



CITY OF HOBART

AGENDA

City Planning Committee Meeting

Open Portion

Monday, 30 August 2021

at 5:00 pm

Council Chamber, Town Hall

THE MISSION

Working together to make Hobart a better place for the community.

THE VALUES

The Council is:

People	We care about people – our community, our customers and colleagues.
Teamwork	We collaborate both within the organisation and with external stakeholders drawing on skills and expertise for the benefit of our community.
Focus and Direction	We have clear goals and plans to achieve sustainable social, environmental and economic outcomes for the Hobart community.
Creativity and Innovation	We embrace new approaches and continuously improve to achieve better outcomes for our community.
Accountability	We are transparent, work to high ethical and professional standards and are accountable for delivering outcomes for our community.

ORDER OF BUSINESS

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

APOLOGIES AND LEAVE OF ABSENCE

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City Planning Committee Meeting (Open Portion) held Monday, 30 August 2021 at 5:00 pm in the Council Chamber, Town Hall.

This meeting of the City Planning Committee is held in accordance with a Notice issued by the Premier on 3 April 2020 under section 18 of the *COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020*.

The title Chief Executive Officer is a term of reference for the General Manager as appointed by Council pursuant s.61 of the *Local Government Act 1993* (Tas).

COMMITTEE MEMBERS

Deputy Lord Mayor Burnet (Chairman)
Briscoe
Harvey
Behrakis
Dutta
Coats

Apologies:

Leave of Absence: Nil.

NON-MEMBERS

Lord Mayor Reynolds
Zucco
Sexton
Thomas
Ewin
Sherlock

1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the City Planning Committee meeting held on [Monday, 16 August 2021](#) and the Special City Planning Committee meeting held on [Monday, 23 August 2021](#), are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

Ref: Part 2, Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*.

Recommendation

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the Chief Executive Officer.

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

5. TRANSFER OF AGENDA ITEMS

Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

A Committee may close a part of a meeting to the public where a matter to be discussed falls within 15(2) of the above regulations.

In the event that the Committee transfer an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

6. PLANNING AUTHORITY ITEMS - CONSIDERATION OF ITEMS WITH DEPUTATIONS

In accordance with the requirements of Part 2 Regulation 8(3) of the *Local Government (Meeting Procedures) Regulations 2015*, the Chief Executive Officer is to arrange the agenda so that the planning authority items are sequential.

In accordance with Part 2 Regulation 8(4) of the *Local Government (Meeting Procedures) Regulations 2015*, the Committee by simple majority may change the order of any of the items listed on the agenda, but in the case of planning items they must still be considered sequentially – in other words they still have to be dealt with as a single group on the agenda.

Where deputations are to be received in respect to planning items, past practice has been to move consideration of these items to the beginning of the meeting.

RECOMMENDATION

That in accordance with Regulation 8(4) of the *Local Government (Meeting Procedures) Regulations 2015*, the Committee resolve to deal with any items which have deputations by members of the public regarding any planning matter listed on the agenda, to be taken out of sequence in order to deal with deputations at the beginning of the meeting.

7. 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.

7.1 APPLICATIONS UNDER THE HOBART INTERIM PLANNING SCHEME 2015

7.1.1 251 MACQUARIE STREET AND 245-247 MACQUARIE STREET, HOBART - THREE MULTIPLE DWELLINGS (TWO EXISTING, ONE NEW) PLN-21-245 - FILE REF: F21/84986

Address:	251 Macquarie Street and 245-247 Macquarie Street, Hobart
Proposal:	Three Multiple Dwellings (Two Existing, One New)
Expiry Date:	6 September 2021
Extension of Time:	Not applicable
Author:	Tristan Widdowson

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 three multiple dwellings (two existing, one new) at 251 Macquarie Street and 245-247 Macquarie Street, Hobart 7000 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-21-245- 251 MACQUARIE STREET HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of

TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2021/00623-HCC dated 30/04/2021 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

THC

The use and/or development must comply with the requirements of the Tasmanian Heritage Council as detailed in the Notice of Heritage Decision, THC Works Ref: 6542 dated 4 August 2021, as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN s1

The constructed dwelling must be substantially in accordance with the Final Planning Documents and have a maximum height of no more than 10m above existing ground level, to be clearly demonstrated in any plans submitted for approval pursuant to the *Building Act 2016*.

Reason for condition

To ensure the proposal is compliant with the height limit of the Urban Mixed Zone.

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, ag drains, and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or commencement of use (whichever occurs first).

Reason for condition

To ensure that stormwater from the site will be discharged to a suitable

Council approved outlet.

SW 1

Prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first), a pre-construction condition assessment and visual record (eg video and photos) of the rivulet bank adjacent to the proposed development must be submitted to the City of Hobart as a Condition Endorsement.

The condition assessment must include a site plan clearly showing the location of the images.

The pre-construction condition assessment will be relied upon to establish the extent of any damage caused to Hobart City Council's stormwater infrastructure during construction. If the owner/developer fails to provide the City of Hobart with an adequate pre-construction condition assessment then any damage to the City of Hobart's infrastructure identified in the post-construction condition assessment will be the responsibility of the owner/developer.

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.

SW 2

Prior to occupancy or the commencement of the approved use (whichever occurs first), a post-construction structural condition assessment and visual record (eg video and photos) of the rivulet bank adjacent to the proposed development must be submitted to the City of Hobart.

The condition assessment must include a site plan clearly showing the location of the images.

The post-construction condition assessment will be relied upon to establish the extent of any damage caused to the Hobart City Council's stormwater infrastructure during construction. If the owner/developer fails to provide the City of Hobart with an adequate post-construction condition

assessment then any damage to the Hobart City Council's infrastructure identified in the post-construction CCTV will be deemed to be the responsibility of the owner/developer.

SW 3

The proposed works must be designed and installed to ensure the protection of and access to the bank of the Hobart Rivulet.

Prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first), a detailed design must be submitted and approved. The detailed design must be prepared by a suitably qualified expert and must:

1. demonstrate how the design will ensure the protection of and provide access to the bank of the Hobart Rivulet;
2. show footings adjacent to the Rivulet extending to bedrock or below the invert of the Rivulet (whichever is less);
3. detail how removable elements within the 5m Rivulet setback (eg decks and window shrouds) are dismantled; and
4. detail landscaping and vegetation within the 5m Rivulet setback, sufficient to stabilise the bank.

All work required by this condition must be undertaken and maintained in accordance with the approved detailed 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.

Council considers creek meander to be a natural process and will not install erosion control measures to protect private property.

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 2b

Prior to the issue of any approval under the *Building Act 2016* or the commencement of works on site (whichever occurs first), a certified vehicle barrier design (including site plan with proposed location(s) of installation) prepared by a suitably qualified engineer, compliant with Australian Standard AS/NZS 1170.1:2002, must be submitted to Council as a Condition Endorsement.

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.

Reason for condition

To ensure the safety of users of the access driveway and parking module

and compliance with the standard.

ENG 2c

Prior to the first occupation, vehicular barriers must be inspected by a qualified engineer and certification submitted to the Council confirming that the installed vehicular barriers comply with the certified design and Australian Standard AS/NZS 1170.1:2002.

Advice:

Certification may be submitted to the 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 driveway and parking module and compliance with the relevant standards.

ENG 3a

The access driveway, and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/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 3c

The access driveway, and parking module (parking spaces, aisles and manoeuvring area) must be constructed in accordance with the Hive Building Design documentation received by the Council on the 18th June 2021.

Prior to the first occupation, 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 (car parking spaces, aisles 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 prior to the first occupation.

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 5

The carparking space identified as open car space (3) must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards

AS/NZS 2890.1 2004, prior to first occupation.

Advice:

The carparking space identified as open car space (3) is the car parking space allocated to the existing one bedroom apartment at 2/251 Macquarie Street.

Reason for condition

To ensure the provision of parking for the use is safe and efficient.

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. rivulet bank, 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 2

The Hobart Rivulet must be protected during construction.

Sediment and erosion control measures, sufficient to prevent sediment leaving the site or erosion of the rivulet and in accordance with an approved soil and water management plan (SWMP), must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.

A SWMP must be submitted for condition endorsement (CEP application) prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must:

- a) be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available [here](#); and
- b) show measures to protect the rivulet bank from construction works, including but not limited to heavy machinery exclusion zones; and
- c) detail vegetation reinstatement and embankment stabilisation as per condition SW3.

All work required by this condition must be undertaken in accordance with the approved SWMP.

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.

Reason for condition

To avoid the pollution and sedimentation of roads, drains and natural watercourses that could be caused by erosion and runoff from the development.

HER 6

All onsite excavation and disturbance in the areas identified in the 251 Macquarie St, Hobart, Development Works Statement of Historical Archaeological Potential and Archaeological Method Statement (dated 12 March 2021) must be monitored and excavated in accordance with section 10, and 11 of the report. Should any features or deposits of an archaeological nature be discovered on the site during excavation or disturbance:

1. All excavation and/or disturbance must stop immediately; and
2. A qualified archaeologist must be engaged to attend the site and provide advice and assessment of the features and/or deposits discovered and make recommendations on further excavation and/or disturbance; and
3. All and any recommendations made by the archaeologist engaged in accordance with section 10 and 11 of the Southern Archaeology report must be complied with in full; and
4. All features and/or deposits discovered and excavated must be reported to Council with 1 day and prior to the conclusion of the excavation; and
5. A copy of the archaeologist's advice, assessment and recommendations obtained in accordance with sections 10 and 11 of the Southern Archaeology report must be provided to Council within 60 days of receipt of the advice, assessment and recommendations and prior to the issue of a certificate of occupancy. Excavation and/or disturbance must not recommence until approval is granted from the Council.

Excavation and/or disturbance must not recommence until approval is granted from the Council.

Reason for condition

To ensure that work is planned and implemented in a manner that seeks to understand, retain, protect, preserve and manage significant archaeological evidence.

HER 17a

The use of the colour 'Wallaby' is not approved. A lighter colour is required. The palette of exterior colours, materials and finishes must reflect the palette of materials within the local area and precinct. The following Colorbond colours would be acceptable: Dune, Shale Grey or Surfmist.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved as a Condition Endorsement showing revised colours, materials and finishes in accordance with the above requirement.

All work required by this condition must be undertaken in accordance with the approved plans.

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.

Reason for condition

To ensure that development at a heritage place and heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER 20

A landscaping plan must be prepared with work undertaken within six (6) months of the issue of certificate of occupancy.

A landscaping plan must be submitted and approved as a Condition Endorsement, prior to the commencement of work. The landscape plan must:

1. show species of trees and shrubs proposed, and locations, and other finishes, and structures, for outdoors areas.

All work required by this condition must be undertaken in accordance with the approved landscaping plan.

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.

Reason for condition

To ensure that development at a heritage place is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

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.

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.

IMPACT ON EXISTING PERMIT ON ADJOINING PROPERTY

There are existing planning permits for 245 Macquarie Street (PLN-16-00116-01, PLN-21-195). This planning permit for 251 Macquarie Street (PLN-21-245) may impact on the existing planning permit for 245 Macquarie Street requiring alterations to the levels to facilitate onsite turning. Which ever planning permit is acted on first may compromise the ability for the other planning permit to be acted upon therefore it is encouraged that the developer liaises with the adjoining owners. Alterations to driveway and turning areas may require subsequent planning approvals or amendments.

RIGHT OF WAY

The private right of way must not be reduced, restricted or impeded in any way, and all beneficiaries must have complete and unrestricted access at all times.

You should inform yourself as to your rights and responsibilities in respect to the private right of way particularly reducing, restricting or impeding the right






during and after construction.

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-21-245 - 251 MACQUARIE STREET HOBART
TAS 7000 - Planning Committee or Delegated
Report ↓  |
| Attachment B: | PLN-21-245 - 251 MACQUARIE STREET HOBART
TAS 7000 - CPC Agenda Documents ↓  |
| Attachment C: | PLN-21-245 - 251 MACQUARIE STREET HOBART
TAS 7000 - Planning Referral Officer Cultural
Heritage Report ↓  |
| Attachment D: | PLN-21-245 - 251 MACQUARIE STREET HOBART
TAS 7000 - Planning Referral Officer Development
Engineering Report ↓  |
| Attachment E: | PLN-21-245 - 251 MACQUARIE STREET HOBART
TAS 7000 - Planning Referral Officer Environmental
Development Planner Report ↓  |

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report: Committee
Committee: 30 August 2021
Expiry Date: 6 September 2021
Application No: PLN-21-245
Address: 251 MACQUARIE STREET , HOBART
245 - 247 MACQUARIE STREET , HOBART
Applicant: Joanne Crawley (Hive Building Design)
1 Ascot Avenue
Joanne Crawley (Hive Building Design)
1 Ascot Avenue
Proposal: Three Multiple Dwellings (Two Existing, One New)
Representations: Three
Performance criteria: Urban Mixed Use Zone Development Standards, Parking and Access Code, Attenuation Code, Waterway and Coastal Protection Code and Historic Heritage Code.

1. Executive Summary

- 1.1 Planning approval is sought for Three Multiple Dwellings (Two Existing, One New) at 251 Macquarie Street and 245-247 Macquarie Street, Hobart.
- 1.2 More specifically the proposal includes:
 - The proposal is for an additional dwelling to be located at the rear of the property at 251 Macquarie Street that contains an existing heritage listed building housing two apartments. The proposed three bedroom dwelling has a floor area of approximately 246m² extending over three levels, each with its own deck area and a two vehicle carport accessed via a central shared right of way with 245-247 Macquarie Street. The contemporary shallow pitch gable roof design is to predominantly feature grey, wide tray Colorbond nail strip profile cladding with concrete block work at the base of the building, sections of timber cladding and extensive glazing on the northern elevation.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:

- 1.3.1 Urban Mixed Zone Development Standards - Residential Amenity
 - 1.3.2 Parking and Access Code -Vehicle Passing and Layout of Parking Areas
 - 1.3.3 Attenuation Code - Development for a Sensitive Use
 - 1.3.4 Waterway and Coastal Protection Code - Buildings and Works
 - 1.3.5 Historic Heritage Code - Heritage Precinct, Heritage Place, and Archaeology
- 1.4 Three (3) representations objecting to the proposal were received within the statutory advertising period between 13 July and 27 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 it received three (3) objections.

