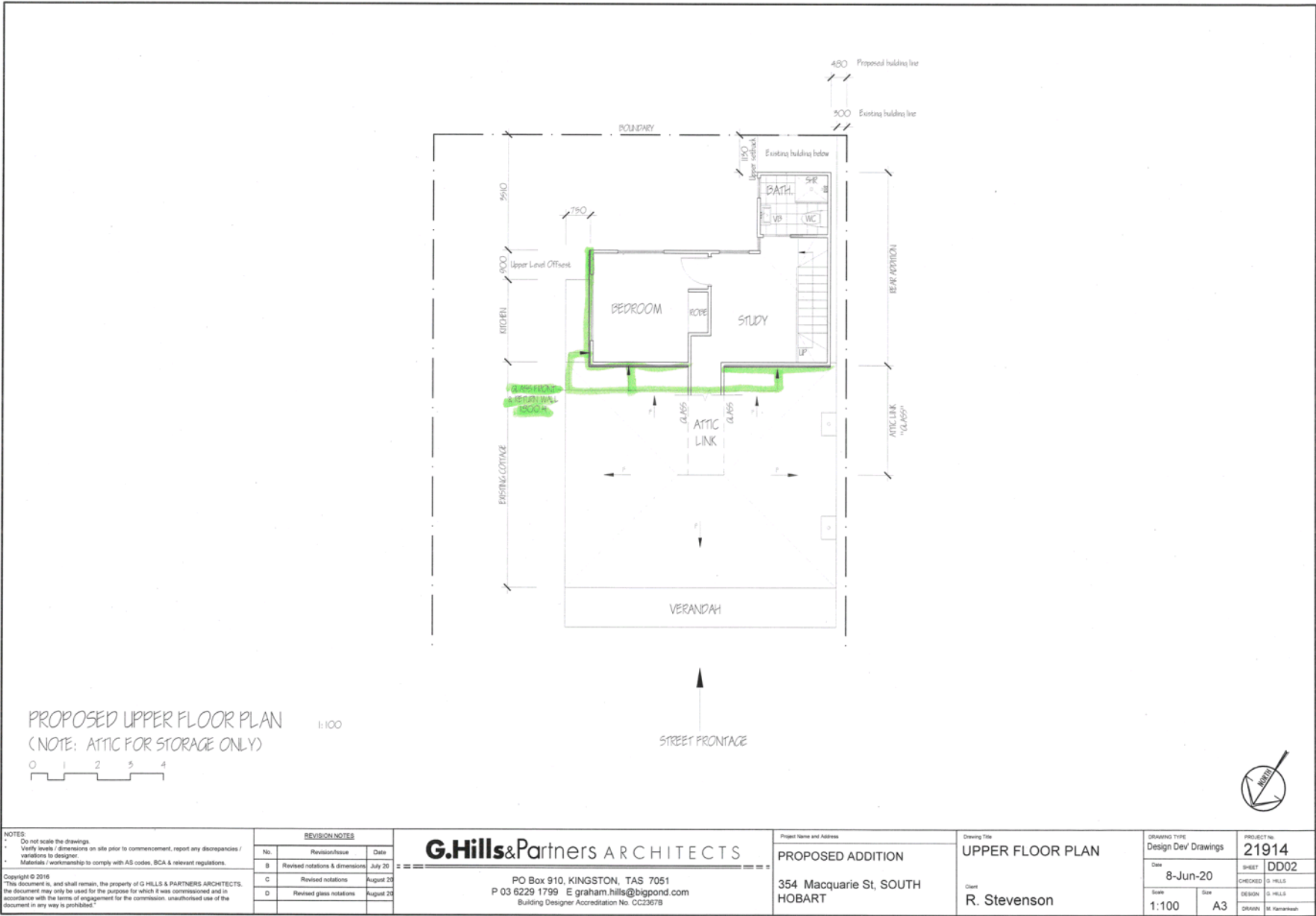
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**21914**

SHEET  
**DD04**

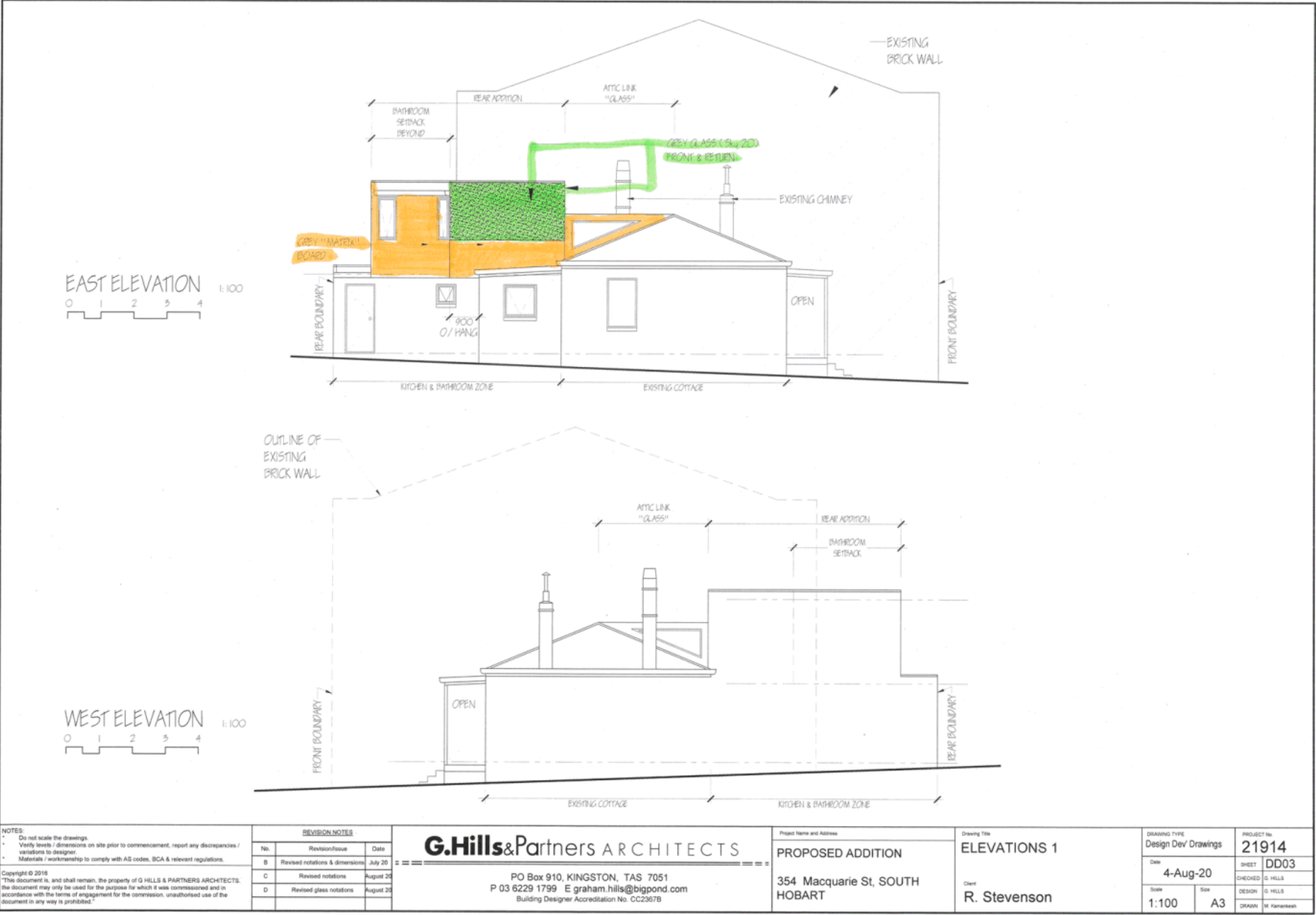
CHECKED  
G. HILLS

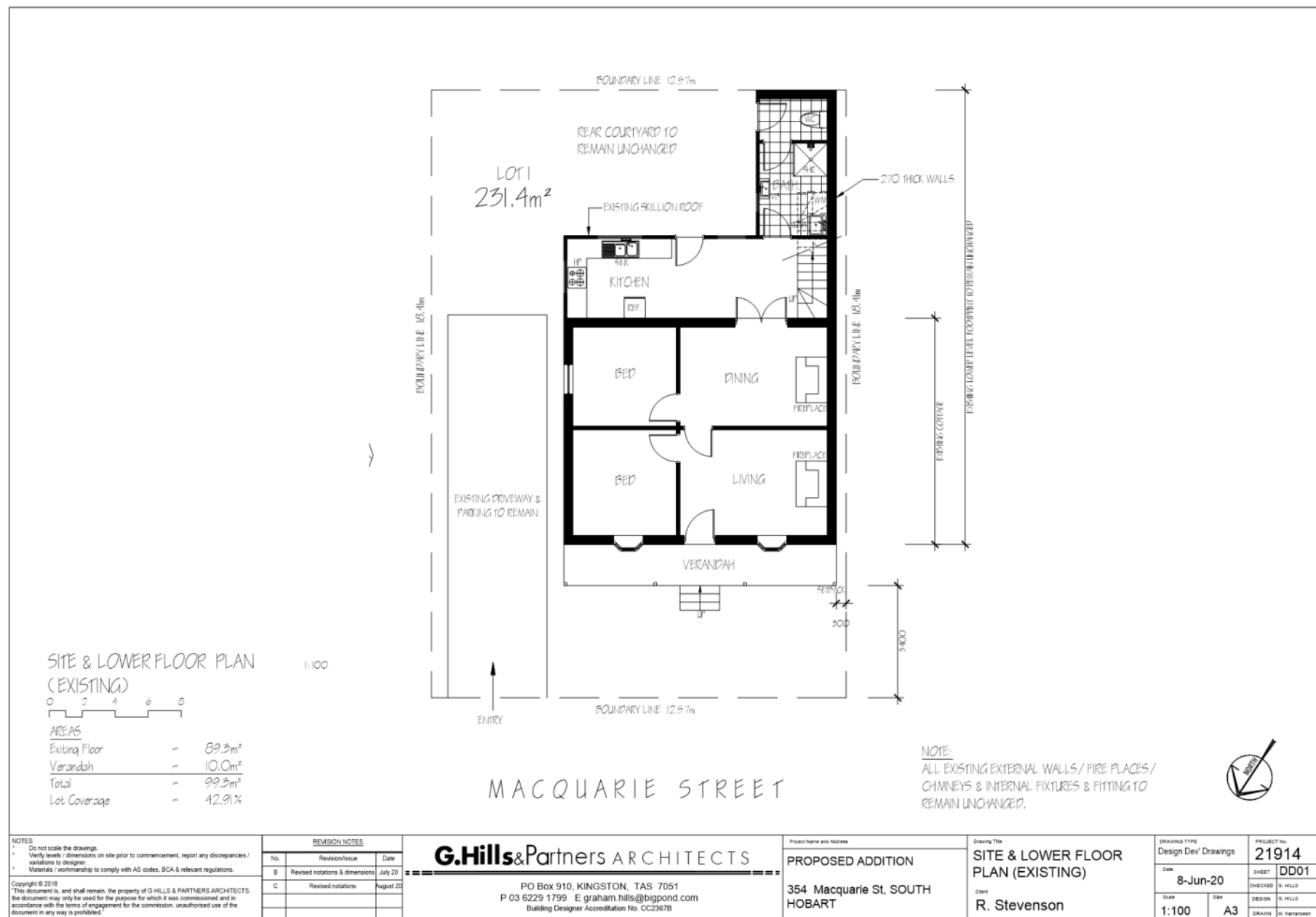
DESIGN  
G. HILLS

DRAWN  
M. Karamanides











## RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



## SEARCH OF TORRENS TITLE

VOLUME 100287	FOLIO 1
EDITION 1	DATE OF ISSUE 21-May-1992

SEARCH DATE : 22-Jan-2020

SEARCH TIME : 11.49 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Diagram 100287

Being the land described in Conveyance No. 43/4221

Derivation : Part of OA-OR-19 1/4Ps. Gtd. to John Dunn

Derived from Application No. 10669 C.T.

SCHEDULE 1

ROBERT STEVENSON

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

B555048 MORTGAGE to Defence Service Homes Corporation

Registered 21-May-1992 at noon

B555049 MORTGAGE to Westpac Banking Corporation Registered

21-May-1992 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



## FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



APPROVED: 21 MAY 1992 <i>M. J. O'Brien</i> RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 43/4221	REGISTERED NUMBER D.100287
FILE NUMBER A.10669	GRANTEE: PART OF 0.0.19 1/4 GRANTED TO JOHN DUNN.	DRAWN D.A.H. 14.5.92

05/4/2002

SKETCH BY WAY OF ILLUSTRATION ONLY

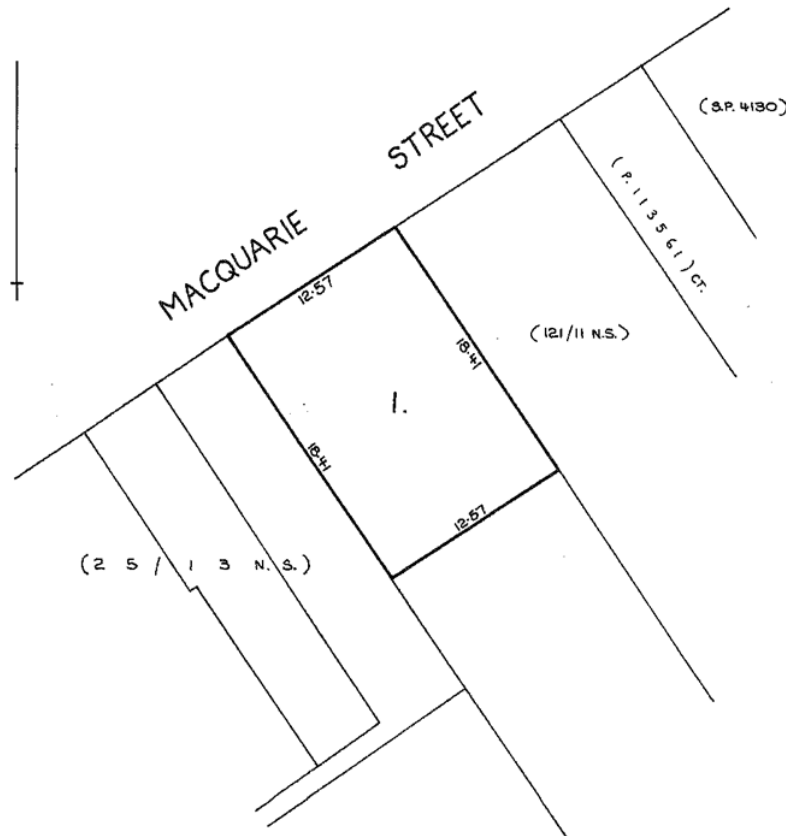
CITY/TOWN OF HOBART (SEC. N3)

LAND DISTRICT OF

PARISH OF

LENGTHS ARE IN METRES. NOT TO SCALE.

LENGTHS IN BRACKETS IN LINKS/FEET &amp; INCHES.



TASMAP MUNICIPAL CODE NO. 21	LAST TASMAP UPI NO.	LAST SURVEY PLAN NO.
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		



## Pilkington Spandrel Glass



### Pilkington Spandrel Glass Silicone

Pilkington Spandrel Glass Silicone is a toughened glass covered with silicon coating, which makes the glass non-transparent. Pilkington Spandrel Glass Silicone, in standard offer, is available in Blue Grey tint. On special request, the glass is also offered in following tints: Warsaw Grey, Traffic Grey, Primary White and Harmony Blue. Maximum size: 1800 mm × 4500 mm.



Pilkington Spandrel Glass Silicone – Wrocław  
University of Technology, Wrocław, Poland



Pilkington Spandrel Glass Silicone  
– Toyota showroom, Rzgów, Poland

### Pilkington Spandrel Glass Coated

Pilkington Spandrel Glass Coated is a toughened glass, coated with special metallic coating, developed for Pilkington **Suncool™** glass range (type E200, E120, E140) and Pilkington **Activ Suncool™** (type A200, A120, A140).

Maximum size: 2500 mm × 4500 mm.

Pilkington Spandrel Glass Coated (E200, E120, E140) is also available in a toughenable version Pilkington Spandrel Glass Coated Pro T.

Maximum size: 6000 mm × 3210 mm



Pilkington Spandrel Glass Coated E120 – Jutrzenki Business Park, Warsaw, Poland



## Pilkington Spandrel Glass



### Pilkington Spandrel Glass Laminated

Pilkington Spandrel Glass Laminated is a laminated glass coated with metallic coating laminated towards PVB interlayer. It is an opaque glass panel composed of an extra clear Pilkington **Optiwhite™** glass coated with metallic coating and a clear float. The fact that the coating is laminated towards PVB interlayer protects it against any damage that may happen during processing or installation. The risk of thermal breakage is reduced to a minimum thanks to an application of extra clear low-iron float glass as a substrate of coated glass.

Currently the range of laminated coated spandrel glass includes:

- Pilkington Spandrel Glass Laminated L120 (colour adjusted to high performance solar control glass Pilkington **Suncool™** Silver 50/30),
- Pilkington Spandrel Glass Laminated L140 (colour adjusted to high performance solar control glass Pilkington **Suncool™** 30/17),
- Pilkington Spandrel Glass Laminated L200 (colour adjusted to high performance solar control glass Pilkington **Suncool™** 50/25).

Pilkington Spandrel Glass Laminated is a universal product that can be used in many types of curtain walls, both ventilated and non-ventilated (insulation material in the direct contact with glass).



Pilkington Spandrel Glass Laminated L200 - Parkhaus Weserbahnhof, Bremen, Germany

## Pilkington Spandrel Glass



Pilkington Spandrel Glass Coated E130 – Vorwerk Autotec Polska head office, Brodnica, Poland

Our wide range of Pilkington Spandrel Glass offers a number of options for use with curtain wall applications allowing the entire building exterior to be fully glazed. Its primary function is to cover the construction elements in non-vision areas, such as hung ceilings or the edges of floor slabs. Spandrel glass can be incorporated into insulating glass units, and when used in combination with the same adjacent vision glass, it can either complement or contrast depending on the coating or colour of the external glass. Spandrel glass can be insulated with a variety of materials to meet even the most exacting of standards.

### Applications

Pilkington Spandrel Glass is used for curtain wall applications, either to match the non-vision spandrel panels to the vision area of glazing or to provide a contrast to the vision area glazing.

## Pilkington Spandrel Glass



Pilkington Spandrel Glass Enamelled is also used for interior design and furniture.

### Features and benefits

- Meets the requirements for toughened safety glass.
- No colour fading.
- Wide range of colours of enamelled glass, allowing a wide range of visual effects.
- Provides uniformity of curtain walling appearance, and total concealment of internal structure or services.
- Can be subjected to additional heat soak treatment, where required.
- Available in a wide range of sizes and thicknesses.



## Technical Bulletin

ATS-124  
2013-01-14

### SPANDREL PANEL GLAZING

#### *Summary*

Spandrel panels are the glazed opaque areas in a curtain wall where the glazing material is required to hide insulation, the edges of floor slabs, ceiling details, HVAC equipment, etc. On rare occasions the room side of the panel is visible from the building interior. Spandrel glazing is usually required to resemble the glazed vision area in appearance from the building's exterior. It is seldom possible to get a perfect match because of the different lighting conditions behind the spandrel and the vision glazing but with attention to detail, good uniformity can be achieved.

The use of a durable and stable opacifier on the #4 surface of Heat Treated, Insulating Glass (IG), is generally recommended to allow spandrel panels to most closely match the appearance of adjacent IG vision glazing, and to accommodate the factors described below.

#### *Thermal stress*

In order to withstand the thermal stresses created by solar radiation, glass in spandrel panels generally needs to be heat treated; either Heat Strengthened (HS) or Fully Tempered (FT). However it may be possible to use annealed glass if some of the following conditions are met

1. The space behind the spandrel panel is adequately ventilated
2. The spandrel glass is always in complete shade
3. The framing details, such as 4 sided structural silicone glazing, help prevent glass edge to center temperature differences in excess of 28°C (50°F) from occurring
4. The glass cut edge quality is very high. Consider specifying fully polished edges.

If annealed glass is to be considered it is important to perform a detailed thermal stress analysis.

#### **Pilkington North America, Inc.**

811 Madison Avenue, Toledo, Ohio 43604-5684  
Telephone 800 221 0444 Fax 419 247 451

ATS-124  
Spandrel Panel Glazing  
2013-01-14  
Page 2

### ***Heat treatment***

In double glazed spandrels the type of heat treatment required can vary depending on whether the glass is used as an inner or outer lite. HS glass will generally supply adequate resistance to thermal stress in the outer lites of an IG spandrel, even though it is only half as strong as FT glass. HS is usually recommended over FT because of the reduced risk of spontaneous breakage which is occasionally seen in FT glass. HS glass may also show less reflective distortion, though it will probably not have any less quench pattern (visible in polarized light). Note that HS glass is not a "Safety Glass" and, if broken, its pattern resembles that of ordinary annealed glass.

Fully tempered glass may be required for the inner lite of an IG spandrel. This is because the added insulation behind a spandrel panel will mean that the inner lite is more severely stressed by solar radiation than the outer lite, plus it will be somewhat weakened by the addition of a ceramic frit opacifier. FT inner lites are generally recommended when a relatively high solar transmitting outer glass is used, with a low emissivity coating on surface #2 or #3. This combination can readily create inner glass temperatures well over 100 °C (212 °F) in still air conditions, even with outside air temperatures at freezing or lower.

### ***Insulation***

Spandrel glass panels usually have insulation behind the glass pane. It is recommended that this insulation material not be directly adhered to, or placed in direct contact with, the glass. A gap between the glass and insulation will help reduce moisture condensation issues on the glass even though it will not significantly change the glass temperature in a non-ventilated spandrel.

### ***Opacifiers***

Opacifiers are applied to prevent "read-through" of the building details behind the spandrel glass. Even low transmission glasses with less than 10% visible light transmission will sometimes allow contrasting color details behind a spandrel to be visible from the exterior, in some lighting conditions, if no opacifier is used. A number of types of opacifier can be used, some of which are described below.

Black plastic film opacifiers, vinyl or polyester (Mylar), can be applied with water based or solvent based adhesives. Some of these materials have shown visible bubbling over time due to the high temperatures experienced in spandrels. Polyester films with solvent based adhesives are reported to be more durable.

Oil based or latex paints may not prove durable enough for opacification when used on the #2 or #4 surface as the sun's Ultra-Violet (UV) radiation can eventually break down the molecules of paint bonding to the glass.

Water based spray silicone materials, in a wide variety of colors, have been successfully used as opacifiers. As with all construction products the material supplier should be asked to supply adequate proof of long term durability.

**Pilkington North America, Inc.**  
811 Madison Avenue, Toledo, Ohio 43604-5684  
Telephone 800 221 0444 Fax 419 247 4517

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Spandrel Panel Glazing  
2013-01-14  
Page 3

Opaque ceramic frits are effective at blocking "read-through" even though their coverage may not be 100% complete and some diffuse light will be transmitted. These inorganic materials are usually very durable and typically do not suffer UV damage. Frits are conveniently applied when the glass is being heat treated.

If the spandrel glass can be seen from inside the building it is very important that the opacification material provides adequate uniformity when the glass is in direct sunlight.

Pilkington **Eclipse Advantage™** reflective low-e glass can have fluorine free frits applied to the glass side surface, or the reflective coated surface, as an opacifier. The Pilkington **Eclipse Advantage™** coating is compatible with most frits. The glass temperature should not be allowed to exceed 640 °C (1184 °F) when frits are applied to either surface.

Pilkington **Eclipse Advantage™** glass should be carefully examined for uniformity in diffuse reflected light, before installation, to ensure the application has been successful.

The opacifier color should be carefully selected to give optimum blending appearance with the vision glass. Generally a medium to dark grey color has been found to be the most effective.

### ***Scrim backing***

Scrim materials can be combined with opacifiers, or applied on top of them, to prevent fall-out of broken spandrel glass under light loads (4 psf as in ASTM C-1048). The need for scrim backing originated with the rare occurrences of spontaneous breakage in tempered glass. The use of HS spandrel glass lessens the need for scrim.

### ***Shadow box spandrels***

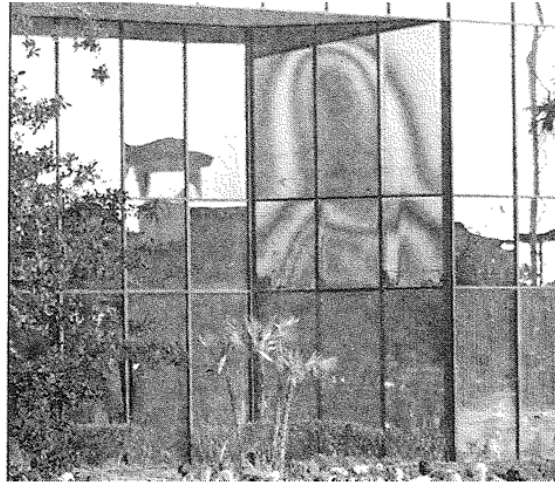
If the glass is not opacified then a "shadow box" construction can be considered. The space behind the glass must be uniformly dark, made of materials which will be stable under UV light and high temperatures - over 100 °C (212 °F), with a moisture barrier or sealed metal spandrel pan. The space between the glass and the insulation must be adequately vented to the exterior to prevent condensation of moisture on the cool glass surface (#2) at night or when not exposed to sunlight. If the materials are not stable, volatiles can easily out-gas. These will condense on the cooler glass and make stains which could be visible from the exterior, because an effective opacifier has not been used. These construction requirements are difficult to satisfy in practice.

Condensation of volatiles is suspected to be the cause of the visible deposits on the #2 surface of single glazed spandrel shadow boxes in the central area of the photo below of a Clearwater, FL building.

**Pilkington North America, Inc.**  
811 Madison Avenue, Toledo, Ohio 43604-5684  
Telephone 800 221 0444 Fax 419 247 4517



ATS-124  
Spandrel Panel Glazing  
2013-01-14  
Page 4



**Deposits on glazing probably due to condensation of volatile materials**

***Insulating glass shadow boxes***

The optimum general solution is to glaze the spandrel area with Heat Treated Insulating Glass, which acts as a stable shadow box, using a medium or dark grey color opacifier on the #4 surface. The IG seal system needs to be of high quality to withstand the very high temperatures encountered. A silicone and butyl dual seal construction, certified to IGCC level A, is the minimum level of performance needed. This design is easy to fabricate, reliable, and can give a very good appearance match with the vision glass.

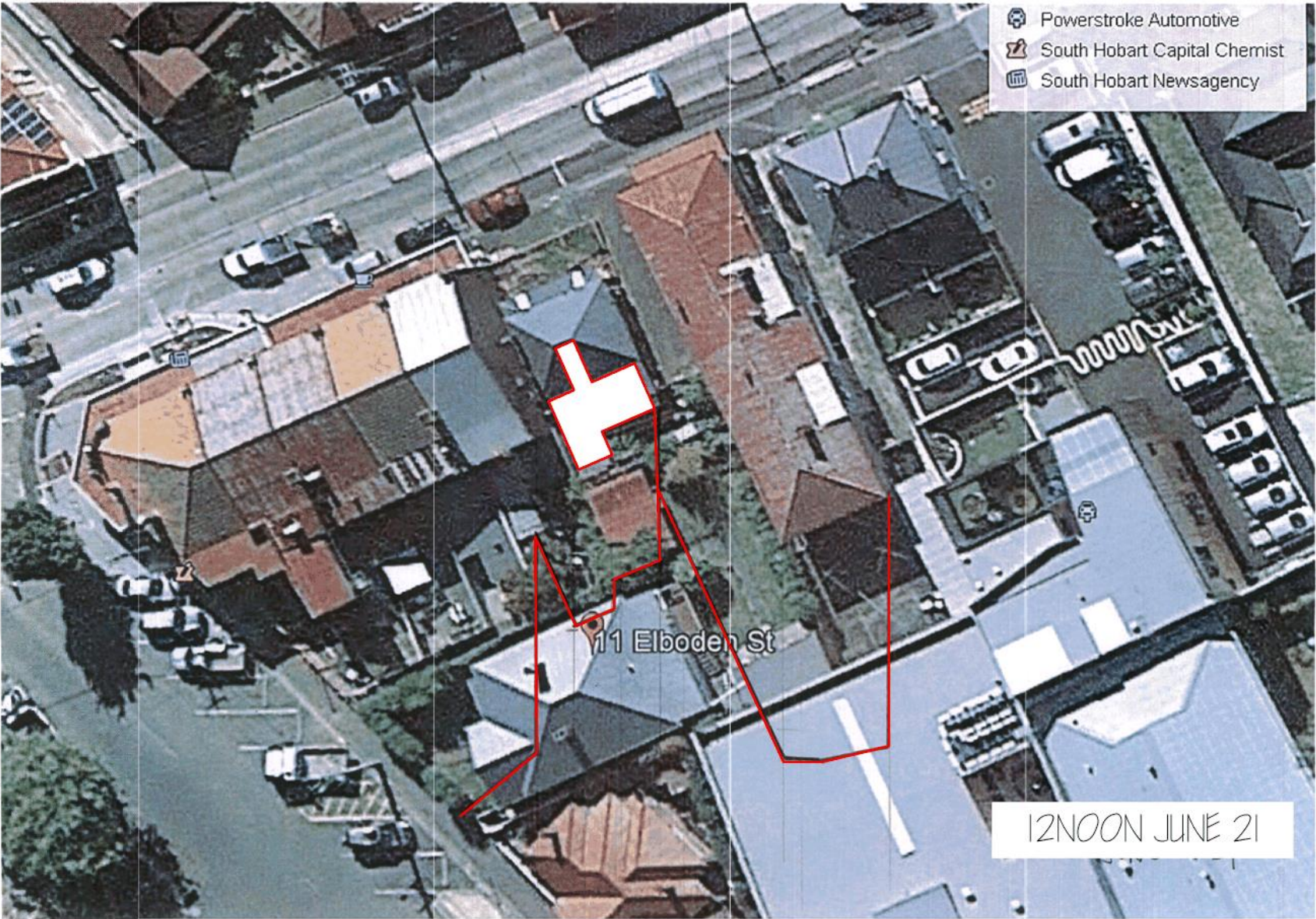
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The information contained in this bulletin is offered for assistance in the application of Pilkington North America Inc. flat glass products, but **IT DOES NOT CONSTITUTE A WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.** Actual performance may vary in particular applications.

**Pilkington North America, Inc.**  
811 Madison Avenue, Toledo, Ohio 43604-5684  
Telephone 800 221 0444 Fax 419 247 4517











## Application Referral Cultural Heritage - Response

<b>From:</b>	Nick Booth
<b>Recommendation:</b>	Proposal is unacceptable.
<b>Date Completed:</b>	
<b>Address:</b>	354 MACQUARIE STREET, SOUTH HOBART
<b>Proposal:</b>	Partial Demolition and Extension
<b>Application No:</b>	PLN-20-40
<b>Assessment Officer:</b>	Richard Bacon,

### Referral Officer comments:







The application relates to a relatively modest single storey symmetrical Georgian style rendered residential cottage with open front veranda and typical rear skillion roofed addition likely to have been added early in its history. The building would appear to be the same property shown on the Spent Map, the land granted to a John Dunn, thus placing the date of the building as c.1840. The building is individually heritage listed as set out in table E.13.1 of the *Hobart Interim Planning Scheme 2015*.

The property forms part of a small group of primarily commercial, but also residential development in the South Hobart stretch of Macquarie Street that forms part of a historical commercial centre and acts as small local high street. It is noted that the immediate streetscape is made up of both single storey and two storey properties, some detached, some forming terraces, and notably made up of mid to late Victorian, early and later Federation properties as well as some later 20th century infills. The coherence of the Precinct is considered to be the high quality of the built form extending in part from its role as a primary commercial and movement route from the earliest periods of European settlement. This strong thread of commercial and community activity associated with the space has been identified as being culturally important so that the site forms part of the South Hobart/Macquarie Street/Cascade Road (SH2) Heritage Precinct as set out in table E.13.2 of the *Hobart Interim Planning Scheme 2015*.

*This precinct is significant for reasons including:*

- 1. The intact early streetscape elements and buildings that demonstrate it as being an historical commercial, retail and residential route*
- 2. The quality and variety of built forms from a range of periods that make up the homogenous streetscape.*
- 3. The large number of heritage items and contributory buildings.*
- 4. The pivotal role of the street in defining the commercial, retail and many of the social functions of the South Hobart precinct.*

The proposal seeks permission for the demolition works to the rear roof plane and to parts of the rear skillion roofed rear addition to facilitate the erection of a new two storey rear extension that would sit immediately to the rear of the original roof with access link created to the existing attic space. The proposal would stand some 1.1 metres higher than the original cottage and take the form of a square flat roofed box, part of which would extend over an existing narrow wing and would utilise a fully glazed front and return facing elevation so as to appear as a fully glazed box. It is noted that the proposed extension would be deeper than the existing ground floor, so that the proposed first floor would cantilever over the ground floor. The new extension would provide an additional bedroom, bathroom and study.

It is advised that Heritage Officers have previously provided advice the applicant would be better served by an enlarged single storey rear extension following an earlier proposal that involved the removal of the main roof to allow for the erection of a large glazed box. The applicant, however, has chosen not to pursue this approach and thus seeks approval for the current proposal.

With regard to Heritage Listed properties, E13.7.1 'Demolition' stipulates that its objective is-

'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.'

There are considered to be no acceptable solution. Performance Criteria P1 stipulates that-

*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.*

With regard to proposed extensions, E13.7.2 'Buildings and Works other than Demolition' states that its objective is:

'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.

There are considered to be no acceptable solutions. Performance Criteria P1 stipulates that 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.

Performance Criteria P2 stipulates that

*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.*

Performance Criteria P3 stipulates that

*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.*

Performance Criteria P4 stipulates that

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

With regard to the Development Standards relating to heritage Precincts as set out in the Hobart Interim Planning Scheme, Policy E13.8.1 Demolition states that its objective is; 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.

There are considered to be no acceptable solutions. Performance Criteria P1 stipulates that:

*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.*

Policy E13.8.2 - Buildings and Works other than Demolition stipulates that its overall objective is to ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct. As such,

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.*

P3

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

With regard to the proposed development, it is considered that the cottage as existing has almost entirely retained its general traditional form, silhouette and scale other than some later unfortunate limited bay windows added to the front elevation. The proposed extension would in contrast remove a section of the original roof fabric, and fundamentally alter the appearance of the cottage, especially at roof level. It is noted that the application does not provide any rationale or set out potential 'exceptional circumstances' as set out above.

The increase in overall bulk would be considerable, and would be particularly notable given both the modest scale of the original cottage. The architectural response would appear to have had no regard for the traditional form of the roof or the cottage and would fail to reflect or work alongside the style, dimensions or materials of the original cottage, or indeed of any of the properties within the wider Heritage Precinct.

Importantly, the proposed extension would be highly visible from the street and increase the height and significantly alter the overall appearance of the original cottage. It would create a highly unsympathetic roof form and form the context against which the existing hipped roof would be viewed, whilst also having a significant impact upon the wider group of buildings in which the cottage stands despite being set back from the street and partially obscured by the bulk of neighbouring buildings. It is considered that the impact would be particularly notable during dusk to morning hours when any internal lights are on and therefore likely to create a strong halo effect given the fully glazed elevations facing onto the street.

In relation to additional demolition and alterations, it is considered that although the provision of a new link to the rear roof form and associated demolition of section of roof plain and timber joists would be highly unfortunate, it is acknowledged that this element of the proposal would lead to only a marginal loss of original fabric and is therefore considered to be less problematic.

Overall, it is considered that the proposal would create a highly inappropriate two storey rear addition to a modest single storey Georgian cottage that would fail to represent the original traditional characteristics, scale, bulk, form, proportions and building materials of the original cottage, distorting its modest background and thus its role in contributing to the historical and cultural importance of the Heritage Precinct.

Given the above, it is therefore considered that the proposal would result in unfortunate demolition of original fabric and would result in development that is neither sympathetic, subservient nor complementary to the characteristics of the cottage, contrary to, E13.7.2 P1, P2, P3 and P4, and would neither sustain nor enhance the character of the Heritage Precinct, contrary to E13.8.2 P1 and P3.

As such, it is recommended that the application be refused for the following reasons:

1. The proposed extension, by reason of its height, size, bulk, use of fully glazed elevations, additional fenestration and architectural form would represent an incompatible design that would fail to be sympathetic, subservient or complementary to the dominant characteristics of the Cottage, to the detriment to its recognised historic cultural heritage significance, contrary to E13.7.2 P1, P2, P3 and P4.
2. The proposed extension, by reason of its design and fully glazed elevations would result in development unsympathetic to, and of detriment to the character and historic cultural heritage significance of the South Hobart/Macquarie Street/Cascade Road (SH2) Heritage Precinct, as set out in table E.13.2 of the Hobart Interim Planning Scheme 2015, contrary to E13.8 Development Standards for Heritage Precincts, in particular E13.8.2 P1 and P3.

Nick Booth  
Heritage Officer  
1 October 2020

Planning: #183672

**Property**

39 NICHOLAS DRIVE SANDY BAY TAS 7005

**People**

Applicant

\*

Duo Design  
Belinda Weston  
155 Fergusson Road  
BRIGHTON TAS 7030  
0362680063  
duodesign@bigpond.com

Owner

\*

Vaidehi Hardikar  
39 Nicholas Drive  
SANDY BAY TAS 7005  
0488991603  
vaidehihardikar18@gmail.com

Entered By

BELINDA WESTON  
62680063  
duodesign@bigpond.com

**Use**

Single dwelling

**Details**

Have you obtained pre application advice?

☒ No

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

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

\*

☒ No

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

\*



• ☐ No

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

**Details**

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

\* Residential Dwelling

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

\* Proposed Alterations and Additions

Estimated cost of development

\* 180000.00

Existing floor area (m2)	Proposed floor area (m2)	Site area (m2)
305.60	69.77	796

**Carparking on Site**

Total parking spaces Existing parking spaces N/A

2 2 ☐ Other (no selection chosen)

**Other Details**

Does the application include signage?

\* ☐ No

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

\* 0

**Tasmania Heritage Register**

Is this property on the Tasmanian Heritage Register?

• ☐ No

**Documents**

**Required Documents**

Title (Folio text and Plan and Schedule of Easements)

\* Hardikar - Title.pdf

Title (Folio text and Plan and Schedule of Easements)

\* Hardikar - Title.pdf

Title (Folio text and Plan and Schedule of Easements)

\* Hardikar - Title.pdf

Title (Folio text and Plan and Schedule of Easements)

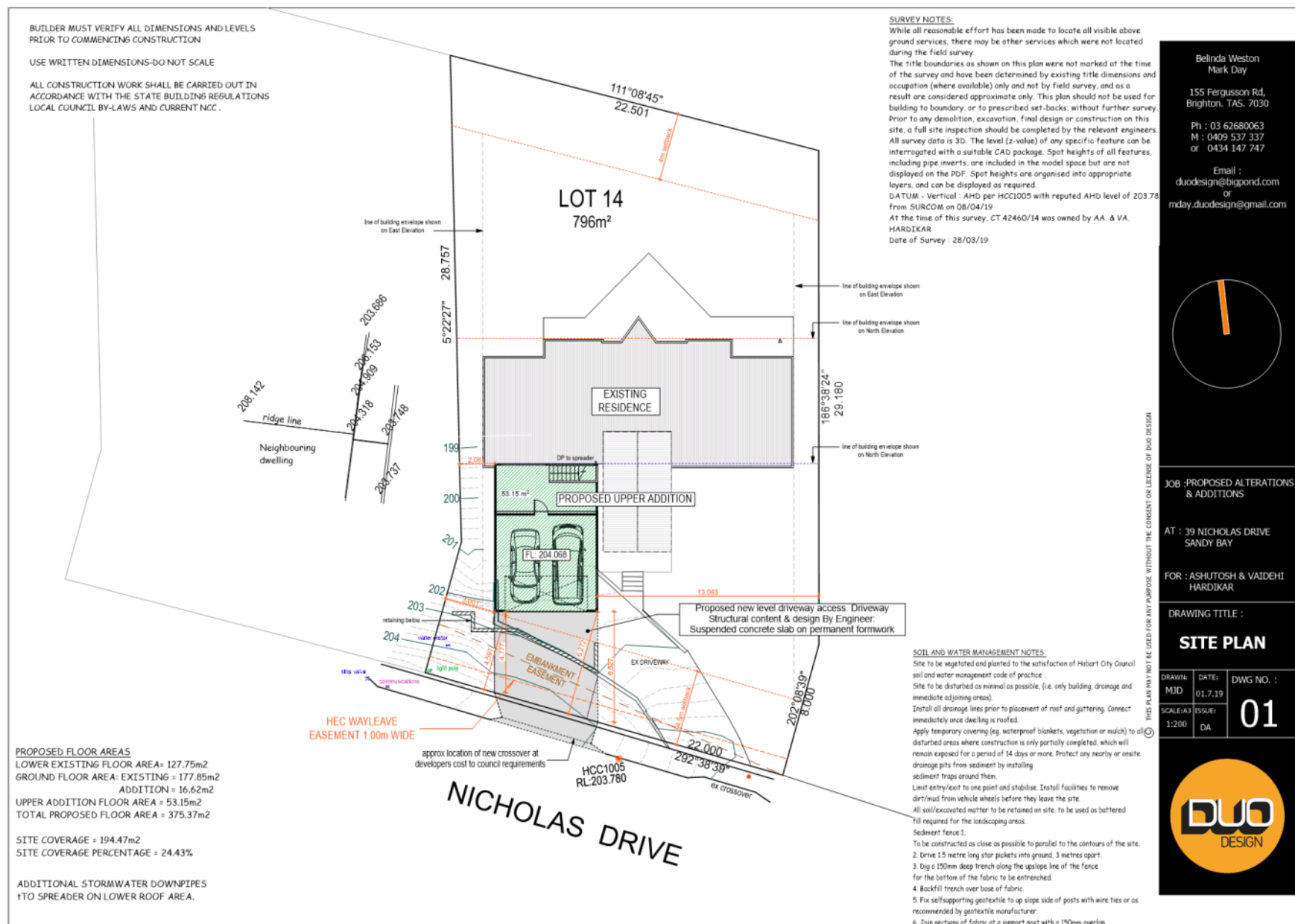
\* Hardikar - Title.pdf

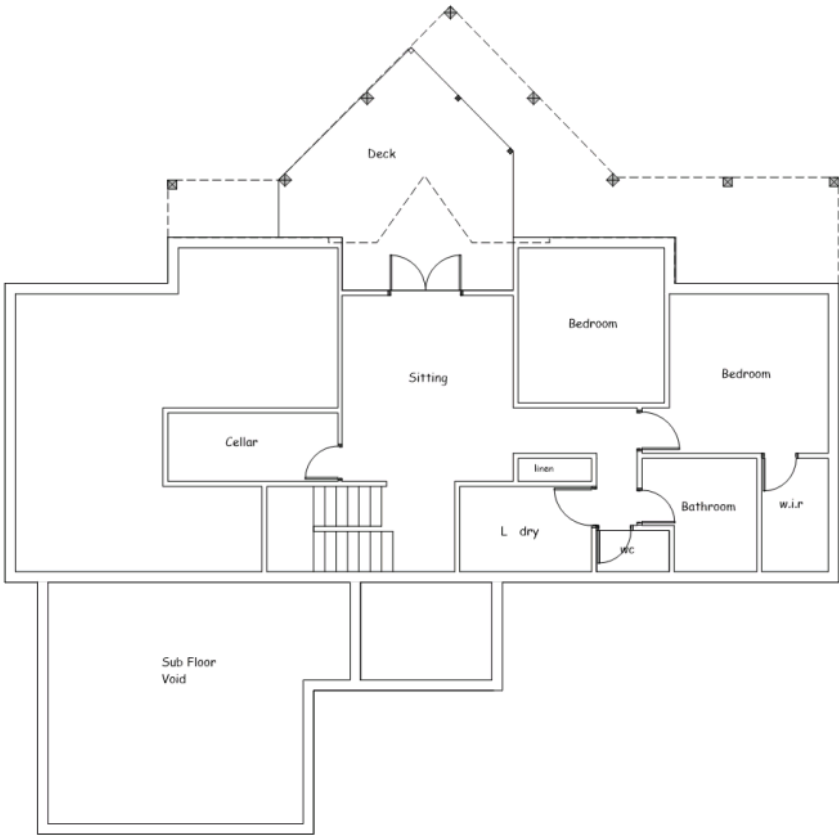
Title (Folio text and Plan and Schedule of Easements)

\* Hardikar - Title.pdf

Plans (proposed, existing)

\* 39 Nicholas Drive Sandy Bay DA.pdf





THIS PLAN MAY NOT BE USED FOR ANY PURPOSE WITHOUT THE CONSENT OR LICENSE OF DUO DESIGN

Belinda Weston  
Mark Day  
155 Ferguson Rd,  
Brighton, TAS. 7030  
Ph : 03 62680063  
M : 0409 537 337  
or 0434 147 747  
Email :  
duodesign @bigpond.com  
or  
mday.duodesign @gmail.com

REV.

OBPROPOSED ALTERATION  
& ADDITIONS

AT : 39 NICHOLAS DRIVE  
SANDY BAY

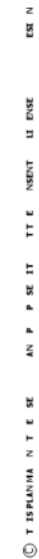
F OR ASHUTOSH & VAIDEHI  
HARDIKAR

DRAWING TITLE :

E ISTING LOWER  
FLOOR PLAN

DRAWN	DATE	DWG NO. :
M D	01.7.19	02
SCALE	ISSUE:	
1:100	DA	

**DUO**  
DESIGN

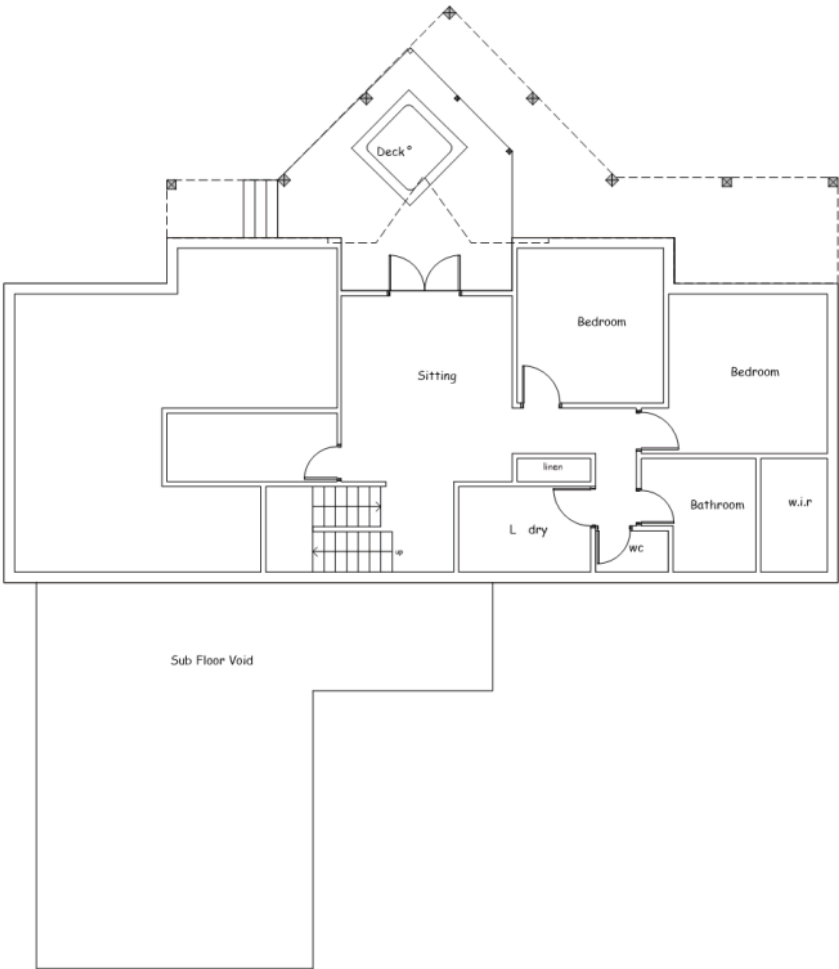


BUILDER MUST VERIFY ALL DIMENSIONS AND LEVELS  
PRIOR TO COMMENCING CONSTRUCTION

USE WRITTEN DIMENSIONS-DO NOT SCALE

ALL CONSTRUCTION WORK SHALL BE CARRIED OUT IN  
ACCORDANCE WITH THE STATE BUILDING REGULATIONS  
LOCAL COUNCIL BY-LAWS AND CURRENT NCC

LOWER FLOOR AREA: EXISTING FLOOR AREA= 127.75




THIS PLAN MAY NOT BE USED FOR ANY PURPOSE WITHOUT THE CONSENT OR LICENSE OF DUO DESIGN

Belinda Weston  
Mark Day

155 Fergusson Rd,  
Brighton, TAS. 7030

Ph : 03 62680063  
M : 0409 537 337  
or 0434 147 747

Email :  
duodesign\_bigpond.com  
or  
mday\_duodesign\_gmail.com



REV:

OBPROPOSED ALTERATION  
& ADDITIONS


AT : 39 NICHOLAS DRIVE  
SANDY BAY

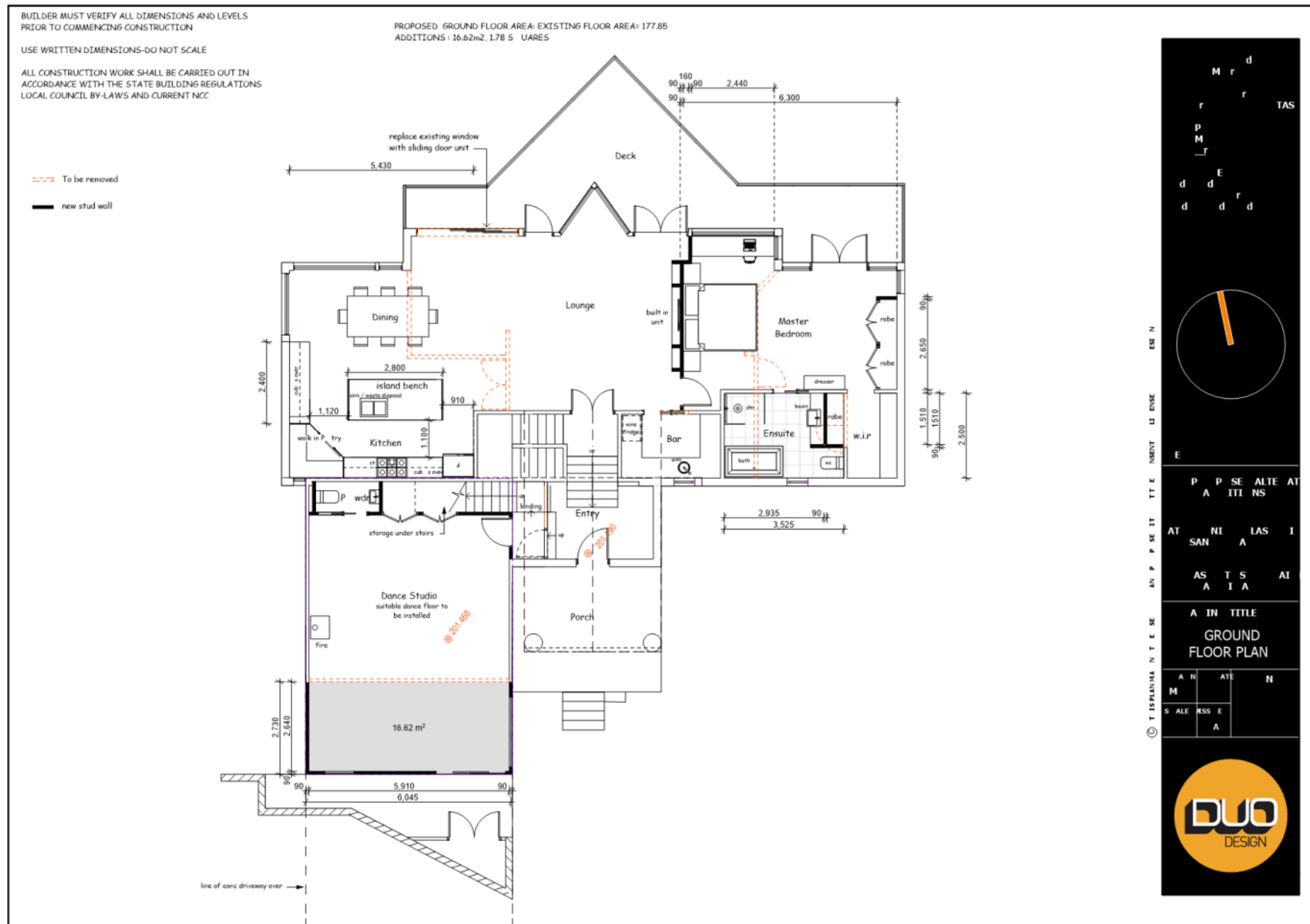
F OR ASHUTOSH & VAIDEHI  
HARDIKAR

DRAWING TITLE :

