



CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Monday, 2 August 2021

at 5:00 pm

Council Chamber, Town Hall

SUPPLEMENTARY ITEMS

ORDER OF BUSINESS

COMMITTEE ACTING AS PLANNING AUTHORITY 4

**APPLICATIONS UNDER THE SULLIVANS COVE PLANNING SCHEME
1997**

- 11 28 Davey Street. 30 Davey Street, Hobart and Adjacent Road
Reserve - Demolition, New Building for Visitor Accommodation,
Function Centre, and Eating Establishments, Bar, and Shop, Lot
Consolidation, and Associated Works in the Road Reserve including
Removal of Carparking Spaces, Relocation of Public Street
Furniture, Lighting and new Stairs 5

**APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME
2015**

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| 12 | 120 Pottery Road, Lenah Valley, and Adjacent Road Reserve - Dwelling | 539 |
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The Chief Executive Officer reports:

“That in accordance with the provisions of Part 2 Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*, these supplementary matters are submitted for the consideration of the Committee.

Pursuant to Regulation 8(6), I report that:

- (a) information in relation to the matter was provided subsequent to the distribution of the agenda;
- (b) the matter is regarded as urgent; and
- (c) advice is provided pursuant to Section 65 of the Act.”

COMMITTEE ACTING AS PLANNING AUTHORITY

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

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

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

- 11 28 DAVEY STREET. 30 DAVEY STREET, HOBART AND ADJACENT ROAD RESERVE - DEMOLITION, NEW BUILDING FOR VISITOR ACCOMMODATION, FUNCTION CENTRE, AND EATING ESTABLISHMENTS, BAR, AND SHOP, LOT CONSOLIDATION, AND ASSOICATED WORKS IN THE ROAD RESERVE INCLUDING REMOVAL OF CARPARKING SPACES, RELOCATION OF PUBLIC STREET FURNITURE, LIGHTING AND NEW STAIRS
PLN-20-499 - FILE REF: F21/74888**
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|--------------------|---|
| Address: | 28 Davey Street, 30 Davey, Hobart and Adjacent Road Reserve |
| Proposal: | Demolition, New Building for Visitor Accommodation, Function Centre, and Eating Establishments, Bar and Shop, Lot Consolidation, and Associated Works in the Road Rerserve including Removal of Carparking Spaces, Relocation of Public Street Furniture, Lighting and New Stairs |
| Expiry Date: | 10 August 2021 |
| Extension of Time: | Not applicable |
| Author: | Helen Ayers |


RECOMMENDATION


That pursuant to the *Sullivans Cove Planning Scheme 1997*, the Council refuse the application for demolition, new building for visitor accommodation, function centre, and eating establishments, bar, and shop, lot consolidation, and associated works in the road reserve including removal of car parking spaces, relocation of public street furniture, lighting and new stairs, at 28 and 30 Davey Street, Hobart 7000 and the adjacent road reservations for the following reasons:

- 1 The proposal does not meet objective (a) and the associated performance criteria with respect to clause 16.2 of the *Sullivans Cove Planning Scheme 1997* because it fails to respect the cultural heritage and character of the Activity Area and fails to demonstrably contribute to, and enhance, the cultural heritage, built form (bulk, height, volume, urban detail) and spatial characteristics of the Activity Area.
- 2 The proposal does not meet objective (c) and the associated performance criteria with respect to clause 16.2 of the *Sullivans Cove Planning Scheme 1997* because it fails to facilitate safe pedestrian circulation within the Cove.

- 3 The proposal does not meet the permitted standard at clause 22.5.4 and fails to meet the associated discretionary standard at clause 22.5.5 of the *Sullivans Cove Planning Scheme 1997* because: it dominates and is more prominent than adjacent places of cultural significance; is of a disparate scale resulting in significant visual impact; does not complement and contribute to adjacent places of cultural significance and is of a bulk and appearance that adversely affects the heritage values of adjacent places of cultural significance.
- 4 The proposal does not meet the 'permitted' standards at clauses 23.6.1 (Building Form) and 23.7.1 (Building Surfaces) and also fails to meet the associated discretionary standards at clause 23.6.2 (Building Form) and 23.7.2 (Building Surfaces) of the *Sullivans Cove Planning Scheme 1997* because it fails to conserve the traditional urban pattern of Sullivans Cove, it does not have a respectful relationship to buildings of identified cultural significance, and it will be individually prominent in terms of contrast with neighbouring buildings, by being significantly higher or having a larger apparent size when viewed in street elevation.
- 5 The proposal does not meet the Public Urban Space Function for Brooke Street at clause 24.4.10A of the *Sullivans Cove Planning Scheme 1997* because the new stair does not prioritise improving the safe movement of pedestrians.
- 6 The proposal does not meet the Principles of development control at clause 26.2(a), (c), (e), and (f), or the Matters to be Considered at clause 26.5 of the *Sullivans Cove Planning Scheme 1997* because it will not facilitate mutual compatibility of public and private transport, it will create traffic flows and movements that are detrimental to safety and amenity, it does not make adequate provisions for the direction, access, turning and parking of vehicular traffic, it does not provide for pedestrian movement, and it will not minimise footpath crossovers and disruption to footpath movements.

- Attachment A: PLN-20-499 - 28 DAVEY STREET HOBART TAS 7000 - Planning Committee or Delegated Report ↓ 
- Attachment B: PLN-20-499 - 28-30 DAVEY STREET HOBART TAS 7000 - CPC Agenda Documents ↓ 
- Attachment C: PLN-20-499 - 28-30 DAVEY STREET HOBART TAS 7000 - Referral Officer Reports (Heritage and Development Engineering) ↓ 

Attachment D: PLN-20-499 - 28-30 DAVEY STREET HOBART TAS 7000 -
Supporting Documents ↓ 

Attachment E: PLN-20-499 - 28-30 DAVEY STREET HOBART TAS 7000 -
Urban Design Advisory Panel Minutes ↓ 

**APPLICATION UNDER SULLIVANS COVE PLANNING SCHEME 1997**

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| Type of Report: | Committee |
| Council: | 9 August 2021 |
| Expiry Date: | 10 August 2021 |
| Application No: | PLN-20-499 |
| Address: | 28 DAVEY STREET , HOBART 30 DAVEY STREET , HOBART ADJACENT ROAD RESERVE |
| Applicant: | (Fragrance TAS-Hobart Pty Ltd) c/o 49 Tasma Street |
| Proposal: | Demolition, New Building for Visitor Accommodation, Function Centre, and Eating Establishments, Bar, and Shop, Lot Consolidation, and Associated Works in the Road Reserve including Removal of Car Parking Spaces, Relocation of Public Street Furniture, Lighting and New Stairs |
| Representations: | Eleven (11) |
| Performance criteria: | Activity Area Controls, Conservation of Cultural Heritage Values Schedule, Urban Form Schedule, Public Urban Space Schedule, Traffic, Access and Parking Schedule, Subdivision Schedule, and Demolition Schedule |

1. Executive Summary

- 1.1 Planning approval is sought for Demolition, New Building for Visitor Accommodation, Function Centre, and Eating Establishments, Bar, and Shop, Lot Consolidation, and Associated Works in the Road Reserve including Removal of Car Parking Spaces, Relocation of Public Street Furniture, Lighting and New Stairs, at 28 and 30 Davey Street, Hobart, and the adjacent road reservations.
- 1.2 More specifically the proposal includes:
 - Demolition of all existing buildings.
 - The construction of a new hotel with associated guest facilities, including gym, day spa, conference facilities, restaurant, café/bar, and a retail space.
 - Associated works in the Davey, Despard and Brook Street road reservations, in particular the removal of car parking spaces, relocation of public street furniture, lighting and new stairs within Brooke and Despard Streets.

- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
- 1.3.1 Activity Area Control - Discretionary Use clause 16.2
 - 1.3.2 Conservation of Cultural Heritage Schedule - Heritage Adjacent clause 22.5.5 and Archaeology clause 22.6.5
 - 1.3.3 Urban Form Schedule - Building Form clause 23.6.2 and Building Surfaces clause 23.7.1
 - 1.3.4 Public Urban Space Schedule - Discretionary Building or Works on the Cove Floor clause 24.4.6
 - 1.3.5 Subdivision Schedule - Subdivision (Lot Consolidation) clause 27.4
 - 1.3.6 Demolition Schedule - Demolition clause 28.6
- 1.4 Eleven (11) representations objecting to the proposal were received within the statutory advertising period, which was extended to run between 23 June and 19 July 2021.
- 1.5 The application was considered by the Urban Design Advisory Panel at its meeting of 6 July 2021. The Panel was not supportive of the proposal. The proposal was also referred to the Panel as a pre-application, and considered at its meeting of 13 May 2019. The Panel was also not supportive of the pre-application proposal.
- 1.6 The proposal is recommended for refusal.
- 1.7 The final decision is delegated to the Council, because the officer recommendation is for refusal, more than five objections have been received, works in Council's road reservation are proposed, and the development exceeds three storeys and 200sqm in floor area.

2. Site Detail

- 2.1 The subject site is derived of two properties, 28 Davey Street (CT 2230451) 589m² and 30 Davey Street (CT 2299361) 564m² with combined site area of 1153m². It has frontage to Davey Street, Brooke Street and Despard Street and currently contains two existing buildings.



Figure 1: The location of the application site is highlighted in yellow



Figure 2: Subject site as viewed from Davey Street



Figure 3: Subject site as viewed from Brooke Street

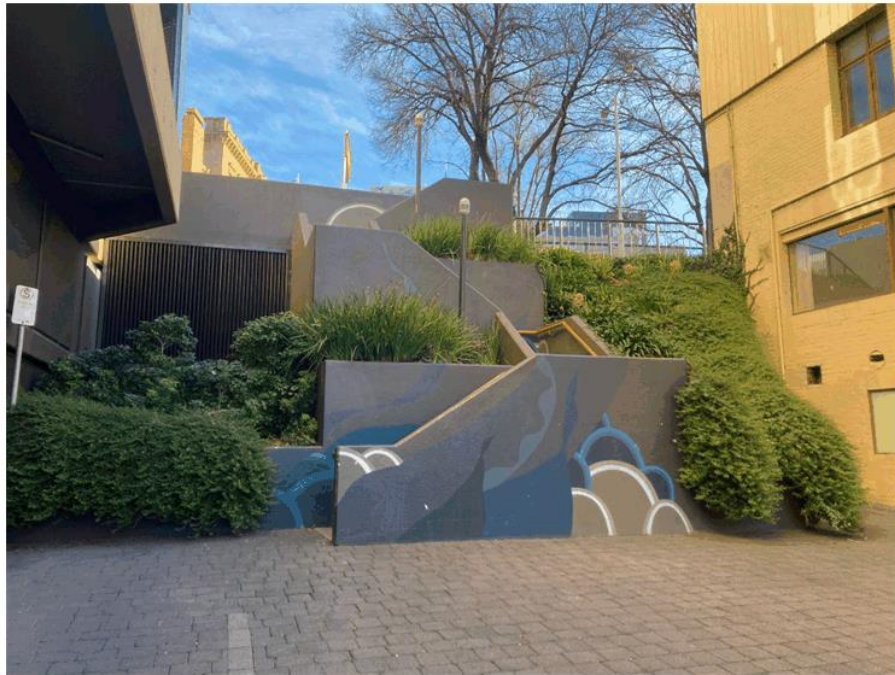


Figure 4: Public Staircase to be removed

- 2.2 The site is located in the Urban Mixed Use Activity Area covered under the Sullivans Cove Planning Scheme 1997.
- 2.3 The site is adjacent Heritage to a number of Heritage listed properties as shown below in figure 5 which include 16 Elizabeth Street, 8 Brooke Street, 11 Morrison Street, Franklin Square and 21 Murray Street.

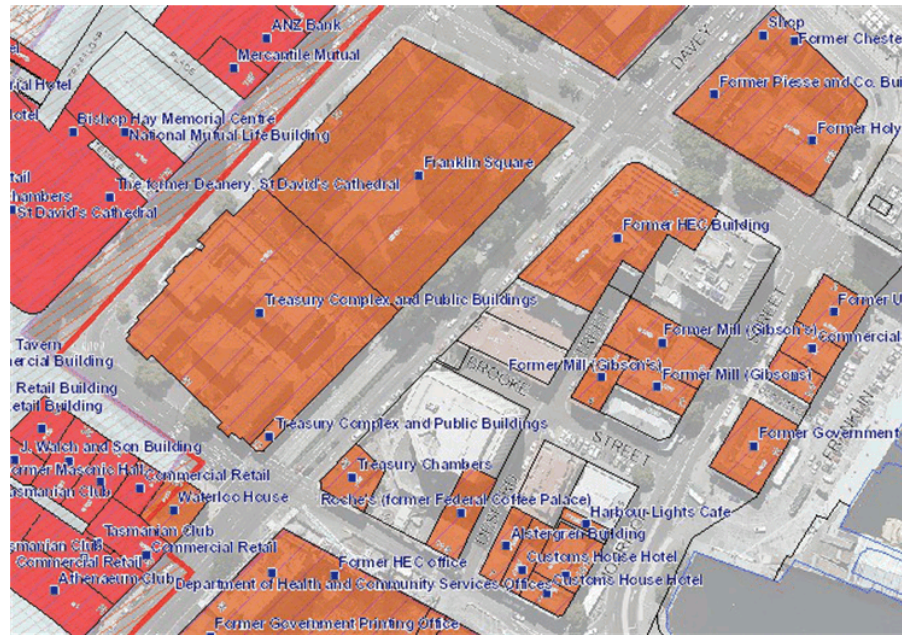


Figure 5: Nearby Heritage Listed Properties are shaded orange

3. Proposal

- 3.1 Planning approval is sought for Demolition, New Building for Visitor Accommodation, Function Centre, and Eating Establishments, Bar, and Shop, Lot Consolidation, and Associated Works in the Road Reserve including Removal of Car Parking Spaces, Relocation of Public Street Furniture, Lighting and New Stairs, at 28 and 30 Davey Street, Hobart, and the adjacent road reservations.
- 3.2 More specifically the proposal is for the demolition of all existing buildings, and the construction of a new hotel with 13 floors (plus roof and rooftop plant enclosure), containing 176 hotel rooms, conference facilities including a 90 seat conference hall, meeting spaces, a restaurant, a café/bar, a retail space, a pool, a gym, a spa, two levels of above ground (at Despard Street) carparking (24 spaces) and works in, over and under the Brook Street and Despard Street road reservations.
- 3.3 The building is proposed to have a height of approximately 39.6 metres (34.3m above Davey Street), with a rooftop plant enclosure with a height of approximately 2.1 metres.
- 3.4 The total gross floor area of the proposed building is 9,370m².

- 3.5 The proposed building is finished externally with a combination of materials – faceted mirrored, folded glass panels, dark tinted glazing, sandstone of varying textures, pre-cast concrete panels, stainless steel mesh balustrades and handrails, and granite pavers.



Figure 6: Photomontage of proposed development as viewed from Davey Street



Figure 7: Photomontage of proposed development as viewed from Brook Street Pier

4. Background

- 4.1 PLN-17-341 was lodged in 2017 for a 211m tall hotel at 28 and 30 Davey Street, Hobart. The application was initially assessed, and additional information requested by Council officers in May 2017. Whilst there was significant discussion between the applicant and Council Officers, this request remained unanswered for over two years and as such the application lapsed in May 2019.
- 4.2 A significantly modified design for development of the site was submitted to Council for pre-application UDAP feedback, and ultimately reviewed by the Panel on 13 May 2019. The minutes of the meeting indicate that further work was required to refine the design to achieve a desirable outcome from the Panel's perspective. The minutes of this meeting are provided as an attachment to this report. The Panel were not supportive of the proposal.
- 4.3 The current application was lodged on 7 August 2021, and following a period of additional information and discussion between the applicant and Council Officers, was advertised on 23/6/21. Whilst the application was open for public comment, a UDAP meeting was convened on 6 July 2021 to consider the modified design following the pre-application feedback. The Panel's comments are included where relevant in section 6 of this report, and are discussed in section 7. The Panel's comments are provided in full as an attachment to this report. The Panel were not supportive of the proposal.
- 4.4 Prior to and during the public notification process, the applicant was advised that Officers were having some difficulty in being able to support the proposed building as a result of the height, cladding and certain other design elements. The applicant advised that they wished for the application to proceed regardless of Officer concerns.

5. Concerns raised by representors

- 5.1 Eleven (11) representations objecting to the proposal were received within the statutory advertising period, which was extended to run between 23 June and 19 July 2021.

- 5.2 The following table outlines the concerns raised in the representations received. Those concerns which relate to a discretion invoked by the proposal are addressed in Section 6 of this report.

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| Design: |
| Representors are concerned that the facade treatment is out of character with the heritage context and heritage fabric surrounding the application site. |
| Representors are concerned that the facade design for Davey Street does not account for the slope of the road, and as such does not help to blend the building into the height difference of the neighbouring buildings to either side. |
| One representor has suggested that the "shiny disco-ball cladding proposed will be a garish, glary and attention-seeking addition to an area of low-key, solid and modest buildings and a small traditional park set in an historic (near) waterfront area. In narcissistically reflecting whoever or whatever is around it - including the blinding sun on some days - the building does not contribute a compatible but distinctive contemporary design to the culturally significant area, it lazily mocks its surroundings with a bright and shiny surface". |
| Representors have stated that the design of the building "offers nothing for the people of Hobart to Enjoy". They have suggested that the restaurant and conference facilities are located such that they will not enjoy any water views, rather having either internal spaces, or views of the Davey Street road and traffic. The representors suggest that the design should offer some compensation in light of the height, bulk, and facade treatment to offset the impacts on the surrounding area. |
| One representor has suggested that the site should be re-developed with such developments as the Henry Jones Art Hotel, and Mac One in mind, as the representor believes these demonstrate smaller scale, boutique developments that can attract a higher premium from their guests. |
| Representors are concerned that the height and design of the building will result in a narrow wind tunnel up Brook Street that will channel cold wind up through Franklin Square, eroding the amenity of the park. |
| Height: |

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| Representors are concerned that the building is too high. They suggest that the building height should respond to the slope of Davey Street, and that in the context of the buildings either side in this elevation, it should be reduced in height by 1-2 storeys. |
| Representors have suggested that the applicants reliance on the Executive Building at 15 Murray Street to justify the proposed new building height is not appropriate. They have referenced work undertaken by Leigh Woolley on behalf of Council, which suggests that the maximum building height for this area should be 18m. |
| Several representors have referenced the 18m maximum permitted height for the site as required under the <i>Sullivans Cove Planning Scheme 1997</i> . They have suggested that the proposed height is too significant an increase above this height and as such state that it should not be supported. |
| Representors are concerned that the proposed building will unreasonably overshadow nearby buildings, as well as public spaces. |
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| Bulk: |
| Representors have suggested that the bulk of the building is not appropriate for the site. They have suggested that the height exacerbates this issue. |
| Representors suggest that the bulk of the building will overwhelm adjacent heritage buildings, such as the City Flour Mill due to its bulk and height. |
| Representors have indicated that the proposed cladding of the building exacerbates the bulk it presents. |
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| Heritage: |
| Representors are concerned that the proposed new building will erode the heritage significance of adjacent heritage buildings because of the size and materiality proposed. |
| Representors suggest that the proposed mirrored glazed cladding of the building is incompatible with adjacent and nearby heritage buildings, as well as the overall character of Sullivans Cove. |
| One representor has suggested that the building design "simply employs the type of cladding that is the hallmark of countless dull and soulless contemporary cities the world over (including several in Australia) and will detract from the aesthetic character of the important historic area in which it is sited". |

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| Representors are concerned that the height and design of the proposed building are out of scale with the surrounding places of cultural significance. |
| Views: |
| Representors are concerned that the building will unreasonably encroach upon views to the Cove from areas such as Davey Street and Franklin Square. |
| Parking: |
| Representors are concerned with the loss of car parking near the Council Centre, and suggest that the developer may wish to provide offset public car parking within the building to compensate for this loss. |
| Representors are concerned that there is not sufficient on site car parking provided, nor is there sufficient on street car parking in the area due to the existing mixture of uses that sees overnight car parking utilised by a range of users. The representors are concerned that Council parking facilities are a distance away and of little practical use. |
| Traffic: |
| Representors are concerned that Davey Street is already congested, and that the introduction of guest pick up and drop off will exacerbate this issue as it would complicate any future changes to make Davey Street a clearway with increased trafficable lanes during peak times. |
| The Department of State Growth have highlighted the importance of Davey Street as a "critical passenger and freight link". They have indicated that, whilst conversion of car parking to a pick up / drop off area may be approved by Council in the short term, the development should not be reliant upon this in the long term as this facility may be removed in the future to provide for a dedicated bicycle or bus priority lane. As such, it has been recommended that alternative pick up / drop off facilities be provided should the development be approved. |
| The Department of State Growth have advised that it is unlikely any additional SkyBus stops will be approved, and that the applicant should be made aware that reliance on the two existing stops is advised. |
| Submitted Information: |

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| One representor has suggested that the light reflectance report fails to consider the angles of the sun at varying times of year and as such does not represent the true impact that will be experienced. |
| One representor has suggested that the tourism data submitted with the application is out of date, and does not represent the current pandemic and associated impacts on the tourism industry. |
| One representor has suggested that the photomontages submitted do not accurately reflect the existing surrounding buildings, and are "deceptive and misleading". An example provided is of the glazing reflecting green leafy trees from Franklin Square in the middle of winter, which the representor suggests is inaccurate as most of the trees are deciduous. The representor further suggests that there is no difference in the trees reflected from the park in the June and December montages, which they say "does little to build confidence that the photomontages are accurate". |
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| Precedent: |
| Representors are concerned that approval of this proposed building at this height would set a precedent for similar building heights in the Cove and surrounding area. |
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| Privacy: |
| One representor is concerned that the new building will have windows directly opposite and overlooking existing buildings in Despard Street. The representor is concerned that this will unreasonably impact the privacy enjoyed within those nearby buildings. |
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| Construction Impacts: |
| One representor is concerned that there will be prolonged, significant construction noise both during the demolition and the construction phases of the project. They have suggested that this will pose an unreasonable impact on the viability of nearby businesses. |
| One representor has suggested that there will be significant disturbance to parking and pedestrian as well as vehicular access to nearby businesses and buildings in Despard Street as a result of the proposed works. |

6. Assessment

- 6.1 The *Sullivans Cove Planning Scheme 1997* is a performance based planning scheme. This approach recognises that there are in many cases a number of ways in which a proposal can satisfy desired environmental, social and economic standards. In some cases a proposal will be 'permitted' subject to specific 'deemed to comply' provisions being satisfied. Performance criteria are established to provide a means by which the objectives of the planning scheme may be satisfactorily met by a proposal. Where a proposal relies on performance criteria, the Council's ability to approve or refuse the proposal relates only to the performance criteria relied on.
- 6.2 The site is located in the Mixed Use Activity Area 2.0 of the *Sullivans Cove Planning Scheme 1997*.
- 6.3 The existing use is Offices. The proposed uses are a Visitor Accommodation, Function Centre, Eating Establishments, Bar, and Shop. The existing use is a discretionary use in the Activity Area. The proposed uses are discretionary uses in the Activity Area.
- 6.4 The proposal has been assessed against:
- 6.4.1 Parts A and B – Strategic Framework
 - 6.4.2 Part D – Clause 16 - Activity Area Controls
 - 6.4.3 Part E – Schedule 1 - Conservation of Cultural Heritage Values
 - 6.4.4 Part E – Schedule 2 - Urban Form
 - 6.4.5 Part E - Schedule 3 - Public Urban Space
 - 6.4.6 Part E – Schedule 5 - Traffic, Access and Parking
 - 6.4.7 Part E – Schedule 6 - Subdivision
 - 6.4.8 Part E – Schedule 7 - Demolition
 - 6.4.9 Part E – Schedule 8 - Environmental Management
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:

- 6.5.1. Activity Area Controls:-
Discretionary Use - cl. 16.2
- 6.5.2. Conservation of Cultural Heritage Values Schedule:-
Heritage Adjacent - cl.22.5.5
Archaeology - cl. 22.6.5
- 6.5.3. Urban Form Schedule:-
Building Form - cl. 23.6.2
Building Surfaces - cl. 23.7.2
- 6.5.4. Public Urban Space:-
Discretionary Building and Works on the Cove Floor - cl. 24.4.6

Traffic, Access and Parking Schedule:-
Principles for Development Control - cl. 26.2
Matters to be Considered - cl. 26.5
- 6.5.5. Subdivision Schedule:-
Subdivision (Lot Consolidation) - cl.27.4
- 6.5.6. Demolition Schedule:-
Demolition - cl. 28.6
- 6.6. Each performance criterion is assessed below.
- 6.7. Activity Area Controls - Discretionary Use
 - 6.7.1. The proposal seeks to change the use of the site to Visitor Accommodation, Function Centre, Eating Establishments, Bar, and Shop through the demolition of all buildings on site and the construction of a new 13 storey (plus rooftop plan enclosure) hotel building. All of the uses are discretionary in the Activity Area because they either do not meet the qualifications for permitted uses in clause 16.3.1 or are designated as discretionary in clause 16.3.2.

- 6.7.2 When assessing applications for use and/or development, Council must consider all items in Clause 10 of the *Sullivans Cove Planning Scheme* 1997, as well as any representations received. Clause 10 states:

Before determining any application to use or develop land, the Planning Authority must consider, as appropriate:

- *The strategic policies of Parts A and B.*
- *The objectives for the Activity Area.*
- *The effect that adjoining and nearby existing uses may have on the proposed use.*
- *The impacts of the proposed use or development on the heritage, urban and spatial character of the Activity Area.*
- *The impact of the proposed use or development on the port and port operations.*
- *The effect of traffic to be generated on local roads.*
- *The need for off street parking.*
- *The availability of, and connection to, services.*
- *The interim use of those parts of land not required for the proposed use.*

- 6.7.3 The strategic policies inform the Activity Area and Schedule provisions, and as such are assessed below.

- 6.7.4 The impacts of the proposed use or development on the heritage, urban and spatial character of the Activity Area are addressed in Schedule 1 and Schedule 2. A detailed assessment of Schedule 1 (Conservation of Cultural Heritage Values) has been provided by Council's Senior Cultural Heritage Officer whose report is provided at Attachment C. The officer is not supportive of the proposal. An assessment of the proposal against Schedule 2 (Urban Form) is also provided below, and the proposal is also not considered to satisfy this Schedule.

- 6.7.5 The development is sufficiently removed from the port and marine activity of the Cove that it will have no impact on the viability of any such operations.

- 6.7.6 The application was accompanied by a Traffic Impact Assessment (TIA) detailing the impacts of the development on the safety and function of the surrounding road network. The application has been assessed by Council's Roads, Traffic and Development Engineering Officers. Council's Development Engineers do not support the proposal for reasons more fully outlined below in response to Schedule 5 - Traffic,

Access and Parking. The Development Engineering Officer report is provided at Attachment C.

- 6.7.7 Council's Environmental and Development Engineers and TasWater have assessed the application and recommended appropriate conditions to ensure that the additional development on the site will be appropriately connected to the existing available service network for the site.
- 6.7.8 This application will see the site fully developed, so there will be no parts of the land not required which could be utilised by interim uses.
- 6.7.9 Eleven (11) representations have been received. The concerns raised are set out above in paragraph 5.2. Where these concerns relate to a discretion, they have been addressed in the assessment at paragraphs 6.7 to 6.19.
- 6.8 Activity Area Controls (Use) - Part D 16.2 (a)
- 6.8.1 The Objective for Clause 16.2 (a) requires use and development:
- To ensure that activities within the Cove respect the cultural heritage and character of the Activity Area.*
- 6.8.2 The Performance Criteria for Clause 16.2 (a) require:
- *All use and development within the Activity Area must demonstrably contribute to, and enhance the cultural heritage, built form (bulk, height, volume, urban detail) and spatial characteristics of the activity area.*
 - *Activities requiring large, undifferentiated floor areas shall be discouraged in the activity area, except where such activities can be accommodated within existing buildings.*
- 6.8.3 The proposal is for a thirteen floor mixed use building constructed to the Davey Street, Brook Street, and Despard Street Frontages, with elements overhanging the Brook Street and Davey Street Road Reservations.
- 6.8.4 As detailed at paragraph 6.14 below, the proposal has been assessed by Council's Senior Cultural Heritage Officer, who has advised that the proposal does not demonstrably contribute to, and enhance the cultural heritage, built form and spatial characteristics of the activity area. The officer's assessment of this performance criteria is supported. The officer's report is at Attachment C.

6.8.5 The proposal does not comply with the performance criterion.

6.9 Activity Area Controls (Use) - Part D 16.2 (c)

6.9.1 The Objective for Clause 16.2 (c) requires use and development:

To encourage use and development which generate pedestrian movement through the activity area.

6.9.2 The Performance Criteria for Clause 16.2 (c) require:

- *Outdoor dining and other outdoor pedestrian activities are encouraged in appropriate locations.*
- *Activities which generate pedestrian traffic are to be encouraged particularly along Salamanca Place, Hunter Street, the western side of Morrison Street and the block bounded by Davey, Elizabeth, Morrison and Argyle Streets.*
- *All use and development shall facilitate pedestrian access, circulation, amenity and safety within the Cove.*
- *All use and development must facilitate access for the disabled and other pedestrians with restricted mobility.*
- *Parking and vehicle movement within public urban spaces intended primarily to facilitate pedestrian movement shall be discouraged where it conflicts with pedestrian movement and safety*

6.9.3 No outdoor dining is proposed as part of this application.

6.9.4 The proposal is for a new hotel building with a commercial tenancy fronting Brooke Street, and for a guest focused restaurant and cafe / bar area. The building provides guest access both to Davey Street and to the corner of Brooke and Despard Streets. The proposal also includes the replacement of the existing public stair at the Davey Street end of Brooke Street with a new stair connecting Davey Street to Despard Street.

6.9.5 The proposal will result in a public space with increased pedestrian safety in one regard at the north western end of Brooke Street as car parking will be removed from this location. However, there is currently a through pathway at the very end of the street in the form of the staircase up to Davey Street, which will be removed. This will result in a section of the street which is bounded by tall walls on three sides, with no safe egress for pedestrians in the event of antisocial behaviour as there will only be

one way in and out, reducing the current safety of this space which has two entry/exit points. As such, this portion of the performance criteria is not met. The Urban Design Advisory Panel's comments in relation to this aspect of the proposal were as follows:

The new location [of the stairs] will however bring the stairs closer to Despard Street and people approaching the area from the waterfront, but the Panel noted this would come at a disadvantage to the proposed tenancy on the ground floor which would be mostly screened by the stair structure. The Panel acknowledged that Brooke Street is an important yet currently underutilised public space and a future activation of Brooke Street is undermined by the proposed new stair.

- 6.9.6 Further, the proposal does not appear to facilitate easy, legible access for people with mobility issues and / or disabilities. This is because the visible connection between the Despard / Brooke Street entry level and the reception at the Davey Street entry level is via a staircase, with the elevators concealed beyond the lower foyer, and in the car park. The applicant has advised that this configuration is not finalised, and will be modified as necessary to satisfy minimum accessibility standards. In relation to this issue the Urban Design Advisory Panel commented:

For patrons arriving at the Brooke Street frontage that in the absence of an escalator, access to lifts were indirect, being via the carpark.

- 9.6.7 The application seeks to remove car parking from a shared vehicle / pedestrian space, providing only limited service vehicle access, thus reducing the potential for conflict between vehicles and pedestrians.

- 9.6.8 The proposal does not comply with the performance criterion.

6.10 Activity Area Controls (Use) - Part D 16.2 (d)

- 6.10.1 The Objective for Clause 16.2 (d) requires use and development:

To encourage the further development of the Activity Area as a tourist destination

- 6.10.2 The Performance Criteria for Clause 16.2 (d) requires:

- *The existing mix of tourist-oriented uses and facilities, including shops, restaurants and hotels shall continue to be encouraged.*

- 6.10.3 The proposal is for a new building which is used for visitor accommodation, a function centre, eating establishments, a bar, and a shop.
- 6.10.4 The proposed new building includes visitor accommodation, eating establishments, and a shop. As such, it is consistent with the performance criteria.
- 6.10.5 The proposal complies with the performance criterion.
- 6.11 Activity Area Controls (Use) - Part D 16.2 (f)
- 6.11.1 The Objective for Clause 16.2 (f) requires use and development:
- To ensure that the Activity Area's primary function as a place for a range of arts, cultural, civic, recreational and entertainment activities, is strengthened together with its role as a shop window for quality Tasmanian produced goods.*
- 6.11.2 The Performance Criteria for Clause 16.2 (f) requires:
- Retail Activities:*
- *A diverse, but balanced, mix of retail activities including art and craft centres, shops and eating establishments shall be promoted, especially in the Salamanca area, to reinforce the role of the Cove as the City's 'cultural precinct'.*
- 6.11.3 The proposal is for a building which contains a mixture of uses including a function centre, eating establishments, a bar, and a shop.
- 6.11.4 The proposed new building accommodates a range of uses which are complementary to and have the potential to reinforce the Cove as the City's cultural precinct.
- 6.11.5 The proposal complies with the performance criterion.
- 6.12 Activity Area Controls (Use) - Part D 16.2 (i)
- 6.12.1 The Objective for Clause 16.2 (i) requires use and development:
- To minimise the use of public land resources of the activity area*

for commuter and other long term parking.

6.12.2 The Performance Criteria for Clause 16.2 (i) requires:

- *Public car parking within the Cove shall be provided primarily to meet the short term parking needs of tourists and other visitors to the Cove.*

6.12.3 The proposal is for a building which contains a mixture of uses including visitor accommodation and guest car parking.

6.12.4 No public car parking is proposed, or required to be provided. However it is noted that the proposal does include the provision of 24 on site car parking spaces for staff and guests.

6.12.5 The proposal complies with the performance criterion.

6.13 Activity Area Controls (Use) - Part D 16.2 (j)

6.13.1 The Objective for Clause 16.2 (j) requires use and development:

To ensure sound environmental planning and management for all activities.

6.13.2 The Performance Criteria for Clause 16.2 (j) requires:

- *All use and development to demonstrate the minimisation of on and off site energy requirements resulting from the proposed activity.*
- *All use and development must minimise direct and indirect environmental risk or effects and where possible provide a new environmental gain for the wider environment).*

6.13.3 The proposal is for a new building which is used for visitor accommodation, a function centre, eating establishments, a bar, and a shop.

6.13.4 The proposal has been assessed by Council's Environmental Development Planner, who has advised that:

Whilst the proposal includes an on-site substation to manage electricity usage within the building, the total energy requirements will only be to the extent required to service the building. Energy

requirements will be reduced using energy efficient materials such as double glazing and will be constructed in accordance with the BCA.

The proposed building will be constructed and operated in such a manner to ensure no direct or indirect environmental risk effects. This will be achieved by providing appropriate stormwater management and the provision of a construction management plan which will be prepared and provided as part of the building phase.

The main energy usage will be electricity to operate the hotel. Energy efficiency standards will be required to be met as part of a future building application.

The development is considered to be relatively low-risk, once constructed. Construction risks can be adequately managed with a Construction Management Plan.

Stormwater leaving the site will be pre-treated to exceed State Stormwater Strategy quality targets. Air and noise emissions are not expected to be significant.

23.7 Building Surfaces

The following provision is not considered applicable to the proposed development as there is no significant native vegetation in Franklin Square:

Surfaces adjacent to nectar bearing native flora (Tasmanian and exotic eucalyptus, etc).

- 6.13.5 The officers assessment of this performance criteria is supported.
- 6.13.6 The proposal complies with the performance criterion.
- 6.14 Schedule 1 - Conservation of Places of Cultural Significance (Heritage Adjacent and Archaeology)
 - 6.14.1 The objectives at Clause 22.2 of Schedule 1 - Conservation of Places of Cultural Significance require use and development:
 - *To provide the mechanisms to allow the conservation of*

heritage values.

- *To provide an incentive for 'building or works' to be carried out in a manner which is compatible with conservation of cultural heritage values.*
- *To ensure that the recognisable historic character of Sullivans Cove is not compromised by new development which overwhelms the places of cultural significance, or, by new development which reduces the apparent authenticity of the historic places by mimicking historic forms.*
- *To encourage new development to be recognisable as new, but not individually prominent. Such development must reflect a "good neighbour" relationship to places of identified cultural value.*

6.14.2 The site is adjacent to heritage listed properties, and does not comply with the deemed to comply provisions at cl.22.5.4 because it is higher than the adjacent listed places. Therefore assessment against the discretionary criteria are relied on.

6.14.3 The criteria for assessment of use and development on sites adjacent to places of cultural significance at Clause 22.5.5 require:

'Building or works' on land which cannot satisfy the 'deemed to comply' provisions of Clause 22.5.4 may be approved at the discretion of the Planning Authority. The following criteria must be taken into consideration in the assessment of all proposals for 'building or works':

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

not adversely affect the heritage values of any adjacent or nearby place of cultural significance.

- *'Building or works' must not reduce the heritage value of any adjacent places of cultural significance by mimicking historic forms.*

- 6.14.4 The site is also identified as being of archeological sensitivity, and excavation is proposed. The proposal is therefore required to be assessed against clause 22.6.5 which provides:

Having regard to the contents and recommendations of an Archaeological Sensitivity Report accepted by the Planning Authority pursuant to Clause 22.6.3 the following criteria must be taken into consideration in the assessment of all proposals to develop places of cultural significance listed in Table 2 or that are considered likely to be of archaeological interest or significance:

- *The likelihood of the proposed 'building or works' resulting in the removal or*
- *destruction of items of archaeological significance.*
- *The cultural significance of the site.*
- *Evidence of an adequate archaeological reconnaissance and site sampling prior to the approval or carrying out of works.*
- *The need to reasonably protect potential archaeological significance during the design, and carrying out of works.*
- *The need to undertake an archaeological 'watching brief' to be required during the carrying out of works*

- 6.14.5 The proposal is for demolition of existing buildings on the primary development site (28 and 30 Davey Street), The demolition of the public stair at the end of Brook Street connecting it to Davey Street, and the construction of a thirteen storey hotel building, new public stair connecting Davey Street to the Despard Street and Brook Street junction, and associated works.

- 6.14.6 The proposal has been assessed by Council's Senior Cultural Heritage Officer, who has provided the following assessment:

Heritage Adjacent:

Clause 22.5.5 dot point 1 states:

'Building or works' adjacent to a place of cultural significance must not dominate that place when viewed from the street or any other public space or be more prominent in the street than the adjacent place of cultural significance."

The submitted Heritage Impact Assessment concludes:

"The proposed building at the lower levels will be much more permeable than the existing buildings By opening up the area both for pedestrians, providing two levels of active frontage and with the heavily glazed and visually permeable lower levels of the proposed building, the human scale interfaces between these adjacent buildings will be opened-up which will assist those places in not becoming dominated by development. By opening up the area both for pedestrians, providing two levels of active frontage and with the heavily glazed and visually permeable lower levels of the proposed building, the human scale interfaces between these adjacent buildings will be opened-up which will assist those places in not becoming dominated by development. "

The proposal is shown in streetscape view in relation to site 36 (Hobart Council Centre) and site 5 (8 Brooke St) in the applicant's submission (see Streetscape drawings, A010E, A011F, A011.1A, A012E, A013F, A013.1A, A014E).

The drawings demonstrate that it is 4 floors plus plant room higher than site 36, and 8 floors plus plant room higher than site 5. This equates to 12.23 metres and 23.86 metres taller than the adjacent heritage listed buildings respectively.

The applicant submits that the proposal is acceptable based on its human scale at the street level and the degree of permeability or activation of the building. However, this clause does not relate to these factors but to how it is viewed in a wider street and public setting. In this instance, the only conclusion that can be drawn is that the proposal does dominate and is more prominent in Davey Street, from Franklin Square and from in and around Brooke Street/Despard Street in height but also in the bulk and prominence given to it by its facade treatment. The proposal does not satisfy clause 22.5.5 dot point 1.

Clause 22.5.5 dot point 2 states:

- *The area of a facade of any new building may be permitted to exceed that of the building on an adjacent place of cultural significance where the Planning Authority is satisfied that the visual impact of the apparent disparity of scale is not significant or that historic precedent warrants the scale disparity.*

The submitted Heritage Impact Assessment concludes:

"... it is concluded that although the façade area of the proposed building exceeds that of the adjacent places, this disparity of scale is acceptable given the wider townscape context and precedent of such larger development along the edge of the escarpment and the various design techniques that have been used to not dominate the adjacent places (e.g. the proposed building will form part of the existing 'band' of higher development reinforcing that edge, including the Executive Building, HCC offices and Parliament Square). Sections 4.2.5 and 5.1.2 of the design report consider the bulk and height of the proposal and its scaling with other surrounding buildings and the natural landform of the cove/city to demonstrate that there is no significant disparity of scale arising from the proposal and that it is befitting with historical precedent."

The acceptability or otherwise relates to only the area of the facade in relation to the adjacent heritage listed places, although this clause also refers to scale disparity, which could be taken to mean a disparity of height. Numerically the proposal does not have a greater facade area than site 36, although it has disparity of scale (i.e. is higher than site 36). In relation to site 5 (Brooke Street mill), the proposal has both a greater facade area as well as a disparity of scale (i.e. is higher than site 5). In this case the Planning Authority has to be satisfied that the visual impact of the apparent disparity of scale is not significant or that historic precedent warrants that scale disparity. In terms of façade area, the proposal is divergent and a significant departure from that of the adjacent listed place of site 5. The proposal does not satisfy clause 22.5.5 dot point 2.

Clause 22.5.5 dot point 3 states:

Building or works' must complement and contribute to the specific character and appearance of adjacent places of cultural significance and the historic character of the Cove generally.

The submitted Heritage Impact Assessment concludes:

"The reflectivity on different planes of the glazing of the proposed building seeks to draw in the colour and texture of adjacent places (as well as natural features such as the sky on higher levels) – as well as providing subtle references to historic contexts to provide a varied palette that compliments the surrounds by in effect borrowing their colour and texture, without necessarily mimicking them. This will in effect allow the existing buildings to infiltrate the

finishes of the new building and to provide a rich texture that will compliment and contribute to the varied fabric of the surrounds of the site. This varied surrounding materials palette is further accentuated on the lower levels, as detailed in the design report The proposal seeks to reinstate linkages between the city and the waterfront by the promotion of pedestrian and visual connectivity to activate and promote an appreciation of the area: It is intended that interpretation within the building will also draw upon key historic themes and associations of the site and wider waterfront as a means of engaging users of the building to such."

The use of the glazed multi-faceted reflective panels are a significant departure from the character and appearance of the adjacent places of significance and the historic character of the Cove, which in terms of materiality are places constructed of masonry in a rendered form as well as brick and sandstone. The fenestration pattern is also a significant departure and nowhere else in the Cove is there a building of this ilk. In fact, the extent of the glazing is overwhelming. Added to this, the width, height and depth of the building is monolithic. In terms of footprint, is it larger than the Marine Board building. The use of linkages to promote pedestrian and visual connectivity and the use of interpretation are irrelevant in the consideration of this clause.

In terms of understanding complement, the definition has been clearly articulated; "by adding extra features in such a way to improve or emphasise the qualities of the place and its setting is appropriate and necessary." (Lenna Motor-Inn Pty Ltd v Hobart City Council and Ors [2021] TASRMPAT 26 80) and to "make whole or complete the place". It cannot be concluded that this proposal satisfies clause 22.5.5 dot point 3.

Clause 22.5.5 dot point 4 states:

"• The location, bulk and appearance of 'building or works' must not adversely affect the heritage values of any adjacent or nearby place of cultural significance."

The Heritage Impact Assessment makes reference to pedestrian linkages, improved connectivity, promotion of a range of historic themes to argue it is "consistent with the established pattern of development along the line of the escarpment..."

The references by the applicant to these matters are not a

consideration in the assessment of the proposal. For the reasons outlined above, the bulk and appearance of the new building will adversely affect the heritage values of adjacent sites, by being flamboyant, overtly individualistic and self absorbed in appearance along with other design features which have the result of influencing and diverting attention away from the adjacent and nearby buildings. It cannot be concluded that this proposal satisfies clause 22.5.5 dot point 4.

Clause 22.5.5 dot point 5 states:

• *'Building or works' must not reduce the heritage value of any adjacent places of cultural significance by mimicking historic forms.'*

This proposal does not attempt to mimic historic forms. It forges its own path that is the antithesis of the character in Sullivans Cove. The proposal satisfies clause 22.5.5. dot point 5.

The representations relating to the inappropriate nature of the height, bulk and the materiality of the facade treatment are considered valid.

- 6.14.7 The proposal is not considered to satisfy clause 22.5.5 dot points 1, 2, 3, and 4. The proposal is recommended for refusal on this basis.

Archaeology:

The proposal must also be assessed against 22.6.5 and all 5 dot points must be taken into consideration.

This application proposes to demolish the existing step infrastructure at the end of Brooke Street, exposed the Cove Wall to the side of Davey Street and provide new step access up and down adjacent to the new proposal as a series of three flights of steps. Drawings (Lower ground Floor - Despard st entry A002J, March 2021) have the following annotation:

"Proposed reinstatement protocol to consist of exposing those portions of the original Cove Wall that remain, new planting, and reinstatement/interpretation of Cove Wall using rock salvaged from excavation where original wall is non-existent" and "Reinstate / expose sandstone Cove Wall to side of Davey Street. Final design subject to Archaeological, Structural and Geotechnical investigation and certification."

The site, (site 10) had two distinct types of development. The current steps are in a different configurations to earlier steps. The construction of the Executive Building is estimated to have impacted on the remains of those earlier steps. The c.1900 retaining wall would have also impacted and altered any earlier steps. A portion of the c.1900 wall is visible and may continue further. There is considerable lack of clarity about how the nature of the escarpment may present. The Praxis report concludes:

"Any traces of the natural and historically present face of the escarpment would be of high significance in understanding the natural condition of that interface between the Sullivans Cove floor and the city and be a rare remnant of that natural feature. There are few locations along the original escarpment ridge which have not been largely diminished/destroyed by later development (See Figure 4.20), therefore this section is likely to be of heightened significance. Note however that any such evidence would be on the Davey Street side of the retaining wall, and not necessarily be associated with the stairs on the Brooke Street side of the wall."

The following recommendations are made:

*"That any works to the current steps, including demolition, does not require any archaeological input.
That minor landscaping (e.g. to the planter boxes) does not require any archaeological input. -
Any major excavation (i.e. beyond routine maintenance of the planter boxes, or excavation to further investigate the presence of/or to expose the Davey Street wall) must be monitored by an archaeologist and any significant remains (e.g. remains of earlier stairs) must be managed in accordance with the Tasmanian Heritage Council's Practice Note 2 (Managing Historical Archaeological Significance in the Works Application Process), or other relevant industry standard. This also includes any excavation deeper than the sub-base of the current paving."*

While the demolition of the existing steps and planter boxes do not require archaeological input it is unclear as to what the rationale is for the designation on the drawings regarding reinstatement and expose sandstone wall. It is recommended that should a permit be issued, that this proposal described above be the subject of a separate application with a clear heritage and archaeological rationale and consideration.

On this basis the proposal satisfies clause 22.6.5 5 dot point 1 to 5.
A condition regarding the design of the treatment of the retaining wall is recommended should a permit be issued.

- 6.14.8 In relation to heritage considerations, the Urban Design Advisory Panel commented as follows:

...the impact of the proposed building on heritage-listed Franklin Square above the escarpment, will dramatically reduce outlook and connection to the Cove.

- 6.14.9 The proposal does not comply with the performance criterion with respect to heritage adjacency.

6.15 Schedule 2 - Urban Form

- 6.15.1 The proposal is for a thirteen storey, 39.6m high building, accommodating a number of uses.

The planning scheme at clause 23.6.1 sets out that for this site the permitted height is 18m. The proposal exceeds the permitted height by 21.6m. The planning scheme at the same clause also sets a permitted standard for apparent size, such that 'the length of buildings in street edge elevation must not be more than twice the width of the abutting street. Davey Street is 24m wide, Brooke Street is 12m wide, and Despard Street is 10m wide. Therefore the permitted apparent size for Davey Street is 48m, for Brooke Street is 24m, and for Despard Street is 20m. The proposed building will have a length of 33m on the Davey Street frontage, 39m on the Brooke Street frontage, and 32m on the Despard Street frontage. That is 15m and 12m more than the permitted apparent size for Brooke and Despard Streets respectively.

The planning scheme at clause 23.7.1 sets out that façade treatments for building elevations to primary spaces must be primarily masonry, with a maximum 50% void in all street elevations, and of a high quality finish. It further sets out that façade treatments of buildings to secondary spaces must be finished in a less detailed and ornate manner than those to primary spaces, and in less detail than adjacent buildings to primary spaces. The proposal is for a primarily glazed surface treatment to all building facades, with no differentiation between the facades facing the primary and secondary spaces, such that the building is effectively viewed in the round with no subservient facades.

- 6.15.2 Because the proposal does not meet the above permitted standards, it must be assessed against the applicable performance criteria at clause 23.7.2 of the planning scheme. This clause requires the development to be assessed against the objectives of the Urban Form Schedule, as set out at clause 23.2, and reproduced below.

The following objectives apply to the application of this Schedule:

1. *The traditional urban pattern of Sullivans Cove is to be conserved. A contemporary adaptation is to be created in development/redevelopment areas.*
2. *Views to Sullivans Cove along primary spaces are to be retained, especially to the River Derwent.*
3. *Views over the land bounded by Tasman Highway, Brooker Avenue and Liverpool Street from the City and Wapping to the Domain and from the Domain and Tasman Highway to the City are to be retained.*
4. *Expression of the Wall of the Cove is to be encouraged where possible.*
5. *The bulk and height of buildings must reflect the natural topography of the Sullivans Cove Planning Area, the amphitheatre sloping down to the Cove and the Macquarie Street and Regatta Point Ridges.*
6. *A diversity of building heights and volumes will be encouraged within this over-riding pattern, but buildings must have a respectful relationship to each other and to buildings of identified cultural significance within a street.*
7. *New buildings must not be individually prominent in terms of contrast with neighbouring buildings by being significantly higher or having a larger apparent size when viewed in street elevation.*
8. *New buildings should facilitate the creation of 'secondary spaces' on lots in the Cove. Such spaces should be encouraged where they demonstrably create useable pedestrian environments and facilitate pedestrian movement and views.*
9. *New urban gardens are to be encouraged in secondary spaces only.*
10. *On the land bounded by the Tasman Highway, Brooker Avenue and Liverpool Street the landscaping should reflect the variety of garden areas and parkland styles that exist in the immediate surrounding area and that mark the transition to the Domain.*

- 6.15.3 The proposal is for a new 39.6m high, thirteen floor building almost adjacent to all of the boundaries of the site. The predominant finish is

reflective glazing.

- 6.15.4 In relation to (1), as detailed below, the proposed building has been assessed by Council's Cultural Heritage Officer, and is not considered to conserve the traditional urban pattern of the Cove.

In relation to (2), Davey Street is a primary space, but no views along it to Sullivans Cove will be impacted by the proposal.

In relation to (3), the application site does not enjoy or impinge upon the views over the land bounded by Tasman Highway, Brooker Avenue and Liverpool Street from the City and Wapping to the Domain and from the Domain and Tasman Highway to the City and as such they are not a relevant consideration for assessment.

In relation to (4), the topographic sense of the Cove Wall, and with it the cliff-like drop in elevation experienced in some areas of the cove, is located at the central divide of Davey Street, two lanes of traffic to the west of the application site. As such, there is no requirement for development of this site, or indeed for the Brook Street / Davey Street interface to reinforce or re-introduce the strong cove wall as this may confuse the recognised expression of the wall created by the variation in heights within the Davey Street road reservation.

In relation to (5), the proposal makes no attempt to respond to the slope of Davey Street through stepping of the design, despite the clear cues provided by the buildings adjoining to the north and south.

In relation to (6), whilst a diversity of building heights is broadly supported, and this building lies within the range of building heights experienced in the immediate area, this must also respect the scale of any / all buildings of cultural significance within the street. As the development site fronts three streets, the relationship to other buildings in all three streets must be considered.

Council's Cultural Heritage Officer has also stated that *"in terms of an example of what might be deemed a 'respectful relationship' referred to above, it is worth looking at the current relationship between 8 Brooke Street (former Gibsons Mill - site 5) and the buildings on the subject site. In this instance the height and scale are comparable with limited discrepancy in scale and height, one does not overpower or dominate the other. While the proposed hotel building does not have a superficial historic or similar appearance to any adjacent listed place of cultural*

significance, it is far from respectful and has a significant scale and height discrepancy in comparison to adjacent listed places.

It is concluded that the proposal does not have a 'respectful relationship' and therefore does not satisfy 23.2 (6) of Schedule 2 - Urban Form."

In relation to (7), the assessment of individual prominence cannot be limited to the height of a building and its bulk and setback in relation to the immediately adjacent buildings, all nearby buildings in all streetscapes must be taken into consideration, as well as the detailing, materiality, and architectural features of the building, all of which help determine the prominence of a building in its specific context.

It is considered that the proposed new building will be individually visually prominent from all aspects. In some views, it is the facade treatment alone that will make the building individually prominent. This is because the multi-faceted, mirrored glazing to be provided to the bulk of the building is inconsistent with any surrounding materiality, and as such will make the building individually prominent, regardless the size of nearby buildings that would otherwise assist to contextualise it.

When viewed looking north west along Brooke Street, the heritage building at 8 Brooke Street (City Flour Mills) is in the foreground. The photomontage, drawing number A033 c, provided as part of the application (whilst not true to colour or finish of 8 Brooke Street, thus reducing the apparent contrast between the buildings) demonstrates the larger apparent size of the proposed hotel building.

When viewed looking north along Despard Street, the Hobart Council Centre at 16 Elizabeth Street, and the Hydro Tasmania Building at 4-12 Elizabeth Street will assist in contextualising the building. However, due to the narrow road width of Despard Street, again the proposed hotel building will have a larger apparent size than the adjacent / opposite building at 8 Brooke Street. The separation between 8 Brooke Street and the other buildings mentioned for context does not adequately resolve this apparent difference in the size of the buildings.

Notwithstanding all of this assessment of bulk, the building will also be individually prominent from all aspects by virtue of the proposed glazing. This is because the faceted, mirrored glazing is not a material that is found either in the immediate vicinity, or more broadly in the Cove. As such, The distinct material will render the building highly visible and individually prominent when viewed from most angles.

In relation to (8), the proposal does not create any 'secondary spaces' which can be utilised by pedestrians for movement through the site, or to provide views for pedestrians.

In relation to (9), no urban gardens are proposed, but as there are no secondary spaces created, this is acceptable. Landscaping elements are to be provided, through negotiation with Council officers, within the Brooke Street road reservation to replace the hard and soft landscaping lost through the proposed works.

In relation to (10), the site is not on land bounded by the Tasman Highway, Brooker Avenue and Liverpool Street.

- 6.15.5 The comments of the Urban Design Advisory Panel with respect to height were as follows:

The Panel felt the proposal hasn't addressed the previous concerns of the Panel (May 2019) of the building being too high and agreed that two or three levels lower would result in a more desirable stepping in height to Davey Street and a reduced impact on the Cove.

The Panel were of the view that the proposal is monolithic in its common façade treatment to all sides, which is at odds to the Scheme's intent for buildings to be compatible. The general bulk and façade glazing makes the building overwhelming. The Panel found it difficult to reconcile how the height and bulk of the building represent the topographic character, particularly with regards to the location being an integral part of the escarpment.

The Panel noted that the previous minutes from the UDAP meeting were still relevant and issues have not been addressed to their satisfaction with no overriding rationale or developed solution, especially for building height and bulk.

- 6.15.5 The proposal does not comply with the performance criterion.

6.16 Schedule 3 - Public Urban Space

- 6.16.1 The proposal includes alterations to the public urban space contained in the north western end of the Brooke Street road reservation, including demolition of the existing stair case and its replacement with a new stair case. removal of street furniture including seating and plantings, removal of car parking spaces, and alterations to the surface paving of the area.

- 6.16.2 The proposed new Building (public stair) and Public Street Furniture including Tree Planting are both identified as discretionary in the table at Clause 24.4.2.

- 6.16.3 Clause 24.4.6 requires the following for discretionary buildings or works:

All buildings or works nominated in the table to Clause 24.4.2 as 'D' (Discretionary) require a permit, except where the site is within the area identified by Figure 9a, the building or works are 'permitted'. The Planning Authority may exercise its discretion to approve, approve with conditions, or refuse any application.

In considering such applications, the Planning Authority must satisfy itself that the proposed buildings or works are compatible with the following:

- *The 'Civic Works and Public Street Furniture' Guidelines outlined in Clause 24.4.8.*
- *The function of the Public Urban Space as described in Clause 24.4.10.*
- *The provisions of clause 24.4.9 apply where appropriate.*

- 6.16.4 Clause 24.4.8 provides guidelines the nature and positioning of street furniture in various places, as well as for materiality of the spaces. The relevant sections of this provision are as follows:

24.4.8B *The design of civic works and public street furniture is required to respond to the following guidelines:*

Positioning of Civic Works and Public Street Furniture in Primary Spaces

Public street furniture must strengthen spaces by standing apart from and not softening, the junction of walls and pavement and by running parallel to the dominant lines in a space. Civic works must run parallel to the dominant walls of a space, building walls or edges of docks or wharves.

Repeated elements, such as seats and trees must run parallel to the dominant lines of the buildings and streets.

Where different elements occur in proximity, their co-location must reflect a 'squared up' relationship and they must be grouped into small clusters to minimise their impact on the space.

Minor landscape works are discouraged within primary spaces.

Amenity and Safety

Positioning civic works must allow for convenient pedestrian movement (minimum 2.5 m wide clearance) in designated 'Mixed', 'Pedestrian Movement' or 'Open Space' under Clause 24.4.10. Sight lines should be provided between pedestrians and drivers and levels of night lighting are to be to the satisfaction of the Planning Authority.

Specific Precinct Guidelines

| Context | | Preferred Design Response | |
|--------------------------|---|--|---|
| Public Urban Space Types | Spatial & Urban Character | Civic Works & Public Street Furniture Character | Positioning Criteria |
| Cove Floor | Hard, flat fill surface floor of the Cove. Utilitarian character on wharves and docks, with characteristic robust maritime details including metal, concrete surfaces and large-section unfinished wood. | On the wharves and dock edges; hard, robust and utilitarian, maritime (retention of Salamanca Lawns an exemption). Secondary spaces off the Cove Floor including Montague Lane, Despard Street, Brooke Street: modest, irregular utilitarian character is encouraged. | Civic works and public street furniture should be sited parallel or square to dominant edges of spaces. Regular spacing of elements is encouraged to place emphasis on the spaces rather than individual buildings or building entrances. The flat fill character must not be compromised by kerbs, mounds etc. |
| Open | Narrower planning streets | Hard surfaces, modest | Wider than planning streets |

- 6.16.5 The function of the Public Urban Space at clause 24.4.10 provides as follows:

The function of this public urban space type is to primarily facilitate pedestrian movement. Other movements, including public transport, private vehicles and cyclists will not be precluded from these spaces. Nor will vehicle parking. However, priority will be given to the use and development of these roads to improve the safe and efficient movement of pedestrians, and to the creation of a comfortable and aesthetically pleasing pedestrian environment.

At certain times, the exclusion of motor vehicles for street festivals, markets, etc is considered appropriate. Vehicle speed in these areas must be restricted to a speed compatible with mixing motor vehicles, cyclists and pedestrians. The total number, siting and design of vehicle parking areas must only be developed after considering their impact on the pedestrian environment.

- 6.16.6 In line with the assessment of clause 16.2 (c) above, the demolition of the existing stair at the end of Brooke Street, and its replacement with a new stair, is not considered to facilitate pedestrian movement. Because of the location of the entry/exit point of the new stair, it is not considered that the proposal improves the safe movement of pedestrians. It is considered that the proposal does not appear to facilitate easy, legible access for

people with mobility issues, however this is something that is intended to be addressed by the applicant through the design finalisation.

- 6.16.7 The removal of car parking in Brooke Street is considered to accord with the above requirements.

- 6.16.8 The Urban Design Advisory Panel made the following comments with respect to the stairs:

The most significant change from the earlier design is the removal of the public staircase connecting Davey Street to Brooke Street, and its replacement with a staircase that is external, but adjacent to the side of the proposed building. By removing and locating the stairs in that position, the role of the stairs will no longer be a piece of public domain, as it will appear the proponent's by design. The awning will link the stairs back to the building and not to the public realm, and is really a 'gesture' than providing weather protection. The proposed awning height on Davey Street is of a height that would provide limited shelter and is inconsistent with the existing adjacent streetscape.

The new location will however bring the stairs closer to Despard Street and people approaching the area from the waterfront, but the Panel noted this would come at a disadvantage to the proposed tenancy on the ground floor which would be mostly screened by the stair structure. The Panel acknowledged that Brooke Street is an important yet currently underutilised public space and a future activation of Brooke Street is undermined by the proposed new stair.

- 6.16.8 The proposal is not considered to be compatible with the function of the public urban space at clause 24.4.10, and therefore doesn't satisfy clause

6.17 Schedule 5 - Traffic, Access and Parking

- 6.17.1 The Traffic, Access and Parking Schedule provides 'principles' for assessment of proposals that include traffic, access, and parking works. Those principles at clause 26.2 include the following:

Development will not be granted a permit unless:

(a) It will facilitate the mutual compatibility of public and private transport;

(b) It can demonstrate either:

(c) that it will not create traffic flows and movements that are detrimental

to safety or amenity; or

(d) that any such flows or movements can be accommodated through engineering

works or traffic management arrangements – on or off site – that are satisfactory to the Planning Authority;

(e) It can make adequate provisions for the direction, access, turning and parking of all vehicular traffic;

(f) It can provide for pedestrian movement, in accordance with the requirements of the Planning Authority

6.17.2 The Schedule also includes matters to be considered at clause 26.5, which the Council must ensure new development meets. Those matters are:

- *Will not interrupt the efficient passage of port related vehicular movements;*
- *Will not generate vehicular traffic which is detrimental to other vehicle movements in Sullivans Cove;*
- *Will not utilise a key site identified in Part F, or other land considered appropriate, in a manner that would prevent its use for the provision of public parking purposes. The Planning Authority shall ensure the scope for the provision of significant public parking generated by the development - whether on-site or off-site is explored and evaluated, including the use of part Five Agreements;*
- *Minimises footpath crossovers and disruption to footpath movements;*
- *Providing parking, shall do so in accordance with requirements for the design and location of spaces and access as specified in this schedule;*
- *Providing parking, is designed to complement the form and detail of adjacent*
- *buildings and have a continuity of street level activity and/or visual interest;*
- *Providing parking, the vehicle access shall be discrete and where possible located so as to not disrupt traffic flows along streets through queuing; and*
- *Incorporates through-site and cross-block pedestrian links and access to the waterfront unless it can be demonstrated that there is no benefit to the enhancement*
- *of pedestrian movement and/or amenity in the Cove.*

6.17.3 To assist in assessing a proposal which includes traffic, access and parking works, the Schedule provides 'Guidelines for Development

Control' at clause 26.4. These guidelines, and the above clauses, have been considered by the Council's Development Engineer who has provided the following comments.

The development application seeks approval for the demolition of existing buildings at 28-30 Davey Street, and construction of a new 5-star premium hotel in place; with minor civil works proposed within the road reservation. The new hotel is to be 9-storeys (40m), and stated to have 176 rooms, with 25 on-site car parking spaces dedicated to guests. A total of 4 lots are associated with this development, with owners including Hobart City Council and The Department of State Growth; as such, title adhesion is anticipated. The classification of use is mixed, extending beyond the hotel use class, as the development intends to include 'ancillary' uses; namely, function centre, food service, licensed venue, retail, and recreation components.

The proposal submission has been assessed based on its merits, with respect to the Sullivan's Cove Planning Scheme 1997 'performance' approach to development control (Part A - 3.3). This assessment thoroughly consulted the afore mentioned planning scheme's; Strategic Framework (Part B), Planning Principles for Management of Activities in the Cove (Part B - 7), Strategic Planning Principles (Part B - 7.3), Strategic Direction (Figure 2), Efficiency Principles (Part B - 7.3.4), Activity Area Controls (Part D), Activity Area 2.0 Sullivan's Cove 'Mixed Use' (Part D - 16), Objectives and Performance Criteria for Activities (Part D - 16.2), Use of Land (Part D - 16.3), 'Discretionary Uses' (Part D - 16.3.2), Activity Areas (Figure 4), Schedules (Part E), and Schedule 5 - Traffic, Access and Parking (Part E - 26).

Development Engineering has concluded assessment of this proposal and hereby recommends REFUSAL under assessment clauses 26.4.1, 26.4.2, 26.4.4, and 26.5; based on the following findings, respectively.

The development's reliance on the Davey street frontage for pickup and drop-off activities has not been supported by Department of State Growth State Roads, shifting the development's reliance for such activities to the small intersection of Brooke & Despard street at the rear entrance of the hotel (see Figure 1). However, there is no proposed dedicated space for pickup and drop-off in this area, nor can such a provision be

considered to be safe or efficient by the City. It was noted, the classification of use extends beyond the hotel use class, and it can be expected each additional use's individual car parking demands will practically exceed that which is currently estimated. The traffic generated by this development is estimated to be 600 vehicle movements for hotel guests alone, which in itself could intensify the minor road network surrounding the rear entrance, essentially turning the area into a vehicle circulation network (see Figure 1).

The development's proposed ≈18m crossover is almost 3 times what would normally be supported by the City, due to it's size detracting from pedestrian amenity by abolishing an entire section of the existing narrow footpath (see Figure 2). This proposal will force pedestrians to negotiate a thin extended length of footpath virtually dedicated to vehicular access; affording pedestrians no readily available space for refuge to avoid potential user conflicts, and making the roadway their only alternative. This finding also applies to the proposed New Transition Zone (see Figure 2), which could also encourage similar potential conflicts and confusion, further compromising the safety and efficiency of all users.

The design of this development's main carparking facility was found to be technically flawed nor can it practically provide the fundamental operation required by it's users. The single point of failure identified was the effective minimum width of the ramped sections of the access roadway used to traverse between the facility's 2 levels. The effective minimum width was extremely deficient and not in accordance with Australian Standards, making it much narrower than a standard two-way roadway (see Figure 5). The narrow two-way access roadway, combined with it's grossly insufficient curvature, could cause vehicles to collide when their forced onto the on-coming lane (see Figure 3 & 4), or could cause terminal congestion within the facility. Compounding these concerns is the absence of a dedicated queuing area for the facility. Meaning, should single point failure occur, guest vehicles would be forced to que on the Despard street road reservation; the consequences of which are undesirable for the City.

Based on the assessments of the preceding clauses, the development's Parking & Access proposal does not align itself with a significant portion of the Matters to be Considered, mainly by; generating detrimental vehicle movements, designing parking

provisions lacking in accordance with relevant standards, and encouraging disruptions to pedestrian amenity. This development's Parking & Access proposal is not in line with the area's Strategic Direction to improve pedestrian safety and amenity, nor in accordance with the Objectives and Performance Criteria for Activities within the area, and as such the development's proposal will more than likely promote conflicts with pedestrian movement and safety, by encouraging parking and vehicle movement within public urban spaces intended primarily to facilitate pedestrian movement and safety.

- 6.17.4 The Development Engineering Officer's full assessment is provided at Attachment C.
- 6.17.5 In relation to traffic issues, the Urban Design Advisory Panel commented as follows:

The Panel also acknowledged issues around traffic for the site, noting that the design of the building is very much centred on entry through the Davey Street frontage, rather than any particular treatment for guests that may access through Brooke Street. The Panel were concerned the proposal as presented does not have a coherent strategy for the usual guest drop-off and pick-up associated with a hotel of this standard, instead the proponents referred to the use of existing streets to accommodate these functions. The panel also noted that for patrons arriving at the Brooke Street frontage that in the absence of an escalator, access to lifts were indirect, being via the carpark.

- 6.17.6 The proposal is not considered to satisfy the matters to be considered at clause 26.5, or the Principles at dot point 1 (a), (c), (e) or (f), having regard to the Guidelines for Development Control at clause 26.4
- 6.18 Schedule 6 - Subdivision
- 6.18.1 The proposal includes the consolidation of the two titles over which the main development is proposed, namely 28 and 30 Davey Street.
- 6.18.2 Clause 27.3.1 of the planning scheme provides that subdivision is discretionary on this site, and is to be assessed against the principles in clause 27.2 and requirements in clause 27.4. These are set out below.

Principles:-

- *The importance of retention and recreation of the historic spatial and subdivision character of the Cove shall be given weight when considering any proposal to subdivide and consolidate land within the Cove.*
- *The subdivision of land shall not be 'permitted' unless it can be demonstrated that it is in conformity with the strategic framework of the Scheme and the objectives outlined for the relevant Activity Area.*
- *The subdivision of land containing existing buildings must not adversely impact on the heritage values of buildings and places.*

Requirements:-

- *A subdivision must reinforce the pattern of land use, activity and development sought by the provisions of the Scheme.*
- *A subdivision should allow for interpretation of significant historic subdivision patterns of the site and surrounding land.*
- *All lots must provide suitable service infrastructure to the satisfaction of the Planning Authority.*
- *The layout and design of all subdivision must be in a manner to maximise energy efficiency and minimise impact on the environment.*
- *The size and shape of lots must preferably be compatible with the existing subdivision characteristics of the Activity Area.*
- *Proposals to consolidate land must be considered in light of the need to discourage the development and use of buildings with large, undifferentiated floor areas.*
- *The impact of the proposed subdivision on access, traffic movements and volumes must be considered in accordance with the provisions of Schedule 5.*
- *In the planning area there will be no minimum lot requirement.*

6.18.3 The proposal is for the consolidation of two existing titles to facilitate the development of a new building to replace the two that exist on the current titles. Both titles are currently fully developed, with buildings to all boundaries. The new building is for a hotel with associated facilities, and a small retail space. As such, there will be no large, undifferentiated floor areas.

6.18.4 The proposal complies with the performance criterion.

6.19 Schedule 7 - Demolition

- 6.19.1 The proposal is for the demolition of all buildings on the primary development site, as well as the demolition of the public stair at the end of Brook Street connecting it to Davey Street.
- 6.19.2 Clause 28.3.1 provides that all demolition is discretionary, and is to be assessed against the matters to be considered in clause 28.6, and the provisions of clause 28.8 because the site is a place of cultural significance. These provisions are set out below.

28.6:-

In considering any proposal for demolition, the Planning Authority shall give regard to the following matters:

- *The impact of the proposed demolition on the character of the Activity Area;*
- *The impact of the proposed demolition on the cultural heritage values of the Cove;*
- *The need to avoid creation of vacant sites and 'lost space' in the Cove.*

28.8.1:-

Where the application involves the demolition of a building on a Place included in Table 1 of Schedule 1 – Conservation of Cultural Heritage Values then the application must satisfy the following:

- *The requirement of Clause 22.4.3 for the submission of a Conservation Plan, and*
- *The provision of street elevations or 'true perspectives' to show the scale and impact of the demolition on places of cultural significance and the streetscape.*

28.8.2:-

Where the application involves the demolition of any other building then the application must satisfy the following:

- *The requirement of Clause 22.5.3 for the submission of a report identifying that the building does not have heritage value, and*
- *The provision of street elevations or 'true perspectives' to show the scale and impact of the demolition on places of cultural significance and the streetscape.*

- 6.19.3 The demolition is of two underutilised buildings within the cove, the main facade of which have been allowed to provide the appearance of vacant buildings which do not contribute to the streetscape. As such, whilst the new build is a separate issue, the demolition proposed will not have a negative impact on the character of the activity area, should a suitable development occur in their place.
- 6.19.4 The impact of the demolition on places of cultural significance and the streetscape values of the Cove has been assessed by Council's Cultural Heritage Officer, who has provided the following comment:

In this instance the proposed demolition involves the stairs (c.1985) from Brooke Street up to Davey Street and the existing buildings (1923 and 1936) on the site. The cultural heritage values of the Cove are as an assemblage of buildings that represent the historic character of the Cove as a working port with associated waterfront activities. The subject site was part of the Risby timber yard operations from a waterfront base. The site was cleared after a 1922 fire and in 1923 the building to the right on the site was constructed. It was modified over the years to the rear and today the vertical board cladding to Davey Street conceals part of the 1923 elevation designed by George Stanley Crisp, a well known Hobart architect for News Limited. What remains of that original front elevation behind the cladding has not been explored, but at its time was described as a fine building. The Huon Cooperative Fruitgrowers Association operated from the site and there is a 'ghost sign' on the side of the brick building that is still visible. This building's association with a waterfront location is an important part of its history. As such the demolition will result in the loss of a building, albeit not individually heritage listed, but one that is representative of the scale and character of historic waterfront and Cove activities.

The submitted reports by Praxis (described above) satisfies the submission requirements of clause 22.5.3 with the report concluding that the stairs (c.1985) is not of heritage value and the 1923 and adjacent 1936 buildings have been 'substantially extended and modified'.

While further work could have been done to explore and potentially incorporate the fabric of the 1923 and 1936 buildings, the consultant has concluded that " Although options have been

investigated to retain these buildings, they have been substantially modified and are not considered to have any cultural heritage significance, and are also deemed unsuitable for rell conversion or reuse."

On this basis, while the proposal will involve the demolition of buildings, the conclusion reached is that it will not impact on the heritage values of the Cove and that clause 28.8.2 is satisfied. It is however, the replacement building, as already outlined above that remains problematic.

- 6.19.5 The application seeks demolition, and complete reconstruction, so there will be no 'lost space' or vacant land left as part of the development site.
- 6.19.6 The application included a heritage assessment by Praxis Environment, detailing the heritage implications of the proposed development.
- 6.19.7 Street elevations and photomontages were provided with the application to show the existing and proposed impacts of the site on its surrounds.
- 6.19.4 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for Demolition, New Building for Visitor Accommodation, Function Centre, and Eating Establishments, Bar, and Shop, Lot Consolidation, and Associated Works in the Road Reserve including Removal of Car Parking Spaces, Relocation of Public Street Furniture, Lighting and New Stairs, at 28 and 30 Davey Street, Hobart, and the adjacent road reservations.
- 7.2 The application was advertised and received eleven objections. The representations raised concerns including Design, Height, Bulk, Heritage, Views, Parking, Traffic, Submitted Information, Precedent, Privacy and Construction Impacts.
- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered not to perform well on planning, heritage, and engineering grounds.

- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Cultural Heritage Officer, City Place Making Officer, Stormwater Engineer, Environmental Development Planner, Environmental Health Officer, Parks Planner, Roads Engineer, Traffic Engineer, Surveying Officer, and Cleansing and Solid Waste Unit. The Development Engineering and Cultural Heritage officers have raised objection to the proposal.
- 7.5 Whilst the application was being publicly notified, Council's Urban Design Advisory Panel considered the proposed development at its meeting of 6 July 2021. The full minutes of the meeting are provided at Attachment E. The Panel provided the following comments:

The proposal was referred to the Panel as a pre-application at its 13 May 2019 meeting. The Panel was broadly not supportive of the proposal.

The most significant change from the earlier design is the removal of the public staircase connecting Davey Street to Brooke Street, and its replacement with a staircase that is external, but adjacent to the side of the proposed building. By removing and locating the stairs in that position, the role of the stairs will no longer be a piece of public domain, as it will appear the proponent's by design. The awning will link the stairs back to the building and not to the public realm, and is really a 'gesture' than providing weather protection. The proposed awning height on Davey Street is of a height that would provide limited shelter and is inconsistent with the existing adjacent streetscape.

The new location will however bring the stairs closer to Despard Street and people approaching the area from the waterfront, but the Panel noted this would come at a disadvantage to the proposed tenancy on the ground floor which would be mostly screened by the stair structure. The Panel acknowledged that Brooke Street is an important yet currently underutilised public space and a future activation of Brooke Street is undermined by the proposed new stair.

The Panel felt the proposal hasn't addressed the previous concerns of the Panel (May 2019) of the building being too high and agreed that two or three levels lower would result in a more desirable stepping in height to Davey Street and a reduced impact on the Cove.

The Panel were of the view that the proposal is monolithic in its common façade treatment to all sides, which is at odds to the Scheme's intent for buildings to be compatible. The general bulk and façade glazing makes the building overwhelming. The Panel found it difficult to reconcile how the

height and bulk of the building represent the topographic character, particularly with regards to the location being an integral part of the escarpment.

In addition the impact of the proposed building on heritage-listed Franklin Square above the escarpment, will dramatically reduce outlook and connection to the Cove.

The Panel noted that the previous minutes from the UDAP meeting were still relevant and issues have not been addressed to their satisfaction with no overriding rationale or developed solution, especially for building height and bulk, noting also that the design of the ground plane public realm must be an enhancement of the area.

7.6 The proposal is recommended for refusal.

8. Conclusion

8.1 The proposed Demolition, New Building for Visitor Accommodation, Function Centre, and Eating Establishments, Bar, and Shop, Lot Consolidation, and Associated Works in the Road Reserve including Removal of Car Parking Spaces, Relocation of Public Street Furniture, Lighting and New Stairs, at 28 and 30 Davey Street, Hobart, and the adjacent road reservations does not satisfy the relevant provisions of the *Sullivans Cove Planning Scheme 1997*, and as such is recommended for refusal.

9. Recommendations

That: Pursuant to the *Sullivans Cove Planning Scheme 1997*, the Council refuse the application for Demolition, New Building for Visitor Accommodation, Function Centre, and Eating Establishments, Bar, and Shop, Lot Consolidation, and Associated Works in the Road Reserve including Removal of Car Parking Spaces, Relocation of Public Street Furniture, Lighting and New Stairs, at 28 and 30 Davey Street, Hobart, and the adjacent road reservations for the following reasons:

- 1 The proposal does not meet objective (a) and the associated performance criteria with respect to clause 16.2 of the *Sullivans Cove Planning Scheme 1997* because it fails to respect the cultural heritage and character of the Activity Area and fails to demonstrably contribute to, and enhance, the cultural heritage, built form (bulk, height, volume, urban detail) and spatial characteristics of the Activity Area.
- 2 The proposal does not meet objective (c) and the associated performance criteria with respect to clause 16.2 of the *Sullivans Cove Planning Scheme 1997* because it fails to facilitate safe pedestrian circulation within the Cove.
- 3 The proposal does not meet the permitted standard at clause 22.5.4 and fails to meet the associated discretionary standard at clause 22.5.5 of the *Sullivans Cove Planning Scheme 1997* because: it dominates and is more prominent than adjacent places of cultural significance; is of a disparate scale resulting in significant visual impact; does not complement and contribute to adjacent places of cultural significance and is of a bulk and appearance that adversely affects the heritage values of adjacent places of cultural significance.
- 4 The proposal does not meet the 'permitted' standards at clauses 23.6.1 (Building Form) and 23.7.1 (Building Surfaces) and also fails to meet the associated discretionary standards at clause 23.6.2 (Building Form) and 23.7.2 (Building Surfaces) of the *Sullivans Cove Planning Scheme 1997* because it fails to conserve the traditional urban pattern of Sullivan's Cove, it does not have a respectful relationship to buildings of identified cultural significance, and it will be individually prominent in terms of contrast with neighbouring buildings, by being significantly higher or having a larger apparent size when viewed in street elevation.

- 5 The proposal does not meet the Public Urban Space Function for Brooke Street at clause 24.4.10A of the *Sullivans Cove Planning Scheme 1997* because the new stair does not prioritise improving the safe movement of pedestrians.
- 6 The proposal does not meet the Principles of development control at clause 26.2(a), (c), (e), and (f), or the Matters to be Considered at clause 26.5 of the *Sullivans Cove Planning Scheme 1997* because it will not facilitate mutual compatibility of public and private transport, it will create traffic flows and movements that are detrimental to safety and amenity, it does not make adequate provisions for the direction, access, turning and parking of vehicular traffic, it does not provide for pedestrian movement, and it will not minimise footpath crossovers and disruption to footpath movements.



(Helen Ayers)

Development Appraisal Planner

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



(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 29 July 2021

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Referral Officer Reports (Heritage and Development Engineering)

Attachment D - CPC Supporting Documents

Attachment E - Urban Design Advisory Panel Minutes



Davey Street Hotel

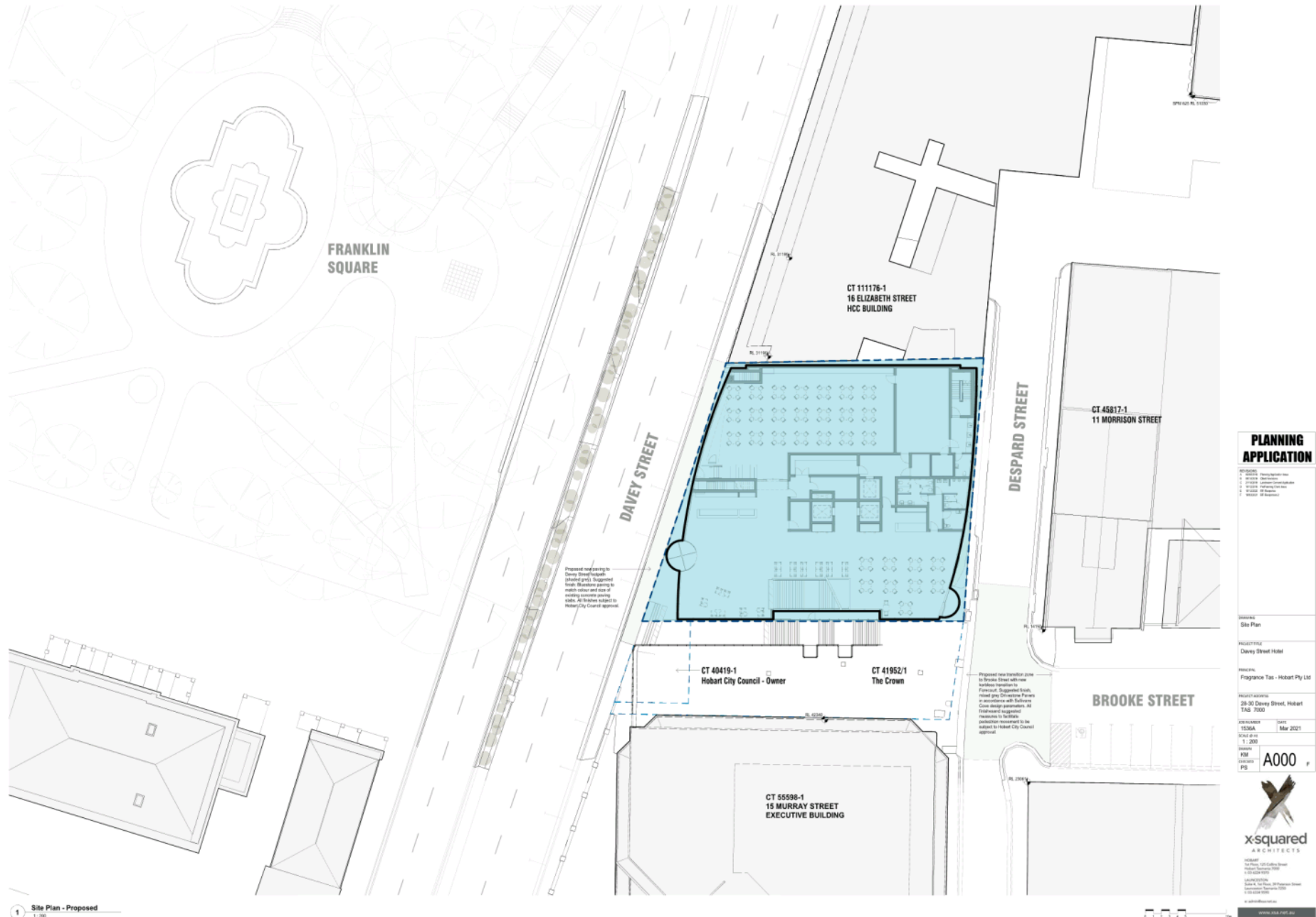
28-30 Davey Street, Hobart TAS 7000
Fragrance Tas - Hobart Pty Ltd

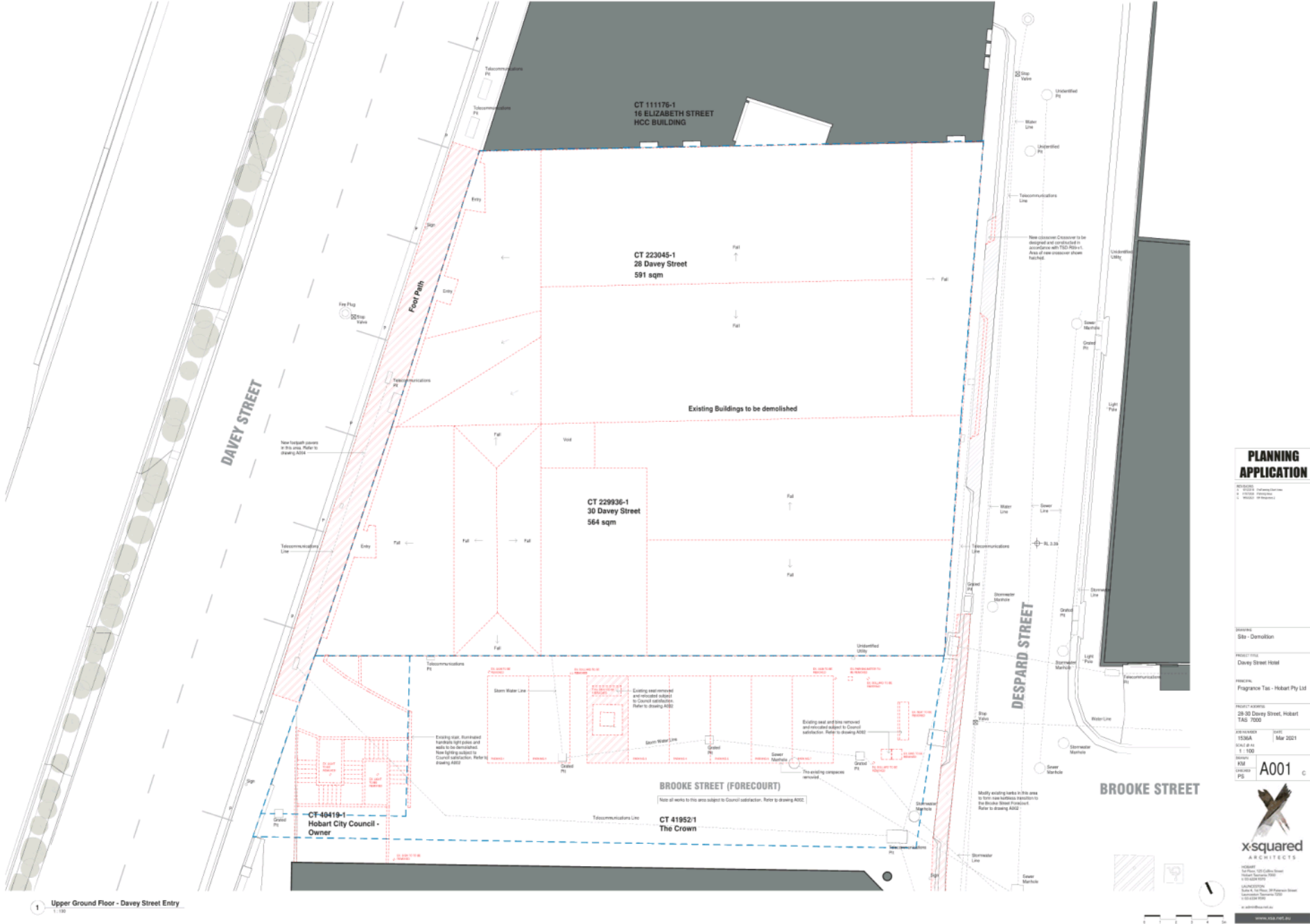
Mar 2021

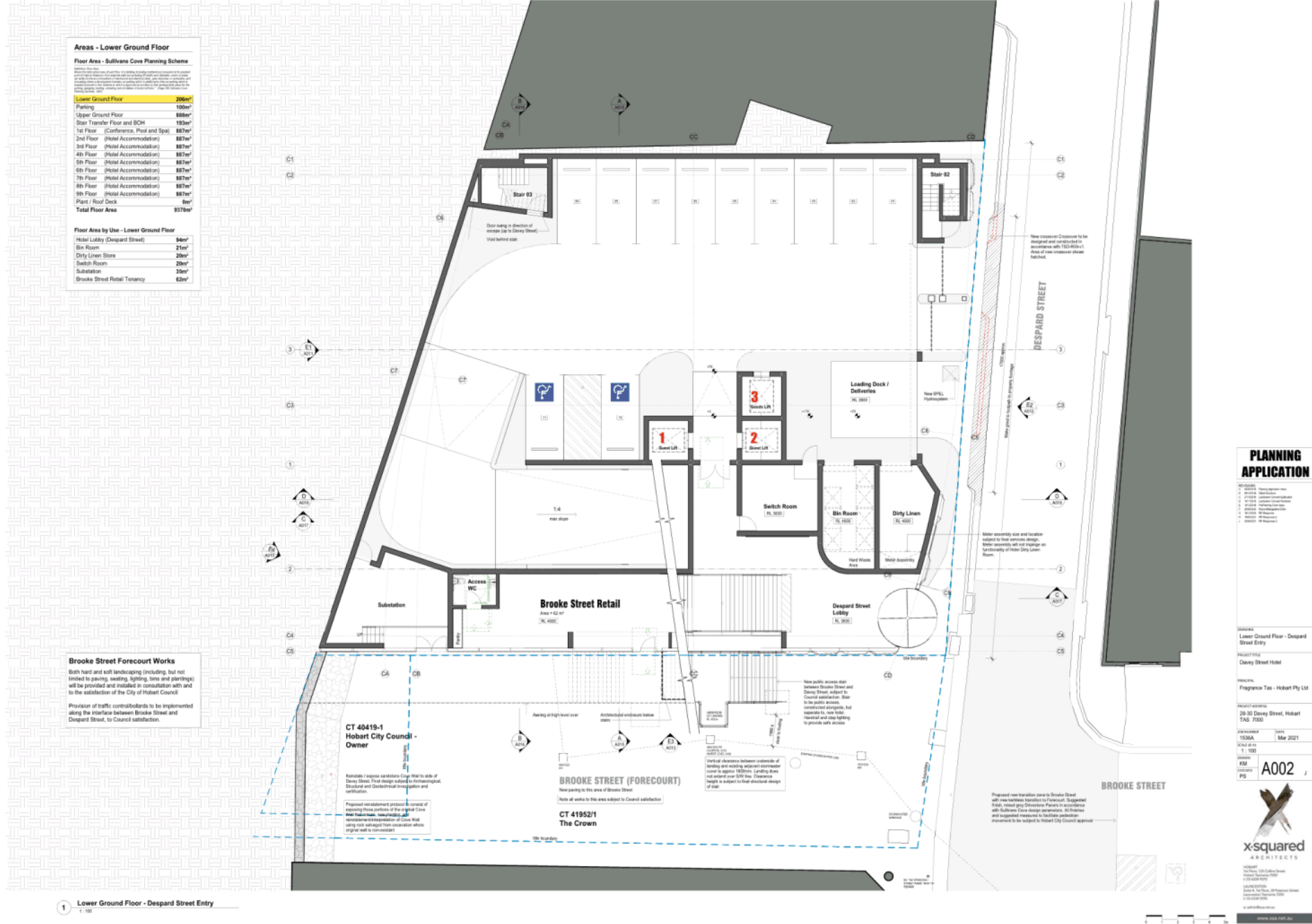
PLANNING APPLICATION

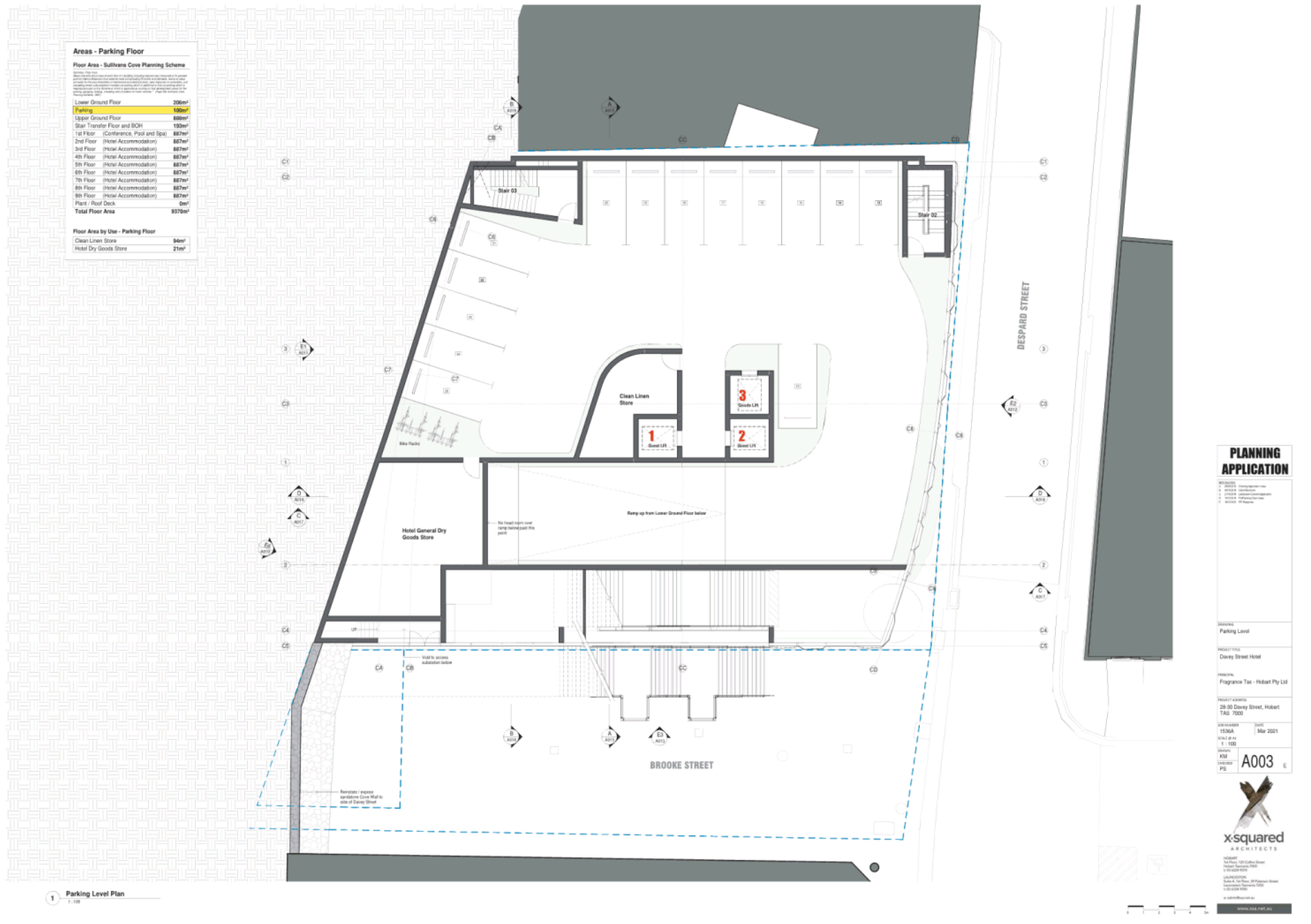
Drawing Schedule

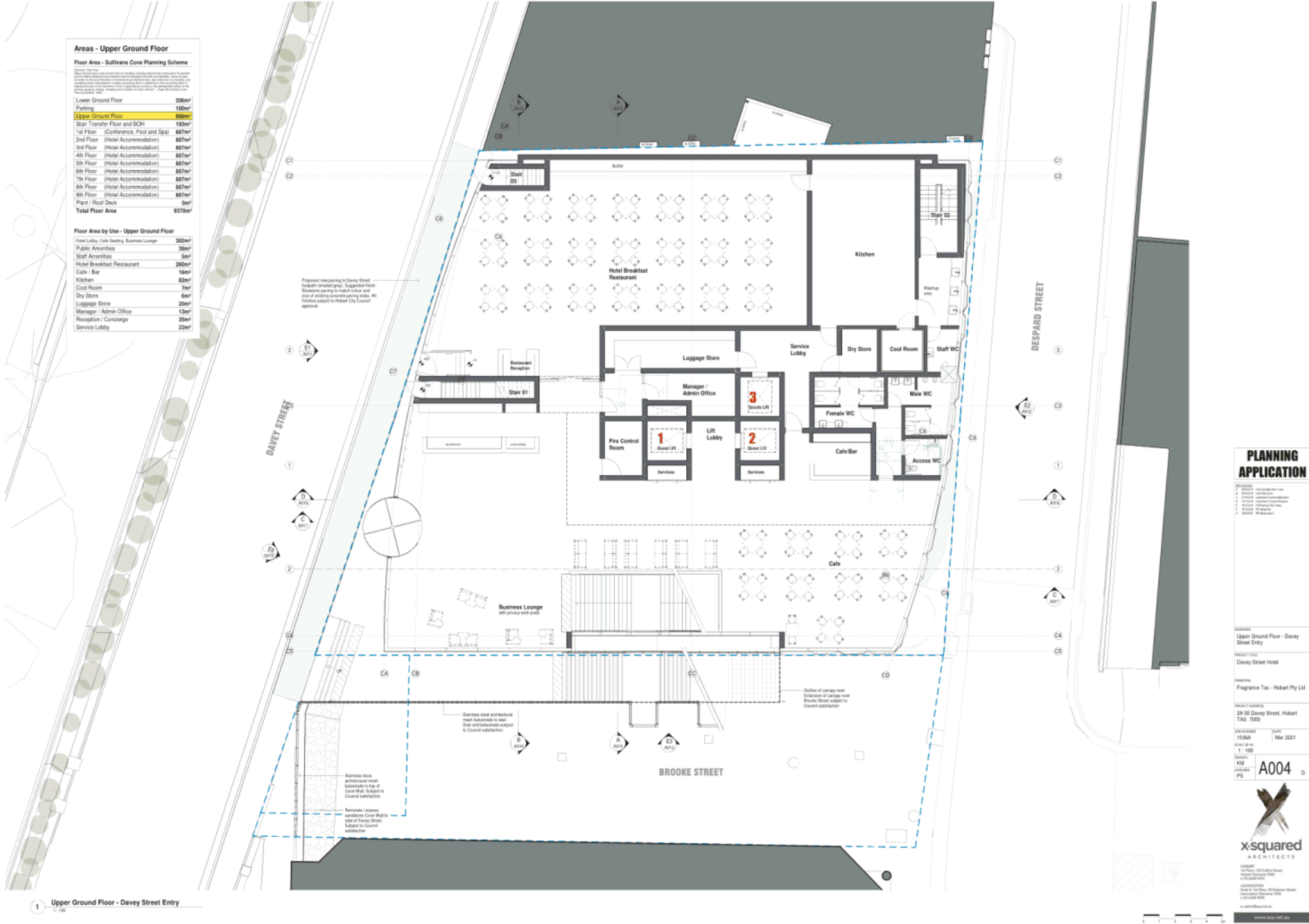
| | | | |
|-------|--------|---|--|
| 1000A | A006 | F | Site Plan |
| 1000A | A007 | C | Site - Condition |
| 1000A | A008 | J | Lower Ground Floor - Drapery Street Entry |
| 1000A | A009 | A | Parking Level |
| 1000A | A010 | G | Upper Ground Floor - Davey Street Entry |
| 1000A | A011 | E | Star Transfer Floor |
| 1000A | A012 | F | 1st Floor - Lower Reception, Conference Suite, Staff Entry |
| 1000A | A013 | E | 2nd, 3rd, 4th and 5th Floors |
| 1000A | A014 | E | 2nd, 3rd, 4th and 5th Floors |
| 1000A | A015 | E | 10th Floor - Page Deck |
| 1000A | A016 | F | Driveway - Davey Street |
| 1000A | A017 | F | Elevation 1 of 4 (Davey Street) |
| 1000A | A018.1 | A | Elevation 1 of 4 (PFI) - Building Fronting Davey Street (City) |
| 1000A | A019 | F | Elevation 2 of 4 (Draper Street) |
| 1000A | A020 | F | Elevation 2 of 4 (Brake Street) |
| 1000A | A021.1 | A | Elevation 2 of 4 (PFI) - Building Fronting Brake Street (City) |
| 1000A | A022 | C | Section A |
| 1000A | A023 | C | Section B |
| 1000A | A024 | C | Section C |
| 1000A | A025 | C | Section D |
| 1000A | A026 | C | Section E |
| 1000A | A027 | C | Section F |
| 1000A | A028 | C | Section G |
| 1000A | A029 | C | Section H |
| 1000A | A030 | C | Section I |
| 1000A | A031 | C | Section J |
| 1000A | A032 | C | Section K |
| 1000A | A033 | C | Section L |
| 1000A | A034 | C | Section M |
| 1000A | A035 | C | Section N |
| 1000A | A036 | C | Section O |
| 1000A | A037 | C | Section P |
| 1000A | A038 | C | Section Q |
| 1000A | A039 | C | Section R |
| 1000A | A040 | C | Section S |
| 1000A | A041 | C | Section T |
| 1000A | A042 | C | Section U |
| 1000A | A043 | C | Section V |
| 1000A | A044 | C | Section W |
| 1000A | A045 | C | Section X |
| 1000A | A046 | C | Section Y |
| 1000A | A047 | C | Section Z |
| 1000A | A048 | C | Section AA |
| 1000A | A049 | C | Section AB |
| 1000A | A050 | C | Section AC |
| 1000A | A051 | C | Section AD |
| 1000A | A052 | C | Section AE |
| 1000A | A053 | C | Section AF |
| 1000A | A054 | C | Section AG |
| 1000A | A055 | C | Section AH |
| 1000A | A056 | C | Section AI |
| 1000A | A057 | C | Section AJ |
| 1000A | A058 | C | Section AK |
| 1000A | A059 | C | Section AL |
| 1000A | A060 | C | Section AM |
| 1000A | A061 | C | Section AN |
| 1000A | A062 | C | Section AO |
| 1000A | A063 | C | Section AP |
| 1000A | A064 | C | Section AQ |
| 1000A | A065 | C | Section AR |
| 1000A | A066 | C | Section AS |
| 1000A | A067 | C | Section AT |
| 1000A | A068 | C | Section AU |
| 1000A | A069 | C | Section AV |
| 1000A | A070 | C | Section AW |
| 1000A | A071 | C | Section AX |
| 1000A | A072 | C | Section AY |
| 1000A | A073 | C | Section AZ |
| 1000A | A074 | C | Section BA |
| 1000A | A075 | C | Section BB |
| 1000A | A076 | C | Section BC |
| 1000A | A077 | C | Section BD |
| 1000A | A078 | C | Section BE |
| 1000A | A079 | C | Section BF |
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| 1000A | A097 | C | Section BX |
| 1000A | A098 | C | Section BY |
| 1000A | A099 | C | Section BZ |
| 1000A | A100 | C | Section CA |
| 1000A | A101 | C | Section CB |
| 1000A | A102 | C | Section CC |
| 1000A | A103 | C | Section CD |
| 1000A | A104 | C | Section CE |
| 1000A | A105 | C | Section CF |
| 1000A | A106 | C | Section CG |
| 1000A | A107 | C | Section CH |
| 1000A | A108 | C | Section CI |
| 1000A | A109 | C | Section CJ |
| 1000A | A110 | C | Section CK |
| 1000A | A111 | C | Section CL |
| 1000A | A112 | C | Section CM |
| 1000A | A113 | C | Section CN |
| 1000A | A114 | C | Section CO |
| 1000A | A115 | C | Section CP |
| 1000A | A116 | C | Section CQ |
| 1000A | A117 | C | Section CR |
| 1000A | A118 | C | Section CS |
| 1000A | A119 | C | Section CT |
| 1000A | A120 | C | Section CU |
| 1000A | A121 | C | Section CV |
| 1000A | A122 | C | Section CW |
| 1000A | A123 | C | Section CX |
| 1000A | A124 | C | Section CY |
| 1000A | A125 | C | Section CZ |
| 1000A | A126 | C | Section DA |
| 1000A | A127 | C | Section DB |
| 1000A | A128 | C | Section DC |
| 1000A | A129 | C | Section DD |
| 1000A | A130 | C | Section DE |
| 1000A | A131 | C | Section DF |
| 1000A | A132 | C | Section DG |
| 1000A | A133 | C | Section DH |
| 1000A | A134 | C | Section DI |
| 1000A | A135 | C | Section DJ |
| 1000A | A136 | C | Section DK |
| 1000A | A137 | C | Section DL |
| 1000A | A138 | C | Section DM |
| 1000A | A139 | C | Section DN |
| 1000A | A140 | C | Section DO |
| 1000A | A141 | C | Section DP |
| 1000A | A142 | C | Section DQ |
| 1000A | A143 | C | Section DR |
| 1000A | A144 | C | Section DS |
| 1000A | A145 | C | Section DT |
| 1000A | A146 | C | Section DU |
| 1000A | A147 | C | Section DV |
| 1000A | A148 | C | Section DW |
| 1000A | A149 | C | Section DX |
| 1000A | A150 | C | Section DY |
| 1000A | A151 | C | Section DZ |
| 1000A | A152 | C | Section EA |
| 1000A | A153 | C | Section EB |
| 1000A | A154 | C | Section EC |
| 1000A | A155 | C | Section ED |
| 1000A | A156 | C | Section EE |
| 1000A | A157 | C | Section EF |
| 1000A | A158 | C | Section EG |
| 1000A | A159 | C | Section EH |
| 1000A | A160 | C | Section EI |
| 1000A | A161 | C | Section EJ |
| 1000A | A162 | C | Section EK |
| 1000A | A163 | C | Section EL |
| 1000A | A164 | C | Section EM |
| 1000A | A165 | C | Section EN |
| 1000A | A166 | C | Section EO |
| 1000A | A167 | C | Section EP |
| 1000A | A168 | C | Section EQ |
| 1000A | A169 | C | Section ER |
| 1000A | A170 | C | Section ES |
| 1000A | A171 | C | Section ET |
| 1000A | A172 | C | Section EU |
| 1000A | A173 | C | Section EV |
| 1000A | A174 | C | Section EW |
| 1000A | A175 | C | Section EX |
| 1000A | A176 | C | Section EY |
| 1000A | A177 | C | Section EZ |
| 1000A | A178 | C | Section FA |
| 1000A | A179 | C | Section FB |
| 1000A | A180 | C | Section FC |
| 1000A | A181 | C | Section FD |
| 1000A | A182 | C | Section FE |
| 1000A | A183 | C | Section FF |
| 1000A | A184 | C | Section FG |
| 1000A | A185 | C | Section FH |
| 1000A | A186 | C | Section FI |
| 1000A | A187 | C | Section FJ |
| 1000A | A188 | C | Section FK |
| 1000A | A189 | C | Section FL |
| 1000A | A190 | C | Section FM |
| 1000A | A191 | C | Section FN |
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| 1000A | A193 | C | Section FP |
| 1000A | A194 | C | Section FQ |
| 1000A | A195 | C | Section FR |
| 1000A | A196 | C | Section FS |
| 1000A | A197 | C | Section FT |
| 1000A | A198 | C | Section FU |
| 1000A | A199 | C | Section FV |
| 1000A | A200 | C | Section FW |
| 1000A | A201 | C | Section FX |
| 1000A | A202 | C | Section FY |
| 1000A | A203 | C | Section FZ |
| 1000A | A204 | C | Section GA |
| 1000A | A205 | C | Section GB |
| 1000A | A206 | C | Section GC |
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| 1000A | A208 | C | Section GE |
| 1000A | A209 | C | Section GF |
| 1000A | A210 | C | Section GG |
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| 1000A | A212 | C | Section GI |
| 1000A | A213 | C | Section GJ |
| 1000A | A214 | C | Section GK |
| 1000A | A215 | C | Section GL |
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| 1000A | A217 | C | Section GN |
| 1000A | A218 | C | Section GO |
| 1000A | A219 | C | Section GP |
| 1000A | A220 | C | Section GQ |
| 1000A | A221 | C | Section GR |
| 1000A | A222 | C | Section GS |
| 1000A | A223 | C | Section GT |
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| 1000A | A225 | C | Section GV |
| 1000A | A226 | C | Section GW |
| 1000A | A227 | C | Section GX |
| 1000A | A228 | C | Section GY |
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| 1000A | A230 | C | Section HA |
| 1000A | A231 | C | Section HB |
| 1000A | A232 | C | Section HC |
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| 1000A | A245 | C | Section HP |
| 1000A | A246 | C | Section HQ |
| 1000A | A247 | C | Section HR |
| 1000A | A248 | C | Section HS |
| 1000A | A249 | C | Section HT |
| 1000A | A250 | C | Section HU |
| 1000A | A251 | C | Section HV |
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| 1000A | A254 | C | Section HY |
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| 1000A | A258 | C | Section IC |
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| 1000A | A266 | C | Section IK |
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| 1000A | A269 | C | Section IN |
| 1000A | A270 | C | Section IO |
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| 1000A | A272 | C | Section IQ |
| 1000A | A273 | C | Section IR |
| 1000A | A274 | C | Section IS |
| 1000A | A275 | C | Section IT |
| 1000A | A276 | C | Section IU |
| 1000A | A277 | C | Section IV |
| 1000A | A278 | C | Section IW |
| 1000A | A279 | C | Section IX |
| 1000A | A280 | C | Section IY |
| 1000A | A281 | C | Section IZ |
| 1000A | A282 | C | Section JA |
| 1000A | A283 | C | Section JB |
| 1000A | A284 | C | Section JC |
| 1000A | A285 | C | Section JD |
| 1000A | A286 | C | Section JE |
| 1000A | A287 | C | Section JF |
| 1000A | A288 | C | Section JG |
| 1000A | A289 | C | Section JH |
| 1000A | A290 | C | Section JI |
| 1000A | A291 | C | Section JJ |
| 1000A | A292 | C | Section JK |
| 1000A | A293 | C | Section JL |
| 1000A | A294 | C | Section JM |
| 1000A | A295 | C | Section JN |
| 1000A | A296 | C | Section JO |
| 1000A | A297 | C | Section JP |
| 1000A | A298 | C | Section JQ |
| 1000A | A299 | C | Section JR |
| 1000A | A300 | C | Section JS |
| 1000A | A301 | C | Section JT |
| 1000A | A302 | C | Section JU |
| 1000A | A303 | C | Section JV |
| 1000A | A304 | C | Section JW |
| 1000A | A305 | C | Section JX |
| 1000A | A306 | C | Section JY |
| 1000A | A307 | C | Section JZ |
| 1000A | A308 | C | Section KA |
| 1000A | A309 | C | Section KB |
| 1000A | A310 | C | Section KC |
| 1000A | A311 | C | Section KD |
| 1000A | A312 | C | Section KE |
| 1000A | A313 | C | Section KF |
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| 1000A | A321 | C | Section KN |
| 1000A | A322 | C | Section KO |
| 1000A | A323 | C | Section KP |
| 1000A | A324 | C | Section KQ |
| 1000A | A325 | C | Section KR |
| 1000A | A326 | C | Section KS |
| 1000A | A327 | C | Section KT |
| 1000A | A328 | C | Section KU |
| 1000A | A329 | C | Section KV |
| 1000A | A330 | C | Section KW |
| 1000A | A331 | C | Section KX |
| 1000A | A332 | C | Section KY |
| 1000A | A333 | C | Section KZ |
| 1000A | A334 | C | Section LA |
| 1000A | A335 | C | Section LB |
| 1000A | A336 | C | Section LC |
| 1000A | A337 | C | Section LD |
| 1000A | A338 | C | Section LE |
| 1000A | A339 | C | Section LF |
| 1000A | A340 | C | Section LG |
| 1000A | A341 | C | Section LH |
| 1000A | A342 | C | Section LI |
| 1000A | A343 | C | Section LJ |
| 1000A | A344 | C | Section LK |
| 1000A | A345 | C | Section LL |
| 1000A | A346 | C | Section LM |
| 1000A | A347 | C | Section LN |
| 1000A | A348 | C | Section LO |
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| 1000A | A350 | C | Section LQ |
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| 1000A | A352 | C | Section LS |

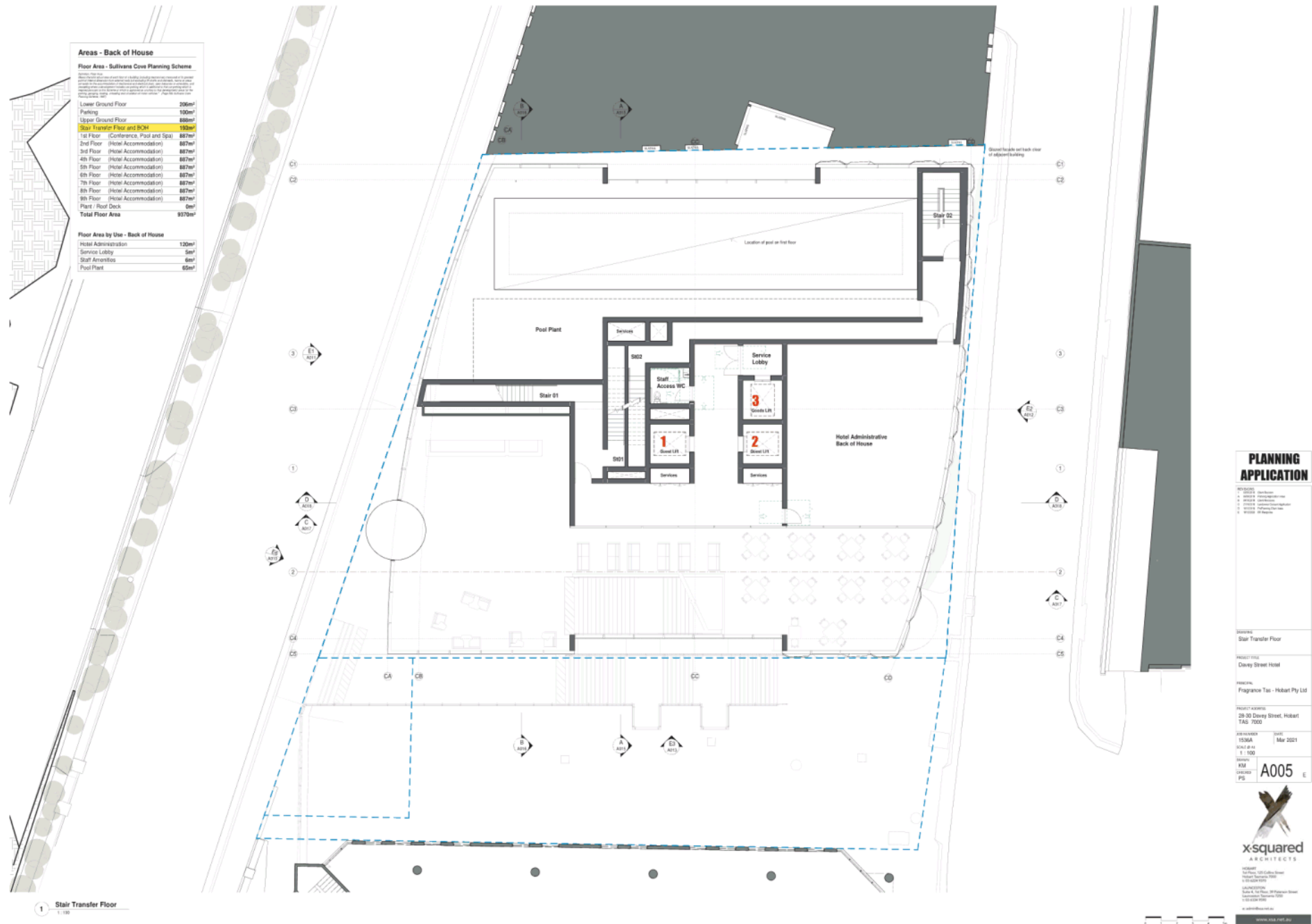


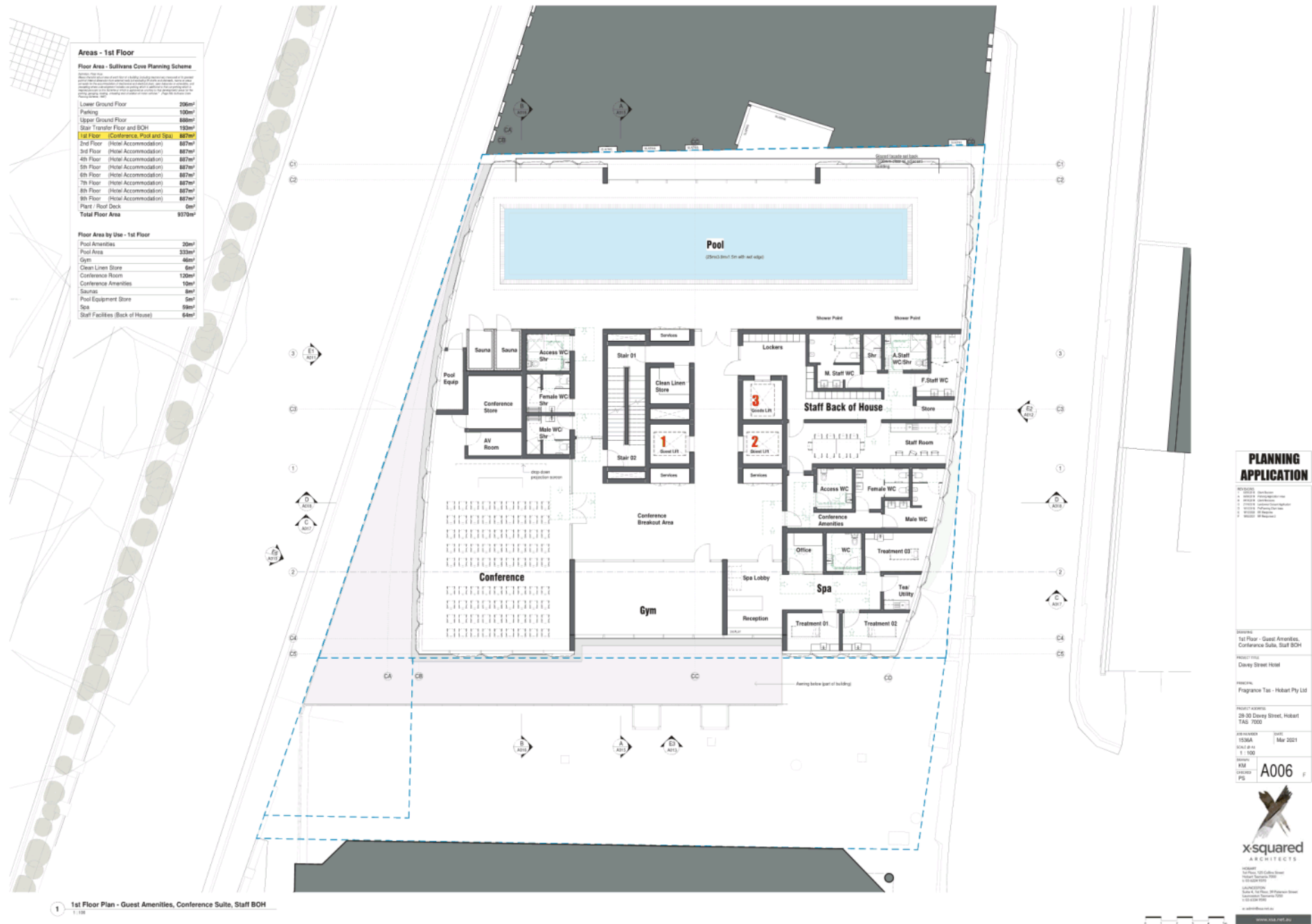










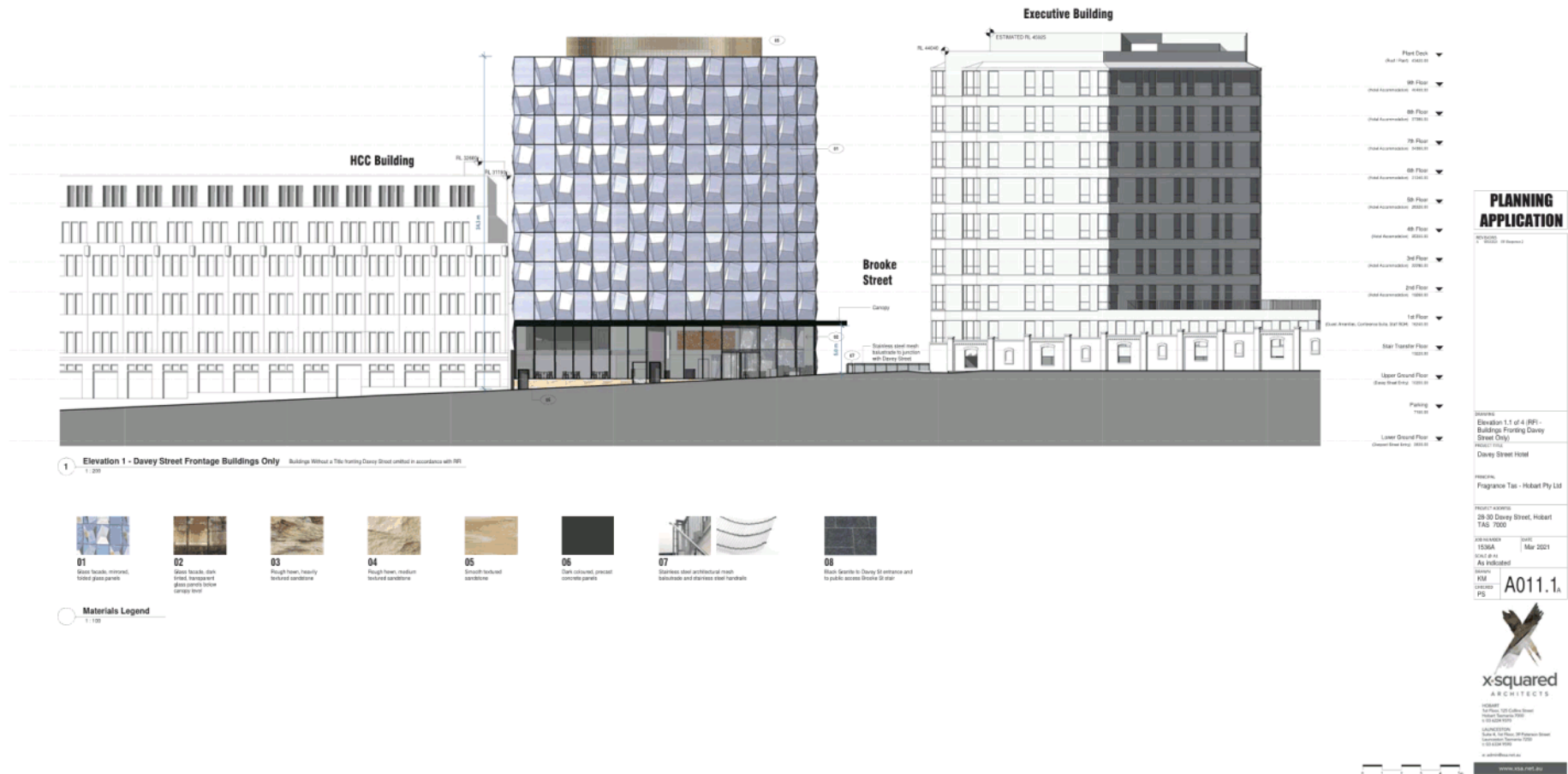


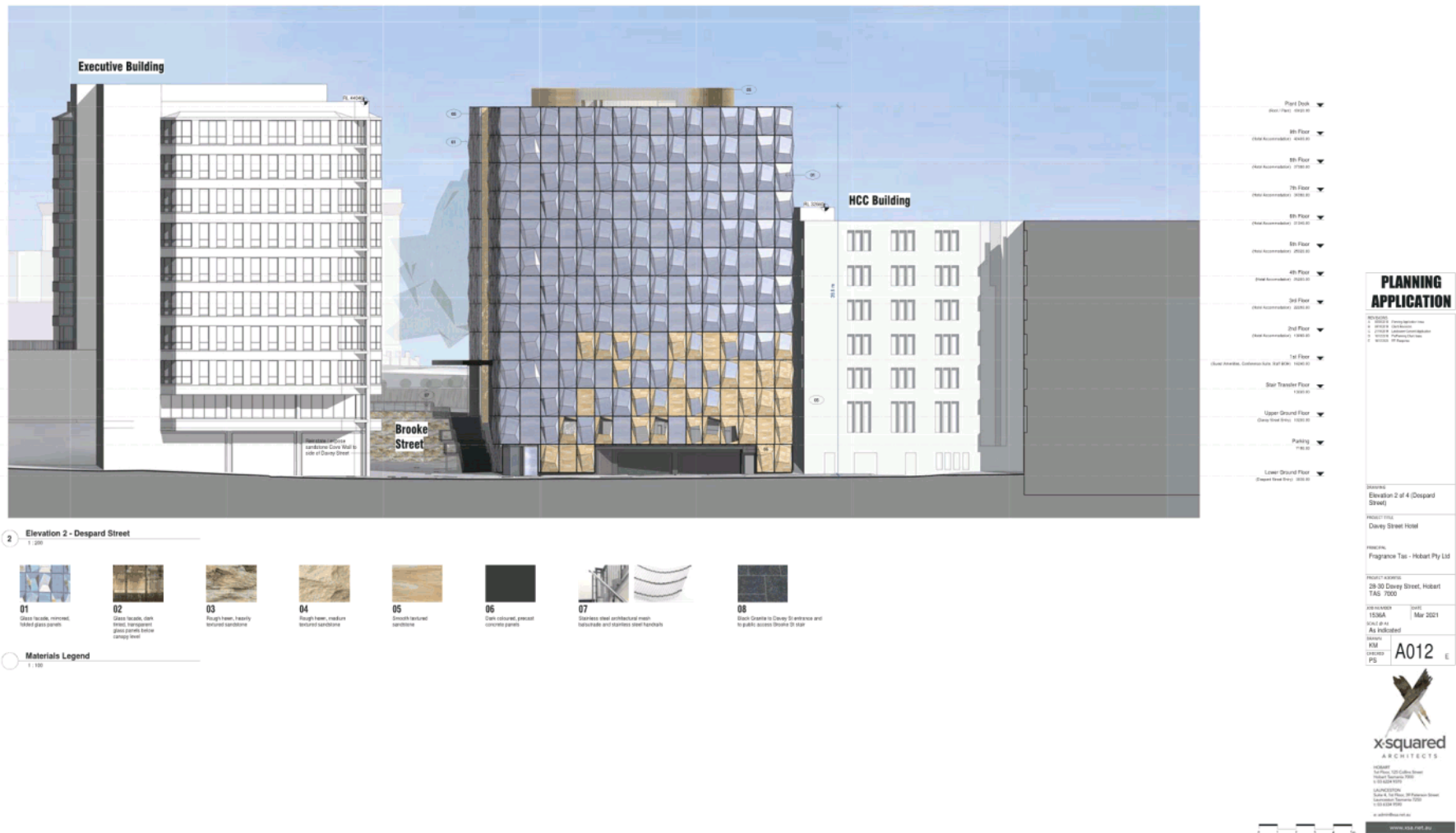








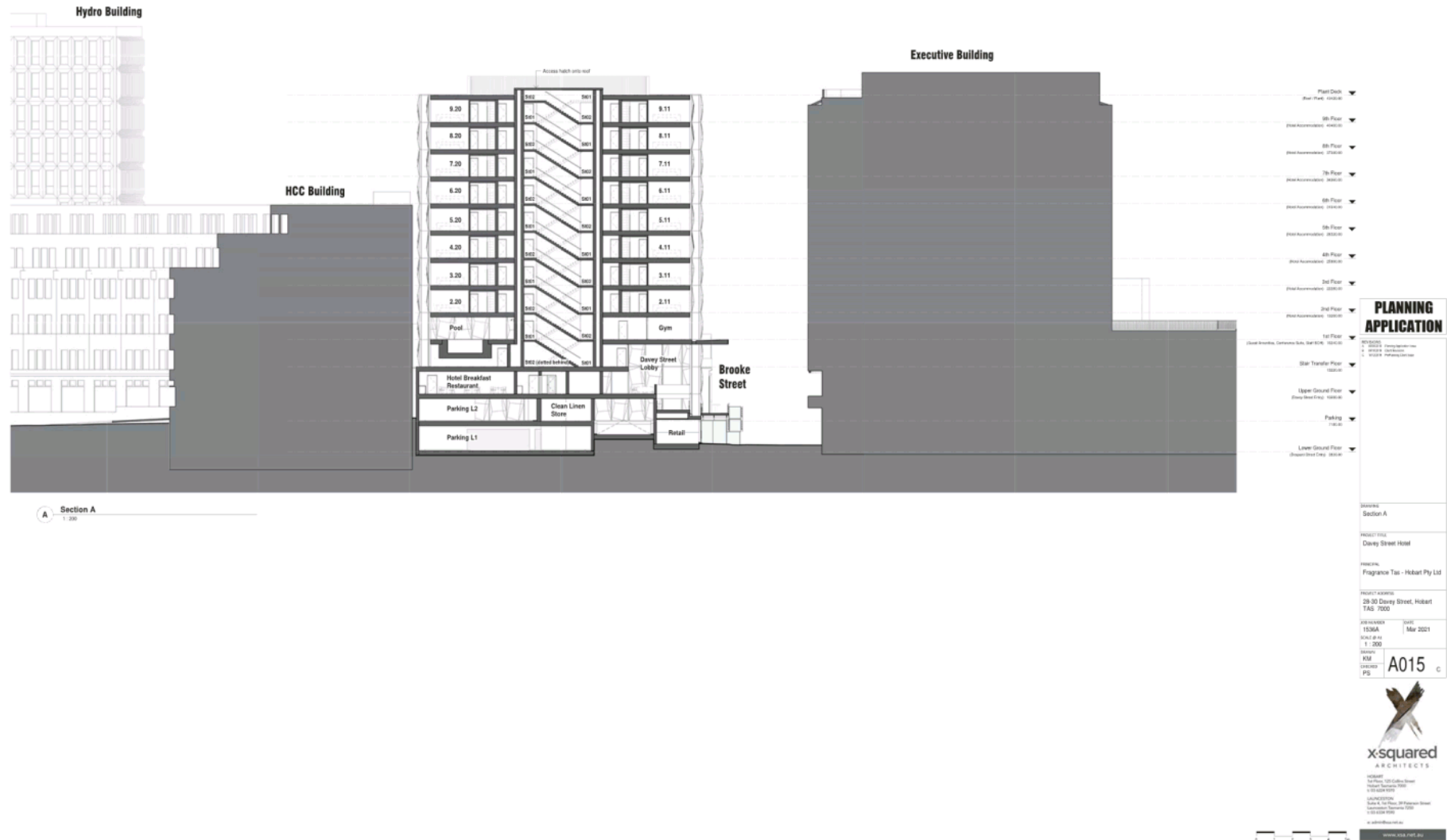


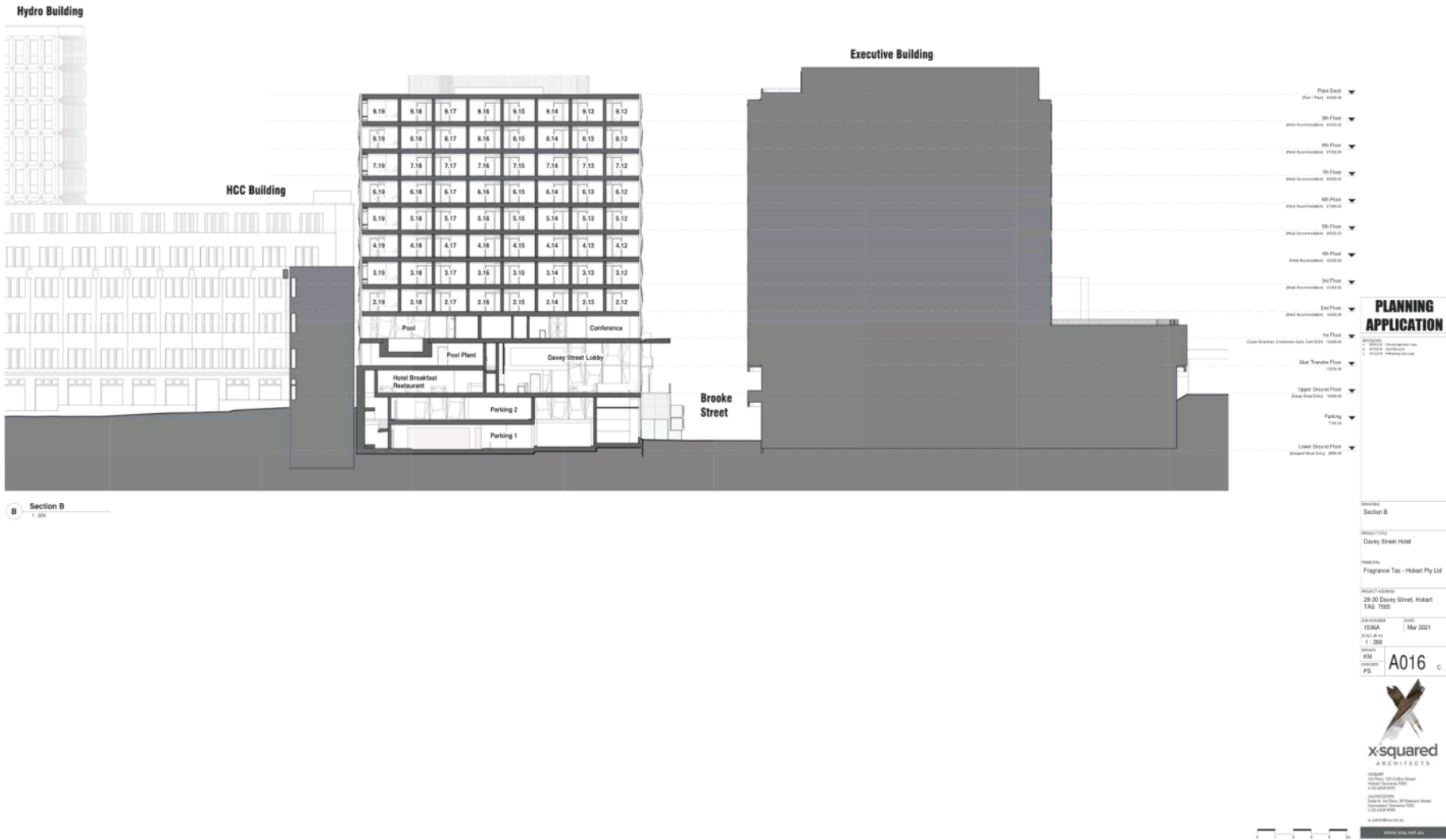


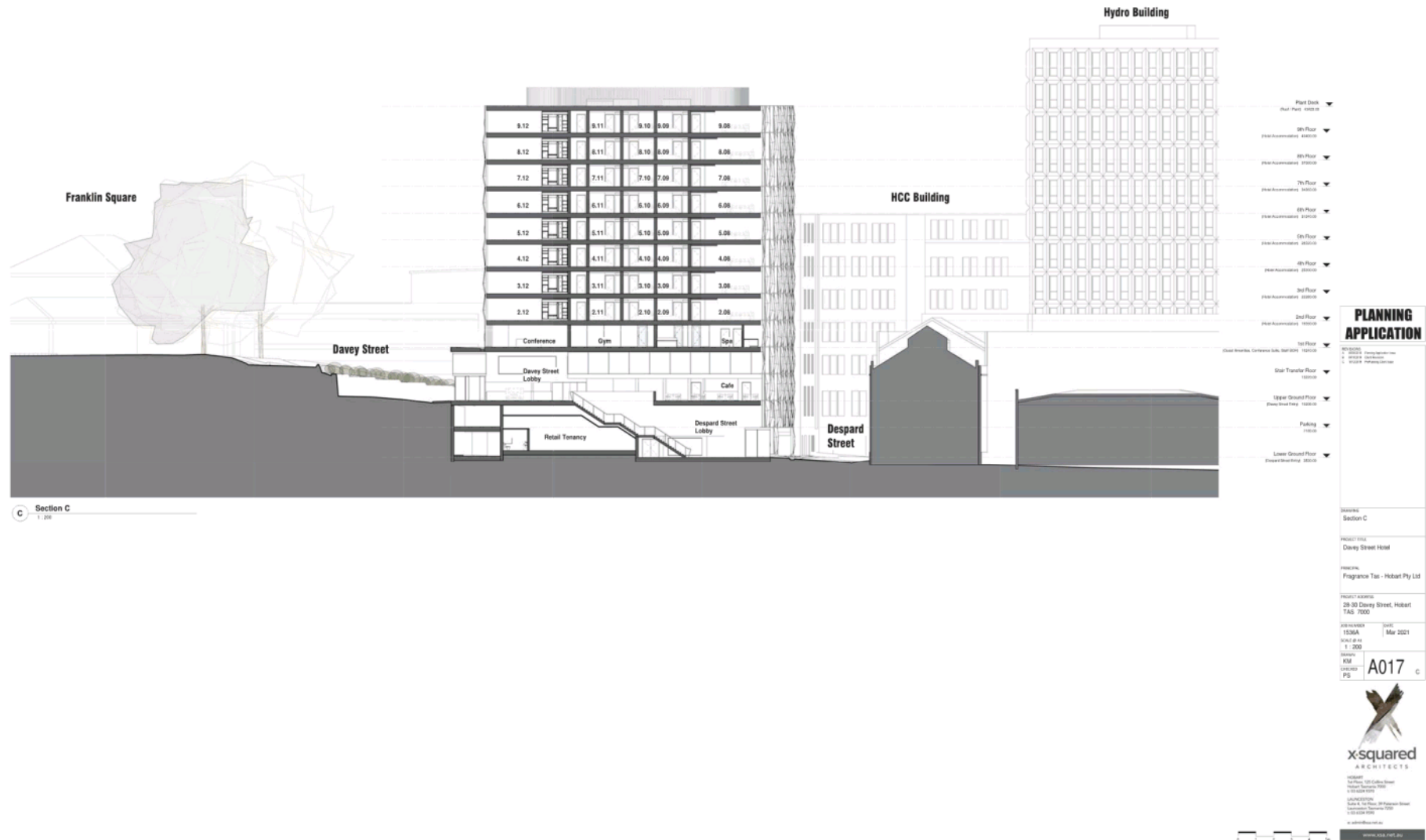


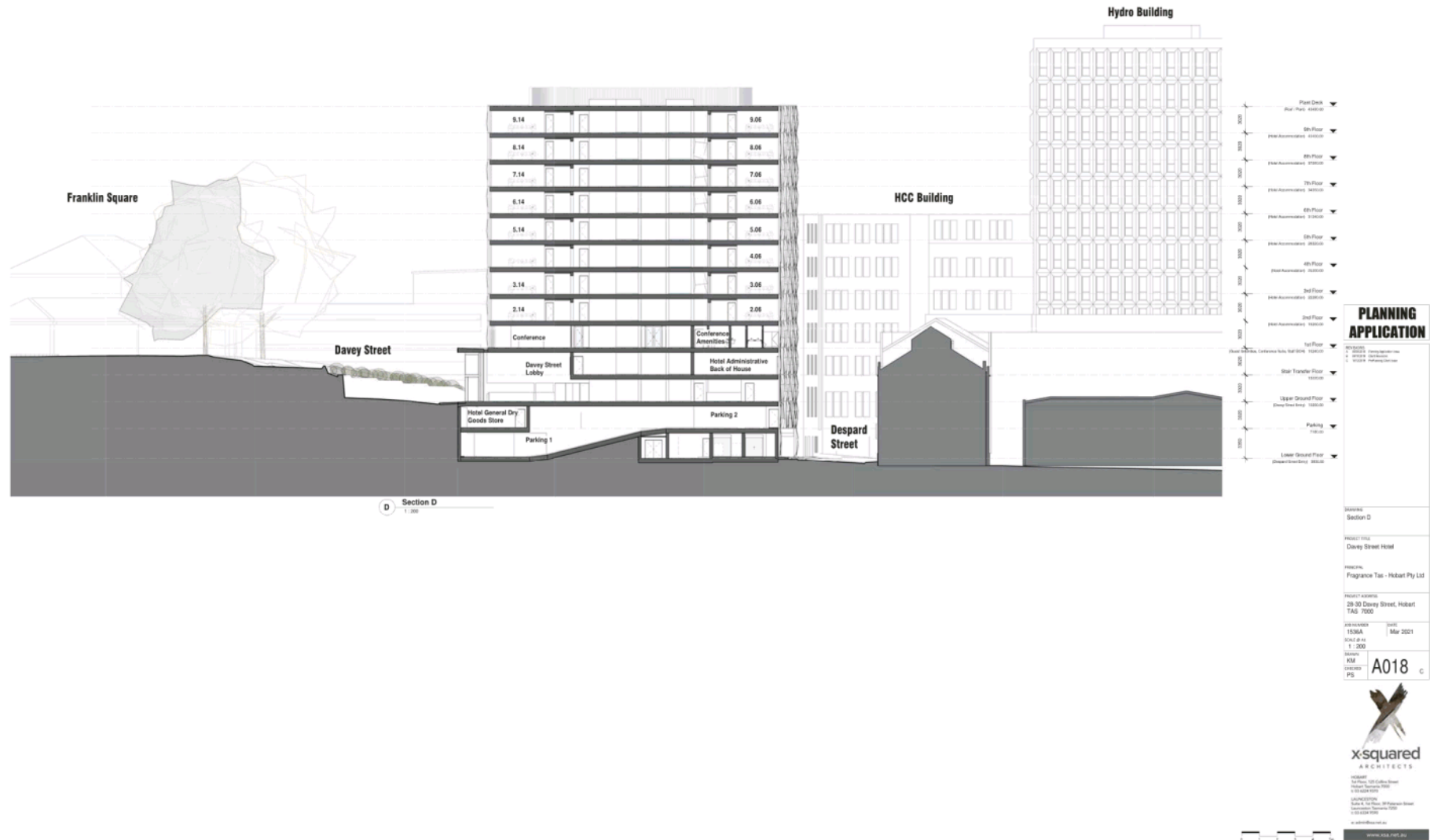


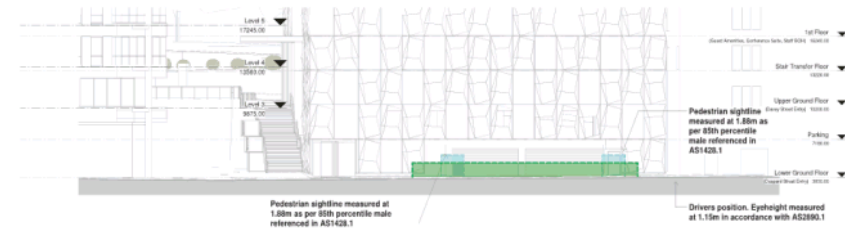












Green and Blue coloured regions indicate intersection of sightlines with property boundary along Despard Street.