2. Site Detail

- 2.1 The 405m² lot contains a Victorian Georgian heritage listed residence fronting Macquarie Street that contains a larger upper level apartment and lower level apartment. A central right of way and turning head is shared with 245-247 Macquarie Street. The proposed dwelling is to be sited to the rear of the property over an existing sealed parking area and a sloping undeveloped grass rear yard. The rear of the property adjoins Hobart Rivulet, Linear Park and childcare centre carpark.

2.2



Figure 1: GIS Map 1:2000

2.3



Figure 2: GIS Map 1:2000

2.4



Figure 3: Looking towards site of proposed dwelling

2.5



Figure 4: Looking towards the rear of the existing building at 251 Macquarie Street

3. Proposal

- 3.1 Planning approval is sought for Three Multiple Dwellings (Two Existing, One New) at 251 Macquarie Street and 245-247 Macquarie Street, Hobart.
- 3.2 More specifically the proposal is for:
- The proposal is for an additional dwelling to be located at the rear of the property at 251 Macquarie Street that contains an existing heritage listed building housing two apartments. The proposed three bedroom dwelling has a floor area of approximately 246m² extending over three levels, each with its own deck area and a two vehicle carport accessed via a central shared right of way with 245-247 Macquarie Street. The contemporary shallow pitch gable roof design is to predominantly feature grey, wide tray Colorbond nail strip profile cladding with concrete blockwork at the base of the building, sections of timber cladding and extensive glazing on the northern elevation.

3.3

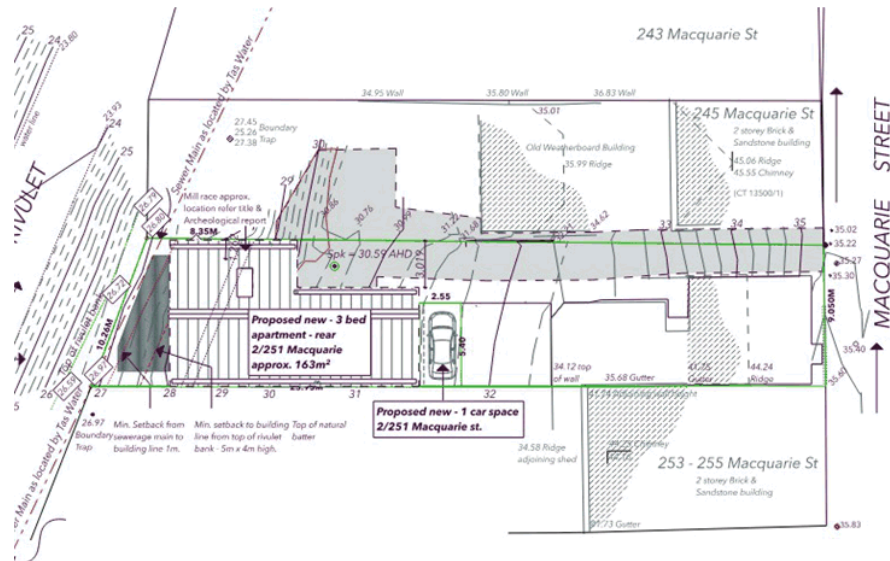
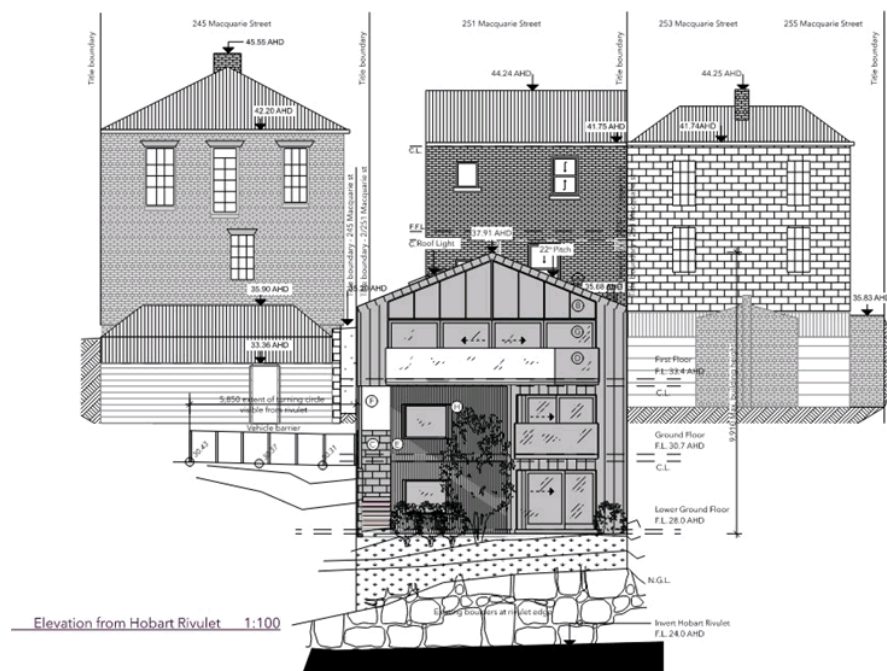


Figure 5: Proposed Site Plan

3.4



4. Background

- 4.1 No background specific to the proposal.

5. Concerns raised by representors

- 5.1 Three (3) representations objecting to the proposal were received within the statutory advertising period between 13 July and 27 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.

From integration of the survey plan and the site plan it shows that the peak of the gable roof encroaches beyond the 28RL and therefore the dwelling is in excess of the 10m maximum height. Therefore, the proposal must be assessed under the Performance Criteria for 15.4.1 P1 and should be refused as it fails to meet 15.4.1 P1 (b) and (d) by being compatible with the scale of nearby buildings and providing appropriate transition.
The mass and bulk of the proposed building demonstrates no sensitivity towards the heritage, cultural and lifestyle value of this area.
The proposed structure makes no attempt to fit within this setting, being designed to the maximum in dimension and space.
The structure will unreasonably diminish the heritage significance of the place.
The siting, bulk and fenestration design of the structure are inconsistent with the character of the place. The proposed works are unsympathetic and do not complement the place, thereby failing to satisfy E 13.7.2 P1 and P2.
The design scale, bulk, built form, materials or fenestrations of the proposed dwelling are not subservient or complementary to the townscape across the Rivulet to this precinct. The proposal fails to satisfy E 13.8.2 P2.
The ratio of glass to built form dominates the northern elevation, with projecting concrete platform decks. In comparison to the ratio of glazing to built form of adjacent buildings, the proposed structure is out of character and unsympathetic to the Georgian precinct
Impact of the historic context of the sites connection to the rivulet as well as impacts on the visual vista of the Rivulet.
The THC are required to consider the impact of the development in the heritage significant of the place.
The proposal is unreasonable in its disruption and intrusion into the heritage values of the site and adjoining properties.

The proposed buildings will have windows that will impact on privacy.
The height of the proposal cuts out views of the rivulet and the mountain.
The large structure, directly and negatively-impacting the lifestyle of those in the vicinity.
The proposed driveway works within the shared right of way may compromise the neighbouring property ability to complete a previously approved development.
Turning arcs (swept paths) of vehicles manoeuvring on site extending outside the right of way encroaching on the neighbouring property and not allowing for larger vehicles.
Visitor parking has not been provided under Table 6.1.
Vehicle passing bay is not shown on the plan in accordance with clause 6.7.3 of the Parking and Access Code.
Increase in the usage of the entry onto Macquarie Street which is a State Controlled Road and should be referred to the Department of State Growth.
Extreme weather events associated with climate change trends would indicate caution regarding any over-development adjacent urban watercourses.
The proposed dwelling includes landfill on the north eastern portion to raise the floor level to RL28. This area stretches some 6 metres towards the rivulet in this corner and across half of the width of the proposed dwelling. No information is provided to demonstrate compliance with E 15.7.5 P1 or P2.
The proposal provides no evidence of compliance with Waterways and Coastal Protection Code E 11.7.1, other than to say no new works are proposed within the Rivulet Reserve. This does not demonstrate compliance with the performance criteria and does not satisfy this clause, requiring refusal of the proposal.

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 Urban Mixed Use Zone of the *Hobart Interim Planning*

Scheme 2015.

- 6.3 The proposed use for Multiple Dwellings is is Permitted Use in the zone.
- 6.4 The proposal has been assessed against:
- 6.4.1 Part D - 10 Urban Mixed Use Zone
 - 6.4.2 E5.0 Road and Railway Assets Code
 - 6.4.3 E6.0 Parking and Access Code
 - 6.4.4 E7.0 Stormwater Management Code
 - 6.4.5 E9.0 Attenuation Code
 - 6.4.6 E11.0 Waterway and Coastal Protection Code
 - 6.4.7 E13.0 Historic Heritage Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 Urban Mixed Zone Development Standards:
Residential Amenity – Part D 15.4.8 P1
 - 6.5.2 Parking and Access Code:
Vehicular Passing - E6.7.3 P1
Layout Parking Areas - E6.7.5 P1
 - 6.5.3 Attenuation Code:
Development for Sensitive Use in Proximity to Use with Potential to Cause Environmental Harm - E9.7.2 P1
 - 6.5.4 Waterway and Coastal Protection Code:
Buildings and Works - E11.7.1 P1
 - 6.5.5 Historic Heritage Code:

*Heritage Place**Demolition - E13.7.1 P1**Building and Works other than Demolition - E13.7.1 P1, P2 and P3**Heritage Precinct**Demolition - E13.8.1 P1**Building and Works other than Demolition - E13.8.2 P1**Archaeology**Building, Works and Demolition - E13.10.1 P1*

- 6.6 Each performance criterion is assessed below.
- 6.7 Residential Amenity – Part D 15.4.8 P1
- 6.7.1 The acceptable solution at clause Part D 15.4.8 A1 requires that a dwelling must have at least one habitable room window (other than a bedroom) facing between 30 degrees west of north and 30 degrees east of north.
- 6.7.2 The proposed living level has 26.15m² of vertical wall glazing orientated 46 degrees west of north and a study area has 6.20m² of vertical wall glazing 46 degree east of north.
- 6.7.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.7.4 The performance criterion at clause Part D 15.4.8 P1 provides as follows:
- P1*
- A dwelling must be sited and designed to optimise sunlight to at least one habitable room (other than a bedroom).*
- 6.7.5 The orientation of the glazing is in part defined by the alignment of the lot, avoiding overlooking of the rear of the neighbouring properties and maximising glazing to the upper level living area. The north-western facing elevation has extensive full height glazing including sliding doors which will allow significant amounts of sunlight into the space. This is also in addition to the window on the opposite end of the living the space, north east facing study area window and a central skylight.
- 6.7.6 The proposal complies with the performance criterion.

6.8 Parking and Access Code - Vehicular Passing - E6.7.3 P1 & Layout Parking Areas - E6.7.5 P1

6.8.1 The proposal does not provide vehicle passing at the curb in accordance with the acceptable solution under E6.7.3 A1 and the the parking and manoeuvring area gradients identified in AS/NZS 2890.1:2004 under the acceptable solution E6.7.5 A1; therefore assessment against the performance criterion is relied on.

6.8.2 The performance criterion at clause Part E6.7.3 P1 and 6.7.5 P1 provides as follows:

P1

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

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

P1

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.

6.8.3 The Council's Development Engineer has provided the following assessment:

There is an existing 3.0m wide driveway crossover for vehicular access to Macquarie Street which is a high traffic volume road, greater than 6000 vehicles per day. The driveway will service up to seven car parking spaces. The existing driveway crossover does not provide a vehicle passing area at the kerb to meet the acceptable solution of clause E6.7.3 or the parking and access code, however it is considered to meet the

performance criteria as Macquarie Street is one way and vehicles entering and exiting the site would not interfere with the flow of traffic, the traffic generated by the proposed development is low.

The gradients of the parking module exceeds the maximum gradients identified in AS/NZS 2890.1:2004, however is acceptable under Performance Criteria P1:E6.7.5 given the driveway configuration.

REPRESENTATIONS:

Representation

A representation has been received with regard to the headroom clearance provided within the shared right of way. This representation comments that the height allowance for the cantilevered overhang over the shared right of way is rated to B99 vehicle template which gives no allowance for a larger vehicle such as a four wheel drive/disability access vehicles etc and four wheel will be prohibited from freely and safely accessing the full turning circle that the right of way is legally there to provided.

Development Engineering response:

The development is a three bedroom residential dwelling. The Building Code of Australia prescribes the minimum number of car parking spaces that should be reserved for persons with a disability. The class of building for the three bedroom residential dwelling in accordance with the Building Code of Australia which does not require provision of car parking spaces for persons with a disability.

With regard to headroom required for four wheel drive vehicles manoeuvring within the shared right of way beneath the cantilevered overhang the Australian Standard AS/NZS 2890.1:2009 section 5.3 Headroom states to permit access for both cars and light vans, the height between the floor and an overhead obstruction shall be a minimum of 2200mm. In appendix A paragraph A5 of AS/NZS2890.1:2009 it states most vans and four wheel drive vehicles that are commonly used as passenger vehicles have a height less than 2000mm. The most common four wheel drive vehicle with a height greater than 2000mm is the Toyota 78 Series Land Cruiser with a height of 2115mm. The applicant has provided a diagram that identifies the critical headroom of 2200mm at a grade change for vehicles exiting the undercover parking spaces with the headroom within the carparking space being 2350mm, therefore meeting

the Australian Standard for headroom for most vans and four wheel drive vehicles that are commonly used as passenger vehicles including the Toyota 78 Series Land Cruiser. A Toyota 78 Series Land Cruiser and common four wheel drive vehicles manoeuvring within the boundaries of the right has sufficient headroom clearance beneath the cantilevered overhang of the development.

Representation:

A representation has been received regarding the proposed driveway works within the shared right of way may compromise the neighbouring property ability to complete a previously approved development. Turning arcs (swept paths) of vehicles manoeuvring on site extending outside the Right of way encroaching on the neighbouring property. Visitor parking has not been provided under Table 6.1. Vehicle passing bay is not shown on the plan in accordance with clause 6.7.3 of the Parking and Access Code. Increase in the usage of the entry onto Macquarie Street which is a State Controlled Road and request for confirmation of referral to the Department of State Growth.