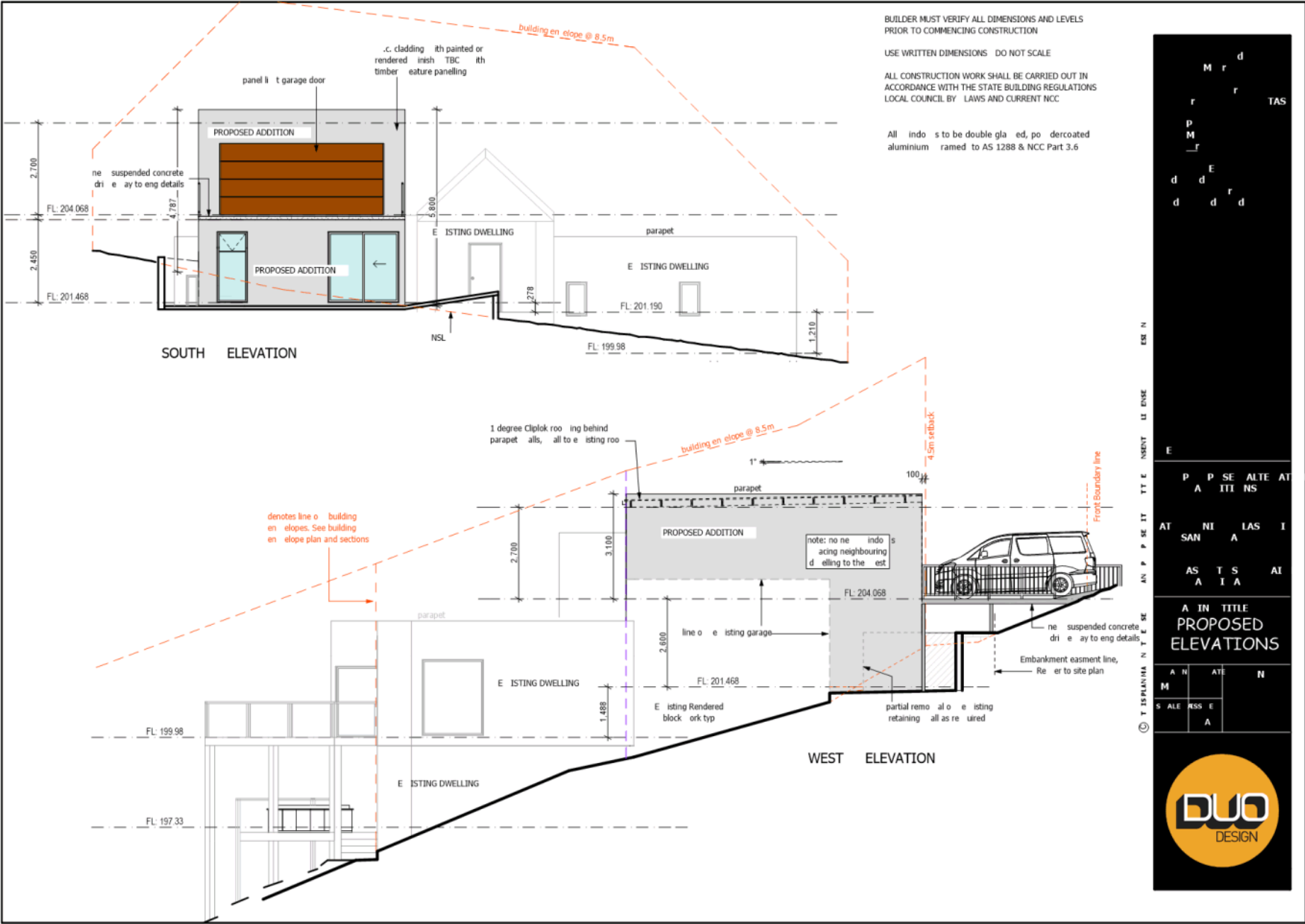
LOWER  
FLOOR PLAN

DRAWN	DATE	DWG NO. :
M D	01.7.19	04
SCALE	ISSUE	
1:100	DA	

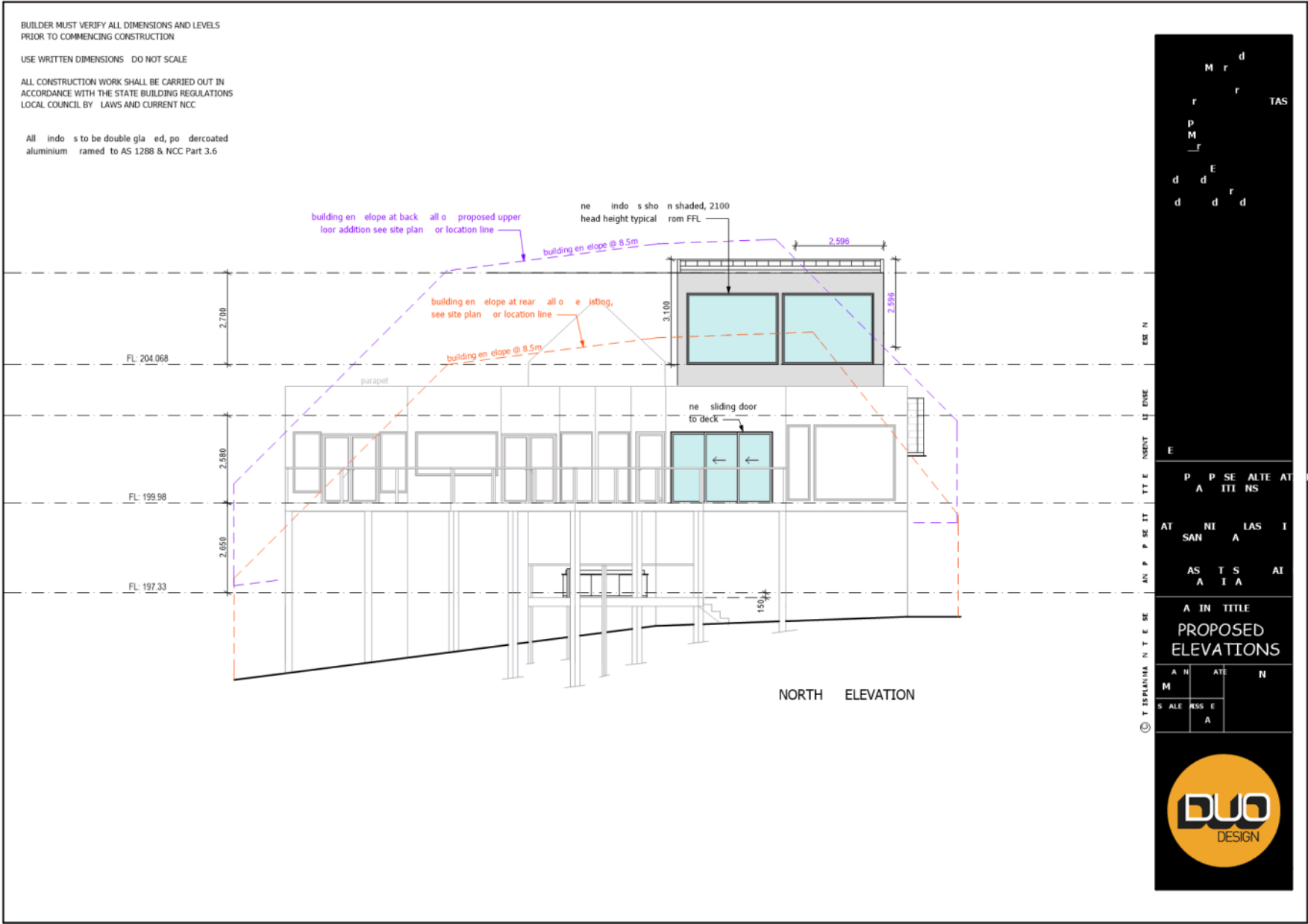


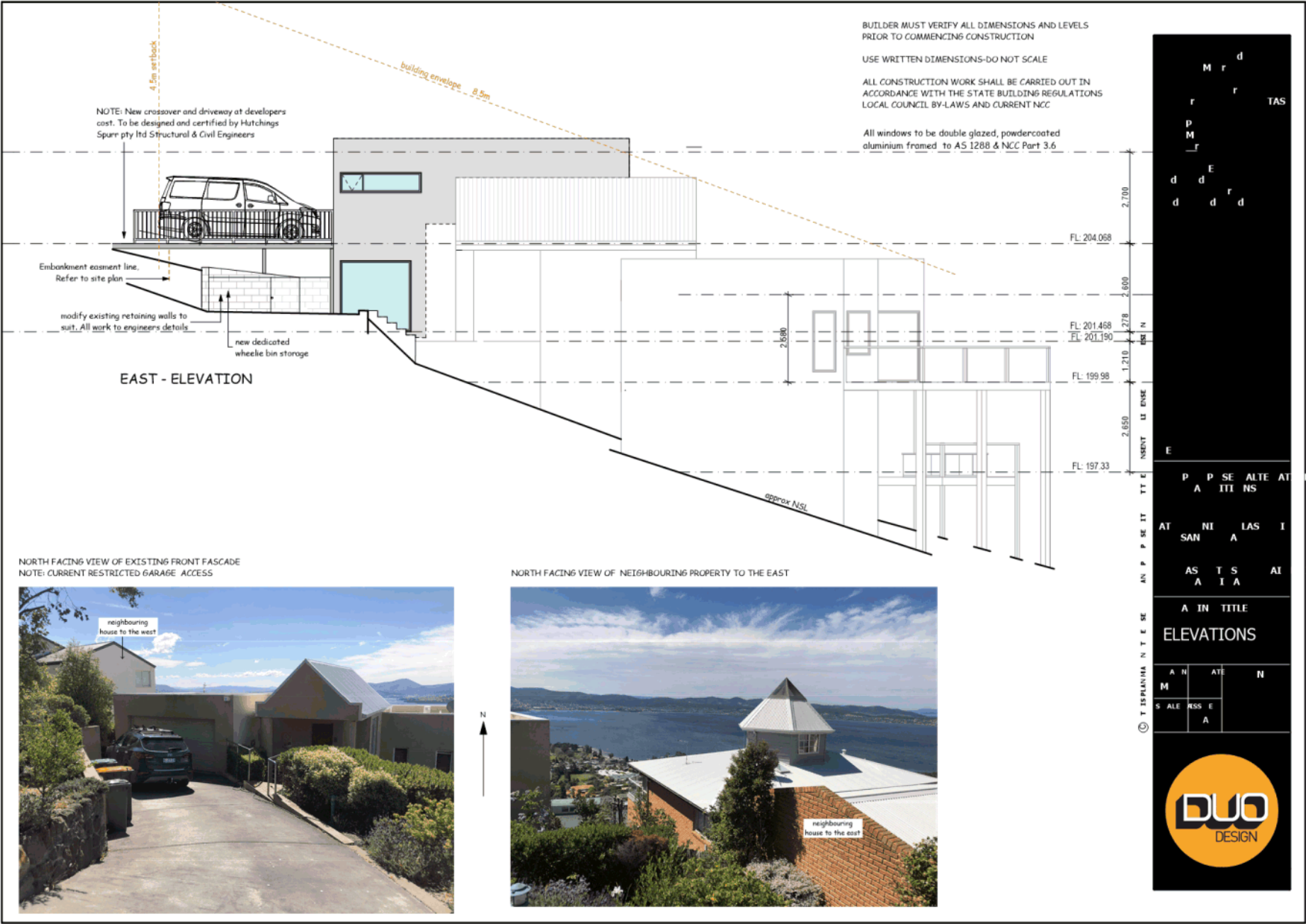














Enquiries to: City Planning  
Phone: (03) 6238 2715  
Email: coh@hobartcity.com.au

29 July 2020

Mark Day (Duo Design)  
155 Fergusson Road  
BRIGHTON TAS 7030

mailto:mday.duodesign@gmail.com

Dear Sir/Madam

**39 NICHOLAS DRIVE, SANDY BAY - WORKS IN ROAD RESERVE NOTICE OF LAND  
OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-20-51**

**Site Address:**

39 Nicholas Drive, Sandy Bay

**Description of Proposal:**

Partial Demolition, Alterations and Extension

**Applicant Name:**

Mark Day

**PLN (if applicable):**

PLN-19-468

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

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

This consent does not constitute an approval to undertake any works and does not authorise

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

the owner, developer or their agents any right to enter or conduct works on any Council managed land whether subject to this consent or not.

If planning approval is granted by the planning authority, you will be required to seek approvals and permits from the City as both landlord, land manager, or under other statutory powers (such as other legislation or City By-Laws) that are not granted with the issue of a planning permit under a planning scheme. This includes the requirement for you to reapply for a permit to occupy a public space under the City's Public Spaces By-law if the proposal relates to such an area.

Accordingly, I encourage you to continue to engage with the City about these potential requirements.

Yours faithfully



(N D Heath)

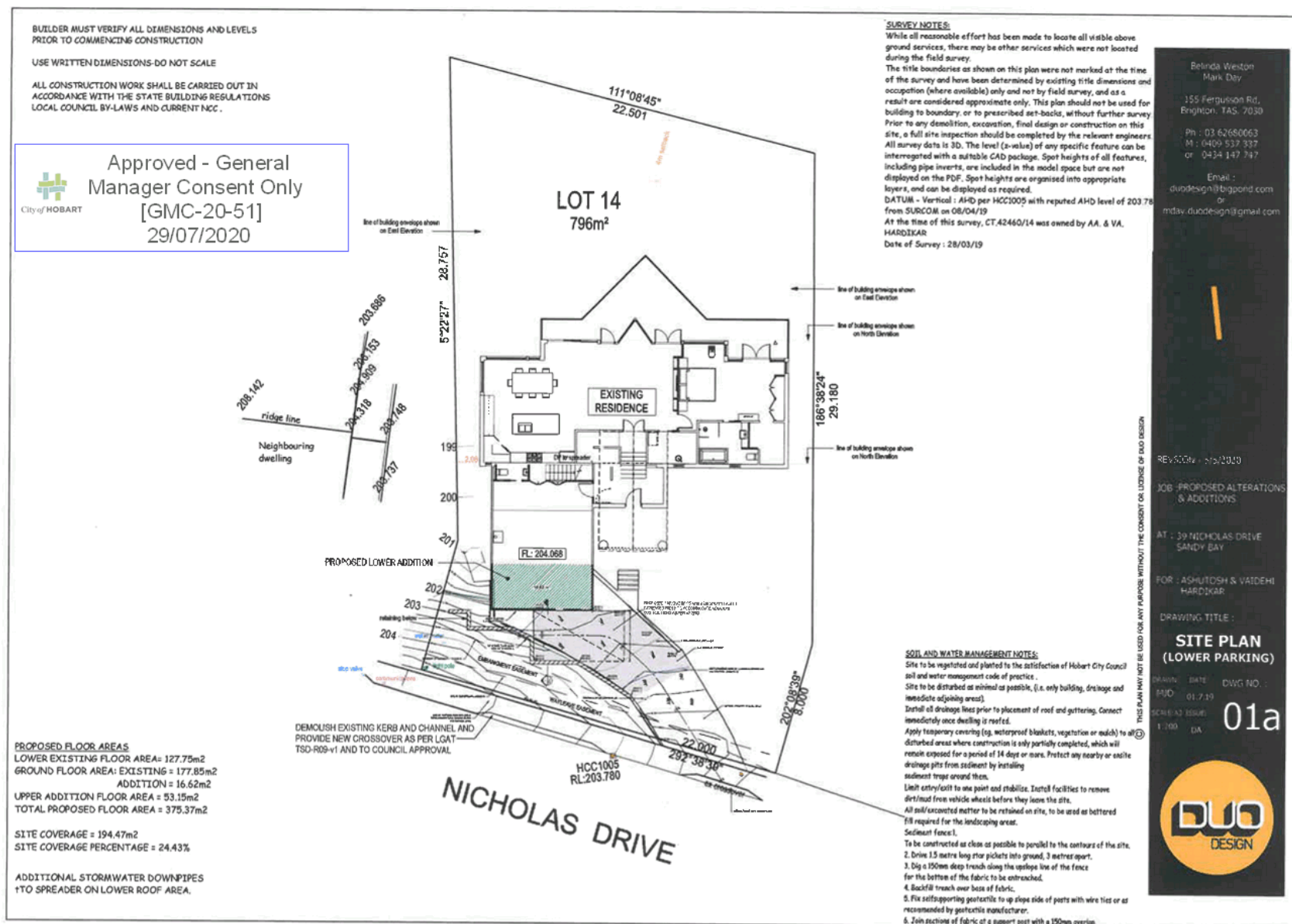
**GENERAL MANAGER**

Relevant documents/plans:

Site Plan (Lower Parking) - 01a by Duo Design

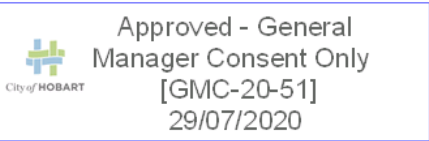
Detail Grading and Sections - C1.01 Rev B by Aldanmark Consulting Engineers

Upper Deck - Detail, Grading and Sections - C1.02 Rev B by Aldanmark Consulting Engineers









**RESULT OF SEARCH**

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980***SEARCH OF TORRENS TITLE**

VOLUME 42460	FOLIO 14
EDITION 6	DATE OF ISSUE 27-Jan-2010

SEARCH DATE : 04-Nov-2013

SEARCH TIME : 09.58 AM

DESCRIPTION OF LAND

City of HOBART

Lot 14 on Sealed Plan 42460

Derivation : Part of 110 Acres Gtd to Edward Fisher

Prior CT 4629/51

SCHEDULE 1

M263870 TRANSFER to ASHUTOSH AVADHOOT HARDIKAR and VAIDEHI  
ASHUTOSH HARDIKAR Registered 27-Jan-2010 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP 42460 EASEMENTS in Schedule of Easements

SP 42460 COVENANTS in Schedule of Easements

SP 29641 COVENANTS in Schedule of Easements affecting that  
portion of the said land within described which  
formerly comprised part of Lot 6 on Sealed Plan No.  
29641

SP 29641 COUNCIL NOTIFICATION under Section 468(12) of the  
Local Government Act 1962

SP 29641, SP 37682 & SP 42460 FENCING PROVISION in Schedule of  
Easements

SUBJECT TO (as relates to the land marked "Embankment  
Easement" on Sealed Plan No. 42460) a licence to  
embank the adjoining highway to the extent defined by  
Sealed Plan No. 42460

C951062 MORTGAGE to Commonwealth Bank of Australia  
Registered 27-Jan-2010 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



the **LIST.****FOLIO PLAN**

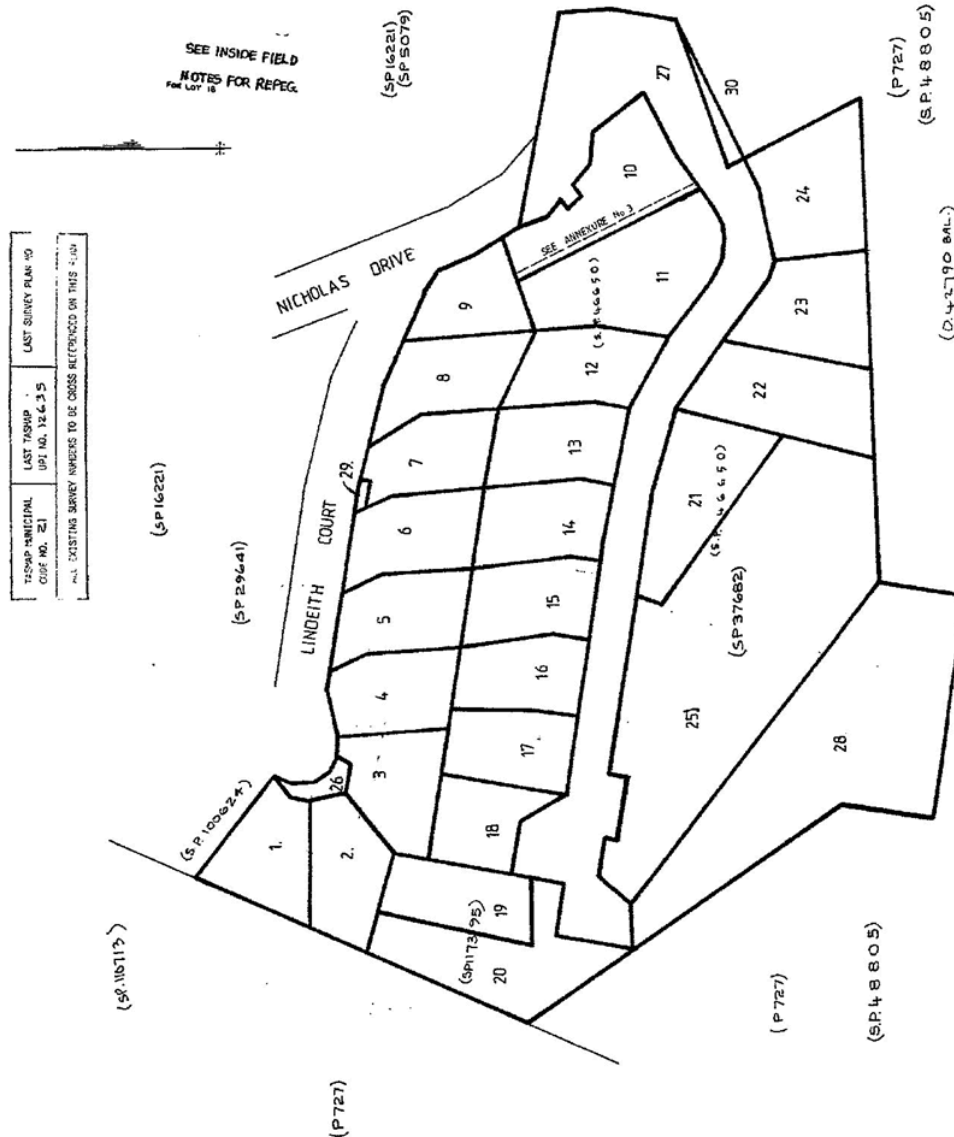
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Owner: Gathnor Nominees Pty Ltd (Lot 1-29) Thyss Pty Ltd & Others (Lot 30)	<b>PLAN OF SURVEY</b> by Surveyor: <u>N.D. Leary</u> of <u>GRIGGS LEARY &amp; CO.</u> 295 Elizabeth Street Hobart of land situated in the <b>CITY OF HOBART</b>	Registered Number: <b>SP42460</b> Approved Effective from: <u>11 JAN 1990</u> <i>Mark E. Leary</i> Recorder of Titles
Title Reference: CTs 4567-12 & 4567-13	SCALE 1:1000 MEASUREMENTS IN METRES	
Grantee: Portion of 110 acres Gtd to Edward Fisher		

JNC 12 2.87



# the LIST.

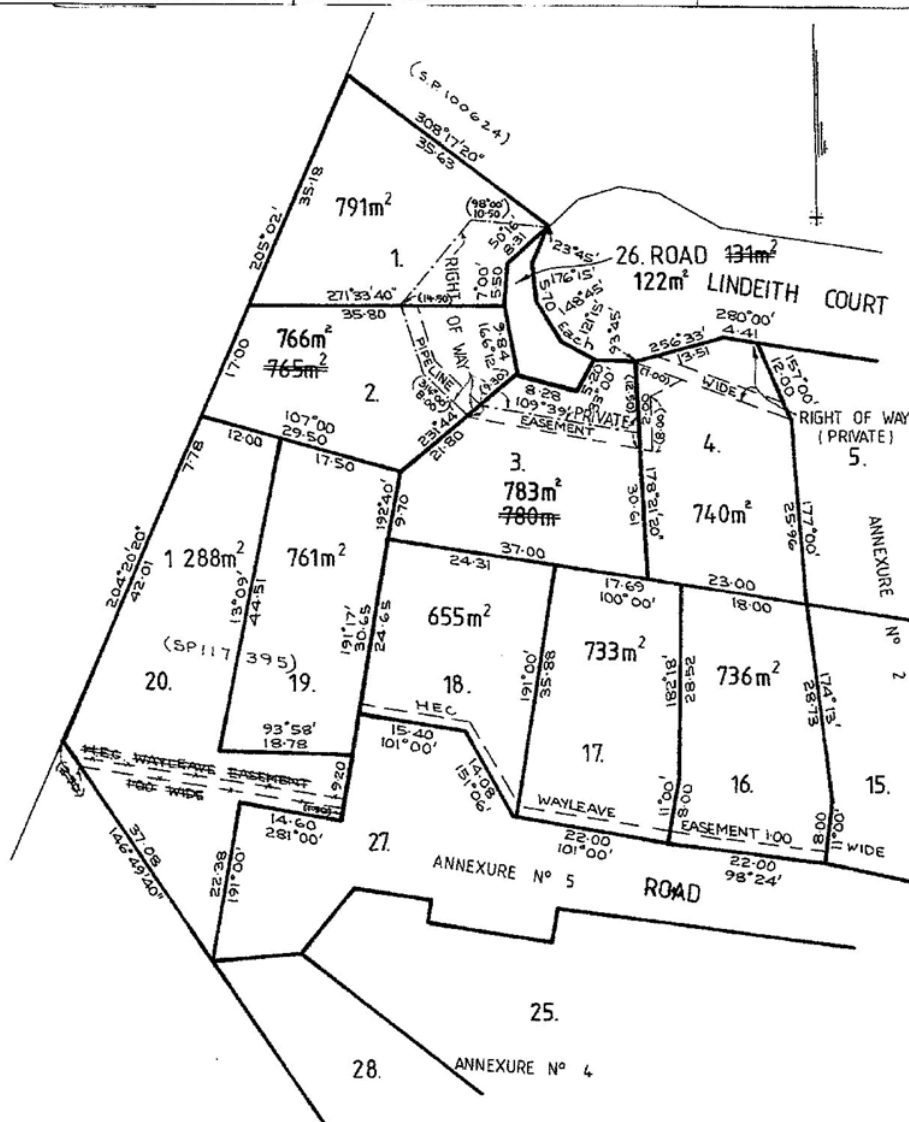
## FOLIO PLAN

RECORDED OF TITLES

*Issued Pursuant to the Land Titles Act 1980*



<p>ANNEXURE SHEET No. 1</p> <p>(of 5 annexures) to plan by Surveyor <b>N.D Leary</b></p>	<p>This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan is verified by my certificate dated <b>2-6-88</b> and that certificate extends to the detail shown on this sheet.</p>	<p>Registered Number:</p> <p><b>SP 42460</b></p>
<p>Signed for the purposes of identification</p> <p><i>[Signature]</i></p> <p>Town Clerk</p>	<p>Surveyor <i>[Signature]</i></p> <p>Owner: <b>Gathnor Nominee</b></p>	<p>Scale 1"=500</p> <p>Measurements in Metres</p>
<p><i>[Signature]</i></p> <p>Town Clerk</p>	<p>Title Reference: <b>C.T. 4567-12</b></p>	



THE H.E.C. WYTHLEAVE EASEMENT 100 WIDE  
WITHIN LOT 20 DELETED PURSUANT TO A  
REQUEST TO AMEND UNDER SECTION 481  
OF THE LOCAL GOVERNMENT ACT 1962

RECORDER OF TITLES  
25/2/1994

the **LIST.****FOLIO PLAN**

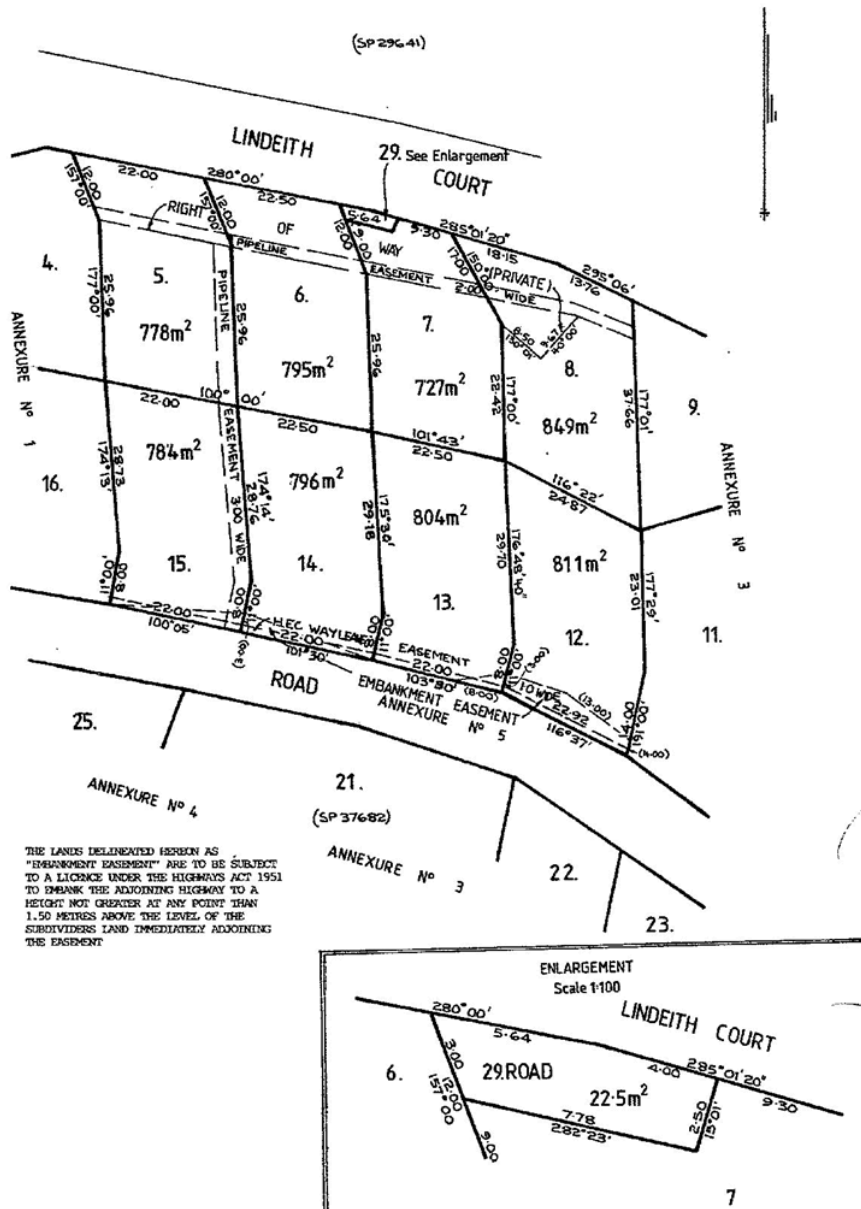
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



DP 1108

ANNEXURE SHEET No. 2 (of 5 annexures to plan by Surveyor N.D. Leary)	This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan is verified by my certificate dated 26.08.20 and that certificate extends to the detail shown on this sheet.	Registered Number: <b>SP42460</b>
Signed for the purposes of identification Town Clerk <i>[Signature]</i>	Surveyor <i>[Signature]</i> Owner: Gathnor Nominees Pty Ltd Title Reference: C.T. 4567-12	Scale 1: 500 Measurements in Metres



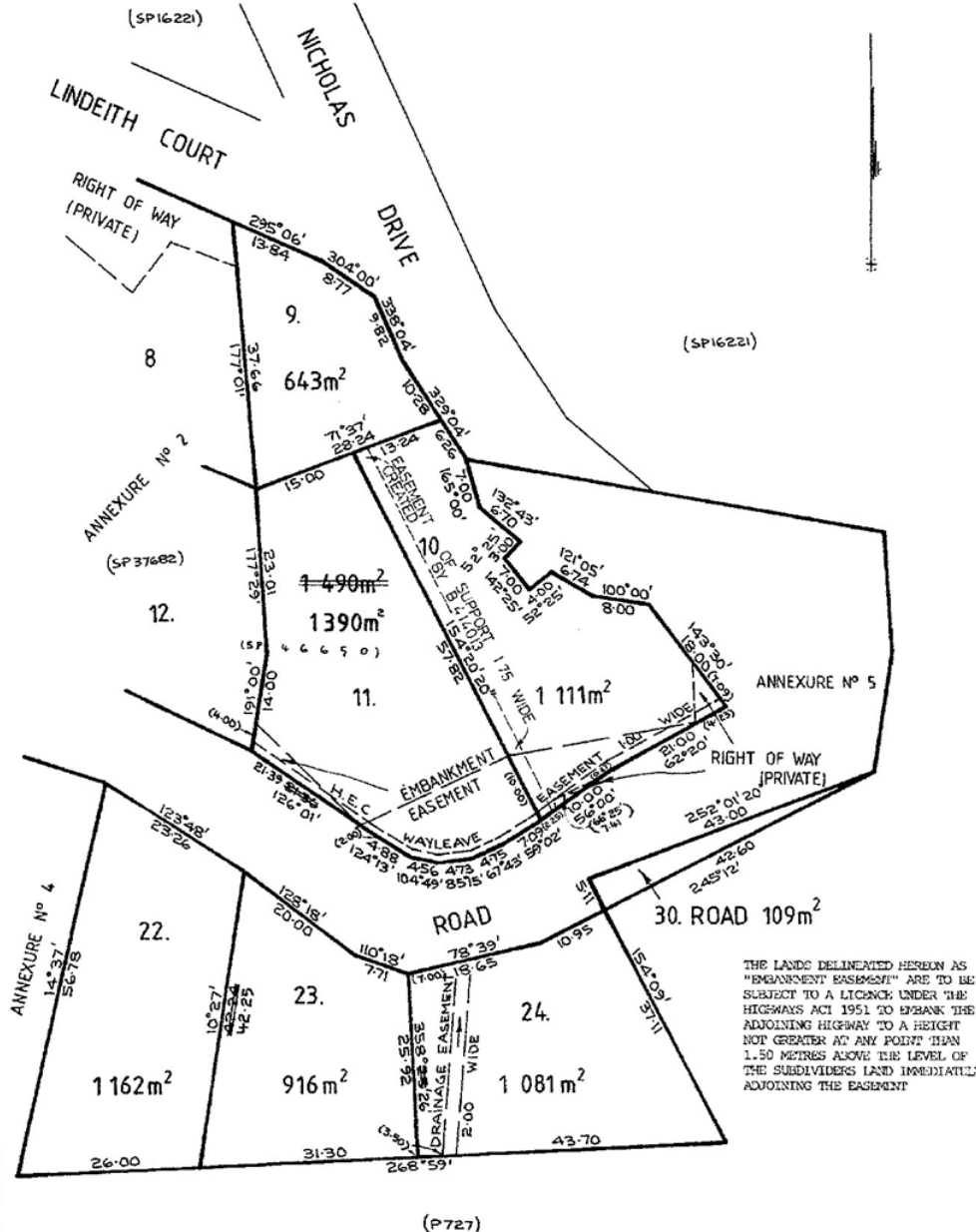
the **LIST.****FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

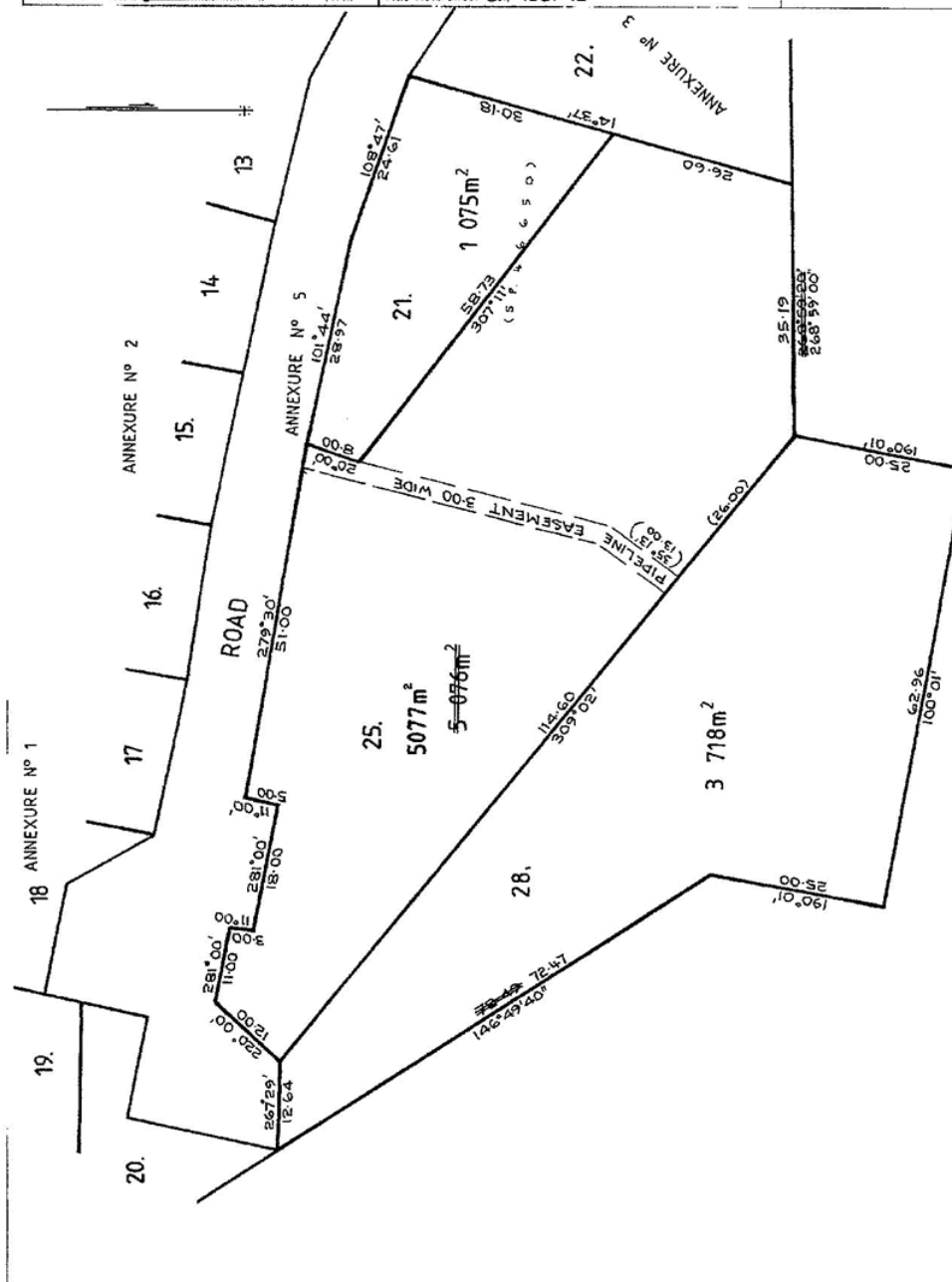


ANNEXURE SHEET No. 3 (of 5 annexures) to plan by Surveyor <b>N. D. Leary</b>	This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan is verified by my certificate dated <b>2.6.88</b> and that certificate extends to the detail shown on this sheet.	Registered Number: <b>SP42460</b>
Signed for the purposes of identification Town Council Clerk <i>[Signature]</i>	Surveyor <i>[Signature]</i> Owner <b>Gathnor Nominees Pty Ltd Thyss Pty Ltd &amp; Others</b> Title Reference <b>C.T. 4567-12 &amp; 4567-13</b>	Scale 1:500 Measurements in Metres





<p>ANNEXURE SHEET No. 4</p> <p>(of 5 annexures) to plan by Surveyor N. D. Leary</p>	<p>This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan is verified by my certificate dated 2.6.88 and that certificate extends to the detail shown on this sheet.</p>	<p>Registered Number:</p> <p><b>SP42400</b></p>
<p>Signed for the purposes of identification</p> <p><i>[Signature]</i></p> <p>Town Council Clerk</p>	<p>Surveyor <i>[Signature]</i></p> <p>Owner: Gathnor Nominees Pty Ltd</p> <p>Title Reference: C.T. 4567-12</p>	<p>Scale 1: 500</p> <p>Measurements in Metres</p>



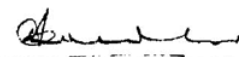

the **LIST.****FOLIO PLAN**

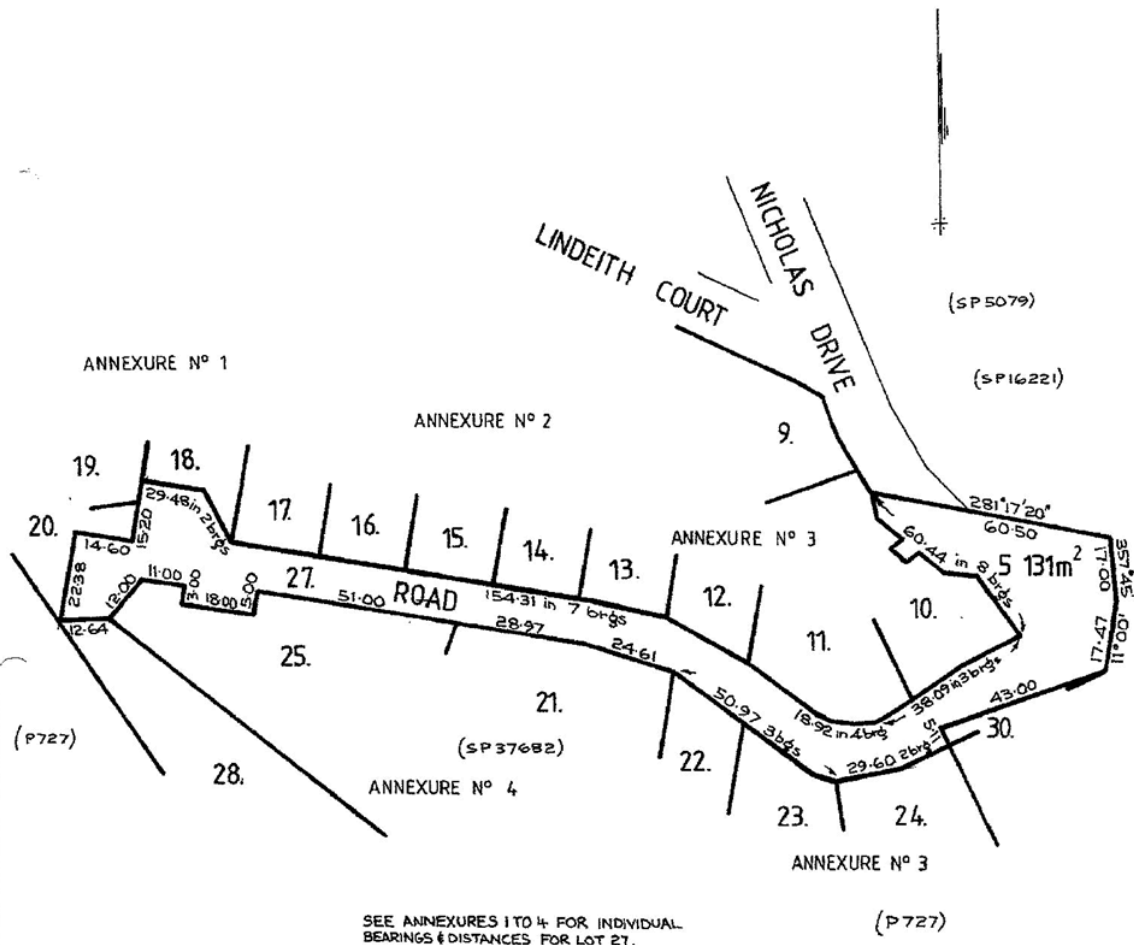
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



10-1109

ANNEXURE SHEET No. 5 (of 5 annexures) to plan by Surveyor <b>N. D. Leary</b>	This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan is verified by my certificate dated <b>2-6-88</b> and that certificate extends to the detail shown on this sheet.	Registered Number: <b>SP42460</b>
Signed for the purposes of identification  Town Council Clerk	Surveyor:  Owner: <b>Gathnor Nominees Pty Ltd</b> Title Reference: <b>C.T. 4567-12</b>	Scale 1: 1000 Measurements in Metres



the **LIST.****FOLIO PLAN**

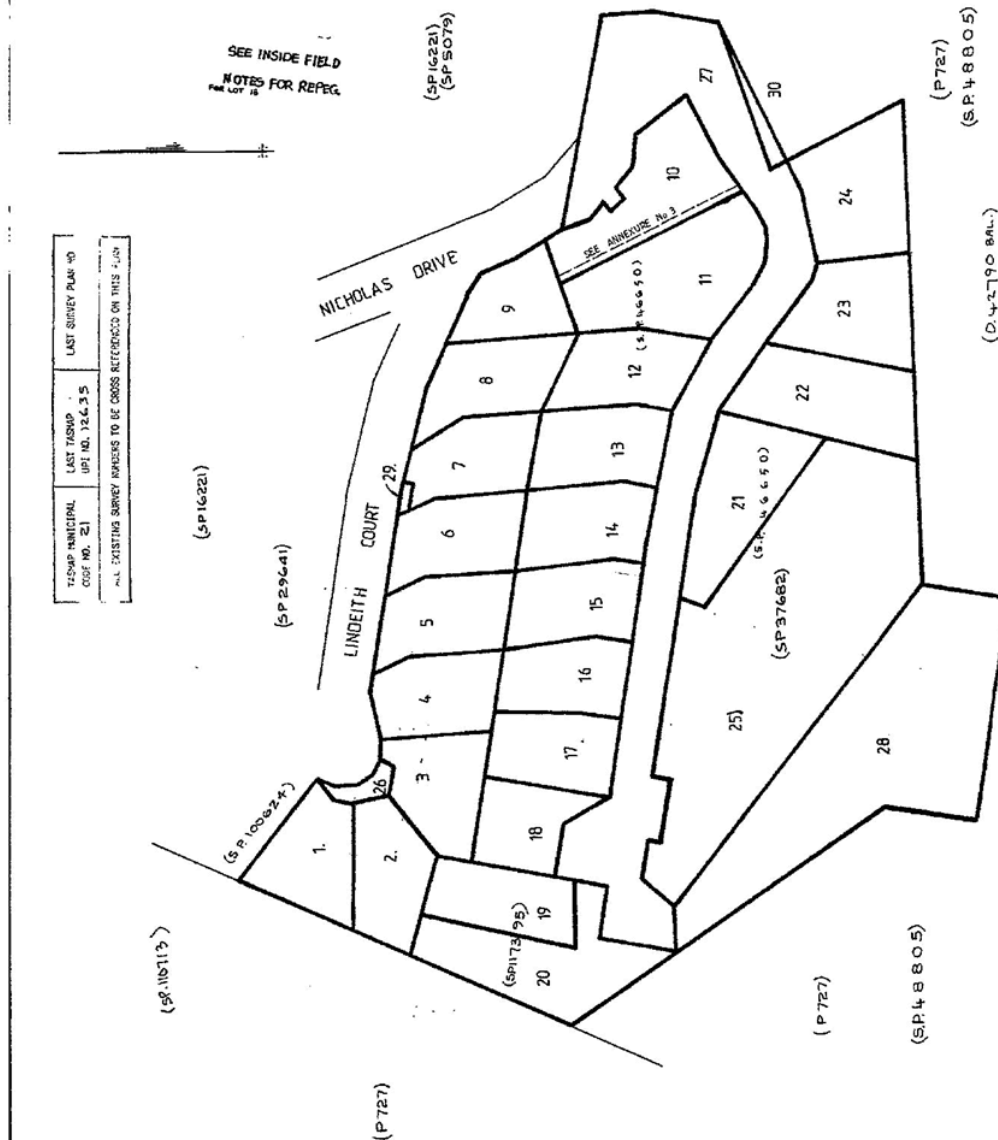
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Owner: Gathnor Nominees Pty Ltd (Lot 1-29) Thyss Pty Ltd & Others (Lot 30)	<b>PLAN OF SURVEY</b> by Surveyor: <u>N. D. Leary</u> of <u>GRIGGS LEARY &amp; CO.</u> 295 Elizabeth Street Hobart of land situated in the <b>CITY OF HOBART</b> SCALE 1: 1000 MEASUREMENTS IN METRES	Registered Number: <b>SP42460</b>
Title Reference: CTs 4567-12 & 4567-13		Approved Effective from: <u>11 JAN 1990</u>
Grantee: Portion of 110 acres Gtd to Edward Fisher		<i>Handwritten signature</i> Recorder of Titles



2: INC 12 2.87

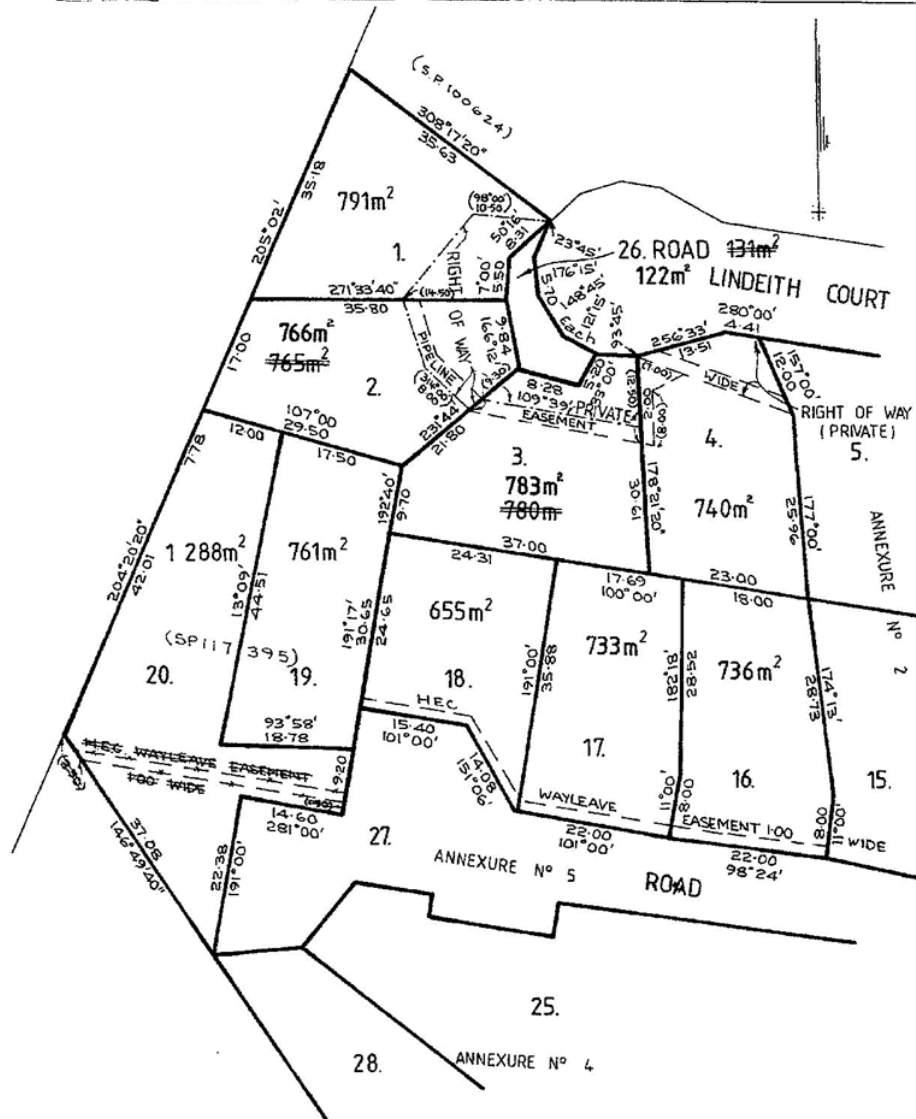


the **LIST.****FOLIO PLAN**  
RECORDER OF TITLES

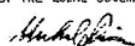
Issued Pursuant to the Land Titles Act 1980

Tasmania  
Explore the possibilities

ANNEXURE SHEET No. 1 (of 5 annexures) to plan by Surveyor N.D. Leary	This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan is verified by my certificate dated 2.6.88 and that certificate extends to the detail shown on this sheet.	Registered Number: <b>SP 42460</b>
Signed for the purposes of identification  Town Clerk	Surveyor  Owner: Gathnor Nominee Title Reference: C.T. 4567-12	Scale 1:500 Measurements in Metres



THE H.E.C. WAYLEAVE EASEMENT 100 WIDE  
 WITHIN LOT 20 DELETED PURSUANT TO A  
 REQUEST TO AMEND UNDER SECTION 43A  
 OF THE LOCAL GOVERNMENT ACT 1962

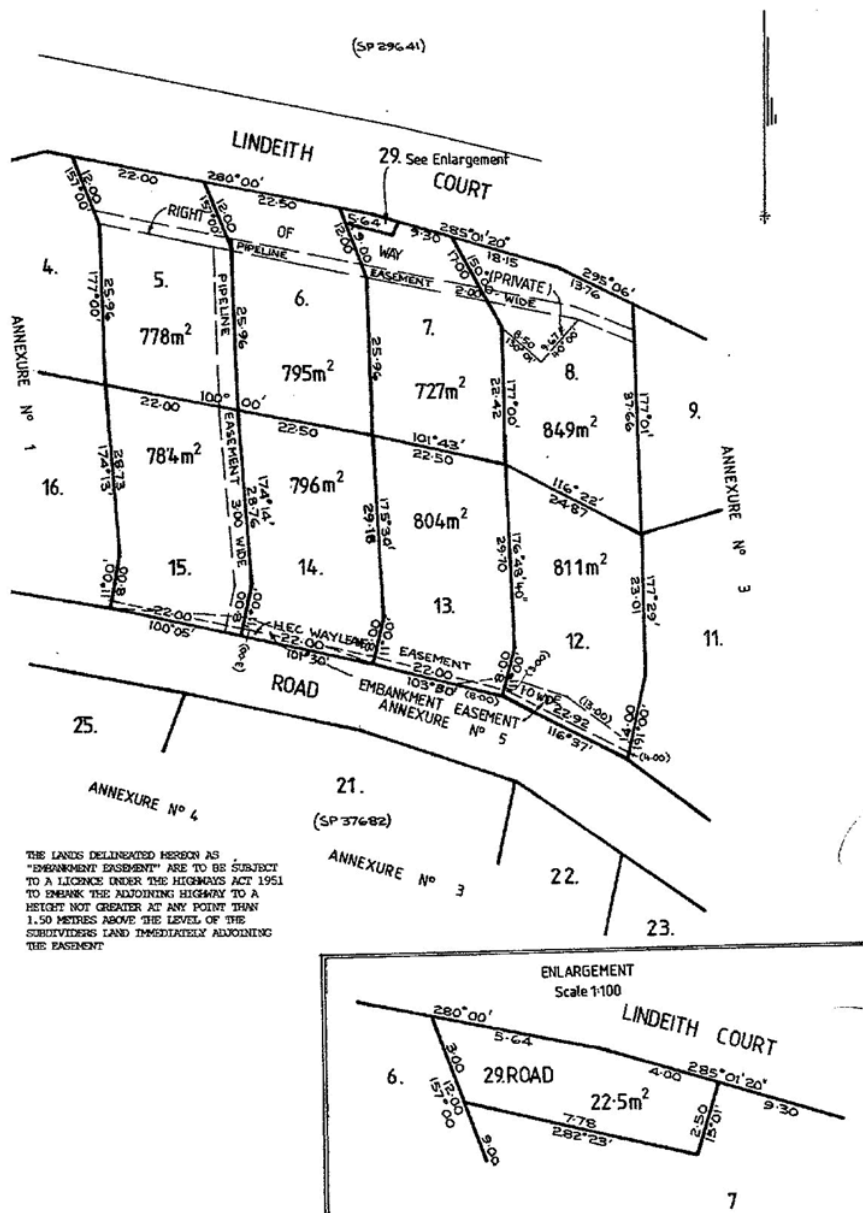
  
 RECORDER OF TITLES  
 25/2/1994



*Issued Pursuant to the Land Titles Act 1980*



<p>ANNEXURE SHEET No. 2</p> <p>(of 5 annexures) to plans by Surveyor <b>N.D. Leary</b></p> <p>Signed for the purposes of identification</p> <p><i>[Signature]</i></p> <p>Town Clerk</p>	<p>This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan is verified by my certificate dated 20/06/2018 and that certificate extends to the detail shown on this sheet.</p> <p>Surveyor <i>[Signature]</i></p> <p>Owner: Gathnor Nominees Pty Ltd</p> <p>Title Reference: C.T.4567-12</p>	<p>Registered Number:</p> <p><b>SP42460</b></p> <p>Scale 1: 500</p> <p>Measurements in Metres</p>
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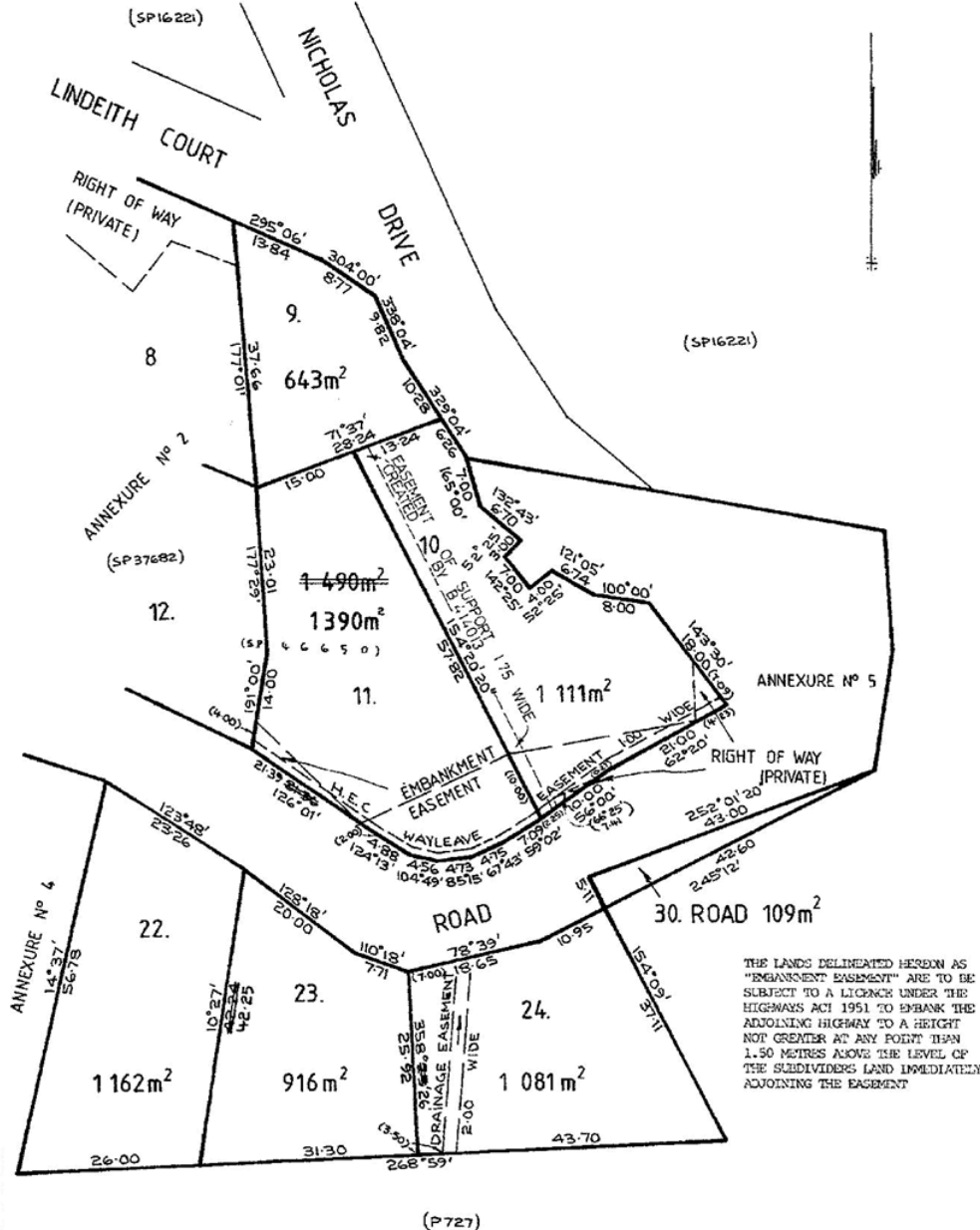
the **LIST.****FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