2 Sight Lines - Elevation

Note

Sightlines have been drawn in accordance with AS2890.1, and based on the assumption of a maximum speed through Despard Street of 40kmph as this street falls within the 40kmph waterfront precinct.

PLANNING APPLICATION

NEW QUESTION

1. Which of the following is a valid Java identifier?

A. 123456789
B. \$%&*
C. _\$%&*
D. 123456789_

10

Vehicle and Pedestrian Sight Lines

Dovey Street Hotel

| |
|--|
| <p>Fragrance Tax - Hobart Pty Ltd</p> <p>PROJECT EXPENSE</p> |
|--|

28-30 Davey Street, Hobart
TAS 7000

| | |
|--------------|----------|
| 1536A | Mar 2021 |
| Scale of map | 1 : 200 |
| Source | |

| | |
|-------------|------|
| KM | A019 |
| CHIEF PS | |

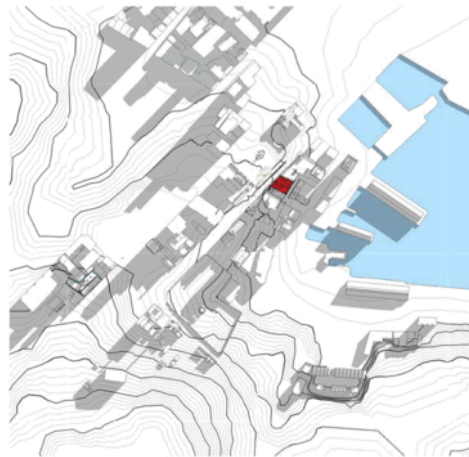


x-squared
ARCHITECTS

LAUNCESTON
Suite 4, 1st Floor, 30 Paterson Street

www.sciencedirect.com

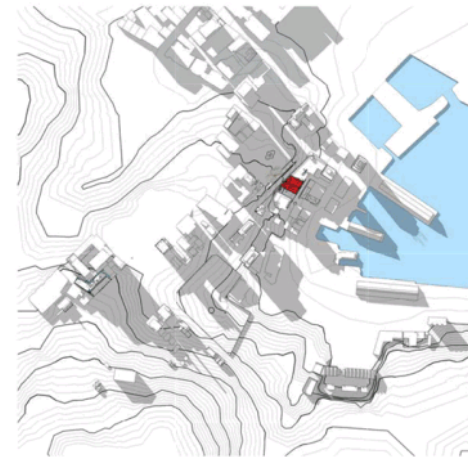




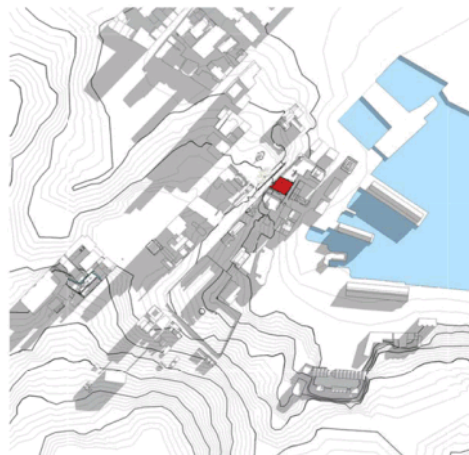
1 Solar Diagram (Existing) - 21 June, 9am (Winter Solstice)
1 : 5000



2 Solar Diagram (Existing) - 21 June, 12pm (Winter Solstice)
1 : 5000



3 Solar Diagram (Existing) - 21 June, 3pm (Winter Solstice)
1 : 5000



4 Solar Diagram (Proposed) - 21 June, 9am (Winter Solstice)
1:5000



5 Solar Diagram (Proposed) - 21 June, 12pm (Winter Solstice)
1 : 5000



6 Solar Diagram (Proposed) - 21 June, 3pm (Winter Solstice)
1 : 5000

| | |
|---|--|
| <h1>PLANNING APPLICATION</h1> | |
| KEY DATES 1. RECEIVED: 15/03/2021 2. PUBLICITY: 22/03/2021 3. DECISION: 29/03/2021 | |
| DRAWING: Sun Diagrams - Winter Solstice | |
| PROJECT TITLE: Dwyer Street Hotel | |
| PROJECT ADDRESS: 29-30 Dwyer Street, Hobart TAS 7000 | |
| DATE: 15/03/2021 | |
| SCALE: 1:1000 | |
| DRAWING NO: A020 | |
| DATE: 15/03/2021 | |





1 Solar Diagram (Existing) - 22 December, 9am (Summer Solstice)
1 : 5000



2 Solar Diagram (Existing) - 22 December, 12pm (Summer Solstice)
1:5000



3 Solar Diagram (Existing) - 22 December, 3pm (Summer Solstice)
1:5000



4 Solar Diagram (Proposed) - 22 December, 9am (Summer Solstice)



5 Solar Diagram (Proposed) - 22 December, 12pm (Summer Solstice)
1 : 5000



6 Solar Diagram (Proposed) - 22 December, 3pm (Summer Solstice)

| | |
|---|----------------|
| <h1>PLANNING APPLICATION</h1> | |
| PROJECT NO: 2024-001234 - Planning Application Form DATE: 15/03/2024 - Planning Department | |
| PROJECT NAME: Sun Diagrams - Summer Service | |
| PROJECT TYPE: Daycare Street Hotel | |
| ADDRESS: Fragrance Tea - Hubert Pty Ltd | |
| PROJECT ADDRESS: 29-30 Dorsey Street, Hobart TAS 7000 | |
| JOB NUMBER: 15304A SCALE OF PL: 1:5000 | DATE: Mar 2021 |
| SURVEY: KM EXISTING: PB | A021 |





Photomontage View 1



Photomontage Location Key Plan

**PLANNING
APPLICATION**

PROJECT
Photomontage View 1 of 9

PROJECT TITLE
Dorsey Street Hotel

PROPOSAL
Franchise Tax - Hobart Pty Ltd

PROJECT ADDRESS
29-30 Dorsey Street, Hobart
TAS 7000

DATE
13/06/2021

SCALE OF PLAN
1:1

PROJECT
KM
A022
PS



10/06/2021
10/06/2021
10/06/2021
10/06/2021
10/06/2021
10/06/2021
10/06/2021
10/06/2021
10/06/2021
10/06/2021



Photomontage Location Key Plan

[illegible]

©2005
1st Floor, 120 Collins Street
Melbourne, Victoria 3000
t 03 6224 6000
LAUNCH2005
Suite 6, 1st Floor, 387 Princes Street
Auckland, New Zealand
t 03 624 9000
a enquiries@l2005.co.nz



1 Photomontage View 4
1:1

[illegible]

HEADQUARTERS
100 Street, 120 Collins Street
Melbourne, Victoria 3000
t 03 6299 9075
f 03 6299 9075

LABORATORY
Suite 6, Tap Place, 301 Parkview Street
Lancaster, Victoria 3202
t 03 6299 9080
f 03 6299 9080

info@hills.com.au

www.hills.com.au



Photomontage Location Key Plan

[illegible]

HOUSERS
1st Floor, 121 Collins Street
Melbourne, Victoria 3000
+ 61 3 6228 9338

LABORATORY
Suite 6, 1st Floor, 38 Paterson Street
Melbourne, Victoria 3000
+ 61 3 628 9338

info@housers.net.au



Photomontage Location Key Plan

Apply the ϵ - δ test to

- $\lim_{x \rightarrow 0} \frac{1}{x} = \infty$ (Verify that the limit does not exist.)
- $\lim_{x \rightarrow 0} \frac{1}{x^2} = \infty$ (Verify that the limit does not exist.)
- $\lim_{x \rightarrow 0} \frac{1}{x^3} = \infty$ (Verify that the limit does not exist.)

Photomontages View 6 of 9

PROJECT 102
Clarey Street Hotel

Fragrance Tax - Robert Pty Ltd

28-30 Davey Street, Hobart
TAS 7000

| | |
|---------------------|------------------|
| DOI NUMBER 1536A | DATE Mar 2021 |
|---------------------|------------------|

| | |
|----------------|--|
| Scale 0 to 100 | |
| 0 | |
| 100 | |

| | | |
|---------|------|---|
| KM | A027 | C |
| CRACKED | | |
| PS | | |



x-squared

ARCHITECTS

LAURENCE
Suite 4, 1st Floor, 30 Fawcett Street

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Journal of Internal Medicine 255: 103–110

www.oxa.net.au

1 Photomontage View 6



Photomontage Location Key Plan

1 Photomontage View 7

| | |
|---|---|
| 1. REPORT NO. 2. REPORT DATE 3. REPORT BY 4. REPORT FOR | 5. REPORTING AGENCY 6. REPORTING OFFICER 7. REPORTING OFFICER'S PHONE 8. REPORTING OFFICER'S ADDRESS 9. REPORTING OFFICER'S CITY 10. REPORTING OFFICER'S STATE 11. REPORTING OFFICER'S ZIP |
| SUBJECT Photomontages View 7 of 9 | |
| PROJECT TITLE Davy Street Hotel | |
| ADDRESS Fragrance Trail - Hobart Pty Ltd 28-30 Davey Street, Hobart TAS. 7000 | |
| REPORT # 1536A REVISED BY T T | DATE Mar 2021 |
| REPORTING AGENCY KM CONTACT PS | REPORTING OFFICER'S CITY A028 C |





PLANNING APPLICATION

[illegible]

HOUSING
1st Floor, 125 Collins Street
Melbourne, Australia 3000
t 03 6294 9339

LABORATORY
Suite 4, 1st Floor, 30 Fawcett Street
Melbourne, Australia 3000
t 03 6294 9339

e info@shs.net.au

www.shs.net.au



1 Photomontage View 9
1:1



Photomontage Location Key Plan

**PLANNING
APPLICATION**

PROJECT NO. 2020-0001
PROJECT NAME: Dorey Street Hotel
PROJECT LOCATION: 29-30 Dorey Street, Hobart
TAS 7000

PROJECT NO. 2020-0001

PROJECT NAME: Dorey Street Hotel

PROJECT LOCATION: 29-30 Dorey Street, Hobart

TAS 7000

PROJECT NO. 2020-0001

PROJECT NAME: Dorey Street Hotel

PROJECT LOCATION: 29-30 Dorey Street, Hobart

TAS 7000

PROJECT NO. 2020-0001

PROJECT NAME: Dorey Street Hotel

PROJECT LOCATION: 29-30 Dorey Street, Hobart

TAS 7000

PROJECT NO. 2020-0001

PROJECT NAME: Dorey Street Hotel

PROJECT LOCATION: 29-30 Dorey Street, Hobart

TAS 7000

PROJECT NO. 2020-0001

PROJECT NAME: Dorey Street Hotel

PROJECT LOCATION: 29-30 Dorey Street, Hobart

TAS 7000

PROJECT NO. 2020-0001

PROJECT NAME: Dorey Street Hotel

PROJECT LOCATION: 29-30 Dorey Street, Hobart

TAS 7000

PROJECT NO. 2020-0001

PROJECT NAME: Dorey Street Hotel

PROJECT LOCATION: 29-30 Dorey Street, Hobart

TAS 7000

PROJECT NO. 2020-0001

PROJECT NAME: Dorey Street Hotel

PROJECT LOCATION: 29-30 Dorey Street, Hobart

TAS 7000

PROJECT NO. 2020-0001

PROJECT NAME: Dorey Street Hotel

PROJECT LOCATION: 29-30 Dorey Street, Hobart

TAS 7000



VIEW FROM DAVEY STREET 22nd September @ 7pm

[illegible]



DAVEY STREET DETAIL VIEW, PEDESTRIAN LINK TO WATERFRONT ©2021 September 2021

**PLANNING
APPLICATION**

PROJECT NAME
20-30 Davey Street, Hobart
TAS 7000

PROJECT TYPE
Davies Street Hotel

PROPOSAL
Fragrance Tea - Hobart Pty Ltd

PROJECT ADDRESS
20-30 Davey Street, Hobart
TAS 7000

DATE
13/06/2021

SCALE OF PLAN
1:1

PROJECT
KM

PROJECT
PS

PROJECT
A032

PROJECT
PS

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A032

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A032

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PS

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A032

PROJECT
PS

PROJECT
A032

[illegible]



VIEW FROM BROOKE STREET Original Photographs: Wireframe used as a basis for the Artist's Renderings

[illegible]



BROOKE STREET DETAIL VIEW, NEW PEDESTRIAN ENGAGEMENT WITH BROOKE STREET 22nd September © Sam

PLANNING
APPLICATION

PROJECT
Artist's Impression - Brooke
Street Detail View

PROJECT TITLE
Dorsey Street Hotel

PROPOSAL
Fragrance Tin - Hobart Pty Ltd

PROJECT ADDRESS
29-30 Dorsey Street, Hobart
TAS 7000

DATE
13/06/2021

SCALE OF PLAN
1:1

PROJECT
KM
A034
PS





VIEW FROM BROOKE STREET PIER

[illegible]



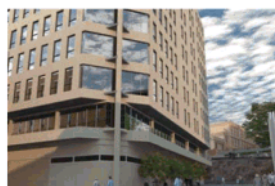
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1:1



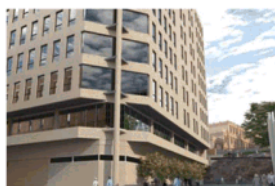
3 City Flour Mill (Existing) 21st June @ 12pm
1:1



5 City Flour Mill (Existing) 21st June @ 3pm
1:1



7 Executive Building (Existing) 21st June @ 9am
1:1



9 Executive Building (Existing) 21st June @ 12pm
1:1



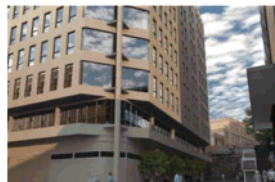
2 City Flour Mill (Proposed) 21st June @ 9am
1:1



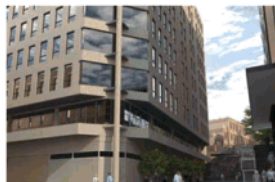
4 City Flour Mill (Proposed) 21st June @ 12pm
1:1



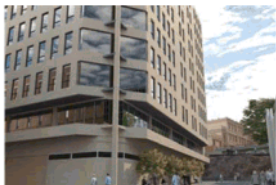
6 City Flour Mill (Proposed) 21st June @ 3pm
1:1



8 Executive Building (Proposed) 21st June @ 9am
1:1



10 Executive Building (Proposed) 21st June @ 12pm
1:1



11 Executive Building (Existing) 21st June @ 3pm
1:1



13 Treasury Building (Existing) 21st June @ 9am
1:1



15 Treasury Building (Existing) 21st June @ 12pm
1:1



17 Treasury Building (Existing) 21st June @ 3pm
1:1



12 Executive Building (Proposed) 21st June @ 3pm
1:1



14 Treasury Building (Proposed) 21st June @ 9am
1:1



16 Treasury Building (Proposed) 21st June @ 12pm
1:1



18 Treasury Building (Proposed) 21st June @ 3pm
1:1

**PLANNING
APPLICATION**

PROJECT NAME

PROJECT LOCATION

PROJECT TYPE
Reflection Study - Winter
Solstice

PROJECT TYPE
Dorsey Street Hotel

PROPOSAL
Fragrance Tin - Hobart Pty Ltd

PROPOSAL ADDRESS
29-30 Dorsey Street, Hobart
TAS 7000

PROPOSAL NUMBER
1538A

DATE
Mar 2021

SCALE OF PLAN
1:1

PROPOSAL
KM

PROPOSAL
PS

A036 A



ADDRESS
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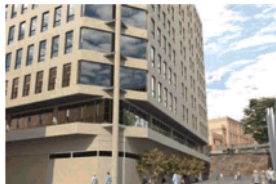
1 City Flour Mill (Existing) 22nd December @ 9am
1:1



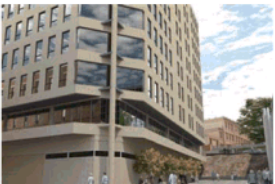
3 City Flour Mill (Existing) 22nd December @ 12pm
1:1



5 City Flour Mill (Existing) 22nd December @ 3pm
1:1



7 Executive Building (Existing) 22nd December @ 9am
1:1



9 Executive Building (Existing) 22nd December @ 12pm
1:1



2 City Flour Mill (Proposed) 22nd December @ 9am
1:1



4 City Flour Mill (Proposed) 22nd December @ 12pm
1:1



6 City Flour Mill (Proposed) 22nd December @ 3pm
1:1



8 Executive Building (Proposed) 22nd December @ 9am
1:1



10 Executive Building (Proposed) 22nd December @ 12pm
1:1



11 Executive Building (Existing) 22nd December @ 3pm
1:1



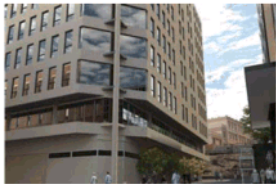
13 Treasury Building (Existing) 22nd December @ 9am
1:1



15 Treasury Building (Existing) 22nd December @ 12pm
1:1



17 Treasury Building (Existing) 22nd December @ 3pm
1:1



12 Executive Building (Proposed) 22nd December @ 3pm
1:1



14 Treasury Building (Proposed) 22nd December @ 9am
1:1



16 Treasury Building (Proposed) 22nd December @ 12pm
1:1



18 Treasury Building (Proposed) 22nd December @ 3pm
1:1

PLANNING
APPLICATION

PROJECT NO. 2020/00000

PROJECT NAME

PROJECT TYPE

PROPOSAL

PROPOSAL

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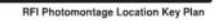
PROPOSAL

PROPOSAL

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PROPOSAL

PROPOSAL





1 RFI Photomontage View 1 (Original)

| | |
|---|---------------------|
| <h1>PLANNING APPLICATION</h1> | |
| NEW EXISTING <input type="checkbox"/> <input checked="" type="checkbox"/> (See Appendix) | |
| DRAWING PFI Prothonotaries 1 of 3 (Original Image) | |
| PROJECT/FILE Davey Street - Hotel Fragrance Tax - Hotel Pty Ltd | |
| PROJECT ADDRESS 29-30 Davey Street, Hobart TAS 7000 | |
| JOB NUMBER 1536A SCALE 1:1 | DATE 14 Mar 2021 |
| DRAWING KM LAYOUT PFI | A038.1 |



1036491
Top Floor, 121 Collins Street
Melbourn, Victoria 3000
+ (61) 6228 9330
LAUNCH2010
Suite 4, Top Floor, 30 Fawcett Street
Leamington Spa, CV32 3DH
+ (44) 1928 9330
e: info@launch2010.co.uk
www.launch2010.co.uk

PLANNING APPLICATION

| | | |
|--|-------------------|---------------------|
| NEW BUSINESS | | Old Business |
| | | |
| ISSUANCE RFI Photomontage 2 of 3 | | |
| PROJECT FILE Dewey Street Hotel | | |
| PROPOSAL Pragrance Trace - Habitat Pty Ltd | | |
| PROPERTY ADDRESS 28-30 Dewey Street, Hobart TAS 7000 | | |
| FOR NUMBER 1536A | DRAWN Mar 2021 | |
| SHEET NO IN 7 / 1 | | |
| AUTHOR GEOFFREY CHECKED | A039 A | |



HCS&P
1st Floor, 121 Collins Street
Melbourne, Victoria 3000
t 03 6236 9090

LAUNCHES
Suite 6, 1st Floor, 301 Parkview Street
Geelong, Victoria 3220
t 03 6236 9090

a.schroder@csa.co.au

www.csa.net.au



RFI Photomontage View 2 (Original)



RFI Photomontage Location Key Plan

PLANNING APPLICATION

PROJECT NAME
RFI Photomontage 2 of 3 (Original Image)

PROJECT TYPE
Dewey Street Hotel

PROPOSAL
Fragrance Tax - Hobart Pty Ltd

PROJECT ADDRESS
29-30 Dewey Street, Hobart TAS 7000

DATE
15/06/2021

SCALE OF PLAN
1:1

PROJECT NO
A039.1A

PS

x-squared
ARCHITECTS

10/1000
100 Street, 10th Floor, Hobart
Tasmania 7000
03 9422 0000

04/04/2021 (20)
Project No. 100 Street, 10th Floor, Hobart
Tasmania 7000
03 9422 0000

www.xsquared.as



PLANNING APPLICATION



HQ30887
 1st Floor, 121 Collins Street
 Hobart Tasmania 7000
 t 03 6228 9370
 f 03 6228 9370
 LAUHQ308706
 Suite 4, 1st Floor, 90 Foreman Street
 Launceston Tasmania 7250
 t 03 6334 9340
 e australia@lau.com.au
www.lau.com.au



RFI Photomontage View 3 (Original)



RFI Photomontage Location Key Plan

PLANNING
APPLICATION

PROJECT NO. 2021-0001 (In Response)

PROJECT TITLE
RFI Photomontages 2 of 3
(Original Image)

PROJECT TYPE
Dewey Street Hotel

PROPOSAL
Fragrance Ties - Hobart Pty Ltd

PROJECT ADDRESS
29-30 Dewey Street, Hobart
TAS 7000

DATE
15/06/2021

SCALE OF PLAN
1:1

PROJECT NO.
A040.1





Enquiries to: City Planning
Phone: (03) 6238 2715
Email: coh@hobartcity.com.au

3 June 2021

IRENEINC PLANNING AND URBAN DESIGN
49 TASMA STREET
NORTH HOBART TAS 7000

mailto: admin@ireneinc.com.au

Dear Sir/Madam

**28 - 30 DAVEY STREET, HOBART - GMC - WORKS IN ROAD RESERVE NOTICE OF
LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-21-28**

Site Address:

28-30 Davey Street, Hobart

Description of Proposal:

Proposed Development / Works in Road Reserve

Applicant Name:

Ireneinc

PLN (if applicable):

PLN-20-499

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.

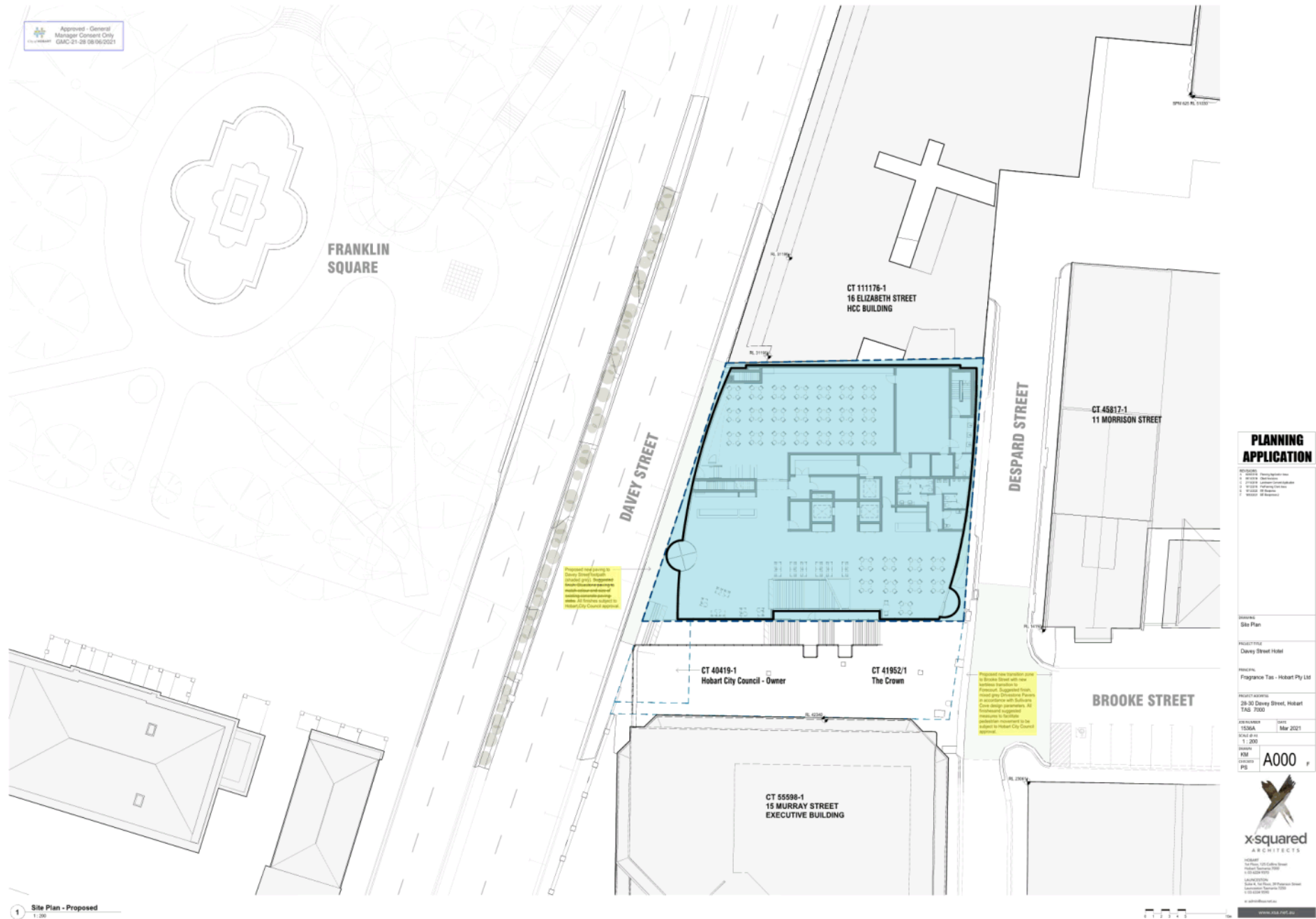
Yours faithfully

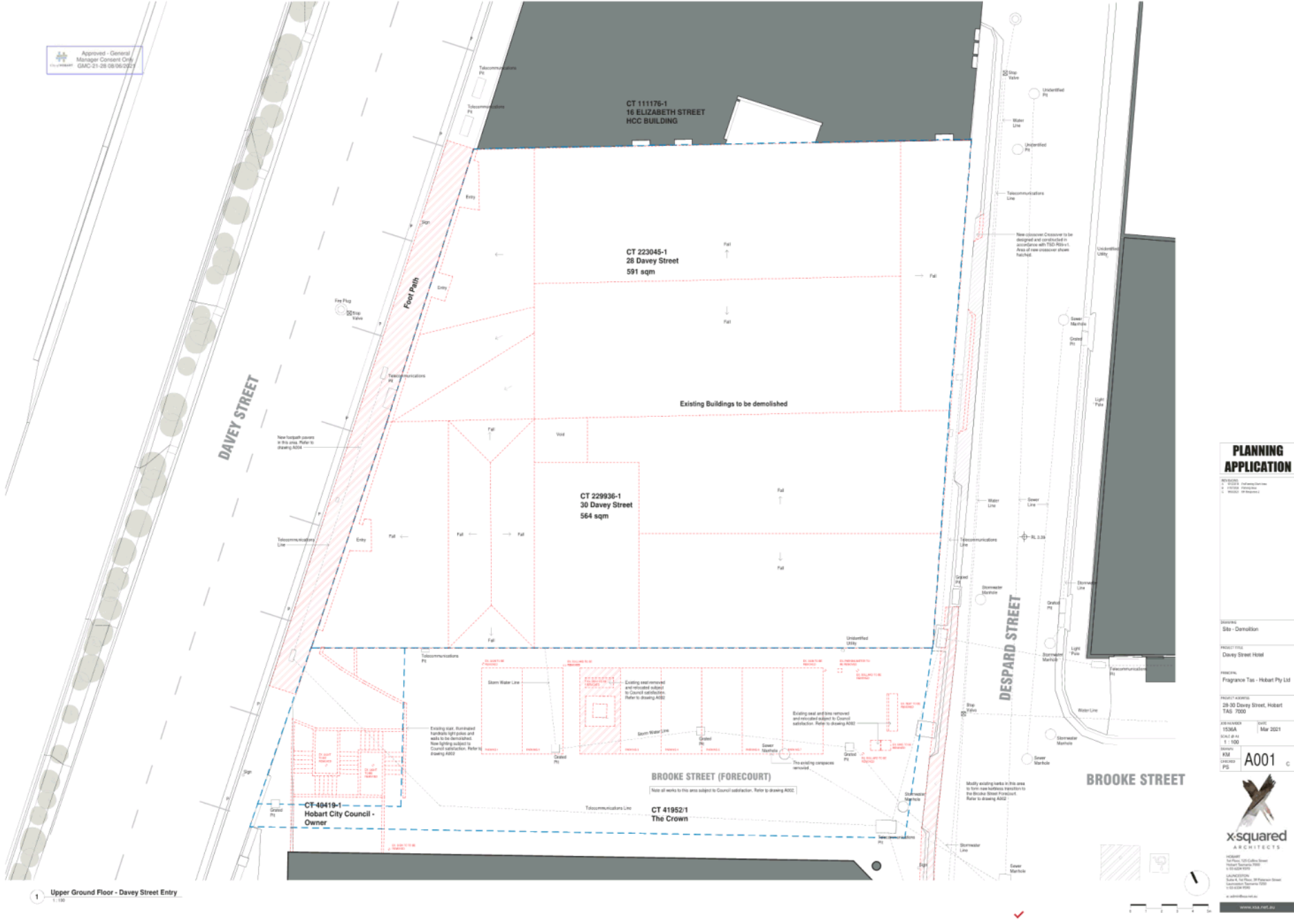


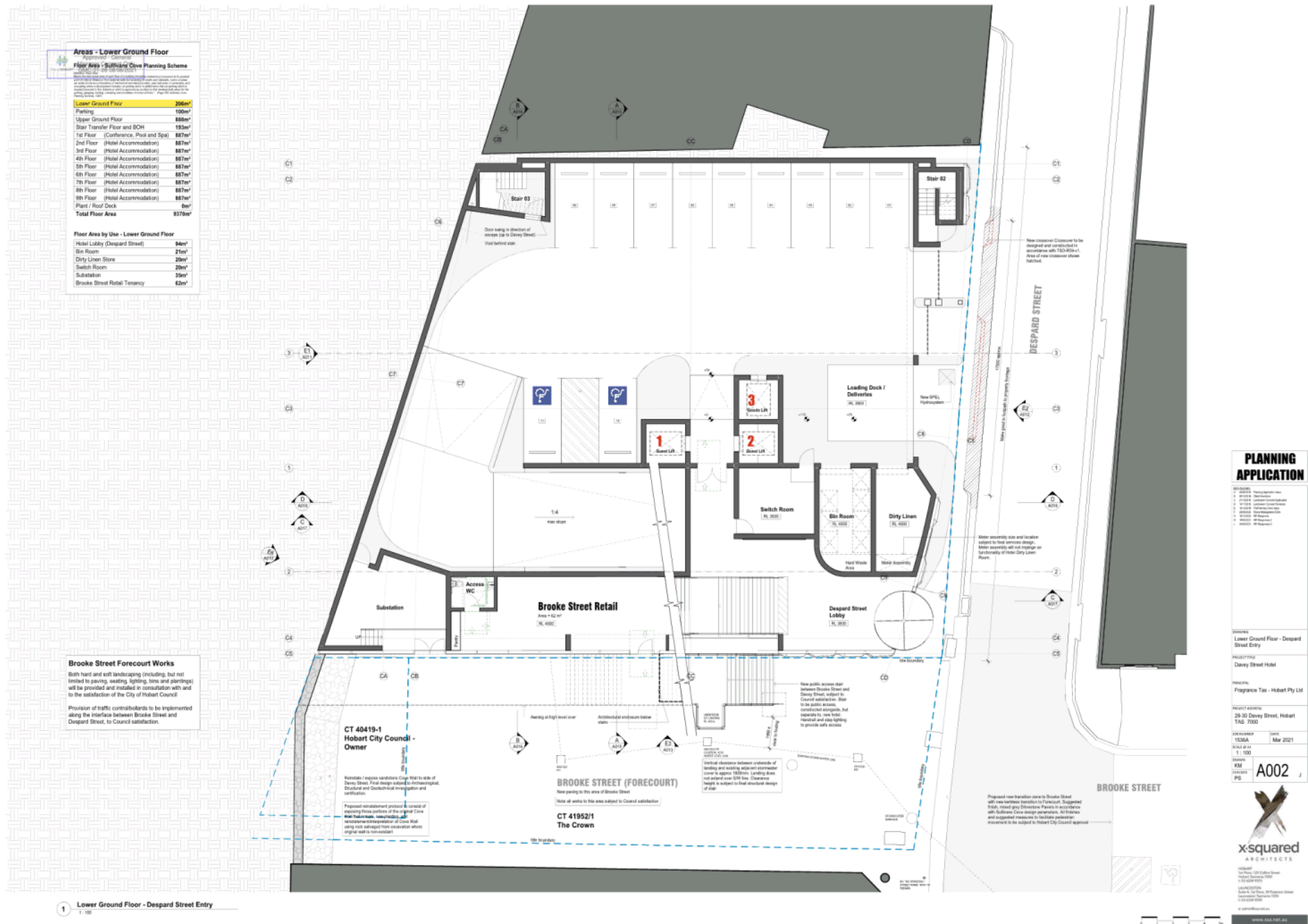
(Kelly Grigsby)
Chief Executive Officer being the General Manager as appointed by Council pursuant to section 61 of the Local Government Act 1993 (Tas)

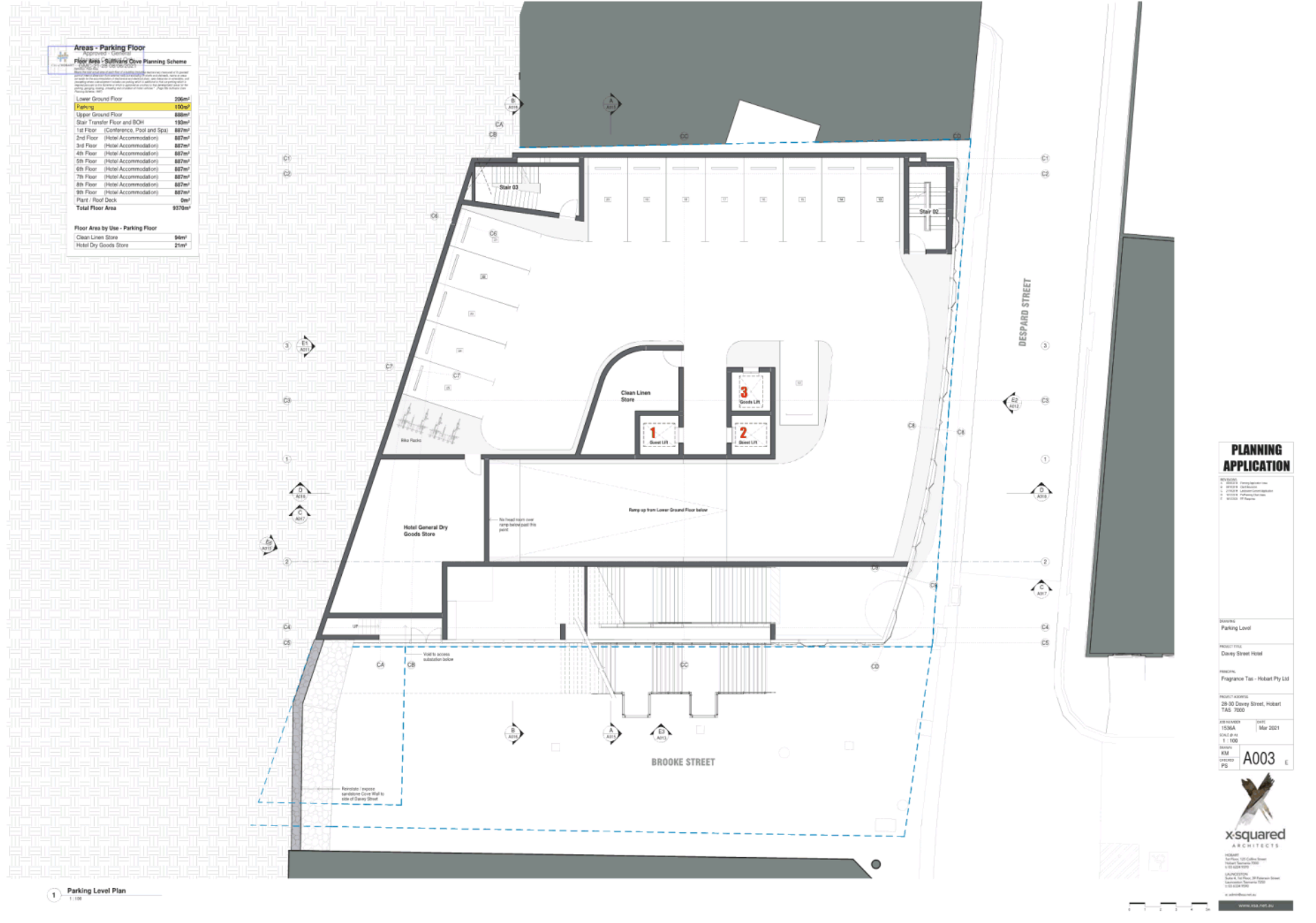
Relevant documents/plans:

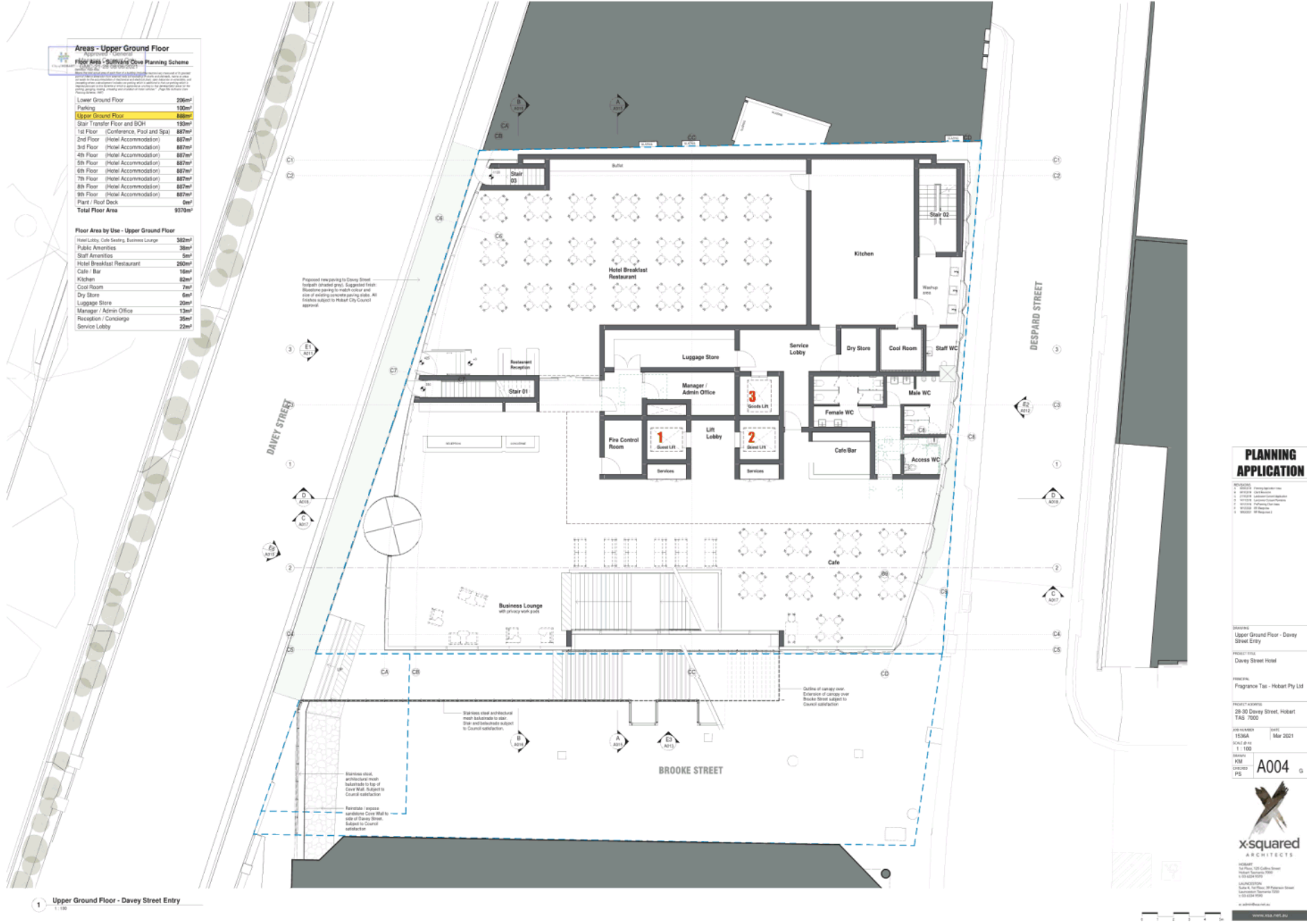
Plans - X Squared - Davey Street Hotel (Fragrance Tas - Hobart Pty Ltd) - 1536A













Enquiries to: City Planning
Phone: (03) 6238 2715
Email: coh@hobartcity.com.au

3 June 2021

IRENEINC PLANNING AND URBAN DESIGN
49 TASMA STREET
NORTH HOBART TAS 7000

mailto: admin@ireneinc.com.au

Dear Sir/Madam

**28 - 30 DAVEY STREET, HOBART - GMC - WORKS IN ROAD RESERVE NOTICE OF
LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-21-28**

Site Address:

28-30 Davey Street, Hobart

Description of Proposal:

Proposed Development / Works in Road Reserve

Applicant Name:

Ireneinc

PLN (if applicable):

PLN-20-499

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

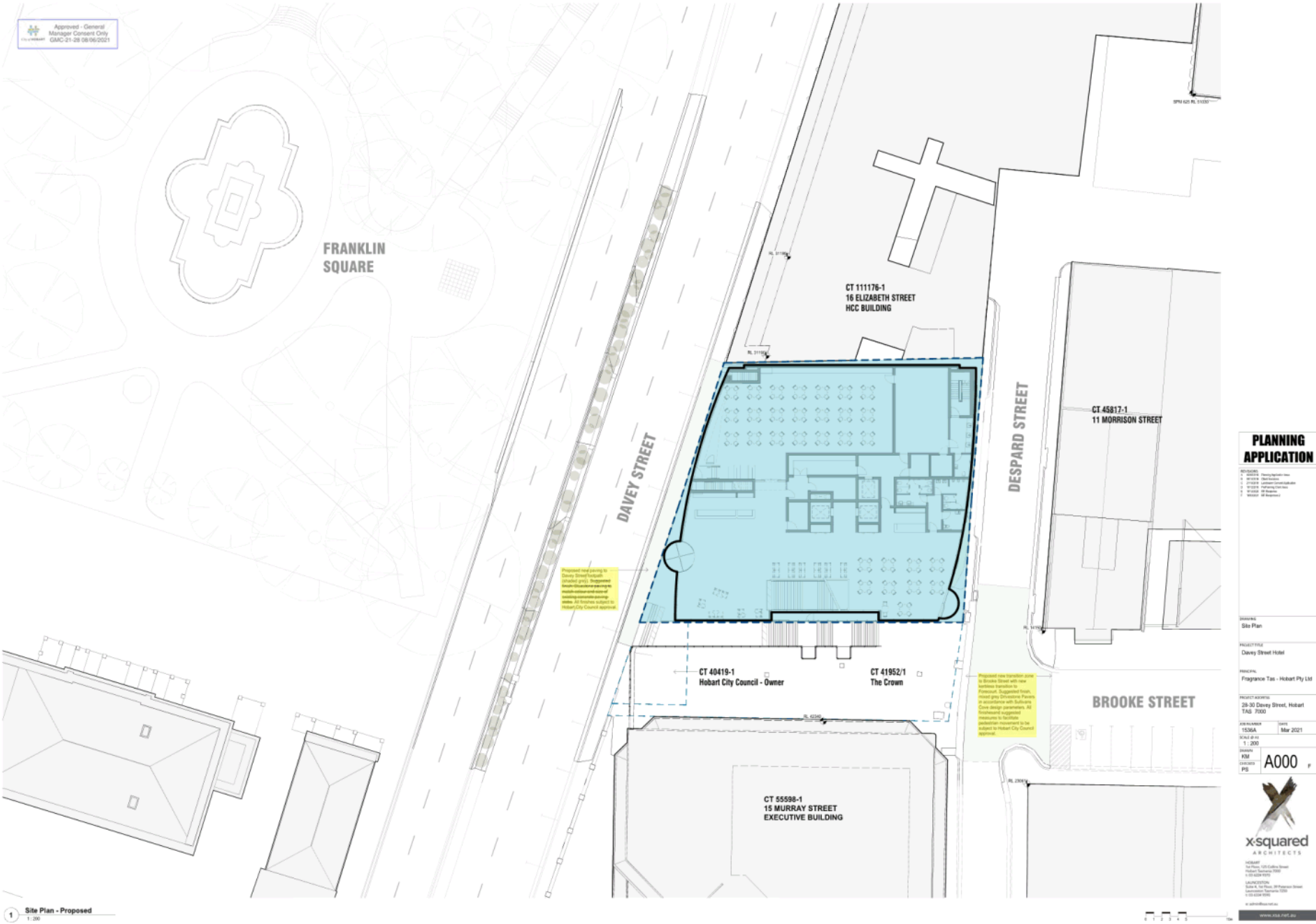


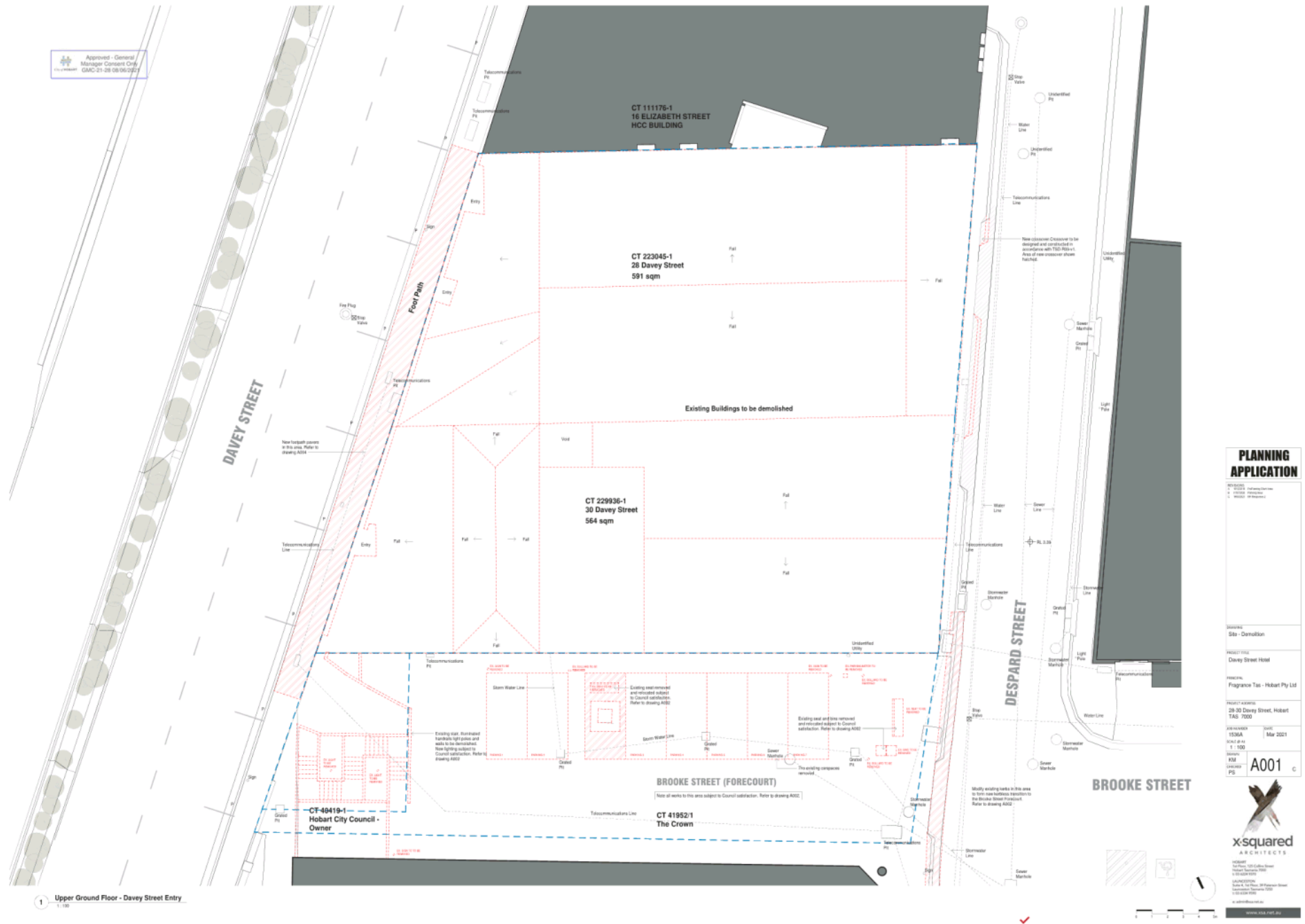
(Kelly Grigsby)

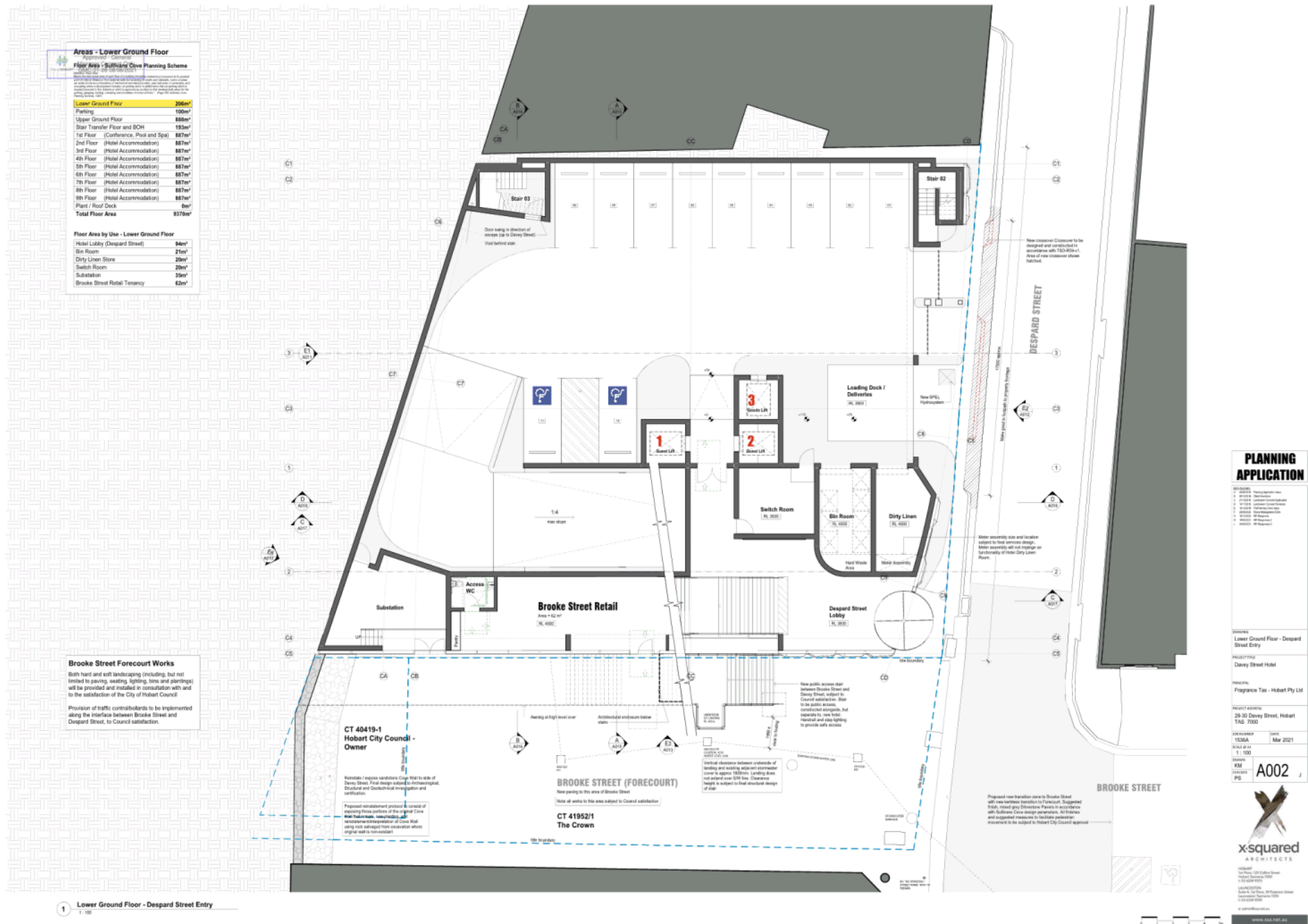
Chief Executive Officer being the General Manager as appointed by Council pursuant to section 61 of the Local Government Act 1993 (Tas)

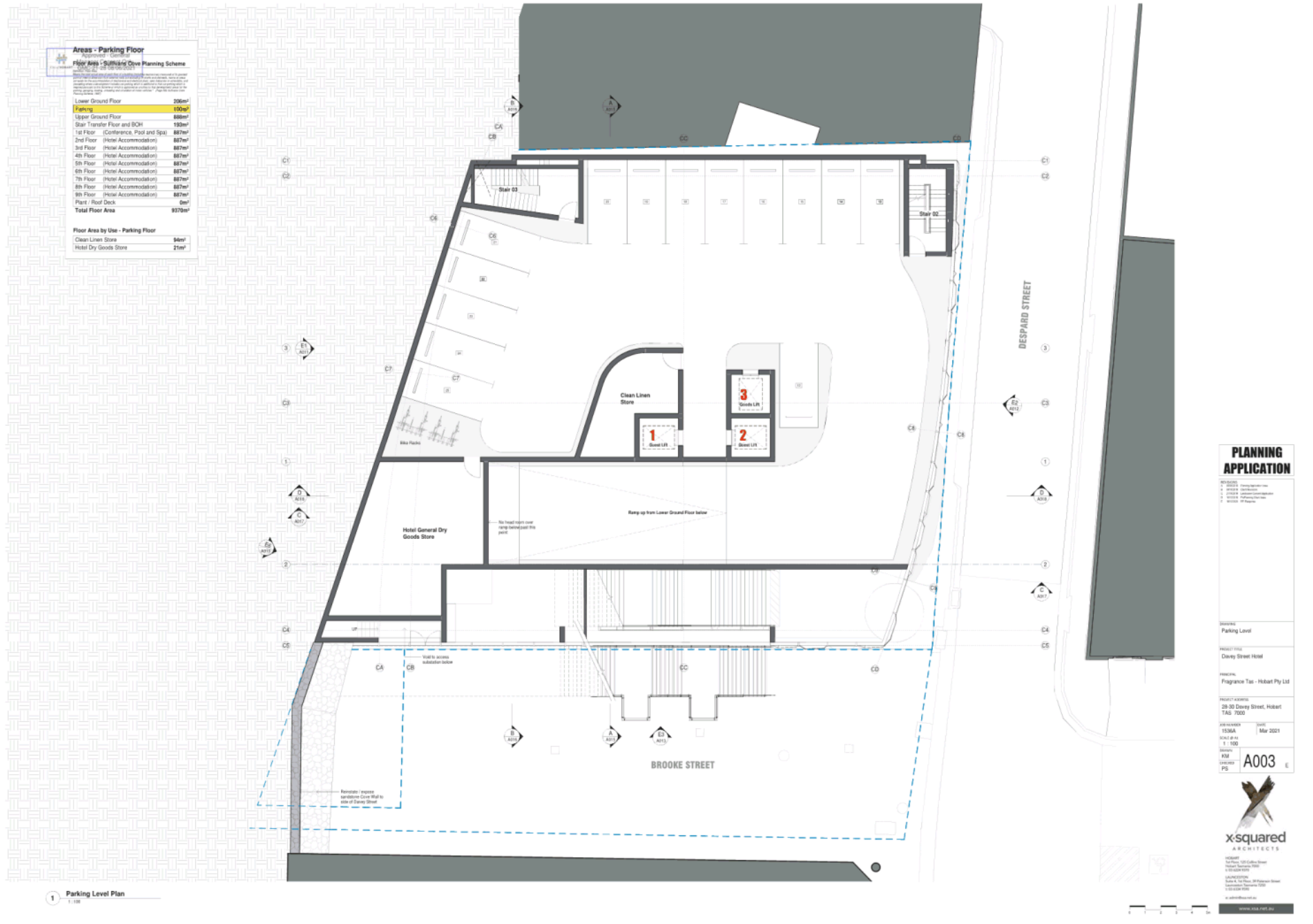
Relevant documents/plans:

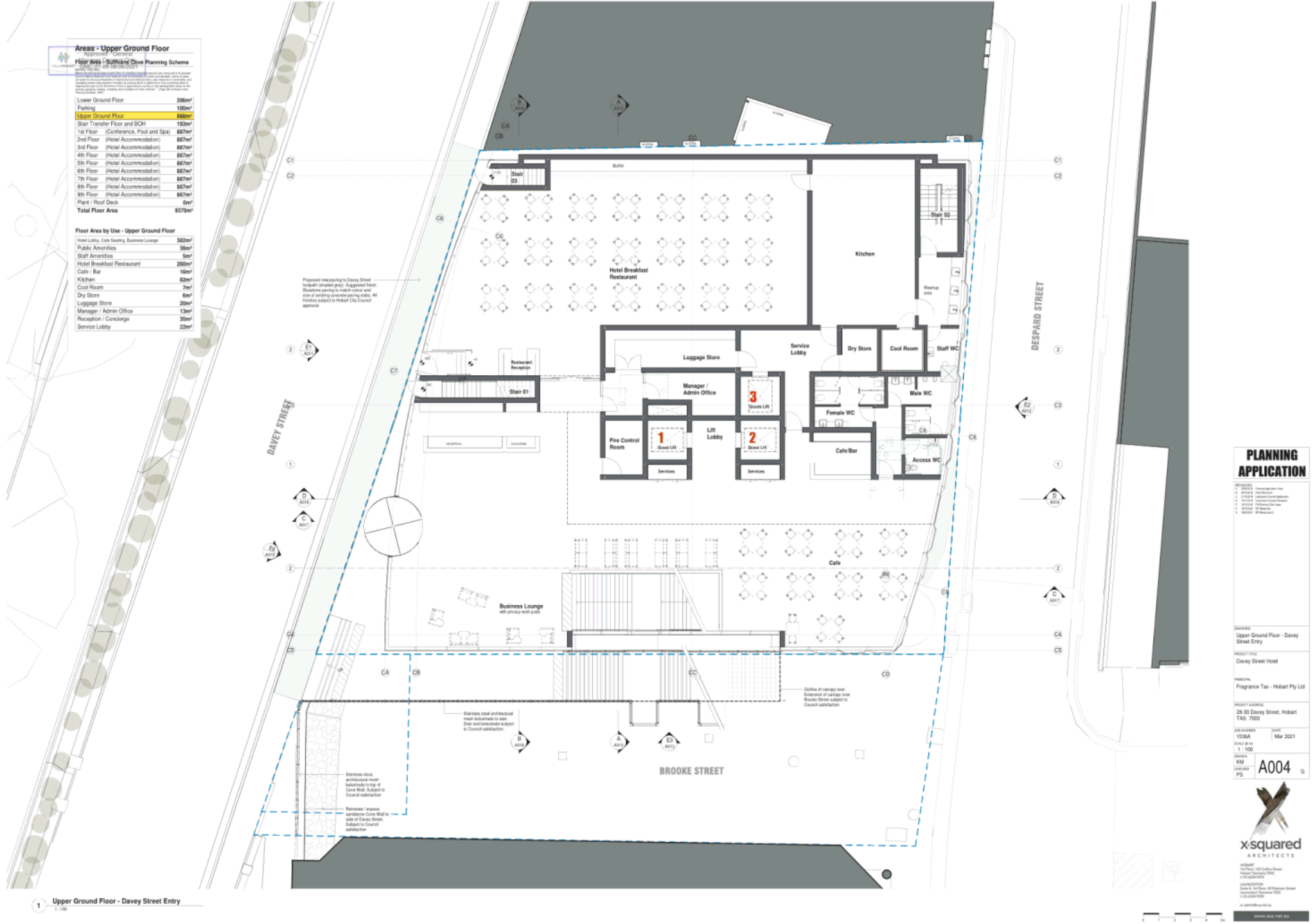
Plans - X Squared - Davey Street Hotel (Fragrance Tas - Hobart Pty Ltd) - 1536A













Enquiries to: City Planning
Phone: (03) 6238 2715
Email: coh@hobartcity.com.au

25 November 2019

Poppy Scharkie (IreneInc Planning & Urban Design)
49 Tasma Street
NORTH HOBART TAS 7001

mailto:poppy@ireneinc.com.au

Dear Sir/Madam

**28 - 30 DAVEY STREET, HOBART - WORKS IN ROAD RESERVATION NOTICE OF
LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-19-26**

Site Address:

28-30 Davey Street, Hobart

Description of Proposal:

Proposed Hotel Development involving Highway Reservation

Applicant Name:

Poppy Scharkie
IreneInc Planning & Urban Design

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
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City of Hobart
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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

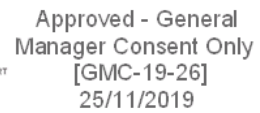


(N D Heath)

GENERAL MANAGER

Relevant documents/plans:

Plans by X-Squared Architects

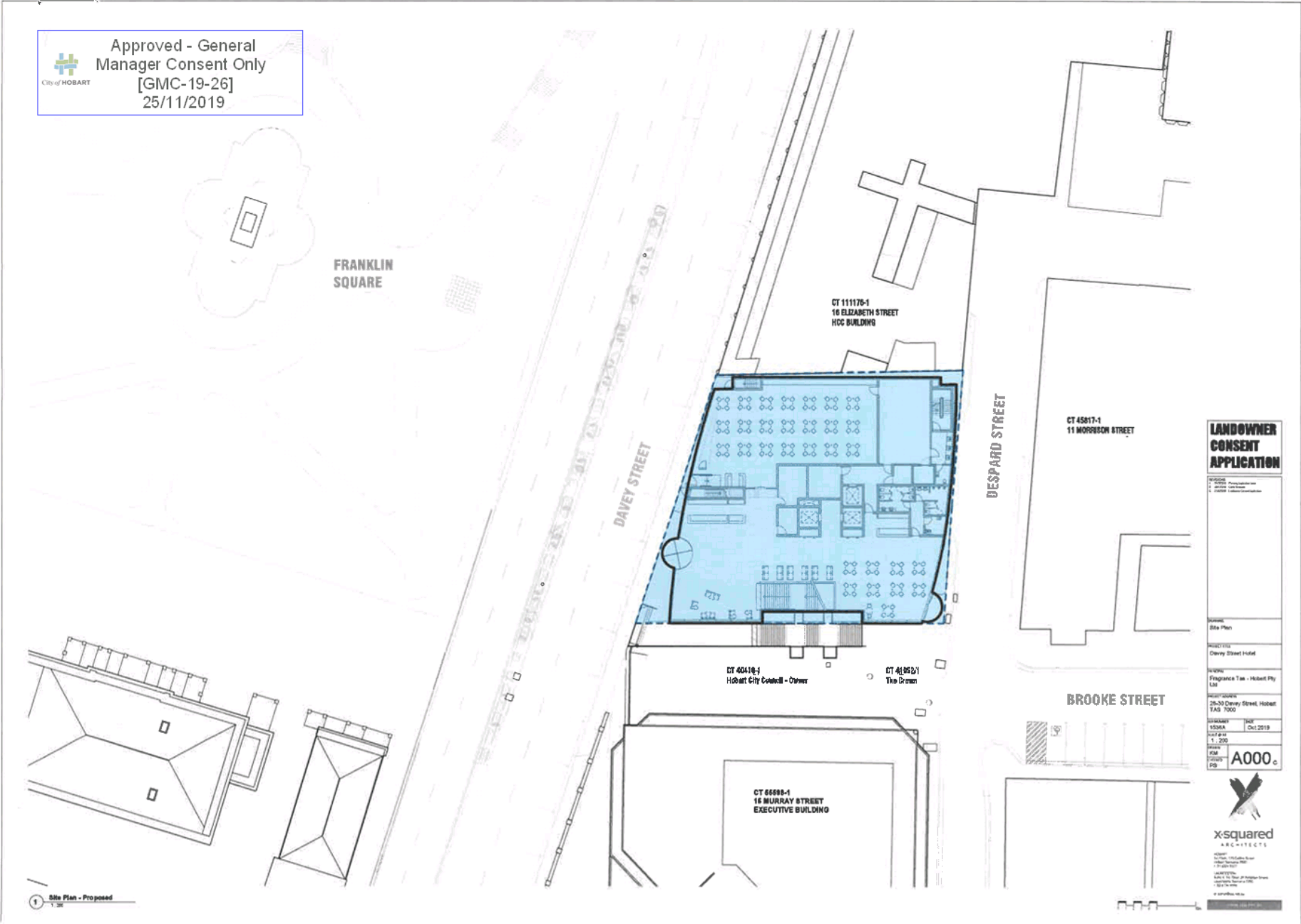


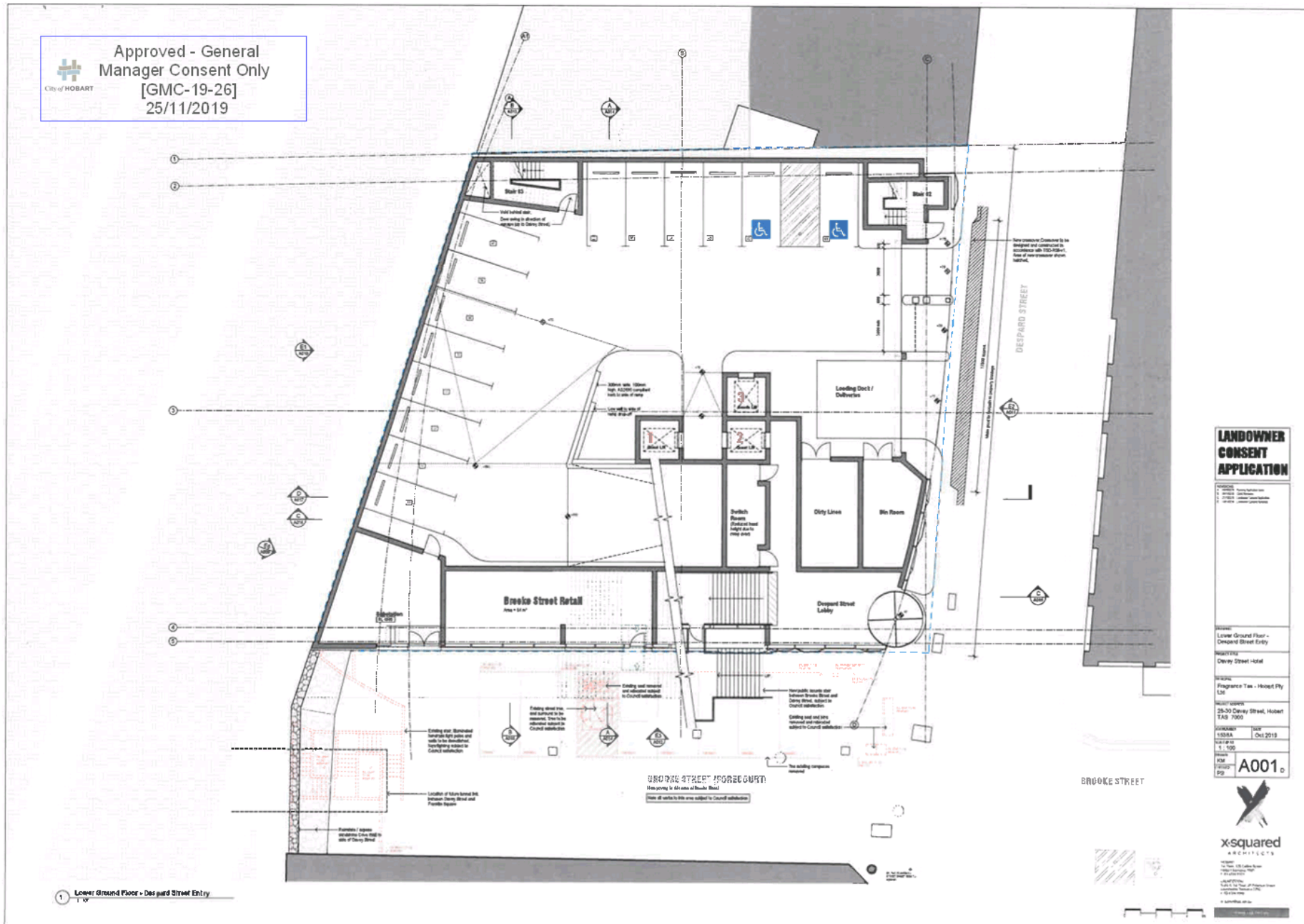
| Driving Schedule - Landowner Consent Application | |
|--|--|
| 1536A_0001 | Ho Way |
| 1536A_0002 | Lower Ground Floor - Designated Entry Drive |
| 1536A_0003 | Parking Lot |
| 1536A_0004 | Upper Ground Floor - Designated Entry Drive |
| 1536A_0005 | Back Terrace Floor |
| 1536A_0006 | 1st Floor - Designated Entrance, Conference Room, Staff Office |
| 1536A_0007 | 2nd, 4th, 6th and 8th Storeys |
| 1536A_0008 | 3rd, 5th, 7th and 9th Storeys |
| 1536A_0009 | 10th Storey - Plant Deck |
| 1536A_0010 | Wardrobes - Designated Entry |
| 1536A_0011 | Entrances (to Designated Entry) |
| 1536A_0012 | Staircases (to Designated Entry) |
| 1536A_0013 | Staircases (to Designated Entry) |
| 1536A_0014 | Staircases (to Designated Entry) |
| 1536A_0015 | Staircases (to Designated Entry) |
| 1536A_0016 | Vehicle and Pedestrian Right of Way |
| 1536A_0017 | Photomontage, Street View - Designated Entry |
| 1536A_0018 | Photomontage, Street View - Designated Entry |

Oct 2019

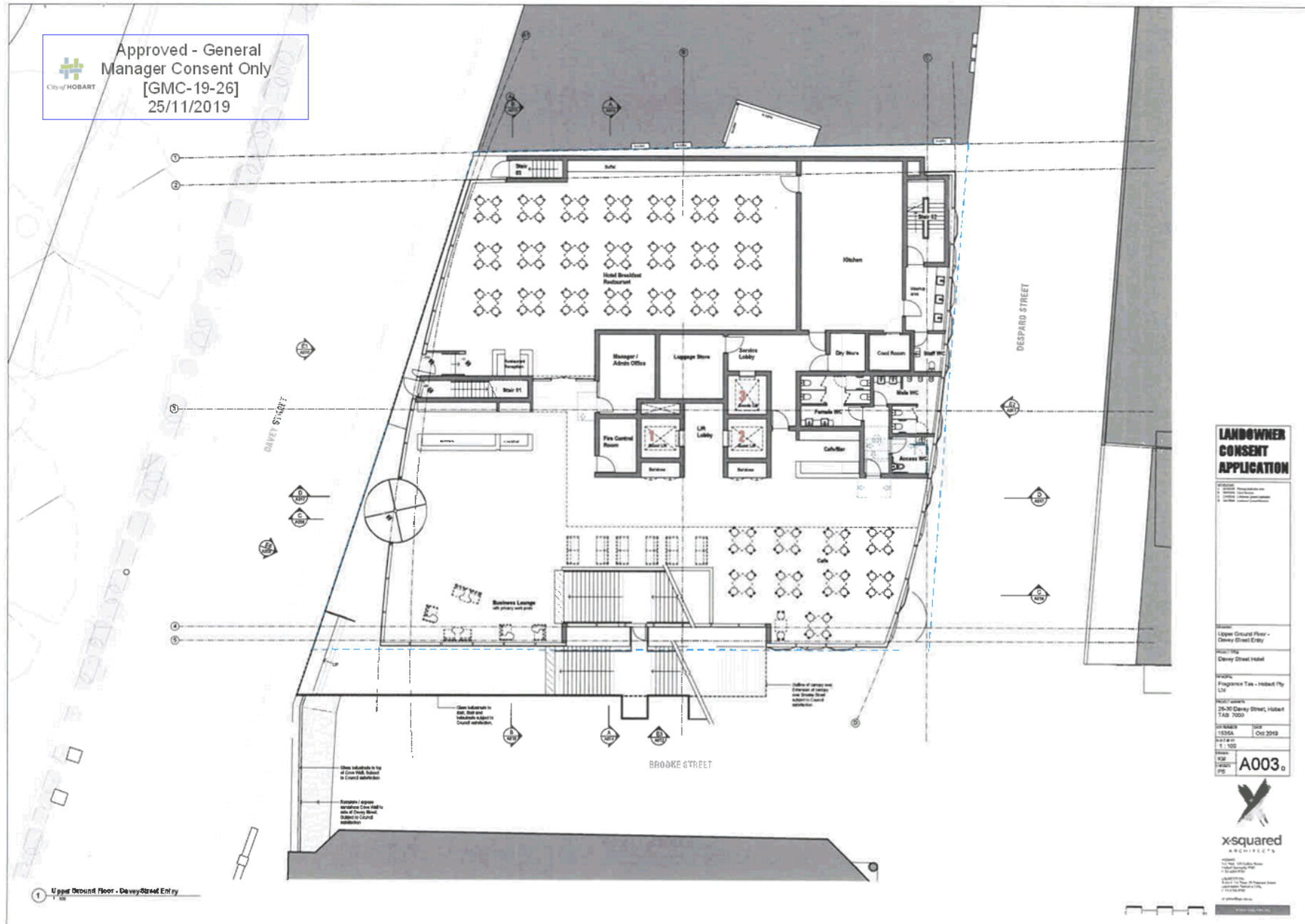
LANDOWNER CONSENT APPLICATION

[illegible]

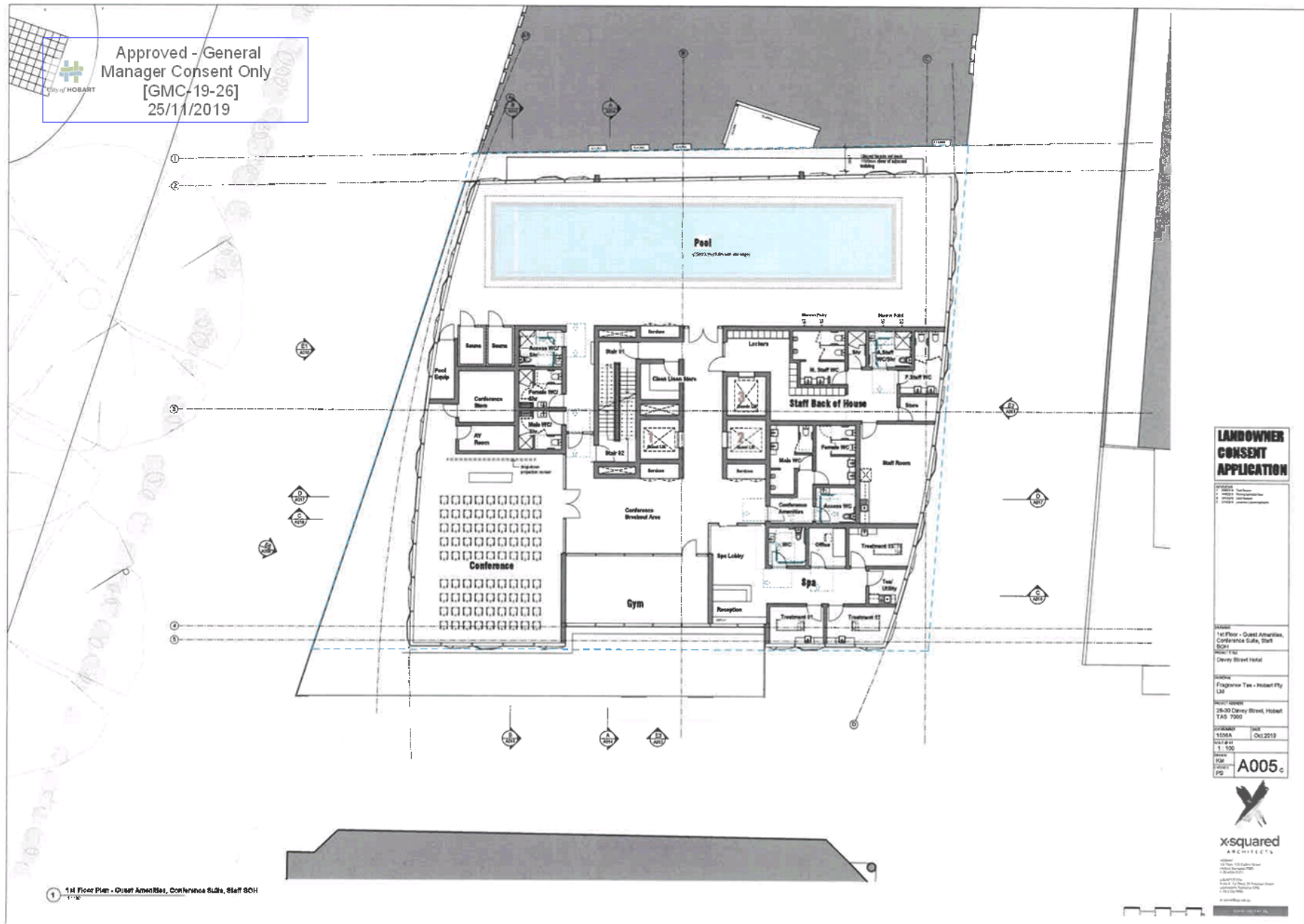




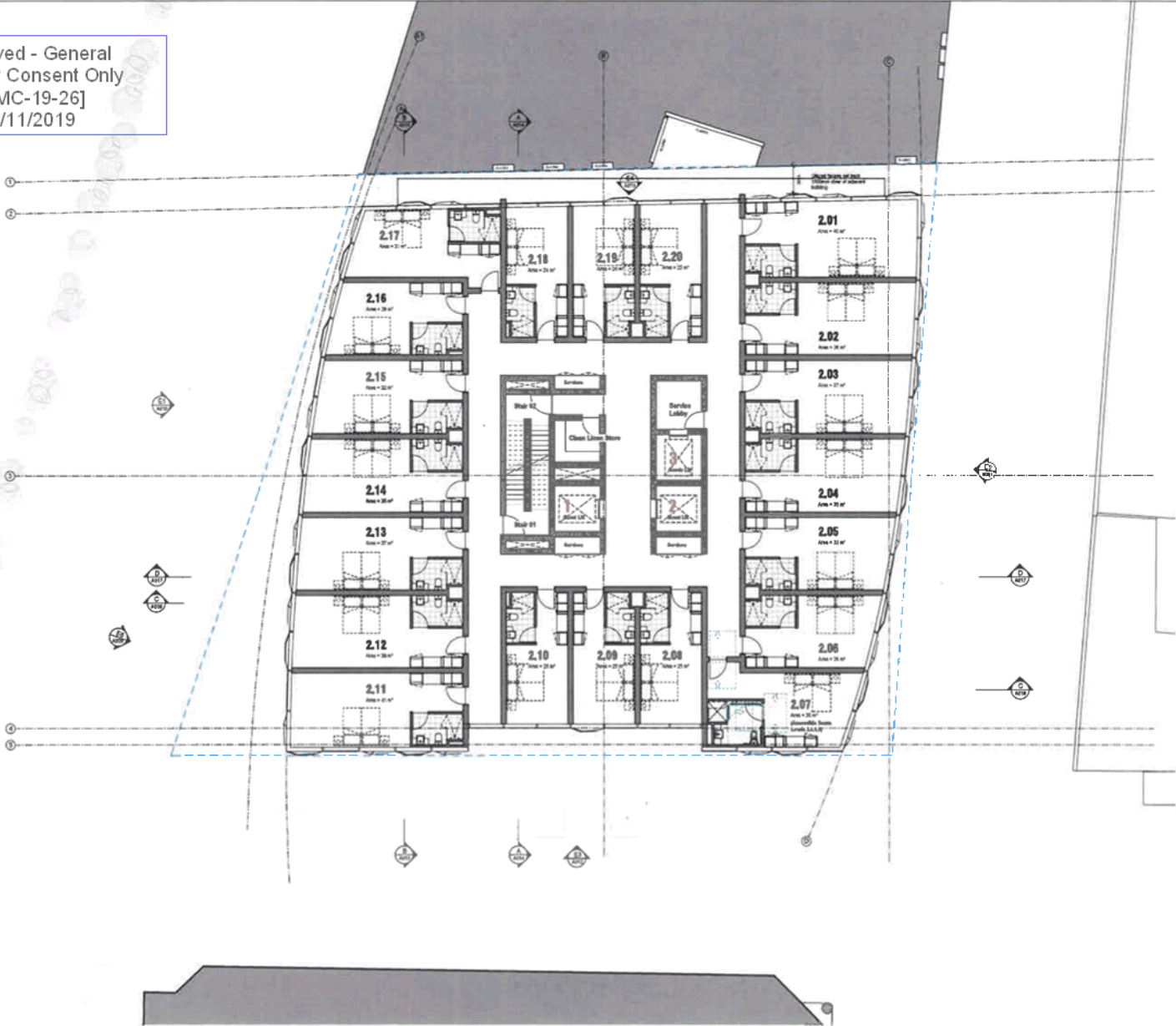








Approved - General
Manager Consent Only
[GMC-19-26]
25/11/2019



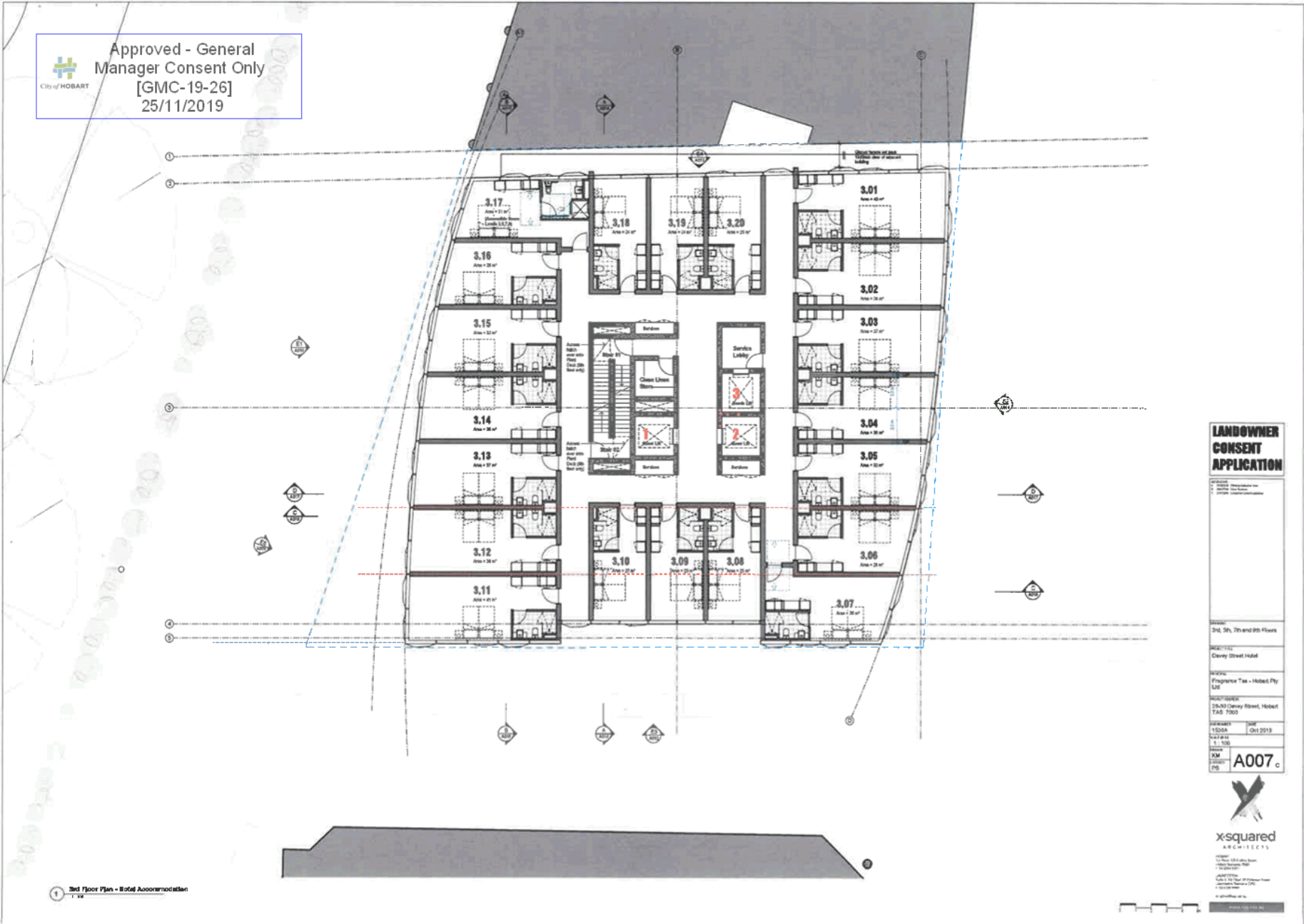
**LANDOWNER
CONSENT
APPLICATION**

PROJECT: 2nd, 4th, 6th and 8th Floors
SUBJECT: Cleary Street Hotel
OWNER: Freghina + Tan + Robert Pty Ltd
ADDRESS: 25-39 Cleary Street, Hobart TAS 7002
DATE: 25/11/2019
SCALE: 1:500
DRAWN: A006.c

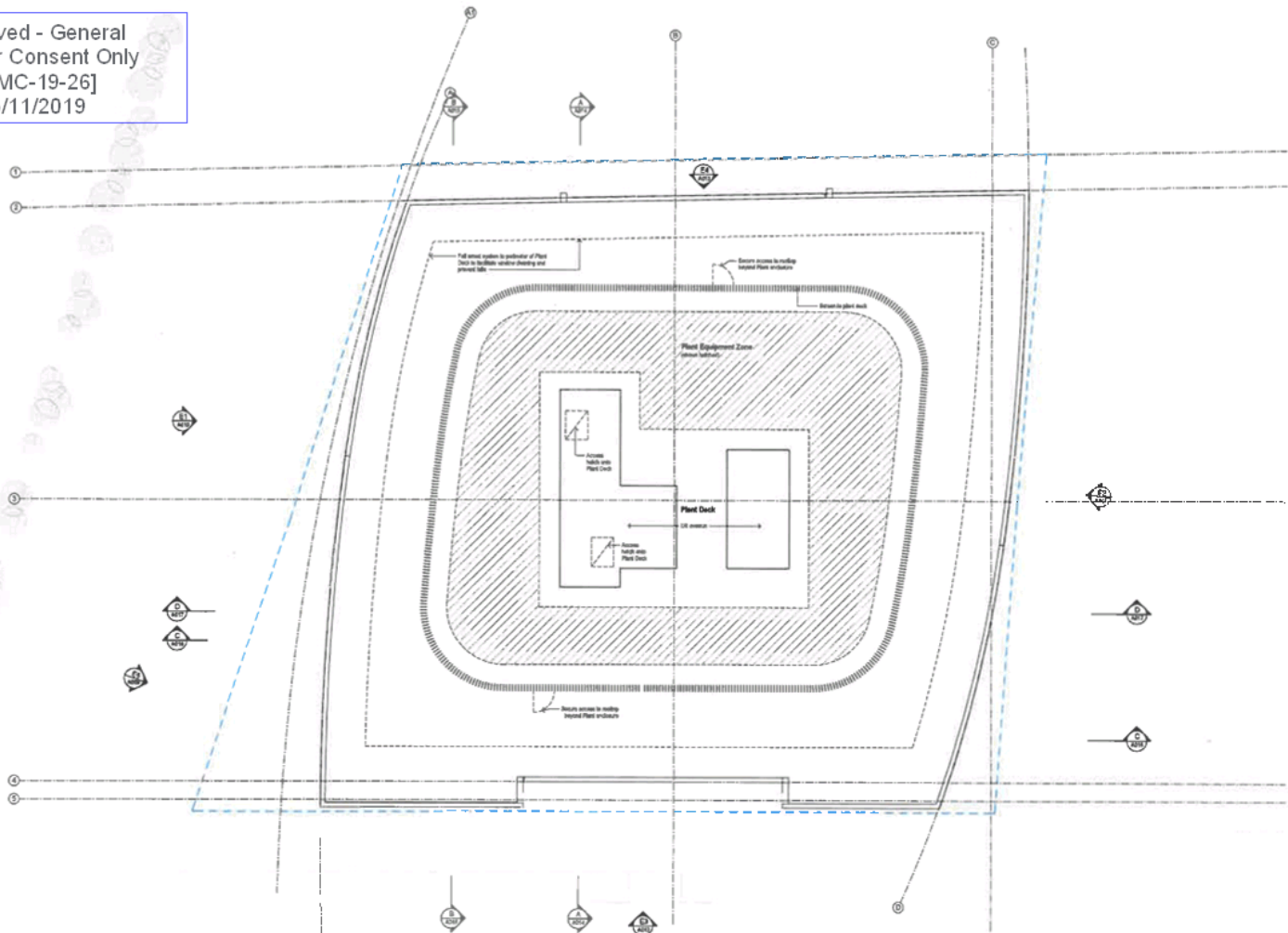


xsquared
ARCHITECTS
100/101 Collins Street
Hobart Tasmania 7000
Australia
Phone: +61 8 003 123 456
Email: info@xsquared.com.au
Website: www.xsquared.com.au

2nd Floor Plan - Conference and Staff Block of Hotel



Approved - General
Manager Consent Only
[GMC-19-26]
25/11/2019



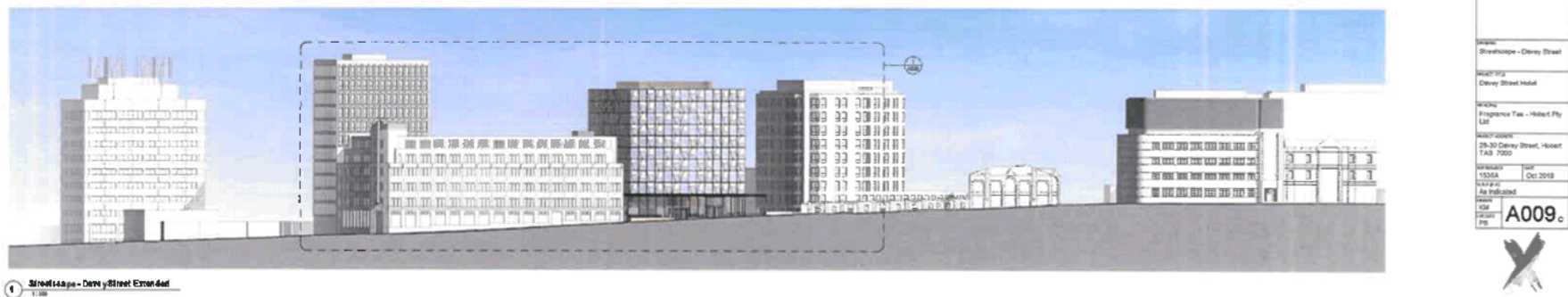
Plant Deck Floor Plan - Plant

LANDOWNER
CONSENT
APPLICATION

| | |
|--------------------------------------|----------|
| PROJECT | |
| 10th Floor - Plant Deck | |
| RECEIVING | |
| Creevy Street Hotel | |
| ADDRESS | |
| Fraser Street - Hobart Pty Ltd | |
| SUBJECT/REFERENCE | |
| 25-30 Creevy Street, Hobart TAS 7000 | |
| DATE | DATE |
| 15/06/20 | Oct 2019 |
| SCALE | SCALE |
| 1:500 | 1:500 |
| DATE | DATE |
| 15/06/20 | 15/06/20 |
| A008 | |



x-squared
architects



| | |
|--|-------------------------|
| REGISTRATION 1. CATEGORY: Specialty registered driver 2. PERIOD: 12 months 3. LICENSE: automatic vehicle operation | |
| Signature Sheetrock - Davey Street 11/21/2018 Davey Street Hotel | |
| RECORD Frongene Taz - Robert Ply Ltd | |
| PROPERTY ADDRESS 29-30 Davey Street, Mount Taz 7000 | |
| REGISTRATION 1505A | DATE Oct 2018 |
| NOTES As indicated | |
| ISSUE 10M 10/1/2018 10M | A009 |

[illegible]

Approved - General
Manager Consent Only
[GMC-19-26]
25/11/2019



Approved - General
Manager Consent Only
[GMC-19-26]
25/11/2019



01 Blue granite, natural
02 Green granite, natural
03 Rough stone, heavily
04 Rough stone, heavily
05 Smooth stone, natural
06 Dark stone, natural

Materials Legend

| | |
|---|------------------|
| Division Division 3 of 4 (Brook Street) | |
| Project Title Davny Street Hotel | |
| Address Fragrance Terrace - Hobart City TAS | |
| Project Address 25-30 Davny Street, Hobart TAS 7000 | |
| Job Number 1536A | Date Oct 2013 |
| Notes As indicated | |
| Project 1536A PS | A012.c |

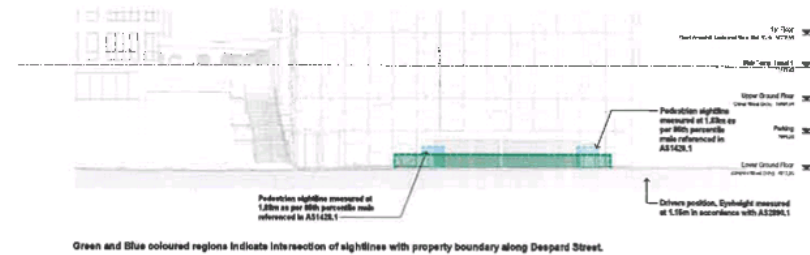
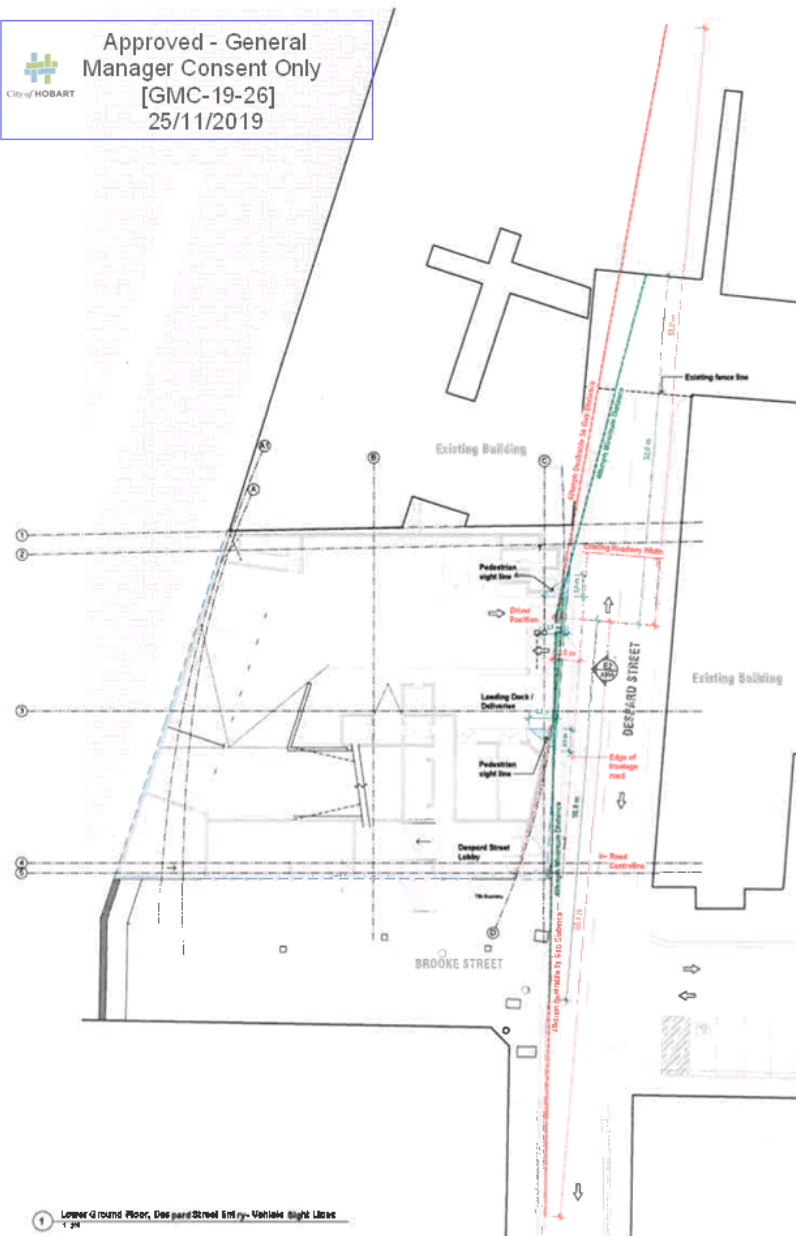
x-squared
ARCHIVE

[illegible]

© 1996 John Wiley & Sons, Inc.

5. *Staphylococcus aureus*

Approved - General
Manager Consent Only
[GMC-19-26]
25/11/2019



2 **Sight Lines - Elevation**
1/209

Note
Sightlines have been drawn in accordance with AASHTO 1, and based on the assumption of a maximum speed through Despard Street of 40kmph as this street falls within the 40kmph waterfront precinct.

| | |
|--|-------------------|
| LANDOWNER CONSENT APPLICATION | |
| PROJECT: • <input type="checkbox"/> Private (Residential/Commercial) • <input type="checkbox"/> Public (Highway/Other) • <input type="checkbox"/> Other | |
| PROJECT: Vehicle and Pedestrian Right of Way | |
| PROJECT TYPE: Drivay Street - Initial | |
| PROJECT: Frequentia Tax + Hobart Pty Ltd | |
| PROJECT NUMBER: 26-20 Drivay Street, Hobart TAS 7000 | |
| SUBMITTED: 15 SEP 2019 | DATE: OCT 2019 |
| PROJECT: KM 1 - 300 | |
| PROJECT: KM 1 - 300 | |
| PROJECT: PS | A018 |



Approved - General
Manager Consent Only
[GMC-19-26]
25/11/2019



DAVEY STREET PEDSTAIRWAY LINK TO WATERFRONT

**LANDOWNER
CONSENT
APPLICATION**

| | |
|--|------------|
| PROJECT | |
| Photomontage, Street View - Davey Street | |
| SUBJECT | |
| Davey Street Hotel | |
| LOCATION | |
| Fragrance Tea - Hobart City Ltd | |
| SUBJECT ADDRESS | |
| 25-30 Davey Street, Hobart TAS 7000 | |
| DATE | 15/06/2019 |
| TIME | 10:15 |
| BY | GM |
| FOR | A030 |



xsquared

25-30 Davey Street
Hobart TAS 7000
Fragrance Tea - Hobart City Ltd
A030

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

| | |
|-----------------|------------------------------|
| VOLUME 40419 | FOLIO 1 |
| EDITION 2 | DATE OF ISSUE 30-Jun-2015 |

SEARCH DATE : 31-Jul-2020

SEARCH TIME : 10.01 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Diagram 40419

Derivation : Whole of 75.9m2 vested in Lord Mayor Aldermen and
Citizens of the City of Hobart

Prior CT 4649/48

SCHEDULE 1

HOBART CITY COUNCIL

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



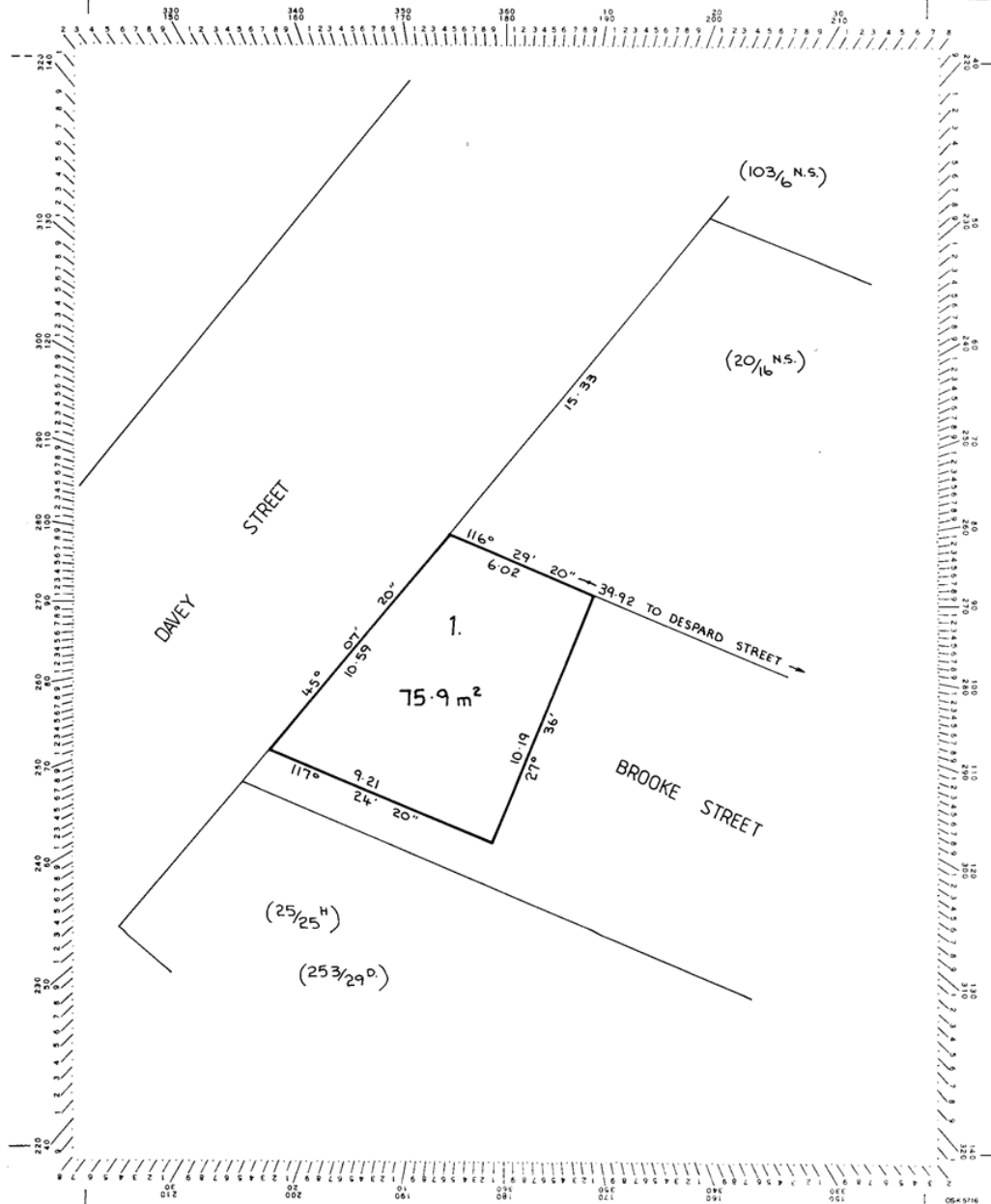
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



| | | |
|--|---|--------------------------------------|
| Owner: L.T. ACT 1980 | PLAN OF SURVEY of land situated in the | Registered Number: D.40419 |
| Title Reference: A. 78 71 | CITY OF HOBART | Approved: _____ |
| Grantee: WHOLE OF 75.9 m ² VESTED IN THE MAYOR ALDERMEN & CITIZENS OF THE CITY OF HOBART. | COMPILED FROM 80/79 D.O. | Recorder of Titles |
| SCALE 1:150 MEASUREMENTS IN METRES | | |



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

| | |
|-----------------|------------------------------|
| VOLUME 41952 | FOLIO 1 |
| EDITION 2 | DATE OF ISSUE 17-Jun-1999 |

SEARCH DATE : 31-Jul-2020

SEARCH TIME : 10.02 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Diagram 41952

Derivation : Whole of Lot 1 Originally Crown Land

Prior CT 4631/49

SCHEDULE 1

THE CROWN

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

.

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



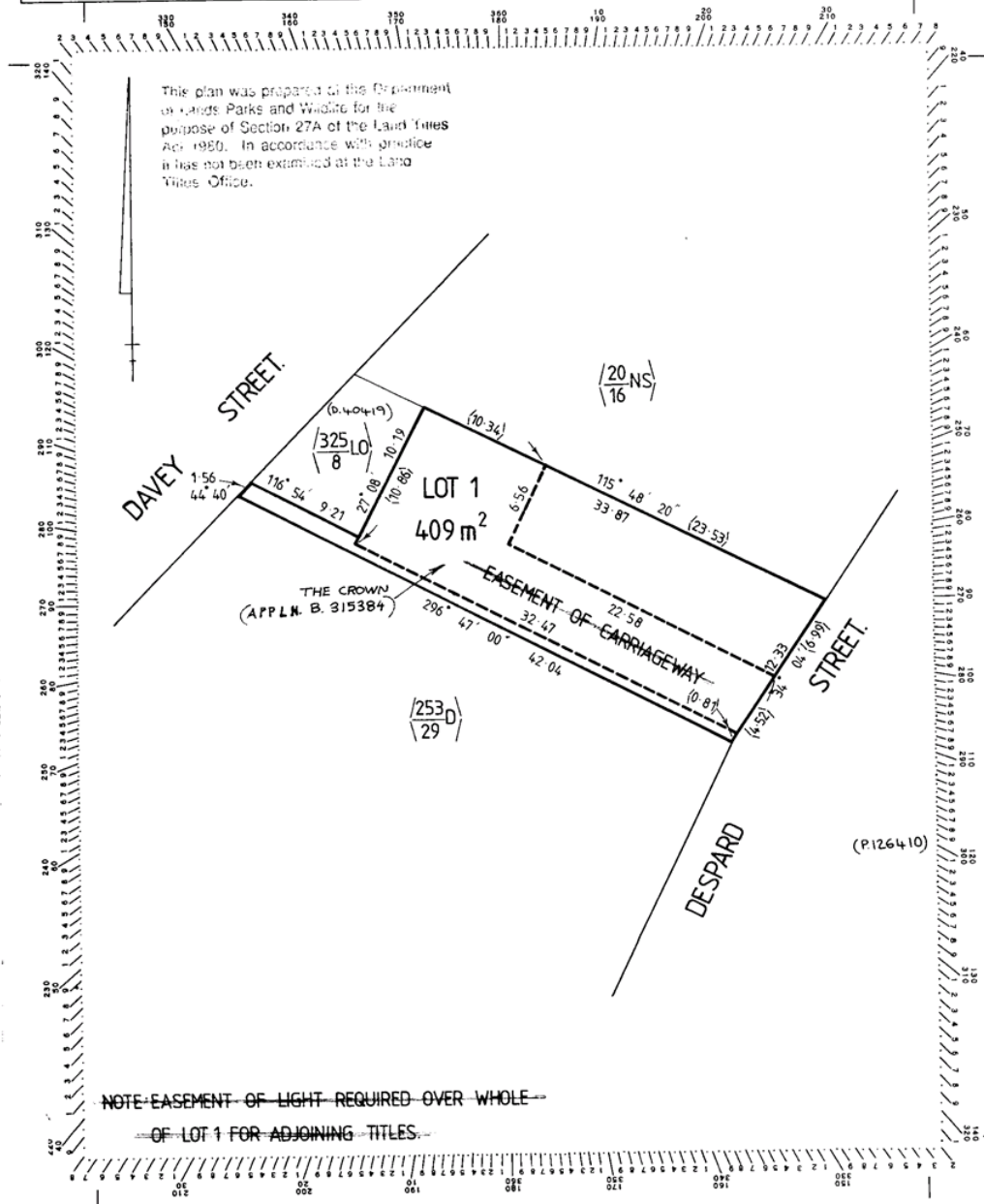
FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



| | | |
|---|---|-------------------------------------|
| Owner: H.M. THE QUEEN THE CROWN | PLAN OF SURVEY by Surveyor: R. J. TATTAM of land situated in the | Registered Number: D41952 |
| Title Reference: CT 2979-25 & CT 2550-36 | DEPARTMENT OF ENVIRONMENT AND PLANNING | Approved Effective from: |
| Grantee: WHOLE OF LOT 1, 409 m ² 0-0-36 OLD TO FERRISBY 0-2-20 ACQ BY THE COMMONWEALTH OF AUSTR. | CITY OF HOBART | Recorder of Titles |
| SCALE 1: 300 MEASUREMENTS IN METRES | | |



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

| | |
|------------------|------------------------------|
| VOLUME 223045 | FOLIO 1 |
| EDITION 7 | DATE OF ISSUE 24-Apr-2015 |

SEARCH DATE : 31-Jul-2020

SEARCH TIME : 10.00 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 223045

Derivation : Parts of Lots 1 and 2 Section O.3. Gtd. to J.E.

Risby.

Prior CT 2779/81

SCHEDULE 1D139503 TRANSFER to FRAGRANCE TAS-HOBART PTY LTD Registered
24-Apr-2015 at noonSCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

TO BE REMOVED FROM TITLES OFFICE

R.P. 1469

TASMANIA

REAL PROPERTY ACT, 1862, as amended



CERTIFICATE OF TITLE

Register Book

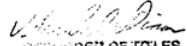
Vol. Fol.

2779 81

Cert. of Title Vol. 407 Fol. 148

CANCELLED
 I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple and who is described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

30 JAN 1995



RECORDER OF TITLES
NEW TITLE ISSUED

Recorder of Titles.



DESCRIPTION OF LAND

CITY OF HOBART

TWENTY THREE PERCHES AND THREE TENTHS OF A PERCH on the Plan hereon

FIRST SCHEDULE (continued overleaf)

TASMANIAN ORCHARDISTS AND PRODUCERS LIMITED

SECOND SCHEDULE (continued overleaf)

MORTGAGE NO. A103272 to The Hobart Savings Bank. DISCHARGED A470337

Produced 11th February, 1959 at 3.45p.m. 10.12.1974

(Sgd.) A. IMLACH L.S.

Recorder of Titles.

Recorder of Titles

MORTGAGE NO. A110715 to The Commonwealth Trading Bank of Australia.

DISCHARGED A470336

Produced 14th July, 1959 at 4.00p.m. 10.12.1974

(Sgd.) T.E. HUTCHINSON L.S.

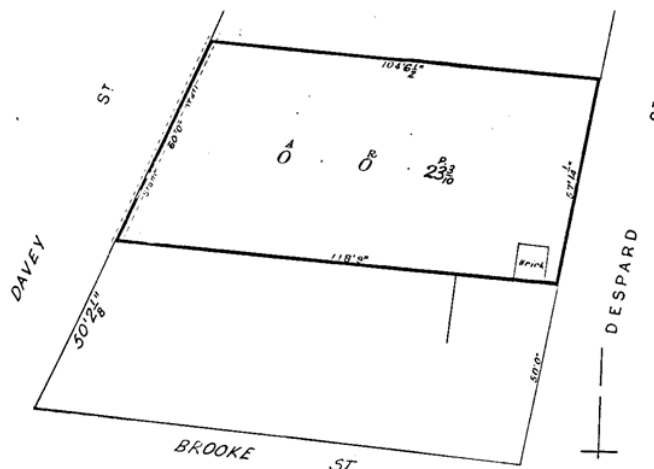
Acting Recorder of Titles.

Recorder of Titles

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

REGISTERED NUMBER

223045



Parts of Lots 1 and 2 Section 03 Ctd. to J.E. Rishy. Meas. are in ft. and ins. 103/6

FIRST. Edition. Registered

Derived from C.T. Vol. 407 Fol. 148 - Transfer A103271 E.R. Cottier.

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

| | |
|------------------|------------------------------|
| VOLUME 229936 | FOLIO 1 |
| EDITION 5 | DATE OF ISSUE 24-Apr-2015 |

SEARCH DATE : 31-Jul-2020

SEARCH TIME : 10.01 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 229936

Derivation : Part of Lot 1 Sec O 3 Gtd to J E Risby

Prior CT 2979/25

SCHEDULE 1D139503 TRANSFER to FRAGRANCE TAS-HOBART PTY LTD Registered
24-Apr-2015 at noonSCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469
TASMANIA
REAL PROPERTY ACT, 1862, as amended
NOTE - REGISTERED FOR OFFICE
CONVENIENCE TO REPLACE



CERTIFICATE OF TITLE

Register Book
Vol. Fol.
2979 25

Cert. of Title Vol. 311 Fol. 156.

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

Recorder of Titles.



DESCRIPTION OF LAND

CITY OF HOBART
TWENTY TWO PERCHES AND THREE TENTHS OF A PERCH on the Plan hereon

FIRST SCHEDULE (continued overleaf)

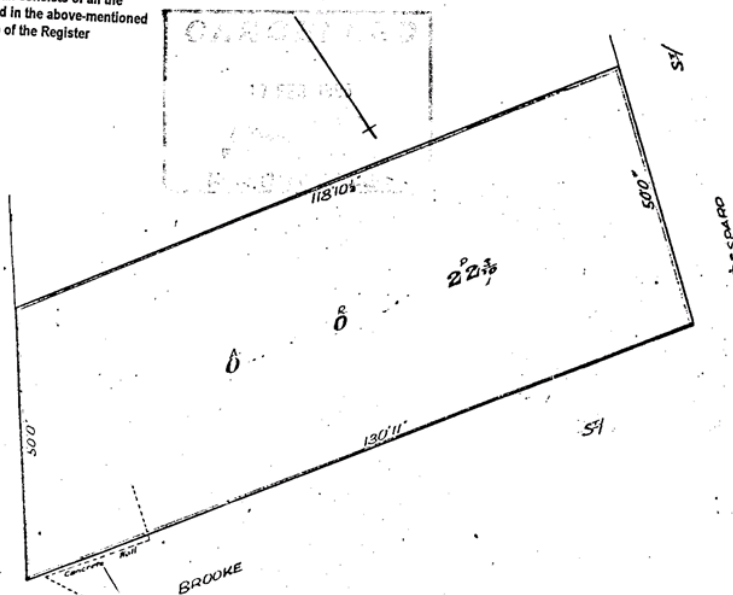
THE CO-OPERATIVE INSURANCE COMPANY OF AUSTRALIA LIMITED.

SECOND SCHEDULE (continued overleaf)

NIL.

TITLES ARE NO LONGER SUBSISTING.

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

REGISTERED NUMBER
229936NOTE - ENTRIES CANCEL
DAVEY ST

Part of Lot 1. Sec. 0.3. - Gtd. to J.E. Risby - Meas. in
FIRST Edition. Registered 229936 ft. & ins. 20/16N.S.
Deduced from C.T. Vol. 311. Fol. 156. Transfer A203551 The Port Huon
Fruitgrowers Co-op. Assoc. Ltd.

Planning: #210420

Property

28-30 DAVEY STREET HOBART TAS 7000

People

Applicant
=

Fragrance TAS-Hobart Pty Ltd
c/o 49 Tasma Street
NORTH HOBART TAS 7000
62349281
phil@ireneinc.com.au

Owner
=

Fragrance TAS-Hobart Pty Ltd
c/o 49 Tasma Street
NORTH HOBART TAS 7000
62349281
phil@ireneinc.com.au

Entered By

PHIL GARTRELL
49 TASMA STREET
NORTH HOBART TAS 7000
03 6234 9281
fm@ireneinc.com.au

Use

Visitor accommodation

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)?

Office

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

Visitor accommodation and associated conference facilities, restaurant and retail

Estimated cost of development

3000000.00

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

Carparking on Site

N/A

☐ Other (no selection chosen)

| Total parking spaces | Existing parking spaces |
|----------------------|-------------------------|
| | |

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 Documents.pdf

Plans (proposed, existing)

28-30 Davey Street Planning Application Set (A1).pdf

Design Report & Supporting Documentation (Planning Report, HIA, Waste and TIA)

28-30 Davey Street - Design Report.pdf



Submission to Planning Authority Notice

| | | | |
|---|--|----------------------------|------------------------------|
| Council Planning Permit No. | PLN-20-499 | Council notice date | 15/08/2020 |
| TasWater details | | | |
| TasWater Reference No. | TWDA 2020/01220-HCC | Date of response | 14/05/2021 |
| TasWater Contact | Anthony Cengia Greg Cooper (Trade Waste) | Phone No. | 0474 933 293 0459 069 276 |
| Response issued to | | | |
| Council name | CITY OF HOBART | | |
| Contact details | coh@hobartcity.com.au | | |
| Development details | | | |
| Address | 28 DAVEY ST, HOBART | Property ID (PID) | 2947177 |
| Description of development | Demolition, new building for visitor accommodation, function centre, and shop, lot consolidation | | |
| Schedule of drawings/documents | | | |
| Prepared by | Drawing/document No. | Revision No. | Date of Issue |
| X Squared Architects | 1536A Sheets A011.1, A013.1, A033.1, A035 to A040.1 | A | 06/08/2019 |
| X Squared Architects | 1536A Sheets A031 | B | 09/10/2019 |
| X Squared Architects | 1536A Sheets A001, A015, A016, A017, A018, A020 to A030, A032, A033, A034 | C | 21/10/2019 |
| X Squared Architects | 1536A Sheets A019 | D | 14/11/2019 |
| X Squared Architects | 1536A Sheets A003, A005, A005 to A010, A012, A014 | E | 10/12/2019 |
| X Squared Architects | 1536A Sheets A000, A006, 011, A013 | F | 18/12/2020 |
| X Squared Architects | 1536A Sheets A004 | G | 19/03/2021 |
| X Squared Architects | 1536A Sheets A002 | J | 30/04/2021 |
| Conditions | | | |
| SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL | | | |
| 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: | | | |
| CONNECTIONS, METERING & BACKFLOW | | | |
| <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connection(s) 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. <ol style="list-style-type: none"> a. The location of the property water connection / water meter assembly must provide for unfettered access to enable reading, testing, inspection, maintenance and exchange without impediment and must be kept clear of obstructions at all times. An access plan for TasWater operational and meter reading staff must be supplied outlining how TasWater staff will maintain this unfettered access 365 days a year 7am until 7pm. | | | |
| Advice: TasWater will not accept direct fire boosting from the network unless it can be | | | |



demonstrated that the periodic testing of the system will not have a significant negative effect on our network and the minimum service requirements of other customers serviced by the network. To this end break tanks may be required with the rate of flow into the break tank controlled so that peak flows to fill the tank do not also cause negative effect on the network.

2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.
3. Prior to commencing construction/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.

INFRASTRUCTURE WORKS

4. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
5. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
6. A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

TRADE WASTE

7. Prior to the commencement of operation, the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.
8. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.
9. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.

DEVELOPMENT ASSESSMENT FEES

10. The applicant or landowner as the case may be, must pay a development assessment fee of \$1,139.79 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

Advice

General

For information on TasWater development standards, please visit
<http://www.taswater.com.au/Development/Development-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

Trade Waste

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:



Location of all pre-treatment devices i.e. grease arrestor;
Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and
Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.
Details of the proposed use of the premises, including the types of food that will be prepared and served; and
The estimated number of patrons and/or meals on a daily basis.
At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is also required.
If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.
The application forms are available at <http://www.taswater.com.au/Customers/Liquid-Trade-waste/Commercial>

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

Authorised by

A handwritten signature in black ink, appearing to read "J. Taylor".