Development Engineering response:

Advice is to be provided to the applicant that the private right of way must not be reduced, restricted or impeded in any way, and all beneficiaries must have complete and unrestricted access at all times. Advice is to also be provided to the applicant that there are existing permits for the adjoining property at 245 Macquarie Street (PLN-16-00116-01 and PLN-21-195) and that this planning permit may impact on the existing permits for 245 Macquarie Street. The vehicle swept paths shown on the drawings that identify vehicle manoeuvres to and from the parking spaces do show the full swept path of a B85 vehicle in accordance AS/NZS 2890.1:2009 extending past the boundary of the right of way. The manoeuvres shown provides for a three point turn for vehicles to enter and exit the property. It is feasible for the vehicles to undertake manoeuvres to and from the parking spaces without crossing the boundary of the right of way by undertaking a five point turn manoeuvre to allow vehicles to enter and exit the property. Five point turns are acceptable for larger vehicles under Australian Standard AS/NZS 2890.1:2009 appendix B and would be acceptable as a discretion for B85 vehicles. Council's Senior Statutory Planner advice is that visitor car parking spaces are not required until a minimum number of four dwellings are on a site. The subject site will only have three dwellings, therefore visitor parking is not required in this instance. There is an existing 3.0m wide driveway

crossover for vehicular access to Macquarie Street which is a high traffic volume road, greater than 6000 vehicles per day. The driveway will service up to seven car parking spaces. The existing driveway does not provide a vehicles passing area at the kerb to meet the acceptable solution of clause E6.7.3 of the parking and access code, however it is considered to meet the performance criteria as Macquarie Street is one way and vehicles entering and exiting the site would not interfere with the flow of traffic. The increase in traffic movements from the site is equivalent to the vehicle movements generated by a single dwelling. The RTA guide to traffic generating developments state 9-10 vehicle movements per dwelling per day, however it is likely that actual vehicle movements per day may be less due to the proximity of the site to the Hobart CBD and the potential for the use of alternative means of transport. The proposed additional dwelling would generate an increase in 9-10 vehicle movements per day which is less than the increase of 40 vehicle movements per day identified in clause E5.5.1 A3, therefore meets the acceptable solution. There is no change proposed to the crossover access to Macquarie Street, no other physical works within the highway reservation, very low vehicle movement generation (less than 40 vehicle movements/day) with minimal impact on the traffic flow in Macquarie Street, therefore not referred to the Department of State Growth.

6.8.4 The proposal complies with the performance criterion.

6.9 Attenuation Code - Sensitive Use in Proximity to Use with Potential to Cause Environmental Harm - E9.7.2 P1

6.9.1 The proposal is discretionary in respect of the Attenuation Code under E9.7.2 P1; therefore assessment against the performance criterion is relied on.

6.9.2 The performance criterion at clause Part E9.7.2 P1 provides as follows:

E9.7.2 P1

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

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

- (i) operational characteristics;*
- (ii) scale and intensity;*
- (iii) degree of hazard or pollution that may emitted from the activity;*

- (b) the degree of encroachment by the sensitive use into the Attenuation Area or the attenuation distance;*
- (c) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions.*

6.9.3 The Council's Environmental Development Planner has provided the following assessment:

Attenuation Code

The Attenuation Code applies because development for 'sensitive use' is proposed within the attenuation distance of an activity listed in Table E9.1 of the Code. The site is within 200m of a 'late night music venue' at 124 Davey Street ('Hotel Soho'). No exemptions apply.

The relevant standards are under clause E9.7.2 of the Code ('Development for Sensitive Use in Proximity to Use with Potential to cause Environmental Harm').

There is no acceptable solution for A1.

Performance criterion P1 states the following:

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

- (a) the nature of the use with potential to cause environmental harm; including:*
 - (i) operational characteristics;*
 - (ii) scale and intensity;*
 - (iii) degree of hazard or pollution that may emitted from the activity;*

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

- (c) measures in the design, layout and construction of the development*

for the sensitive use to eliminate, mitigate or manage effects of emissions

Hotel Soho is a live music venue with function rooms and an outdoor area.

The proposed dwelling would be separated from Hotel Soho by a minimum of approximately 165m.

The submitted plans indicated that the proposed dwelling would utilise double-glazing.

In my opinion there is no credible likelihood of noise emissions from the music venue causing an environmental nuisance to residents of the proposed dwelling given:

- the large separation distance;
- the topography; and
- the relatively-high background noise levels in the area.
-

The exercise of discretion is recommended.

6.9.4 The proposal complies with the performance criterion.

6.10 Waterway and Coastal Protection Code - Buildings and Works - E11.7.1 P1

6.10.1 The proposal is discretionary in respect of the Waterway and Coastal Protection Code under E9.7.2 P1; therefore assessment against the performance criterion is relied on.

6.10.2 The performance criterion at clause Part E11.7.1 P1 provides as follows:

E11.7.1 P1

Building and works within a Waterway and Coastal Protection Area must satisfy all of the following:

- (a) avoid or mitigate impact on natural values;*
- (b) mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;*
- (c) avoid or mitigate impacts on riparian or littoral vegetation;*
- (d) maintain natural streambank and streambed condition, (where it exists);*

(e) maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;

(f) avoid significantly impeding natural flow and drainage;

(g) maintain fish passage (where applicable);

(h) avoid landfilling of wetlands;

(i) works are undertaken generally in accordance with 'Wetlands and Waterways Works Manual' (DPIWE, 2003) and "Tasmanian Coastal Works Manual" (DPIPWE, Page and Thorp, 2010), and the unnecessary use of machinery within watercourses or wetlands is avoided.

6.10.3 The Council's Environmental Development Planner has provided the following assessment:

Waterway and Coastal Protection Code

The Code applies because development is proposed within a waterway protection area. The extent of the WPA is 10m from the top of the bank of Hobart Rivulet (refer to Image 1 below).

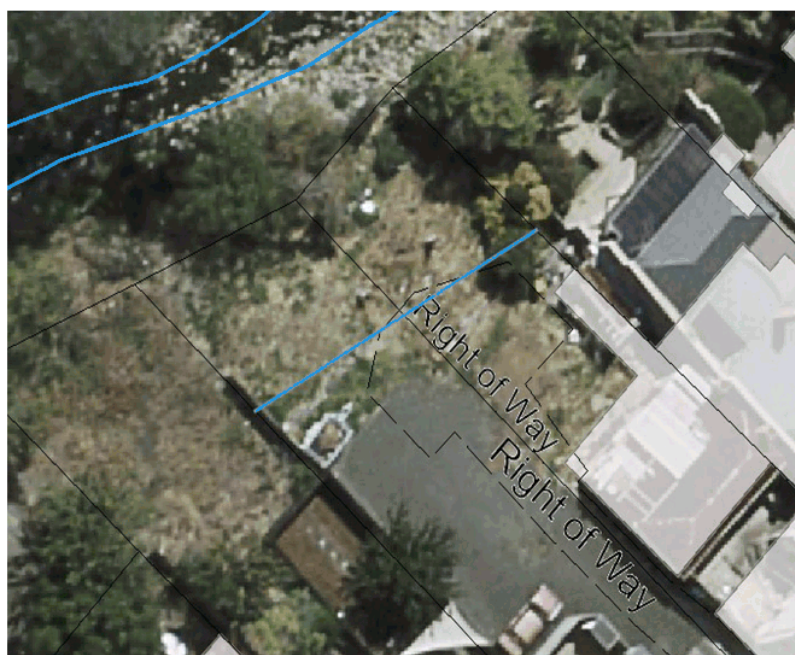


Image 1: Approximate extent of waterway protection area (blue line)

No exemptions apply. The land does not meet the definition of a 'private garden':

land adjacent to a dwelling that has been modified with landscaping or vegetation, including ornamental or edible plants, or the like.

The land does not appear to have been modified with landscaping or plantings, and supports grass and weeds (refer to Images 2 and 3 below).



Image 2: Site near Hobart Rivulet boundary (taken from submitted archaeology report)

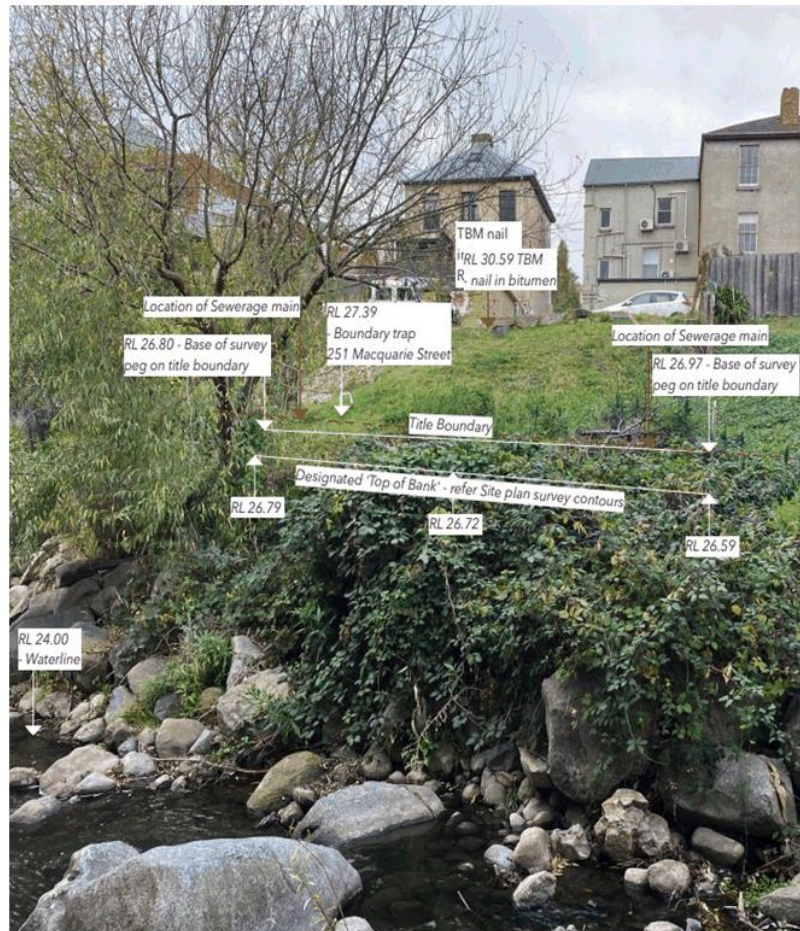


Image 3: Site from Hobart Rivulet (taken from application documents)

The relevant standards are under clause E11.7.1 'Buildings and Works'. The proposal does not comply with acceptable solution A1. Performance criterion P1 states the following:

Building and works within a Waterway and Coastal Protection Area must satisfy all of the following:

- (a) avoid or mitigate impact on natural values;*
- (b) mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;*
- (c) avoid or mitigate impacts on riparian or littoral vegetation;*
- (d) maintain natural streambank and streambed condition, (where it*

exists);

(e) maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;

(f) avoid significantly impeding natural flow and drainage;

(g) maintain fish passage (where applicable);

(h) avoid landfilling of wetlands;

(i) works are undertaken generally in accordance with 'Wetlands and Waterways Works Manual' (DPIWE, 2003) and "Tasmanian Coastal Works Manual" (DPIPWE, Page and Thorp, 2010), and the unnecessary use of machinery within watercourses or wetlands is avoided.

The development would have no impact upon significant native vegetation or habitat features.

Erosion, sedimentation and runoff impacts can be adequately managed during construction with the implementation of a Council-approved soil and water management plan.

Riparian vegetation is dominated by weeds, and the development should have no significant impact upon vegetation within the Rivulet reserve.

There would be no impact on streambed or streambank condition.

In-stream habitat would not be impacted.

The development would have no significant impact upon natural flow and drainage, being outside the flood zone.

The development would have no impact on fish passage.

No landfill is proposed within a wetland.

The Waterways and Wetlands Works Manual is focused on in-stream works and has limited applicability to this type of development. The implementation of a Council-approved soil and water management plan would satisfy this requirement.

Acceptable solutions A2 to A4 are not applicable to this proposal.

Representations

Issue Raised

The proposal provides no evidence of compliance with E 11.7.1, other than to say no new works are proposed within the Rivulet Reserve. This does not demonstrate compliance with the performance criteria and does not satisfy this clause, requiring refusal of the proposal.

Response

In my opinion it is clear that the development satisfies the relevant performance criterion, subject to the recommended condition and additional evidence is not considered necessary.

6.10.5 The proposal complies with the performance criterion.

6.11 Historic Heritage Code - Heritage Place, Heritage Precinct and Archaeological Potential

6.11.1 The subject site is listed place and within a Heritage Precinct. The Archaeological Potential overlay also applies to the site. Therefore assessment against the performance criterion is relied on.

6.11.2 The performance criterion at clause Part E13.7.1 P1, E13.7.1 P1, P2 and P3, E13.8.1 P1, E13.8.2 P1 provides as follows E13.10.1 P1:

P1

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

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

(b) there are no prudent and feasible alternatives;

(c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;

(d) significant fabric is documented before demolition.

P1

Development must not result in any of the following:

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

P2

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

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

P3

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

P1

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

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

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

(ii) there are no prudent or feasible alternatives;

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

P1

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

P1

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

(a) the nature of the archaeological evidence, either known or predicted;

(b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential;

(c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition;

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

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

6.11.3 The Council's Cultural Heritage Officer has provided the following assessment:

Number 251 Macquarie Street is a listed place in Table E13.1 of HIPS 2015, it is also located within the Hobart 4 Heritage Precinct, and is listed

as a place of Archaeological Potential in Table E13.4.

Background:

The property is a two storey (plus basement and attic) Victorian Georgian residence constructed in brick, and features a galvanised iron gabled roof. The land parcel is narrow and long with the rear of the site sloping downwards towards the banks of the Hobart Rivulet. The residence is externally predominately intact, a single storey flat addition to the rear of the existing dwelling was constructed in 1997. The remainder of the site is asphalted and currently utilised for car parking. 1908 drainage plans detail two smaller residences were located behind 251 Macquarie Street. Surveyor James Sprent's 1840s map of Hobart also details the mill race running along the rear of the property.





Rear of 251 Macquarie Street showing 1997 addition (Image taken by Heritage Officer July 19th 2021)





251 and surrounding buildings taken from Hobart Rivulet Park and Molle Street Carpark (Image taken by Heritage officer July 19th 2021)

Proposal:

- Construction of an additional 267m², three-storey dwelling at the rear of 251 Macquarie Street, Hobart.
- Upgrading sections of the existing driveway is also proposed
- Materials include Colorbond cladding Nail Strip profile in Wallaby, Masonry Honed Concrete blocks in Ivory, clear glass balustrade panels, Silvertop Ash shiplap cladding, aluminium framed double glazed window and sliding door units, window shroud Colour Wallaby.