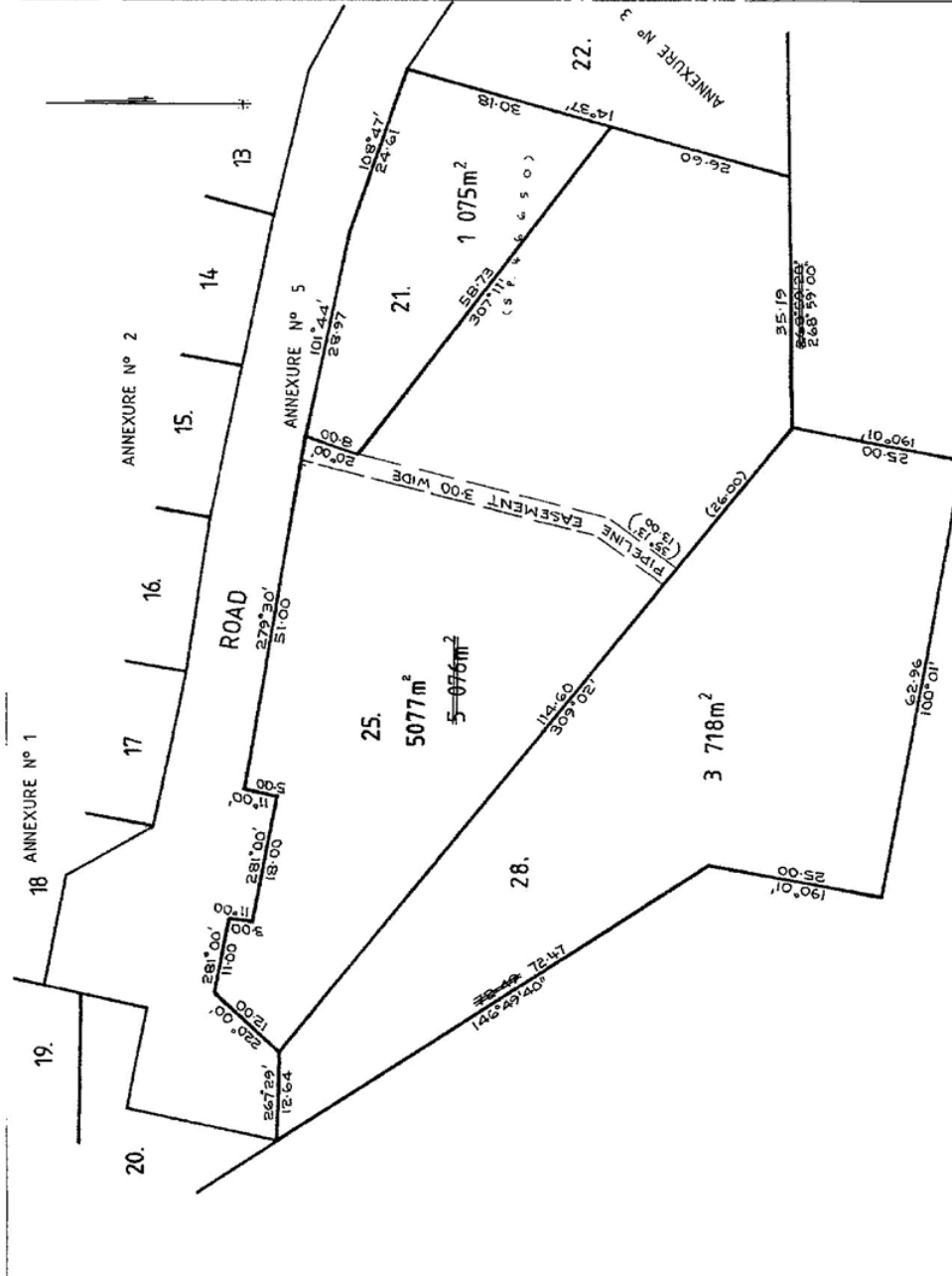


ANNEXURE SHEET No. 3 (of 5 annexures) to plan by Surveyor <b>N. D. Leary</b>	This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan is verified by my certificate dated <b>2-6-88</b> and that certificate extends to the detail shown on this sheet.	Registered Number: <b>SP42460</b>
Signed for the purposes of identification Town Council Clerk <i>[Signature]</i>	Surveyor: <i>[Signature]</i> Owner: Gathnor Nominees Pty Ltd Thyss Pty Ltd & Others Title Reference: C.T. 4567-12 & 4567-13	Scale 1:500 Measurements in Metres





<p>ANNEXURE SHEET No. 4</p> <p>(of 5 annexures) to plan by Surveyor N. D. Leary</p>	<p>This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan is verified by my certificate dated 2.6.88 and that certificate extends to the detail shown on this sheet.</p>	<p>Registered Number:</p> <p><b>SP42400</b></p>
<p>Signed for the purposes of identification</p> <p><i>[Signature]</i></p> <p>Town Council Clerk</p>	<p>Surveyor <i>[Signature]</i></p> <p>Owner: Gathnor Nominees Pty Ltd</p>	<p>Scale 1: 500</p> <p>Measurements in Metres</p>
<p>Title Reference: C.T. 4567-12</p>	<p></p>	





the **LIST.****FOLIO PLAN**

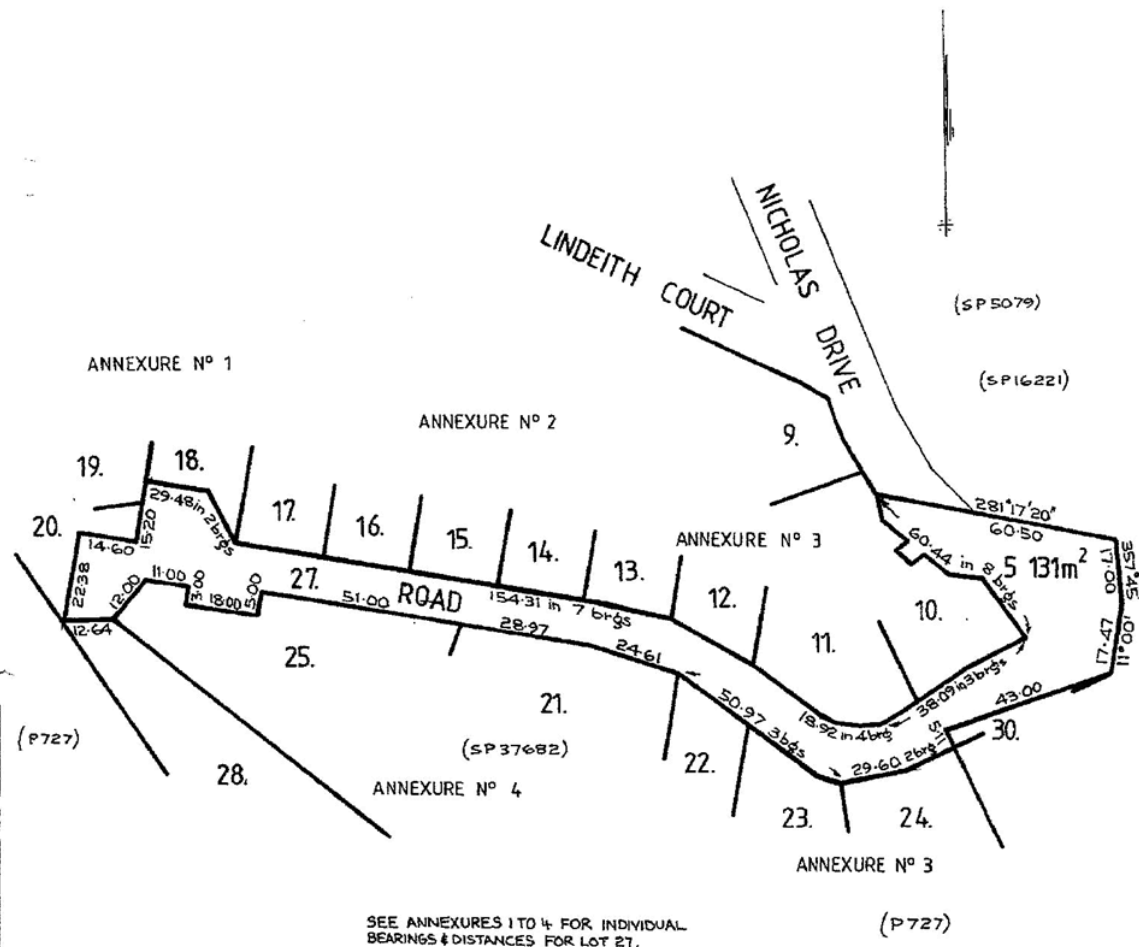
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



192 - 1103

<b>ANNEXURE SHEET No. 5</b> (of 5 annexures) to plan by Surveyor <b>N. D. Leary</b>	This sheet contains detailed drawings of parcels shown on the index plan to which it is attached, which plan is verified by my certificate dated <b>2-6-88</b> and that certificate extends to the detail shown on this sheet.	Registered Number: <b>SP42460</b>
Signed for the purposes of identification  Town Council Clerk	Surveyor:  Owner: <b>Gathnot Nominees Pty Ltd</b> Title Reference: <b>C.T. 4567-12</b>	Scale 1: 1000 Measurements in Metres



the **LIST.****SCHEDULE OF EASEMENTS**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

**SCHEDULE OF EASEMENTS****PLAN NO.****SP42460**

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

**EASEMENTS AND PROFITS**

Each lot on the plan is together with:—

- (1) such rights of drainage over the drainage easements shewn 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 à prendre described hereunder.

Each lot on the plan is subject to:—

- (1) such rights of drainage over the drainage easements shewn 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 à prendre described hereunder.

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

Each Lot in Column A is

TOGETHER WITH a Pipeline Easement (as herein defined) over the Pipeline Easement shown hereon passing through the Lots specified opposite thereto in Column B and

SUBJECT TO a Pipeline Easement (as herein defined) over the Pipeline Easement passing through that Lot as appurtenant to the Lots shown hereon and specified opposite thereto in Column C

<u>COLUMN A</u>	<u>COLUMN B</u>	<u>COLUMN C</u>
1	2, 3, 4, 5, 15, 27, 25	Nil
2	3, 4, 5, 15, 27, 25	1
3	4, 5, 15, 27, 25	1, 2
4	5, 15, 27, 25	1, 2, 3
5	15, 27, 25	1 - 9
6	5, 15, 27, 25	7, 8, 9
7	6, 5, 15, 27, 25	8, 9
8	7, 6, 5, 15, 27, 25	9
9	8, 7, 6, 5, 15, 27, 25	Nil
10-14 & 16-24	27, 25	Nil
15	27, 25	1 - 9
25	Nil	1 - 24 & 27
27	25	1-24 & 27



## SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



42460

Each Lot in Column A is

TOGETHER WITH a Right of Carriageway over the Right of Way (Private) shown hereon passing through the Lots specified opposite thereto in Column B and

Pin or Stamp  
Do not  
form to  
ment.

SUBJECT TO a Right of Carriageway over the Right of Way (Private) passing through that Lot as appurtenant to the Lots shown hereon specified opposite thereto in Column C

COLUMN A	COLUMN B	COLUMN C
1	2,3,4	2,3,4
2	1,3,4	1,3,4
3	1,2,4	1,2,4,5,6,7,8
4	1,2,3,	1,2,3, & 5 - 9
5	4	6,7,8,9
6	4,5	7,8,9
7	4,5,6	8,9
8	4,5,6,7	9
9	4,5,6,7,8	Nil

Lot 10 is

SUBJECT TO a Right of Carriageway over the Right of Way Private shown hereon appurtenant to the land comprised in the folio of the Register Volume 4567 Folio 13

The words "and 20" were deleted by me pursuant to a Request to Amend No B.734303 made under Section 101 of the Local Government (Building and Miscellaneous Provisions Act 1993) *Handwritten signature*

SUBJECT TO a Wayleave easement (as defined by Section 2 of the Hydro Electric Commission Act 1944) over the H.E.C. Wayleave Easement 1.00 metre wide shown hereon passing through such Lot

Lot 24 is

SUBJECT TO a right of drainage over the Drainage easement 2.00 metres wide shown hereon as appurtenant to the land comprised in the folio of the Register Volume 4567 folio 13

COVENANTS

The Owners of each Lot on the said plan except Lots 26,27,29 and 30 covenant with the Vendor Gathnor Nominees Pty. Ltd. and the

NOTE: Every annexed sheet shall be signed by parties to the diagram, or where party is a corporate body, be signed by persons who have attested the affixing of the seal of that body to the plan.

the **LIST.****SCHEDULE OF EASEMENTS**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

42460  
0 1126**ANNEXURE REFERRED TO (Page 1)**

Annexure to Memorandum of \_\_\_\_\_ dated \_\_\_\_\_  
from \_\_\_\_\_ to \_\_\_\_\_

owners for the time being of every other Lot shown in the said plan except Lots 26, 27, 29 and 30 to the intent that the burden of these covenants may run with and bind the Covenantors lot and every part thereof and that the benefit thereof shall be annexed to and devolve with each and every other Lot shown in the said Plan except Lots 26,27,29 and 30 to observe the following stipulations:

- (a) Not to erect any building on the said Lot other than private dwelling houses constructed of brick or brick veneer and the outbuildings usually appurtenant thereto.
- (b) Not to set up or carry on in or upon the said Lot any trade manufacture or business of any kind whatsoever.
- (c) Not to erect or permit to be erected on the said Lot or any part thereof nor attach to or permit to be attached to the dwelling house or any outbuilding erected thereon any advertisement hoarding bill or poster or any other similar erection.
- (d) The Vendor shall have the right to modify vary waive or extinguish the covenants (or any of them) as above set forth in relation to any Lot shown in the said plan.

The Owners of each Lot on the said plan except Lots 1-9, 26,27,29 and 30 covenant with the Vendor Gathnor Nominees Pty. Ltd. and the owners for the time being of every other Lot shown in the said plan except Lots 1-9, 26, 27, 29 and 30 to the intent

**NOTE:** — Every annexed sheet shall be signed by the parties to the dealing, or where the party is a corporate body, be signed by the persons who have attested the affixing of the seal of that body to the dealing.

the **LIST.****SCHEDULE OF EASEMENTS**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

42460  
D 1125**ANNEXURE REFERRED TO (Page 1)**

Pin or Staple here.  
Do not gum this  
form to the instru-  
ment.

Annexure to Memorandum of \_\_\_\_\_ dated \_\_\_\_\_

from \_\_\_\_\_ to \_\_\_\_\_

that the burden of these covenants may run with and bind the Covenantors lot and every part thereof and that the benefit thereof shall be annexed to and devolve with each and every other Lot shown in the said Plan except Lots 1-9, 26,27,29 and 30 to observe the following stipulations:

- (a) Not to erect any building on the said Lot other than private dwelling houses constructed of brick or brick veneer and the outbuildings usually appurtenant thereto.
- (b) Not to set up or carry on in or upon the said Lot any trade manufacture or business of any kind whatsoever.
- (c) Not to erect or permit to be erected on the said Lot or any part thereof nor attach to or permit to be attached to the dwelling house or any outbuilding erected thereon any advertisement hoarding bill or poster or any other similar erection.
- (d) The Vendor shall have the right to modify vary waive or extinguish the covenants (or any of them) as above set forth in relation to any Lot shown in the said plan.
- (e) Not to construct more than one messuage on each Lot PROVIDED HOWEVER that the Vendor shall have the right to vary, modify waive or extinguish this covenant if the Vendor obtains the approval of the Corporation under the provisions of the Local Government Act 1962 for the construction of 2 villa units on the said lot.

FENCING PROVISION In respect of each Lot shown on the plan except lots 26,27,29 and 30 the Vendor (Gathnor Nominees Pty. Ltd.) shall not be required to fence.

NOTE: — Every annexed sheet shall be signed by the parties to the draft, or where the party is a corporate body, be signed by the persons who have attested the making of the seal of that body to the drafting.



the **LIST.****SCHEDULE OF EASEMENTS**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

**ANNEXURE REFERRED TO (Page 1)**

Pin or Staple here.  
Do not gum this  
form to the instru-  
ment.

Annexure to Memorandum of \_\_\_\_\_ dated \_\_\_\_\_  
from \_\_\_\_\_ to \_\_\_\_\_

INTERPRETATION

"Pipeline Easement" means the full and free right of every person who is entitled to an estate or interest in possession indicated as the dominant tenement or any part thereof with which said right shall be capable of enjoyment in common with the owner of the servient tenement to lay use and maintain forever water mains and pipes of such size and number as shall from time to time be required in the strips of land shown on the plan hereon and marked "Pipeline Easement 2.00 metres wide" and "Pipeline Easement 3.00 metres wide" and the right for their surveyors and workmen from time to time and at all times hereafter to enter into and upon the said strips of land or any part thereof bringing upon the Pipeline Easement such material machinery and other things as it shall think fit and proper to inspect the condition of the said mains and pipes and to repair alter amend and cleanse PROVIDED HOWEVER that any damage occasioned thereby shall be made good.

THE COMMON SEAL of GATHNOR )  
NOMINEES PTY. LTD. was )  
hereunto affixed in the )  
presence of:



Director

Secretary

SIGNED by SANDRA KING, SUSAN SHIRLEY  
FLEMING, HEATHER MARGARET NOGA,  
JOHN ALFRED MAY, DONNA RUTH DWYER,  
PETER MICHAEL SHARP, VICKI LEE SHARP,  
THYSS PTY. LTD. and MAKATI INVESTMENTS  
PTY. LTD. as the proprietors of the land  
comprised in the folio of the Register volume  
4567 folio 13 in the presence of:



Director

LEANNE MONTGOMERY, SURVEY DRAFTSPERSON

Jill Montgomery

J. L. Thissen  
Director

NOTE: — Every  
inserted sheet shall  
be signed by the  
parties to the deal-  
ing, or where the  
party is a corporate  
body, be signed by  
the persons who  
have attested the  
making of the seal  
of that body to the  
filling.

the **LIST.****SCHEDULE OF EASEMENTS**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



42460

EXECUTED in Victoria by CUSTOM CREDIT CORPORATION LIMITED and being signed )  
sealed and delivered by its Attorney )  
LYNDON JOHN HARRIS "State Business )  
Finance & Services Manager, Vic." )  
pursuant to a Power of Attorney dated )  
21st December, 1984 a certified copy )  
of which is filed in Permanent Order )  
Book 276 at Page 277 in the presence )  
of :

*[Signature]*  
24/12/14

Signed by LYNDON JOHN HARRIS "State Business )  
Finance and Services Manager, Vic". )  
as Attorney of CUSTOM CREDIT CORPORATION )  
LIMITED under Power of Attorney No. 60/6792 )  
who states that he has not received any notice )  
of revocation of the said Power of Attorney in )  
the presence of :

*[Signature]*  
24/12/14

*[Signature]*  
SECURITIES OFFICER  
9 HANBURY STREET  
PLEES PARK VIC

SIGNED by <i>[Signature]</i> COMMONWEALTH BANK OF AUSTRALIA By <i>[Signature]</i> under the authority of the Board of Directors received by the <i>[Signature]</i> of the said Bank in the presence of: <i>[Signature]</i> "C.D." Bank Loans Officer	COMMONWEALTH BANK OF AUSTRALIA By <i>[Signature]</i> Money for State Manager Tasmania ACTING
---	---

the **LIST.****SCHEDULE OF EASEMENTS**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



42460

This is the schedule of easements attached to the plan of GATHOR NOMINEES PTY LTD  
(Insert Subdivider's Full Name)  
THYSS PTY LTD & OTHERS affecting land in  
CT 4567-12 & CT 4567-13  
(Insert Title Reference)

Sealed by HOBART CITY COUNCIL on 12th DECEMBER 1983  
Solicitor's Reference [Signature]  
Council Clerk/Town Clerk

## Application Referral Development Engineering - Response

<b>From:</b>	Stefan Gebka - Development Engineering
<b>Recommendation:</b>	Proposal is acceptable subject to conditions.
<b>Date Completed:</b>	
<b>Address:</b>	39 NICHOLAS DRIVE, SANDY BAY
<b>Proposal:</b>	Partial Demolition, Alterations and Extension
<b>Application No:</b>	PLN-19-468
<b>Assessment Officer:</b>	Victoria Maxwell,

### Referral Officer comments:

#### E5.0 Road and railway access code

<b>E5.1 Purpose</b>			E5.1.1  The purpose of this provision is to:  (a) protect the safety and efficiency of the road and railway networks; and  (b) reduce conflicts between sensitive uses and major roads and the rail network.
<b>E5.2 Application of this Code</b>	<b>YES</b>	<b>NO</b>	
			<b>This Code applies to use or development of land:</b>
	Yes	No	(a) that will require a new vehicle crossing, junction or level crossing; or
	Yes	No	(b) that intensifies the use of an existing access; or
	Yes	No	(c) that involves a sensitive use, a building, works or subdivision within 50m metres of a Utilities zone that is part of:
	Yes	No	(i) a rail network;
	Yes	No	(ii) a category 1 - Trunk Road or a category 2 - Regional Freight Road, that is subject to a speed limit of more than 60km/h kilometres per hour.
<b>Clause for Assessment</b>			<b>Comments / Discussion (in bold)</b>
Clause 5.5.1 Existing road accesses and junctions			<u>Documentation submitted to date appears not to invoke clause E5.5.1.</u>  No intensification of existing road accesses and/or junctions proposed.
NOT APPLICABLE			

Clause 5.5.2 Existing level crossings  <b>NOT APPLICABLE</b>		<p><u>Documentation submitted to date appears not to invoke clause E5.5.2.</u></p> <p>No intensification of an existing level crossings proposed.</p>
Clause 5.6.1 development adjacent to roads and railways  <b>NOT APPLICABLE</b>		<p><u>Documentation submitted to date appears not to invoke clause E5.6.1.</u></p> <p>No development adjacent to category 1 or category 2 road proposed.</p>
Clause 5.6.2 road and access junctions  <b>PERFORMANCE CRITERIA</b>		<p>The road and access junctions must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <b><u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E5.6.2 and as such, shall be assessed under Performance Criteria.</u></b></p> <p><u>Acceptable solution - A1</u> No new access or junction to roads in an area subject to a speed limit of more than 60km/h. - <b>N/A</b></p> <p><u>Acceptable solution - A2 - <b>NON COMPLIANT</b></u> No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less. <b>- Submitted documentation appears to indicate more than one access providing both entry and exit, to a road in an area subject to a speed limit of 60km/h or less.</b></p> <p><b>Development Engineering historically resisted supporting more than one access providing both entry and exit, to a road in a residential area however, it is supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.</b></p> <p><b>The planner report stated the following;</b></p> <p><i>"As part of the assessment, General Managers Consent was required for the works within the road reserve. Initially GMC was refused because the design of the crossing was deemed unsafe. As well, the existing access was deemed unnecessary as there was no vehicle connection to the dwelling from that access point. Amended plans were provided in the second GMC showing a parking space adjacent to the new dance studio space, thereby requiring the first driveway access point to be retained. Whilst General Manager's</i></p>

consent was granted for this, additional information was requested from the Road Section of Council and condition ENG r3 requiring the removal of the existing access. There is a clear contradiction in assessment from that department. Clarification was sought and the following email was provided, directing the assessing officer to not request the further information (copy appended in Roads - City Amenity Officer note).

"Regarding your recent further information request for the above planning application to reinstate the existing driveway.

General manager consent was provided for the new double driveway, the proposal at the time was to keep the existing vehicle crossing and the owners amended their plans in order to show a valid parking space being serviced by the existing driveway. Thus in principle approval was provided for the applicant to retain the existing vehicle crossing.

.... in this instance given the current General Manager Consent (GMC 20-51) we consider that consent in principle has already been provided for the existing vehicle crossing to remain (subject to it serving a parking space in accordance with Australian parking standards) and thus the further information relating to the reinstatement of the existing vehicle crossing is null and void".

Notwithstanding the above, a condition has been included by the roads - City Amenity section to require the removal of the existing crossover. This contradicts the General Managers Consent and advertised plans, as such removal would prevent access to the third parking space adjacent to the dance studio. Therefore condition ENG r3 must be removed. The author of the report does not have the authority or expertise to override the recommendation of the Road Officer. Therefore this contradiction is highlighted for the determining authority to make a judgement on the deletion or otherwise of that condition."

"From: Cindy Elder  
Sent: Thursday, 27 August 2020 1:44 PM  
To: Ci Yan <yanc@hobartcity.com.au>  
Cc: Stefan Gebka <gebkas@hobartcity.com.au>;  
Meghan Kluver-Jones  
<kluverjonesm@hobartcity.com.au>  
Subject: 39 nicholas drive PLN-19-468

Hi Tony

Regarding your recent further information request for the above planning application to reinstate the existing

driveway.

*General manager consent was provided for the new double driveway, the proposal at the time was to keep the existing vehicle crossing and the owners amended their plans in order to show a valid parking space being serviced by the existing driveway. Thus in principle approval was provided for the applicant to retain the existing vehicle crossing.*

*I have a quick chat to Meg and in this instance given the current General Manager Consent (GMC 20-51) we consider that consent in principle has already been provided for the existing vehicle crossing to remain (subject to it serving a parking space in accordance with Australian parking standards) and thus the further information relating to the reinstatement of the existing vehicle crossing is null and void.*

*In future I will be doing a hard no on requests to have two driveways at GMC stage so as to align with the roads services manifesto ( of which I fully support) – so apologies for any inconvenience or distress this may have caused.*

*Regards*

*Cindy Elder | Technical Officer Roads | Road and Capital Works | City Amenity  
(03) 6238 2836"*

**Performance Criteria - P2:**

For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:

(a) the nature and frequency of the traffic generated by the use;

**- All traffic generated by the proposed development will for residential use. This is consistent with the existing traffic utilising Nicholas Drive near the subject site. Supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.**

(b) the nature of the road;

**- Nicholas Drive is a local collector road that has a relatively low volume near the site. It provides access to a residential catchment that is relatively stable and closed in nature. Supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.**

		<p>(c) the speed limit and traffic flow of the road; - <b>The general urban speed limit of 50km/h applies to Nicholas Drive. This speed limit is suitable for the residential nature of the development. Supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.</b></p> <p>(d) any alternative access to a road; - <b>No alternative access is possible for the proposed development.</b></p> <p>(e) the need for the access or junction; - <b>The need for the use has not been assessed and is not a Development Engineering consideration.</b></p> <p>(f) any traffic impact assessment; and - <b>Impact discussed within Council. Supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.</b></p> <p>(g) any written advice received from the road authority. - <b>Supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.</b></p> <p><b>Based on the above assessment and given the submitted documentation, the proposed access / access junction meets the requirements may therefore be accepted under <i>Performance Criteria P2:E5.6.2</i> of the Planning Scheme.</b></p>
Clause 5.6.3 new level crossings		<p><u>Documentation submitted to date appears not to invoke clause E5.6.3.</u></p> <p><b>NOT APPLICABLE</b></p> <p><b>No new level crossings proposed.</b></p>
Clause 5.6.4 sight distance at access and junctions		<p>The sight distance at access and junctions must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <b><u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E5.6.4 and as such, shall be assessed under Performance Criteria.</u></b></p> <p>Acceptable solution - A1: - <b>NON COMPLIANT</b> Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia. - <b>N/A</b></p>



In this case, the required SISD is 80 metres, noting that the vehicle speed has been assumed to be equal to the posted speed limit of 50-km/h.

The available sight distance generally exceeds the required 80 metres except during times when cars are parked adjacent to the site.

Based on the available sight distances exceeding the minimum Planning Scheme requirements, the access complies with Acceptable Solution A1 of Clause E5.6.4.

Performance Criteria – 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;

- **All traffic generated by the proposed development will be residential in nature. This is compatible with the existing traffic utilising Nicholas Drive near the subject site.**

(b) the frequency of use of the road or rail network;

- **Nicholas Drive is a minor collector road that has a relatively low traffic volume near the site. It provides access to a residential catchment that is relatively stable and closed in nature. The driveway access servicing the site will operate at a high level of service based on the relatively low traffic volumes. The general urban speed limit of 50-km/h applies to Nicholas Drive. This speed limit is appropriate for the residential nature of the development.**

(c) any alternative access;

- **No alternative access is possible for the proposed development.**

(d) the need for the access, junction or level crossing;

- **The need for the use has not been assessed and is this report.**

(e) any traffic impact assessment;

- **No Traffic Impact Statement was submitted.**

(f) any measures to improve or maintain sight distance; and

- **The available sight distance generally exceeds the required 80 metres except during times when cars are parked adjacent to the site.**

(g) any written advice received from the road or rail authority.

		<p>- Supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.</p> <p>Council is of the opinion that the Acceptable Solution for clause E5.6.4 is not met due to sight lines being obstructed by fencing and on-street car parking adjacent to the access however, given the submitted plans and documentation the development may therefore be accepted under <b>Performance Criteria P1:E5.6.4</b> of the Planning Scheme.</p>

**E 6.0 Parking and Access Code**

<b>E6.1 Purpose</b>			E6.1.1
			The purpose of this provision is to:
	Yes	N/A	(a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;
	Yes	N/A	(b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities;
	Yes	N/A	(c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
	Yes	N/A	(d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
	Yes	N/A	(e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime or anti-social behaviour;
	Yes	N/A	(f) ensure that vehicle access and parking areas do not adversely impact on amenity, site characteristics or hazards;
	Yes	N/A	(g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
	Yes	N/A	(h) provide for safe servicing of use or development by commercial vehicles.
<b>E6.2 Application of this Code</b>	YES	—	<b>This code applies to all use and development.</b>
<b>Clause for Assessment</b>			<b>Comments / Discussion (in bold)</b>
Clauses 6.6's are all to do with parking number			The parking number assessment must satisfy either Acceptable Solutions or Performance Criteria for each

assessment. These will be assessed by planner based on DE assessment of the following relevant clauses.

**PERFORMANCE  
CRITERIA**

clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

**Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.6.1 (a) and as such, shall be assessed under Performance Criteria.**

Acceptable solution - A1: - **NON COMPLIANT**

The number of on-site car parking spaces must be:

(a) no less than and no greater than the number specified in Table E6.1;

- **Submitted documentation does not satisfy this requirement, a surplus of one (1x) car parking space proposed.**

Performance Criteria - P1:

The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:

(a) car parking demand;

- **The empirical parking assessment indicates that the provision of three (3x) on-site car parking spaces will sufficiently meet the likely demands associated with the development.**

(b) the availability of on-street and public car parking in the locality;

- **There is a relatively large supply of on-street parking in the surrounding road network.**

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

- **N/A as surplus car parking proposed.**

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

- **N/A as surplus car parking proposed.**

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

- **N/A as surplus car parking proposed.**

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

- **Not applicable.**

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

- **Not applicable.**

(h) any credit which should be allowed for a car parking demand deemed to have been provided in association

		<p>with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site; - <b>Not applicable.</b></p> <p>(i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity; - <b>Not applicable.</b></p> <p>(j) any verified prior payment of a financial contribution in lieu of parking for the land; - <b>Not applicable.</b></p> <p>(k) any relevant parking plan for the area adopted by Council; - <b>Not applicable.</b></p> <p>(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code; and - <b>Not applicable.</b></p> <p>(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Code. - <b>No impact.</b></p> <p><b>Based on the above assessment and given the submitted documentation, the parking provision may be accepted under <i>Performance Criteria P1:E6.6.1</i> of the Planning Scheme. This is particularly due to the actual parking demands that will be generated by the development.</b></p>
<p>Clause 6.7.1 number of vehicle accesses</p> <p><b>PERFORMANCE CRITERIA</b></p>		<p>The parking number assessment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <b><u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.1 and as such, shall be assessed under Performance Criteria.</u></b></p> <p>Acceptable solution: - <b>NON COMPLIANT</b> 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.</p> <p>Performance Criteria - P1: The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:</p>

		<p>(a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points;  <b>- Acceptable, Development Engineering historically resisted supporting more than one access point to a road in a residential area however, it is supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.</b></p> <p>(b) whether the additional access points can be provided without compromising any of the following:</p> <p>(i) pedestrian safety, amenity and convenience;  <b>- Acceptable, Development Engineering historically resisted supporting more than one access point to a road in a residential area however, it is supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.</b></p> <p>(ii) traffic safety;  <b>- Acceptable, Development Engineering historically resisted supporting more than one access point to a road in a residential area however, it is supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.</b></p> <p>(iii) residential amenity on adjoining land;  <b>- Not a Development Engineering consideration, planner to assess in conjunction with Council's traffic engineer (if required)</b></p> <p>(iv) streetscape;  <b>- Not a Development Engineering consideration, planner to assess</b></p> <p>(v) cultural heritage values if the site is subject to the Local Historic Heritage Code; and  <b>- Not a Development Engineering consideration, planner to assess</b></p> <p>(vi) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity.  <b>- N/A, not a Development Engineering consideration, planner to assess</b></p> <p><b>Based on the above assessment and given the submitted documentation, the number of vehicle accesses may be accepted under <i>Performance Criteria P1:E6.7.1</i> of the Planning Scheme.</b></p>
<p>Clause 6.7.2 design vehicle access</p> <p><b>PERFORMANCE</b></p>		<p>The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p>

**CRITERIA**

Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.2 (a) [sight distance: 2m x 2.5m sight triangles - These areas to be kept clear of obstructions to visibility] and as such, shall be assessed under Performance Criteria.

Submitted plans indicate 2m x 2.5m sight triangle areas abutting the driveway are not kept clear of obstructions to visibility due to proposed vehicular barriers and vegetation.

Acceptable Solution - A1: - **NON COMPLIANT**

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.

Performance Criteria - P1:

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;

- **Acceptable, submitted documentation appears to satisfy this requirement as it is supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.**

(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;

- **Acceptable, submitted documentation appears to satisfy this requirement as it is supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.**

(c) suitability for the type and volume of traffic likely to be generated by the use or development; and

- **Acceptable, submitted documentation appears to satisfy this requirement as it is supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.**

(d) ease of accessibility and recognition for users.

- **Acceptable, submitted documentation appears to satisfy this requirement as it is supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.**

**Condition on planning permit to address fence transparency for sight lines in order to promote a safe, efficient and convenient use of the driveway accesses.**

		<p><b>Based on the above assessment and given the submitted documentation, sight lines that may be accepted under <i>Performance Criteria P1:E6.7.2</i> of the Planning Scheme. Given the location of the accesses and driveways, and the low volume of traffic on the road from which the property gains access.</b></p>
<p>Clause 6.7.3 vehicle passing</p> <p><b>NOT APPLICABLE</b></p>		<p>Vehicle passing must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.4.</u></p> <p>Submitted documentation appears to indicate no facility / requirement for vehicle passing.</p> <p>Acceptable solution - 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; - <b>No</b> (ii) is more than 30 m long; - <b>No</b> (iii) it meets a road serving more than 6000 vehicles per day; - <b>No</b> (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; - <b>N/A</b> (c) have the first passing area constructed at the kerb; - <b>N/A</b> (d) be at intervals of no more than 30 m along the access. - <b>N/A</b></p>
<p>Clause 6.7.4 on site turning</p> <p><b>NOT APPLICABLE</b></p>		<p>On-site turning must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.4.</u></p> <p>Acceptable solution - 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>COMPLIES</b> (b) it meets a road carrying less than 6000 vehicles per day. - <b>COMPLIES</b></p> <p>Submitted documentation appears to indicate no facility / requirement for on-site turning.</p>
<p>Clause 6.7.5 layout of parking area</p>		<p>The layout of the parking area must satisfy either Acceptable Solutions or Performance Criteria for each</p>



**ACCEPTABLE  
SOLUTION**

clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

**Documentation submitted to date appears to satisfy the Acceptable Solution for clause 6.7.5.**

**Acceptable Solution A1: - COMPLIANT**

The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.

• Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A):

- Submitted documentation appears to satisfy this requirement for planning assessment

• Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side):

- Submitted documentation appears to satisfy this requirement for planning assessment

• Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance):

- Submitted documentation appears to satisfy this requirement for planning assessment

• Parking Space Gradient (5%):

- Submitted documentation appears to satisfy this requirement for planning assessment

• Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A):

- N/A

• Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide => 7m wide apron):

- Submitted documentation appears to satisfy this requirement for planning assessment

• Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance):

- Submitted documentation appears to satisfy this requirement for planning assessment

• Driveway Gradient & Width (AS2890.1 Section 2.6 = 25% and 3m):

- Submitted documentation appears to satisfy this requirement for planning assessment

• Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition):

- Submitted documentation appears to satisfy this requirement for planning assessment, existing section of driveway not assessed.



		<ul style="list-style-type: none"> <li>• Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope): - <b>Submitted documentation appears to satisfy this requirement for planning assessment</b></li> <li>• Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra): - <b>N/A</b></li> <li>• "Jockey Parking" (Performance Assessment): - <b>Not indicated</b></li> </ul>
<p>Clause 6.7.6 surface treatment</p> <p><b>ACCEPTABLE SOLUTION</b></p>		<p>The surface treatment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <b>Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.6.</b></p> <p>Acceptable Solution - A1: - <b>COMPLIANT</b></p> <p>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; and (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.</p> <p><b>Submitted plans indicate a concrete surface treatment and able to be drained to an approved stormwater system. Condition on Planning Permit to ratify timing.</b></p>
<p>Clause 6.7.7 Lighting of parking area Planner and health unit to assess</p>	—	Planner to assess
<p>Clause 6.7.8 Landscaping Planner to assess</p>	—	Planner to assess

<p>Clause 6.7.9 motor bike parking</p> <p><b>NOT APPLICABLE</b></p>		<p>The motor bike parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.9.</u></p> <p><u>Acceptable Solution A1 (E6.6.3):</u> 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.</p> <p><b>NO REQUIREMENT</b> (&lt;19 car parking spaces).</p>
<p>Clause 6.7.10 bicycle parking</p> <p><b>NOT APPLICABLE</b></p>		<p>The bicycle parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.10.</u></p> <p><u>Acceptable Solution A1:</u> The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p> <p><u>Acceptable Solution A2:</u> 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.</p> <p>User Class: <b>Residential</b></p> <p>Table E6.2 sets out the number of bicycle parking spaces required. The requirement for spaces for a use or development listed in the first column of the table is set out in the second and forth columns of the table with the corresponding class set out in the third and fifth columns. If the result is not a whole number, the required number of (spaces) is the nearest whole number. If the fraction is one-half, the requirement is the next whole number.</p> <p><b>NO REQUIREMENT</b></p>

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  <b>NOT APPLICABLE</b>			<p>The facilities for commercial vehicles must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.13.</u></p> <p>Submitted documentation appears to indicate no commercial vehicles loading, unloading or manoeuvring.</p>
Clause 6.7.14 access to a road  <b>ACCEPTABLE SOLUTION</b>			<p>The access to a road must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E6.7.14.</u></p> <p>Acceptable Solution A1: - <b>COMPLIANT</b> Access to a road must be in accordance with the requirements of the road authority.</p> <p>Performance Criteria - P1: <b>No Performance Criteria</b></p> <p>Submitted plans appear to indicate access to a road in accordance with relevant LGAT drawings.</p> <p>Development Engineering historically resisted supporting more than one access providing both entry and exit, to a road in a residential area however, it is supported by the Roads Services Unit given the General Manager's Consent (GMC-20-51) granted.</p> <p>The planner report stated the following;</p> <p><i>"As part of the assessment, General Managers Consent was required for the works within the road reserve. Initially GMC was refused because the design of the crossing was deemed unsafe. As well, the existing access was deemed unnecessary as there was no vehicle connection to the dwelling from that access point. Amended plans were provided in the second GMC showing a parking space adjacent to the new dance studio space, thereby requiring the first driveway access point to be retained. Whilst General Manager's</i></p>

		<p>consent was granted for this, additional information was requested from the Road Section of Council and condition ENG r2 requiring the removal of the existing access. There is a clear contradiction in assessment from that department. Clarification was sought and the following email was provided, directing the assessing officer to not request the further information (copy appended in Roads - City Amenity Officer note).</p> <p>"Regarding your recent further information request for the above planning application to reinstate the existing driveway.</p> <p>General manager consent was provided for the new double driveway, the proposal at the time was to keep the existing vehicle crossing and the owners amended their plans in order to show a valid parking space being serviced by the existing driveway. Thus in principle approval was provided for the applicant to retain the existing vehicle crossing.</p> <p>.... in this instance given the current General Manager Consent (GMC 20-51) we consider that consent in principle has already been provided for the existing vehicle crossing to remain (subject to it serving a parking space in accordance with Australian parking standards) and thus the further information relating to the reinstatement of the existing vehicle crossing is null and void".</p> <p>Notwithstanding the above, a condition has been included by the roads - City Amenity section to require the removal of the existing crossover. This contradicts the General Managers Consent and advertised plans, as such removal would prevent access to the third parking space adjacent to the dance studio. Therefore condition ENG r3 must be removed. The author of the report does not have the authority or expertise to override the recommendation of the Road Officer. Therefore this contradiction is highlighted for the determining authority to make a judgement on the deletion or otherwise of that condition."</p> <p><b>Referred to the Roads and Capital Works Unit for determination and conditioning.</b></p>
<p>Clause 6.7.15 access to Niree Lane</p> <p><b>NOT APPLICABLE</b></p>		<p>The access to Niree Lane must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears not to invoke clause E6.7.15.</u></p> <p>No development proposed within Niree Lane.</p>

<b>E 7.0 Stormwater</b>			
<b>E7.1.1 Purpose</b>			<p>E7.1.1</p> <p>The purpose of this provision is to ensure that stormwater disposal is managed in a way that furthers the objectives of the State Stormwater Strategy.</p>
<b>E7.2 Application of this Code</b>	YES	N/A	<b>This code applies to development requiring management of stormwater. This code does not apply to use.</b>
<b>Clause for Assessment</b>			<b>Comments / Discussion (in bold)</b>
<p>A1 (SW disposed to Public SW Inf via Gravity / P1 (onsite/pump))</p> <p><b>ACCEPTABLE SOLUTION</b></p>			<p>The stormwater drainage and disposal must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><b><u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E7.7.1 (A1).</u></b></p> <p>Acceptable Solution A1: - <b>COMPLIANT</b></p> <p>Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.</p> <p><b>Submitted plans appear to indicate stormwater from new impervious surfaces being able to be disposed of by gravity to public stormwater infrastructure.</b></p> <p><b>To be verified at Plumbing Permit stage.</b></p>

<p>A2 (WSUD) /P2 (Mechanical Treatment)</p> <p><b>NOT APPLICABLE</b></p>		<p>The stormwater drainage and disposal must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears not to invoke clause E7.7.1 (A2).</u></p> <p>Acceptable Solution 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 m<sup>2</sup>; - <b>No</b> (b) new car parking is provided for more than 6 cars; - <b>No</b> (c) a subdivision is for more than 5 lots - <b>No</b></p> <p>Submitted documentation appears to indicate no requirement for stormwater treatment.</p>
<p>A3 (Minor SW System)</p> <p><b>ACCEPTABLE SOLUTION</b></p>		<p>The stormwater drainage and disposal must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E7.7.1 (A3).</u></p> <p>Acceptable Solution A3: - <b>COMPLIANT</b> 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; and - <b>Acceptable, submitted documentation appears to satisfy this requirement</b>  (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure. - <b>Acceptable, submitted documentation appears to satisfy this requirement</b></p> <p>Performance Criteria – P3: <b>No Performance Criteria.</b></p>

A4 (Major SW System accommodates 1:100 ARI)			The stormwater drainage and disposal must satisfy the Acceptable Solution of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E7.7.1 (A4).</u>  Submitted documentation does not appear to show any proposal for construction of major stormwater drainage.
NOT APPLICABLE			

**PROTECTION OF COUNCIL INFRASTRUCTURE**

Council infrastructure at risk	Why?
Stormwater pipes	Not required
Council road network	Yes - During construction

**COMMENTS:****Summary:**

Planning approval is sought for Partial Demolition, Alterations and Extension.

More specifically the proposal includes:

- conversion of double garage on the ground floor (below road level) to private dance studio,
- internal wall demolition on the ground floor between kitchen and living spaces and enlarging of master bedroom,
- extension of front wall previous garage area 2.7m towards the front boundary,
- new stairs from dance studio to upper parking deck,
- new garage and vehicle access deck at road level,
- new room to the north of the new garage, providing access to new staircase
- the new room will have north facing windows,
- the vehicle access deck extends into Council's highway reserve (requiring GMC).

**CONDITIONS:**

In a council related engineering context, the proposal can be supported in principal subject to the following conditions and advice. however, due to the scope of the proposal, the application has been referred to the Council's Manager Roads & Capital Works. The delegated officers' responses, including recommendations are inserted in the respective referral reports.

**General Conditions:**

ENG1: Pay Costs

ENG 2a: Vehicular barriers compliant with the Australian Standard AS/NZS1170.1:2002 must be installed

ENG 2b: Vehicular barriers compliant with the Australian Standard AS/NZS1170.1:2002 design must be submitted

ENG 2c: Vehicular barrier certification

ENG 3a: The access driveway and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004

ENG 3c: The access driveway and parking module (parking spaces, aisles and manoeuvring

area) must be constructed in accordance with the Aldanmark Consulting Engineers documentation received by the Council on the 18th August 2020

ENG 4: Surface treatment

ENG 11: The proposed modification to the existing crossover within the Nicholas Drive highway reservation must be designed and constructed substantially in accordance with LGAT standard drawings.

~~ENG r3: Show that the redundant driveway crossover section is to be reinstated to KG type kerb and Channel in accordance with TSD-R14-v2. Condition to be removed at SSP discretion due to conflicting with General Manager's Consent (GMC-20-51) granted.~~

ENG sw1: Stormwater

ENV1: SWMP

**ADVICE:**

- Dial before you dig
- Fees and charges
- Building Permit
- Plumbing Permit
- Occupation of the Public Highway
- Driveway surfacing over highway reservation
- Access
- Condition endorsement engineering
- Work in the highway reservation

**REPRESENTATIONS:**

1.

*"Establishment of a 'dance studio' would likely attract increased numbers of visitors to the property. We are concerned about increased traffic and parking to a narrow street where on-street parking is an existing issue. The parking concern is compounded by use of the adjoining property to the east of the applicants (at 37 Nicholas Dr) for short-stay Airbnb accommodation, with letting facilities for six separate groups, all requiring on street parking."*

Development Engineering was informed by the planner during the assessment process that the "dance studio" is for private use by the owner and not intended to be for a commercial use, the planner is to condition the planning permit accordingly. Therefore it is envisaged that on-street car parking should not be impacted by the private/residential "dance studio".

The issues pertaining to 37 Nicholas Drive is not a planning consideration for this development. The representor may choose to pursue this matter via Council's Development Compliance Unit to follow-up on any possible breaches of approvals granted for the use.





## Submission to Planning Authority Notice

Council Planning Permit No.	PLN-20-148	Council notice date	8/04/2020
<b>TasWater details</b>			
TasWater Reference No.	TWDA 2020/00463-HCC	Date of response	25/08/2020
TasWater Contact	Anthony Cengia	Phone No.	0474 933 293
<b>Response issued to</b>			
Council name	HOBART CITY COUNCIL		
Contact details	coh@hobartcity.com.au		
<b>Development details</b>			
Address	23 SUMMERHILL RD, WEST HOBART	Property ID (PID)	5548526
Description of development	Multiple Dwellings x 2		
<b>Schedule of drawings/documents</b>			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Pinnacle Drafting & Design	32-2016 Sheets DA.01 to DA.08		03/03/2020
Hutchings Spurr	20036 Sheets 10 to 12	B	13/07/2020
Hutchings Spurr	20036 Sheet 30	A	13/07/2020
<b>Conditions</b>			
<b>SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL</b>			
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:			
<b>CONNECTIONS, METERING &amp; BACKFLOW</b>			
<ol style="list-style-type: none"> <li>1. A suitably sized water supply with metered connections and sewerage system and connection to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.</li> <li>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.</li> <li>3. Prior to commencing construction/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.</li> </ol>			
<b>56W CONSENT</b>			
<ol style="list-style-type: none"> <li>4. 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 <i>Water and Sewerage Industry Act 2008</i> for its consent in respect of that part of the development which is built within two metres of TasWater infrastructure.</li> </ol>			
<b>DEVELOPMENT ASSESSMENT FEES</b>			
<ol style="list-style-type: none"> <li>5. The applicant or landowner as the case may be, must pay a development assessment fee of \$211.63 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.</li> </ol>			



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) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- (b) 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](http://www.taswater.com.au/Development/Service-location) for a list of companies
- (c) TasWater will locate residential water stop taps free of charge
- (d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

##### 56W Consent

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show footings of proposed buildings located over or within 2.0m from TasWater pipes and will need to 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 will need to also include a cross sectional view through the footings which clearly shows;

- (e) Existing pipe depth and proposed finished surface levels over the pipe;
- (f) 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;
- (g) A note on the plan indicating how the pipe location and depth were ascertained.

##### Boundary Trap Area

The proposed development is within a boundary trap area and the developer will need to provide a boundary trap that prevents noxious gases or persistent odours back venting into the property's sanitary drain. The boundary trap is to be contained within the property boundaries and the property owner remains responsible for the ownership, operation and maintenance of the boundary trap.

#### 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

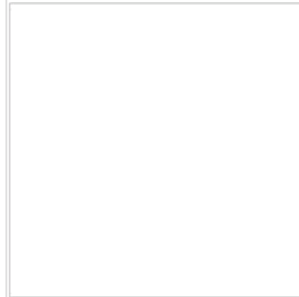


TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

Planning: #199920

**Property**

23 SUMMERHILL ROAD WEST HOBART TAS 7000

**People**

Applicant

\*

Pinnacle Drafting & Design  
Jason Nickerson  
2/2 Kennedy Dr  
CAMBRIDGE TAS 7170  
62484218  
jnickerson@pinnacledrafting.com.au

Owner

\*

David Noonan  
23 Summer Hill Rd  
West Hobart Tasmania 7170  
0437099315  
davidnoonan@outlook.com.au

Entered By

PINNACLE DRAFTING  
03 6248 4218  
knohuyesen@pinnacledrafting.com.au

**Use**

Multiple dwellings

**Details**

Have you obtained pre application advice?