Jason Taylor
Development Assessment Manager

TasWater Contact Details

| | | | |
|-------|------------------------------|-------|-----------------------------|
| Phone | 13 6992 | Email | development@taswater.com.au |
| Mail | GPO Box 1393 Hobart TAS 7001 | Web | www.taswater.com.au |

Application Referral Cultural Heritage - Response

| | |
|----------------------------|--|
| From: | Sarah Waight |
| Recommendation: | Proposal is unacceptable. |
| Date Completed: | |
| Address: | 28 DAVEY STREET, HOBART 30 DAVEY STREET, HOBART ADJACENT ROAD RESERVE |
| Proposal: | Demolition, New Building for Visitor Accommodation, Function Centre, and Eating Establishments, Bar, and Shop, Lot Consolidation, and Associated Works in the Road Reserve including Removal of Car Parking Spaces, Relocation of Public Street Furniture, Lighting and New Stairs |
| Application No: | PLN-20-499 |
| Assessment Officer: | Helen Ayers, |

Referral Officer comments:

This application is for demolition and a new building on a place adjacent to four (4) heritage listed places (site 36, site 5, site 37, site 61). It also involves work to a Place of Archaeological Sensitivity. It must be assessed under Schedule 1 of the *Sullivans Cove Planning Scheme 1997*.

'Adjacent' is given the following definition under Part G of the *Sullivans Cove Planning Scheme 1997* as "In relation to proposed development means sites alongside, behind or diagonally behind a place of identified cultural significance or on the opposite side of the street."

The four adjacent sites are:

Site 5 - 8 Brooke Street - Formers Mill (Gibson's) refer Morrison Street **and** 11-17 Morrison Street City Mill (Gibson's)

Site 36 - 16 Elizabeth Street - Hobart Council Centre (former HEC/Hydro Building)

Site 37 - Elizabeth Street - Franklin Square

Site 61 - 80 Macquarie Street - Public Buildings adjacent to Franklin Square.

Relevant Provisions

Given the adjacent heritage listed places, the following parts of Schedule 1 - 22 Conservation of Cultural Heritage Values must be considered.

22.1 Introduction

Conservation of the cultural heritage values of Sullivans Cove is the primary objective of the Scheme. Where there is an apparent conflict with other objectives, the conservation of cultural heritage values takes precedence.

This schedule applies to conservation of the cultural heritage values of identified places of cultural significance, including spaces, buildings and objects, and conservation of patterns of continuing or historic use. It also applies to the conservation of archaeologically sensitive sites and the conservation of a recognisable historic character in the areas where authentic historic fabric and spaces remain.

22.2 Objectives

- To provide the mechanisms to allow the conservation of heritage values.
- To provide an incentive for 'building or works' to be carried out in a manner which is compatible with conservation of cultural heritage values.
- To ensure that the recognisable historic character of Sullivans Cove is not compromised by new development which overwhelms the places of cultural significance, or, by new development which reduces the apparent authenticity of the historic places by mimicking historic forms.
- To encourage new development to be recognisable as new, but not individually prominent. Such development must reflect a "good neighbour" relationship to places of identified cultural value.

The proposal is not on land included in Table 1, therefore section 22.5 applies. The proposal does not satisfy clause 22.5.4 as it exceeds the height of the adjacent places of cultural heritage significance, therefore clause 22.5.5 applies.

Clause 22.5.5 states:

'Discretionary' 'Building or Works'

'Building or works' on land which cannot satisfy the 'deemed to comply' provisions of Clause 22.5.4 may be approved at the discretion of the Planning Authority. The following criteria must be taken into consideration in the assessment of all proposals for 'building or works':

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

The proposal also involves works to a place that is an identified Place of Archaeological Sensitivity (site 10). The works involve excavation of land in Table 2 and it has not been deemed to have no archaeological significance. Therefore clause 22.6.5 applies.

22.6.5 'Discretionary' 'Building or Works'

Having regard to the contents and recommendations of an Archaeological Sensitivity Report accepted by the Planning Authority pursuant to Clause 22.6.3 the following criteria must be taken into consideration in the assessment of all proposals to develop places of cultural significance listed in Table 2 or that are considered likely to be of archaeological interest or significance:

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

the approval or carrying out of works.

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

Representations

Eleven (11) representations were received. The following relevant comments were received:

- "Their argument of numerous other examples of over-height constructions in the area that were built many years ago should not be used to justify creating yet another tall building. The nearby executive building, the Hydro building and the Marine board building ... because they visually block the connection of the city to the port ... They are all fine examples of what NOT to build but we are stuck with them. ... For 60 years I have watched Hobart change from a liveable city to a city that is being swallowed by highrise structures."
- "The heritage wall in front of the Executive building has done a fine job of transitioning the street scape from new building (tucked behind) to the Mineral Councils building on the corner of Davey/Murry St. I see no attempt at transition from HCC to this glossy monster. ... Does Council have a say on the fabric of a building? I hope so as this 'bling' facade is not in keeping with the area - yes, some reflection of light is a great idea, but as far as the provided plans, this current plan is too brash."
- "Yes, this developer has 'heard' our voices re the height, but the plan shows a building still too high, it will interfere with the heritage feel along Davey Street and in Brooke and Despard Sts. It is not only the height that spoils this feel, it is the fabric of the building. Let's hope the developer can reconsider a few issues - no big reflective boxes!"
- "The fact that the adjoining HCC is also above 18m in height is irrelevant given it is significantly older both in age and style and aesthetically preferable. ... No attempt has been made to accommodate the north-south incline in Davey St to blend the height differential of HCC and Executive Buildings thereby minimising the bulk of the proposed over-height building."
- "It will replace two non-descript buildings with one which may have the potential to improve the streetscape."
- "I would urge you to reject PLN-20-499 on the grounds that, on account of the height and bulk of the main building and its reflective cladding, the proposal is deeply incompatible with the historic character of the area and adjacent places of cultural significance and does not comply with the requirements of clause 22.5.4 of the Sullivans Cove Planning Scheme 1997 (SCPS97)."
- "I would suggest that the proponent's suggestion that its mirror cladding 'responds to its individual context (via reflection)' is an insult to aesthetic understanding and common sense. The shiny disco-ball cladding proposed will be a garish, glary and attention-seeking addition to an area of low-key, solid and modest buildings and a small traditional park set in an historic (near) waterfront area. In narcissistically reflecting whoever or whatever is around it - including the blinding sun on some days - the building does not contribute a compatible but distinctive contemporary design to the culturally significant area, it lazily mocks its surroundings with a bright and shiny surface. It simply employs the type of cladding that is the hallmark of countless dull and soulless contemporary cities the world over (including several in Australia) and will detract from the aesthetic character of the important historic area in which it is sited."
- "Further, the visualisation/reflection report included with the permit application is not persuasive in asserting that there will be no increase in glare."
- "I note too that the height and bulk of the proposed building are out of scale with the surrounding places of cultural significance - with a height and a long street frontage that attract attention away from the architecturally superior and culturally important buildings nearby. The height of the building will block views from the raised part of Davey Street and probably part of Franklin Square (eg. looking across from the steps), and will add

an element of 'oppressiveness' to the streetscape (a feeling of enclosure and loss of access to the sky) that will be experienced by pedestrians around the building."

- "Hence, I do not believe that the Council should exercise its discretion under clause 22.5.4 of SCPS97 to allow the development but should instead reject it. I note the criteria that the Council must take into consideration according to this clause, and submit that CONTRARY to the requirements, the proposed building - WOULD dominate adjacent places of cultural significance, WOULD be more prominent in the street than adjacent places of cultural significance, WOULD NOT complement or contribute to the specific character and appearance of adjacent places of cultural significance and WOULD NOT complement or contribute to the historic character of the area generally."
- "Having now just removed one such dominant bulk (the recently demolished No 10 Murray Street) the Council should be wary of approving yet a further bulk hotel structure which will be closer to and dominate the Salamanca Cove. That 18M is there for just reasons."
- "Both The Telegraph and the proposers Fragrance on Davey are adjoining heritage buildings and significantly close to the major heritage enclaves of Parliament House ,Morrison and Murray Streets , and The Treasury Buildings .The proposed bulk shall be dominant to Franklin Square and of course the Macquarie Street collection . Hobart's built Heritage is internationally acclaimed and has priceless value to the City's intrigue."
- "This is a 100 year decision , your HCC Centre is already 85 and continues to fulfil its well designed role."
- "The Morrison St view shows the proposed development (the Proposal) is completely out of context with the existing City Flour Mill and excavated and laid stone walls beside the Executive Building. No serious attempt to integrate façade finishes is apparent."
- "Whilst the proposal height is comparable to the Executive Building, both buildings exceed the 18 m height recommendation of Leigh Woolley (commissioned by Hobart City Council to recommended City building height limits). Adding a wrong to an existing wrong does not create a right."
- "The City Flour Mill and its roof line is totally overwhelmed by the bulk of the Proposal."
- "The HCC Building adjacent to the proposal, whilst exceeding 18m in height, is lower than both the Proposal and the Executive Building. More importantly, the Australian Institute of Architects assess the HCC Building as a piece of nationally significant 20th Century architecture. That either the proposal or Executive Building would be rated similarly is unlikely so comparison between the Proposal and HCC Building can be discounted."
- "The Proposal, like the Executive Building is of negligible architectural merit and fails to enhance Hobart's visual amenity. Both the Proposal and the Executive Building are cheap and nasty examples of expediency and excess."
- "Views from Hobart towards the River and in reverse require sensitivity not excess."
- "The maximum height of the Proposal must not exceed the HCC Building and facade finishes need to pay reference to the best of the existing surrounds."
- "I consider the proposed building is much too tall and not in keeping with our heritage 'cityscape'.

Assessment

The application is supported by the following documents:

- Historical Context Area Conservation Policy and Heritage Impact Assessment, by Praxis Environment, dated Nov 2015 and July 2020.
- Statement of Archaeological Potential, by Praxis Environment, dated December 2021.
- Xsquared Architects Design Report, dated 5 August 2020

The following summary comments were submitted in the Design Report:

"The hotel building has been carefully designed to provide the following attributes:

- the scale and proportions of the lower reaches of the hotel respond to each of the different contexts they face, with the Davey Street main façade comprising a grand portico and awning; the Brooke Street façade featuring a stone-clad façade where it

abuts the "cliff line", but transparency where internal activity can be seen; and the Despard Street façade comprising a robust stone-clad finish appropriate to its more service-orientated functionality.

- upper level facades have a degree of reflectivity that also allows each to respond to its individual context (via reflection): Franklin Square on the Davey Street façade; the Executive Building on the Brooke Street façade; and the water of the Derwent on the Despard Street façade.
- In addition, due to the compatibility of the scale of the proposal with adjoining large buildings, and the relative slenderness of the proposal compared with its neighbours, there is only a small increase in shading within the wharf apron area at 3pm on the winter solstice.
- ...the Fragrance Group has committed to providing the following substantial additional community contributions as part of the total development:
 - significant parts of the building at lower levels are cut away to open up views to the waterfront that are currently obstructed by the existing buildings on the site, and to facilitate a strong visual connection from Franklin Square across Sullivans Cove to the waterfront.
 - it is intended that the development of the hotel will allow interpretation of key aspects of the site - the history of the site as part of the grounds of the original Government House, home from 1836 – 1843 to Lieutenant-Governor John Franklin and Lady Jane Franklin; interpretation of the history of the site as part of the grounds of the Risby timber yard, the foundation of the Tasmanian timber industry; and interpretation of the adjacent last publicly visible section of the 'cliff line' that originally formed the rear enclosure to the natural form of Sullivans Cove.
 - a building design of the highest possible quality.
- The design of the hotel achieves a balance between respecting the City's heritage and adding to an evolving culture of buildings in the streetscape. It will enhance Hobart's open space network and will help add much needed life back into a somewhat neglected part of the City. There are many aspects of the proposal that support the objectives of the Sullivans Cove Planning Scheme and we believe that the proposal will make a positive contribution to the Cove's urban character and allow better presentation of its cultural heritage."

Assessment

See attachment for images related to the following discussion.

Clause 22.5.5 dot point 1 states:

'Building or works' adjacent to a place of cultural significance must not dominate that place when viewed from the street or any other public space or be more prominent in the street than the adjacent place of cultural significance."

The submitted Heritage Impact Assessment concludes:

"The proposed building at the lower levels will be much more permeable than the existing buildings By opening up the area both for pedestrians, providing two levels of active frontage and with the heavily glazed and visually permeable lower levels of the proposed building, the human scale interfaces between these adjacent buildings will be opened-up which will assist those places in not becoming dominated by development. By opening up the area both for pedestrians, providing two levels of active frontage and with the heavily glazed and visually permeable lower levels of the proposed building, the human scale interfaces between these adjacent buildings will be opened-up which will assist those places in not becoming dominated by development. "

The proposal is shown in streetscape view in relation to site 36 (Hobart Council Centre) and site 5 (8 Brooke St) in the applicant's submission (see Streetscape drawings, A010E, A011F, A011.1A, A012E, A013F, A013.1A, A014E).

The drawings demonstrate that it is 4 floors plus plant room higher than site 36, and 8 floors plus plant room higher than site 5. This equates to 12.23 metres and 23.86 metres taller than

the adjacent heritage listed buildings respectively.

The applicant submits that the proposal is acceptable based on its human scale at the street level and the degree of permeability or activation of the building. However, this clause does not relate to these factors but to how it is viewed in a wider street and public setting. In this instance, the only conclusion that can be drawn is that the proposal does dominate and is more prominent in Davey Street, from Franklin Square and from in and around Brooke Street/Despard Street in height but also in the bulk and prominence given to it by its facade treatment. The proposal does not satisfy clause 22.5.5 dot point 1.

Clause 22.5.5 dot point 2 states:

- *The area of a facade of any new building may be permitted to exceed that of the building on an adjacent place of cultural significance where the Planning Authority is satisfied that the visual impact of the apparent disparity of scale is not significant or that historic precedent warrants the scale disparity.*

The submitted Heritage Impact Assessment concludes:

"... it is concluded that although the façade area of the proposed building exceeds that of the adjacent places, this disparity of scale is acceptable given the wider townscape context and precedent of such larger development along the edge of the escarpment and the various design techniques that have been used to not dominate the adjacent places (e.g. the proposed building will form part of the existing 'band' of higher development reinforcing that edge, including the Executive Building, HCC offices and Parliament Square). Sections 4.2.5 and 5.1.2 of the design report consider the bulk and height of the proposal and its scaling with other surrounding buildings and the natural landform of the cove/city to demonstrate that there is no significant disparity of scale arising from the proposal and that it is befitting with historical precedent."

The acceptability or otherwise relates to only the area of the facade in relation to the adjacent heritage listed places, although this clause also refers to scale disparity, which could be taken to mean a disparity of height. Numerically the proposal does not have a greater facade area than site 36, although it has disparity of scale (ie is higher than site 36). In relation to site 5 (Brooke Street mill), the proposal has both a greater facade area as well as a disparity of scale (ie is higher than site 5). In this case the Planning Authority has to be satisfied that the visual impact of the apparent disparity of scale is not significant or that historic precedent warrants that scale disparity. In terms of façade area, the proposal is divergent and a significant departure from that of the adjacent listed place of site 5. The proposal does not satisfy clause 22.5.5 dot point 2.

Clause 22.5.5 dot point 3 states:

- *Building or works' must complement and contribute to the specific character and appearance of adjacent places of cultural significance and the historic character of the Cove generally.*

The submitted Heritage Impact Assessment concludes:

"The reflectivity on different planes of the glazing of the proposed building seeks to draw in the colour and texture of adjacent places (as well as natural features such as the sky on higher levels) – as well as providing subtle references to historic contexts to provide a varied palette that compliments the surrounds by in effect borrowing their colour and texture, without necessarily mimicking them. This will in effect allow the existing buildings to infiltrate the finishes of the new building and to provide a rich texture that will compliment and contribute to the varied fabric of the surrounds of the site. This varied surrounding materials palette is further accentuated on the lower levels, as detailed in the design report The proposal seeks to reinstate linkages between the city and the waterfront by the promotion of pedestrian and visual connectivity to activate and promote an appreciation of the area: It is intended that

interpretation within the building will also draw upon key historic themes and associations of the site and wider waterfront as a means of engaging users of the building to such:"

The use of the glazed multi-faceted reflective panels are a significant departure from the character and appearance of the adjacent places of significance and the historic character of the Cove, which in terms of materiality are places constructed of masonry in a rendered form as well as brick and sandstone. The fenestration pattern is also a significant departure and nowhere else in the Cove is there a building of this ilk. In fact, the extent of the glazing is overwhelming. Added to this, the width, height and depth of the building is monolithic. In terms of footprint, it is larger than the Marine Board building. The use of linkages to promote pedestrian and visual connectivity and the use of interpretation are irrelevant in the consideration of this clause.

In terms of understanding complement, the definition has been clearly articulated; "by adding extra features in such a way to improve or emphasise the qualities of the place and its setting is appropriate and necessary." (Lenna Motor-Inn Pty Ltd v Hobart City Council and Ors [2021] TASRMPAT 26 80) and to "make whole or complete the place". It cannot be concluded that this proposal satisfies clause 22.5.5 dot point 3.

Clause 22.5.5 dot point 4 states:

"• The location, bulk and appearance of 'building or works' must not adversely affect the heritage values of any adjacent or nearby place of cultural significance."

The Heritage Impact Assessment makes reference to pedestrian linkages, improved connectivity, promotion of a range of historic themes to argue it is "consistent with the established pattern of development along the line of the escarpment..."

The references by the applicant to these matters are not a consideration in the assessment of the proposal. For the reasons outlined above, the bulk and appearance of the new building will adversely affect the heritage values of adjacent sites, by being flamboyant, overtly individualistic and self absorbed in appearance along with other design features which have the result of influencing and diverting attention away from the adjacent and nearby buildings. It cannot be concluded that this proposal satisfies clause 22.5.5 dot point 4.

Clause 22.5.5 dot point 5 states:

• 'Building or works' must not reduce the heritage value of any adjacent places of cultural significance by mimicking historic forms.'

This proposal does not attempt to mimic historic forms. It forges its own path that is the antithesis of the character in Sullivans Cove. The proposal satisfies clause 22.5.5. dot point 5.

The representations relating to the inappropriate nature of the height, bulk and the materiality of the facade treatment are considered valid.

The proposal must also be assessed against 22.6.5 and all 5 dot points must be taken into consideration.

This application proposes to demolish the existing step infrastructure at the end of Brooke Street, exposed the Cove Wall to the side of Davey Street and provide new step access up and down adjacent to the new proposal as a series of three flights of steps. Drawings (Lower ground Floor - Despard st entry A002J, March 2021) have the following annotation:

"Proposed reinstatement protocol to consist of exposing those portions of the original Cove Wall that remain, new planting, and reinstatement/interpretation of Cove Wall using rock salvaged from excavation where original wall is non-existent" and "Reinstate / expose sandstone Cove Wall to side of Davey Street. Final design subject to Archaeological,

Structural and Geotechnical investigation and certification."

The site, (site 10) had two distinct types of development. The current steps are in a different configurations to earlier steps. The construction of the Executive Building is estimated to have impacted on the remains of those earlier steps. The c.1900 retaining wall would have also impacted and altered any earlier steps. A portion of the c.1900 wall is visible and may continue further. There is considerable lack of clarity about how the nature of the escarpment may present. The Praxis report concludes:

"Any traces of the natural and historically present face of the escarpment would be of high significance in understanding the natural condition of that interface between the Sullivans Cove floor and the city and be a rare remnant of that natural feature. There are few locations along the original escarpment ridge which have not been largely diminished/destroyed by later development (See Figure 4.20), therefore this section is likely to be of heightened significance. Note however that any such evidence would be on the Davey Street side of the retaining wall, and not necessarily be associated with the stairs on the Brooke Street side of the wall."

The following recommendations are made:

- "That any works to the current steps, including demolition, does not require any archaeological input.
- That minor landscaping (e.g. to the planter boxes) does not require any archaeological input. -
- Any major excavation (i.e. beyond routine maintenance of the planter boxes, or excavation to further investigate the presence of/or to expose the Davey Street wall) must be monitored by an archaeologist and any significant remains (e.g. remains of earlier stairs) must be managed in accordance with the Tasmanian Heritage Council's Practice Note 2 (Managing Historical Archaeological Significance in the Works Application Process), or other relevant industry standard. This also includes any excavation deeper than the sub-base of the current paving."

While the demolition of the existing steps and planter boxes do not require archaeological input it is unclear as to what the rationale is for the designation on the drawings regarding reinstatement and the exposure of the sandstone wall. It is recommended that should a permit be issued, that this proposal described above be the subject of a separate application with a clear heritage and archaeological rationale and consideration.

On this basis the proposal satisfies clause 22.6.5 5 dot point 1 to 5. A condition regarding the design of the treatment of the retaining wall is recommended should a permit be issued.

Additional Scheme Provisions

In addition to the specific provisions relating to places adjacent to or not listed in Schedule 1 - Conservation of Cultural Heritage Values, the following schedules also must be considered; Schedule 2 - Urban Form and Schedule 7 Demolition

In Schedule 2 - Urban form, Objectives, clause 23.2 dot point 6 states:

- *A diversity of building heights and volumes will be encouraged within this over-riding pattern, but buildings must have a respectful relationship to each other and to buildings of identified cultural significance within the street.*

Additionally, clause 23.3 Scope of Schedule 2 Urban Form states:

This schedule applies to all new buildings and extensions to existing buildings in the Sullivans Cove Planning Area.

The provisions of Schedule 1 - Conservation of Cultural Heritage Values, take precedence over provisions of this Schedule. Height and scale of detailing of development adjacent to Places of Cultural Significance must be such that the place is not compromised by height discrepancies, scale discrepancies or a superficially "historic" or similar appearance.

In terms of an example of what might be deemed a 'respectful relationship' referred to above, it is worth looking the current relationship between 8 Brooke Street (former Gibsons Mill - site 5) and the buildings on the subject site. In this instance the height and scale are comparable with limited discrepancy in scale and height (see attached images), one does not overpower or dominate the other. While the proposed hotel building does not have a superficial historic or similar appearance to any adjacent listed place of cultural significance, it is far from respectful and has a significant scale and height discrepancy in comparison to adjacent listed places.

It is concluded that the proposal does not have a 'respectful relationship' and therefore does not satisfy 23.2 (6) of Schedule 2 - Urban Form.

Clause 23.6.2 Discretionary Buildings states:

Development which cannot satisfy the 'deemed to comply' provisions of Clause 23.6.1 may be approved at the discretion of the Planning Authority taking into consideration the Objectives in Clause 23.2. Such development includes:

- *Any new buildings or works adjacent to a Place of Cultural Significance and which are not more prominent in the streetscape by strong contrast of scale, height, colour and tone with the buildings constructed on the place, and, which are not detailed in a manner which is similar to buildings of cultural significance or which adopts an 'historic' appearance.*

This proposal is not a 'permitted' building under clause 23.6.1 and has already been assessed as not satisfying clause 23.2 (6) in that the proposal is more prominent in the streetscape by strong contrast of scale, height, colour and tone.

Schedule 7 Demolition, clause 28.2 Objectives states:

The protection and promotion of the Cultural Heritage and Urban Character of the Cove is of primary concern in the consideration of proposals to demolish the built fabric of the Cove.

Under clause 28.6 dot point 2 Matters to be Considered, the Scheme states:

In considering any proposal for demolition, the Planning Authority shall give regard to the following matters:

- *The impact of the proposed demolition on the cultural heritage values of the Cove*

Further to this, clause 28.8.2 states that:

Where the application involves the demolition of any other building then the application must satisfy the following:

- *The requirement of Clause 22.5.3 for the submission of a report identifying that the building does not have heritage value, and*
- *The provision of street elevations or 'true perspectives' to show the scale and impact of the demolition on places of cultural significance and the streetscape.*

In this instance the proposed demolition involves the stairs (c.1985) from Brooke Street up to Davey Street and the existing buildings (1923 and 1936) on the site. The cultural heritage

values of the Cove are as an assemblage of buildings that represent the historic character of the Cove as a working port with associated waterfront activities. The subject site was part of the Risby timber yard operations from a waterfront base. The site was cleared after a 1922 fire and in 1923 the building to the right on the site was constructed. It was modified over the years to the rear and today the vertical board cladding to Davey Street conceals part of the 1923 elevation designed by George Stanley Crisp, a well known Hobart architect for News Limited. What remains of that original front elevation behind the cladding has not been explored, but at its time was described as a fine building. The Huon Cooperative Fruitgrowers Association operated from the site and there is a 'ghost sign' on the side of the brick building that is still visible. This building's association with a waterfront location is an important part of its history. As such the demolition will result in the loss of a building, albeit not individually heritage listed, but one that is representative of the scale and character of historic waterfront and Cove activities.

The submitted reports by Praxis (described above) satisfies the submission requirements of clause 22.5.3 with the report concluding that the stairs (c.1985) is not of heritage value and the 1923 and adjacent 1936 buildings have been 'substantially extended and modified'.

While further work could have been done to explore and potentially incorporate the fabric of the 1923 and 1936 buildings, the consultant has concluded that " Although options have been investigated to retain these buildings, they have been substantially modified and are not considered to have any cultural heritage significance, and are also deemed unsuitable for re[[conversion or re[[use."

On this basis, while the proposal will involve the demolition of buildings, the conclusion reached is that it will not impact on the heritage values of the Cove and that clause 28.8.2 is satisfied. It is however, the replacement building, as already outlined above that remains problematic.

Conclusion

In summary, this proposal is the antithesis of the character of places, both listed and adjacent and the overall special character of Sullivans Cove. Overtly individualistic and flamboyant, it is given justification by means of the dated architectural response to 'draw in colours and textures of adjacent places' (Praxis Report, p.100). This proposal lacks the subtlety, restraint and discretion that is what is considered appropriate or the embedded character of the Cove. The proposal does not satisfy clause 22.5.5 dot points 1 to 4 and 23.2 dot point 6.

Reasons for refusal

The proposal does not meet clause 22.5.5 dot points 1 to 4 of the *Sullivans Cove Planning Scheme 1997* because it dominates and is more prominent than adjacent places of significance; is of a significant disparate scale resulting in visual impact; does not complement and contribute to adjacent places of significance and is of a bulk and appearance that adversely affects the heritage values of adjacent places.

The proposal does not meet clause 23.2 dot point 6 of the *Sullivans Cove Planning Scheme 1997* because it does not have a respectful relationship to identified buildings of cultural significance within a street.

Sarah Waight
Senior Cultural Heritage Officer
28 July 2021

Application Referral Development Engineering - Response

| | |
|----------------------------|--|
| From: | Eswaren Shanmugam |
| Recommendation: | Proposal is unacceptable. |
| Date Completed: | |
| Address: | 28 DAVEY STREET, HOBART 30 DAVEY STREET, HOBART ADJACENT ROAD RESERVE |
| Proposal: | Demolition, New Building for Visitor Accommodation, Function Centre, and Eating Establishments, Bar, and Shop, Lot Consolidation, and Associated Works in the Road Reserve including Removal of Car Parking Spaces, Relocation of Public Street Furniture, Lighting and New Stairs |
| Application No: | PLN-20-499 |
| Assessment Officer: | Helen Ayers, |

Referral Officer comments:

EXECUTIVE SUMMARY

The development application seeks approval for the demolition of existing buildings at 28-30 Davey Street, and construction of a new 5-star premium hotel in place; with minor civil works proposed within the road reservation. The new hotel is to be 9-storeys (40m), and stated to have 176 rooms, with 25 on-site car parking spaces dedicated to guests. A total of 4 lots are associated with this development, with owners including Hobart City Council and The Department of State Growth; as such, title adhesion is anticipated. The classification of use is mixed, extending beyond the hotel use class, as the development intends to include 'ancillary' uses; namely, function centre, food service, licensed venue, retail, and recreation components.

The proposal submission has been assessed based on its merits, with respect to the *Sullivan's Cove Planning Scheme 1997* e'performance' approach to development control (Part A - 3.3). This assessment thoroughly consulted the afore mentioned planning scheme's; Strategic Framework (Part B), Planning Principles for Management of Activities in the Cove (Part B - 7), Strategic Planning Principles (Part B - 7.3), Strategic Direction (Figure 2), Efficiency Principles (Part B - 7.3.4), Activity Area Controls (Part D), Activity Area 2.0 Sullivan's Cove 'Mixed Use' (Part D - 16), Objectives and Performance Criteria for Activities (Part D - 16.2), Use of Land (Part D - 16.3), 'Discretionary Uses' (Part D - 16.3.2), Activity Areas (Figure 4), Schedules (Part E), and Schedule 5 - Traffic, Access and Parking (Part E - 26).

Development Engineering has concluded assessment of this proposal and hereby recommends REFUSAL under assessment clauses 26.4.1, 26.4.2, 26.4.4, and 26.5; based on the following findings, respectively.

- The development's reliance on the Davey street frontage for pickup and drop-off activities has not been supported by Department of State Growth State Roads, shifting the development's reliance for such activities to the small intersection of Brooke

& Despard street at the rear entrance of the hotel (see Figure 1). However, there is no proposed dedicated space for pick-up and drop-off in this area, nor can such a provision be considered to be safe or efficient by the City. It was noted, the classification of use extends beyond the hotel use class, and it can be expected each additional use's individual car parking demands will practically exceed that which is currently estimated. The traffic generated by this development is estimated to be 600 vehicle movements for hotel guests alone, which in itself could intensify the minor road network surrounding the rear entrance, essentially turning the area into a vehicle circulation network (see Figure 1).



Figure 1: The area shaded in red is the intersection of Despard & Brooke street, and the most likely area for pick-up and drop-off activities. The red arrows indicate the vehicle circulation effect expected, while the green arrows indicate pedestrian movement that would have to travel through the circulation zone in order to continue passage.

- The development's proposed $\approx 18\text{m}$ crossover is almost 3 times what would normally be supported by the City, due to its size detracting from pedestrian amenity by abolishing an entire section of the existing narrow footpath (see Figure 2). This proposal will force pedestrians to negotiate a thin extended length of footpath virtually dedicated to vehicular access; affording pedestrians no readily available space for refuge to avoid potential user conflicts, and making the roadway their only alternative. This finding also applies to the proposed New Transition Zone (see Figure 2), which could also encourage similar potential conflicts and confusion, further compromising the safety and efficiency of all users.



Figure 2: The thick red line and shaded area show the 'kerbless' crossover and New Transition Zone, which is virtually within the vehicle circulation network previously seen in Figure 1. The thick yellow line identifies the length of the proposed crossover, shown to be consuming a significant portion of the existing footpath.

- The design of this development's main carparking facility was found to be technically flawed nor can it practically provide the fundamental operation required by its users. The single point of failure identified was the effective minimum width of the ramped sections of the access roadway used to traverse between the facility's 2 levels. The effective minimum width was extremely deficient and not in accordance with Australian Standards, making it much narrower than a standard two-way roadway (see Figure 5). The narrow two-way access roadway, combined with its grossly insufficient curvature, could cause vehicles to collide when they are forced onto the on-coming lane (see Figure 3 & 4), or could cause terminal congestion within the facility. Compounding these concerns is the absence of a dedicated queuing area for the facility. Meaning, should a single point failure occur, guest vehicles would be forced to queue on the Despard street road reservation; the consequences of which are undesirable for the City.

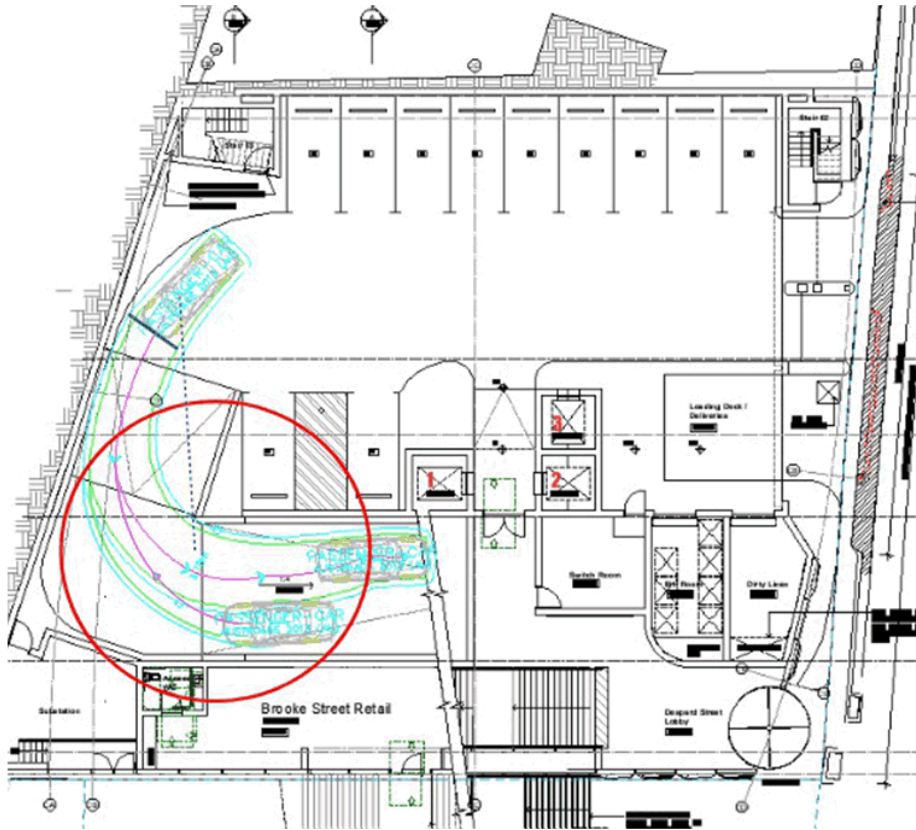


Figure 3: The red encirclement shows where vehicle swept paths collide along the first level accessway. The thick blue line shows where an entering vehicle would have to halt in order to avoid an on-coming vehicle. The dashed blue line shows line of sight (inter-visibility), which could easily be obstructed in reality.

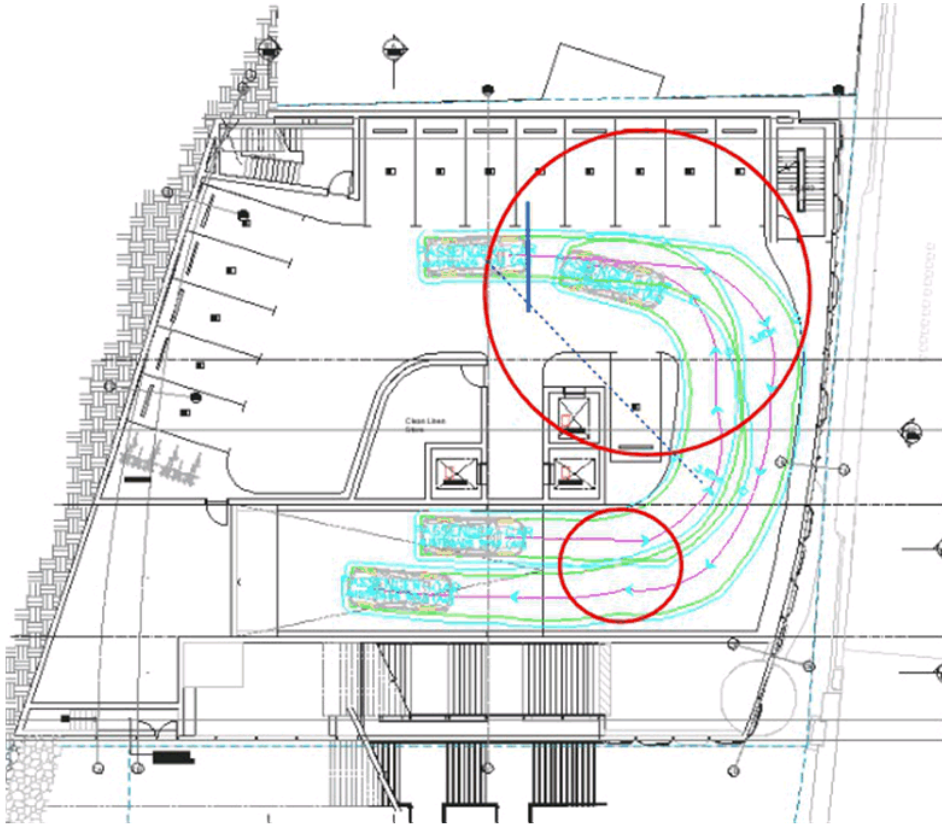


Figure 4: The red encirclements show where vehicle swept paths collide along the second level accessway. The thick blue line shows where an exiting vehicle would have to halt in order to avoid an on-coming vehicle. The dashed blue line shows the best case line of sight (inter-visibility), which could easily be obstructed in reality.

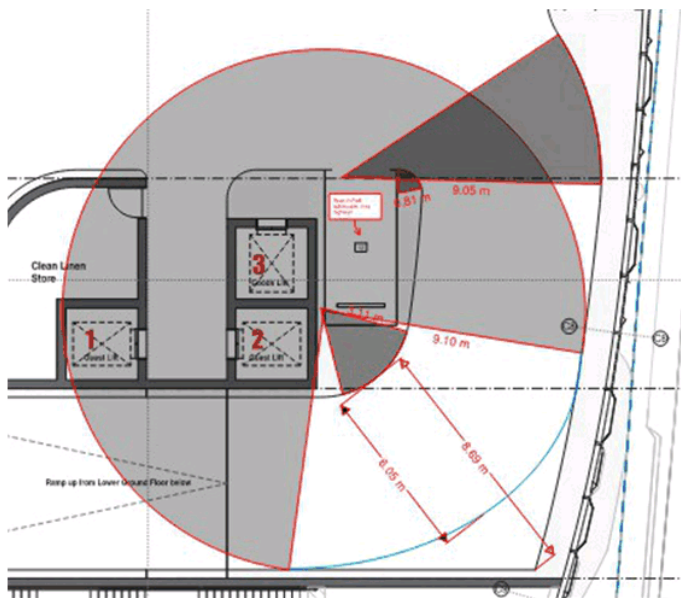


Figure 5: The blue arc show's how the outside radius of the effective minimum width around

the access roadway ramp's corners, which is practically 6m.

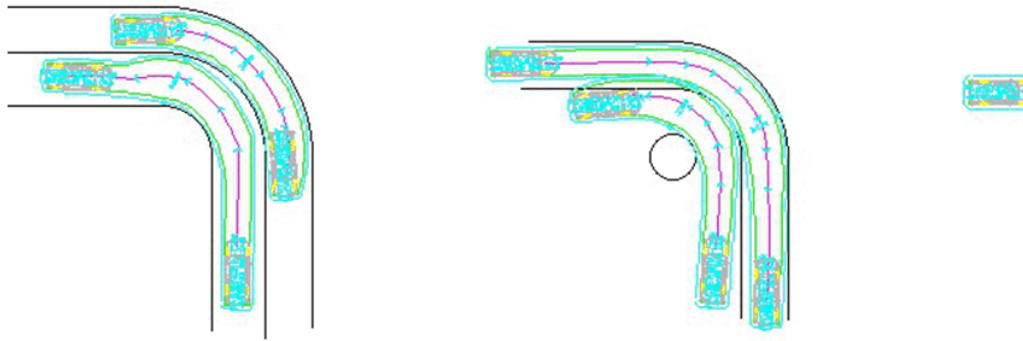


Figure 6: Three separate scenarios have been detailed, illustrating the impact of two-way roadway lane widths and radii of curved sections; with respect to B85 vehicle swept paths. The scenario on the left, shows a design in general accordance with Australian Standards, demonstrating swept paths clearly contained within each lane. The scenario in the middle, shows the beginnings of encroachment due to deficiency. The scenario on the right shows the total occupation of the opposing lane by an oncoming vehicle due to gross deficiency using a radii based on the development plans..

- Based on the assessments of the preceding clauses, the development's Parking & Access proposal does not align itself with a significant portion of the Matters to be Considered, mainly by; generating detrimental vehicle movements, designing parking provisions lacking in accordance with relevant standards, and encouraging disruptions to pedestrian amenity. This development's Parking & Access proposal is not in line with the area's Strategic Direction to improve pedestrian safety and amenity, nor in accordance with the Objectives and Performance Criteria for Activities within the area, and as such the development's proposal will more than likely promote conflicts with pedestrian movement and safety, by encouraging parking and vehicle movement within public urban spaces intended primarily to facilitate pedestrian movement and safety.

Notwithstanding the above, if the Council is of a mind to approve the proposal, the following conditions and advice are recommended.

Potential Permit Conditions

ENG 1: Pay Costs
ENG 2(a,b,c): Physical Controls
ENG 3(a,b,c): P&A Design
ENG 4: Sealed Surface
ENG 5: Parking Spaces
ENG 9: DDA Parking
ENG 11: Vehicle Access
ENG tr1: TMP
ENG tr2: CTPMP
ENG 13: WMP
ENG 12: CWMP
ENG sw1: Stormwater Drainage
ENV 2: SWMP

Advice

- Dial before you dig
- Fees and charges
- Building Permit
- Plumbing Permit
- Occupation of the Public Highway
- Works within the Highway reservation
- Driveway surfacing over Highway reservation
- Stormwater
- Access

ASSESSMENT MATRIX**26 SCHEDULE 5 – TRAFFIC, ACCESS AND PARKING**

| Clause for Assessment | AS | PC | Comments / Discussion |
|---------------------------|----|----|--|
| 26.4.1 Traffic Generation | - | X | <p>The TRAFFIC, ACCESS AND PARKING assessment must satisfy the 26.4.1 Parking Standards of the Sullivan's Cove Planning Scheme 1997.</p> <p>Documentation submitted to date appears unable to satisfy clause 26.4.1.</p> <p><i>Where a development (including subdivision) is approved that involves the provision of on site car parking, servicing or emergency access facilities that will result in a material increase in the volume of vehicular traffic entering or leaving a public road, then provision shall be made to accommodate such additional vehicles and their movement to the satisfaction of the Planning Authority, having regard to traffic safety or amenity as appropriate. Similar provision shall be made for pedestrians.</i></p> <p><i>Any development needing or expected to generate a demand for the delivery of people to the site in relatively significant volumes, will be expected to make appropriate provision for accommodating the associated vehicular movement - whether generated by private, public or tourist transport, in a manner consistent with the principles of this schedule.</i></p> <p><i>The location and form of any proposed access to an existing public road shall ensure that adequate sight distance in relation to the speed of through traffic is available.</i></p> <p><i>The Planning Authority may require certain measures to be carried out at the developer's expense in order to accommodate additional vehicles or pedestrians resulting from an approved development. All access, parking and traffic management works shall be constructed to the Planning Authority's current standards and in accordance with plans approved by the Planning Authority.</i></p> <p>The supplied Traffic Impact Assessment by MIDSON traffic, dated July 2020, detailed the potential traffic</p> |

generation of the proposed development.

The traffic generation of the 'Hotel and Ancillary Components' is estimated to be a total of 528 vehicles per day (3 trips per room), with 71 trips (0.4 trips per room) during peak hour; this figure is with respect to the 176 guest rooms. The on-site parking, 25 car parking spaces, will be exclusively for guests, and unavailable to non-guests. The only ancillary component's traffic generation estimated was for the Conference Centre. The daily trip generation is likely to be twice the peak volume, and stated to be 72 vehicles. The total daily traffic generation for the site was shown to be 600 vehicles per day, and 107 vehicles during peak hour.

All vehicular ingress & egress (access) to the main car park has been indicated to circulate through Morrison, Brooke, Despard, and Murray street. The combined vehicle movements from, both closely located on-site car parking and commercial vehicle facilities, and transportation activities anticipated at hotel's rear entrance (i.e. pick-up and drop-off), invoke concerns for safety and efficiency. This is further substantiated by the TIA acknowledging the proposed stairway terraces connecting Despard and Davey street shall promote pedestrian movement through the site. The TIA also identified 2 crashes involving injury, between 2015 to 2020, within the Brooke & Despard street site.

The supplied Traffic Response by *MIDSON traffic*, dated 19 January 2021, addresses the City's request for information.

The statement recommends conversion of public car parking bays on the subject site's Davey street frontage be converted to temporary parking bays, however the determination of which resided with The Crown. Subsequent comment received via representation from the Department of State Growth State Roads strongly suggested the development include provision for guest pick-up and drop-off from Brooke & Despard street, and remove reliance for such activities via Davey street, in the interest of maintaining road's safety and efficiency.

All the above findings evidently suggest the proposed parking and access will more than likely promote conflicts with pedestrian movement and safety by encouraging parking and vehicle movement within the public urban space intended primarily to facilitate pedestrian movement and safety.

| | | |
|----------------------------|---|--|
| 26.4.2 Access Requirements | - | <p>X The TRAFFIC, ACCESS AND PARKING assessment must satisfy the 26.4.2 Parking Standards of the <i>Sullivan's Cove Planning Scheme 1997</i>.</p> <p><u>Documentation submitted to date appears unable to satisfy clause 26.4.2.</u></p> <p><i>Unless existing buildings, topography, the requirements of the Disabilities Discrimination Act 1995 or heritage considerations dictate otherwise the maximum vehicle access widths and minimum footway widths shall be as follows;</i></p> <p>21 and over = Two 3.0m lanes, to access car parking facility - Feasible</p> <p>One (1x) 17.5m crossover (Despard Street frontage), and One (1x) ≈22m kerbless transition (Brooke Street & Despard Street, intersection) - Not Feasible</p> <p>The scope of minor civil works proposed within the road reservation will invariably reduce pedestrian amenity along the Northern axis of Despard street. The proposed crossover lengths are grossly in excess of the 6-9m combined access width requirement according to AS/NZS 2890.1:2004 (3.2.1). The length of such a crossing would adversely affect safe pedestrian traffic along the entire Western footpath of the axis, and further accentuating the risks identified during the assessment of clause 26.4.1. Furthermore, the location of the New Transition Zone does not appear to be in accordance with AS/NZS 2890.1:2004 (3.1.1 & 3.2.3).</p> <p>These civil works proposals are not in alignment with the scheme's strategic direction for Linking the Port & the CBD and clearly detract from the mandated improvement of pedestrian amenity and safety.</p> |
|----------------------------|---|--|

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|--------------------------|---|---|--|
| 26.4.3 Parking Standards | - | ✓ | <p>The TRAFFIC, ACCESS AND PARKING assessment must satisfy the 26.4.3 Parking Standards of the <i>Sullivan's Cove Planning Scheme 1997</i>.</p> <p><u>Documentation submitted to date appears to be able to satisfy clause 26.4.3.</u></p> <p><i>The number of parking spaces which can be accommodated in a car parking area and the aisle widths within it, shall comply with the relevant Australian Standard, unless otherwise determined by the Planning Authority having regard to the impact on the site and its environs.</i></p> <p>The car parking demand for the development was carefully examined within the supplied TIA; which cited the recommended provision of 1 space per 5 bedrooms for a 5-star hotel. Therefore the development would require 35 spaces, however proposes an acceptable shortfall of 10 spaces.</p> |
| 26.4.4 Nature of Parking | - | ✗ | <p>The TRAFFIC, ACCESS AND PARKING assessment must satisfy the 26.4.4 Nature of Parking of the <i>Sullivan's Cove Planning Scheme 1997</i>.</p> <p><u>Documentation submitted to date appears unable to satisfy clause 26.4.4.</u></p> <p><i>The Planning Authority may require the parking spaces approved as part of any development to be of a particular size, type, proportion and location to be suited to the likely nature of demand including turnover of use, type of use and user or visitor vehicles to be accommodated, and servicing needs. This will be determined by the Planning Authority after taking into consideration matters such as:</i></p> <ul style="list-style-type: none"> • • Location of the site; - Feasible • • The nature of the site; - Feasible • • The nature of the surrounding area; - Feasible, similar parking facilities surround the subject site • • Existing traffic and parking patterns; - Feasible, similar parking activities result from neighboring sites • • The nature of the operation and future growth plans or opportunities; - Feasible, parking spaces generated as a result of this development could be made public in the future • • Existing on street restrictions; - Applicable, on street parking restrictions are prevalent along the subject site's street frontages, namely Davey and Despard street • • Future on street or off street public parking proposals. - Not Feasible <p>The Planning Authority may require specific parking</p> |

spaces to be reserved for exclusive use by visitors to the development or for people with disabilities. - **Applicable**
Any car parking spaces sought to be provided on site will only be approved if located in a manner appropriate to the character and appearance of development in the vicinity and/or with the Principles of this Schedule and the parking and other Objectives for the relevant Activity Area. The siting of parking spaces between the building line and the street boundary line shall generally not be 'permitted'.

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 2 and Class 4): - **Feasible**

Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side): - **Feasible, however the right tail clearance of car parking space 'P11' is compromised (80mm available)**

Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance): - **Feasible**

Parking Space Gradient (<5%): - **Feasible**

Aisle Width (AS2890.1 Fig 2.2 = >5.8m Class 2): - **Feasible**

Road Width & Apron (AS2890.1 Fig 5.4 = 3m wide = >5.6m wide apron): - **Feasible**

Access Roadway Gradient & Width (AS2890.1 Section 2.5): - **Not Feasible, the access roadway's straight & curved ramp section's grades and widths aren't in accordance**

Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition): - **Not Feasible, the access roadway's straight & curved ramp section's transitions aren't in accordance**

Wheel stops (AS2890.1 Section 2.4.5.4, S = ≈0.82m): - **Feasible (-0.07m, S=0.75m)**

Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra): - **Feasible**

The principal concern for this development's parking and access surrounds the guest car parking facility, as the access roadway's design has been found to not be in accordance with AS/NZS 2890.1:2004 (2.5). The facility's access roadway connecting the lower ground floor and parking floor has shown fundamental design issues that will ultimately introduce operational failure.

It was stated in the supplied TIA that a limited

circulation width was available on the corners of the car park, and centreline markings were recommended. However, this 'limitation' for the two-way roadways and ramps cannot be negated by the recommendation alone. Furthermore, the two-way roadways and ramps lack of demonstrated inter-visibility introduces concerns of safety of efficiency.

Despite the parking spaces having been verified, as stated in the TIA, the parking facility does not allow circulation or on-site turning, which itself constitutes a single point of failure. There are no dedicated turning bays or avenues for egress circulation, thus on-site turning can only be achieved using an available car parking space. This inability to exit in a forward direction could lead to user conflicts and issues, e.g. failure of the facility's controlled access.

The main carpark would control access via a boom gate mechanism, however the facility does not provide for a queuing area; this absent provision was not addressed in the supplied TIA. The absence of a queuing area for controlled access to allocated bays is not in accordance with AS/NZS 2890.1:2004 (3.4).

The wholistic consideration of all these critical design issues identified in terms of operational failure serves to only compound the risks of potential conflicts occurring. As such, the principal concern stands and precludes this development's non-compliant parking and access proposal to be approved.

Technical Assessment:

Straight Ramp (Section 1)

No grade

Minimum roadway width 6.1m, 6.01m detailed, -0.09m
- Deficient

Curved Ramp (Section 2)

No grade

Minimum outer radius 11.8m, 3m detailed, -8.8m -
Deficient

Minimum inner radius 4m, 0.3m detailed, -3.7m -
Deficient

Minimum lane width, for public two-way roadway without separator and high obstructions each side; 8.6m (outside lane 3.9m + 0.5m clearance, inside lane 3.9m + 0.3m clearance), 7.75m detailed, -0.85m -
Deficient

No super-elevation

Straight Ramp (Section 3)

Maximum grade, for public roadway <20m, 1:5, 1:4

detailed, +5% - Excessive
Minimum roadway width 6.1m, 6.01m detailed, -0.09m
- Deficient

Curved Ramp (Section 4)

No grade

Minimum outer radius 11.8m, 9.1m detailed, -2.7m -
Deficient

Minimum inner radius 4m, 3.11m detailed, -0.89m -
Deficient

Minimum lane width, for public two-way roadway
without separator and high obstructions each side;
8.6m (outside lane 3.9m + 0.5m clearance, inside lane
3.9m + 0.3m clearance), 8.69m detailed, +0.09m -
Feasible

No super-elevation

Discussion & Conclusion:

It is prudent to note the widths of the curved ramp sections essentially share the effective minimum width of the straight ramp sections, 6.01m, as this width dictates the geometric curvature for the roadway and it's lanes. Furthermore, the effective width of the straight sections don't offer any transition to the minimum width requirements of the curved sections, to give vehicles the clearway allowance required to manoeuvre around the roadway's curved sections. This is particularly true in the case of the access roadway's interior lane, as any additional 'areas' offered by the roadway's corners are only afforded to the exterior lane; which are insufficient to be practically negotiated in any case. Therefore, the available width is in fact grossly deficient and cannot facilitate two-way vehicle movement without swept path overlap due to compromised vehicle clearances. Hence, the overlap of swept paths demonstrates the potential obstruction and collision of vehicles travelling in opposing directions, as validated via engineering software analysis techniques.

| | | |
|-------------------------------|---|---|
| 26.5 Matters to be Considered | - | <p>X The TRAFFIC, ACCESS AND PARKING assessment must satisfy the 26.4.5 Matters to be Considered of the <i>Sullivan's Cove Planning Scheme 1997</i>.</p> <p><u>Documentation submitted to date appears unable to satisfy clause 26.4.5.</u></p> <p><i>The Planning Authority shall ensure that proposed development:</i></p> <ul style="list-style-type: none"> • Will not interrupt the efficient passage of port related vehicular movements; - N/A • Will not generate vehicular traffic which is detrimental to other vehicle movements in Sullivans Cove; - Applicable, Not Feasible - see assessment 26.4.1 • Will not utilise a key site identified in Part F, or other land considered appropriate, in a manner that would prevent its use for the provision of public parking purposes; - N/A <p>The Planning Authority shall ensure the scope for the provision of significant public parking generated by the development - whether on-site or off-site is explored and evaluated, including the use of part Five Agreements; - N/A</p> <ul style="list-style-type: none"> • Minimises footpath crossovers and disruption to footpath movements; - Applicable, Not Feasible - see assessment 26.4.2 • Providing parking, shall do so in accordance with requirements for the design and location of spaces and access as specified in this schedule; - Applicable, Not Feasible - see assessment 26.4.4 • Providing parking, is designed to complement the form and detail of adjacent buildings and have a continuity of street level activity and/or visual interest; - Applicable, Not Feasible - see assessment 26.4.1 • Providing parking, the vehicle access shall be discrete and where possible located so as to not disrupt traffic flows along streets through queuing; and - Applicable, Not Feasible - see assessment 26.4.4 • Incorporates through-site and cross-block pedestrian links and access to the waterfront unless it can be demonstrated that there is no benefit to the enhancement of pedestrian movement and/or amenity in the Cove. - Applicable, Not Feasible - see assessment 26.4.2 |
|-------------------------------|---|---|

3rd May 2021

Helen Ayres
Hobart City Council
GPO Box 503
HOBART TAS 7001



Dear Helen

FURTHER INFORMATION - 28-30 DAVEY STREET, HOBART

I am writing in response to the letter received from Council on the 27/04/21 requesting further information in response to the proposed development at 28-30 Davey Street, Hobart (PLN-20-499).

The following is in response to those enquiries:

Tas Water

TW 1

Please refer to the updated architectural documentation, specifically Sheet A002 Rev. J.

Stormwater

Sw 2

Please submit a concept servicing report and associated plans which demonstrate how Best Practice Environmental Management will be achieved, minimising water use and stormwater discharge and, if possible, improving ambient water quality.

Advice for plans submitted 15/2: The proposed treatment unit is noted please show a possible location for it which could capture all carparking levels and discharge to Council infrastructure via gravity. Please confirm no reuse / minimisation of offsite disposal is proposed.

Advice for plans submitted 15/4: Please clarify how Schedule 8 of Sullivans Cove Planning Scheme will be met, with no reuse.

Schedule 8 includes an environmental objective in relation to water quality, as follows:

Activities shall demonstrate 'Best Practice Environmental Management' in respect to water use and management. Water use and disposal shall be managed in a manner which seeks to minimise off site disposal and which seeks to protect and, where possible, improve ambient water quality. The principles of minimising water sewage and waste water generation and the re-use, recycling and pre-treatment of waste water prior to disposal must be encouraged.

The objective seeks to protect water quality through appropriate water use and management. Whilst the objective states that water reuse must be encouraged, it is not mandatory.

Notwithstanding, the proposed development will not result in any increase in stormwater runoff over existing and the proposed treatment system will result in improved water quality when discharged via gravity to the public system.

Sw 3

State the minimum horizontal clearance from Council's stormwater infrastructure in Brooke Street to the stairs, and the corresponding vertical clearance at this point. Please clarify if any footings will be within one metre of the main.

Advice: Council notes any works within one metre of Council's infrastructure will require separate consent under the Building Act and Urban Drainage Act.

Advice for plans submitted 15/2: Please state the setback and vertical clearance (if within one metre) of the platform of the stairs.

Advice for plans submitted 15/4: Please provide the horizontal and vertical clearances from the closest point (i.e. the overhanging stair platform near the second stormwater pit in Brooke Street).

Please refer to the updated architectural documentation (sheet A002 Rev. J) for details.

Other

3. Clearly show the proposed modifications to kerb and footpath at Despard Street and Brooke Street, including consideration of kerb ramps or flush kerb at crossing points and measures to prevent unwanted vehicle access to the forecourt.

Please refer to the notations on sheets A001, A002 & A004 which state:

Despard/Brooke Street:

Proposed new transition zone to Brooke Street with new kerbless transition to Forecourt. Suggested finish, mixed grey Drivestone Pavers in accordance with Sullivans Cove design parameters. All finishes and suggested measures to facilitate pedestrian movement to be subject to Hobart City Council approval.

Brooke Street Forecourt Works:

Provision of traffic control/bollards to be implemented along the interface between Brooke Street and Despard Street, to Council satisfaction.

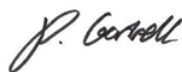
Davey Street Footpath:

Proposed new paving to Davey Street footpath (shaded grey). Suggested finish: Bluestone paving to match colour and size of existing concrete paving slabs. All finishes subject to Hobart City Council approval.

These works will prevent unwanted vehicle access to the forecourt and improve existing pedestrian movement and amenity between the Cove and the CBD.

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

Yours sincerely,



Phil Gartrell
Planner
IRENEINC PLANNING & URBAN DESIGN

14th April 2021

Helen Ayres
Hobart City Council
GPO Box 503
HOBART TAS 7001



Dear Helen

FURTHER INFORMATION - 28-30 DAVEY STREET, HOBART

I am writing in response to the letter received from Council on the 24/02/21 requesting further information in response to the proposed development at 28-30 Davey Street, Hobart (PLN-20-499).

The following is in response to those enquiries:

Planning -

PLN Fi2

4. An updated/additional street section for the block on Davey Street on which the application site is located, showing only buildings within that block and with a frontage adjacent to Davey Street. It is noted that the Hydro Building has been retained in the elevation provided to address this request, and should be removed as it does not front Davey Street.

As discussed at the meeting with Council on Wednesday 17th of March, an additional street section for the block on Davey Street, showing only buildings within that block with frontage adjacent to Davey Street has now been provided along with the original sections.

5. Additional section plan for Brooke Street, showing the proposed development and all buildings fronting Brooke Street between Davey and Morrison Streets. It is noted that the Council and Hydro Buildings have been included in the section provided, but as they do not front Brooke Street, they should be removed.

The surrounding built forms are extremely important in demonstrating how the proposal will appear within the streetscape/block. Removing these buildings from the sections is misleading as it does not provide an accurate representation of how the building fits within the context of surrounding buildings, regardless of which street they front.

Notwithstanding, as a result of the meeting referred to above, an additional section has been prepared which shows only the subject site and buildings which front Brooke Street.

7. Please provide RL's for the hydro building, the executive building, the HCC building, the Mill building, and the Quest Waterfront Serviced Apartments on plans where they are included.

The RL's for the buildings identified above have been provided on sheet A010 (E) and Sheet A012 (E).

smithstreetstudio

ireneinc

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PLANNING TAS PTY LTD TRADING AS IRENEINC PLANNING & SMITH STREET STUDIO PLANNING & URBAN DESIGN

ABN 78 114 905 074

9. Updated photomontages accurately depicting the surrounding buildings for the close-up montages. It is noted that the Mill and Executive buildings appear to have been rendered, losing detail and colours for those buildings.

As discussed at the meeting, an existing image has been provided in the revised architectural set (Sheet A033.1a), illustrating how the site and surrounding buildings currently appear. This image is to be read in conjunction with the artists impression of the proposal from that viewpoint on Sheet A033.

PLN Fi3

1. Please provide a model of the development in K2Vi format to enable Council to insert the building into our City Model for consideration.

An .fbx file has been provided which is of a format previously provided for the purposes of integration with Hobart City Council's City Model.

Tas Water

TW 1

Cova confirm, that based on the information provided from TasWater (indicating general supply @ 6.5 l/s @ 86m Residual Pressure, general supply +25 l/s fire flow @ 86m Residual Pressure and general supply +32 l/s fire flow @ 86m Residual Pressure), there will be no need to provide break water tanks for the purposes of fighting a fire in the building.

Pressures in the street are to be verified prior to construction. A copy of the probable simultaneous water demand and number of equivalent tenements has also been provided, along with fire flow rates and residential pressure.

City Place Making

CPM Fi1

1. Please provide a landscaping plan:

- *Is there any consideration to provide equal access for pedestrians in the public realm?*
- *What is the impact of the future pedestrian traffic on the current footpath network?*

A notation has been included on Sheet A002 which clarifies that all soft and hard landscaping will be undertaken to the satisfaction of Hobart City Council. A detailed plan can be conditioned to this effect.

With regard to equal access for pedestrians in the public realm, the lifts located on the lower ground floor of the building will be accessible to the public, allowing equal access to and from the Cove via Brooke Street/Davey Street. This is a substantial improvement over existing, given that there is currently no equal access opportunity in this location.

The footpath immediately in front of the building and within Brooke Street forecourt will be upgraded with Hobart City Council municipal pavers and will be undertaken to Council satisfaction. Notations to this effect have been provided on the accompanying architectural documentation.

These works will improve the current footpath network immediately surrounding the building, which will result in a positive impact for future pedestrian traffic, particularly through the Brooke Street forecourt.

2. Creating a Place for People provision.

- *What is the Brooke Street retail type, operation time and occupation licence location?*
- *How is Brooke Street retail space considered to be a successful active frontage that can contribute to the Brooke Street forecourt as a place for people?*

Following discussions with Council on the 17th of March 2021, the use of the tenancy will be for a 'wine bar', which is consistent with the 'eating establishment' use classification under the SCPS. The hours of operation will align with those of the Black Footed Pig (now closed) i.e. Tuesday to Thursday 6pm - 9pm and Friday to Saturday 6pm - 9.30pm.

The 'wine bar' will substantially enhance public amenity within the Brooke Street forecourt, by activating an existing 'dead space' and promoting additional pedestrian movement and circulation, which will revitalise a key movement corridor between the Cove and the CBD.

The tenancy and Brooke Street forecourt will become a pedestrian priority area, which will facilitate equal access and promote pedestrian friendly activities, rather than parking and vehicle movements.

No occupation license will be applied for. The associated planning report has been amended to reflect the above.

3. CCTV and lighting provision.

- *Is there any consideration of public safety when the pedestrian traffic is increased in the public realm?*

It has been agreed that the actual provision of CCTV is not the responsibility of the developer. Provision for CCTV will be implemented within the infrastructure of the Brooke Street Forecourt Works - the final design of which will be subject to Council approval.

4. Glazing reflection.

- *What is the impact to the adjacent buildings?*

This was addressed and as part of the previous RFI Response. Council has subsequently advised that this request has been satisfied.

Schedule 1 - Conservation of Cultural Heritage Values**HER Fi 1**

1. Council requested three additional photomontages as per HER Fi1 (letter dated 24 August 2020): "Council requires a photographic image to show the current situation and a photomontage showing the proposed development, showing all deciduous trees without leaf." Please provide the corresponding photographs showing the existing situation. Please submit these at the same size as the images showing the proposed development.

Please refer to the accompanying images which show the current situation.

Stormwater**Sw 1**

A concept servicing plan to demonstrate how stormwater from the proposed development will be disposed of via gravity to public stormwater infrastructure with sufficient receiving capacity. Clearly distinguish between existing and proposed, and public vs private.

Advice for plans submitted 15/2: Please clarify if all stormwater (including discharge from the proposed treatment unit) can reach the proposed connection point via gravity I note the retail floor level directly adjacent to the shown DN300 connection is considerably higher than the carparking levels which the treatment unit will capture.

The stormwater design has been altered and changed to allow for the abandonment of the existing 300mm connection in lieu of a new connection as shown on the revised services plan. This removed the issue of work within the Brooke Street Forecourt and proximity to existing services and adjacent structure.

Please refer to the updated Stormwater Performance Solution Report prepared by Flussig Spatial and Cova.

Sw 2

Please submit a concept servicing report and associated plans which demonstrate how Best Practice Environmental Management will be achieved, minimising water use and stormwater discharge and, if possible, improving ambient water quality.

Advice for plans submitted 15/2: The proposed treatment unit is noted please show a possible location for it which could capture all carparking levels and discharge to Council infrastructure via gravity. Please confirm no reuse / minimisation of offsite disposal is proposed.

No reuse of stormwater within the building is proposed. As per above, the stormwater system has been altered and relocated to ensure that all stormwater will be captured and discharged via gravity to Council infrastructure.

Please refer to the updated plans and reports prepared by Flussig Spatial and Cova.

Sw 3

State the minimum horizontal clearance from Council's stormwater infrastructure in Brooke Street to the stairs, and the corresponding vertical clearance at this point. Please clarify if any footings will be within one metre of the main.

Advice: Council notes any works within one metre of Council's infrastructure will require separate consent under the Building Act and Urban Drainage Act.

Advice for plans submitted 15/2: Please state the setback and vertical clearance (if within one metre) of the platform of the stairs.

As a result of the revised stormwater design, no works within the Brooke Street Forecourt are required. The setback and vertical clearance of the stair platform from the existing DN300 SW pipe is over 1m, as shown on the revised stormwater plans.

Engineering Road - Infrastructure in a Road Reservation

ENGr Fi 2 - Awnings

2. State on the plan if the awning forms part of the building or is attached to the building.

The awning/canopy forms part of the building and is notated on Sheet A006.

Other

3. Clearly show the proposed modifications to kerb and footpath at Despard Street and Brooke Street, including consideration of kerb ramps or flush kerb at crossing points and measures to prevent unwanted vehicle access to the forecourt.

Please refer to the notations on sheets A001, A002 & A004 which state:

Despard/Brooke Street:

Proposed new transition zone to Brooke Street with new kerbless transition to Forecourt. Suggested finish, mixed grey Drivestone Pavers in accordance with Sullivans Cove design parameters. All finishes and suggested measures to facilitate pedestrian movement to be subject to Hobart City Council approval.

Davey Street Footpath:

Proposed new paving to Davey Street footpath (shaded grey). Suggested finish: Bluestone paving to match colour and size of existing concrete paving slabs. All finishes subject to Hobart City Council approval.

These works will prevent unwanted vehicle access to the forecourt and improve existing pedestrian movement and amenity between the Cove and the CBD.

4. Provide assessment of the safety and suitability of the proposed access/egress location (the revolving door) on Despard Street with consideration to high pedestrian volumes and narrow footpath width.

The revolving door to Despard Street acts as a pedestrian control mechanism, by controlling the number of pedestrians entering the building at any one time. This improves internal movement within the building whilst also addressing wind tunnelling issues that are often caused by sliding doors.

The proposed new transition zone within Brooke Street and Despard Street extends around the Despard Street entry to the building, ensuring that increased pedestrian movement can be supported in this location without reducing pedestrian safety.

5. Provide indicative plan of public lighting in accordance with AS 1158.3.1.

As per the notations provided on sheets A001 & A002, public lighting will be provided and installed in consultation with and to the satisfaction of Hobart City Council.

The provision and installation of such infrastructure can be detailed and a plan provided as part of any condition endorsement.

8. Show on the plan any proposed modifications on Davey Street footpath.

Please refer to sheet A000, A001 & A004 for detail on works to Davey Street footpath.

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

Yours sincerely,




Phil Gartrell
Planner
IRENEINC PLANNING & URBAN DESIGN

HYDRAULIC DESIGN REPORT

FS-HOB-2060-SW

STORMWATER PERFORMANCE SOLUTION REPORT REV01

| | |
|----------------|--|
| Site Address | 28 Davey Street, Hobart |
| Project Number | FS-HB-2060-SW REV01 |
| Date: | 18March 2021 |
| Client: | COVA |
| Report By: | Max W. Moller |
| Checked By: | Max W. Moller |
| Appendices: | A – Stormwater Design Drawings REV01 B –Detention Computation REV00 |



Max W. Möller

BEng, FIEAust, EngExec, CPEng, NER, APEC Engineer, IntPE(Aus)

Managing Director / Principal Hydraulic Engineer

Licence: 650370893

INTRODUCTION

The function of this performance solution report is to respond to City of Hobart RFI-PLN-20-499 SW1, SW2 and SW3, in relation to the proposal from the owner to construct a new building on the existing building footprint.

EXISTING CONDITIONS AND ASSUMPTIONS

Existing site impervious conditions are to remain, with the exception of the proposed eave overhanging the existing public impervious carpark.

LEGAL POINT OF DISCHARGE

The existing drainage point of discharge at the council's stormwater pit is to remain.

DETENTION DESIGN

The following is a summary of the concept requirements for stormwater management for the development at 28 Davey Street:

1. Site does not exceed CoH allowable discharge of 100 L/s
2. Onsite storage detention is not required

WATER QUALITY DESIGN**SPEL Hydrosystem 400 Properties**

| Catchment ID | SPEL Hydrosystem 400 |
|---|----------------------|
| Are the proposed pollutant reduction efficiencies independently verified using a method suited to local conditions? | Y |
| Does the data provided include performance results under dry weather flows (to account for potential pollutant leeching?) | Y |
| Is the assumed high-flow bypass rate consistent with manufacturer specifications? | Y |
| High Flow by-pass (m ³ /s) | 0.0025 |
| Low Flow | 0.00 |
| Suspended Solids (TSS) Input (mg/L) | 1000.0 |
| Suspended Solids (TSS) Output (mg/L) | 160.0 |
| Phosphorous (TP) Input (mg/L) | 100.00 |
| Phosphorous (TP) Output (mg/L) | 19.00 |
| Nitrogen (TN) Input (mg/L) | 100.00 |
| Nitrogen (TN) Output (mg/L) | 53.00 |
| Gross Pollutants Input (mg/L) | 15.0 |
| Gross Pollutants Output (mg/L) | 0.00 |

QUALITY RESULTS

The MUSIC pollutant load reductions are detailed in the table below. When comparing the MUSIC results to the required state stormwater strategy target load reductions, the specified treatment train outlined above and as seen in the table below, shows that all targets either met or exceed reduction targets.

Pollutant Removal Achieved vs Targets

| Parameter | Required Load Reduction (%) | MUSIC Modelled Load Reduction (%) | State Stormwater Targets Achieved (Y/N) |
|---------------------------------------|-----------------------------|-----------------------------------|---|
| Total Suspended Solids (TSS) (kg/yr.) | 80.0 | 84 | Y |
| Total Phosphorous (TP) (kg/yr.) | 45.0 | 81 | Y |
| Total Nitrogen (Tn) (kg/yr.) | 45.0 | 47 | Y |
| Total Pollutants (kg/yr.) | 90.0 | 100 | Y |

Based on the water quality assessment using the MUSIC software, it is found that the pollutant reduction improvement can be achieved by adopting the SPEL Hydrosystem 400.

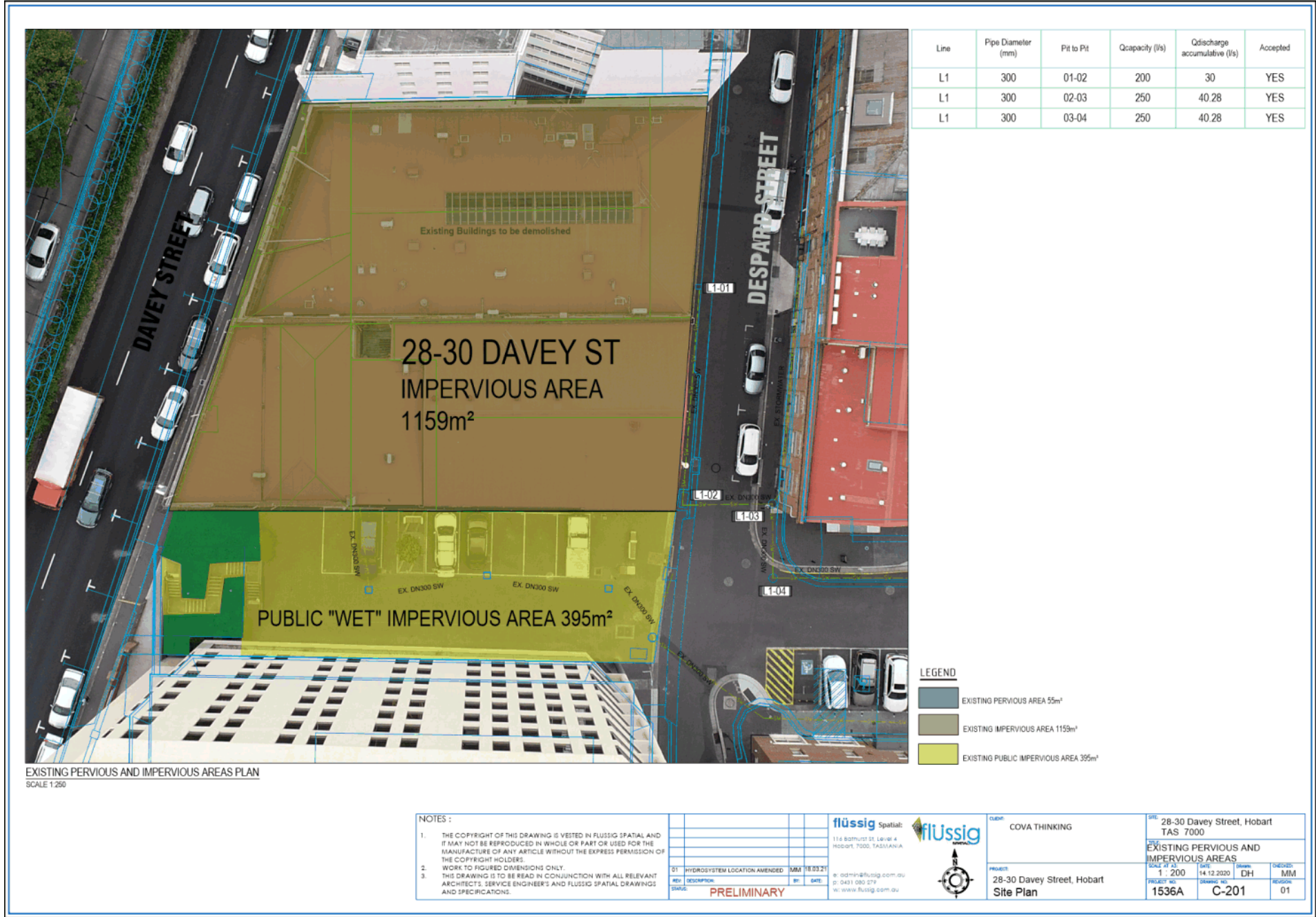
SUMMARY AND CONCLUSIONS

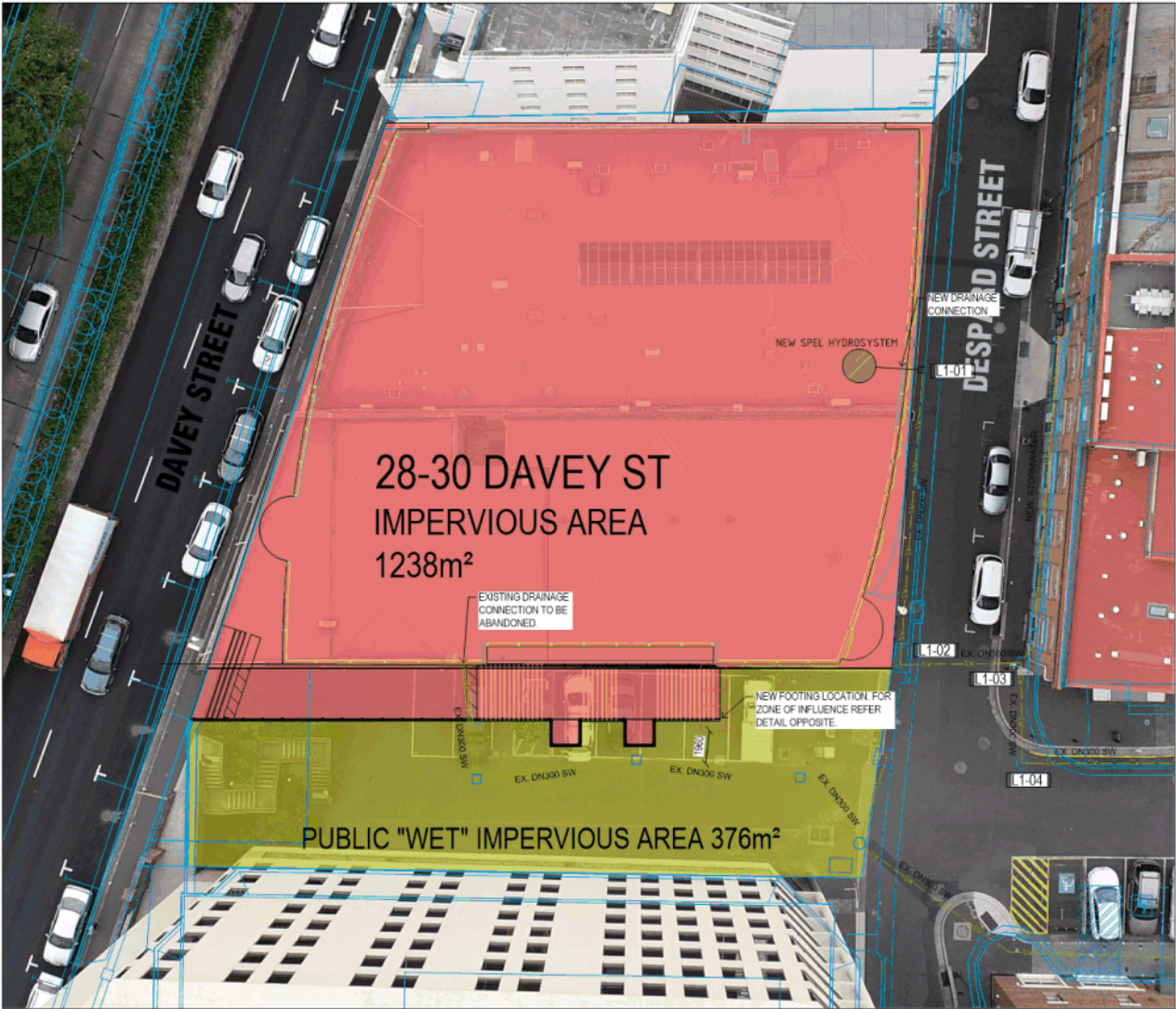
- Detention /Retention tank not required
- The designed solution complies with the Performance solution design check carried out above.

End of Report

APPENDIX A

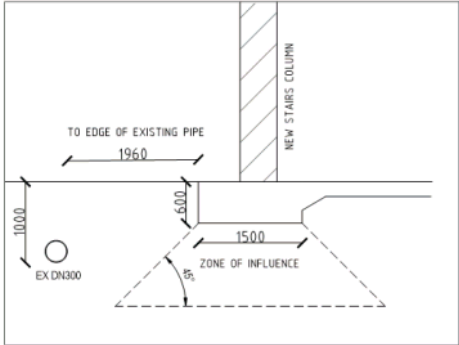
STORMWATER DESIGN DRAWINGS REV00





PROPOSED PERVIOUS AND IMPERVIOUS AREAS PLAN
SCALE 1:250

| Line | Pipe Diameter (mm) | Pit to Pit | Capacity (l/s) | Discharge accumulative (l/s) | Accepted |
|------|--------------------|------------|----------------|------------------------------|----------|
| L1 | 300 | 01-02 | 200 | 32.2 | YES |
| L1 | 300 | 02-03 | 250 | 41.9 | YES |
| L1 | 300 | 03-04 | 250 | 41.9 | YES |



TYPICAL ZONE OF INFLUENCE DETAIL
SCALE 1:80

NOTE:
NEW STAIRS FOOTING DIMENSIONS ARE
"CONCEPT ONLY" AND WILL BE REVISED
BEFORE CONSTRUCTION DESIGN STAGE

- LEGEND
- EXISTING PUBLIC IMPERVIOUS AREA 376m²
 - PROPOSED IMPERVIOUS AREA 1238m²

- NOTES :
1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN FLÜSSIG SPATIAL AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
 2. WORK TO FIGURED DIMENSIONS ONLY.
 3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND FLÜSSIG SPATIAL DRAWINGS AND SPECIFICATIONS.

| | | | |
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| DT | HYDROSYSTEM LOCATION AMENDED | MM | 18.03.21 |
| REV | DESCRIPTION | BY | DATE |
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flüssig Spatial:
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flüssig
Spatial

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| | | | |
|-------------|---|------------|---|
| CLIENT | COVA THINKING | SITE | 28-30 Davey Street, Hobart TAS 7000 |
| PROJECT | 28-30 Davey Street, Hobart Site Plan | TITLE | PROPOSED PERVIOUS AND IMPERVIOUS AREAS |
| SCALE | 1 : 200 | DATE | 14.12.2020 |
| PROJECT NO. | PS-HOB-2080 | DRAWN BY | DH |
| | | CHECKED BY | MM |
| | | REVISION | 01 |



APPENDIX B

DETENTION COMPUTATIONS REV00



APPENDIX B

Site Characteristics

| Roof and Site Catchment | Private Area (ha) | Public Area (ha) | Runoff Coefficient C_{10} | Time of Concentration (t_c) |
|-------------------------|-------------------|------------------|-----------------------------|---------------------------------|
| Pre-Development | 0.115 | 0.039 | 1.0/0.9 | 5min |
| Post-Development | 0.123 | 0.037 | 1.0/0.9 | 5min |

BoM IFD table

| Duration | Duration in min | Annual Exceedance Probability (AEP) | | | | | | |
|----------|-----------------|-------------------------------------|------|------|------|------|-----|-----|
| | | 63.20% | 50% | 20% | 10% | 5% | 2% | 1% |
| 1 min | 1 | 61.1 | 69.3 | 96.9 | 117 | 139 | 169 | 194 |
| 2 min | 2 | 52.5 | 59 | 80.1 | 94.8 | 110 | 128 | 142 |
| 3 min | 3 | 46.4 | 52.3 | 71.5 | 85.1 | 98.8 | 117 | 130 |
| 4 min | 4 | 41.8 | 47.3 | 65.2 | 78 | 91.1 | 109 | 123 |
| 5 min | 5 | 38.2 | 43.3 | 60.1 | 72.3 | 84.9 | 102 | 116 |

**Existing Private Impervious Area**

| | | |
|-----------|------------|-------|
| Intensity | mm/hr | 84.9 |
| Area | m2 | 1159 |
| Factor | | 1 |
| Flow Q | litres/sec | 27.35 |

Existing Public Impervious Area

| | | |
|-----------|------------|------|
| Intensity | mm/hr | 84.9 |
| Area | m2 | 395 |
| Factor | | 0.9 |
| Flow Q | litres/sec | 8.39 |

Proposed Private Impervious Area

| | | |
|-----------|------------|-------|
| Intensity | mm/hr | 84.9 |
| Area | m2 | 1238 |
| Factor | | 1 |
| Flow Q | litres/sec | 29.22 |

Proposed Public Impervious Area

| | | |
|-----------|------------|------|
| Intensity | mm/hr | 84.9 |
| Area | m2 | 376 |
| Factor | | 0.9 |
| Flow Q | litres/sec | 7.99 |

Discharge rates pre- and post-development

| | Peak Discharge (m ³ /s) | | | |
|--------------------|------------------------------------|------------------|---|--------------------------------|
| Design Event (AEP) | Pre-Development | Post-Development | Maximum Council Discharge capacity Based on C=1.0 | Difference (m ³ /s) |
| 5% | 0.035 | 0.037 | 0.200 | 0.002 |

Standard ET Figures



| | | | |
|-------------------------|----------------|-------------------|--|
| Project : | 28 Davey St | Designer: | |
| Project Number : | HOB-2060_REV00 | Phone No : | |
| Date : | 17.03.2021 | | |

| | | AS03 | MP01 | EF02 | EF04 | SF07 | SF08 | BE01 | |
|-------------|-------------|-------|---------------------------------------|--------|---------------------------|------------------|-------------|-------------|--------------------|
| LOCATION | FLOOR LEVEL | ROOMS | RESTAURANT /CAFÉ/ Staff Back of House | BAR/m2 | FUNCTION CENTRE/ visitors | POOL x 1 / 100m2 | GYM + SAUNA | RETAIL / m2 | TasWater's PSP3 ET |
| 20 Davey St | LGF | 0 | 0 | 0 | 0 | | | 62 | 0.186 |
| | PL | 0 | 0 | 0 | 0 | | | 0 | 0 |
| | UGF | 0 | 300 | 150 | 0 | | | 0 | 9.9 |
| | STR | 0 | 0 | 0 | 0 | | | 0 | 0 |
| | 1 | 0 | 0 | 0 | 100 | 1 | 2 | 0 | 2.6 |
| | 2 | 22 | 0 | 0 | 0 | | | 0 | 9.9 |
| | 3 | 22 | 0 | 0 | 0 | | | 0 | 9.9 |
| | 4 | 22 | 0 | 0 | 0 | | | 0 | 9.9 |
| | 5 | 22 | 0 | 0 | 0 | | | 0 | 9.9 |
| | 6 | 22 | 0 | 0 | 0 | | | 0 | 9.9 |
| | 7 | 22 | 0 | 0 | 0 | | | 0 | 9.9 |
| | 8 | 22 | 0 | 0 | 0 | | | 0 | 9.9 |
| | 9 | 22 | 0 | 0 | 0 | | | 0 | 9.9 |
| | 10 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| TOTAL | | 176 | 300 | 150 | 100 | | | 62 | 91.886 |

* Pool 100m2

MP01 - Included
Staff Back of House
Area

10th February 2021

Helen Ayres
Hobart City Council
GPO Box 503
HOBART TAS 7001



Dear Helen

FURTHER INFORMATION - 28-30 DAVEY STREET, HOBART

I am writing in response to the letter received from Council on the 24/08/20 requesting further information in response to the proposed development at 28-30 Davey Street, Hobart (PLN-20-499).

The following is in response to those enquiries:

Planning -

PLN Fi1

1. Clarification of whether the various facilities proposed will be available for hotel guests exclusively, or whether they will be made available to the general public. Specifically, please provide indications of how the café, restaurant, business lounge, pool, spa, gym, conference area are intended to function.

It is the intention of the developer that the proposed hotel facilities (with the exception of the Conference Suite, Cafe and Restaurant) be for the use and amenity of the Hotel guests. The restaurant is intended to serve breakfast to the Hotel guests, and after that retains the option to open to the public.

The café is intended to function in a similar fashion - to serve hotel guests first, and the public second. The conference suite will be able to be booked and accessed by members of the public in a controlled manner.

PLN Fi2

1. Please provide fully dimensioned elevation plans showing the proposed maximum wall and building heights for the building for all elevations relating to natural ground level as an absolute dimension, not as an RL.

Please refer to the amended architectural documentation which now provides dimensions relative to natural ground level.

2. Clarification of the extent of change between the plans submitted for GM consent, and those lodged as part of the final application set.

The only changes between the plans submitted for GM consent and the revised plans provided in response to the request for further information are as follows:

- Minor notation changes, clarifying that the previously proposed tunnel link between Brooke Street and Franklin Square is no longer proposed.
- Clarification on the intent and potential finishes for pavement works within Brooke Street in response to post-lodgement discussions with Hobart City Council. Such changes naturally occur through the statutory assessment process and are not substantial enough to warrant a revised GM consent application, particularly given that GM consent is granted for the making of the application only and does not constitute any approval of such works.

There have also been minor changes to the total number of rooms provided within the Hotel, however this does not relate to works within Council land and has no bearing on any decision to grant GM consent.

Notwithstanding the above, as a result of the need for further works within Council land, the GM Consent and associated plan will be updated and provided under separate letter.

3. Clarification in the plans of whether the tunnel link to Franklin Square is intended to form part of this application.

As stated above, the tunnel link does not form part of this application. Any reference to this link has been removed from the revised documentation and will also be removed on the revised landowner consent drawings, which are to be updated.

4. An updated/additional street section for the block on Davey Street on which the application site is located, showing only buildings within that block and with a frontage adjacent to Davey Street.

Please refer to the revised architectural documentation which now includes a streetscape elevation as requested.

5. Additional section plan for Brooke Street, showing the proposed development and all buildings fronting Brooke Street between Davey and Morrison Streets.

Please refer to the revised architectural documentation. The existing Brooke Street elevation has been extended all the way to Morrison Street as requested.

6. A cross section through the site showing the relationship between the proposed building and adjacent buildings.

All existing sections through the proposed development show adjacent buildings. Please refer to the architectural documentation.

7. Please provide RL's for the hydro building, the executive building, the HCC building, the Mill building, and the Quest Waterfront Serviced Apartments on plans where they are included.

The RL's have been provided for the surrounding buildings on the elevations. They have only been provided on the plans which show the roofs of the adjacent buildings. Please refer to the revised architectural documentation.

8. Revised site and floor plans showing neighbouring title boundaries, to confirm on which properties all works are proposed. It appears some works may be located on 15 Murray Street.

The title boundaries within the Brooke Street Forecourt have been added to the drawings. No works are required within 15 Murray Street.

9. Updated photomontages accurately depicting the surrounding buildings for the close-up montages. It is noted that the Mill and Executive buildings appear to have been rendered, losing detail and colours for those buildings.

The photomontages have been revised. Please refer to the accompanying architectural documentation.

10. Floor areas for each of the proposed uses of the building on it's corresponding floor plan page, as well as a summary table and combined gross floor area for the overall development within the proposal plans.

The floor areas have now been provided on each floor plan. Please refer to the revised architectural plans.

PLN Fi3

1. Please provide a model of the development in K2Vi format to enable Council to insert the building into our City Model for consideration.

An .fbx file has been provided which is of a format previously provided for the purposes of integration with Hobart City Council's City Model.

Tas Water

TW 1

Please refer to the accompanying responses and associated hydraulic design reports which outline arrangements for water, sewer and stormwater.

City Place Making

CPM Fi1

1. Please provide a landscaping plan:

- What are the finishes proposed on the external stairs, Brooke Street forecourt, Davey and Despard Street footpath?
- Is there any consideration to provide equal access for pedestrians in the public realm?
- What is the impact of the future pedestrian traffic on the current footpath network?

In accordance with discussions with Hobart City Council on 17th September 2020, detailed design of the Brooke Street Forecourt can be carried over. It is proposed that the new design of the Brooke Street Forecourt incorporate lighting, paving materials and street furniture in accordance with the Hobart City Council's Public Realm Design Guide which is currently being written.

The stairs will be a closed-riser stair fully compliant with AS1428, and the NCC. The proposed finish to the stairs and pathway alongside the new building is black-granite or similar, with a non-slip finish.

The forecourt and footpath in front of the hotel is proposed to be a mid-grey granite allowing for a transition between the aged concrete paving through to the featured pathway down to the Brooke Street Forecourt.

Disability access from the Brooke Street Forecourt would be available via the hotel lifts during the hotel's operating hours, as outlined in the Planning Report previously submitted by Irene Inc.

No negative impact is proposed on pedestrian traffic by the upgrade of the stairs to the Brooke Street Forecourt

2. Creating a Place for People provision.

- *What is the Brooke Street retail type, operation time and occupation licence location?*
- *How is Brooke Street retail space considered to be a successful active frontage that can contribute to the Brooker Street forecourt as a place for people?*

The proposed retail outlet to the side of the Brooke Street Forecourt proposed as part of the new building on 28-30 Davey Street has not yet been leased. It is the intention of the developer that this tenancy be a food/beverage outlet operating in a suitable timeframe consistent with surrounding properties.

As a food/beverage outlet it can draw people into the Forecourt, and with a small amount outdoor seating (complementary to the Hobart City Council's Public Realm Design Guide) during its operating hours. Such a retail space can make the Forecourt a place to linger instead of merely a thoroughfare. This is also covered in the Planning Report previously submitted by Ireneinc.

3. CCTV and lighting provision.

- *Is there any consideration of public safety when the pedestrian traffic is increased in the public realm?*

In accordance with discussions with Hobart City Council on 17th September 2020, CCTV coverage of the Brooke Street Forecourt is not the responsibility of the developer of this application.

However, provision will be made within the upgrades to allow for future CCTV should it be required. CPTED (Crime Prevention Through Environmental Design Principles) will be considered as part of the upgrades to the Forecourt.

4. Glazing reflection.

- *What is the impact to the adjacent buildings?*

Concern has been raised regarding reflection from the proposed glazed façade to the hotel. Each facet of the curved façade is designed to be small in size and will therefore be of negligible impact for a short duration of time during the day. The faceted façade does not begin for two storeys above the roadway to deliberately minimise any effect further.

A series of reflection images have been prepared by our renderer to show the negligible impact of reflection. A statement regarding his methodology and calculation process to develop these images is attached to this letter.

Schedule 1 - Conservation of Cultural Heritage Values**HER Fi 1**

- 1. The application involves the excavation of land at a place of archaeological sensitivity. Please provide an Archaeological Sensitivity Report.*

Please refer to the accompanying archaeological report prepared by Praxis.

- 2. Please provide three (3) additional photomontages from eye level using a standard 50mm lens view.*

Three additional photomontages have been prepared as requested by Council.

The requested lens width for these images results in photomontages that do not show the proposed development in full, nor do they show the surrounding street context. An enquiry was made of HCC to illustrate this fact and ask if Council would prefer a different lens.

Sarah Waight confirmed via phone call on the 01/12/2020 that the 50mm lens images now included in the drawing set were what council required. This was further confirmed in an email back to Council on the same date.

Stormwater

Sw 1

Please provide a concept servicing plan to demonstrate how stormwater from the proposed development will be disposed of via gravity to public stormwater infrastructure.

Please refer to the accompanying Stormwater Performance Solution Report prepared by Flussig Spatial.

Sw 2

Please provide a concept servicing report and associated plans which demonstrate how Best Practice Environmental Management will be achieved, minimising water use and stormwater discharge and, if possible, improving ambient water quality.

As per above.

Sw 3

State the minimum horizontal clearance from Council's stormwater infrastructure in Brooke Street to the stairs, and the corresponding vertical clearance at this point. Please clarify if any footings will be within one metre of the main.

As shown in the accompanying Stormwater Report, the existing DN300 stormwater pipe will have a horizontal clearance of approximately 1.89m at the shortest point and approximately 2m from the footings at the shortest point. When measured from the centre of the footing, the horizontal distance is 1.96m from the footings. The associated vertical clearance is 1m.

Please refer to the accompanying Stormwater Report.

Objectives and Performance Criteria for Activities

OPC 1

Please provide documentation demonstrating that the proposed use and development will comply with performance criteria for activity objective (j).

Whilst the proposal includes an on-site substation to manage electricity usage within the building, the total energy requirements will only be to the extent required to service the building. Energy requirements will be reduced using energy efficient materials such as double glazing and will be constructed in accordance with the BCA.

The proposed building will be constructed and operated in such a manner to ensure no direct or indirect environmental risk effects. This will be achieved by providing appropriate stormwater management and the

provision of a construction management plan which will be prepared and provided as part of the building phase.

Schedule 8 - Environmental Management

EM 1

Documentation demonstrating that the proposed use and development will comply with all relevant environmental objectives under clause 29.5, and in particular the objectives for energy efficiency, waste minimisation and water quality.

The proposal is accompanied by a waste management plan, indicating the types of waste and removal times.

As outlined above, the proposed development will incorporate a stormwater system capable of exceeding the targets of the State Stormwater Strategy, ensuring no additional impact on water quality within the Cove. In addition, the building will be constructed in accordance with the relevant standards under the BCA, which outline energy efficient construction and building methods to ensure buildings are efficient and sustainable.

Further detail regarding energy efficiency will be determined during design development.

Engineering Road - Infrastructure in a Road Reservation

ENGr Fi 2 - Awnings

- 1. Show on plan the extent of the awning, noting the height from the ground and distance from the back of kerb within the Brooke Street highway reservation in accordance with (xxx) in which the minimum distance above footpath is 2.4m with a 600mm setback from the back of the kerb and above the road is 4.25m.*
- 2. State on the plan if the awning forms part of the building or is attached to the building.*

The proposed new awning forms part of the proposed new building and stays fully within the title boundary of 28-30 Davey Street where it faces Davey Street. No infrastructure is within the Road Reserve on Davey Street. The proposed awning extends into the Brooke Street Forecourt adjacent title to provide protection and amenity to the new pedestrian stair.

Other

- 1. Stairs need to be designed and constructed in accordance with TSD-R34-v2, AS 1428.1 and NCA.*

As per CPM Fi1, the stairs will be a closed-riser stair fully compliant with AS1428, and the NCC.

The proposed finish to the stairs and pathway alongside the new building is black-granite or similar, with a non-slip finish and contrasting nosings. Tactiles will be provided in accordance with AS1428.

The balustrade is proposed to be a stainless-steel architectural mesh, that is durable, non-climbable, whilst still providing a high degree of visibility to the Cove.

- 2. Provide plans showing the treatment of the area underneath the stairs with consideration of public safety (including restriction of access to areas with head clearance of 2.5m or less) and lighting.*

The area below the new pedestrian stair with a head height below 2.5m will be enclosed to prevent injury. In these areas, the stainless-steel mesh panels will continue down the face of the stairs to ground level, fully enclosing the area. This is now shown on the drawings.

A secure access door can be added to facilitate access for cleaning.

3. Clearly show the proposed modifications to kerb and footpath at Despard Street and Brooke Street, including consideration of kerb ramps or flush kerb at crossing points and measures to prevent unwanted vehicle access to the forecourt.

A kerbless transition is proposed to the junction between Despard Street and the Brooke Street Forecourt as discussed in the meeting on the 17th September 2020, as per the email received from Sarah Bendeich at the Hobart City Council on 15th October 2020.

This is now shown on the drawings.

4. Provide assessment of the safety and suitability of the proposed access/egress location (the revolving door) on Despard Street with consideration to high pedestrian volumes and narrow footpath width.

The revolving doors to Davey and Despard Street both sit fully within the property boundary. Both doors will either be fitted with a separate pass-door in the adjacent façade, or the revolving door will be one with opening wings within the door to provide both a direct path of disability access, or for such times when a more direct access path is required.

The revolving doors do not form part of the primary egress path from the building in the event an evacuation is required, and as such are never carrying the full occupancy load of the building.

Access directly from a footpath is consistent with other hotels in Hobart and Sullivans Cove.

5. Provide indicative plan of public lighting in accordance with AS 1158.3.1.

A plan of public lighting will be provided when the design of the Brooke Street Forecourt is finalised. This has already been agreed to occur at a future date and can form part of any subsequent permit conditions requiring the provision of a lighting plan to Council's satisfaction.

6. Clearly show the extent and height clearance of the awning(s).

The extent and height of the awning is now shown on the revised architectural documentation.

7. Notate on the plan that reinstatement/exposure of the sandstone Cove Wall will require geotechnical and structural investigation and certification.

This has now been noted on the revised drawings.

8. Show on the plan any proposed modifications on Davey Street footpath.

No works are proposed within the Davey Street footpath.

9. Detail how pavers will be protected during the construction works.

The pavers will be protected during construction works. Details on how this will be achieved will form part of the subsequent Construction Management Plan which is likely to be a condition of any subsequent permit.

*Surveying Services**SUR Fi 1*

Please provide scaled and dimensioned site plan and elevation plan showing:

- 1. Clarification of the details of guest pick-up and drop-off areas. Will space be needed on Davey Street / Despard Street for guests to stop their vehicle temporarily to check-in and drop off baggage?*
- 2. Clarification of where tourist/airport/coach buses will stop to pick-up / drop-off guests of the hotel. Will this be on Davey Street? Is there adequate space for this on Davey Street and would State Growth approve?*

Advice received from Council on the 10th of February has indicated that a drop-off area on Davey Street cannot be supported.

On that basis, we are continuing to liaise with Cameron Cecil to determine an appropriate alternative.

Given the location of the site within walking distance of key transport corridors within the CBD and the wider Cove area, it is anticipated that a considerable proportion of guests will utilise alternate modes of transport to and from the site (i.e. the Skybus from Hobart Airport, which drops users at Franklin Square and Brooke Street Pier). There are also ample areas within Morrison Street and the surrounding wharf area in which guests can be dropped off/picked up, without vehicles needing to enter Despard or Brooke Streets.

The above is also based on the limited number of on-site car parking spaces provided on-site, which will encourage guests to utilise other forms of transport. This is not dissimilar to other hotel developments in inner city locations where the provision of on-site parking and/or dedicated porte cochere cannot be provided.

Please refer to the accompanying response from Midson Traffic for further detail.

Once the above has been determined, a further response will be provided.

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

Yours sincerely,



Phil Gartrell
Planner
IRENEINC PLANNING & URBAN DESIGN



19 January 2021

Peter Scott
Director
X Squared Architects
1st Floor 125 Collins Street
Hobart TAS 7000

Dear Peter,

**30 DAVEY STREET HOTEL PROPOSED DEVELOPMENT –
TRAFFIC RESPONSE TO COUNCIL REQUEST FOR INFORMATION**

Further to our recent discussions, this letter provides a response to Council's request for information regarding the abovementioned project.

Council have requested the following:

1. *"Clarification of the details of guest pickup and drop off areas. Will space be needed on Davey Street / Despard Street for guests to stop their vehicle temporarily to check-in and drop off baggage?"; and*
2. *"Clarification of where tourist / airport / coach buses will stop to pickup / drop off guests of the hotel. Will this be on Davey Street? Is there adequate space for this on Davey Street and would State Growth approve?".*

The proposed hotel will be accessed via Davey Street and Despard Street. The plans submitted with the development application did not show a dedicated parking area for pick-up and drop-off activity.

1. Pick-Up/ Drop-Off Car Parking

It would be appropriate for parking changes to be made in Davey Street to facilitate pick-up and drop-off by car. This can be in the form of short-term on-street car parking management similar to what has been installed adjacent to the Council in Davey Street (fifteen minute parking for two spaces). It is noted that the Hotel Ibis at 179 Macquarie Street provides 3 on-site pick-up/ drop-off spaces. Observations indicate that these spaces function well without queuing onto Macquarie Street.

The Ibis Hotel is located on a clearway and therefore the provision of on-street parking was not a viable option during the design stage of the hotel. The proposed hotel at 30 Davey Street does not have the limitations of clearways and the provision of 3 on-street car parking spaces for the purpose of pick-up/ drop-off would be appropriate.

2. Pick-Up/ Drop-Off Bus/ Coach Parking

No dedicated bus/ coach parking is proposed for the development. Existing bus parking facilities are relied upon in a similar manner to other Hobart hotels.

There are several Airporter bus stops near the site. These include:

- Tasmanian Travel & Information Centre, Elizabeth Street
- Brooke Street Pier

These bus stops are located within a short walking distance of the subject site and can adequately service the proposed development.

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

Yours sincerely,



Keith Midson BE MTraffic MTransport FIEAust CPEng EngExec NER

DIRECTOR

Midson Traffic Pty Ltd



Davey St Project

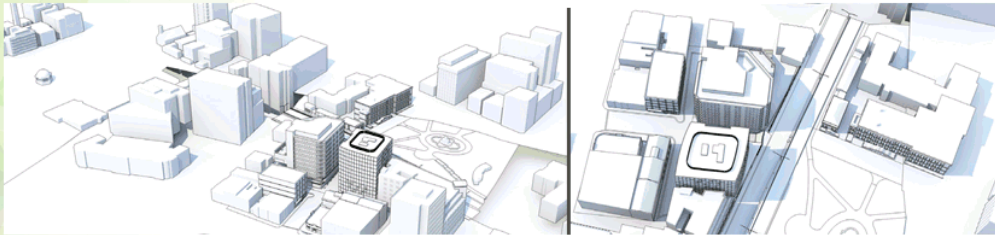
3rd August 2020

Technical visualisation study



brendan@offthecuffe.com.au
mob: 61+ 437 924 654
www.offthecuffe.com.au
Skype: live:brendan_2223

The foundations of creating a reflection study relies on the data input or model creation with the 3d scene. Each model has been created in a real world scenario and location within the Hobart precinct, based on geographical information and typography. The image below is a white card view of each surrounding building and 3d modeled typography.

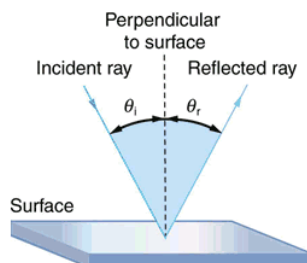


A camera view is created within the 3d environment to a location that depicts the worst case scenario of the reflection impact on a surrounding building. Once a camera view is set, we would closely match each building's material finishes to represent a real world environment.

We focus selectively on the Fresnel reflections that also occur in everyday life, creating the glass material for the window to closely match this data.

The index of reflections (IOR) for real world glass is a Fresnel input of 1.5, we purposely increase this value to 1.8 to emphasise any reflections with the scene that may be detrimental to the outcome of the image.

Reflections will only impact a surrounding building, if that building is in direct line of a reflective path or Ray as shown in the image below.



The software we use that determines the reflective materials and nature of the environment is Autodesk Studio Max and Chaos Group Vray. Both programs are a industry standard within the visualisation field.



brendan@offthecuffe.com.au
mob: 61+ 437 924 654
www.offthecuffe.com.au
Skype: live:brendan_2223

Each View that has been rendered and visualised has incorporated geographical lighting data. Below are comparisons between the lighting sun angles before and after surface materials have been applied.



22nd September 9am



22nd September 9am



22nd September 2pm



22nd September 2pm

HYDRAULIC DESIGN REPORT

FS-HOB-2060-WS WATER AND SEWER PERFORMANCE SOLUTION REPORT REV00

| | |
|----------------|--|
| Site Address | 28 Davey Street, Hobart |
| Project Number | FS-HB-2060-WS REV00 |
| Date: | 18 December 2020 |
| Client: | COVA |
| Report By: | Max W. Moller |
| Checked By: | Max W. Moller |
| Appendices: | A – Concept Design Drawings REV00 B – Computation REV00 |

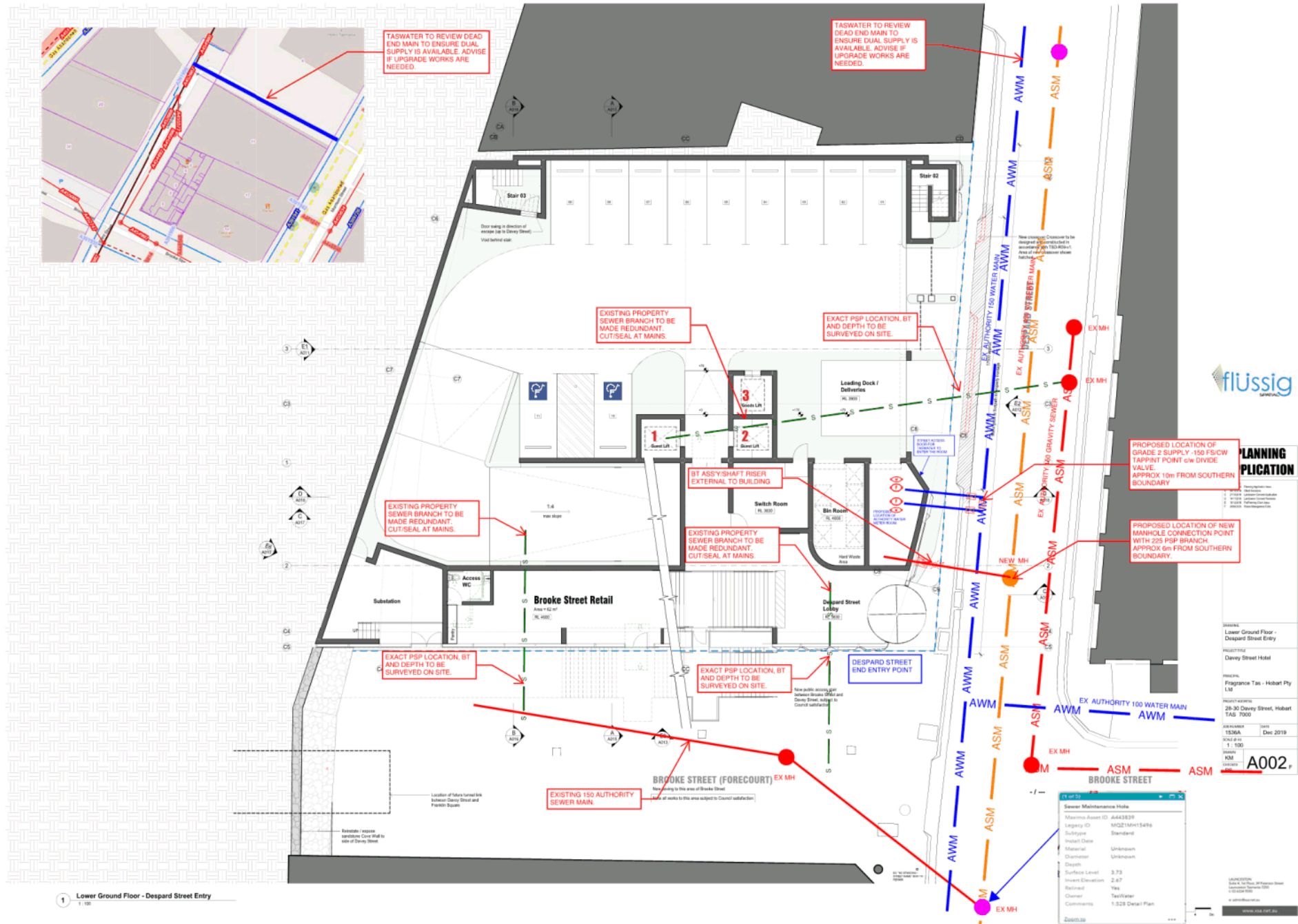


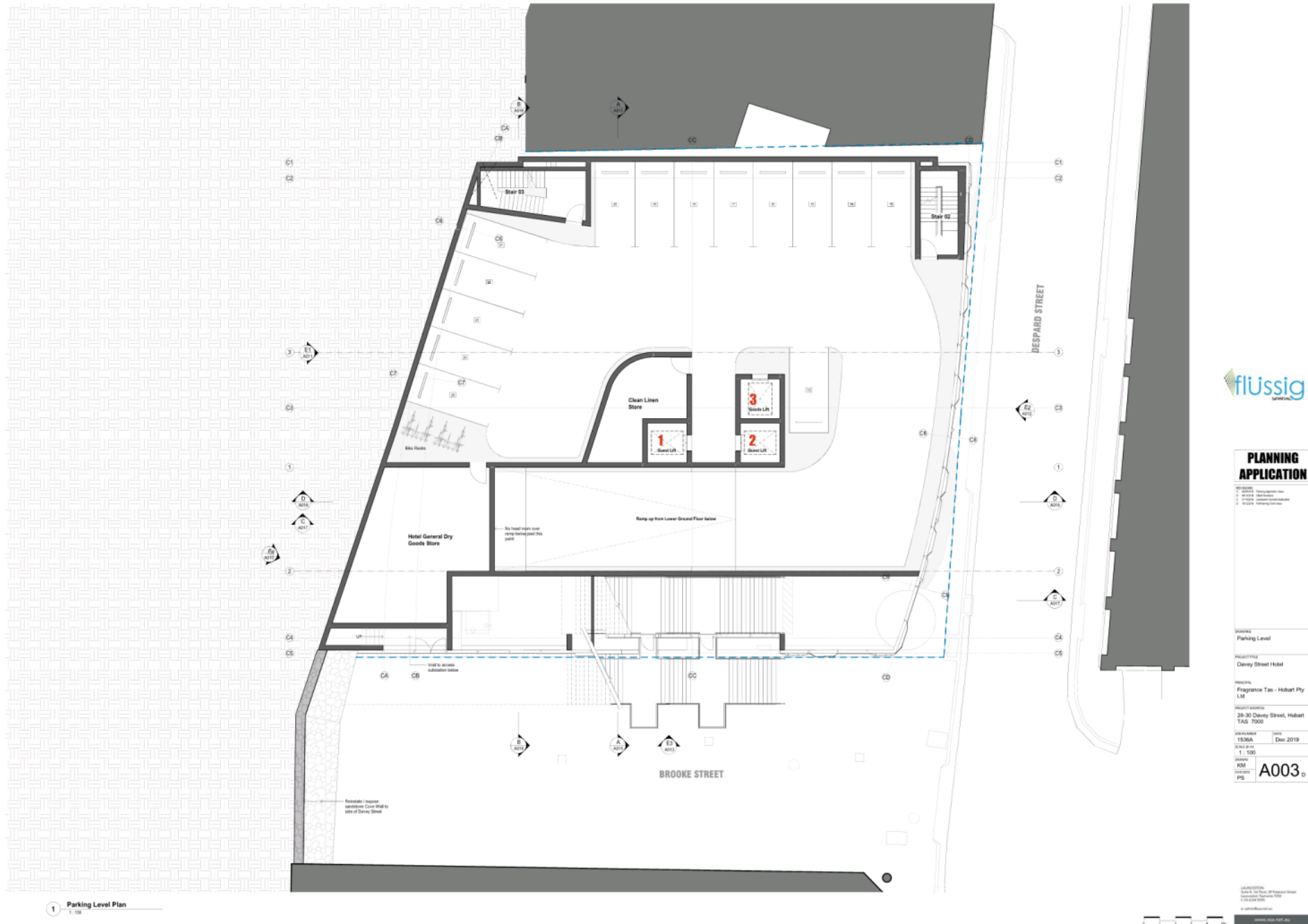
Max W. Möller

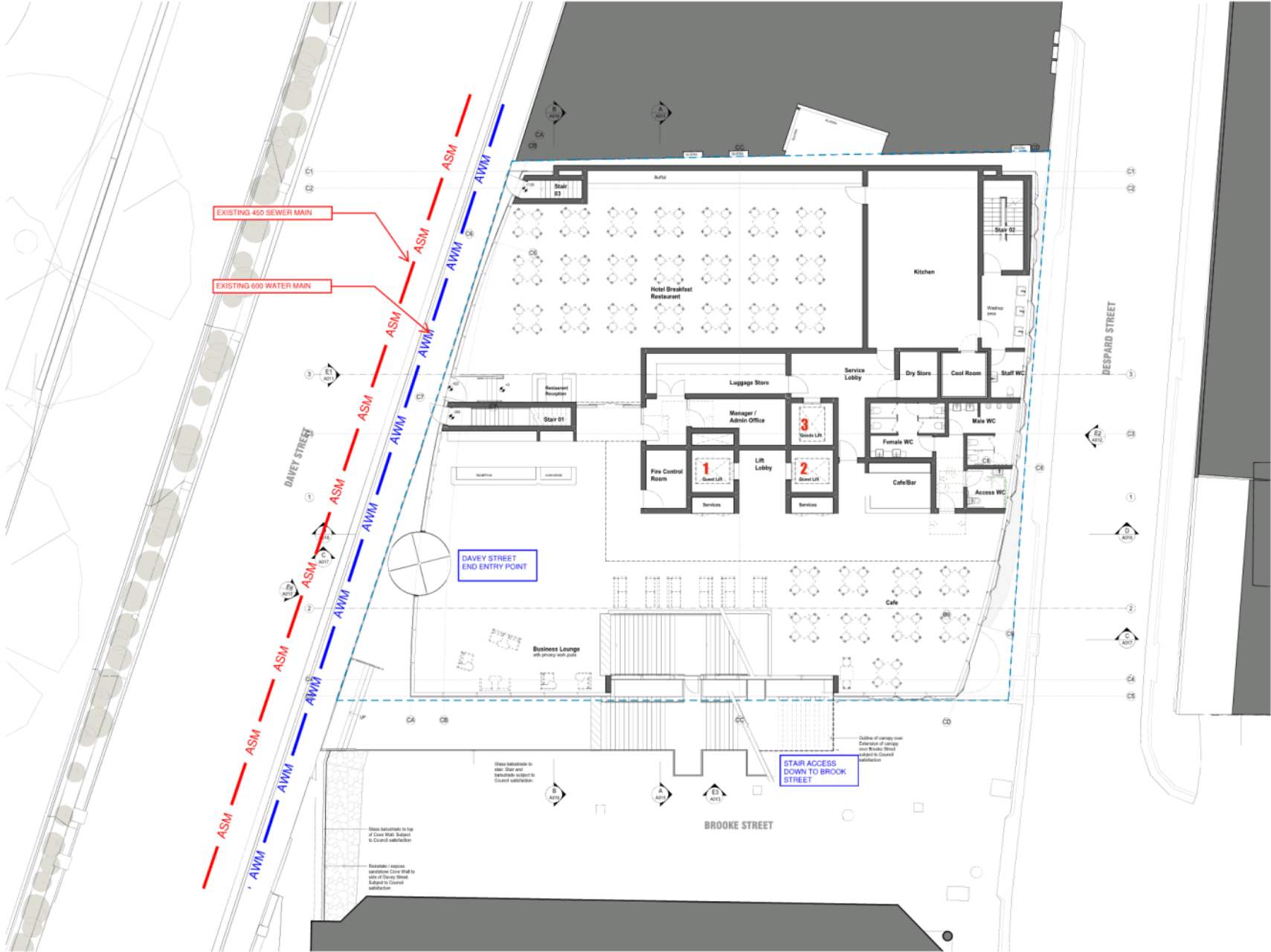
BEng, FIEAust, EngExec, CPEng, NER, APEC Engineer, IntPE(Aus)

Managing Director / Principal Hydraulic Engineer

Licence: 650370893







PLANNING APPLICATION

- 1. PROJECT DESCRIPTION
- 2. PROJECT LOCATION
- 3. PROJECT DESCRIPTION
- 4. PROJECT DESCRIPTION

PROJECT DESCRIPTION
Upper Ground Floor - Davey Street Entry

PROJECT LOCATION
Davey Street Hotel

PROJECT DESCRIPTION
Fragrance Tan - Hubert Pty Ltd
28-30 Davey Street, Hobart
TAS 7000

PROJECT LOCATION
28-30 Davey Street, Hobart
TAS 7000

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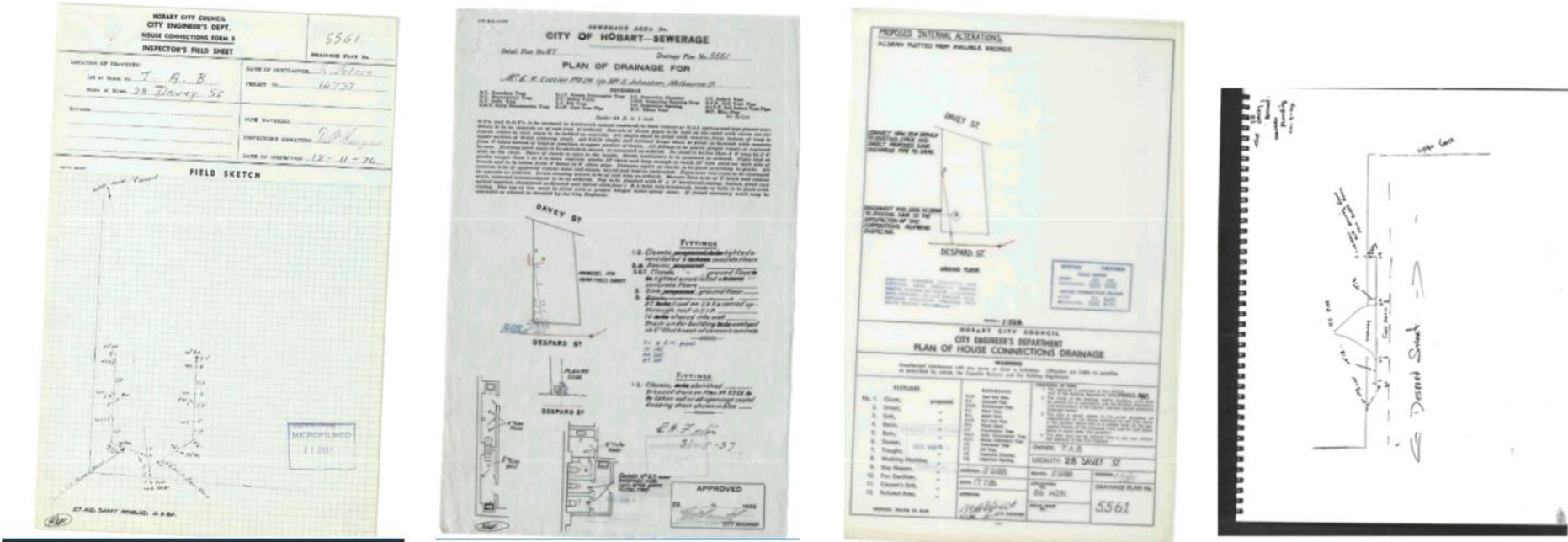
PROJECT LOCATION
28-30 Davey Street, Hobart
TAS 7000

PROJECT DESCRIPTION
Fragrance Tan - Hubert Pty Ltd
28-30 Davey Street, Hobart
TAS 7000

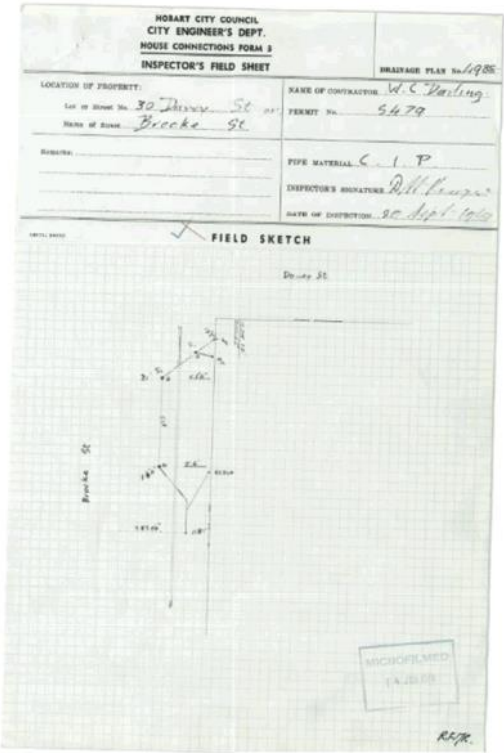
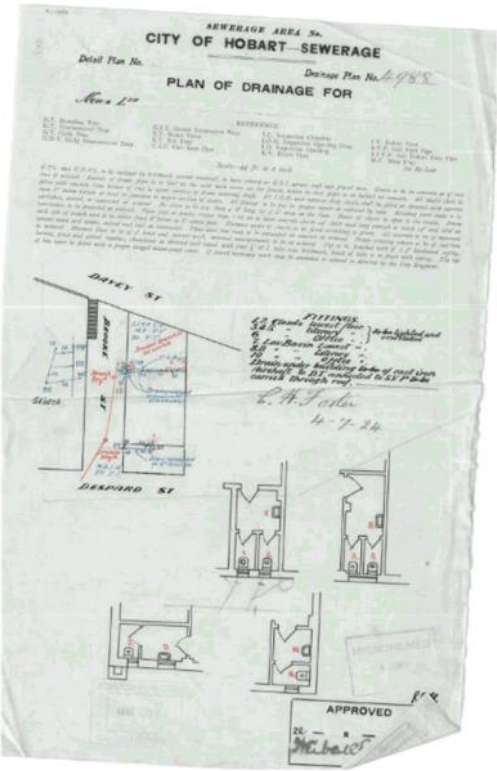
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TAS 7000

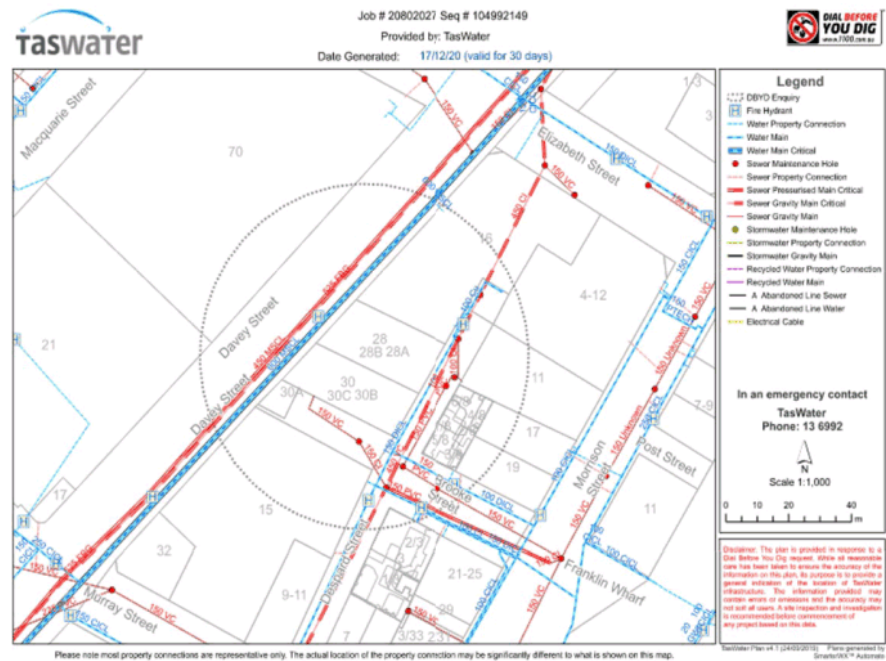
PROJECT LOCATION
28-30 Davey Street, Hobart
TAS 7000



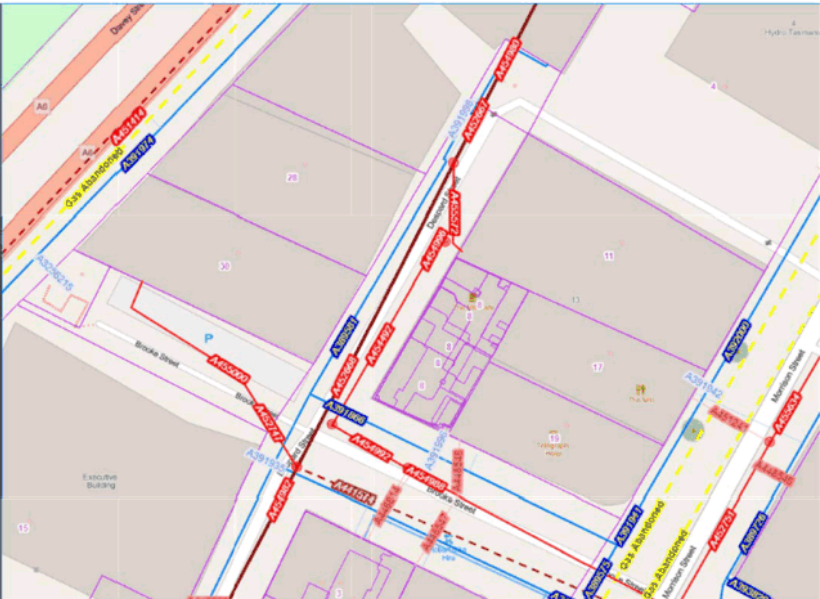
28 DAVEY STREET - PSP PLANS



30 DAVEY STREET - PSP PLANS



TASWATER ASSEST MAP.
(DIAL BEFORE YOU DIG)



TASWATER ASSEST MAP.
(ASSEST PORTAL)

28-30 Davey Street Hotel, Hobart, Tasmania.



Hydraulic Services Summary Sheet

| | | | |
|---------------------|---|----------------|--------------------------------|
| JOB NO: | 20074 | DATE: | 18 th December 2020 |
| PROJECT: | 28-30 Davey Street, Hobart. Tasmania. | | |
| DESCRIPTION: | Hydraulic services preliminary assessment details | | |
| TO: | Maciej Jankowiak | COVA | |
| FROM: | Max Moller | FLUSSIG | |
| CC: | | | |

The following additional information is provided to assist Taswater to complete an assessment for the proposed hotel development at 28-30 Davey Street, Hobart. Tasmania. 7000.

Tas Reference: TWDA2020/01220-HCC.

Item 1

- a) The probable simultaneous demand for the general supply to service this development is of 1840 FU's in accordance with AS3500.1-2018, table 3.2.1. This approximately equates to a diversified flow of 6.5 L/sec based on the Barrie Smith booklet.

We nominate a general main water meter assembly size of 100mm diameter. The point of connection to the authority water main is at Despard street to the 150mm DI/CL main. Note, the authority water main at Despard Street reduces in size from 150mm to 100mm and terminates as a dead end main. Note, we require a grade 2 supply for the general service for reliability. Taswater to confirm if any authority upgrade works are required to achieve this supply.

- b) The required flow rate for the general supply at point of connection of authority main is 6.5L/sec. The residual pressure required at the point of connection to the water mains to achieve the minimum supply pressure at the most remote/disadvantage fixture within the building is 800Kpa. Note, this is to ensure a safe working level of 300-350Kpa is achieved at the rooftop domestic hot water plant. Note, we await confirmation from a local contractor to perform a pressure and flow test of the nearby existing street hydrants to determine performance of the authority water mains. Where the towns main supply cannot meet our demand, we envisage a break tank and booster pump set to be adopted.
- c) The nominated residual pressure of 800Kpa allows for system losses within the building static elevation changes.
- d) There are two tenants proposed at upper ground floor consisting of a restaurant and a café. The extent of the kitchen fixtures is still to be determined. As part of our design, we have made provision for 20 sewerage Fu's for each tenant. A probable simultaneous water demand of 15 loading units has been allocated for both tenants.

28-30 Davey Street Hotel, Hobart, Tasmania.



We nominate a metering configuration/setup:

2 x 100mm main site authority meters. (remote device)

1x 80mm authority meter for the hotel tenant. (remote device)

1x25mm authority check meter for the restaurant. (remote device)

1x20mm authority water meter for the café. (remote device)

Note, common areas such as a bin wash down, pool to up, laundry facilities will be provided with check meters in place. (non authority)

Sewer Drainage.

The development has been estimated with a sewer fixture loading unit of 1468 Fu's in accordance with AS3500.2-2018, table 6.3 (A).

We nominate a new 225 sewer branch connection into the existing authority sewer gravity trunk main via a manhole. Note, the invert levels of the trunk main shall be confirmed on site, though based on the Taswater Asset Information Portal it appears the trunk main is approx. 1.2m deep at southern end near our boundary.