Representations:

There were three (3) representations received during the advertising period, all three were against the proposal and raised heritage concerns. Some representations raise concerns of impacts to adjacent heritage listed properties – adjacency is not applicable under the Heritage Code in this instance, and does not form part of this assessment. It should also be noted that the rear of 251 Macquarie Street is located on the boundary of

the Hobart Rivulet Precinct but not within this precinct and as such assessment of the Heritage Precinct Provisions are limited to the Hobart 4 Heritage Precinct. Representations have been summarised below:

- The mass/bulk of the proposed building at 251 Macquarie Street demonstrates no sensitivity towards the heritage, cultural and lifestyle value of this area.
- We believe, the immediate existing Extreme Heritage cottage (Heritage Tasmania class.) should act as a point of reference for surrounding developments.
- From the Rivulet path, views down and across the watercourse provide a rare chance to appreciate the rear of heritage listed buildings and the spatial relationship with land previously used as a mill race between the buildings and the mill.
- The bulk, scale and design of the proposed townhouse are out of character and sympathy to this townscape, in terms of roof pitch, building bulk, materials and height.
- I submit that the right to develop additional housing should always be a considerate attempt to contribute to, rather than detract from, what Hobart has achieved in the creation of this particular section of the Rivulet Linear Park.
- The proposed structure makes no attempt to fit within this setting, being designed to the maximum in dimension and space.
- The heritage values are enhanced by the intact building line and open relationship to the rivulet. Whilst much focus is given to the streetscape and frontage to buildings, this is generally because rear views are protected or shrouded and not on display to the public.
- Therefore the opportunity to view and understand both facets of this Heritage Place should be prized and protected.
- To insert such a structure into the heritage place will unreasonably diminish the heritage significance, because of the interruption into the rear open space down to the Rivulet.

Assessment:

E13.7.1 Demolition

Objective:

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

Performance Criteria 1

Demolition must not result in the loss of significant fabric, form, items,

outbuildings or landscape elements that contribute to the historic cultural heritage significance of the place unless all of the following are satisfied;
(a) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;

(b) there are no prudent and feasible alternatives;

(c) important structural or façade elements that can feasibly be retained and reused in a new structure, are to be retained;

(d) significant fabric is documented before demolition.

There is no proposed demolition of heritage fabric. There is proposed removal of non-significant vegetation, removal of bitumen and earthworks associated with the driveway and new dwelling foundations. There are subterranean features that are covered under E13.10 of this assessment. There will be no loss of significant fabric or landscape elements that contribute to the significance of 251 Macquarie Street. Performance Criteria 1 of E13.7.1 is considered satisfied.

E13.7.2 Buildings and Works other than Demolition

Objective:

To ensure that development at a heritage place is:

(a) undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance; and

(b) designed to be subservient to the historic cultural heritage values of the place and responsive to its dominant characteristics.

Performance Criteria 1

Development must not result in any of the following:

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

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

The proposed new dwelling is set back approximately 25m from the frontage of Macquarie Street, and approximately 9 metres from the rear extension of the existing residence 1/251 (refer to figure 1 below). The sloping gradient of the site means the scale, siting, and height of the proposal will have a minimal impact upon the significance of the listed property. The proposed new dwelling is considered to be clearly detached from the 1840s building, and is interpreted physically and visually as a

separate freestanding element within the site.

A gabled roof form has been proposed for the dwelling whilst this likely adds some additional height the roof form is considered appropriate and compatible with the surrounding heritage roof forms. Performance Criteria 1 of E13.7.2 is considered satisfied.

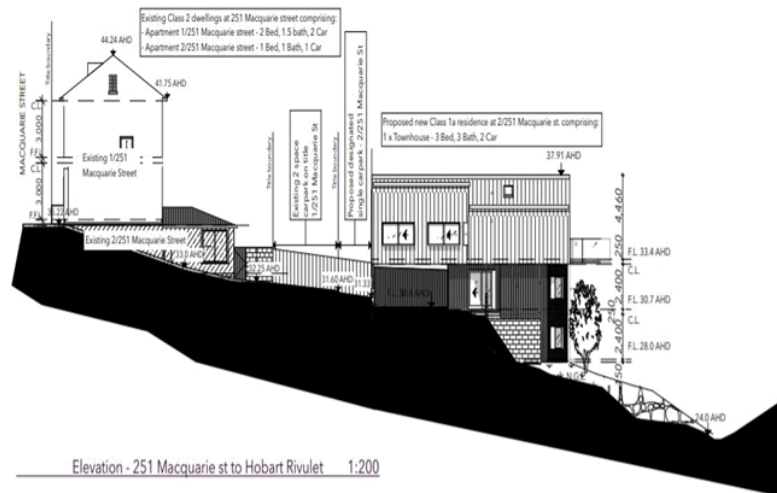


Figure 1. (Image taken from Advertised Documents - Drawing Set)

Performance Criteria 2

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

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

The proposed materials are contemporary in nature and the new dwelling will draw on the surrounding context of the natural setting of the rivulet, proposed materials include silver top ash, Nailstrip profile Colorbond, Adbri honed concrete in a traditional ivory colour, and fixed glass balustrading. A condition has been applied to this permit in regards to the use of the colour 'Wallaby' a lighter alternative must be proposed to better complement the surrounding historic residences.

As discussed above the proposed dwelling is set back approximately 25m from the frontage of Macquarie Street, and while there will be views to the building through the shared driveway of 251 and 249 Macquarie Street it will not be prominent within the streetscape, or alter the way the

listed buildings are viewed or experienced from Macquarie Street.
Figures 2 & 3 below.





Figure 2 & 3 - Shared driveway between 251 and 247 Macquarie Street
(Image taken by Heritage Officer July 19th 2021)

In regards to the siting with respect to buildings, structures and listed elements the proposed new dwelling is largely located behind the footprint and bulk of 251 Macquarie Street, the rear eastern section of the new dwelling is proposed to protrude beyond the eastern setbacks of the existing buildings on site, however this protrusion is less than 3 metres and approximately 33m from the Macquarie Street frontage, minimizing its impact upon the streetscape.

In regards to representations raising concerns that inserting a new structure into a heritage place will unreasonably diminish the heritage significance of the place because of the interruption into the rear open space down to the rivulet. It must be considered that 1908 drainage plans of the site show residential development behind 251 Macquarie Street. These plans show two residences and a number of outbuildings constructed behind the primary 1840s townhouse, these rear residences

were addressed as 255, and 257 Macquarie Street. The archaeology report provided by the applicant state these dwellings were likely demolished around 1950. Historically the site has been utilized for multiple dwellings and it is only a recent mid to late 20th century history that has seen the rear of 251 Macquarie Street as vacant land, used as space for car parking, and exposing the rear of the existing residence to the rivulet.

The siting of the proposed residence is considered removed enough to a degree where the building comfortably reads as a separate structure. A condition of permit has been applied to ensure there is suitable vegetation and soft landscaping to be implemented around the hard stand and carparking spaces, and for landscaping along the rivulet frontage. Subject to condition Performance Criteria 2 of E13.7.2 is considered satisfied.

Performance Criteria 3

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

The new dwelling will be readily identifiable as a contemporary structure and with the attached conditions the colour and materials will appropriately respond to the heritage characteristics and setting of the place. Performance Criteria 3 of E13.7.2 is considered satisfied.

E13.8 Development Standards for Heritage Precincts

E13.8.1 Demolition

Objective:

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

Performance Criteria 1

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

- (a) buildings or works that contribute to the historic cultural heritage significance of the precinct;*
- (b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct; unless all of the following apply;*
 - (i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values*

of the place;

(ii) there are no prudent or feasible alternatives;

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

There is no proposed demolition of heritage fabric that contributes to the heritage precinct. There is proposed removal of non-significant vegetation, removal of bitumen and earthworks associated with the driveway and new dwelling foundations. There are subterranean features that are covered under E13.10 of this assessment. There will be no loss of significant fabric or landscape elements that contribute to the significance of the Hobart 4 Heritage Precinct. Performance Criteria 1 of E13.8.1 is considered satisfied.

E13.8.2 Buildings and Works other than Demolition

Objective:

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

Performance Criteria 1

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

Heritage precinct as defined in the planning scheme is an area shown on the planning scheme maps as a heritage precinct and described in Table E13.2 as having particular historic cultural heritage significance because of the collective heritage value of individual places as a group for their streetscape or townscape values.

251 Macquarie Street is located within the Hobart 4 Heritage Precinct the statements of significance for this precinct are as follows:

- 1. The quality and quantity of intact Colonial, Victorian, Federation and Inter-War residential buildings that exemplify the historical development phases of the precinct.*
- 2. The large number of early colonial buildings that survive which provide evidence of the development of early Hobart.*
- 3. The Victorian houses set on large allotments demonstrating the second major phase of development of the precinct.*
- 4. The largely intact streetscape of Fitzroy Place that is created by a general uniformity of scale, external detailing, materials and building forms.*
- 5. The character and historical relationship created by buildings, trees*

and views of Fitzroy Place, Crescent and Gardens.

6. The scale and style of buildings in Macquarie and Davey St has a high degree of coherence and continuity and has remained relatively free from intrusions.

The streetscape and townscape values outlined in the statement of significance for this precinct do not include the setting of the Hobart Rivulet or Linear Park. This is not to say that there is no historical relationship with buildings on Macquarie Street and a setting within the rivulet area, however the scheme is quite clear in that townscape relates to the setting of the precinct, in this case Hobart 4 Heritage Precinct in which a building is located.

Streetscape is also something to be considered and this by definition in the planning scheme is limited to the visual quality of a street only. This is reinforced by the reference to the "quality, scale, bulk and design of buildings and structures fronting the road reserve. The rivulet precinct and park is not a road reserve and as such cannot be assessed as streetscape.

The scale and style of buildings in Macquarie and Davey St has a high degree of coherence and continuity and has remained relatively free from intrusions. The proposed rear dwelling will not impact upon the coherence of the immediate grouping of Victorian and Federation buildings surrounding number 251 when viewed along Macquarie Street. There will be glimpses of the new dwelling through the small gap in built form created by the shared driveway of 251 and 249 Macquarie Street. This is considered acceptable and will not result in detriment to the historic cultural heritage significance of the Hobart 4 Heritage Precinct. Performance Criteria 1 of E13.8.2 is satisfied.

E13.10 Development Standards for Places of Archaeological Potential

E13.10.1 Building, Works and Demolition

Objective:

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

Performance Criteria 1

Buildings, works and demolition must not unnecessarily impact on

archaeological resources at places of archaeological potential, having regard to:

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

The applicant has engaged Southern Archaeology who have provided a report containing a Statement of Historical Archaeological Potential and a Archaeological Method Statement. This report has regard to the relevant above requirements. It is Southern Archaeology's opinion that the proposed development will impact potential archaeology within the study area (see Section 9 of report). Specifically, the development will impact:

1. The pre-1830 government mill race.
2. The two pre-1900 cesspits most likely associated with the 1840s to 1850s development of the study area by John Atkinson.

Southern Archaeology rates the study area as having medium archaeological potential i.e., there is medium likelihood that archaeological features or material persist under the surface at the site. Archaeological monitoring is to be undertaken, by a qualified archaeologist, during subsurface works on site as detailed in the condition HER6 attached to this permit. Performance Criteria 1 of E13.10.1 is considered satisfied subject to condition which will enforce the recommendations of Southern Archaeology.

In conclusion the proposed works satisfy the relevant provisions of the Historic Heritage Code E13 of HIPS 2015.

- 6.11.4 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for Three Multiple Dwellings (Two Existing, One New) at 251 Macquarie Street and 245-247 Macquarie Street, Hobart.

7.2 The application was advertised and received three (3) representations. The representations raised concerns including the following:

-The proposal appears to exceed the 10m height limit due to the encroachment of the peak of the gable roof beyond the 28m RL. Therefore, the proposal must be assessed under the Performance Criteria for 15.4.1 P1 and should be refused as it fails to meet 15.4.1 P1 (b) and (d) by being compatible with the scale of nearby buildings and providing appropriate transition.

Initially due to the proposal being within 100mm of the permitted height limit additional information was requested confirming the height of the proposal with additional sections provided. Further to this the following diagram was provided that shows the point of the ridge relative to the 28m RL, there is a 300mm overhang that is visible on the site plan. Even at this point of the overhang the ridge of the building does not exceed 10m in height and therefore is not discretionary. However as the proposal is within centimetres of the permitted height to further ensure there is no risk of the encroaching over the 10m permitted height a condition will be included on the permit in this regard.

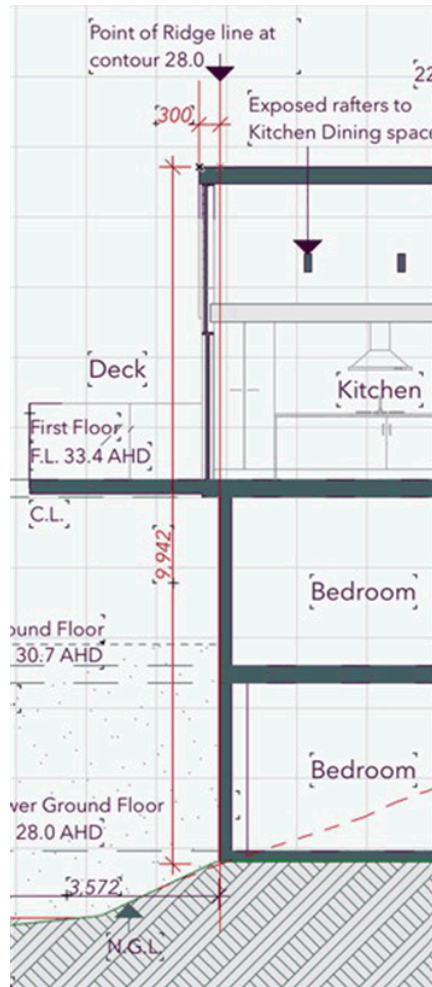


Figure 7: Section at highest point of proposal

-Heritage concerns primarily relating to the structure diminishing the heritage significance of the place and adjoining properties. The siting, bulk and fenestration design of the structure being inconsistent with the character of the place and precinct. Impact on the historic context of the sites connection to the rivulet as well as impacts on the visual vista of the Rivulet.

The Council's Cultural Heritage Officer has undertaken a detailed assessment of the proposal and along with Tasmanian Heritage Council are supportive of the proposal.

-The large structure will have a negative impact on the amenity of the area, block views to the mountain and include windows that will impact on privacy.