☒ Yes

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

PLN-16-00605-01

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

\*

☐ No

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

\*

<input checked="" type="radio"/> No		
If this application is related to an enforcement action please enter Enforcement Number <input type="text"/>		
<b>Details</b>		
What is the current approved use of the land / building(s)? *		
<input type="text" value="Dwelling"/>		
Please provide a full description of the proposed use or development (i.e. demolition and new dwelling, swimming pool and garage) *		
<input type="text" value="1 New Unit , 1 Existing"/>		
Estimated cost of development *		
<input type="text" value="250000.00"/>		
Existing floor area (m2)	Proposed floor area (m2)	Site area (m2)
282.00	134.00	682
<b>Carparking on Site</b>		
		N/A
Total parking spaces	Existing parking spaces	<input type="checkbox"/> Other (no selection chosen)
5	3	
<b>Other Details</b>		
Does the application include signage? *		
<input checked="" type="radio"/> No		
How many signs, please enter 0 if there are none involved in this application? *		
<input type="text" value="0"/>		
<b>Tasmania Heritage Register</b>		
Is this property on the Tasmanian Heritage Register? • <input checked="" type="radio"/> No		
<b>Documents</b>		
<b>Required Documents</b>		
Title (Folio text and Plan and Schedule of Easements) *		
<input type="text" value="Copy of Title.pdf"/>		
Plans (proposed, existing) *		
<input type="text" value="23 Summerhill Rd, West Hobart - DA.pdf"/>		
<input type="text" value="DRIVEWAY DESIGN"/>		
<input type="text" value="23 Summerhill Rd, West Hobart - Driveway Design.pdf"/>		

**RESULT OF SEARCH**

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*

## SEARCH OF TORRENS TITLE

VOLUME 13597	FOLIO 2
EDITION 7	DATE OF ISSUE 04-Jan-2006

SEARCH DATE : 01-Jun-2016

SEARCH TIME : 05.05 PM

DESCRIPTION OF LAND

City of HOBART

Lot 2 on Plan 13597

Being the land described in Conveyance No. 41/4740

Derivation : Part of 19-1-0 Granted to S. Ross and V. Griffiths

Derived from A15735

SCHEDULE 1C684163 TRANSFER to DAVID EDWARD NOONAN and ZENEP MUSAKA  
JAFFERS Registered 04-Jan-2006 at 12.01 PMSCHEDULE 2

Reservations and conditions in the Crown Grant if any

29/0367 CONVEYANCE Made Subject to Boundary Fences Condition

C683750 MORTGAGE to Commonwealth Bank of Australia

Registered 04-Jan-2006 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



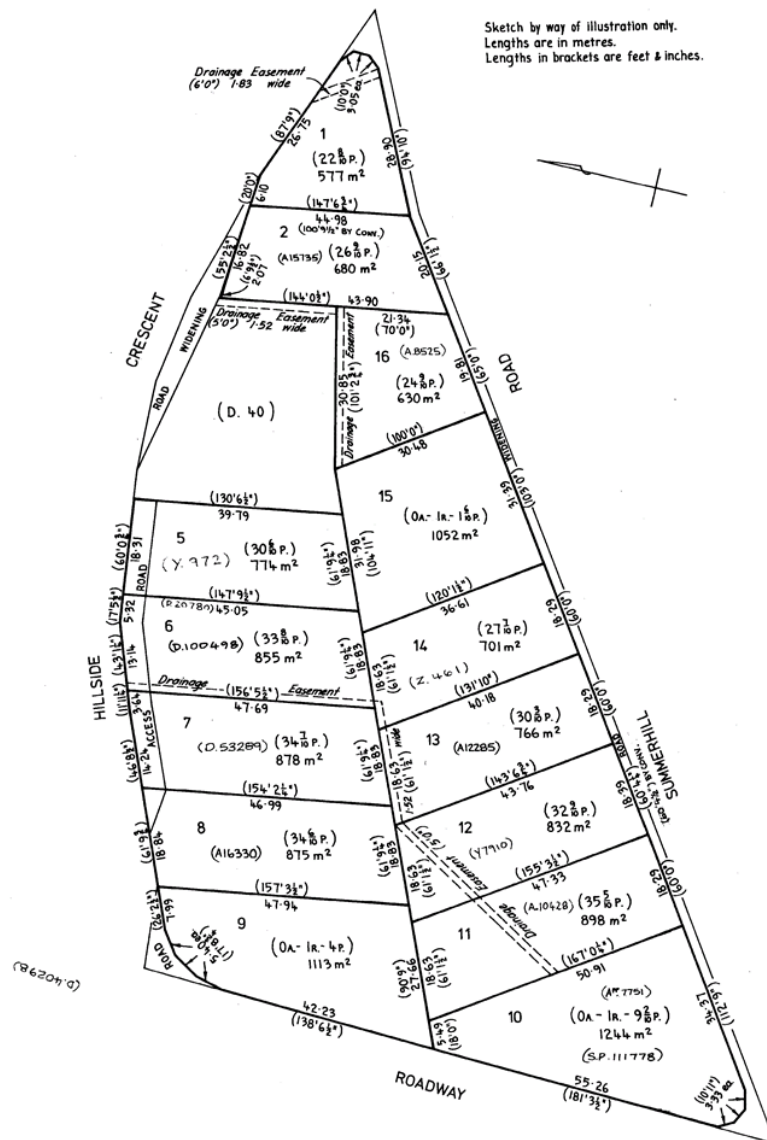
## FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



Owner: Deceased Persons Estate	PLAN OF SURVEY	Registered Number: <b>P.13597</b>
Title Reference: Z 461 (Lot 14)	by Surveyor of land situated in the	Approved Effective from - 8 DEC 1979
Grantee: Part of 19-1-0 Gtd. to Susan Ross and Valentine Griffiths.	CITY OF HOBART	<b>P.1</b> <i>[Signature]</i> Recorder of Titles
SCALE 1: Not to Scale		





Enquiries to: City Planning  
Phone: (03) 6238 2715  
Email: coh@hobartcity.com.au

7 April 2020

Jason Nickerson (Pinnacle Drafting & Design)   mailto:jnickerson@pinnacledrafting.com.au  
2/2 Kennedy Drive  
CAMBRIDGE TAS 7170

Dear Sir/Madam

**23 SUMMERHILL ROAD, WEST HOBART - WORKS IN ROAD RESERVE NOTICE OF  
LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-20-19**

**Site Address:**

23 Summerhill Road, West Hobart

**Description of Proposal:**

Unit Development

**Applicant Name:**

Jason Nickerson  
Pinnacle Drafting and Design

**PLN (if applicable):**

PLN-20-148

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

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

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



This consent does not constitute an approval to undertake any works and does not authorise the owner, developer or their agents any right to enter or conduct works on any Council managed land whether subject to this consent or not.

If planning approval is granted by the planning authority, you will be required to seek approvals and permits from the City as both landlord, land manager, or under other statutory powers (such as other legislation or City By-Laws) that are not granted with the issue of a planning permit under a planning scheme. This includes the requirement for you to reapply for a permit to occupy a public space under the City's Public Spaces By-law if the proposal relates to such an area.

Accordingly, I encourage you to continue to engage with the City about these potential requirements.

Yours faithfully



(N D Heath)

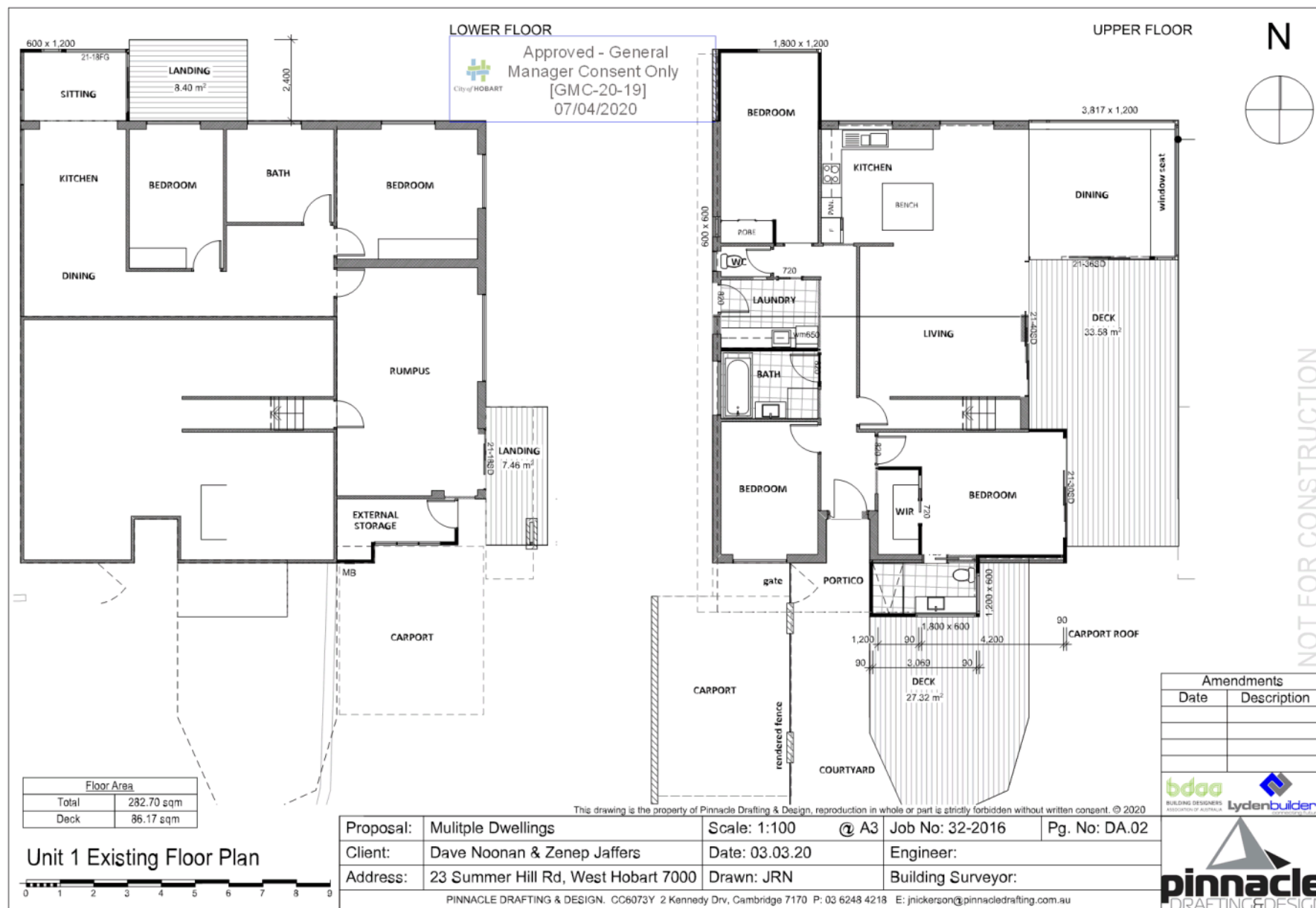
**GENERAL MANAGER**

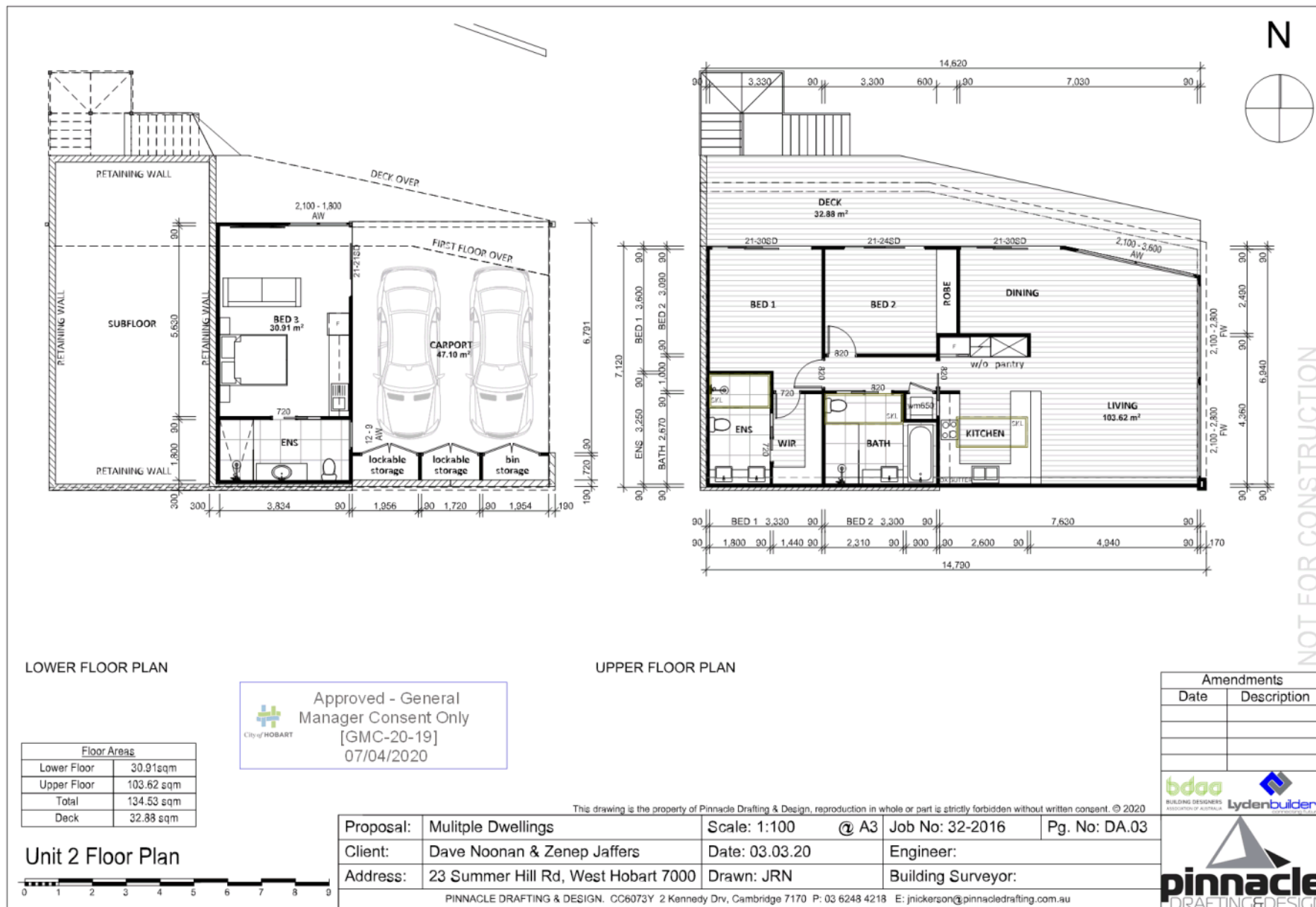
Relevant documents/plans:

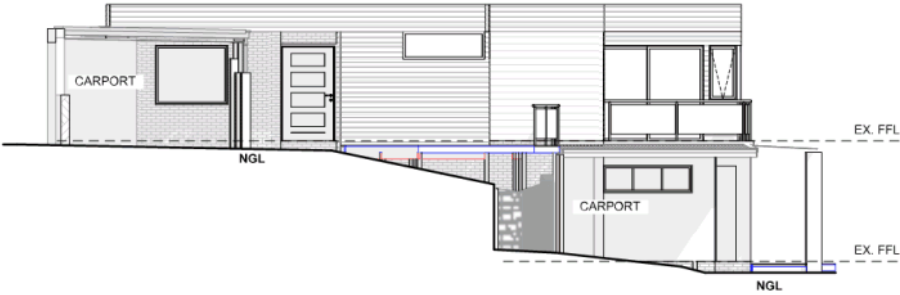
Plans by Pinnacle Drafting - DA.01 - DA.08

Plans by JMG - P01 - P06 Rev A









South Elevation



North Elevation

Approved - General  
Manager Consent Only  
[GMC-20-19]  
07/04/2020

Unit 1 Elevations



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Proposal:	Mulitple Dwellings	Scale: 1:100 @ A3	Job No: 32-2016	Pg. No: DA.04
Client:	Dave Noonan & Zenep Jaffers	Date: 03.03.20	Engineer:	
Address:	23 Summer Hill Rd, West Hobart 7000	Drawn: JRN	Building Surveyor:	

PINNACLE DRAFTING & DESIGN. CC6073Y 2 Kennedy Drv, Cambridge 7170 P: 03 6248 4218 E: jnickerson@pinnacledrafting.com.au

Amendments

Date	Description

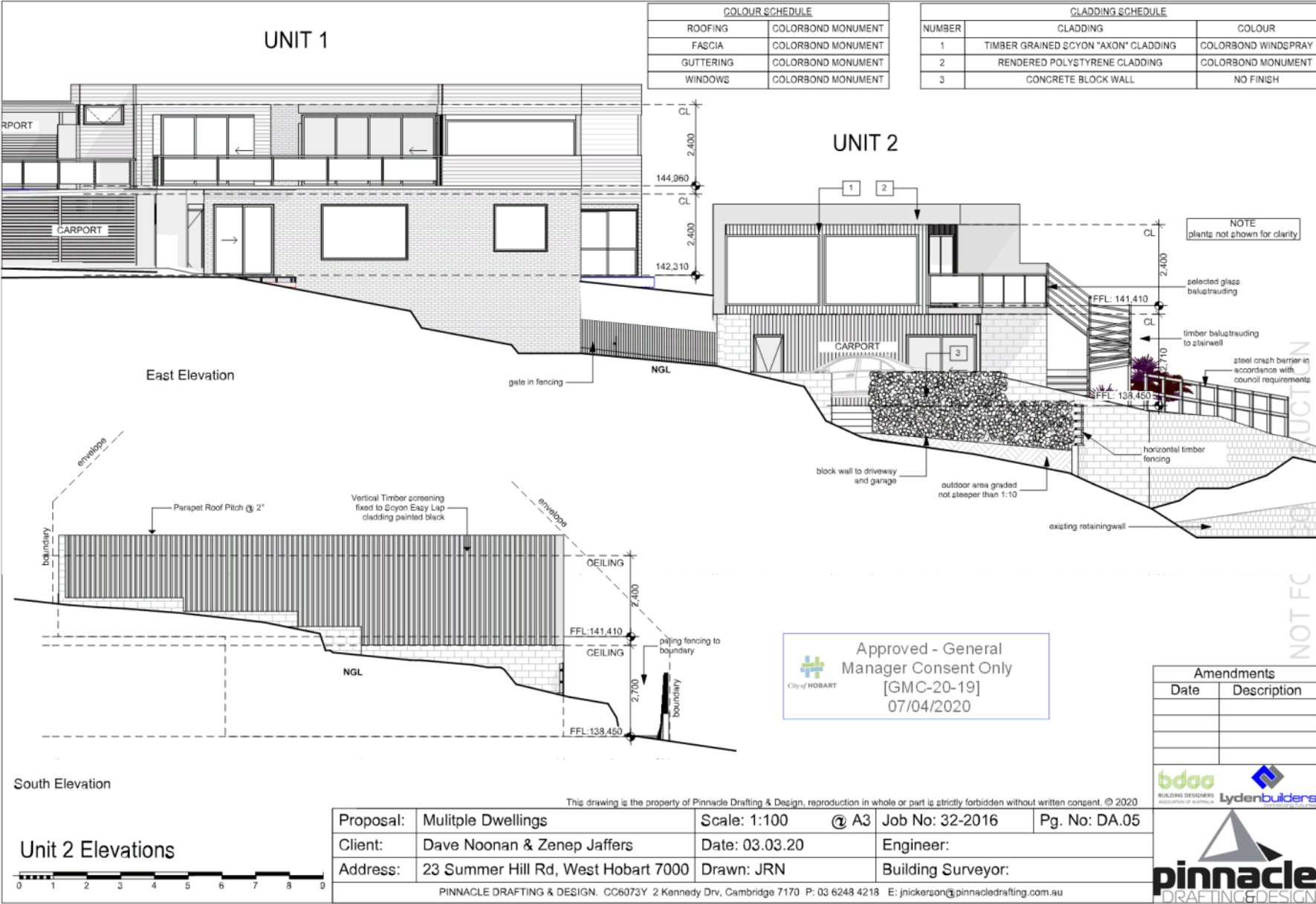
**bdaa** BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

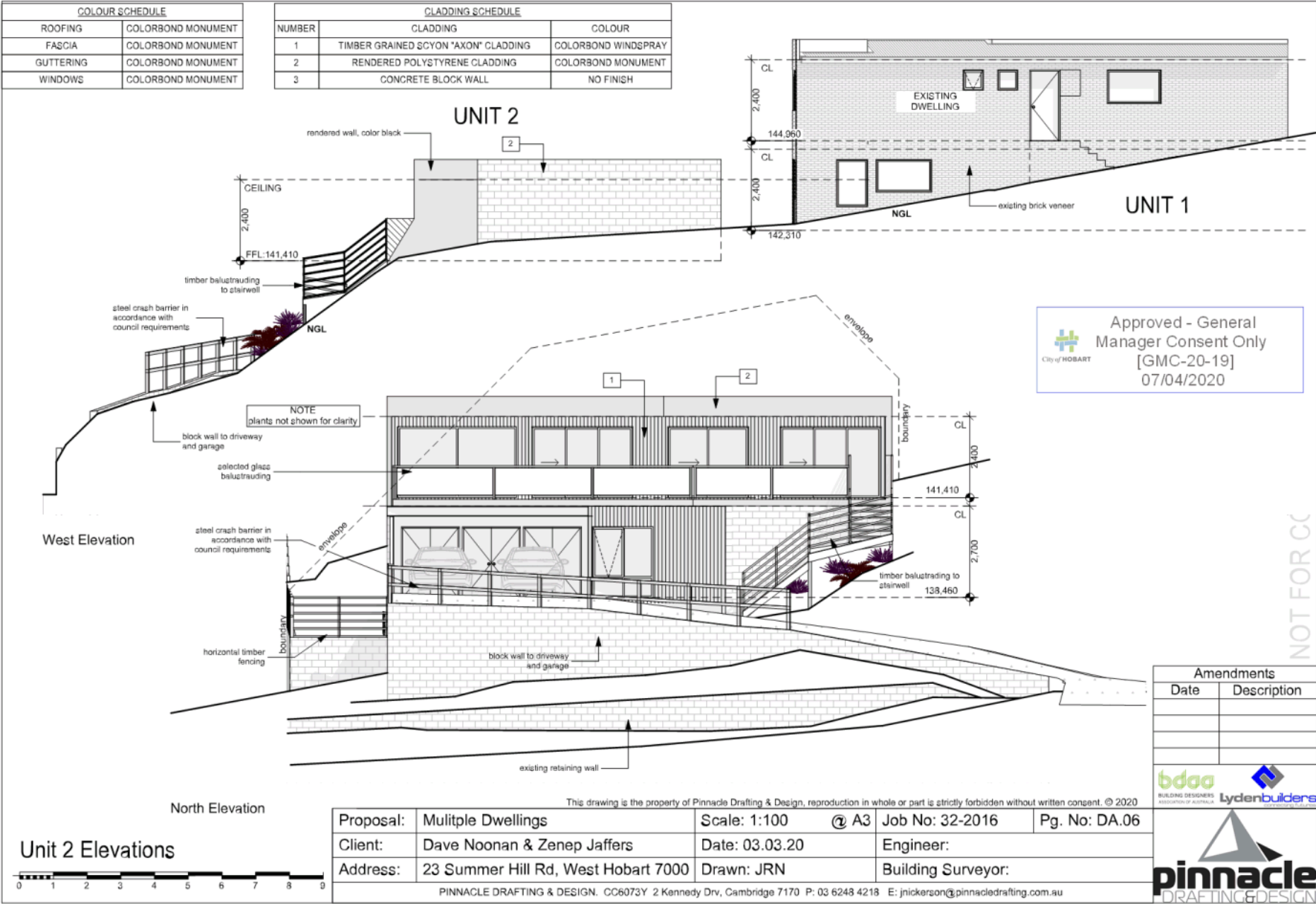
**Lydenbuilders**

**pinnacle** DRAFTING & DESIGN

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NOT FOR CC



Generic Perspective (2)



Generic Perspective (3)

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Manager Consent Only  
[GMC-20-19]  
07/04/2020

Generic Perspective



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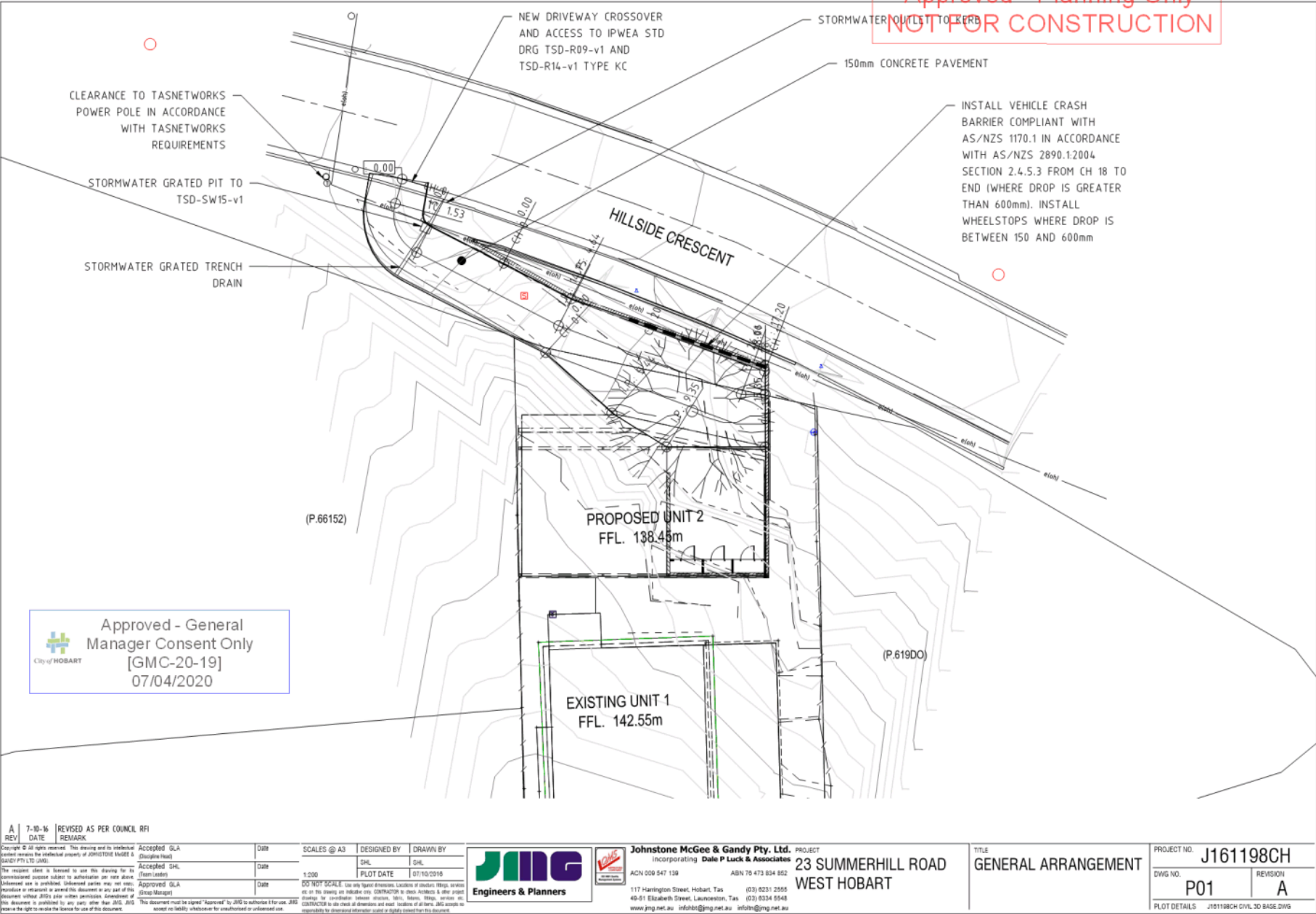
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Client:	Dave Noonan & Zenep Jaffers	Date: 03.03.20	Engineer:		
Address:	23 Summer Hill Rd, West Hobart 7000	Drawn: JRN	Building Surveyor:		

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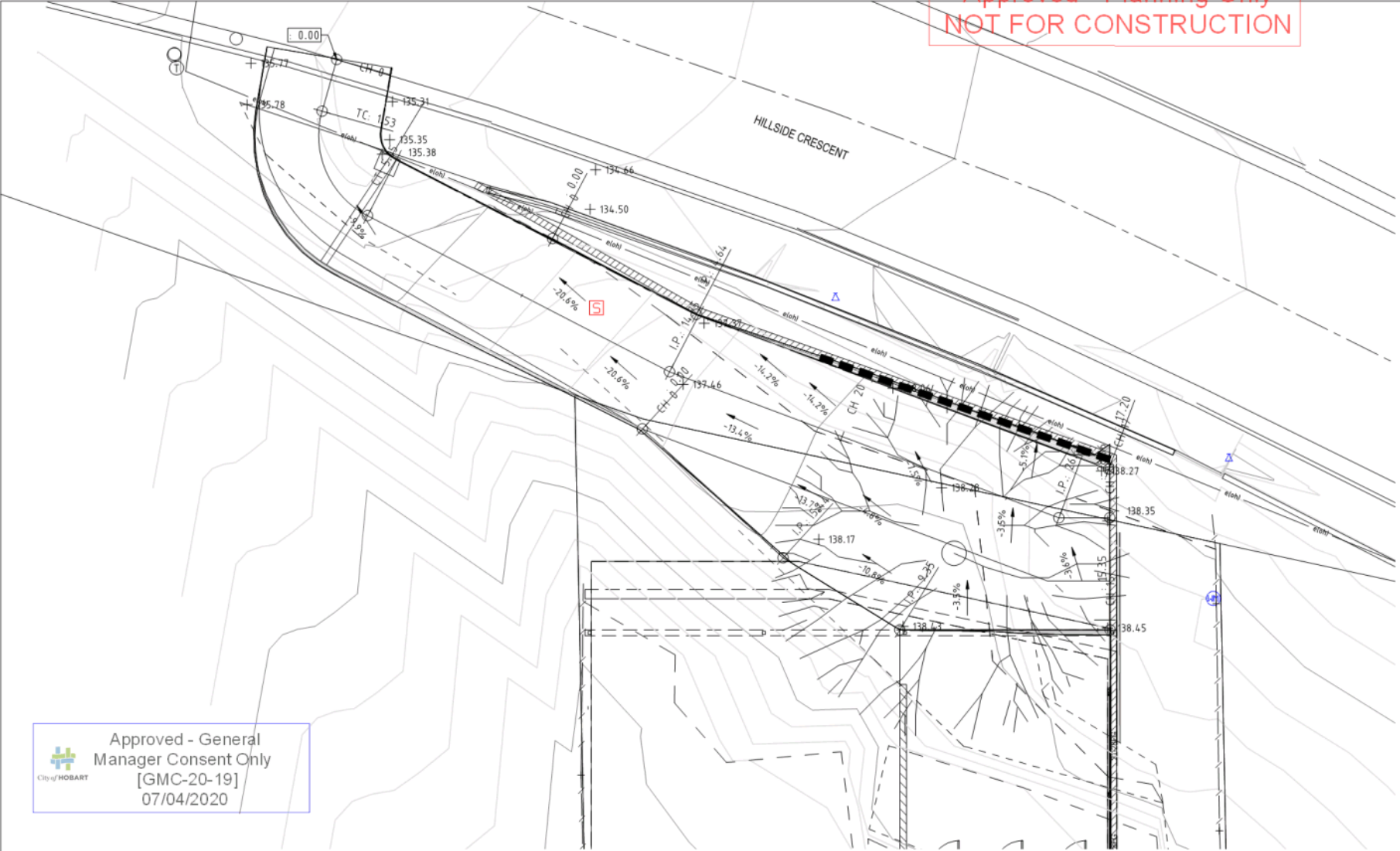


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Approved - Planning Only  
NOT FOR CONSTRUCTION

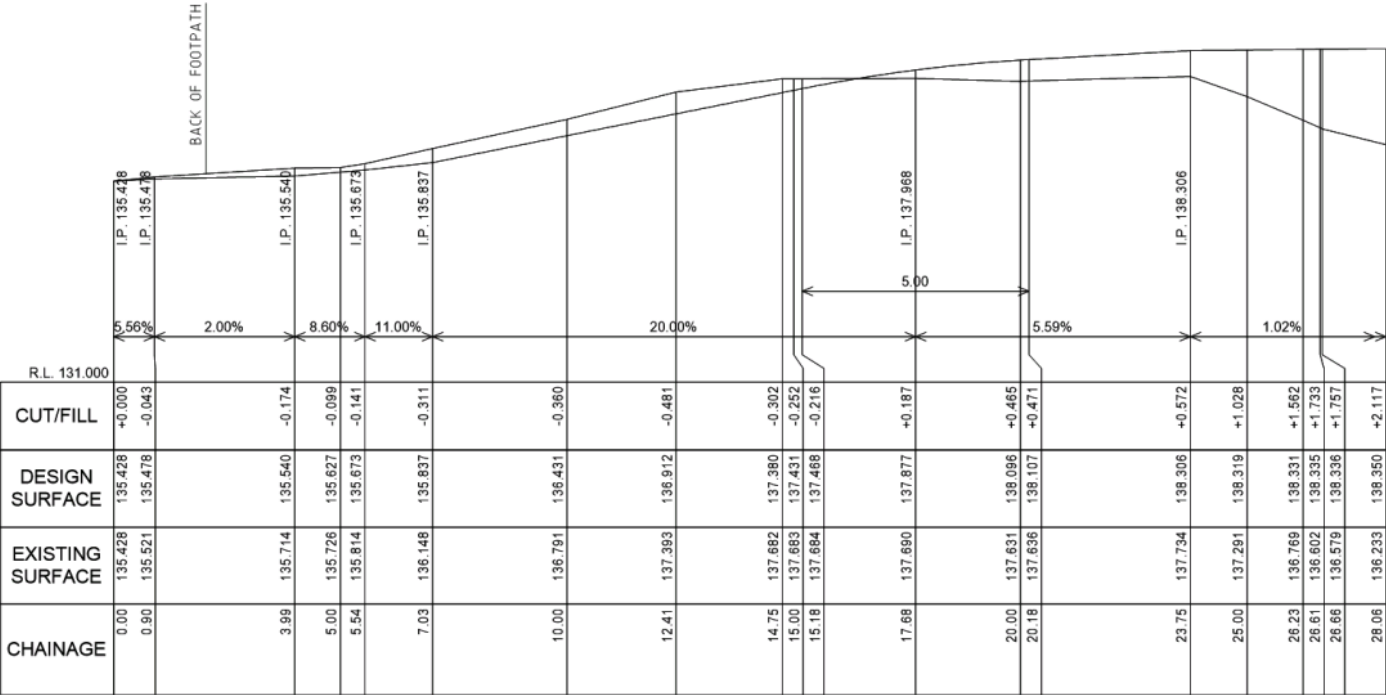


Approved - General  
Manager Consent Only  
[GMC-20-19]  
07/04/2020

7-10-16 DATE		REVISED AS PER COUNCIL RFI REMARK	
Copyright © All rights reserved. This drawing and its intellectual content remain the intellectual property of JOHNSTONE MCGEE & GANDY PTY LTD (JMG).			
Accepted GLA (Discipline Head)		Accepted SHL (Team Leader)	
The recipient client is licensed to use this drawing for its intended purpose only. It is not to be used for any other purpose without the written consent of JMG. JMG accepts no liability for any loss or damage arising from the use of this drawing.		Approved GLA (Group Manager)	
DO NOT SCALE. Use only figure dimensions. Location of structures (RSP, street etc) on this drawing are indicative only. CONTRACTOR to check, Architects & other project participants to verify dimensions, levels, heights, etc. CONTRACTOR to check all dimensions and exact locations of all items. JMG accepts no responsibility for dimensional information shown or omitted from this document.		1:100 PLOT DATE 07/10/2016	
			
<b>Johnstone McGee &amp; Gandy Pty. Ltd.</b> Incorporating <b>Dale P Luck &amp; Associates</b> ACN 009 547 136 ABN 78 473 834 852 117 Harrington Street, Hobart, Tas (03) 6231 2555 40-51 Elizabeth Street, Launceston, Tas (03) 6334 5548 www.jmg.net.au info@jmg.net.au info@jmg.net.au		<b>PROJECT</b> <b>23 SUMMERHILL ROAD</b> <b>WEST HOBART</b>	
TITLE <b>DRIVEWAY PLAN</b>		PROJECT NO. <b>J161198CH</b>	
DWG NO. <b>P02</b>		REVISION <b>A</b>	
PLOT DETAILS <b>J161198CH CIVIL 3D BASE DWG</b>			

Approved - Planning Only  
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Approved - General  
Manager Consent Only  
[GMC-20-19]  
07/04/2020



Profile ALN-dway From 0.000 To 28.058  
Scales: (H) 1:100 (V) 1:100

REV	DATE	REMARK
A	7-10-16	REVISED AS PER COUNCIL RFI

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The recipient acknowledges that this drawing is for the use of the recipient only and is not to be used for any other purpose without the written consent of JMG. JMG accepts no liability for any loss or damage arising from the use of this drawing.	Accepted SHL (Design/Plan)	Date	Accepted SHL (Shading)	Date	Accepted SHL (Team/Lead)	Date	Accepted GLA (Group Manager)	Date

SCALE @ A3	DESIGNED BY	DRAWN BY
SHL	SHL	SHL
PILOT DATE	07/10/2016	



**Johnstone McGee & Gandy Pty. Ltd.**  
Incorporating **Dale P Luck & Associates**  
ACN 009 547 139 ABN 78 473 834 852  
117 Harrington Street, Hobart, Tas (03) 6231 2555  
40-51 Elizabeth Street, Launceston, Tas (03) 6334 3548  
www.jmg.net.au info@jmg.net.au info@jmg.net.au

PROJECT  
**23 SUMMERHILL ROAD  
WEST HOBART**

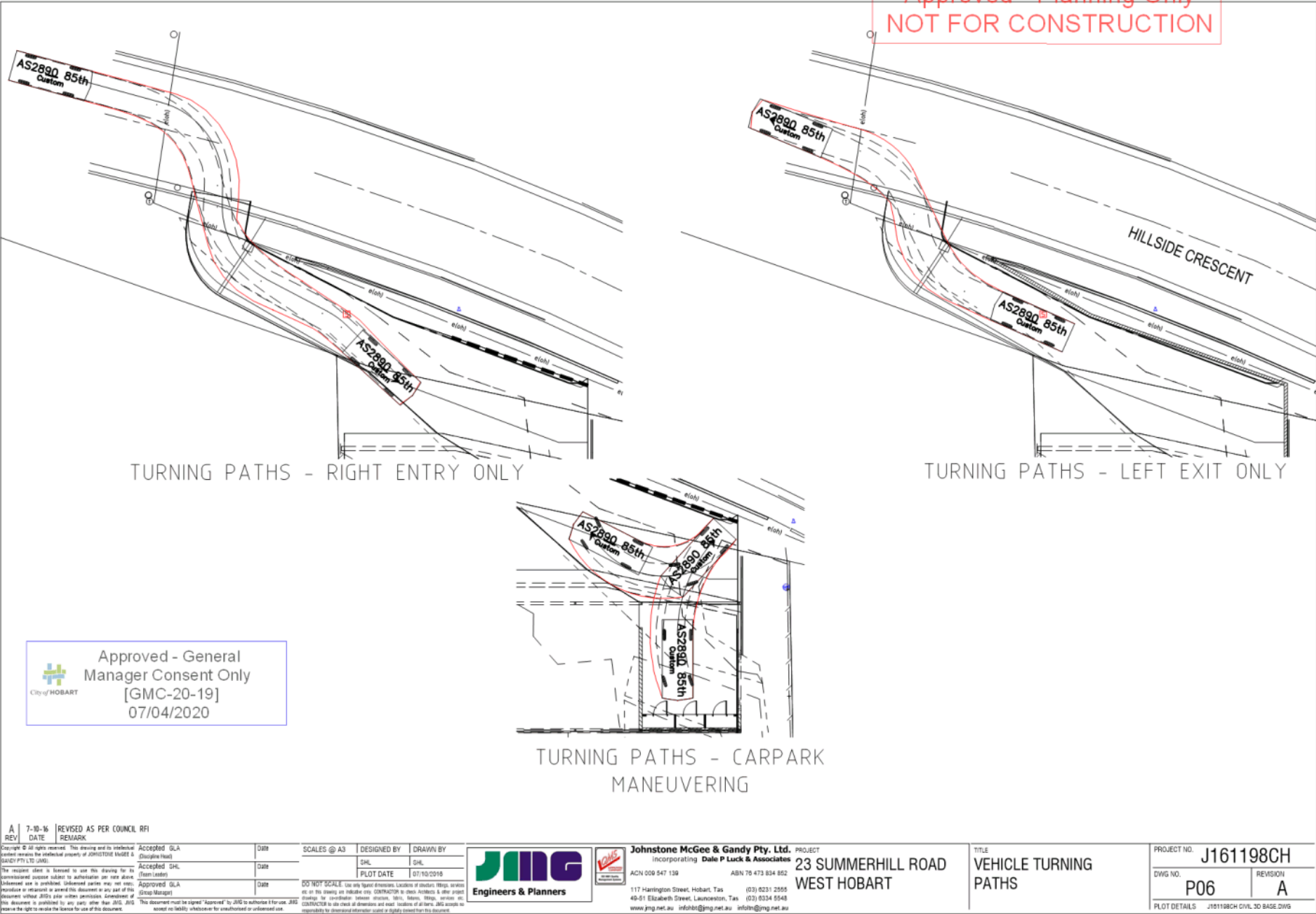
TITLE  
**DRIVEWAY PROFILE**

PROJECT NO.	J161198CH
DWG NO.	P03
REVISION	A
PLOT DETAILS	J161198CH CIVIL 3D BASE.DWG



PLOT DETAILS J101108CH CIVL 3D BASE.DWG







## Site Plan

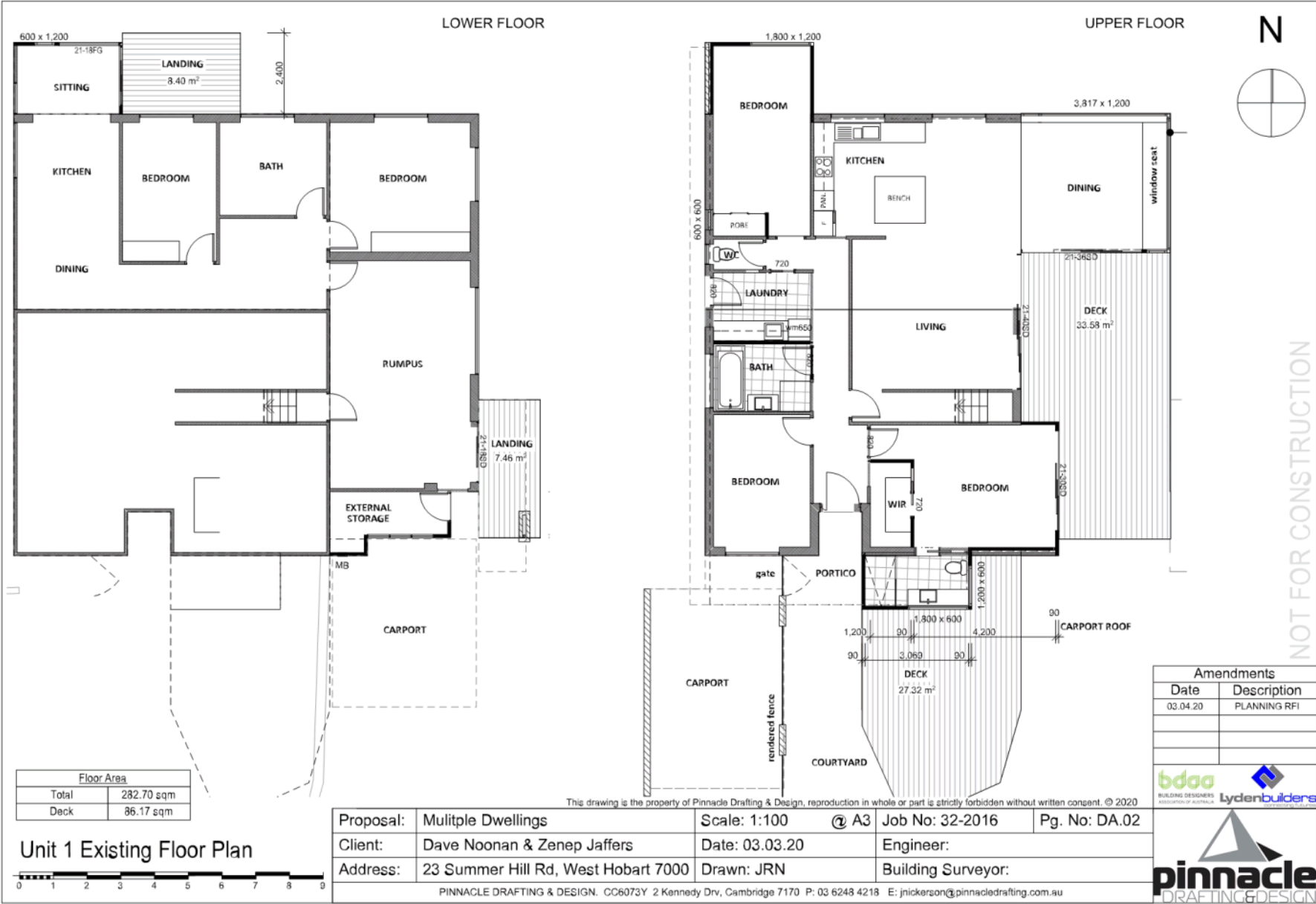
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Proposal:	Multple Dwellings	Scale:	1:200	Job No:	32-2016	Pg. No:	DA.01
Client:	Dave Noonan & Zenep Jaffers	Date:	03.03.20	Engineer:			
Address:	23 Summer Hill Rd, West Hobart 7000	Drawn:	JRN	Building Surveyor:			
PINNACLE DRAFTING & DESIGN. CC6073Y 2 Kennedy Dr, Cambridge 7170 P: 03 6248 4218 F: 03 6248 4745 E: jnickerson@pinnacledrafting.com.au							

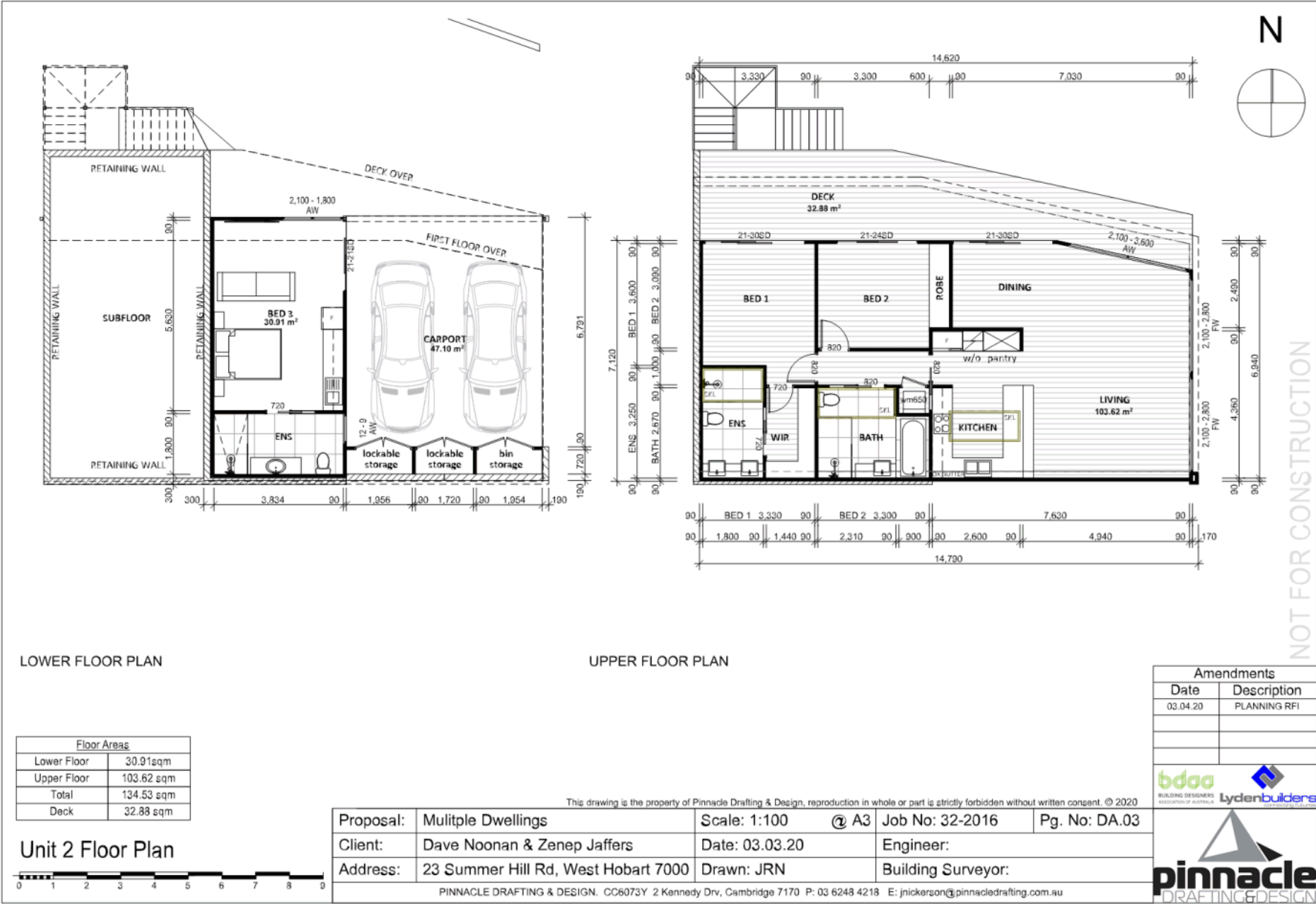
**bdoo**  
BUILDING DESIGNERS  
REGISTERED IN AUSTRALIA

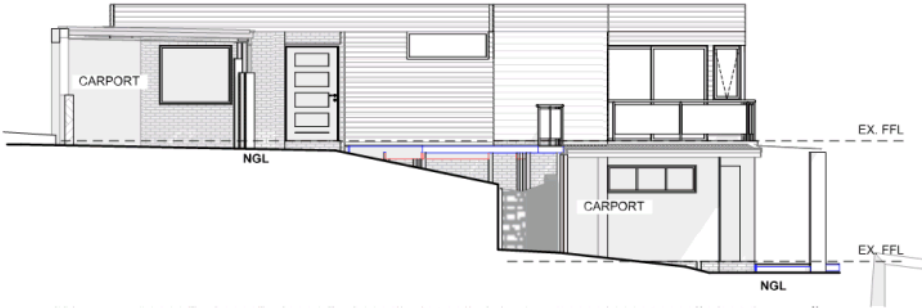
**lydenbuilders**

**pinnacle**  
DRAFTING & DESIGN

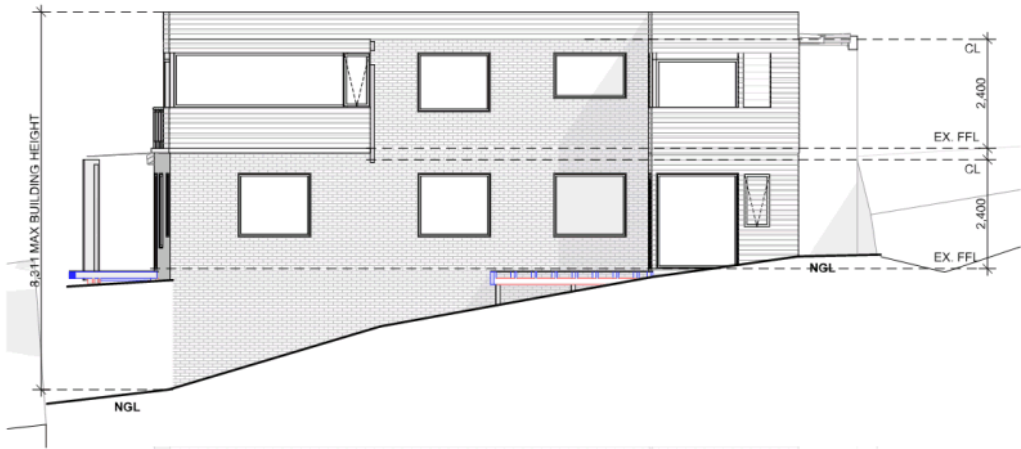








South Elevation



North Elevation

Unit 1 Elevations



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Proposal:	Mulitple Dwellings	Scale: 1:100 @ A3	Job No: 32-2016	Pg. No: DA.04
Client:	Dave Noonan & Zenep Jaffers	Date: 03.03.20	Engineer:	
Address:	23 Summer Hill Rd, West Hobart 7000	Drawn: JRN	Building Surveyor:	

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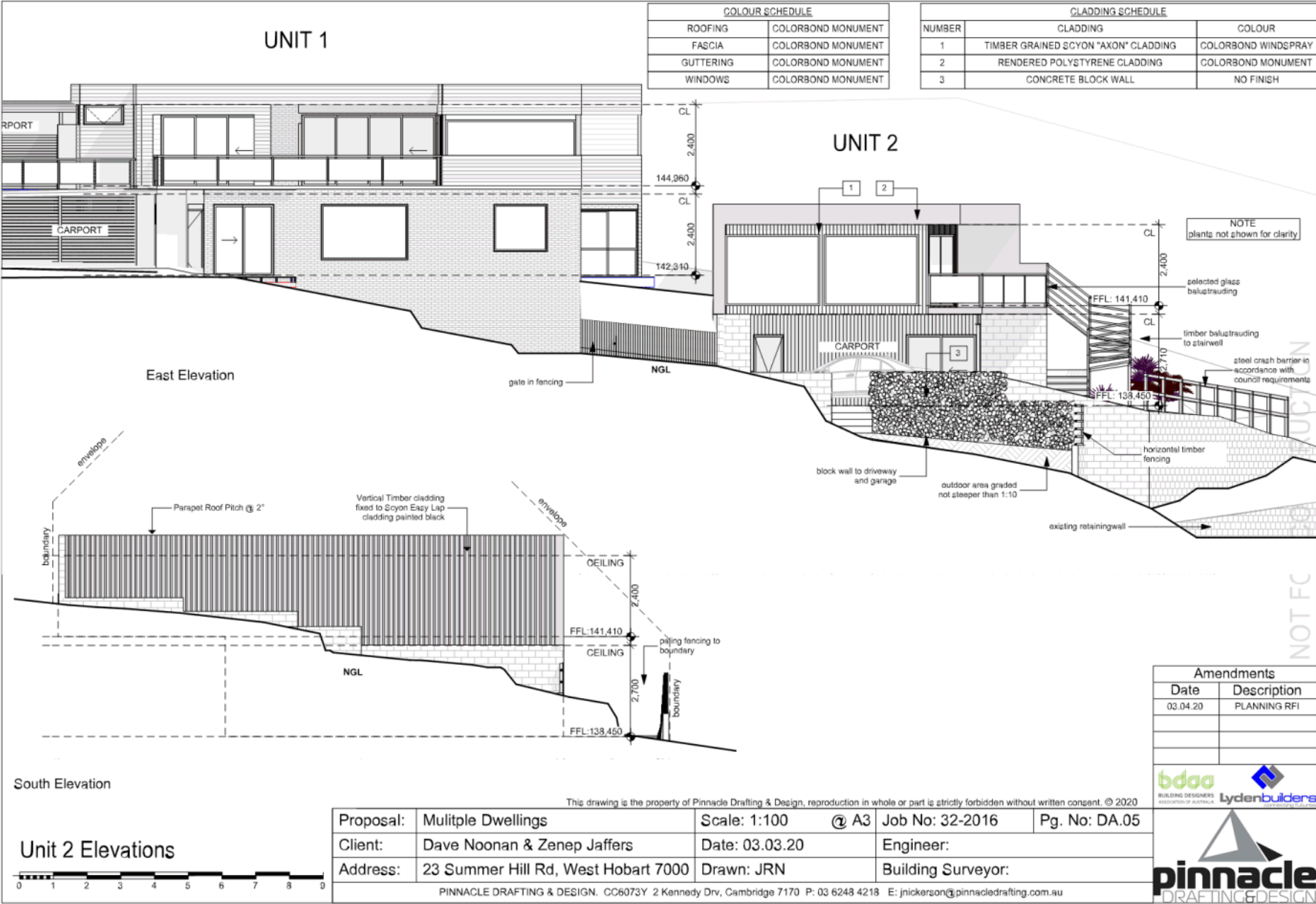
Amendments