Note, the existing site property sewer connection branches are to be made redundant and cut/sealed at the mains point of connection. These works shall be by an approved contractor of Taswater.

Fire Services

The fire system design proposed for the development will require a tapping size of 150mm from the mains at Despard Street. Due to the buildings effective height being greater than 25m, we require a grade 1/dual supply. We nominate the tapping shall consist of a combined fire and general service line with 2 x 150dia incoming service lines to the site with the main meters positioned within 2m of the boundary. A trident meter configuration shall separate the service lines into domestic, sprinkler and hydrant supply.

Taswater to confirm if a dual supply is achievable from the authority mains.

Note, we await confirmation from a local contractor to perform a pressure and flow test of the nearby existing street hydrants to determine performance of the authority water mains. Where the towns main supply cannot meet our demand, we envisage a fire break/suction tank and booster pump set to be adopted.

The following fire system is proposed:

AS2118.1-2017 - floor levels of carpark, lower/upper ground, transfer zone and level 1.

AS2118.6-2012 – hotel levels.

AS2441-2005 – provision for fire hose reels throughout the building with the exception of the hotel floor levels.

28-30 Davey Street Hotel, Hobart, Tasmania.



Note, a fire engineering brief is yet to be reviewed which may require additional fire water for external sprinkler coverage protection if required due to proximity of glazing/openings setback boundary.

The required fire flow rate and residual pressure for the system at point of connection of authority main is as follows. Note, various scenarios are given based on tapping from Despard Street side when supplied under towns main supply.

- A) The fire compartment with greatest demand **for head pressure** at the most remote/disadvantage hydrant and sprinkler system when operating simultaneously under towns mains is 850kpa at 25L/sec. This is required to deliver minimum 350Kpa for an internal attack hydrant at level 9.
- B) The fire compartment with greatest demand **for flow** occurs at the lower floor levels with hydrants and sprinklers operating simultaneously under towns mains is 32L/sec at 500Kpa. This is required to deliver minimum 350Kpa for 2 operating internal attack hydrant and the operation of 12 L/sec for sprinklers system. Note, carpark design still under review.
- C) The fire fighting demand for Tasmania Fire Services in the event on an emergency to meet the system demand for greatest flow requirements at the booster suction assembly is 32 L/sec. The authority main would need to deliver minimum 275kpa.

praxisenvironment

heritage

planning

archaeology

po box 338
north hobart
tasmania 7002

0418 303 184
info@prax.com.au

Statement of Historical Archaeological Potential

Brooke Street Steps
HOBART TASMANIA

Brad Williams
Historical Archaeologist

For XSquared Architects

December 2020

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| | |
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This document was written by Brad Williams (BA.Hons Archaeology, G.Dip Maritime Archaeology, MA Cultural Heritage Management)
Historical Archaeologist, Heritage Consultant and Director of Praxis Environment – a division of Praxis Synergy Pty. Ltd.

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

Cadastral information depicted in this document must not be relied upon without verification by a Surveyor.

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1. Introduction

This report has been commissioned by XSquared Architects (Hobart) on behalf of Fragrance (Tas-Hobart) Pty. Ltd. in response to a request for further information from Hobart City Council requiring an archaeological sensitivity report as part of development application PLN-20-499 for the portion of that development affecting the Brooke Street steps, further to the archaeological requirements of the *Sullivans Cove Planning Scheme 1997*. As part of the adjacent 28-30 Davey Street development, it is proposed that the existing steps will be replaced.

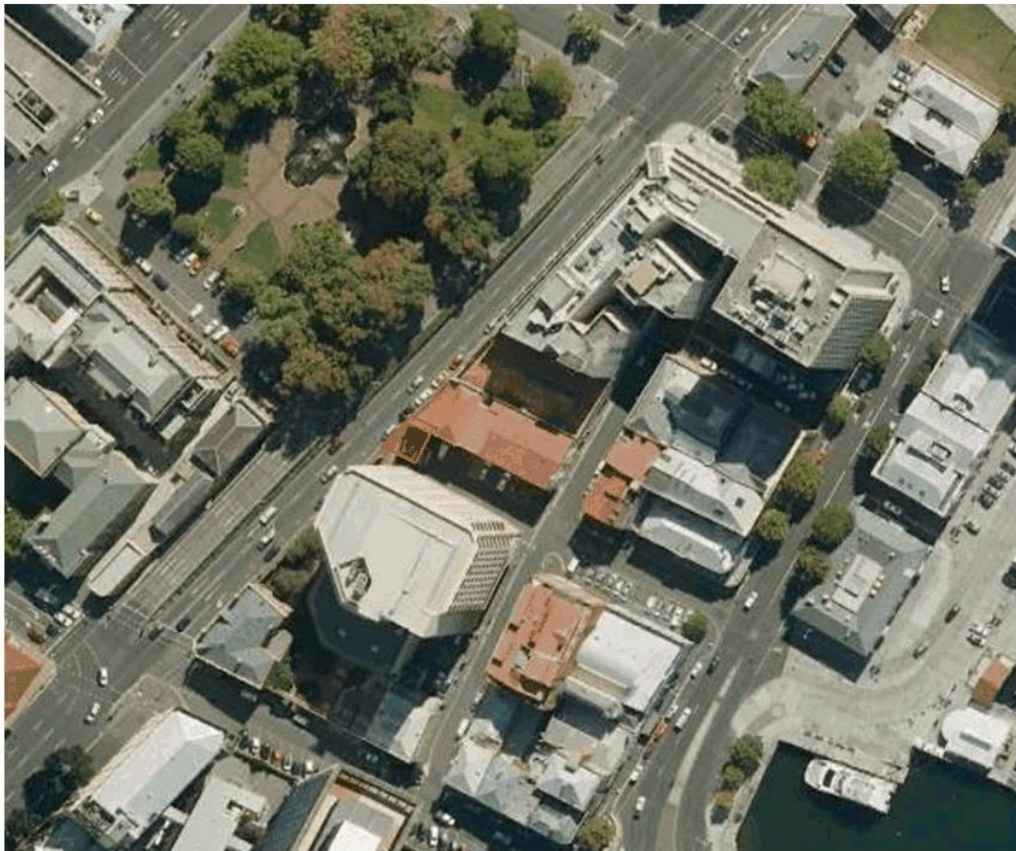


Figure 1.1 – The subject site (red) and surrounds. Adapted from www.thelist.tas.gov.au

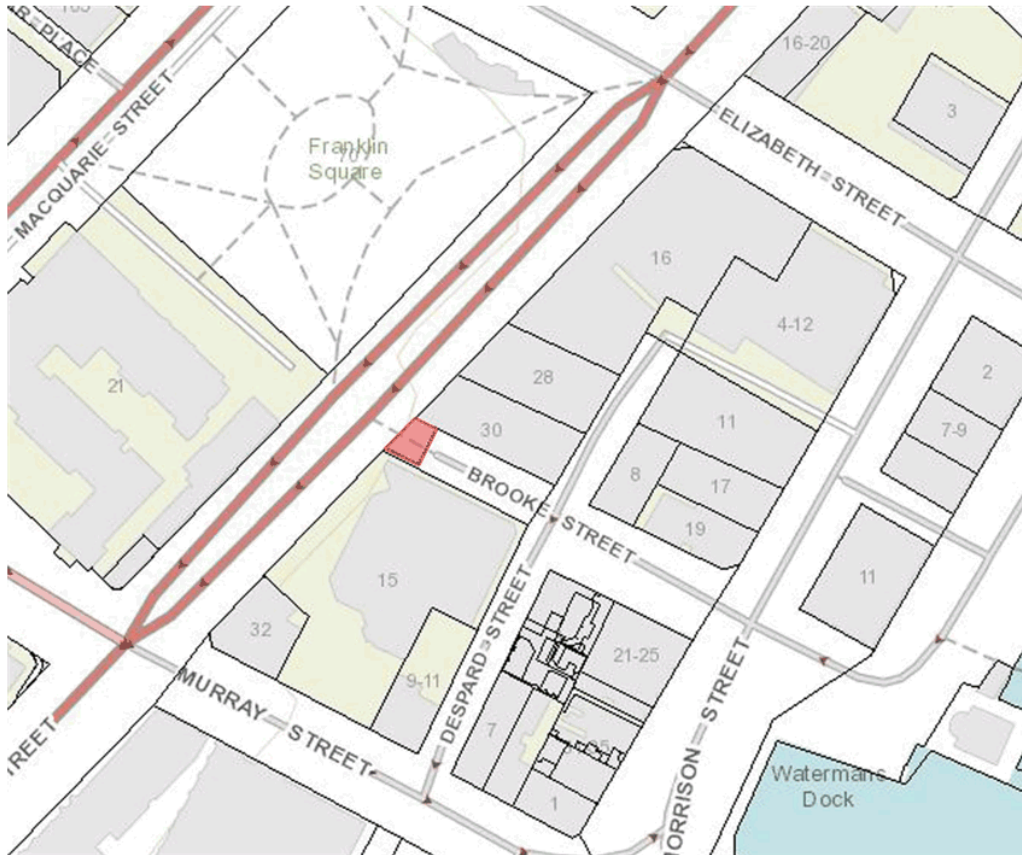


Figure 1.2 – The subject site (red) and surrounds. Adapted from www.thelist.tas.gov.au

The steps are contained within a place which listed on Table 2 of Part 22 of the Sullivans Cove Planning Scheme 1997 (Places of Archaeological Sensitivity), therefore is subject to the provisions of Part 22.6 of the scheme, which requires that submission for development of such a place requires consideration of archaeological values (as detailed in Section 2). To demonstrate best-practice 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*,¹ and the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research on Registered Places*.²

¹ <http://www.heritage.tas.gov.au/media/pdf/2%20Practice%20note%20-%20Archaeology.pdf>

² <http://www.heritage.tas.gov.au/media/pdf/Archae%20ResGlines%20%20FINAL%20-%20June%202009.pdf>

2. Statutory heritage requirements

This report has been commissioned to consider the historical archaeological potential of the subject site, and possible impact from the proposed works, 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 sites:

Sullivans Cove Planning Scheme 1997

The subject site is listed on Table 2 of Part 22 of the Sullivans Cove Planning Scheme 1997 (SCPS97 - Places of Archaeological Sensitivity). Therefore the site is subject to the provisions of Part 22.6 of the scheme) which requires that submission for development of such a place requires either:

- An Archaeological Sensitivity Report;
- or
- A statement by a qualified archaeologist that either the site has been surveyed previously and found not to be of archaeological significance or that the nature of the 'building or works' will not result in destruction of any aspects items of archaeological significance.

And if significant archaeological remains are predicted, then the authority will have regard to:

- The likelihood of the proposed 'building or works' resulting in the removal or destruction of items of archaeological significance.
- The cultural significance of the site.
- Evidence of an adequate archaeological reconnaissance and site sampling prior to the approval or carrying out of works.
- The need to reasonably protect potential archaeological significance during the design, and carrying out of works.
- The need to undertake an archaeological 'watching brief' to be required during the carrying out of works.

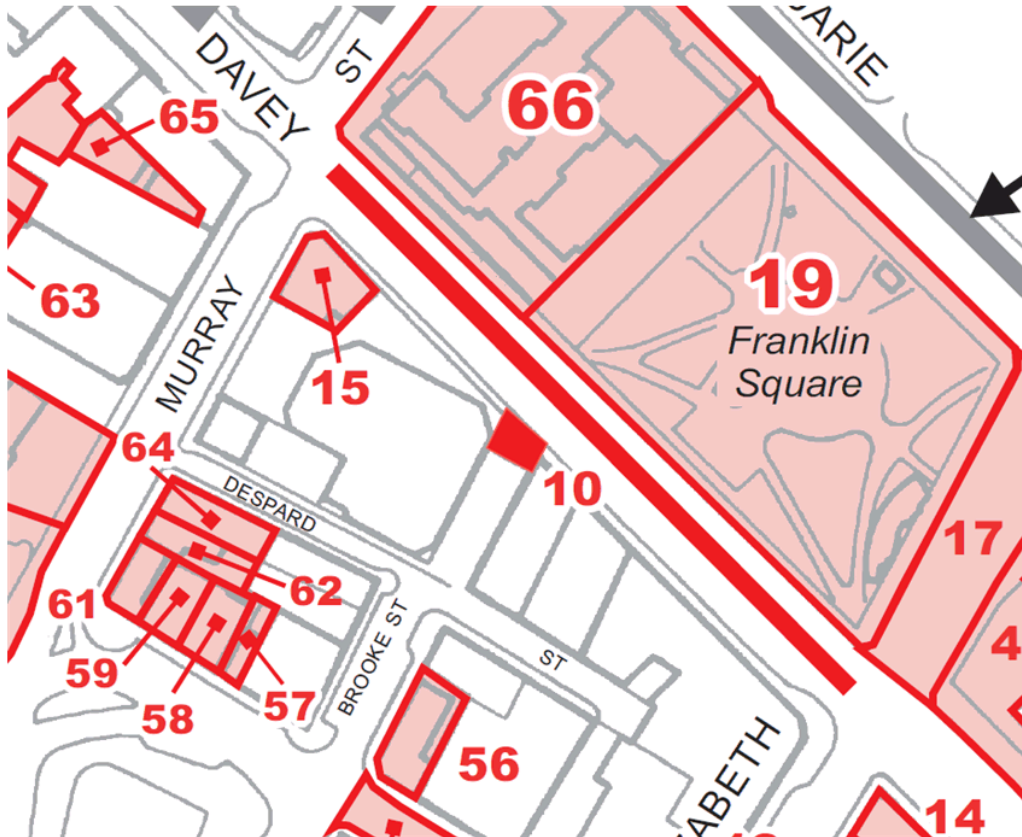


Figure 2.1 – Excerpt from Figure 5a of the SCP51997 showing the subject site denoted by '10'.

Tasmanian Heritage Register

The subject site is not registered on the Tasmanian Heritage Register, therefore is not subject to the provisions of the *Historic Cultural Heritage Act 1995*. In any case, this document has been prepared with regard to the Tasmanian Heritage Council's Practice Note 2 – *Managing Historical Archaeological Significance in the Works Application Process*³, and the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research on Registered Places*⁴ as a key benchmarking methodology.

³ <http://www.heritage.tas.gov.au/media/pdf/2%20Practice%20note%20-%20Archaeology.pdf>

⁴ <http://www.heritage.tas.gov.au/media/pdf/Archae%20ResGlines%20%20FINAL%20-%20June%202009.pdf>

Other statutory heritage registers/lists

No part of the subject site is 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 require statutory heritage input into development of places on those lists.

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 Relics Act 1975* are applicable to the works area.

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, summarizing 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' |
| 1. Archaeological potential. 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. |
| 2. Significance. 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. |
| 3. Integrity. 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. |
| 4. Impact 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 Method Statement</u> will be required to detail how impact will be managed/mitigated. |

4. Historical background of the subject site

4.1. Source material

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:

- DPIPW – Land Data Branch, historic map collection (basement).
- Tasmanian Archive and Heritage Office historic map series (PH & CSO series).
- Tasmanian Archive and Heritage Office Public Works Department (PWD266) plan series.
- Allport Collection – State Library of Tasmania.
- State Library of New South Wales historic map series (CB series).

A brief understanding of possible disturbance history was gained both through examination of secondary sources (below) and searches of underground asset registers through the Dial Before You Dig system (www.1100.com.au).

Secondary sources

Several secondary sources were consulted in order to gain an overview of the history of the area generally, and a review of previous archaeological work in the area (further discussed below). These include (held by the State Library of Tasmania/Heritage Tasmania):

- *Sullivans Cove Archaeological Zoning Plan – Inventory Data Sheets*

Austral Archaeology Pty Ltd and Lindy Scripps, for the City of Hobart & Tasmanian Heritage Council, 2000.

As detailed in Sections 1-2, a portion of the subject site is included in Table 2 of Part 22 of the Sullivans Cove Planning Scheme 1997 (Places of Archaeological Sensitivity). The site has a brief background and contextual history included in the *Sullivans Cove Archaeological Zoning Plan* (SCAZP - as cited in Section 3.2). The following is a brief history of the site as per that report:

1. *The steps appear to have been built in c.1858 when Davey Street was constructed between Murray and Dunn Street. Originally there was a single flight of steps which were opposite a corresponding flight from the rear of the Government buildings on the other side of Davey Street.*
2. *The present steps have two flights which are offset.*

4.2. Analysis of historical sources

As per the archaeological methodology detailed in Section 3, the initial assessment of archaeological potential relies on an understanding of the physical development of the subject site, in order to gain an understanding of the location and types of structures and activities previously undertaken on the site, as well as other site formation processes such as deposition, fill, disturbance etc.

The following survey plans were drawn from various collections and were georeferenced across a wider area in order to gain a 'best-fit' overlay using the current street grid as well as extant buildings from that period as reference points and to depict the subject sites with a good degree of accuracy in relation to historic features. Commentary as to the expected accuracy of each plan is made below and further discussed in the individual assessment of each subject site. Historical imagery in the form of photographs and artworks are also used to build the physical development history. The following survey plans were used in this assessment:

- An undated (c1820) survey plan of Hobart (DPIPWE Hobart 11). This plan is considered to be reasonably accurate however only depicts the major government/public buildings of that time. This shows the proposed allotments along Hunter Street not yet reclaimed and formalised at that time.
- An undated (c1820s) survey plan of Hobart (DPIPWE Hobart 12). This plan is considered to have a good degree of accuracy although does not depict minor and private buildings known to be extant at that time.
- An undated (c1820) survey plan of Hobart (DPIPWE Hobart 8). This plan gives very good detail of Government House and environs as well as major public buildings as well as some private buildings. This plan is considered to have a good degree of accuracy.
- Lee-Archer's 1828 plan of the Hobart waterfront (Department of Primary Industry, Water and Environment 90411). Although this plan is considered accurate in terms of extant buildings (depicted in grey) and the street grid, it depicts proposed development (pink) and associated allotments/reclamation which were not built nor necessarily undertaken at that time, therefore has limited use in predicting archaeological potential.
- Frankland's 1839 map of Hobart and surrounds (State Library of Tasmania, Allport Stack 912.94661MAP). Whilst this survey plan is not highly accurate in terms of precise building locations and footprints, is very accurate in depicting general areas of development and the street grid.
- Edgar's 1840 survey of the Hobart waterfront area (DPIPWE 90421) which is a highly accurate depiction of the waterfront and reclamation works at that time.

- The 1841 census map of Hobart and surrounds (Tasmanian Archive and Heritage Office, CSO8-17-578). This is based largely on Frankland's 1839 survey, and considering that the census map was intended to identify particular allotments and buildings *generally* (i.e. rather than a detail survey) this survey plan is not highly accurate in terms of precise building locations and footprints, although it is very accurate in depicting general areas of development and the street grid.
- Sprent's 1841-1845 map of Hobart and surrounds (www.thelist.tas.gov.au). This is considered to be one of the most accurate depictions of the layout of early Hobart buildings and the street grid, although it is limited to buildings (and parts of buildings) which were visible from public vantage points. This particular area is likely to have been surveyed by Sprent in 1842-3.
- The 1908 Metropolitan Drainage Board survey of Hobart (State Library of Tasmania). These provide a very detailed and accurate depiction of Hobart at that time, however much of the waterfront area is missing from the surviving maps of that survey, e.g. Maps 1-3 are missing which encompass much of the Sullivans Cove and central Hobart area.
- The 1946 aerial photo run of Hobart (DPIWE).
- Various photograph collections, particularly from the Tasmanian Archive and Heritage Office (TAHO), State Library of Tasmania etc.

The following tables depict the subject site and specifically considers the likely archaeological resources at that location as informed by georeferencing against each of the survey plans cited above (where relevant).

Figure 4.1 - DPIPWE Hobart 12 (c1820)



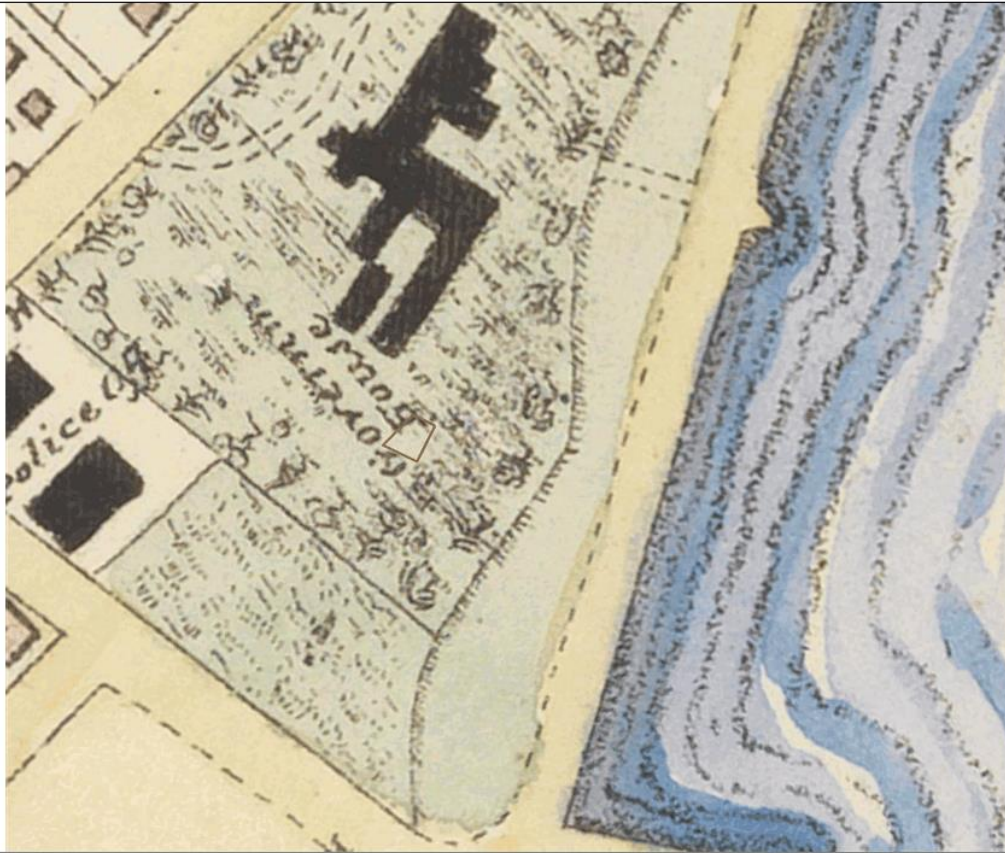
An undated (c1820) survey plan of Hobart (DPIPWE Hobart 12). This plan is considered to be reasonably accurate however general only depicts the major government/public buildings of that time – the subject site is shown in the Government House grounds but its relationship to built features and topography is not clear.

Figure 4.2 - DPIPWE Hobart 11 (c. late 1820s)



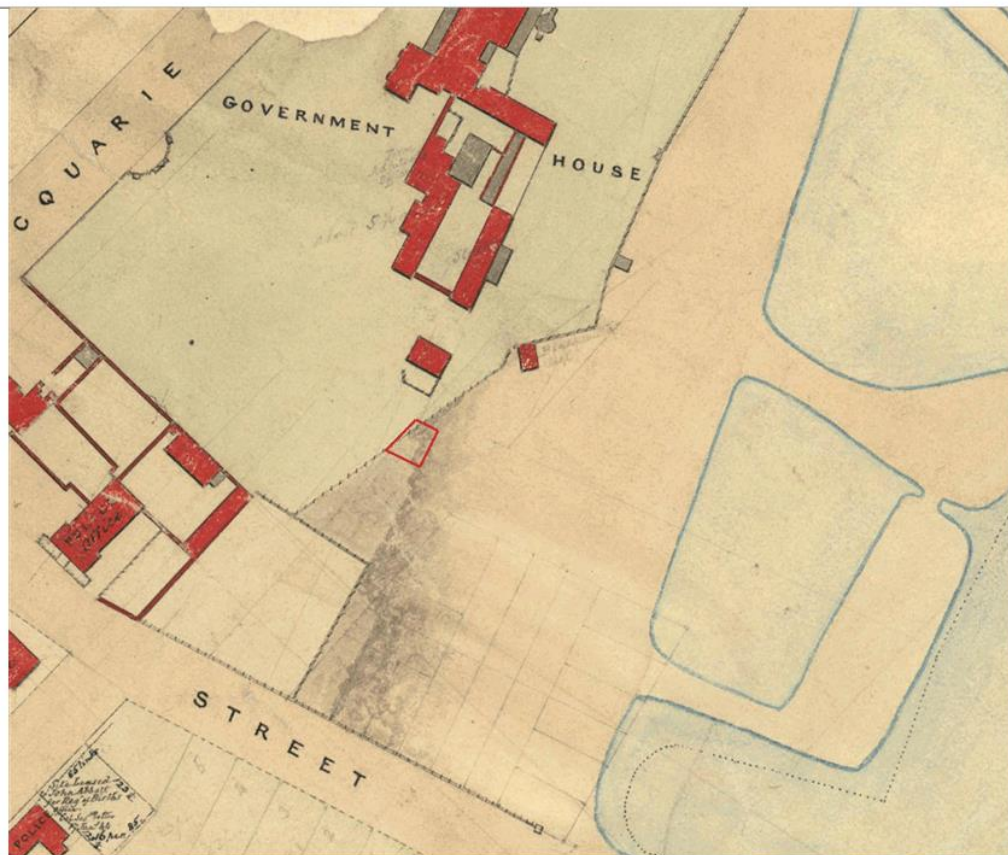
An undated (c late 1820s) survey plan of Hobart (DPIPWE Hobart 11). This plan is considered to have a good degree of accuracy although does not depict minor and private buildings known to be extant at that time and in some cases depicts buildings *intended* to be erected, rather than those extant at the time. The subject site is seen just below a path through the Government House grounds, that path presumably following the high edge of the escarpment.

Figure 4.3 - 1839 Frankland survey, State Library of Tasmania, Allport Stack 912.94661MAP



Frankland's 1839 map of Hobart and surrounds (State Library of Tasmania, Allport Stack 912.94661MAP). Whilst this survey plan is not highly accurate in terms of precise building locations and footprints, is very accurate in depicting general areas of development and the street grid. This shows the subject site as within the grounds of Government House and shows a lower edge of the topography down to the shoreline, but does not depict the major escarpment.

Figure 4.4 - 1840 Edgar survey, DPIPWE 90421



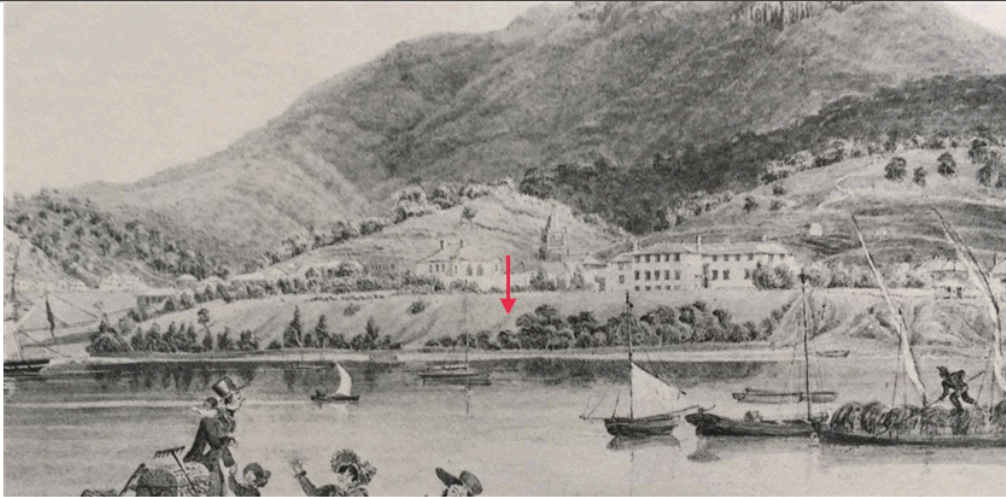
Edgar's 1840 survey of the Hobart waterfront is known to have a high degree of accuracy, although only depicts the major government/public buildings at that time. This clearly shows the escarpment and the differentiation between the Government House grounds and the lower wharf area.

Figure 4.5 - 1841 Census map, Tasmanian Archive and Heritage Office CSO8-17-578.



The 1841 census map of Hobart and surrounds (Tasmanian Archive and Heritage Office, CSO8-17-578) is based largely on Frankland's 1839 survey, and considering that the census map was intended to identify particular allotments and buildings *generally* (i.e. rather than a detail survey) this survey plan is not highly accurate in terms of precise building locations and footprints, although it is very accurate in depicting general areas of development and the street grid. This shows the subject site as within the grounds of Government House and shows a lower edge of the topography down to the shoreline, but does not depict the major escarpment.

Figure 4.6 – Government House in the 1830s – the approximate subject site denoted by the red arrow. Reproduced from Graeme-Evans, p.16.



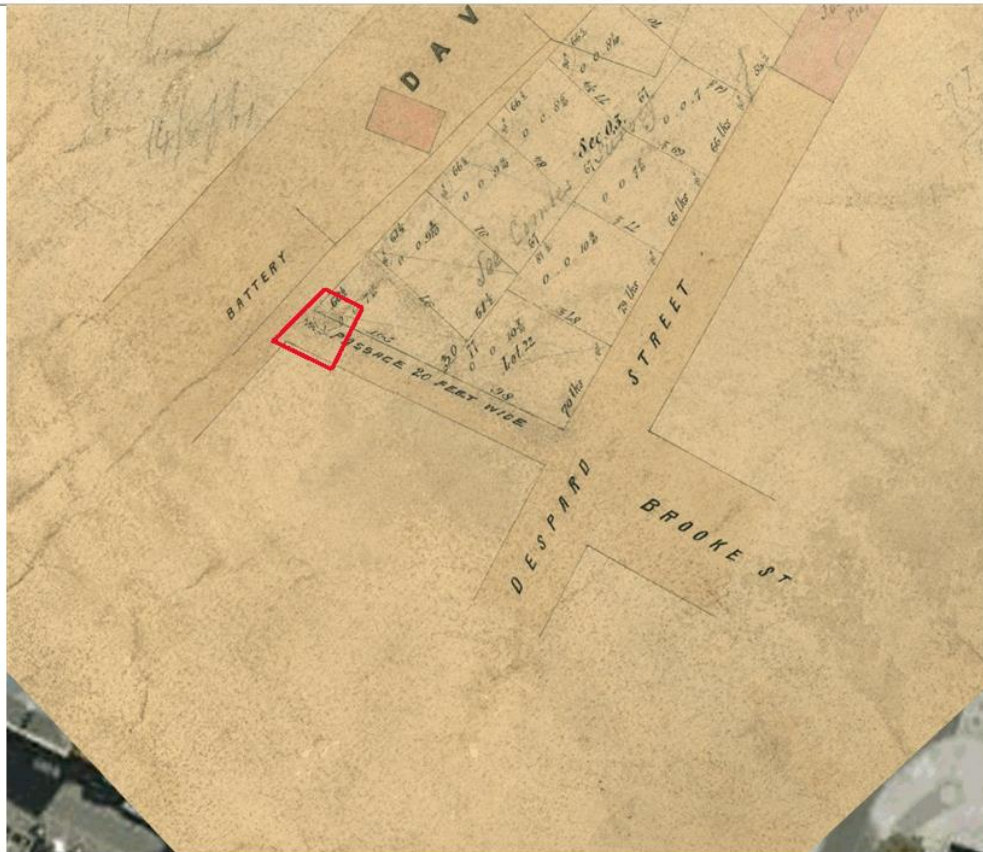
The topography of the escarpment is clearly depicted on this artwork which shows the slope from the Government House grounds to the as yet undeveloped lower area.

Figure 4.7 - 1845 Sprent survey, State Library of Tasmania



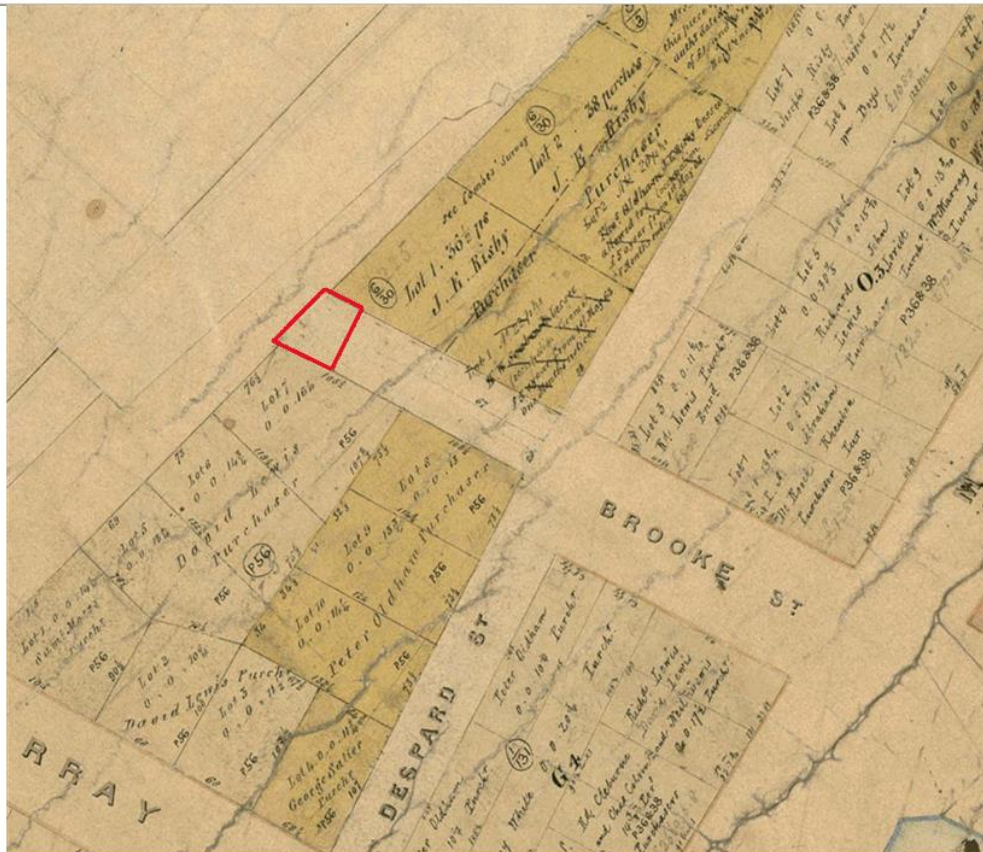
Sprent's 1845 map of Hobart and surrounds (www.thelist.tas.gov.au) is considered to be one of the most accurate depictions of the layout of early Hobart buildings and the street grid, although it is limited to buildings (and parts of buildings) which were visible from public vantage points. Nonetheless, this survey shows the subject site in open space below the Government House grounds and does not give any indication of the topography.

Figure 4.8 – 1859 Thomas Survey, Tasmanian Archive and Heritage Office AF391/1/51.



Following the completion of the 'new' Government House on the Queen's Domain in 1857, gradually earlier Government House was demolished, Franklin Square established, and Davey Street extended to run through the bottom of the former Government House grounds approximating the edge of the escarpment. This appears to be the earliest depiction of the extension of Brooke Street front Despard Street to the edge of the escarpment and suggests that the steps would have been constructed at around that time – the new portion of Brooke Street being described as a 'passage'.

Figure 4.9 – c1850s survey, Tasmanian Archive and Heritage Office AF391/1/93.



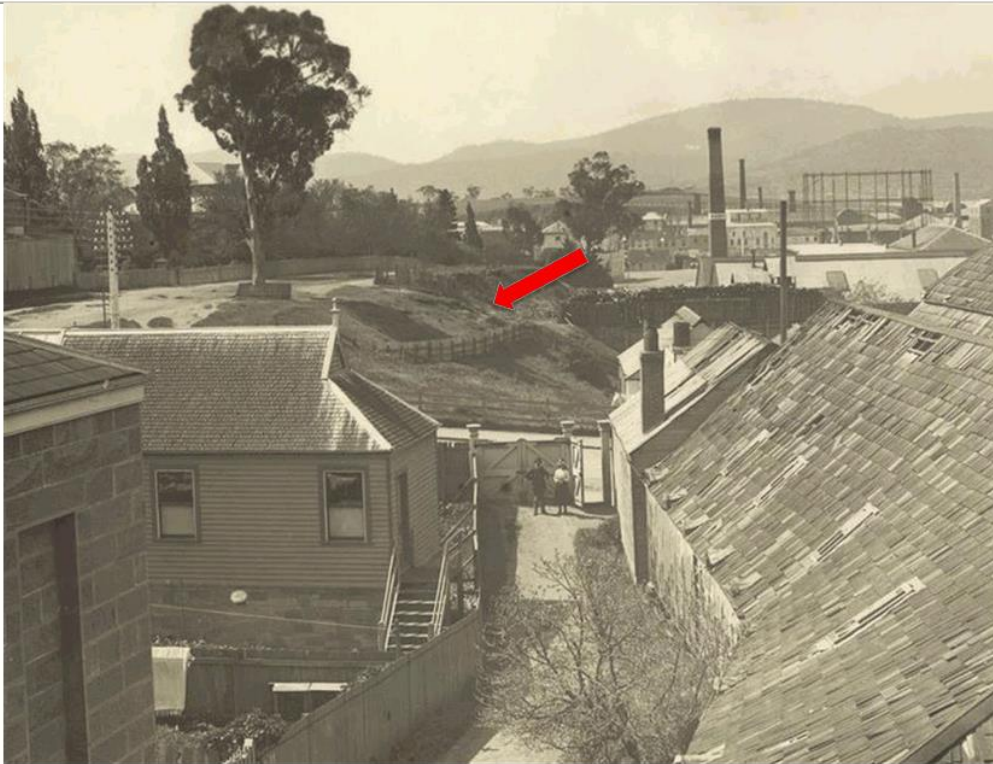
Similar to Figure 4.8, this 1850s survey shows the newly subdivided land below the escarpment and the newly formed Davey Street and Brooke Street laneway.

Figure 4.10 – Plans showing proposed demolition of first Government House c1860, Tasmanian Archive and Heritage Office AF394/1/34.



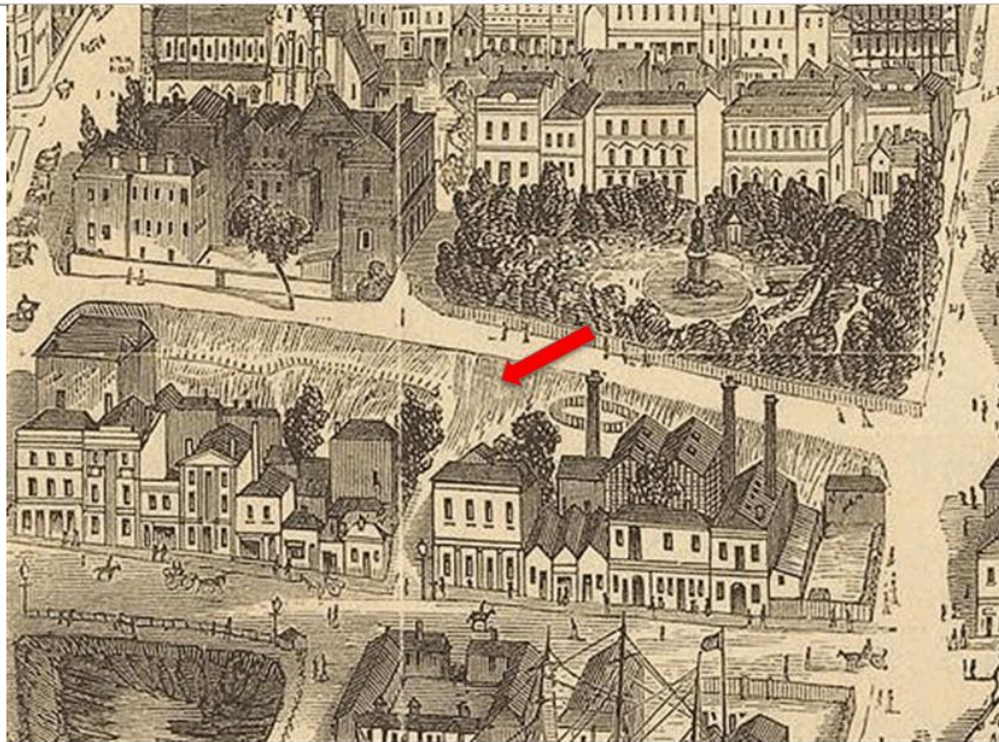
This survey provides the earliest depiction of the steps, albeit probably not particularly accurate, this confirms the presence (or at least the intention) of the steps prior to 1860.

Figure 4.11 – c1880s photograph facing east along the escarpment. Colin Dennison collection.



This rare glimpse along the escarpment is probably from the late 1880s. This shows a long remnant stretch of the escarpment running between Murray and Elizabeth Streets and although the steps can't quite be seen here, their junction with Davey Street and a railing can be discerned. The newly established Risby's timber yard can be seen in the distance beyond Brooke Street.

Figure 4.12 – Hobart Birds Eye – The Australasian Sketcher, 10th May 1879.



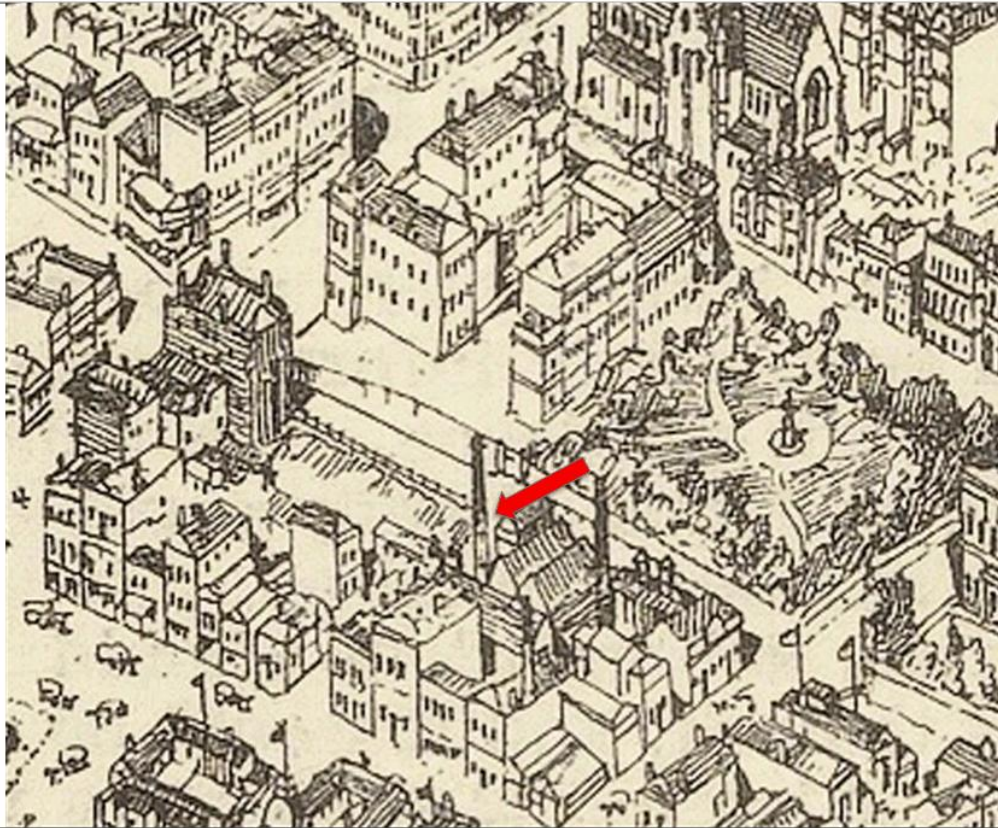
This depiction of Davey Street between Murray and Elizabeth Streets distinctly shows the escarpment and the Brooke Street intersection with Davey Street however does not depict the steps – noting however that this is a stylistic depiction and would not have necessarily included all detail of minor structures such as the steps.

Figure 4.12 – Construction on the corner of Davey and Murray Streets, c1890. – Tasmanian Museum and Art Gallery (Q6411 HCC1890/82).



Around 1890 development along the newly subdivided area below Davey Street saw the gradual diminishment of the legibility of the escarpment with larger buildings being constructed along the lower side of Davey Street. The first of these being the former Treasury Chambers building completed in 1893. This image shows the excavations ahead of that construction, benching and obscuring the edge of the escarpment. The steps are out of view in this image.

Figure 4.13 – Hobart Birds Eye – The Town and Country Journal, Nov 17th 1894 pp26-27.



This image shows the remnants of the escarpment in the mid-1890s, with each end of the block between Murray and Elizabeth Street having been developed but the central part of the escarpment still clearly legible and appears to retain a reasonably natural slope as indicated by the hatching. Note that the steps are not depicted noting however that this is a stylistic depiction and would not have necessarily included all detail of minor structures such as the steps.

Figure 4.14 – View over Brooke Street Pier to Davey Street. Colin Dennison Collection.



This c1910 image shows the formalisation of the escarpment edge buy the distinct wall along the lower edge of Davey Street. Whilst the steps can't be seen their approximate location is denoted by the red arrow.

Figure 4.15 – 1930s aerial photograph, Tasmanian Archive and Heritage Office NS3305/1/3.



A 1930s oblique aerial photograph shows the steps in an L-shaped configuration with a short flight parallel to Brooker Street leading to a landing, then a perpendicular flight leading to a landing adjacent to the footpath on Davey Street. The sites to either side of Brooke Street (i.e. what is now 30 Davey Street and the north-eastern wall of what is part of 15 Murray Street) had been developed which substantially obscured the legibility of the escarpment edge.

Figure 4.16 – 1946 aerial photograph survey, DPIPWE 1946 Hobart Run 1, 10893.



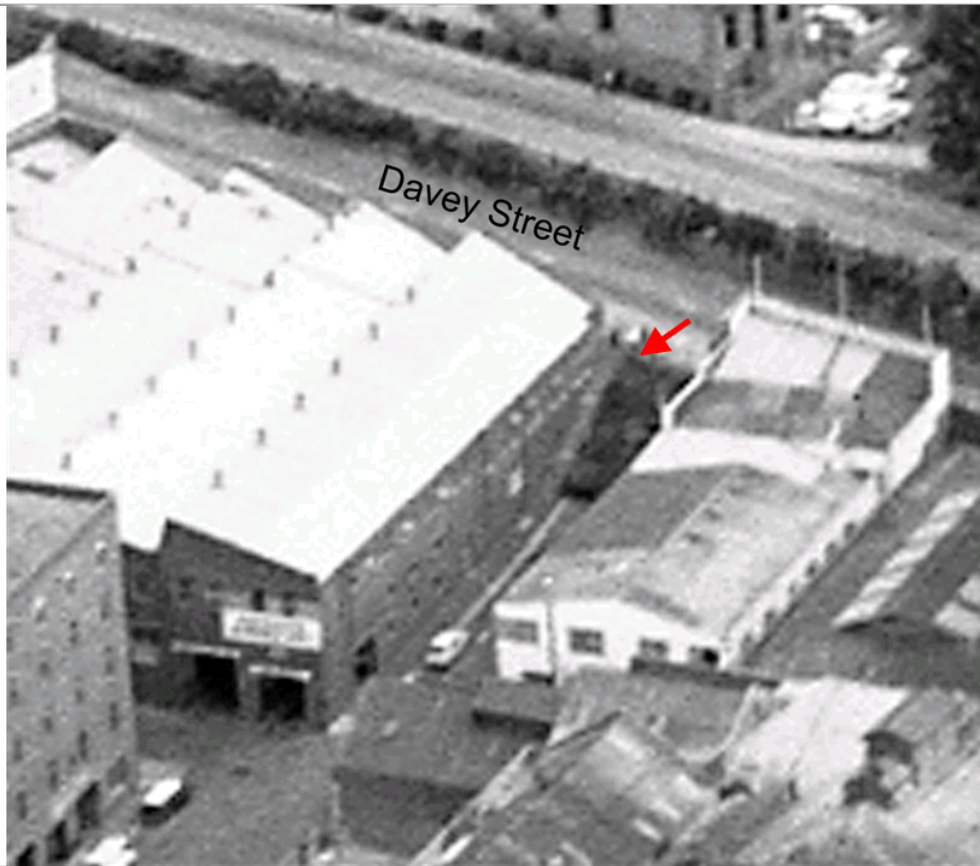
The 1946 aerial photograph of the Hobart Waterfront shows the location of the steps and is shaded, therefore of limited use in their depiction, however this shows a likely same configuration as the 1930s image with the landing just of the Davey Street footpath.

Figure 4.17 – 1950s aerial photograph, Tasmanian Archive and Heritage Office AA193/1/1043.



This image shows the stairs as being a straight run probably with two landings running close to the north-eastern wall of what is now part of 15 Murray Street. It is unclear as to whether the steps were fenced off, with what appears to be an enclosed area running along the side of the building for that block of Brooke Street.

Figure 4.18 – 1970s aerial photograph, Tasmanian Archive and Heritage Office AB713/1/11251.



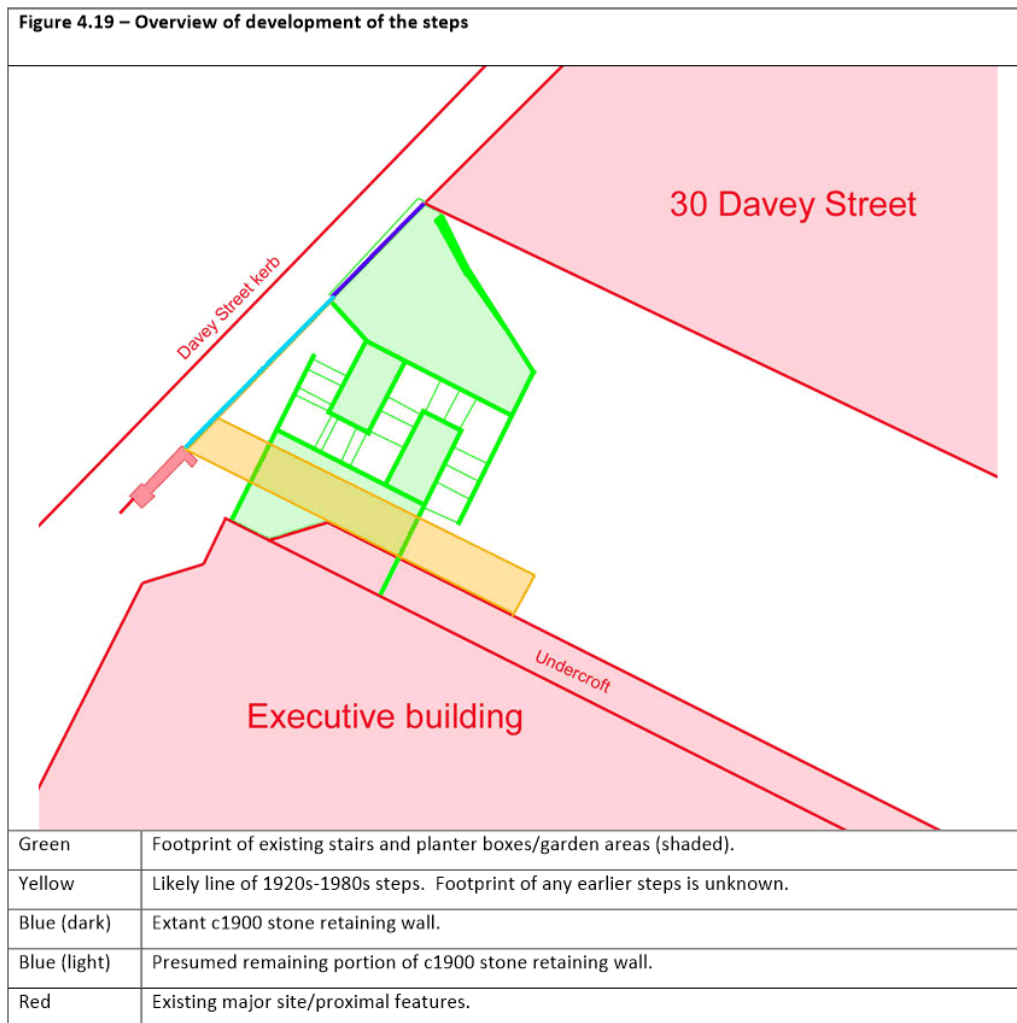
This image shows the stairs as being a straight run probably with two landings running close to the north-eastern wall of what is now part of 15 Murray Street. The area to the east of the steps appears to be sloping and landscaped.

The current steps are contemporary with the development of the adjacent executive building, c1985. From the above historical overview of the environs of the works area, the following can be summarised:

- That the location of the retaining wall against which the steps are built might coincide with the edge of the escarpment that historically formed the informal edge of the first Government House grounds.
- The demolition of Government House, subdivision of the low land below the site and the extension of Davey Street through the former Government house grounds all occurred around 1860.

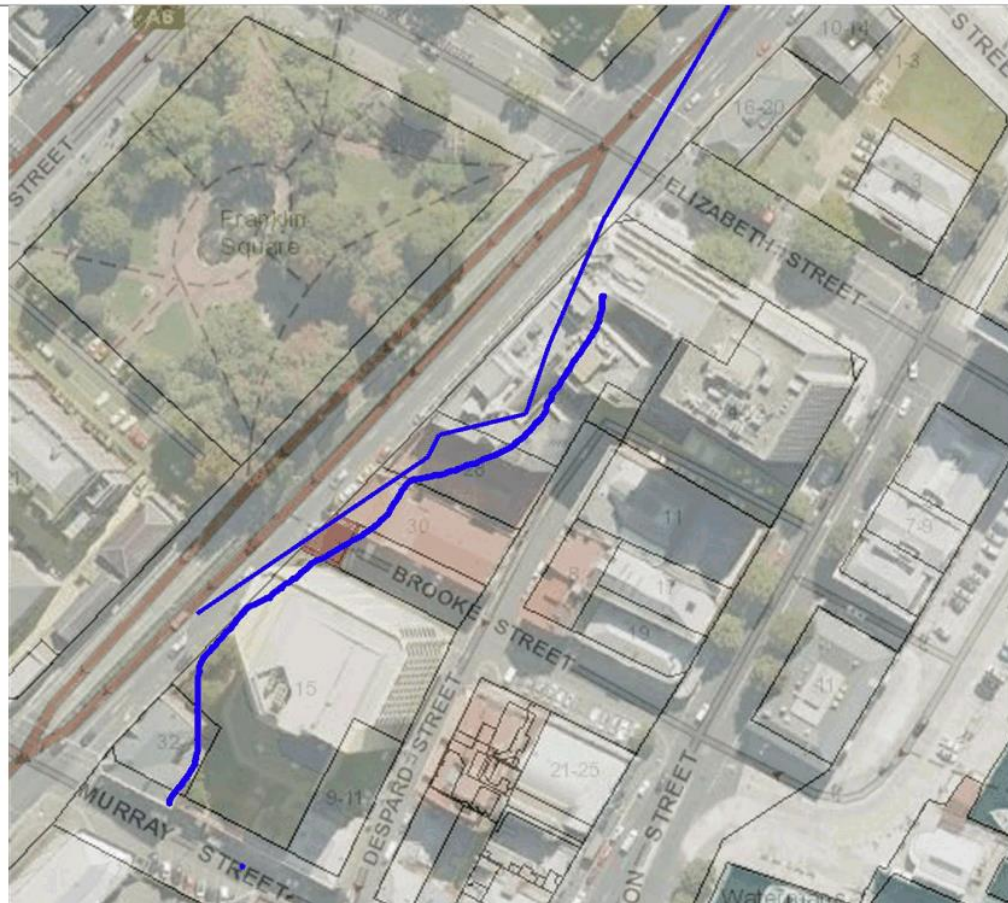
- The steps presumably formed an important secondary thoroughfare between the higher city ground and lower waterfront area.
- Probably around 1900 a sandstone retaining wall was built to formalise the edge of Davey Street (see Figure 4.14).
- It is probable that the steps were redeveloped in the 1920s in conjunction with adjacent development on either side.
- The current steps date from c1985 with the development of the adjacent Executive Building.

The following Figure depicts the key built features associated with the steps:



The following figure gives an indication of the relationship between the steps and the natural topography of the escarpment:

Figure 4.20 - Historical depictions of the line of the escarpment (blue) in relation to the subject site (red).



Whilst most early maps (as per those reproduced above) generally only depict the shoreline or high-water mark, a couple of these maps (namely DPIPWE Hobart 11 from the 1820s and Edgar's c1840) imply the distinct topographic change of the escarpment. This places the escarpment within the area of the steps. Note the accuracy of this depiction when compared to Figure 4.13 as it relates to 32 Davey Street.

5. Types of archaeological remains possible, likely disturbance and significance

Given the overview of historical development the subject site can be considered has having two distinct types of development based on the footprints of known historical development:

- **Remains of the earlier steps**
 - The current steps are certainly a different configuration to those known from c1920s-c1985 and on a different footprint. The earlier steps were against the north-eastern wall of the precedent of what is now 15 Murray Street (demolished c1985 – presumably the steps were demolished at the same time). It is likely however that the construction of the Executive Building would have largely removed or at least heavily impacted any remains of those steps.
 - It is possible that there is a different configuration of pre-1920s steps of which little/no detail is known and some remains of which *may* have survived – however it must be noted that the c1900 retaining wall (see Figure 4.14) would have largely impacted any earlier steps in its formalisation of the line of the escarpment. It is considered unlikely that any pre-1900 remains would exist on the river-side of the retaining wall.
 - Remains of the earlier steps are considered to be of some historical interest in demonstrating the early circulation patterns between the cove and higher city areas. Their potential to yield information as such is considered low.
- **Further remains of the Davey Street retaining wall**
 - A portion of the c1900 sandstone retaining wall to Davey Street is visible near 30 Davey Street. It is possible that the wall continues further westward (i.e. between the current stairs and Davey Street, and closer to the Executive Building).
 - Remains of the wall are likely to be of some historical interest as an early structure delineating the junction of cove and higher city areas and the evolution of Davey Street. Its potential to yield information as such is considered low.
- **Evidence of the natural form of the escarpment**
 - Given the close alignment of historical depictions of the line of the escarpment to the line of the Davey Street retaining wall, the ground behind the wall may have the potential to yield information about the natural form of the Sullivans Cove escarpment. It is not precisely clear however whether the line of the wall precisely follows the original line of the escarpment, or

whether the face of the escarpment was cut or filled to accommodate the wall. If it were cut then the potential to understand the historic face of the escarpment would be destroyed. If it were filled then that potential would remain, as would the potential to yield information on how the fill between the face of the escarpment and the wall was achieved.

- Any traces of the natural and historically present face of the escarpment would be of high significance in understanding the natural condition of that interface between the Sullivans Cove floor and the city and be a rare remnant of that natural feature. There are few locations along the original escarpment ridge which have not been largely diminished/destroyed by later development (See Figure 4.20), therefore this section is likely to be of heightened significance. Note however that any such evidence would be on the Davey Street side of the retaining wall, and not necessarily be associated with the stairs on the Brooke Street side of the wall.

6. Archaeological potential of the subject site

Given the overview of historical development presented here in Section 5, the understanding of the likely 'types' of archaeological remains discussed in Section 5 and consideration of the possible disturbance events, the following comments are relevant to distilling the actual archaeological potential of the subject site:

- The archaeological potential on the water-side of the Davey Street retaining wall is likely to be low, and limited to historical interest that may be attributable to remains of earlier forms of steps.
- It is considered very unlikely that there would be any intact or legible remnants of the Sullivans Cove escarpment on the water-side of the Davey Street retaining wall.
- There may be deeper archaeological remains (i.e. below the sub-base of current paving) which may yield information on earlier steps.

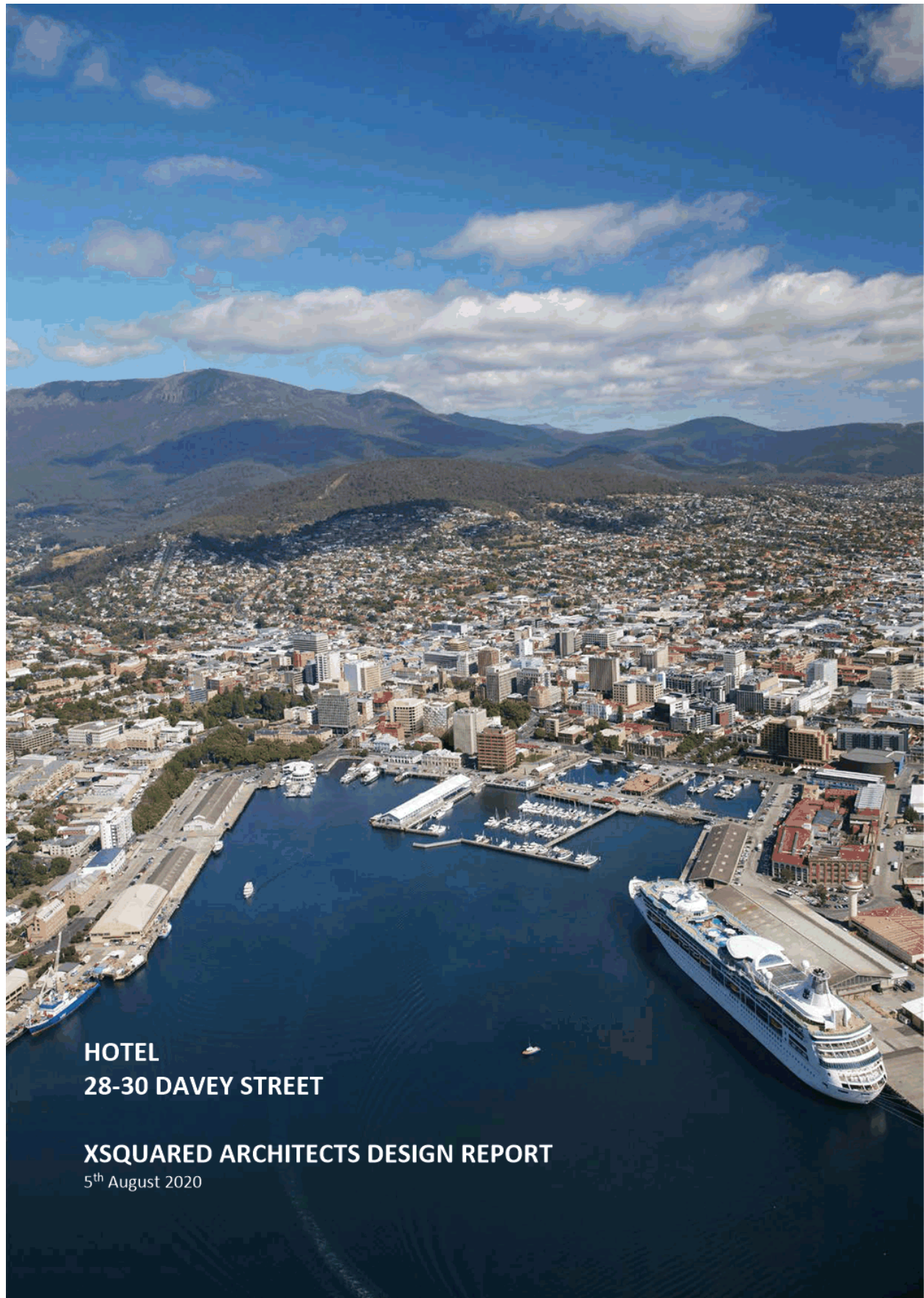
7. Recommendations

Although it is considered that any remains of the earlier steps do not have a particularly high archaeological potential, they may be of some historical interest and yield some information as to the configuration of such earlier stairways which might fill a gap in current knowledge of those structures.

Whilst the c1900 construction of the Davey Street retaining wall would have either obscured the natural edge of the escarpment if it were on the Davey Street side, or destroyed it if it were on the Brooke Street side, in either case any excavations on the Brooke Street side of that wall would not encounter any remaining natural face of the escarpment.

Accordingly, the following recommendations are made:

- That any works to the current steps, including demolition, does not require any archaeological input.
- That minor landscaping (e.g. to the planter boxes) does not require any archaeological input.
- Any major excavation (i.e. beyond routine maintenance of the planter boxes, or excavation to further investigate the presence of/or to expose the Davey Street wall) must be monitored by an archaeologist and any significant remains (e.g. remains of earlier stairs) must be managed in accordance with the Tasmanian Heritage Council's Practice Note 2 (*Managing Historical Archaeological Significance in the Works Application Process*), or other relevant industry standard. This also includes any excavation deeper than the sub-base of the current paving.



HOTEL
28-30 DAVEY STREET

XSQUARED ARCHITECTS DESIGN REPORT
5th August 2020

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1 Executive summary

This Development Application, lodged on behalf of Fragrance TAS-Hobart Pty Ltd, seeks approval for demolition of the existing buildings at 28-30 Davey Street and the construction of a new 5 star premium hotel on the site. The hotel will cater to the overall growth in tourism in Tasmania; the current shortfall in the number of hotel rooms in the City and State; and to burgeoning international tourist markets, set to dramatically expand, not least as a result of the increased capacity of Hobart International Airport since its runway extension was completed in 2017, and in anticipation of the reintroduction of international flights in the near future.

The proposal also encompasses the improvement of the public realm of Brooke and Despard Streets in the immediate vicinity of the proposal, at the developer's expense. These areas are run down and the opportunity to develop a much improved pedestrian environment, including a new generous public stair linking Davey Street to the waterfront, will provide substantially improved public amenity. These works also anticipate, and will help facilitate, a future subterranean link between the end of Brooke Street and Franklin Square should that project become a reality.

The proposal has been developed by Xsquared Architects and a team of specialist consultants who have addressed the planning, urban design, heritage, traffic, and servicing impacts of the proposal.

The hotel building has been carefully designed to provide the following attributes:

- the scale and proportions of the lower reaches of the hotel respond to each of the different contexts they face, with the Davey Street main façade comprising a grand portico and awning; the Brooke Street façade featuring a stone-clad façade where it abuts the "cliff line", but transparency where internal activity can be seen; and the Despard Street façade comprising a robust stone-clad finish appropriate to its more service-orientated functionality.
- upper level facades have a degree of reflectivity that also allows each to respond to its individual context (via reflection): Franklin Square on the Davey Street façade; the Executive Building on the Brooke Street façade; and the water of the Derwent on the Despard Street façade.
- Franklin Square will not be shaded by the proposal. In addition, due to the compatibility of the scale of the proposal with adjoining large buildings, and the relative slenderness of the proposal compared with its neighbours, there is only a small increase in shading within the wharf apron area at 3pm on the winter solstice. Significant parts of this area are already shaded as a result of the relatively narrow street pattern and relatively tall existing buildings, and in those areas there will be no increase in shading.
- the design provides substantial activation of the surrounding streets on the dual entry levels (Davey Street and Brooke/Despard Streets) through pedestrian movement related to both hotel activity and to co-located publicly accessible uses such as the included restaurant, and to entry/exit to other uses within the building such as the proposed conference facility, gym, spa centre and pool.
- the design allows for enhanced pedestrian connectivity, both via a new external public stair that replaces, and is a significant improvement on, the existing stair access at the end of Brooke Street; and through the hotel from Davey Street to Brooke/Despard Streets and vice versa which is envisaged as a second public access pathway.

In addition, the positive economic impacts of the proposed development are significant.

Considering the current and projected shortfall of visitor accommodation in Hobart and the known new hotel capacity proposed, particularly as it relates to the 5 star premium market, the capacity that this hotel offers is projected to be absorbed by market demand in the short term. The development will provide a number of significant benefits in terms of economic and civic amenity and is likely to encourage further investment which will itself help to support the anticipated increased number of visitors.

In addition to the positive attributes and economic benefits related directly to the hotel proposal, the Fragrance Group has committed to providing the following substantial additional community contributions as part of the total development:

- significant parts of the building at lower levels are cut away to open up views to the waterfront that are currently obstructed by the existing buildings on the site, and to facilitate a strong visual connection from Franklin Square across Sullivans Cove to the waterfront.
- it is intended that the development of the hotel will allow interpretation of key aspects of the site - the history of the site as part of the grounds of the original Government House, home from 1836 – 1843 to Lieutenant–Governor John Franklin and Lady Jane Franklin; interpretation of the history of the site as part of the grounds of the Risby timber yard, the foundation of the Tasmanian timber industry; and interpretation of the adjacent last publicly visible section of the ‘cliff line’ that originally formed the rear enclosure to the natural form of Sullivans Cove.
- a building design of the highest possible quality.

The design of the hotel achieves a balance between respecting the City’s heritage and adding to an evolving culture of buildings in the streetscape. It will enhance Hobart’s open space network and will help add much needed life back into a somewhat neglected part of the City. There are many aspects of the proposal that support the objectives of the Sullivans Cove Planning Scheme and we believe that the proposal will make a positive contribution to the Cove’s urban character and allow better presentation of its cultural heritage.

2 Context

2.1 The economic importance of tourism

As of 2015 tourism contributed around \$2 billion a year to the Tasmanian economy, which represents more than 8% of Gross State Product per annum¹. Tourism provides around 15,000 jobs for Tasmanians across the tourism, hospitality and related industries and a further 38,000 indirect jobs in sectors such as construction, insurance and professional services². A greater percentage of Tasmanians depend on tourism for their livelihood than residents of any other Australian State or Territory – tourism provides around 16.2% of all Tasmanian employment³ - and the development of facilities such as the Davey Street Hotel are extremely important in maintaining this economic lifeline for Hobart and the State more generally.

It is also important to be aware of the critically important role that Hobart plays in the Tasmanian tourism industry, with more than 80% of total visitors to Tasmania visiting, staying or passing through the Southern region based around Hobart⁴ - 959,400 individuals in 2016⁵. As such, the quality and capacity of facilities and the value of experiences provided in Hobart are critical to the tourist experiences of the vast majority of visitors to the State. In return, on average, each one of these tourists contributes \$196 per night into the Hobart economy for the duration of their stay in the City⁶ and they support a high proportion of all State-wide tourism-related employment in the Hobart region.

2.2 Demand for hotel accommodation in central Hobart

The target of the Tasmanian Visitor Economy Strategy 2015-2020, prepared jointly by the Tasmanian Government and the Tourism Industry Council Tasmania (TICT), is to grow annual visitor numbers to Tasmania to 1.5 million by 2020, and to thus generate visitor expenditure of around \$2.5 billion a year; greater capital investment; and more jobs.

The Hobart Accommodation Study, prepared by BDA Marketing Planning in 2014, when visitor numbers reached a then record 1.06m, identified that if Tasmanian visitation continued to grow at then current rates (which it broadly has), an additional 2000 hotel rooms would be required in central Hobart to meet this demand⁷. Since 2014 new hotel room capacity, either approved, under construction, or complete, and assuming that all approved projects proceed through construction to operation, will provide growth in capacity of only around 1000 rooms by 2020.

These developments include (room numbers approximate):

- Fragrance Group Hotel, Macquarie Street – 296 rooms
- MACq01 Hotel, Hunter Street – 114 rooms
- Movenpick Hotel, Elizabeth Street – 221 rooms
- Crowne Plaza Hotel, Liverpool Street – 235 rooms
- Vibe Hotel, Argyle Street – 142 rooms
- Marriott Hotel, Davey Street – 152 rooms

¹ Tourism Fast Facts 2015, Tourism Tasmania

² State Tourism Satellite Accounts 2013-2014, Tourism Research Australia

³ State Tourism Satellite Accounts 2013-2014, Tourism Research Australia

⁴ Tasmanian Visitor Survey 2016, Tourism Tasmania

⁵ Tasmanian Visitor Survey 2016, Tourism Tasmania

⁶ Tasmanian Visitor Survey 2016, Tourism Tasmania

⁷ Accommodation Supply Analysis in the Hobart and Greater Hobart Region 2014, BDA Marketing Planning

To reiterate, these significant developments still only represent just over 50% of the anticipated increased hotel room demand in central Hobart. This shows that there remains a significant unfulfilled need for an increase in appropriate visitor hotel accommodation. And this position is supported by data which shows a clear trend towards increasing accommodation occupancy levels: over the three years 2013 – 2015, average annual occupancy levels across Tasmania increased from 67% to 74%⁸. More particularly, Hobart experienced a 40% growth in the number of visitor nights stayed over the same period⁹ and now experiences critical hotel accommodation shortfalls. For example, occupancy rates in Hobart in February 2015 were at 91.4%¹⁰ and in February 2016 at 96%. For visitors on the ground in Hobart this means that they may experience significant difficulty in finding suitable accommodation when they need it. Clearly, for a State in which tourism is so important, this is an untenable situation. Even during the winter months of June, July and August Hobart occupancy rates sit between 65% and 70%¹¹.

2.3 The Fragrance Group in Hobart

The Fragrance Group has already completed the 296 room hotel development in Macquarie Street (Ibis Styles) and the 221 room hotel development in Elizabeth Street (Movenpick).

The Ibis Styles Hotel is Hobart's largest hotel (by number of rooms) and caters to the 3-3½ star tourist market. As such it addresses a particular shortfall in accommodation suited to tour groups and those seeking mid-price accommodation. Notwithstanding this, it has credentials that far exceed almost all other hotels in this market across Australia, including:

- 5 star Green Star environmental certification. This represents a first for any hotel in Australia, with only one other hotel in the country achieving Green Star certification (and then only at the 4 star level)¹², and makes it one of Australia's leading hotels from an environmental sustainability perspective.
- an elevated 25m swimming pool with associated sauna centre and gym, which provides an almost unprecedented level of amenity for a hotel in its market, and for the Hobart market more generally.
- the capacity to cater for large block bookings for conference, convention or exhibition purposes, in which there is an identified under-provision of capacity in Hobart.

The Movenpick Hotel caters to the 4 star tourist market. As such it addresses a particularly valuable sector of the tourist market with high per head expenditure, and its location in the Hobart CBD will ensure that these guests have direct access to the retail opportunities of the Hobart CBD.

The Fragrance Group is keen to make further investments in Hobart to complete a suite of hotel properties that cater respectively to the 3-3½ star market (complete); the 4 star (complete); and the 5 star market. The Davey Street Hotel is the Group's proposal to cater for the 5 star market. Overall, the Ibis Styles Hotel, the Movenpick Hotel and this current proposal would represent an investment of more than \$120m into the Hobart economy via direct and indirect employment during construction and then, on an on-going basis, an additional substantial additional economic stimulus during operation.

The suite of developments will also assist in meeting identified current and future hotel accommodation needs in Hobart and it is intended that the developed properties will undertake extensive marketing to

⁸ Hotel Occupancy Report 2015, Tasmanian Hospitality Association

⁹ Tasmanian Visitor Survey 2015, Tourism Tasmania

¹⁰ Tourist Accommodation, Tasmania, 2014-2015, Australian Bureau of Statistics

¹¹ Tourist Accommodation, Tasmania, 2014-2015, Australian Bureau of Statistics

¹² <http://new.gbca.org.au/news/gbca-media-releases/geocons-abode-hotel-woden-certified-australias-first-green-star-hotel/>

significantly grow visitation to Tasmania in their own right, independent of the promotion of the state by the Tasmanian Government, Hobart City Council and other operators.

2.4 How Hobart will benefit

2.4.1 City infrastructure improvements

The Davey Street Hotel would provide a meaningful addition to the City. As such we have reviewed how it might best fit into and make a positive contribution to the infrastructure of the City. Key findings of that review, and how the Fragrance Group could contribute to achieving these contributions, are outlined below.

2.4.1.1 Connection between Franklin Square and Sullivans Cove

An oft-stated ambition for the City of Hobart, including within the SCPS, is to better connect the CBD with Sullivans Cove, and we are aware that Council commissioned a report on improved 'CBD to Cove' connectivity options. The 'Hobart Waterfront Urban Design Framework' (HWUDF) identified Brooke Street as offering the potential for complimentary connectivity to that provided by the Murray Street, Elizabeth Street and City Hall axes at this location, and the potential and desirability of this linkage is discussed in more detail in section 4 'Urban Design Objectives' below.

Amongst the options considered to achieve this connectivity during the early stages of project design investigation, one was a bridge across Davey Street from Franklin Square, linking it to Brooke Street and thence to the Hobart waterfront. After detailed discussions with Council officers, encompassing issues of archaeology, heritage, traffic, the ability to achieve an acceptable legal property framework, disability access, and others, and the recommendations of the 'CBD to Cove' report, further investigation of this option has not been pursued.

Another option considered during the early stages of project design investigation was a tunnel connection under Davey Street into the end of Brooke Street, rather than a bridge over it – see Figure 1. After detailed discussions with Council officers, encompassing issues of archaeology, heritage, traffic, the ability to achieve an acceptable legal property framework, disability access, and others, and the recommendations of the 'CBD to Cove' report, further investigation of this option has also not been pursued. Notwithstanding this, the current proposal is conducive to the future development of such a link and indeed, with the replacement of the existing stair at the end of Brooke Street, helps to facilitate it.

We note, notwithstanding the pursuit or otherwise of a fixed connection across or under Davey Street, that the proposal includes much improved connectivity across the 'cliff line' at the edge of Davey Street, with the proposed new external public stair making for a much more attractive and accessible means of pedestrian access and the proposed hotel itself containing a significant proportion of floor area dedicated to general, including public, circulation, particularly between the entry at Brooke Street level and the main Entry Foyer off Davey Street, which are linked by escalators (and lifts, including public access lifts).

The combination of the new stair and public access to a pathway through the proposed hotel will provide a much improved means of mid-block pedestrian transit from the Cove to Davey Street compared with the existing external steps at the end of Brooke Street, irrespective of any further linkage deeper into the CBD.

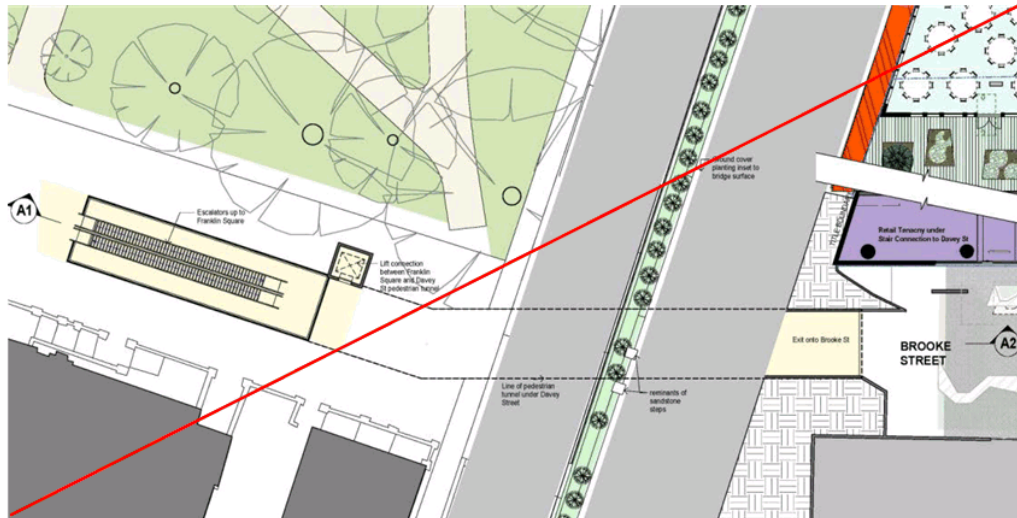


Figure 1 – proposed tunnel link between Franklin Square and Brooke Street – early stage concept sketch - not part of this planning application

2.4.1.2 Improvements to Brooke Street

Brooke Street has the capacity to be part of the vibrant Salamanca Place/Hobart waterfront “scene” but it suffers from a lack of connectivity and a lack of activity, especially in that part which runs from Despard Street into the virtual dead end at the junction with Davey Street, adjoining the site of the proposed Davey Street Hotel. This proposal assists with the improvement and upgrading of this part of Brooke Street.

Amongst the options investigated to facilitate this improvement, a design intervention comprising the following key features was considered valuable, and is included in the current proposal:

- a generous new flight of steps with large landings to link Brooke Street with Davey Street and which would replace the existing narrow steps at the end of Brooke Street and provide a better link between Brooke and Davey Streets. The landings would offer opportunities for interpretation of the cultural significance of this site, and particularly of the ‘cliff line’, the last significant exposed portion of which occurs below Davey Street in this location. Please note the use of the term ‘cliff line’, which is used specifically to describe the rock face to the back of the greater Sullivans Cove apron in the ‘Sullivans Cove Planning Review’ (SCPR) document. A more detailed description of the distinction between this ‘cliff line’ and the ‘Wall’ of the Cove (about which there is sometimes some confusion) is made in Section 4.2.1 ‘The setting’ below.
- removal of the existing inferior steps at the end of Brooke Street and rehabilitation of the ‘cliff line’ to make it more amenable to cultural interpretation and to showcase it better (as the last significant publicly accessible portion) than it is presently.
- new paving that is both more interesting than the existing surface; more compatible with the desired surface finishes within the Cove, such as those recently laid along Morrison Street; and which will provide a continuous disability path of travel along the length of Brooke Street.
- new seating and lighting.
- removal of existing parking, which is not compatible with a pedestrian activity area.
- construction of a new high level partial street canopy to provide year-round weather protection to this area of the public realm.

After detailed discussions with Council officers, encompassing issues of heritage, traffic, public amenity, disability access, and others, we have obtained landowner consent from Council to include these improvements in this planning application, and they form part of this submission. See Figure 2 for an impression of how these improvements would manifest in Brooke Street.



Figure 2 – proposed improvements to Brooke Street adjacent to the proposed new hotel

2.4.1.3 Interpretation of cultural heritage

Development of the proposed Fragrance Group Davey Street Hotel will allow interpretation of key historical aspects of the site at 28-30 Davey Street which are currently poorly promoted. The site has an interesting and varied history, including its forming part of the grounds of the original Government House, home from 1836 – 1843 to Lieutenant-Governor Franklin and Lady Jane Franklin, and its subsequent use as part of the grounds of the Risby timber yard, which laid the foundations of the Tasmanian timber industry.

As noted above, a generous new flight of steps with large landings to link Brooke Street with Davey Street will not only provide a better link between those Streets, but the landings along that stair will offer good opportunities for interpretation of the cultural significance of this site, and particularly of the 'cliff line', the last significant exposed portion of which occurs below Davey Street in this location.

3 The site

3.1 The site

The development site comprises 28 Davey Street (CT 223045-1) and 30 Davey Street (CT 229936-1) – refer Figure 3. These titles would be adhered as part of the development process.



Figure 3 – aerial photograph of the site at 28-30 Davey Street – site outlined in red (source: the List)

Historically the site at 28-30 Davey Street formed part of the grounds of the 'old' Government House and later part of the site of the Risby timber yard. More recently, 28 Davey Street was developed as a fruit packing and storage facility and 30 Davey Street as a News Limited editorial and production facility. Parts of both of the 1923 and 1936 buildings that fulfilled these uses remain but they have been substantially modified and are not deemed suitable for re-conversion or re-use. The site is however extremely well located for hotel use, benefitting from fantastic close and distant vistas; proximity to many local tourist attractions including Sullivans Cove, Salamanca Place, PW1, the Hobart CBD, and TMAG; and access to ferry piers.

The site is not identified as a place of Cultural Heritage Significance – refer Figure 4 - but it is adjacent (as defined by the SCPS) to listed places comprising the former Gibsons Mill at 8 Brooke Street and the former City Mill at 11 Morrison Street (labelled 5 in Figure 4), the Hobart Council Centre at 16 Elizabeth Street (labelled 36 in Figure 4), Franklin Square (labelled 37 in Figure 4) and the Treasury buildings at 80 Macquarie Street (labelled 61 in Figure 4).

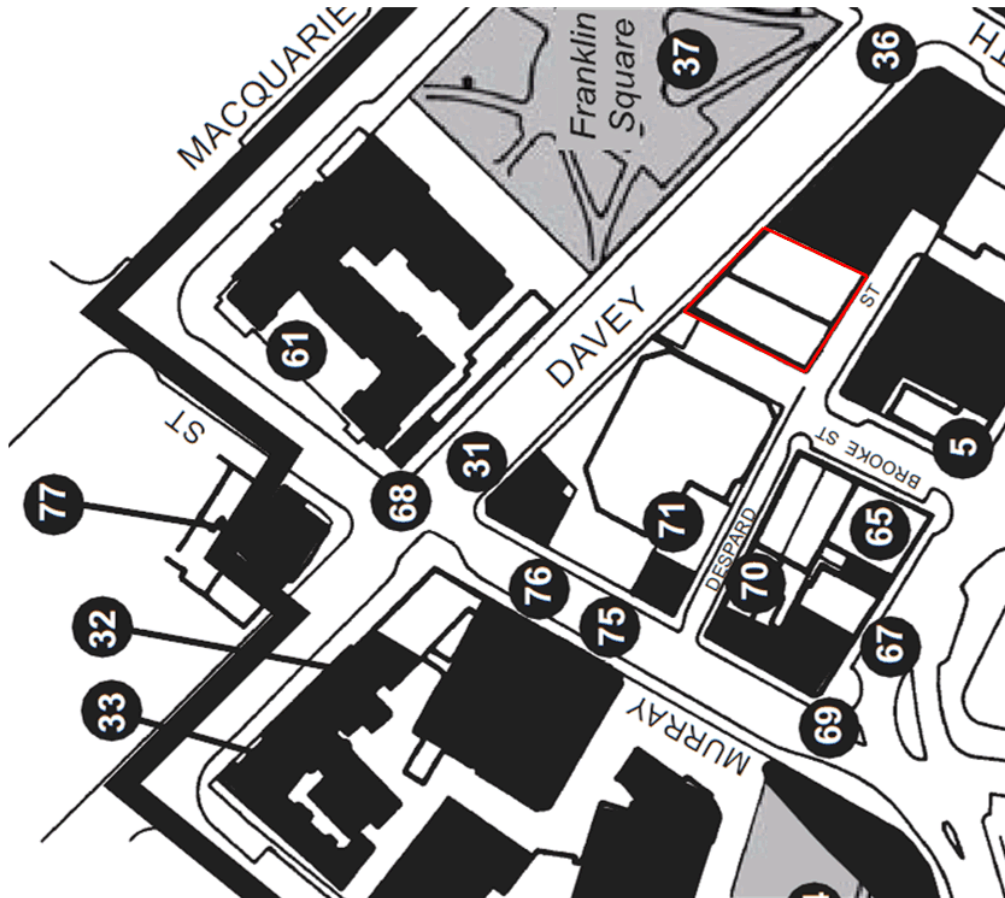


Figure 4 – Places of Cultural Significance – site outlined in red (source: Sullivans Cove Planning Scheme 1997)

The site is not identified as a place of Archaeological Sensitivity – refer Figure 5 - but the adjoining site of the 'cliff line' at the end of Brooke Street (labelled 10 in Figure 5) is.



Figure 5 – Places of Archaeological Sensitivity – site outlined in green (source: Sullivans Cove Planning Scheme 1997)

3.2 Contamination

There is no evidence of site contamination. In any case the proposed development anticipates both the removal of the existing buildings on the site, and the excavation of the site footprint, which it is anticipated will allow for appropriate elimination of any contamination should it be present.

4 Urban design objectives

4.1 Introduction

There exist a number of useful (if dated) documents that are of some relevance to this proposal and which discuss the urban design ambitions for Sullivans Cove from the last 30 years or so in some detail. Of these, only the Sullivans Cove Planning Scheme has any statutory authority, but that does not diminish the useful thinking about the Cove included in the others. They include, in chronological order:

- The Sullivans Cove Planning Review (SCPR), 1991, by the Sullivans Cove Development Authority
- The Sullivans Cove Planning Scheme (SCPS), 1997
- Hobart Waterfront Urban Design Framework (HWUDF), 2004, by the Tasmanian Government, Hobart Ports Corporation, and the Hobart City Council
- Sullivans Cove Urban Design Challenges, undated presentation c.2006, by Barrie Shelton
- 'Views – Experiencing Sullivans Cove – Considering the spatiality of Sullivans Cove, as a foundation to assessing visual impact', 2011, by Leigh Woolley

All of these documents (and others) have been referred to in the development of key urban design principles with relevance to development of the site at 28-30 Davey Street. In doing so it is useful to clarify the relationship between the documents listed above. The statutory planning instrument – the Sullivans Cove Planning Scheme 1997 – was heavily influenced and informed by the Sullivans Cove Planning Review of 1991, with Barrie Shelton the key author of the urban design components of the SCPR document. The SCPR sets out proposed urban design principles that have been useful in establishing urban design principles for the site at 28-30 Davey Street, perhaps more so than the necessarily more planning-focussed SCPS.

Where the SCPR preceded the SCPS, the HWUDF was written after the SCPS had been established, and although the scope of the document is theoretically limited to sites owned by the document's sponsors (the Tasmanian Government, Hobart Ports Corporation, and the Hobart City Council), and therefore has no direct applicability to the site at 28-30 Davey Street, it actually speaks broadly about urban design structures that are relevant to development across the entire Cove. The document itself describes its scope as being "only to revisit principles established in the Review or planning scheme where circumstances have changed or there is a need to respond to matters that were beyond the scope of these earlier documents ... it is a ... new strategic layer to earlier work"¹³. One particular area where it adds new thought to that embedded within the SCPR and SCPS, is in relation to the identification of a number of key axial corridors within the Cove, and we consider that these have significant value in informing an assessment of key urban design principles with relevance to development of the site at 28-30 Davey Street. Again Professor Barrie Shelton was involved in the preparation of this document, this time as the lead author.

It is in the light of Professor Shelton's long-standing involvement with analysis of the urban design of Sullivans Cove that his presentation from c. 2006 is of interest because, in a succinct format, it gives an insight into the broader thinking behind the SCPR and the HWUDF, particularly in relation to the challenges facing the Cove as the ambitions of preserving its integrity and of facilitating its further development come together.

Adopting therefore key relevant themes from the documents referred to above, the key urban design principles that are important in any consideration of the proposal, and which have guided the development of the proposal, are outlined in more detail below.

¹³ Hobart Waterfront Urban Design Framework, 2004

4.2 Principles

4.2.1 The setting

Much recent thought about the remarkable setting of Sullivans Cove has focussed on the “dramatic amphitheatre”¹⁴ that it sits within. As articulated in the SCPR this extends from the water of the Cove itself; across the (largely manmade) wharf apron; up to “the Wall”¹⁵ of buildings that form an enclosing edge to the main open space of the Cove; and then up to the natural cliff line which, before colonial settlement, formed the backdrop to a natural beach. Beyond these components of the Cove lie the neighbouring districts of Battery Point, the City and the Domain; suburban hills; higher elevation naturally-vegetated hills; and finally kunanyi/Mount Wellington presiding over the visible part of the Wellington Range. This sequence of spaces has been illustrated frequently, for example in the SCPR – refer Figure 6 - and in such subsequent documents as the ‘Final Draft Site Development and Conservation Plan – Princes Wharf Nos. 1 and 2’, 2000, by Barrie Shelton and Leigh Woolley.

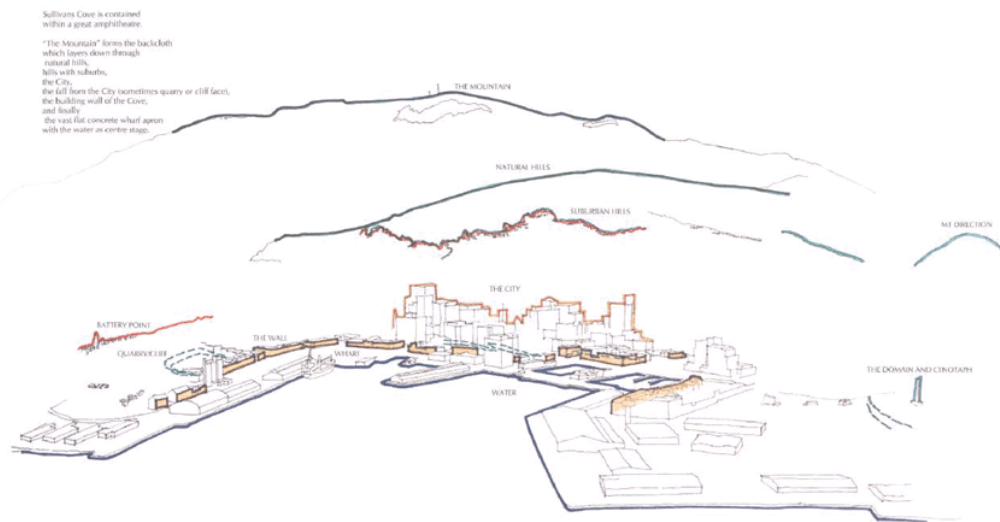


Figure 6 – A diagram of the setting of Sullivans Cove illustrating the ascending features of that setting, namely the water plane; the Cove floor; the ‘Wall’; the ‘cliff line’; neighbouring districts; suburban hills; naturally-vegetated hills; and the Wellington Range (source: ‘The Sullivans Cove Planning Review’, 1991)

It is interesting and important to note the distinction made in the SCPR of 1991 and the SCPS of 1997 between “the Wall” or “the Wall of the Cove” representing the wall “of buildings which form an enclosing edge about the Main Space of the Cove”¹⁶, or, equally, the “concept of a continuous built wall comprised of a number of building facades, which mark the edge of the Cove Basin with the flat fill surface of Sullivans Cove”¹⁷, or, equally, “the strong building edge which provides the containment of the Main Space and is a line of change between water (actually the Cove floor) and City”¹⁸ as illustrated in Figure 7 and “the Wall” as described elsewhere in the SCPS, and in other documents, as “the topographic sense of wall (cliff, quarry)”¹⁹

¹⁴ Sullivans Cove Planning Review, 1991, Sullivans Cove Development Authority, p.25

¹⁵ *ibid*

¹⁶ Sullivans Cove Planning Review, 1991, Sullivans Cove Development Authority, p.25

¹⁷ Sullivans Cove Planning Scheme, 1997 (as revised), p.87

¹⁸ Sullivans Cove Planning Review, 1991, Sullivans Cove Development Authority, p.43

¹⁹ Sullivans Cove Planning Scheme, 1997 (as revised), Figure 6

and which is illustrated at Figure 6 'The Wall of Sullivans Cove' in the SCPS and which is included here at Figure 8.

To avoid confusion this submission uses the term "Wall" specifically to describe the wall "of buildings which form an enclosing edge about the Main Space of the Cove"²⁰ and the term "cliff line" (which is a term used specifically for this purpose in the SCPR) to describe the rock face to the back of the greater Sullivans Cove apron, whether natural or altered.

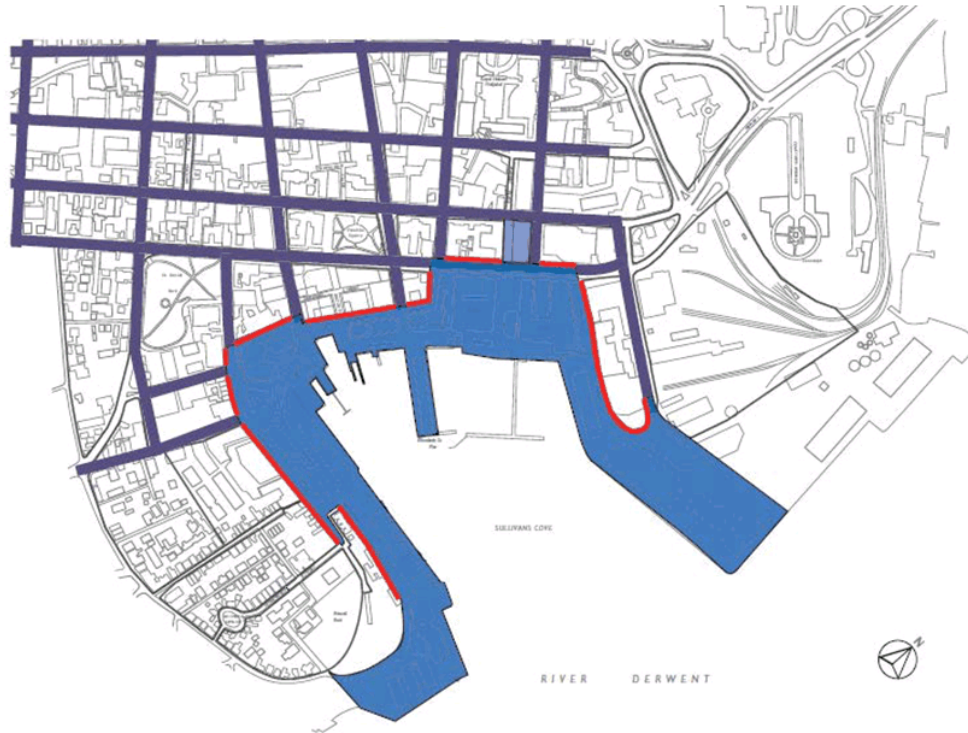


Figure 7 - The Cove "wall" (indicated in red), representing the "Wall" of buildings which enclose the wharf apron of the Cove as described in the SCPR and elsewhere in the SCPS (source: 'Hobart Waterfront Urban Design Framework', 2004)

²⁰ Sullivans Cove Planning Review, 1991, Sullivans Cove Development Authority, p.25

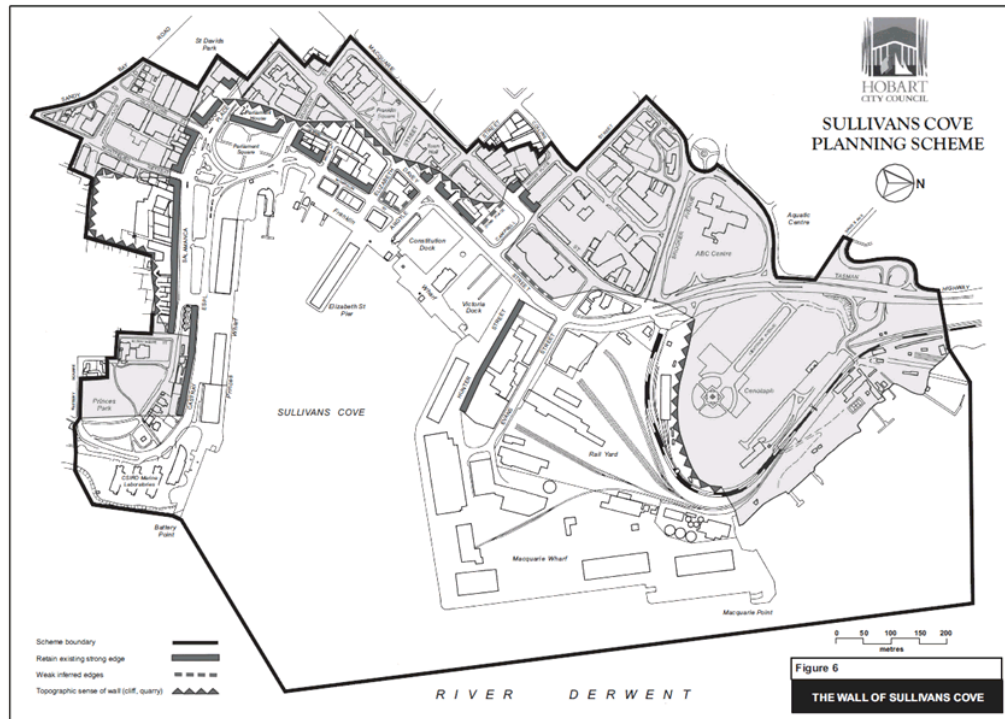


Figure 8 – An illustration of the “Wall”, more correctly called the ‘cliff line’, of Sullivan's Cove, representing the natural and/or the quarried, that is, anthropogenically altered, rock face to the back of the greater Sullivan's Cove apron (source: ‘Sullivan's Cove Planning Scheme’, 1997)

The important thing is the reading of the amphitheatre within which the City resides. This is envisaged in the SCPR when it articulates the ambition that “within the Cove, the aims shall be ... to intensify urban development on the Cove side of the CBD in order to extend the backcloth of city buildings”²¹.

The location of the proposal well behind the ‘the Wall’, and yet in amongst a group of larger buildings, namely the Hydro Building, the HCC Building, the Marine Board Building (in front) and the Executive Building (behind), being precisely the intensification of urban development on the Cove side of the CBD called for in the SCPR, also provides exactly the extension to the “backcloth of city buildings” that contributes to a reading of the form of the foreground of the Cove as being different from the development of the City behind it, the front edge of which development is articulated by ‘the Wall’. The presence of the proposed Davey Street Hotel therefore helps to reinforce the distinction between the flat foreground plane comprising the water of the Cove and the wharf apron, and the enclosing ‘Wall’ of buildings and the natural cliff line which, before colonial settlement, formed the backdrop to the natural beach of the Cove.

Perhaps more importantly yet than the function the proposal serves to reinforce the amphitheatre distinctions immediately around the waterfront of the Cove, its location well to the side of the primary view from Hunter Street across the CBD to kunanyi/Mount Wellington means that the relationship between the Cove and the ultimate backdrop of kunanyi/Mount Wellington is not obstructed. It is worth noting that development along the “Macquarie Ridge”, especially tall development, will tend to crowd out this foreground-to-ultimate-backdrop view far more than the current proposal. These key features of the location and form of the proposal are illustrated in Figure 9.

²¹ Sullivan's Cove Planning Review, 1991, Sullivan's Cove Development Authority, p.27



Figure 9 - concept sketch showing how the location of the proposed hotel, situated amongst other tall buildings within the Cove, reinforces the built backdrop to the foreground of the Cove water plane and wharf apron and does not obstruct the longer view across this foreground to kunanyi/Mount Wellington

4.2.2 The image of the Cove

Our mental picture of the Cove can be very powerful and probably tends to be coloured by our relatively brief and contemporary knowledge of it. As Professor Barrie Shelton has noted however “people think of the Cove as a heritage place but it has also been a place of continuous change”²². This truism is also reflected in the SCPR, which states that the “forms of the Cove represent every era of its historic development from its birthplace as the Capital City of Tasmania, its social and economic importance as a working Port and more recently its increasing importance as a community and tourism focus”²³. It is appropriate therefore that it should continue to do so, with exemplary buildings from current times such as the Parliament Square development and the current proposal able to represent contemporary architecture and contemporary land use patterns within the Cove.

Some of the most recognised images of Tasmania are in the Cove, and yet iconic new buildings can contribute positively to the image of an historic place. It is important to be aware that high quality modern buildings do not, *per se*, detract from their historic setting and that they can bring a new complimentary dimension to the perception of those places via counterpoint.

4.2.2.1 Views

Views are one of the primary contributors to the image of a place not least because, in the case of Sullivans Cove, they are quite dramatic. Because of the importance of these views to the image of the Cove, the

²² Sullivans Cove Urban Design Challenges, undated presentation c.2006, Barrie Shelton, p.2

²³ Sullivans Cove Planning Review, 1991, Sullivans Cove Development Authority, p.71

HWUDF established principles for how buildings within the Cove should be sited, such that they enhanced these view lines, in particular views:

- across the floor of the Cove.
- from within the Cove to surrounding landmarks.
- from surrounding vantage points (Franklin Square, The Cenotaph, Battery Point).

The SCPR goes further, and suggests which of the generalised view lines subsequently identified in the HWUDF are the most important: “corridor views or vistas between buildings, along streets, and through trees which then focus on the Cove ... are an important part of the image of the Cove. Some form the important visual connections between the Cove and the City Centre, namely Murray, Elizabeth, Campbell and Argyle Streets. The vistas from parts of the City and its surrounds to the water and the working Port provide, at times, spectacular scenes of continually changing large and small ships ... and the built up and bare hills of the Eastern Shore beyond. The vistas out from the Cove focus on urban landmarks, such as the Cenotaph, St. Georges and St. Davids towers, GPO, suburban and natural hills and Mount Wellington. Views into, and out of, and within the Cove including panoramas from the water, headlands and other elevated locations are all part of the experience of the Cove. Important multidirectional views are those out of Franklin Square, from the Central Docks, Princes Park, the Cenotaph and the water edge such as Macquarie Point, Macquarie Wharves, Elizabeth Street Pier and CSIRO”²⁴. A diagram illustrates these key views and is reproduced at Figure 10, and each of these key views, along with others that have been identified in Leigh Woolley’s ‘Views – Experiencing Sullivans Cove – Considering the spatiality of Sullivans Cove, as a foundation to assessing visual impact’ document, and in Praxis Environment’s ‘Historical Context, Area Conservation Policy and Heritage Impact Assessment’ document (included at Appendix A) – refer to Figure 38 - are discussed in more detail below. None of the key vistas and views within, across, into, or out of the Cove identified here will be affected by the proposal.

²⁴ Sullivans Cove Planning Review, 1991, Sullivans Cove Development Authority, p.71

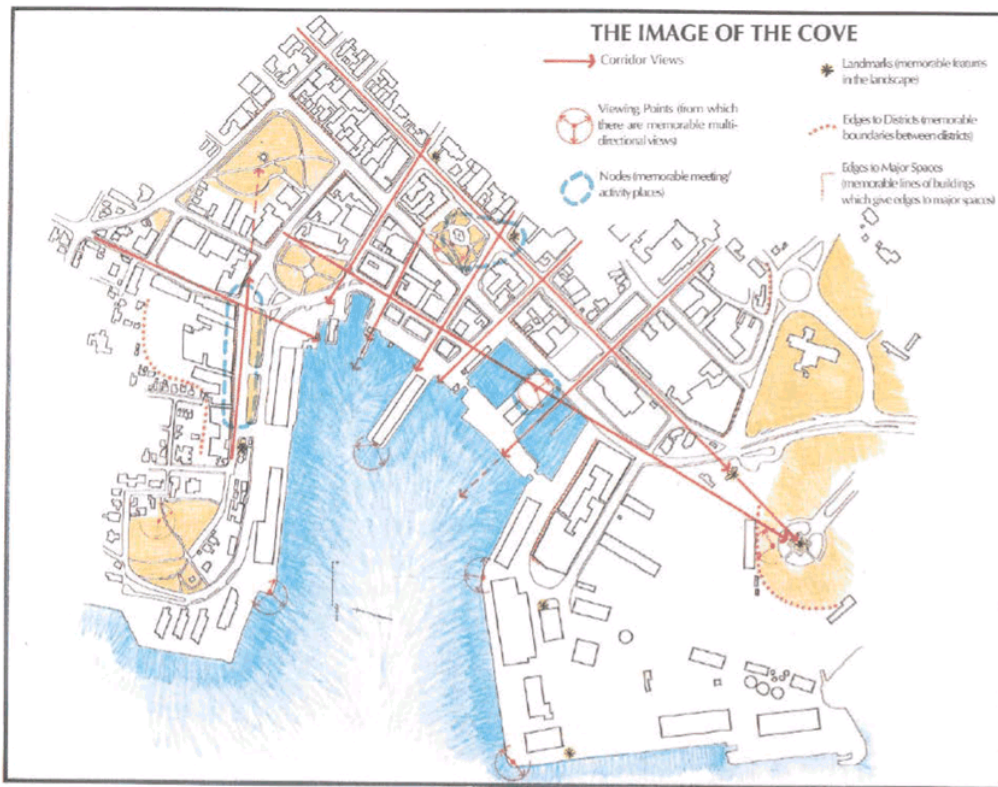


Figure 10 – corridor views that help define the “image” of the Cove (source: ‘The Sullivans Cove Planning Review’, 1991)

4.2.2.1.1 The Cove Floor (views from within the reclaimed space of the Cove)

- 4.2.2.1.1.1 Parliament House Forecourt to the Cenotaph (corridor view) and, more generally, from Salamanca Place along the alignment of Morrison Street (forming the back of the Main Space, with the Wall on one side) to the Cenotaph (corridor view)

This key view from the Parliament House Forecourt/Gardens north-east along Morrison Street, through to the Cenotaph and the Domain headland – refer to Figure 11 – has been described thus: “A sequential alignment and a defined view-line, experienced continuously within the street space, allowing orientation progressively along Morrison Street. The ground line of the headland and Cenotaph lawns remains apparent, confirming the ‘natural rise’, thus defining the floor of the Cove. The layered view through to the vegetated hillsides of the eastern shore is progressively revealed to the north-east, while south-west the sandstone walls of the former Customs House provide civic counterpoint”²⁵.

The proposal has no impact on this view.

²⁵ ‘Views – Experiencing Sullivans Cove – Considering the spatiality of Sullivans Cove, as a foundation to assessing visual impact’, 2011, Leigh Woolley, p.6



Figure 11 – view from the Parliament House Gardens to the Cenotaph and beyond to the eastern shore (source: 'Views – Experiencing Sullivans Cove' by Leigh Woolley)

4.2.2.1.1.2 Franklin Wharf to Dunne Place, Market Place and Collins Street

This key view – refer to Figure 12 - has been described thus: "This alignment incorporates the earlier water-course and outflow of the Hobart Rivulet where it drained into the Cove. It has also been termed the City Hall Axis. It now provides a deep planar space across the Cove floor effectively linking the concrete aprons of the port, across Dunne Place adjacent to TMAG with the central city blocks across Macquarie and along Market Place. Note the views across Dunne Place to the alignment of buildings within Market Place (especially the Hope and Anchor on the corner of Macquarie St) and the planar extension through to Collins Street and the RHH"²⁶.



Figure 12 – view from Franklin Wharf to Dunne Place and beyond to Market Place and the RHH (source: 'Views – Experiencing Sullivans Cove' by Leigh Woolley)

²⁶ 'Views – Experiencing Sullivans Cove – Considering the spatiality of Sullivans Cove, as a foundation to assessing visual impact', 2011, Leigh Woolley, p.7

Note that the Hope and Anchor Tavern is largely obscured behind trees, the removal of which and the lowering of the ground plane in Dunne Place would do more to assist this reading of the Cove and of the historic outflow of the Hobart Rivulet than anything else.

The proposal has no impact on this view, being located too far to one side (out of frame to the left in Figure 12).

4.2.2.1.2 Primary Street views

4.2.2.1.2.1 Campbell Street to Franklin Wharf (corridor view)

This culmination of this key view within the Cove – refer to Figure 13 - has been described thus: “The Kings Pier Marina extends the implied alignment of the Rivulet outfall (City Hall Axis) to the south-east. It assists appreciation of the water-plane of the Cove floor, while allowing deep prospects across the harbour”²⁷.

The proposal has no impact on this view, being located too far to one side (it is very well out of frame to the right in Figure 13).



Figure 13 – view down Campbell Street to the Cove floor, water plane and harbour beyond (source: ‘Views – Experiencing Sullivans Cove’ by Leigh Woolley)

4.2.2.1.2.2 Argyle Street to Elizabeth Street Pier (corridor view)

This key view – refer to Figure 14 - has been described thus: “In Argyle Street near the Macquarie Street intersection, the subtle rise from the Cove floor can be appreciated, while the alignment of wharf buildings

²⁷ ‘Views – Experiencing Sullivans Cove – Considering the spatiality of Sullivans Cove, as a foundation to assessing visual impact’, 2011, Leigh Woolley, p.9

gesture to the embracing landform of the Cove. This is particularly so along its southern edge where the building scale links to the distant Droughty Hills”²⁸.

The proposal has no impact on this view, being located too far to one side (it is very well out of frame to the right in Figure 14).



Figure 14 – view down Argyle Street to the Cove floor and the eastern shore beyond (source: ‘Views – Experiencing Sullivans Cove’ by Leigh Woolley)

4.2.2.1.2.3 Elizabeth Street to Elizabeth Street Pier (corridor view)

This view aligns with one of the primary pedestrian circulation routes between the CBD and Sullivans Cove, so is of significant visual interest to visitors as it may represent one of the first “images” of Sullivans Cove that they experience.

The proposal has no impact on this view, being located too far to one side, much closer to Murray Street than to Elizabeth Street.

4.2.2.1.2.4 Murray Street to ‘New Wharf’ and Castray Esplanade (corridor view)

The key Murray Street view allows a visual connection to the Ordnance Store along Castray Esplanade, and on to the Howrah/Rokeby Hills beyond – refer to Figure 15. At close proximity (as illustrated in Figure 15) the proposal has no impact on this view, being located too far to one side (it is well out of frame to the left in Figure 15). Heritage consultants Praxis Environment have investigated the potential for an impact within this view however from further back in Murray Street, closer to the junction with Macquarie Street, but with this potential impact not on the key Murray Street view itself, but as a result of the proposal potentially

²⁸ ‘Views – Experiencing Sullivans Cove – Considering the spatiality of Sullivans Cove, as a foundation to assessing visual impact’, 2011, Leigh Woolley, p.16

forming a backdrop to the Treasury buildings. However, the proposal is not visible from this vantage point – refer to Figure 16.

The proposal has no impact on this view therefore.



Figure 15 – view down Murray Street towards the Cove floor (obscured) and the eastern shore beyond, with the Ordnance Store visible over the roof of PW1 (source: 'Views – Experiencing Sullivans Cove' by Leigh Woolley)



Figure 16 – view down Murray Street from the junction with Macquarie Street, which represents the most likely vantage point on the Murray Street axis, also featuring the Treasury Buildings, showing that the proposal is not visible

4.2.2.1.2.5 Macquarie Street to the Cenotaph (corridor view)

The key views down Macquarie Street to the Cenotaph and beyond to the largely undeveloped hills of the eastern shore – refer to Figure 17 - provide landform scale, spatial depth and characteristic urban counterpoint.

The proposal has no impact on this view, being located too far to one side (it is very well out of frame to the right in Figure 17).



Figure 17 – view down Macquarie Street towards the Cenotaph and the eastern shore beyond (source: 'Views – Experiencing Sullivans Cove' by Leigh Woolley)

4.2.2.1.3 Secondary Street views

- 4.2.2.1.3.1 Franklin Square down Brooke Street to Brooke Street Pier and 'New Wharf' (corridor view) and also from the Cove floor back up Brooke Street to the Treasury Building

The key view down Brooke Street – refer Figure 18 - has been described thus: "Public linkways down the escarpment separate the generally multi-dimensional nature of movement on the Cove floor, from the defined street grid beyond ... Views from Franklin Square, as the principal public square and elevated space of the colonial town, are important for orientation and in appreciating the history of settlement. This especially applies with views into Sullivans Cove, where the rising ground to what is now Franklin Square, and its south east facing escarpment, continue to define the difference between ridge and floor. The extended view down the escarpment across the Cove floor and beyond, embraces the near scale of Brooke Street, the waterplane of the Cove floor, the Princes Wharf edge, the higher Ordnance Store and the deep prospect to the distant Droughty Hills across the middle harbour"²⁹.

Although the proposal will be more prominent than the existing buildings on the site as seen from Franklin Square, it has no impact on the view down Brooke Street to the Cove – refer Figure 19.

²⁹ 'Views – Experiencing Sullivans Cove – Considering the spatiality of Sullivans Cove, as a foundation to assessing visual impact', 2011, Leigh Woolley, pp.18-19



Figure 18 – view from Franklin Square across Davey Street towards Constitution and Victoria Docks and on to Hunter Street (source: 'Views – Experiencing Sullivans Cove' by Leigh Woolley)



Figure 19 - concept sketch showing how the proposed hotel has no impact on the view down Brooke Street to the Cove

Key views along Brooke Street in the opposite direction, from the Cove floor – refer to Figure 20 - “confirm the elevated place of Franklin Square (and particularly the iconic Treasury facade) above the escarpment”³⁰.

Heritage consultants Praxis Environment also comment on the impact of the proposal on this key view up Brooke Street from the Cove, noting that “given the nature of the current building, appearing at its most bulky from this viewpoint, and that a building of any height on the subject site would not further diminish views to the Treasury complex (and indeed Franklin Square) from along Brooke Street, it is considered that

³⁰ 'Views – Experiencing Sullivans Cove – Considering the spatiality of Sullivans Cove, as a foundation to assessing visual impact', 2011, Leigh Woolley, p.17

any future development of the subject site would not have any adverse heritage impact upon this view. Conversely ... interpretation of the escarpment and the general likelihood of future development enhancing public access to (and thoroughfare through) this area could have a substantial heritage benefit in enhancing and interpreting this view and the appreciation of the escarpment as an important natural feature”³¹.

The tightly constrained views along Brooke Street in both directions are almost totally unaffected by the proposal, with the site currently fully developed hard to the edge of the Street – refer Figure 21.



Figure 20 – view up Brooke Street towards the Treasury Building showing how the view is constrained by existing buildings on both sides, including on the subject site (source: ‘Views – Experiencing Sullivans Cove’ by Leigh Woolley)

³¹ ‘Historical Context, Area Conservation Policy and Heritage Impact Assessment’, 2017, Praxis Environment, p.74



Figure 21 – view up Brooke Street towards the Treasury Building showing how the view towards and of the Treasury Buildings is predominantly unchanged

4.2.2.1.4 Viewing points

4.2.2.1.4.1 Franklin Square across Constitution and Victoria Docks to Hunter Street (viewing point)

The key view from the vantage point of the southern end of Franklin Square adjacent to Davey Street – refer to Figure 18 - is “important for orientation and in appreciating the history of settlement”³². This is especially true of the view back across Constitution and Victoria Docks where there remains a sense of the original decline in topography where the Hobart Rivulet used to run out to sea.

Although the proposal will be prominent to one side of this view, it does not in any way impact on it, with the HCC Building much more effective in cutting off the bulk of the view from this vantage point across to Hunter Street on the far side of the Docks – refer Figure 19.

4.2.2.1.4.2 Franklin Square to Battery Point

The iconic view from Franklin Square to St Georges Church tower – refer Figure 22 – has been described as a “time honoured alignment (refer 1980 photo prior to construction of Executive Offices) ... though increasingly obscured by vegetation. It confirms the pivotal place of Franklin Square (as an elevated ridge) between the headlands of Battery Point (south) and the Domain Cenotaph (north)”³³.

³² ‘Views – Experiencing Sullivans Cove – Considering the spatiality of Sullivans Cove, as a foundation to assessing visual impact’, 2011, Leigh Woolley, p.19

³³ ‘Views – Experiencing Sullivans Cove – Considering the spatiality of Sullivans Cove, as a foundation to assessing visual impact’, 2011, Leigh Woolley, p.20

It should be noted that the view of St Georges tower illustrated in Figure 22 is no longer available (since the construction of the Executive Building) although it remains theoretically possible to see the tower from Franklin Square to the right of the Executive Building, vegetation permitting.

The proposal has no impact on this view, being located on the left hand side of the Executive Building when seen from this viewpoint.



Figure 22 – 1980 view (now obscured by the Executive Building) of St Georges Church spire from Franklin Square (source: 'Views – Experiencing Sullivans Cove' by Leigh Woolley)

4.2.2.1.4.3 Franklin Wharf across Constitution Dock; Hunter Street across Victoria Dock; and from the Hunter Street/Franklin Wharf junction across Victoria Dock, all to kunanyi/Mount Wellington

The equally iconic view across the historic Docks to kunanyi/Mount Wellington – refer to Figures 23, 24 and 25 - is an "important locating alignment, from the edge of the enclosed water plane of the Dock, diagonally across the rising land (and mature vegetation of Franklin Square), through to the summit of Mount Wellington. The connection between the floor of the Cove ... with the regional high ground confirms the extensive scale of the City setting and the relative proximity of the alpine summit ... It allows appreciation of the layered landform and the place of the City within the extended landscape"³⁴.

Leigh Woolley goes on to note that the "relationship (between the floor of the Cove and the kunanyi/Mount Wellington summit) could be diminished by ... higher development in the central blocks beyond".

As noted above, the proposed development of the 28-30 Davey Street site, being within the denser group of substantial buildings on the block bounded by Elizabeth, Davey, Murray and Morrison Streets, and these buildings being peripheral to this view, specifically does not prejudice the relationship established by these views between the water plane of the Cove and the Mountain summit – refer to Figure 9.

³⁴ 'Views – Experiencing Sullivans Cove – Considering the spatiality of Sullivans Cove, as a foundation to assessing visual impact', 2011, Leigh Woolley, pp.10-11



Figure 23 – view from Franklin Wharf to kunanyi/Mount Wellington across Constitution Dock (source: 'Views – Experiencing Sullivans Cove' by Leigh Woolley)



Figure 24 – view from Hunter Island to kunanyi/Mount Wellington across Victoria Dock (source: 'Views – Experiencing Sullivans Cove' by Leigh Woolley)

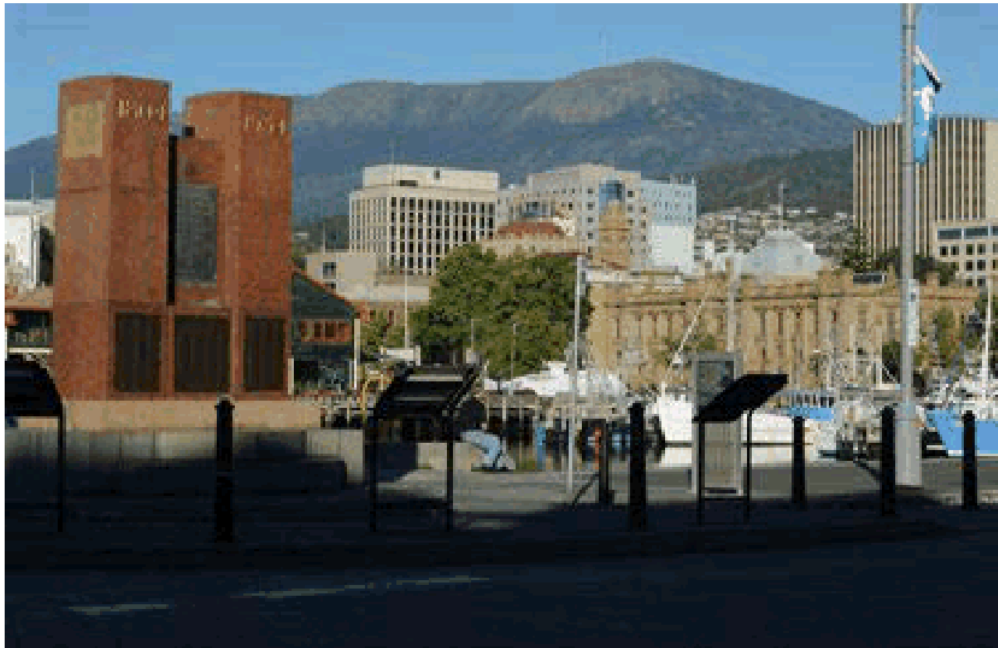


Figure 25 – view from the Hunter Street/Franklin Wharf junction to kunanyi/Mount Wellington across Victoria Dock (source: 'Views – Experiencing Sullivans Cove' by Leigh Woolley)

4.2.2.1.4.4 Watermans Dock, looking back towards the City

As a key vantage point, Watermans Dock – refer Figure 26 - has been described thus: "Watermans Dock reflects layers of continuous use as a protected place of embarkation and disembarkation. It has evolved as a re-entrant space within the Cove, where ease of access to the water has been maintained. Views across the dock (from either side of Franklin Wharf) ensure ease of orientation across the Cove floor. Its intimate scale however invites pause and re-orientation. It is a pivotal space within the extended cove environs. Views across, into and from the space enhance urban legibility and the differentiation between Franklin Wharf and 'New Wharf' (later Princes Wharf). As a threshold space, both the apron and the water should remain free from elements which encumber views"³⁵.

Although the proposal, adjacent to the Executive Building, will be visible from this vantage point – refer Figure 27, it will have no impact on the views across, into or out of this vantage point. Indeed, as noted above, it will serve to reinforce the "backcloth of city buildings" that contributes to a reading of the form of the foreground of the Cove as being different from the development of the City behind it, the front edge of which development is articulated by 'the Wall'. The presence of the proposed Davey Street Hotel would therefore help to reinforce the distinction between the flat foreground plane comprising the water of the Cove and the wharf apron, and the enclosing 'Wall' of buildings and the natural cliff line which, before colonial settlement, formed the backdrop to the natural beach of the Cove.

³⁵ 'Views – Experiencing Sullivans Cove – Considering the spatiality of Sullivans Cove, as a foundation to assessing visual impact', 2011, Leigh Woolley, p.14



Figure 26 – view across Watermans Dock to the tall State Government and Executive Buildings behind the Cove Wall (now joined by the Parliament Square development) (source: 'Views – Experiencing Sullivans Cove' by Leigh Woolley)



Figure 27 – view across Watermans Dock to the Executive and Hydro Buildings behind the Cove Wall (now joined by the Parliament Square development out of view to the left in this image) with the proposal in the centre complementing this suite of behind-the-'Wall' buildings

4.2.2.1.4.5 From the summit of kunanyi/Mount Wellington to the Cove

As elevation increases, the form of the Cove as an inner harbour, north-west of a 'middle' harbour, is clarified. Leigh Woolley noted that development "on the ridges, especially those north west of the Cove, (Macquarie and Barrack Ridges) can increase the sense of containment. It can also reduce the gaps between taller buildings, currently allowing visual connection to and from the Cove floor. Maintaining the sense of

the cove as a re-entrant space (at the scale of the Harbour) should assist consideration of the three dimensional form of development, both on the cove ridges and within the CBD³⁶.

At this scale of view the proposal, at a height less than that of the Executive Building, will be virtually indistinguishable from other large buildings in the City (much less prominent than 188 Collins Street, for example), which will ensure that it will not impede visual connectivity between the summit and the Cove floor, nor diminish the sense of the Cove as a re-entrant space, as viewed from the summit – refer to Figure 28.



Figure 28 – view from the summit of kunanyi/Mount Wellington down to the Cove (source: 'Views – Experiencing Sullivan's Cove' by Leigh Woolley)

4.2.3 Heritage

The importance which is attached by contemporary Hobartian and Tasmanian society to the current form of Sullivan's Cove is undisputed. As articulated in the SCPR, this heritage comprises much more than old buildings, of which there are a significant number; it also comprises a reading of the natural landforms of and around the Cove, and of the very significant manmade alterations to that natural landform which, notwithstanding their extent, have not obliterated a reading of the original natural landforms and, in some cases, such as the very substantial extension of the wharf apron, perhaps contribute positively to the current reading of the form of the Cove. Heritage in this case also comprises a reading of the urban form of non-indigenous development since 1804, and, ideally, it would also reference aboriginal occupation, although this is little considered in current documents designed to guide development in the Cove, and physical evidence of pre-colonial aboriginal occupation of the Cove has all but been totally obliterated.

³⁶ Ibid, p.22

It is interesting to note the imagery used in both the SCPR and in Barrie Shelton's presentation of 2006 to illustrate that the acceptable form of new buildings within an historic place is not limited to facsimile buildings – refer to Figures 29 and 30. The documents use an image of the Louvre Pyramid by I.M. Pei.



Figure 29 – the Louvre Pyramid as an example of a modern and innovative design successfully inserted into an historic context (source: 'The Sullivans Cove Planning Review', 1991)



Figure 30 – the Louvre Pyramid as an example of a modern and innovative design successfully inserted into an historic context (source: 'Sullivans Cove Urban Design Challenges', undated presentation by Barrie Shelton, c.2006)

The point made here is that the Pyramid and associated works to improve access to the Louvre Museum are now widely regarded as being particularly successful, and now themselves form one of the landmarks of Paris. Almost thirty years on, the success of the Pyramid's role in integrating the Museum into the fabric of the City and transforming the Louvre's main courtyard from a dismal parking lot into a grand public

gathering space is undisputed. As Barrie Shelton notes from his presentation of 2006 “change and innovation are part of (the Cove’s) heritage”³⁷.

The relationship between the proposal and the heritage of the Cove is expanded on in Section 6 ‘Cultural heritage’ below, and a detailed assessment of the potential heritage impacts of the proposal on adjacent places of cultural significance can be found in the ‘Historical Context, Area Conservation Policy and Heritage Impact Assessment’ document prepared by Praxis Environment and included at Appendix A. It is our belief that the proposal is an appropriate one for the context of Sullivans Cove.

4.2.4 Spatial form

There is a very useful explanation of the approach to an analysis of the urban design of Sullivans Cove included in the SCPR. It articulates a view (shared by us) that in older Western cities the forms of most buildings were subservient to those of the spaces before them, with the form of the public space of paramount consideration in shaping that of the building standing alongside. More modern architectural practice has however put more emphasis on the form of the individual building over that of the public space adjoining it, which then becomes subservient to it and is used to emphasise the building’s separateness. In essence the former approach sees, for example, the buildings of Salamanca Place, despite a degree of variation between each one, all responding in a similar way to Salamanca Place itself and helping to reinforce the form of that place. On the other hand the SCPR identifies the Hotel Grand Chancellor as an example of the latter approach, where the particular building placement and form have been generated at the expense of the wider and collective form of the Cove. It is a “free standing object”³⁸. The Marine Board Control Tower is quoted as another such example within the Cove.

The Davey Street Hotel proposal, if it is to be successful, must both respect the public spaces immediately around it and close to it (the major street – Davey Street, and the small streets - Brooke Street and Despard Street) and those at a small remove (the urban garden of Franklin Square) and thus be “space making”³⁹.

These considerations have driven the form of the building. The SCPR notes that buildings which are not clearly either “space making” or “free standing” can be ambiguous in character. This is emphatically not the case with the proposal. It has both a strong primary street frontage and a clear front and back, and, as such, has a spatial form that is appropriate to the broader historic Sullivan’s Cove context.

At a time when buildings were built of stone, primary facades, indeed all facades, tended to be relatively solid. As technologies, as well as styles, have changed over time, primary facades are now infrequently solid, especially on buildings that encourage public entry. Thus a contemporary understanding of what constitutes a primary facade has reversed, and in many contemporary buildings the primary facade is now the most transparent one. This is the case with the proposed Davey Street Hotel. A large transparent facade to the major street, which also provides the primary entrance, relies on activity within to signal its importance, but it nonetheless does make this signal, and, in that sense, aligns with the understanding of the urban design of Sullivans Cove that the primary facade presents to and is accessed from the major adjoining street. Progressively, the side and rear elevations are more ‘closed’ even while retaining high transparency, and ‘read’ as sympathetic to the smaller streets that they adjoin.

The SCPR’s analysis of the urban design of Sullivans Cove also finds that buildings tend to abut hard to the back of the public spaces that they adjoin, or with only a small setback behind a formalised edge. Again, the contrast with modern architectural practice is drawn, where the individuality of a building is often emphasised by a larger than traditional setback from the street edge that creates a “foreground” over

³⁷ Sullivans Cove Urban Design Challenges, undated presentation c.2006, by Barrie Shelton, p.3

³⁸ Sullivans Cove Planning Review, 1991, Sullivans Cove Development Authority, p.28

³⁹ Sullivans Cove Planning Review, 1991, Sullivans Cove Development Authority, p.36

which the individualised building can be viewed. There is some subtlety in creating hard edges to city blocks that are also activated and engaging and not just a hard edge to the street however. Salamanca Place warehouses, for example, are good neighbours to their adjoining public space but connect poorly to individuals due to the nature of their small door and window openings and the difficulty of seeing inside from the public space or seeing out into the public realm from within. Good contemporary design addresses this by creating physically hard edges that are visually permeable, and open onto animated and populous activities within, as the proposal does. The only deviation from this is on the primary Davey Street facade, where the curve of the upper level facade is continued to ground level. The front of this curved facade comes very close to the back of pavement however, and provides a “marker” for the building alignment to the major street. The canopy over this forecourt also acts to define this entry platform as something of an “internal” rather than external space. Thus the proposal is not so much antithetic to the notion of presenting itself hard to the street, but does so in a more contemporary and transparent way. Facades to Brooke and Despard Street sit hard to the back of pavement, in keeping with the urban design analysis of existing building forms within Sullivans Cove.