The proposal is compliant in respect of setback, height and privacy. The glazing facing the adjoining property is limited to, two smaller windows that are adjoining internal desks that limit physical proximity to the windows. They also include shrouds that will further reduce potential overlooking. Although the building is not insignificant in scale, its ridge height is a minimum of 6 metres below the adjoining Macquarie Street properties.

-The proposed driveway works within the shared right of way may compromise the neighbouring property ability to complete a previously approved development. Turning arcs (swept paths) of vehicles manoeuvring on site extending outside the Right of Way encroaching on the neighbouring property and not allowing for larger vehicles. Visitor parking has not been provided under Table 6.1 and a Vehicle passing bay is not shown on the plan in accordance with clause 6.7.3 of the Parking and Access Code. Increase in the usage of the entry onto Macquarie Street which is a State Controlled Road and request for confirmation of referral to the Department of State Growth.

The Council's Development Engineer has provided a detailed response to the concerns raised in the representations within the Parking and Access Code assessment and is satisfied with the performance of the proposed parking and turning area.

-The proposed dwelling includes landfill on the north eastern portion to raise the floor level with no information is provided to demonstrate compliance with E 15.7.5 P1 of the Inundation Code. There also should be consideration of extreme weather events associated with climate change trends and having regard to any over-development adjacent urban watercourses. The proposal provides no evidence of compliance with Waterways and Coastal Protection Code E 11.7.1.

The proposal has been assessed by Council's Environmental Engineering Unit who are satisfied the proposal meets the relevant Acceptable Solutions of the Inundation Code. The Council's Environmental Development Planner was satisfied that additional evidence was not required to determine compliance with the performance criteria.

- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to presents a well-designed example of infill development complying with all the Development Standards for the zone with the exception of the specific orientation of the living room windows. The orientation of the glazing is considered to minimise overlooking of the adjoining properties whilst maximising sunlight into the living areas of the proposed dwelling.

The subject site is of individual significance and within a Heritage precinct with the development being supported by the Council's Culture Heritage Officer in respect of the relevant Code provisions. The site is also listed on the Tasmanian Heritage Register and the Tasmanian Heritage Council have issued a notice of approval of the application.

The proposal was also considered by the Council's' referral officers to satisfy relevant Code provisions in respect of the discretions under Parking and Access Code, Attenuation Code and the Waterway and Coastal Protection Code.

- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Cultural Heritage Officer, Council's Environmental Engineering Unit, Council's Environmental Development Planner and Open Space Group. 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 Three Multiple Dwellings (Two Existing, One New) at 251 Macquarie Street and 245-247 Macquarie Street, Hobart satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such 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 Three Multiple Dwellings (Two Existing, One New) at 251 Macquarie Street and 245-247 Macquarie Street, Hobart 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-21-245- 251 MACQUARIE STREET HOBART TAS 7000 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2021/00623-HCC dated 30/04/2021 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

THC

The use and/or development must comply with the requirements of the Tasmanian Heritage Council as detailed in the Notice of Heritage Decision, THC Works Ref: 6542 dated 4 August 2021, as attached to the permit.

Reason for condition

To clarify the scope of the permit.

PLN s1

The constructed dwelling must be substantially in accordance with the Final Planning Documents and have a maximum height of no more than 10m above existing ground level, to be clearly demonstrated in any plans submitted for approval pursuant to the Building Act 2016.

Reason for condition

To ensure the proposal is compliant with the height limit of the Urban Mixed Zone

ENG sw1

All stormwater from the proposed development (including but not limited to: roofed areas, ag drains, and impervious surfaces such as driveways and paved areas) must be drained to the Council's stormwater infrastructure prior to first occupation or commencement of use (whichever occurs first).

Reason for condition

To ensure that stormwater from the site will be discharged to a suitable Council approved outlet.

SW 1

Prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first), a pre-construction condition assessment and visual record (eg video and photos) of the rivulet bank adjacent to the proposed development must be submitted to the City of Hobart as a Condition Endorsement.

The condition assessment must include a site plan clearly showing the location of the images.

The pre-construction condition assessment will be relied upon to establish the extent of any damage caused to Hobart City Council's stormwater infrastructure during construction. If the owner/developer fails to provide the City of Hobart with an adequate pre-construction condition assessment then any damage to the City of Hobart's infrastructure identified in the post-construction condition assessment will be the responsibility of the owner/developer.

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.

SW 2

Prior to occupancy or the commencement of the approved use (whichever occurs first), a post-construction structural condition assessment and visual record (eg video and photos) of the rivulet bank adjacent to the proposed development must be submitted to the City of Hobart.

The condition assessment must include a site plan clearly showing the location of the images.

The post-construction condition assessment will be relied upon to establish the extent of any damage caused to the Hobart City Council's stormwater infrastructure during construction. If the owner/developer fails to provide the City of Hobart with an adequate post-construction condition assessment then any damage to the Hobart City Council's infrastructure identified in the post-construction CCTV will be deemed to be the responsibility of the owner/developer.

SW 3

The proposed works must be designed and installed to ensure the protection of and access to the bank of the Hobart Rivulet.

Prior to the issuing of any approval under the Building Act 2016 or commencement of works (whichever occurs first), a detailed design must be submitted and approved. The detailed design must be prepared by a suitably qualified expert and must:

1. demonstrate how the design will ensure the protection of and provide access to the bank of the Hobart Rivulet;
2. show footings adjacent to the Rivulet extending to bedrock or below the invert of the Rivulet (whichever is less);
- 3 detail how removable elements within the 5m Rivulet setback (eg decks and window shrouds) are dismantled; and
4. detail landscaping and vegetation within the 5m Rivulet setback, sufficient to stabilise the bank.

All work required by this condition must be undertaken and maintained in accordance with the approved detailed 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.

Council considers creek meander to be a natural process and will not install erosion control measures to protect private property.

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 2b

Prior to the issue of any approval under the *Building Act 2016* or the commencement of works on site (whichever occurs first), a certified vehicle barrier design (including site plan with proposed location(s) of installation) prepared by a suitably qualified engineer, compliant with Australian Standard AS/NZS1170.1:2002, must be submitted to Council as a Condition Endorsement.

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.

Reason for condition

To ensure the safety of users of the access driveway and parking module and

compliance with the standard.

ENG 2c

Prior to the first occupation, vehicular barriers must be inspected by a qualified engineer and certification submitted to the Council confirming that the installed vehicular barriers comply with the certified design and Australian Standard AS/NZS1170.1:2002.

Advice:

- *Certification may be submitted to the 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 driveway and parking module and compliance with the relevant standards.

ENG 3a

The access driveway, and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 (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 3c

The access driveway, and parking module (parking spaces, aisles and

manoeuvring area) must be constructed in accordance with the Hive Building Design documentation received by the Council on the 18th June 2021.

Prior to the first occupation, 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 (car parking spaces, aisles 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 prior to the first occupation.

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 5

The carparking space identified as open car space (3) must be delineated by means of white or yellow lines 80mm to 100mm wide, or white or yellow pavement markers in accordance with Australian Standards AS/NZS 2890.1 2004, prior to first occupation.

Advice:

The carparking space identified as open car space (3) is the car parking space allocated to the existing one bedroom apartment at 2/251 Macquarie Street.

Reason for condition

To ensure the provision of parking for the use is safe and efficient.

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. rivulet bank, 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 2

The Hobart Rivulet must be protected during construction.

Sediment and erosion control measures, sufficient to prevent sediment leaving the site or erosion of the rivulet and in accordance with an approved soil and water management plan (SWMP), must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.

A SWMP must be submitted for condition endorsement (CEP application) prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must:

- a) be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available [here](#); and
- b) show measures to protect the rivulet bank from construction works, including but not limited to heavy machinery exclusion zones; and
- c) detail vegetation reinstatement and embankment stabilisation as per condition SW3.

All work required by this condition must be undertaken in accordance with the approved SWMP.

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.

Reason for Condition

To avoid the pollution and sedimentation of roads, drains and natural watercourses that could be caused by erosion and runoff from the development.

HER 6

All onsite excavation and disturbance in the areas identified in the 251 Macquarie St, Hobart, Development Works Statement of Historical Archaeological Potential and Archaeological Method Statement (dated 12 March 2021) must be monitored and excavated in accordance with section 10, and 11 of the report. Should any features or deposits of an archaeological nature be discovered on the site during excavation or disturbance:

1. All excavation and/or disturbance must stop immediately; and
2. A qualified archaeologist must be engaged to attend the site and provide advice and assessment of the features and/or deposits discovered and make recommendations on further excavation and/or disturbance; and
3. All and any recommendations made by the archaeologist engaged in accordance with section 10 and 11 of the Southern Archaeology report must be complied with in full; and
4. All features and/or deposits discovered and excavated must be reported to Council with 1 day and prior to the conclusion of the excavation; and
5. A copy of the archaeologist's advice, assessment and recommendations obtained in accordance with sections 10 and 11 of

the Southern Archaeology report must be provided to Council within 60 days of receipt of the advice, assessment and recommendations and prior to the issue of a certificate of occupancy.

Excavation and/or disturbance must not recommence until approval is granted from the Council.

Excavation and/or disturbance must not recommence until approval is granted from the Council.

Reason for condition

To ensure that work is planned and implemented in a manner that seeks to understand, retain, protect, preserve and manage significant archaeological evidence.

HER 17a

The use of the colour 'Wallaby' is not approved. A lighter colour is required. The palette of exterior colours, materials and finishes must reflect the palette of materials within the local area and precinct. The following Colorbond colours would be acceptable: Dune, Shale Grey or Surfmist.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved as a Condition Endorsement showing revised colours, materials and finishes in accordance with the above requirement.

All work required by this condition must be undertaken in accordance with the approved plans.

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.

Reason for condition

To ensure that development at a heritage place and heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

HER 20

A landscaping plan must be prepared with work undertaken within six (6) months of the issue of certificate of occupancy.

A landscaping plan must be submitted and approved as a Condition Endorsement, prior to the commencement of work. The landscape plan must:

1. **show species of trees and shrubs proposed, and locations, and other finishes, and structures, for outdoors areas.**

All work required by this condition must be undertaken in accordance with the approved landscaping plan.

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.

Reason for condition

To ensure that development at a heritage place is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

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.

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.

IMPACT ON EXISTING PERMIT ON ADJOINING PROPERTY

There are existing planning permits for 245 Macquarie Street (PLN-16-00116-01, PLN-21-195). This planning permit for 251 Macquarie Street (PLN-21-245) may impact on the existing planning permit for 245 Macquarie Street requiring alterations to the levels to facilitate onsite turning. Which ever planning permit is acted on first may compromise the ability for the other planning permit to be acted upon therefore it is encouraged that the developer liaises with the adjoining owners. Alterations to driveway and turning areas may require subsequent planning approvals or amendments.

RIGHT OF WAY

The private right of way must not be reduced, restricted or impeded in any way, and all beneficiaries must have complete and unrestricted access at all times.

You should inform yourself as to your rights and responsibilities in respect to the private right of way particularly reducing, restricting or impeding the right during and after construction.

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.



(Tristan Widdowson)

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: 23 August 2021

Attachment(s):

Attachment B - CPC Agenda Documents

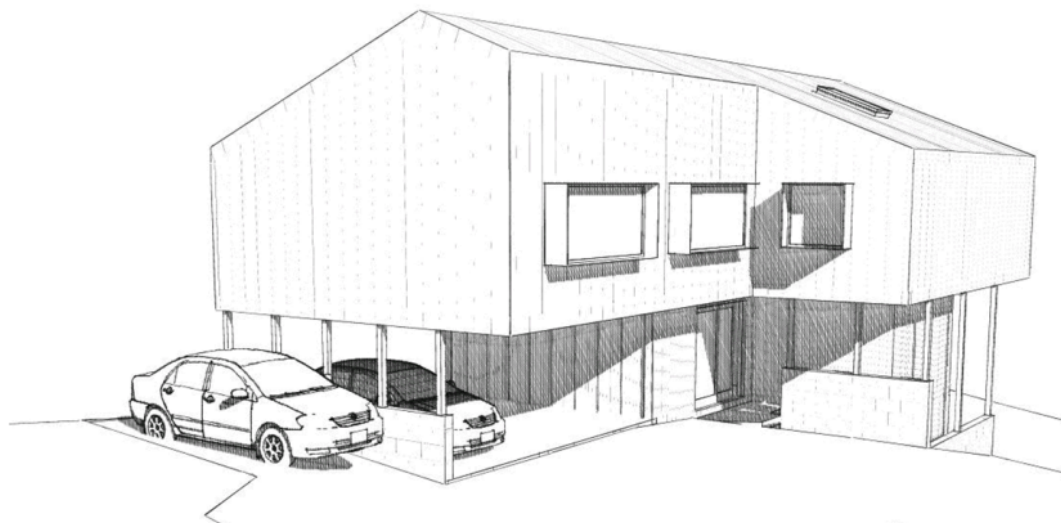
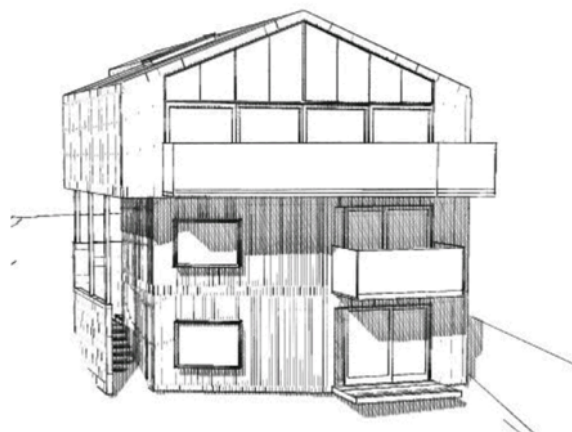
Attachment C - Planning Referral Officer Cultural Heritage Report

Attachment D - Planning Referral Officer Development Engineering Report

Attachment E - Planning Referral Officer Environmental Development Planner Report

Documentation Set:

A 01 - Title Page
 A 02 - Locality Plan
 A 03 - Site Analysis Plan
 A 04 - Site Analysis Photographs
 A 05 - Design Response Plan
 A 06 - Design Response Notes
 A 07 - Proposed Lower Ground Floor Plan
 A 08 - Proposed Ground Floor Plan
 A 09 - Proposed First Floor Plan
 A 10 - Proposed Roof Plan - Stormwater
 A 11 - Proposed Elevations - North & South
 A 12 - Proposed West Elevation
 A 13 - Proposed East Elevation
 A 14 - Macquarie Street to Hobart Rivulet - Elevation
 A 15 - Street scape from Hobart Rivulet - Elevation
 A 16 - Sections A-A, B-B
 A 17 - Driveway Access Plan
 A 18 - Driveway Long Section
 A 19 - Driveway Surface Treatment & Drainage
 A 20 - Driveway and Turning construction details
 A 21 - Car Space Sections
 A 22 - Vehicular Access Plan Space 1
 A 23 - Vehicular Access Plan Space 2
 A 24 - Vehicular Access Plan Space 3
 A 25 - Materials Palette
 A 26 - Inundation retaining walls
 A 27 - Inundation Overlay - 1% AEP
 A 28 - Inundation Section
 A 29 - Designated Top of Bank Image

3D View from turning circleView from Rivulet - NTS - Impression only

Lifestyle

Space

Light

PROPOSED CHANGE OF USE

- TO RESIDENCE / VISITOR ACCOMMODATION

Hive Building Design

Joanne Crawley

 0427 990 458 joanne@abekye.com.au
 Tasmanian Building Services Provider 596851345

Project: Proposed New - 3 Bedroom Townhouse

2/251 Macquarie Street, Hobart 7000

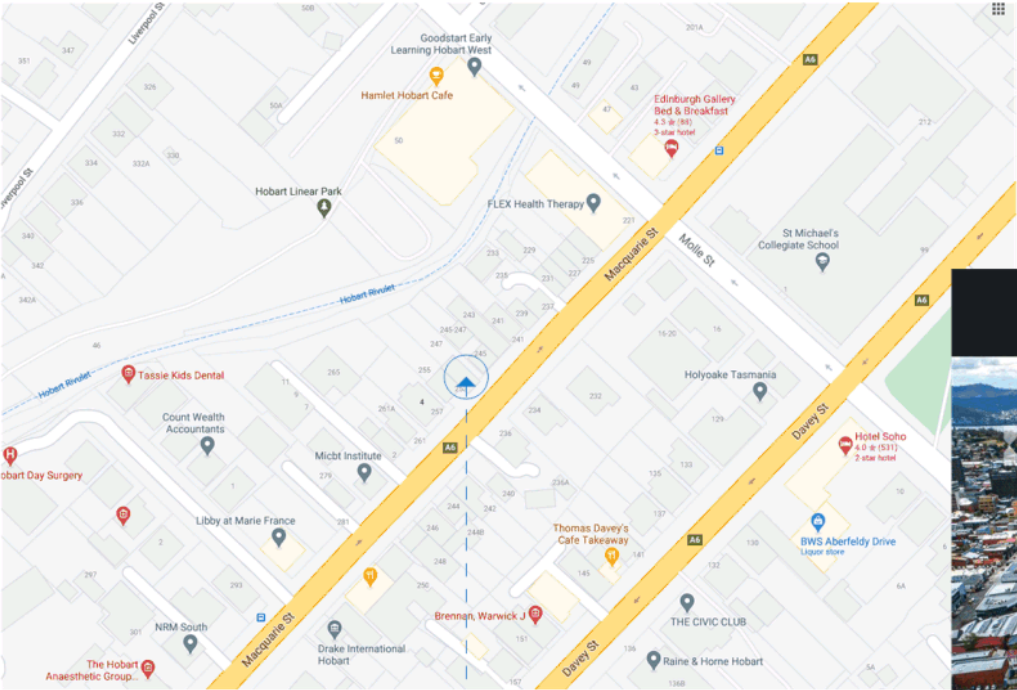
Client: Seekay Family Trust at 1 Ascot Avenue, Sandy Bay

© Copyright Hive Building Design Date of Issue 30/6/21

Project Number: 152SFT Sheet:

A1 of 29

THESE DRAWINGS ARE FOR PLANNING APPLICATION USE ONLY. THEY ARE NOT AUTHORISED BY HIVE BUILDING DESIGN TO BE USED FOR ANY OTHER PURPOSE OR APPLICATION



THESE DRAWINGS ARE FOR PLANNING APPLICATION USE ONLY. THEY ARE NOT AUTHORISED BY HIVE BUILDING DESIGN TO BE USED FOR ANY OTHER PURPOSE OR APPLICATION

Locality Plan - NTS
Proposed new residential development
- Rear 2/251 Macquarie Street, Hobart



Lifestyle

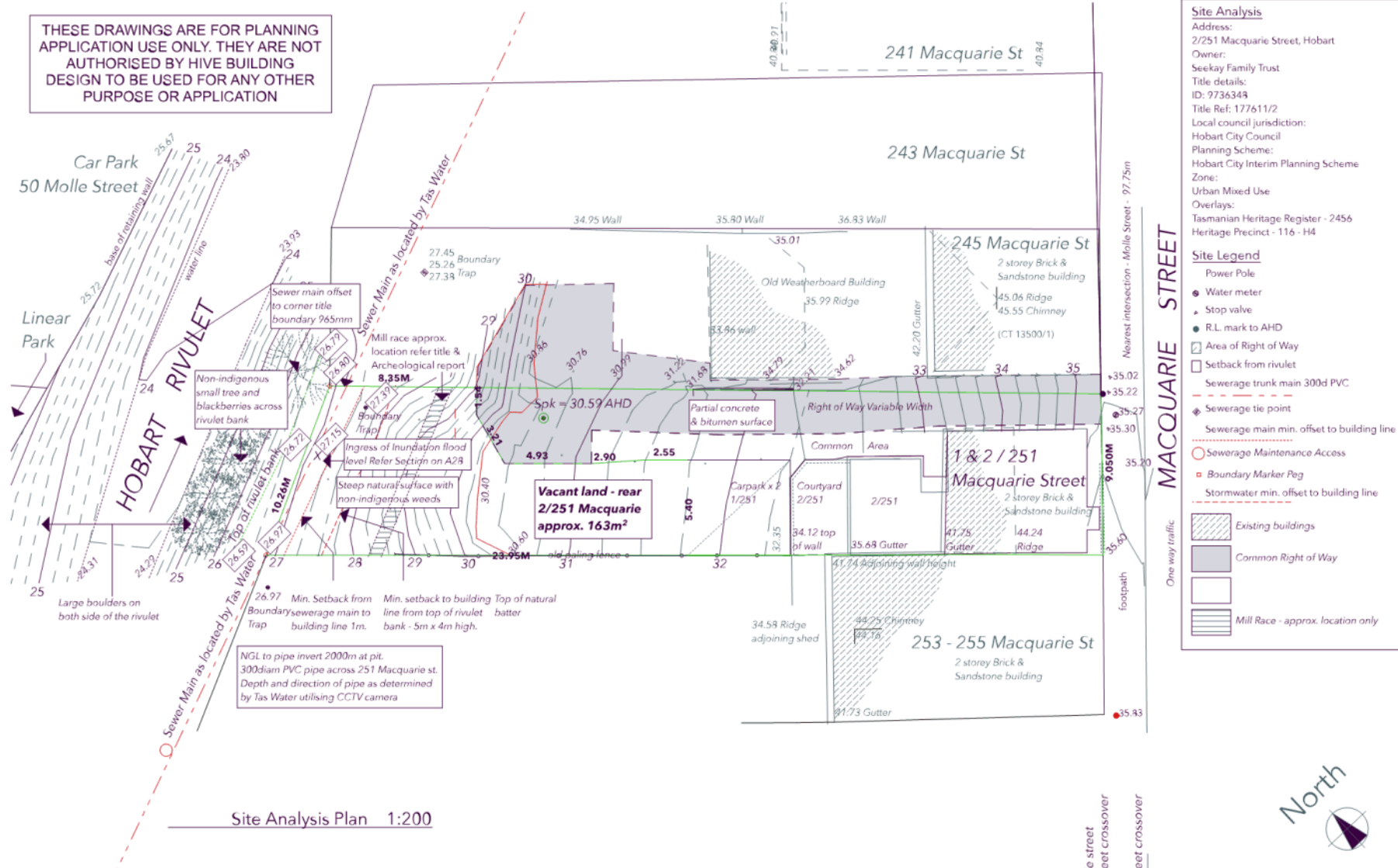
Space

Light

Hive Building Design
Joanne Crawley
0427 990 458 joanne@abekye.com.au
Tasmanian Building Services Provider 596851345

Project: Proposed New - 3 Bedroom Townhouse
2/251 Macquarie Street, Hobart 7000
Client: Seekay Family Trust at 1 Ascot Avenue, Sandy Bay
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Project Number: 152SFT Sheet: A2 of 29



Lifestyle

Space

Light

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2/251 Macquarie Street surrounds

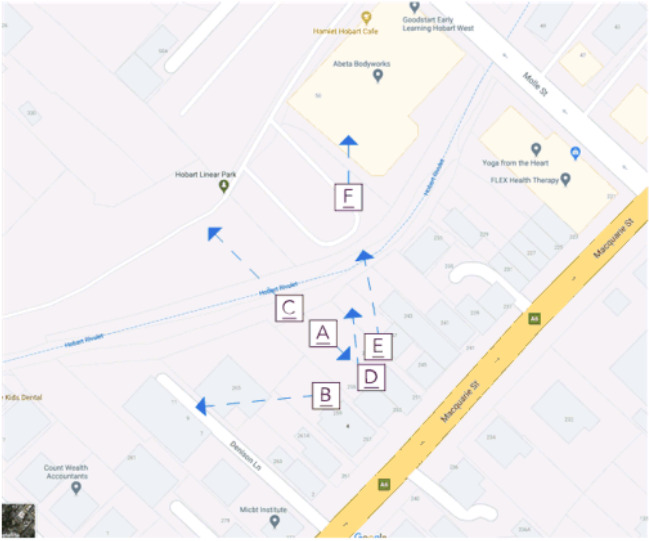
A - Photograph taken on subject site - view to the rear of existing dwelling structures on 245, 1251, 253, 255 Macquarie street.

B - Photograph taken from First floor of 1/251 Macquarie street - view to Mt Wellington (kunanyi) with 265 Macquarie street in the foreground

C - Photograph taken on subject site - view directly across rivulet to Hobart Linear Park

D/E - Photograph taken from First floor of 1/251 Macquarie street - view to 50 Mollie Street (Hamlet Cafe and Goodstart Childcare Centre)

F - Additional detail of Childcare building used as reference for Proposed new development



Lifestyle

Space

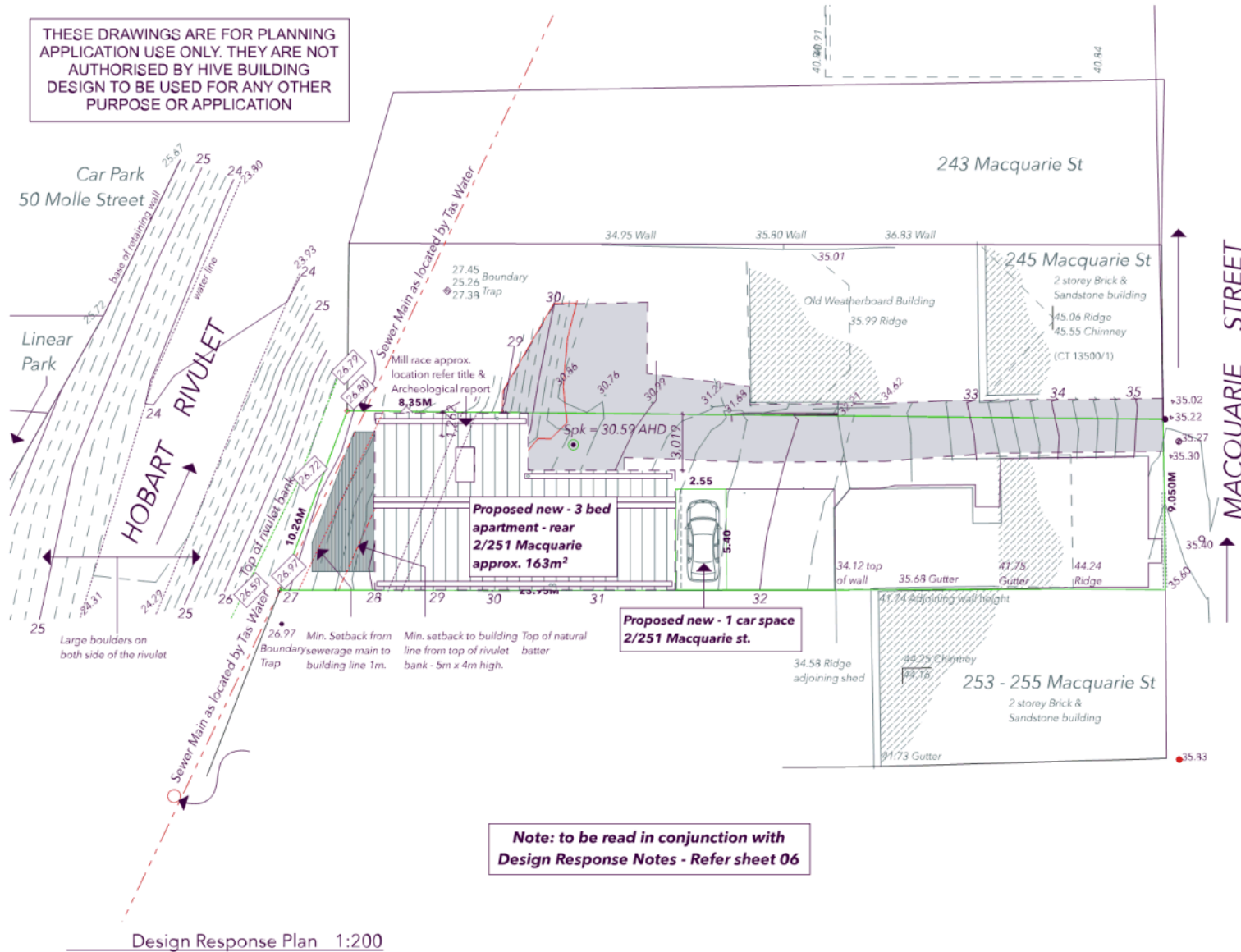
Light

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Area Analysis Table	
Lower ground floor:	52.00m ²
Ground floor:	53.00m ²
First floor:	128.75m ²
Total living:	253.75m ²
Deck:	18.00m ²
Balconies (total x2):	10.00m ²
Carport:	38.40m ²
Total built:	320.15m ²

Lifestyle

Space

Light



Design Response to Hobart City Interim Planning Scheme

Development Standards:

15.4.1 - Building Height

A1 - Max. Building height of proposed dwelling is 9910mm, which does not exceed the max. of 10m from Natural Ground (refer to elevation for N.G.L. to ridge line)

A2 - N/A. Height within 10m of a residential zone. The proposed development does not adjoin a Residential Zone.