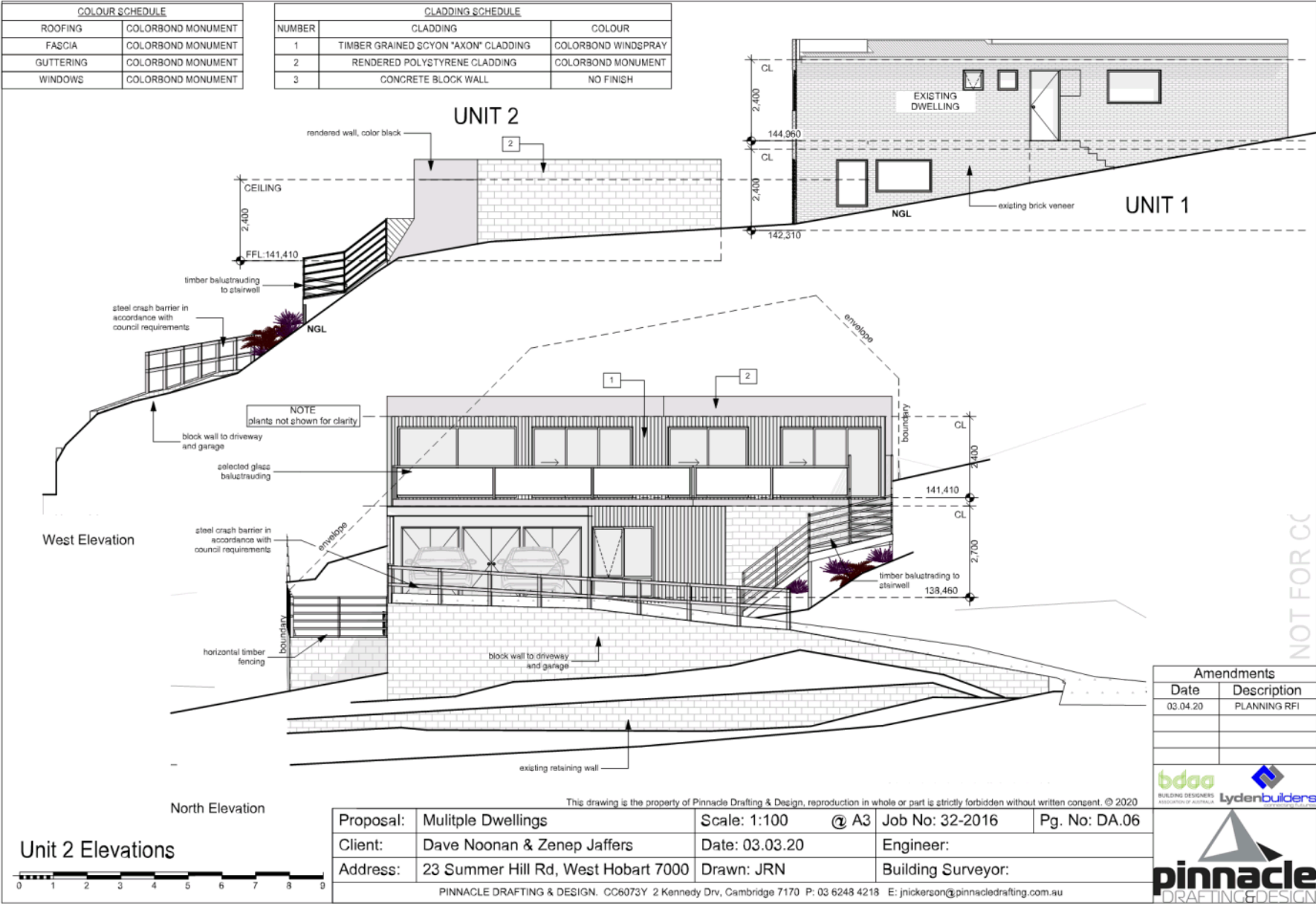
Date	Description
03.04.20	PLANNING RFI

**bdoo** BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA **Lydenbuilders**

**pinnacle** DRAFTING & DESIGN

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Generic Perspective (2)



Generic Perspective (3)

Generic Perspective



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Proposal:	Mulitple Dwellings	Scale: 1:200	@ A3	Job No: 32-2016	Pg. No: DA.07
Client:	Dave Noonan & Zenep Jaffers	Date: 03.03.20	Engineer:		
Address:	23 Summer Hill Rd, West Hobart 7000	Drawn: JRN	Building Surveyor:		

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on  
RFI



SHADOWS @ 0900 ON MARCH 21st



SHADOWS @ 1200 ON MARCH 21st



SHADOWS @ 1500 ON MARCH 21st

Shadow Diagrams 01



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Proposal:	Multple Dwellings	Scale: 1:350	@ A3	Job No: 32-2016	Pg. No: DA.08
Client:	Dave Noonan & Zenep Jaffers	Date: 03.03.20	Engineer:		
Address:	23 Summer Hill Rd, West Hobart 7000	Drawn: JRN	Building Surveyor:		

PINNACLE DRAFTING &amp; DESIGN. CC6073Y 2 Kennedy Dr, Cambridge 7170 P: 03 6248 4218 E: jnickerson@pinnacledrafting.com.au

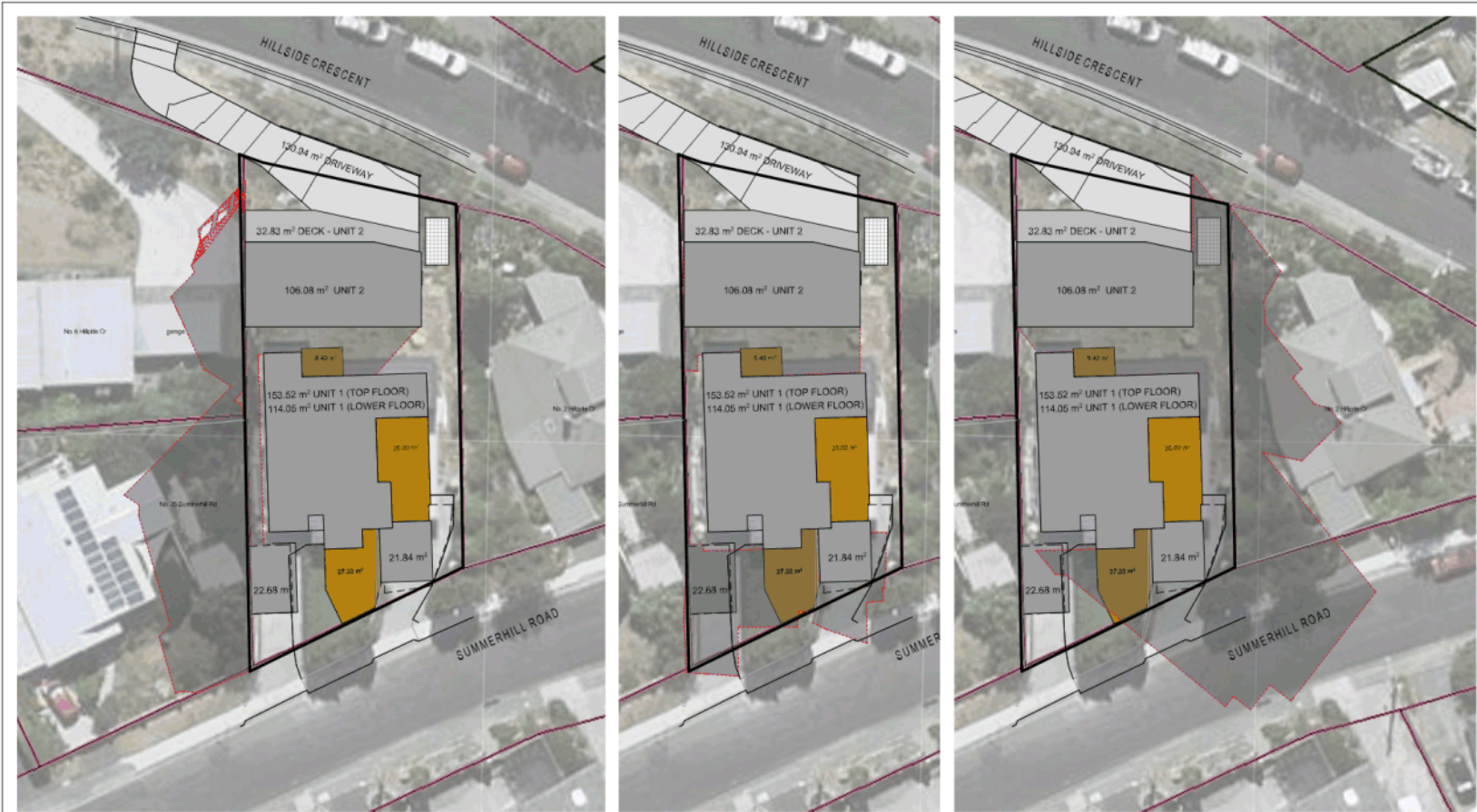
NOT FOR CONSTRUCTION

Amendments	
Date	Description
03.04.20	PLANNING RFI







SHADOWS @ 0900 ON JUNE 21st

SHADOWS @ 1200 ON JUNE 21st

SHADOWS @ 1500 ON JUNE 21st

Shadow Diagrams 02



Proposal:	Multple Dwellings	Scale: 1:350	@ A3	Job No: 32-2016	Pg. No: DA.09
Client:	Dave Noonan & Zenep Jaffers	Date: 03.03.20	Engineer:		
Address:	23 Summer Hill Rd, West Hobart 7000	Drawn: JRN	Building Surveyor:		

PINNACLE DRAFTING & DESIGN. CC6073Y 2 Kennedy Dr, Cambridge 7170 P: 03 6248 4218 E: jnickerson@pinnacledrafting.com.au

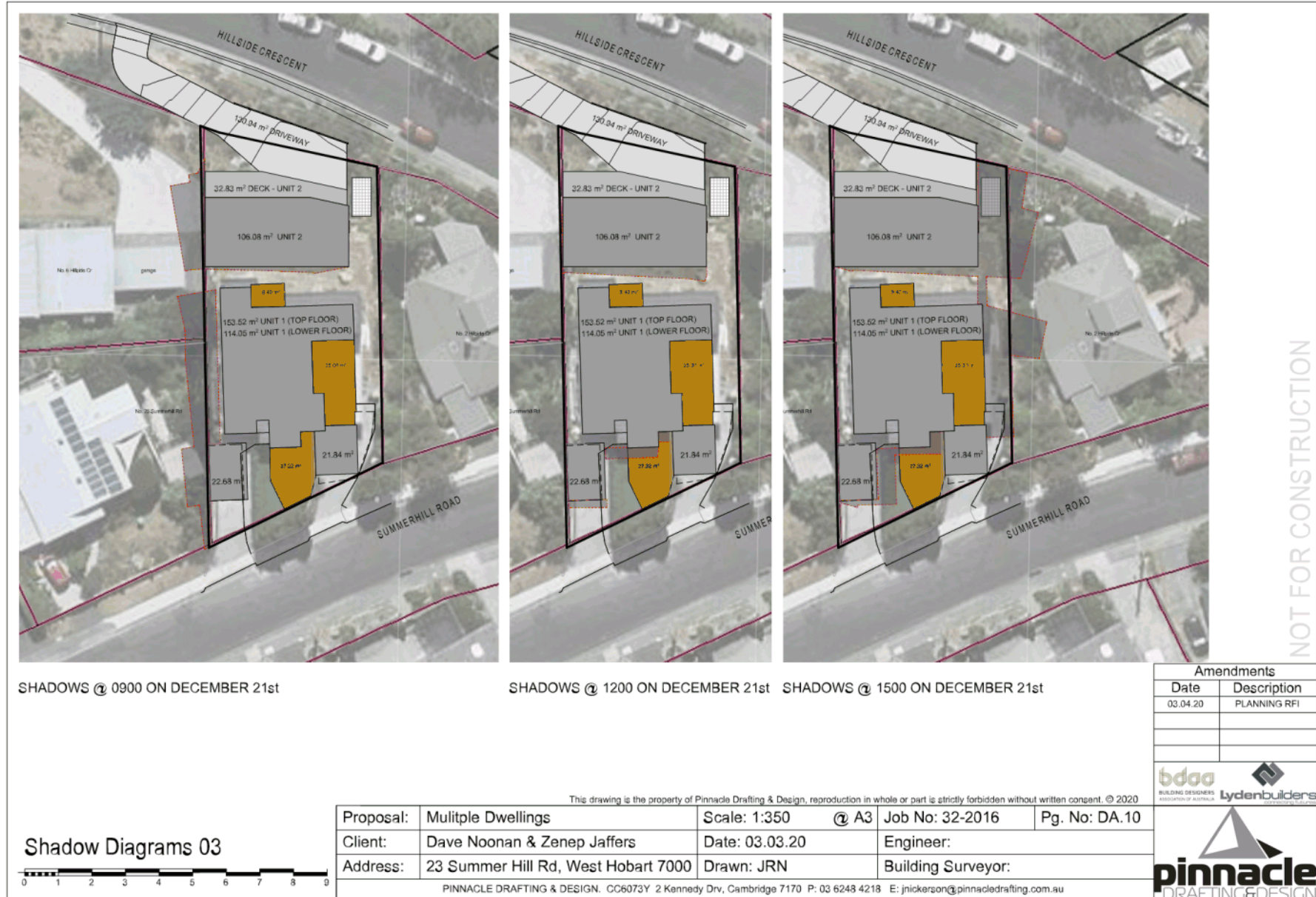
NOT FOR CONSTRUCTION

Amendments	
Date	Description
03.04.20	PLANNING RFI

**bdaa** BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA

**Lydenbuilders**

**pinnacle** DRAFTING & DESIGN







Phone: 6248 4218

Fax: 6248 4745

Email: jnickerson@pinnacledrafting.com.au

2/2 Kennedy Drive, Cambridge 7170

3/04/2020

**PLN-20-148 – TWO MULTIPLE DWELLINGS (ONE EXISTING, ONE NEW) – 23  
SUMMERHILL ROAD, WEST HOBART**

Dear Cameron,

In response to your correspondence dated 11.03.20

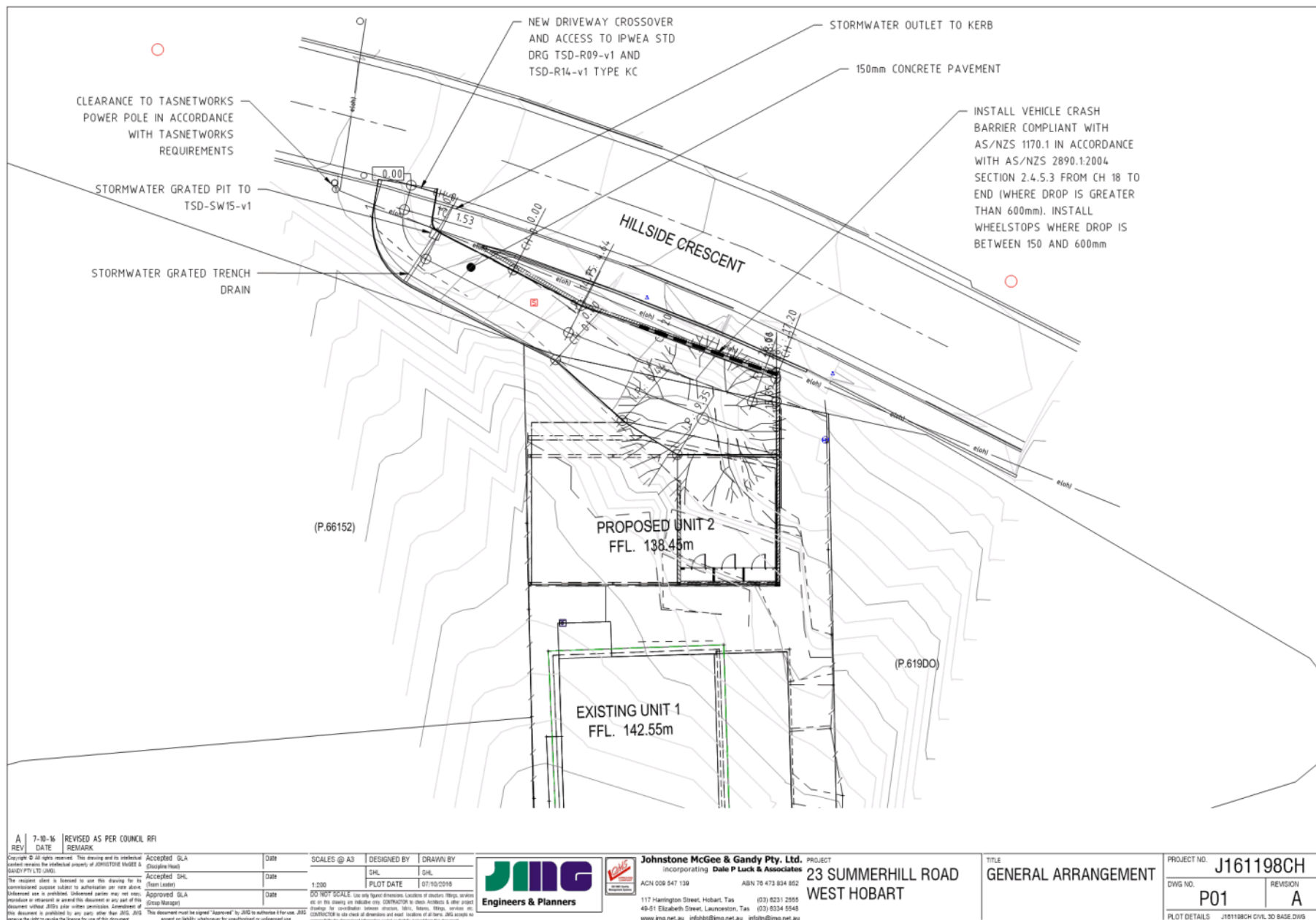
I have addressed your requests as follows:

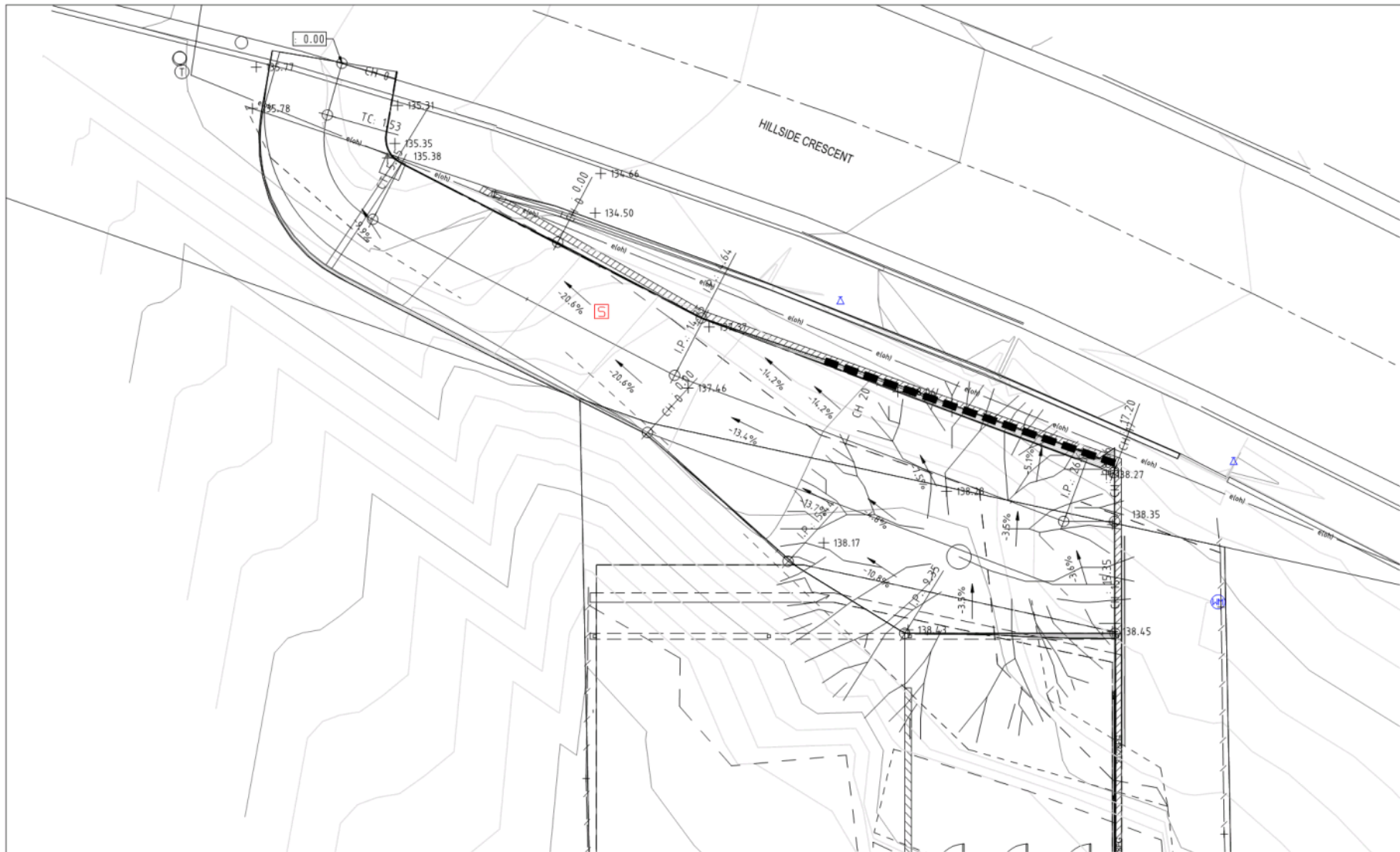
PLN Fi1	In order to ensure the submitted information is accurate please check that the building envelope information shown on elevation drawings matches that shown on the 3D models. There is concern that the extent of protrusion shown, particularly on 'Generic Perspective (1)', does not match that shown on North Elevation of Unit 2 -the 45 degree line appears to bisect the structure at a lower point on the elevation than on the 3D Model. Please check the building envelope information provided and make changes where necessary, before submitting amended documents.	3D Model references were removed as they were incorrect. Modelling of the uneven terrain is not accurate enough so 2D representation is required.
PLN Fi2	To enable the Council to assess the application against the development standards for buildings and works in the General If the information is lodged by 5.15pm on a day the Council is open for business, the Residential Zone of the Hobart Interim Planning Scheme 2015, please provide shadow diagrams to demonstrate: 1) Shadowing at 9.00am, 12.00pm and 3.00pm on June 21st cast by the proposed extension, and shadowing at 9.00am, 12.00pm and 3.00pm on the June 21st cast by the existing development on the site, paying particular attention to the potential impact of the proposed development on habitable rooms (other than a bedroom) and private open space of neighbouring lots.	The provided shadow diagrams show the effects on the neighbouring properties. It is unclear what windows on the property at 2 Hillside Crescent would be habitable as the existing vegetation is quite significant and blocks any view from the subject lot. The shadow diagrams are shown as a projection on a 2D plane and don't take into the existing overshadowing of the current vegetation on 2 Hillside Crescent which would likely have more of an impact on sunlight and privacy than the proposed unit. Overshadowing to 6 Hillside Crescent is minimal as it is upslope of the proposed unit and is a garage so a non-habitable structure.
PLN Fi3	Clarify the location of the vertical timber screen shown on the south elevation of Unit 2.	Reference to a "screen" has been removed from the South elevation of Unit 2. The timber cladding is direct fixed

I trust the provided information addresses the matters identified in the further information request and ask that the council now accept the submitted documentation as a valid application under LUPA.

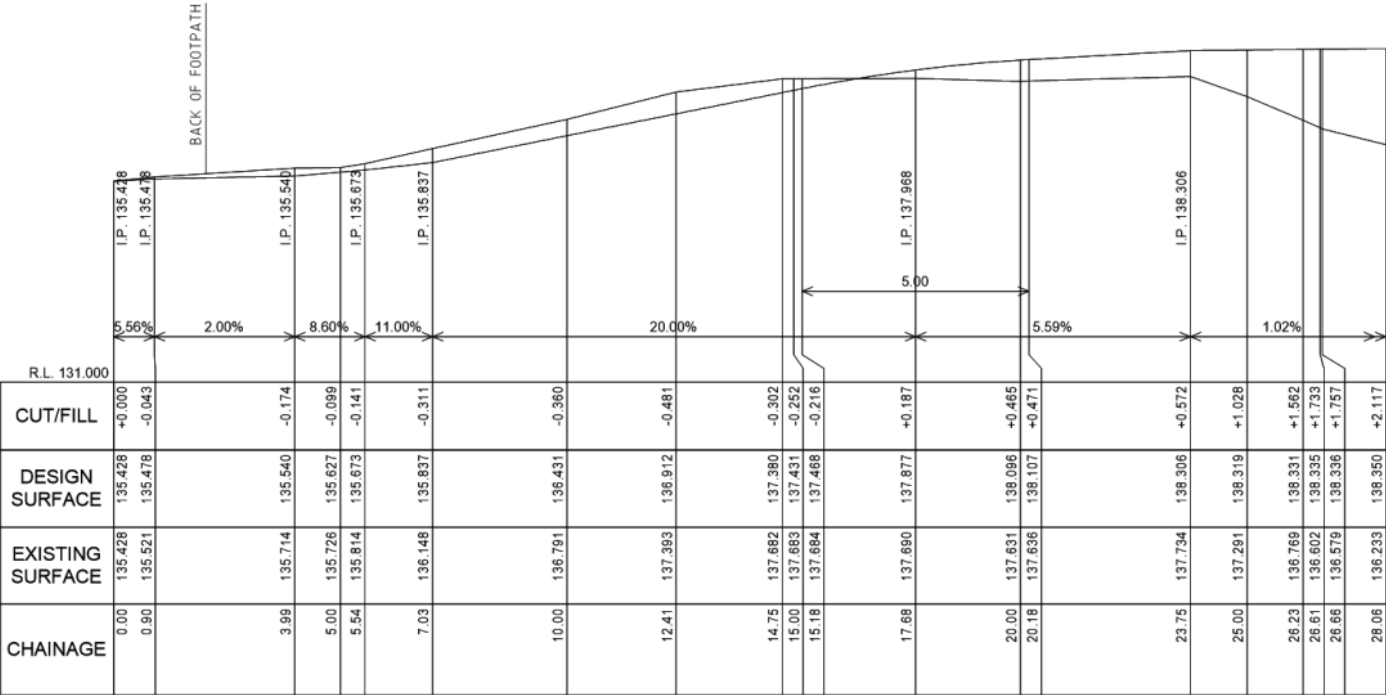
Yours sincerely,

Jason Nickerson (Pinnacle Drafting &amp; Design)





7-10-16 REV	REVISAS AS PER COUNCIL RFI REMARK	<p>Copyright © all rights reserved. This drawing and its intellectual content remain the intellectual property of JOHNSTONE MCGEE &amp; GANDY PTY LTD (JMG).</p> <p>The recipient shall be licensed to use this drawing for the purposes set out in the schedule to this agreement only. No other use, reproduction or distribution is permitted. Unlicensed use may, without notice, be considered an infringement of copyright and/or other intellectual property rights. The recipient shall be liable to the licensor for any such infringement.</p> <p>This document must be signed "agreed to" by JMG to authorize its use. JMG does not warrant or make any representation or guarantee of any kind in relation to this document.</p>				<p>Project No. <b>J161198CH</b></p> <p>DWG No. <b>P02</b></p> <p>Revision <b>A</b></p>		
		<p>SCALES @ A3</p> <p>DESIGNED BY <b>Accepted G/LA</b> (Accepted Head)</p> <p>DRAWN BY <b>Accepted G/LA</b> (Accepted Head)</p> <p>DATE <b>1:100</b></p> <p>DATE <b>07/10/2016</b></p>	<p>DO NOT SCALE. Use only typical dimensions. Locations of structures, fences, walls or on its facing, as indicated only. CONTRACTOR to check Access &amp; other project details in consultation. Interest, driveway, walls, fences, steps, etc. are CONTRACTOR to check all dimensions and road locations at all times. JMG accepts no liability for dimensional differences caused by use of this document.</p>	 	<p><b>Johnstone McGee &amp; Gandy Pty. Ltd.</b> Incorporating <b>Dale P Luck &amp; Associates</b></p> <p>ACN 000 467 130    ABN 70 473 834 852</p> <p>117 Harrington Street, Hobart, Tas (03) 6231 2565 45-51 Elizabeth Street, Launceston, Tas (03) 6334 5548</p> <p>www.jmg.net.au    info@jmg.net.au    info@jmg.net.au</p>	<p>PROJECT <b>23 SUMMERHILL ROAD</b> <b>WEST HOBART</b></p>	<p>TITLE <b>DRIVEWAY PLAN</b></p>	<p>PLOT DETAILS <b>J161198CH CIVL 3D BASE DWG</b></p>



A 7-10-16 REVISED AS PER COUNCIL RFI  
REV DATE REMARK

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This document must be signed "Approved" by JMG to authorize its use. JMG does not accept liability for construction or other work.

Accepted GLA (Design Lead)	Date	Accepted SHL (Team Leader)	Date	Accepted GLA (Group Manager)	Date

DESIGNED BY  
SHL  
PLOT DATE  
07/10/2016

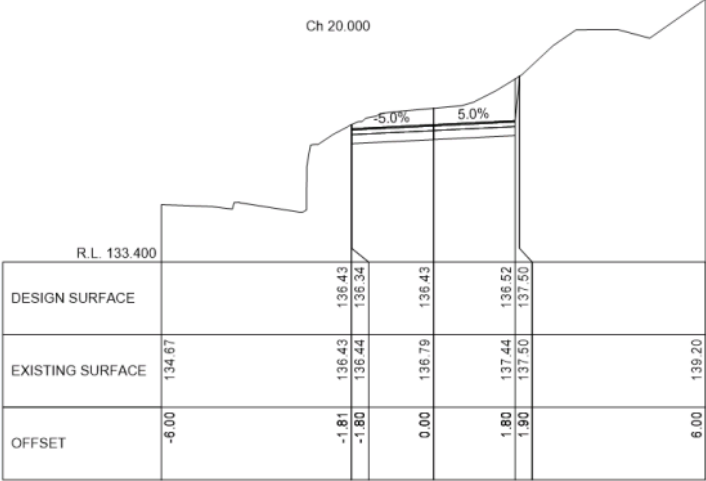
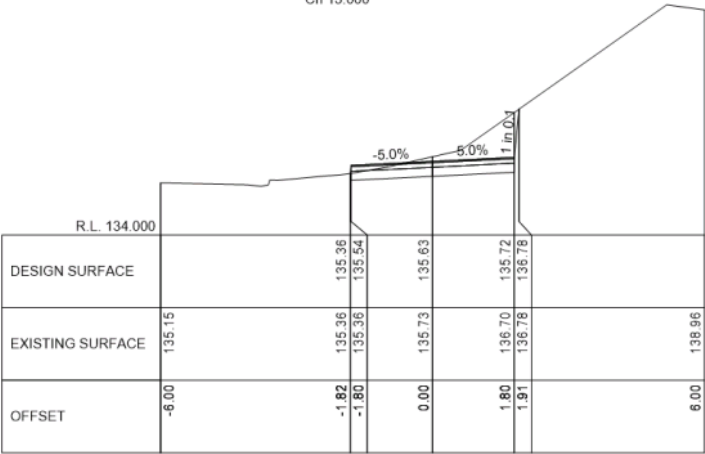
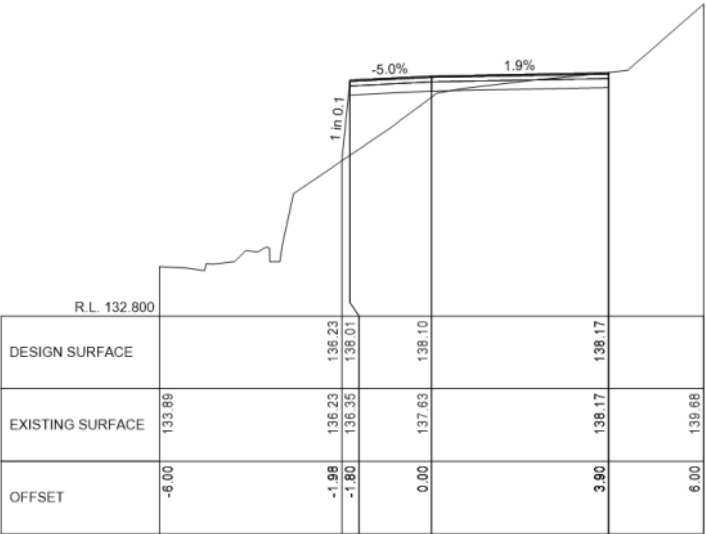
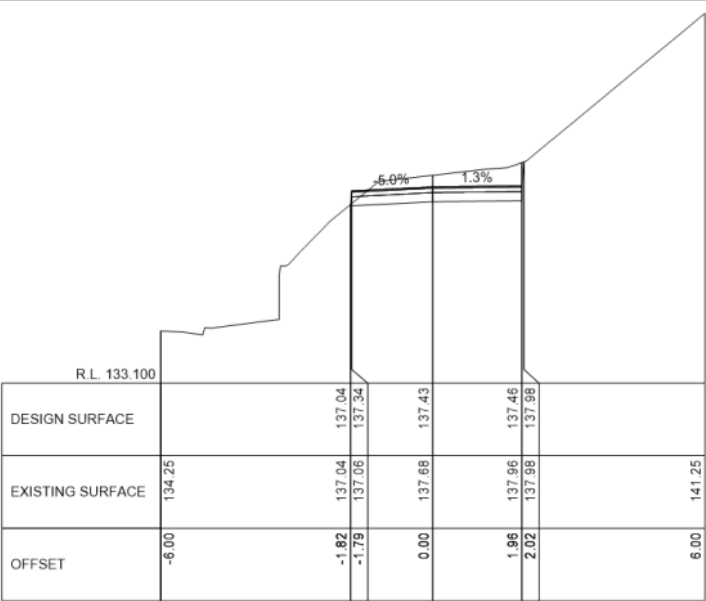


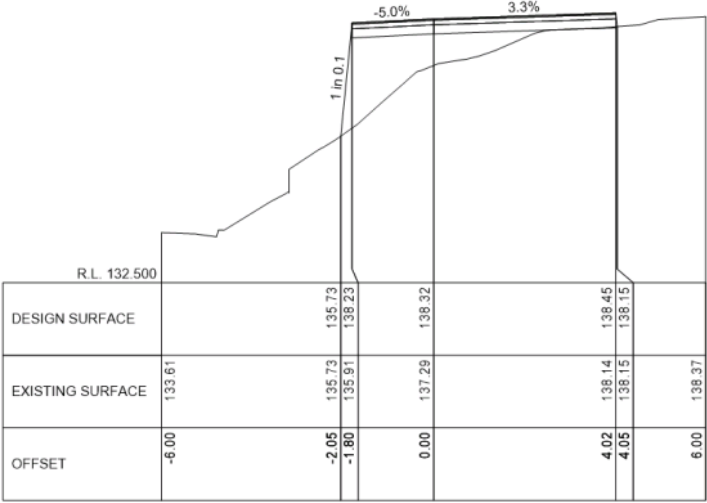
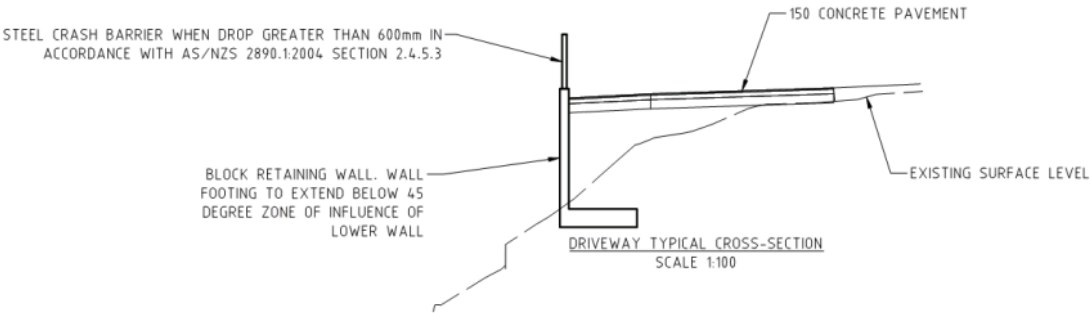
Johnstone McGee & Gandy Pty. Ltd.  
Incorporating Dale P Luck & Associates  
ACN 009 547 136 ABN 78 473 834 852  
117 Harrington Street, Hobart, Tas (03) 6231 2555  
40-51 Elizabeth Street, Launceston, Tas (03) 6334 3548  
www.jmg.net.au info@jmg.net.au info@jmg.net.au

PROJECT  
23 SUMMERHILL ROAD  
WEST HOBART

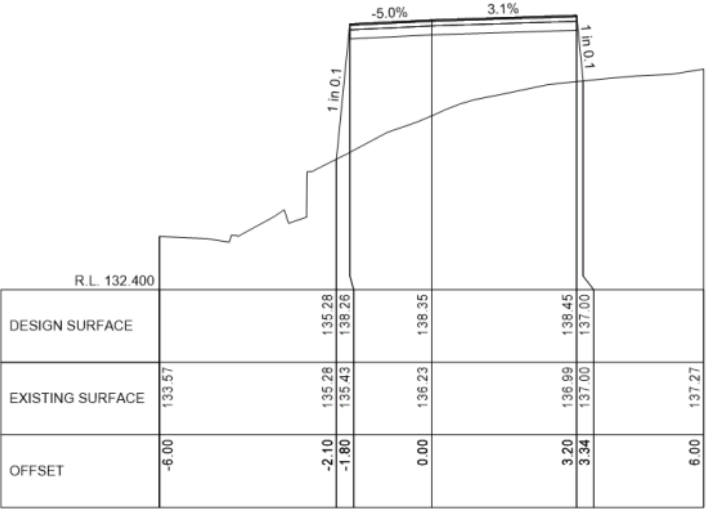
TITLE  
DRIVEWAY PROFILE

PROJECT NO. J161198CH  
DWG NO. P03  
REVISION A  
PLOT DETAILS J161198CH CIVIL 3D BASE.DWG





Ch 25.000



Ch 28.058

REV	DATE	REMARK
A	7-10-16	REVISED AS PER COUNCIL RFI

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	Approved GLA (Group Manager)	Date

DESIGNED BY	SCALE	DATE
SHL	A3	07/10/2016



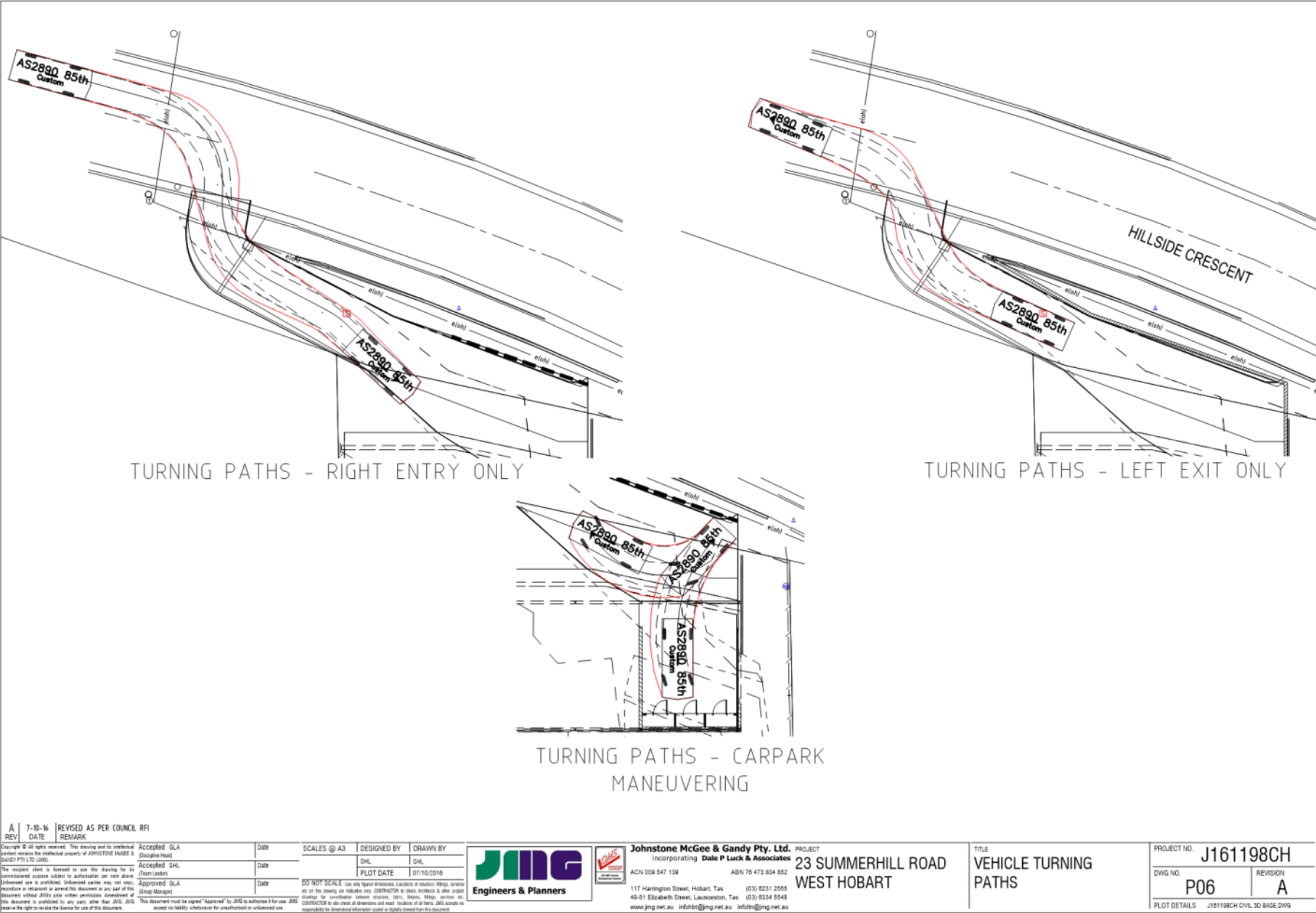
**Johnstone McGee & Gandy Pty. Ltd.**  
Incorporating **Dale P Luck & Associates**  
ACN 009 547 139 ABN 78 473 834 852  
117 Harrington Street, Hobart, Tas (03) 6231 2555  
40-51 Elizabeth Street, Launceston, Tas (03) 6334 5548  
www.jmg.net.au info@jmg.net.au info@jmg.net.au

PROJECT  
**23 SUMMERHILL ROAD  
WEST HOBART**

TITLE  
**DRIVEWAY  
CROSS-SECTIONS &  
TYPICAL SECTION**

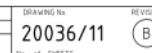
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DWG NO.	P05
REVISION	A
PLOT DETAILS	J161198CH CIVIL 3D BASE DWG

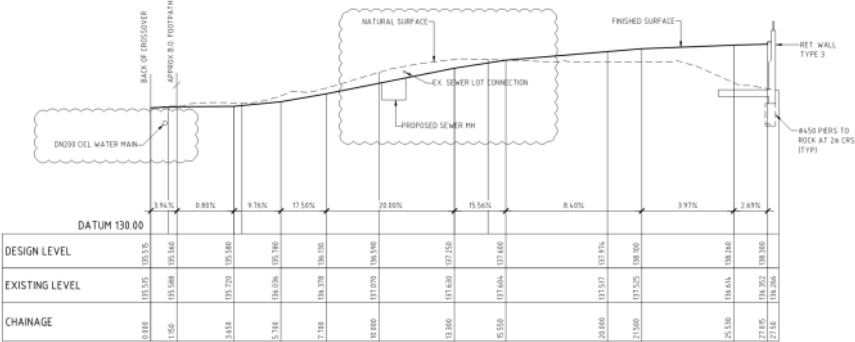




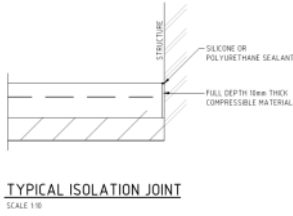
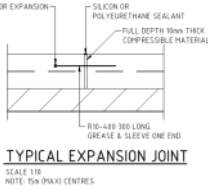
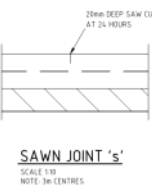
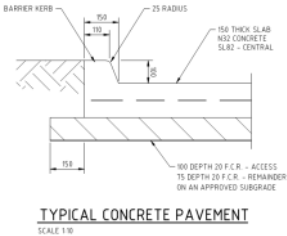








DRIVEWAY CENTRELINE LONGITUDINAL SECTION  
SCALE HORIZ: 1:100 VERT: 1:100 AT 10'



0 10 20 30 40 50 60 70 80 90 100

PRINT REDUCTION BAR | AT SHEET

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CLIENT: DAVE NOONAN & ZENEP JAFFERS

No.	AMENDMENT	DATE
A	ERRATA FOR	31-03-2018
B	DETAILS ADDED TO LONG SECTION	27-07-2020

REFERENCE:

**HUTCHINGS SPURR PTY. LTD.**  
CONSULTING ENGINEERS  
23 SUMMER HILL ROAD, WEST HOBBART  
PHONE (03) 4223 9020

PROPOSED UNIT  
23 SUMMER HILL ROAD, WEST HOBBART  
LONG SECTION & CONCRETE DETAILS

SCALE	AS NOTED	DRAWING No.	REVISION
DRAWN	DNU	DATE	MARCH 2023
APPROVED	PETER HOLMES	20036/12	(B)
		No. of SHEETS	

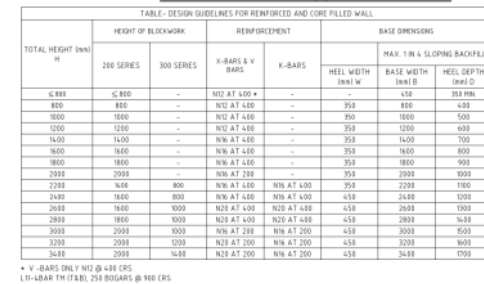



- PORTLAND 10-60 25% CEMENT, 15% AGGREGATE
- BLOCKS 18" x 24" x 12" TO A 2.753 GROSS WEIGHT
- CRACKS - AGGREGATE SIZE 1/2" MAX
- MIN CURAGE 28 DAYS +/- 30
- MIN COMPRESSIVE STRENGTH 20 MPa
6. CLEANLINESS - TO BE PROVIDED TO THE BASE OF ALL CORES AT THE END OF EACH DAY AND BEFORE FILLING THE NEXT HOLE. CHIPPINGS ARE TO BE WASHED OUT, REINFORCEMENT TIES AND WELDS TO BE REMOVED
7. RETAINING WALL FOOTINGS TO BE FOUNDATION ON AN APPROVED TYPING SUBGRADE WITH HORIZONTAL BONDING OF 50 MPa. CRACKS TO BE REPAIRED FOR FILLING BLOBS PRIOR TO SUBMITTING TO BASE LINE REINFORCEMENT
8. ALLOW MIN 10 DAYS AFTER FILLING BLOBS PRIOR TO BACKFILLING THE HOLE
9. SEAL FACE TO BE PLACED WITH A CEMENT VIBRATOR. MUST BE DONE IMMEDIATELY AFTER FILLING BLOBS
10. CORE SEAL FACE WITH MINN 2 COATS OF AN APPROVED REINFORCING PASTE - DURASOL OR SIMILAR. LANE WITH PORTLAND CEMENT PROTECTED BY CONCRETE OR ASPHALT SACRIFICIAL SHEETING
11. PROVIDE EXPANDED JOINTS AT 30m +/- 10m
12. PROVIDE JOINT BASES AROUND JOINTS AT 400m (DEGRADED AND CAPPED END)
13. ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH AS 1079 & 1080
14. THIS PASTORY TO BE IN ACCORDANCE WITH AS 3700

1. HORTON 18 x 25 CENT LENSEL
2. RETURN TO THE GRADE TO  $\pm 5$  TYP
3. GRIND - AGGREGATE SIZE 10
4. - SLOPE 25%  $\pm 3$
5. FINISH CHARACTERISTICS: STRENGTH 50 MPa
6. CLEANLINESS TO BE PROVIDED TO THE BASE OF ALL CORES
7. AT THE END OF EACH DAY AND BEFORE FILLING THE WALL, MORTAR DISPOUNGING ARE TO BE WASHED OUT, REINFORCEMENT TIES AND WEDGES TO BE REMOVED
8. RETAINING WALL FOOTINGS TO BE FOUND ON AN APPROVED
9. FOUNDATION WITH MINIMUM BEARING CAPACITY OF 500 KPa
10. CORE STRENGTH FOR FOOTINGS TO BE 50 MPa / SUFFICIENT
11. TO COVER TO ALL BASE REINFORCEMENT
12. ALL WALLS ARE TO BE FILLING BLOCKS PROO TO
13. BACKFILLING BEHIND
14. CORE TO BE FILLED WITH A COMPA. VIBRATOR. POSTS
15. TO BE PLACED TO BE PROTECTED TO WATERPROOFING
16. SEAL BACK OF WALL WITH 2 COATS OF AN APPROVED
17. BITUMINOUS PAINT - DURALINE OR SIMILAR LINE WITH
18. FURTHER PROTECTED BY CEMENTITE OR SIMILAR SACRALFICIAL
19. PROVIDE EXPANSION JOINTS AT MAX. 10m CRS
20. PROVIDE BASE AGGREGATE AT MAX. 400 CRS (GRADED
21. AND CAPPED ONE END)
22. ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH AS 3670 &
23. ALL MASONRY TO BE IN ACCORDANCE WITH AS 3700



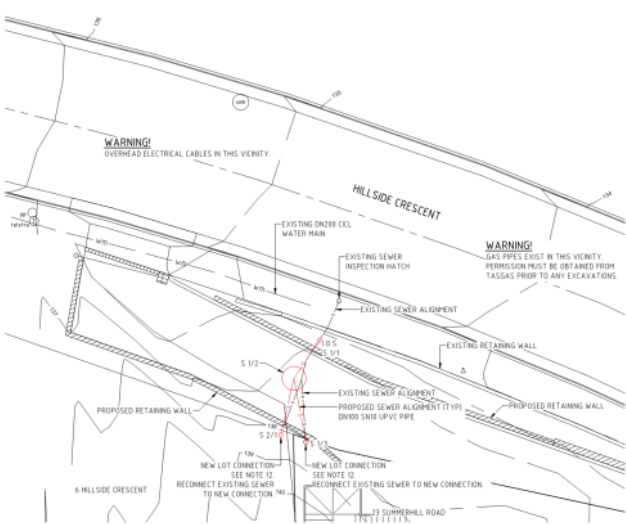
<p style="text-align: center; font-weight: bold; font-size: 1.2em;">DAVE NOONAN &amp; ZENEP AFFAIRS</p>	<p style="text-align: center; font-weight: bold;">CLIENT</p>	<p style="text-align: center; font-weight: bold; font-size: 1.2em;">HUTCHINGS SPURR PTY. LTD. CONSULTING ENGINEERS</p> <p style="text-align: center; font-size: 0.8em;">70 ARTHUR STREET HOBBART TAS. 7000 AUSTRALIA PH: 03 9221 9200</p>											
<p>0 30 60 90 120 150 180 210 240 270 300 330 360 390 420 450 480 510 540 570 600 630 660 690 720 750 780 810 840 870 900 930 960 990 1020 1050 1080 1110 1140 1170 1200</p> <p style="text-align: center; font-weight: bold;">PRINT REDUCED BAR   A1 SHEET</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2" style="text-align: center; font-weight: normal;">AMENDMENT</th> <th style="text-align: center; font-weight: normal;">DATE</th> <th rowspan="2" style="text-align: center; font-weight: normal; vertical-align: middle;">REFERENCE</th> </tr> <tr> <th style="text-align: center; font-weight: normal;">No</th> <th style="text-align: center; font-weight: normal;">ISSUED UNDER</th> <th style="text-align: center; font-weight: normal;"></th> </tr> <tr> <td style="text-align: center;">A</td> <td style="text-align: center;">ORIGINAL ISSUE</td> <td style="text-align: center;">31-03-2020</td> <td style="vertical-align: top;"> <p><b>PROPOSED UNIT</b> 23 SUMMER HILL ROAD, WEST HOBBART <b>RETAINING WALLS - 1</b></p> <p>SCALE: AS NOTED</p> <p>DRAWN: DHJ DATE: MARCH 2020</p> <p>APPROVED: PETER HOLMES</p> </td> </tr> </table>		AMENDMENT		DATE	REFERENCE	No	ISSUED UNDER		A	ORIGINAL ISSUE	31-03-2020	<p><b>PROPOSED UNIT</b> 23 SUMMER HILL ROAD, WEST HOBBART <b>RETAINING WALLS - 1</b></p> <p>SCALE: AS NOTED</p> <p>DRAWN: DHJ DATE: MARCH 2020</p> <p>APPROVED: PETER HOLMES</p>
AMENDMENT		DATE	REFERENCE										
No	ISSUED UNDER												
A	ORIGINAL ISSUE	31-03-2020	<p><b>PROPOSED UNIT</b> 23 SUMMER HILL ROAD, WEST HOBBART <b>RETAINING WALLS - 1</b></p> <p>SCALE: AS NOTED</p> <p>DRAWN: DHJ DATE: MARCH 2020</p> <p>APPROVED: PETER HOLMES</p>										
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<p style="text-align: right;">DRAWING No</p> <p style="font-size: 1.5em; font-weight: bold;">20036/14</p> <p style="text-align: right;">No. of SHEETS</p>		<p style="text-align: right;">REVISION</p> <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; text-align: center; line-height: 40px; margin: 0 auto;">A</div>											



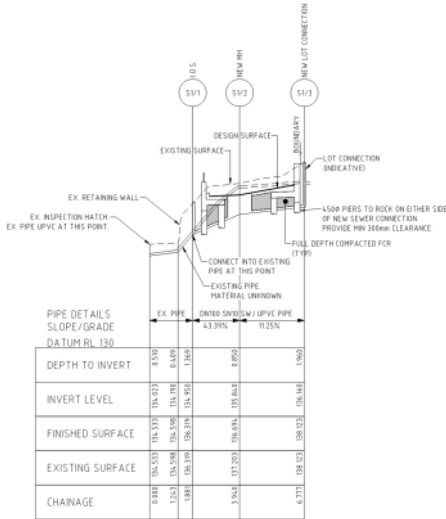
CLIENT <div style="text-align: center;">DAVE NOONAN &amp; ZENEP JAFFERS</div>		 <b>HUTCHINGS SPURR PTY LTD.</b> <b>CONSULTING ENGINEERS</b> <small>15 ARTHUR STREET HOBBART TAS. 7300 AUSTRALIA A.B.N. 36009050818          PHONE 081 9223 9200</small>		<ul style="list-style-type: none"> <li>* STRUCTURAL</li> <li>* CIVIL</li> <li>* MECHANICAL</li> <li>* PROJECT MANAGEMENT</li> <li>* SUBCONTRACTING</li> </ul>					
0 10 20 30 40 50 60 70 80 90 100 PRINT REDUCTION BAR   A1 SHEET		AMENDMENT <table border="1" style="width: 100%;"> <tr> <th>No</th> <th>DATE</th> </tr> <tr> <td>A</td> <td>01-03-2020</td> </tr> </table>		No	DATE	A	01-03-2020	REFERENCE PROPOSED UNIT 23 SUMMER HILL ROAD, WEST HOBBART RETAINING WALLS - 2	
No	DATE								
A	01-03-2020								
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		DRAWN DMJ		DATE MARCH 2020					
		APPROVED PETER HOLMES		No. of SHEETS <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">A</div>					

**WARNING**  
Gas main and house connections exist in this vicinity. Permission must be obtained from TasGas prior to any excavations.