Variations to the underlying urban design are part and parcel of the nature of Sullivans Cove and contribute to its interest through variety. The culturally significant HCC Building adjoining the subject site is a good example of variation in fact. It negotiates a corner between two major streets – Davey and Elizabeth – and yet opts for a non-traditional and divergent primary public entrance on the corner, and no differentiation between the facades on either of the two Davey Street and Elizabeth Street sides. It further accentuates this divergent nature with secondary and tertiary or service entrances on Davey Street where, if anything, one would expect the primary entrance to be located. When considered together however, the HCC Building and the proposed Davey Street Hotel actually bookend the block between Elizabeth and Brooke Streets with main public entrances at the two ends of this city block – refer Figure 31.



Figure 31 – the proposal's primary façade provides the primary entry, and responds to the edge of the public domain with a small forecourt defined by the canopy above

4.2.5 Scale

Issues of scale, bulk and height are obviously significant in any consideration of the proposal. These matters are considered individually in more detail below. They are also considered in detail in the '28-30 Davey Street Hobart Planning Report to Hobart City Council' document prepared by town planning consultant Ireneinc Planning & Urban Design, a copy of which is attached at Appendix B. Issues of scale, bulk and height as they relate to adjacent places of cultural significance identified in the SCPS are also considered in detail in the 'Historical Context, Area Conservation Policy and Heritage Impact Assessment' prepared by Praxis Environment and attached at Appendix A.

4.2.5.1 Scale

The SCPR identifies a number of buildings as being what it considers "out of scale". These comprise the free standing Marine Board Building; the 'Wall'-forming Hydro Building, Silos Building and Hotel Grand Chancellor; and the behind-the-'Wall' Executive Building, State Government Offices at 10 Murray Street, RBA Building on Macquarie Street, the Lands Building, 144 Macquarie Street, Kirksway House and 21 Kirksway Place. To this list might be added the new development at Parliament Square if the concept of "out of scale" buildings is accepted, but it is also appropriate to question the concept of "out of scale" development.

There is a clear historical trend towards a mix of larger and smaller buildings across the whole City and across the Cove. This dates back a long time. The Risby Mill was already a substantial development by 1878 (when it burned down) and it was rebuilt even more substantially immediately thereafter; the construction of the HCC Building (then the Hydro Building), although not identified as such in the SCPR, for its time would count as "out of scale" – its seven storey height and unrelieved half block length surely meet the description of "out of scale" used in the SCPR. The fact that its construction effectively obliterated any view of the Cove water plane from Franklin Square is also a further indictment of its scale. And yet the HCC Building has come to be accommodated in the public image of Sullivans Cove. It, and most of the other larger buildings in the Cove, now attract little comment. In this sense therefore they are not "out of scale" but rather, and simply, of a larger scale than other buildings around them.

In fact, whatever the ambitions set out in the SCPR and in the SCPS, Hobart generally, and Sullivans Cove in particular, have a history of containing not just a suite of small buildings, but a mix of large and small ones. They are probably better considered as "long" buildings and "tall" buildings, with Princes Wharf No.1 and No.2, Macquarie Wharf No.2, Elizabeth Pier and the new Brooke Street Pier, UTAS IMAS Building and Macq01 Hotel representing the current suite of "long" buildings, and the Marine Board Building, the Hydro Building, the Executive Building and the former 10 Murray Street representing the current suite of "tall" buildings within the Cove.

Even the SCPR notes, in relation to the suite of "long" buildings that "their bulk does cut-off views of the water" from "the Wall and beyond". This fact is indisputable, but, if the values of Sullivans Cove as a working port and as a home for contemporary activity are to be preserved these are exactly the sorts of buildings that you would expect to be retained to maintain this "authenticity". It is somewhat bizarre therefore to suggest that they are somehow at odds with the (largely manmade) values of the Cove that the SCPS is trying to protect. Similarly therefore, it is not inappropriate to see larger buildings as also playing their part in retaining "authenticity" in the Cove, representing the built manifestation of the economic drivers that modern office and tourist accommodation pressures require. The proposal can be regarded therefore as another of the larger buildings in the Cove that are not "out of scale" but which represent the buildings required to meet current accommodation requirements in the Cove.

Notwithstanding any of the above, the proposal's design is active in breaking down this scale where appropriate, particularly at the lower floors where there is more immediate human contact and both the

cladding finish and the detail of external stairs and canopy are harnessed to diminish the elemental scale of the building.

4.2.5.2 Bulk

The SCPR defines bulk by saying “as a general principle, the length of a space-making building facade should never be more than twice the width of the street space which it addresses”⁴⁰.

The proposal clearly complies with this requirement, being quite slender, although the adjacent HCC Building, on which the SCPR is strangely silent, exceeds it by some five times, for comparison.

In addition, it is worth noting that there is a suite of “bulky” buildings that are neither particularly tall but also not characterised by length, comprising buildings such as the Hotel Grand Chancellor, the HCC Building, Kirksway House and 21 Kirksway Place. It is considered in the SCPR that the main drawback of these buildings (the HCC Building is not criticised) is that they present “large single masses of uniform character, even though they may not be tall”⁴¹. This is not an issue for the proposal. It occupies a relatively narrow site (it is one fifth the width of the Davey Street elevation of the adjacent HCC Building). Height therefore is the one remaining scalar issue to be considered.

4.2.5.3 Height

The SCPR states that “common building heights about “the Wall” of the Cove are TWO to FOUR storeys. The common building heights rise behind the “the Wall” to between TWO and SEVEN storeys in Macquarie Street. Free standing buildings within “the Space” of the Cove do not commonly rise above the four storey buildings of “the Wall”. Also, few buildings in the entire area extend great distances along the street frontage without being broken by building line or building detail to reduce the apparent scale”.

It is appropriate to question these statements, because they appear in part to be incorrect.

The SCPR also suggests that the height of buildings should rise from 12 metres at the front Wall of the Cove to 25 metres in Macquarie Street. Reference is made to the Galleria Building in Salamanca Place as suitable for setting the benchmark 12m height on the Wall line, and the CML Building in Macquarie Street as suitable for setting the benchmark 25m height on Macquarie Street. These references are outdated and ignore buildings in both locations that were taller even in 1991 when the SCPR was written: within the Wall of the Cove the State Government Office at 10 Murray Street was 47m tall, the Hydro Building is 46m tall, and the Executive Building is 40m tall. Equally, on Macquarie Street, 144 Macquarie Street is 51m tall, the RBA Building is 46m tall, the ANZ Centre is 44m tall, and the Lands Building is 40m tall. The most recent addition to this suite of buildings is the Movenpick Hotel, adjacent to the ANZ Centre, which is 63m tall – refer to Figures 32 and 33.

⁴⁰ Sullivans Cove Planning Review, 1991, Sullivans Cove Development Authority, p.43

⁴¹ Sullivans Cove Planning Review, 1991, Sullivans Cove Development Authority, p.41



Figure 32 – The Movenpick Hotel (as originally proposed and recommended for approval at 73m tall). Note the relationship to the CML Building in the foreground and the ANZ Centre between the two buildings (source: jaws architects)



Figure 33 – The Movenpick Hotel (as approved at 63m tall). Note the relationship to the CML Building in the foreground and the ANZ Centre between the two buildings (source: jaws architects)

It should be obvious that there is (and has been for a long time) an acceptance that buildings are going to exceed SCPS height limit guidance. It is also obvious that the community's perception of acceptable height has changed since 1991, and that this change is towards an acceptance of taller buildings, which is not reflected in either the SCPR or the SCPS.

Similarly, it is somewhat bizarre for the SCPR to consider “excluding the tallest buildings (10 storeys or more)” from its consideration of the pattern of development within the Cove, and to say that there is “no specific pattern” to the distribution of these taller buildings – basically to ignore them – in trying to establish that there is a “tendency for building height to rise from the floor of the Cove to upper Macquarie Street⁴²”. This really does seem to be an attempt to make the facts fit the findings and not the findings fit the facts. The truth is, and has been for a long time, that there is a pattern of development within the Cove of small, medium and large buildings, and of long, tall and bulky buildings.

In this sense one of few sites within the Cove able to be developed is not an inappropriate site for a larger building. In fact it would sit in a block containing a suite of other larger buildings, namely the Executive Building, the HCC Building, and the Hydro Building, and close to another on the adjacent block, namely the Parliament Square development. This group of buildings represents a centre of density behind the Wall of the Cove and between it and the cliff line. Indeed, as seen from further away, the block of “tall” and “bulky” buildings comprises the Executive Building, the Hydro Building, 10 Murray Street, the Lands Building, the Marine Board Building, 144 Macquarie Street and 188 Collins Street, as illustrated in Leigh Woolley’s ‘Views’ document – refer Figure 34.



Figure 34 – the dense grouping of “tall” and “bulky” buildings that characterise the more distant view of the Cove. From this vantage point these tall buildings accentuate the flatness of the wharf apron (source: ‘Views – Experiencing Sullivans Cove’ by Leigh Woolley)

With a maximum façade height of 33.22m above the Davey Street entry level the proposal is not as tall as either the Executive Building or the Hydro Building within the same City block and will form an element of the suite of more substantial existing buildings in the Cove, but not be individually prominent among them.

⁴² Sullivans Cove Planning Review, 1991, Sullivans Cove Development Authority, p.41

4.2.6 Building orientation and alignment

The strength of primary spaces such as Davey Street stems from the fact that almost all buildings surrounding these spaces stand close together and are aligned with the street edge. Failing this, the setback is small and the street edge is demarcated by a fence or plinth and rail and there remains a strong built edge to the street. In addition most buildings fronting primary spaces have more “polished” appearances on this face compared with their rear and side elevations, and elaborate entrances. This frontal orientation adds to the spatial definition by providing a decorative edge to the primary space and the street entrances generate pedestrian activity within these spaces.

The character of the edges which form the secondary spaces such as Brooke Street or Despard Street are quite different and more varied, and plan forms are often irregular with indentations, and irregularly spaced and less prominent service entrances that reflect the more ad hoc form of these secondary spaces themselves.

In this regard the proposal conforms with the existing orientation and alignment patterns within the Cove, albeit in a contemporary design format.

4.2.7 Transition between the Cove and adjoining districts

The value of the opportunity that development of the site at 28-30 Davey Street represents to express, interpret, and improve public recognition of the only publicly accessible element of the ‘cliff line’ that forms the Davey Street edge to the site and the termination of Brooke Street should not be undervalued. The SCPR makes particular mention of this “contrasting natural divide between the Cove and neighbouring districts ... the line of the cliff or shelf (sometimes replaced by man in the form of a quarry face or retaining wall) which runs from the rear of the Salamanca Place warehouses, along the line of Davey Street in the vicinity of Franklin Square, through the Tasmanian Museum and Art Gallery site to the face of the Cenotaph hill ... Efforts should be made to highlight the experience of crossing this line; new development should not emasculate it”⁴³.

Following feedback from the Urban Design Review Panel and close liaison with Council itself the improvement and upgrading of that part of Brooke Street adjacent to the proposal has been included in the proposal. The simple activation of Brooke Street by virtue of the presence of the proposed development, even without the necessary improvements to Brooke Street, will do much to highlight the visual and physical experience of the distinction between the Cove and the higher ground beyond Davey Street.

Improvement of the amenity and attractiveness of the Brooke Street termination adjacent to the proposal, and the inclusion of a new and much more attractive and accessible path of travel from Brooke Street to Davey Street (and vice versa), as well as the potential for transit from Despard/Brooke Street to Davey Street via the hotel itself (and vice versa) also represents an important addition to the existing means of connecting Sullivans Cove to the City. This is a long-held ambition of the Hobart City Council and the proposal facilitates this and paves the way for a future additional underground link between the end of Brooke Street and Franklin Square.

We note, notwithstanding the pursuit or otherwise of a fixed connection under Davey Street, that the proposal includes much improved connectivity across the ‘cliff line’ at the edge of Davey Street, with the proposed new external public stair making for a much more attractive and accessible means of pedestrian access and the proposed hotel itself containing a significant proportion of floor area dedicated to general, including public, circulation, particularly between the entry at Brooke Street level and the main Entry Foyer off Davey Street, which are linked by escalators (and lifts, including public access lifts).

⁴³ ‘Sullivans Cove Planning Review’, 1991, Sullivans Cove Development Authority, p.34

The combination of the new stair and public access to a pathway through the proposed hotel will provide a much improved means of mid-block pedestrian transit from the Cove to Davey Street compared with the existing external steps at the end of Brooke Street, irrespective of any further linkage deeper into the CBD.

4.2.8 Microclimate

The SCPS seeks development that provides protection from rain and wind and which minimises adverse effects on the microclimate of the Cove. It also seeks to ensure that excessive shading is avoided. These are matters that have been given very considerable consideration in the development of the design of the proposal and they are considered individually in more detail below.

4.2.8.1 Rain

To the extent that any building built close to site boundaries is able to shield pedestrians from rain, the proposal follows the traditional path of providing a canopy over the principal entrance on Davey Street. This will provide rain protection and a sheltered outside area immediately in front of the main entry to the building. Following feedback from the Urban Design Review Panel and discussions with Council, this canopy has been extended around the Brooke Street façade to also provide shelter to users of the new external stairway linking Davey Street to Brooke Street – refer Figure 31.

4.2.8.2 Wind

To the extent that any building built close to site boundaries is able to shield pedestrians from wind, the proposal follows the traditional path of providing a canopy over the principal entrance on Davey Street. This will provide wind protection and a sheltered outside area immediately in front of the main entry to the building, as well as diverting any downdraft from the face of the building. Following feedback from the Urban Design Review Panel and discussions with Council, this canopy has been extended around the Brooke Street façade to also provide shelter to users of the new external stairway linking Davey Street to Brooke Street – refer Figure 31.

In addition we note that the subtle curvature of the primary and rear façade of the building is at least partly designed to aid air movement around the building and to help eliminate downdrafts. The proposed 3D nature of the cladding will also slow downward movement of air as it is diverted around, and especially down the face of the building.

4.2.8.3 Shading

Solar (shading) diagrams are included on the building plans accompanying this application – refer drawings A020 and A021. These show existing shading conditions and those that would result from the proposal for 9am, noon and 3pm on each of the summer and winter solstices. These diagrams illustrate that many of the narrow streets adjoining the site are already substantially shaded by existing buildings, especially in winter, and that the proposal has a negligible effect in these areas. In the broader Sullivans Cove planning area shading from the building can be identified as discrete from the many shadows cast by existing buildings, but only as one amongst many. In particular the relative slenderness of the building, enhanced by its curved facade (which has the effect of minimising the building profile) creates a shadow that is much more slender than that cast by many of the other tall buildings in the Cove – narrower than that cast by the Marine Board Building for example.

The proposed building is also set back from the front of the Wall within the Cove and, as a result, its shading effect on the wharf apron is diminished compared with that cast by buildings at the front of the Wall or which are free standing within the Cove itself. Overall we do not consider the shading cast by the proposal

to be significant or detrimental to the Cove. Significantly the proposal casts no shadow over Franklin Square.

4.3 Activating the Cove

The HWUDF identifies that the “uneven distribution of activity (towards Salamanca Place) that was identified in 1991 continues. More apparent now than in 1991 is the need for the space between the two 'bookends' of Salamanca Place and Hunter Street to be activated and connected. In other words, there is a need to activate the whole of the waterfront”⁴⁴. In particular the HWUDF identifies that:

- the whole of the waterfront should be activated through the development of sites on all three sides of the Cove.
- a diversity of activities that bring people to the waterfront on weekdays and weekends, and around the clock, should be encouraged.
- active uses must be allocated to the ground floors of buildings, with street-addressing shops or other active frontages.

Although the HWUDF did not identify the site at 28-30 Davey Street as a site for potential future concentration of activity, this is because the document's scope was limited to sites in Tasmanian Government, Tasmanian Ports and HCC's ownership and not due to any inherent limitation in the potential of the site. Equally, the eastern side of Parliament Square is not identified as having significant development potential in the HWUDF, although approved plans will see it become the focus for a major concentration of activity – refer to Figure 35.

The development of a new hotel on the site at 28-30 Davey Street will be equally, if not more effective than the Parliament Square development (given its 7 day a week and 24 hour a day operational paradigm, compared with the predominant 5 day a week, 9 – 5 operational paradigm of the major office component of the Parliament Square development) in activating the centre of Sullivans Cove in line with the general ambitions for the Cove outlined in the SCPS. The retail outlet located on the Brooke Street side of the Lower Ground Floor – imagine a wine bar or restaurant use – will only contribute further to this result and contribute a truly active frontage to this Street.

⁴⁴ Hobart Waterfront Urban Design Framework, 2004



Figure 35 – Parliament Square –approved development 2015 showing the major new public space and retail/hotel outlets on the eastern part of the site (source: francis-jones morehen thorp)

5 The proposal

This submission seeks approval for demolition of the existing buildings at 28-30 Davey Street; construction of a new 5 star premium hotel on the site; and improvements to Brooke Street. The new hotel will provide 176 rooms and 25 on-site car parking spaces for guests.

In summary detail, the proposal for the hotel comprises:

- Lower ground level (Brooke/Despard Street level) - guest entry plus parking entry, parking and servicing spaces accessed from Despard Street. In addition there is a retail tenancy fronting onto Brooke Street.
- Parking level located between the Brooke/Despard Street (lower ground floor) and Davey Street (upper ground floor) levels - parking.
- Upper ground level (Davey Street level) - guest entry, reception, café, restaurant and kitchen. Outside the building envelope on the Davey Street side is an extension to the pavement which forms a forecourt to the building entry.
- Stair transfer level – administration and pool plant.
- 1st floor – conference room, gym, pool, spa and associated spaces.
- Guest rooms across 8 floors located from the 2nd to the 9th floor.

In brief detail, the proposal for community benefits associated with the development comprise:

- improvements to Brooke Street, including a generous new stair between Brooke Street and Davey Street, new paving, and new/relocated existing street furniture.
- Interpretation of the cliff face and cultural heritage of the site
- extremely significant short, medium and long term economic benefits to the City.

The proposal includes removal of the existing buildings at 28-30 Davey Street. Although options have been investigated to retain these buildings, they have been substantially modified and are not considered to have any cultural heritage significance, and are also deemed unsuitable for re-conversion or re-use.

5.1 Design

Our brief was to develop a design for a 5-star hotel on the site at 28-30 Davey Street that provides in the order of 180 rooms and some on-site parking. Development of the brief has seen us pursue a higher quality standard, both through the amenity provided by the hotel and the quality of the design offer. This pursuit of quality has seen the total number of rooms slightly reduced.

The location for the project, on a small block bounded by Davey, Brooke and Despard Streets; by the seven storey Hobart City Council Building on one side, and the eleven storey Executive Building across Brooke Street on the opposite side; and within Sullivans Cove, against the remains of the 'cliff line', creates complexities in fulfilling this brief. However, from what could be seen as problems but which are, rather, a roadmap to excellence, has arisen a design response which will not only meet functional expectations, but will also capture the possibilities arising from this unique site; knit itself into its local and broader City context; and, in doing so, will enrich and improve its surroundings and the City as a whole.

Notwithstanding the apparent simplicity of the brief, the aspirations for this building go well beyond the simple recitation of required accommodation. Essentially we have sought to create the highest quality building that we possibly can, and to anchor our design response in the unique aspects of its particular site in Sullivans Cove. We feel that it is important that the building provides a uniquely local response to the

brief. We feel equally that it is important the building responds to individual local urban character requirements, articulated in this case via the SCPS and from consultations with stakeholders. Our response to the brief has been a broad one therefore, but steadily broken down to address more and more specific design challenges. This process has forced us to go back and reconsider key elements of the design repeatedly until we have confirmed that they satisfy us at all levels of enquiry.

The key aspects of the design are considered in greater detail below. The broader design considerations that have relevance to Sullivans Cove and the City more broadly are considered in Section 4 'Urban design objectives' above.

5.1.1 Design for all scales

A key principle of the design approach has been to scale the building appropriately. The issue of scale is discussed in much greater detail in Section 4.2.5 'Scale' above, but, in summary, the building is of a similar scale to the suite of larger buildings around it, and the scale of the building where it meets the surrounding streets creates a similar and familiar relationship of street and bounding building; the planning of the development creates significant public connections through and adjacent to the site; and new and improved public areas are created, including a dedicated new public stairway and improvements to the public realm of Brooke Street adjacent to the site.

The use of greater detail and material differentiation at the base of the building, of a scale that is compatible with those around it, allows a reading of the building at the lower levels that relates to human scale. These lower level facades have a distinct character at each elevation, as is appropriate to the primary, secondary and tertiary facades.

The primary facade is that which faces Davey Street. It offers the primary entrance to the building, and its significance is denoted by a broad forecourt, and a shielding canopy over – refer Figure 31. The transparency of this facade, completely free of opaque facade elements, allows the drama of the foyer, and indeed of glimpses of the harbour beyond, to visually spill out and activate this important face of the building, with views of the 1st floor pool above contributing to the activity and excitement of the facade.

The secondary facade is that to Brooke Street. This, despite also being largely transparent at ground level, offers a more 'closed' face: the glazing is higher and lacks the curvaceousness of the Davey Street facade, but there is physical access to the hotel foyers provided from this side via the new public stair landing, and it offers views of activity within, particularly that of people moving up the stairs between the Lower Ground Floor and Ground Floor entries. Its design is intended to form something of a backdrop to greater activation within Brooke Street itself, and the location of a retail tenancy adjacent to the Davey Street end of Brooke Street is intended to help facilitate this activation.

As noted elsewhere in this submission, the proposal also includes for additional activation of Brooke Street, including improvements to access between Brooke Street and Davey Street across the 'cliff line' with provision of a rain and wind-protecting canopy over, and improvements to the finishes and street furniture in this area. In tandem with the removal of limited existing parking, and the activation of the retail frontage these aspects of the proposal will make a significant improvement to a somewhat neglected corner of the Cove/City interface – refer Figure 2.

The tertiary facade is that to Despard Street. It has two aspects to it that reflect its dual functionality. The southern corner is dedicated to the Lower Ground Floor entrance, while a large part of the balance of the façade at ground level provides service and parking access. The modulation of the upper level façade is continued to ground level, but glazing is progressively supplanted by stone cladding as it approaches ground level, which provides a reference to the solidity of the historic mill buildings opposite on Despard Street, with their utilitarian and small-windowed elevations reflected in a contemporary form.

The upper form of the building also differs subtly from one facade to the next by virtue of the reflectances that it achieves. With glazed elements of the façade angled downwards they will provide actual reflections to ground level pedestrians of the environment in front of the building on each side. Thus, the Davey Street facade will reflect the trees and vegetation of Franklin Square; the Brooke Street façade will reflect the urbanity of the adjacent Executive Building; the Despard Street facade will reflect the Cove and water plane beyond, with the intention that it provides a signature form as seen in long view – from the MONA ferry for example, as it pulls into Brooke Street Pier – and a form that is reflective of the water environment that it faces.

5.1.2 Building height

The top of the facade of the proposal is 33.22m above the Davey Street entry level (ground level), while the top of the façade of the proposal is 39.59m above the Despard Street entry (ground level) due to the change of level across the site. Adjoining buildings are higher – the Executive Building is more than 40m tall, and the Hydro Building more than 46m tall, with small and medium buildings distributed between and around them. In addition there is a plant enclosure screen mounted at roof level and set back behind the façade which is an additional 2.1m in height.

5.1.3 The street edge

For each of the Davey, Brooke and Despard Street frontages, creating an enticing, permeable, interesting and exciting environment that can engage and welcome passing pedestrians is considered essential. The Davey Street Hotel is influenced by its place in the City and will, in turn, influence its surrounds.

Enhancement of the adjoining streets and public spaces will occur through a number of strategies: to enrich the experience of those passing along the bounding streets; to create active and interactive facades which are composed of a balance of materiality and transparency and of larger and smaller scale elements to experience and be delighted by; and to encourage through transparency an understanding and enjoyment of the activities that will occur within the building for those passing. The resultant street-edge creates a building where the uses within are visually and physically accessible.

Davey Street is recognised as one of the City's key arterial streets. In recognition of that status an accessible and inviting facade is appropriate. As noted above, the key element in this facade that provides this is the forecourt space leading to the principal entry, the welcoming foyer within, and the linkages through the building to the Lower Ground Floor and Sullivans Cove waterfront beyond. The outdoor space forms a segue from the pavement into the building itself, and is the front door to what is, in effect, a major new pedestrian connection from Davey Street through the site to the Sullivans Cove waterfront.

In addition to the visual and pedestrian connectivity that is facilitated by the hotel building itself (compared with the complete absence of visual and pedestrian connectivity provided by the existing buildings on the site) the new, generously proportioned external stairway linking Davey Street and Brooke Street and providing additional points of connection between pedestrian movement within the building and the public realm also enhances the interaction between the proposal and the public realm/street edge. Improvements within Brooke Street will require activation, and the external stairway assists in allowing movement and activation between the interior and exterior.

The eastern (waterfront) end of Brooke Street is coming to be recognised as a “happening place”, although much more could be achieved in this regard. The provision of an active retail outlet with associated internal and external seating opportunities will contribute to activation of the western end, while the activity of the foyer, visible through the glazed facade, will provide an activated backdrop to this street-side activity. The Brooke Street facade will therefore become a place of multiple activities and of habitable connections and hot spots of activity. These will be spaces full of vitality and interest, and an encapsulation of the Hobart city experience.

More than anything, the proposed transparency and 24 hour permeability of the foyers, across the Ground Floor and Lower Ground Floor spaces within the building, will provide a degree of excitement and activity that can be lacking in this area, and make an extremely positive contribution to the adjoining streets.

5.1.4 Materials and fenestration

A key design principle of the design approach has been to clothe the building well. The façades of the building are very important. They are the “face” of the development, creating its visual character, and they serve several other functions: they provide shelter from the elements, and do so in a way that helps minimise energy consumption; they control sunlight and daylight infiltration into the building and internal lighting exfiltration; they provide an appropriate degree of privacy while allowing excellent views out; and they allow a sense of the occupation of the building. The facade creates a grain and texture to the building that will provide delight and a unique character.

In line with the qualitative expectations of the design we propose to use curtain wall cladding. This choice allows us to provide a facade of exemplary quality and we have explored a range of options for how this facade can be presented. Our first intention was for it to carry an intricate, random pattern inspired by the fire curtain at the Oslo Opera House designed by Snohetta – refer Figure 36.

We developed this idea further and explored the possibility of screen printing not a random pattern on the facade but one that allowed subtle interpretation of the cultural and historical aspects of the site, with the image on each facade of the building representing a different reference. We then developed pixellation further again and proposed physically pixellating the facade rather than applying a screenprinted pattern to it. We looked at examples of this approach, including the Trutec Tower in Seoul, designed by Barkow Leibinger Architects – refer Figure 37, as well as the pixellated artwork of Daniel Rozen.



Figure 36 – the Oslo Opera House fire curtain, designed by Snohetta



Figure 37 – facade detail of the Trutec Tower in Seoul, designed by Barkow Leibinger Architects and showing the effect of subtle re-orientation of facade glazing to achieve fractured reflectivity

From these references we have developed a façade proposal that is unique to the site and which incorporates faceted glazing that reflects different elements of the external environment on each façade. In particular the outward angled elements of glazing reflect the surrounding environment as seen from the pedestrian perspective. Because each façade exists in quite a different context, one from another, each façade thus takes on a unique appearance that reflects its context.

The individual panes of glazing enable different degrees of transparency and opacity to be achieved so that internal privacy to hotel rooms can be achieved while still allowing appropriate outlook from within. Where high levels of thermal insulation are required the curtain wall system allows fully opaque glazing to be backed internally with solid insulated façade construction. In this way, although the curtain wall cassettes reflect the floor to floor heights within the building, the floor edge can be concealed so that the façade reads more as a contiguous skin and the building as a cohesive sculptural whole.

The pixellation of the façade also allows truly opaque elements to be inserted into the curtain wall system. Thus, at key places within the façade where we have wanted to introduce a different character – for example at the lower levels of the Despard Street façade or the upper levels of the Brooke Street façade – sandstone panels have been used in place of glass to reflect the different local context and to give, especially, the junction of the façade with the ground plane a more robust character.

As noted elsewhere, where visual interaction and connectivity between interiors and the exterior environment has been a key requirement – for example on the primary façade around the entry from Davey Street or where the building adjoins Brooke Street – fully transparent glazing is used to facilitate visual continuity.

Within Brooke Street itself we have proposed ground plane materials that reflect the high quality finishes used by Council elsewhere in the adjoining public domain.

At the 'cliff line', where the proposal abuts, or where the existing stairs are proposed to be removed, we have selected sandstone of different textures that replicates the geology of the original shoreline cliff, not least as an interpretive device. This becomes smoother as it moves from landscape element to façade element and helps to tie the building to its immediate context.

5.1.6 Traffic and parking

The carpark on the lowest levels of the hotel is proposed to be accessed from Despard Street, with this entry controlled by boom gate, and will provide 25 guest carparking spaces as well as bicycle parking. The carpark levels each have direct access to lifts. The hotel loading and receiving area has separate access from Despard Street.

Traffic consultants Midson Traffic have been engaged to report on traffic and parking impacts, and their report '28-30 Davey Street Hotel Traffic Impact Assessment' is attached at Appendix C. Key findings from this report suggest additional traffic generation will not have any significant adverse impacts on traffic efficiency in the surrounding area, no significant adverse road safety impacts are foreseen for the proposed development, and the commercial vehicle arrangements are acceptable.

5.1.7 Waste management

Waste generation and collection arrangements for the proposed hotel have been researched by waste consultant Leigh Design, and the design modified to accommodate the design requirements that came out of this review. The hotel loading and receiving area is located with access from Despard Street, and waste collection will occur via this area from a shared recycling/waste area immediately adjacent. The Leigh Design report 'Waste Management Plan: Proposed Development 28-30 Davey Street, Hobart, Tasmania' is attached at Appendix D.

5.2 Consultation

5.2.1 UDAP

A preliminary presentation of proposals for the Davey Street Hotel was made to UDAP on 17th October 2016. Feedback on the proposal was received from all UDAP members present, and meeting notes summarising this feedback were distributed subsequent to the meeting, and this feedback was considered over the design review and design development period that followed. Specifically the proposal was substantially modified to address some specific design comments made, particularly in relation to height.

A second presentation of a very substantially modified scheme was made to UDAP on 13th May 2019. Once again, feedback on the modified proposal was received from all UDAP members present, and meeting notes summarising this feedback were again distributed subsequent to the meeting, and this feedback has been further considered over the design review and design development period between receipt and finalisation of the proposal that now forms this submission. Specifically the proposal was modified, and landowner consent sought, for measures that contributed more activation to Brooke Street, and which provided greater opacity to the tertiary façade to Despard Street, both to distinguish it more from the primary and secondary facades and to relate more directly to the greater prevalent character of adjoining buildings' Despard Street facades.

Although meeting notes from these UDAP meetings were issued they are confidential and we are not able to provide copies with this submission.

5.2.2 HCC

We have undertaken numerous meetings, both with officers of the HCC and with Aldermen in relation to the proposed Fragrance Group Davey Street Hotel, in particular in relation to the application for matters for which landowner consent was sought for the lodgement of an holistic planning application that included features extending off the subject site and over adjoining land in HCC ownership or for which it is responsible. Feedback received has been considered over the design review and design development period that followed. Specifically the proposal was modified to address some specific design comments made and the inclusion of public realm improvement works in Brooke Street in particular.

Landowner consent for these works has been obtained and is attached at Appendix E.

6 Cultural heritage

6.1 Approach

Heritage consultants Praxis Environment have been engaged to undertake a two part cultural heritage assessment. The first part of this engagement required an assessment of all statutory heritage requirements related to any proposed development of the site at 28-30 Davey Street and the identification of the responsibilities arising from these statutory heritage requirements; an investigation of the relevant history of the site; the provision of advice on interpretation options that could be considered in any final design response; and the provision of conservation policy guidance to mitigate the potential impact of any proposed development, consistent with statutory heritage requirements. This first part of the engagement took place in late 2015 and was carried out prior to, and independent of the evolution of design responses for the site. Specifically, no preliminary design concept was supplied to the authors prior to the formulation of the heritage assessment document, and the findings of the heritage assessment were developed without a predefined design in place, therefore adhering to conservation planning best practice in understanding the significance of the place, and adjacent places, and formulating policy to refine the final design approach without influence from any potential development options. This is consistent with Burra Charter processes and best practice conservation planning principles which require an understanding of the significance of a place to be acquired, and policy to guide design and development decisions to be developed, prior to the formulation of design responses.

The design team then took the recommendations from this phase of the heritage assessment process and incorporated them during the design response to the brief and site.

The second part of Praxis Environment's engagement took place in late 2016, once the building design had progressed some way, and required them to undertake a heritage impact assessment of the proposed development on adjacent culturally significant places. The assessment of heritage impact has been developed with regard to the Articles of the Burra Charter (in particular Article 8 – setting) and more specifically industry guideline documents including 'Design in Context – Guidelines for Infill Development in the Historic Environment'⁴⁵ published jointly by the RAIA and NSW Heritage Office.

6.2 Statutory heritage requirements

Details of statutory heritage requirements, as found in the Sullivans Cove Planning Scheme 1997, the World Heritage List, the Commonwealth Heritage List, the National Heritage List, and the Tasmanian Heritage Register can be found in the 'Historical Context, Area Conservation Policy and Heritage Impact Assessment' document prepared by Praxis Environment and included at Appendix A.

6.3 Archaeology

As noted above in section 3 'The Site', the site at 28-30 Davey Street is not listed as a Place of Archaeological Sensitivity on Table 2 of Part 22 of the Sullivans Cove Planning Scheme, therefore there is no requirement for archaeological input in the development process.

⁴⁵ Guidelines for Infill Development in the Historic Environment, 2005, Royal Australian Institute of Architects & NSW Heritage Office

6.4 History

A detailed summary of the history of the site can be found in the 'Historical Context, Area Conservation Policy and Heritage Impact Assessment' document prepared by Praxis Environment and included at Appendix A.

6.5 Heritage

The site at 28-30 Davey Street is not listed in Table 1 of Part 22 of the Sullivans Cove Planning Scheme therefore the provisions of Part 22.4 (Conservation of Places of Cultural Significance) do not apply. By the definition of 'adjacent' in Part 22.3 of the Scheme however, the subject site is adjacent to 8 Brooke Street (the former Gibsons Mills), 11 Morrison Street (part of 11-17 Morrison Street – the former City Mills), Franklin Square, 21 Murray Street (the Treasury buildings) and 16 Elizabeth Street (the Hobart Council Centre and former HEC building) which are all listed on Table 1 of Part 22 of the Scheme. Accordingly, any development of the subject site would be subject to the provisions of Part 22.5 of the Scheme, which considers possible impact upon adjacent heritage places.

A detailed summary of the cultural heritage values of these adjacent places can be found in the 'Historical Context, Area Conservation Policy and Heritage Impact Assessment' document prepared by Praxis Environment and included at Appendix A. These values are documented in order to allow a good understanding by the design team of the best way in which any proposal can be placed to minimise or mitigate any impacts on these adjacent places.

In addition the heritage assessment delves into the wider "precinct" values of the City area bounded by Murray, Macquarie, Elizabeth and Morrison Streets. As before, the values of this "precinct" are documented in order to allow a good understanding by the design team of the best way in which the proposal can be placed to minimise or mitigate any impacts on the cultural heritage of the area. In particular, key views and vistas in and across this area have been identified and recommendations for how any development on the 28-30 Davey Street site can be appropriately carried out have been established – refer Figure 38.



Figure 38 – Key views and vistas in the vicinity of the subject site (source: 'Historical Context, Area Conservation Policy and Heritage Impact Assessment')

The impact of the proposed Fragrance Group Davey Street Hotel on these key views and vistas, and the way in which these impacts are minimised and/or mitigated is discussed in more detail in section 4 'Urban Design Objectives' above.

6.6 Heritage impact assessment

It is entirely relevant that any possible impact of the proposed development upon adjacent heritage places is considered in assessing the acceptability of otherwise of the adopted design approach for the proposed development. It should be noted however that, in most cases, there is no official (or even informal) conservation policy for each of the adjacent culturally significant places, and in all cases the Tasmanian Heritage Register entries are deficient in adequately articulating the detailed significance of these places, therefore the consideration of possible impacts upon each place has been summarised with a new assessment of possible impact against a greater understanding of values as derived from the site histories and contexts, and this summary is contained within Praxis Environment's 'Historical Context, Area Conservation Policy and Heritage Impact Assessment' document included at Appendix A. Those findings, for each identified adjacent place of cultural significance, are also summarised below. In addition, more detailed information in regard to the impact on the wider heritage component of the Sullivans Cove setting is discussed in more detail in section 4 'Urban Design Objectives' above.

6.6.1 Franklin Square

The key heritage values of Franklin Square comprise “its townscape and social associations (which) are regarded as important to the community’s sense of place”; “its ability to demonstrate the principal characteristics of a Victorian inner city park”; and its “potential to yield important information, of an archaeological nature, that may contribute to a greater understanding of Tasmania’s history”⁴⁶. The current proposal does nothing to compromise these values.

These key values are somewhat expanded on in the draft Franklin Square Conservation Plan and, in particular, we note the importance that this document in addition attributes to the Square’s “strong association with Sir John Franklin and his wife Lady Jane Franklin”⁴⁷. We note the Fragrance Group commitment to providing interpretation of the cultural heritage of the site at 28-30 Davey Street, including as part of the site of the ‘old’ Government House within the proposal, as outlined in section 3 ‘Context’ above, that directly speaks to this association.

Aside from the values articulated in statutory and informal documents, it is important to understand that Franklin Square has changed a lot since the area was first partially cleared of native vegetation in February 1804 so that lodging for Lieutenant Governor Collins could be constructed there. From that time until the 1860s the area was a centre for colonial administration and not a park at all. It was only following the death of Sir John Franklin in the Arctic in 1847, and the demolition of the ‘old’ Government House in 1858, that the Tasmanian Parliament resolved to create Franklin Square and it was laid out in its original form during the 1860s. At that time it was largely tree-less and had a clear view across Sullivans Cove to the water – refer Figure 39. Later it was enclosed with an elaborate cast iron fence and populated with dense planting to become a secluded “retreat” within the City, with a main entrance from Macquarie Street.

Most significantly, and little remarked on in the documents quoted above, from the 1930s, with the construction of the HCC Building (then the HEC Building) and the buildings occupying the sites at 28 and 30 Davey Street, all views to Sullivans Cove from Franklin Square were lost except for the narrow view towards Princes Wharf down Brooke Street from the extreme southern end of the Square, and a distant view across Constitution and Victoria Docks to Hunter Street. This represented a fundamental change to the nature of the Square.

The proposal’s response, in particular to this loss of outlook, is to enhance, to the extent possible at the lower floors, the transparency of the building, which will allow restoration of at least a partial sense of visual connection straight across the ‘cliff line’ to the waterfront below the Square. This is in line with the objectives of the draft Franklin Square Conservation Management Plan and an enhancement of recommendation (ii) of the ‘Franklin Square Master Plan’ which calls for retention of “views from Franklin Square to Battery Point and Sullivans Cove”⁴⁸.

⁴⁶ Tasmanian Heritage Register

⁴⁷ Draft Franklin Square Conservation Plan, 2012, Ferndene Studio

⁴⁸ Franklin Square Master Plan, 2014, Hobart City Council, p.15



Figure 39 – Franklin Square in 1869 showing the absence of trees from the Square and within Battery Point beyond (source: Tasmanian Archive and Heritage Office)

Other historically important views, such as that to St Georges Spire in Battery Point, which is currently completely, or almost completely, obscured by vegetation within the Square, are unaffected.

6.6.2 21 Murray Street (the Treasury Buildings)

The key heritage values of the Treasury Buildings comprise “its ability to demonstrate the growth and development of government from early colonial times to the present”; its rarity as “a surviving example of (a) complex of early Government buildings located in an Australian CBD”; “its townscape associations (which) are regarded as important to the community’s sense of place”; and its “associations with people that have featured prominently in Tasmanian history”⁴⁹. The current proposal does nothing to compromise these values.

The ‘Historical Context, Area Conservation Policy and Heritage Impact Assessment’ prepared by Praxis Environment and attached at Appendix A also discusses the potential for the proposal to “backdrop” the Treasury Buildings. This broader heritage issue is discussed in more detail in section 4 ‘Urban Design Objectives’ above.

6.6.3 16 Elizabeth Street (the Hobart Council Centre)

The key heritage values of the HCC Building comprise “its ability to demonstrate the principal characteristics of a six storey stuccoed Inter-War Beaux-Arts commercial building”; and “its townscape associations (which)

⁴⁹ Tasmanian Heritage Register

are regarded as important to the community's sense of place"⁵⁰. The current proposal does nothing to compromise these values.

The proposal will obscure that part of the south-western wall of the HCC Building which is not presently obscured by the existing buildings on the site in a similar way to that in which the Hydro Building obscures the north-eastern end of the building. This face of the building appears however to anticipate that development will ultimately obscure it, with it showing a distinct lack of decorative finish, and this is not regarded as detrimental.

The proposal's response, more broadly, to the HCC Building, which is substantial in size in its own right, is to insert a podium form, both on Davey Street and on Despard Street, of a scale that is compatible with the height of the HCC Building. This is a contemporary approach which recognises the scale of the adjacent building, but does not attempt to 'mimic' the historical form of it. The form of these two new elevations demonstrates a hierarchy, as recommended in the 'Sullivans Cove Planning Review', with the main entry facade on Davey Street more polished and open, and the rear facade on Despard Street more articulated, opaque and 'closed'. This improves the cohesion of the streetscape over the current situation where the existing buildings are somewhat overwhelmed by the scale of the HCC Building on one side and the Executive Building on the other. The upper part of the proposed development is separated from the podium by a glazed canopy and a two storey landscape floor on Davey Street; and by a set back from the podium on Despard Street which accentuates the reading of the podium as a separate and consistent form with the adjacent HCC Building.

The broader heritage issue of the proposal's position in the wider context of the view towards Sullivans Cove from the southern corner of Franklin Square, in which it will be seen adjacent to the HCC Building, is discussed in more detail in section 4 'Urban Design Objectives' above.

6.6.4 8 Brooke Street (the former Gibsons Mills) and 11 Morrison Street (the former City Mills)

The key heritage values of the Gibsons and the City Mills Buildings comprise their "ability to demonstrate the growth of the flour milling industry and the pattern of development of Sullivans Cove from settlement to the present"; their "ability to demonstrate the principal characteristics of a Federation Warehouse building, its construction method and design"; and their "townscape and social associations (which) are regarded as important to the community's sense of place"⁵¹. The current proposal does nothing to compromise these values.

The proposal's response, more broadly, to the two Mill Buildings (as it is to the HCC Building), which are relatively substantial in size in their own right, is to insert a podium form on Despard Street, of a scale that is compatible with the height of these buildings. This is a contemporary approach which recognises the scale of the adjacent buildings, but does not attempt to 'mimic' their historical form. The articulated, opaque and 'closed' form of the proposal's Despard Street elevation is appropriate to the industrial heritage of the Mill Buildings. The podium form of the proposal on Despard Street also improves the cohesion of the streetscape over the current situation where the existing buildings on the site are somewhat overwhelmed by the scale of the HCC Building on one side and the Executive Building on the other. The upper part of the proposed development is separated from the podium by a set back from the podium which accentuates the reading of the podium as a separate and consistent form with the scale of the other buildings on Despard Street.

⁵⁰ Tasmanian Heritage Register

⁵¹ Tasmanian Heritage Register

6.6.5 Key views and vistas

A detailed discussion in regard to the impact of the proposal on a number of key views identified not only in the 'Historical Context, Area Conservation Policy and Heritage Impact Assessment' document prepared by Praxis Environment, but also in the 'Sullivans Cove Planning Review', in the 'Hobart Waterfront Urban Design Framework', and in the 'Views – Experiencing Sullivans Cove – Considering the spatiality of Sullivans Cove, as a foundation to assessing visual impact' document by Leigh Woolley can be found in section 4 'Urban Design Objectives' above.

7 Planning report

7.1 Statutory planning requirements

Town planning consultants Ireneinc Planning & Urban Design were engaged to undertake a review of the proposals for the Fragrance Group Davey Street Hotel, set out the relevant provisions of the SCPS, and make comment on them. A copy of Ireneinc's report '28-30 Davey Street, Hobart Planning Report to Hobart City Council' is attached at Appendix B. Key findings from the report are summarised below:

- the primary objectives of the Sullivans Cove Planning Scheme are centred on maintaining the historic and cultural values of the Cove by ensuring that new developments respect the character of the Cove and wider Hobart waterfront
- it is demonstrably possible for new and contemporary development to be facilitated within the Cove without damaging the historic cultural significance of the Cove
- the proposed building has been designed to respect the relevant provisions of the SCPS and to ensure that key elements that make the Cove what it is are retained and enhanced
- The overall height and form of the proposed building responds appropriately to the height of adjoining buildings and does not dominate or reduce the historic cultural heritage significance of the Cove
- Proposed associated works within Brooke Street will ensure much needed activation and rejuvenation of a key public space and will facilitate improved pedestrian access between the Cove and CBD

In conclusion the planning report finds that the proposed design "is capable of respecting the built form of neighbouring buildings whilst presenting a new contemporary design into the landscape" of the Cove and to do so "whilst retaining key view and vistas" and supports the proposal.

8 Appendices

8.1 Appendix A – ‘Historical Context, Area Conservation Policy and Heritage Impact Assessment’ by Praxis Environment

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Historical Context
Area Conservation Policy &
Heritage Impact Assessment

28-30 Davey Street
HOBART TASMANIA

Brad Williams
Heritage Consultant

For Fragrance Tas. Hobart Pty. Ltd.

November 2015
(Heritage Impact Assessment – July 2020)

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

Cadastral information depicted in this document must not be relied upon without verification by a Surveyor.

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1. Introduction

This report has been commissioned by Fragrance Tas Hobart Pty. Ltd., in order to inform the design process for a proposed redevelopment of 28-30 Davey Street, Hobart. The site currently comprises of two highly modified small-scale warehouses with office components between the Hobart CBD and waterfront.

Figures 1.1-1.2 depict the area which is subject to the proposed works, which comprises the *subject site*, an approximately 2000 square metre site comprising of Certificates of Titles 229936 /1 and 223045/1 (PID's 2947185 and 2947177 respectively). The subject site is not listed on Table 1 (Places of Cultural Significance) of Part 22 of the Sullivans Cove Planning Scheme 1997 therefore the provisions of Part 22.4 (Conservation of Places of Cultural Significance) do not apply.

By the definition of 'Adjacent' in Part 22.3 of the SCPS97, the subject site is adjacent to 8 Brooke Street (former Gibsons Mills), 11 Morrison Street (part of 11-17 Morrison Street - former City Mills), Franklin Square, the Treasury buildings (21 Murray Street) and 16 Elizabeth Street (Hobart Council Centre - former HEC building) which are all listed on Table 1 of Part 22 of the SCPS97. Accordingly, any development of the subject site would be subject to the provisions of Part 22.5 of the scheme (which considers possible impact upon adjacent heritage places). In addition to the specific heritage provisions of Part 22 of the scheme, Section 7.3.2 of the scheme lists principles that apply to the retention of the 'historic character of the Cove' which must be considered in the assessment of any proposed development.

Accordingly, the brief for the up-front portion of this project was to:

- To undertake an assessment of all statutory heritage requirements for any proposed development of the place.
- Identify the responsibilities arising from any statutory heritage requirements.
- To provide conservation policy to mitigate the impact of the proposed development consistent with statutory heritage requirements and to undertake a heritage impact assessment of the proposed development on those places.

The above findings are to be fed into the design process for any future development of the subject site. Following the design process, the final part of this brief is to:

- Undertake a heritage impact assessment against the policies/recommendations of the initial document and relevant statutory heritage requirements.

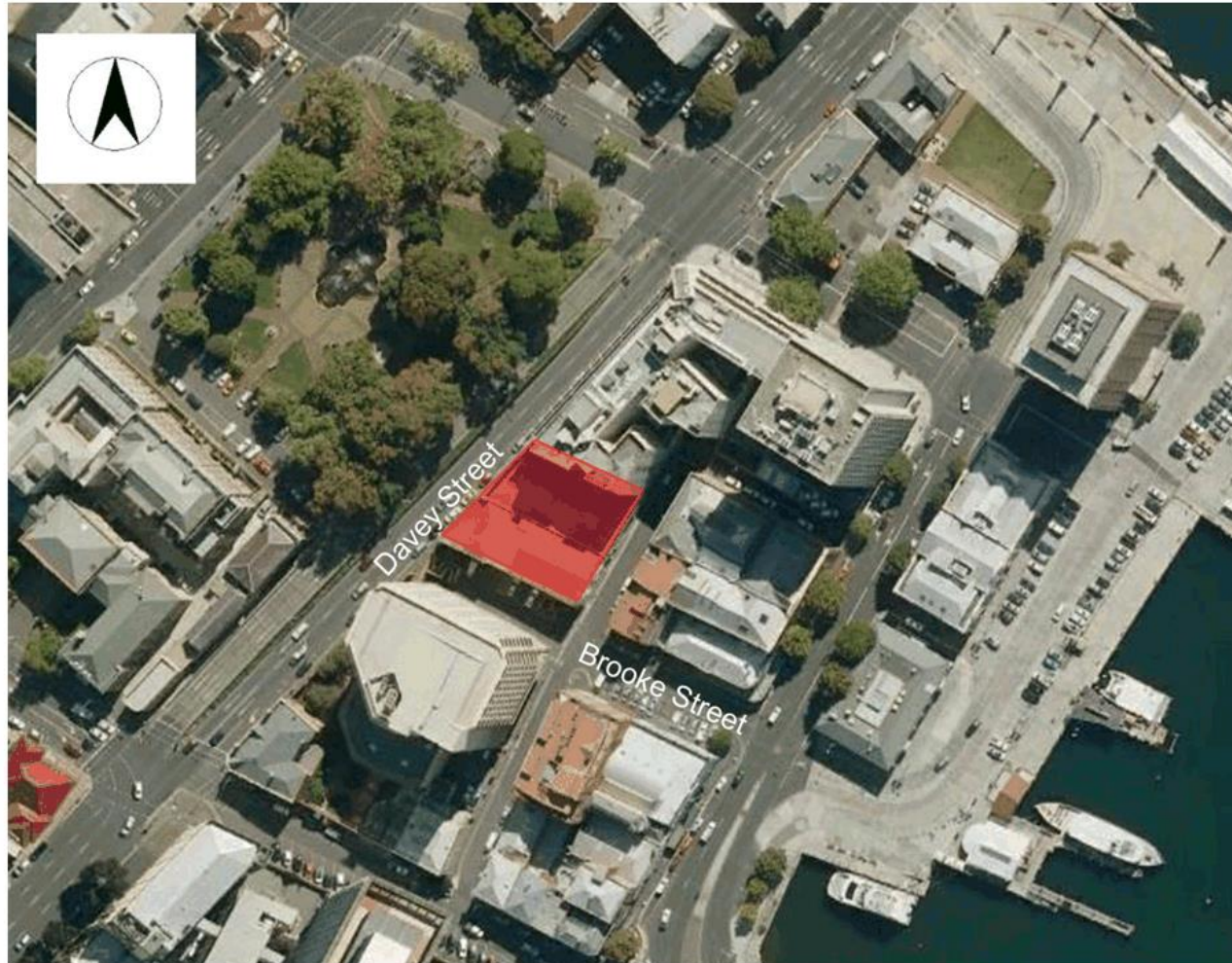


Figure 1.1 - 2008 Aerial image of the area – the subject site depicted in red. GoogleEarth



Figure 1.2 – Cadastral parcels comprising the subject site (depicted in red) and surrounds (www.thelist.tas.gov.au).

The assessment of heritage impact been developed with regard to the Articles of the ICOMOS Australia *Burra Charter*¹ (in particular Article 8 – setting) and more specifically industry guideline documents including *Design in Context – Guidelines for Infill Development in the Historic Environment*.² Whilst development of the site has been touted, no preliminary design concept was supplied to the author of this document prior to the formulation of the up-front portion of this document, therefore the findings were developed without a firm predefined design in-place, therefore adhering to conservation planning best-practice in understanding the significance of the place, and adjacent places, and formulating policy to refine the final design which is to form the development application to Hobart City Council. This is consistent with Burra Charter and conservation planning principles of understanding the significance of a place, developing policy to guide decisions, then formulating responses to such.

¹ www.australia.icomos.org/

² Royal Australian Institute of Architects & New South Wales Heritage Office 2005.

2. Statutory heritage requirements

This report has been commissioned to consider the statutory heritage requirements arising from the proposed development. The following requirements are to be met in any development of the subject site:

2.1. Sullivans Cove Planning Scheme 1997

Table 1, Part 22 – Places of Cultural Significance

The subject site is not listed on Table 1 (Places of Cultural Significance) of Part 22 of the Sullivans Cove Planning Scheme 1997, therefore the provisions of Part 22.4 (Conservation of Places of Cultural Significance) do not apply.

By the definition of 'Adjacent' in Part 22.3 of the SCPS97, the subject site is adjacent to 8 Brooke Street (former Gibsons Mills), 11 Morrison Street (part of 11-17 Morrison Street - former City Mills), Franklin Square, the Treasury buildings (21 Murray Street) and 16 Elizabeth Street (Hobart Council Centre - former HEC building) which are all listed on Table 1 of Part 22 of the SCPS97. Accordingly, any development of the subject site would be subject to the provisions of Part 22.5 of the scheme (which considers possible impact upon adjacent heritage places).



Figure 2.2 – The subject site (outlined in red) in relation to ‘adjacent’ heritage places as defined by Section 22.3 of the SCP597. Adapted from www.thelist.as.gov.au

Accordingly, any proposed development of the subject site must either meet the ‘deemed to comply’ provisions of Part 22.5.4 the scheme:

‘Building or works’ on other land within the planning area is ‘permitted’ in respect to this Schedule where it can be demonstrated that the following ‘deemed to comply’ standards can be met:

For ‘building or works’ on sites adjacent (as defined in clause 22.3) to a place of cultural significance:

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

Otherwise, the planning authority has the discretion to approve building or works which are not deemed to comply, by the provisions of Part 22.5.5 of the scheme:

22.5.5 'Discretionary' 'Building or Works' 'Building or works' on land which cannot satisfy the 'deemed to comply' provisions of Clause 22.5.4 may be approved at the discretion of the Planning Authority. The following criteria must be taken into consideration in the assessment of all proposals for 'building or works':

'Building or works' adjacent to a place of cultural significance must not dominate that place when viewed from the street or any other public space, or be more prominent in the street than the adjacent place of cultural significance.

The area of a facade of any new building may be permitted to exceed that of the building on an adjacent place of cultural significance where the Planning Authority is satisfied that the visual impact of the apparent disparity of scale is not significant or that historic precedent warrants the scale disparity.

'Building or works' must complement and contribute to the specific character and appearance of adjacent places of cultural significance and the historic character of the Cove generally.

The location, bulk and appearance of 'building or works' must not adversely affect the heritage values of any adjacent or nearby place of cultural significance.

'Building or works' must not reduce the heritage value of any adjacent places of cultural significance by mimicking historic forms.

In addition to the specific heritage provisions of Part 22 of the scheme, Section 7.3.2 of the scheme lists principles that apply to the retention of the 'historic character of the Cove':

- *To facilitate use and development which is compatible with conservation of the Cove's cultural heritage values.*
- *To encourage the recycling of existing buildings through the promotion of new uses, particularly in buildings of identified cultural heritage value.*
- *The recognisable historic character of Sullivans Cove is not to be compromised by new development which overwhelms the historic spaces and buildings, or, by new development which reduces the apparent authenticity of the historic places by mimicking historic forms*

- *Changes to urban character will be consistent with conservation of cultural significance and maritime and historic character of Sullivans Cove.*
- *No new development or part of a development is to be individually prominent particularly when viewed from Sullivans Cove or the River Derwent. Exceptions include cranes and similar development relating to the essential operating requirements of the Tasmanian Ports Corporation.*
- *The distinctive urban form of Sullivans Cove is to be reinforced in development areas.*

The tenor of these principles will need to be considered in the formulation of conservation policy and responded to in any design process.

Table 2, Part 22 – Places of Archaeological Sensitivity

The subject site is not listed as a Place of Archaeological Sensitivity on Table 2 of Part 22 of the SCPS97; therefore there is no requirement for archaeological input in the development process.

In summary, the historic heritage issues around the development of the subject site would be limited to the impacts upon adjacent heritage places, and whether any proposal meets the 'Permitted Building or Works' of Part 22.5.4 of the SCPS97 or whether it would be 'Discretionary Building or Works' under Part 22.5.5 as well as the general provisions of the scheme in Section 7.3.2 and any possible impact upon the wider 'historic character' of the cove.

2.2. Tasmanian Heritage Register

The place is not listed on the Tasmanian Heritage Register, therefore is not subject to the provisions of the *Historic Cultural Heritage Act 1995*.

2.3. Other statutory heritage registers/lists

The place 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 Relics 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 Relics Act 1975* are applicable to the place.

3. Background history of the subject site

3.1. Source material

For this 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. See Appendix A for detail on the historical research undertaken as part of this project, which may include details not relevant to archaeological potential, but which may be relevant to the later interpretation of the site and/or archaeological results.

Primary sources

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

- Lands Services Department (LSD) 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.
- Hobart City Council building files (AE471 series, Tasmanian Archive and Heritage Office).
- Valuation rolls, as published in the Hobart Town Gazette.

Secondary sources

The following secondary sources were consulted in the formulation of the current document:

- Graeme-Evans, A. (1995): *Against the odds : Risbys - Tasmanian timber pioneers 1826-1995*
Regal Publications, Launceston.

Spears, L. (1997): *A History of 28 Davey Street*

Published by the Author.

Soloman, R. (1976): *Urbanisation : the evolution of an Australian capital*

Angus and Robertson, Sydney.

Secondary source material, namely archaeological reports, were utilised in the archaeological research design and method statement (Section 3.4), as cited in that section.

3.2. Historical development 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). 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 3.4. 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 is provided fore here in the archaeological method statement (Section 5).

Aboriginal occupation

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

The settlement of Hobart

Hobart was established in 1804, making it the second oldest city in Australia. Hobart Town was built around the Hobart Rivulet around the edge of Sullivans Cove, initially in an ad-hoc manner, but after Macquarie's visit of 1811, surveyor Meehan imposed a formal grid of streets on the undulating land. At this time Elizabeth and Argyle Streets terminated at Macquarie Street and the north-eastern terminal of Davey Street was at the intersection of Murray Street - and the area below remained a more natural lowland separated from the settlement by a steep escarpment running from near Hunter Island to what was later to become Salamanca Place. The city centre was primarily contained within the Rivulet basin and the Macquarie ridge divided central Hobart from Sullivans Cove. The city streets were not extended beyond Macquarie Street until after extensive reclamation of the foreshore from around 1830. The original shoreline was progressively reclaimed in order to support the construction of piers and the wharf apron, and the port experienced an industrial heyday during the late 1800's and Hobart was for a brief period, one of the great whaling ports of the world. As the volume of exports, including whale oil, apples, hops and timber, increased, infrastructure such as warehouses and piers grew rapidly.

Government House grounds and the natural Hobart waterfront

In 1804 the first rudimentary Government house was established in what was proposed to become George's Square, bounded by Macquarie, Murray and Argyle Streets and the natural escarpment on the edge of Sullivans Cove. That building was replaced in 1807 by another makeshift building in that area and eventually replaced in the late 1810s by a more substantial and befitting building with the foundation stone laid in 1817. Figure 3.2.1 depicts the Government Grounds and Government House in c1820, with the subject site located as part of the lower portion of those grounds. This depiction

gives no indication of topography, however the subject site is known to have straddled the steep escarpment to the edge of Sullivans Cove, so is very unlikely to have been a usable part of the Government Grounds.



Figure 3.2.1 – A c1820s survey plan of Hobart Town, showing the subject site as part of the Government Grounds. Note the early depiction of only the first stage of Government House. This plan gives no inference of vegetation or topography and it is known that the subject site at the time was densely wooded and comprising the steep escarpment on the edge of Sullivans Cove. DPI/PWE Hobart 12.

Figure 3.2.2, from the late 1820s, shows the Government House grounds with landscaped elements and the shading of that plan implying the topography of the escarpment, of which the subject site only appears to include a small portion of flat land at the bottom of the Government House gardens.



Figure 3.2.2 – The Government House grounds, c1827, showing the landscaping of the grounds and the shading implying the steep escarpment on the edge of Sullivan's Cove in which the subject site is located. DPI/PWE Hobart H11

Figure 3.2.3, from around 1830, shows a similar layout of the surrounds and the subject site, and that Government House had been substantially extended by that time.



Figure 3.2.3 – A c1830 survey plan of Hobart Town, showing the subject site (approximately denoted by the red arrow) as undeveloped land below Government House. Note that this plan gives no inference of what was likely to be dense bushland in this area at the time as well as the topography of the escarpment. DPIPWE Hobart 5

A similar arrangement of the government House grounds and the subject site is depicted in both the 1839 Frankland survey (Figure 3.2.4) and the 1841 Census map survey (Figure 3.2.5)

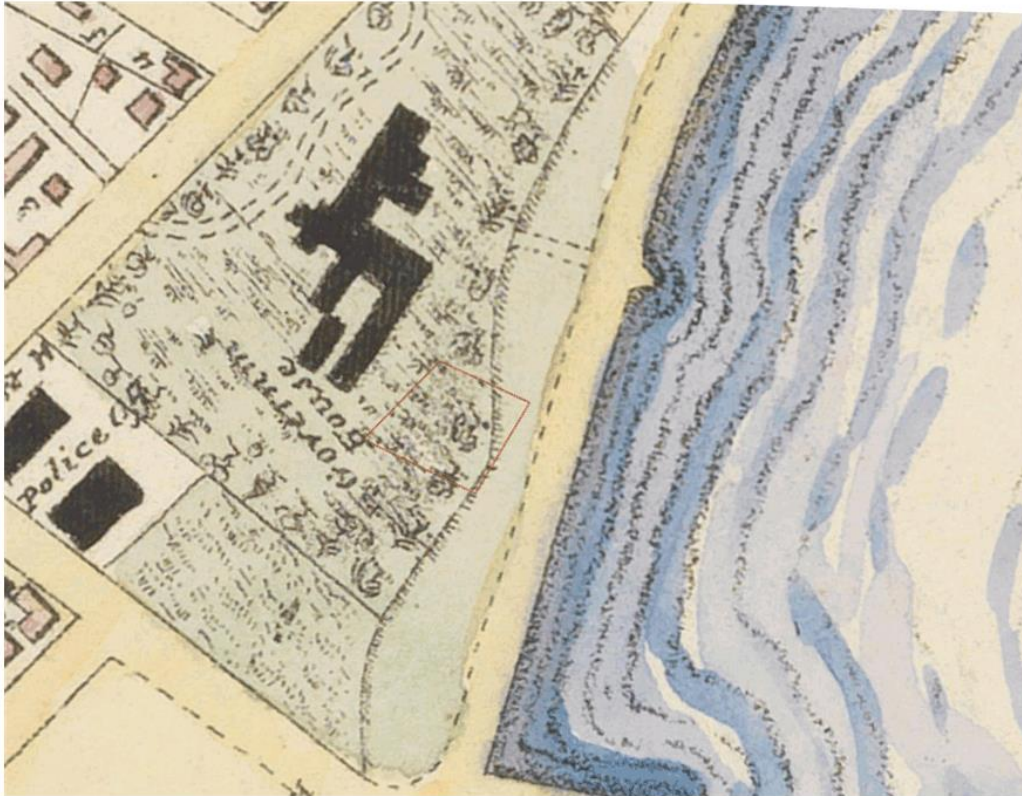


Figure 3.2.4 – Excerpt from Frankland's 1839 map of Hobart and surrounds. State Library of Tasmania, Allport Stack 912.94661MAP.

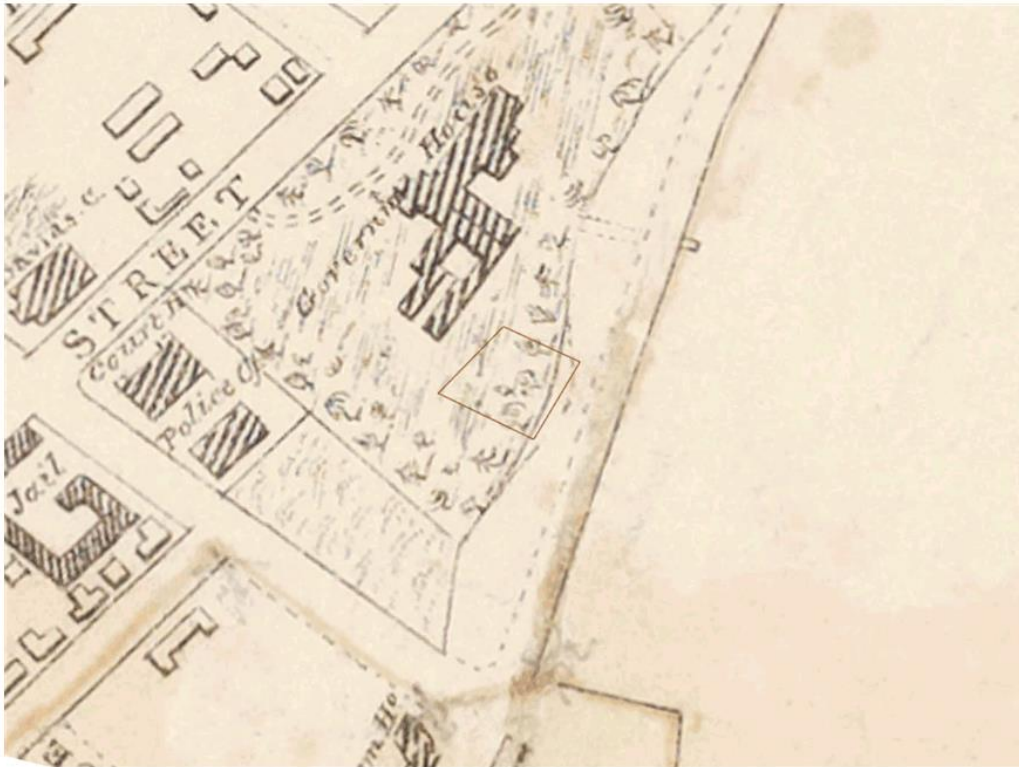


Figure 3.2.5 - Excerpt from the 1841 census map of Hobart and surrounds. Tasmanian Archive and Heritage Office, CSO8-17-578.

Edgar's 1840 survey of the Hobart Waterfront (Figure 3.2.6) shows a very accurate depiction of the area at a pivotal time of extensive land reclamation works around the cove. This plan clearly delineates the boundaries of the Government House allotment, with the subject site largely outside the grounds (as per earlier depictions), and the colouring of the map implies the line of the escarpment showing the subject site largely on the lower ground. This is the only depiction of any early building within the subject site; with penciled notations labelling that building is a 'blacksmiths shop'. This survey shows the first dramatic changes of the waterfront area, with reclamation underway (further discussed below).

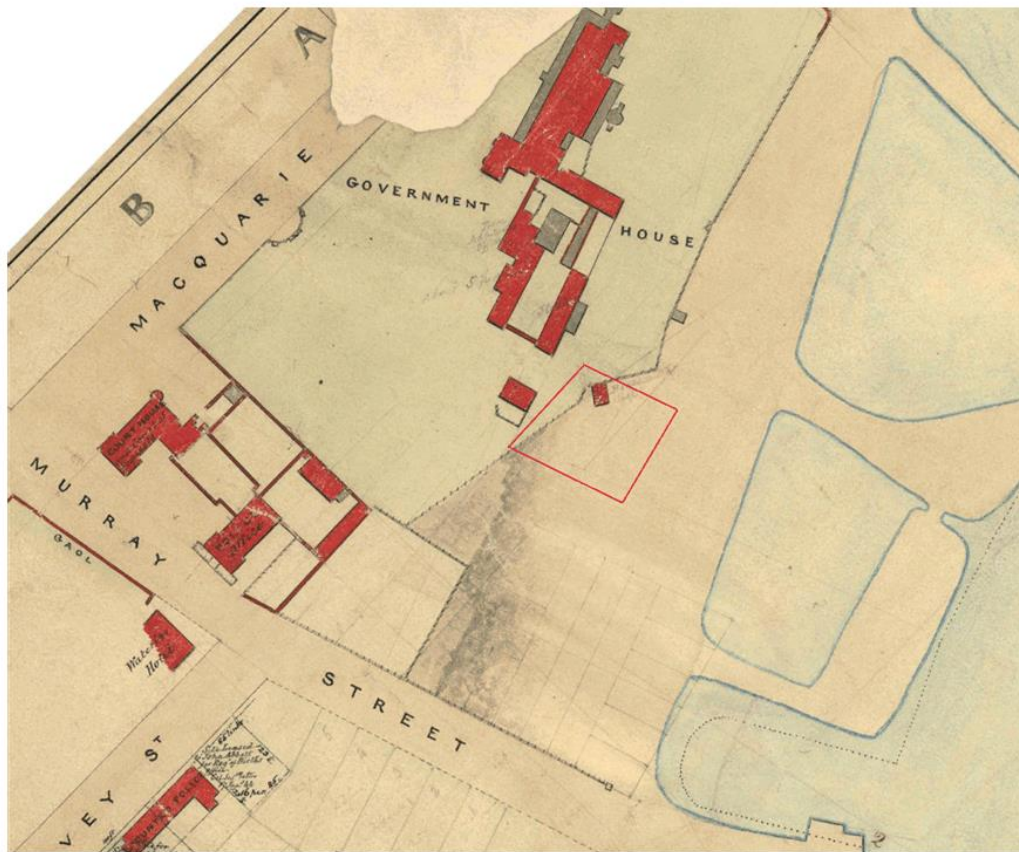


Figure 3.2.6 – Edgar's 1840 survey of the Hobart waterfront. DPIPWE 90421.

Sprent's 1845 survey of Hobart shows the subject site below Government House (see Figure 3.2.7), however the accuracy of this survey is questionable – despite the Sprent survey being known to have a very high degree of accuracy, in this vicinity the survey shows *intended* street alignments, which are known not to have been eventually built to that exact layout. Figure 3.2.8-3.2.10 show that even after the Sprent survey, those streets had not been formed – emphasising that Sprent was being somewhat 'predictive' in his depiction. We do know at that time that there were substantial reclamation works well underway (see Figure 3.2.6).

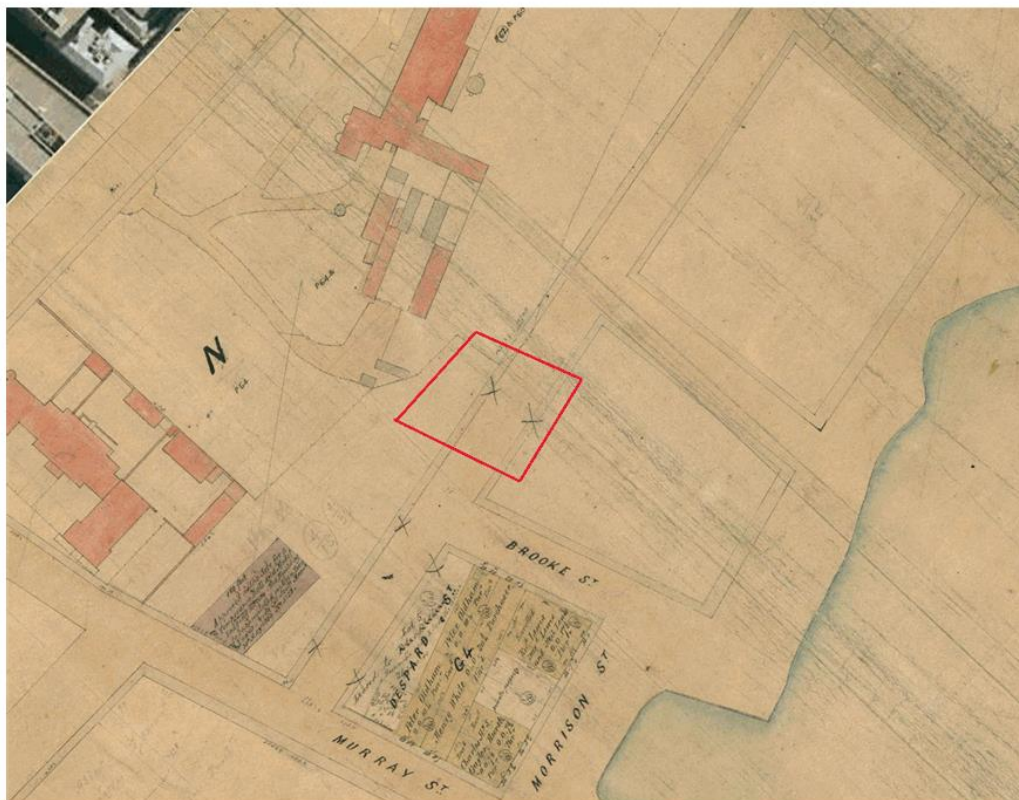


Figure 3.2.7 - Excerpt from Sprent's 1845 map of Hobart and surrounds, the subject site denoted in red. (www.thelist.tas.gov.au).

The first Government House is well documented in colonial artworks, with Figures 3.2.8-3.2.10 being examples, which show the subject site (in front of Government House) in a largely natural state, with bushland and the escarpment being features visible in both images.

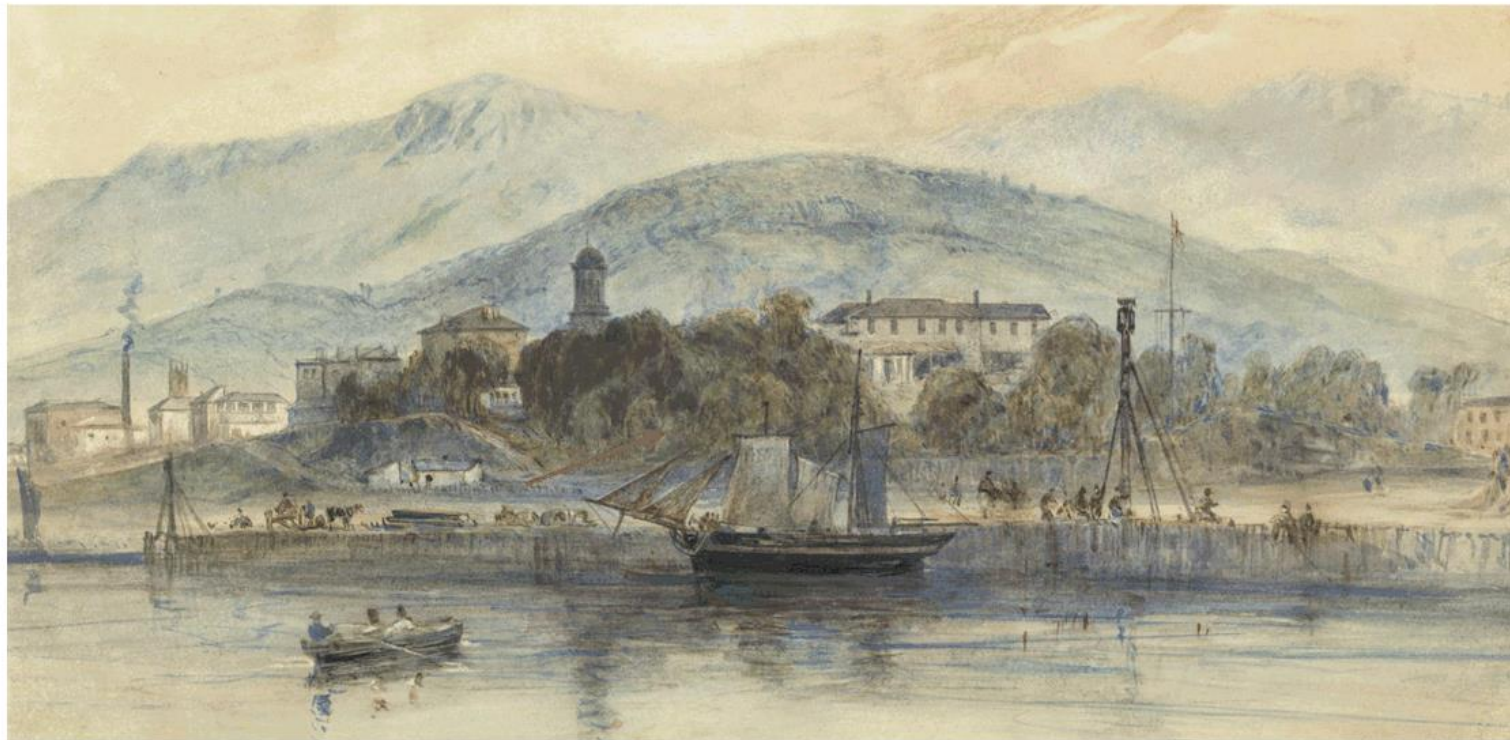


Figure 3.2.8 – The Hobart waterfront and first Government House from Sullivans Cove, by John Skinner Prout 1844, the approximate subject site denoted by the red arrow – note the escarpment, low lying land reclamation and bushland. State Library of Tasmania SD-ILS76602.

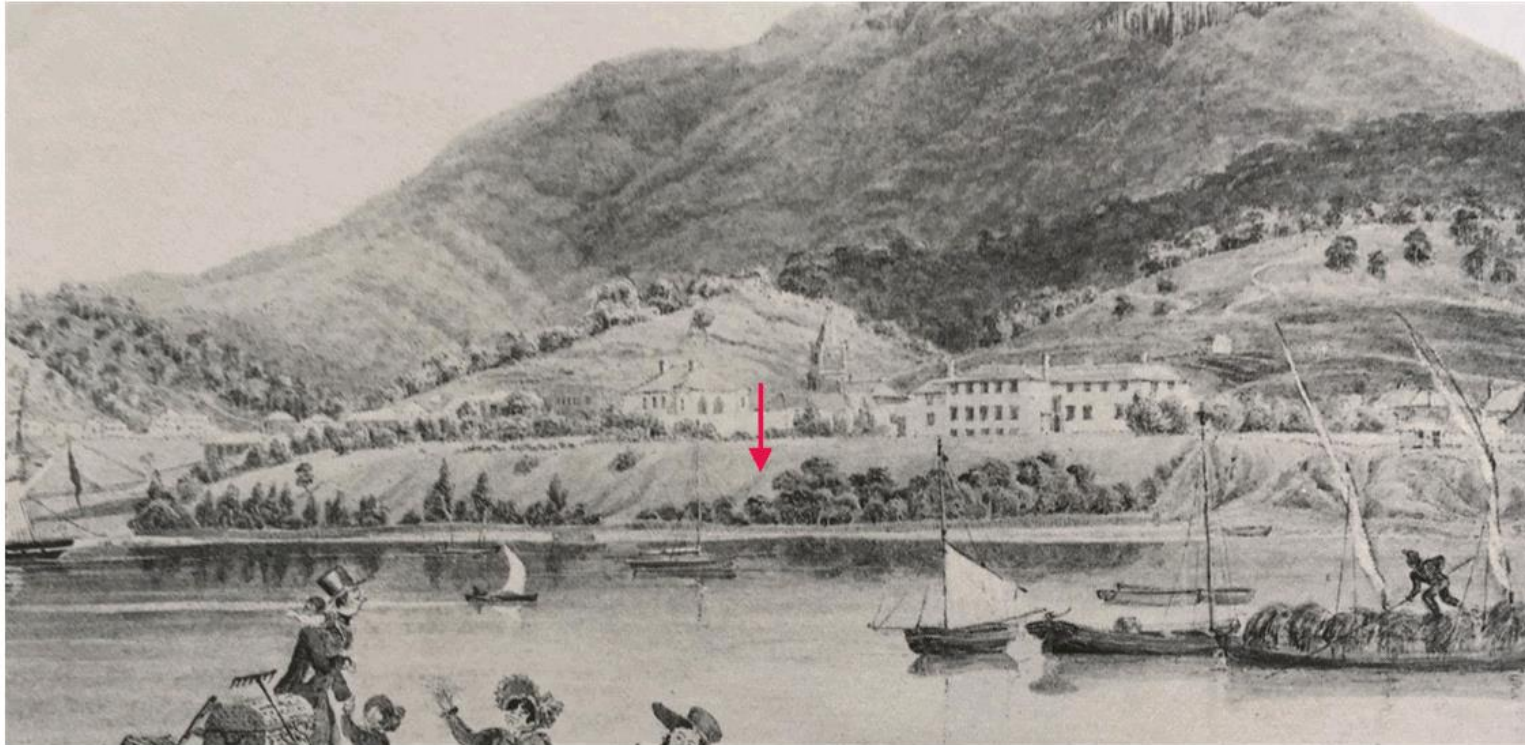


Figure 3.2.9 - Government House in the 1830s – the approximate subject site denoted by the red arrow. Note the escarpment and the lower lying land yet to be developed. Reproduced from Graeme-Evans, p.16.



Figure 3.2.10 – The Hobart waterfront and first Government House from Sullivan's Cove, from an 1847 artwork (later photographed by John Watt Beattie) - the approximate subject site denoted by the red arrow – again, note the escarpment, low lying land reclamation and bushland. Tasmanian Archive and Heritage Office NS1013/1/1809.

The demolition of Government House and subdivision of the escarpment

Following the land reclamation in the central portion of Sullivans Cove in the early 1840s, the formerly natural escarpment and shoreline in front of Government House became rapidly industrialised and commercialized. Where such activities had previously been centred around the Old Wharf (Hunter Street), the establishment of the Salamanca warehouses and the Customs House (now Parliament House) as well as the 'Old Market' – all in the first half of the 1830s, meant that this area was a desirable link to the old and new activity centres.

Figure 3.2.11 shows the subdivision of the area below the subject site, on the flat portion of the reclaimed land area, in close proximity to Franklin Wharf. This shows the proposal for Despard Street and the extension of Davey Street (which may have been an informal track at that time, across the bottom of the Government House grounds) and has drafted subdivision boundaries along the escarpment. This plan is undated, but certainly from the 1850s (noting that the new Government House was commenced in 1853 and the old demolished in 1859) – the foreshadowing of the Government House demolition, making way for the new streets and reconfiguration of the escarpment landform.

This survey is the first mention of the Risby occupation of that area, with a 14.5 perch (366 square metre) allotment between the end of the proposed Despard Street and Elizabeth Street having been purchased by Joseph Risby (outside the current subject site).

The Risby timber empire is well documented, primarily in the book *Against the Odds*³ – having built an empire of timber harvesting, processing and sales centred around southern and western Tasmania spanning around 170 years and several generations of that family. That work also gives an excellent contextual economic, technological and political overview as they pertained to the timber industry. Their headquarters for most of their first century was near Franklin Wharf in Hobart, in the area bounded by Davey, Elizabeth, Brooke and Despard Streets, including the subject site. In 1844, Thomas, William and Joseph Risby established Risby Brothers Timber Merchants – having had interests in timber and shipbuilding in Hobart Town alongside their father for the previous two decades – their father operating out of premises adjacent to the Ship Hotel in Collins Street and later in their Napoleon Street shipyard. That year, they leased a sawmill operation on Franklin Wharf from Askin Morrison. That operation is not visible on any of the maps from that period and its precise location is unknown. The Risbys had purchased that operation by 1854. Whether that was the allotment shown on Figure 3.2.11, or whether they moved the operation to that location from nearby is not known. The following year, however, they had leased the operation to a Mr. Ley and concentrated their own operation in a larger yard on Argyle Street, although by 1859, they had moved their operation back to their Elizabeth Street yard.

³ Graeme-Evans, A. (n.d. c1996): *Against the Odds – Risbys- Tasmanian Timber Pioneers 1826-1995*. Tasbook Publishers, Hobart.

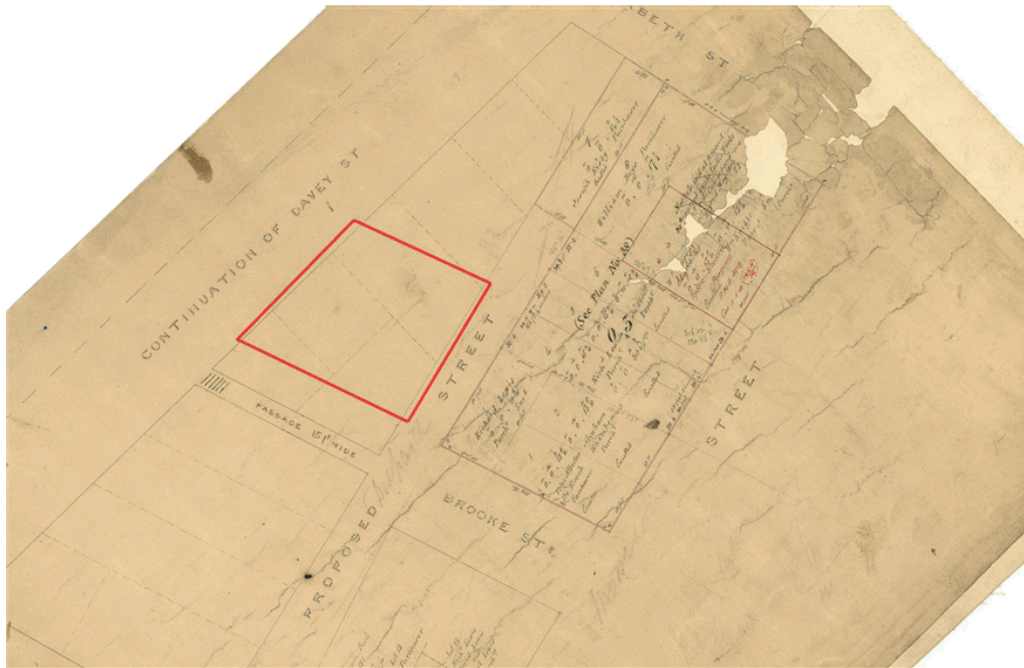


Figure 3.2.11 – Plans for the continuation of Davey Street and detail of subdivided allotments on reclaimed land in the Franklin Wharf area at the time of the planned demolition of Government House (c1850s). Tasmanian Archive and Heritage Office AF391/1/34.

Figure 3.2.12 shows the newly formed extension of Davey Street following the demolition of the old Government House, probably c1872. Whilst Figure 3.2.11 apparently shows a scheme for such a reconfiguration of that area, Figure 3.2.12 shows what actually was done – with the extension of Davey Street, the subdivision of the escarpment area and the names of those who purchased that land. Notably, Risby had purchased all that land on the edge of the escarpment from the new Brooke Street to the new extension of Elizabeth Street – taking their holding in that area from around 366 square metres, to over 3300 square metres. – obviously this new land acquisition given them a much desired scope for expansion of their operation right at the doorstep of the burgeoning wharves.

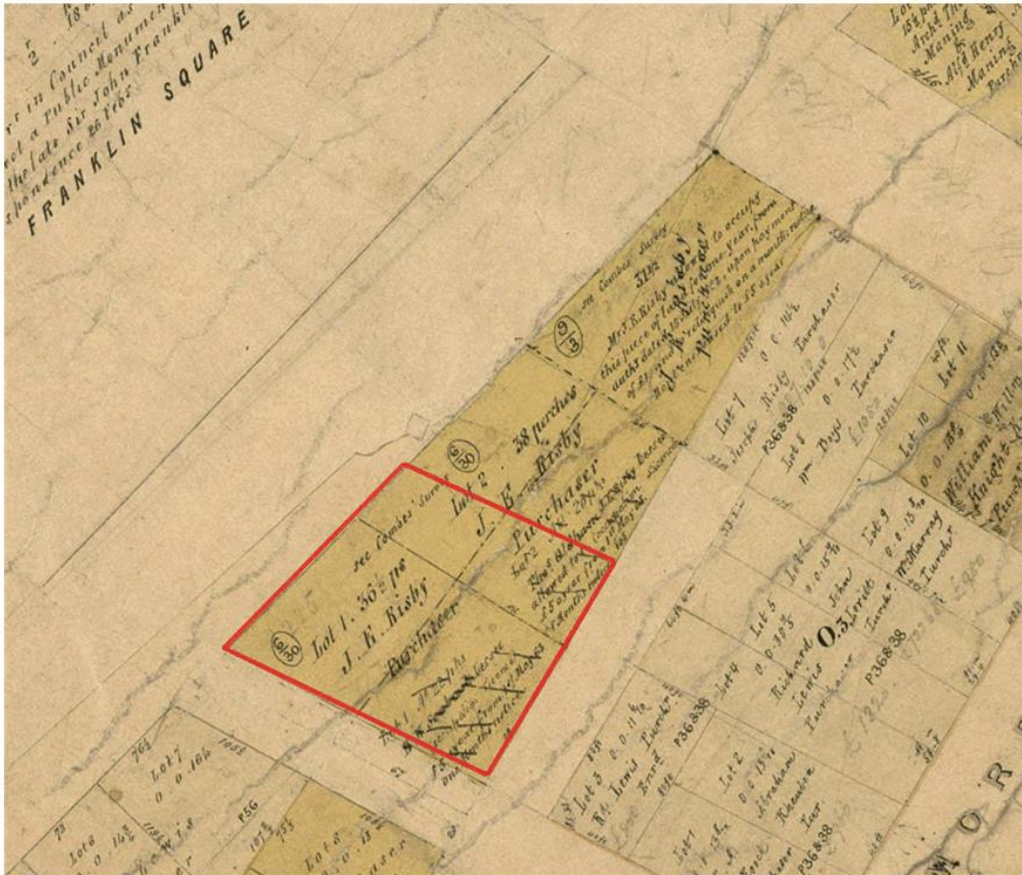


Figure 3.2.12 – Survey of the Brooke Street area, following the demolition of Government House and continuation of Davey Street, showing newly formed allotments (c1872). Tasmanian Archive and Heritage Office AF391/1/93.

Figure 3.2.13 is a rare glimpse of the escarpment area in the vicinity of the subject site, at a time when that area was being redeveloped. The photograph can be dated to a range of 1854-1859 as the gasworks was established by that earlier date, and the roof of Government House can be seen in the background, which was demolished in 1859. The photograph was most likely closer to 1859 as it appears that work was being done to extend Davey Street. The buildings to the right of the photograph are likely to be part of the Risby operation prior to their expansion into their newly acquired land along the escarpment.

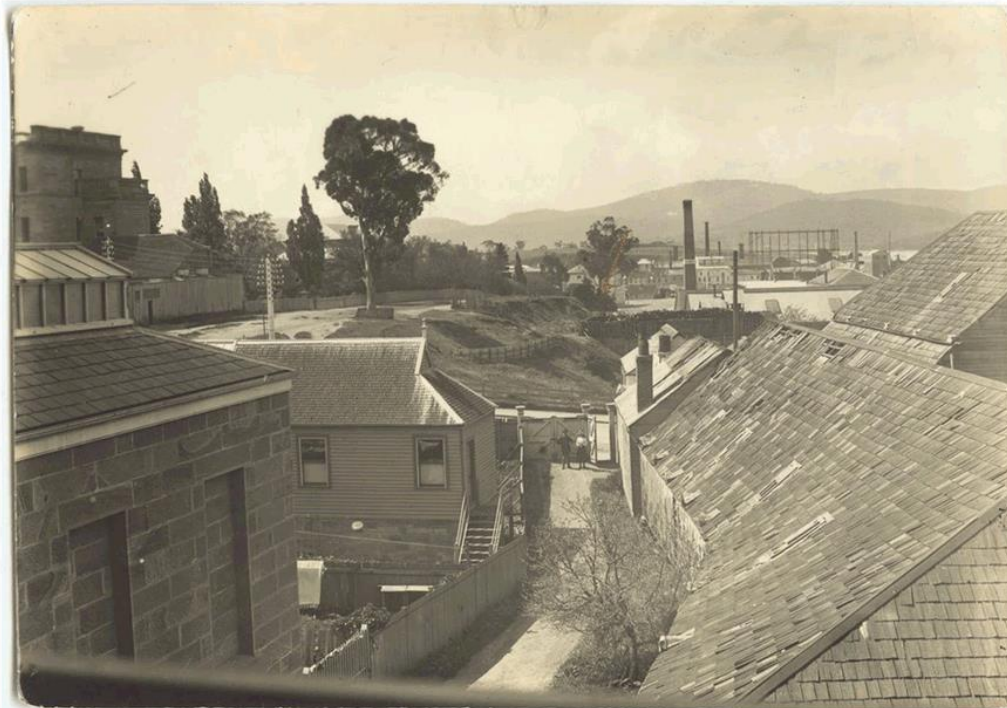
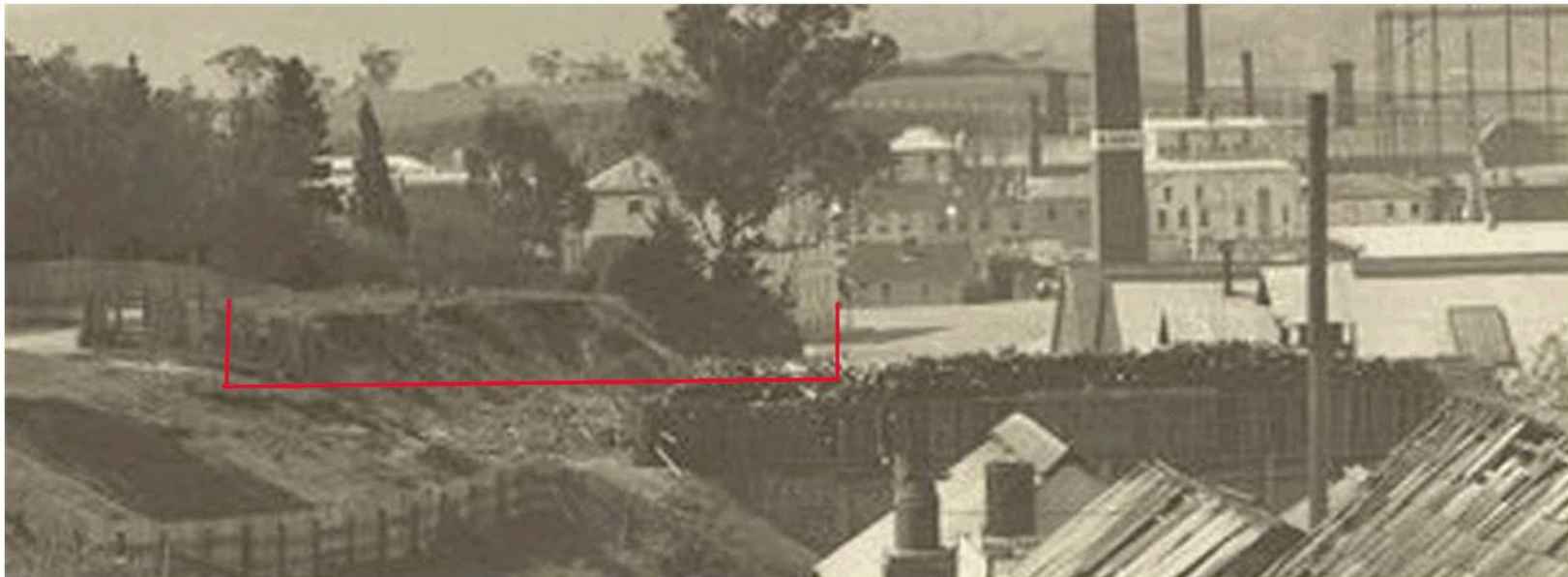


Figure 3.2.13 – A view across the Hobart waterfront from lower Murray Street. This photograph must have been taken between 1854 (construction of the gasworks) and 1859 (demolition of Government House) as both those buildings can be seen. Note that Davey Street has been pushed through the bottom of the Government house gardens at that time, likely to be indicating the imminent demolition of that building (the approximate subject site denoted by red arrow). Colin Dennison collection.



Excerpt from Figure 3.2.13 showing detail of the approximate subject site in its comparatively natural form. The natural escarpment around the edge of Sullivans Cove can be seen. Note that infill development bounded by what would become Brooke Street, Despard Street and Morrison Streets has been built by this time.

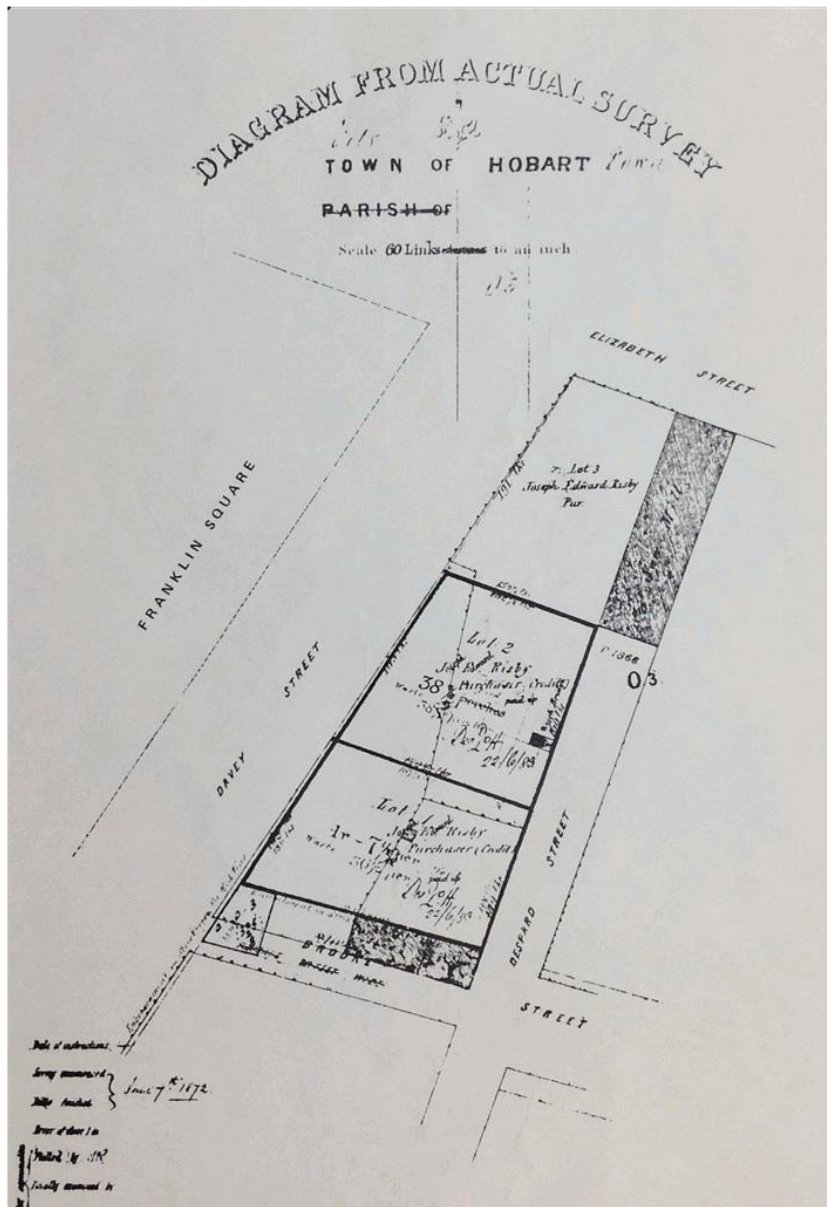


Figure 3.2.14 – The original subdivision plan of the lots following the escarpment, dated 1872 (not necessarily the date of subdivision) showing Risby as the purchaser of all the lots fronting the newly extended Davey Street.

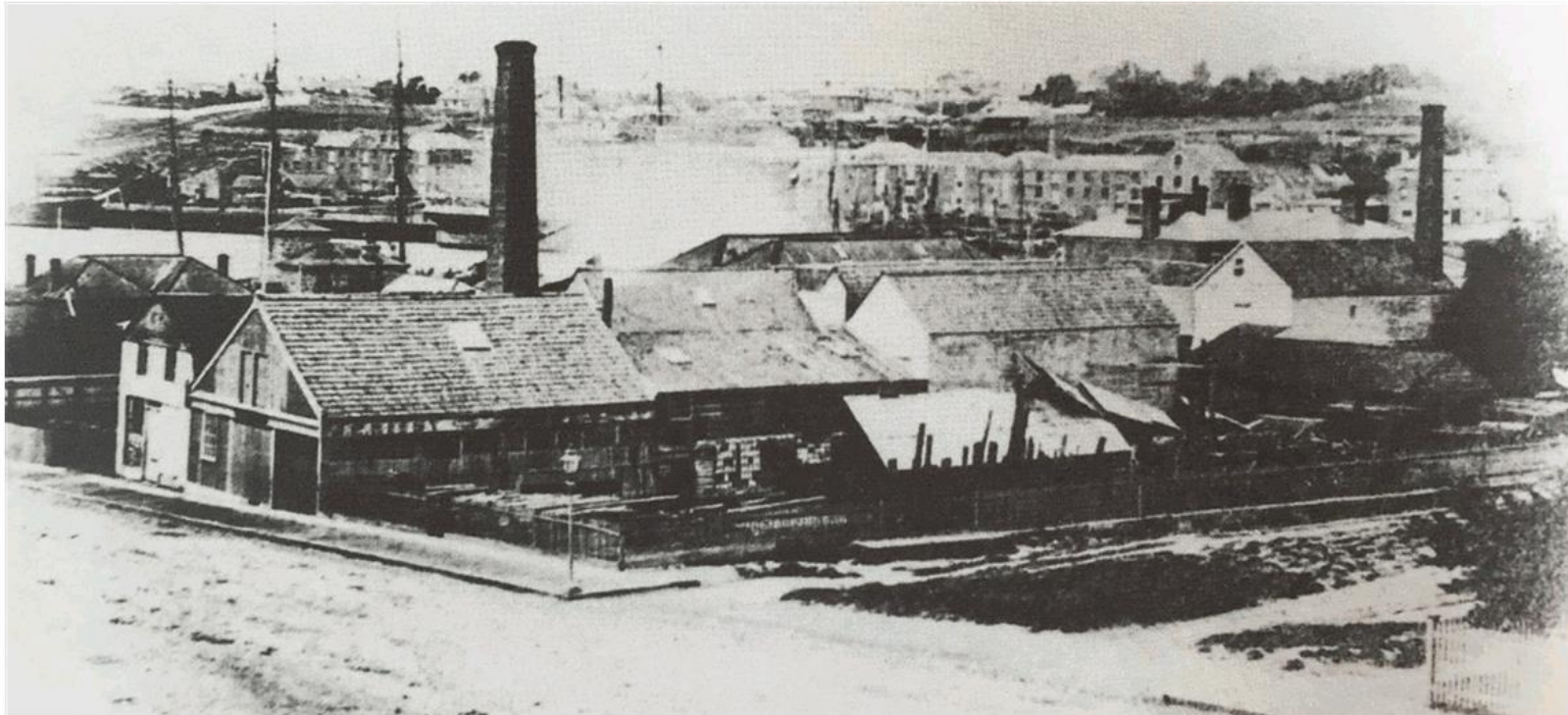


Figure 3.2.15 – The Risby Brothers timber yard (date unknown, but pre-1878). This shows the buildings facing Elizabeth Street and the corner of the Franklin Square fence to the right. From Graeme-Evans, p.20).



Figure 3.2.16 - Looking up Davey Street, c1890. This image appears to show the commencement of the widening of Davey Street, with excavation of the remnants of the escarpment for the lower level of the street. Note the Risby buildings to the right of the photograph, showing a range of timber sheds. Tasmanian Museum and Art Gallery (Q6411 HCC1890/82)

Risby Brothers – late 19th century prosperity and the 1878 fire

By all accounts, the Risby empire prospered from their Hobart waterfront base, however in March 1878, a fire ripped through their flagship timber yard. The site was subsequently cleared and a new operation established in very quick succession. Newspaper reports at the time describe the spectacular fire, which also destroyed some neighboring businesses. The subsequent inquest determined that the fire was accidental, although the precise cause could not be determined.

The Tribune (Hobart) on the 2nd September 1878 described the new facility:

A new engine and gear, with a large quantity of machinery, was procured in Melbourne, landed at the scene of operations, and erected in the large building which had previously been used as a storehouse, and which had escaped the fury of the fire. A commodious brick office was built fronting Elizabeth-street, and in the yard a temporary bench with portable engine was fitted up for the purpose of cutting firewood. It has continued to do good work, and has provided employment to number of men who would otherwise be idle, pending the completion of the mill. The two boilers which - were used at the old establishment, have been again placed in position, having only required very little attention. A new smoke stack has been raised just under the side of the hill at the north-eastern corner of the building. The engine, which is enclosed in a corrugated iron house, is one of the neatest specimens of its kind that we have seen. It is constructed on a new principle embodying improvements in the governors and piston rod. The fly wheel is 9ft in diameter, and weighs two and a half tons and the belting, which connects the engine with the tie shaft, is very strong, being about 18in. in width. At present there are but three frames ready for the reception of saws but it is intended; when complete, that the mill shall contain at least twice that number. 'Wo also noticed an ingenious and exceedingly useful piece of machinery for the purpose of cutting felloes, treenails, etc., the saws, working on a band which revolves round 'wo wheels. It is Mr. Risby's intention to add bark-chopping and crushing to his business, and for this purpose he has imported two machines for chopping the bark, and an improved mill for the purpose of crushing. These are fitted in the upper story of the building and almost on a level with the Franklin Hill, a roadway from which will soon be available. By the same thoroughfare it is intended to supply the coals necessary for the fires, convenient shoots having been arranged/for that, purpose. A start of the machinery was made on Saturday afternoon, in the presence of a number of visitors and the operatives of the establishment, and everything was found to work admirably.

Depictions of the area are provided in two oblique aerial sketches from the latter quarter of the nineteenth century. Figure 3.2.17 was published in 1879 and shows the subject site largely devoid of development, however noting that the survey for this sketch was probably done just before that date and around the time of the near complete destruction of Risby's yard by fire in 1877. Figure 3.2.18, being a similar oblique aerial sketch published in the 1890s shows Risby's yard as densely developed with a number of industrial buildings. The founder, Joseph Risby retired in 1889 and turned the business over to his three sons.

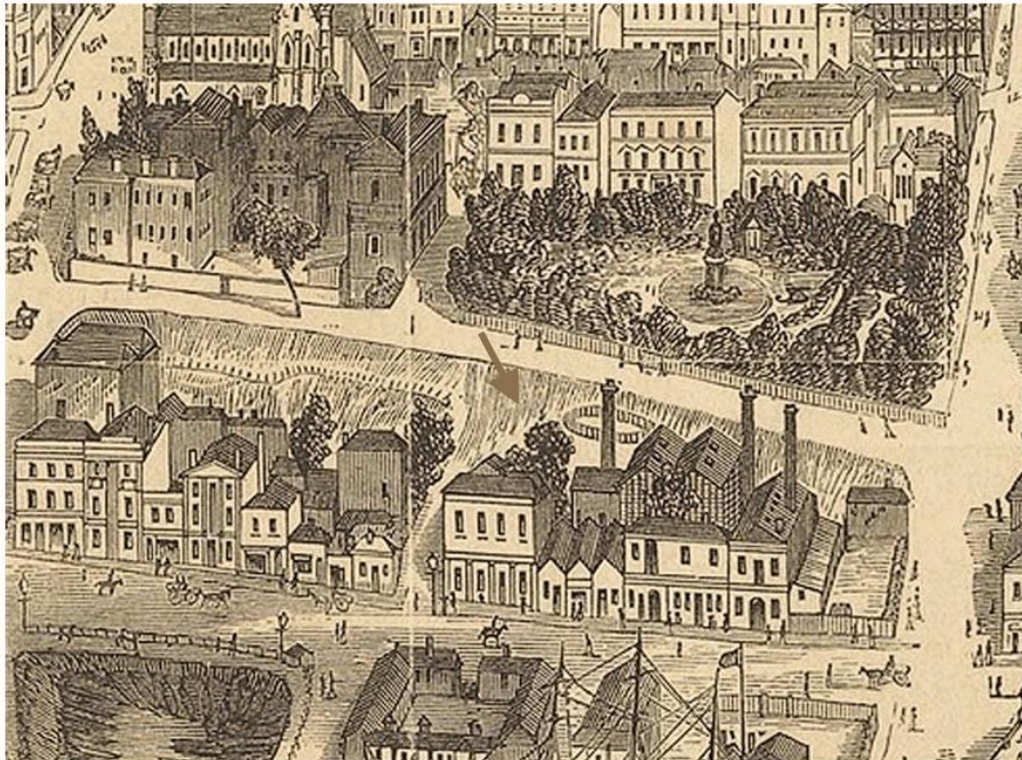


Figure 3.2.17 – ‘Balloons eye view of Hobart’, the approximate subject site denoted by the red arrow. Note that this was probably surveyed/sketched at the time of the first destruction of Risby’s yard by fire, hence a lack of apparent development in that area. Australasian Sketcher 10 May 1879

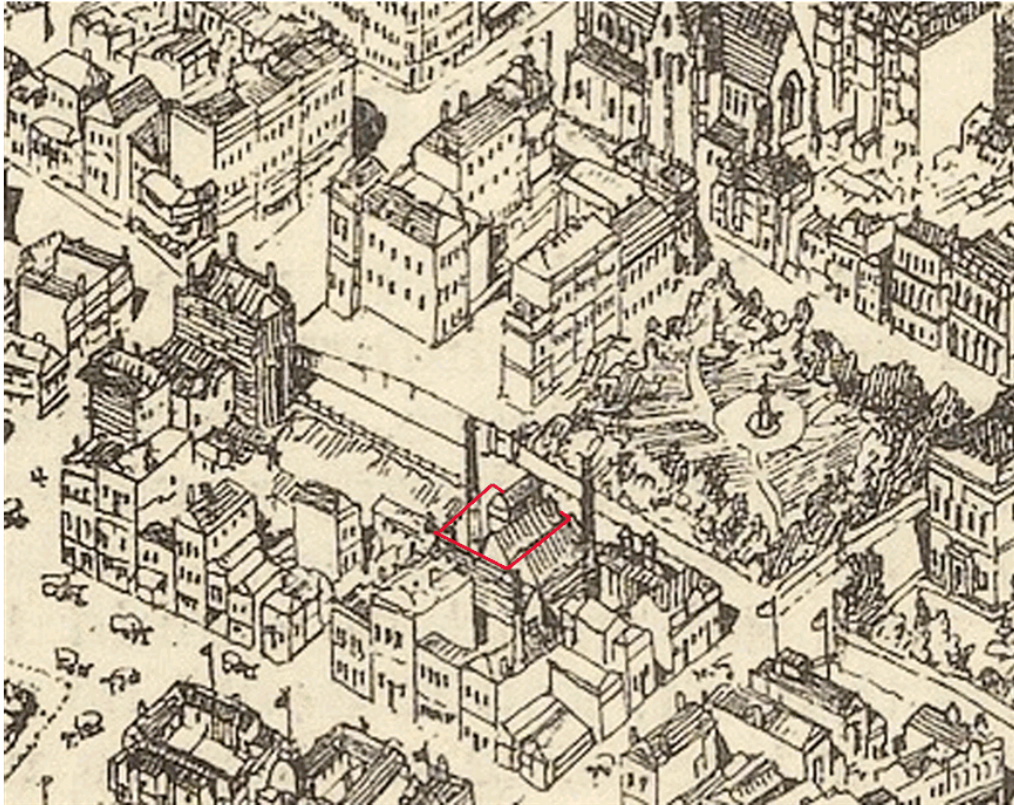


Figure 3.2.18 – 'Birds eye' view of Hobart, *The Town and Country Journal* Nov 17 1894 pp26-7., the subject site approximately depicted in red, showing the expanded extent of Risby operations.

Figure 3.2.19 depicts a portion of the Risby operations particularly that portion within the subject site, taken over Franklin Square (probably from the roof of the Town Hall), c1900. Note the distinct manner that the yard is tucked below the level of Davey Street and Franklin Square, being built below the former escarpment.

It was around that time, (the late 1890s) that the Risby operation moved their headquarters to their burgeoning operation at Strahan to the west coast of Tasmania. Whilst the Hobart establishment remained an important part of their operations, this somewhat signaled the commencement of the decline of their Elizabeth Street mills.

With the mining boom on the west coast, together with the export markets easily reached from the Strahan port, the revenue through Risby's west coast operation exceeded that of the Tasmanian Government's annual budget at that time.⁴ A very detailed description of the Hobart yard and its operations is provided in Graeme-Evans (pp. 111-112).

⁴ Graeme-Evans, *op. cit.* p.103

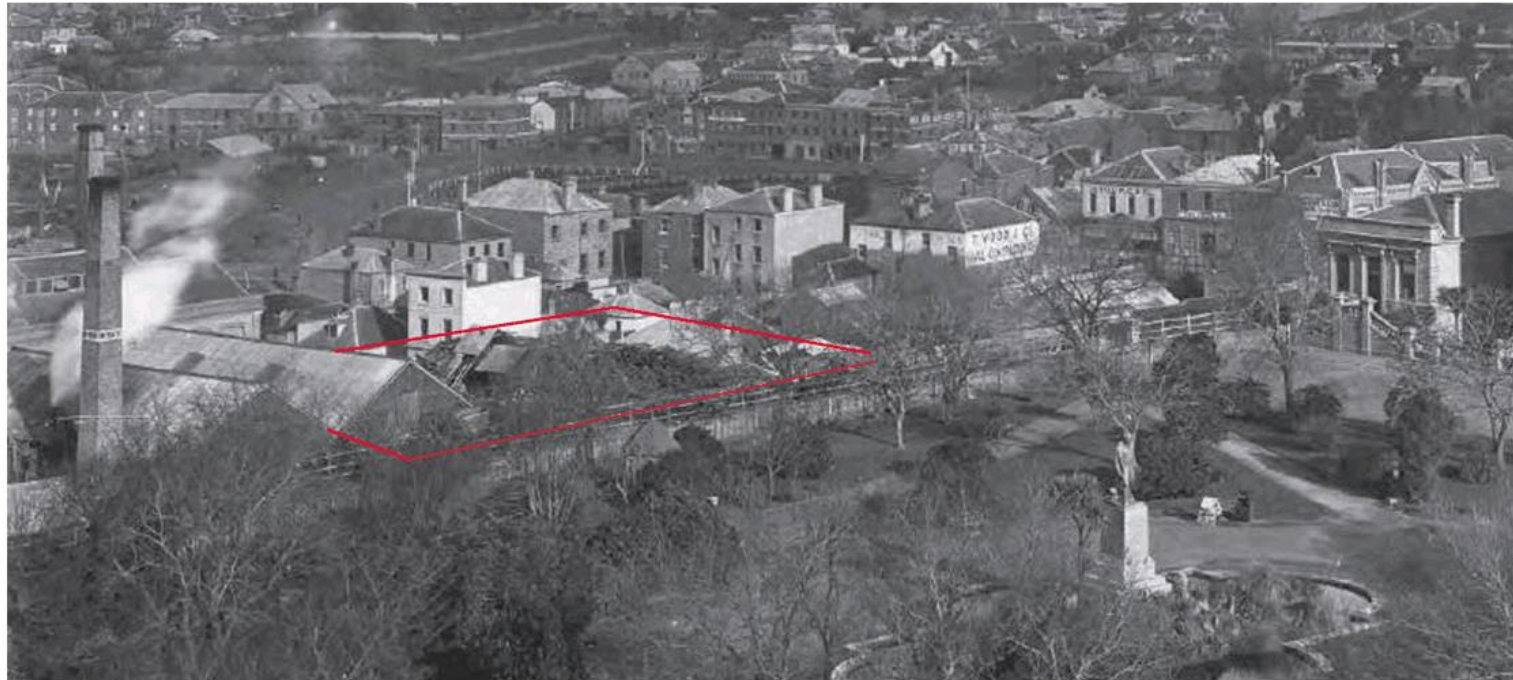


Figure 3.2.19 – Overlooking Franklin Square to Risby's timber yard (c1900), the approximate subject site outlined in red. Tasmanian Archive and Heritage Office NS/1013/1/971



Figure 3.2.20 – Counsel's 1894 map of Hobart, showing two large buildings on the Risby allotment – note that this survey did only include landmark buildings therefore is not necessarily indicative of the extent of infrastructure on the site (the subject site denoted in red).

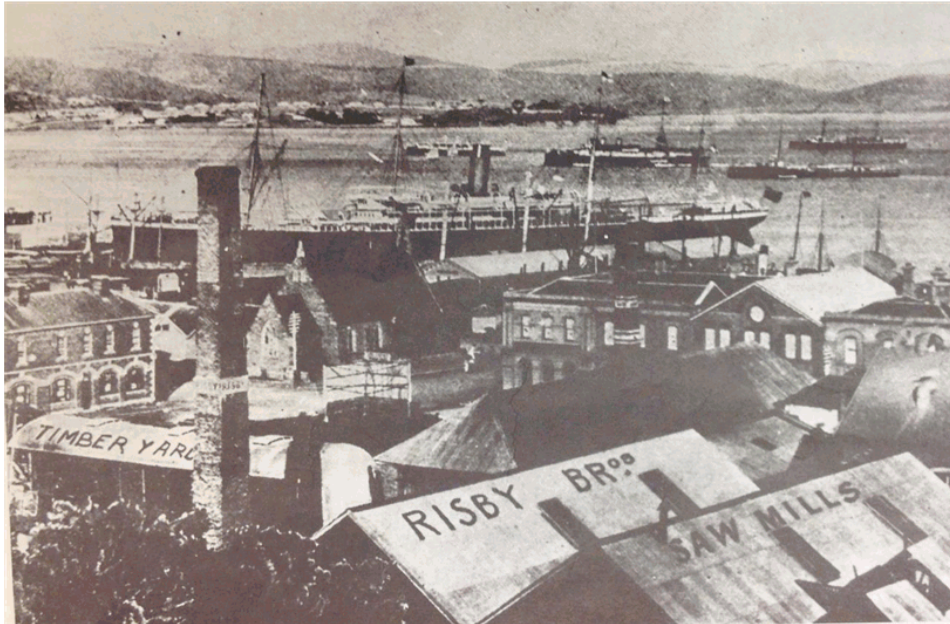


Figure 3.2.21 – The central section of Risbys timber yard, c1910. From Graeme-Evans (p. 178).

The 1920 fire

At 2am on Saturday February 21, 1920, fire was reported in Risbys timber yard. *The Mercury* of Monday February 23, 1920 (p.5) gave great detail of the massive fire which ripped through the site and the efforts to save the adjacent Gibsons Flour Mills.

HOBARTS BIG FIRE - Early Morning Conflagration - Risby's Timber Mill Destroyed Damage Estimated at £20,000

HOBART, Saturday. — The scene of one of the largest fires that occurred in the vicinity of forty years ago was visited with a similar out break at an early hour this morning, when the whole of Risby's timber mill, covering the block — Elizabeth, Brooke, Davey, and Morrison streets — was entirely in flames. The outbreak was first noticed just before 2 o'clock, and at that stage was said to be a very small affair. The alarm was quickly given, but before the brigade arrived, which was reported to be promptly on the scene, the flames had gained a complete mastery, for, unfortunately, the fire had broken out just where the most inflammable material in the mill was stored. When Superintendent Trusselot and his men got on the job it was then apparent that Risby's was doomed, as nothing but an avalanche of water would be able to cope with it in sufficient time to prevent absolute destruction. From one end of the block to the other there was

just one sea of flame, mounting higher and higher, until the heavens around the whole city were brightly illuminated. Quickly the crowd congregated until thousands of onlookers were watching the efforts of the firemen and a couple of hundred men off the warships endeavouring to subdue the outbreak. As one end seemed to be slightly under another portion would break out with renewed ferocity, and the main thought was j how far will it extend. And in mentioning this question of extension it would be as well to endeavour to give a pen sketch of the locality. It is situated in close proximity to the Elizabeth-street pier. On the north side it is bounded by Franklin Square, where no danger of it going any farther was feared. On the east side were a row of buildings, embracing a showroom, offices, coal yard, and three shops and steamers' offices. On the south Tolman's wood and coal office, Macmillan's sail making premises, Grubb's produce store, Gibson and Murdoch's flour mill, and Telegraph Hotel. On the west Gibson's stables, Oatmeal mill, Roberts and Co.'s wool and produce -stores (recently completed). There was, fortunately very little breeze; what there was came from a northerly, and blew the flames and sparks towards Gibson's and Grubb's. The mill is situate in a declivity below Franklin Square, and crowds mustered in full force on the top side, gaining an uninterrupted view , of the blaze, leaving Davey-street free for the firemen to work. It was apparent from the start of operations that the timber yard was gone, and it was thought by many that the hoses would have been better utilised if their contents had been directed to the surrounding places, rather than on the seat of fire. If that were done it is generally believed that Grubb's, at least, would not have gone to destruction. Gibson and Murdoch's flour mill is equipped on every floor with an automatic water sprinkler, and it served the owners of those premises in good stead, as in the main it was due to them that the fire did not get a hold on the flour mill. The eaves of Roberts and Co's store caught alight, but was promptly extinguished. But Grubb's was not so fortunate; the back portion of it not being nearly so fire proof as its neighbours, with the result that it was quickly demolished. The rear of the offices and shops were badly damaged, and most of the contents destroyed.



Figure 3.2.22 – The aftermath of the Risby Mill fire, February 1920 – Gibsons Mills and Despard street in the background. Colin Dennison Collection.

This it would seem was the death-knoll of the Risby operations on the Hobart waterfront. The bulk of the operation was moved to a leased premises in Collins Street and despite a partial rebuild of part of the yard (primarily as a sales yard) and the construction of new offices facing Elizabeth Street, it was following the fire that the Brooke Street portion of the site was sold off for redevelopment by others – News Limited developed offices on the corner of Brooke Street in 1923 (see below) and the central portion to fruit exporter Edward Cottier in 1936. The central portion of the site was leased to J.C. Williamsons as a miniature golf course. Finally, in 1936, the remaining Elizabeth Street portion of the site (as well as part of the central portion) was sold to the Hydro Electric Commission for their head offices (now the Hobart Council Centre) thus ending Risby family's near-century of association with the site.

30 Davey Street – News Limited

Prior to 1923, Risbys had sold off the Brooke Street end of the site, which now comprises of 28-30 Davey Street. 30 Davey Street was soon developed by News Limited, as offices and a production facility. The plans by G. Stanley Crisp dated 3rd July 1923 are held by the Tasmanian archive and Heritage Office (AE417/1/170) and give great detail of the floor plans of the building (and associated specifications) - very detailed hand coloured drawings of all elevations and floors of the proposed building. The building comprised of a three-storey frontage to Davey Street – owing to the topography the building read as a single level from Davey Street (i.e. with two basement levels), with three levels to the Brooke Street elevation. The rear of the building was single storey with a saw-tooth roof and a small yard at rear (on the corner of Despard Street). The level immediately off Davey Street (the third level) was the 'office floor', with the next level down the 'literary floor' and the lowest level a store, which accessed the composing room, machine presses and delivery room in the single storey section to the rear.

The Brooke Street elevation notes that the building was to be built to an 'existing retaining wall' to Davey Street and the specifications required the retention of that wall. The existing building on the site (presumably a remnant of Risby's post-fire) was to be pulled down and carted away. The locality plan noted that Risby Brothers were still using the neighbouring 28 Davey Street at that time, although it appears that they were subdivided from the main title at the same time (i.e. pre-1923) and leased as the miniature golf course.

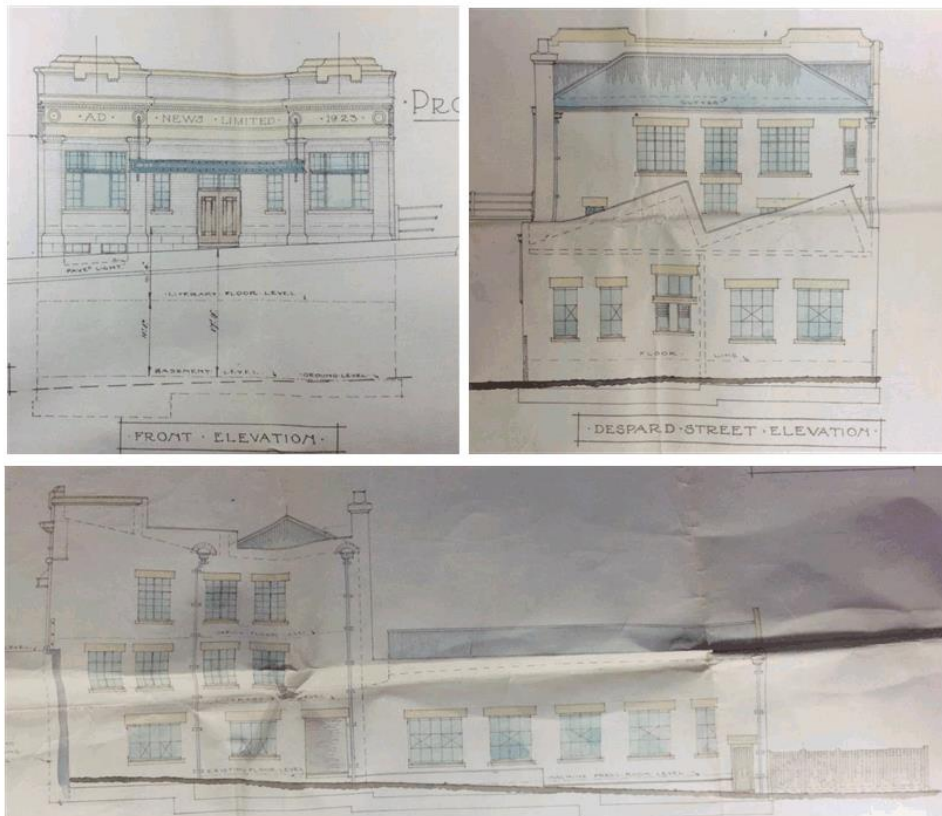


Figure 3.2.23 – Davey Street (front), Despard Street (rear) and Brooke Street (side) elevations of the News Limited building, 1923. Tasmanian Archive and Heritage Office AE417/1/170.

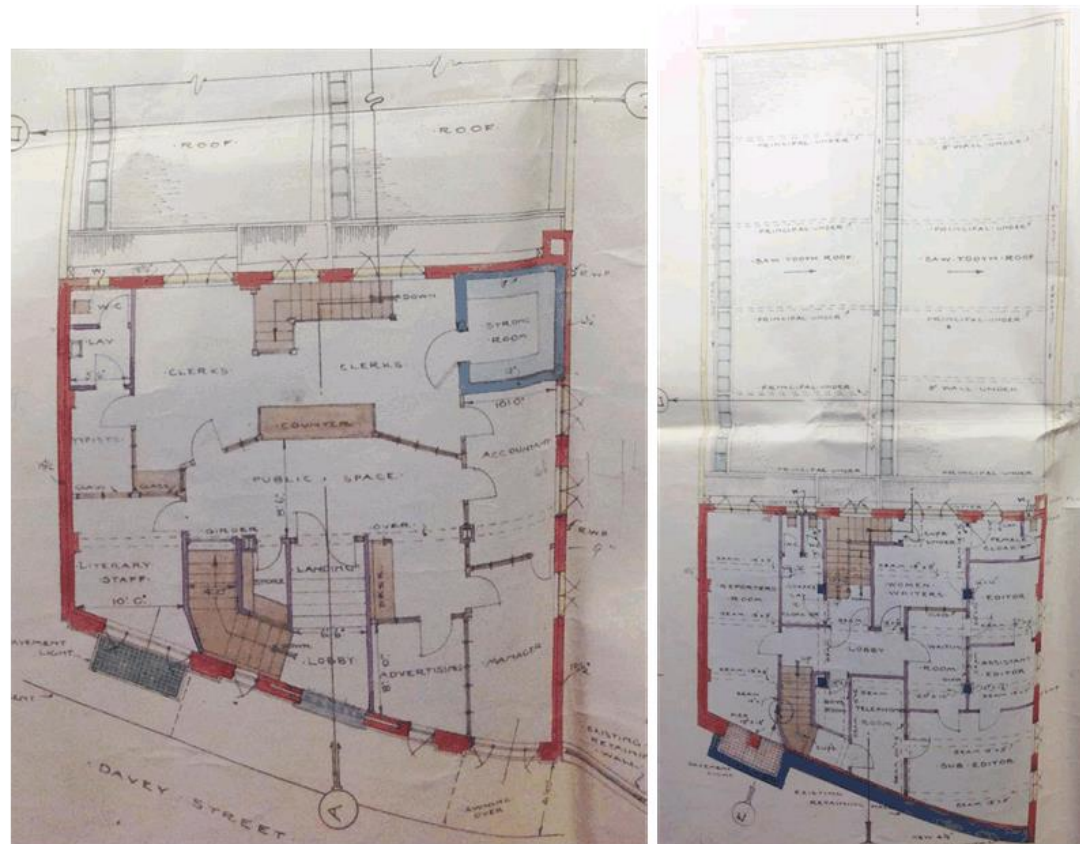


Figure 3.2.24 – Davey Street level and highest basement level of the 1923 News Limited Building. Note that the lowest basement level was a large store/warehouse area and is also depicted on the plan sheet. Tasmanian Archive and Heritage Office AE417/1/170.

In 1950 there were substantial additions made to 1923 building – with new office space behind original frontage to Davey Street and alongside another rearward extension to the rear of the three storey bay existing prior to 1950 (no plans for that found) - i.e. a two storey addition on top of the original single storey rear portion of the 1923 building.⁵ At that time, the building was owned by the Huon Cooperative Fruitgrowers association. That organisation undertook a further extension of the building on the Despard Street end of the property in 1962, which then saw the entire site footprint covered by buildings.⁶

Further and substantial internal alterations were undertaken on the building in 1964 at a cost of £5400, at which time the building was occupied by the Cooperative Insurance Company of Australia.⁷ Further substantial alterations were made to the building by that company in 1968 at a cost of \$5000, with a complete reconfiguration of the Davey Street elevation. These plans show the culmination of the earlier extensions into what appears to be a very architecturally awkward and highly modified/extended building which barely resembles the 1923 building. By this time, the entire site footprint was covered by a three storey building in much the same form as present.⁸ Further alterations were undertaken by Wise, Lord and Ferguson in 1973, which included office partitions, addition of windows to Brooke Street etc.⁹

28 Davey Street

Following the 1922 Risby yard fire, 28 Davey Street was subdivided off together with 30 Davey Street and a portion of 28 Davey Street was used as a miniature golf course. In 1936 with the Risby sell-off of the remainder of the site, 28 Davey Street was purchased by Edwin Cottier, a fruit exporter. He soon after erected the current building, built by a Mr. Ingram to a design of Archie Johnson. The rear portion of the building stands on blue-gum piles driven into the reclaimed land. The front portion of the building (facing Davey street) was used as office space and the rear portion was used as a case making plant. The basement level (facing Despard Street) was an apple and pear packing area.