15.4.2 - Setback to Frontage

A1 - N/A The proposed development is set to the rear of the lot - there are no street frontage setback requirements.

A2 - N/A - Setback to residential zone

The proposed development does not adjoin a Residential Zone.

15.4.3 - Design for non-residential use.

A1 - N/A - The proposed development does not adjoin a Residential Zone.

A2 - N/A - The proposed development does not adjoin a Residential Zone.

15.4.4 - Passive surveillance for non-residential use

A1 - N/A - The proposed development does not adjoin a Residential Zone.

15.4.5 - Landscaping

A1 - N/A - The proposed development does not have a street frontage.

A2 - N/A - The proposed development does not adjoin a Residential or Inner Residential Zone.

15.4.6 - Outdoor storage areas

A1 - N/A - The proposed development is for Residential use.

15.4.7 - Fencing

A1 - N/A - The proposed development does not have a street frontage. The proposed development does not adjoin a Residential or Inner Residential Zone.

15.4.8 - Residential Amenity

A1 - Access to daylight - refer floor plans. First floor living areas do not comply with the standard.

Note: First floor Living/Kitchen - proposed 26.15m² of vertical wall glazing orientated - 46° West of North.

First floor Roof light to over Kitchen/Dining - proposed 1.07m²

First floor Reading/Study/Bedroom 3 - proposed 6.20m² of vertical wall glazing - 46° East of North.

A2 - N/A - The land on the adjacent lots to the proposed development are vacant of structures.

A3 - Outdoor living - Provided at each level - refer plans.

- Total outdoor living = 29.0 m²

- Total min. 2m wide = 14.16m² refer hatch on First floor plan

A4 - Proposed Double glazing to all windows to ensure acoustic control in accordance with AS3671 & AS2107.

Proposed Dwelling is sited to the rear of the lot being furthest away from Macquarie street traffic. The existing buildings on & adjacent to the site will provide additional & considerable buffer from the road noise.

Codes:

Attenuation:

The Proposed development is sited to the rear of the allotment facing the Hobart Rivulet. The elevation of the proposed development is significantly lower than the Macquarie street road level and over 200met from the Hotel Soho on corner of Mollie and Davey streets. Refer to the locality map. The larger scale surrounding residential and business use developments create a significant acoustic buffer to the proposed development. Additionally double glazing is proposed throughout to provide further acoustic control.

Parking and Access - Road and Railway:

Total 3 car parks provided as part of this development.

2 = Carport for 2 car spaces

1 = Additional uncovered car parking space has been allowed for use by the existing 1 bed apartment 2/251.

Refer access and parking plan demonstrating the use of the existing common right of way. Vehicles are shown to exit the site in forward motion into a left turning only, one way street. (Macquarie street)

Stormwater Management:

The original existing structure at 251 Macquarie street, currently drains into Macquarie street infrastructure. The 1940's renovation portion drains into the Hobart rivulet via a sediment trap/pit. The existing vacant land (part natural ground and part bitumen) drains to the Hobart rivulet. Refer Design response plan showing indicative stormwater disposal for the proposed development.

Inundation Prone Areas Code & Waterways/Coastal Protection Code

In accordance with Hobart City stormwater management team requirements, a setback of 5met to the building line at NGL from the designated 'top of bank' has been allowed. A further min. 4.5m height has also been allowed.

Refer Sections and elevations.

Historic Heritage Code

Refer Archaeological Report attached.

**Note: To be read in conjunction with
Design Response Plan - Refer sheet 05**

Lifestyle

Space

Light

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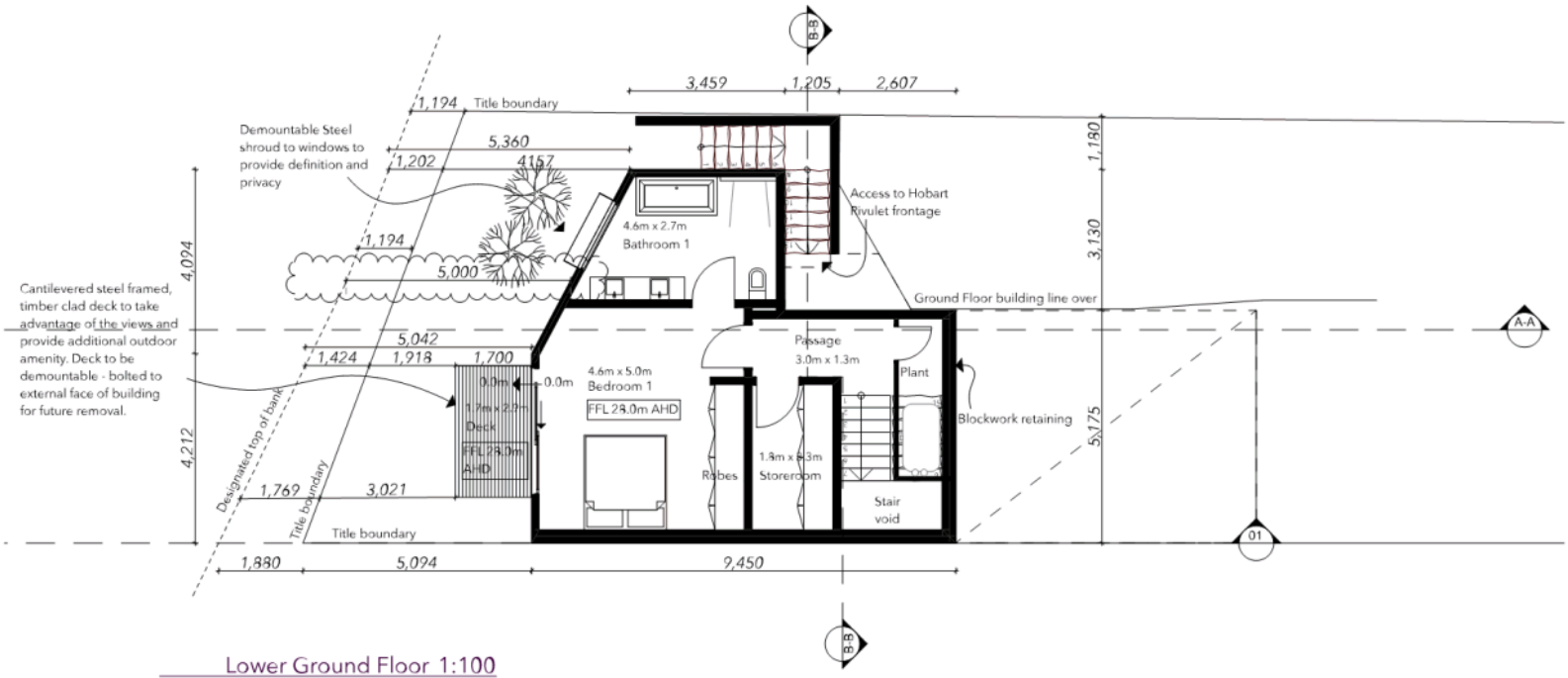

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Floor Plan Analysis Table - Lower Ground	
Bedroom:	23.00m ²
Bathroom:	12.95m ²
Storeroom:	5.94m ²
Deck:	5.00m ²
Total Lower Ground Floor:	45.90m ²
Total built:	45.90m ²



Lifestyle

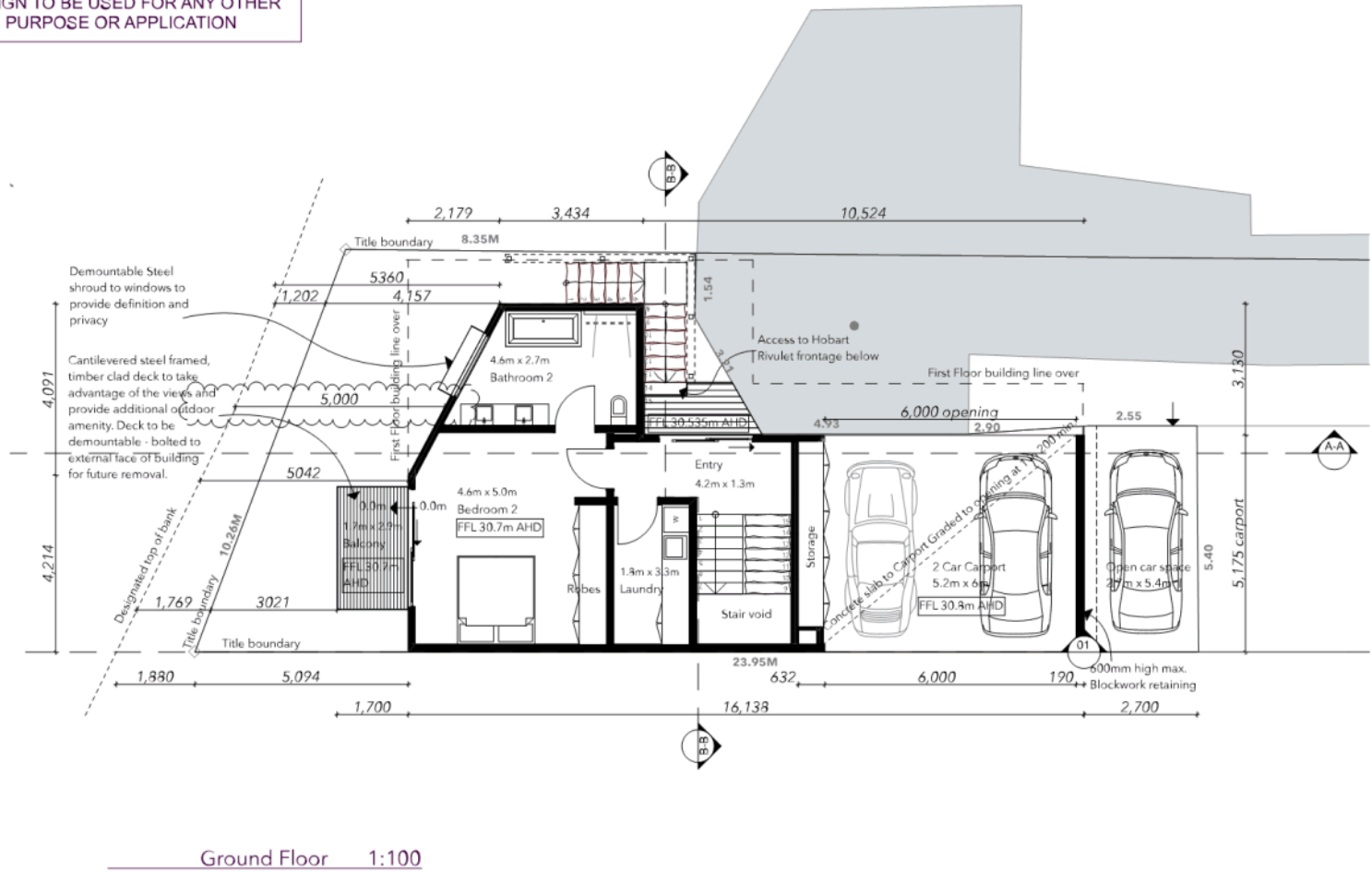

Space

Light



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Floor Plan Analysis Table - Ground Floor	
Bedroom:	23.00m ²
Bathroom:	12.96m ²
Laundry:	5.94m ²
Balcony:	5.00m ²
Total Ground Floor:	46.90m ²
Carport:	38.40m ²
Total built:	85.30m ²



Lifestyle

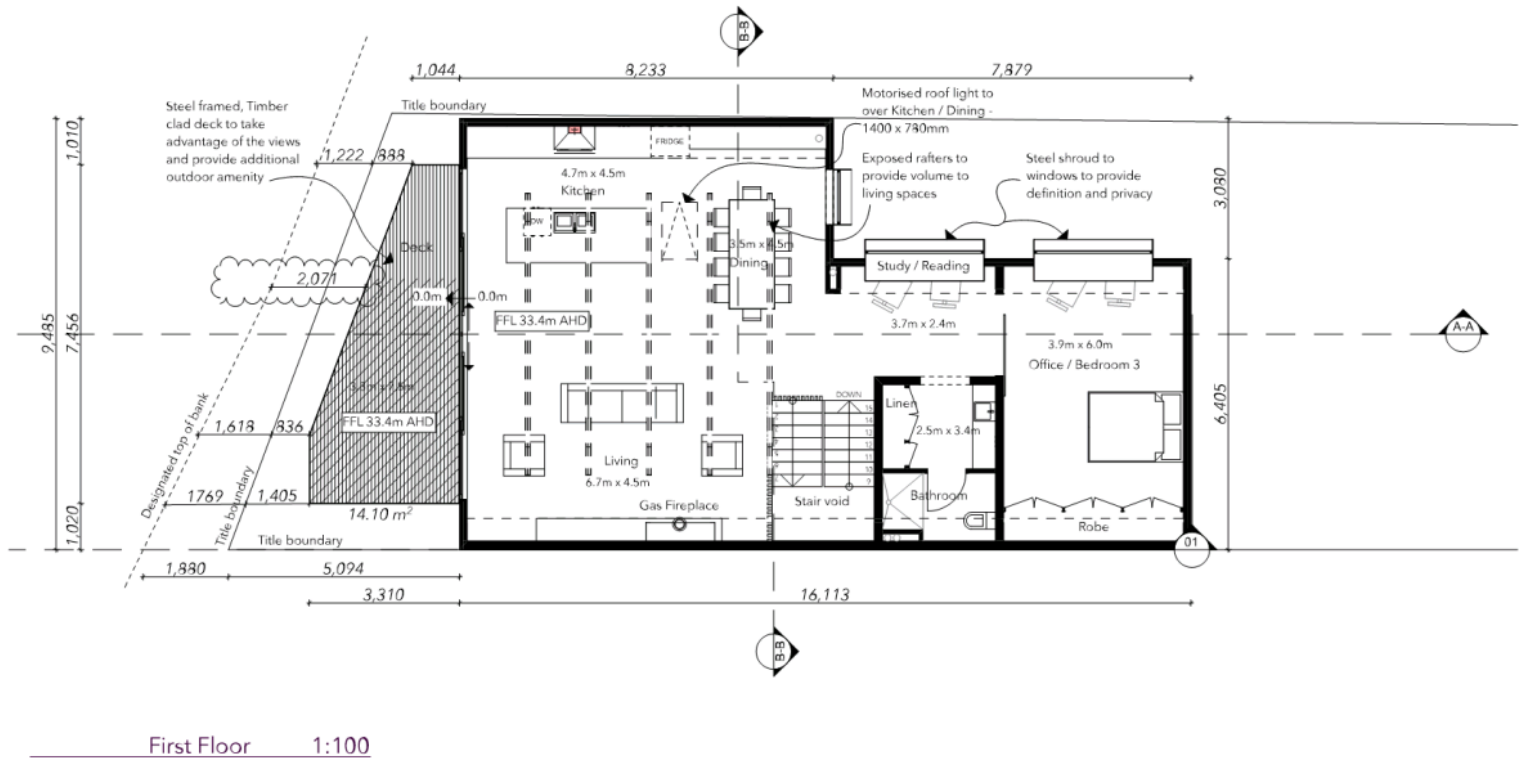
Space



Light

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Floor Plan Analysis Table - First Floor	
Bedroom/Office:	23.40m ²
Bathroom:	8.50m ²
Living:	30.15m ²
Kitchen:	21.15m ²
Dining:	15.75m ²
Deck:	5.90m ²
Total First Floor:	45.90m ²
Total built:	85.30m ²