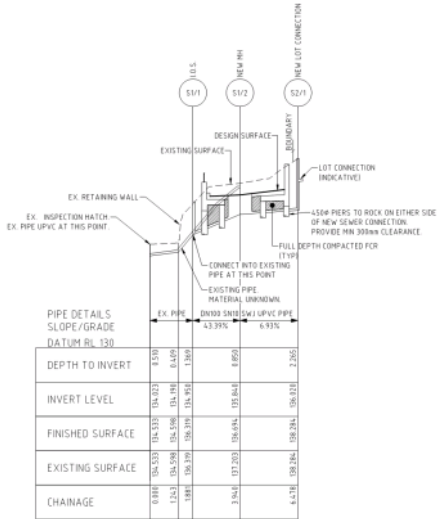
**WARNING**  
Beware of underground services. Locate all existing services prior to construction. The location shown on plans are indicative only and precise location should be proven on site. No guarantee is given that all services are shown on plan.



**SEWER PLAN**  
SCALE 1:100



**SEWER TO No. 23 SUMMER HILL ROAD - LONGITUDINAL SECTION**  
SCALE HORIZ. 1:200 VERT. 1:100 AT A1



**SEWER TO No. 6 HILLSIDE CRESCENT - LONGITUDINAL SECTION**  
SCALE HORIZ. 1:200 VERT. 1:100 AT A1

**TASWATER INFRASTRUCTURE SEWER NOTES:**

1. All sewer works to be constructed in accordance with the Sewer Code of Australia WSA 02-2014-31 PRWA Edition V2.8 and the Pressure Sewer Code of Australia WSA 01-2007 Version 1.1. Taskwater's supplements to these codes, AS3508, the Tasmanian Plumbing Code & all relevant W. H. & S. standards.
2. All sewer pipes to be 150mm UPVC class S160 at 1.65% minimum fall (1:61).
3. All work to be to the requirements of AS3508, the Tasmanian Plumbing Code and Taskwater requirements. All materials to be City West Water approved products for Taskwater scope.
4. All lot connections to be constructed to the requirements of "Taskwater" and the local authority, away from driveways and existing or future fences where possible. Where lot connections are likely to be under future trafficable areas they shall be placed under class 'D' trafficable covers in accordance with dug MW-5-301 & have full depth FCR backfill.
5. All sewer drainage pipework shall be min 150mm UPVC.
6. During construction temporarily seal all open ends of pipes and valves with proprietary plugs.
7. For minimum cover over pipes, refer to note 1.
8. Pipework shall be laid in position and at the grades shown.
9. Below ground pipework and fittings to be 400mm or 500mm joints shall be of solvent cement type or flexible joints made with approved rubber rings.
10. All trenches under trafficable areas to be full depth back-filled with approved compacted FCR.
11. All water & sewer works must be tested and inspected by "Taskwater" prior to backfill.
12. All live water & sewer connections are to be done by "Taskwater" at the developer's cost.
13. All maintenance structures to be in accordance with MW-5-308 series.
14. Lot connections must be in accordance with MW-5-302. 10% must be raised to surface and protected with a poly cover to Taskwater approval.
15. Concrete bulkheads must be in accordance with MW-5-295 & MW-5-296.
16. Locate all existing services and confirm levels prior to trenching for sewer.
17. All work to be done by contractor at developer's cost (100%).
18. Locate all existing gas, electrical, telecommunications, water mains, sewer mains and stormwater mains etc. prior to the commencement of construction and advise the engineer of anything that appears not to have been considered in the design.
19. All earthworks and maintenance/inspection shafts in trafficable areas to have min class 'D' 100.
20. It is assumed that adjacent to the development site is adequate infrastructure provided by the Local Authority and other Statutory Authorities to supply road access, water, power, telecommunications and gas as required by this design, and there is adequate infrastructure at environment at capacity to receive stormwater and sewerage drainage.



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CLIENT		
DAVE NOONAN & ZENEP JAFFERS		
REFERENCE		
NO.	AMENDMENT	DATE
1	ENRTEL & TASWATER ISSUE	10-01-2018

HUTCHINGS SPURR PTY. LTD. CONSULTING ENGINEERS		DRAWING No. 20036/30	
DRAWING No. 20036/30		REVISION	
PROPOSED UNIT 23 SUMMER HILL ROAD, WEST HOBBART SEWER PLAN		No. of SHEETS	
SCALE: AS NOTED AT A1		DRAWING No. 20036/30	
DRAWN: DHU DATE: MARCH 2023		REVISION: A	
APPROVED: PETER HOLMES		No. of SHEETS	

Planning: #208858

**Property**

1 DIGNEY STREET DYNMYRNE TAS 7005

**People**Applicant  
\*tom scott  
1 digney street  
Dynmyrne TAS 7004  
0411756013  
tom@overlandbuilders.com.auOwner  
\*tom scott  
1 digney street  
Dynmyrne TAS 7004  
0411756013  
tom@overlandbuilders.com.auEntered By  
GREGORY EADE  
0427871723  
geade@bigpond.net.au**Use**

Single dwelling

**Details**

Have you obtained pre application advice?

☒ Yes

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

meeting with council officers Mohsem Motiei, Cam Cecil &amp; Rowan Moore

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

\*

☐ No

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

\*

• ☐ No

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

**Details**

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

single dwelling

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

part demolition and new extension

Estimated cost of development

300000.00

Existing floor area (m2)	Proposed floor area (m2)	Site area (m2)
146.00	175.00	731

**Carparking on Site**

Total parking spaces Existing parking spaces N/A

2 2 ☐ Other (no selection chosen)

**Other Details**

Does the application include signage?

☐ No

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

0

**Tasmania Heritage Register**

Is this property on the Tasmanian Heritage Register?

• ☐ No

**Documents**

**Required Documents**

Title (Folio text and Plan and Schedule of Easements)

TITLE DIGNEY.pdf

Plans (proposed, existing)

1 digney A00 - A12.pdf

**Supporting Documents**

Photos or Montages

photos 1 - 4.pdf

flood hazard report

FS\_HOB\_2025\_1 Digney Street Flood Hazard Report for submission.pdf



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By: maxwellv

Permit #: PLN-20-429

Date: 21/9/2020



# 1 DIGNEY STREET, SANDY BAY

## Flood Hazard Study

### REV01



Prepared For: Tom Scott  
Overland Builders

Level 4, 116 Bathurst Street  
Hobart 7000  
TASMANIA- AUSTRALIA



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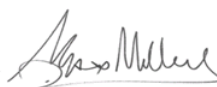
Prepared by: .....  
Mark D. Smith

Date: 13<sup>th</sup> July 2020



Reviewed by: .....  
John A. Holmes

Date: 13<sup>th</sup> July 2020



Authorised by: .....  
Max W. Moller

Date: 13<sup>th</sup> July 2020

Revision History					
Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Flood Hazard Report	Mark Smith	John Holmes	Max Moller	13/07/2020
01	Flood Hazard Report Revised	Max Moller	John Holmes	Max Moller	13/08/2020



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## 1. Introduction

The proposed extension to the existing dwelling at 1 Digney Street, Dynnynrne intends to extend the current residence by an additional 57m<sup>2</sup> at the existing floor level of 35.26 mAHD for additional living, kitchen and dining space. This development triggers the inundation code as the development falls within the City of Hobart, Sandy Bay Rivulet flood layer, developed by Entura Pty Ltd in 2013.

Therefore, this report is in response to a request for further information under E15.7 Inundation Prone Areas Code (IPAC) of the Hobart Interim Planning Scheme 2015 (HIPS 2015). This report will look at the following requirements under the planning scheme:

- 1) A2 - An extension to an existing habitable building must comply with one of the following:
  - (a) floor level of habitable rooms is no lower than the 1% AEP (100 yr ARI) storm event plus 300 mm;
  - (b) floor area of the extension no more than 60 m2 as at the date of commencement of this planning scheme.
- 2) P1 - Landfill, or solid walls greater than 5 m in length and 0.5 m in height, must satisfy all of the following:
  - (a) no adverse effect on flood flow over other property through displacement of overland flows;
  - (b) the rate of stormwater discharge from the property must not increase;
  - (c) stormwater quality must not be reduced from pre-development levels.

### 1.1 Objectives and Scope

This flood analysis has been written to meet the standards of the *Hobart Interim Planning Scheme 2015*, with the intent of understanding the development risk with respect to riverine and coastal flooding. The objectives of this study are:

- Provide an assessment of the sites' flood characteristics under the combined 1% AEP plus climate change (CC)
- Provide comparison of flooding for pre- and post-development against acceptable and performance criteria
- Provide flood mitigation recommendations for the development

### 1.2 Limitations

This study is limited to the objectives of the engagement by Overland Builders, the availability and reliability of data, and including the following:

- The flood model is limited to a 1% AEP + CC worst case temporal design storm
- All parameters have been derived from best practice manuals and available relevant studies (if applicable) in the area.
- All provided data by Overland Builders or government bodies for the purpose of this study is deemed fit for purpose and has not been checked for accuracy.
- The study is to determine the effects of the new development on flooding behaviour and quality and should not be used as a full flood study into the area without further assessment.





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## 2. Model Build

### 2.1 Overview of Catchment

Upstream of 1 Digney Street has a contributing catchment of approximately 407ha known as Sandy Bay Rivulet Catchment. The catchment extends from the face of Mt Wellington to 1 Digney street (ultimately to the Derwent River), draining from approximately 580 mAHD to 33 mAHD. The development area of interest occurs along the northern side of Sandy Bay Rivulet, set back approximately 10m from the top of the bank.

The land use within the catchment area is made up predominately of general residential in the lower catchment area and the upper catchment are consisting of more environmental living. The rivulet is predominantly open channel with multiple bridge and culvert structures.

Figure 1 below outlines the approximate contributing catchment for the 1 Digney Street development.



**Figure 1. 1 Digney Street, Dynnyrne - Contributing Catchment.**

### 2.2 Hydrology

The upper catchment was modelled using Infoworks ICM hydrology (RAFTS) module, which uses the Australian designed Laurenson method to calculate runoff to the open creek channel. The catchment characteristics (% impervious, roughness etc.) were taken from best practice manuals. The hydrology catchment was connected to the 1D-2D hydraulic model.

Hydrological parameters for RAFTS Catchment were taken from the calibrated Entura Flood Study 2013 and reviewed for accuracy in this document. The following parameters were adopted:

Catchment Area (ha)	Initial Loss Perv/imp (mm)	Continuing Loss Perv/imp (mm/hr)	Manning's N pervious	Manning's N impervious	Non-linearity factor
470	5/1	2.0/0.0	0.1	0.02	-0.285



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### 2.2.1 Design Rainfall Events

HIPS 2015 requires modelling of flood events of 1% AEP (100yr ARI) for the life of the development. Therefore, the design events assessed in this analysis are limited to the 1% AEP + CC design events. Due to the size and grade of the catchment the peak rainfall time was restricted to between 1 – 12 hrs.

The model ran each duration for the 1% AEP design event against 10 temporal patterns sourced from the ARR data hub. ARR 2019 advises the use of the worst-case duration median temporal pattern to ensure the event is not too conservative. These events were run through a hydrologic model to determine the required storm event. Figure 2 shows the box and whisker output of the model run. The model shows that the 1% AEP 4.5-hour storm (270 min), temporal pattern 8 was the worst-case median storm. Therefore, this storm event was used within the hydraulic model.

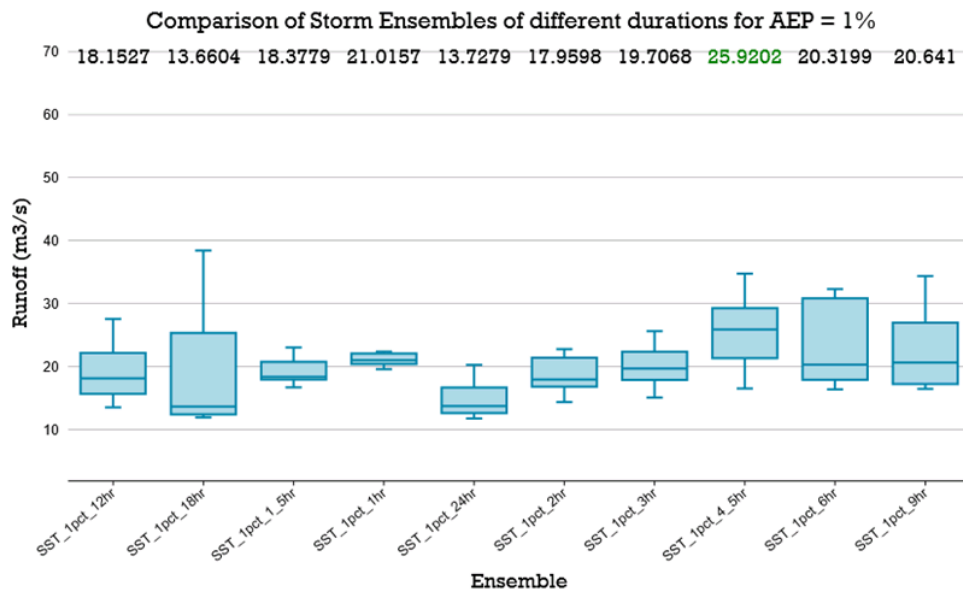


Figure 2. 1% Box and Whisker Plot

### 2.2.2 Climate Change

As per ARR 2019 Guidelines for an increase in rainfall due to climate change at 2100, it is recommended the use of RCP 8.5. However, ARR 2019 recommends that this figure be used in lieu of more accurate data being available. Climate Futures Tasmania, 2010 (CFT) was a Tasmanian in-depth, entire state study into climate change and therefore meets this "better data" clause.

Table 1 shows the ARR 8.5 increase compared to the CFT increase of 30% that was used within the model.

Table 1. Climate Change Increases

Catchment	CFT increase @ 2100	ARR 8.5 increase @ 2100
Sandy Bay	30.0%	16.3%



## 2.3 Hydraulics

A 1D-2D hydraulic model was created to determine the flood level through the target area.

### 2.3.1 Extents and topography

The area of concern is situated in the mid-section of the Sandy Bay Rivulet just below Parliament Street Bridge. The contributing catchment extends from this point up a valley to Mt Wellington, approximately 547 mAHd higher than the site location and the mainstream has an average gradient of approximately 7.00%.

### 2.3.2 Survey

The 2D surface model was taken from a combination of Mount Wellington LiDAR 2010 and site survey to create a 1m cell size DEM. For the purposes of this report 1m cells are enough to capture accurate flow paths. The DEM with hill shading can be seen below (Figure 3).

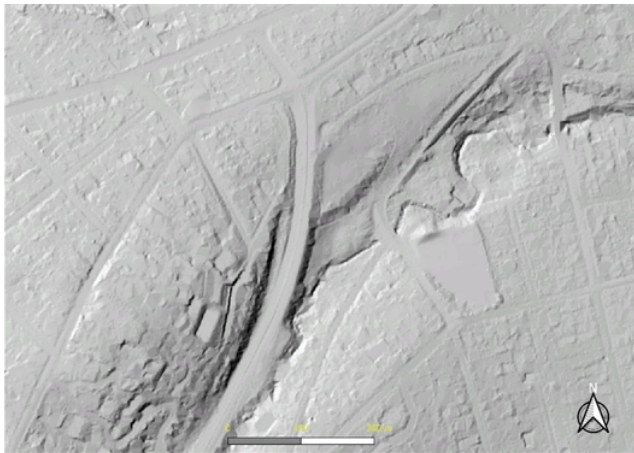


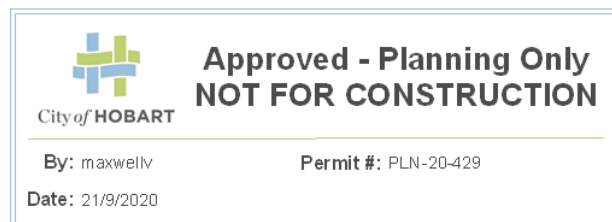
Figure 3. 0.5m DEM (Hill shade) of Sandy Bay Rivulet

### 2.3.3 Roughness (Manning's n)

Roughness values for this model were derived from the ARR 2019 Guidelines. The Manning's values are as follows:

Table 2. Manning's Coefficients (ARR 2019)

Land Use	Manning's n
Roads	0.018
Urban Yards	0.045
Open Channel	0.035
Parks	0.05
Buildings	0.3
Piped Infrastructure	0.013



### 2.3.4 Hydraulic Structures

The Rivulet was included within the 2D model using ICM mesh zone tool. This tool allows for a greater resolution mesh to be applied to the rivulet to gain a better representation.

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### 2.3.5 Walls

All significant fences and retaining structures were included as 2D linear wall structures within the 2D model. Fences were set to partially collapse when flooding occurred greater than 300mm in depth.

### 2.3.6 Buildings

Buildings were represented as mesh polygons with a high Manning's n value within the model. Buildings with unknown floor levels were set with a minimum 300mm above ground. Buildings with known floor levels were represented in the model.

This method allows for flow through the building if the flood levels/pressure become great enough. The aim is to mimic flow through passageways such as doors, windows, hallways etc.

The floor levels of the proposed buildings were included within the model. To mimic the flow under the floor area as per the design drawings in a 2D model, a 2D linear bridge structure that was used. This method is used to mimic a 500mm entrance height restriction for the SW and NE faces of the building. Piers were then entered as mesh level zones to define flow around pier footings.

### 2.3.7 Calibration/Validation

As this catchment is gauged, the resultant flow was checked against recorded gauged Flood Frequency Analysis peak flow and design flows from the Sandy Bay Rivulet Flood Report, Entura 2013. Unfortunately, the Entura study did not utilise the gauge data from the Parliament Street gauge as the information was not sufficient at the time. Due to the limitations of this study, this was not rectified in this study. Therefore, to calibrate/validate the current study, discharges from the Sandy Bay Rivulet catchment were compared against calibrated flows from the Entura 2013 study. See Table 3 below:

**Table 3. Flood calibration at Parliament Bridge**

AEP %	Entura Parliament Street Bridge Flow (m <sup>3</sup> /s)	Flussig 2020 Parliament Street Bridge Flow (m <sup>3</sup> /s)
1%	39.8	41.7

As can be seen from Table 3 the modelled flow of 41.7m<sup>3</sup>/s is calibrated against peak discharge estimation methods from previous studies at the Parliament Street Bridge.

It can be seen from Table 4, that the results from this study compare within a margin of +/- 5% of the Entura 2013 study.

**Table 4. Validated modelled flows against Entura 2019 cross section**

Cross Section (Entura)	Entura 2013 Flow (m <sup>3</sup> /s)	Flussig 2020 Flow (m <sup>3</sup> /s)	Entura 2013 Elevation (mAHD)	Flussig 2020 Elevation (mAHD)
CH 3767	39.8	41.7	35.4	35.5
CH 3930	NA	42.7	31.5	31.2



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## 2.4 Model Results

Figure 4 shows the results of the 1% + CC depth (m) model run prior to development at 1 Digney Street, Dynnryne. Comparatively Figure 5, shows the post construction run showing the degree of impedance of the proposed dwelling extension on the overland flow path from Sandy Bay Rivulet. As the extension occurs on piers, the model included the approximate pier locations as well as entry restrictions, restricting flow to approximately 500mm space between ground cut and bottom of slab. It can be seen when comparing the pre- and post-development models that the flood extent for the 1% + CC extends to the Northern side of the property. The highest water level against the property for pre and post extends to 34.2 mAHD and 34.2 m AHD with a maximum velocity of 1.8 m/s and 1.2 m/s respectively. The impedance in this instance appears to be localised to the area immediately around the extension with no increase in flood extents to surrounding properties.

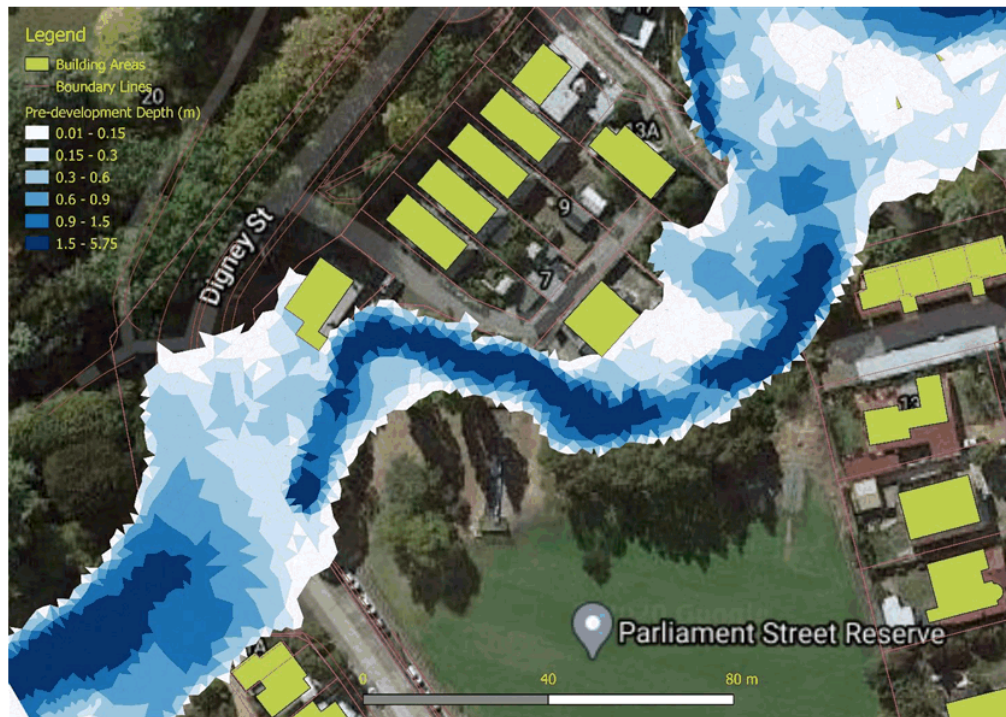


Figure 4. Pre-development 1%+CC flood depths and extents

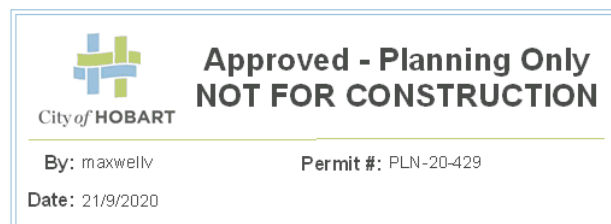




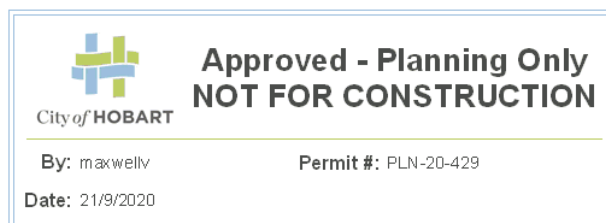
Figure 5. Post – Development 1%+CC flood depths and extents

### 3. Discussion

Figure 9 shows the pre- and post-development velocities and hazard maps. When comparing all maps, it is evident that the proposed extension has little to no effect on the overland flow to the greater region and minimal effect on the immediate area. The extension sees a maximum flood depth of 0.9m and a maximum velocity of 1.2 m/s to the south western face of the extension. This provides a flood elevation of 34.2 mAHd.

Figure 6 shows flooding categories from ADRH. This demonstrates that flooding adjacent the extension of maximum category H5, is unsafe for people and buildings and therefore possible to cause instantaneous damage to the building from a 1% +CC event similar to pre development conditions. However, under the planning scheme requirements the extension itself does not impose an increase in risk to third party land, increase the rate of discharge or decrease in stormwater quality from pre to post and therefore meets the requirements of E15.7.5 (P1) of the inundation prone land code.

The extension itself is under 60m<sup>2</sup> and so meets the acceptable solution for the requirements of E15.7.4 (A2) of the inundation prone land code.



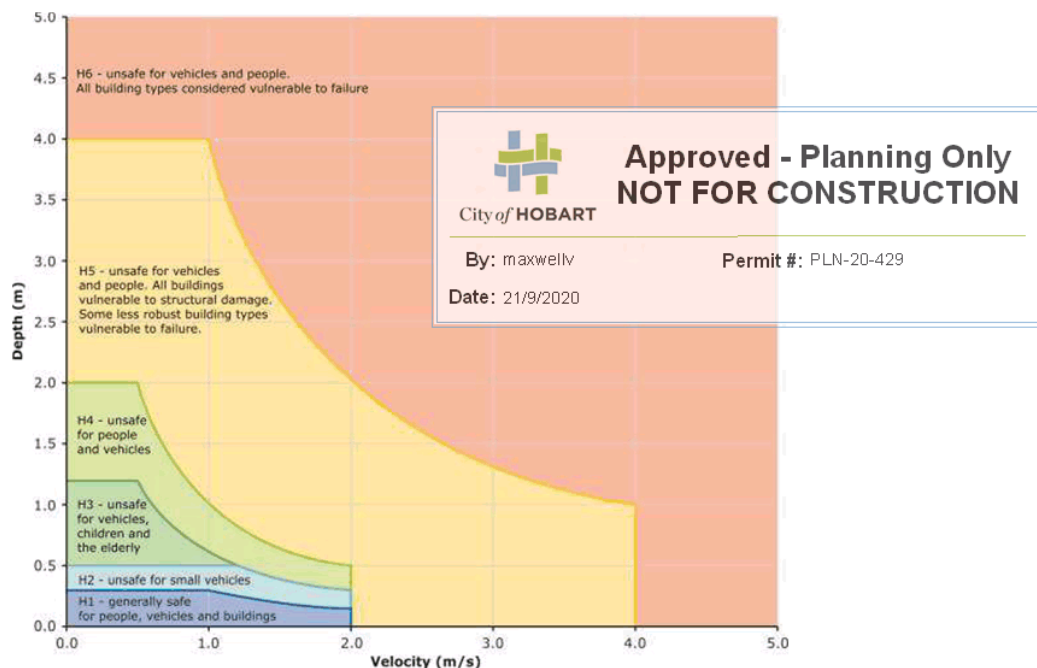


Figure 6. Hazard Categories Australian Disaster and Resilience Handbook

### 3.1 Extension Design Flood Level

The extension design allows for flood flow to occur under the floor of the extension in approximately 500mm open void space. This has been modelled within the 2D model with an entrance flow restriction and a pier impedance to the flow. This was the most accurate way of representing flow through a void like this without the use of 3-dimensional software.

Figure , shows the SE and SW elevation of the proposed design at the designated cross sections in **Figure 10**. It can be seen from this cross section that the SW elevation provides a clear flow path below the suspended slab however leaves little void space remaining. The SE elevation does show a restriction of flow and a build up on the outside of the floor level.

As there are no requirements under the planning scheme requiring additional “freeboard”, this design is considered fit for purpose for planning only. Consideration will need to be given to flood levels and pressures upon the building and piers during the building design phase and will need to be designed and approved by a suitably qualified person.

### 3.2 Blockage factors

Under ARR 2019 book 6, blockage factors are determined by the rivulet’s capacity to transport material and the length of material likely to be transported against the width through which material can be transported. In this instance we have assessed the blockage under the ARR guidelines and have determined a likely blockage factor below:

- (1) Low Source Probability (urban environment)
- (2) High Debris Mobility Probability



## (3) Medium Debris Transportability

This gives a medium debris potential. Due to the height restriction of the house we have assumed the width  $< L_{10}$  (length of debris). Therefore, according to table 6.6.6 of ARR 2019, the blockage potential is 50% for this structure. We believe this figure to be extremely conservative considering the availability of source debris and upstream blockage potential.

Figure 7 and Figure 8 show a slight increase in depth and velocity in the immediate area however surrounding properties appear unaffected by the development for both the post free and the post blockage scenarios.



Figure 7, 1%+CC Depth (m) Post-development with 50% blockage

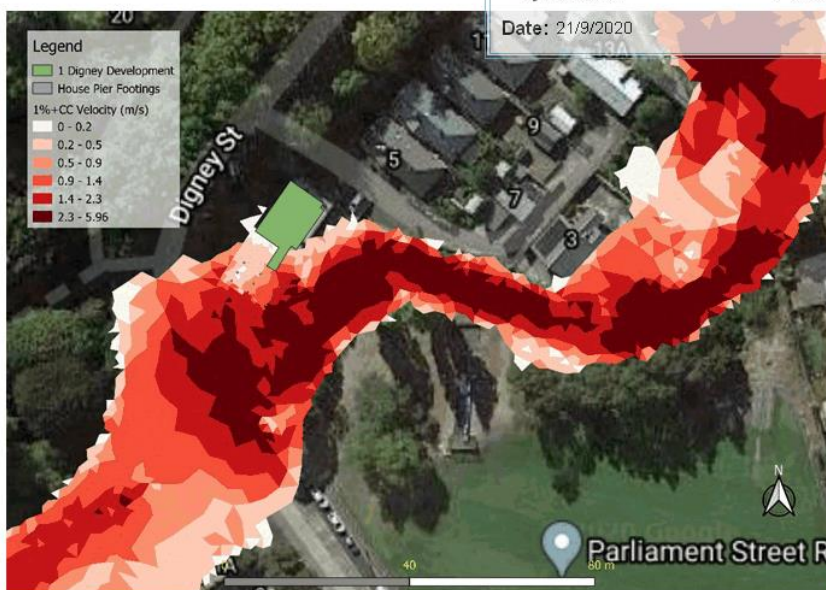


Figure 8, 1%+CC Velocity (m/s) Post-development with 50% blockage



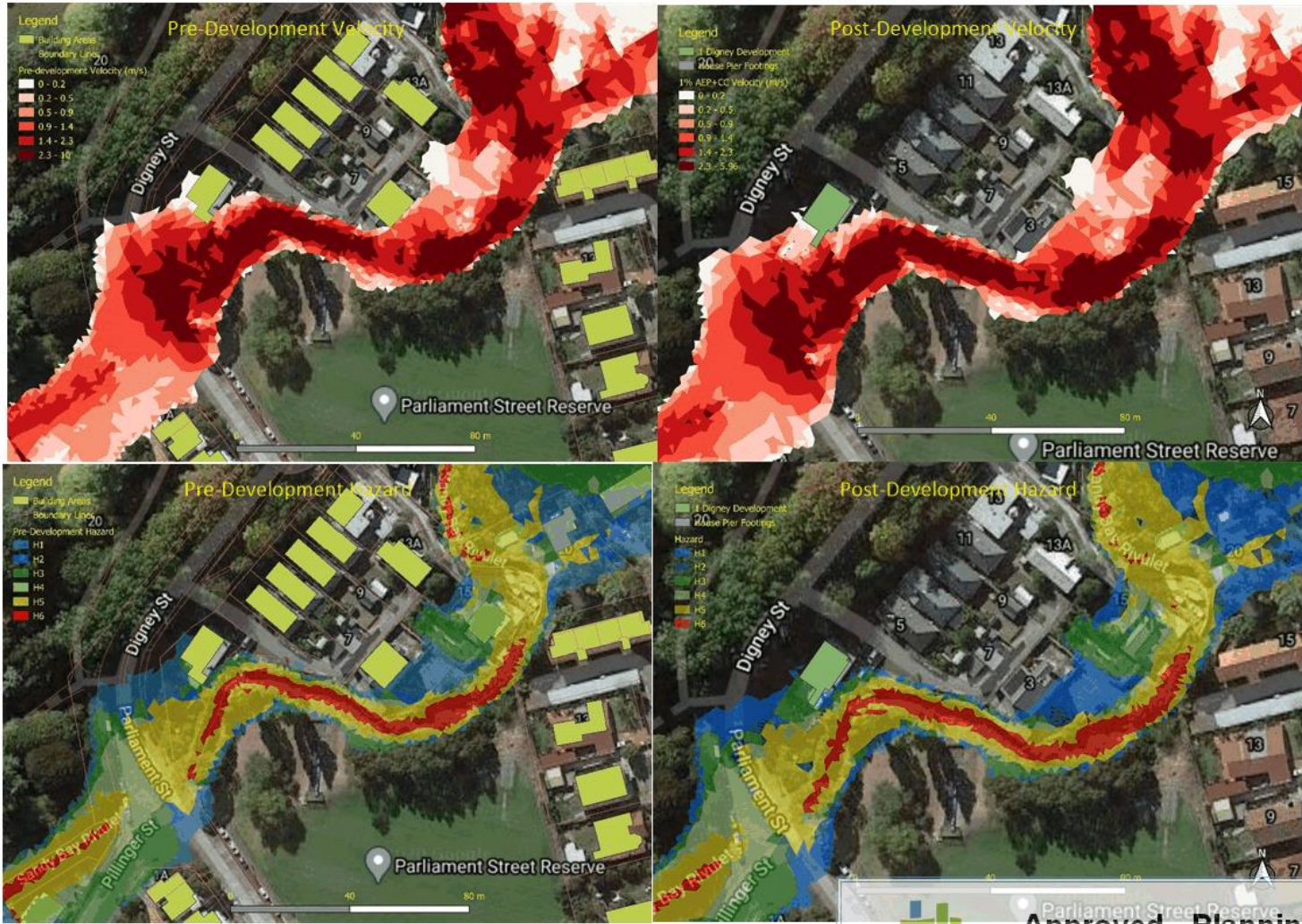


Figure 9. Pre- and post-development velocity (top) and hazard (bottom) maps  
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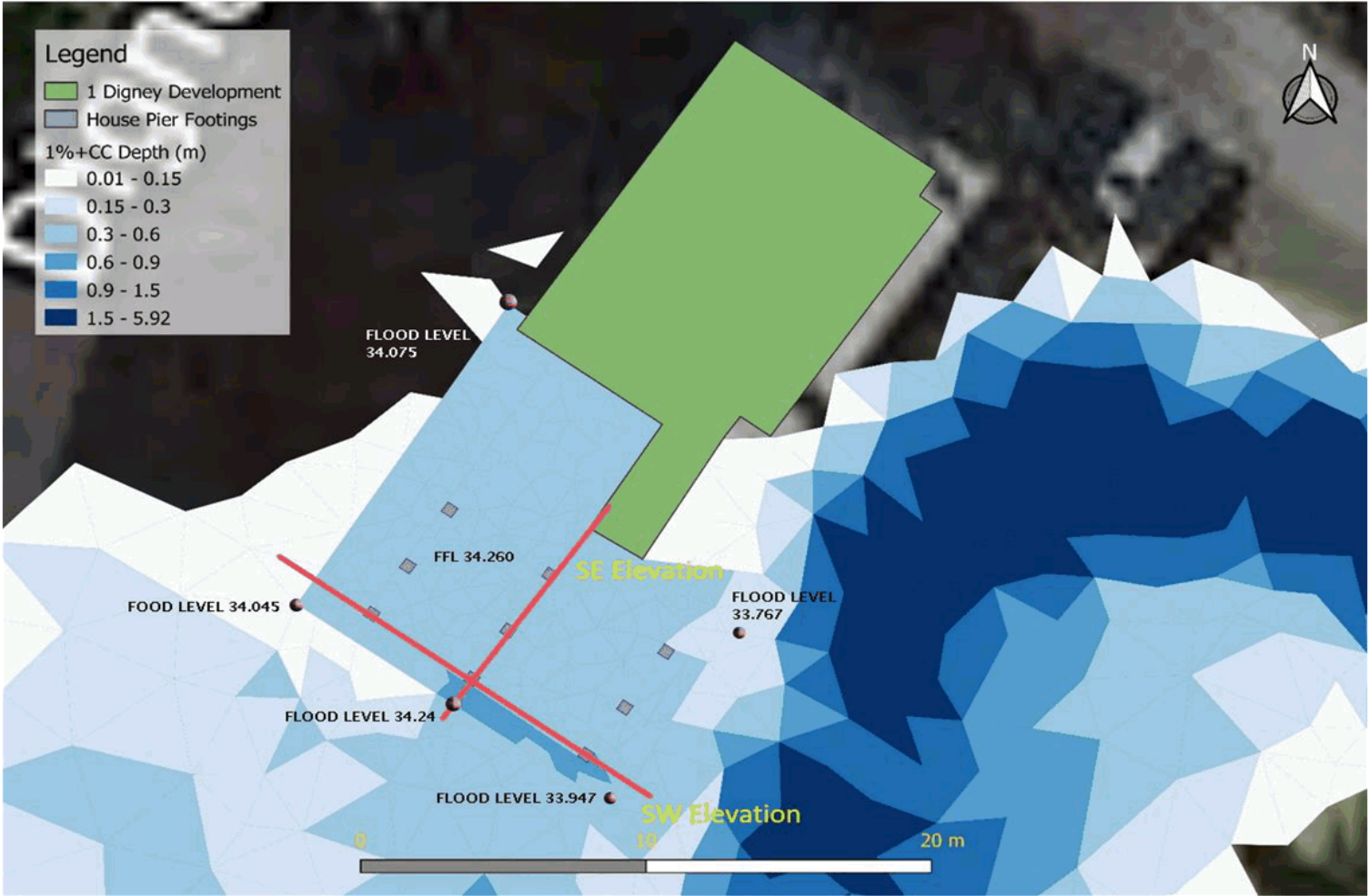


Figure 10. Cross Section showing 1% + CC AEP flood level under extension floor level SE Elevation and SW Elevation respectively (representation only)



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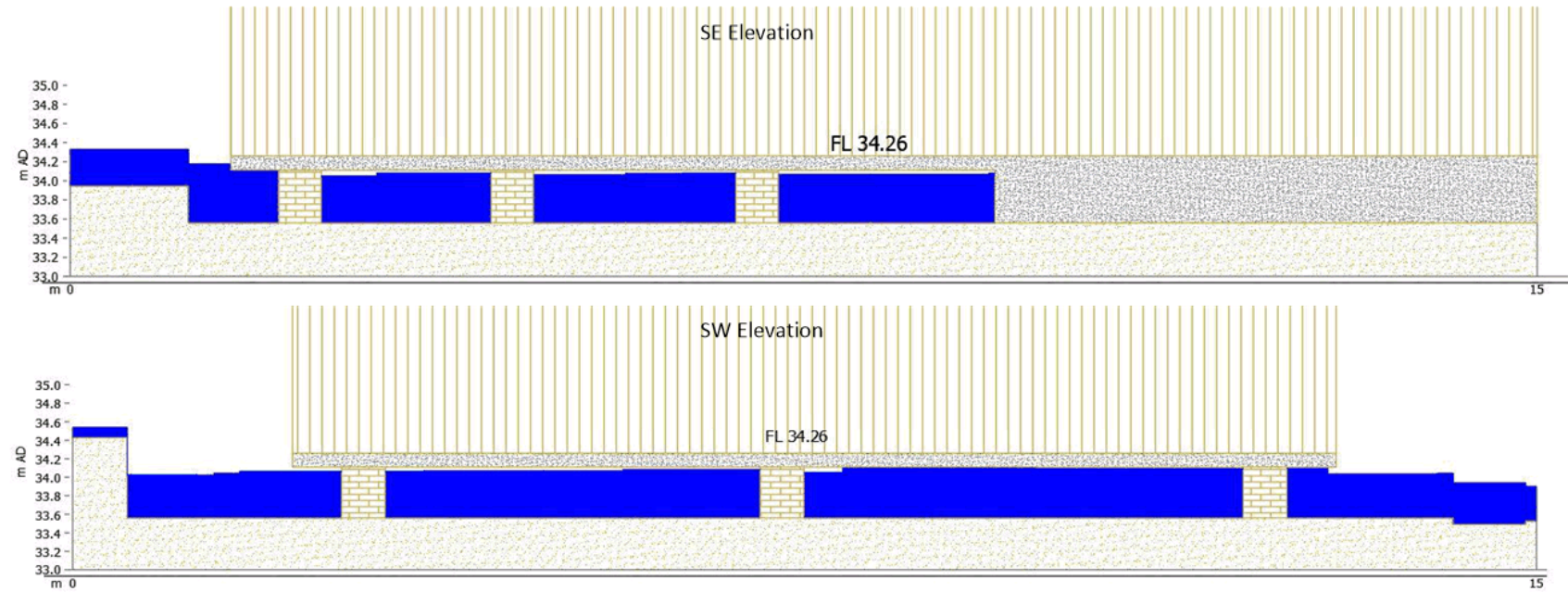


Figure 11. Map showing 1% + CC AEP flood extend Pre and Post Development



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Figure 12. Map showing 1% + CC AEP flood extend Pre and Post Development

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## 4. Summary

This report looks at the flooding behaviour from the Sandy Bay Rivulet at 1 Digney Street, Dynnryne. The purpose of the report is to determine if the proposed extension that abuts the rivulet increases the risk of flooding for surrounding properties and infrastructure.

It is demonstrated in this report that the proposed extension minimally effects overland flooding from Sandy Bay Rivulet in a 1% + CC AEP storm event. Flooding effects on surrounding properties are unaffected from this slight impedance, with minor flooding changes occurring immediately surrounding the extension only. Flood hazards according to the ADRH places the risk to people and buildings as “unsafe” with a risk to vehicles, building and people however this is not increased from pre-development conditions.

## 5. Recommendations

Given the findings of the flood hazard study Flüssig Spatial makes the following recommendations:

1. The extension meets all requirements of E15.0 Inundation Prone Land Code of the Hobart Interim Planning Scheme 2015, in particular E15.7.5 (p1).
2. The proposed building should ensure that the footing and wall designs for the extension be reviewed for its suitability against flood forces including but not limited to, flood, buoyancy, erosion and debris forces.
3. A minimum of 500mm void space be maintained from the underside of the extension floor.
4. Fill materials placed up to, under and around the extension should be non-erosive in nature for velocities >2 m/s.

Flüssig Spatial makes these recommendations based on the best information available at the time of the flood hazard study. Should any changes to the site or the site layout occur this model would need to be revised to accommodate the changes.

## 6. Limitations

Flüssig Spatial were engaged by the developer of 1 Digney Street, Dynnryne for the purpose of a site-specific flood hazard study under E15.0 inundation prone land code of the Hobart Interim Planning Scheme 2015. This study is deemed suitable for purpose at the time of undertaking the study. If conditions of the subdivision change, the plan will need to be reviewed against all changes.

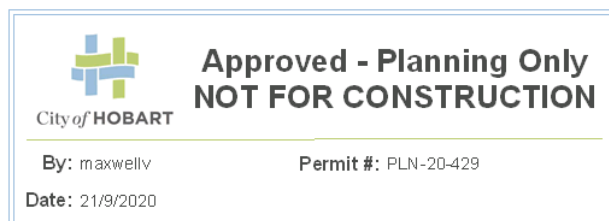
This report is to be used in full and may not be used in part to support any other objective other than what has been outlined within, unless specific written approval to do otherwise is granted by Flüssig Spatial.

Flüssig Spatial accepts no responsibility for the accuracy of third-party documents supplied for the purpose of this stormwater management plan.

Signed



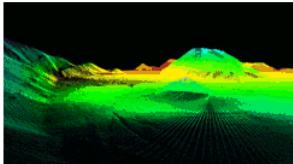
Mark Smith  
Senior Hydraulic Modeler – Flüssig Spatial



## 7. References

- Australian Disaster Resilience Guideline 7-3: Technical flood risk management guideline: Flood hazard, 2014, Australian Institute for Disaster Resilience CC BY-NC
- Ball J, Babister M, Nathan R, Weeks W, Weinmann E, Retallick M, Testoni I, (Editors), 2019, Australian Rainfall and Runoff: A Guide to Flood Estimation, Commonwealth of Australia
- Entura 2013, Sandy Bay Rivulet - Flood Study, Hydroelectric Company Pty Ltd, ENTURA-64245.
- Grose, M. R., Barnes-Keoghan, I., Corney, S. P., White, C. J., Holz, G. K., Bennett, J., ... & Bindoff, N. L. (2010). Climate Futures for Tasmania: General Climate Impacts Technical Report.



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Hobart, Tasmania 7000****M:** +61 409 181 349 | **E:** mark@flussig.com.au | **W:** www.flussig.com.au**Approved - Planning Only  
NOT FOR CONSTRUCTION****By:** maxwellv**Permit #:** PLN-20-429**Date:** 21/9/2020

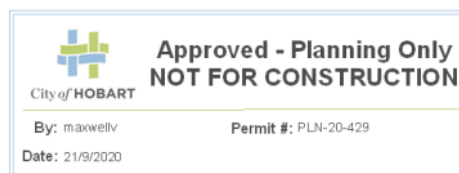
## e a d e s i o n

1 DIGNEY STREET, DYNMYRNE  
HOUSE EXTENSION

WIND CLASSIFICATION: - N3  
TITLE REFERENCE: - CT- 119526-1  
SOIL CLASSIFICATION: - H1  
CLIMATE ZONE: - 7  
BAL RATING - low

## DRAWING LIST


A01 COVER SHEET  
A02 NOTE SHEET  
A03 SITE PLAN  
A04 DEMOLITION PLAN  
A05 FLOOR PLAN  
A06 DIMENSIONAL LAYOUT  
A07 ROOF PLAN  
A08 SOUTH EAST ELEVATION  
A09 NORTH EAST ELEVATION & SECTION A  
A10 NORTH WEST ELEVATION  
A11 SOUTH WEST ELEVATION  
A12 SECTION B



gregory eade building design

26 browne street, west hobart 7000  
mobile: 0427 871723  
email: geade@bigpond.net.au  
accreditation: CC1133F  
ABN number: 11959657057  
client: julia & tom scott

## NOTES

- ALL WORK TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA AND THE LOCAL COUNCIL REGULATIONS.
- MATERIALS AND WORKMANSHIP SHALL COMPLY WITH THE RELEVANT S.A.A. CODES AND STANDARDS
- ALL TIMBER TO BE NEW AND FREE FROM DEFECTS. ALL FRAMING SHALL COMPLY WITH A.S. 1684. TIMBER TO BE GRADE F17 AND NEW STUD WALLS TO BE 90 x 45 F17 @ 450 CRS. UNLESS NOTED OTHERWISE.
- PLASTERBOARD TO BE 10mm TO INTERNAL WALLS AND 13mm TO CEILINGS. WATER RESISTANT VILLABOARD TO ALL WET AREAS.
- BUILDING TO COMPLY TO BCA ENERGY EFFICIENCIES PART 3.12. EXTERNAL DOORS & WINDOWS TO HAVE SUITABLE SEALS TO COMPLY WITH BCA PART 3.12.3.3 TO MAKE BUILDING AIRTIGHT. EXTERNAL DOORS TO HAVE RAVEN SEALS OR SIMILAR APPROVED:  
RP20 TOP & SIDES  
RP3 BOTTOM  
RP2A SLIDING DOORS
- PROVIDE IMPERVIOUS WALLS AND FLOOR FINISHES TO ALL WET AREAS. SUBSTRATES, FINISHES, SPLASHBACKS & SEALING TO COMPLY WITH NCC PART 3.8.1 & TABLE 3.8.1.1. AROUND AND UNDER SHOWERS & OTHER WET AREAS.  
SPLASHBACKS 200 MIN. ABOVE BASINS/ SINK. ENCLOSED SHOWER WITHOUT HOB TO BE WATERPROOFED OVER THE ENTIRE ENCLOSED SHOWER AREA INCLUDING WATERSTOP. WATERPROOF TO NOT LESS THAN 150mm ABOVE THE SHOWER FLOOR SUBSTRATE WITH THE REMAINDER BEING WATER RESISTANT TO A HEIGHT OF 1800mm ABOVE FINISHED FLOOR LEVEL.  
JOISTS TO BE 250 MAX CRS. SUBSTRATE TO BE 18mm CEMENT SHEET. ALL JOINTS SEALED. WATERPROOFING TO BE SIKA OR APPROVED EQUIVALENT.  
ALL CORNERS - INTERNAL, EXTERNAL, HORIZONTAL - TO BE WATERPROOFED 40mm WIDE TO 1800MM ABOVE FLOOR LEVEL
- STRUCTURAL DESIGN  
ALL ENGINEERING DESIGN INCLUDING HOLD DOWN DETAILS, BRACING, LINTELS & FRAMING BY JOHNSTONE, McGEE & GANDY.
- SMOKE DETECTORS / ALARM ARE TO BE INSTALLED IN ACCORDANCE WITH BCA PART 3.7.5. SMOKE DETECTORS MUST BE INTER-CONNECTED & CONNECTED TO MAINS POWER AND INSTALLED IN CEILINGS IN LOCATIONS SHOWN THUS ON PLANS.  WIRED IN SMOKE DETECTORS/ ALARMS TO COMPLY WITH A.S. 3786.

LOT AREA	731 m <sup>2</sup>
EXISTING HOUSE	145.8 m <sup>2</sup>
part house demolished	30.1 m <sup>2</sup>
(sheds demolished 26.8 m <sup>2</sup> )	
PROPOSED HOUSE EXTENSION	59.9 m <sup>2</sup>
proposed deck	22.7 m <sup>2</sup>
TOTAL FOOTPRINT	175.6 m <sup>2</sup>
PLOT RATIO	24 %

- GLAZING TO BE TOUGHENED 5mm MIN. THICK. WHERE REQUIRED TO DECK AREA, TO COMPLY WITH AS. 12.88 - 2006 & A.S. 2047 & TO BCA PART 3.12.2. & TO BE DOUBLE GLAZED THROUGHOUT TO COMPLY WITH RED SOLUTIONS ENERGY 6 STAR MIN. RATING.  
ALL WINDOWS CLEAR (C.) UNLESS SHOWN 'O.' = OPAQUE
- INSULATION TO BE TO BCA PART 3.12.1  
EXISTING INSULATION  
ceiling space - batts R2.5  
walls - double masonry, no insulation  
floor - timber floor over timber joists, no insulation  
NEW INSULATION  
PAVILION:  
ROOF - R4.0 ( bradford 'anticon 80' under roof sheeting and over battens & installed to manufacturer's specification to reduce condensation & R3.5 bulk insulation -BRADFORD GOLD CEILING BATTS HP - 185 THICK) ensure vents(2 / 400 x 150 black) at east & west ends just above insulation line.  
UNDER BOX GUTTER : install 50mm XPS R1.8  
EXTERNAL WALLS ( STUD ) -R3.0 BATTS with 25 battens  
PROCTORWRAP RW building sheet/ 90 thick R2.5  
BRADFORD GOLD HP BATTS  
INTERNAL WALLS between wet areas and adjacent rooms ( BATHROOM/ ENSUITE/ LAUNDRY) TO HAVE R 2.0 BATTS IN STUD WALLS.
- ALL STAIRS TO HAVE NON-SLIP NOSING TO COMPLY WITH B.C.A. PART 3.9.1.4 - 2015. HANDRAIL 900 ABOVE NOSING - MIN 30 DIA AND 50 CLEAR OF SIDE WALL.
- DRAINAGE / PLUMBING  
INSTALL ALL PLUMBING TO TASMANIA PLUMBING REGULATIONS A.S.3500 AND TO LOCAL COUNCIL APPROVAL.  
INSTALL 'RMC' TYPE TEMPERING VALVE TO HWC. TEMPERATURE FROM HWC OUTLET TO BE MINIMUM 60° C. TEMPERATURE AT SANITARY FIXTURE OUTLETS TO BE MAXIMUM 50° C..
- NO CEILING PENETRATIONS FOR LIGHTING. ALL LIGHTING TO BE SURFACE MOUNTED. ALL EXHAUST FANS AND VENTILATING RANGE HOOD TO RUN TO OUTSIDE AND TO BE FITTED WITH SELF CLOSING DAMPER, FILTER OR THE LIKE TO A.S. PART 3.12.3.4

## FINISHES SCHEDULE

REFER TO SCHEDULE EACH ELEAVTION DRAWING

## ROOF SHEETING

REFER TO ROOF PLAN &amp; ELEVATIONS

## WALL CLADDING:

REFER TO ELEVATIONS

## WINDOW FRAMES:

ALL WINDOWS U.N.O. TO BE FROM RICHARDS  
ALUMINIUM CAPRAL NARROWLINE 325. ALL POWDER COATED BLACK.  
SET ALL SLIDING DOOR SEALS & TRACKS TO FLOOR LEVEL TO BE FLUSH.

## FLOORING:

POWDER/ LAUNDRY/  
BATHROOM/ ENSUITE:

KITCHEN: TILES OVER CONCRETE OVER  
WATERPROOFING MEMBRANE

DINING / LIVING: BURNISHED CONCRETE  
STUDION BEDROOM: BURNISHED CONCRETE

## DOWNPIPES

CARPET OVER CONCRETE  
PVC 100 DIA. - PAINTED TO MATCH WALL COLOUR

## PLASTERBOARD FINISH:

ALL WINDOWS TO BE FLUSH MOUNTED. NO ARCHITRAVES. SHADOWLINE FINISH TO WALL JOINS WITH CEILING AND FLOOR. NO CORNICES , 100 SKIRTING BOARDS FLUSH WITH SHADOWLINE OVER. PAINTED DULUX WHISPER WHITE U.N.O.

## CONDENSATION MANAGEMENT:

ROOF AND WALL CONSTRUCTION TO COMPLY NCC PART 3.8.7

## 3.8.7.2 PLIABLE BUILDING MEMBRANE

- where a pliable membrane is installed in an external must, it must -
- comply with AS/NZ 4200.1
- be installed in accordance with AS 4200.2
- be a **vapour permeable barrier**
- be located on the exterior side of the primary insulation layer of the wall assemblies that form the external building envelope of the building
- except for single skin masonry or concrete, where a pliable membrane is not installed in an external wall, the primary water control layer must be separated from water sensitive materials by a drained cavity

## 3.8.7.3 FLOW RATE &amp; DISCHARGE OF EXHAUST SYSTEMS

- an exhaust system installed in a kitchen, bathroom, toilet or laundry must have a minimum flow rate of -
- 25 litres per second for a bathroom or toilet
- 40 litres per second for a kitchen or laundry
- exhaust from bathroom, laundry or toilet must be to outdoor air

## HEALTH &amp; AMENITY


Refer to guidance in the 'Guide for Control of Condensation & Mould in Tasmanian Homes' that should be adhered to.

## 3.6.4 Human impact safety requirements

The thickness and type of glazing installed in areas of a building that have a high potential for human impact (an area of a building frequented by the occupants during everyday activities in which a person could fall into or against the glazed panel) must comply as follows:

- Doors — in accordance with 3.6.4.1.
- Door side panels — in accordance with 3.6.4.2.
- Full height glass panels — in accordance with 3.6.4.3.
- Glazed panels, other than doors or side panels, on the perimeter of rooms — in accordance with 3.6.4.4.
- Bathrooms, ensuite and spa room glazing — in accordance with 3.6.4.5.
- Visibility of glazing — in accordance with 3.6.4.6.