In 1940, all fruit for export was acquired by the Government and Cottier's plant was leased by the Department of Supply for storage during WWII. Cottier at that time volunteered as Movement Officer at Anglesea Barracks. After the end of the war, the building reverted to Cottier and he reestablished his business and diversified into farm produce and agricultural supplies.

⁵ Tasmanian Archive and Heritage Office AE417/2/758

⁶ Tasmanian Archive and Heritage Office AE417/2/3480

⁷ Tasmanian Archive and Heritage Office AE417/4/96

⁸ Tasmanian Archive and Heritage Office AE4174/2204

⁹ Tasmanian Archive and Heritage Office AE417/5/2110

In 1959 Cottier transferred the property to the Tasmanian Orchardist and Producers Limited and he became the Managing Director of that organisation. TOP limited undertook a major refurbishment of the building in 1965 at a cost of £15,000 (Bush, Parkes and Shugg Architects).¹⁰ TOP closed down in 1971 following a decline in fruit export prices and in 1974 28 Davey Street was purchased at a cost of \$154,000 by the Totalisator Agency Board (TAB) for the head office of that agency. Very detailed plans, sections, internal drawings and specifications for major refurbishment of the two storey building for the headquarters (Philp, Lighton, Floyd and Beattie Architects) show extensive modifications from that time.¹¹ Further refurbishments, including reconfiguration of the Davey Street façade were undertaken in 1980 at a cost of \$8,000¹² and another refurbishment, including substantial mechanical upgrades was undertaken in 1986 at a cost of \$760,000¹³ - when the Despard Street floor was converted to a communications centre and the Davey Street level offices were refurbished.

¹⁰ Tasmanian Archive and Heritage Office AE417/4/147

¹¹ Tasmanian Archive and Heritage Office AE417/6/164

¹² Tasmanian Archive and Heritage Office AE417/7/945

¹³ Tasmanian Archive and Heritage Office AE417/9/409



Figure 3.2.25 – Excerpt from the 1946 aerial run of Hobart, the subject site denoted by red lines (Hobart 1946 Run 1, 10892). This shows the two current buildings in their earliest forms.



Figure 3.2.26 – Detail excerpt from the 1946 aerial run of Hobart, the subject site denoted by red lines (Hobart 1946 Run 1, 10892).



Figure 3.2.27 – The Davey Street elevations of the buildings, November 2015.



Figure 3.2.28 – The Despard Street (i.e. rear) elevations of the buildings, November 2015.

Summary of developmental sequence

The above historical summary shows that the subject site has had a very simple developmental history, namely:

- The natural form of the subject site was straddling the escarpment, which was a very important natural feature which helped shape the development of the Hobart waterfront and form a delineation between 'city ' and waterfront'.
- The earliest development of the subject site was as part of the lower edge of the old Government House gardens, although this 'development' was probably more as passively managed bushland on the edge of the escarpment.
- Following the 1859 demolition of old Government House, the subject site was part of the subdivided portion and comprised two of the allotments not retained for public purposes.
- The subject site was purchased by Joseph Risby in 1873 and became part of Risby's Hobart timber yard – the headquarters of a wide reaching timber empire.
- Development of the site during the Risby years was likely limited to formalisation of the escarpment and a range of fairly ephemeral buildings associated with timber processing and storage. The site is likely to have been redeveloped at least once following the disastrous 1878 fire.
- Whilst Risbys retained an interest in the area until 1936, the subject site was subdivided and sold off by Risbys in 1923 (30 Davey Street) and 1936 (28 Davey Street).
- 30 Davey Street was developed by News Limited in 1923 as an editorial and production facility. That building still stands however has been substantially extended and modified.
- 28 Davey Street was developed by Edwin Cottier for a fruit packing and storage facility in 1936. The building continued operation for that purpose until 1971 and shortly thereafter was refurbished as the headquarters of the TAB. The 1936 building still stands however has been substantially modified.

4. Adjacent heritage places and historical townscape context

4.1. Adjacent places – background and significance

As detailed in Section 2, although the subject site itself is not listed on Table 1 (Places of Cultural Significance) of Part 22 of the Sullivans Cove Planning Scheme 1997, however by the definition of 'Adjacent' in Part 22.3 of the SCPS97, the subject site is adjacent to 8 Brooke Street (former Gibsons Mills), 11 Morrison Street (part of 11-17 Morrison Street - former City Mills), Franklin Square, the Treasury buildings (21 Murray Street) and 16 Elizabeth Street (Hobart Council Centre - former HEC building) which are all listed on Table 1 of Part 22 of the SCPS97. Accordingly, any development of the subject site would be subject to the provisions of Part 22.5 of the scheme (which considers possible impact upon adjacent heritage places).

In order to understand possible impact upon those places, it is necessary to have some understanding of the historic heritage values of those places, particularly within the context of their wider setting, in order to propose policy to guide any further development on the subject site.

Those adjacent heritage places are depicted on Figure 4.1.1 and are namely:

- Franklin Square (shaded yellow)
- Treasury complex (shaded blue)
- The Hobart Council Centre/former Hydro Electric Commission building (shaded green)
- Gibsons Mills (shaded orange)
- City Mills (shaded purple)

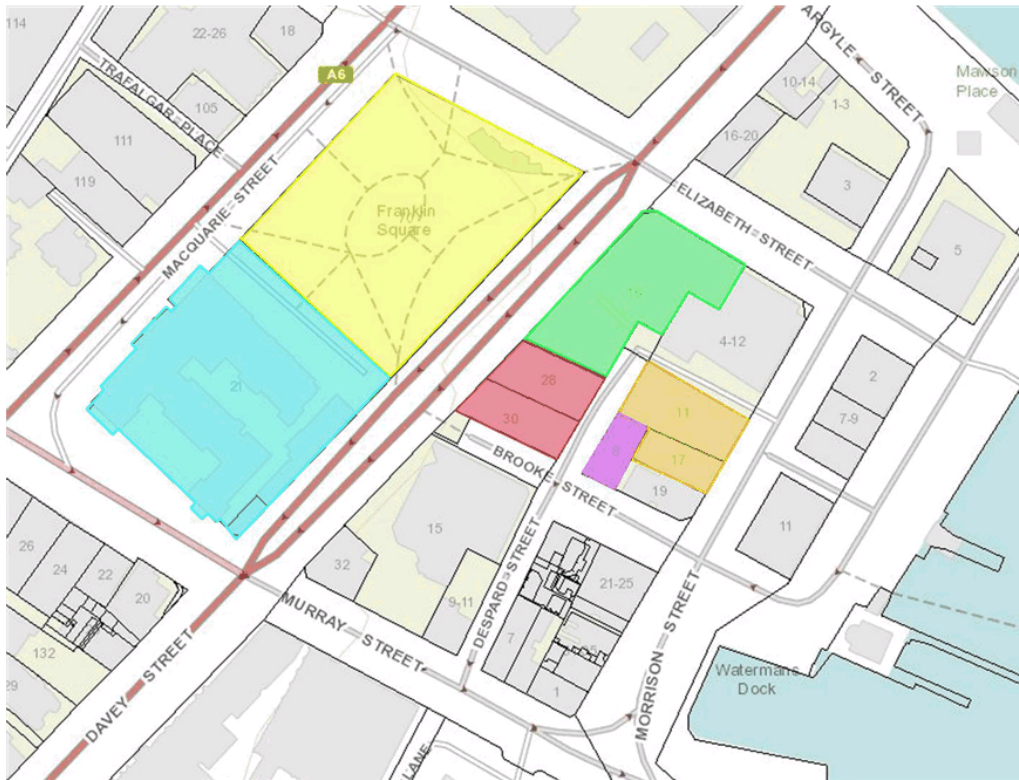


Figure 4.1.1 – 'Adjacent' heritage places as per the Part 22, Table 1 of the SCPS97 *Places of Cultural Significance*.

The following considers the individual histories and significance of each of those places, in particular their wider townscape context. Note that comprehensive histories of these places is beyond the scope of the current document, however sufficient background (mostly from secondary sources) has been gathered in order to draw the conclusions within this document consistent with *Burra Charter* process.

This assessment will also consider any existing conservation or townscape policies that exist for any of these places.

4.1.1 – Franklin Square

When Lieutenant Governor David Collins' party landed in Sullivans Cove in February 1804, a gang of convicts was immediately committed to clear vegetation from the ridge above the Cove for the Lieutenant's quarters, and those of his senior officers. Within three weeks, a 'Government House' of sorts had been erected – described as 2-3 rooms, built of tree spars with a thatched roof.¹⁴ The location of this earliest building is shown on G.P. Harris' plan of the first settlement of Hobart Town (Tasmanian Archive and Heritage Office, AF394/1/9) in the vicinity of the side of the current Hobart Town Hall, just off Elizabeth Street. By 1807, a more substantial Government House had been built nearby of brick, although in 1809 this was still described as a 'poor miserable shell of three rooms, the walls a brick thick, neither wind nor weather proof'.¹⁵ Governor Macquarie's 1811 visit to the colony sparked some renovation and extension works to that building, however it was not until 1817 that the foundation stone for a more befitting Government House had been laid and by 1820 was occupied by Governor Sorell. Macquarie's 1821 visit to the colony expressed much more satisfaction as to the nature of Government House.¹⁶



Figure 4.1.2 – Government House, 1830s. State Library of Victoria H22164.

¹⁴ Somerville, J. (1944): *Government Houses in Hobart Town*. Papers and Proceedings of the Royal Society of Tasmania, 31/12/1945, pp. 109-115.

¹⁵ *Historical Records of Australia*, Series i, Volume vii, p.125.

¹⁶ Macquarie's General Orders, 1821, reproduced in *Historical Records of Australia*, Series i, Volume x, p.501.



Figure 4.1.3 – Government House, c1850. State Library of Tasmania, Allport Library and Museum of Fine Arts. Note what appears to be a timber yard in the foreground which may be the earliest Risby operation (or Morrison's earlier operation).

Although Macquarie, as early as 1811, touted the idea of a new Government House at Macquarie Point, and the 1830s and 1840s saw much dissatisfaction at the condition and ad-hoc development of the old Government House.¹⁷ After several possible designs were progressed to various stages, in 1853 the Blackburn designed Government House was commenced on Queens Domain, and was completed by 1858 for the occupation of Sir H.E. Fox-Young. As the new Government House neared completion, plans for the demolition of the old one were underway, alongside various plans for the continuation of Elizabeth Street through the site of the building, the upgrade of Davey Street through what had lately only been a track through the bottom of the Government House grounds and for the construction of the city council offices just to the north east of the building footprint. Within five years all vestiges of the old Government House had been cleared.

¹⁷ Somerville *op. cit.* p. 112.

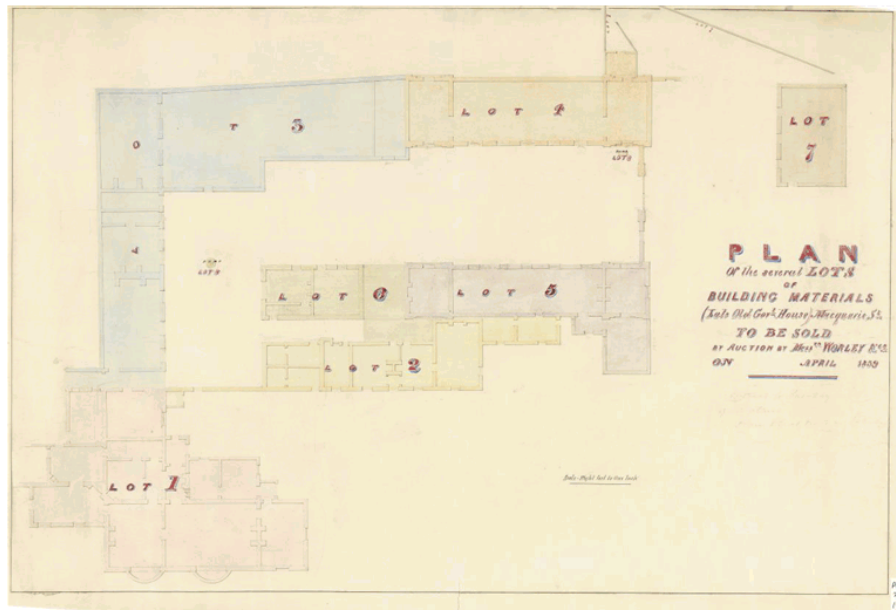


Figure 4.1.4 – Advertisement for the lots of building materials (for demolition) of old Government House, to be auctioned by Mr. Worley, April 1859. Tasmanian Archive and Heritage Office, PWD 266-1-40

Sir John Franklin was Governor of Van Diemens Land between 1837 and 1843. He died in 1847 while charting the final section of the Arctic's North West Passage leaving his famed wife, Lady Jane Franklin, a widow. In 1860 the Parliament of Tasmania passed a resolution dedicating funds for the creation of a monument to Sir John Franklin. During the debate, one Member of Parliament lamented the absence of a square in the Town to place such a monument. In response, Parliament resolved that the monument should be located on the site of the recently demolished old Government House, from where Franklin had administered the Colony. By 1863, it was reported that the levelling for the Franklin monument was proceeding and that the large gum trees which had stood in that locality since the first settlement of the colony were in the process of removal.¹⁸ Construction of Franklin Square occurred almost concurrently with the building of the new Court House (1858) and Town Hall (1864) on land that became available following the demolition of Government House – arguably representing this brief period as an architectural expression associated with the optimism of the beginning of self-government in Tasmania.

¹⁸ Somerville *op. cit.* p. 113.



Figure 4.1.5 – The newly established Franklin Square. Samuel Clifford photograph, c1870. State Library of Tasmania AUTAS001122922172.

In 1923 Franklin Square was vested in Hobart City Council as a Recreation Ground and Council received some funding from the state for maintenance. According to the CMP (p.18) since Franklin Square became a Council responsibility it has been through 4 major cycles of renewal. The history and significance of Franklin Square is further elaborated in the *Franklin Square Conservation Management Plan*.¹⁹

Pages 31-35 of the CMP provide detailed statements of significance for Franklin Square. Much of these are associated with the tangible elements of the place itself, however the following relates to the wider townscape setting around the place:

The conservation policies in Section 8 of the CMP (pp. 43-65) considers the implications of development along the Elizabeth Street and Macquarie Street edges of the square and in particular the connectedness of the square to the 'civic precinct' – i.e. the Treasury and Town Hall buildings. Connectedness of Franklin Square to the waterfront area is an aspect of

¹⁹ Gulson, L. (2007): *Franklin Square Conservation Plan*. Ferndene Studios.

significance only broadly considered by the CMP, beyond its recognition as a traditional 'high point'; above the cove (pp.32,35) and the recognition in Policy 14 (p.65) that the views and movement between Sullivans Cove and Franklin Square be retained, (rather than just those along Elizabeth Street).

The *Sullivans Cove Master Plan* 1997 (Appendices, p15) provides the following objectives in relation to Franklin Square:

The sense of orientation to and from Franklin Square is important to making sense of the city and its wider setting, but may be obscured by incremental development. The Square's relationship and visual connection with the Docks at the corner of Elizabeth and Davey Streets and views to St Georges Church spire in Battery Point give a sense of the city's landform.

The Tasmanian Heritage Register datasheet for Franklin Square, 70 Macquarie Street, provides the following statements of historic cultural heritage significance:

c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

Franklin Square is of historic heritage significance because it has the potential to yield important information, of an archaeological nature, that may contribute to a greater understanding of Tasmania's history.

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

Franklin Square is of historic heritage significance because of its ability to demonstrate the principal characteristics of a Victorian inner city park.

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

This park is of historic heritage significance because its townscape and social associations are regarded as important to the community's sense of place.

4.1.2 – Treasury complex

The treasury complex of buildings fronting Murray Street, with prominent side elevations from both Davey and Macquarie Streets and backing onto Franklin Square are amongst the most prominent historic public (government) buildings in Hobart.

The Murray Street frontage is composed of three parts: The John-Lee Archer designed 1841 Office Buildings are at the centre, with a Doric portico later added by James Blackburn. The 1835 Police and Convict Office (also designed by Lee-Archer) and the 1830 Court House form flanking wings with side elevations to Davey and Macquarie Streets respectively. The 1830 Court House building is the oldest in Australia, and the earliest in Tasmania to have been erected as a court building. Its 1853 makeover was the work of architect William Porden Kay.



Figure 4.1.6 – A c1830 survey plan of Hobart Town, showing the treasury complex site (outlined in blue) subject site (outlined in red). DPIPWE Hobart 5. This shows the first stage of development of the Treasure building – Meehan's 1811 plan having previously shown an officer's residence on that site.

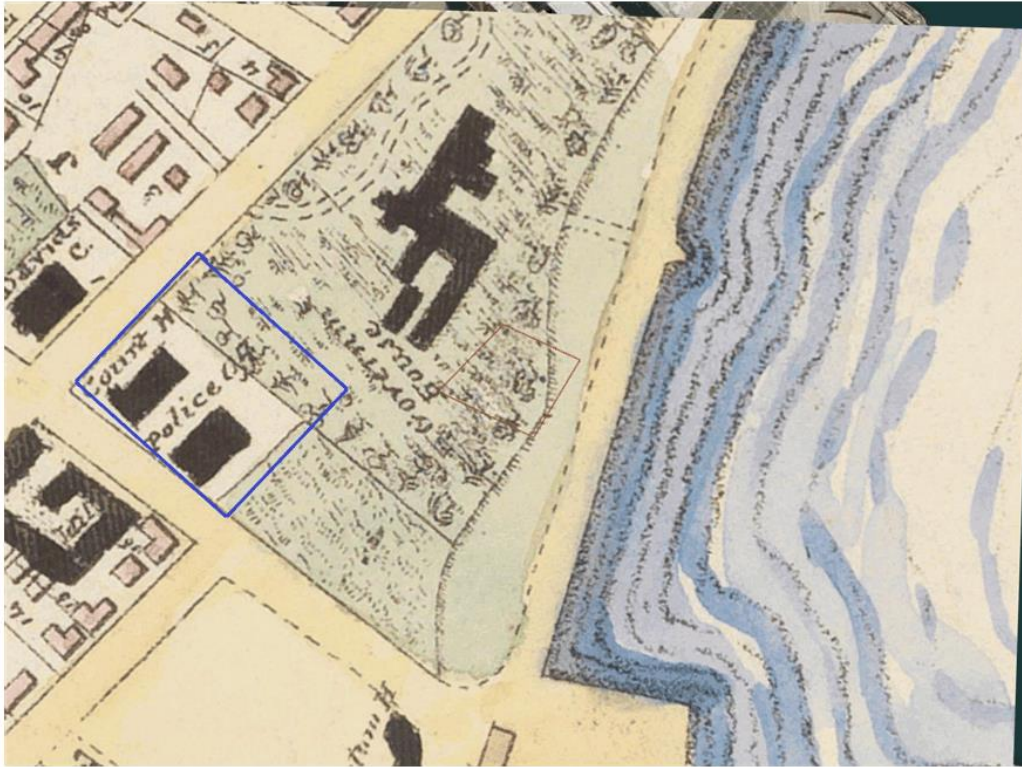


Figure 4.1.7 – Excerpt from Frankland's 1839 map of Hobart and surrounds, the Treasury complex outlined in blue, the subject site in red. State Library of Tasmania, Allport Stack 912.94661MAP. This shows the Police and Convict Office which was built c1835.

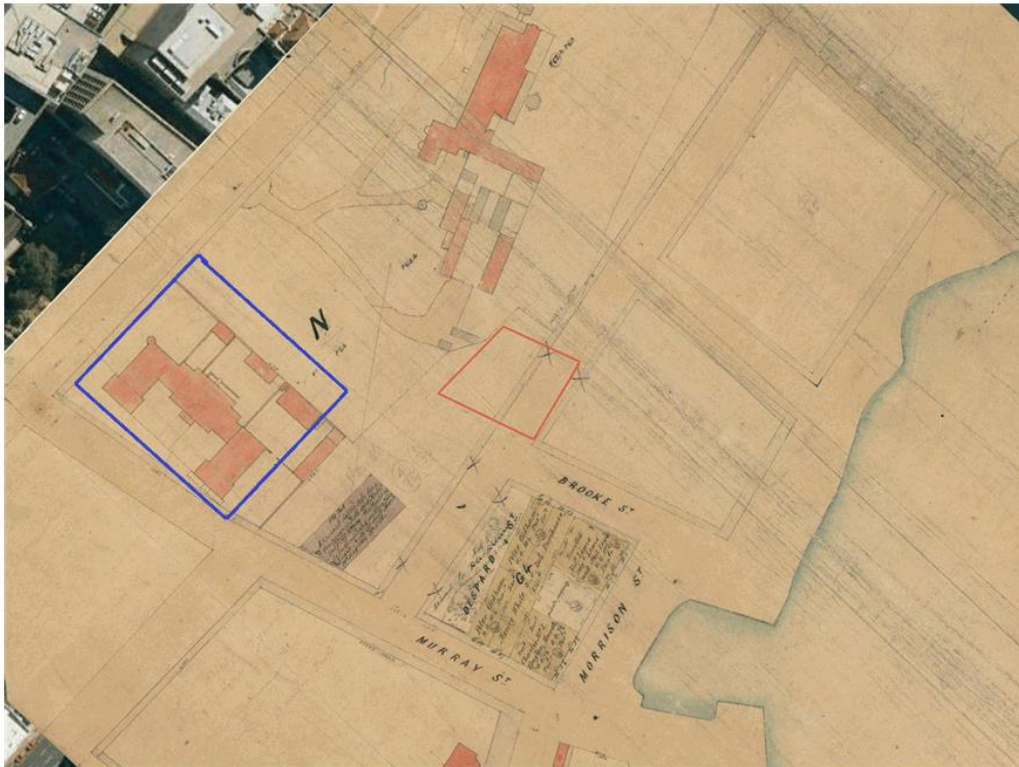


Figure 4.1.8 - Excerpt from Sprent's 1845 map of Hobart and surrounds, the Treasury complex outlined in blue, the subject site denoted in red. (www.thelist.tas.gov.au). By that time, the Court House and Police and Convict Office had been connected by the central office section.

During 1884-87 the Public Buildings complex was extended by a new wing constructed alongside Franklin Square, to the design of William Walters Eldridge with a double stairway and landing facing into the Square. The landing was used for some civic functions and proclamations. In 1914 Public Offices were added to a design by Douglas Salier.

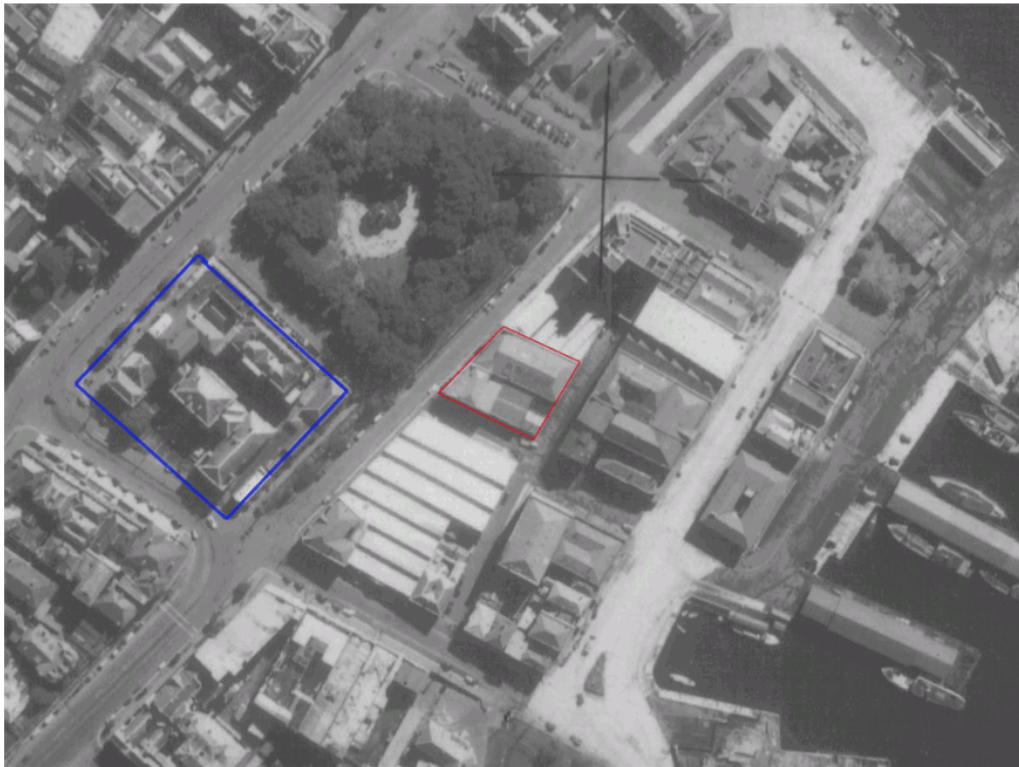


Figure 4.1.9 – Excerpt from the 1946 aerial run of Hobart, the Treasury complex outlined in blue, the subject site denoted by red lines (Hobart 1946 Run 1, 10892). This shows the two complex largely in its current form, with the 1883 and 1914 additions and the HEC sub-station on the corner of Davey and Murray Streets.

The buildings of the complex represent the administrative hub of many important themes and phases of Tasmania's development including convictism, self-government and the consequent colonial expansion, the late nineteenth-century depression the prosperity of the Federation years, and the growth and optimism of the inter-war years.

The Tasmanian Heritage Register datasheet for the Franklin Square Public Offices (Treasury) provides the following statements of historic cultural heritage significance:

- a) The place is important to the course or pattern of Tasmania's history.

The Franklin Square Office Complex has the ability to demonstrate the growth and development of government from early colonial times to the present.

b) The place possesses uncommon or rare aspects of Tasmania's history.

The Franklin Square Office Complex is a rare surviving example of complex of early Government buildings located in an Australian CBD.

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

The Franklin Square Office Complex is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place.

g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.

The Franklin Square Office Complex has associations with people that have featured prominently in Tasmanian history. Those included are the Premiers of the state, the Chief Justices and many Supreme Court Judges as well as JL Archer, J Blackburn, W Eldridge, WP Kay and Sid Blythe.

4.1.3 – The Hobart Council Centre/former Hydro Electric Commission building

As detailed in Section 3, the area on the corner of Elizabeth and Davey Streets was originally part of the Risby complex which was at a point where the natural escarpment was more level with the lower lying land of Franklin Wharf. It is likely that this more consistent natural landform meant that this area was more important with connecting Government House with the waterfront area than the steeper areas of escarpment further westward (including the subject site). Figure 3.2.5 shows that this area had steps from the lower land up to the Government House gardens and part of the gardens were contained within this area. Following the demolition of Government House and the subdivision of that lower lying land, this site was acquired by Joseph Risby in 1872 when all that area fronting the newly formed Davey Street became Risby's expanded timber operation. This part of the site could be considered to be the nucleus of the Risby operation, being the 'main street frontage' of the site, with billheads and official addresses for Risby's being 6 Elizabeth Street.

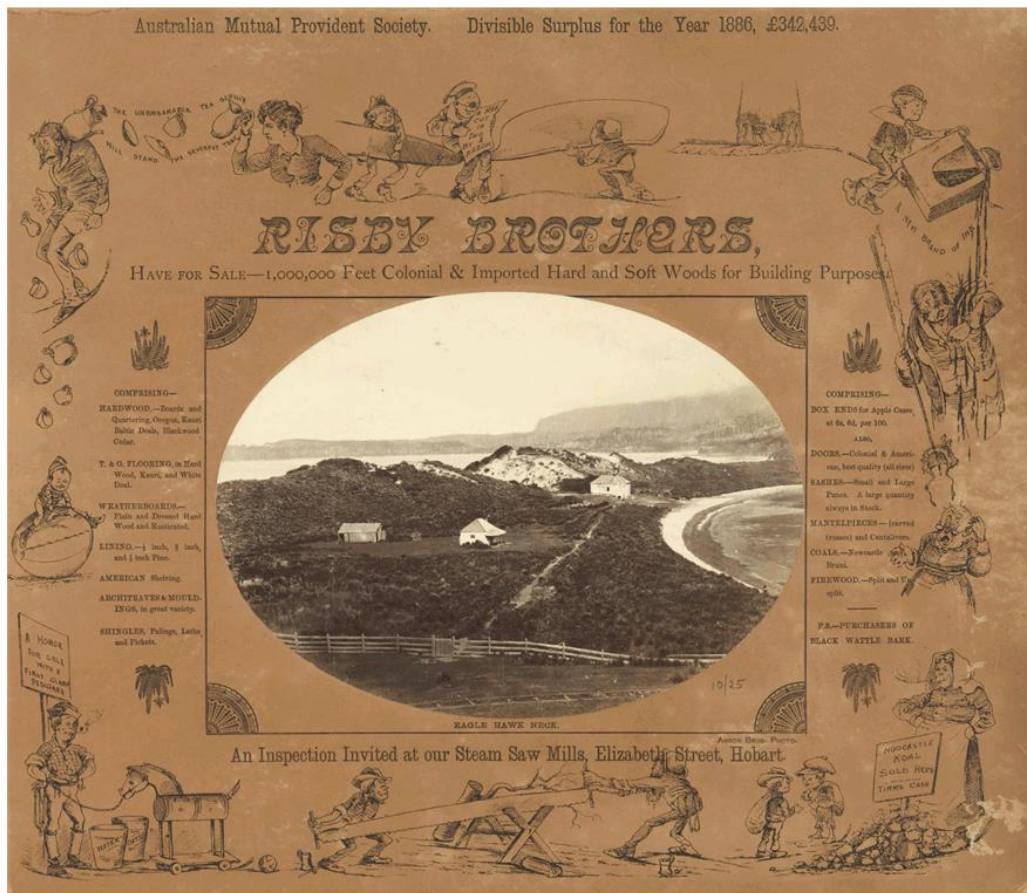


Figure 4.1.10 – An 1890s advertisement for Risby Brothers - Anson Brothers photo. State Library of Tasmania PH 10-1-25.

As detailed in Section 3, this was the site of disastrous fires in 1878 and 1922. The office and shopfront on the corner of Elizabeth and Davey Streets was rebuilt after the 1922 fire, with Risby's continuing limited activity from the site for a decade or so – Figure 4.1.11 shows this last phase of office and shopfront in that location – the third such building (having been burned twice).



Figure 4.1.11 – The post-1922 Risby Brothers shop and office on the corner of Davey and Elizabeth Streets. Colin Dennison collection.

In 1936, Risby Brothers sold their last interest in the Franklin Wharf area to the Hydro Electric Commission, who by 1938 had constructed their headquarters on the corner of Davey and Elizabeth Streets.



Figure 4.1.12 – Construction of the HEC building, corner of Elizabeth and Davey Streets c1937. Colin Dennison Collection.

The Tasmanian Heritage Register datasheet for the former HEC building, 16 Elizabeth Street, provides the following statements of historic cultural heritage significance:

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

The Former HEC Building is of historic heritage significance because of its ability to demonstrate the principal characteristics of a six storey stuccoed Inter-War Beaux -Arts commercial building

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

This building is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place

4.1.4 – Gibsons Mill

With the adoption of steam technology for milling in the colony during the 1840s, the process of flour milling was able to move from areas closer to watercourses (i.e. for water milling) and higher ground (i.e. for wind milling) to areas where the higher yielding steam mills could more easily acquire raw materials and distribute the finished product. The wharf area, therefore, was the natural stage for such a transition. Around 1860, William Gibson (c 1822–1871), miller, commenced flour milling in a converted warehouse in Morrison Street. Following his untimely death at 49 as a result of a mill accident in 1871, his son, William George (1848–1905), took over the business at the age of only 23. His continuing investment in new technology and his own engineering skills, combined with the mill's strategic position on the waterfront, led to the mill outlasting all others in Hobart. The mill was described in the Mercury on the 9th December 1872 (p2) in a series of articles on flour milling in the colony.

Various members of the Gibson family, including a third William, grandson of the founder, continued to play a pivotal role in the development of the business. By 1933 Gibsons was almost twice the size of its main Tasmanian competitor, the Launceston-based Monds & Affleck. However, in 1972 the latter bought a controlling interest, and Gibson's mill closed in 1979. The building was later refitted as a mixed use development.

The Tasmanian Heritage Register datasheet for the former Gibsons Mills, 11 Morrison Street, provides the following statements of historic cultural heritage significance:

a) The place is important to the course or pattern of Tasmania's history

The building has historic heritage significance because of its ability to demonstrate the growth of the flour milling industry and the pattern of development of Sullivans Cove from settlement to the present.

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

The Mill is of historic heritage significance because of its ability to demonstrate the principal characteristics of a Federation Warehouse building, its construction method and design.

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

The Mill is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place.

4.1.5 – City Mills

This warehouse was built in the 1870s when William Gibson (junior), who had been operating his mill in the central cove area for some time previously, decided to extend the premises. This warehouse became part of a larger complex, when warehouses were built along Morrison Street in the early C20th. The building remained as part of the Gibsons Mill complex until its closure in 1979 and this building too was refurbished for a mixed-use redevelopment.

The Tasmanian Heritage Register datasheet for the former Gibsons [City] Mills, 8 Brooke Street, provides the following statements of historic cultural heritage significance:

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

8 Brooke Street is of historic heritage significance because of its ability to demonstrate the principal characteristics of a three storey (with loft) brick Victorian Warehouse light industrial building.

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

The building is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place.

g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.

This building is of historic heritage significance because of its associations with Gibson, the prominent Tasmanian flour manufacturer.

4.2 – Understanding of townscape evolution

Section 4.1 has considered the heritage values of individual buildings adjacent to the subject site and has suggested parameters by which conservation policy might be formulated to manage any possible impact. This section will look at the wider setting of the subject site to more holistically consider any possible impacts from the development of the subject site and in particular how that fits with existing statutory and non-statutory policy to achieve an acceptable (or even positive) heritage outcome from development of the subject site.

Note that the term 'precinct' is used here to describe the general area and setting of the subject site, being nominally the area (four city blocks) between Murray, Macquarie, Elizabeth and Morrison Street. The term is not used to imply any formal statutory designation (i.e. that area does not constitute a 'heritage precinct' by any statute).

The following figures and brief description depict the general evolution of the precinct:

4.2.1 – Evolution of the townscape in the area

Natural context

Within the precinct, there are two very distinct natural environments in this area, of which Davey Street is the delineating feature – roughly following the natural escarpment that ran from the former Bond Store (now part of the Tasmanian Museum and Art Gallery) to the vicinity of St David's Park. There are a number of artworks which depict this natural delineation below the old Government House (e.g. Figures 3.2.8 & 3.2.9). Figure 3.2.13 shows the vestige of that natural feature surviving until 1860 or after before Davey Street itself became the delineating feature between the traditional high and low ground. The escarpment is still discernible as a distinct edge to the cove in images such as 3.2.14 from the latter part of the nineteenth century.

The line of Davey Street therefore roughly follows the natural line which divided 'city' from 'waterfront' as the settlement grew and formed a distinct edge to the north western portion of Sullivans Cove – i.e. the edge between the city and the water.

First settlement

The first settlement of Hobart Town is depicted in surveys such as DPIPWE Hobart 10 (c1805), Meehan's 1811 survey as approved by Governor Macquarie (DPIPWE Hobart 1), DPIPWE Buckingham 16 (c1810s) and Hobart 6 (c1820) – all of which depict the natural shoreline and some make note as to the 'rocky shoreline' of the lower land. Development occurred, as

expected, on the higher portion of land and it was not until the 1830s that reclamation works were touted in a bid to better utilise the lower topography below Government House.



Figure 4.2.1 – Meehan's 1811 setout plan for Hobart Town, as approved by Government Macquarie – the pink line indicating the approximate later line of Davey Street delineating the edge of the cove – noting that reclamation had occurred after this plan was drawn and before Davey Street was extended. DPI/PWE Hobart 1, Tasmanian Archive and Heritage Office AF394-1-1.

Reclamation

Figure 3.2.6 perhaps best depicts the early (c1840) reclamation of the area below the escarpment in the vicinity of the subject site, with the establishment of the 'new Wharf' in the early 1830s, the area below Government House seemingly gained desirability in linking the established 'Old Wharf' with the new development. This heralded a rise in the appeal and

importance of the waterfront, and with Davey street not yet having been established, the escarpment below Government House still provided the boundary in the contexts between the city and the waterfront.



Figure 4.2.2 – Edgar's 1840 survey of the Hobart Town waterfront showing the front boundary of Government House and shading implying the escarpment, compared to the later line of Davey Street approximately following that delineating feature.

Historic urban form and use

The escarpment, and later the line of Davey Street, has always provided a boundary between important public buildings and spaces (i.e. Government House, the Treasury complex and Franklin Square) and the more utilitarian and commercial/industrial spaces of the Franklin Wharf environs, e.g. the important nineteenth-century industries of Risbys, Gibsons/City Mills etc. as well as the important twentieth century industries such as fruit processing/exportation industries which occurred on the subject site for much of the twentieth century. This form as part of the Sullivans Cove 'amphitheatre' (see below) is a strong theme in the various planning, urban form and character assessments of the wider

cove from the 1990s (as cited throughout this document). The escarpment has always provided a delineation between the higher ground of the city, and the civic sites in the immediate vicinity, and the lower ground of the waterfront, traditionally characterised by commercial and industrial development. Perpendicular to that, this point of the cove and escarpment also acts to dissect the traditional activity areas of the 'Old Wharf' (i.e. Hunter Street area) and the 'New Wharf' (Salamanca area). This transitional space along those two axes is characterized by somewhat more of a 'back of house' usage, with Brooke and Despard Streets being traditionally much less public than the surrounding spaces – being the rear access areas of industries such as Gibsons and City Mills, the HEC building, Risbys etc. The facades of buildings in this area are the non-primary facades and this area is somewhat of a 'black-spot' in the always much more lively surrounding areas.

The subject site therefore sits at a position which delineates a number of traditionally separate urban spaces, e.g. high land/low land, city/water, old/new wharf, back of house/front of house. Future development on the subject site has the potential to embrace those diverse spaces in interpretation and to provide some unification/linking of those spaces. Whilst this is not really a heritage matter (i.e. continued maintenance of that separation of spaces, or alternatively linking of those spaces would neither have a positive nor negative heritage outcome) from an amenity and planning perspective this location does offer an opportunity for exploring a different urban form and flow of people between these areas. Understanding these traditional uses assists in understanding how the character of the cove has evolved and how that translates into appropriate future built forms. Interpretation from a heritage perspective can act to supplement the understanding of the evolution of the site and area generally and appropriate development has the potential to enliven this currently dead zone within the waterfront, Davey Street and Franklin Square areas.

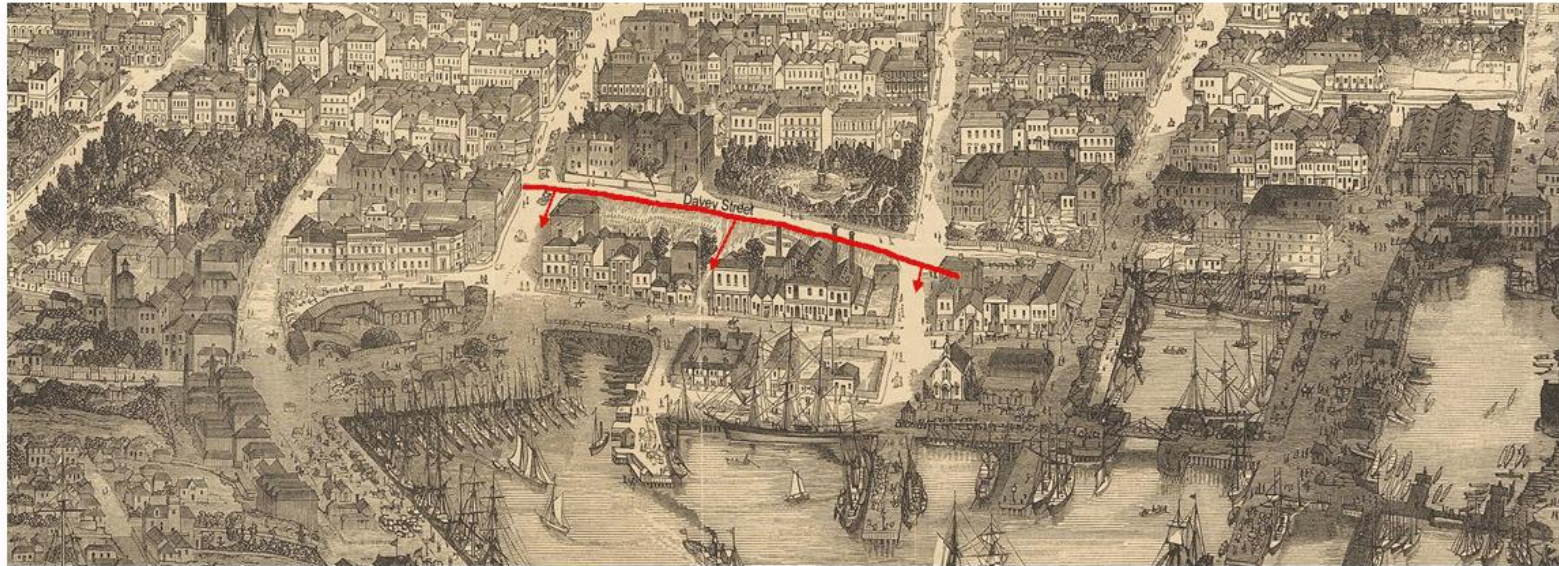


Figure 4.2.3 – The distinctiveness of the escarpment in the late 1870s as the backdrop to the commercial and industrial area surrounding Franklin Wharf. Australasian Sketcher 10 May 1879



Figure 4.2.4 – Davey Street delineating the edge of the escarpment and the transition between traditionally high and low-lying areas (compare with Figure 3.2.13 taken from a similar location).

Growth of the city

Whilst the higher portion of land in this area, namely Franklin Square, the Treasury complex and the Hobart Town Hall all retained their predominantly nineteenth century forms, as Hobart grew through the twentieth century, the lower side of Davey Street evolved further as a distinct band between waterfront and city. The construction of the HEC building in 1938 (7 storeys) saw the first 'higher rise' building setting the precedent for higher buildings along the fringe of the cove in this area. Together with the former Lands building at 34 Davey Street (1937 – 5 storeys), 10 Murray Street (1964 – 14 storeys) and the Executive Building (1988 – 11 storeys). Vestiges of lower development still exist along this edge, which apart from the subject site is listed to heritage buildings such as the former Lands Office and St Marys Hospital (36 Davey Street) and the former Mines Office (32 Davey Street) – each two storey at Davey Street but with exposed lower levels rearward to form a third storey.

This higher band of development edging the cove along Davey Street is stepped from the waterfront, with lower-rise buildings along the next row (i.e. facing Morrison Street) such as the Quest building (7 storeys) and Gibsons and City Mills (4 storeys), down to the predominantly two storey buildings immediately fronting the wharf, such as the former Marine Board buildings, Telegraph Hotel etc. There are notable exceptions to this pattern however, namely the Hydro and later Marine Board Buildings – 12 and 10 storeys high respectively.

The stepping of Davey Street also mirrors, albeit to a lower scale, the stepping of the built form, with the water side of Davey Street set distinctly lower than the city side, further accentuated by the stepping down to Brooke Street over the now recognised edge of the Escarpment.

The amphitheatre of Sullivans Cove

The *Hobart Waterfront Urban Design Framework* (2004²⁰) recognised the edges of Sullivans Cove as an important feature of the cove, and a feature which future urban form should embrace and reinforce. Whilst not intending to divorce the cove from the wider cityscape, the framework stressed the importance of carefully defining the cove edge in the built form of Hobart:

The framework sets some principles which are applicable to the subject site, including:

- *Space-defining buildings (those that face and are aligned with the street) must reinforce the 'wall' of the Cove and the grid of the streets adjoining the Cove.*
- *Buildings are to be sited and modelled to enhance sight lines:*
 - *across the 'floor' of the Cove*
 - *from within the Cove to surrounding landmarks,*
 - and*
 - *from surrounding vantage points (eg Franklin Square, - the Cenotaph, Battery Point and West Hobart).*
- *Building heights must reinforce the stepped amphitheatre setting of the Cove and adjacent buildings.*

²⁰ Produced by the Sullivans Cove Waterfront Authority.

The *Sullivans Cove Master Plan* (2010)²¹ sets the scene for the urban form of Sullivans Cove as an extension of the natural amphitheatre from the waterline, through the foothills, to the top of Mount Wellington. The plan (Appendices, p.4) states that:

The topography of the city of Hobart is distinctive and dramatic. Sullivans Cove, which lies between the Cenotaph and Battery Point headlands, is its natural focus. An expansive plane of water is framed by the flat reclaimed Wharf apron, which is layered over much of the original shoreline to form the Cove 'floor'. From this point a spectacular natural amphitheatre rises through the low slopes of the city centre, to the residential suburbs in the foothills, reaching the steep heights and iconic vista of Mount Wellington.

The scale and organisation of buildings in the Cove reinforces this underlying landform and emphasises the Cove's spatial relationship with the city and surrounding landscape. Long, low sheds sit on the Wharf apron, aligned with the water's edge. Building heights then rise through an intermediary phase to form the Cove 'wall'. The 'wall' frames the reclaimed land, following the natural shoreline on the Salamanca Place side of the Cove until it reaches the Tasmanian Museum and Art Gallery and Dunn Place. The 'wall' continues beyond this point onto reclaimed land and is formed by the buildings that address Hunter Street. Beyond the 'wall' towards the city centre, taller more vertical buildings are arranged along the ridge lines.

Development of the subject site has the possibility to build upon the amphitheatre principle. Currently, the relatively low scale development on the subject site (i.e. single storey facing Davey Street, to a maximum of three storeys on Despard Street) could feasibly be heightened to be more consistent with surrounding development on the waterside of Davey Street without detriment to heritage values and consistent with the amphitheatre principle. As detailed above, the former line of the escarpment is now characterised by higher development, with the lower development limited to remaining nineteenth-century and early twentieth-century buildings. The subject site does not contain heritage buildings, therefore has the potential to be the site of the newer and higher forms of development consistent with its neighbours – retention of the smaller scale non-heritage buildings has no benefit from a heritage perspective.

²¹ Produced by the Office of the State Architect.

4.3 – Key views and vistas of importance to adjacent heritage places

Whilst Section 4.1 has considered the significance of the heritage places adjacent to the subject site, and Section 4.2 has provided an overview of the evolution of the general area of the subject site. Based upon that understanding of the area, the current section will consider some identified key heritage views and vistas which any development of the subject site may have an impact upon and if necessary formulate policy to mitigate any identified impact. Figure 4.3.1 depicts the identified views and vistas considered here (note that wider viewscapes are considered in Section 7.2 as they pertain to the wider character of the cove);



Figure 4.3.1 – Key views identified in the vicinity of the subject site as they relate to adjacent heritage place. Numbers refer to the discussion below. Adapted from GoogleEarth.

View 1 – Along Davey Street (both directions)

As detailed above, Davey Street in this area is an important delineation between the city and waterfront representative of the natural landscape (escarpment) in that area. Figures 3.2.8-3.2.10, 3.2.13 and 3.2.15 depict this landform. The tall buildings along the waterside of Davey Street form a hard edge to that line which reinforces the physical differences inherent in that line. Although now reversed – i.e. the built form on that side depicts a higher feature as opposed to the lower lying natural environment, this has been preceded since the 1930s with the construction of the HEC building and reinforced in more recent decades with the Executive building. Development of any type, no matter how tall, on the subject side, if constructed to the street, would reinforce this edge, as discussed above as part of the cove amphitheatre wall. Any development on the subject site would not impact upon any views up and down Davey Street and be read as a continuation of the current built form reinforcing cove amphitheatre and the delineation of these two historically separate areas.

View 2 – From Franklin Square to St George's spire.

As detailed in Section 4.1, the *Sullivans Cove Master Plan* recognised the importance of maintaining views to St George's Church spire from Franklin Square. Whilst not denying the importance as the spire as a landmark, it is perhaps an ambitious proposal to seek to maintain view of the spire from all important public places in Hobart particularly one as distant as Franklin Square. The statutory requirement to do so is questionable, given that St Georges is not an 'adjacent' place to the subject site and whether an ability to see the spire from Franklin Place is a part of the values of Franklin Square that need to be addressed if the square is adjacent to a development site. Nonetheless, recent precedent has responded to this principle, with the chamfering of the western corner of the 1988 Executive building seeking to maintain that view, and more recently the development plans for Parliament Square and Montpelier retreat have also responded to the desire to maintain that view.

The subject site sits a block further north-east than the passage which has been maintained for the sight lines to St Georges, therefore development of any scale on the subject site will not have any adverse impact upon those lines.

Whilst any larger scale development on the subject site would act as a backdrop to parts of Franklin Square, this is not inconsistent with the established pattern of development including the HEC/HCC building and the Executive building – development of that scale between those buildings (i.e. along the lower side of Davey Street) is not considered to further impact upon the value of Franklin Square.

View 3 – Backdropping the Treasury complex

Figure 4.3.2 depicts the extent that the executive building has on backdropping the Treasury complex, and given the change in topography between each side of Davey Street and the inability to view the façade of the Treasury building from any

great distance, then even a building on the subject site of similar height to the Executive Building would have minimal impact upon the backdrop of the Treasury Complex. It is not until the viewer almost reaches Davey Street that any building of similar height to the Executive Building subject site would be discernible, at which point the subject site would cease to be a backdrop to the Treasury complex as such (see Figure 4.3.3).



Figure 4.3.2 – Distant view of the airspace above the subject site where backdropping of the Treasury complex may be possible.



Figure 4.3.3 – The subject site where it becomes visible past the Treasury complex.

View 4 – View to the rear of the Treasury complex and the remnant of the escarpment from the waterfront.

An extremely important view is that of the rear of the Treasury complex along Brooke Street. In particular, this is one of the few areas remaining where topography generally resembling the natural escarpment is still discernible (the other being adjacent to the Private Secretary's Cottage, TMAG).

Given the nature of the current building, appearing at its most bulky from this viewpoint, and that a building of any height on the subject site would not further diminish views to the Treasury complex (and indeed Franklin Square) from along Brooke Street, it is considered that any future development of the subject site would not have any adverse heritage impact upon this view. Conversely, see the discussion in Section 5 for how the interpretation of the escarpment and the general likelihood of future development enhancing public access to (and thoroughfare through) this area could have a substantial heritage benefit in enhancing and interpreting this view and the appreciation of the escarpment as an important natural feature.



Figure 4.3.4 – View along Brooke Street to the rear of the Treasury complex, over the remaining portion of the escarpment – the rear of the subject site to the right.

View 5 – View to the non-principal elevations of adjacent buildings (Gibsons, City Mills and the HEC/HCC building).

Any future development of the subject site which greatly increases the height of the existing buildings will have the potential to obscure views to the non-principal elevations of Gibsons (rear) and City Mills (side) as well as the side of the HEC/HCC building, as depicted in Figure 4.3.5.

Currently, views to the Gibsons and City mills are limited to glimpses of the roof forms, only discernible from elevated positions (Figure 4.3.5 being taken from the rear steps to the Treasury complex). From street level and Franklin Square these roof forms are not discernible. Development of any scale on the subject site will not have any adverse impact upon views to those buildings, as they are largely hidden from distant public spaces in any case. Conversely, any proposed development which includes substantial areas of glazing and/or public areas in its Davey Street level or first 2/3 levels off

Brooke and Despard Streets have the potential to enhance views of the elevations of these buildings, now generally limited only to a portion of Brooke Despard Streets.

Any development of the subject site to a greater height adjacent to the side of the HEC/HCC building does have the potential to obscure views to the western elevation of that building, now currently visible from a wide range of vantage points above the existing building at 28 Davey Street. This is an inevitable product of development so close to property boundaries in the urban environment and given that this elevation is not a principal elevation of the building (and has little architectural merit when compared to the more articulated Art-Deco frontage of the building), then largely obscuring this elevation is likely to be acceptable. The design of any new development should consider setbacks and/or glazing to mitigate this impact if feasible (e.g. lightwells or laneway to maintain some setbacks).



Figure 4.3.5 – The view across the subject site to the roof forms of Gibsons and City Mills and the side wall of the former HEC/HCC centre, taken from the elevated steps at the rear of the treasury complex.

5. Interpretation options

Although there are no statutory heritage requirements regarding the site itself (besides the consideration of impact upon adjacent heritage sites), the development of the site offers some opportunities for embracing the history of the site and environs through interpretation of some key historic themes which the site has the potential to represent – which has potential benefit for embracing the wider context and character of the cove. Depending on the nature of any future development (e.g. public accessibility), the following is a 'brainstorm' of some opportunities which may be considered in the development of the site as a means of potentially capitalising on the social and cultural values of the wider environs:

Interpretation of the escarpment and the natural landform of Sullivans Cove.

Note that an objective of the *Sullivans Cove Master Plan* (2010: Appendices, p.15) is to provide greater connectivity of Franklin Square to the cove, via Brooke Street – a development within the subject site may have the potential to assist in meeting that objective, both in a physical and interpretive manner. The subject site sits on the edge of the escarpment in a location which could capitalise on that enhanced connectivity between city and water via the escarpment. The natural values and form of the escarpment, which survived well into the first half century of European settlement, and the fact that the landform acted to divide waterfront and city well into the urbanisation of Hobart are themes which could be explored in the form and fitout of any new development.

The Risby 'empire' – Tasmanian timber

Section 3 has detailed the Risby occupation of the site for around 80 years – the subject site being part of the wider Risby timber yard – the headquarters of a massive Tasmanian timber industry (noting that in the late 1800s the Risby operating budget was greater than that of the Tasmanian government budget!). Section 2 has cited some very comprehensive secondary source material which has detailed the history of that business and the wider industry. Development of the subject site could have an interpretive focus on the Tasmanian timber industry, through architectural elements (in particular fitouts) to tell the story of this site as part of that important site.

As part of the Old Government House grounds

Although only on the fringe, part of the subject site is within the lower portion of the old Government House grounds. The subject site shows as bushland on the fringe of the grounds in numerous colonial artworks. Whilst the connection to old Government House is marginal (i.e. only on the fringe of the site), this is the only privately owned land which is part of the old Government House site (the remainder being Franklin Square, the Town Hall, public streets and the Hobart City Council building), then an astute owner of the subject site could capitalise on the enigmatic link to that important and early Hobart

building. This link to that building, and indeed the personalities connected to the building, are themes which may be incorporated into interpretation of any new development of the subject site.

The fruit industry – processing and export

Given the early history of the existing building at 28 Davey Street, and the later history (i.e. post News Ltd.) of 30 Davey Street, the site through much of the twentieth-century has been associated with the processing, packing, storage and export of Tasmanian fruit. There have been numerous studies done on the value and importance of the Tasmanian fruit export industry of the early-mid twentieth century which would provide material for interpretive media on this theme.

6. Conclusion and recommendations

The analysis of the subject site, adjacent heritage places and the context and development of the wider environs has flagged few heritage issues regarding any proposed development of the subject site. These can be summarised as:

1. The only statutory heritage requirements for the development of the subject site is the consideration of adjacent heritage places as required by the SCP597 as well as the broader notion of the wider historic character of Sullivans Cove as further defined and detailed in Section 2 of this document.
2. No historical archaeological input is necessary in any future development of the subject site.
3. The current buildings are not subject to any statutory heritage controls.
4. The site has the potential to carry a larger-scale development than it does currently. Larger development is consistent with a range of urban design principles as detailed in Section 4 of this document and the desired Sullivans Cove 'amphitheatre' urban form.
5. Larger scale development on the subject site is unlikely to impact any key views as detailed in Section 4.3 of this document. For instance, development to a similar scale as the Executive building would have no adverse heritage impact upon any key views in the area such as up and down Davey Street, backdropping of the Treasury complex or from Franklin Square.
6. Larger scale development on the subject site would have no adverse impact upon most adjacent heritage places, although consideration should be given to setbacks or glazed elements to mitigate impact upon the western wall of the HEC/HCC building.
7. Although not a statutory requirement, it is recommended that any new development on the subject site consider the interpretation of key historic themes as identified in Section 5 of this document.

7. Heritage Impact Assessment

Section 2 has detailed the statutory heritage requirements for any development of the subject site, and concluded that the consideration of historic heritage issues around the development of the subject site is limited to the impacts upon adjacent heritage places, and whether any proposal meets the 'Permitted Building or Works' of Part 22.5.4 of the SCPS97 or whether it would be 'Discretionary Building or Works' under Part 22.5.5. Consideration against the broader principles of the scheme under Section 7.3.2 is also required.

A proposed development has been formulated by XSquared Architects, Hobart, and is detailed in the documentation *Hotel, 28-30 Davey Street, XSquared Architects Design Report* (6th May 2020), as well as the following drawing set (December 2019):

Drawing Schedule

| | | | |
|--------|------|---|--|
| 1536A_ | A000 | D | Site Plan |
| 1536A_ | A001 | A | Site - Demolition |
| 1536A_ | A002 | F | Lower Ground Floor - Despard Street Entry |
| 1536A_ | A003 | D | Parking Level |
| 1536A_ | A004 | E | Upper Ground Floor - Davey Street Entry |
| 1536A_ | A005 | D | Stair Transfer Floor |
| 1536A_ | A006 | D | 1st Floor - Guest Amenities, Conference Suite, Staff BOH |
| 1536A_ | A007 | D | 2nd, 4th, 6th and 8th Floors |
| 1536A_ | A008 | D | 3rd, 5th, 7th and 9th Floors |
| 1536A_ | A009 | D | 10th Floor - Plant Deck |
| 1536A_ | A010 | D | Streetscape - Davey Street |
| 1536A_ | A011 | D | Elevation 1 of 4 (Davey Street) |
| 1536A_ | A012 | D | Elevation 2 of 4 (Despard Street) |
| 1536A_ | A013 | D | Elevation 3 of 4 (Brooke Street) |
| 1536A_ | A014 | D | Elevation 4 of 4 (HCC Building) |
| 1536A_ | A015 | C | Section A |
| 1536A_ | A016 | C | Section B |
| 1536A_ | A017 | C | Section C |
| 1536A_ | A018 | C | Section D |
| 1536A_ | A019 | D | Vehicle and Pedestrian Sight Lines |
| 1536A_ | A020 | C | Sun Diagrams - Winter Solstice |
| 1536A_ | A021 | C | Sun Diagrams - Summer Solstice |
| 1536A_ | A022 | C | Photomontages View 1 of 9 |
| 1536A_ | A023 | C | Photomontages View 2 of 9 |
| 1536A_ | A024 | C | Photomontages View 3 of 9 |
| 1536A_ | A025 | C | Photomontages View 4 of 9 |
| 1536A_ | A026 | C | Photomontages View 5 of 9 |
| 1536A_ | A027 | C | Photomontages View 6 of 9 |
| 1536A_ | A028 | C | Photomontages View 7 of 9 |
| 1536A_ | A029 | C | Photomontages View 8 of 9 |
| 1536A_ | A030 | C | Photomontages View 9 of 9 |
| 1536A_ | A031 | A | Artists Impression - View from Davey Street |
| 1536A_ | A032 | B | Artist's Impression - Davey Street Detail View |
| 1536A_ | A033 | B | Artist's Impression - View from Brooke Street |
| 1536A_ | A034 | B | Artist's Impression - Brooke Street Detail View |
| 1536A_ | A035 | A | Artist's Impression - View from Brooke Street Pier |

These have been utilised to inform this assessment. In brief, this proposal involves:

- Removal of the existing buildings at 28-30 Davey Street. Although options have been investigated to retain these buildings, they have been substantially modified and are not considered to have any cultural heritage significance, and are also deemed unsuitable for re-conversion or re-use.

Construction of a new 5-star premium hotel on the site; and improvements to Brooke Street. The new hotel will provide 176 rooms and 25 on-site car parking spaces for guests.

- Lower ground level (Brooke/Despard Street level) - guest entry plus parking entry, parking and servicing spaces accessed from Despard Street. In addition there is a retail tenancy fronting onto Brooke Street.
- Parking level located between the Brooke/Despard Street (lower ground floor) and Davey Street (upper ground floor) levels - parking.
- Upper ground level (Davey Street level) - guest entry, reception, café, restaurant and kitchen.
- Outside the building envelope on the Davey Street side is an extension to the pavement which forms a forecourt to the building entry.
- Stair transfer level – administration and pool plant.
- 1st floor – conference room, gym, pool, spa and associated spaces.
- Guest rooms across 8 floors located from the 2nd to the 9th floor.

As detailed in Section 2, as per Part 22.5 of the SCPS 97, any proposed development of the subject site must either meet the 'deemed to comply' provisions of Part 22.5.4 the scheme:

'Building or works' on other land within the planning area is 'permitted' in respect to this Schedule where it can be demonstrated that the following 'deemed to comply' standards can be met:

For 'building or works' on sites adjacent (as defined in clause 22.3) to a place of cultural significance:

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

The proposed development cannot be 'deemed to comply' as it is higher than all *adjacent* heritage places (although further than 10 metres from all buildings except the Hobart Council Centre building) and the façade area does exceed the façade area of some of the adjacent buildings, therefore the planning authority is to assess and determine the proposal as a discretionary application against the criteria contained within Clause 22.5.4 of the SCPS97.

Nonetheless, the planning authority has the discretion to approve building or works which are not deemed to comply, by the provisions of Part 22.5.5 of the scheme:

22.5.5 'Discretionary' 'Building or Works' 'Building or works' on land which cannot satisfy the 'deemed to comply' provisions of Clause 22.5.4 may be approved at the discretion of the Planning Authority. The following criteria must be taken into consideration in the assessment of all proposals for 'building or works':

'Building or works' adjacent to a place of cultural significance must not dominate that place when viewed from the street or any other public space, or be more prominent in the street than the adjacent place of cultural significance.

The area of a facade of any new building may be permitted to exceed that of the building on an adjacent place of cultural significance where the Planning Authority is satisfied that the visual impact of the apparent disparity of scale is not significant or that historic precedent warrants the scale disparity.

'Building or works' must complement and contribute to the specific character and appearance of adjacent places of cultural significance and the historic character of the Cove generally.

The location, bulk and appearance of 'building or works' must not adversely affect the heritage values of any adjacent or nearby place of cultural significance.

'Building or works' must not reduce the heritage value of any adjacent places of cultural significance by mimicking historic forms.

The following commentary is provided to assist the planning authority in that assessment.

As detailed in Section 2, and as further considered in Section 4.1, by the definition of 'Adjacent' in Part 22.3 of the SCPS97, the subject site is adjacent to 8 Brooke Street (former Gibsons Mills), 11 Morrison Street (part of 11-17 Morrison Street - former City Mills), Franklin Square, the Treasury buildings (21 Murray Street) and 16 Elizabeth Street (Hobart Council Centre

- former HEC building) which are all listed on Table 1 of Part 22 of the SCPS97. The possible impact of the proposed development on each of those places will be considered here:



Figure 7.1 – The subject site (outlined in red) in relation to 'adjacent' heritage places as defined by Section 22.3 of the SCPS97. Adapted from www.thelist.as.gov.au

Note that the current document was formulated with the brief of guiding development within the titles of 28-30 Davey Street. The current proposal includes development outside of those titles – namely the steps and wall from Brooke Street to Davey Street. That site is included on Part 22.6, Table 2 (Places of Archaeological Sensitivity) of the Sullivans Cove Planning Scheme 1997, therefore consideration against the provisions of that part will be required. This is to be supplied as a standalone document.

7.1. Consideration of possible impact upon adjacent heritage places

As per the discussion above, it is relevant that there be consideration of any possible impact of the proposed development upon adjacent heritage places, as per the above definition. The following tables will approach each of the adjacent places individually, and utilising existing statements of significance and conservation policies (as detailed in Section 4.1), consider the possible heritage impact of the proposed development upon each of those aspects of significance.

Note, however, that in most cases, there is no official (or otherwise) conservation policy set for each place, and in all cases the Tasmanian Heritage Register entries are deficient in adequately articulating the detailed significance of the places, therefore the consideration of possible impacts upon each place is summarised with a new assessment of possible impact against a greater understanding of values as derived from the site histories and contexts briefly discussed in Section 4.1.

| 7.1.1 - Possible impact upon Franklin Square | |
|---|--|
| Identified values/conservation policy | Discussion on possible impact |
| <p>The conservation policies in Section 8 of the Franklin Square CMP (pp. 43-65 – as cited in Section 4.1) considers the implications of development along the Elizabeth Street and Macquarie Street edges of the square and in particular the connectedness of the square to the ‘civic precinct’ – i.e. the Treasury and Town Hall buildings. Connectedness of Franklin Square to the waterfront area (i.e. the Davey Street edge) is an aspect of significance only broadly considered by the CMP, beyond its recognition as a traditional ‘high point’; above the cove (pp.32,35) and the recognition in Policy 14 (p.65) that the views and movement between Sullivans Cove and Franklin Square be retained, (rather than just those along Elizabeth Street).</p> | <p>The connection of Franklin Square to the water is only broadly considered in the CMP, probably because that connection has long been lost. Whilst c19th imagery depicts the panoramic views of the square over Sullivans Cove, such views have generally not been possible since as early as 1900 with the construction of the Gibsons and City Mills complexes and further by the 1920s-30s construction of the HEC/HCC building, and the current buildings on 28-30 Davey Street and further severed by the later construction of larger buildings such as the former Marine Board, the current Hydro building etc.</p> |
| <p>The Sullivans Cove Master Plan (as cited in Section 4.1) makes the following commentary about the values of Franklin Square: <i>The sense of orientation to and from Franklin Square is important to making sense of the city and its wider setting, but may be obscured by incremental development. The Square’s relationship and visual connection with the Docks at the corner of Elizabeth and Davey Streets and views to St Georges Church spire in Battery Point give a sense of the city’s landform.</i></p> | <p>The visual connection of Franklin Square to the waterfront, whether deemed to be of historic heritage significance or not, has been irretrievably lost and has been so for over a century. It is considered that the proposed building does not promote that severance any more than the existing conditions. Nonetheless, the proposed development aims to restore <i>some</i> visual extension of the parkland through the use of reflectivity rather than the current situation of hard masonry facades providing a distinct edge to the visual catchment of the park. Activation of accessible public space on the Davey Street frontage also gives a sense of inviting and penetrability of this area which is currently not possible further promoting the link between Franklin Square and the waterfront.</p> <p>The current buildings have no internal visual connection from this escarpment zone to the water – views from the proposed building will embrace that view and connection with the proposed building forming less of a ‘blank wall’ approach to relating this</p> |

| | |
|--|--|
| | <p>development zone with the water.</p> <p>The approach taken here is consistent with the tenor of allowing as much as possible a sense of penetration through the waterside edge of Davey Street and achieves the objectives outlined in the Franklin Square Master CMP and Sullivans Cove Master Plan.</p> <p>Note that any development on the subject site would not have the potential to impact any viewlines from the square to St Georges' spire, which has been an important consideration on other recent nearby development.</p> <p>The proposed development also has substantial benefits over the current situation in its aim and ability to increase the pedestrian linkage between the square and the waterfront in invigorating a portion of the waterfront which has always been an uninviting and subsidiary linkage (via the escarpment steps). Noting that the traditional pattern of development on the subject site has largely been industrial (e.g. Risby's, the later fruit processing facilities etc.) which placed an uninviting obstacle in pedestrian movement between the square and the cove. The proposed development seeks to counteract that concept, with embracing the flow of people between the square and the cove and enlivening this traditionally publicly inaccessible site - improving the invitingness and feasibility of this pathway between the square and the cove and turn what is currently a 'back alley' into an important pedestrian thoroughfare which embraces and accentuates the natural landform of the cove.</p> |
|--|--|

| | |
|---|---|
| <p>Tasmanian Heritage Register Entry (Criteria)</p> <p>c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.</p> <p><i>Franklin Square is of historic heritage significance because it has the potential to yield important information, of an archaeological nature, that may contribute to a greater understanding of Tasmania's history.</i></p> <p>d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.</p> <p><i>Franklin Square is of historic heritage significance because of its ability to demonstrate the principal characteristics of a Victorian inner city park.</i></p> <p>f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.</p> <p><i>This park is of historic heritage significance because its townscape and social associations are regarded as important to the community's sense of place.</i></p> | <p>The proposed development will have no impact upon the significance assigned to Franklin Square by the Tasmanian Heritage Register entry – i.e. it will not impact upon any significant archaeological remains, nor will it inhibit the ability of the place to demonstrate the principal characteristics of a Victorian inner city park.</p> <p>As per the discussion above, the proposed development (and future associated access and interpretation developments have the potential to consolidate the meaning of the square to the waterfront through greater pedestrian connection which in turn has the potential to enhance the community's associations of the place as part of the important public spaces of Hobart.</p> |
| <p>Overall discussion and conclusion on possible heritage impact</p> | |
| <p>The proposed development will be a better architecturally resolved element from Franklin Square than the current buildings. Although a higher building than currently exists – this is consistent (in fact lower) with the existing conditions surrounding the site. As per the discussion below, this is not seen as an adverse heritage impact upon the square as the precedent for larger scale development along Davey Street has long been set and has for almost a century formed a higher and hard edge to the waterside edge of the street. The proposed development attempts to keep the street edge scale consistent with the pattern of development which has evolved over the last century and the use of the reflective materials palette and configuration acts to soften this edge with a visual cue to the opposite parkland. The</p> | |

proposed development (as per the shadow diagrams supplied in the application) will provide no overshadowing or impact upon the amenity of the square, and whilst that is not predominantly a heritage issue, the public appreciating the square as an important public space will not be impacted upon by the proposed development.

If anything, the proposed development has the potential to enhance the historic heritage values of Franklin Square through enhanced connectivity to the waterfront – in particular enlivening a traditionally uninviting and logistically challenging passage across Davey Street from the square to the waterfront as well as somewhat opening up a traditionally blocked lower-level view line through the Davey Street (and above) level of the Brooke Street side of the building.

It is concluded that the proposed development has no direct impact, nor any indirect impact upon the listed place and in fact offers an indirect positive impact upon the heritage values of the place in offering a potential link to the wider townscape context of the place.

7.1.2 - Possible impact upon the Treasury complex



(Rendering courtesy of XSquared Architects).



(Rendering courtesy of XSquared Architects)

Identified values/conservation policy**Tasmanian Heritage Register Entry (Criteria)**

a) The place is important to the course or pattern of Tasmania's history.

The Franklin Square Office Complex has the ability to demonstrate the growth and development of government from early colonial times to the present.

b) The place possesses uncommon or rare aspects of Tasmania's history.

The Franklin Square Office Complex is a rare surviving example of complex of early Government buildings located in an Australian CBD.

Discussion on possible impact

The proposed development will have no impact upon the significance assigned to Franklin Square Office Complex (AKA Treasury complex) by the Tasmanian Heritage Register entry – i.e. it will not impact upon the place's ability to demonstrate the growth of government, the ability of the place to demonstrate a rare example of early government buildings in the CBD, nor will the proposed development impact upon the associations of the place with prominent colonial figures.

Consideration will be given below as to the possibility of impact upon the townscape associations of the complex arising from the proposed development –

| | |
|---|---|
| <p>f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.</p> <p><i>The Franklin Square Office Complex is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place.</i></p> <p>g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.</p> <p><i>The Franklin Square Office Complex has associations with people that have featured prominently in Tasmanian history. Those included are the Premiers of the state, the Chief Justices and many Supreme Court Judges as well as JL Archer, J Blackburn, W Eldridge, WP Kay and Sid Blythe.</i></p> | <p>namely any impact upon the setting of the complex, key views/vistas etc.</p> |
| <p>Overall discussion and conclusion on possible heritage impact</p> <p>The proposed development will have no physical impact upon the Treasury complex – given that the complex is <i>only just</i> technically adjacent to the subject site (i.e. a small tip of the title of the Treasury complex is diagonally opposite the subject site – see Figure 7.1) then proposing any direct impacts or even major indirect impacts from that adjacency are perhaps drawing a long bow.</p> <p>The discussion on possible impacts from the backdropping of a large-scale building on the subject site is provided here in Section 4.3, which concluded that even a building as large/tall as the Executive Building would have little or no backdropping impact upon the Treasury complex. The current proposal is for a building of a lower height than the Executive Building.</p> | |

A building of any height above (around) ten storeys would be visible above the Treasury complex from some vantage points closer to Davey Street, but only from a limited and non-primary view field. For example, looking flat face-on to the Treasury complex the proposed development would only be a peripheral element which could not be considered to backdrop the building in any major way – and in a lesser way than the existing and nearer Executive Building. Similarly, from the Macquarie Street elevation of the complex, the height of the Treasury building itself would block any views of the proposed development, therefore, again, the effect of backdropping would not be conceivable.

Another key vantage point where the two buildings might interact (as detailed in Section 4.3) is the view to the rear of the Treasury complex from Brooke Street - where the building is elevated above the escarpment and, particularly when lit at night, provides the only glimpse of that complex from the waterfront area. The rendering above, as compared to the existing view line to the rear of the building from Brooke Street shows that the proposed development will not impede that view line, therefore no impact arises.

Even if the proposed development was seen to be a backdropping feature in relation to the Treasury complex, whether this is an actual *heritage impact* is still largely questionable, given the only proximal 'adjacency' and the precedent that the larger-scale buildings flanking the waterside of Davey Street already provide a precedented hard edge and higher backdrop to the smaller scale public buildings between Davey and Macquarie Streets (e.g. Treasury, Town Hall etc.). An additional large-scale building which is of a lesser overall height than existing neighbouring development (i.e. the Executive Building) could hardly be seen to impact upon the community's 'sense of place' as it relates to the Treasury complex. Also noting that the proposed development offers far less backdropping than a recent precedent, being the Parliament Square building immediately behind Parliament House – take that context of a large, high, clearly modern building immediately behind and almost totally backdropping a very important colonial public building – the current proposal could in no way be seen to provide that degree of (possible/perceived) impact.

It is concluded that the proposed development has neither a direct impact, nor any substantial indirect impact upon the listed place.

7.1.3 - Possible impact upon the Hobart Council Centre building



(Images – Google Street view).



(Renderings courtesy of XSquared Architects).

| Identified values/conservation policy | Discussion on possible impact |
|--|--|
| <p>Tasmanian Heritage Register Entry (Criteria)</p> <p>d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.</p> <p><i>The Former HEC Building is of historic heritage significance because of its ability to demonstrate the principal characteristics of a six storey stuccoed Inter-War Beaux -Arts commercial building</i></p> <p>f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.</p> <p><i>This building is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place</i></p> | <p>The proposed development will have no impact upon the significance assigned to the former HEC Building – i.e. it will not impact upon the ability of the place to demonstrate the principal characteristics of a six-storey stuccoed Inter-War Beaux-Arts commercial building, nor will the proposed development impact upon the townscape associations of the building.</p> <p>The proposed development will obscure the south-western wall of the building – the possible impact of such will be discussed below.</p> |
| <p>Overall discussion and conclusion on possible heritage impact</p> | |
| <p>The proposed development will have no physical impact upon the former HEC/HCC building with the exception that it will largely obscure the south-western wall of that building. Currently, the two-storey building at 28 Davey Street only partially obscures the wall of the HEC/HCC building – the proposed development will wholly obscure that wall, with the exception of the recessed central bay then becoming a lightwell.</p> <p>Given the lack of articulation on that wall of the HEC/HCC building (despite the window apertures) – and it being the boundary of that site, it is likely that the original architectural intent of that building foreshadowed that in future an adjacent building might obscure that elevation – considering that current standards would not allow such fenestration on a wall hard to the boundary, then it can be accepted that obscuring that elevation of the building is somewhat of a natural progression in the townscape evolution. This precedent has been set by the adjacent HEC building on the corner of Elizabeth and Morrison Streets, which obscures the north-eastern elevation of the former HEC/HCC building. Together with the proposed development, these two higher buildings act to 'frame' the HCC building – which is considered to be of no heritage consequence given the scale of that building and the likely intent that it</p> | |

would form part of a collection of larger buildings.

Overall, it is concluded that the proposed development has an acceptable degree of impact upon the former HEC/HCC building. The impact is limited to the fact that the proposed building does obscure the south-western wall of that building, however, as per the comments above it is likely that the architectural intent of the HCC building foreshadowed that boundary wall one day being built to, therefore it is consistent with the expected townscape evolution of the building and surrounds and precedent historically set by surrounding development.

7.1.4 - Possible impact upon the Gibsons Mill and City Mills complexes



(image – Google Street view).



(Rendering courtesy of XSquared Architects).

Identified values/conservation policy

Tasmanian Heritage Register Entry – Gibsons Mill (Criteria)

a) The place is important to the course or pattern of Tasmania's history

The building has historic heritage significance because of its ability to

Discussion on possible impact

The proposed development will have no impact upon the significance assigned to neither the Gibsons nor City Mills buildings – i.e. it will not impact upon the ability of the places to demonstrate the growth of the flour milling industry

| | |
|---|--|
| <p><i>demonstrate the growth of the flour milling industry and the pattern of development of Sullivans Cove from settlement to the present.</i></p> <p>d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.</p> <p><i>The Mill is of historic heritage significance because of its ability to demonstrate the principal characteristics of a Federation Warehouse building, its construction method and design.</i></p> <p>f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.</p> <p><i>The Mill is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place.</i></p> | <p>and the pattern of development of Sullivans Cove from settlement to the present. The proposed development will not have any impact upon those places ability to demonstrate Federation warehouse buildings.</p> <p>The possible impact upon the townscape associations of those buildings and the community's 'sense of place' will be discussed below.</p> |
| <p>Tasmanian Heritage Register Entry – City Mills (Criteria)</p> <p>a) The place is important to the course or pattern of Tasmania's history</p> <p><i>The building has historic heritage significance because of its ability to demonstrate the growth of the flour milling industry and the pattern of development of Sullivans Cove from settlement to the present.</i></p> <p>d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.</p> <p><i>The Mill is of historic heritage significance because of its ability to demonstrate the principal characteristics of a Federation Warehouse building,</i></p> | |

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| <p><i>its construction method and design.</i></p> <p>f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.</p> <p><i>The Mill is of historic heritage significance because its townscape associations are regarded as important to the community's sense of place.</i></p> | |
| Overall discussion and conclusion on possible heritage impact | |
| <p>The proposed development clearly will have no direct impact upon the historic heritage values of neither the Gibsons nor City Mills. The building will be a backdropping element to those buildings, however the glazed nature of the façade aims to play on reflectivity of the sky to seek that the building merge into the skyline more-so than the current more solidly-appearing masonry buildings that backdrop/flank the buildings (e.g. the Executive Building and the HCC Centre). The comparative height of the proposed development to the adjacent Executive Building provides a consistent and neat backdrop to these buildings which will remain the cove-floor level dominant type of development amongst other older and similarly scaled buildings such as the Telegraph Hotel , the Johnstone Ship Chandlers buildings etc, with that more modern backdropping development accentuating the natural landform of the escarpment behind (further discussed below). The scale of the former mill buildings is also large for nineteenth-century buildings – e.g. being four storey in their own right, therefore the surrounding stepped-higher scale can be justified.</p> <p>The invigoration of the subject site, particularly with the likelihood that it will provide an enhanced link from Franklin Square and environs will provide a very positive benefit to the environs of the mill buildings. As discussed above, Despard Street in particular, and Brooke Street to a lesser degree, are currently not particularly desirable ‘back alley’ spaces – the subject site being completely inactivated on the Despard and Brooke Street elevations perpetuates the dead-zone of these areas. Invigoration of this area and activation of currently non-active frontages will be a drawcard to the area and will assist in the feasibility of the adaptive reuse of these buildings as commercial properties and assist in their future viable use and maintenance.</p> <p>It is concluded that the proposed development has neither direct impact, nor any substantial indirect impact upon the listed places.</p> | |

In consideration of the above commentary against the identified significance of the adjacent heritage places, as well as considering the potential impact of the proposed development upon key views and vistas in which those places are seen in the environs of the subject site (see Section 7.2), the following commentary is made against the specific 'adjacency' provisions of Clause 22.5.5 of the scheme which confer the discretion to consider proposals by the planning authority which do not meet the acceptable solutions of Clause 22.5:


| 22.5.5 'Discretionary' 'Building or Works' 'Building or works' on land which cannot satisfy the 'deemed to comply' provisions of Clause 22.5.4 may be approved at the discretion of the Planning Authority. The following criteria must be taken into consideration in the assessment of all proposals for 'building or works': | |
|--|--|
| Criterion | Commentary |
| <i>'Building or works' adjacent to a place of cultural significance must not dominate that place when viewed from the street or any other public space, or be more prominent in the street than the adjacent place of cultural significance.</i> | <p>As per the design report, several design approaches have been employed to eliminate the possibility of the proposal to dominate the adjacent heritage places and to allow those buildings to retain their streetscape prominence and relationships to the character of the cove. The proposed building at the lower levels will be much more permeable than the existing buildings, which turn their backs on the Brooke and Despard Street elevations and do not promote pedestrian movement, activation of the streetscape or the ability to view the adjacent heritage places from within the site. By opening up the area both for pedestrians, providing two levels of active frontage and with the heavily glazed and visually permeable lower levels of the proposed building, the human scale interfaces between these adjacent buildings will be opened-up which will assist those places in not becoming dominated by development.</p> <p>The overall height of the proposed building does not exceed that of the existing later c20th buildings in the surrounding area so as to avoid any individual prominence of the building but to reinforce the historically set precedent (both natural and built) of a heightening in land and built form along the edge of the escarpment – reinforcing this delineation between cove floor and city.</p> |
| <i>The area of a facade of any new building may be permitted to exceed that of the building on an adjacent place of cultural significance where the Planning</i> | As per the consideration of the possible impact of the proposed development upon individual buildings adjacent to the subject site, it is concluded that although the façade area of the proposed building exceeds that of the adjacent places, this disparity of scale is acceptable given the wider townscape context and precedent of such larger development along the edge of the escarpment and the various design techniques that |

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| <p><i>Authority is satisfied that the visual impact of the apparent disparity of scale is not significant or that historic precedent warrants the scale disparity.</i></p> | <p>have been used to not dominate the adjacent places (e.g. the proposed building will form part of the existing 'band' of higher development reinforcing that edge, including the Executive Building, HCC offices and Parliament Square). Sections 4.2.5 and 5.1.2 of the design report consider the bulk and height of the proposal and its scaling with other surrounding buildings and the natural landform of the cove/city to demonstrate that there is no significant disparity of scale arising from the proposal and that it is befitting with historical precedent.</p> |
| <p><i>'Building or works' must complement and contribute to the specific character and appearance of adjacent places of cultural significance and the historic character of the Cove generally.</i></p> <p><i>The location, bulk and appearance of 'building or works' must not adversely affect the heritage values of any adjacent or nearby place of cultural significance.</i></p> <p><i>'Building or works' must not reduce the heritage value of any adjacent places of cultural significance by mimicking historic forms.</i></p> | <p>Sections 4.1-2 of the design report has cited a number of planning and urban design studies of relevance to Sullivans Cove which have been used in conjunction with the conservation policy to gain a deep understanding of the values of the cove and the design opportunities arising from such, in order to propose a development which contributes to and complements the cove and surrounds. Various design tools have translated those values into the proposed built form, which have drilled down from the overall cityscape setting of the site, down to individual approaches to fabric, texture etc:</p> <p>The reflectivity on different planes of the glazing of the proposed building seeks to draw in the colour and texture of adjacent places (as well as natural features such as the sky on higher levels) – as well as providing subtle references to historic contexts to provide a varied palette that compliments the surrounds by in effect borrowing their colour and texture, without necessarily mimicking them. This will in effect allow the existing buildings to infiltrate the finishes of the new building and to provide a rich texture that will compliment and contribute to the varied fabric of the surrounds of the site. This varied surrounding materials palette is further accentuated on the lower levels, as detailed in the design report (see in particular Sections 1 and 5.1.4):</p> <p><i>the scale and proportions of the lower reaches of the hotel respond to each of the different contexts they face, with the Davey Street main façade comprising a grand portico and awning; the Brooke Street façade stone-clad where it abuts the "cliff line", but transparency where internal activity can be seen; and the Despard Street façade with a robust stone-clad finish appropriate to its more service-orientated functionality.</i></p> |

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| | <p>The proposal seeks to reinstate linkages between the city and the waterfront by the promotion of pedestrian and visual connectivity to activate and promote an appreciation of the area:</p> <p><i>significant parts of the building at lower levels are cut away, or fully transparent, to open up views to the waterfront that are currently obstructed by the existing buildings on the site and to facilitate a strong visual connection from Franklin Square across Sullivans Cove to the waterfront.</i></p> <p>It is intended that interpretation within the building will also draw upon key historic themes and associations of the site and wider waterfront as a means of engaging users of the building to such:</p> <p><i>it is intended that the development of the hotel will allow interpretation of key aspects of the site - the history of the site as part of the grounds of the original Government House, home from 1836 –1843 to Lieutenant-Governor John Franklin and Lady Jane Franklin; and interpretation of the history of the site as part of the grounds of the Risby timber yard, the foundation of the Tasmanian timber industry (further accentuated through the extensive use of Tasmanian timber in the fitout).</i></p> <p>All of the above demonstrates that the development will respond to and promote a range of historic themes, historic and contemporary building finishes and forms and make a vast improvement of the permeability (both physical and visual) and activation of this currently inactive and obstructive area – which will contribute to the appreciation of and complement the general feel and tenor of the cove and what it means to the people of Hobart.</p> <p>The location and bulk of the proposed building is consistent with the established pattern of development along the line of the escarpment that highlights the natural and traditional disparity of the higher portion of the city versus the lower lying cove floor that is further detailed here in Section 4.2.</p> |
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7.2. Impact upon key views and vistas and the 'historic character of the cove'.


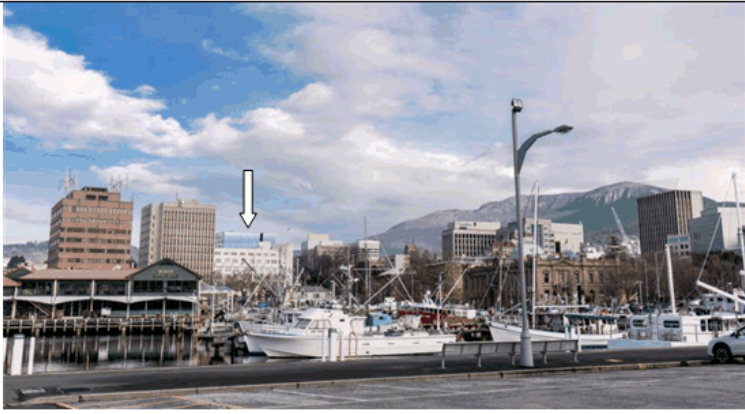
Section 4.3 has identified a range of key view and vistas which are considered to be significant in relation to the subject site. Unless these are directly associated with the heritage values of a particular listed place (i.e. via Clause 22.5.4), the SCPS97 does not allow consideration of these in a purely heritage context, however these may be a consideration in understanding whether the proposal fits with the 'historic character of the cove' more widely (i.e. via Clause 7.3.2). The following depicts some wider views around Sullivans Cove, where the development on the subject site is likely to be visible and considers the possible impact of such – particularly in reference to the discussion in Section 4.2 which has characterised the pattern of development in the immediate vicinity within the context of the wider cove. Section 3.2.1 of the design report provides a sound wider landscape setting assessment and approach, in addition to the conservation policies here, which have prompted the building design on the macro-scale in its response to the wider cityscape and natural landforms surrounding the site.



| Point | Image |
|------------------------------|---|
| 1. Wide overview of the cove |  |
| | <p data-bbox="1003 1038 1413 1059">Possible impact of the proposed development</p> <p data-bbox="479 1078 1926 1297">The townscape evolution of the fringe of Sullivan's Cove, particularly along the escarpment, is detailed in Section 4.2.1 which gives an understanding of the evolution and transient nature of the subject site at the junction of several different townscape contexts (see in particular Figure 4.2.3). The wider context of the proposed building sees it grouped within a series of four higher buildings, i.e. the former Marine Board, Hydro and Executive buildings which form a sweeping arc from the Mawson Place vicinity to Murray Street, but not following any particular historical precedent or landform owing to the forward placement of the former Marine Board and Hydro buildings. On this wider lens, the grouping of these larger buildings is currently disjointed and although not precisely indicating the line of the escarpment, there is merit in completing this line along the Davey Street edge to further delineate these distinctly different zones of the city and waterfront.</p> <p data-bbox="479 1313 1926 1334">The proposed building, nestled into this line of existing buildings will not be the tallest building and will have a near exact height to its immediate neighbor (the Executive</p> |



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| | <p>Building) therefore it becomes part of that immediate grouping, which more widely sweeps around the edge of Davey Street with the forthcoming hotel building on the corner of Davey and Murray Streets, to the Parliament Square building, and beyond Sandy Bay Road with the former Telstra exchange building and the existing Telstra exchange. This whole is backdropped by the higher development of the Hobart CBD, so that the proposed building in no way could be seen as 'individually prominent'.</p> <p>The design report states (Section 4.2.1):</p> <p><i>The location of the proposal well behind the 'the Wall', and yet in amongst a group of larger buildings, namely the Hydro Building, the HCC Building, the Marine Board Building (in front) and the Executive Building (behind), being precisely the intensification of urban development on the Cove side of the CBD called for in the SCPR, also provides exactly the extension to the "backcloth of city buildings" that contributes to a reading of the form of the foreground of the Cove as being different from the development of the City behind it, the front edge of which development is articulated by 'the Wall'. The presence of the proposed Fragrance Group Davey Street Hotel therefore helps to reinforce the distinction between the flat foreground plane comprising the water of the Cove and the wharf apron, and the enclosing 'Wall' of buildings and the natural cliff line which, before colonial settlement, formed the backdrop to the natural beach of the Cove. Perhaps more importantly yet than the function the proposal serves to reinforce the amphitheatre distinctions immediately around the waterfront of the Cove, the proposed form of the building, being of a size with the neighbouring Executive Building and Hydro Building, and, as viewed from Hunter Street (the classic Cove to Mountain view) the Marine Board Building, and its location well to the side of the primary view from Hunter Street across the CBD to kunanyi/Mount Wellington means that the relationship between the Cove and the ultimate backdrop of kunanyi/Mount Wellington is not obstructed.</i></p> <p>This assessment concurs with that discussion in the design report in that the proposed building will not be an individually prominent element and will form a consistent and complimentary scaled building within a band of contemporary buildings of such scale which reinforces a range of planning and urban form principles which emphasise the dramatic landscape rising from the cove and contribute to the delineation between the differing contexts of the cove floor and city centre.</p> |
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Note that the following view lines (and others) are also further discussed in the design report (Section 4.2.2.1) which is to be read in conjunction with the following commentary:

| Point | Importance to the character of the cove | Image |
|------------------------|---|--|
| 2. From Franklin Wharf | <p>This is the viewline from nearer environs where perhaps the flat-on 'spine' of the built form of the demarcation of the escarpment is most apparent, with the HCC building, Executive Building and Parliament Square buildings forming that spine (the now-demolished 10 Murray Street formerly contributed to that concept), with buildings such as the former Marine Board and the Hydro building intruding from that spine further into the cove floor. It is considered that the line of Davey Street can sustain larger buildings that backdrop the buildings on the floor of the cove to accentuate and mark that natural and distinct topographic change.</p> |  <p>Image – GoogleEarth</p> |
| | <p>Possible impact of the proposed development</p> <p>The proposed building is complimentary to that concept of the spine of Davey Street and contributes to reinforcing the natural and distinct landform change of the escarpment. It will read as neatly consistent with the height of the Executive Building and substantially lower than the nearer Hydro building, therefore it will form part of a grouping of higher buildings backdropping this viewline and avoiding individual prominence.</p> |  |

| Point | Importance to the character of the cove | Image |
|-----------------------|--|--|
| 3. From Hunter Street | <p>This view provides a comfortable understanding of the relationship between the cove, the city and the backdropping Mount Wellington and is one of the more public spaces of the working port. Nonetheless, the heritage fabric of the early origins of the built environment is difficult to discern here, with alteration of the landform through c19th reclamation (i.e. Hunter Street and Constitution Dock works) and very few c19th buildings apparent (the exceptions being the former Customs House/Bond Store and the grouping of c19th commercial buildings on the corner of Davey and Argyle Streets). This view has the start of the escarpment not largely apparent (i.e. just near the Secretary's Cottage in the TMAG complex) and the amphitheatre feel of Sullivans Cove is not apparent in this view with the landform flattening as it reaches Macquarie Point (behind this viewpoint).</p> |  |
| | <p>Possible impact of the proposed development</p> <p>The proposed development would not be prominent in this viewline and merely backdrop the HCC building in a manner which the Executive Building already does. The nature of the building's materials palette will reflect the sky in this location, probably even lessening the current backdropping and apparent scale of the overall built forms. In any case, the building would be barely discernible and have no impact on any important historic character of the cove from this viewline.</p> |  |

| Point | Importance to the character of the cove | Image |
|---|---|--|
| 4. From the intersection of Castray Esplanade and Morrison Street | <p>This is a prominent viewline when traversing from Salamanca Place through the narrower portion of the cove that opens up to the wider waterfront and the city. The architectural character in this viewline is diverse, from the fringe of Parliament House and Customs House Hotel which are from the first half of the c19th, to the later commercial development of the Telegraph Hotel and Johnston Chandlery building and mid-late c20th buildings behind. The distinct stepped amphitheatre form of the cove is very apparent with the generally 2-4 storey development on the street frontage stepping via the higher Quest and HCC buildings to the higher development further rear of the Executive, Hydro and former Marine Board buildings.</p> |  |
| | <p>Possible impact of the proposed development</p> <p>The proposed development would be consistent with that stepping from the cove floor – being of a similar height to the Executive building and lower than the Hydro building and form a complimentary backdropping element to the current townscape form that also acts to accentuate the natural topographic rise of the line of the escarpment. The building would read as somewhat of a more ephemeral element than the other larger buildings, being more reflective of the sky and using less masonry mass.</p> |  |

| Point | Importance to the character of the cove | Image |
|------------------------------|--|--|
| 5. Looking down Davey Street | <p>Whilst the façade of the subject site is prominent at street level from this vantage point, the higher environs of the subject site at this point are somewhat jumbled with an array of higher development beside and behind the building from this point. The Quest building, rear extension of 29 Morrison, the Executive Building, former Hydro building and peripherally the newer Hydro building all form a diverse backdrop to the building from this point. The higher buildings do give some semblance of the edge of the escarpment in reference to the natural landform of the area.</p> |  |
| | <p>Possible impact of the proposed development</p> <p>The proposed building is almost non-discernible in this viewline and forms part of the hard-built edge typically of several storey high buildings on the waterside of Davey Street. Whilst this reinforces the escarpment delineation east of Salamanca Place, that built form continues westward after St David's Park with the Telstra buildings. The proposed building would be almost wholly obscured by the Executive Building from this point with only a small portion of the offset frontage to Davey Street apparent as a discrete townscape element which is in character with the existing built form.</p> |  |

7.3. Interpretation of historical themes and contexts

Although not required from a statutory heritage perspective, the proponent of the development and the architectural response has embraced the historical context of the subject site and surrounds to incorporate interpretive elements, the following comments are drawn from the design report:

- In light of the site at 28 - 30 Davey Street having once been part of the grounds of 'old' Government House, home from 1836 – 1843 to Lieutenant–Governor Franklin and Lady Jane Franklin, a commitment from the Fragrance Group to fit out selected rooms, suites or spaces within the hotel in themes that reflect the rooms and/or occupants of the 'old' Government House, and to provide interpretation of the site, the 'old' Government House, and of its occupants in public areas.
- In light of the site at 28 - 30 Davey Street having once been part of the grounds of the Risby timber yard, the foundation of the Tasmanian timber industry, a commitment from the Fragrance Group to use Tasmanian timber extensively throughout the building, and to provide interpretation of this aspect of the site in public areas so that the relevance of timber use to the cultural history of the site can be articulated. This commitment also aligns with the Tasmanian Government's 'Tasmanian Wood Encouragement Policy'.

These approaches are consistent with recommendation 5 from the current document in that it seeks to enhance the proposed development with meaningful interpretation which further expresses the heritage values of the cove and wider environs.

7.4. Compliance with the recommendations from Section 6

Section 6 of this document set a range of recommendations for the management of any historic heritage issues regarding the subject site – and formulated recommendations to guide any future development. It is important to note that as per the ICOMOS Australia *Burra Charter* process, as well as the J.S. Kerr conservation planning process as cited and defined in the SCPS97, these recommendations were formed prior to any proposed development scheme for the site. The recommendations were then utilised by the design team to inform the design process together with a range of other site parameters and constraints. Section 7 of this document then ‘closes the loop’ by making commentary on that response to the historic heritage recommendations. The following Table makes commentary as to the responses to the recommendations of Section 6:

| Recommendations | Commentary on the proposal |
|---|--|
| 1. The only statutory heritage requirements for the development of the subject site is the consideration of adjacent heritage places as required by the SCPS97 as well as the broad notion of the wider historic character of Sullivans Cove as further defined and detailed in Section 2 of this document. | Section 7.1 considers any possible impact upon adjacent heritage and Section 7.2 considers the possible impact of the proposed development on the wider heritage character of the cove. That assessment concludes that the proposed development has no adverse impact upon adjacent places and is consistent with the general tenor of the built form of the cove which contributes to the accentuation of the natural landform. |
| 2. No historical archaeological input is necessary in any future development of the subject site. | No formal historical archaeological assessment has been undertaken. Given the lack of early development on subject site, and the extensive disturbance of the site by the 1920s (onwards) development(s) – a cursory assessment of archaeological potential suggests that there is little or no historical archaeological potential on the subject site. |
| 3. The site has the potential to carry a larger-scale development than it does currently. Larger development is consistent with a range of urban design principles as detailed in Section 4 of this document and the desired Sullivans Cove ‘amphitheatre’ urban form. | This is considered and discussed in Sections 7.1 and 7.2, further to the historical and townscape contexts discussed in Section 4.2.1. |
| 4. Larger scale development on the subject site would have no adverse impact upon | This is considered and discussed in Section 7.1. A lightwell has been incorporated into the |

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| most adjacent heritage places, although consideration should be given to setbacks or glazed elements to mitigate impact upon the western wall of the HEC/HCC building. | eastern wall of the proposed building to mitigate some impact that may ordinarily occur to that wall of the HCC building (i.e. with a fully hard-to-boundary development) and to benefit both buildings. |
| 5. Although not a statutory requirement, it is recommended that any new development on the subject site consider the interpretation of key historic themes as identified in Section 5 of this document. | Although not required from a statutory heritage perspective, the proponent of the development and the architectural response has embraced the historical context of the subject site and surrounds to incorporate interpretive elements, as discussed in Section 7.3. |

7.5. Consideration against general scheme principles

In addition to the specific heritage provisions of Part 22 of the scheme, Section 7.3.2 of the scheme lists principles that apply to the retention of the 'historic character of the Cove':

- *To facilitate use and development which is compatible with conservation of the Cove's cultural heritage values.*
- *To encourage the recycling of existing buildings through the promotion of new uses, particularly in buildings of identified cultural heritage value.*
- *The recognisable historic character of Sullivans Cove is not to be compromised by new development which overwhelms the historic spaces and buildings, or, by new development which reduces the apparent authenticity of the historic places by mimicking historic forms*
- *Changes to urban character will be consistent with conservation of cultural significance and maritime and historic character of Sullivans Cove.*
- *No new development or part of a development is to be individually prominent particularly when viewed from Sullivans Cove or the River Derwent. Exceptions include cranes and similar development relating to the essential operating requirements of the Tasmanian Ports Corporation.*
- *The distinctive urban form of Sullivans Cove is to be reinforced in development areas.*

The possible impact of the proposed development will be assessed against the tenor of these principles (or direct relevance to heritage) in the table below.

| Principle | Commentary |
|--|---|
| <i>To encourage the recycling of existing buildings through the promotion of new uses, particularly in buildings of identified cultural heritage value.</i> | The buildings on the subject site are not of cultural heritage value. These buildings are not considered to have the potential for recycling for the creation of vibrant new uses which will effectively provide the enhancement, appreciation and access to this area that the proposed development will. Section 3.3 of the design report specifically details the advantages of the proposed development in activating this space of, and access to, the cove and how the proposal will both visually and physically take this currently uninviting and culturally inactive space and provide vibrant and meaningful public access which will in-turn enhance and highlight the appreciation of the escarpment as a transitional zone and promote the heritage values of the escarpment, adjacent steps and this important interpretation of the natural landform. |
| <i>The recognisable historic character of Sullivans Cove is not to be compromised by new development which overwhelms the historic spaces and buildings, or, by new development which reduces the apparent authenticity of the historic places by mimicking historic forms</i> | <p>As per the assessment of the proposal from key vantage points around the near and wider environs of the subject site, Section 7.2 has concluded that from all key vantage points the proposed development does not overwhelm the general historic form of the cove nor any nearby building. The building is lower than the highest building in the vicinity and is of a height consistent with the adjacent Executive Building. The site coverage will in effect be slightly less than currently with the splayed front and rear elevations designed to promote the flow of pedestrians around the building and hence promote access to surrounding historic spaces. Essentially, the proposed building will form a cohesive part of an existing band of development which delineates the escarpment and the transitional zone between the city and the cove floor in a much more refined and well-resolved manner than currently existing.</p> <p>The predominant exterior materiality of the building is not designed to mimic any historic forms or</p> |

| | |
|---|---|
| | <p>fabric, but to provide an angular reflection of the built and planted surrounds, as well as the sky, to provide a building which does not mimic surrounding forms, but to embrace and promote its surrounds. The lower levels will be a mix of tactile elements defining edges as well as transparent elements to promote the site as a visual linkage between the city and the cove. These principles are discussed at length in Section 5.1.4 of the design report</p> |
| <p><i>Changes to urban character will be consistent with conservation of cultural significance and maritime and historic character of Sullivans Cove.</i></p> | <p>Noting that the place itself is not recognised as a place of cultural significance, Section 7.1 has concluded that the proposed development does not have any adverse impact upon the significance of the <i>adjacent</i> places – therefore the proposal is consistent with the conservation of cultural significance of each of those places.</p> <p>.</p> <p>As discussed in Section 7.2 and as per the design report and commentary above on the interpretive nature of much of the design rationale, the proposal responds to the maritime and historic character of the cove and seeks to provide a well-resolved and complimentary infill on a currently underutilised site. Section 5.1.3 of the design report states that:</p> <p><i>For each of the Davey, Brooke and Despard Street frontages, creating a welcoming, permeable, interesting and exciting environment that can engage and welcome passing pedestrians is considered essential. The Davey Street Hotel is influenced by its place in the City and will, in turn, influence its surrounds. Enhancement of the adjoining streets and public spaces will occur through a number of strategies: to enrich the experience of those passing along the bounding streets; to create active and interactive facades which are composed of a balance of materiality and transparency and of larger and smaller scale elements to experience and be delighted by; and to encourage through transparency an understanding and enjoyment of the activities that will occur within the building for</i></p> |

| | |
|---|---|
| | <p><i>those passing. The resultant street-edge creates a building where the uses within are visually and physically accessible.</i></p> <p>These statements (and others in that section of the design report) encompass a range of design approaches which seek to perpetuate the transition between city and cove, promotion of the ascent/descent of the escarpment and as supplemented by the interpretation of key historic theses drawn from the current document and the intent of which being briefly articulated in the design report (see Section 7.3 of the current document) the proposal seeks to conserve and promote the historic character of the cove in a vibrant and accessible way.</p> |
| <p><i>No new development or part of a development is to be individually prominent particularly when viewed from Sullivans Cove or the River Derwent. Exceptions include cranes and similar development relating to the essential operating requirements of the Tasmanian Ports Corporation.</i></p> | <p>The proposed building is set to the line of the escarpment which is a traditional demarcation of heightening of both the natural and built environment surrounding Sullivans Cove. It is of a consistent height to the neighbouring Executive building and is lower than the nearby Hydro building, therefore is not an individually prominent element when viewed in association with those buildings, as well as other buildings that follow the line of the escarpment. The proposed building will be backdropped when viewed from the cove by existing inner-city development, such as the Shadforth's building, Trafalgar Centre and the new Myer building, all of which are considerably higher both in built form and in the landscape and further accentuate the climb of the natural amphitheatre as it approaches the foothills of the mountain.</p> <p>The proposed development would nestle amongst these larger and more prominent buildings – in which case the proposed building could not be seen as 'individually prominent' in any way.</p> <p>Section 4.2.5 of the design report specifically considers the bulk and height of the proposed</p> |

| | |
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| | <p>development, noting that in terms of bulk the proposed building is substantially more compliant with a range of bulk principles than existing surrounding development and noting that the proposed building occupies less of the footprint of the site than the current buildings on that site. Similarly, the design report also provides a comparison between the proposed building and surrounding and proximal <i>higher</i> buildings which further promotes the conclusion that the proposed building will form a more discrete element in this existing cityscape therefore not result in the building being individually prominent – rather forming a more recessive contributory and complimentary element to that existing pattern of development which accentuates the natural landform and interface between city and cove (see further discussion in Section 4.2.7 of the design report).</p> |
|--|---|

| | |
|--|---|
| <p><i>The distinctive urban form of Sullivans Cove is to be reinforced in development areas.</i></p> | <p>As per the discussion in Section 7.2, the proposal has responded to the notion of stepping the built form around Sullivans Cove and the ‘amphitheatre’ principle that the various strategic urban form documents (as cited here) seek to promote. The proposed building would fill a current ‘gap’ in the higher spine of development skirting the edge of the natural escarpment along Davey Street, together with the HCC and Executive Buildings immediately adjacent. The footprint of the proposed building still respects the finer grained permeability of the immediate landward edge of the cove floor and will continue to promote the thoroughfare through Brooke, Despard, Morrison Streets etc. The proposed building will in fact improve this ground level permeability and desirability to penetrate into the landward-side streets of the cove. This is critically important in this area as the only readily publicly accessible portion of the escarpment, enhanced by the adjacent steps – and the proposal promotes the public use, access and appreciation of this key landform element in interpreting the transition from the city to the cove.</p> <p>The stepping of lower development at the waterside as typified by the various wharf buildings and other maritime-related waterfront buildings (e.g. those fronting Brooke Street) are a well recognised form of the waterside (and over-water) cove floor, with the intermediate band of higher buildings (e.g. Gibsons Mills, commercial development fronting Morrison Street etc.) stepping higher, and the band of development along Davey Street even higher (e.g. HCC and Executive Buildings). The proposed development reinforces and is complimentary to and contributes to that existing and legible urban form – consistent with the findings of a range of previous urban form documents as further analysed and assessed in the design report.</p> <p>All of the above represents an example of the desirable ‘amphitheatre’ form of townscape development around the cove as proposed by the <i>Sullivans Cove Urban Design Framework 2004</i> and the <i>Sullivans Cove Master Plan 2010</i> (as cited in Section 5.2) – see also section 4.2.7 of the design report.</p> |
|--|---|

8.2 Appendix B – '28-30 Davey Street Hobart Planning Report to Hobart City Council' by Ireneinc Planning & Urban Design

28-30 DAVEY STREET, HOBART



ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN

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28-30 DAVEY STREET, HOBART

Planning Report to Hobart City Council

Last Updated - August 2020

Author - Phil Gartrell / Irene Duckett

Reviewed - Irene Duckett

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1. INTRODUCTION

Ireneinc Planning and Urban Design have been engaged by Fragrance Tas - Hobart Pty Ltd to prepare a planning report to accompany an application for the proposed use and development of the land at 28-30 Davey Street, Hobart.

This assessment is based on the plans provided by X-Squared Architects dated December 2019 and assessed against the statutory provisions of the Sullivan's Cove Planning Scheme (amended 30th October 2019).

Architectural Documentation:

- 1536A 200626 28-30 Davey Street Planning Application Set (A1) - X-squared Architects (June 2020)
 - A000, Rev. D, Site Plan (December 2019)
 - A001, Rev. A, Site Demolition Plan (December 2019)
 - A002, Rev. F, Lower Ground Floor, Despard Street Entry (December 2019)
 - A003, Rev. D, Parking Level (December 2019)
 - A004, Rev. E, Upper Ground Floor - Davey Street Entry (December 2019)
 - A005, Rev. D, Stair Transfer Floor, December 2019
 - A006, Rev. D, 1st Floor - Guest Amenities, Conference Suite, Staff BOH (December 2019)
 - A007, Rev. D, 2nd 4th 6th & 8th Floors (December 2019)
 - A008, Rev. D, 3rd 5th 7th & 9th Floors (December 2019)
 - A009, Rev. D, 10th Floor - Plant Deck (December 2019)
 - A010, Rev. D, Streetscape - Davey Street (December 2019)

Elevations

- A011, Rev. D, Elevation 1 of 4 - Davey Street (December 2019)
- A012, Rev. D, Elevation 2 of 4 - Despard Street (December 2019)
- A013, Rev. D, Elevation 3 of 4 - Brooke Street (December 2019)
- A014, Rev. D, Elevation 4 of 4 - HCC Building (December 2019)

Sections

- A015, Rev. C, Section A (December 2019)
- A016, Rev. C, Section B (December 2019)
- A017, Rev. C, Section C (December 2019)
- A018, Rev. C, Section D (December 2019)

Sightlines

- A019, Rev. D, Vehicle and Pedestrian Sight Lines (December 2019)

Sun Diagrams

A020, Rev. C, Sun Diagrams - Winter Solstice (December 2019)

A021, Rev. C, Sun Diagrams - Summer Solstice (December 2019)

Montages

A022, Rev. C, Photomontages View 1 of 9 (December 2019)

A023, Rev. C, Photomontages View 2 of 9 (December 2019)

A024, Rev. C, Photomontages View 3 of 9 (December 2019)

A025, Rev. C, Photomontages View 4 of 9 (December 2019)

A026, Rev. C, Photomontages View 5 of 9 (December 2019)

A027, Rev. C, Photomontages View 6 of 9 (December 2019)

A028, Rev. C, Photomontages View 7 of 9 (December 2019)

A029, Rev. C, Photomontages View 8 of 9 (December 2019)

A030, Rev. C, Photomontages View 9 of 9 (December 2019)

Artist Impressions

A031, Rev. A, Artists Impression - View from Davey Street (December 2019)

A032, Rev. B, Artists Impression - Davey Street Detail View (December 2019)

A033, Rev. B, Artists Impression - View from Brooke Street (December 2019)

A034, Rev. B, Artists Impression - Brooke Street Detail View (December 2019)

A035, Rev. A, Artists Impression - View from Brooke Street Pier (December 2019)

- 1536A 28-30 Davey Street - Design Report Rev. A (June 2020) - X-squared Architects (June 2020)

Heritage:

- Historical Context Area Conservation Policy & Heritage Impact Assessment, Praxis Environment (July 2020)

Traffic & Waste:

- 30 Davey Street Hotel Traffic Impact Assessment (TIA), Midson Traffic (July 2020)
- Waste Management Plan (WMP), Leigh Design (June 2020)

General Manager Consent:

- GMC-19-26

Whilst not having any statutory weight, reference has also been made to the following documents:

- Sullivan's Cove Planning Review (1991);
- Building Heights Review Report (2018);
- Hobart Waterfront Urban Design Framework - Summary (2004)

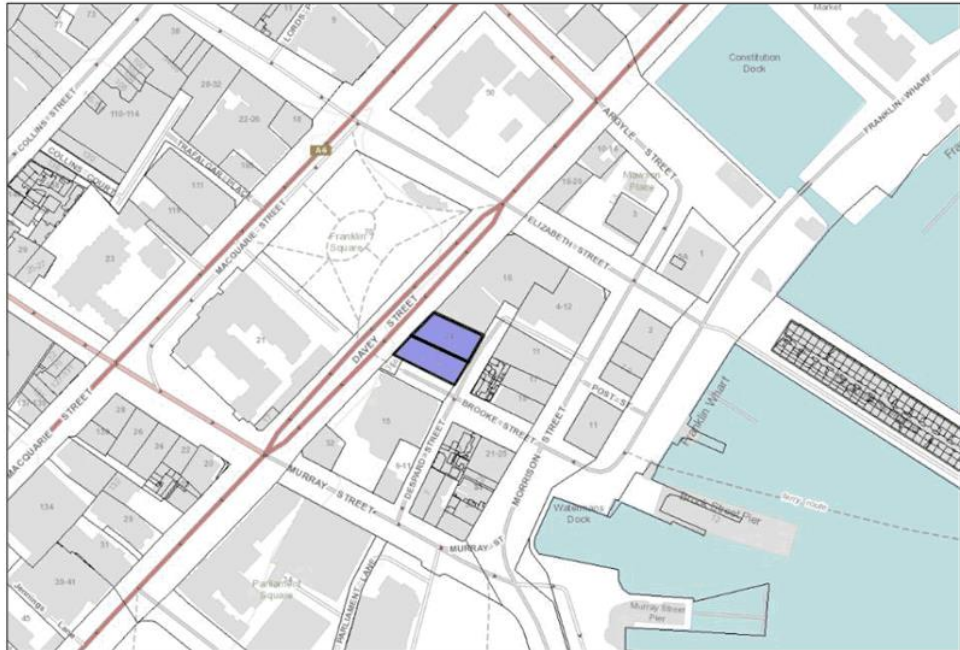


Figure 1: Aerial Image (source: www.thelist.tas.gov.au © State of Tasmania)



Figure 2: Site detail (source: www.thelist.tas.gov.au © State of Tasmania)

1.1 SUBJECT SITE & SURROUNDS

The development site includes the land at 28 Davey Street (CT 223045/1) and 30 Davey Street (CT 229936/1). The sites were previously used as offices, and have a combined site area of 1,159m².

It is intended that these two titles be consolidated as part of the application process.

The application also includes part of the Brooke Street road reserve, identified as CT 41952/1 and 30A Davey Street (CT 40419/1).

The site has frontage to Davey Street, Brooke Street and Despard Street and includes a portion of Brooke Street for works within the road reserve. These works were granted GM Consent on the 25th of November 2019 (GMC-19-26) and form part of the application.



Figure 3: Aerial site detail - red area = site location. Yellow area = LGA managed land (source: www.thelist.tas.gov.au © State of Tasmania)



Figure 4: The site and existing buildings from Davey Street and Despard Street (source: Google Street view 2018)

The subject site sits on the edge of Sullivans Cove, bounded by Davey Street, Brooke Street and Despard Streets, and is in close proximity to key socio-cultural sites within the Cove and CBD, including:

- Elizabeth Street Mall
- Franklin Square
- Parliament Square
- St. David's Park
- Salamanca Place
- Princes' Warf No. 1
- Brooke St. Pier
- Elizabeth St. Pier
- Constitution Dock; and
- TMAG

The site also adjoins existing heritage listed properties, including the existing Hobart City Council building, Treasury building and the Former Gibson Mills and Former City Mills (adjacent the site across Despard Street).

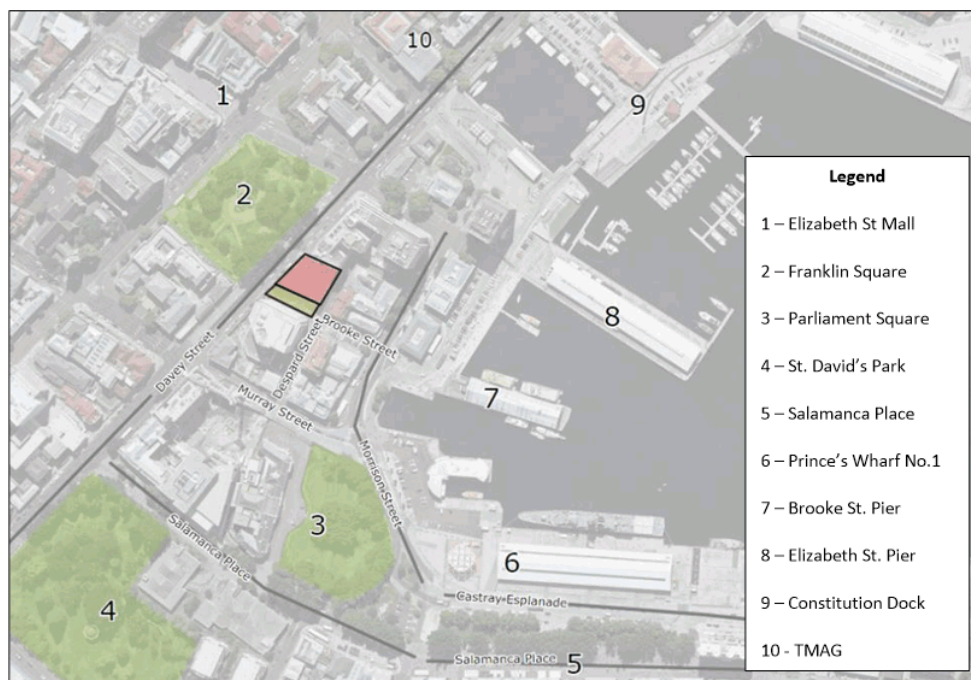


Figure 5: Site and surrounding context - site location in red and adjoining LGA title in yellow (source: www.thelist.tas.gov.au © State of Tasmania)

2. PROPOSED DEVELOPMENT

The proposal is for demolition of the existing buildings across both sites, and construction of a 13-storey hotel incorporating a lobby, spa centre, pool, restaurant, retail and café.

Hotel Development

The building will be built to a height of approximately 36m from the lowest point from NGL along Davey Street and will stand to a height of approximately 41.5m from NGL along Brooke Street (both elevation measurements include the screening around the plant deck).

The lower ground floor which is accessed via Despard Street will provide car parking along with a loading dock for deliveries. A total of 25 parking spaces will be provided over 2 levels, as well as service and storage space for linen store and lifts from the lower ground floor. Pedestrian entry is provided from both Davey Street and by staircase/lift from Despard Street.

The ground floor entry level from Davey Street will provide a lobby/reception, business lounge, café and restaurant along with associated staff areas and kitchen facilities. The space between the ground floor and first floor will provide hotel administration/back of house areas, along with the plant room for the proposed swimming pool to be located on the first floor.

The first floor will provide conference facilities, guest swimming pool, sauna and gym as well as staff back of house areas and guest spa facilities.

Hotel apartments commence on the 2nd floor, which is in effect 5 storeys above Despard Street and 3 above Davey.

Floors 2 to 9 will provide 22 one-bedroom rooms per floor, providing a total of 176 rooms.

Level 10 will serve as the plant level.

The building will have a 0m setback to Davey, Despard and Brooke Streets across parking levels 1 and 2. At ground floor level the setback from Davey Street varies from approximately 0m at the eastern side of the building to approximately 4.3m at the south western corner.

The Hobart City Council (formerly HEC) building that adjoins the site to the north-east is listed as a heritage place under the SCPS as are the adjoining buildings on the southern side of Despard Street, identified as 8 Despard Street & 11, 17 & 19 Morrison Street (former Gibson and City Mills).

The materials and cladding of the building will incorporate a primarily glass façade with mirrored folded glass panels, interspersed with sandstone, particularly along the eastern elevation facing Brooke Street and dark concrete panels.

These materials and finishes have been incorporated to add additional depth to the façade and in respect to the materials and finishes of adjoining building.

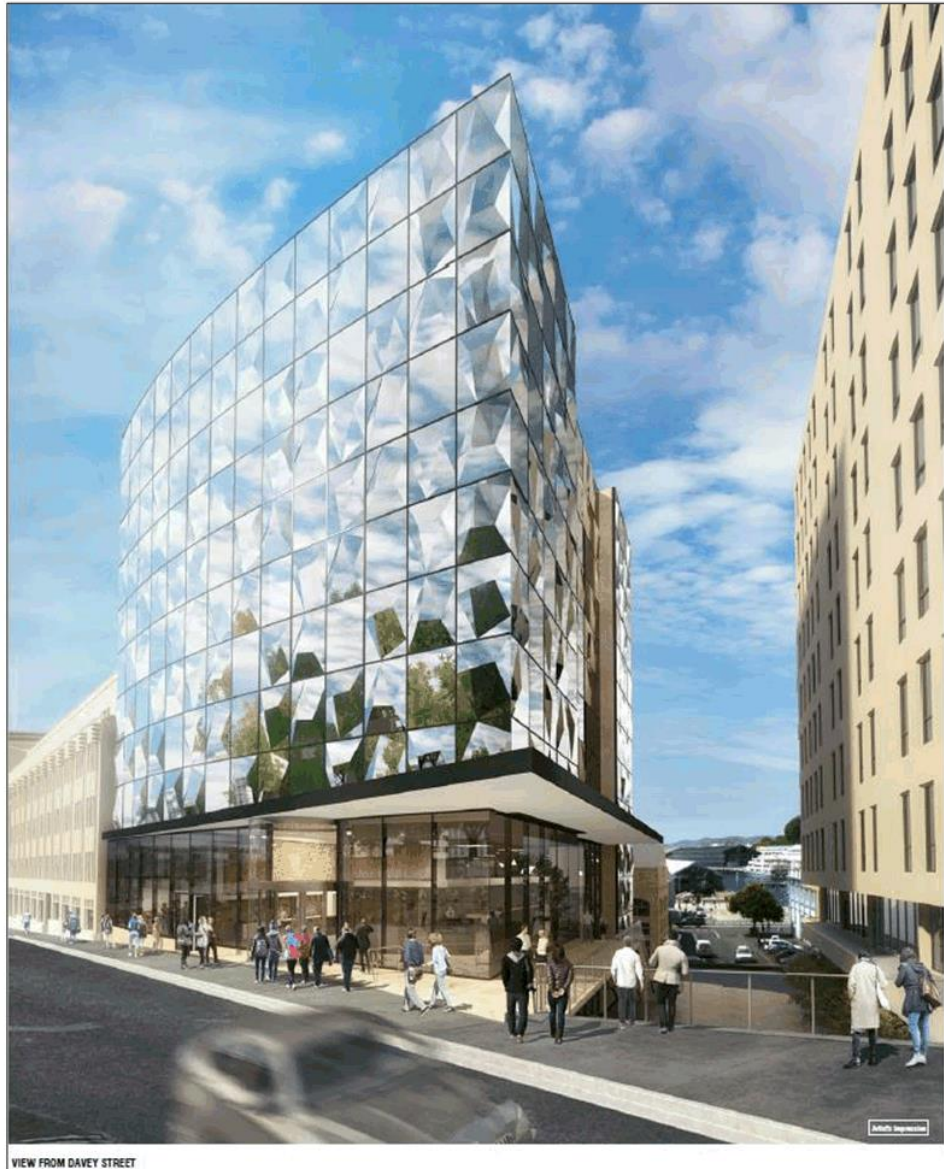


Figure 6: Render of the proposed development from Davey Street (source: X-Squared Architects)

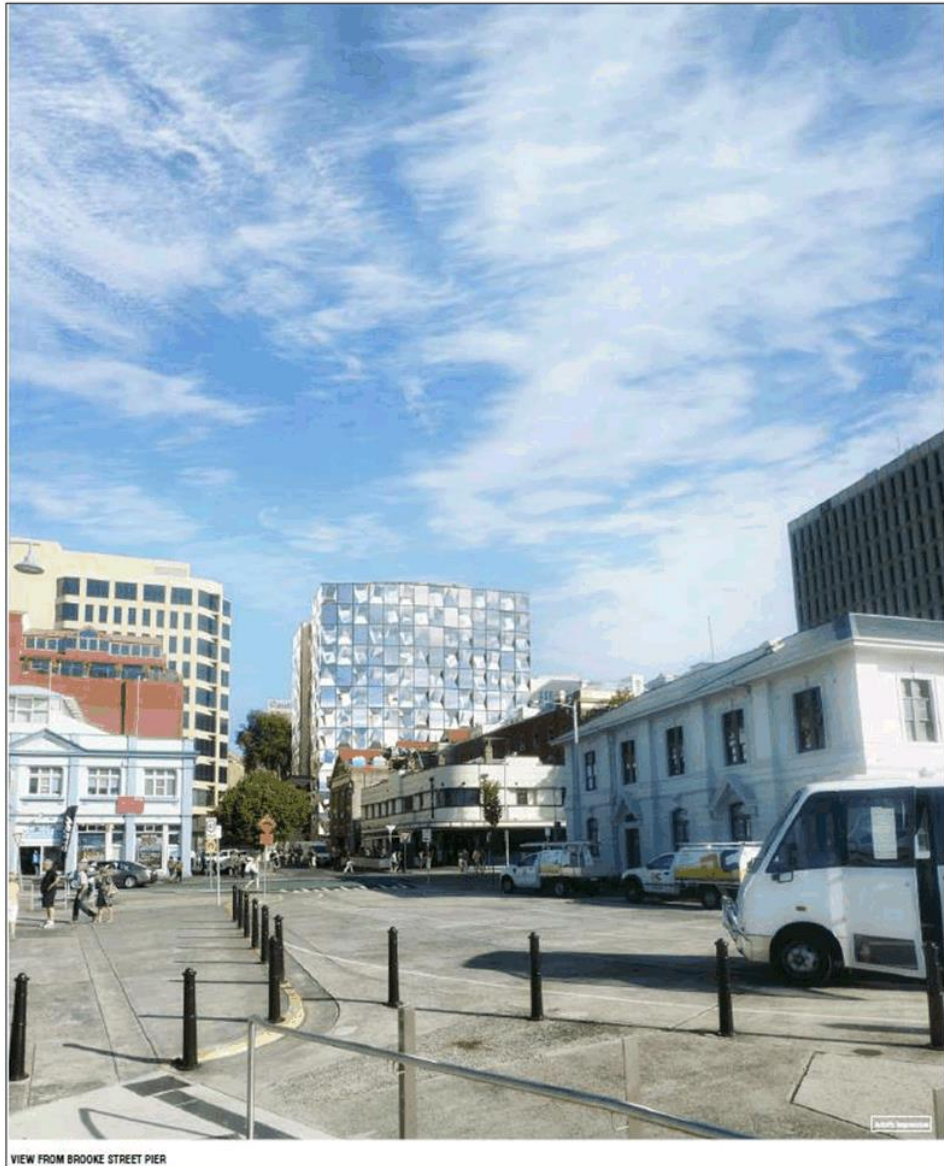


Figure 7: Render of the proposed development from Brooke Street Pier (source: X-Squared Architects)

2.1 CIVIC WORKS

Civic works to improve the public space within the Brooke Street road reservation and the movement corridor between the Cove and CBD are also form part of the application. Council consent was recently granted (GMC-19-26) for the following civic works to be undertaken within Brooke Street:

- Removal of (and replacement with appropriate new) street furniture and signage;
- Removal of six existing parking spaces which occupy part of the existing pedestrianised area;
- Demolition of the existing stair between Davey Street and Brooke Street;
- Remediation of the cliff face at the end of Brooke Street, which is recognised as the most prominent publicly accessible and visible remnant of the original Sullivans Cove cliff line, which will also enable better interpretation of its significance as such;
- Construction of a new, more user-friendly stair between Davey Street and Brooke Street;
- Construction of a new canopy that extends over the new stair within the Brooke Street Forecourt, to provide it with a degree of weather protection that the existing stairs do not provide;
- New paving within Brooke Street adjacent to the development site;
- New pavement paving along the Despard Street boundary of the development site as a continuation of the new Brooke Street paving;
- New crossover to Despard street to facilitate entry into the proposed new carpark;

The intention of the works is to contribute to the public realm through the implementation high quality urban design and inviting connection to the waterfront. The proposed development is designed to improve connectivity between the Cove and the CBD, creating a much more vibrant and walkable public space consistent with the City of Hobart's Capital City Strategic Plan 2019 and the concept plan prepared by Terroir for improved connectivity between the city and the waterfront.

These modifications have been addressed as part of this application.

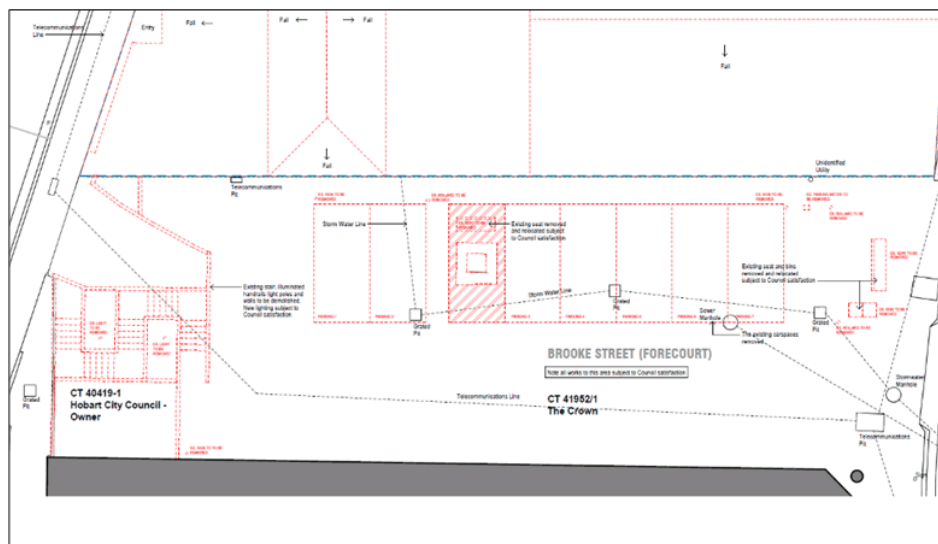


Figure 8: Demolition plan and civic works (source: X-Squared Architects)

3. PLANNING SCHEME REQUIREMENTS

The following is an assessment of the proposal in response to the relevant provisions of the *Sullivan's Cove Planning Scheme 1997* (amended - 30 October 2019) 'the Scheme'. The site is located within Activity Area 2 - Sullivan's Cove Mixed Use, and the following design standards apply.

3.1 STRATEGIC FRAMEWORK

The following strategic sections of the Sullivan's Cove Planning Scheme (1997) are considered relevant to the proposal, as they provide distinct guiding principles on how development should be undertaken within the Cove.

3.1.1 SECTION 6.2 - DESIGNING THE FUTURE URBAN FORM

The following statements are provided in the Scheme regarding urban form:

The future urban form of the Cove should respond to the quality of spaces and buildings which exist within the Cove.

The facades along each elevation respond to each of the urban spaces which they face. The Davey Street primary façade will incorporate a grand portico and awning to provide an open legible entrance to the building; the Brooke Street façade will incorporate sandstone cladding where it abuts the 'cliff line', but adopts transparency to activity areas within the building; and the Despard Street façade with a stone-clad finish.¹

These materials respond to the character of the Cove and additional sandstone will be provided around the new public staircase which will connect Davey Street to Despard and Brooke Street.

The proposed civic works will contribute to the public realm by substantially improving public amenity by activating the space through high quality urban design. The existing sandstone wall of the Cove has previously been obstructed by the existing brick and cement staircase. The proposed works will reinstate/expose the sandstone wall, reintroducing a rarely seen, but key element that defines the urban framework of the Cove.

Future developments within the Cove should respect the scale of the Cove's built form - new buildings should not be out of scale with neighbouring buildings, or the general character of the Cove.

The proposed building sits within the prevailing height of surrounding buildings, and is responsive to the increase in building height to the rear of the Cove. The proposal will sit lower than the adjoining executive building, framing the connective space between and along Brooke Street. The proposal helps to reinforce the distinction between the flat foreground plane comprising the water of the Cove and the wharf apron, and the enclosing 'Wall' of buildings and the natural cliff line.

The accompanying photo montages illustrate contextual setting within the streetscape from a number of key viewpoints and are assessed in greater detail in section 4.1 and 4.2 of this report.

The spatial characteristics of the Cove are as important to the character of the Cove as the buildings which frame these spaces. The future urban form of the Cove should therefore respect these spaces. This applies to not only buildings but to new works and urban detail (street furniture, road works, etc.).

¹ 28-30 Davey Street Design Response (2020), X-Squared Architects, p. 4

The primary spatial characteristic of the site and immediate surroundings include the Brooke Street pedestrian pathway to Davey Street and the wider Cove floor. As a result of consultation with Council, the existing staircase which provides a key public link between the CBD and the Cove will be removed and replaced with a contemporary design which substantially improves the public amenity of the space. These works will also include removal of existing carparking, refurbishment/replacement of street furniture and the reintroduction of the sandstone Cove Wall, which is currently obscured from view.

The proposed building, along with the civic works within the Brooke Street road reservation will substantially improve overall public amenity and ensure that use of the space as a key movement corridor between the Cove and the CBD is both maintained and enhanced.

The proposed building frames this walkway and provides opportunities for future interaction. Passive surveillance enhances the safety of this space, and the building form and design in general does not have any detrimental impact on the views and connectivity provided by this pedestrian movement corridor.

The addition of a retail tenancy which opens out into Brooke Street below the new staircase will serve to further enliven and activate the space which was previously underutilised and often avoided during night-time hours.

The elements that comprise the western façade of the building will further aid in activating this space by providing increased light transmission into the space.

Development within Sullivans Cove will respect the natural amphitheatre created by the water and mountainous backdrop. Also, views and vistas within and beyond the Cove will be protected and restored where opportunities arise.

The proposal will aid in reinforcing the built form on the edges of the Cove, both respecting and enhancing the natural amphitheatre. As detailed in this report there are a number of view lines in which the proposed building will be visible.

The primary viewpoints considered in this report are from Franklin Square/Treasury Building, through Brooke Street and into the Cove and from Brooke Street through to Franklin Square/Treasury Building. These view lines have been identified within the Building Height Standards Review Report, which is the most up-to-date non-statutory report that builds upon historical analysis and considers current view lines and building heights given the significant changes that have occurred within the Cove since the SCPR and SCPS were formalised. These viewpoints have also been compared to those previously identified within the SCPR.

The view lines and viewpoints identified in the SCPS are based on both a historical analysis and previous urban design documents, including the Hobart Waterfront Urban Design Framework. The primary views identified in the SCPS are from key points that look toward the Cove (i.e. from Hunter Street and outer piers), from the Cenotaph and along primary movement corridors (Davey Street and intersecting road and laneways).

The photo montage provided demonstrates how the proposal will sit within the landscape from a number of these key viewpoints along with other viewpoints as identified within more recent documents (i.e. Building Height Standards Review Report).

These view lines have been assessed in section 4.1 and 4.2. Although there will be some impact on these view lines, the key aspects will be retained such as direct views of Brooke Street Pier and the Cove Floor from Franklin Square/Treasury Building and vice-versa, thereby maintaining the visual and pedestrian connection between the Cove Floor and the Escarpment area.

Primary views along Davey Street are not impacted, as the building is predominately screened from view from a number of viewpoints by existing buildings within the Cove.

3.1.2 SECTION 6.4 - CREATING A PLACE FOR PEOPLE

Access to, and circulation within the Cove will be improved. Creation of better physical and visual links to the water from the City Centre, Battery Point and greater Hobart will ensure that the Cove is more accessible. Obstacles to access and circulation, including traffic and car parking will be managed.

Pedestrian amenity in key areas within the Cove will also be addressed - protection against air pollution, loss of sunlight, and wind, as well as provision of public amenities, etc.

The proposed car parking is located on ground level, with vehicular access from the Despard Street frontage. The proposal and associated works within Brooke Street, including the removal of vehicular parking spaces and the replacement of the existing staircase will substantially improve public amenity and accessibility to the Cove. The proposal is not considered to have any detrimental impact on this movement corridor and will in-fact improve public accessibility and amenity.

The Cove will continue to function as a space for cultural and festive events such as the Salamanca Market, and Sydney-Hobart Yacht Race, as well as provide for a broad range of tourist facilities and attractions.

The proposal will provide much needed additional accommodation options within close proximity to the CBD and key tourist sites within Sullivan's Cove, whilst also substantially improving public amenity and access from Davey Street into the Cove.

The successful preservation and interpretation of the Cove's cultural heritage will continue to make the Cove an attractive and interesting place to visit.

As outlined in the accompanying HIA, the proposed building will not result in any unreasonable detriment to the cultural heritage of the Cove. The building will add a contemporary element to the overall design character of the Cove², similar to modern design elements introduced through more recent developments such as the Brooke Street Pier, UTAS IMAS building, Macq O1 building and the Parliament Square development.

The success of these buildings demonstrates that new contemporary design/architecture can be implemented into the Cove without impacting the overarching historic built form, design and cultural heritage that characterise the Cove.

The proposed civic works will reintroduce a section of the sandstone 'Cove Wall' back into the streetscape, which is considered to be a key piece cultural heritage which is obscured from view by the existing brick/concrete staircase.

The design of the building also responds to the cultural heritage significance of the Cove by introducing key elements such as sandstone into the design of the façade.

The Cove will continue to be promoted as a place for living - a wide range of accommodation choices, from permanent residences to short term tourist accommodation, will be encouraged within and around the Cove.

The proposed Hotel will provide tourist accommodation in the Cove and the CBD. The proximity of the site to a number of key tourist locations within the Cove and wider CBD will also reduce the

² Historical Context Area Conservation Policy & Heritage Impact Assessment, Praxis (2020), p: 71-76 & 79.

need for vehicle movements given that the site is within walking distance of a number of key sites such as Salamanca Place, Pier One, Parliament Lawns and Franklin Square.

3.1.3 SECTION 7.3 - STRATEGIC PLANNING PRINCIPLES

Clause 7.3.2 - Cultural Resource Principles

The following objectives are relevant in conserving the Cove's cultural heritage values:

Cultural Heritage

- *To facilitate use and development which is compatible with conservation of the Cove's cultural heritage values.*
- *To encourage the recycling of existing buildings through the promotion of new uses, particularly in buildings of identified cultural heritage value.*
- *The recognisable historic character of Sullivans Cove is not to be compromised by new development which overwhelms the historic spaces and buildings, or, by new development which reduces the apparent authenticity of the historic places by mimicking historic forms.*

The proposal has been designed to provide a new contemporary element into the landscape whilst retaining the historic character of Sullivan's Cove by minimising the height of the building and ensuring that key views and vistas are retained as far as practicable. As outlined in the HIA, the proposal does not overwhelm the historic spaces or buildings which it adjoins.

The height of the building is consistent with the height of the adjacent Executive building and does not have an overbearing impact on the HCC building, given that the HCC building occupies a significantly larger footprint and presents a long uninterrupted flat façade to Davey Street. The only impact on the HCC building is in the obstruction of the western façade which as stated in the HIA was most likely designed in anticipation of development on the adjoining site.

The proposal does not attempt to mimic or reduce the authenticity of surrounding historic buildings and locations and will reintroduce a rare piece of cultural heritage in the form of a section of Cove wall which has been obscured by the existing staircase to Davey Street.

A more detailed assessment is provided in the accompanying HIA.

Urban Character

- *Changes to urban character will be consistent with conservation of cultural significance and maritime and historic character of Sullivans Cove.*
- *No new development or part of a development is to be individually prominent particularly when viewed from Sullivans Cove or the River Derwent. Exceptions include cranes and similar development relating to the essential operating requirements of the Tasmanian Ports Corporation.*
- *The distinctive urban form of Sullivans Cove is to be reinforced in development areas.*
- *Civic details are to be complementary to the existing different characters of the parts of Sullivans Cove.*
- *The commercial and community use of the footpaths is to be encouraged where it can safely be provided and in locations suitable for outdoor uses.*

The proposed development is generally consistent in height with adjoining buildings given the topographical changes, height of adjoining buildings and the maintenance of the 'stepped' building form toward the 'Cove Wall'.

The proposal is contained between existing buildings and is not considered 'free-standing', ensuring that the proposal does not present as 'visually prominent' (in terms of scale/height) from the waterfront.

The building will be screened from view from a number of key viewpoints along the waterfront and is not considered to result in any overbearing impacts on the Cove. The external materials have been chosen to allow a level of reflectivity which reinforces some of the key elements that contribute to the heritage significance of the Cove (sandstone blocks and trees within Franklin Square) and will not result in any detriment to the existing urban form that characterises the Cove.

A further analysis of the urban character of the Cove is provided in the accompanying design report and HIA.

Clause 7.3.4 - Efficiency Principals

- *The promotion of pedestrian and cycle movement, amenity and safety is the primary planning objective for movement within the Cove.*
- *The pavements, carriageways and parks of the Cove shall be improved to increase pedestrian circulation and safety, enhance the pedestrian's experience of the historic character, reduce pedestrian/vehicular conflict, yet maintain vehicular access (including parking and the movement of freight) to serve the diverse activities within the Cove.*
- *The operational requirements for safe and efficient vehicle movement related to the activities of the working port shall be facilitated.*
- *Parking supply within the Cove should be designed and administered to facilitate visitor access, rather than CBD commuters and other long-term parking space users. Long term commuter parking within the Cove should be discouraged.*
- *The visual dominance of car parking throughout the Cove should be reduced, particularly in the Central Cove area.*

The proposal will not impact on existing pedestrian and cycle movement, amenity or safety. The proposal is to replace an existing building on the site and careful consideration has been made during the preparation of the development application to protect and improve pedestrian safety both to and from the site and in surrounding streets.

Vehicle and pedestrian access to the lower parking floors will be provided via Despard Street, similar to the current arrangements on the site.

The provision of a new staircase connecting Brooke Street with Davey Street and associated awning will substantially improve pedestrian circulation, safety and amenity.

Clause 7.3.6 - People in the Cove

- *The Cove is to be promoted and developed as an attractive pedestrian environment.*
- *The further development of the residential and visitor accommodation in the Cove is encouraged in locations where the residential amenity will not constrain the economic functionality of the ports and other preferred industrial and commercial uses.*

The proposal will not impact on pedestrian movement through the Cove and will provide additional visitor accommodation options for tourists in a primary location. The location of the building is not anticipated to result in any impacts to the ongoing use of the Cove as an operational port and would not impact on any existing industrial or commercial uses.

Providing additional tourist accommodation within the Cove and in close proximity to primary tourist and cultural hotspots ensures that activities associated with the proposal will be centralised within the Cove.

- *New use and development should ensure that pedestrian amenity and safety is not unreasonably compromised (having regard to the nature of the surrounding land uses). In particular the enhancement of pedestrian amenity and safety along the central pedestrian spine (Hunter Street to Salamanca Place) and along routes which connect the Cove to the CBD should be promoted.*
- *Pedestrian access to the waters edge should be facilitated and pedestrian and vehicle spaces should be more clearly delineated in this part of the Cove. Such activities need to be managed with the operational, security and public safety requirements of the port in mind.*

The primary pedestrian corridor which relates to the site is the connection between Brooke Street and Davey Street. The existing stairway will be removed in consultation with Council and the new stairway will ensure that pedestrian access to the Cove floor from Davey Street is maintained and substantially enhanced. These modifications will improve public amenity substantially by improving the accessibility to the Cove floor and enlivening a currently disparaged area.

- *Developments which incorporate convenience facilities, retailing, recreational activity, pedestrian amenity and visual interest will be encouraged at street level.*

The facilities provided within the hotel will be for guests and visitors utilising the conference facilities. Both the front façade of the building, particularly at ground level, has been designed to promote an active frontage incorporating transparency into and out of the building.

A retail tenancy is proposed along the south-western façade which will aid in activating the public space between Davey and Brooke Streets.

The proposal is considered to make a positive contribution to the façade and streetscape treatment and activation along Davey Street.

- *Activities such as offices, residential accommodation and studios on major pedestrian routes through the Cove should be located at first floor or above.*

No offices or residential accommodation is proposed.

- *A range of public transport options within the Cove will be supported, including tramways and light rail facilities.*

Not applicable.

- *In its consideration of all applications for use or development the Planning Authority must be satisfied that the use or development:*
Reduces opportunities for crime to occur;
Provides safe, well designed and maintained buildings, facilities and public spaces;
Minimises the potential for vandalism and anti-social behaviour; and
Promotes safety on neighbouring public and private land.

Redevelopment of the site will increase pedestrian activity through Brooke Street and Davey Street which is anticipated to reduce opportunities for crime to occur by increasing the presence of people.

The proposed development is consistent with the above objectives.

3.2 ACTIVITY AREA 2.0 - SULLIVANS COVE MIXED USE

The following section reviews the specific objectives and performance criteria for the zone. The zone and location of the building is shown in the figure below.

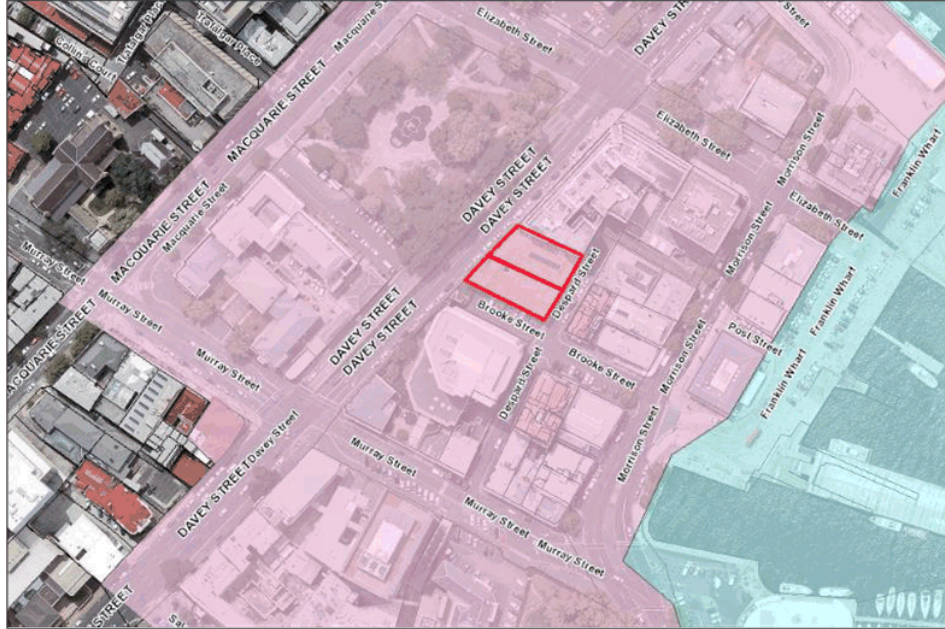


Figure 9: Extent of Sullivan's Cove Activity Area 2 (pink) (source: www.thelist.tas.gov.au © State Government of Tasmania)

3.2.1 USE OF LAND

Use of the site for the development of the Davey Street Hotel is considered under the following use classifications.

Visitor Accommodation, defined under the scheme as follows:

Visitor Accommodation

Means the use of buildings and spaces for short term occupancy by people who are visitors to the Planning Area, including Residential Hotel, Holiday Unit and Motel.

The restaurant and café form part of the use and are considered directly ancillary.

The following use is applicable to the conference facilities proposed on level 2.

Function Centre

Land used, by arrangement, to cater for private functions, and in which food and drink may be served, such as a conference centre or reception centre. It may include entertainment and dancing.

Function Centre is a permitted use in the Activity Area.

The retail tenancy is considered under the following:

Retail Premises

Land used to:

- *Sell goods by retail, or by retail and wholesale;*
- *Sell services; or*
- *Hire goods.*

These are the prevailing uses of the proposed development; all other facilities are integral and subservient to this use.

3.2.2 OBJECTIVES AND PERFORMANCE CRITERIA

The following objectives and performance criteria are considered relevant for the assessment.

| |
|--|
| Objective A |
| <i>To ensure that activities within the Cove respect the cultural heritage and character of the Activity Area.</i> |
| Performance Criteria |
| <ul style="list-style-type: none"> • <i>All use and development within the Activity Area must demonstrably contribute to, and enhance the cultural heritage, built form (bulk, height, volume, urban detail) and spatial characteristics of the activity area.</i> • <i>Activities requiring large, undifferentiated floor areas shall be discouraged in the activity area, except where such activities can be accommodated within existing buildings.</i> • <i>New development north of Brooker Avenue must be designed in a manner which protects the cultural heritage and landscape qualities of the Domain including the setting of the Cenotaph.</i> |

The built form of the building has been designed to ensure consideration of the surrounding character of the Cove, including the interplay between existing public space, road corridors and existing scale/form.

The historic cultural significance of Sullivan's Cove has been addressed by taking into account the relative scale of adjoining and nearby buildings both old and new, and ensuring an open and transparent façade to Davey Street that invites visitors and guests into and through the building. Notwithstanding the above, the design intent is also to create a building which promotes diversity in built form within the Cove and such an approach can be seen in developments such as the Brooke Street Pier, new Government offices at Parliament Square, Macq 01 Hotel and the UTAS IMAS building. Although presenting a contemporary built form, including materials and design elements, these developments demonstrate that new development can both respect and enhance the character of the Cove.

The building will stand to a height of approximately 36m (including screening for mechanical plant) when viewed from Davey Street and approximately 41.5m (including mechanical plant) when viewed from Despard and Brooke Streets. The height of the building is consistent with the height of adjoining buildings, particularly the existing Executive Building. The location of the site, on the outer edge of the Cove, is appropriate for buildings of such scale.

With regard to point 2, the proposal does not generate large undifferentiated floor areas, with each level of the building providing specific functional elements that are commonplace in hotel design. The lower ground levels (fronting Despard and Brooke Street) will provide car parking, pedestrian access and retail tenancy, whilst level 1 will provide the primary entrance to the site via Davey Street.

The façade to Davey Street provides an open, legible entrance that allows permeability from the street through the Hotel foyer, lobby and café.

Objective B

To ensure that the amenity, character and cultural heritage values of the Cove's roads and other public spaces are conserved and enhanced.

Performance Criteria

- *Use and development on road reserves, public parks and other public spaces within the activity area shall only be 'permitted' where they do not detract from the space's amenity or heritage value.*

The proposal is to be built within the existing footprint of the current building on the site. The works to be undertaken within Brooke Street have been granted GM Consent and the overall proposal will substantially improve public/pedestrian safety and amenity, whilst contributing to the existing heritage characteristics of Brooke Street and Despard Street.

Objective C

To encourage use and development which generate pedestrian movement through the activity area.

Performance Criteria

- *Outdoor dining and other outdoor pedestrian activities are encouraged in appropriate locations.*
- *Activities which generate pedestrian traffic are to be encouraged particularly along Salamanca Place, Hunter Street, the western side of Morrison Street and the block bounded by Davey, Elizabeth, Morrison and Argyle Streets.*
- *All use and development shall facilitate pedestrian access, circulation, amenity and safety within the Cove.*
- *All use and development must facilitate access for the disabled and other pedestrians with restricted mobility.*
- *Parking and vehicle movement within public urban spaces intended primarily to facilitate pedestrian movement shall be discouraged where it conflicts with pedestrian movement and safety.*

No outdoor dining is proposed, however the building and particularly the front entry façade has been designed to further activate the streetscape along Davey Street and the new staircase to Brooke Street has been designed to encourage further pedestrian traffic through to the Cove floor by creating a vibrant and active entry point to the Cove. The development is considered to positively add to, support and facilitate pedestrian access and circulation through the building and enhancing amenity and safety within the Cove, whilst providing further activation of Davey Street.

The building will provide additional accommodation options in close proximity to primary activity areas within the Cove and Constitution Dock (Wooden Boat Festival, Taste of Tasmania, MONA Winter Feast).

Pedestrians requiring disabled access to the Cove via the connection between Davey and Brooke Streets will be able to do so through the building by utilising the lift structure within the Hotel lobby.

The proposed parking areas within the lower floors will provide vehicle parking for guests and will utilise Despard Street (which is one-way) to enter and exit the site and wider Cove area.

Given the location of the proposed parking access (toward the end of Despard Street, which ends in a dead end) it is not anticipated that this would impact on pedestrian activity through Brooke Street and into the Cove.

A further analysis is provided in the accompanying TIA.

Objective D

To encourage the further development of the Activity Area as a tourist destination.

Performance Criteria

- *The existing mix of tourist-oriented uses and facilities, including shops, restaurants and hotels shall continue to be encouraged.*

The ground floor of the proposed Hotel will provide a café and restaurant for guests, visitors and the public whilst the additional accommodation options will ensure the Activity Area is bolstered by allowing tourists and visitors find accommodation in close proximity to events and other tourist-oriented uses and facilities within the Cove.

A retail tenancy will also be provided along the lower ground floor located below the new staircase to Davey Street.

Objective E

To promote the use of the roads, other public spaces and buildings within the area for festivals and other public gatherings.

Performance Criteria

- *Markets and Cultural and Community Events shall be encouraged in spaces designated as having a primarily 'pedestrian' function.*

Brooke Street and Despard Street are identified as secondary public urban spaces under the Scheme, and it is unlikely that events would be held within these spaces.

However, key events within the Cove and Constitution Dock often require portions of Morrison Street to be cordoned off to allow pedestrian access and facilitate events. The proposal would not impact on the use of roads and other public spaces for festivals or other public gatherings in the Cove and traffic movements associated with the proposal will be subject to any traffic control measures relevant during such events.

The proposal will improve tourist and visitor amenity during these events by providing accommodation within 100-400m of key event spaces within the Cove.

Traffic movements associated with the proposal will be subject to any traffic control measures relevant during such events.

Objective F

To ensure that the Activity Area's primary function as a place for a range of arts, cultural, civic, recreational and entertainment activities, is strengthened together with its role as a shop window for quality Tasmanian produced goods.

Performance Criteria

Arts and Cultural Activities:

- *Arts and Cultural activities, including small 'in-shop' artist workshops, shall be promoted throughout the Activity Area. In particular, such activities will be encouraged along primary pedestrian routes in the Cove.*

Retail Activities:

- *A diverse, but balanced, mix of retail activities including art and craft centres, shops and eating establishments shall be promoted, especially in the Salamanca area, to reinforce the role of the Cove as the City's 'cultural precinct'.*

With regard to Arts and Cultural Activities, the proposal will not impact on the Activity Area's primary function to facilitate arts, cultural and civic events and will provide additional facilities (i.e. conference facilities) to enable further civic, cultural and art events into the future.

The proposal will provide a restaurant for guests, visitors and members of the public and will support retail and eating establishments within the Cove by providing additional accommodation in close proximity to existing establishments. The proposal will support and increase tourist activity within the Cove simply by providing much needed accommodation within the Cove and in close proximity to the CBD.

Objective G

To encourage offices, administrative and smaller scale activities in locations where they reinforce rather than conflict with more active uses that characterise the attractiveness to visitors walking around this part of the Cove.

Performance Criteria

Office and Educational Activities:

- *Office uses, including financial institutions, consulting suites and other administrative activities shall be encouraged to locate in existing buildings within the Cove.*
- *Office uses and smaller education activities proposed in retail areas of the Cove shall be encouraged to locate within existing buildings on the first floor or above.*
- *Large non retail or visitor related activities such as offices will be encouraged to locate within existing office buildings, particularly in the Macquarie Street - Davey Street area.*
- *Any education centre activity of a significant scale should focus on the existing Centre of arts or other locations where they would not replace uses that contribute to a more active street frontage.*
- *Public display offices shall be discouraged from locating in the centre of retail areas.*

The development is for a hotel to provide additional accommodation options within the Cove, therefore no office or educational facilities are proposed or required.

Objective H

To facilitate residential development in appropriate locations as a secondary use to support the Activity Area's businesses and other activities essential to its role as a key visitor destination.

Performance Criteria

Residential Activities:

- Residential and visitor accommodation shall be encouraged in buildings fronting secondary spaces, on first floor level or above, and in other locations which will not adversely impact on the economic vitality of retailing.
- Residential and visitor accommodation shall be encouraged in buildings fronting secondary spaces, on first floor level or above, and in other locations which will complement and not adversely impact on the economic vitality of arts, cultural and related retailing activities.

Environmental and Amenity Impacts:

- Industrial activities, manufacturing and transport terminals shall be encouraged to locate in areas which do not create local traffic, parking, pedestrian or residential amenity impacts, or impacts on the social, cultural and recreational uses of the area.

As specified in this report, Despard and Brooke Streets are identified as secondary public urban spaces in the Scheme. The proposal will front Davey, Brooke and Despard Streets and provide accommodation across 8 floors. The additional accommodation options, coupled with the retail tenancy in close proximity to the waterfront and key socio-cultural event spaces will value add to the existing retail, arts and cultural activities within the Cove.

No industrial, manufacturing or transport terminals are proposed.

Objective I

To minimise the use of public land resources of the activity area for commuter and other long term parking.

Performance Criteria

- Public car parking within the Cove shall be provided primarily to meet the short term parking needs of tourists and other visitors to the Cove.

Parking will be provided within the lower levels of the building for guests. The parking needs generated by the proposal are considered short-term, given the likely average of guests/visitors staying at the Hotel.

A further analysis is provided in the TIA.

The proposal is considered consistent with the Performance Criteria.

Objective J

To ensure sound environmental planning and management for all activities.

Performance Criteria

- All use and development to demonstrate the minimisation of on and off site energy requirements resulting from the proposed activity.
- All use and development must minimise direct and indirect environmental risk or effects and where possible provide a new environmental gain for the wider environment.

The proposal incorporates a substation within the lower ground floor. Further details regarding energy requirements and any environmental risks will be addressed as part of the subsequent development application.

Objective K

Promote use and development in the transition area between the CBD and the Domain and the Cove and the Domain which contributes to the 'gateway' function of that area.

Performance Criteria

- *The development of land addressing Liverpool Street, Brooker Avenue and the Tasman Highway, shall be responsive to the 'gateway' function of the land facing those roads.*
- *Activities which facilitate pedestrian movement between the city and the Domain and the Cove and Domain will be encouraged.*

The site of the proposed development does not front Liverpool Street, Brooker Avenue or the Tasman Highway and does not directly adjoin any pedestrian corridors between the Cove and the Domain.

As discussed, the proposal will facilitate and encourage pedestrian movement through Brooke Street via Davey Street and into the Cove.

Objective L

To encourage a new road access linking Activity Area 3.0 and Brooker Avenue.

Performance Criteria

- *A new access road servicing Activity Area 3.0 and with the potential to also service Activity Area 4.1 shall be encouraged at the location shown in figure 9a. It must be constructed to best practice engineering standards and designed to respond appropriately to the Cove-Domain 'gateway' function of the site.*

Not applicable.

3.3 SCHEDULE 1 - CONSERVATION OF HISTORIC CULTURAL HERITAGE

This schedule applies to conservation of the cultural heritage values of identified places of cultural significance, including spaces, buildings and objects, and conservation of patterns of continuing or historic use.

The Schedule is divided in two sections. *Section 22.4 - Conservation of Places of Cultural Significance* applies to use and development within sites of cultural significance as identified in figure 5 of the SCPS. The site at 28-30 Davey Street is not listed as a place of cultural significance in figure 8 or within Table 1 to the Schedule. The Brooke Street road reserve is also not listed.

Therefore, the provisions of *Section 22.5 - Buildings or Works on Land Not Included in Table 1*, apply to the proposal.

3.3.1 BUILDINGS OR WORKS

The following standards under the Schedule apply to buildings and works on land not identified in Table 1 of the scheme.

22.5.4 - Permitted Buildings or Works

'Building or works' on other land within the planning area is 'permitted' in respect to this Schedule where it can be demonstrated that the following 'deemed to comply' standards can be met:

For 'building or works' on sites adjacent (as defined in clause 22.3) to a place of cultural significance:

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

As the site at 28-30 Davey Street directly adjoins the current Hobart City Council building (formerly HEC building) at 16 Elizabeth Street and sits adjacent to the former 'City (Gibson's) Mill' identified at 8 Brooke Street and 11-17 Morrison Street, the clause must be addressed.

The proposed building exceeds the height of the adjacent HCC building within 10m, therefore the discretionary criteria must be addressed.

22.5.5 - Discretionary Buildings or Works

'Building or works' on land which cannot satisfy the 'deemed to comply' provisions of Clause 22.5.4 may be approved at the discretion of the Planning Authority. The following criteria must be taken into consideration in the assessment of all proposals for 'building or works':

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

The proposed building is built to the title boundaries of 28-30 Davey Street. The clause refers to buildings or works 'adjacent' to a place of cultural significance. The term adjacent is defined in the Scheme as follows:

In relation to proposed development means sites alongside, behind or diagonally behind a place of identified cultural significance or on the opposite side of the street.

Therefore, the following adjoining and adjacent places of cultural significance are considered:

- 8 Brooke Street (former Gibsons Mills);
- 11 Morrison Street (part of 11-17 Morrison Street - former City Mills);
- Franklin Square;
- Treasury buildings; and
- 16 Elizabeth Street (HCC building - formerly HEC building).

All of the above are listed in Table 1 to the Schedule. The accompanying HIS provides a table indicating the identified values/conservation policy for each of the abovementioned places and the potential impacts of the proposed development on those places.

The following section provides a response to the above provisions as they relate to each elevation and the associated 'adjacent' heritage buildings.

Davey Street Elevation

The Davey Street façade of the proposed building addresses Franklin Square and the Treasury Buildings to the north and directly adjoins the HCC building.

The HCC building which adjoins the subject site is a good example of variation in that it negotiates a corner between two major streets - Davey and Elizabeth - and provides a non-traditional and divergent primary public entrance on the corner, with no differentiation between the facades on either of the two Davey Street and Elizabeth Street sides.³

Although the HCC building provides a certain level of 'consistency' in terms of the façade design with other historical buildings within the Cove, the proposed building adds a contemporary element to the Cove as previous developments have done in the past (Brooke Street Pier, Macq 01, UTAS IMAS building and Parliament Square development). These developments show that incorporating new contemporary built forms within the existing historic design of the Cove can be achieved without impacting on the character of the Cove and the buildings contained within.

As can be seen in the accompanying photo montages and shown in the figures below, the scale of the proposed building does not dominate the streetscape, particularly given the extensive, uninterrupted frontage that the HCC building presents along Davey Street. In addition, the proposed building sits slightly lower in height than the adjoining Executive Building to the south ensuring that the height and scale of the building responds to the surrounding built environment and topography.



Figure 10: Photomontage of the building when seen from the junction between Davey and Elizabeth Street looking south-west (source: X-Squared Architects)

³ 28-30 Davey Street Design Response (2020), X-Squared Architects, p. 37

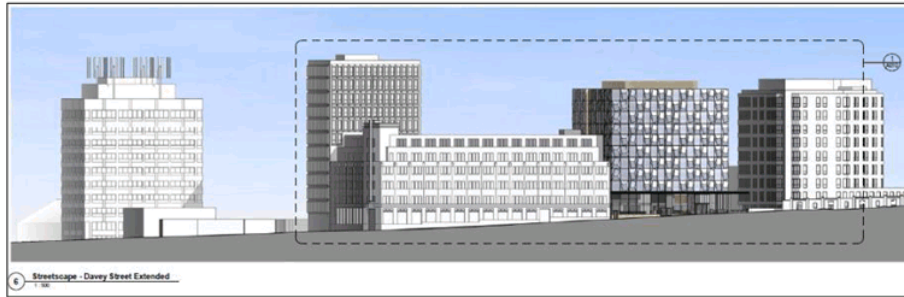


Figure 11: Western section of the proposed building in context with adjoining buildings (source: X-Squared Architects)

With regard to Franklin Square and the Treasury Buildings, again overall scale and choice of materials ensures that the primary cultural heritage aspects of both places is retained and enhanced.

Brooke Street and Despard Street

The proposed building will present a similar form to Brooke Street and Despard Street in terms of both massing, materials and design.

The adjacent buildings of heritage significance along this elevation are 8 Brooke Street (former Gibsons Mills) and 11 Morrison Street (part of 11-17 Morrison Street - former City Mills).

The extension of the portico along the western elevation of the building is visible from Brooke Street and provides weather protection to the new pedestrian staircase to Davey Street. These elements, including the proposed external cladding (a mix of sandstone and glass panels) ensures that the building responds to the adjoining buildings within Brooke Street and Despard Street, whilst presenting as a new contemporary form within the streetscape.

The lower levels of the proposed development, particularly along Brooke Street are heavily glazed and permeable which greatly enhances the current pedestrian experience by activating the space. The accompanying HIS states that the increase in pedestrian activity and design considerations ensures that the proposal will assist these spaces in not becoming dominated by development.

The choice of external cladding (mirrored/folded glass panels) ensures that the surrounding heritage characteristics of the Cove and adjoining buildings are to an extent reflected within the façade of the proposed building, allowing these elements to become more visually apparent ensuring that rather than detracting from the adjoining heritage buildings, the proposal will in fact enhance those characteristics.

The new pedestrian staircase will also promote additional pedestrian movements through to the Cove floor, bringing far greater attention to the heritage buildings within the vicinity of the site and greatly activating an otherwise underutilised and underappreciated movement corridor.

As per the consideration of the possible impact of the proposed development upon individual buildings adjacent to the subject site, the HIA concludes that:

...although the façade area of the proposed building exceeds that of the adjacent places, this disparity of scale is acceptable given the wider townscape context and precedent of such larger development along the edge of the escarpment and the various design techniques that have been used to not dominate the adjacent places (e.g. the proposed building will form

*part of the existing 'band' of higher development reinforcing that edge, including the Executive Building, HCC offices and Parliament Square).*⁴

Ultimately, through a considered design response, the proposed development will enhance, rather than detract from the historic heritage significance of adjoining buildings and places.

A more detailed analysis is provided in the accompanying HIS and architectural design response.

3.3.2 PLACES OF ARCHAEOLOGICAL SENSITIVITY

The site is not identified as a place of archaeological significance on the planning scheme maps, and the accompanying HIS indicates that whilst no formal archaeological assessment has been undertaken, the lack of early historical development on the site and extensive disturbance through the 1920s would indicate little or no historical archaeological potential.

However, the escarpment (Cove Wall) that is currently obscured by the existing staircase is listed as a place of archaeological significance within the Scheme.

The removal of the existing staircase is not anticipated to involve any excavation, aside from potential minor rehabilitation and resurfacing works which will allow the existing Cove wall/escarpment to be retained and reintroduced into the streetscape for both an aesthetic and cultural heritage benefit.

However, an analysis to determine any archaeological impacts is currently being undertaken.

General Manager Consent has been granted for the removal and replacement of the staircase between Brooke Street and Davey Street.

3.4 SCHEDULE 2 - URBAN FORM

Schedule 2 of the Scheme applies to the site, however in accordance with 23.3 the provisions of Schedule 1 take precedence.

The urban form of Sullivans Cove is characterised by the following, as specified under the Scheme:

Sullivans Cove has a distinctive urban form which is part of its recognisable historic character. It is comprised of:

- *Strong continuous upright walls to the primary spaces, the streets and wharves and blocks around the Cove edge and the streets which radiate up from the Cove;*
- *Secondary spaces, which penetrate these walls: internal lanes and alleyways and internal courts which may have irregular shapes;*
- *Urban gardens, defined enclosed garden and park areas; and*
- *A strongly defined edge between a primarily flat fill area (the Cove Floor), and dense side by side buildings loosely following the original shoreline being the Wall of the Cove, as shown in Figure 6.*

The following objectives are provided under Schedule 2. Those which are considered relevant are addressed below.

3.4.1 SCHEDULE OBJECTIVES

Objective 1

The traditional urban pattern of Sullivan's Cove is to be conserved. A contemporary adaptation is to be created in development/redevelopment areas.

⁴ Historical Context Area Conservation Policy & Heritage Impact Assessment, Praxis (2020), p: 99

As outlined above, the traditional urban pattern of Sullivan's Cove is strongly characterised by its historic buildings, formal parks, roads and other public spaces which have allowed the retention of the pedestrian scale of the Cove that existed during the early settlement of Hobart.⁵

This has been achieved by providing buildings which sit shoulder-to-shoulder with the primary facades facing public spaces, creating strong street edges which adjoin key streets and parks. A key consideration is that new buildings should not be out-of-scale with adjoining buildings, with exterior elements designed and located to reinforce the overall character and form of the spaces and buildings.⁶

The Sullivans Cove Planning Review states that in older cities such as Hobart, buildings were designed to respond to the public spaces to which they fronted. However, in more modern times the focus has been more on designing buildings from the inside out, focusing on the functions and intent of the building rather than on the spaces in which they front.⁷

Although there have been a number of contemporary additions to the Cove, the general design intent has not changed, as illustrated by the provisions of the Scheme.

The Architects have taken this consideration into account when designing the proposed Fragrance Group Davey Street Hotel. The large transparent facade to Davey Street signifies the primary entrance to the building and partially relies on the activity within the building to activate the streetscape which responds to the dominant urban design theme of Sullivan's Cove where the primary facade presents to and is accessed from the major adjoining street. Notwithstanding this, the development also presents an open and active façade to Brooke Street and Despard Street. The incorporation of sandstone elements within the facades along these elevations responds to the heritage characteristics of both streets.

The redevelopment of the site also provides the opportunity to express, interpret, and improve public recognition of the only publicly accessible element of the 'cliff line' that forms the Davey Street edge to the site.

The proposed new staircase between Brooke Street and Davey Street will also encourage additional pedestrian activity through this area as a key movement corridor between the Cove and the CBD. This space is often subject to anti-social behaviour and is generally avoided to a certain degree during night-time hours. The proposed development will activate this space and substantially improve pedestrian amenity and safety within Brooke Street.

The form of the proposed building and treatment of each key façade with reflective materials and sandstone provides a direct response to key materials that characterise the Cove. The civic works also greatly enhance an area of public space that has been largely neglected, allowing a reasonable and considered response to a key public space, which is consistent with the more traditional design intent that characterises the urban form of the Cove.

Ultimately, the proposed development will replace an existing building within the Cove which does not possess any cultural heritage significance.

As outlined in the accompanying HIA;

'...the development will respond to and promote a range of historic themes, historic and contemporary building finishes and forms and make a vast improvement of the permeability (both physical and visual) and activation of this currently inactive and obstructive area -

⁵ Sullivans Cove Planning Scheme 1997, p: 7.

⁶ Sullivans Cove Planning Review 1991, p: 17

⁷ Sullivans Cove Planning Review, 1991, p: 28

which will contribute to the appreciation of and complement the general feel and tenor of the cove and what it means to the people of Hobart.'

The location and bulk of the proposed building is consistent with the established pattern of development along the line of the escarpment that highlights the natural and traditional disparity of the higher portion of the city versus the lower lying cove floor..'⁸

Based on the above, and the further detailed analysis provided in the HIA, the building responds to the spaces which it fronts by virtue of the civic contributions and design of the lower pedestrian levels which acknowledge the importance of maintaining and enhancing pedestrian activity within the Cove.

The addition of the retail space also supports and solidifies the common theme of providing mixed use buildings which support multiple socio-economic functions and activity.

Objective 2

Views to Sullivan's Cove along primary spaces are to be retained, especially to the River Derwent.

Primary spaces, as defined by the Sullivan's Cove Scheme are identified in the excerpt below:

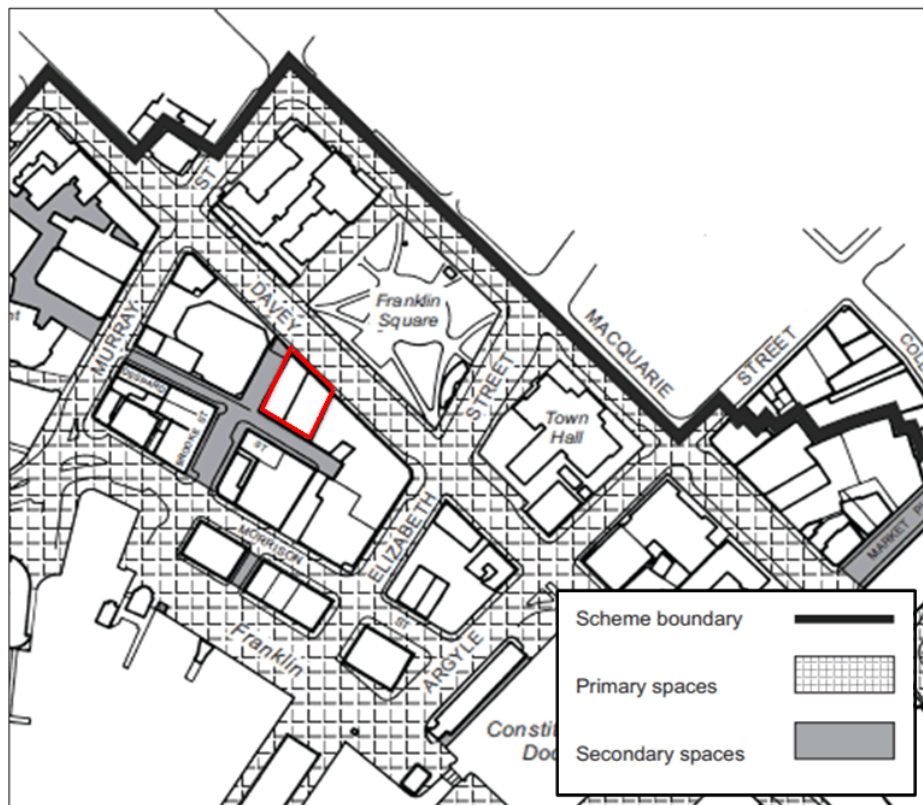


Figure 12: Primary and Secondary Spaces as identified in the SCPS (site location in red) (source: SCPS 1997, p. 109)

⁸ Historical Context Area Conservation Policy & Heritage Impact Assessment, Praxis (2020), p: 101

As mentioned in this report under section 4.1 and 4.2, one of the primary view lines identified in the Hobart Height Standards Review Report is the view presented along Brooke Street toward the Brooke Street Pier from Franklin Square.

The SCPS specifies that these corridors and the views they provide should be retained to ensure that the character of the Cove is maintained. The diagram below, provided by X-Squared Architects in presenting the accompanying photo montages illustrates these key views.



Figure 13: Photo montage locations based on previous urban design reports (source: X-Squared Architects).

Viewpoints 3 and 7 identified in the figure above are considered to be the primary points where the development will be visible. The alignment of the building, providing a distinct edge to the existing public space ensures that the view corridor is not substantially reduced. The external materials also allow elements of Franklin Square (trees) to be interpreted in a greater capacity within Brooke Street.

The building provides a level of consistency in terms of height and scale when compared with adjoining buildings whilst also reinforcing the amphitheatre and 'stepped' height of buildings at the rear of the Cove.

The overall siting, height and design of the proposed building is considered to respect this key view line.

The building will also be visible along Davey Street, from point 4 in the figure above. The façade of the building fronting Davey Street also provides a strong street-edge, with the ground level façade curving inward to the west to allow the provision of an entry foyer. The form of the building along this elevation is consistent with the adjoining Executive building and does not result in any substantially impact on the view line from point 4.

A further analysis of these view points are provided in the accompanying design report (X-squared architects) and HIA (Praxis).

Objective 3

Views over the land bounded by Tasman Highway, Brooker Avenue and Liverpool Street from the City and Wapping to the Domain and from the Domain and Tasman Highway to the City are to be retained.

Given the relative scale of the building, and the photomontages provided in the architectural documentation, the proposal does not interfere with any other views to and from the CBD and Sullivan's Cove from the locations specified in Objective 3.

Objective 4

Expression of the Wall of the Cove is to be encouraged where possible.

Objective 5

The bulk and height of buildings must reflect the natural topography of the Sullivan's Cove Planning Area, the amphitheatre sloping down to the Cove and the Macquarie Street and Regatta Point Ridges.

The reintroduction of the Cove Wall, through the removal of the existing staircase in Brooke Street will allow the future expression of the Wall, which was previously lost.

The site location falls just inside of the 'Wall' of the Cove and although the height of the building exceeds the specified 18m permitted height within the SCPS, the building effectively responds to the natural topography and 'stepped' nature of the amphitheatre and is consistent in terms of height and scale with adjoining buildings, particularly the Executive building to the west.

The building will sit lower than buildings along the Macquarie Street ridge, ensuring that the 'stepping' down in building form toward the Cove floor is maintained.

Objective 6

A diversity of building heights and volumes will be encouraged within this over-riding pattern, but buildings must have a respectful relationship to each other and to buildings of identified cultural significance within a street.

The proposal contributes to the diversity of building heights and volumes within the Cove by responding to the height of the adjoining executive building and providing a distinct step in form when compared with the adjoining Hobart City Council and City Mills buildings.

The design and materials of each façade allows the proposed building to reflect and respond to the facades and design elements of the adjoining buildings such as the Former City Mills and Gibson Mill buildings, which to some extent will allow a greater ability to interpret the materials and design of these buildings.

The accompanying heritage assessment provides a further analysis of how the proposal responds to the surrounding heritage buildings and places.

Objective 7

New buildings must not be individually prominent in terms of contrast with neighbouring buildings by being significantly higher or having a larger apparent size when viewed in street elevation.

The proposal has adopted a scale and form which is generally consistent with the surrounding streetscape, particularly along Davey Street.

The stepping down in height from the Executive Building through to the Hobart City Council Building responds to the changing topography along the Cove Wall as Davey Street begins to slope upwards from Constitution Dock.

The positioning of higher elements at the rear of the Cove (aside from the anomalies created by the Hydro and Marine Board buildings) along the Cove Wall is a key characteristic and one that promotes and enhances the urban amphitheatre that is created through the transition of both built form and natural topography, from the lower wharf apron to the Cove Wall and macquarie ridge.

The block in which the development is located is also unusually characterised by substantially larger built forms (specifically those mentioned above) which are not consistent with urban design character of the Cove. In response to this, the proposed building has been designed to a scale that is smaller and more responsive to the surrounding built form, siting between the higher elements whilst respecting the lower elements closer to the wharf area.

The accompanying HIA indicates that;

‘The proposed development would nestle amongst these larger and more prominent buildings – in which case the proposed building could not be seen as ‘individually prominent’ in any way.’⁹

These factors ensure that the building is not individually prominent in terms of bulk and overall size.

In relation to the adjoining Gibson Mills building, the awning provided over the proposed staircase provides a height reference which serves to break-up the façade and minimise the perceived scale of the building within the secondary space and how it relates visually to the Gibsons Mill.



Figure 14: Section diagram of the proposal from Brooke Street (source: X-squared architects adapted by Ireneinc)

In addition, the façade treatment and lighter weight of materials and detailing of the proposed building create a level of subservience alongside the more substantial masonry buildings such as the Hobart City Council Building and adjacent Executive Building.

⁹ Historical Context Area Conservation Policy & Heritage Impact Assessment, Praxis (2020), p: 115

Objective 8

New buildings should facilitate the creation of 'secondary spaces' on lots in the Cove. Such spaces should be encouraged where they demonstrably create useable pedestrian environments and facilitate pedestrian movement and views.

The existing pedestrian movement corridor through Brooke Street is already identified as a 'secondary space' within the SCPS and will be maintained and enhanced to ensure continued pedestrian access to the Cove Floor.

The 'open' front façade of the building will encourage pedestrian activity through the proposed building and between Davey Street, Brooke Street and the wider Cove area.

3.4.2 BUILDING FORM STANDARDS

Clause 23.6.1A specifies height, plot ratio and setback (alignment) standards for new buildings.

As the proposed building exceeds the permitted height of 18m, the proposed building is required to be assessed under the discretionary building standards under Schedule 2 and as specified in the figure below.

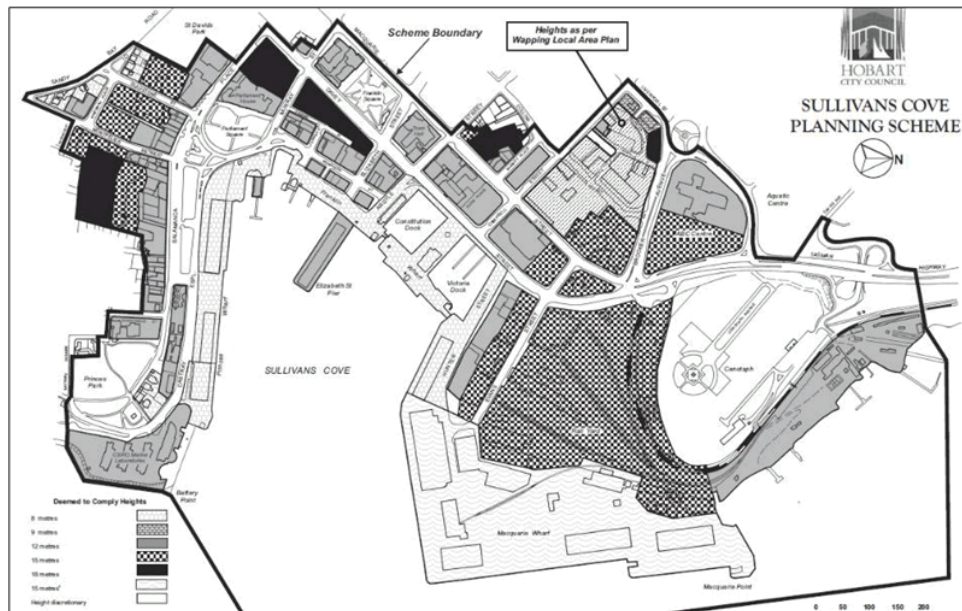


Figure 15: Permitted building height areas (source: SCPS 1997)

Discretionary buildings must be assessed in respect to the following to Clause 23.6.2 which states that buildings may be approved at the discretion of the Planning Authority, taking into consideration the responses provided to the objectives of this Schedule.

Clause 23.6.2 - Discretionary Buildings

Development which cannot satisfy the 'deemed to comply' provisions' of Clause 23.6.1 may be approved at the discretion of the Planning Authority taking into consideration the Objectives in Clause 23.2. Such development includes:

- Any new buildings or works adjacent to a Place of Cultural Significance and which are not more prominent in the streetscape by strong contrast of scale, height, colour and tone with the buildings constructed on the place, and, which are not detailed in a manner which is similar to buildings of cultural significance or which adopts an "historic" appearance.
- Works undertaken in accordance with a Conservation Plan approved by the Planning Authority where required and/or provided.

Whilst the clause states that buildings or works adjacent to a Place of Cultural Significance should not be more prominent in the streetscape, the clause also states that new buildings should not be detailed in a manner which replicates or is similar to any adjoining buildings on cultural significance.

The proposed building is clearly contemporary, however the overall scale, height and choice of external materials allows the building to respond and reflect the facades, design elements and colours evident within the adjoining heritage buildings whilst still ensuring that it does not replicate or adopt a historic appearance.

The primary and secondary facades to Davey Street and Brooke Street provide some relief to the otherwise dominant flat facades, but is limited to the ground and lower floors in order to activate the street frontages and promote increased pedestrian activity through to the Cove.

As outlined above, a key characteristic of the urban form of the Cove is the way in which buildings are constructed to respond to the key public places they face. In this instance, the proposed building achieves this by providing a clear and open façade to Davey Street and Brooke Street, promoting and substantially improving and existing public space.

3.4.3 BUILDING SURFACES

The following applies to the façade design and treatment of buildings facing primary and secondary spaces as defined in the Scheme.

In order to satisfy the permitted 'deemed to comply' provisions under clause 23.7.1 the primary façade of the building facing Davey Street would need to be predominately constructed with masonry. Given that the front façade and facades facing secondary spaces will be predominately constructed of glass, the proposal must satisfy the discretionary provisions.

The discretionary provisions under clause 23.7.2 state that development which cannot comply with the deemed to comply provisions may be approved at the discretion of the Planning Authority, taking into consideration the responses to the objectives of the Schedule. A response to these objectives has been provided above under section 3.4.1.

3.5 SCHEDULE 3 - PUBLIC URBAN SPACE

The purpose of the schedule is to manage construction of buildings and works within streets and other public spaces, particularly:

- Civic Works (road and pavement works, traffic calming installations, pier and wharf modifications, landscaping, public transport facilities, other works)
- Public Street Furniture (fixed street furniture including benches, bins, bollards)
- Commercial and Community Furniture (outdoor dining furniture and display of goods)¹⁰

¹⁰ Sullivans Cove Planning Scheme 1997 (revised 2018), p. 105.

3.5.1 SCHEDULE OBJECTIVES

The objectives of the Schedule are addressed below.

Objective 1

The construction of roads and footpaths, public street furniture, street trees and other buildings or works within designated roads and other public spaces must be undertaken in a manner which reinforces the primary urban character and function of such spaces.

GM Consent has been granted for the proposed demolition of the existing stairway, upgraded street furniture and footpath within the Brooke Street road reserve. These modifications will greatly improve and promote pedestrian movement and safety from Davey Street into the Cove.

The works include the removal of the existing staircase, which obscures the historical significance of the existing Cove wall, which will be uncovered and retained to further promote the historic significance of Sullivan's Cove. These works are considered to substantially improve and reinforce Brooke Street as a key pedestrian corridor to and from the Cove and the CBD.

The works within Despard Street are limited to a new crossover to the lower level car parking areas.

Objective 2

Buildings or works established in roads and other public spaces must be designed and located in a manner which facilitates the preferred use of the space including pedestrian access to the waterfront.

As outlined above, the primary use of the area in which the public works are proposed is for pedestrian movement. The works will ensure that this use is maintained and substantially improved.

Objective 3

Buildings or works within roads and other public spaces for the purposes of public transport, or pedestrian and cycle access is encouraged.

The civic works are for the purposes of improving and promoting Brooke Street as a key pedestrian corridor between the Cove and the CBD.

Objective 4

The selection and positioning of fixed streetscape furniture and the detail of civic works must strengthen the different characters of individual parts of Sullivans Cove.

The civic works proposed within Brooke Street will be undertaken in consultation with Council to ensure that the works are consistent with that found elsewhere within the Cove.

Objective 5

The utilitarian character of details other than in urban gardens and enclosing ridges is to be retained.

The character of the Cove and Brooke Street will be enhanced by uncovering the existing section of Cove Wall currently hidden by the existing staircase and the civil works will be undertaken in consultation with Council to ensure consistency with the details and character of the wider Cove area.

Objective 6

Positioning and selection of civic works and public street furniture must provide good sight lines for pedestrians and traffic and for informal surveillance of areas at night.

As outlined in this report, the current section of Brooke Street where the staircase provides access to Davey Street is an area commonly avoided during night-time hours. This is due to a lack of lighting and poorly designed staircase.

The proposed works will greatly improve this space, ensuring safe and efficient pedestrian movement from the Cove and into the CBD.

Objective 7

The use of footpaths and other public spaces for commercial and community furniture is encouraged where:

- Footpaths or other public spaces are wide and flat;
- Areas are not adjacent to roads which carry high traffic volumes and
- The microclimate is comfortable.
- Pedestrian access by the public to the waterfront is not impeded.

The section of Brooke Street in which the works are proposed is wide and flat, is not adjacent to any roads with high vehicle volumes (aside from Davey Street which is located above and beyond the staircase) and will vastly improve pedestrian access to the waterfront.

3.5.2 PART A - CIVIC WORKS AND PUBLIC STREET FURNITURE

This control applies to the construction, exterior alteration or exterior decoration of any building or the construction or carrying out of any works within the public urban spaces identified in the 'Public Urban Space Types' plan.

Clause 24.4.2 - Requirements for Planning Approval

The following table determines which works are exempt, permitted, discretionary, prohibited or as of right.

| Type of Building or Works | Public Urban Space Type: | | | | | | |
|---|--------------------------|----------------|----------------|----------------|------------------|----------------|----------------|
| | Cove Floor | Cove Slopes | | Rear of Cove | Enclosing Ridges | | Derwent Shore |
| | | Streets | Parks | | Streets | Parks | |
| Hydraulic Repairs and Underground Services | E ² | E ² | E ² | E ² | E ² | E ² | E ² |
| Road Maintenance | E | E | N/A | E | E | N/A | E |
| Minor Road Works including Traffic Calming | A | A | D | P | A | D | D |
| Major Road Works | D | D | X | D ¹ | D ¹ | X | X |
| Resurfacing of Surfaces and Footpaths | A | A | A | E | A | A | P |
| Public Street Furniture including Tree Planting | D | D | D | D | D | D | D |
| Public Street Furniture Ancillary to Traffic and Parking Management | E | E | E | E | E | E | E |
| Building | D | D | D | N/A | D | D | D |
| Minor Maritime Building or Works | E | N/A | N/A | N/A | N/A | N/A | P |
| Other Building Construction or Works | D | D | D | D | D | D | D |
| Public Transport Facility | D | D | D | D | D | D | D |
| Key: E – Exempt A – As of Right D – Discretionary P – Permitted X – Prohibited N/A – Not Applicable | | | | | | | |
| Note 1: Permitted within the area defined by Figure 9a. Note 2: Except where the site is identified as a place of archaeological sensitivity in Figure 5a and it involves laying of new underground services, the works are discretionary. | | | | | | | |

The works proposed within Brooke Street have been given GM Consent. The works largely fall under the highlighted sections above, which include a mix of exempt, as of right and discretionary works.

The Scheme specifies that 'as of right' buildings or works do not require a permit provided the works are in accordance with the Footpath and Road Median Material Types plan shown in Figure 9b. Figure 9b indicates that Brooke Street surface should be retained within Hobart City Council municipal pavers.

At this stage it is understood that any resurfacing as a result of the removed staircase and parking bays will be undertaken in accordance with specified requirements of the Planning Authority.

The proposed crossover to Despard Street would be considered minor road works and is also considered to be 'as of right'. However, the proposed removal of the existing staircase and provision of a new staircase would be considered other building construction or works which is discretionary.

Positioning of Civic Works and Public Street Furniture in Secondary Spaces

The following guidelines apply to Secondary Spaces in all Public Urban Space Type Areas.

| Context | | Preferred Design Response | |
|--------------------------|---|--|---|
| Public Urban Space Types | Spatial & Urban Character | Civic Works & Public Street Furniture Character | Positioning Criteria |
| Cove Floor | Hard, flat fill surface floor of the Cove. Utilitarian character on wharves and docks, with characteristic robust maritime details including metal, concrete surfaces and large-section unfinished wood. | On the wharves and dock edges; hard, robust and utilitarian, maritime (retention of Salamanca Lawns an exemption). Secondary spaces off the Cove Floor including Montague Lane, Despard Street, Brooke Street: modest, irregular utilitarian character is encouraged. | Civic works and public street furniture should be sited parallel or square to dominant edges of spaces. Regular spacing of elements is encouraged to place emphasis on the spaces rather than individual buildings or building entrances. The flat fill character must not be compromised by kerbs, mounds etc. |

Figure 16: Extract of the *Specific Precinct Guidelines* provided under Clause 24.4.8B (source: SCPS 1997, p 109).

The existing public seats provided within Brooke Street will be removed and relocated subject to Council satisfaction and the proposed civic works (specifically the new staircase) will be positioned parallel to the building to provide a square edge to the space. The design response is consistent with the positioning criteria.

Clause 24.4.9 - Requirement for a Civic Works and Public Street Furniture Concept Plan

The Scheme specifies that the following discretionary buildings or works require a Civic Works and Public Street Furniture Concept Plan.

- *Newly created public urban spaces resulting from redevelopment*
- *Streets undergoing substantial infrastructure replacement*
- *Public urban spaces resulting from the redevelopment of Dunn Street car park*
- *Road closures*
- *Before introduction of interpretation or public street furniture other than as replacement.*

The public space within Brooke Street is not a 'new' space. The proposal seeks to provide greatly improved pedestrian connectivity from the CBD to the Cove, whilst improving safety and useability. The accompanying architectural documentation provides a concept plan of both demolition and proposed works within Brooke Street.

Clause 24.4.10 - Function of Public Urban Space Types

Discretionary buildings or works must take into account the following functions of the relevant public urban space.

| Public Urban Space Function 3 – Pedestrian Movement | Applicable Streets/ Other Public Spaces |
|---|--|
| <p>The function of this public urban space type is to primarily facilitate pedestrian movement. Other movements, including public transport, private vehicles and cyclists will not be precluded from these spaces. Nor will vehicle parking. However, priority will be given to the use and development of these roads to improve the safe and efficient movement of pedestrians, and to the creation of a comfortable and aesthetically pleasing pedestrian environment.</p> <p>At certain times, the exclusion of motor vehicles for street festivals, markets, etc is considered appropriate. Vehicle speed in these areas must be restricted to a speed compatible with mixing motor vehicles, cyclists and pedestrians. The total number, siting and design of vehicle parking areas must only be developed after considering their impact on the pedestrian environment.</p> | <p>Salamanca Place, Salamanca Square, Battery Point (east edge), Franklin Wharf, Elizabeth Street Pier, Hunter Street, Brooke Street, Despard Street, Constitution Dock and Victoria Dock edges.</p> |

Figure 17: Desired function of Public Urban Space (source: SCPS 1997, p. 111)

Brooke Street will remain a primary pedestrian thoroughfare, providing access to and from the CBD to the Cove. The proposed works within Brooke Street and the wider proposal will ensure that the primary function of this space continues to facilitate existing and improve pedestrian movement, whilst acknowledging other movements (vehicles) through Despard Street.

The works are consistent with desired functions of the space.

3.6 SCHEDULE 5 - TRAFFIC, ACCESS & PARKING

As specified under the SCPS, car parking is generally not required in Sullivan's Cove due to impacts that parking areas may have on the Cove's urban character and heritage.

The proposed development includes car parking and will therefore need to demonstrate that the impacts caused by the provision of parking, both physically and operationally will not adversely impact on the character and heritage values of the Cove and pedestrian movement and amenity.

3.6.1 PRINCIPALS

The following principals are considered when assessing the provision of car parking in the Cove.

Development will not be granted a permit unless:

- a) It will facilitate the mutual compatibility of public and private transport;
- b) It can demonstrate either;
- c) that it will not create traffic flows and movements that are detrimental to safety or amenity; or
- d) that any such flows or movements can be accommodated through engineering works or traffic management arrangements - on or off site - that are satisfactory to the Planning Authority;
- e) It can make adequate provisions for the direction, access, turning and parking of all vehicular traffic;
- f) It can provide for pedestrian movement, in accordance with the requirements of the Planning Authority.

Pedestrian activity within Brooke Street and Despard Street will not be substantially interrupted and additional vehicle movements generated by the proposal are anticipated to be predominately pick-up/drop-offs. Given the proximity of the site from key locations such as Franklin Square, Constitution Dock and Salamanca Place, a substantial portion of patrons are likely to use public transport or be dropped within one of the abovementioned areas.

This will ensure a more appropriate distribution of vehicle movements around the site, thereby minimising impacts on surrounding streets. These arrangements will be particularly valuable during key events along the waterfront, when vehicular access to the Cove is substantially restricted.

In addition to the above, a key point outlined under the schedule states that;

Any development necessitating an exercise of discretion under the Scheme in relation to height to facilitate the provision of on-site parking would not be considered to be in keeping with the planning principals for the Cove.

The height of the proposed development is not a result of any need to provide on-site car parking.

3.6.2 ACCESS REQUIREMENTS

The following access requirements apply.

| Number of Parking Spaces to be Provided on Site | Maximum Allowable Vehicular Access Width | Minimum Number & Width of Footways |
|---|--|------------------------------------|
| 1-5 inclusive | One 3.0m lane | One 0.6m |
| 6-20 inclusive | Two 2.5m lanes | One 1.0m |
| 21 and over | Two 3.0m lanes | Two 1.5m |

In this instance, the proposal will be providing 25 car parking spaces, requiring two 3.0m lanes for vehicles and two 1.5m footways for pedestrians.

The proposed access strip is to be 6m wide, providing two 3m lanes for entry and exit.

3.6.3 PARKING STANDARDS

The scheme specifies the following:

The number of parking spaces which can be accommodated in a car parking area and the aisle widths within it, shall comply with the relevant Australian Standard, unless otherwise determined by the Planning Authority having regard to the impact on the site and its environs.

All parking and circulation areas have been designed in accordance with the relevant Australian Standards and satisfy Clause 26.4.3, as per the accompanying TIA.

3.6.4 MATTERS TO BE CONSIDERED

The Planning Authority will also consider the following:

- Will not interrupt the efficient passage of port related vehicular movements;
- Will not generate vehicular traffic which is detrimental to other vehicle movements in Sullivans Cove;

The vehicle movements associated with the development are not anticipated to unreasonably interrupt port related vehicle traffic into the Cove on the basis that:

- There are multiple key vehicular entry points to the Cove for port related traffic, such as Elizabeth Street, Murray Street, Evans Street, Salamanca Place, Gladstone Street and Hampden Road.

The movements associated with the Hotel will be spread among these key entry points. It is also expected that a substantial number of visitors/patrons to the Hotel will utilise alternate modes of transport to the site, such as public transport. Given the proximity of the site to key locations within the Cove and the CBD, such as Franklin Square, it is anticipated that patrons will be dropped off in other locations, thereby further reducing any impacts as a result of increased vehicle movements.

- *Will not utilise a key site identified in Part F, or other land considered appropriate, in a manner that would prevent its use for the provision of public parking purposes. The Planning Authority shall ensure the scope for the provision of significant public parking generated by the development - whether on-site or off-site is explored and evaluated, including the use of part Five Agreements;*

The site is not identified as a 'Key Site' under the scheme.

- *Minimises footpath crossovers and disruption to footpath movements;*

No substantial changes to existing footpath crossovers are proposed. The development will substantially improve pedestrian movements from the CBD to the Cove by revitalising Brooke Street as a key pedestrian corridor.

- *Providing parking, shall do so in accordance with requirements for the design and location of spaces and access as specified in this schedule;*

The provision of car parking within the site is in accordance with the relevant Australian Standards and is consistent with the Schedule.

- *Providing parking, is designed to complement the form and detail of adjacent buildings and have a continuity of street level activity and/or visual interest;*

All proposed parking will be located within the lower levels ensuring no impact on the form or detail of adjacent buildings. The primary street level activity and visual interest is the Brooke Street façade, which incorporates the proposed retail tenancy and new pedestrian stairs.

- *Providing parking, the vehicle access shall be discrete and where possible located so as to not disrupt traffic flows along streets through queuing;*

Given the limited parking provided, queuing into and out of the building is not anticipated to be an issue. The vehicle access to the building is discrete and is located toward the end of Despard Street which is a no-through road.

- *Incorporates through-site and cross-block pedestrian links and access to the waterfront unless it can be demonstrated that there is no benefit to the enhancement of pedestrian movement and/or amenity in the Cove.*

The new pedestrian staircase and through site connections will substantially improve and promote pedestrian movement through to the Cove from the CBD.

3.7 SCHEDULE 6 - SUBDIVISION

The proposal seeks to consolidate 28 and 30 Davey Street, and as such requires approval for subdivision. In accordance with 27.3.1 all subdivision is discretionary.

The proposal for subdivision is only to be approved as part of an application for use or development, and hence has been submitted as part of this application in accordance with 27.5.2. Subdivision is further required to satisfy the following requirements of 27.4:

- *A subdivision must reinforce the pattern of land use, activity and development sought by the provisions of the Scheme.*
- *Except in Activity Area 3.0 a subdivision should allow for interpretation of significant historic subdivision patterns of the site and surrounding land.*
- *Subdivision in advance of the approval of a Site Development Plan for Activity Area 3.0 must demonstrate that it will not be prejudicial to its comprehensive planning and development.*
- *All lots must provide suitable service infrastructure to the satisfaction of the Planning Authority.*
- *The layout and design of all subdivision must be in a manner to maximise energy efficiency and minimise impact on the environment.*
- *The size and shape of lots must preferably be compatible with the existing subdivision characteristics of the Activity Area.*
- *Except in Activity Area 3.0 on land without a frontage to Evans Street or the Tasman Highway proposals to consolidate land must be considered in light of the need to discourage the development and use of buildings with large, undifferentiated floor areas.*
- *The impact of the proposed subdivision on access, traffic movements and volumes must be considered in accordance with the provisions of Schedule 5.*
- *In the planning area there will be no minimum lot requirement.*

The subdivision is for the consolidation of two lots which will not compromise the functional and spatial characteristics of the land within the Cove.

4. REVIEW OF NON-STATUTORY DOCUMENTS

The following section reviews the relevant aspects of a number of strategic documents and how they relate to both the proposal and the Scheme with regard to urban design and consideration of view lines.

A brief analysis of these documents has been undertaken to identify key points which relate to urban design principals in the Sullivan's Cove area and wider CBD.

4.1 SULLIVANS COVE PLANNING REVIEW - 1991

Although prepared in 1991, the Sullivan's Cove Planning Review (SCPR) still serves as a point of reference when determining key urban design principals and how they apply to Sullivan's Cove. Given that this document formed an integral part in the development of the Sullivan's Cove Planning Scheme 1997, it is important to review the extensive analyses contained within the SCPR in further detail, particularly with regard to building scale and view lines, given that these aspects form an integral part of the urban design and character of the Cove.

4.1.1 BUILDING HEIGHT AND SCALE

The Sullivan's Cove Planning Review (SCPR) states that historical urban form within the Cove was generally characterised by low-rise small-scale development and in most cases, tall or bulky buildings that extended beyond this result in a detrimental effect upon the dominant urban form. There are numerous examples of existing buildings that fall slightly outside of the 'Cove floor' which do not fit this mould, particularly the existing Hydro Tasmania Building (46m), Executive Building (40m) and former State Government Building (now removed to be replaced with a new Hotel).

The SCPR suggests that the height of buildings within and extending from the Cove should rise from 12 metres at the front 'Wall' of the Cove, to 25 metres in Macquarie Street - allowing for variable heights between 12m and 25m between the Cove and Macquarie Street. However, this specification does not take into account the existing buildings identified above which exceed 25m within the Cove area.

As shown in the image below, adapted from the SCPR, building height generally should respond to the topography of the Cove and respect and maintain the urban 'amphitheatre' to maintain a contiguous 'stepped' building line through to the CBD and outer reaches. As detailed above, there are a number of existing buildings which are not consistent with this approach and it is considered that building forms that fall outside of this prescribed height transition are capable of existing without substantially impacting upon the overall character and fabric of the Cove.

The existing Hobart City Council building, Hydro Tasmania building and Executive building are prime examples of larger buildings that do fit within this prescribed height transition. This is particularly evident given the general height transitions specified within the 'escarpment zone', which are significantly higher than what is specified under the SCPR.

This further reinforces the argument that although building heights should respect the scale of adjoining buildings, the character of the Cove and the general rise in topography - there is certainly scope for buildings to exceed these height considerations without unreasonably dominating existing built form and the dominant characteristics of the Cove (as outlined in the SCPS and corresponding non-statutory documents).

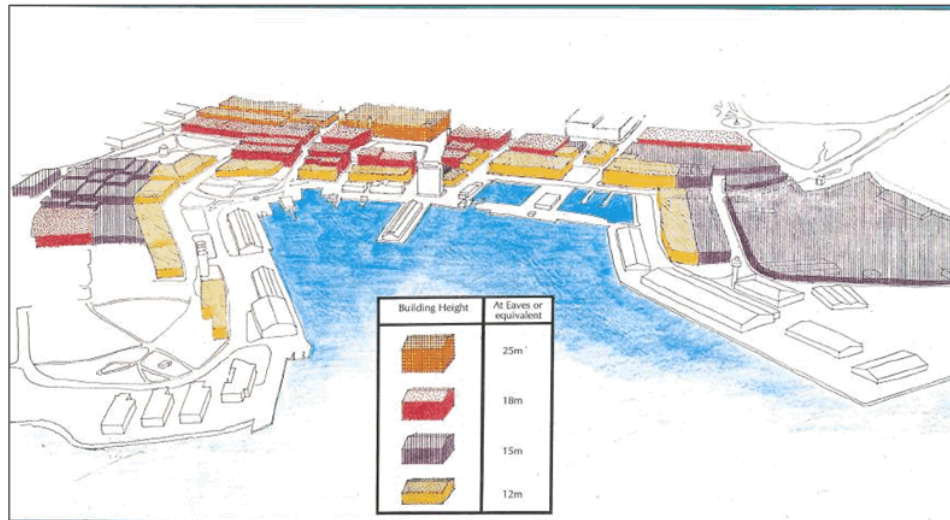


Figure 18: Recommended height controls as specified in the Sullivan's Cove Planning Review (source: SCPR, 1991, p. 42)

4.1.2 VIEW LINES

A number of view lines have been identified as primary factors in determining scale, orientation, building form and compatibility within the Cove. A number of these views were identified and established within the Hobart Waterfront Urban Design Framework (2004) where it is stated that:

Form:

Buildings are to be sited and modelled to enhance sightlines;

- Across the 'floor' of the Cove;
- From within the Cove to surrounding landmarks; and
- From surrounding vantage points (Franklin Square, The Cenotaph, Battery Point).¹¹

The report also goes on to provide a guiding statement regarding the maintenance of primary movement corridors between the Cove and the CBD. The identification of primary viewpoints within Sullivan's Cove is detailed within both the SCPR and the SCPS, whilst the Building Heights Review Report builds upon previous historical analysis.

This is particularly evident given the location of the proposal at 28-30 Davey Street. The photo montages provided as part of the application demonstrate the siting and height of the building from a number of key locations around Sullivan's Cove and the CBD, whilst also addressing some of the key corridors as identified within the SCPR, identified below:

¹¹ Hobart Waterfront Urban Design Framework (2004) p 11.

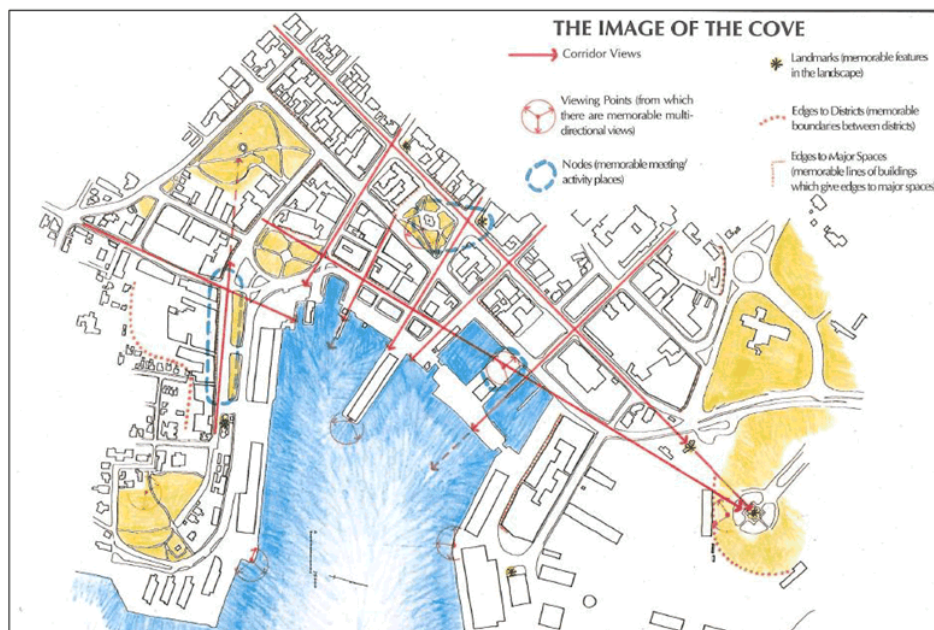


Figure 19: Primary corridors and view points as illustrated in the SCPR (source: Sullivan's Cove Planning Review 1991, p 70).

4.2 BUILDING HEIGHT STANDARDS REVIEW REPORT - 2018

Although this document was prepared relatively recently there are a number of view lines which can be considered relevant to the proposal.

As stated in the Hobart Waterfront Urban Design Framework (2004) building height within Sullivan's Cove should reinforce the stepped amphitheatre setting of the Cove and adjacent buildings. The Building Height Standards Review Report builds upon this and a number of other reports to determine the best approach to manage growth and particularly building height within Hobart.

Although this document relates more specifically to height within the Hobart CBD and the current Hobart Interim Planning Scheme 2015, there are a number of points, specifically with regard to view lines which are considered relevant to this analysis.

In addition, a number of primary view-points were identified within the Building Height Standards Review Report which relate to the proposed site at 28-30 Davey Street, which are detailed below.

- C3.1 - Franklin Square @ Treasury Forecourt to Cove Floor; and
- C3.2 - Brooke Street Pier to Treasury Forecourt

These view lines are shown below, as taken from the Building Height Standards Review Report (2018).

C3.1 - Franklin Square @ Treasury Forecourt to Cove Floor

Figure 20: View line - Franklin Square @ Treasury Building to Cove Floor (source: Building Height Standards Review Report 2018, p. 61)

This view line is taken to be the most significant given that the site at 28-30 Davey Street is essentially located in the centre of the view line. As can be seen in the accompanying photo montages and 3D renders, this view line will be impacted upon to a certain degree by the proposed development, however it is important to note that the corridor between Davey Street and Brooke Street will be retained, ensuring views through to the Cove Floor will be maintained as far as practicable.

The location of this view line is not supported by the Sullivans Cove Planning Scheme, as it is not within the primary space defined by the planning scheme. Whilst views are currently afforded over the top of a two storey building, a permitted building of 18m from natural ground level would also impose on this view. The significance of the viewpoint of a building which is not otherwise publicly accessible is not clear and the validity of the view in determining visual impacts is questionable.

The design of the building will 'frame' this view line through the existing pedestrian corridor and into the Cove, highlighting this particular corridor as a primary pedestrian access point to the Cove Floor.

C3.2 - Brooke Street Pier to Treasury Forecourt

The following view line is taken directly opposite C3.1 identified above, providing a view from within the Cove Floor through Brooke Street and into Franklin Square. The accompanying diagram illustrates how these two view lines connect to form essentially two very different views.

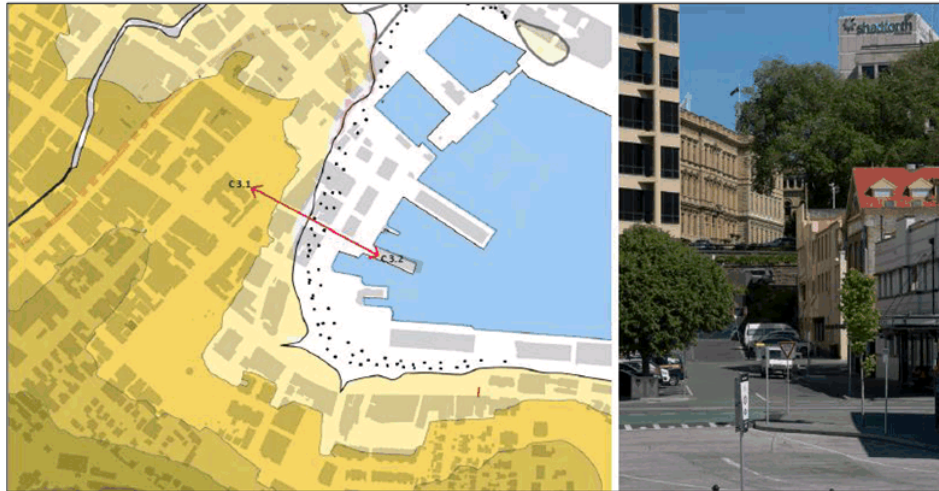


Figure 21: View line - Brooke Street Pier to Treasury Forecourt (source: Building Height Standards Review 2018, p. 61).

Again, from this viewpoint the proposed building will partially obstruct views of the trees within Franklin Square, however a small part of the canopy will remain visible, as shown in the accompanying montages. The view of the Treasury Building from the Cove Floor through Brooke Street will be maintained, and the choice of façade materials will allow for the continued interpretation of the trees and surrounding heritage forms.

5. SUMMARY

This submission has been informed by the architectural drawings and montages provided by X-Squared Architects and based upon the relevant urban design provisions of the Sullivan's Cove Planning Scheme 1997. This report also draws upon the analysis of view lines, view corridors and building heights within the Sullivan's Cove Planning Review document and the recent Building Height Standards Review Report prepared by Leigh Woolley on behalf of Hobart City Council.

The primary objectives of the Sullivan's Cove Planning Scheme are centred on maintaining the historic and cultural values of the Cove by ensuring that new developments respect the character of the Cove and wider Hobart Waterfront.

The proposed building has been designed in respect of the relevant provisions of the planning scheme and seeks to provide a new contemporary element into the fabric of the Cove, whilst ensuring that key elements that make the Cove are retained and enhanced. These key elements include the reuse and revitalisation of key public movement corridors (Brooke Street), the reintroduction of key historical fabric (Cove Wall) and use of external materials that both reflect and respond to the material palette of the Cove.

Whilst on-site parking is provided, the provision has been kept at a minimum to reduce any impacts on the pedestrian priority of Primary and Secondary spaces within the Cove.

The overall height and form of the building appropriately responds to the height of adjoining buildings and does not dominate or reduce the historic cultural heritage significance of the Cove.

The proposed works within Brooke Street (which have been granted GM Consent) will ensure a much need activation and rejuvenation of a key public space, which will continue to provide improved pedestrian access between the Cove and the CBD.

There have been a number of strategic urban design documents written over the last 20 years that have addressed the features and characteristics of the Cove, including height, bulk, scale, view lines and view corridors.

As demonstrated in this report, there are a number of existing developments within the Cove that may be considered out of character, however as demonstrated by this proposal and other contemporary additions to the Cove, it is certainly possible for new and more contemporary development to be facilitated within the Cove without damaging the historic cultural significance of the Cove. Such developments include the recently completed Parliament Square development, Brooke Street Pier, Macq O1 Hotel and the UTAS IMAS building.

These buildings have introduced new contemporary urban design elements into the existing built form of the Cove without detracting from the urban design principals (built form, view lines and movement corridors) that contribute to the character of Sullivan's Cove. This report, along with the accompanying architectural documentation and photo montages demonstrates that the proposed building is capable of respecting the built form of neighbouring buildings whilst presenting a new contemporary design into the landscape whilst retaining key views and vistas.

**8.3 Appendix C – '28-30 Davey Street Hotel Traffic Impact Assessment' by
Midson traffic**



Fragranc Tas-Ho art Pty Ltd
30 Da y Str t Hot
Traffic I pact Ass ss nt
u y 2020





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1. Introduction

1.1 Background

Midson Traffic were engaged by Fragrance Tas-Hobart Pty Ltd to prepare a traffic impact assessment for a proposed 176 room hotel at 2 -30 Davey Street, Hobart.

1.2 Traffic Impact Assessment TIA

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

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *A Framework for Undertaking Traffic Impact Assessments* September 2007. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2019.

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

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

This TIA has assessed the proposed development against the requirements of Schedule 5, *Traffic, Access and Parking*, of the Sullivans Cove Planning Scheme 1997.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *A Framework for Undertaking Traffic Impact Assessments* September 2007, as well as Council's requirements.

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

- 24 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004



- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1. Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1. Subject Site

The subject site is located at 2-30 Davey Street, Hobart. The site has frontage to Davey Street, Brooke Street and Despard Street. The subject site and surrounding road network is shown in Figure 1.



Figure 1 Subject Site Surrounding Road Network

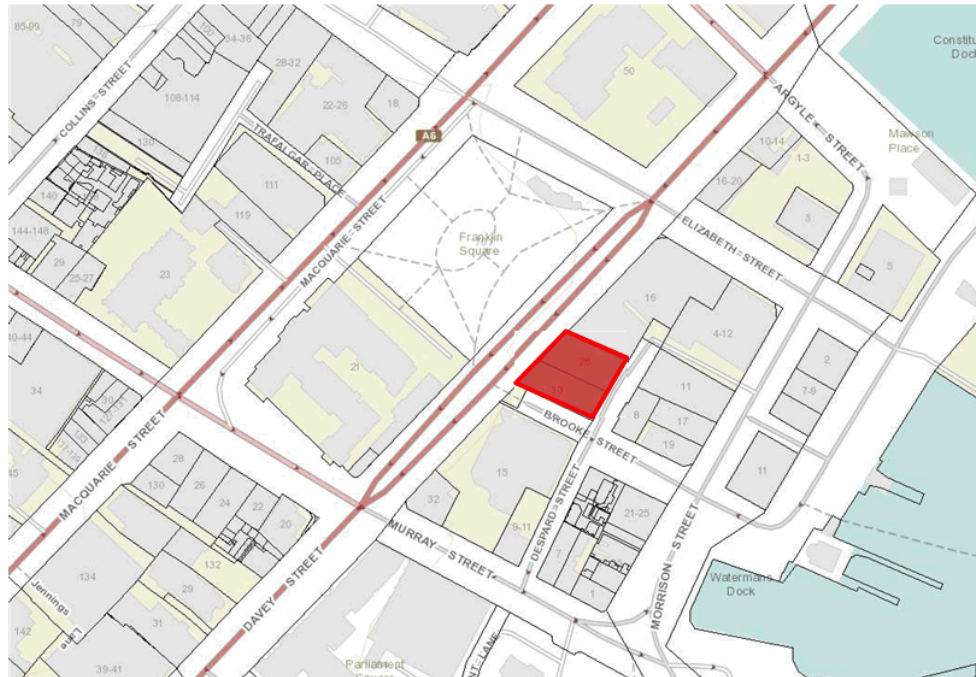


Image Source: LIST Map, DPIWWE

1. References

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

- Sullivans Cove Planning Scheme, 1997 (Planning Scheme)
- Austroads, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2019
- Austroads, *Guide to Road Design*, Part 4A: *Unsignalised and Signalised Intersections*, 2019
- Department of State Growth, *A Framework for Undertaking Traffic Impact Assessments*, 2007
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys*, 2013 (Updated RMS Guide)
- Australian Standards, AS290.1, *Off-Street Parking*, 2004 (AS290.1:2004)
- Australian Standards, AS290.2, *Parking Facilities, Part 2: Off-street commercial vehicle facilities*, 2002 (AS290.2)



2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Davey Street, Despard Street, Brooke Street, Morrison Street and Murray Street. Other roads such as Elizabeth Street, Franklin Wharf and Macquarie Street were considered in the context of the surrounding network, but not examined in detail.

2.1.1 Despard Street

Despard Street is a short street that connects between the rear of the Council building to Murray Street. It is one-way between Brooke Street and Murray Street and two-way north of Brooke Street. A small amount of time-restricted parking is provided on the eastern side of the road near the subject site.

Figure 2 Despard Street



2.1.2 Brooke Street

Brooke Street is a short length of road that connects between Franklin Wharf and Despard Street. It continues, but does not connect to Davey Street. It provides local access to a number of buildings along its frontage, as well as Despard Street. Angle parking is provided along the southern side of Brooke Street between Despard Street and Morrison Street. Angle parking is also provided on the northern side of Brooke Street along the frontage of the subject site.

The section of Brooke Street between Despard Street and Morrison Street is shown in Figure 3.



Figure 3 Brooke Street



2.1.3 Murray Street

Murray Street is a one-way major collector road that traverses through Hobart CBD to Sullivans Cove. Between Davey Street and Morrison Street has one traffic lane and parking on both sides of the road (angle parking on the southern side and parallel parking on the northern side).

2.1. Morrison Street

Morrison Street connects between Salamanca Place and Argyle Street. Morrison Street provides a key collector road function for the Sullivans Cove area. Brooke Street connects to Morrison Street at a T-junction. Murray Street connects to Morrison Street at a signalised intersection.

Council are currently improving pedestrian and cycling facilities on Morrison Street. These works include the creation of a widened, shared footpath and cycleway to link Brooke Street to Castray Esplanade on the eastern side of Morrison Street. The western side of Morrison Street will have widened footpaths to improve pedestrian amenity and increase potential for al fresco dining.

2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

D r r



Crash data was obtained from the Department of State Growth for a 5 year period between 1st January 2015 and 30th June 2020 for Brooke Street and Despard Street near the subject site.

The findings of the crash data is summarised as follows:

- A total of 11 crashes were reported during this time.
- Severity. 1 crash involved serious injury; 1 crash involved minor injury; 9 crashes involved property damage only.
- Time of day. The majority of crashes were reported between midnight and 6:00am (6 crashes). 3 crashes were reported during typical business hours (all in the afternoon); and 2 crashes were reported during the evening.
- Day of week. Sundays had the highest crash frequency with 5 reported crashes. Thursdays had 2 reported crashes; Tuesdays had no reported crashes; all other days had one crash reported.
- Crash types. 3 crashes involved pedestrians (2 in Despard Street and 1 in Brooke Street); 2 crashes involved 'other-maneuvring'; 2 crashes involved 'left-turn-side-swipe'. The remaining crashes had no clear trend.
- Crash locations. 3 crashes were located at the Brooke Street/ Franklin Wharf intersection; 1 crash was reported at the Brooke Street/ Despard Street intersection; 5 crashes were reported midblock in Brooke Street; 2 crashes were reported mid-block in Despard Street.

The crash data does not indicate that there are any specific road safety deficiencies associated with the surrounding road network.



3. Proposed Development

3.1 Development Proposal

The proposed development involves the demolition of the existing building and the construction of a new five-star hotel on the site. The hotel will comprise of 176 rooms and 25 on-site car parking spaces for guests.

The hotel consists of the following:

- Two levels of above ground guest car parking accessed from Despard Street, with the lowest parking level only comprising a part floor, as well as a loading dock.
- The Despard Street level also provides a second guest entry. A public access stair runs alongside the side of the building envelope from Despard Street up to the main Davey Street Hotel Entrance.
- Accessed off the Brooke Street Forecourt is a small retail tenancy.
- The Davey Street level provides the primary guest entry plus reception, a café, restaurant and kitchen. Outside the building envelope on the Davey Street side is an extension to the pavement which forms a forecourt to the building.
- Back of house functions for the hotel are located between the Davey Street and 1st Floor levels.
- 1st Floor level has a guest swimming pool, conference facilities, spa and gym plus additional back of house functions.
- Guest rooms are located across floors located from the 2nd to the 9th floor. Each floor is comprised of 22 rooms, with views towards the Hobart waterfront, and across Franklin Square.

The key components of the development are summarised in Table 1. The proposed development plans are shown in Figure 4, Figure 5 and Figure 6 for the lower parking level (Despard Street vehicular and pedestrian entry), upper parking level, and Davey Street levels respectively.

**Ta 1 Hot Co pon nts**

| Co pon nt | Unit/ Ar a | Co nts |
|-----------------------------------|----------------------|--|
| Hotel | 176 rooms | Located between the 2 nd to 9 th floors. |
| Retail | 62 m ² | |
| Lobby, caf , business lounge | 3 2 m ² | Accessed via Davey Street. |
| Hotel breakfast restaurant | 260 m ² | |
| Caf / bar | 16 m ² | |
| Pool, sauna, spa & pool amenities | 420 m ² | |
| Gymnasium | 46 m ² | |
| Conference room | 230 m ² | |
| Parking | 25 spaces | Provided over two levels, accessed via Despard Street. |
| Total area of building | 9,370 m ² | Includes all amenities and services. |



Figur Propos d D op nt P ans – Lo r Parking L

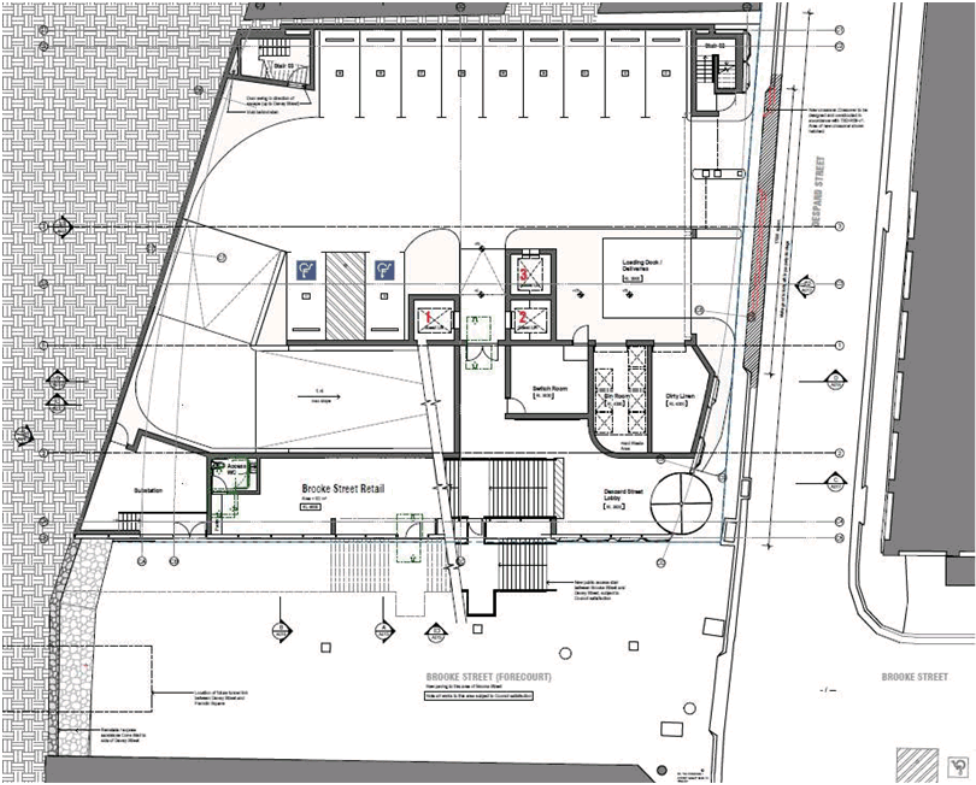




Figure 1: Proposed Development Options – Upper Parking Level

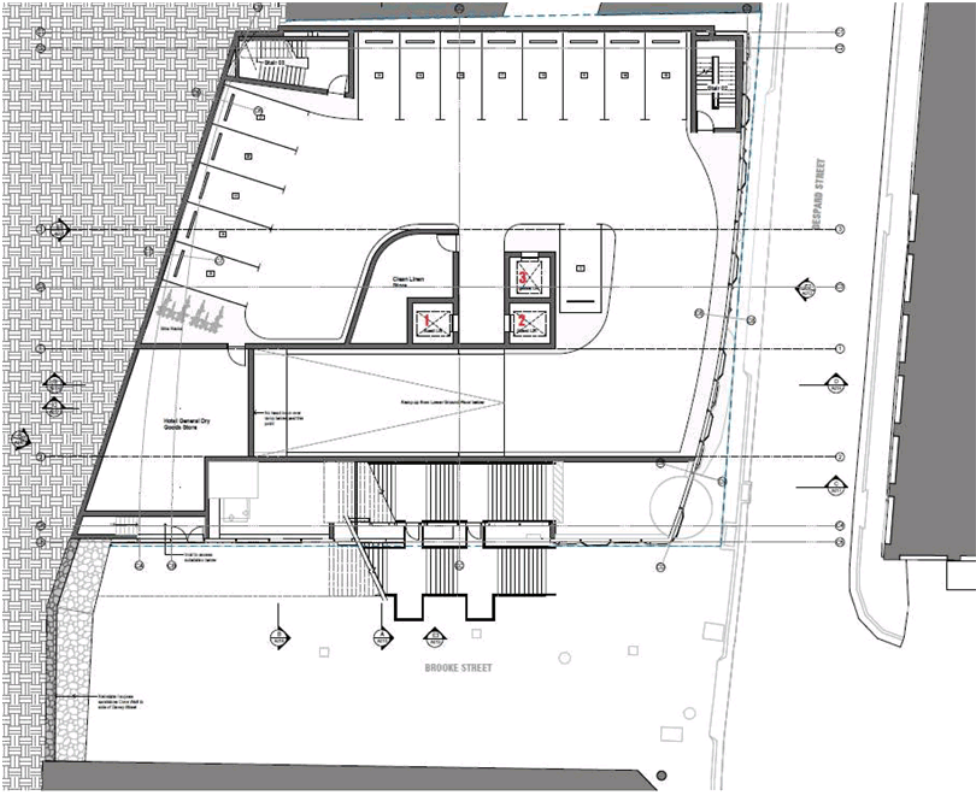
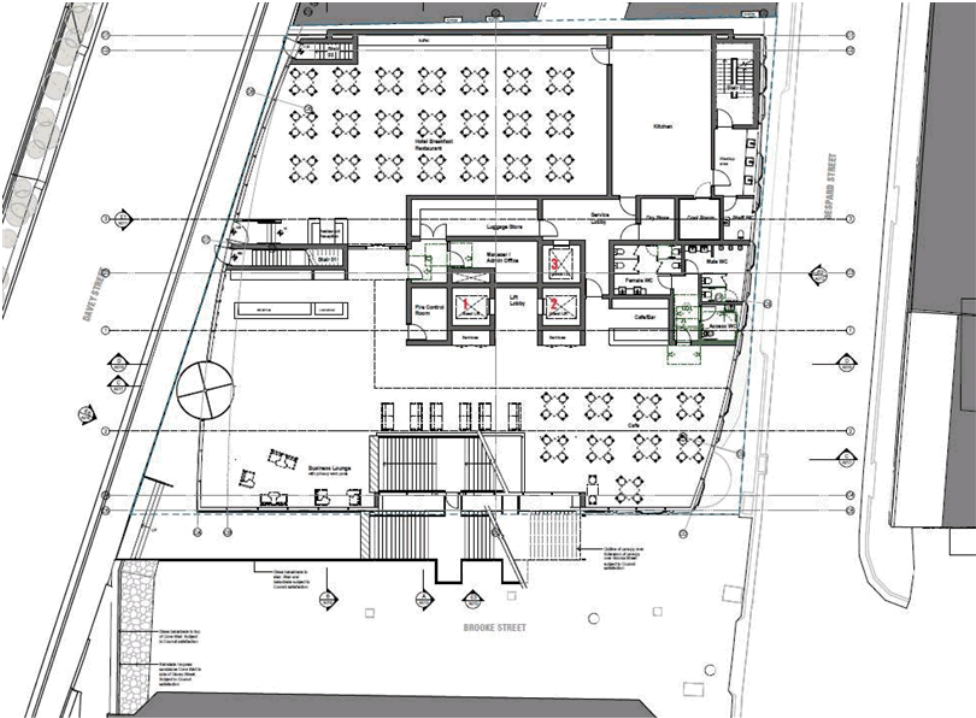




Figure Proposed Development Plans – Upper Ground Floor





4. Traffic Impacts

.1 Planning Scheme Requirements

Schedule 26.4.1 of the Planning Scheme states:

"Where a development (including subdivision) is approved that involves the provision of on site car parking, servicing or emergency access facilities that will result in a material increase in the volume of vehicular traffic entering or leaving a public road, then provision shall be made to accommodate such additional vehicles and their movement to the satisfaction of the Planning Authority, having regard to traffic safety or amenity as appropriate. Similar provision shall be made for pedestrians.

Any development needing or expected to generate a demand for the delivery of people to the site in relatively significant volumes, will be expected to make appropriate provision for accommodating the associated vehicular movement - whether generated by private, public or tourist transport, in a manner consistent with the principles of this schedule".

Traffic generation rates were sourced from the RMS Guide or calculated from first principles as appropriate. The potential traffic generation of the proposed development is detailed in the following sections.

.2 Traffic Generation

.2.1 Hotel and Associated Ancillary Components Traffic Generation

The proposed development is an inner-city hotel. It will be ideally suited to guests who need to stay in the city (such as business guests, etc) who may not require a car. The site is very close to public transport (fronting Davey Street, CBD and Bus Mall) and is within close walking distance of Sullivans Cove and the CBD.

Traffic generation rates were adapted from the RMS Guide. A rate of 3 trips per hotel room per day has been adopted for the development. This is in line with traffic generation rates for a traditional 'motel' development in the RMS Guide. The peak hour generation is likely to be in the order of 0.4 trips per room.

This equates to a trip generation rate of 52 vehicles per day, with a peak of 71 trips per hour.

Drop-off and pick-up activity is also likely to occur on Davey Street as well as Brooke Street, Despard Street and Franklin Wharf. This would largely be in the form of bus (airporter and private bus providers) and taxi. Other guests may also arrive as pedestrians walking to and from Hobart CBD.

It is recommended that several car parking spaces be converted from parking meter to short term parking (15 minute) in Davey Street adjacent to the site to assist the drop-off and pick-up task.

The restaurant, café, bar, pool, gymnasium and retail components of the development are all considered to be ancillary to the hotel and will not generate additional traffic. It is further noted that the car park is only intended to cater for guests of the hotel and is not available for non-hotel guests.



.2.2 Conference Centre Traffic Generation

The development includes a small conference centre of 230m². Traffic generation rates for conference facilities were not available in the RMS Guide, or other similar reference resources. The traffic generation of this component was therefore estimated from first principles as follows:

- Floor area of the conference centre 230 m²
- Approximate seating capacity 120 guests
- Mode share: 30 taxi and car (drop off), 70 guests staying at hotel or walking from another location in CBD/ Sullivans Cove.
- Average car occupancy 2 people/ vehicle (car and taxi)

The peak hour trip generation of the conference facility is therefore likely to be 36 two-way vehicles per hour (1 inward trips and 1 outward trips) based on the above assumptions. This trip generation rate applies to maximum occupancy of the function centre (ie. a lower trip generation rate would apply for smaller conferences/ functions). It is also noted that the function room and conference facilities do not operate at all times and often functions are tailored to hotel guests as part of a conference package.

The daily trip generation is likely to be twice the peak volume: 72 two-way vehicles per day.

Note that no parking is provided on-site for the conference facility, therefore all trips would be short-term arrival and departure in the surrounding road network, or parking elsewhere (public car parking stations).

.2.3 Total Traffic Generation

The total traffic generation of the development is as follows:

- Daily traffic generation: 600 vehicles per day
- Peak hour generation: 107 vehicles per hour

.3 Access Impacts

All vehicular access to the main car park will be:

- In and Out at Brooke Street/ Morrison Street
- Out at Despard Street/ Murray Street

A boom gate mechanism is proposed at the entry/ exit of the car park to ensure that only authorised access is permitted. This also prevents vehicles from entering the car park during times when it is at capacity. The boom gate is operated by a swipe card with an intercom for manual override.



. Access Sight Distance

Schedule 24.4.1 of the Planning Scheme states "*The location and form of any proposed access to an existing public road shall ensure that adequate sight distance in relation to the speed of through traffic is available*".

In this case, the proposed development has a car park access on Despard Street. Despard Street has very low traffic volume (mostly associated with commercial car parking access located at the northern end of Despard Street). Vehicle speeds are very low, in the order of 30-km/h based on site observations.

AS2 90.1 provides requirements for access sight distance as follows (frontage speed 40-km/h, the minimum value provided):

- Desirable sight distance 55 metres
- Minimum SSD 35 metres

Note that actual sight distance requirements would be lower than these values based on the very low frontage speed on Despard Street.

Sight distance is relatively unrestricted to the south of the access, exceeding AS2 90.1 requirements. Sight distance to the north is available beyond the gates at the northern termination of Despard Street (distance to gates is approximately 20 metres north of access).

The available sight distance is therefore considered adequate in accordance with AS2 90.1 requirements.

. Pedestrian Impacts

Pedestrian access will be via Despard Street and Davey Street. A series of terraces connect between these streets (which are at different levels) to promote pedestrian movement through the site and provide improved pedestrian accessibility between Davey Street and Sullivans Cove.

This improved pedestrian amenity is a requirement of the Principles of 26.2 of the Planning Scheme to "*encourage pedestrian and cycle access, amenity and safety*".

. Road Safety Impacts

No significant adverse road safety impacts are foreseen for the proposed development, as the predicted future peak traffic generation of 40 vehicles per hour on the surrounding road network is not significant enough to generate any road safety deficiencies based on the following:

- Access to the site is via Despard Street. This access is a low speed/ low volume environment with a positive road safety performance.
- There is sufficient spare capacity in the surrounding road network to absorb the small predicted increase in peak hour traffic generated from the proposed development.
- The access is located in a commercial environment and as such, traffic movements into and out of the site will not be seen as an unusual event by other motorists.



5. Parking Assessment

.1 Parking Provision

The proposed development provides a total of 25 car parking spaces within the building across two levels. The layout of the parking is shown in Figure 4 and Figure 5.

A total of 2 accessible parking spaces for persons with a disability are proposed.

.2 Planning Scheme Requirements

The site is located in Activity Area 2.0 Sullivan's Cove Mixed Use. No specific parking requirements are required in Activity Area 2.0. The Objective of Activity Area 2.0 in Section 16.2 of the Planning Scheme states "*To minimise the use of public land resources of the activity area for commuter and other long term parking*".

The likely parking requirements of the proposed development were therefore carefully examined through the research and investigation of other similar hotel developments.

.3 Car Parking Demand

The RMS Guide recommends a parking provision of 1 space per 5 bedrooms for a 5-star hotel. This equates to a total of 35 spaces. The total parking provision of the development is 25 spaces, a relatively small shortfall of 10 spaces.

Comparisons were made of various other hotels in the Hobart area as detailed in Table 2.

**Ta 2 Ho art Hot Parking Pro ision**

| V nu | Roo s | Conf r nc Faci ity | R staurant | R tai | Parking Spac | Spac s/ Roo |
|---|------------------|-----------------------|------------|-------|-----------------|--------------------|
| Proposed Development 30 Davey St | 176 | Yes | Yes | Yes | 25 | 1 per 7.0 rooms |
| Fragrance 173-177 Macquarie St | 276 rooms | No | Yes | Yes | 43 spaces | 1 per 6.4 rooms |
| Mantra 1 Sandy Bay Rd | 53 apartments | No | No | No | 14 spaces | 1 per 3. rooms |
| Hotel Grand Chancellor | 244 rooms | Yes | Yes | Yes | 120 spaces | 1 per 2 rooms |
| Best Western Bathurst St | 140 rooms | Yes | Yes | No | 70 spaces | 1 per 2 rooms |
| Macquarie Wharf No1. Shed Hotel | 90 rooms | Yes | Yes | Yes | None | ero |
| uest Savoy 3 Elizabeth St | 31 apartments | No | No | No | None | ero |
| Palace Hotel 2 Elizabeth St | 196 rooms | No | Yes | No | None | ero |

It can be seen that there are a wide range of hotels that provide varying degrees of parking provision - ranging from no parking to a higher level of parking of 1 space per 2 rooms. In this case, the proposed development provides a moderate number of rooms and is located in very close proximity to Hobart CBD and Sullivans Cove. The parking provision is just over 1 space per 7 rooms, which is consistent with modern tourist hotel design and is similar to the recommendations provided in the RMS Guide.

Modern hotels in City/ CBD environments provide parking fees separately to the accommodation rate. It is also typical of inner-city hotels to have limited parking availability. Normally hotels provide information regarding parking accessibility and pricing on their website and booking processes (either through the



check-in process or in the provision of general information), as well as via confirmation email when a room is booked. Similar Hotels in Hobart that provide parking information on their websites include Quest Savoy (no parking on-site), Hotel Grand Chancellor (limited parking), Hadleys (limited off-site parking), IXL Art Hotel (limited off-site valet parking), etc. These strategies assist with dealing with limited parking supply (constrained parking). To some extent, this also assists to filter guests who may not book the hotel if no parking is available and they have a car.

The location of the proposed hotel near Hobart CBD and Sullivans Cove is likely to attract guests who do not require a car. Their arrivals and departures will therefore be largely done through the use of taxi, bus and coach. It is further noted that the development is highly accessible by public transport, with the Bus Mall located a short distance from the site, as well as Davey Street being a major public transport route.

• Accessible Parking

The Planning Scheme does not specify parking rates for accessible parking. The provision of 2 parking spaces for persons with a disability represents 2% of parking spaces. This is greater than the appropriate minimum provision of 1 accessible space per 20 spaces.

An additional accessible space is also located on-street diagonally opposite to the site on Brooke Street.

A level path of travel is available from these spaces to the elevators on all floors.

• Car Parking Layout

Schedule 26.4.3 of the Planning Scheme states: "*The number of parking spaces which can be accommodated in a car parking area and the aisle widths within it, shall comply with the relevant Australian Standard, unless otherwise determined by the Planning Authority having regard to the impact on the site and its environs*".

In this case, the car park was assessed against the requirements of AS2901.1. The typical car parking dimensions are as follows:

- Space width - 2.5m
- Space length - 5.0m
- Aisle width - 5.0m

These dimensions comply with AS2901.1 requirements for "Class 2: *long term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium term parking)*".

The car park was also assessed using a B5 vehicle template swept path. This assessment confirmed that the car park is accessible and allows two-way movements within the car parking on both storeys. It was noted that limited circulating width is available on the corners of the car park.

Centre line marking is therefore recommended through the corners of the car park to encourage vehicles to keep as far left as possible.



. On-Street Parking

All on-street parking in the surrounding transport network is controlled by time restricted parking (parking meters and time-restricted signage). Observations indicate that all nearby parking is in relatively high demand during business hours.

A total of seven on-street car parking spaces will be removed from Brooke Street. These spaces are currently located on the subject site's land.

. Commercial Vehicles

A loading dock is provided in Despard Street, adjacent to the main car park access. This is shown in Figure 4. The loading dock enables efficient laundry service, refuse removal, and food deliveries. Efficient management of the loading dock will be required to prevent truck queuing in Despard Street and/or Brooke Street

Service vehicles access associated with the hotel will comprise of the following:

- Laundry delivery and pick-up, 7 days per week, 2 small trucks per day
- Garbage collection, 4 times per week, 7.5m sized truck
- Recycling collection, 4 times per week, 7.5m sized truck
- Food delivery, 7 days per week, 2-3 times per day, typically vans
- General deliveries, 7 days per week, 6 times per day, typically vans and utilities

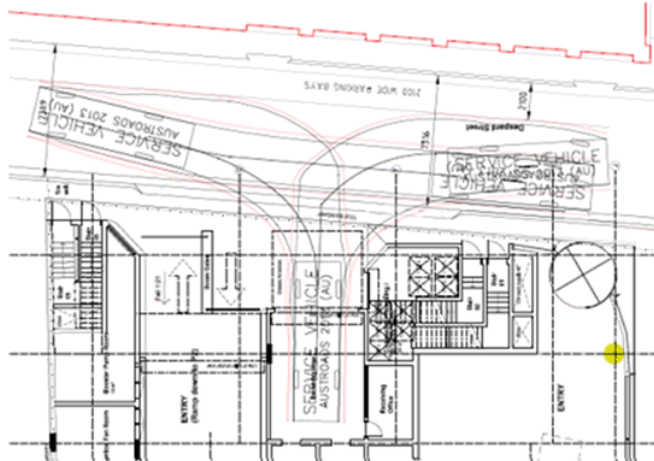
Service vehicles have access to the site via the loading bay located immediately adjacent to the car park access on Despard Street. Waste management and linen areas are located immediately adjacent to the loading dock. The swept path of a service vehicle (7.5m length) is shown in Figure 7 (noting the general layout differs slightly in the final design layout but the location of the loading dock relative to the road remains unchanged). It is also noted that the garbage truck that will be used for waste services will be 7.5m in length, thus the swept paths provide a 'worst-case' scenario (refer to the development's Waste Management Plan, by Leigh Design, June 2020).

An on-street loading zone is also located in Despard Street (south of the site). This loading zone is shared by nearby commercial properties.

In practice, the provision of the loading dock, as well as the loading zone in Despard Street is considered acceptable for the normal operation of the Hotel. It will be important to ensure that loading and unloading activities will not interfere with the normal traffic flow in Despard Street and Brooke Street. It is therefore recommended that the Hotel adopt a management plan for deliveries to prevent impacts on the normal flow of traffic in the surrounding road network.



Figure Loading Dock Access



Sullivan's Cove Event Traffic Management

The site is located in Sullivan's Cove and as such will be subject to event road closures such as New Years Eve, Taste of Tasmania, etc. These road closures will impact vehicular accessibility for the proposed development through the reduced access from Brooke Street and Despard Street.

Traffic management measures will need to be in place to enable vehicular accessibility to the development (hotel guests, deliveries and service vehicles). It is understood that similar traffic management measures are in place for other nearby commercial properties.



6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed development at 2 -30 Davey Street, Hobart.

The key findings of this TIA are summarised as follows:

- The proposed development consists of a 176-room hotel, with associated restaurant, conference centre and retail facilities.
- The total traffic generation of the development is likely to be 600 vehicles per day with a peak of 107 vehicles per hour. A large portion of this traffic generation would be in the form of pick-up and drop-off activity by taxi, airporter bus, etc. This would occur in the surrounding road network in areas such as Davey Street, Brooke Street, Despard Street and Franklin Wharf, etc. The traffic generation at the site's access is limited due to the relatively small amount of parking provision.
- The development provides a ratio of 1 car parking space per 7 rooms, which is generally in line with parking requirements of modern tourist hotel developments in a city environment.
- The removal of seven on-street parking spaces is required in the section of Brooke Street immediately west of the Despard Street junction.
- The proposed development provides a total of 25 car parking spaces across 2 levels. These spaces are accessed via Despard Street.
- It is recommended that several car parking spaces be converted from parking meter to short term parking (15 minute) in Davey Street adjacent to the site to assist the drop-off and pick-up task associated with the hotel.
- A loading dock is located immediately adjacent to the car park access. The loading dock enables efficient laundry service, refuse removal, and food deliveries. Efficient management of the loading dock will be required to prevent truck queuing in Despard Street and/or Brooke Street.

Based on the findings of this report the proposed development is supported on traffic and parking grounds.



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Document Status

| Revision | Author | Revised by | Date |
|----------|--------------|------------------|--------------|
| 0 | Keith Midson | Ara Kacic-Midson | 13 July 2020 |
| 1 | Keith Midson | Ara Kacic-Midson | 16 July 2020 |
| | | | |

**8.4 Appendix D – ‘Waste Management Plan: Proposed Development 28-30
Davey Street, Hobart, Tasmania’ by Leigh Design**



Leigh Design

waste management plans for all urban developments

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Waste Management Plan



Proposed Development:

28-30 Davey Street, Hobart, Tasmania

Prepared for:

Fragrance Tas-Hobart Pty Ltd

Document Control

Report Date: 25 June 2020 (supersedes all prior reports)

Prepared By: Carlos Leigh, GradIEAust

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WASTE MANAGEMENT SUMMARY

- The operator, as defined below, shall be responsible for managing the waste system and for developing and implementing adequate safe operating procedures.
- Waste shall be stored within the development (hidden from external view).
- Users shall sort their waste and dispose garbage and recyclables into collection bins (hotel staff shall transfer waste on behalf of the guests).
- Waste shall be collected at the onsite Loading Bay. The collection contractor shall transfer bins between the Bin Store and the waste truck.
- A private contractor shall provide waste collection services.

GLOSSARY

Operator: refers to the Hotel Management, who shall manage site operations (via cleaners, housekeepers, and contractors, if required).

User: refers to guests, hotel staff, and commercial tenants, who shall utilise the waste system.

1 SPACE AND SYSTEM FOR WASTE MANAGEMENT**1.1 Development Description and Use**

This development shall consist of a hotel and commercial tenancies (floor-areas are stated in Table 1, below).

1.2 Estimated Garbage and Recycling Generation

The following table summarises the waste estimate (m³/week):

Table 1: Waste Estimate

| Waste Source | Base Qty (est.) | Garbage | Commingled Recycling |
|---------------------------------|------------------------------|--------------|----------------------|
| Hotel Rooms | No. of rooms = 176 | 6.16 | 1.76 |
| Hotel Conference | area (m ²) = 120 | 1.20 | 0.60 |
| Hotel Restaurant | area (m ²) = 342 | 10.03 | 2.74 |
| Hotel Café | area (m ²) = 110 | 1.16 | 0.62 |
| Hotel Amenities/Admin | area (m ²) = 400 | 0.32 | 0.16 |
| Retail (shops) UG | area (m ²) = 62 | 0.22 | 0.22 |
| TOTAL (m³/wk) | | 19.08 | 6.09 |

Note: Waste figures are based on adjusted Sustainability Victoria Guidelines.

1.3 Collection Services

Based on the anticipated waste volume, a private contractor shall be required to collect waste. The operator shall choose a waste collection provider, negotiate a service agreement, and pay for these services.

1.4 Location, Equipment, and System Used for Managing Waste

The waste management system is summarised as follows:

- Internal receptacles in rooms/work/amenity areas.
- Bin Store at Lower Ground Level.
- Collection bins (kept within the Bin Store - refer to Table 2).

The various collection waste-streams are summarised as follows:

Garbage: General waste shall be placed in tied plastic bags and stored within bins.

Recycling: All recyclables shall be commingled into a single type of collection bin (for paper, cardboard, glass, aluminium, steel, and plastics). If required, separate glass bins shall be provided.

Green Waste: Based on minor landscaping, minimal garden waste generation is anticipated (however, the operator shall engage a contractor, if required).

Compost: At this development, composting is considered impractical, as there would be minimal onsite demand for compost.

Other Waste Streams: The disposal of hard/electronic/liquid and other wastes (polystyrene, batteries, paint, chemicals and detox items, etc) shall be organised with the assistance of the operator.

The operator shall arrange the storage of used cooking oil and its collection by a recycler. The operator shall organise grease trap services.

The following table summarises bin quantity/capacity, collection frequency, and area requirements (based on Table 1):

Table 2: Bin Schedule and Collection Frequency

| Waste Source | Waste Stream | Bin Qty | Bin Litres | Collections per Week | Net Area m ² |
|--|------------------|---------|------------|----------------------|-------------------------|
| Whole Development (shared bins) | Garbage | 5 | 1,100 | 4 | 8.0 |
| | Recycling | 2 | 1,100 | 4 | 3.2 |
| | Hard/Other Waste | - | - | At Call | 2.0 |
| Net Waste Storage Area (excludes circulation), m²: | | | | | 13.2 |

Notes:

- Private bins shall be sourced by the operator (either purchased from a supplier or leased from the collection contractor).
- Subject to stakeholders' preference/capability (and as built constraints), bin sizes and quantities can be changed. Also, recyclables can be either commingled or split into bins for separate recycling streams.

1.5 Planning Drawings, Waste Areas, and Management of the Waste System

The plans illustrate sufficient space for onsite bin storage, as required by the above schedule.

Notwithstanding the above, collection days shall be staged appropriately and the operator shall stipulate procedures for effective management of the available space.

1.6 Collection Bin Information

The following bins shall be utilised (see Sect. 4.4 for signage requirements):

Table 3: Bin Details

| Capacity (litres) | Height (mm) | Width (across front, mm) | Depth (side on, mm) | Empty Weight (kg) | Average* Gross Weight (kg) |
|-------------------|-------------|--------------------------|---------------------|-------------------|----------------------------|
| 1100 | 1330 | 1240 | 1070 | 65 | 210 |

Notes:

- * = Average Gross Weight is based on domestic waste studies (which vary subject to locality and waste-type). Expect greater weight for wet or compacted waste.
- Use the above details as a guide only – variations will occur. The above is based on Sulo plastic (HDPE) bins. Also, steel 1100-lt bins could be adopted, STCA.
- For 1100-lt bins, flat lids are recommended (instead of dome lids). However, the operator shall consult with the waste collection contractor to specify and select the appropriate lid.

Table 4: AS 4123.7-2006 Plastic Bin Colour Coding

| Bin | Garbage | Recyclables | Green Waste |
|------------|--------------------|--------------------|--------------------|
| Lid | Red | Yellow | Lime Green |
| Body | Dark Green / Black | Dark Green / Black | Dark Green / Black |

Note: Private bins shall be labelled to identify the waste generator and site address.

2 ACCESS FOR USERS, COLLECTORS, AND COLLECTION VEHICLES**2.1 User Access to Waste Facilities**

Users shall sort their waste and dispose garbage and recyclables into shared collection bins (if required, using a suitable trolley and the lift). Hotel staff shall transfer waste on behalf of the guests.

Note: The operator shall have access to the Bin Store to rotate the bins, ensuring that empty bins are available along the circulation area so that users are able to reach them.

2.2 Collection Arrangements and Access to Waste Facilities

- A private contractor (driver and assistant) shall collect waste at the onsite Loading Bay.
- The collector's assistant shall have access to the Bin Store and transfer bins to the truck and back to the store (the driver shall remain with the truck).
- The waste collection shall be carried-out by rear-lift vehicles (nom. 7.5m long, 4m operational height, and 22 tonnes gross vehicle mass).

3 AMENITY, LOCAL ENVIRONMENT, AND FACILITY DESIGN**3.1 Noise Minimisation Initiatives**

- Collection bins shall feature rubber castors for quiet rolling during transfers.
- Waste areas shall meet BCA and AS2107 acoustic requirements.
- Local laws shall be observed for all operations in public and private areas.
- For private services, the hours of waste collections shall be as specified in Council's local laws. The waste collector shall protect the acoustic amenity by minimising noise during the collection, to the satisfaction of the responsible authority.
- Also, the Environment Protection Policy (Noise) regulations shall be observed to protect the acoustic amenity of the development and surroundings.

3.2 Litter Reduction and Prevention of Stormwater Pollution

The operator shall be responsible for:

- Promoting adequate waste disposal into the bins (to avoid waste-dumping).
- Securing the waste areas (whilst affording access to users/staff/contractors).
- Preventing overfilled bins, keeping lids closed and bungs leak-free.
- Abating any site litter and taking action to prevent dumping and/or unauthorised use of waste areas.
- Requiring the collection contractor to clean-up any spillage that might occur when clearing bins.

The above will minimise the dispersion of site litter and prevent stormwater pollution (thus avoiding impact to the local amenity and environment).

3.3 Ventilation, Washing, and Vermin-Prevention Arrangements

Waste areas shall feature:

- Ventilation in accordance with Australian Standard AS1668.
- Tight-fitting doors (all other openings shall have vermin-proof mesh or similar).
- Impervious flooring (also, smooth, slip-resistant, and appropriately drained).
- A graded bin wash area, hot and cold mixing hosecocks, hose, and a suitable floor-waste connected in accordance with relevant authority requirements (alternatively, the operator shall engage a contractor to conduct off-site bin washing). The bin and wash areas may overlap, as stored bins can be moved so that a bin can be washed.

The operator shall regularly clean waste areas/equipment. Also, access doors and bin-lids shall be kept closed.

3.4 Design and Aesthetics of Waste Storage Areas and Equipment

Waste shall be placed within collection bins and stored in designated onsite areas (hidden from external view). Following waste collection activities, bins shall be returned to the storage areas as soon as practicable.

Waste facilities shall be constructed of durable materials and finishes, and maintained to ensure that the aesthetics of the development are not compromised. These facilities and associated passages shall be suitably illuminated (this provides comfort, safety, and security to users, staff, and contractors). Access doors shall feature keyless opening from within.

The design and construction of waste facilities and equipment shall conform to the Building Code of Australia, Australian Standards, and local laws.

4 MANAGEMENT AND SUSTAINABILITY

4.1 Waste Sorting, Transfer, and Collection Responsibilities

Garbage shall be placed within tied plastic bags prior to transferring into collection bins. Cardboard shall be flattened and recycling containers un-capped, drained, and rinsed prior to disposal into the appropriate bin. Bagged recycling is not permitted.

Refer to Section 2 for waste transfer requirements and collection arrangements.

4.2 Facility Management Provisions to Maintain & Improve the Waste System

The operator shall manage site operations (refer to the glossary in page 2).

It shall be the responsibility of the operator to maintain all waste areas and components, to the satisfaction of users, staff, and the relevant authority (users shall maintain their internal waste receptacles).

The operator shall ensure that maintenance and upgrades are carried-out on the facility and components of the waste system. When required, the operator shall engage an appropriate contractor to conduct services, replacements, or upgrades.

4.3 Arrangements for Protecting Waste Equipment from Theft and Vandalism

It shall be the responsibility of the operator to protect the equipment from theft and vandalism. This shall include the following initiatives:

- Secure the waste areas.
- Label bins according to property address.
- Waste bins shall be collected within the onsite Loading Bay (bins shall not be placed on the street).

4.4 Arrangements for Bins/Equipment Labelling and Ensuring Users and Staff are Aware of How to Use the Waste System Correctly

- The operator shall provide appropriate signage for the bins. Signage is available at the following internet address: www.sustainability.vic.gov.au.
- The operator shall publish/distribute "house rules" and educational material to:
 - Inform users/staff about the waste management system and the use/location of the associated equipment (provide the summary in page 2 of this report).
 - Improve facility management results (lessen equipment damage, reduce littering, and achieve cleanliness).
 - Advise users/staff to sort and recycle waste with care to reduce contamination of recyclables.

4.5 Sustainability and Waste Avoidance/Reuse/Reduction Initiatives

The *Tasmanian Waste & Resource Management Strategy* outlines principles of waste reduction, sustainability and best practice in waste management and lays the foundations for longer term waste management planning. The Strategy provides a framework for the coordinated management and delivery of priority waste prevention, recycling and resource recovery initiatives and services.

From a design perspective, the development shall support state regulations by providing an adequate waste system with ability to sort waste.

The operator shall promote the observance of these regulations (where relevant and practicable) and encourage users and staff to participate in minimising the impact of waste on the environment. For improved sustainability, the operator shall consider the following:

- Observe the waste hierarchy in the *Tasmanian Waste & Resource Management Strategy* (in order of preference): a) waste avoidance, b) reduction, c) reuse, d) recycle, e) recovery of energy, f) treatment, and g) disposal.
- Peruse the EPA Tasmania website: www.epa.tas.gov.au.
- Participate in Council and in-house programs for waste minimisation.
- Establish waste reduction and recycling targets; including periodic waste audits, keeping records, and monitoring of the quantity of recyclables found in landfill-bound bins (sharing results with users/staff).

4.6 Waste Management Plan Revisions

For any future appropriate Council request, changes in legal requirements, changes in the development's needs and/or waste patterns (waste composition, volume, or distribution), or to address unforeseen operational issues, the operator shall be responsible for coordinating the necessary Waste Management Plan revisions, including (if required):

- A waste audit and new waste strategy.
- Revision of the waste system (bin size/quantity/streams/collection frequency).
- Re-education of users/staff.
- Revision of the services provided by the waste collector(s).
- Any necessary statutory approval(s).

5 SUPPLEMENTARY INFORMATION

- The operator shall ensure that bins are not overfilled or overloaded.
- Waste incineration devices are not permitted, and offsite waste treatment and disposal shall be carried-out in accordance with regulatory requirements.
- For bin traffic areas, either level surfaces (smooth and without steps) or gentle ramps are recommended, including a roll-over kerb or ramp. Should ramp gradients, bin weight, and/or distance affect the ease/safety of bin transfers, the operator shall consider the use of a suitable tug.
- The operator and waste collector shall observe all relevant OH&S legislation, regulations, and guidelines. The relevant entity shall define their tasks and:
 - Comply with Worksafe Victoria's Occupational Health and Safety Guidelines for the Collection, Transport and Unloading of Non-hazardous Waste and Recyclable Materials (June 2003).
 - Assess the Manual Handling Risk and prepare a Manual Handling Control Plan for waste and bin transfers.
 - Obtain and provide to staff/contractors equipment manuals, training, health and safety procedures, risk assessments, and adequate personal protective equipment (PPE) to control/minimise risks/hazards associated with all waste management activities. As a starting point, these documents and procedures shall address the following:

| Task (to be confirmed) | Hazard (TBC) | Control Measures (TBC) |
|---|---|--|
| Sorting waste and cleaning the waste system | Bodily puncture. Biological & electrical hazards | Personal protective equipment (PPE). Develop a waste-sorting procedure |
| Bin manual handling | Sprain, strain, crush | PPE. Maintain bin wheel-hubs. Limit bin weight. Provide mechanical assistance to transfer bins. |
| Bin transfers and emptying into truck | Vehicular strike, run-over | PPE. Develop a Hazard Control Plan for transfers and collections. Maintain visibility. Use a mechanical bin-tipper |
| Truck access (reversing & manoeuvring) | Vehicular incident, strike, run-over | PPE. Use a trained spotter. Develop a truck-manoeuving and traffic-control procedure. |

Note: The above shall be confirmed by a qualified OH&S professional who shall also prepare site-specific assessments, procedures, and controls (refer to Section 6).

6 CONTACT INFORMATION

Hobart City Council (local Council), ph 03 6238 2711

Veolia (private waste collector), ph 13 29 55

Visy (private waste collector), ph 13 84 79

Eco-Safe Technologies (odour control equipment supplier), ph 03 9706 4149

FJP Safety Advisors Pty Ltd (OH&S consultant), ph 03 9255 3660

Electrodrive Pty Ltd (tug & trailer supplier – for bin transfers), ph 1800 033 002

Sabco Commercial (supplier of cleaner's trolleys), ph 1800 066 522

Sulo MGB Australia (bin supplier), ph 1300 364 388

Note: The above includes a complimentary listing of contractors and equipment suppliers. The stakeholders shall not be obligated to procure goods/services from these companies. Leigh Design does not warrant (or make representations for) the goods/services provided by these suppliers.

7 LIMITATIONS

The purpose of this report is to document a Waste Management Plan, as part of a Planning Permit Application.

This report is based on the following conditions:

- Operational use of the development (excludes demolition/construction stages).
- Drawings and information supplied by the project architect.
- The figures presented in this report are estimates only. The actual amount of waste will depend on the development's occupancy rate and waste generation intensity, the user's disposition toward waste and recycling, and the operator's approach to waste management. The operator shall make adjustments, as required, based on actual waste volumes (if the actual waste volume is greater than estimated, then the number of bins and/or the number of collections per week shall be increased, STCA).
- This report shall not be used to determine/forecast operational costs, or to prepare feasibility studies, or to document operational/safety procedures.

8.5 Appendix E – Hobart City Council landowner consent

URBAN DESIGN ADVISORY PANEL

MINUTES

MINUTES OF A MEETING OF THE URBAN DESIGN ADVISORY PANEL
HELD AT 1:00 PM ON TUESDAY 6 JULY 2021 IN THE
LADY OSBORNE ROOM

28 & 30 Davey Street – PLN-20-499

The Panel met to discuss the proposal in detail and the advice below is provided for the consideration of the proponents and officers.

Description:

The planning application proposes the demolition of all existing buildings, and the construction of a new hotel with 13 floors (plus roof and rooftop plant enclosure), containing 176 hotel rooms, conference facilities including a 90 seat conference hall, meeting spaces, a restaurant, a café/bar, a retail space, a pool, a gym, a spa, two levels of above ground (at Despard Street) carparking (24 spaces) and works in, over and under the Brooke Street and Despard Street road reservations.

The building is proposed to have a height of approximately 39.6 metres above Despard Street (34.3m above Davey Street), with a rooftop plant enclosure with a height of approximately 2.1 meters. The total gross floor area of the proposed building is 9,370m².

The proposed building is finished externally with a combination of materials – faceted mirrored, folded glass panels, dark tinted glazing, sandstone of varying textures, pre-cast concrete panels, stainless steel mesh balustrades and handrails, and granite pavers.

Comments:

The proposal was referred to the Panel as a pre-application at its 13 May 2019 meeting. The Panel was broadly not supportive of the proposal.