## SCHEDULE

 SMOKE DETECTOR HARD WIRED  
dw DISHWASHER  
st STOVE  
s SINK  
b BASIN  
sh SHOWER  
tr TROUGH  
wm WASHING MACHINE  
dp DOWNPIPE  
ex EXHAUST FAN  
CL CEILING LEVEL  
FFL FINISHED FLOOR LEVEL  
RL REDUCED LEVEL  
U.N.O. UNLESS NOTED OTHERWISE



City of HOBART

**Approved - Planning Only**  
**NOT FOR CONSTRUCTION**

By: maxwellv

Permit #: PLN-20-429

Date: 21/9/2020

designer : gregory eade  
client : tom & julia scott  
land title ref no: CT- 119526-1  
climate zone: 7  
humidity zone: 3  
corrosion environ: not closer than 1km to coast .

e a d e s i o n

gregory eade building design

26 browne street west hobart 7000  
accreditation no. C1133F t: 0427 871723  
e: geade@bigpond.net.au

Project

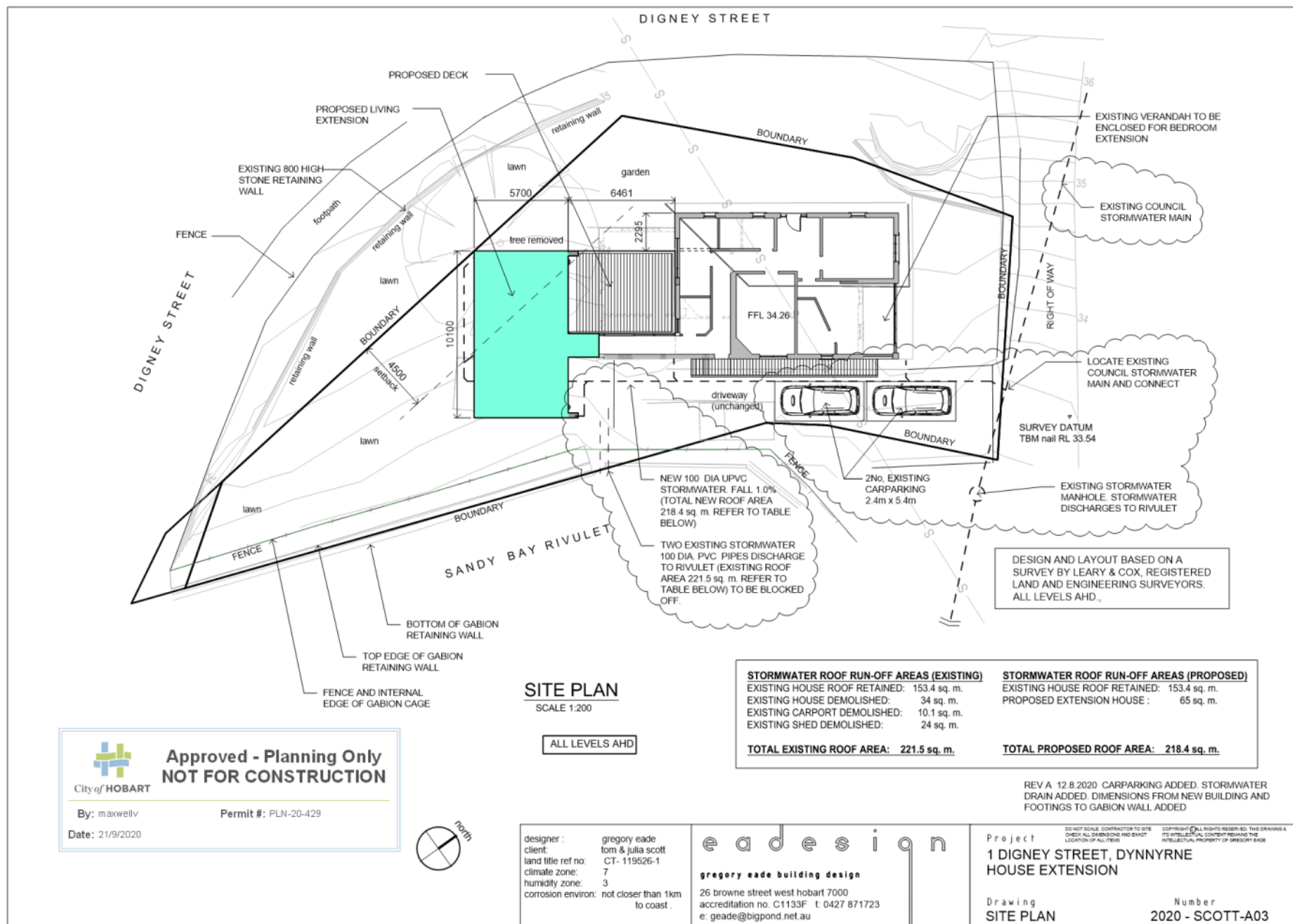
1 DIGNEY STREET, DYNMYRNE  
HOUSE EXTENSION

Drawing  
NOTE SHEET

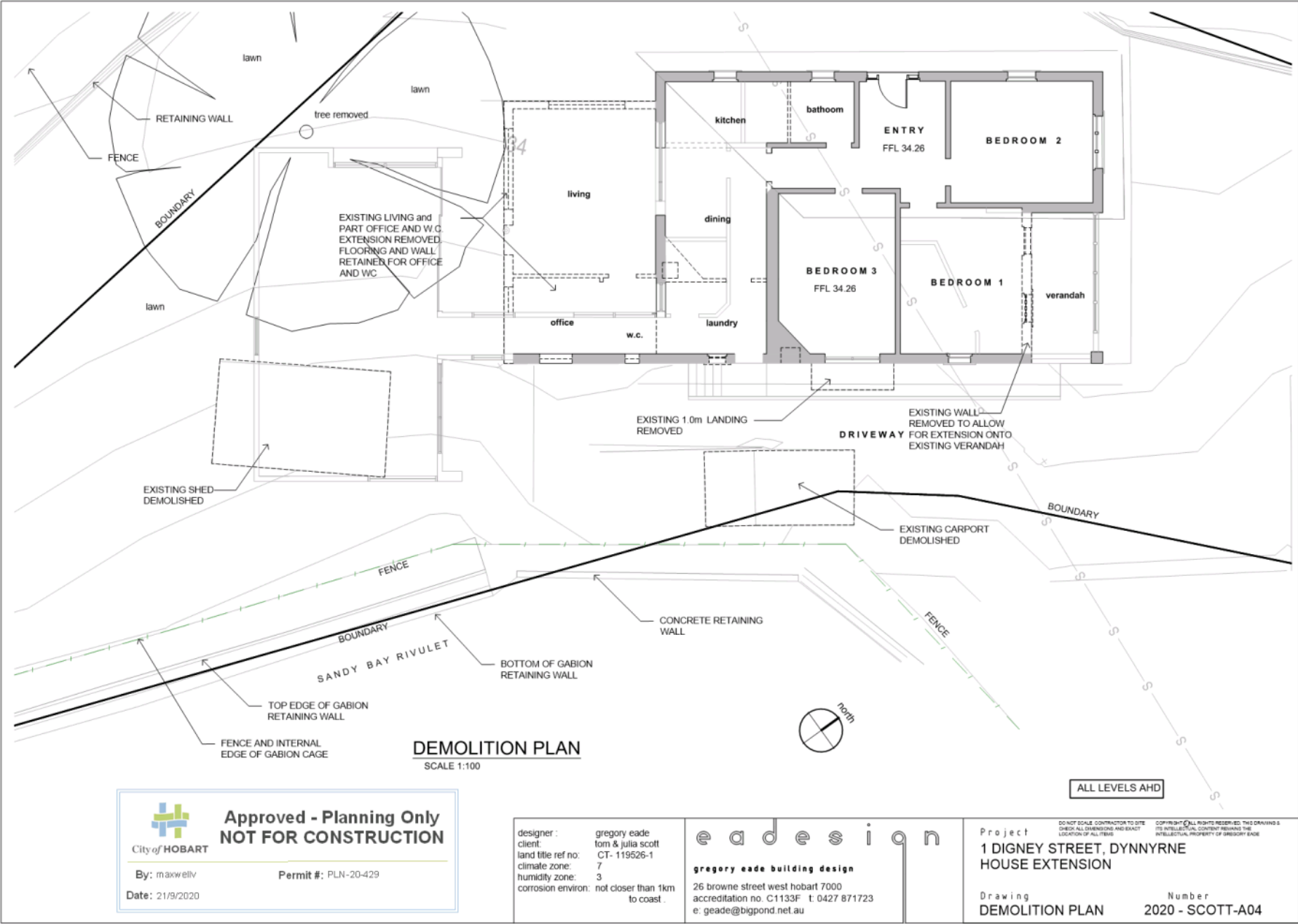
DO NOT SCALE. CONTRACTOR TO SITE  
CHECK ALL DIMENSIONS AND EXACT  
LOCATION OF ALL ITEMS

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ITS INTELLECTUAL CONTENT REMAINS THE  
INTELLECTUAL PROPERTY OF GREGORY EADE

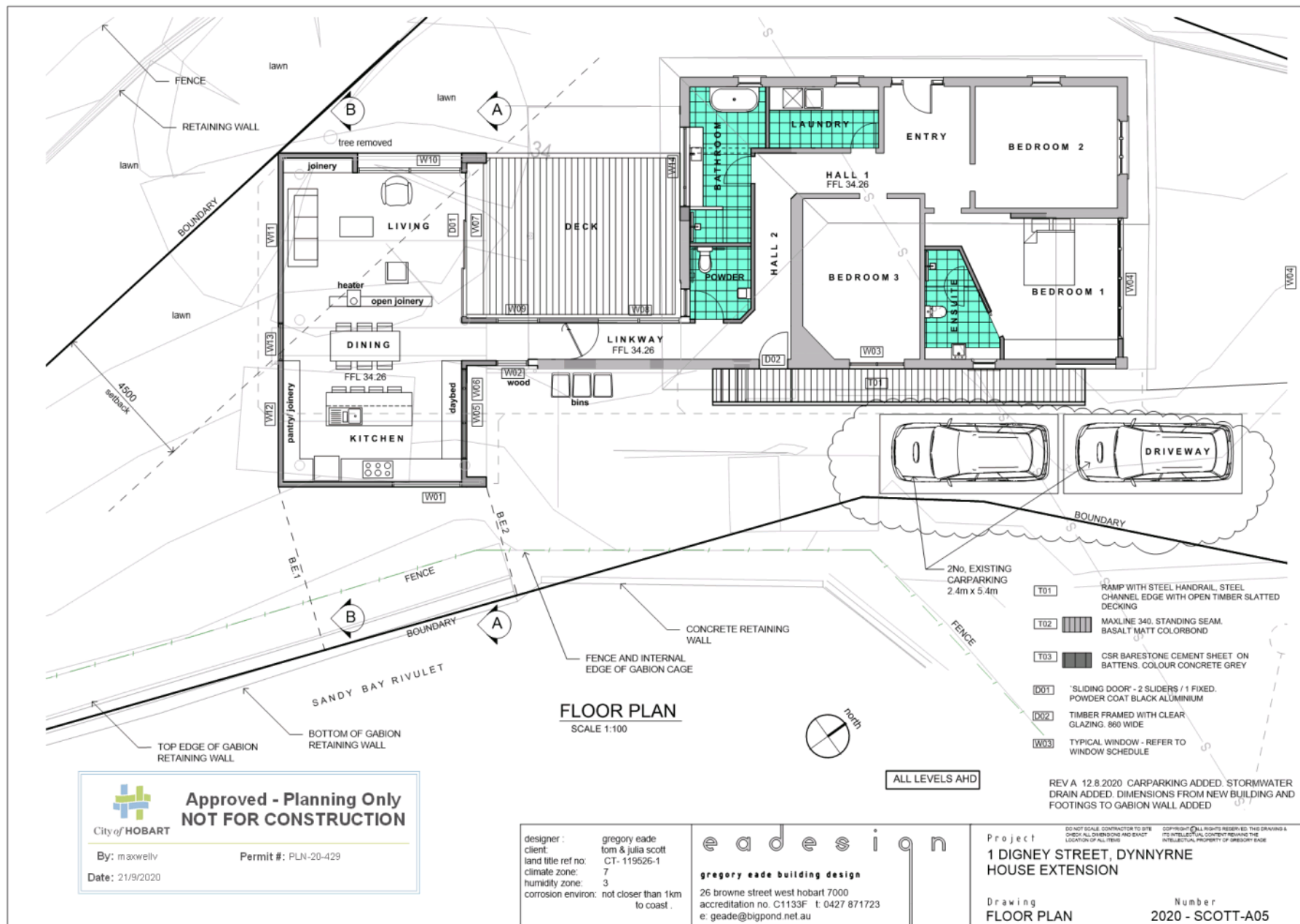
Number  
2020 - SCOTT-A02

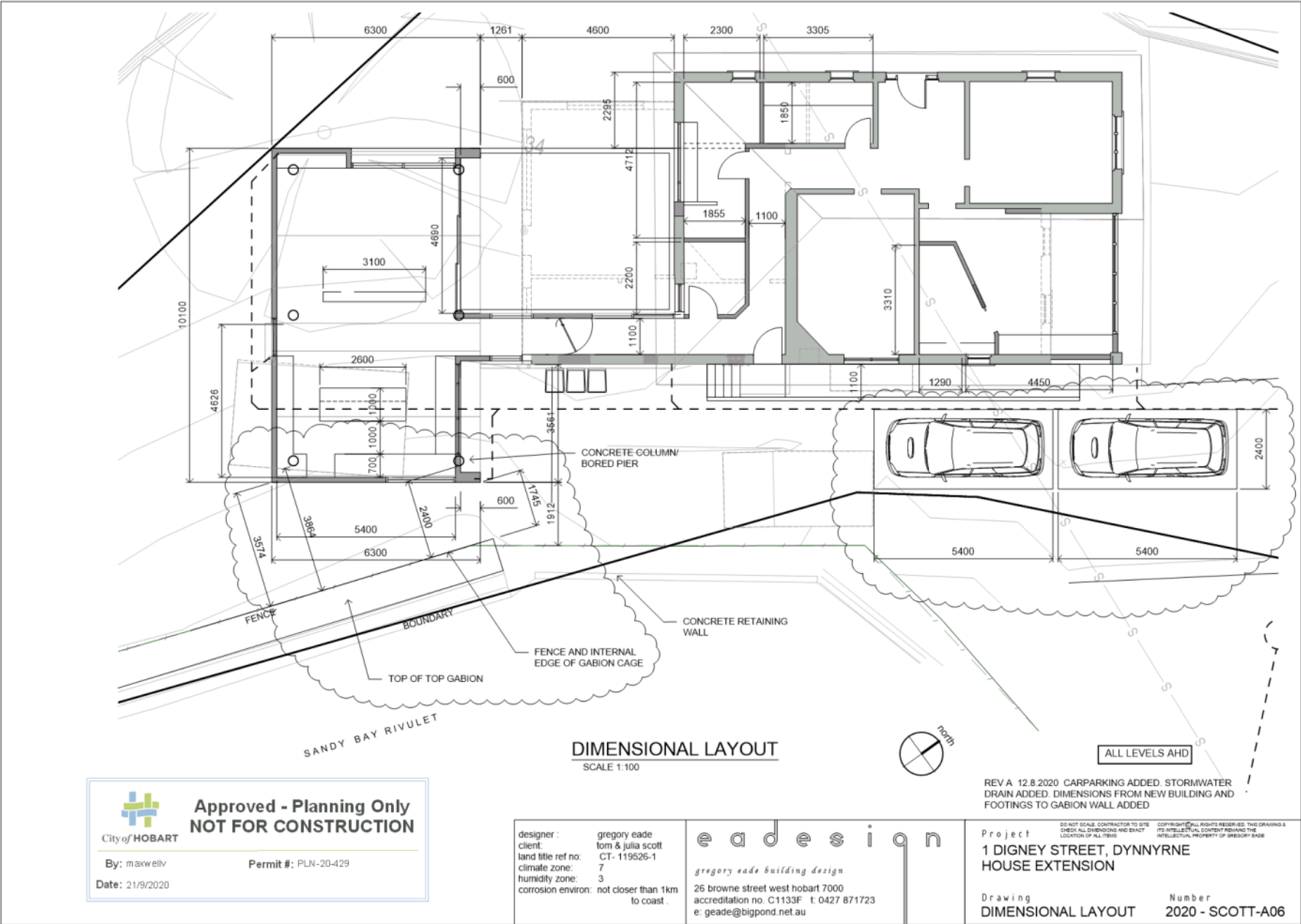


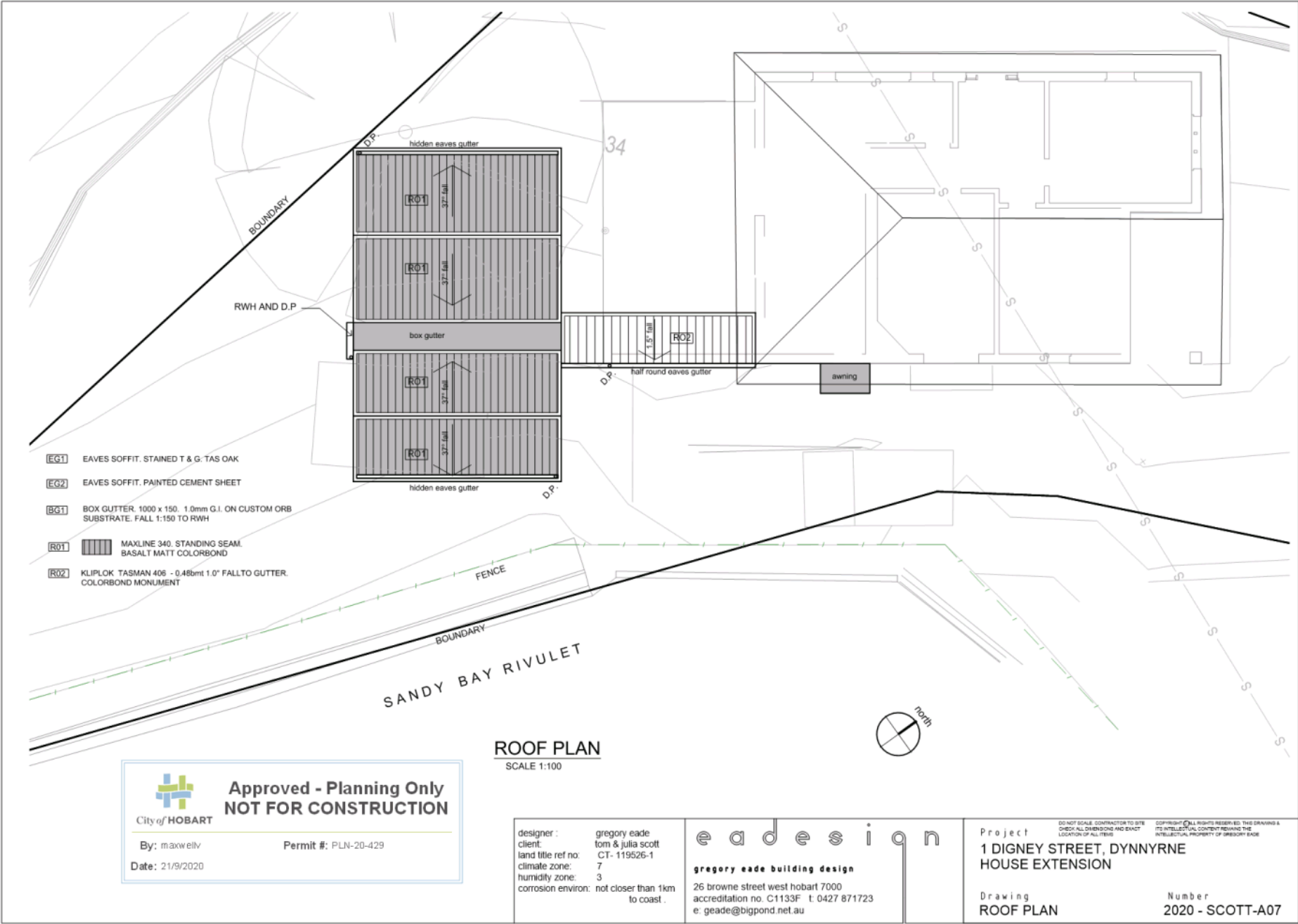


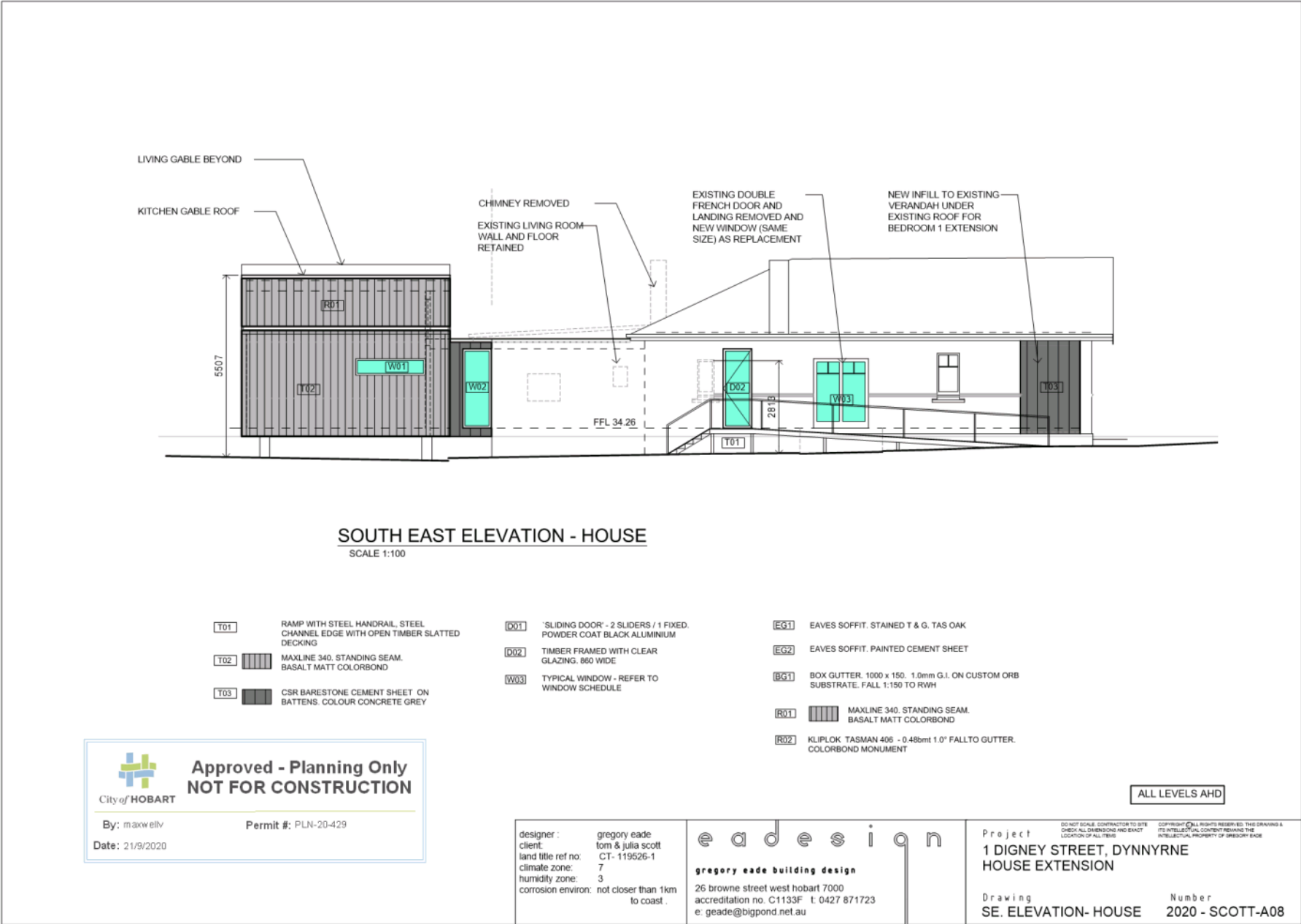


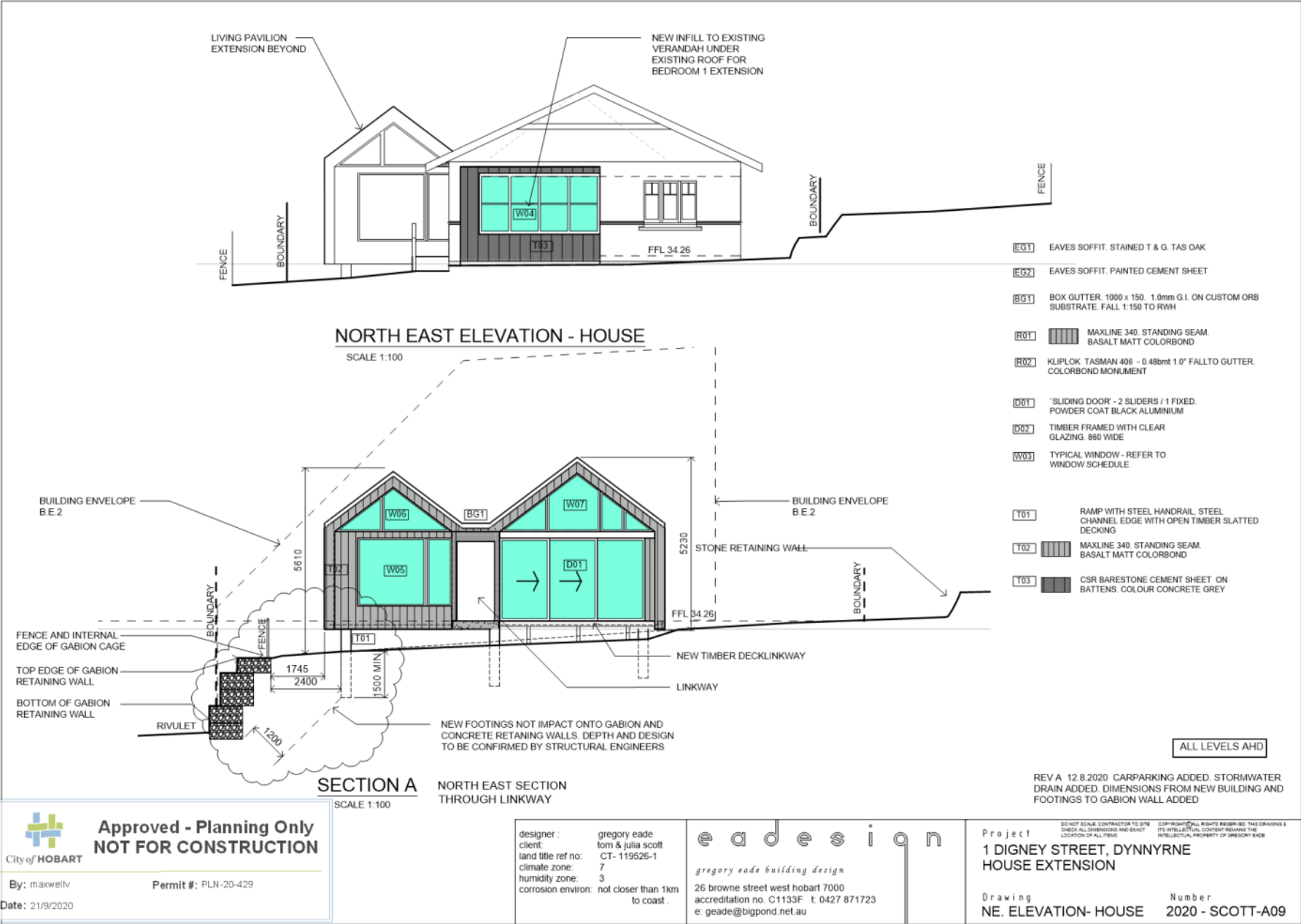


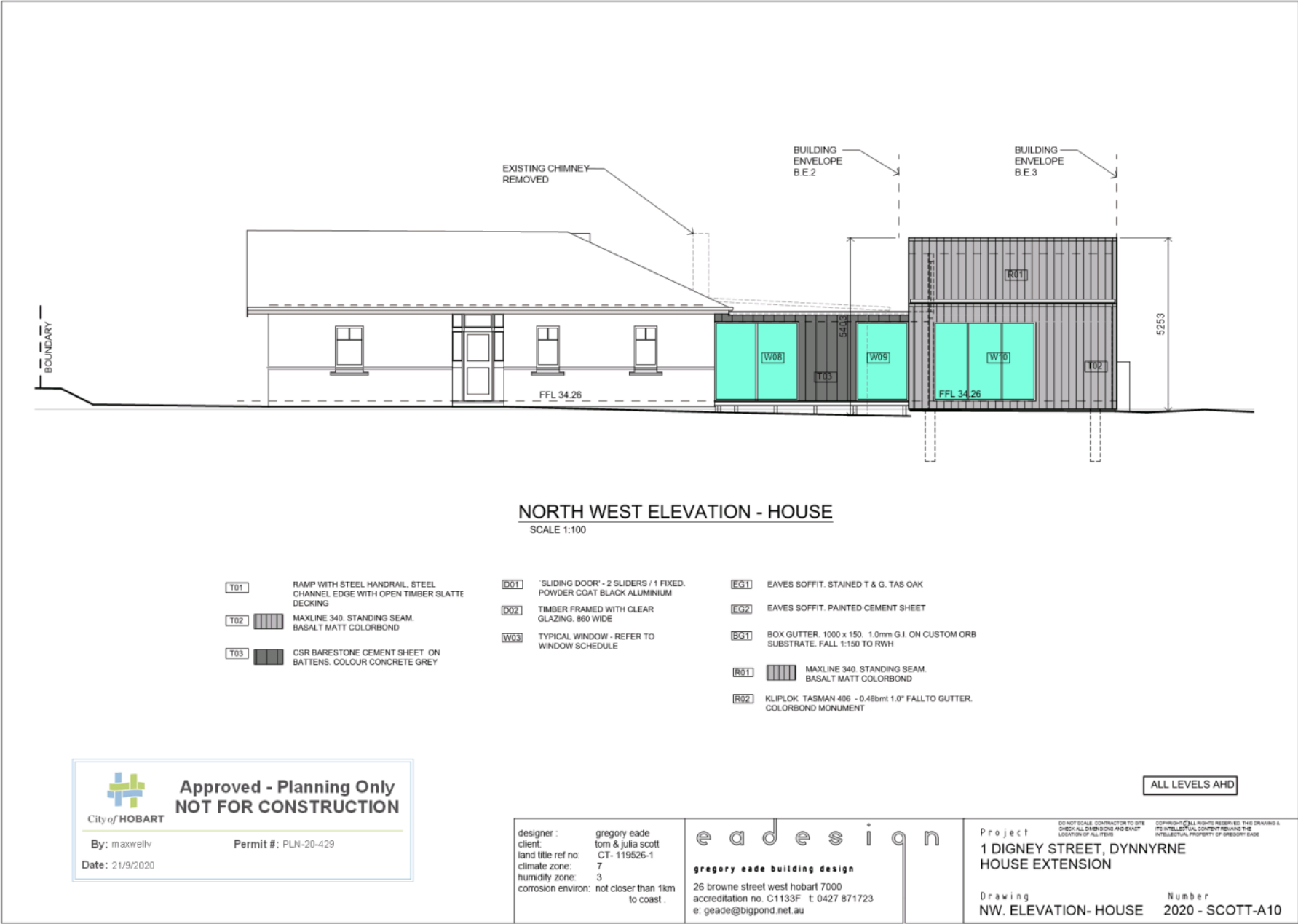
















- [D01] 'SLIDING DOOR' - 2 SLIDERS / 1 FIXED. POWDER COAT BLACK ALUMINIUM
- [D02] TIMBER FRAMED WITH CLEAR GLAZING. 860 WIDE
- [W03] TYPICAL WINDOW - REFER TO WINDOW SCHEDULE

- [T01] RAMP WITH STEEL HANDRAIL, STEEL CHANNEL EDGE WITH OPEN TIMBER SLATTE DECKING
- [T02] MAXLINE 340. STANDING SEAM. BASALT MATT COLORBOND
- [T03] CSR BARESTONE CEMENT SHEET ON BATTENS. COLOUR CONCRETE GREY

- [EG1] EAVES SOFFIT. STAINED T & G. TAS OAK
- [EG2] EAVES SOFFIT. PAINTED CEMENT SHEET
- [BG1] BOX GUTTER. 1000 x 150. 1.8mm G.I. ON CUSTOM ORB SUBSTRATE. FALL 1:150 TO RW
- [R01] MAXLINE 340. STANDING SEAM. BASALT MATT COLORBOND
- [R02] KLIPLOK TASMAN 406 - 0.48bmt 1.0" FALL TO GUTTER. COLORBOND MONUMENT

ALL LEVELS AHD

 **Approved - Planning Only  
NOT FOR CONSTRUCTION**

By: maxwellv Permit #: PLN-20-429

Date: 21/9/2020

designer : gregory eade  
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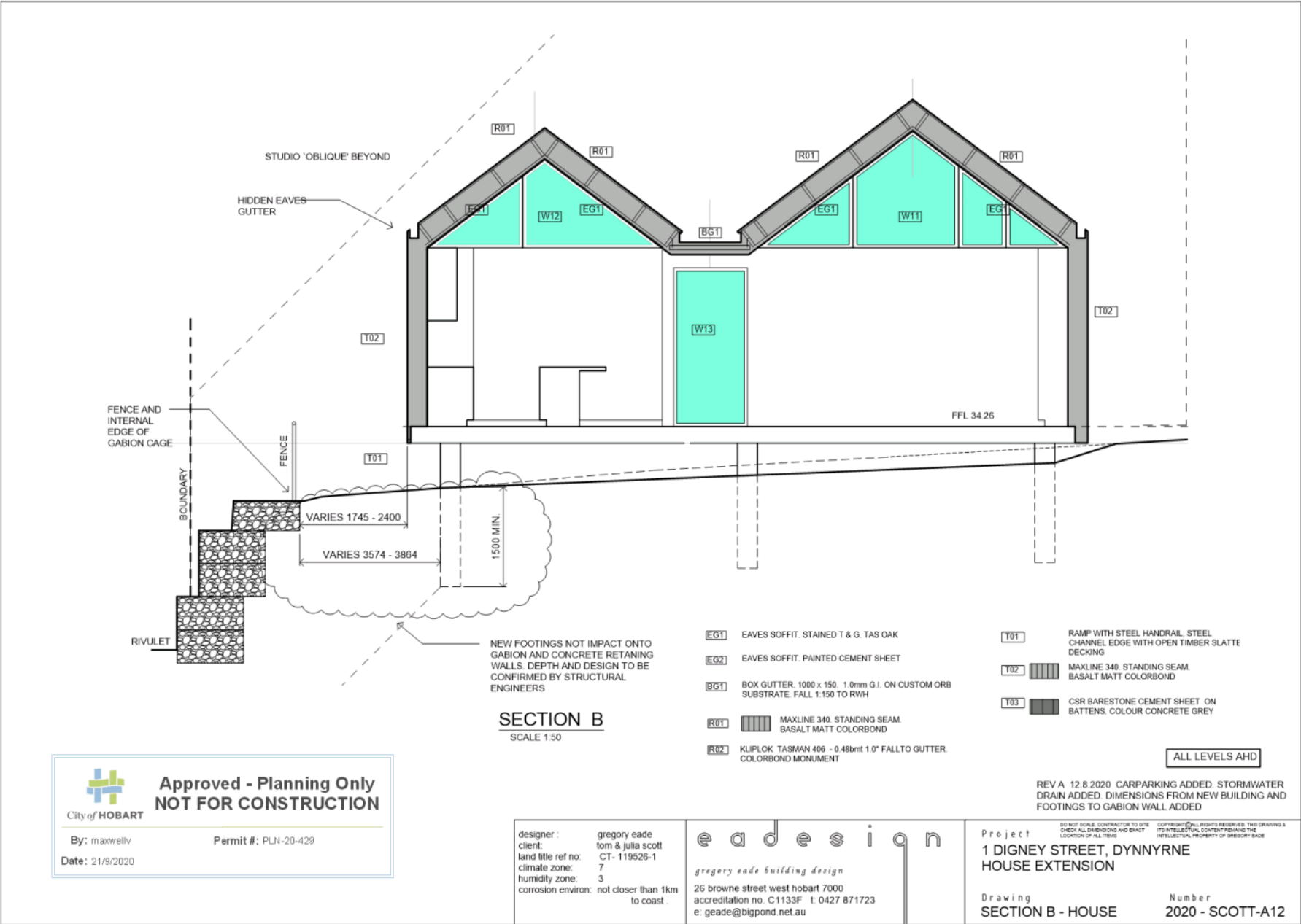
**e a d e s i o n**  
gregory eade building design  
26 browne street west hobart 7000  
accreditation no. C1133F t. 0427 871723  
e: geade@bigpond.net.au

REV A 12.8.2020 CARPARKING ADDED. STORMWATER DRAIN ADDED. DIMENSIONS FROM NEW BUILDING AND FOOTINGS TO GABION WALL ADDED

Project  
1 DIGNEY STREET, DYNMYRNE  
HOUSE EXTENSION

Drawing SW. ELEVATION- HOUSE Number 2020 - SCOTT-A11







Enquiries to: City Planning  
Phone: (03) 6238 2715  
Email: coh@hobartcity.com.au

3 August 2020

Tom Scott (Overland Builders)  
1 Digney Street  
DYNMYRNE TAS 7005

mailto: tom@overlandbuilders.com.au

Dear Sir/Madam

**1 DIGNEY STREET, DYNMYRNE - WORKS IN SANDY BAY RIVULET NOTICE OF LAND  
OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-20-53**

**Site Address:**

1 Digney Street, Sandy Bay

**Description of Proposal:**

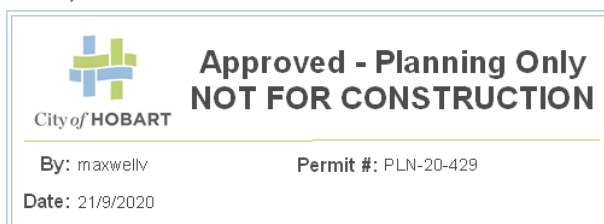
Partial Demolition, Alterations and Extension  
(involving stormwater discharge into the Rivulet)

**Applicant Name:**

Tom Scott

**PLN (if applicable):**

PLN-20-429



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

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

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

This consent does not constitute an approval to undertake any works and does not authorise the owner, developer or their agents any right to enter or conduct works on any Council managed land whether subject to this consent or not.

If planning approval is granted by the planning authority, you will be required to seek approvals and permits from the City as both landlord, land manager, or under other statutory powers (such as other legislation or City By-Laws) that are not granted with the issue of a planning permit under a planning scheme. This includes the requirement for you to reapply for a permit to occupy a public space under the City's Public Spaces By-law if the proposal relates to such an area.

Accordingly, I encourage you to continue to engage with the City about these potential requirements.

Yours faithfully



(N D Heath)

**GENERAL MANAGER**

Relevant documents/plans:

Plans by Gregory Eade Building Design  
2020 - Scott - A01-A12





e a d e s i o n

**1 DIGNEY STREET, DYNMYRNE**  
**HOUSE EXTENSION**

WIND CLASSIFICATION: - N3  
TITLE REFERENCE: - CT- 119526-1  
SOIL CLASSIFICATION: - H1  
CLIMATE ZONE: - 7  
BAL RATING - low


**DRAWING LIST**

A01 COVER SHEET  
A02 NOTE SHEET  
A03 SITE PLAN  
A04 DEMOLITION PLAN  
A05 FLOOR PLAN  
A06 DIMENSIONAL LAYOUT  
A07 ROOF PLAN  
A08 SOUTH EAST ELEVATION  
A09 NORTH EAST ELEVATION & SECTION A  
A10 NORTH WEST ELEVATION  
A11 SOUTH WEST ELEVATION  
A12 SECTION B

gregory eade building design

26 browne street, west hobart 7000  
mobile: 0427 871723  
email: geade@bigpond.net.au  
accreditation: CC1133F  
ABN number: 11959657057  
client: julia & tom scott

## NOTES

- ALL WORK TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA AND THE LOCAL COUNCIL REGULATIONS.
- MATERIALS AND WORKMANSHIP SHALL COMPLY WITH THE RELEVANT S.A.A. CODES AND STANDARDS
- ALL TIMBER TO BE NEW AND FREE FROM DEFECTS. ALL FRAMING SHALL COMPLY WITH A.S. 1684. TIMBER TO BE GRADE F17 AND NEW STUD WALLS TO BE 90 x 45 F17 @ 450 CRS. UNLESS NOTED OTHERWISE.
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## FINISHES SCHEDULE

REFER TO SCHEDULE EACH ELEAVTION DRAWING

## ROOF SHEETING

REFER TO ROOF PLAN &amp; ELEVATIONS

## WALL CLADDING:

REFER TO ELEVATIONS

## WINDOW FRAMES:

ALL WINDOWS U.N.O. TO BE FROM RICHARDS  
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## FLOORING:

POWDER/ LAUNDRY/

BATHROOM/ ENSUITE:

KITCHEN: TILES OVER CONCRETE OVER

STUDION BEDROOM: WATERPROOFING MEMBRANE

DINING / LIVING: BURNISHED CONCRETE

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## DOWNPIPES

CARPET OVER CONCRETE

PVC 100 DIA. - PAINTED TO MATCH WALL COLOUR

## PLASTERBOARD FINISH:

ALL WINDOWS TO BE FLUSH MOUNTED. NO ARCHITRAVES. SHADOWLINE FINISH TO WALL JOINS WITH CEILING AND FLOOR. NO CORNICES , 100 SKIRTING BOARDS FLUSH WITH SHADOWLINE OVER. PAINTED DULUX WHISPER WHITE U.N.O.

## CONDENSATION MANAGEMENT:

ROOF AND WALL CONSTRUCTION TO COMPLY NCC PART 3.8.7

3.8.7.2 PLIABLE BUILDING MEMBRANE

a) where a pliable membrane is installed in an external must, it must -

i) comply with AS/NZ 4200.1

ii) be installed in accordance with AS 4200.2

iii) be a **vapour** permeable barrier

iv) be located on the exterior side of the primary insulation layer of the wall assemblies that form the external building envelope of the building

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a) an exhaust system installed in a kitchen, bathroom, toilet or laundry must have a minimum flow rate of -

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(a) Doors — in accordance with 3.6.4.1.  
(b) Door side panels — in accordance with 3.6.4.2.  
(c) Full height glass panels — in accordance with 3.6.4.3.  
(d) Glazed panels, other than doors or side panels, on the perimeter of rooms — in accordance with 3.6.4.4.  
(e) Bathrooms, ensuite and spa room glazing — in accordance with 3.6.4.5.  
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## SCHEDULE

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st STOVE  
s SINK  
b BASIN  
sh SHOWER  
tr TROUGH  
wm WASHING MACHINE  
dp DOWNPIPE  
ex EXHAUST FAN  
CL CEILING LEVEL  
FFL FINISHED FLOOR LEVEL  
RL REDUCED LEVEL  
U.N.O. UNLESS NOTED OTHERWISE

Approved - General  
Manager Consent Only  
[GMC-20-53]  
03/08/2020

City of HOBART  
Approved - Planning Only  
NOT FOR CONSTRUCTION  
By: maxwellv Permit #: PLN-20-429  
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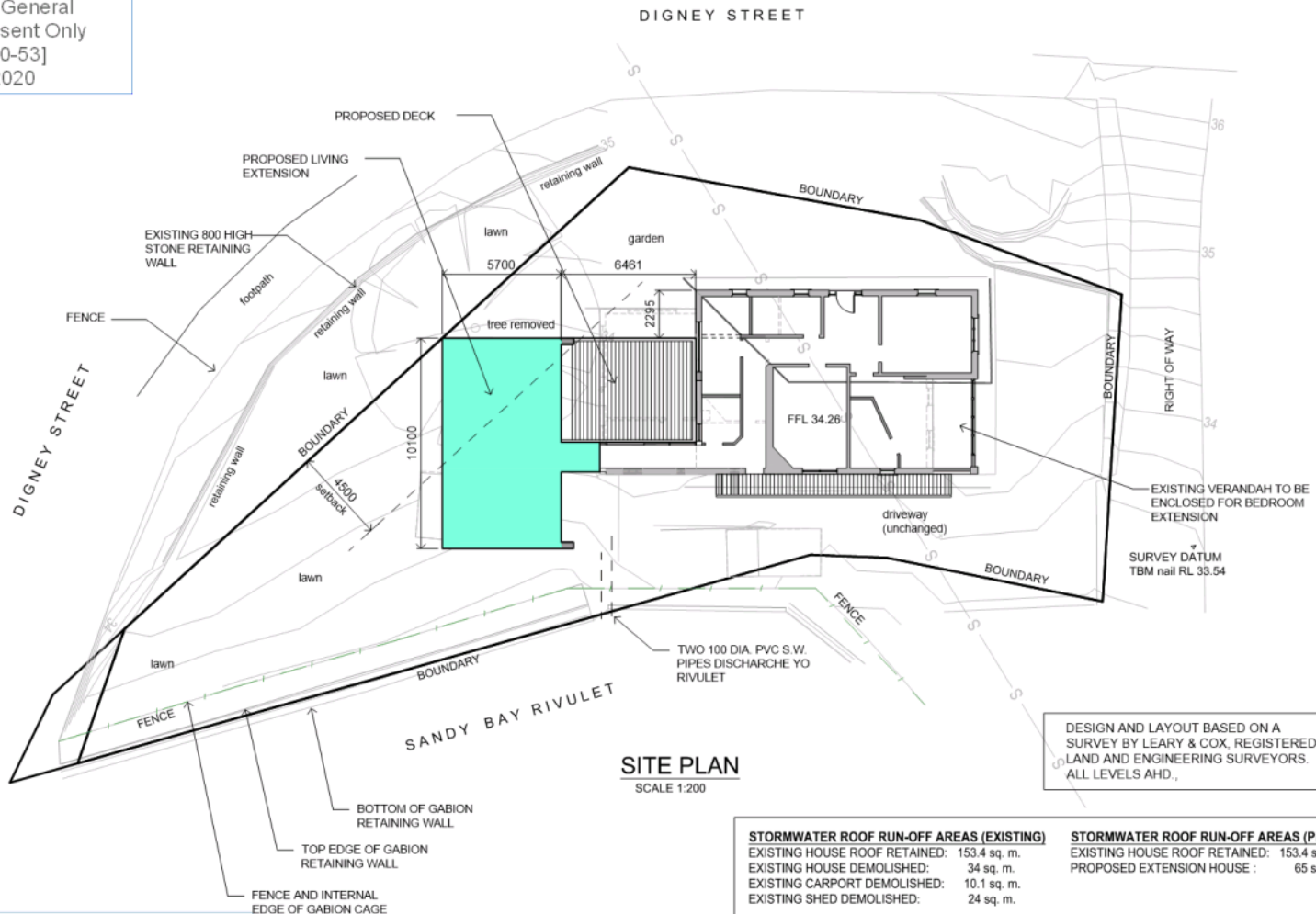
Project  
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HOUSE EXTENSION

Drawing  
NOTE SHEET

Number  
2020 - SCOTT-A02



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[GMC-20-53]  
03/08/2020



STORMWATER ROOF RUN-OFF AREAS (EXISTING)	STORMWATER ROOF RUN-OFF AREAS (PROPOSED)
EXISTING HOUSE ROOF RETAINED: 153.4 sq. m.	EXISTING HOUSE ROOF RETAINED: 153.4 sq. m.
EXISTING HOUSE DEMOLISHED: 34 sq. m.	PROPOSED EXTENSION HOUSE: 65 sq. m.
EXISTING CARPORT DEMOLISHED: 10.1 sq. m.	
EXISTING SHED DEMOLISHED: 24 sq. m.	
<b>TOTAL EXISTING ROOF AREA: 221.5 sq. m.</b>	<b>TOTAL PROPOSED ROOF AREA: 218.4 sq. m.</b>

ALL LEVELS AHD

City of HOBART  
Approved - Planning Only  
NOT FOR CONSTRUCTION  
By: maxwellv  
Date: 21/9/2020  
Permit #: PLN-20-429



designer : gregory eade  
client : tom & julia scott  
land title ref no: CT- 119526-1  
climate zone: 7  
humidity zone: 3  
corrosion environ: not closer than 1km to coast

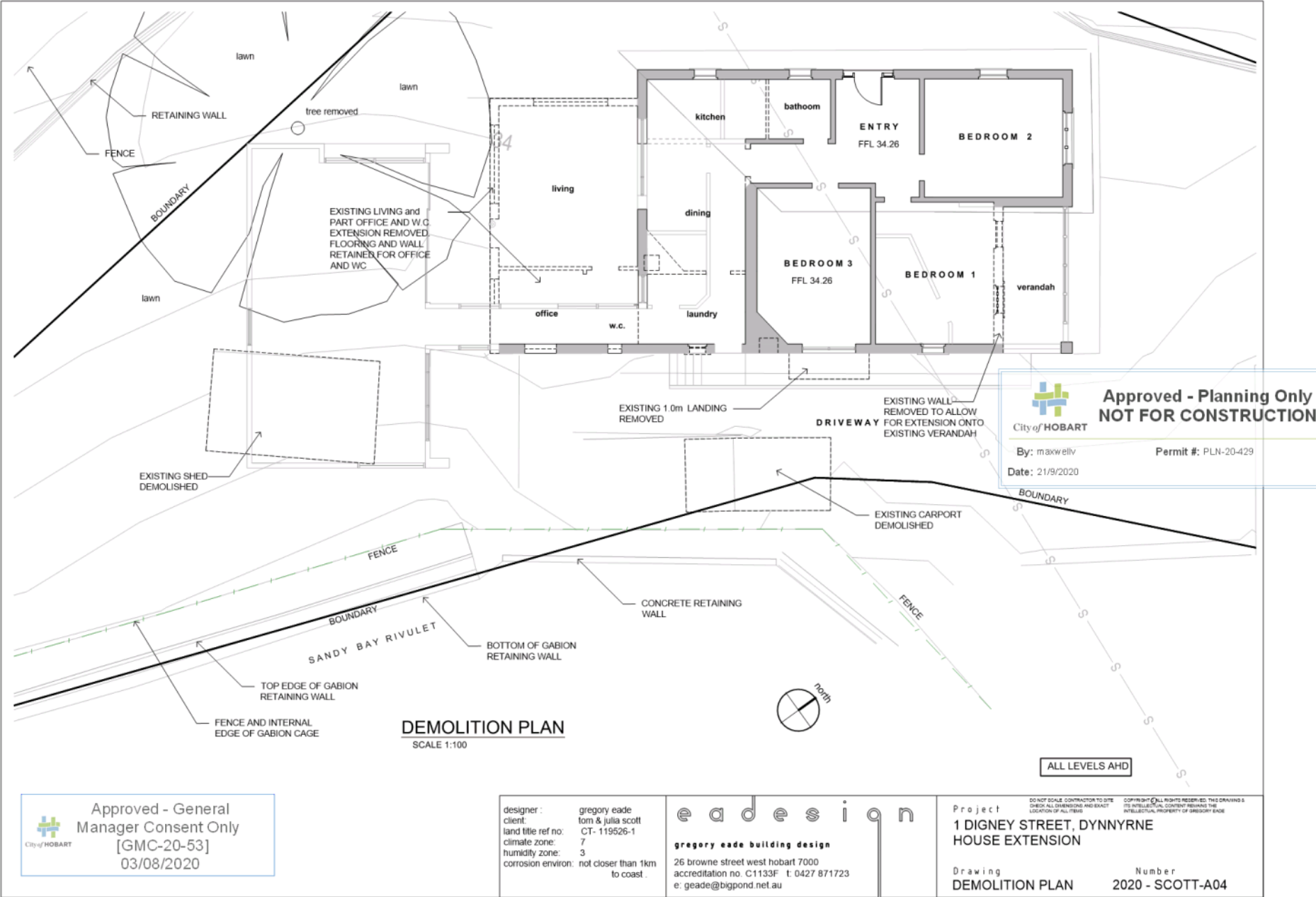
**e a d e s i o n**  
gregory eade building design  
26 browne street west hobart 7000  
accreditation no. C1133F t: 0427 871723  
e: geade@bigpond.net.au

Project  
**1 DIGNEY STREET, DYNMYRNE  
HOUSE EXTENSION**

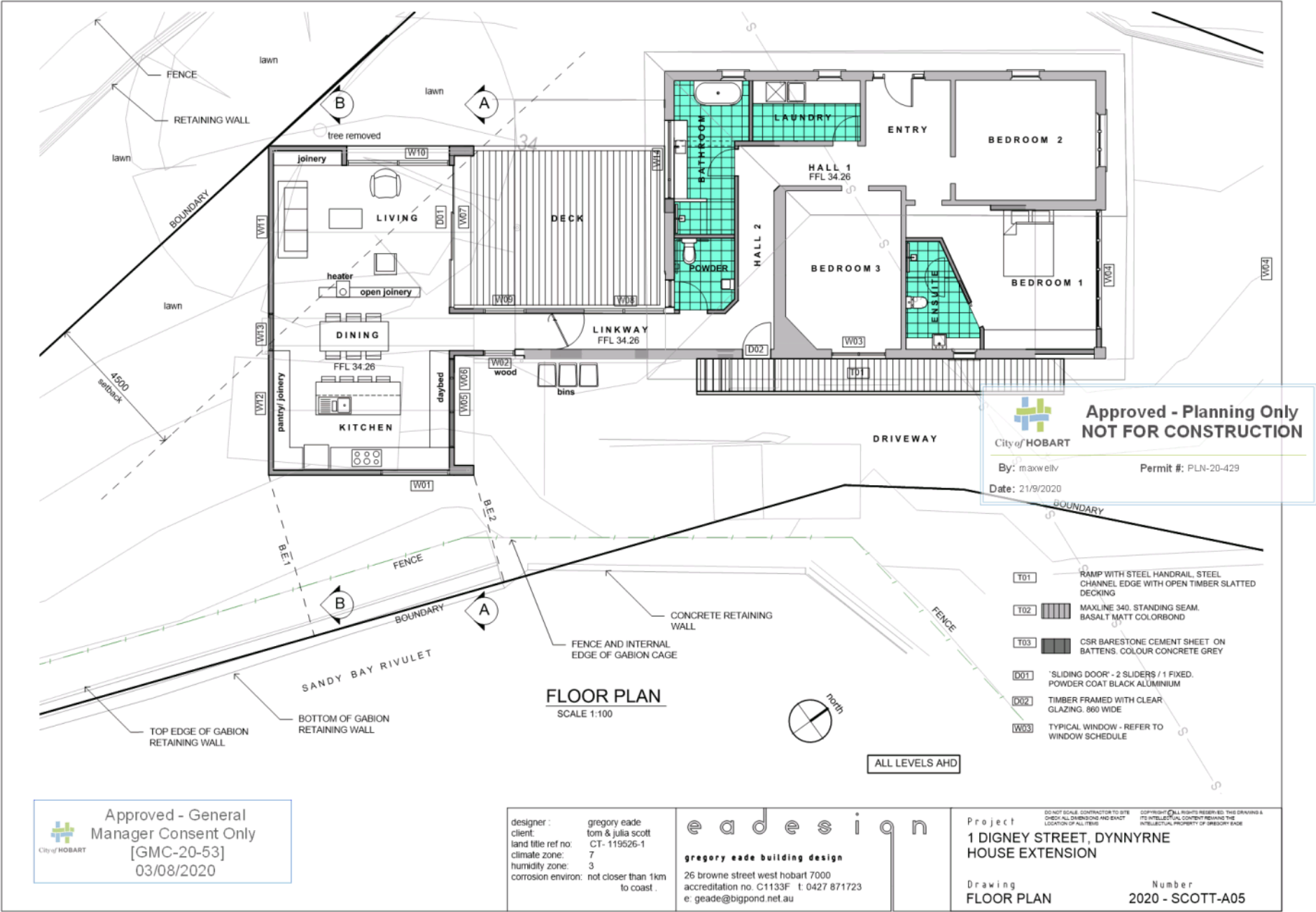
Drawing  
**SITE PLAN**

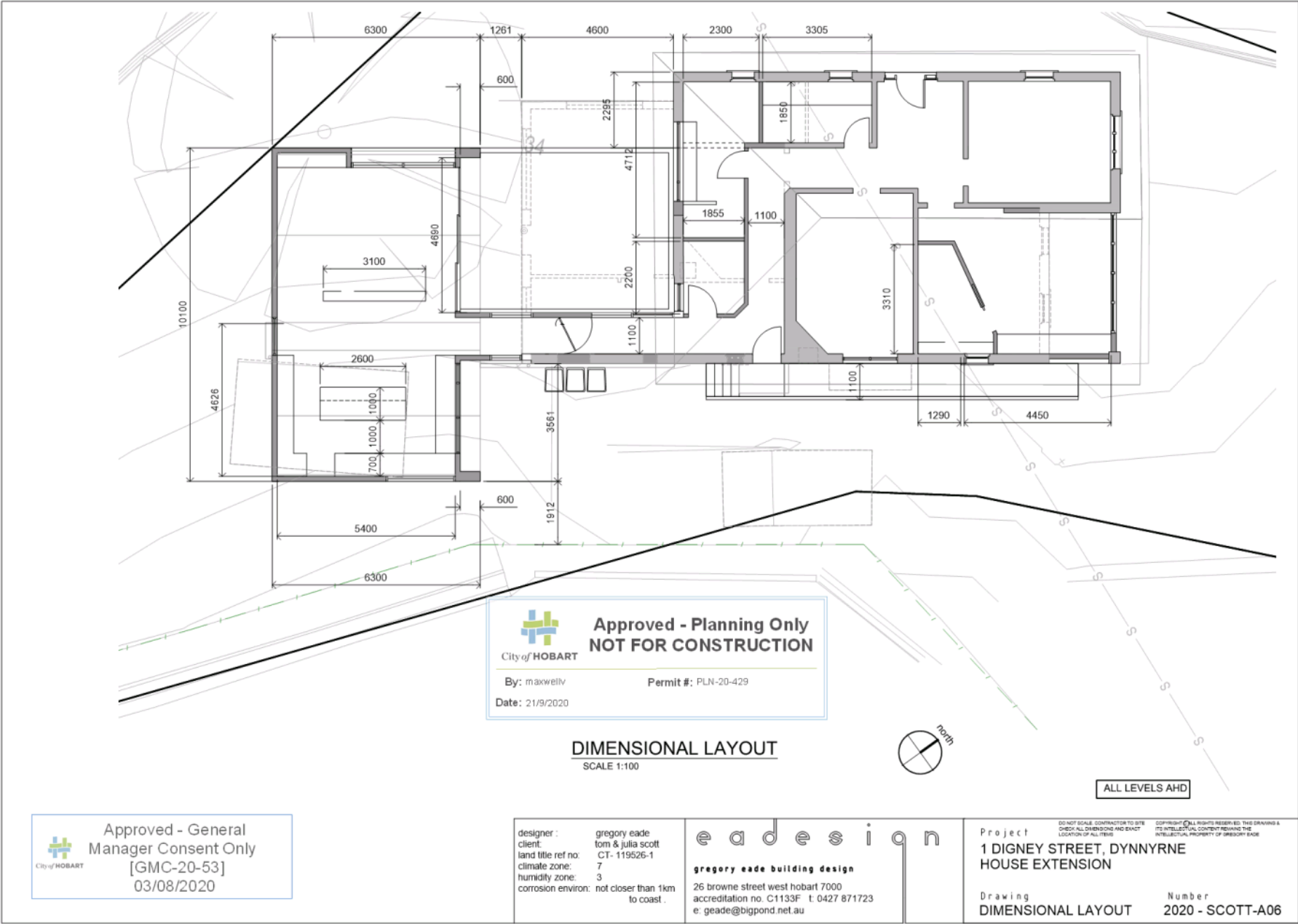
DO NOT SCALE. CONTRACTOR TO SITE  
CHECK ALL DIMENSIONS AND EXACT  
LOCATION OF ALL ITEMS