The most significant change from the earlier design is the removal of the public staircase connecting Davey Street to Brooke Street, and its replacement with a staircase that is external, but adjacent to the side of the proposed building. By removing and locating the stairs in that position, the role of the stairs will no longer be a piece of public domain, as it will appear the proponent's by design. The awning will link the stairs back to the building and not to the public realm, and is really a 'gesture' than providing weather protection. The proposed awning height on Davey Street is of a height that would provide limited shelter and is inconsistent with the existing adjacent streetscape.

**URBAN DESIGN ADVISORY PANEL
MINUTES
6 July 2021**

The new location will however bring the stairs closer to Despard Street and people approaching the area from the waterfront, but the Panel noted this would come at a disadvantage to the proposed tenancy on the ground floor which would be mostly screened by the stair structure. The Panel acknowledged that Brooke Street is an important yet currently underutilised public space and a future activation of Brooke Street is undermined by the proposed new stair.

The Panel felt the proposal hasn't addressed the previous concerns of the Panel (May 2019) of the building being too high and agreed that two or three levels lower would result in a more desirable stepping in height to Davey Street and a reduced impact on the Cove.

The Panel were of the view that the proposal is monolithic in its common façade treatment to all sides, which is at odds to the Scheme's intent for buildings to be compatible. The general bulk and façade glazing makes the building overwhelming. The Panel found it difficult to reconcile how the height and bulk of the building represent the topographic character, particularly with regards to the location being an integral part of the escarpment.

In addition the impact of the proposed building on heritage-listed Franklin Square above the escarpment, will dramatically reduce outlook and connection to the Cove.

The Panel also acknowledged issues around traffic for the site, noting that the design of the building is very much centred on entry through the Davey Street frontage, rather than any particular treatment for guests that may access through Brooke Street. The Panel were concerned the proposal as presented does not have a coherent strategy for the usual guest drop-off and pick-up associated with a hotel of this standard, instead the proponents referred to the use of existing streets to accommodate these functions. The panel also noted that for patrons arriving at the Brooke Street frontage that in the absence of an escalator, access to lifts were indirect, being via the carpark.

The Panel noted that the previous minutes from the UDAP meeting were still relevant and issues have not been addressed to their satisfaction with no overriding rationale or developed solution, especially for building height and bulk, noting also that the design of the ground plane public realm must be an enhancement of the area.

URBAN DESIGN ADVISORY PANEL

MINUTES

MINUTES OF A MEETING OF THE URBAN DESIGN ADVISORY PANEL
HELD AT 10.00 AM ON MONDAY 13 MAY 2019
IN THE LADY OSBORNE ROOM, TOWN HALL

Pre-Application Review – 28-30 Davey Hobart - Demolition of the existing buildings at 28 and 30 Davey Street to make way for an 11 storey hotel containing 176 rooms.

The Panel subsequently met in camera to discuss the proposal in detail and the advice below is provided for the consideration of the proponents, officers and Aldermen.

Description:

This planning application proposes demolition of the existing buildings at 28 and 30 Davey Street to make way for an 11 storey hotel containing 176 rooms.

The hotel on the dual frontage site will feature its main pedestrian entrance to the lobby and reception from the upper ground floor level fronting Davey Street, which will also feature a restaurant and cafe. The level above (first floor) is to include a pool, gym, sauna, and spa centre plus conference facilities with levels 2 to 9 providing hotel accommodation in the form of one bedroom apartments and level 10 containing plant room and equipment. The two levels fronting Despard Street will provide vehicle access to 34 car parking spaces with pedestrian access via internal stairway on the corner of Brooke Street and Despard Street. The proposed building has a total floor area of 9112m² with the exclusion of the two parking levels.

The design of the building features a faceted reflective cladding/glazing system encasing the curved rectangular form. The remaining solid non-faceted facades will also be finished with a reflective material. The Davey Street elevation includes a transparent double height glazed entrance with an awning extending to the frontage, the transparent glazing extends to Brooke Street and incorporates a central articulated vertical element.

The building extends to a maximum height of 33.22m to the top of the facade on Davey Street and 39.59m above Despard Street

The proponent's architect described the proposed building as a 'signature' building within Sullivans Cove and drew on a number of 'contemporary' international examples of design to justify the approach.

The Architect outlined his understanding of the studies and analyses that underpinned the current Sullivans Cove Planning Scheme.

URBAN DESIGN ADVISORY PANEL
MINUTES
13/5/2019

Specifically he claimed that the development will have no impact on established view corridors and that the scale, height and bulk of the development would be compatible with immediately adjacent buildings.

Comments:

The Panel raised a number of issues in regard to the current proposal.

- While the Panel supports the adoption of a contemporary design approach for this site it felt that the proposed design has failed to adequately respond to the overall architectural and urban design character of the Cove. It has relied on adjacent and nearby existing large buildings within the Cove, to justify the proposed bulk, scale and appearance of the development. While these examples do exist within the Cove they are widely recognised as being out of character with the preferred future for the Cove and should not in the opinion of the Panel be used as seminal examples. The Panel considered that a design better informed with a more detailed analysis of the local character of the area, including the streetscape of Davey Street, and less intent on the creation of a 'signature' building was the preferred approach.
- The Panel listened with interest to the applicant's argument for the acceptance, in this 'escarpment' location, of a building height greater than that stipulated in the Scheme. The panel considered that, while there was some merit in this argument, the proposed building would be too high, and a building 2-3 stories less in height would be a more appropriate transition in the context of the varying heights of neighbouring buildings. Lessening the height will also aid in reducing the wind tunnel effect and increase sunshine and lightness of the space down through Brooke Street. The Panel also felt that the façade treatment and materiality would make the building individually prominent, in conflict with the *Sullivans Cove Planning Scheme 1997*.
- The Panel supports the setback from Davey Street and the awning being aligned with Davey Street but is concerned that Davey Street is not conducive for buses arriving to drop off and pick up guests. Bus movements in Despard Street would also be problematic.
- The Panel considers that the proposal fails to take the opportunity to activate the street edge of Brooke/Despard Street to encourage higher levels of pedestrian activity and movement in the area. To this end the Panel encourages the Council to work with the proponent to achieve an improved level of pedestrian amenity in this area. The Panel also suggested that further consideration be given to making the main hotel entry from Brooke/Despard Street. Relocating the entry would likely require significant changes to the traffic and pedestrian management arrangements in Brooke and Despard Streets. These changes would be subject to the approval of the Hobart City Council and would be of considerable interest to adjacent property

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owners. As such they may prove to be unacceptable and therefore unachievable, especially given the scale of the current development proposal. The façade treatment of the elevations facing the Cove, especially at the lower levels should also respond to the more prevalent heritage characteristics of the Cove.

- The Proposal provides opportunity for historical interpretation. Mention is made of acknowledging the association of the original Government House and timber milling with this site. This connection would appear to be somewhat tenuous and as such this interpretation is questioned; there is a danger of trivialising the very serious and significant heritage associations within Sullivans Cove.

**12 120 POTTERY ROAD, LENA VALLEY, AND ADJACENT ROAD RESERVE
- DWELLING
PLN-21-44 - FILE REF: F21/74870**

Address: 120 Pottery Road, Lenah Valley and Adjacent Road Reserve

Proposal: Dwelling

Expiry Date: 2 August 2021

Extension of Time: Not applicable

Author: Adam Smee

RECOMMENDATION

That pursuant to the *Hobart Interim Planning Scheme 2015*, the City Planning Committee, in accordance with the delegations contained in its terms of reference, approve the application for dwelling at 120 Pottery Road, Lenah Valley 7008 and adjacent road reserve for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-21-44 - 120 POTTERY ROAD LENA VALLEY TAS 7008 - Final Planning Documents.

Reason for condition

To clarify the scope of the permit.

ENG sw1

Prior to first occupation or commencement of use (whichever occurs first), all stormwater from the proposed development (including but not limited to: roofed areas, ag drains, retaining wall ag drains, and impervious surfaces, such as driveways and paved areas) must be drained to the Council's stormwater infrastructure.

Advice:

Under section 23 of the Urban Drainage Act 2013 it is an offence for a property owner to direct stormwater onto a neighbouring property.

Reason for condition

To ensure that stormwater from the site will be discharged to a suitable Council approved outlet.

ENG sw4

The new stormwater connection must be constructed and existing abandoned connections sealed by the Council at the owner's expense, prior to the first occupation.

Detailed engineering drawings must be submitted and approved as part of an application for a new stormwater connection, prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first).

The detailed engineering drawings must include:

1. the location of the proposed connection; and
2. the size of the connection appropriate to satisfy the needs of the development.

All work required by this condition must be undertaken in accordance with the approved detailed engineering drawings.

Advice:

The applicant is advised to submit detailed design drawings via a Council City Amenity Division [application for a new stormwater connection](#). If detailed design to satisfy this condition is submitted via the planning condition endorsement process there may be fees associated with the assessment, and once approved the applicant will still need to submit an application for a new stormwater connection with Council City Amenity Division.

Where building / plumbing approval is also required, it is recommended that documentation to satisfy this condition is submitted well before submitting documentation for building/plumbing approval. Failure to address planning condition requirements prior to submitting for building/plumbing approval may result in unexpected delays.

Reason for condition

To ensure the site is drained adequately.

ENG sw6

All stormwater from the proposed development (including hardstand runoff) must be discharged to the Council's stormwater infrastructure with sufficient receiving capacity prior to first occupation. All costs associated with works required by this condition are to be met by the owner.

Design drawings and calculations of the proposed stormwater drainage and connections to the Council's stormwater infrastructure must be submitted and approved prior to the commencement of work. The design drawings and calculations must:

1. prepared by a suitably qualified person; and
2. include long section(s)/levels and grades to the point of discharge.

All work required by this condition must be undertaken in accordance with the approved design drawings and calculations.

Advice:

The applicant is advised to submit detailed design drawings and calculations as part of their Plumbing Permit Application. If detailed design to satisfy this condition is submitted via the planning condition endorsement process there may be fees associated with the assessment, and once approved the applicant will still need to obtain a plumbing permit for the works.

Reason for condition

To ensure that stormwater from the site will be discharged to a suitable Council approved outlet.

SW 9

Prior to occupancy or the commencement of the approved use (whichever occurs first), detention for stormwater discharges from the development must be installed.

A stormwater design must be submitted and approved as a Condition Endorsement, prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The design must be prepared by a suitably qualified engineer and must:

1. include detailed design and supporting calculations of the detention tank showing:
 - a. detention tank sizing such that there is no increase in flows from the developed site up to 5% AEP event and no worsening of flooding;
 - b. the layout, the inlet and outlet (including long section), outlet size, overflow mechanism and invert level;
 - c. the discharge rates and emptying times; and
 - d. all assumptions must be clearly stated;
2. include a supporting maintenance plan, which specifies the required maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.

All work required by this condition must be undertaken and maintained in accordance with the approved stormwater management report and design.

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

ENG 2a

Prior to first occupation or commencement of use (whichever occurs first), vehicular barriers compliant with the Australian Standard AS/NZS 1170.1:2002 must be installed to prevent vehicles running off the edge of an access driveway or parking module (parking spaces, aisles and manoeuvring area) where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops (kerb) must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit.

Advice:

The Council does not consider a slope greater than 1 in 4 to constitute a lower level as described in AS/NZS 2890.1:2004 Section 2.4.5.3. Slopes greater than 1 in 4 will require a vehicular barrier or wheel stop.

Designers are advised to consult the [National Construction Code 2016](#) to determine if pedestrian handrails or safety barriers compliant with the NCC2016 are also required in the parking module this area may be considered as a path of access to a building.

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the standard.

ENG 3a

Prior to first occupation or commencement of use (whichever occurs first), the access driveway, and parking module (parking spaces, and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS 2890.1:2004 (including the requirement for vehicle safety barriers where required), or a Council approved alternate design certified by a suitably qualified engineer to provide a safe and efficient access, and enable safe, easy and efficient use.

Advice:

It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.

Reason for condition

To ensure the safety of users of the access and parking module, and compliance with the relevant Australian Standard.

ENG 3b

The access driveway, and parking module (parking spaces, and manoeuvring area) design must be submitted and approved as a Condition Endorsement, prior to the commencement of work, and issuing of any approval under the *Building Act 2016*.

The access driveway, and parking module (parking spaces, and manoeuvring area) design must:

1. Be prepared and certified by a suitably qualified engineer,
2. Be generally in accordance with the Australian Standard AS/NZS 2890.1:2004,
3. Where the design deviates from AS/NZS2890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use, and
4. Show dimensions, levels, gradients and transitions, and any other details as Council deem necessary to satisfy the above requirement.

Advice:

This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.

Reason for condition

To ensure the safety of users of the access and parking module, and compliance with the relevant Australian Standard.

ENG 3c

The access driveway, and parking module (parking spaces, and manoeuvring area) must be constructed in accordance with the design drawings approved by Condition ENG 3b.

Prior to first occupation or commencement of use (whichever occurs first), documentation by a suitably qualified engineer certifying that the access driveway and parking module has been constructed in accordance with the above drawings must be lodged with Council.

Advice:

Certification may be submitted to Council as part of the Building Act 2016 approval process or via condition endorsement (see general advice on how to obtain condition endorsement)

Reason for condition

To ensure the safety of users of the access and parking module, and compliance with the relevant Australian Standard.

ENG 4

The access driveway, and parking module (parking spaces, and manoeuvring area) approved by this permit must be constructed to a sealed standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) and surface drained to the Council's stormwater infrastructure.

Reason for condition

To ensure the safety of users of the access driveway and parking module, and that it does not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

ENG 1

Any damage to council infrastructure resulting from the implementation of this permit, must, at the discretion of the Council:

1. Be met by the owner by way of reimbursement (cost of repair and reinstatement to be paid by the owner to the Council); or
2. Be repaired and reinstated by the owner to the satisfaction of the Council.

A photographic record of the Council's infrastructure adjacent to the subject site must be provided to the Council prior to any commencement of works.

A photographic record of the Council's infrastructure (e.g. existing property service connection points, roads, buildings, stormwater, footpaths, driveway crossovers and nature strips, including if any, pre-existing damage) will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council a photographic record of the Council's infrastructure, then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.

Reason for condition

To ensure that any of the Council's infrastructure and/or site-related service connections affected by the proposal will be altered and/or reinstated at the owner's full cost.

ENV 1

Sediment and erosion control measures sufficient to prevent sediment from leaving the site must be installed prior to any disturbance of the site, and maintained until all areas of disturbance have been stabilized or re-vegetated.

Advice:

For further guidance in preparing a Soil and Water Management Plan – in accordance with Fact sheet 3 Derwent Estuary Program click [here](#).

Reason for condition

To avoid the sedimentation of roads, drains, natural watercourses, Council land that could be caused by erosion and runoff from the development, and to comply with relevant State legislation.

ADVICE

The following advice is provided to you to assist in the implementation of the planning permit that has been issued subject to the conditions above. The advice is not exhaustive and you must inform yourself of any other legislation, by-laws, regulations, codes or standards that will apply to your development under which you may need to obtain an approval. Visit the Council's [website](#) for further information.

Prior to any commencement of work on the site or commencement of use the following additional permits/approval may be required from the Hobart City Council.

CONDITION ENDORSEMENT

If any condition requires that further documents are submitted and approved, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's [online services e-planning portal](#). Detailed instructions can be found [here](#).

A fee of 2% of the value of the works for new public assets (stormwater infrastructure, roads and related assets) will apply for the condition endorsement application.

Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied).

Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016*. Click [here](#) for more information.

This is a Discretionary Planning Permit issued in accordance with section 57 of the *Land Use Planning and Approvals Act 1993*.

PLUMBING PERMIT

You may need plumbing approval in accordance with the *Building Act 2016*, *Building Regulations 2016* and the National Construction Code. Click [here](#) for more information.

OCCUPATION OF THE PUBLIC HIGHWAY

You may require a Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve). Click [here](#) for more information.

STORMWATER

Please note that in addition to a building and/or plumbing permit, development must be in accordance with the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

WORK WITHIN THE HIGHWAY RESERVATION

Please note development must be in accordance with the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION



If a coloured or textured surface is used for the driveway access within the Highway Reservation, the Council or other service provider will not match this on any reinstatement of the driveway access within the Highway Reservation required in the future.

FEES AND CHARGES

Click [here](#) for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click [here](#) for dial before you dig information.

- Attachment A: PLN-21-44 - 120 POTTERY ROAD LENA VALLEY TAS 7008
 - Planning Committee or Delegated Report ↓ 
- Attachment B: PLN-21-44 - 120 POTTERY ROAD LENA VALLEY TAS 7008
 - CPC Agenda Documents ↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report: Committee
Committee: 2 August 2021
Expiry Date: 2 August 2021
Application No: PLN-21-44
Address: 120 POTTERY ROAD , LENA VALLEY
ADJACENT ROAD RESERVE
Applicant: Lillian Cox
250 Murray Street
Proposal: Dwelling
Representations: One representation.
Performance criteria: General Residential Zone: Setbacks and building envelope for all dwellings
Parking and Access Code: Design of Vehicular Accesses and Layout of
Parking Areas.

1. Executive Summary

- 1.1 Planning approval is sought for a dwelling at 120 Pottery Road, Lenah Valley and adjacent road reserve.
- 1.2 More specifically the proposal includes construction of a dwelling and associated access and services on the above property. The proposed dwelling would be two storey and have a footprint of approximately 152m². A new crossover and lead-in would be constructed at the north-western corner of the property and within the adjacent road reserve in order to provide access from Pottery Road. The development access existing service connections on the site.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 10.0 General Residential Zone - 10.4 Development Standards for Dwellings
 - 1.3.2 E6.0 Parking and Access Code - E6.7 Development Standards
- 1.4 One (1) representation objecting to the proposal was received within the statutory advertising period between 14 and 28 July 2021.

- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the City Planning Committee because the application includes Council land.

2. Site Detail

- 2.1 The proposed development site is a residential property within the Lenah Valley area. The property is rectangular in shape and has an area of 713m². The property has frontage to Pottery Road on its north-western boundary. The site is vacant and has been cleared of native vegetation. The land slopes gradually downward from the south-eastern corner to the north-western corner of the property. The site is surrounded by established residential use and development.



Figure 1: aerial view of site (outlined in blue) and surrounding area.

3. Proposal

- 3.1 Planning approval is sought for a dwelling at 120 Pottery Road, Lenah Valley and adjacent road reserve.
- 3.2 More specifically the proposal includes construction of a dwelling and associated access and services on the above property. The proposed dwelling would be two storey and have a footprint of approximately 152m². A new crossover and lead-in would be constructed at the north-western corner of the property and within the adjacent road reserve in order to provide access from Pottery Road. The development would access existing service connections on the site.

4. Background

- 4.1 Council received the application upon 27 January 2021 and issued a request for additional information upon 10/2/2021. As the information provided in response to this request included work within the adjacent road reserve, the applicant was informed upon 20/5/2021 that the application was invalid as the consent of Council's General Manager had not been provided for the application to be made. This consent was provided upon 24/6/2021 and Council's request for additional information was satisfied upon 5/7/2021.

5. Concerns raised by representors

- 5.1 One (1) representation objecting to the proposal was received within the statutory advertising period.
- 5.2 The following table outlines the concerns raised in the representations received. Those concerns which relate to a discretion invoked by the proposal are addressed in Section 6 of this report.

| |
|---|
| "I am struggling to understand why this build needs to be outside the building envelope? How much higher will the building be over the envelope? It is not clear to me from the plans. My wife and I are not opposed to development but we are struggling to understand why a building of this size is proposed for this site?" |
|---|

6. Assessment

- 6.1 The *Hobart Interim Planning Scheme 2015* is a performance based planning scheme. To meet an applicable standard, a proposal must demonstrate compliance with either an acceptable solution or a performance criterion. Where a proposal complies with a standard by relying on one or more performance criteria, the Council may approve or refuse the proposal on that basis. The ability to approve or refuse the proposal relates only to the performance criteria relied on.
- 6.2 The site is located within the General Residential Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 There is no existing use as the site is currently vacant. The proposed use is a single dwelling within the planning scheme's Residential use class. The proposed use is a permitted use in the above zone.

- 6.4 The proposal has been assessed against:
- 6.4.1 10.0 General Residential Zone
 - 6.4.2 E6.0 Parking and Access Code
 - 6.4.3 E7.0 Stormwater Management Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 10.0 General Residential Zone:
 - 10.4.2 Setbacks and building envelope for all dwellings P3*
 - 6.5.2 E6.0 Parking and Access Code:
 - E6.7.2 Design of Vehicular Accesses,*
 - E6.7.5 Layout of Parking Areas.*
- 6.6 The relevant performance criteria are assessed below.
- 6.7 *10.4.2 Setbacks and building envelope for all dwellings P3*
- 6.7.1 The acceptable solution A3(a) at clause *10.4.2* requires a dwelling to be contained within a prescribed building envelope.
 - 6.7.2 The proposal includes a dwelling that would not be contained within the prescribed building envelope. The proposed dwelling would not be contained within the building envelope determined relative to the site's
 - 6.7.3 The proposal does not comply with the above acceptable solution and therefore relies upon assessment against the below performance criterion.
 - 6.7.4 The performance criterion P3 at clause *10.4.2* provides as follows:
 - The siting and scale of a dwelling must:*
 - (a) not cause unreasonable loss of amenity by:*
 - (i) reduction in sunlight to a habitable room (other than a bedroom) of a*

dwelling on an adjoining lot; or

(ii) overshadowing the private open space of a dwelling on an adjoining lot; or

(iii) overshadowing of an adjoining vacant lot; or

(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and

(b) provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

- 6.7.5 The shadow diagrams provided with the application demonstrate that on 21 June the proposed development would only overshadow the adjoining lot to the south, at 122 Pottery Road. The shadow diagrams further illustrate that the development would not overshadow this property at 3pm and would have only very limited impact at midday upon this day. The shadow diagrams suggest that at 9am on 21 June, the proposed dwelling would overshadow the central and north-western parts of the adjoining property that are adjacent to the boundary with the site. However, the development would not overshadow the existing dwelling at 122 Pottery Road at this time as the latter occupies the eastern part of the property.
- 6.7.6 The dwelling at 122 Pottery Road has a ground floor level that is above the level of the site. While there may be some limited overshadowing impact upon this dwelling between 9am and midday on 21 June as a result of the development, the part most likely to be affected is a garage. Therefore, the proposal would not cause a reduction in sunlight to a habitable room of a dwelling on an adjoining lot. The proposal would also not cause significant overshadowing of private open space upon an adjoining lot as the affected parts of the property to the south are mostly taken up by a driveway. The shadow diagrams suggest that the development is unlikely to overshadow a deck on the northern side of the dwelling on this property. The site is not adjacent to a vacant lot.
- 6.7.7 While the proposed dwelling would be two storey, it is not considered likely to have an unreasonable visual impact upon adjoining lots, as this impact would be mitigated by several factors. Firstly, the site is within an area where there are several other two storey dwellings. The dwellings on the adjoining lots to the north and south (118 and 122 Pottery Road) are two storey and there are several other two storey dwellings nearby on the eastern side of Pottery Road. Therefore, the visual impact of a two storey dwelling on the site would not be unexpected or unusual. Secondly, the windows within the houses on the adjoining lots to the north and south are generally orientated toward Pottery Road rather than toward the site.

While there is a deck on the northern side of the dwelling to the south, sufficient separation would be provided between the development and this deck to ensure that it does not have an unreasonable visual impact upon the latter. A setback of approximately 5.7m is proposed from the site's south-western boundary for the two storey elements of the proposed building. While a lesser setback is proposed for the one-storey elements they are not considered likely to have a significant visual impact given their reduced height and bulk.

6.7.8 The proposed development would be provided with relatively generous side and rear boundary setbacks. The minimum side boundary setback proposed is 3m while the development would have a minimum setback from the site's rear boundary of approximately 11.7m. The existing side and rear boundary setbacks found in the surrounding area vary but generally similar side setbacks and large rear setbacks are found. Therefore, the proposal would provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area.

6.7.9 The proposal complies with the above performance criterion.

6.8 *E6.7.2 Design of Vehicular Accesses*

6.8.1 The acceptable solution at clause *E6.7.2* requires vehicle access points to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of *AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking*.

6.8.2 The proposal includes a vehicle access point that does not comply with the above section of the Australian Standard.

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

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

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

(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;

(b) avoidance of unreasonable interference with the flow of traffic on

adjoining roads;

(c) suitability for the type and volume of traffic likely to be generated by the use or development;

(d) ease of accessibility and recognition for users.

6.8.5 Council's Development Engineer has assessed the proposed vehicle access point and advised that "the lack of detailed sight lines may be accepted under Performance Criteria P1, E6.7.2 of the Planning Scheme; given the location of the access and driveway, the low volume of traffic on the road from which the residential property gains access, and surrounding properties exhibiting similar access provisions".

6.8.6 The proposal complies with the performance criterion.

6.9 *E6.7.5 Layout of Parking Areas*

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

6.9.2 The proposal includes car parking spaces that do not comply with the above section of the Australian Standard.

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

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

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

6.9.5 Council's Development Engineer has assessed the proposed layout of car parking spaces and advised that the above performance criterion appears to be met.

6.9.6 The proposal complies with the above performance criterion.

7. Discussion

- 7.1 Planning approval is sought for a dwelling at 120 Pottery Road, Lenah Valley and adjacent road reserve.
 - 7.2 The application was advertised and no representations were received.
 - 7.2 The application was advertised and received one representation. The representation raised queries regarding the proposed development's compliance with the relevant building envelope. The representor was contacted and advised that the proposal may be approved if it does not comply with this standard as the planning scheme is a performance based scheme.
 - 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to comply.
 - 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer. The officers have raised no objection to the proposal, subject to conditions.
 - 7.5 The proposal is recommended for approval.
- 8. Conclusion**
- 8.1 The proposed dwelling at 120 Pottery Road, Lenah Valley and adjacent road reserve, satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015* and is recommended for approval.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the City Planning Committee, in accordance with the delegations contained in its terms of reference, approve the application for dwelling at 120 Pottery Road, Lenah Valley and adjacent road reserve for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-21-44 - 120 POTTERY ROAD LENA VALLEY TAS 7008 - Final Planning Documents.

Reason for condition

To clarify the scope of the permit.

ENG sw1

Prior to first occupation or commencement of use (whichever occurs first), all stormwater from the proposed development (including but not limited to: roofed areas, ag drains, retaining wall ag drains, and impervious surfaces, such as driveways and paved areas) must be drained to the Council's stormwater infrastructure.

Advice: Under section 23 of the Urban Drainage Act 2013 it is an offence for a property owner to direct stormwater onto a neighbouring property.

Reason for condition

To ensure that stormwater from the site will be discharged to a suitable Council approved outlet.

ENG sw4

The new stormwater connection must be constructed and existing abandoned connections sealed by the Council at the owner's expense, prior to the first occupation.

Detailed engineering drawings must be submitted and approved as part of an application for a new stormwater connection, prior to the issuing of any

approval under the *Building Act 2016* or commencement of works (which ever occurs first). The detailed engineering drawings must include:

1. the location of the proposed connection; and
2. the size of the connection appropriate to satisfy the needs of the development.

All work required by this condition must be undertaken in accordance with the approved detailed engineering drawings.

Advice:

The applicant is advised to submit detailed design drawings via a Council City Amenity Division [application for a new stormwater connection](#). If detailed design to satisfy this condition is submitted via the planning condition endorsement process there may be fees associated with the assessment, and once approved the applicant will still need to submit an application for a new stormwater connection with Council City Amenity Division.

Where building / plumbing approval is also required, it is recommended that documentation to satisfy this condition is submitted well before submitting documentation for building/plumbing approval. Failure to address planning condition requirements prior to submitting for building/plumbing approval may result in unexpected delays.

Reason for condition

To ensure the site is drained adequately.

ENG sw6

All stormwater from the proposed development (including hardstand runoff) must be discharged to the Council's stormwater infrastructure with sufficient receiving capacity prior to first occupation. All costs associated with works required by this condition are to be met by the owner.

Design drawings and calculations of the proposed stormwater drainage and connections to the Council's stormwater infrastructure must be submitted and approved prior to the commencement of work. The design drawings and calculations must:

1. prepared by a suitably qualified person; and
2. include long section(s)/levels and grades to the point of discharge.

All work required by this condition must be undertaken in accordance with the approved design drawings and calculations.

Advice:

The applicant is advised to submit detailed design drawings and calculations as part of their Plumbing Permit Application. If detailed design to satisfy this condition is submitted via the planning condition endorsement process there may be fees associated with the assessment, and once approved the applicant will still need to obtain a plumbing permit for the works.

Reason for condition

To ensure that stormwater from the site will be discharged to a suitable Council approved outlet.

SW 9

Prior to occupancy or the commencement of the approved use (whichever occurs first), detention for stormwater discharges from the development must be installed.

A stormwater design must be submitted and approved as a Condition Endorsement, prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The design must be prepared by a suitably qualified engineer and must:

1. include detailed design and supporting calculations of the detention tank showing:
 1. detention tank sizing such that there is no increase in flows from the developed site up to 5% AEP event and no worsening of flooding;
 2. the layout, the inlet and outlet (including long section), outlet size, overflow mechanism and invert level;
 3. the discharge rates and emptying times; and
 4. all assumptions must be clearly stated;
2. include a supporting maintenance plan, which specifies the required maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.

All work required by this condition must be undertaken and maintained in accordance with the approved stormwater management report and design.

Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

ENG 2a

Prior to first occupation or commencement of use (whichever occurs first), vehicular barriers compliant with the Australian Standard AS/NZS1170.1:2002 must be installed to prevent vehicles running off the edge of an access driveway or parking module (parking spaces, aisles and manoeuvring area) where the drop from the edge of the trafficable area to a lower level is 600mm or greater, and wheel stops (kerb) must be installed for drops between 150mm and 600mm. Barriers must not limit the width of the driveway access or parking and turning areas approved under the permit.

Advice:

- *The Council does not consider a slope greater than 1 in 4 to constitute a lower level as described in AS/NZS 2890.1:2004 Section 2.4.5.3. Slopes greater than 1 in 4 will require a vehicular barrier or wheel stop.*
- *Designers are advised to consult the [National Construction Code 2016](#) to determine if pedestrian handrails or safety barriers compliant with the NCC2016 are also required in the parking module this area may be considered as a path of access to a building.*

Reason for condition

To ensure the safety of users of the access driveway and parking module and compliance with the standard.

ENG 3a

Prior to first occupation or commencement of use (whichever occurs first), the access driveway, and parking module (parking spaces, and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 (including the requirement for vehicle safety barriers where required), or a Council approved alternate design certified by a suitably qualified engineer to provide a safe and efficient access, and enable safe, easy and efficient use.

Advice:

- *It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the*

dwelling), as failure to do so may result in difficulty complying with this condition.

Reason for condition

To ensure the safety of users of the access and parking module, and compliance with the relevant Australian Standard.

ENG 3b

The access driveway, and parking module (parking spaces, and manoeuvring area) design must be submitted and approved as a Condition Endorsement, prior to the commencement of work, and issuing of any approval under the *Building Act 2016*.

The access driveway, and parking module (parking spaces, and manoeuvring area) design must:

1. **Be prepared and certified by a suitably qualified engineer,**
2. **Be generally in accordance with the Australian Standard AS/NZS2890.1:2004,**
3. **Where the design deviates from AS/NZS2890.1:2004 the designer must demonstrate that the design will provide a safe and efficient access, and enable safe, easy and efficient use, and**
4. **Show dimensions, levels, gradients & transitions, and any other details as Council deem necessary to satisfy the above requirement.**

Advice:

- *This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.*
- *It is advised that designers consider the detailed design of the access and parking module prior to finalising the Finished Floor Level (FFL) of the parking spaces (especially if located within a garage incorporated into the dwelling), as failure to do so may result in difficulty complying with this condition.*

Reason for condition

To ensure the safety of users of the access and parking module, and compliance with the relevant Australian Standard.

ENG 3c

The access driveway, and parking module (parking spaces, and manoeuvring area) must be constructed in accordance with the design drawings approved by Condition ENG 3b.

Prior to first occupation or commencement of use (whichever occurs first), documentation by a suitably qualified engineer certifying that the access driveway and parking module has been constructed in accordance with the above drawings must be lodged with Council.

Advice:

- *Certification may be submitted to Council as part of the Building Act 2016 approval process or via condition endorsement (see general advice on how to obtain condition endorsement)*

Reason for condition

To ensure the safety of users of the access and parking module, and compliance with the relevant Australian Standard.

ENG 4

The access driveway, and parking module (parking spaces, and manoeuvring area) approved by this permit must be constructed to a sealed standard (spray seal, asphalt, concrete, pavers or equivalent Council approved) and surface drained to the Council's stormwater infrastructure.

Reason for condition

To ensure the safety of users of the access driveway and parking module, and that it does not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.

ENG 1

Any damage to council infrastructure resulting from the implementation of this permit, must, at the discretion of the Council:

1. **Be met by the owner by way of reimbursement (cost of repair and reinstatement to be paid by the owner to the Council); or**
2. **Be repaired and reinstated by the owner to the satisfaction of the Council.**

A photographic record of the Council's infrastructure adjacent to the subject

site must be provided to the Council prior to any commencement of works.

A photographic record of the Council's infrastructure (e.g. existing property service connection points, roads, buildings, stormwater, footpaths, driveway crossovers and nature strips, including if any, pre-existing damage) will be relied upon to establish the extent of damage caused to the Council's infrastructure during construction. In the event that the owner/developer fails to provide to the Council a photographic record of the Council's infrastructure, then any damage to the Council's infrastructure found on completion of works will be deemed to be the responsibility of the owner.

Reason for condition

To ensure that any of the Council's infrastructure and/or site-related service connections affected by the proposal will be altered and/or reinstated at the owner's full cost.

ENV 1

Sediment and erosion control measures sufficient to prevent sediment from leaving the site must be installed prior to any disturbance of the site, and maintained until all areas of disturbance have been stabilized or re-vegetated.

Advice: For further guidance in preparing a Soil and Water Management Plan – in accordance with Fact sheet 3 Derwent Estuary Program click [here](#).

Reason for condition

To avoid the sedimentation of roads, drains, natural watercourses, Council land that could be caused by erosion and runoff from the development, and to comply with relevant State legislation.

ADVICE

The following advice is provided to you to assist in the implementation of the planning permit that has been issued subject to the conditions above. The advice is not exhaustive and you must inform yourself of any other legislation, by-laws, regulations, codes or standards that will apply to your development under which you may need to obtain an approval. Visit the Council's [website](#) for further information.

Prior to any commencement of work on the site or commencement of use the following additional permits/approval may be required from the Hobart City Council.

CONDITION ENDORSEMENT

If any condition requires that further documents are submitted and approved, you will need to submit the relevant documentation to satisfy the condition via the Condition Endorsement Submission on Council's [online services e-planning portal](#). Detailed instructions can be found [here](#).

A fee of 2% of the value of the works for new public assets (stormwater infrastructure, roads and related assets) will apply for the condition endorsement application.

Once approved, the Council will respond to you via email that the condition has been endorsed (satisfied).

Where building approval is also required, it is recommended that documentation for condition endorsement be submitted well before submitting documentation for building approval. Failure to address condition endorsement requirements prior to submitting for building approval may result in unexpected delays.

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016*. Click [here](#) for more information.

This is a Discretionary Planning Permit issued in accordance with section 57 of the *Land Use Planning and Approvals Act 1993*.

PLUMBING PERMIT

You may need plumbing approval in accordance with the *Building Act 2016*, *Building Regulations 2016* and the National Construction Code. Click [here](#) for more information.

OCCUPATION OF THE PUBLIC HIGHWAY

You may require a Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve). Click [here](#) for more information.

STORM WATER

Please note that in addition to a building and/or plumbing permit, development must be in accordance with the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

WORK WITHIN THE HIGHWAY RESERVATION

Please note development must be in accordance with the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

DRIVEWAY SURFACING OVER HIGHWAY RESERVATION

If a coloured or textured surface is used for the driveway access within the Highway Reservation, the Council or other service provider will not match this on any reinstatement of the driveway access within the Highway Reservation required in the future.

FEES AND CHARGES

Click [here](#) for information on the Council's fees and charges.

DIAL BEFORE YOU DIG

Click [here](#) for dial before you dig information.



(Adam Smee)

Development Appraisal Planner

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



(Ben Ikin)

Senior Statutory Planner

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

Date of Report: 29 July 2021


Attachment(s):

Attachment B - CPC Agenda Documents

 PLN-21-44 - 120 POTTERY ROAD

Application Information

▼ Application Details

PLN-21-44 Dwelling 
 Submitted on: 27/01/2021
 Accepted as Valid on: 27/01/2021
 Target Time Frame: 42 Days.
 Elapsed Time: 163 Days (*Stopped: 149 Days*) = 14 Days Expiry date: 06/08/2021
 Officer: Adam Smee

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)? *

Vacant Block

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

New Dwelling

Estimated cost of development *

539775.00

Existing floor area (m2)

Proposed floor area (m2)

Site area (m2)

337.75

713

Carparking on Site

| | | |
|----------------------|-------------------------|--|
| Total parking spaces | Existing parking spaces | N/A |
| <div>2</div> | | <div><input checked="" type="checkbox"/> Other (no selection chosen)</div> |

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

Edit

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

| | |
|-----------------|------------------------------|
| VOLUME 48989 | FOLIO 1 |
| EDITION 2 | DATE OF ISSUE 13-Mar-2014 |

SEARCH DATE : 11-Jan-2021

SEARCH TIME : 11.16 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Diagram 48989

Derivation : Part of 66 Acres Located to J. Orchard.

Prior CT 3957/53

SCHEDULE 1

M447869 TRANSFER to JUDY ROBYN MAPLESTONE Registered
13-Mar-2014 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

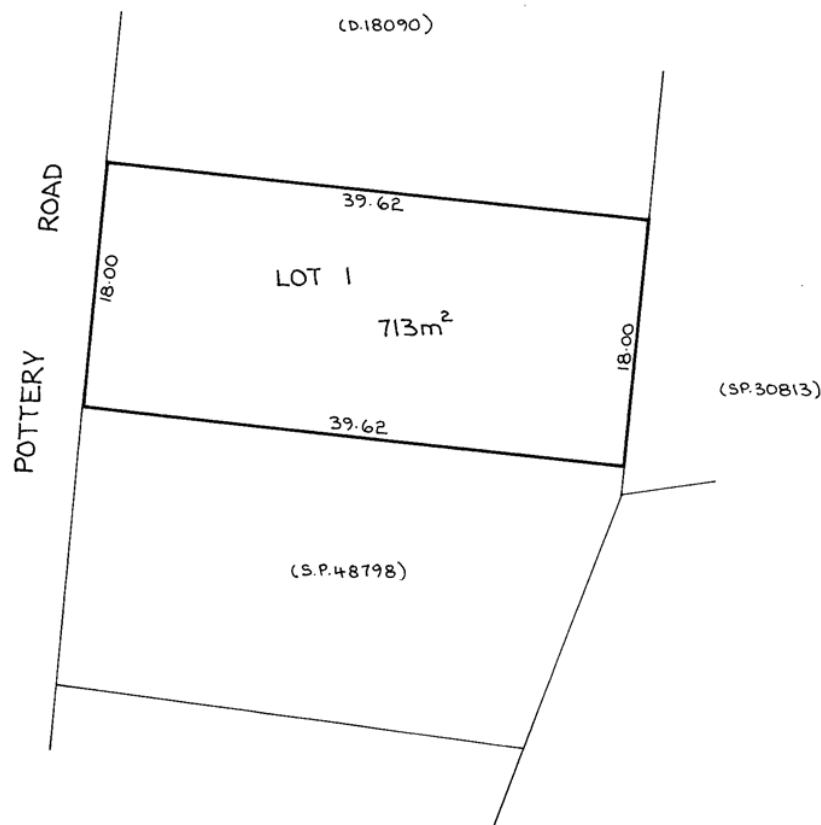
**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



| | | |
|-----------------------------|--|--------------------------------------|
| Owner: | PLAN OF TITLE of land situated in the CITY OF HOBART COMPILED FROM 54/53 ⁰⁰ SCALE 1: MEASUREMENTS IN METRES | Registered Number: D.48989 |
| Title Reference: CT.3957/53 | | Approved: 14 MAY 1991 |
| Grantee: | | Recorder of Titles |





Enquiries to: City Planning
Phone: (03) 6238 2715
Email: coh@hobartcity.com.au

24 June 2021

Kristel Hazi (Wilson Homes)
250 Murray Street
HOBART TAS 7000

mailto:KHazi@wilsonhomes.com.au

Dear Sir/Madam

**120 POTTERY ROAD, LENA VALLEY - WORKS IN ROAD RESERVE NOTICE OF
LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-21-38**

Site Address:

120 Pottery Road, Lenah Valley

Description of Proposal:

Dwelling, including works in road reserve

Applicant Name:

Kristel Hazi, Wilson Homes

PLN (if applicable):

PLN-21-44

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



(Kelly Grigsby)

Chief Executive Officer being the General Manager as appointed by Council pursuant to section 61 of the Local Government Act 1993 (Tas)

Relevant documents/plans:

Prelim Plan Set - Wilson Homes - 712662

SHEET INDEX

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| ELEVATIONS | 5 |
| ELEVATIONS | 6 |
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| SHADOW DIAGRAMS | 8 |
| WINDOW & DOOR SCHEDULES | 9 |
| WINDOW FLASHING DETAILS (BRICKWORK) | 10 |
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SITE LOCATION

LOCATION MAP

BUILDING INFORMATION

| | |
|--|---------------------------|
| GROUND FLOOR TOP OF WALL HEIGHT(S): | 2505mm |
| FIRST FLOOR TOP OF WALL HEIGHT(S): | 2505mm |
| (CEILING HEIGHT 45mm LOWER THAN TOP OF WALL) | |
| ROOF PITCH (U.N.O.): | 23.0° |
| ELECTRICITY SUPPLY: | SINGLE PHASE |
| GAS SUPPLY: | NONE |
| ROOF MATERIAL: | SHEET METAL |
| ROOF COLOUR: | N/A |
| ROOF INSULATION: | R4.1 BATTS |
| WALL MATERIAL: | BRICK VENEER, CLADDING |
| WALL INSULATION: | R2.0 BATTS |
| | WALL WRAP TO ENTIRE HOUSE |
| FLOOR INSULATION: | R0.22 BIAX XPOD |

SITE & ENGINEERING INFORMATION

| | |
|-----------------------------|-------------------------|
| WIND CLASSIFICATION: | N2 |
| CLIMATE ZONE: | ZONE 7 - COOL TEMPERATE |
| WIND REGION: | A |
| TERRAIN CATEGORY: | TC3 |
| SHIELDING FACTOR: | PS - PARTIAL SHIELDING |
| TOPOGRAPHIC CLASSIFICATION: | T2 |
| DESIGN WIND SPEED: | 40 m/sec |
| SITE CLASSIFICATION: | M |
| SLAB CLASSIFICATION: | TBC |

SLAB TO BE 85mm THICK (U.N.O.) WITH REINFORCEMENT TO ENGINEERS SPECIFICATIONS & DETAILS OVER A 200µm WATERPROOF MEMBRANE ON A BED OF FREE DRAINING COARSE SAND (WHERE SPECIFIED)

PROVIDE BRICK CONTROL JOINTS IN ACCORDANCE WITH N.C.C. & AS 3700

ALL TIMBER FRAMING TO BE DESIGNED TO AS1684-2010

THIS DWELLING IS BEING CONSTRUCTED IN A BAL NOT REQ. AREA.
(RESTRICTIONS FOR CONSTRUCTION METHODS, MATERIALS MAY APPLY - REFER NOTES)

PRELIM PLAN SET

| No. | AMENDMENT | SHEET | DATE | DRAWN | CHECK |
|-----|---|----------|------------|-------|-------|
| 9 | PRELIM PLAN SET - TYPICAL D'WAY DETAIL AND D'WAY BATTERS AS PER COUNCIL REQUEST | 2 | 2021.07.02 | MEP | - |
| 8 | PRELIM PLAN SET - RFI - CIVIL DESIGN UPDATE | 2 | 2021.06.18 | MEP | - |
| 7 | PRELIM PLAN SET - RFI - CIVIL DESIGN UPDATE | 1,2,5,6 | 2021.04.23 | MEP | - |
| 6 | PRELIM PLAN SET - RFI - 2021.02.10 | 2 | 2021.02.26 | RMF | - |
| 5 | PRELIM PLAN SET - DRAINAGE PLAN UPDATED, DRIVEWAY UPDATED, ADD SHADOW DIAGRAMS | 2, 8, 12 | 2021.01.15 | CPO | - |
| 4 | PRELIM PLAN SET - INITIAL ISSUE | ALL | 2020.12.07 | RMF | - |

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THIS PLAN ACCEPTED BY:

PLEASE NOTE: NO VARIATIONS WILL BE
ACCEPTED ON THIS PLAN AFTER SIGNING

SIGNATURE:

DATE:



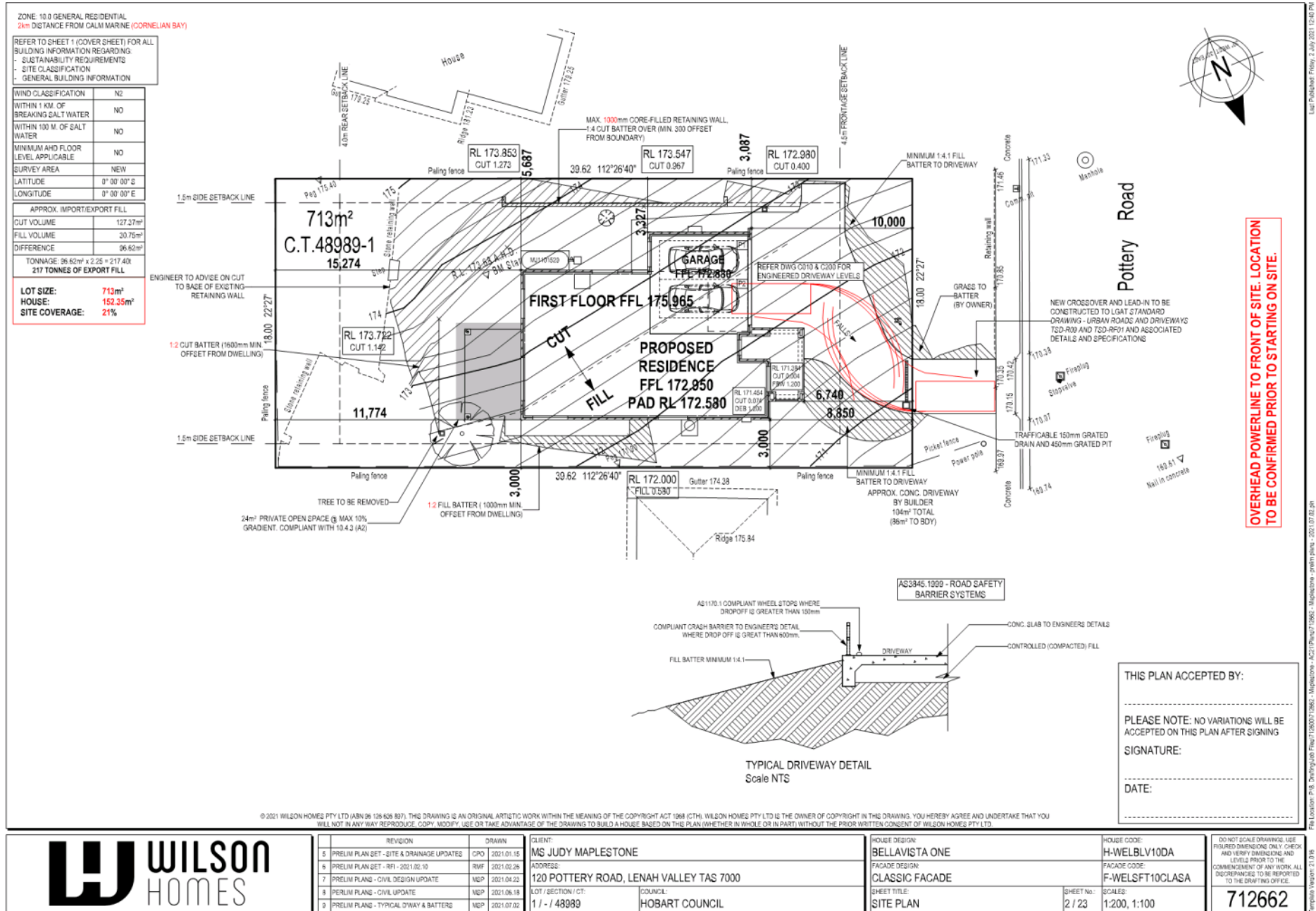
| REVISION | DRAWN |
|--|----------------|
| 5. PRELIM PLAN SET - SITE & DRAINAGE UPDATES | CPO 2021.01.15 |
| 6. PRELIM PLAN SET - RFI - 2021.02.10 | RMF 2021.02.26 |
| 7. PRELIM PLAN SET - CIVIL DESIGN UPDATE | MEP 2021.04.23 |
| 8. PRELIM PLAN SET - CIVIL UPDATE | MEP 2021.06.18 |
| 9. PRELIM PLAN SET - TYPICAL D'WAY & BATTERS | MEP 2021.07.02 |

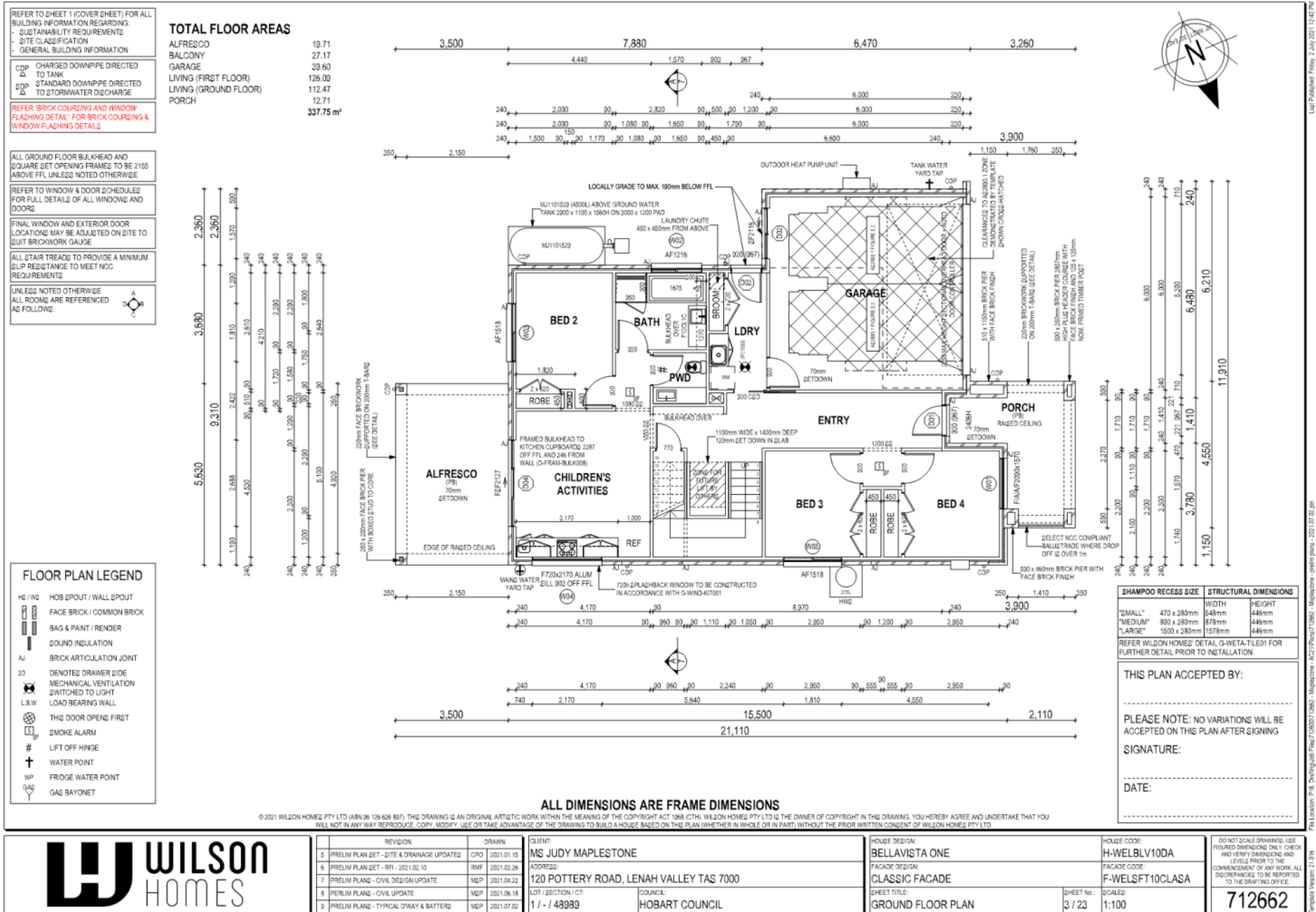
| | |
|---------------------|--|
| CLIENT: | MS JUDY MAPLESTONE |
| ADDRESS: | 120 POTTERY ROAD, LENA VALLEY TAS 7000 |
| LOT / SECTION / CT: | 1 / - / 48989 |
| COUNCIL: | HOBART COUNCIL |

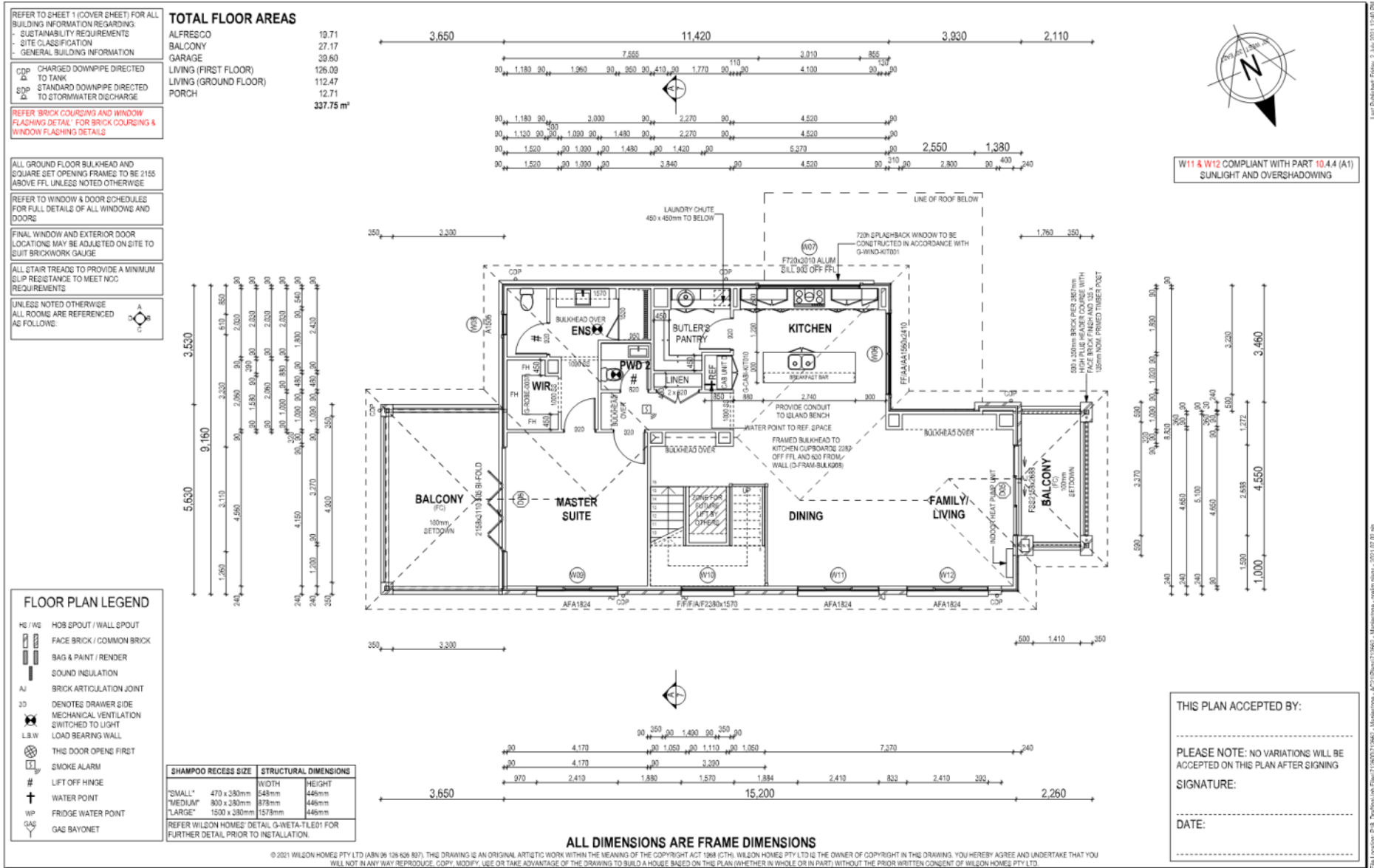
| | |
|----------------|----------------|
| HOUSE DESIGN: | BELLAVISTA ONE |
| FACADE DESIGN: | CLASSIC FACADE |
| SHEET TITLE: | COVER SHEET |

| | |
|--------------|-----------------|
| HOUSE CODE: | H-WELBLV10DA |
| FACADE CODE: | F-WELSFT10CLASA |
| SHEET NO.: | 1 / 23 |

| |
|---|
| DO NOT SCALE DRAWING. USE FIGURED DIMENSIONS ONLY. CHECK AND VERIFY DIMENSIONS AND LEVELS PRIOR TO THE COMMENCEMENT OF ANY WORK. ALL DISCREPANCIES TO BE REPORTED TO THE DRAFTING OFFICE. |
| 712662 |



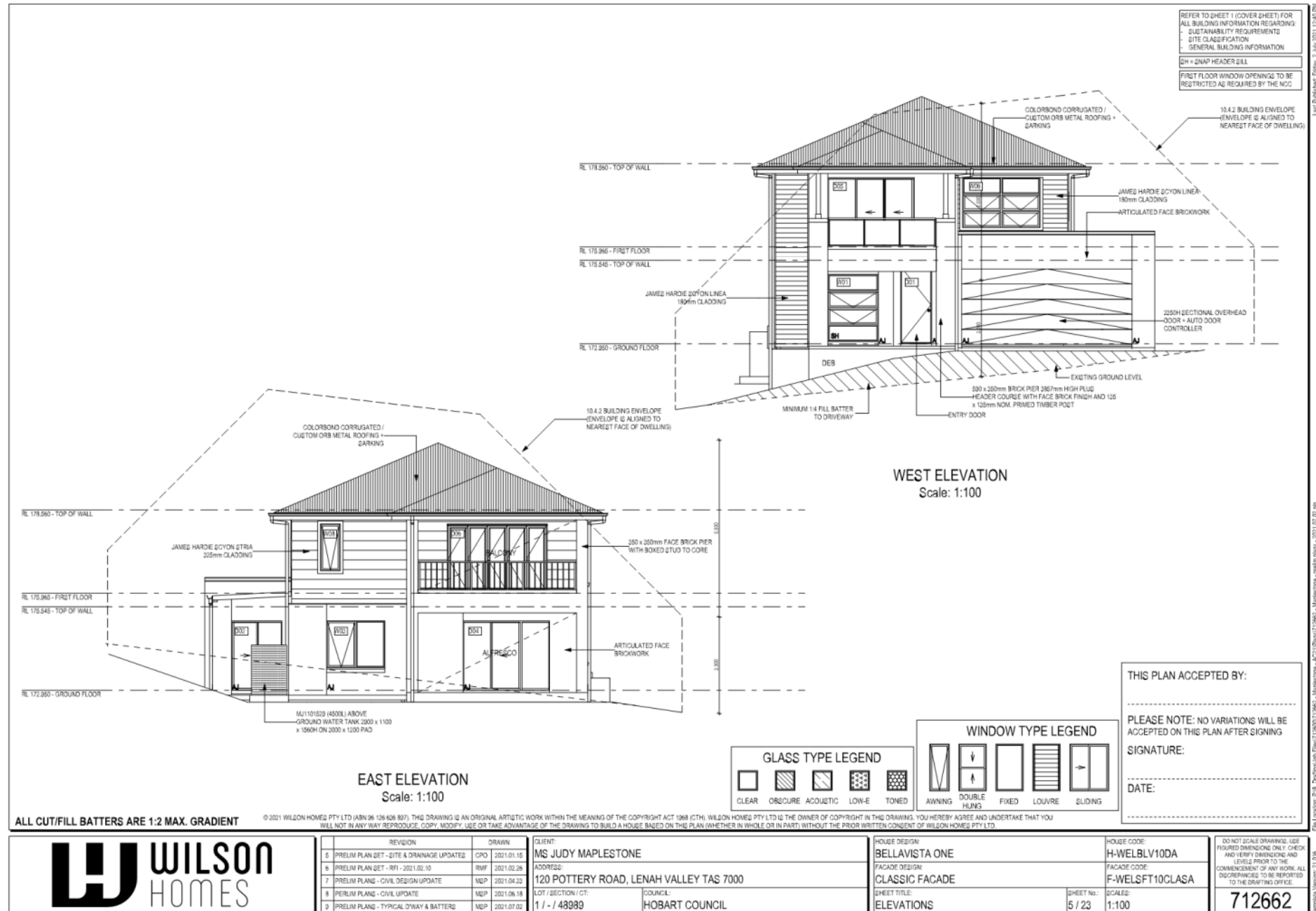




| REVISION | DRAWN | CLIENT |
|--|----------------|--|
| 5. PRELIM PLAN SET - SITE & DRAINAGE UPDATES | CPO 2021.01.15 | MS JUDY MAPLESTONE |
| 6. PRELIM PLAN SET - RFI - 2021.02.10 | RMF 2021.02.26 | ADDRESS: |
| 7. PRELIM PLANS - CIVIL DESIGN UPDATE | MEP 2021.04.22 | 120 POTTERY ROAD, LENA VALLEY TAS 7000 |
| 8. PERIM PLANS - CIVIL UPDATE | MEP 2021.06.18 | LOT / SECTION / CT: |
| 9. PERIM PLANS - TYPICAL D'WAY & BATTERS | MEP 2021.07.02 | 1 / - / 48989 |
| | | COUNCIL: |
| | | HOBART COUNCIL |

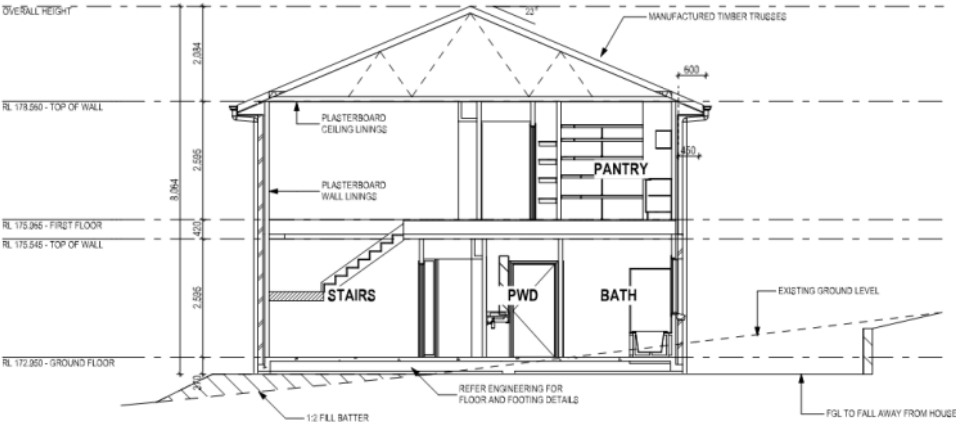
| | |
|------------------|----------------|
| HOUSE DESIGN: | HOUSE CODE: |
| BELLAVISTA ONE | H-WELBLV10DA |
| FACADE DESIGN: | FACADE CODE: |
| CLASSIC FACADE | F-WELSF10CLASA |
| SHEET TITLE: | SHEET NO.: |
| FIRST FLOOR PLAN | 4 / 23 |
| SCALE: | SCALE: |
| 1:100 | 1:100 |

| |
|--|
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| 712662 |





REFER TO SHEET 1 (COVER SHEET) FOR
ALL BUILDING INFORMATION REGARDING:
- SUSTAINABILITY REQUIREMENTS
- SITE CLASSIFICATION
- GENERAL BUILDING INFORMATION
DH = SNAP HEADER DILL
FIRST FLOOR WINDOW OPENINGS TO BE
RESTRICTED AS REQUIRED BY THE NCC



SECTION A-A
Scale: 1:100

THIS PLAN ACCEPTED BY:

PLEASE NOTE: NO VARIATIONS WILL BE
ACCEPTED ON THIS PLAN AFTER SIGNING

SIGNATURE:

DATE:

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| REVISION | DRAWN |
|--|----------------|
| 5. PRELIM PLAN SET - SITE & DRAINAGE UPDATES | CPO 2021.01.15 |
| 6. PRELIM PLAN SET - RFI - 2021.02.10 | RMF 2021.02.26 |
| 7. PRELIM PLANS - CIVIL DESIGN UPDATE | MEP 2021.04.22 |
| 8. PRELIM PLANS - CIVIL UPDATE | MEP 2021.06.18 |
| 9. PRELIM PLANS - TYPICAL DRAINAGE & BATTERS | MEP 2021.07.02 |

| | |
|---------------------|--|
| CLIENT: | MS JUDY MAPLESTONE |
| ADDRESS: | 120 POTTERY ROAD, LENA VALLEY TAS 7000 |
| LOT / SECTION / CT: | 1 / - / 48993 |
| COUNCIL: | HOBART COUNCIL |

| | | | |
|----------------------------------|--|---------------------------------|-----------------|
| HOUSE DESIGN: BELLAVISTA ONE | | HOUSE CODE: H-WELBLV10DA | |
| FACADE DESIGN: CLASSIC FACADE | | FACADE CODE: F-WELSFT10CLASA | |
| SHEET TITLE: SECTION | | SHEET No.: 7 / 23 | SCALE: 1:100 |

| |
|---|
| DO NOT SCALE DRAWING. USE FIGURED DIMENSIONS ONLY. CHECK AND VERIFY DIMENSIONS AND LEVELS PRIOR TO THE COMMENCEMENT OF ANY WORK. ALL DISCREPANCIES TO BE REPORTED TO THE DRAFTING OFFICE. |
| 712662 |



File Location: P:\8_Drafting\Job Plans\712662 - Mapleton - AC21\Plan\712662 - Mapleton - 0900 plan - 2021.07.02.dwg
Template Version: 2.1.018

| WINDOW SCHEDULE | | | | | | | | | | | | Manufacturer - Clark Windows | | | | | |
|--------------------------------|-------------------|----------------------|--------|-------|-----------|-----------|------------|-------------|---------|-------------------|---------------------------------|--------------------------------|-------------------------------|-----------------------------|--------|------|------|
| 1/1 ASSUME LOOKING FROM INSIDE | | | | | | | | | | | | Window Type | Glazing | U-Value | SHGC | | |
| ID | CODE* | ROOM | HEIGHT | WIDTH | PERIMETER | AREA (m²) | FRAME TYPE | SILL TYPE | ORIENT. | GLAZING AREA (m²) | GLAZING TYPE | ADDITIONAL INFORMATION* | Awning | Single | 6.5 | 0.67 | |
| W01 | FAA/F2000x1570 | BED 4 | 2,000 | 1,570 | 7,320 | 3.28 | ALUMINIUM | SNAP HEADER | W | 2.49 | CLEAR, DOUBLE GLAZED | BP 822/1045/1568 | Fixed | Double | 4.1 | 0.57 | |
| W02 | AF1216 | BATH | 1,200 | 1,570 | 5,540 | 1.85 | ALUMINIUM | ANGLED | S | 1.51 | CLEAR, DOUBLE GLAZED | MP 785 | Fixed | Single | 5.9 | 0.75 | |
| W03 | AF1518 | BED 2 | 1,460 | 1,810 | 6,540 | 2.64 | ALUMINIUM | ANGLED | E | 2.19 | CLEAR, DOUBLE GLAZED | MP 905 | Fixed | Double | 3.2 | 0.67 | |
| W04 | F720x2170 | CHILDRENS ACTIVITIES | 720 | 2,170 | 5,780 | 1.56 | ALUMINIUM | ANGLED | N | 1.36 | CLEAR, DOUBLE GLAZED, TOUGHENED | | Sliding | Double | 6.4 | 0.76 | |
| W05 | AF1518 | BED 3 | 1,460 | 1,810 | 6,540 | 2.64 | ALUMINIUM | ANGLED | N | 2.19 | CLEAR, DOUBLE GLAZED | MP 905 | Fixed Pane | Single | 5.9 | 0.75 | |
| W06 | FFIA/JAA1560x2410 | DINING | 1,560 | 2,410 | 7,940 | 3.76 | ALUMINIUM | NONE | W | 2.70 | CLEAR, DOUBLE GLAZED, TOUGHENED | BP 820/1040, MP 1205/1205/1205 | Fixed Glass Panel Hinged Door | Double | 3.2 | 0.67 | |
| W07 | F720x3010 | KITCHEN | 720 | 3,010 | 7,460 | 2.17 | ALUMINIUM | NONE | S | 1.90 | CLEAR, DOUBLE GLAZED, TOUGHENED | | Fixed Glass Panel Hinged Door | Single | 6.0 | 0.62 | |
| W08 | A1506 | WC | 1,460 | 610 | 4,140 | 0.80 | ALUMINIUM | NONE | E | 0.64 | CLEAR, DOUBLE GLAZED | | Sliding Door | Double | 4.3 | 0.55 | |
| W09 | AF1824 | MASTER SUITE | 1,800 | 2,410 | 8,420 | 4.34 | ALUMINIUM | ANGLED | N | 3.53 | CLEAR, DOUBLE GLAZED | MP 802-802 | Sliding Door | Single | 6.1 | 0.74 | |
| W10 | FFIF/IAF2380x1570 | STAIRWELL | 2,380 | 1,570 | 7,900 | 3.74 | ALUMINIUM | ANGLED | N | 2.92 | CLEAR, DOUBLE GLAZED | BP 476/952/1428/1904 | Stacking Door | Double | 3.6 | 0.66 | |
| W11 | AF1824 | DINING | 1,800 | 2,410 | 8,420 | 4.34 | ALUMINIUM | ANGLED | N | 3.53 | CLEAR, DOUBLE GLAZED | MP 802-802 | Stacking Door | Single | 6.3 | 0.74 | |
| W12 | AF1824 | FAMILY / LIVING | 1,800 | 2,410 | 8,420 | 4.34 | ALUMINIUM | ANGLED | N | 3.53 | CLEAR, DOUBLE GLAZED | MP 802-802 | 135 deg. Awning Bay Window | Double | 3.8 | 0.66 | |
| | | | | | | 35.58 | | | | | | | 23.49 | 135 deg. Sliding Bay Window | Single | 6.5 | 0.67 |
| | | | | | | | | | | | | | | Double | 4.1 | 0.57 | |
| | | | | | | | | | | | | | 90 deg. Awning Bay Window | Single | 6.5 | 0.76 | |
| | | | | | | | | | | | | | Double | 4.2 | 0.50 | | |
| | | | | | | | | | | | | | 90 deg. Sliding Bay Window | Single | 6.5 | 0.67 | |
| | | | | | | | | | | | | | Double | 4.1 | 0.57 | | |
| | | | | | | | | | | | | | 90 deg. Sliding Bay Window | Single | 6.5 | 0.76 | |
| | | | | | | | | | | | | | Double | 4.2 | 0.50 | | |
| | | | | | | | | | | | | | Bifold Doors | Single | 6.1 | 0.61 | |
| | | | | | | | | | | | | | Double | 4.4 | 0.53 | | |

NOTE:
Windows supplied MUST HAVE Uw better and or equal to stated figures and SHGC within +/- 5% of stated figures. Restricted windows to have their operability restricted as per N.C.C 3.9.2.5.

| EXTERIOR DOOR SCHEDULE | | | | | | | | | | | | |
|---------------------------------|-----------------------|----------------------|--------|-------|-----------|------------|-------------|---------|------------------------------------|-----------|-------------------------|--|
| 1/1 ASSUME LOOKING FROM OUTSIDE | | | | | | | | | | | | |
| ID | CODE* | ROOM | HEIGHT | WIDTH | AREA (m²) | FRAME TYPE | SILL TYPE | ORIENT. | GLAZING TYPE | DOOR TYPE | ADDITIONAL INFORMATION* | |
| D01 | 920 | ENTRY | 2,406 | 967 | 2,33 | ALUMINIUM | SNAP HEADER | W | DOOR(S): N/A - SIDELIGHT(S): N/A | SWINGING | | |
| D02 | SF2116 | GARAGE | 2,158 | 1,570 | 3,39 | ALUMINIUM | SNAP HEADER | E | CLEAR, TOUGHENED | SLIDING | | |
| D03 | 920 | LDRY | 2,106 | 967 | 2,04 | ALUMINIUM | SNAP HEADER | S | DOOR(S): CLEAR - SIDELIGHT(S): N/A | SWINGING | | |
| D04 | SF2127 | CHILDRENS ACTIVITIES | 2,158 | 2,688 | 5,80 | ALUMINIUM | SNAP HEADER | E | CLEAR, DOUBLE GLAZED, TOUGHENED | SLIDING | | |
| D05 | FS22158x2688 | FAMILY / LIVING | 2,158 | 2,688 | 5,80 | ALUMINIUM | SNAP HEADER | W | CLEAR, TOUGHENED | STACKER | | |
| D06 | 2158x1110 505 BI-FOLD | MASTER SUITE | 2,158 | 3,110 | 6,71 | ALUMINIUM | SNAP HEADER | E | CLEAR, DOUBLE GLAZED, TOUGHENED | BI-FOLD | | |
| | | | | | | 26.07 m² | | | | | | |

| INTERIOR DOOR SCHEDULE | | | | | | PICTURE / TV RECESS & SQUARE SET WINDOW SCHEDULE | | | | | |
|------------------------|---------|--------------------|--------|-------|---------|--|-----|------|--------|-------|-----------|
| QTY | CODE | TYPE | HEIGHT | WIDTH | GLAZING | ADDITIONAL INFORMATION | QTY | TYPE | HEIGHT | WIDTH | AREA (m²) |
| 1 | 1000 SS | SQUARE SET OPENING | 2,155 | 1,000 | N/A | | | | | | |
| 1 | 1050 SS | SQUARE SET OPENING | 2,155 | 1,050 | N/A | | | | | | |
| 1 | 1080 SS | SQUARE SET OPENING | 2,155 | 1,080 | N/A | | | | | | |
| 2 | 1090 SS | SQUARE SET OPENING | 2,155 | 1,090 | N/A | | | | | | |
| 1 | 1200 SS | SQUARE SET OPENING | 2,155 | 1,200 | N/A | | | | | | |
| 2 | 2 x 620 | SWINGING | 2,040 | 1,240 | N/A | | | | | | |
| 1 | 2 x 720 | SWINGING | 2,040 | 1,440 | N/A | | | | | | |
| 2 | 3 x 620 | SWINGING | 2,040 | 1,804 | N/A | | | | | | |
| 1 | 770 | SWINGING | 2,040 | 770 | N/A | | | | | | |
| 1 | 820 | SWINGING | 2,040 | 820 | N/A | LIFT-OFF HINGES | | | | | |
| 8 | 920 | SWINGING | 2,040 | 920 | N/A | | | | | | |
| 2 | 920 | SWINGING | 2,040 | 920 | N/A | LIFT-OFF HINGES | | | | | |
| 1 | 920 CSD | CAVITY SLIDING | 2,040 | 920 | N/A | | | | | | |

NOTE:
Windows supplied MUST HAVE Uw better and or equal to stated figures and SHGC within +/- 5% of stated figures. Restricted windows to have their operability restricted as per N.C.C 3.9.2.5.

REFER TO SHEET 1 (COVER SHEET) FOR ALL BUILDING INFORMATION REGARDING:
- SUSTAINABILITY REQUIREMENTS
- SITE CLASSIFICATION
- GENERAL BUILDING INFORMATION

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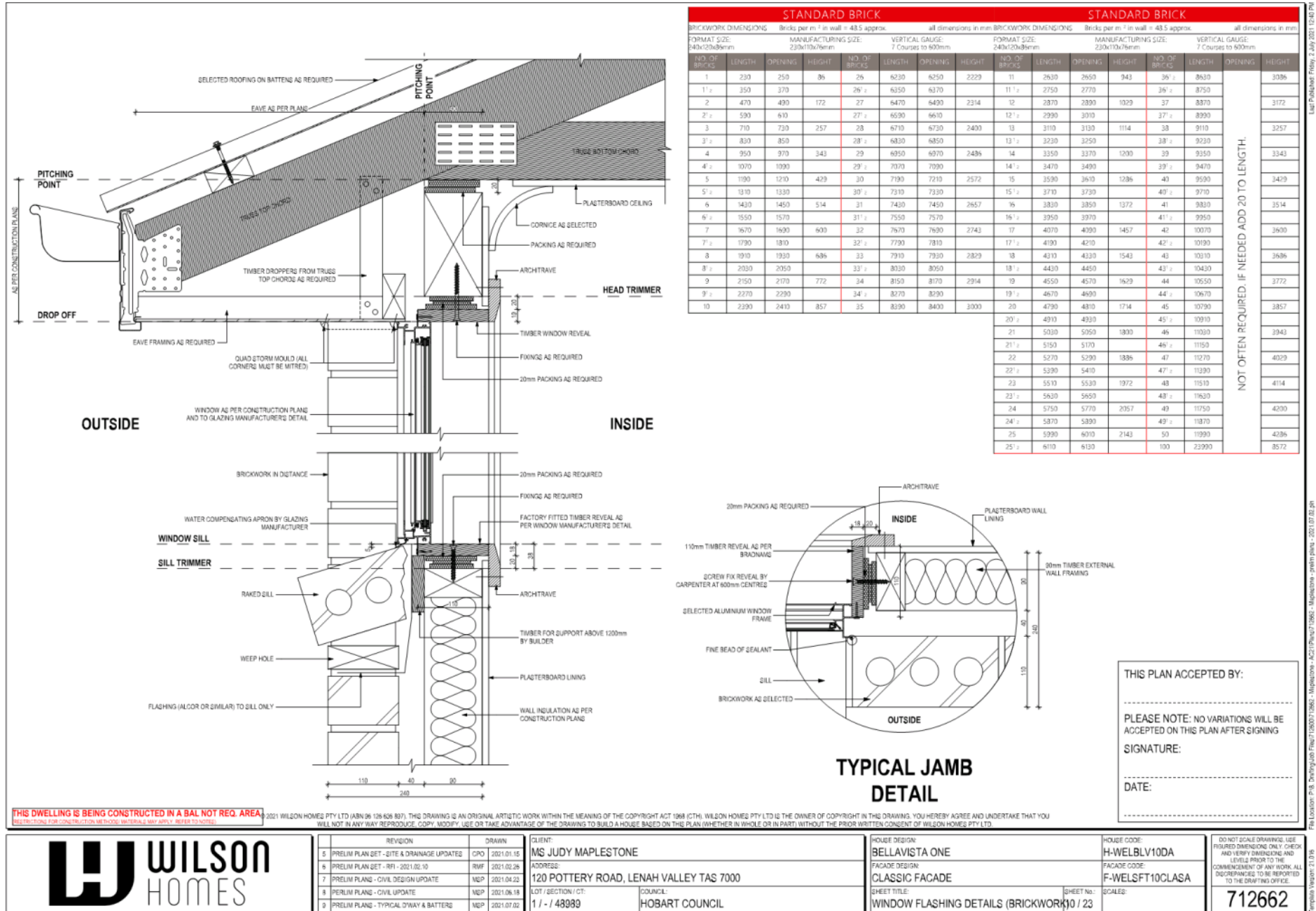
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 Template Version: 21.318
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INSULATION SCHEDULE

| AREA | |
|------------------|---|
| ROOF | R4.1 BATTS (OR EQUIVALENT) EXCLUDING GARAGE SARKING |
| WALLS (EXT) | BRICK VENEER, CLADDING R2.0 BATTS +1 LAYER SISALATION. SISALATION ONLY TO GARAGE WALL WRAP TO ENTIRE HOUSE |
| FLOORS | R0.22 BIAx XPOD |
| WALLS (INTERNAL) | R2.0 BULK INSULATION (OR EQUIVALENT) TO INTERNAL WALLS ADJACENT TO GARAGE |

CLEARANCE IS REQUIRED FOR UNCOMPRESSED INSTALLATION OF BULK INSULATION & TIMBERS SHOULD BE SIZED ACCORDINGLY
210mm FOR R4.1 BULK INSULATION
210mm FOR R5.0 BULK INSULATION
260mm FOR R6.0 BULK INSULATION
THESE DIMENSIONS ARE NOMINAL AND MAY VARY DEPENDING ON THE TYPE OF INSULATION TO BE INSTALLED

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| 6 | PRELIM PLAN SET - RFI - 2021.02.10 | RMF | 2021.02.28 |
| 7 | PRELIM PLANS - CIVIL DESIGN UPDATE | NBP | 2021.04.23 |
| 8 | PRELIM PLANS - CIVIL UPDATE | NBP | 2021.06.14 |
| 9 | PRELIM PLANS - TYPICAL DWAY & BATTERS | NBP | 2021.07.02 |

| | |
|--|----------------------------|
| CLIENT: MS JUDY MAPLESTONE | |
| ADDRESS: 120 POTTERY ROAD, LENA VALLEY TAS 7000 | |
| LOT / SECTION / CT: 1 / - / 48989 | COUNCIL: HOBART COUNCIL |

| | | | |
|--|--|---------------------------------|---------|
| HOUSE DESIGN: BELLAVISTA ONE | | HOUSE CODE: H-WELBLV10DA | |
| FACADE DESIGN: CLASSIC FACADE | | FACADE CODE: F-WELSFT10CLASA | |
| SHEET TITLE: CALCULATIONS AND SCHEDULES | | SHEET No.: 11 / 23 | SCALES: |

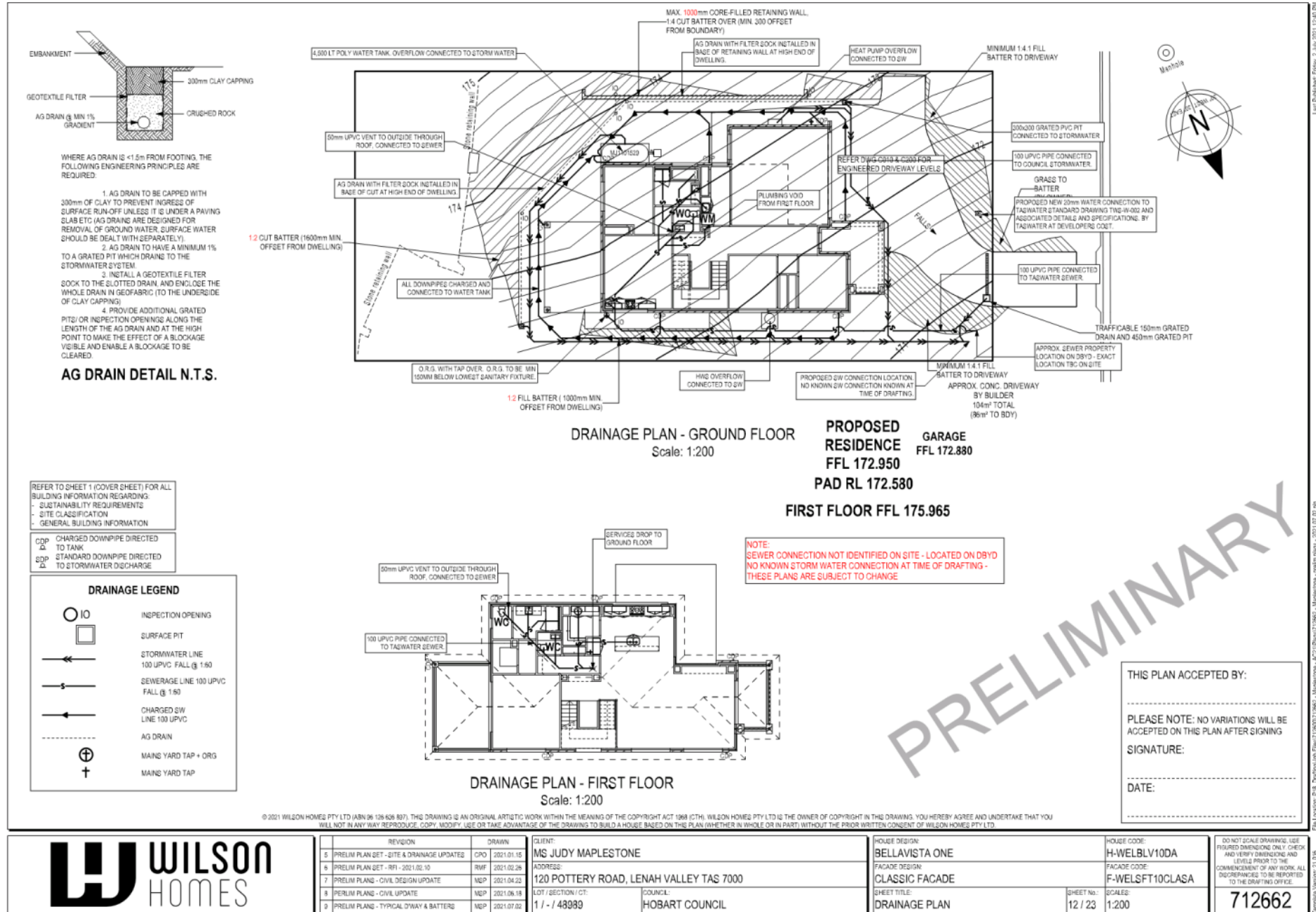
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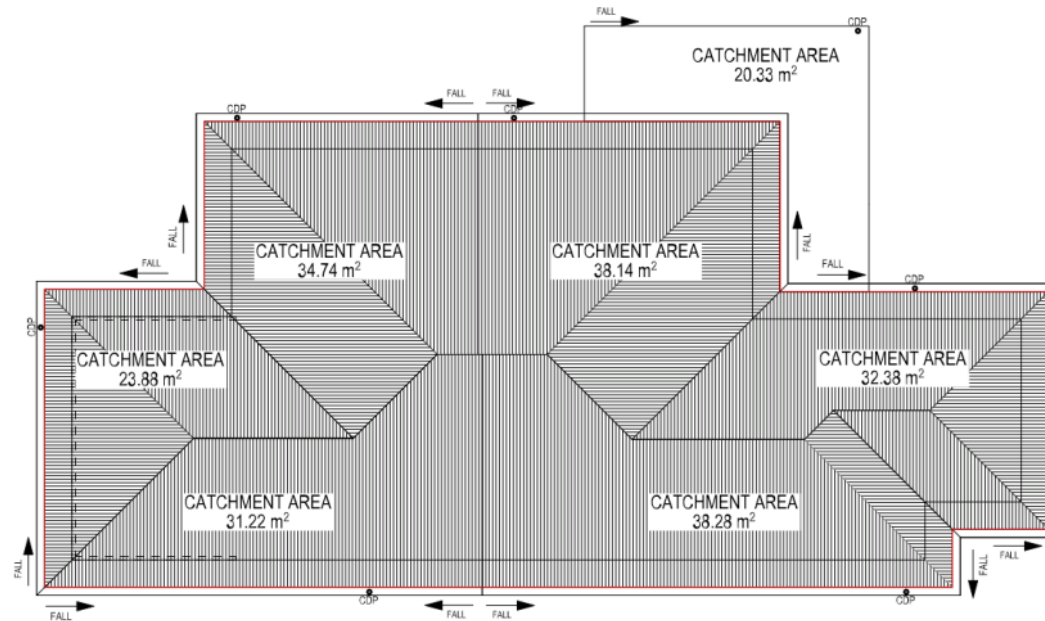
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| | |
|-------|--|
| Check | |
| Call | |
| Ed | |





WHERE DOWNPIPES ARE FURTHER THAN 1.2m AWAY FROM VALLEY REFER TO N.C.C.3.5.2.5(b)

POSITION AND QUALITY OF DOWNPIPES ARE NOT TO BE ALTERED WITHOUT CONSULTATION WITH DESIGNER

AREAS SHOWN ARE SURFACE AREAS
CATCHMENT AREAS, NOT PLAN AREAS

Downpipe roof calculations (as per AS/NZS3500.3:2015)

| | | |
|--------------------|--------|--|
| Ah | 218.97 | Area of roof (including 115mm Slotted Quad Gutter) (m²) |
| Ac | 264.95 | Ah x Slope factor (Table 3.4.3.2 from AS/NZS 3500.3:2015) (1.21 for 2.5° pitch) (m²) |
| Ae | 6300 | Cross sectional area of 57 x 115 Slotted Quad Gutter (mm²) |
| DRI | 90 | Design Rainfall Intensity (determined from Figure E8 from AS/NZS 3500.3:2015) |
| Acdp | 64 | Catchment area per Downpipe (determined from Figure 3.5(A) from AS/NZS 3500.3:2015) (m²) |
| Required Downpipes | 4.13 | Ac / Acdp |
| Downpipes Provided | 7 | |

THIS DWELLING IS BEING CONSTRUCTED IN A BAL NOT REQ. AREA
RESTRICTIONS FOR CONSTRUCTION METHODS/MATERIALS MAY APPLY (REFER NOTES)

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| 7. PRELIM PLANS - CIVIL DESIGN UPDATE | NBP 2021.04.22 |
| 8. PRELIM PLANS - CIVIL UPDATE | NBP 2021.06.18 |
| 9. PRELIM PLANS - TYPICAL D'WAY & BATTERS | NBP 2021.07.02 |

| | |
|---------------------|--|
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| ADDRESS: | 120 POTTERY ROAD, LENA VALLEY TAS 7000 |
| LOT / SECTION / CT: | 1 / - / 48999 |
| COUNCIL: | HOBART COUNCIL |

| | | | |
|----------------|--------------------|--------------|----------------|
| HOUSE DESIGN: | BELLAVISTA ONE | HOUSE CODE: | H-WELBLV10DA |
| FACADE DESIGN: | CLASSIC FACADE | FACADE CODE: | F-WELSF10CLASA |
| SHEET TITLE: | ROOF DRAINAGE PLAN | SHEET NO.: | 13 / 23 |
| | | SCALE: | 1:100 |

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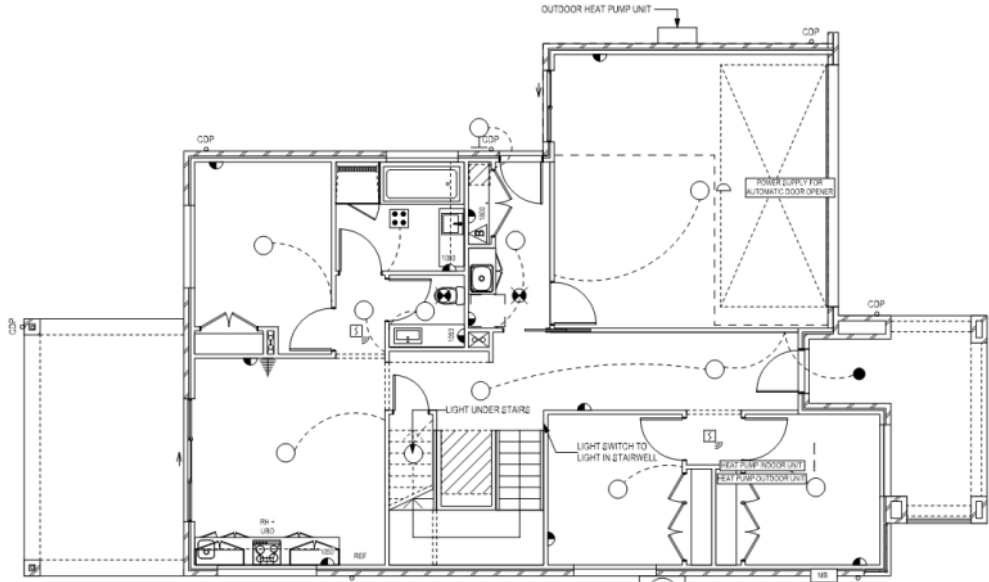
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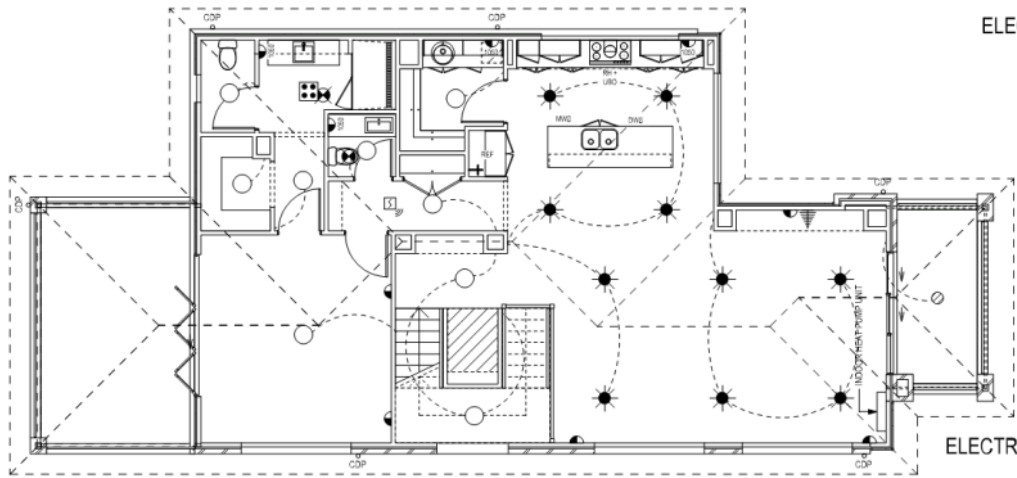
DATE:

ALL EXHAUSTS (RANGEHOOD, BATHROOM, TASTICS, OR SIMILAR MECHANICAL VENTILATION) TO BE VENTILATED TO OUTSIDE AIR VIA THE EAVES IN ACCORDANCE WITH NCC VOL. 2, PART 3.8.7.2.

LED DOWNLIGHTS GENERALLY IC RATED, WITH 90mm DIA CUTOUTS. REFER TO LIGHTING SPECIFICATIONS FOR FURTHER PROJECT SPECIFIC SELECTIONS AND DETAILS.



ELECTRICAL PLAN - GROUND FLOOR
Scale: 1:100



ELECTRICAL PLAN - FIRST FLOOR
Scale: 1:100

ELECTRICAL LEGEND

- STANDARD OUTDOOR LIGHT
- OUTDOOR LED DOWNLIGHT
- LED DOWNLIGHT (30W)
- STANDARD CEILING LIGHT (30W)
- WALL LIGHT (30W)
- FLOODLIGHT
- SENSOR
- FLOOD LIGHT WITH SENSOR
- PENDANT FITTING
- FLUORESCENT LIGHT POINT (36W)
- 2 x FLUORESCENT LIGHT POINT (72W)
- 2 x SLIM FLUORESCENT LIGHT POINT (28W)
- SINGLE POWERPOINT
- DOUBLE POWERPOINT
- WATERPROOF SINGLE POWERPOINT
- WATERPROOF DOUBLE POWERPOINT
- FAN/HEAT/LIGHT (70W)
- MECHANICAL VENTILATION SWITCHED TO LIGHT
- TV POINT
- NATIONAL BROADBAND NETWORK
- PAY TV POINT
- PHONE POINT
- SMOKE ALARM (INTERCONNECTED WHERE MORE THAN 1)
- CEILING FAN
- CAT 5 OR 6 DATA SOCKET
- PRE-WIRE ONLY
- SOFFIT VENT

ALL GPDS 300mm OFF FFL UNLESS OTHERWISE NOTED

PROVIDE SINGLE GPDS FOR MW, DW, REF, WMS. INSTALL ISOLATION SWITCH WITHIN 2m OF COOKTOP

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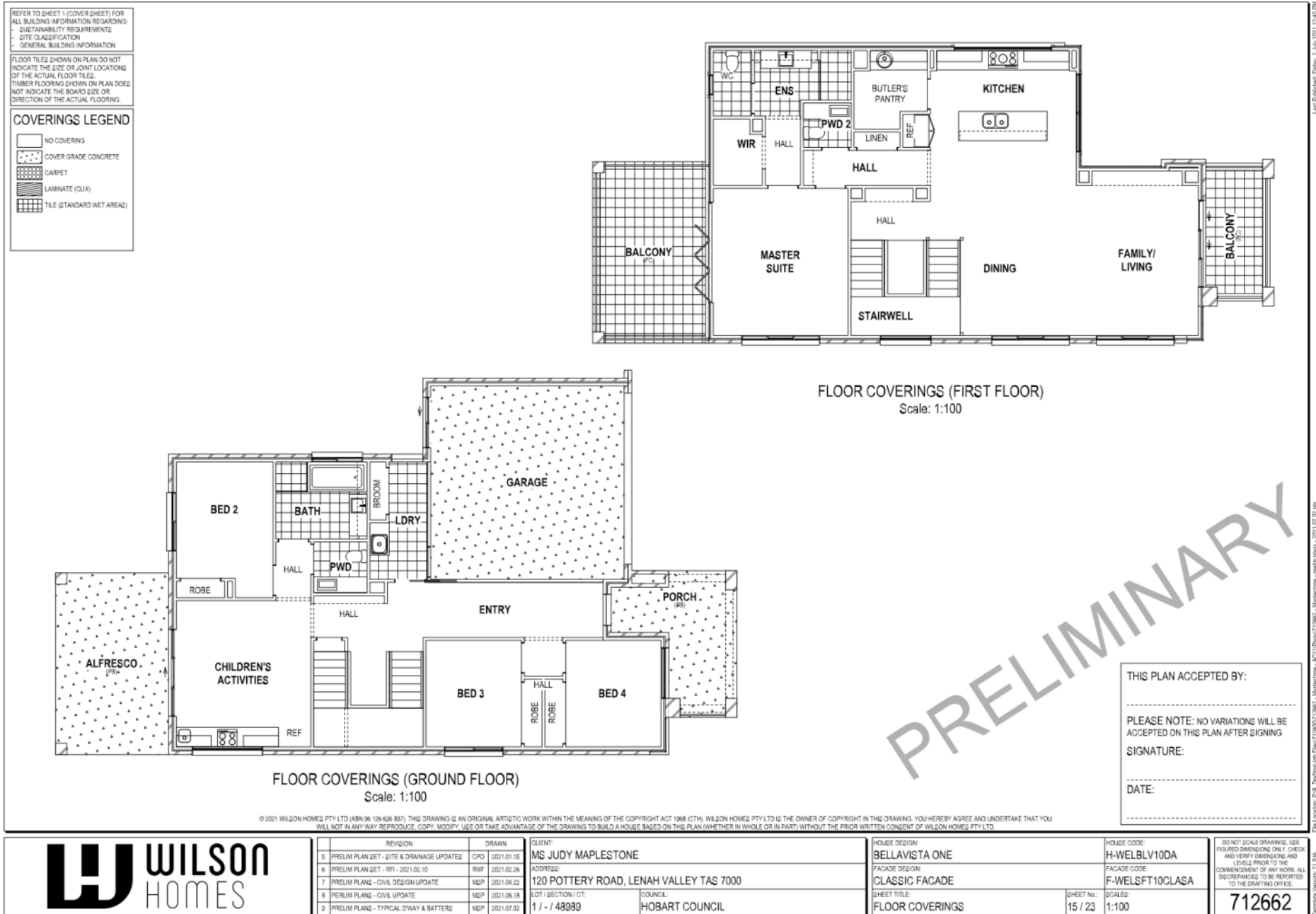
| REVISION | DRAWN |
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| 5. PRELIM PLAN SET - SITE & DRAINAGE UPDATES | CPO 2021.01.15 |
| 6. PRELIM PLAN SET - RFI - 2021.02.10 | RMF 2021.02.26 |
| 7. PRELIM PLANS - CIVIL DESIGN UPDATE | MDP 2021.04.22 |
| 8. PRELIM PLANS - CIVIL UPDATE | MDP 2021.06.18 |
| 9. PRELIM PLANS - TYPICAL D'WAY & BATTERS | MDP 2021.07.02 |

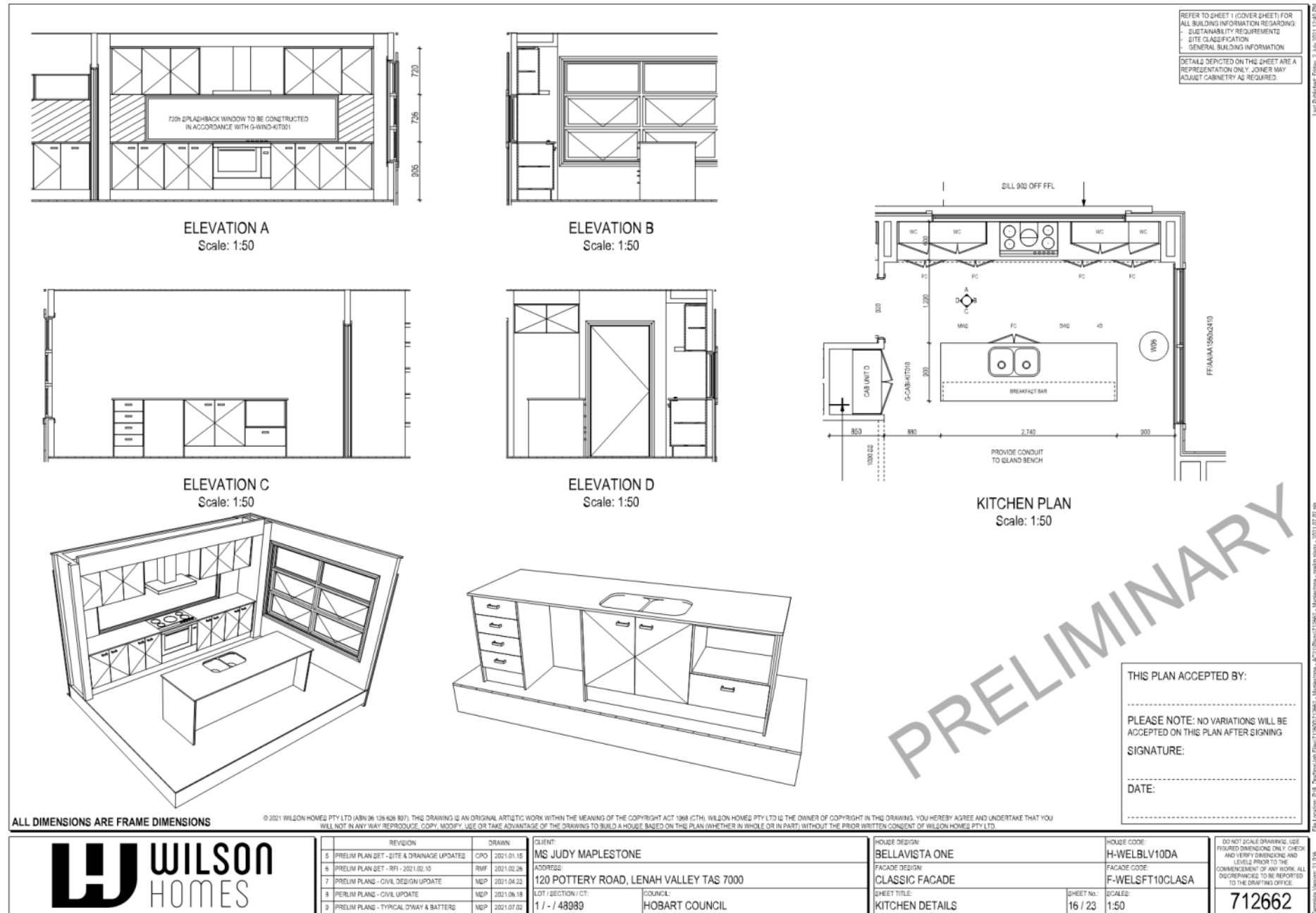
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| ADDRESS: | 120 POTTERY ROAD, LENA VALLEY TAS 7000 |
| LOT / SECTION / CT: | 1 / - / 48989 |
| COUNCIL: | HOBART COUNCIL |

| | |
|----------------|----------------|
| HOUSE DESIGN: | BELLAVISTA ONE |
| FACADE DESIGN: | CLASSIC FACADE |
| HOUSE CODE: | H-WELBLV10DA |
| FACADE CODE: | F-WELSF10CLASA |
| SCALE: | 1:100 |
| SHEET NO.: | 14 / 23 |

| | |
|--------------|----------------|
| HOUSE CODE: | H-WELBLV10DA |
| FACADE CODE: | F-WELSF10CLASA |
| SCALE: | 1:100 |
| SHEET NO.: | 14 / 23 |

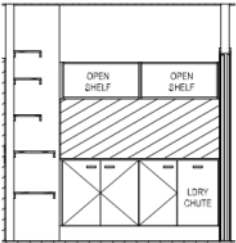
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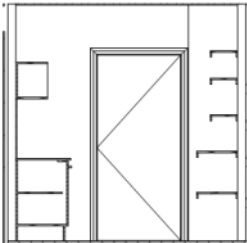


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- SITE CLASSIFICATION
- GENERAL BUILDING INFORMATION

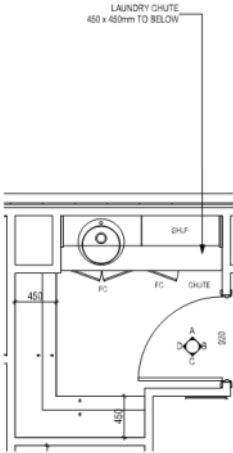
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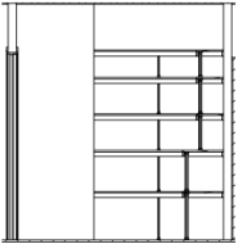
ELEVATION A
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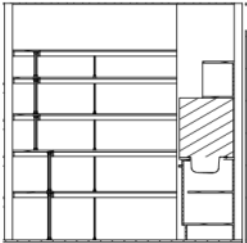
ELEVATION B
Scale: 1:50



KITCHEN PLAN
Scale: 1:50



ELEVATION C
Scale: 1:50



ELEVATION D
Scale: 1:50

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| 7. PRELIM PLANS - CIVIL DESIGN UPDATE | MEP 2021.04.22 |
| 8. PRELIM PLANS - CIVIL UPDATE | MEP 2021.06.18 |
| 9. PRELIM PLANS - TYPICAL D'WAY & BATTERS | MEP 2021.07.02 |

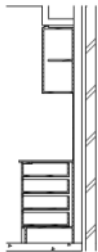
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| ADDRESS: | 120 POTTERY ROAD, LENA VALLEY TAS 7000 |
| LOT / SECTION / CT: | 1 / - / 48989 |
| COUNCIL: | HOBART COUNCIL |

| | | | |
|----------------|-------------------------|--------------|-----------------|
| HOUSE DESIGN: | BELLAVISTA ONE | HOUSE CODE: | H-WELBLV10DA |
| FACADE DESIGN: | CLASSIC FACADE | FACADE CODE: | F-WELSFT10CLASA |
| SHEET TITLE: | BUTLER'S PANTRY DETAILS | SHEET NO.: | 17 / 23 |
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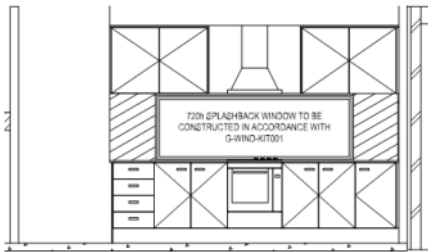
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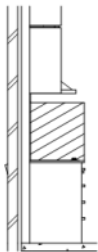
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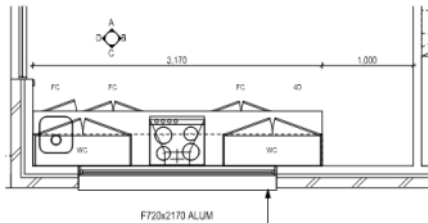
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Scale: 1:50



ELEVATION C
Scale: 1:50



ELEVATION D
Scale: 1:50



KITCHEN PLAN
Scale: 1:50

PRELIMINARY

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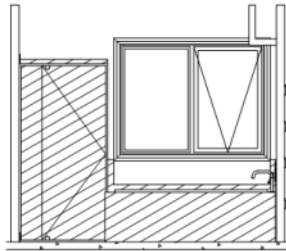
| REVISION | DRAWN |
|--|----------------|
| 5. PRELIM PLAN SET - SITE & DRAINAGE UPDATES | CPO 2021.01.15 |
| 6. PRELIM PLAN SET - RFI - 2021.02.10 | RMF 2021.02.26 |
| 7. PRELIM PLANS - CIVIL DESIGN UPDATE | MEP 2021.04.22 |
| 8. PRELIM PLANS - CIVIL UPDATE | MEP 2021.06.18 |
| 9. PRELIM PLANS - TYPICAL D'WAY & BATTERS | MEP 2021.07.02 |

| | |
|---------------------|--|
| CLIENT: | MS JUDY MAPLESTONE |
| ADDRESS: | 120 POTTERY ROAD, LENA VALLEY TAS 7000 |
| LOT / SECTION / CT: | 1 / - / 48993 |
| COUNCIL: | HOBART COUNCIL |

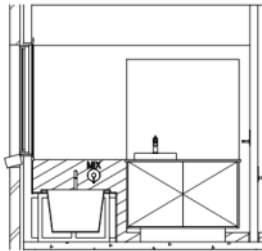
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| HOUSE DESIGN: | BELLAVISTA ONE | HOUSE CODE: | H-WELBLV10DA |
| FACADE DESIGN: | CLASSIC FACADE | FACADE CODE: | F-WELSF10CLASA |
| SHEET TITLE: | KITCHENETTE DETAILS | SHEET NO.: | 18 / 23 |
| | | SCALE: | 1:50 |

| |
|---|
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| 712662 |

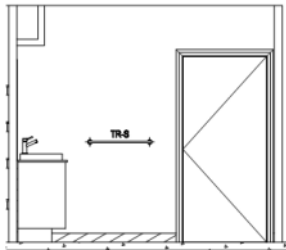
REFER TO SHEET 1 (COVER SHEET) FOR
ALL BUILDING INFORMATION REGARDING:
- SUSTAINABILITY REQUIREMENTS
- SITE CLASSIFICATION
- GENERAL BUILDING INFORMATION
DETAILS DEPICTED ON THIS SHEET ARE A
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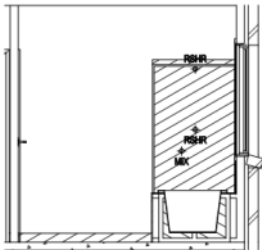
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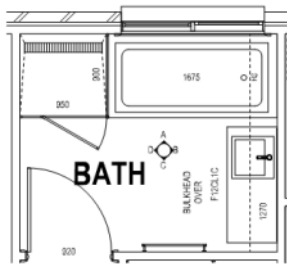
ELEVATION B
Scale: 1:50



ELEVATION C
Scale: 1:50



ELEVATION D
Scale: 1:50



BATHROOM PLAN
Scale: 1:50

| LEGEND | |
|--------|-------------------------|
| RSHR | RAIL SHOWER |
| ROSE | SHOWER ROSE |
| ELBW | SHOWER ELBOW CONNECTION |
| MIX | MIXER TAP |
| HT | HOT TAP |
| CT | COLD TAP |
| HS | HOB SPOUT |
| WS | WALL SPOUT |
| SC | STOP COCK |
| TRH | TOILET ROLL HOLDER |
| TR-S | TOWEL RAIL - SINGLE |
| TR-D | TOWEL RAIL - DOUBLE |
| TL | TOWEL LADDER |
| TH | TOWEL HOLDER |
| TR | TOWEL RACK |
| TMS | TUMBLER HOLDER |
| RNG | TOWEL RING |
| RH | ROBE HOOK |
| SHLF | SHelf |
| SR | SHAMPOO RECESS |
| SOAP | SOAP HOLDER |

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SIGNATURE:

DATE:

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| REVISION | DRAWN |
|--|----------------|
| 5. PRELIM PLAN SET - SITE & DRAINAGE UPDATES | CPO 2021.01.15 |
| 6. PRELIM PLAN SET - RFI - 2021.02.10 | RMF 2021.02.26 |
| 7. PRELIM PLANS - CIVIL DESIGN UPDATE | MEP 2021.04.22 |
| 8. PRELIM PLANS - CIVIL UPDATE | MEP 2021.06.18 |
| 9. PRELIM PLANS - TYPICAL D'WAY & BATTERS | MEP 2021.07.02 |

| | |
|---------------------|--|
| CLIENT: | MS JUDY MAPLESTONE |
| ADDRESS: | 120 POTTERY ROAD, LENA VALLEY TAS 7000 |
| LOT / SECTION / CT: | 1 / - / 48989 |
| COUNCIL: | HOBART COUNCIL |

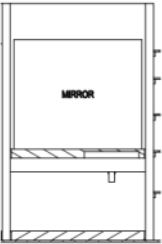
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|----------------|------------------|
| HOUSE DESIGN: | BELLAVISTA ONE |
| FACADE DESIGN: | CLASSIC FACADE |
| SHEET TITLE: | BATHROOM DETAILS |

| | |
|--------------|-----------------|
| HOUSE CODE: | H-WELBLV10DA |
| FACADE CODE: | F-WELSFT10CLASA |
| SHEET NO.: | 19 / 23 |
| SCALE: | 1:50 |

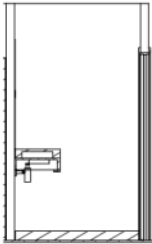
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| 712662 |

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Template Version: 21.018

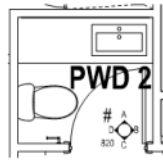
REFER TO SHEET 1 (COVER SHEET) FOR
ALL BUILDING INFORMATION REGARDING:
- SUSTAINABILITY REQUIREMENTS
- SITE CLASSIFICATION
- GENERAL BUILDING INFORMATION
DETAILS DEPICTED ON THIS SHEET ARE A
REPRESENTATION ONLY



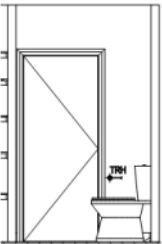
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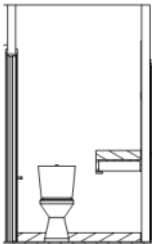
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Scale: 1:50



POWDER ROOM PLAN
Scale: 1:50



ELEVATION C
Scale: 1:50



ELEVATION D
Scale: 1:50

| LEGEND | |
|--------|-------------------------|
| RSHR | RAIL SHOWER |
| ROSE | SHOWER ROSE |
| ELBW | SHOWER ELBOW CONNECTION |
| MIX | MIXER TAP |
| HT | HOT TAP |
| CT | COLD TAP |
| HS | HOB SPOUT |
| WS | WALL SPOUT |
| SC | STOP COCK |
| TRH | TOILET ROLL HOLDER |
| TR-S | TOWEL RAIL - SINGLE |
| TR-D | TOWEL RAIL - DOUBLE |
| TL | TOWEL LADDER |
| TH | TOWEL HOLDER |
| TR | TOWEL RACK |
| TMS | TUMBLER HOLDER |
| RNG | TOWEL RING |
| RH | ROBE HOOK |
| SHLF | SHelf |
| SR | SHAMPOO RECESS |
| SOAP | SOAP HOLDER |

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| REVISION | DRAWN |
|--|----------------|
| 5. PRELIM PLAN SET - SITE & DRAINAGE UPDATES | CPO 2021.01.15 |
| 6. PRELIM PLAN SET - RFI - 2021.02.10 | RMF 2021.02.26 |
| 7. PRELIM PLANS - CIVIL DESIGN UPDATE | MEP 2021.04.22 |
| 8. PRELIM PLANS - CIVIL UPDATE | MEP 2021.06.18 |
| 9. PRELIM PLANS - TYPICAL D'WAY & BATTERS | MEP 2021.07.02 |

| | |
|---------------------|--|
| CLIENT: | MS JUDY MAPLESTONE |
| ADDRESS: | 120 POTTERY ROAD, LENA VALLEY TAS 7000 |
| LOT / SECTION / CT: | 1 / - / 48989 |
| COUNCIL: | HOBART COUNCIL |

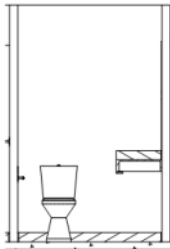
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| HOUSE DESIGN: | BELLAVISTA ONE | HOUSE CODE: | H-WELBLV10DA |
| FACADE DESIGN: | CLASSIC FACADE | FACADE CODE: | F-WELSFT10CLASA |
| SHEET TITLE: | POWDER ROOM 2 (FIRST FLOOR) DETAILS | SHEET NO.: | 20 / 23 |
| SCALE: | 1:50 | SCALE: | 1:50 |

| |
|---|
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- SITE CLASSIFICATION
- GENERAL BUILDING INFORMATION
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REPRESENTATION ONLY



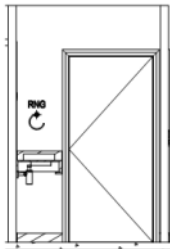
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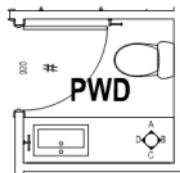
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Scale: 1:50



ELEVATION C
Scale: 1:50



ELEVATION D
Scale: 1:50



POWDER ROOM PLAN
Scale: 1:50

| LEGEND | |
|--------|-------------------------|
| RSR | RAIL SHOWER |
| ROSE | SHOWER ROSE |
| ELBW | SHOWER ELBOW CONNECTION |
| MIX | MIXER TAP |
| HT | HOT TAP |
| CT | COLD TAP |
| HS | HOB SPOUT |
| WS | WALL SPOUT |
| SC | STOP COCK |
| TRH | TOILET ROLL HOLDER |
| TR-S | TOWEL RAIL - SINGLE |
| TR-D | TOWEL RAIL - DOUBLE |
| TL | TOWEL LADDER |
| TH | TOWEL HOLDER |
| TR | TOWEL RACK |
| TMS | TUMBLER HOLDER |
| RNG | TOWEL RING |
| RH | ROBE HOOK |
| SHLF | SHelf |
| SR | SHAMPOO RECESS |
| SOAP | SOAP HOLDER |

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DATE:

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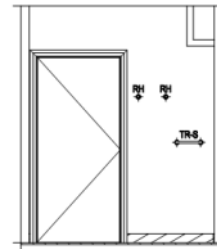
| REVISION | DRAWN |
|--|----------------|
| 5. PRELIM PLAN SET - SITE & DRAINAGE UPDATES | CPO 2021.01.15 |
| 6. PRELIM PLAN SET - RFI - 2021.02.10 | RMF 2021.02.26 |
| 7. PRELIM PLANS - CIVIL DESIGN UPDATE | MEP 2021.04.22 |
| 8. PRELIM PLANS - CIVIL UPDATE | MEP 2021.06.18 |
| 9. PRELIM PLANS - TYPICAL D'WAY & BATTERS | MEP 2021.07.02 |

| | |
|---------------------|--|
| CLIENT: | MS JUDY MAPLESTONE |
| ADDRESS: | 120 POTTERY ROAD, LENA VALLEY TAS 7000 |
| LOT / SECTION / CT: | 1 / - / 48989 |
| COUNCIL: | HOBART COUNCIL |

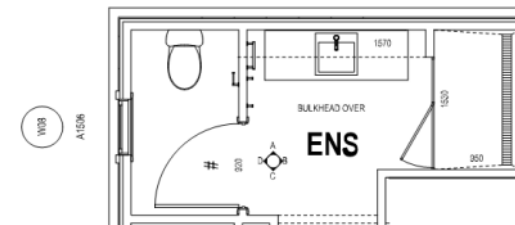
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| HOUSE DESIGN: | BELLAVISTA ONE |
| FACADE DESIGN: | CLASSIC FACADE |
| SHEET TITLE: | POWDER ROOM 1 (GROUND FLOOR) DETAILS |
| SHEET NO.: | 23 |
| HOUSE CODE: | H-WELBLV10DA |
| FACADE CODE: | F-WELSF10CLASA |
| SCALE: | 1:50 |

| |
|---|
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File Location: P:\8_2nd\Project Files\712662 - Mapleton - AC21\Plan\210662 - Mapleton - 2nd floor plan - 2021.07.02.dwg
Template Version: 21.018



ELEVATION D
Scale: 1:50



REFER TO SHEET 1 (COVER SHEET) FOR ALL BUILDING INFORMATION REGARDING:

- SUSTAINABILITY REQUIREMENTS
- SITE CLASSIFICATION
- GENERAL BUILDING INFORMATION

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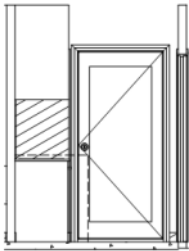
| LEGEND | |
|--------|-------------------------|
| REHR | RAIL SHOWER |
| ROSE | SHOWER ROSE |
| ELBW | SHOWER ELBOW CONNECTION |
| MIX | MIXER TAP |
| HT | HOT TAP |
| CT | COLD TAP |
| HE | HOB SPOUT |
| WS | WALL SPOUT |
| SC | STOP COCK |
| TRH | TOILET ROLL HOLDER |
| TR-S | TOWEL RAIL - SINGLE |
| TR-D | TOWEL RAIL - DOUBLE |
| TL | TOWEL LADDER |
| TH | TOWEL HOLDER |
| TR | TOWEL RACK |
| TNS | TUMBLER HOLDER |
| RNG | TOWEL RING |
| RH | ROBE HOOK |
| SHLF | SHELF |
| SR | SHAMPOO RECESS |
| SOAP | SOAP HOLDER |

DATE: _____

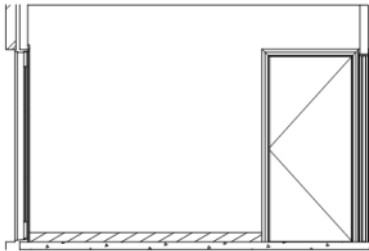
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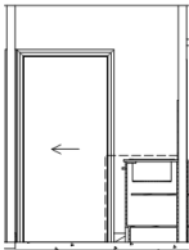
REFER TO SHEET 1 (COVER SHEET) FOR
ALL BUILDING INFORMATION REGARDING:
- SUSTAINABILITY REQUIREMENTS
- SITE CLASSIFICATION
- GENERAL BUILDING INFORMATION
DETAILS DEPICTED ON THIS SHEET ARE A
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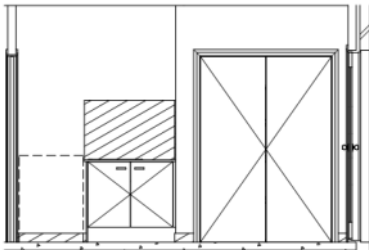
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Scale: 1:50



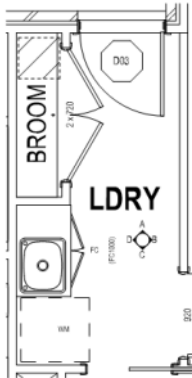
ELEVATION B
Scale: 1:50



ELEVATION C
Scale: 1:50



ELEVATION D
Scale: 1:50



LAUNDRY PLAN
Scale: 1:50

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SIGNATURE:

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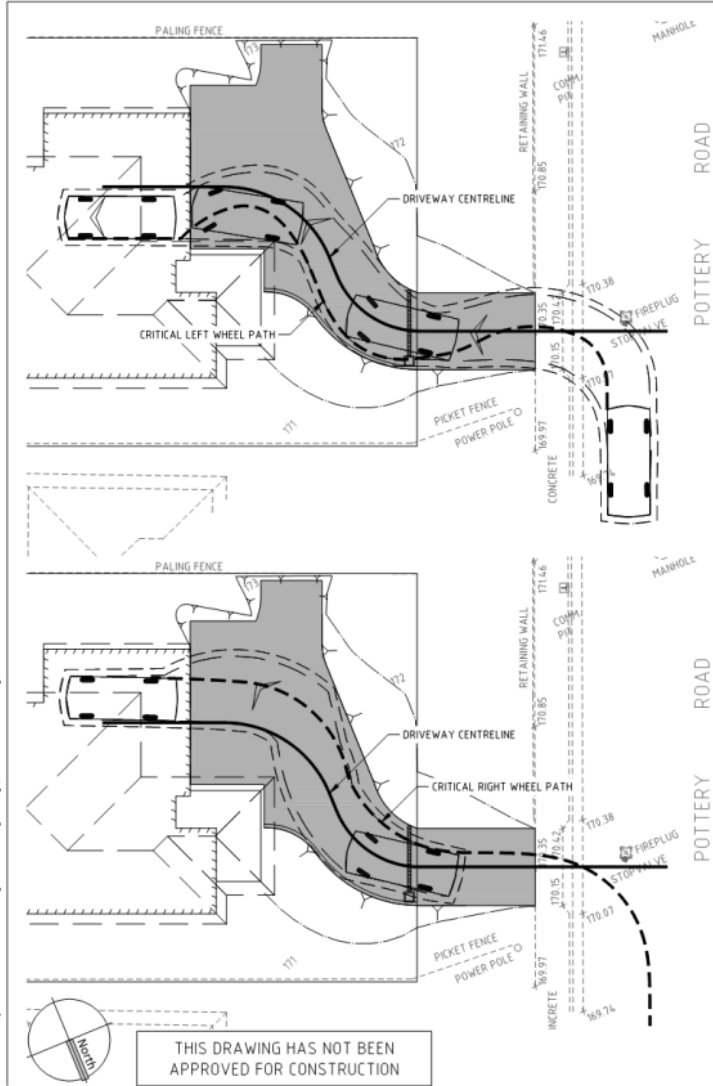


| REVISION | DRAWN |
|--|----------------|
| 5. PRELIM PLAN SET - SITE & DRAINAGE UPDATES | CPO 2021.01.15 |
| 6. PRELIM PLAN SET - RFI - 2021.02.10 | RMF 2021.02.26 |
| 7. PRELIM PLANS - CIVIL DESIGN UPDATE | MEP 2021.04.22 |
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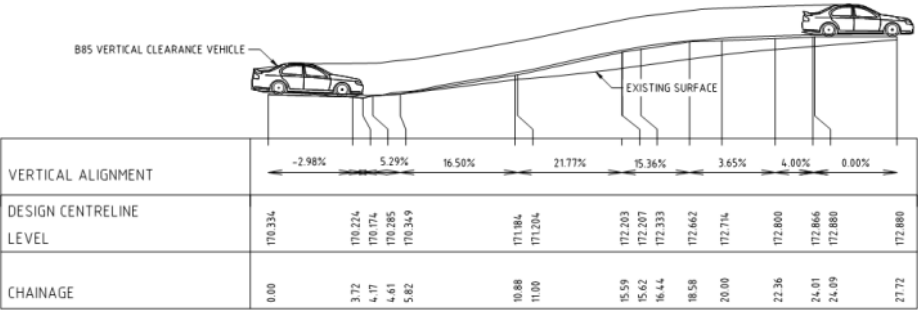
| | |
|---------------------|--|
| CLIENT: | MS JUDY MAPLESTONE |
| ADDRESS: | 120 POTTERY ROAD, LENA VALLEY TAS 7000 |
| LOT / SECTION / CT: | 1 / - / 48989 |
| COUNCIL: | HOBART COUNCIL |

| | | | |
|----------------|-----------------|--------------|-----------------|
| HOUSE DESIGN: | BELLAVISTA ONE | HOUSE CODE: | H-WELBLV10DA |
| FACADE DESIGN: | CLASSIC FACADE | FACADE CODE: | F-WELSFT10CLASA |
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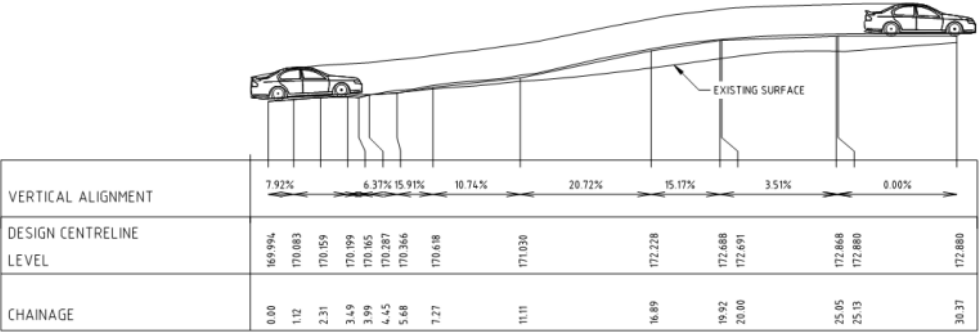
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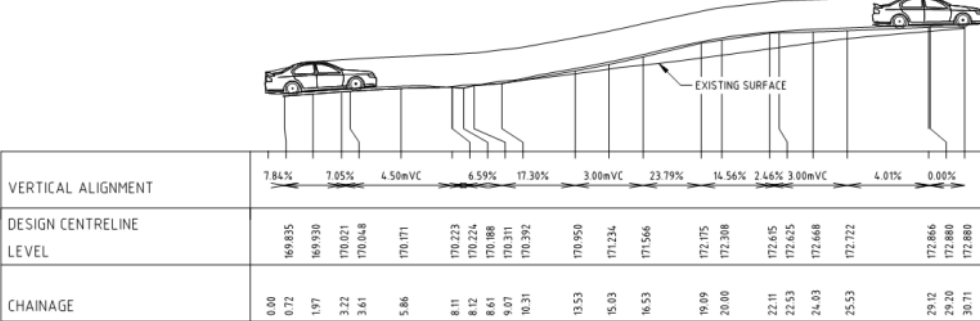
THIS DRAWING HAS NOT BEEN
APPROVED FOR CONSTRUCTION



LONGITUDINAL SECTION: CL
HORIZONTAL SCALE 1:200 VERTICAL SCALE 1:200



LONGITUDINAL SECTION: LEFT WHEEL PATH
HORIZONTAL SCALE 1:200 VERTICAL SCALE 1:200



LONGITUDINAL SECTION: RIGHT WHEEL PATH
HORIZONTAL SCALE 1:200 VERTICAL SCALE 1:200

| REV | DESCRIPTION | APP'D | DATE |
|-----|-------------------|-------|----------|
| A | PLANNING APPROVAL | SP | 21.04.21 |

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ROBERTS**
**CONSULTING
ENGINEERS**

159 DAVEY ST, HOBART
TASMANIA, AUSTRALIA 7000
www.gandyandroberts.com.au
mail@gandyandroberts.com.au
ph 03 6223 8877 fx 03 6223 7183

MAPLESTONE RESIDENCE
120 POTTERY ROAD
LENAH VALLEY (712662)
DRAWING TITLE
B85 TURNING PATHS

| DESIGNED RB | DRAWN RB | CHECKED SP |
|--------------------|-----------------|---------------|
| PROJECT 20.0723 | DRAWING C010 | REVISION A |