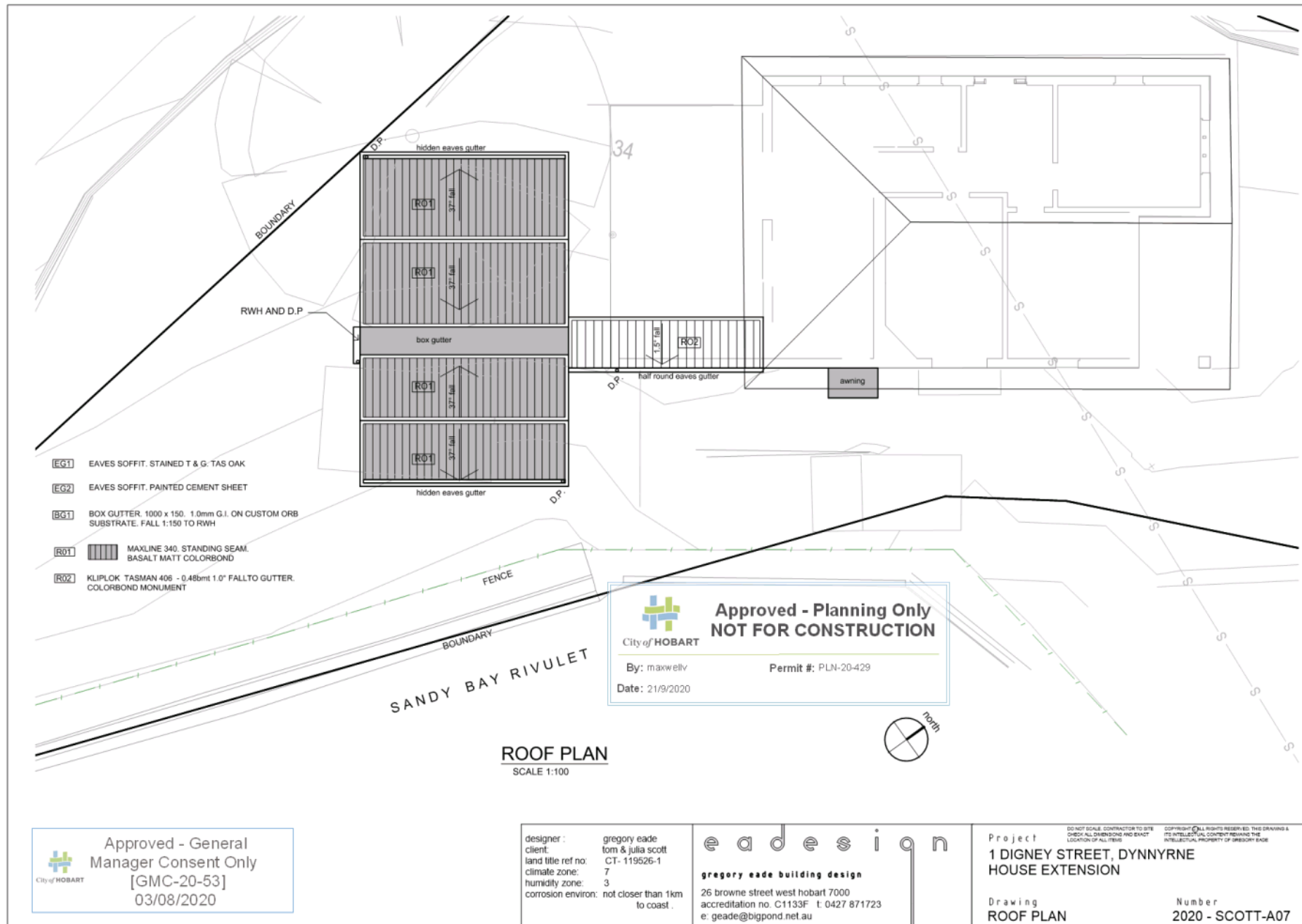
Number  
**2020 - SCOTT-A03**

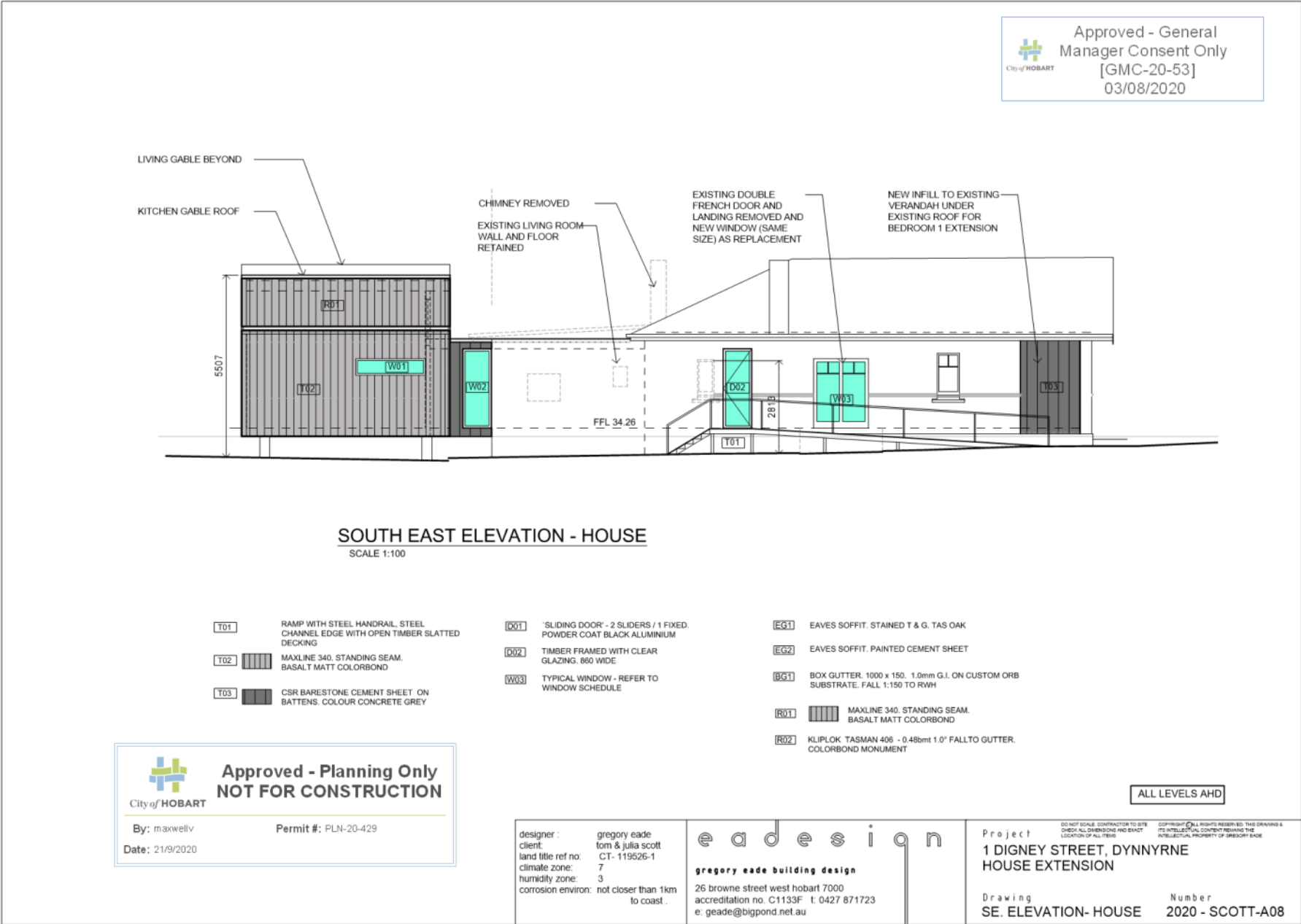


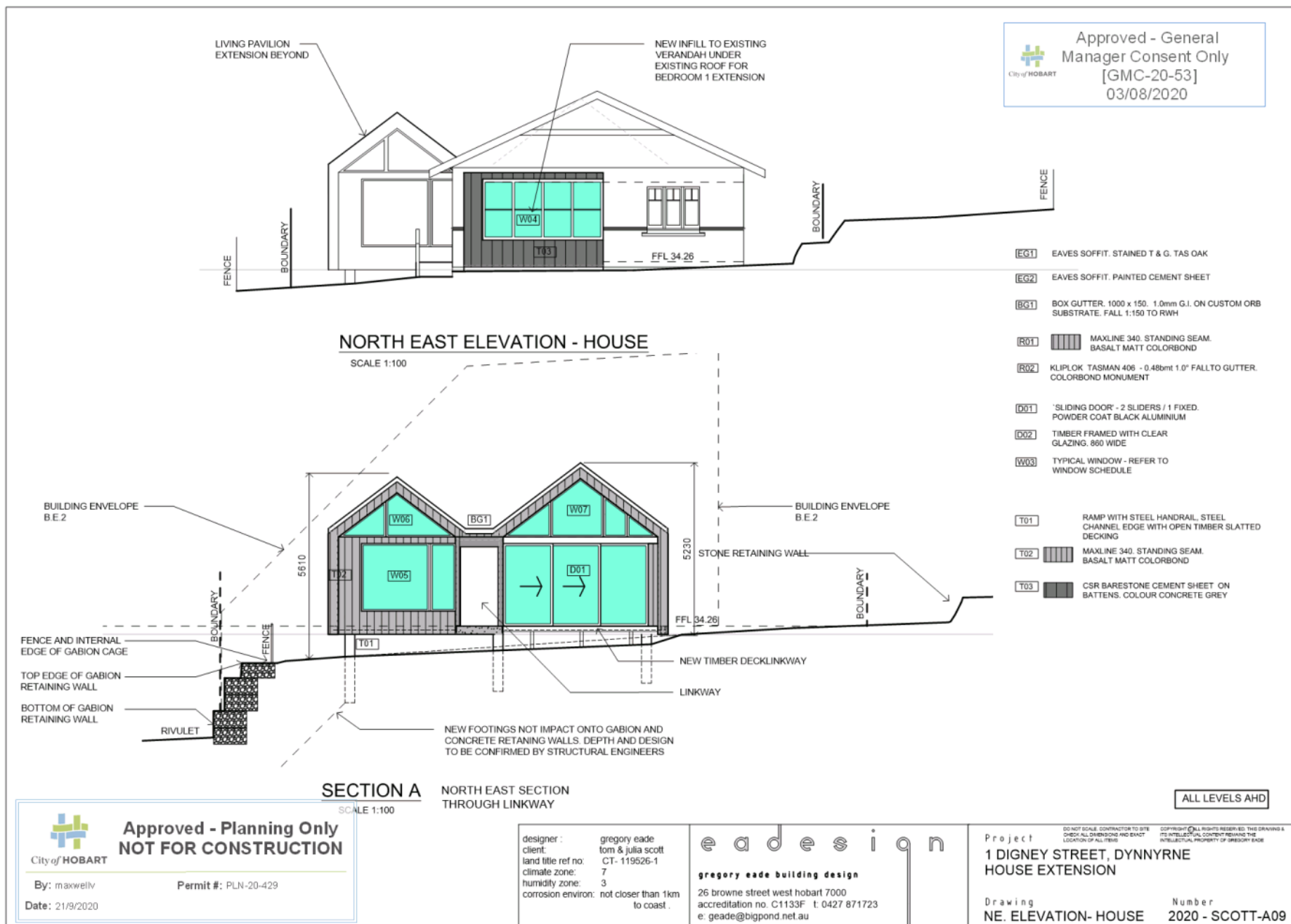


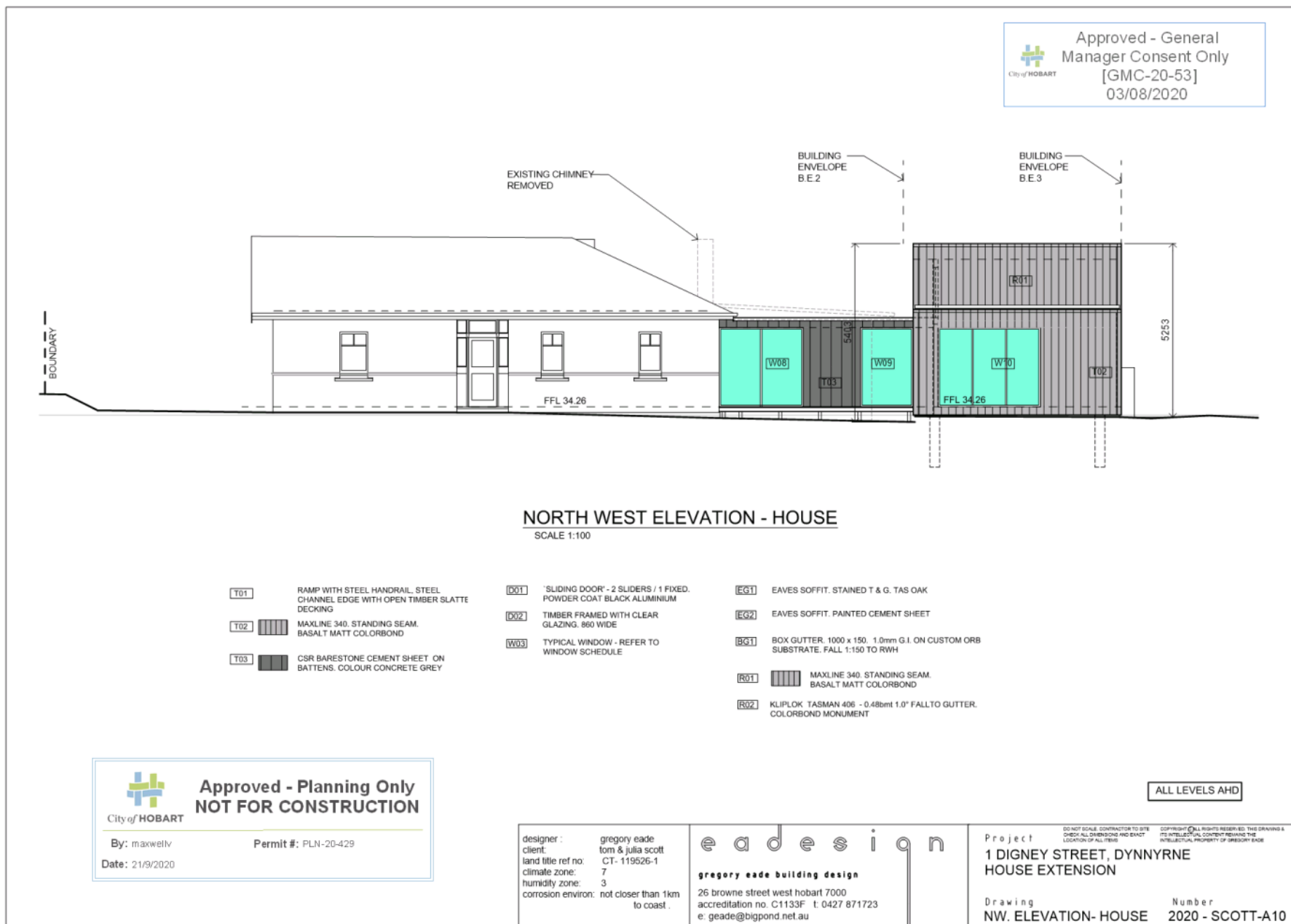


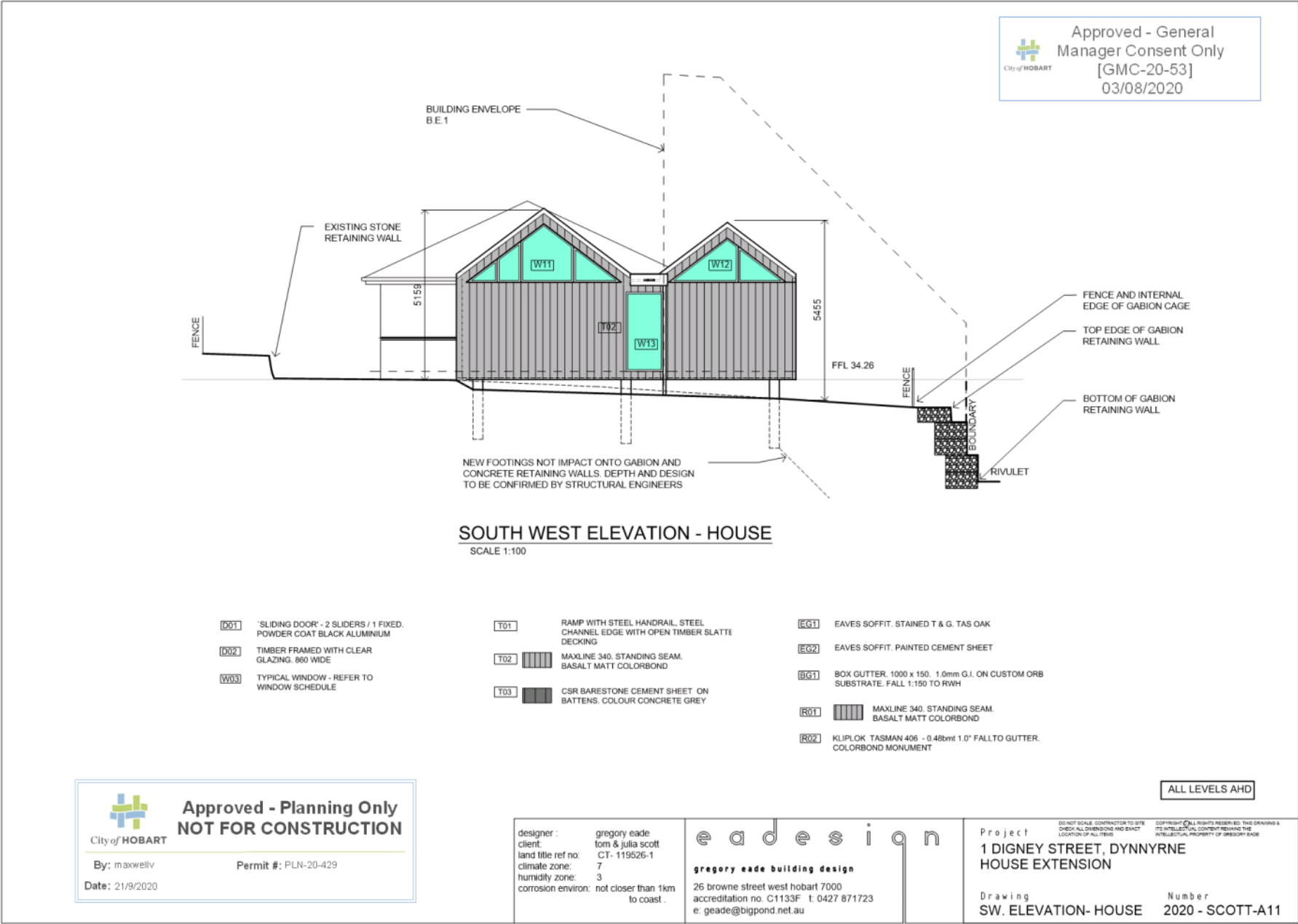




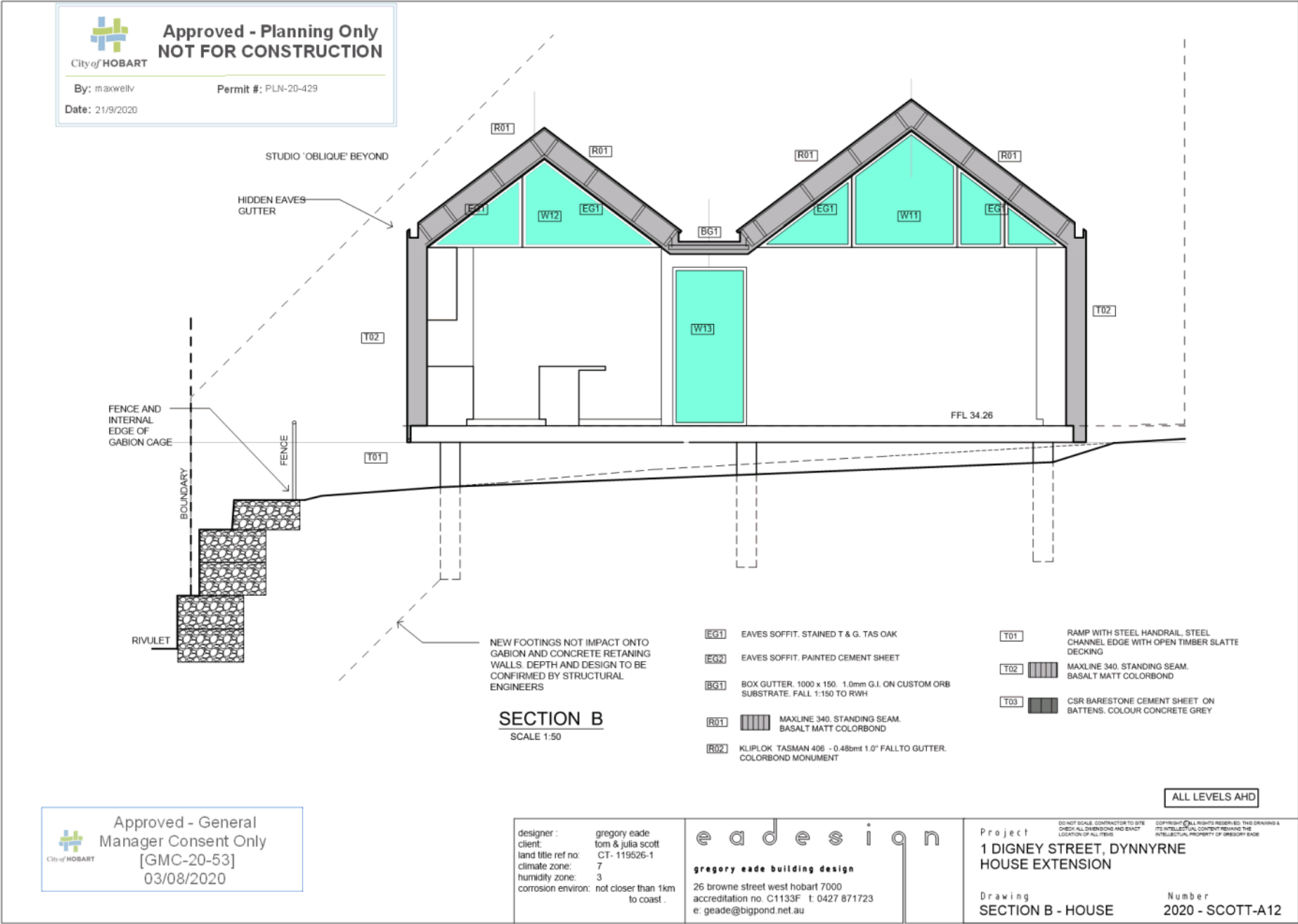




















City of HOBART

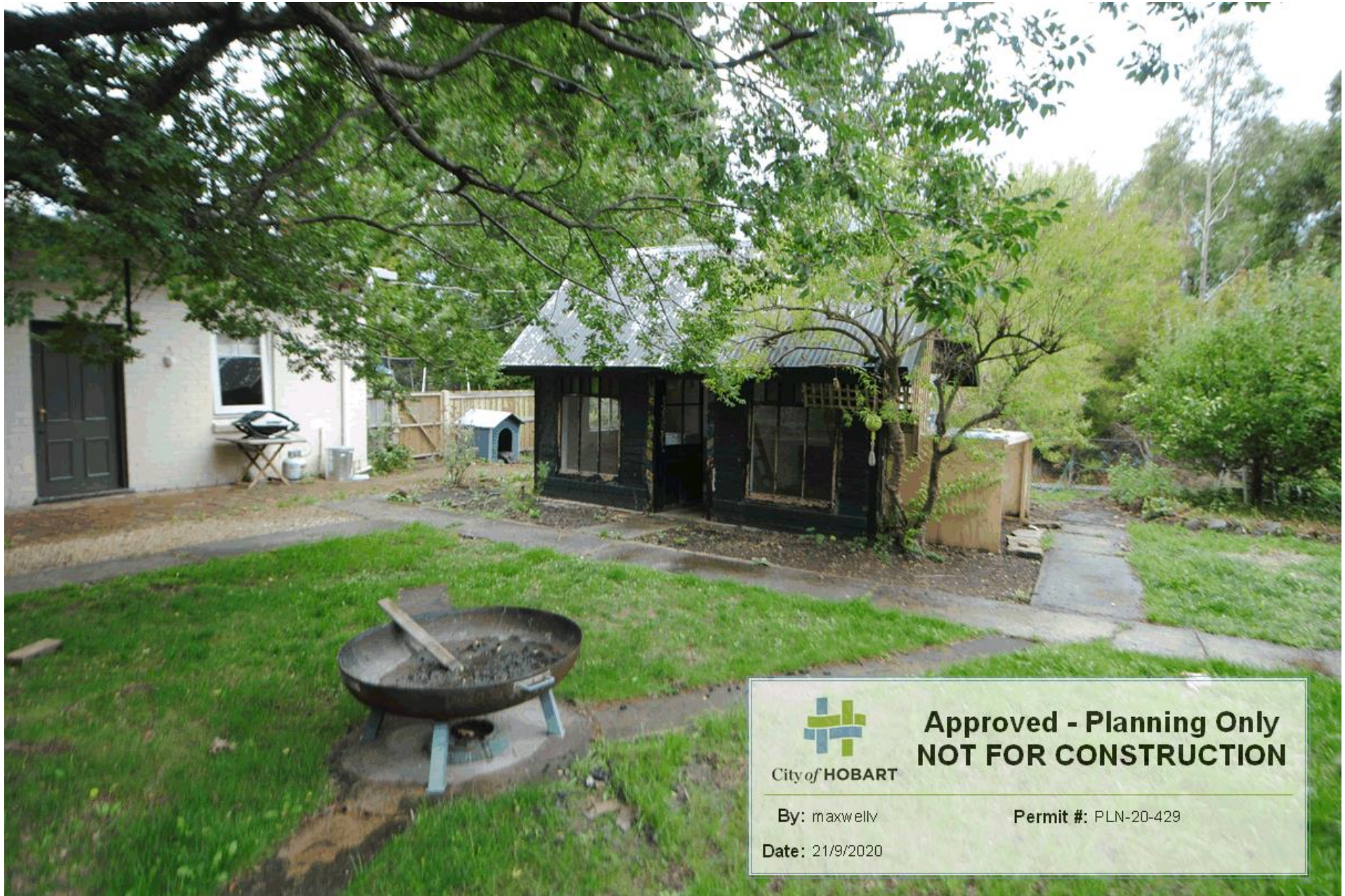
**Approved - Planning Only  
NOT FOR CONSTRUCTION**

By: maxwellv

Permit #: PLN-20-429

Date: 21/9/2020





City of HOBART

**Approved - Planning Only  
NOT FOR CONSTRUCTION**

By: maxwelly

Permit #: PLN-20-429

Date: 21/9/2020







**RESULT OF SEARCH**

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*

## SEARCH OF TORRENS TITLE

VOLUME 119526	FOLIO 1
EDITION 6	DATE OF ISSUE 13-Feb-2020

SEARCH DATE : 11-May-2020

SEARCH TIME : 08.51 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 119526

Derivation : Whole of Lot 6 and Part of Lot 5 (Section V.3)

Gtd to H Butler

Prior CT 2870/91

SCHEDULE 1

E126238 TRANSFER to TIMOTHY GORDON SCOTT and JULIA CATE SCOTT  
Registered 14-Aug-2018 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any  
BENEFITING EASEMENT: A right of carriageway over the Roadway  
on Plan No. 119526  
E207830 MORTGAGE to Bendigo and Adelaide Bank Limited  
Registered 13-Feb-2020 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



OWNER		PLAN OF TITLE		REGISTERED NUMBER
FOLIO REFERENCE C.T. 2870/91		LOCATION HOBART		P119526
GRANTEE		FIRST SURVEY PLAN No. (21/16 HOB.)		APPROVED 28 JUL 1995
		COMPILED BY L.T.O.		<i>Michael J. Smith</i> Recorder of Titles
		SCALE 1:400		LENGTHS IN METRES
MAPSHEET MUNICIPAL CODE No. 114	LAST UPI No.	LAST PLAN No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	
<b>BALANCE PLAN</b>				
<p>The diagram is a balance plan for Lot 733m². It shows the lot's boundaries with several measurements: 14.78m on the top-left, 6.98m on the left, 30.94m on the top-right, 7.37m on the right, 5.93m on the bottom-right, 6.83m on the bottom, and 32.82m on the bottom-left. The lot is adjacent to Digney Street to the west and Sandy Bay Rivulet to the east. A roadway is shown to the north. A bridge is indicated at the bottom right, labeled '(TO BRIDGE)'. Other nearby features include a line labeled '(D41681)' and a point labeled '(21/16 HOB.)'. The plan is signed 'A 113 R' at the bottom right.</p>				



**RESULT OF SEARCH**

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*

## SEARCH OF TORRENS TITLE

VOLUME 140031	FOLIO 2
EDITION 1	DATE OF ISSUE 08-Apr-2004

SEARCH DATE : 28-Aug-2020

SEARCH TIME : 10.46 AM

DESCRIPTION OF LAND

City of HOBART

Lot 2 on Sealed Plan 140031

Derivation : Parts of Lots 3, 4, 5 and 6 Section V3 Gtd. to H.

Butler

Prior CT 90614/6

SCHEDULE 1

A683983 JILL ELIZABETH GATTY

SCHEDULE 2Reservations and conditions in the Crown Grant if any  
SP140031 EASEMENTS in Schedule of EasementsUNREGISTERED DEALINGS AND NOTATIONS

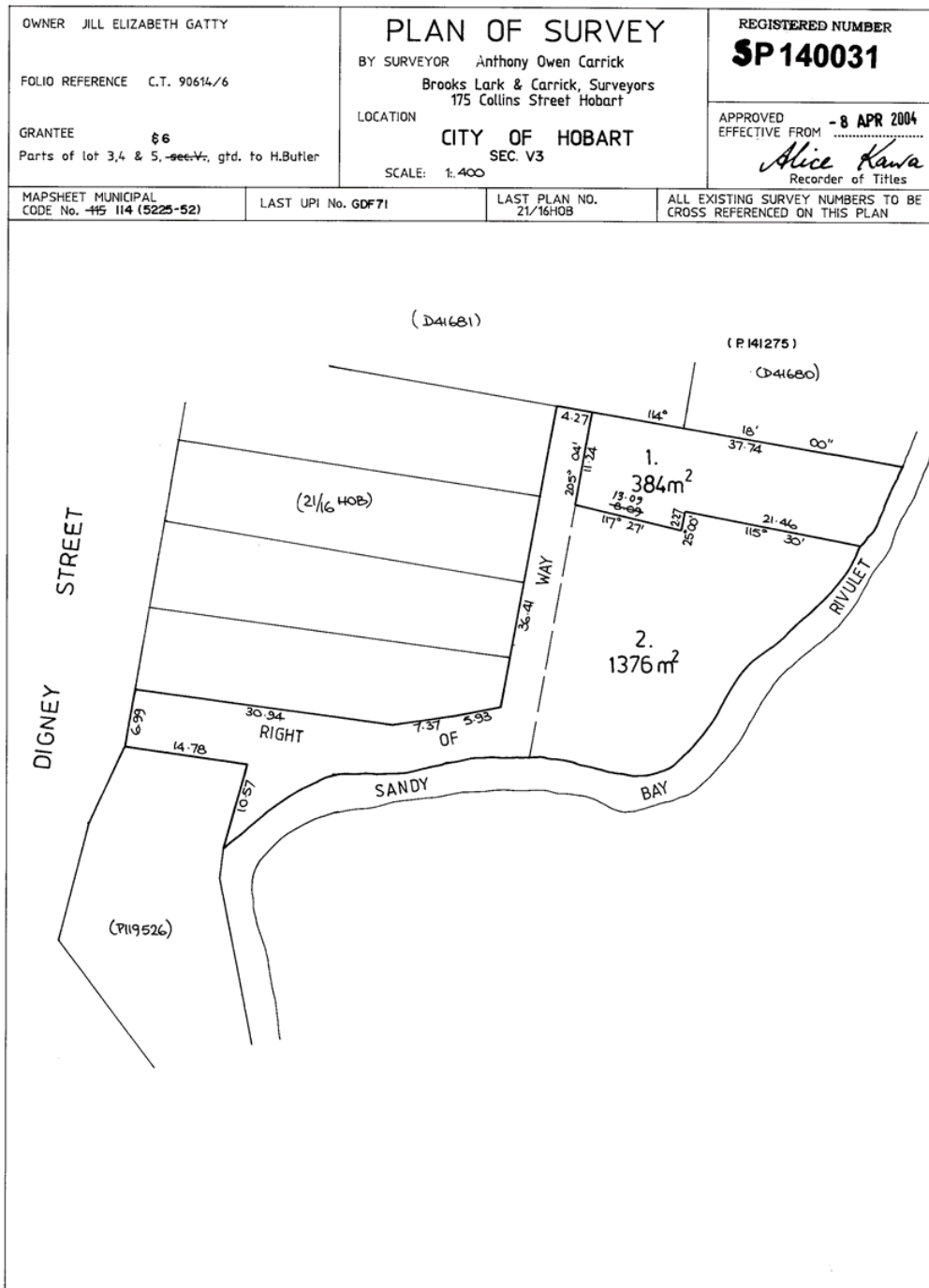
No unregistered dealings or other notations



## 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



<b>SCHEDULE OF EASEMENTS</b>	Registered Number
<b>NOTE:</b> THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	<b>SP 140031</b>

PAGE 1 OF 2 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.

No easements or profits a prendre are created to benefit or burden the Lots on the Plan.

Lot 2 is subject to the burdening easement namely a Right of Carriageway for Percy Stanley Clarence Sandford Tegg Leslie Burrows Robert Brown and Edmund Tasman Butters <sup>over</sup> for the Right of Way on ~~990614~~ ~~SHOWN ON THE PLAN.~~

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Jill Elizabeth Gatty FOLIO REF: Volume 90614 Folio 6 SOLICITOR & REFERENCE: Dobson Mitchell & Allport (C.E. Perriman)	PLAN SEALED BY: Hobart City Council DATE: <u>2ND MARCH 2004</u> <u>5574185</u> REF NO. <div style="text-align: right;">           Council Delegate          SURVEYING SERVICES MANAGER       </div>
<b>NOTE:</b> The Council Delegate must sign the Certificate for the purposes of identification.	

**SCHEDULE OF EASEMENTS**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



<b>ANNEXURE TO SCHEDULE OF EASEMENTS</b> PAGE 2 OF 2 PAGES	Registered Number <b>SF 140031</b>
SUBDIVIDER: Jill Elizabeth Gatty FOLIO REFERENCE: Volume 90614 Folio 6	

Signed by JILL ELIZABETH GATTY )  
 As Registered Proprietor of the land in )  
 Folio of the Register Volume 90614 Folio 6 )  
 In the presence of: )

Witness:

Name: CHRIS PERRIMAN

Address: 59 HARRINGTON ST. HOBART

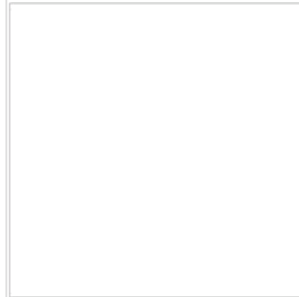
Occupation: CONVEYANCER

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

Planning: #209958

**Property**

19 ALLISON STREET WEST HOBART TAS 7000

**People**

Applicant

\*

KRISTY LITTLE

0447255063

Miss.ristyk@gmail.com

Owner

\*

Travis Little

71 Nelson Road

SANDY BAY TAS 7005

0477167962

travlittle@gmail.com

Owner

\*

KRISTY LITTLE

0447255063

Miss.ristyk@gmail.com

Entered By

KRISTY LITTLE

0447255063

Miss.ristyk@gmail.com

**Use**

Single dwelling

**Details**

Have you obtained pre application advice?

☒ Yes

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

Meeting with Ben Ikin

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

\*

☐ No

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

\*

☒ No

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

### Details

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

\*

Residential

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

\*

Replacement of deck

Estimated cost of development

\*

9000.00

Existing floor area (m2)

Proposed floor area (m2)

Site area (m2)

13.70

30.80

600

### Carparking on Site

N/A

Total parking spaces

Existing parking spaces

☐ Other (no selection chosen)

2

2

### Other Details

Does the application include signage?

\*

☒ No

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

\*

0

### Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

☒ No

### Documents

#### Required Documents

Title (Folio text and Plan and Schedule of Easements)

\*

Title plan.pdf

Plans (proposed, existing)

\*

Deck plans 19 Allison Street.pdf

Covering Letter

Cover letter deck - HCC application.pdf

#### Supporting Documents

Photos or Montages

View of neighbouring deck and property.pdf

**RESULT OF SEARCH**

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*

## SEARCH OF TORRENS TITLE

VOLUME 44568	FOLIO 1
EDITION 4	DATE OF ISSUE 18-Mar-2020

SEARCH DATE : 28-Aug-2020

SEARCH TIME : 09.10 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Diagram 44568

Being the land described in Conveyance No. 61/5382

Derivation : Part of 0A-3R-24Ps. Gtd. to J. Moir

Prior CT 4675/100

SCHEDULE 1M495007 TRANSFER to KRISTY ANNE LITTLE and TRAVIS MATTHEW  
LITTLE Registered 10-Dec-2014 at noonSCHEDULE 2

Reservations and conditions in the Crown Grant if any

E205345 MORTGAGE to Perpetual Corporate Trust Limited

Registered 18-Mar-2020 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations





## FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



APPROVED 29 JUN 1990 <i>Michael Smith</i> RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 65/4308	REGISTERED NUMBER D. 44568
FILE NUMBER Y.12046	GRANTEE: PART OF LOT 13, 0-3-24 GTD. TO JOHN MOIR.	DRAWN AH 8/6/90

OS-4 2082

SKETCH BY WAY OF ILLUSTRATION ONLY

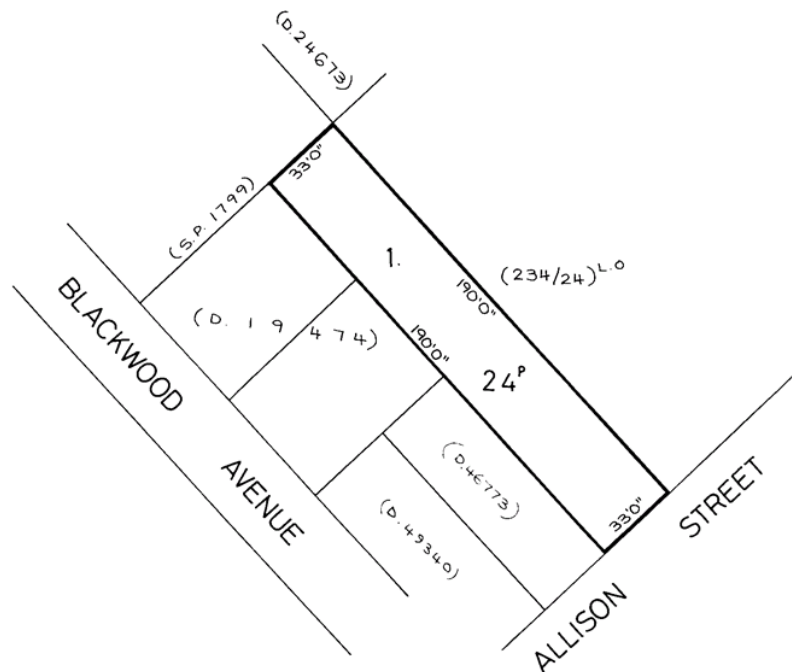
CITY/TOWN OF HOBART (SEC. A6)

LAND DISTRICT OF

PARISH OF

LENGTHS ARE IN METRES, NOT TO SCALE.

LENGTHS IN BRACKETS IN LINKS/FEET &amp; INCHES.



K.A & T.M Little  
19 Allison Street  
West Hobart  
Tasmania, 7000  
Ph. 0447 255 063

24<sup>th</sup> August, 2020

Planning Department  
Hobart City Council  
GPO Box 503  
Hobart, Tasmania, 7001  
Australia

**Re: Planning Application: Deck replacement – 19 Allison Street, West Hobart**

To Whom It May Concern,

I write in relation to the current planning application for our residence at 19 Allison Street, West Hobart.

The existing deck built by the previous owners has reached end of life with some deterioration and needs replacing. We are seeking approval to replace the deck with some alterations to make it more usable, safe and aesthetically pleasing for our family.

As part of the replacement, we plan to install privacy screening on the South West side of the deck. We are not proposing the installation of privacy screening along the North East side of the deck. As there are no internal windows in the kitchen/dining area facing North East, significant light into this living area is provided via the glass windows and doors leading to the deck area. Erecting 1.7m high privacy screening along the North Eastern side of the deck would significantly impact the natural solar light coming into the house during the morning hours of the day as well as negatively impact the visual aspect over West Hobart. On this basis, we are requesting approval to install transparent glass balustrading on this edge of the deck.

The existing deck design at our property was built without the inclusion of privacy screening. Our revised deck will not be positioned any closer towards the neighbouring property at 17 Allison Street. Furthermore the owner of 17 Allison Street has installed their own privacy screening on their deck, this along with the existing greenery screening along the fence line, limits any view of their deck and garden from our property and the proposed deck.

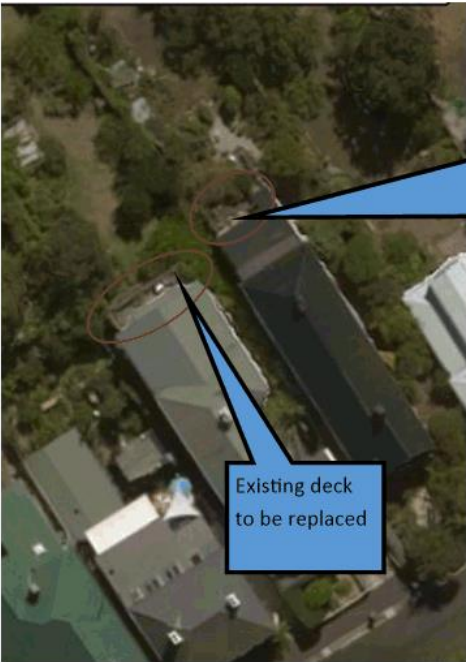
We are confident that the proposed revisions to our deck will not impact on the privacy or visibility of the neighbouring property and we have also consulted with the owner of the neighbouring property over our planned design.

Should there be any further concerns, we would be willing to look into the installation of additional greenery screening from ground level in conjunction with Planning Officers and the owner of the neighbouring property if deemed to be a requirement.

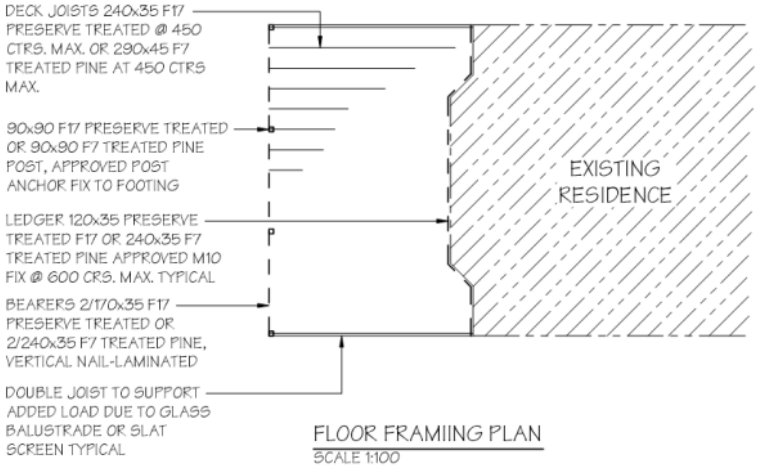
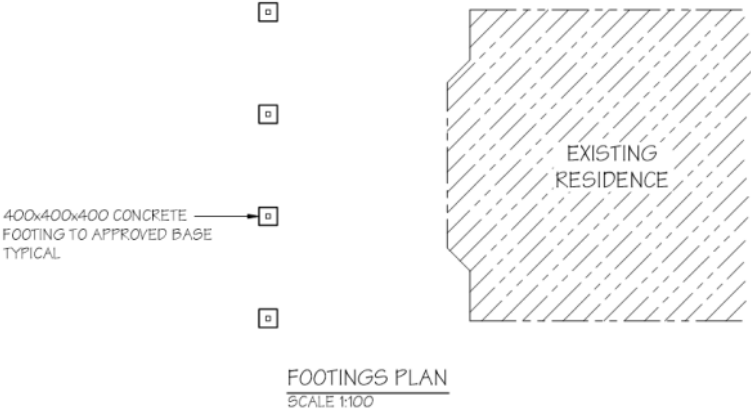
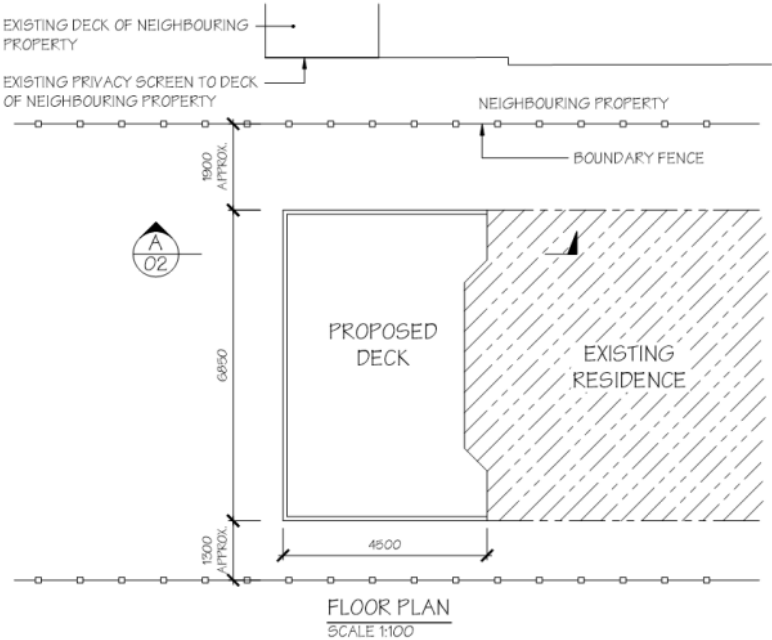
Please feel free to contact us should you require any further information regarding this application.

Yours sincerely,

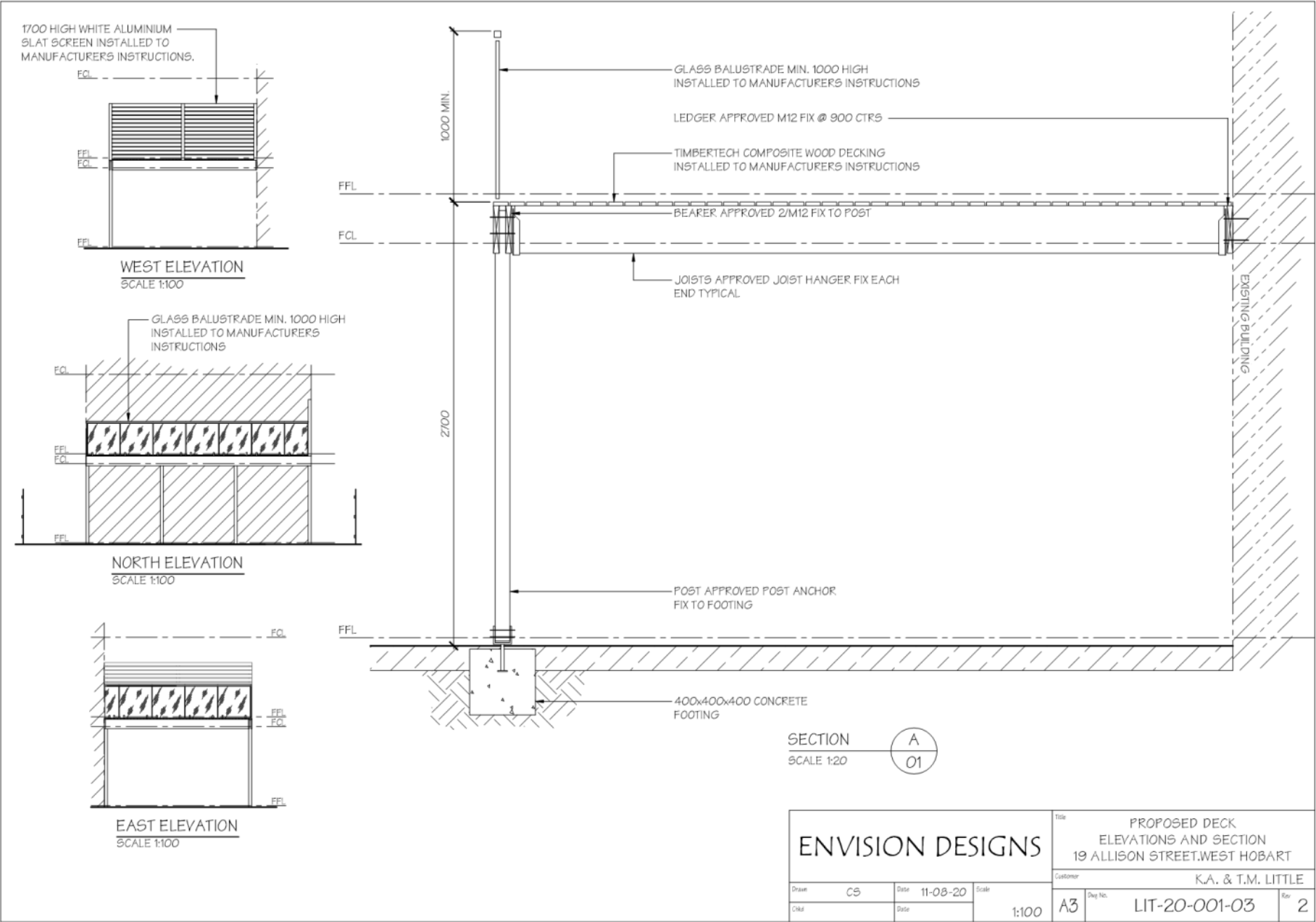
**Kristy & Travis Little**  
Owners - 19 Allison Street, West Hobart







ENVISION DESIGNS			Title PROPOSED DECK - FLOOR PLAN, FLOOR FRAMING & FOOTINGS PLAN 19 ALLISON STREET, WEST HOBART		
Drawn CS	Date 11-08-20	Scale 1:100	Customer K.A. & T.M. LITTLE		
Check	Date		A3	Dep No. LIT-20-001-02	Rev 2



## Application Referral Cultural Heritage - Response

<b>From:</b>	Megan Baynes
<b>Recommendation:</b>	Proposal is acceptable without conditions.
<b>Date Completed:</b>	
<b>Address:</b>	19 ALLISON STREET, WEST HOBART
<b>Proposal:</b>	Partial Demolition and Alterations
<b>Application No:</b>	PLN-20-550
<b>Assessment Officer:</b>	Cameron Sherriff,

---

### Referral Officer comments:

Demolition of an existing deck at rear of a house in a heritage precinct. Drawings indicate that a new deck is proposed in the same location. Plans held at Hobart City Council indicate that the area of building where development is proposed is well beyond the footprint of early and original fabric. The proposed deck is similar in size and location to the existing structure and the proposed demolition and development are not anticipated to result in the loss of cultural heritage values. It is very unlikely that the proposed development will be discernible from the street.

The proposed development satisfies E 13.8.1 P1 and E 13.8.2 P1 & P3.

MB  
CHO  
23  
09  
2020