Lifestyle

Space

Light

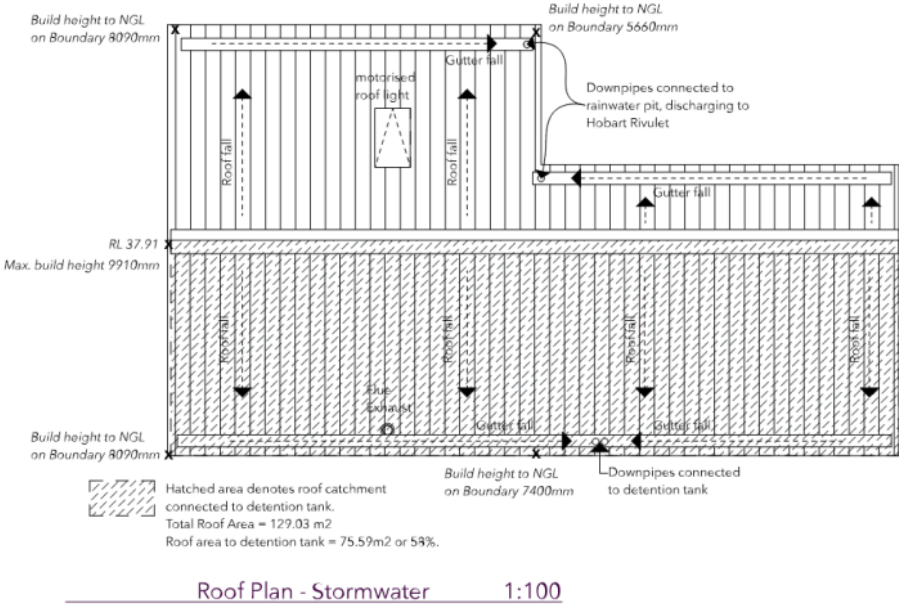


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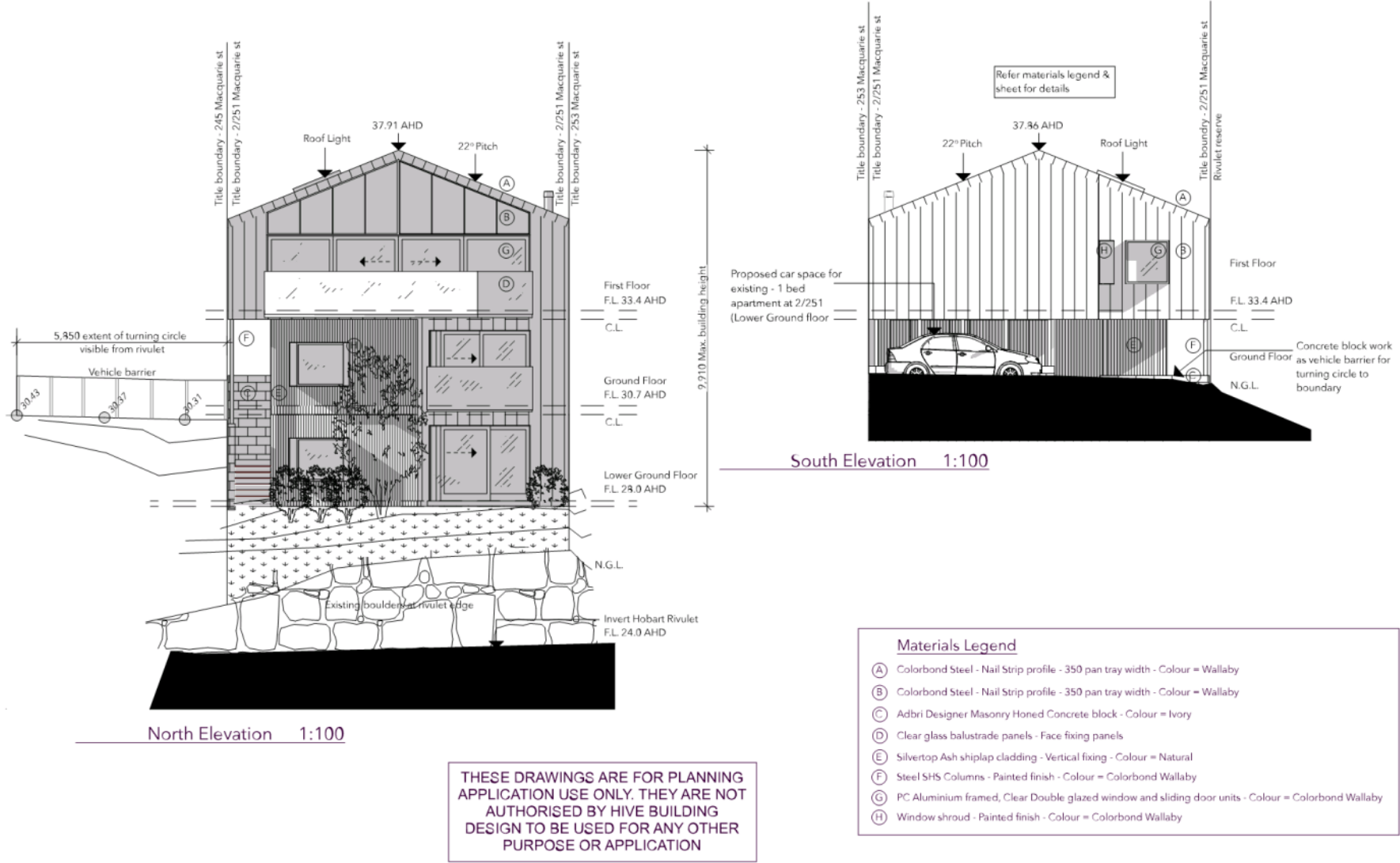
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Lifestyle
Space
Light





Lifestyle

Space

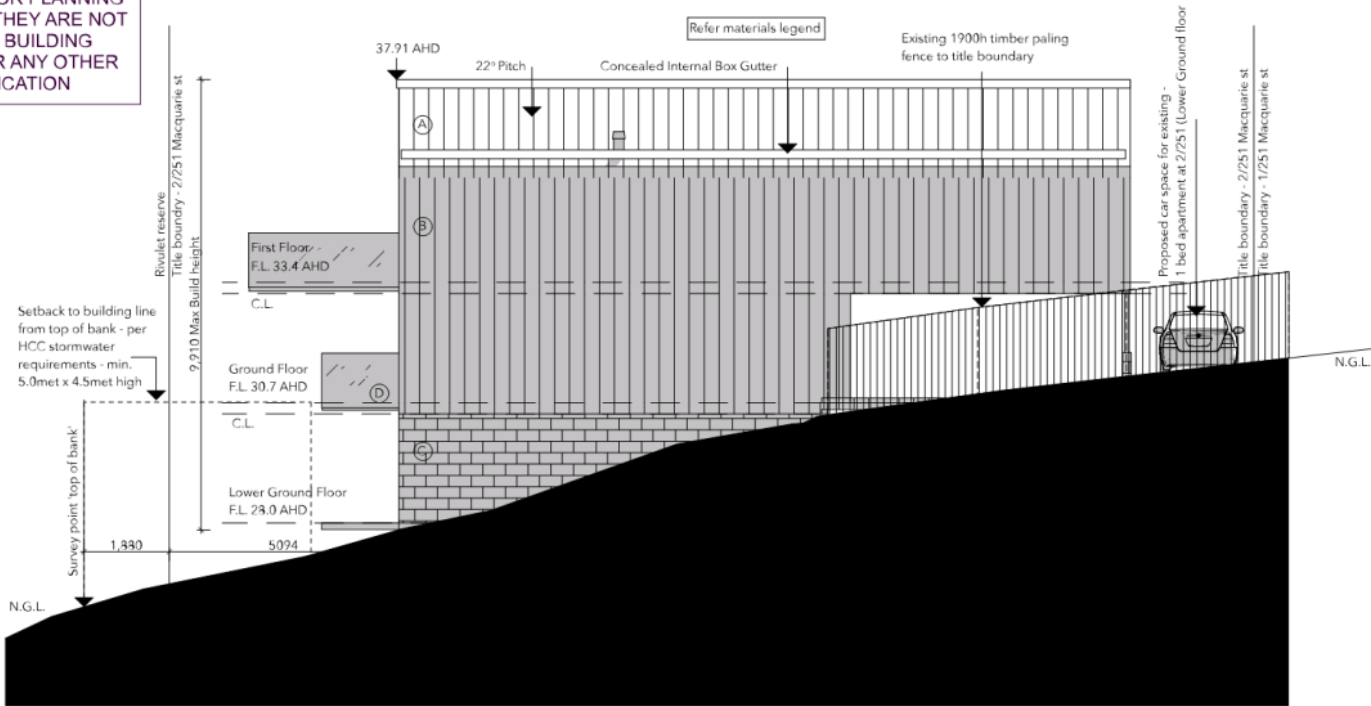
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West Elevation 1:100

Materials Legend

- (A) Colorbond Steel - Nail Strip profile - 350 pan tray width - Colour = Wallaby
- (B) Colorbond Steel - Nail Strip profile - 350 pan tray width - Colour = Wallaby
- (C) Adbri Designer Masonry Honed Concrete block - Colour = Ivory
- (D) Clear glass balustrade panels - Face fixing panels
- (E) Silvertop Ash shiplap cladding - Vertical fixing - Colour = Natural
- (F) Steel SHS Columns - Painted finish - Colour = Colorbond Wallaby
- (G) PC Aluminium framed, Clear Double glazed window and sliding door units - Colour = Colorbond Wallaby
- (H) Window shroud - Painted finish - Colour = Colorbond Wallaby

Lifestyle

Space

Light

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East Elevation 1:100

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Materials Legend

- (A) Colorbond Steel - Nail Strip profile - 350 pan tray width - Colour = Wallaby
- (B) Colorbond Steel - Nail Strip profile - 350 pan tray width - Colour = Wallaby
- (C) Adbri Designer Masonry Honed Concrete block - Colour = Ivory
- (D) Clear glass balustrade panels - Face fixing panels
- (E) Silvertop Ash shiplap cladding - Vertical fixing - Colour = Natural
- (F) Steel SHS Columns - Painted finish - Colour = Colorbond Wallaby
- (G) PC Aluminium framed, Clear Double glazed window and sliding door units - Colour = Colorbond Wallaby
- (H) Window shroud - Painted finish - Colour = Colorbond Wallaby

Lifestyle

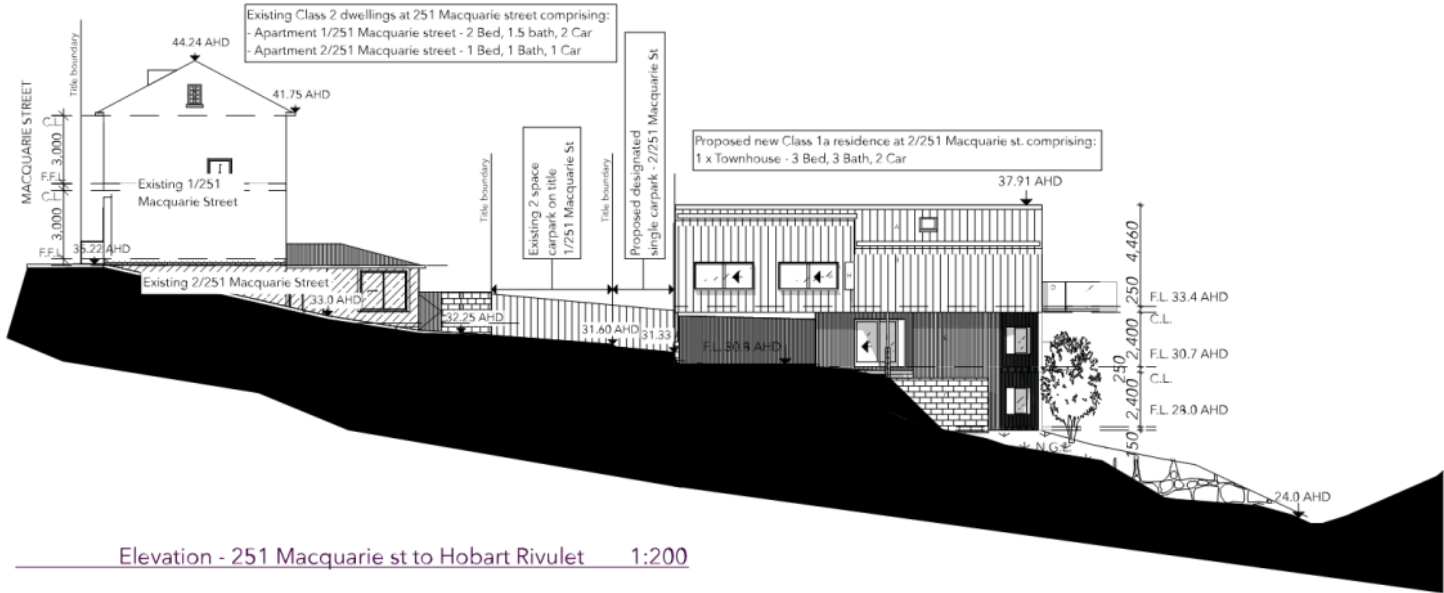
Space

Light

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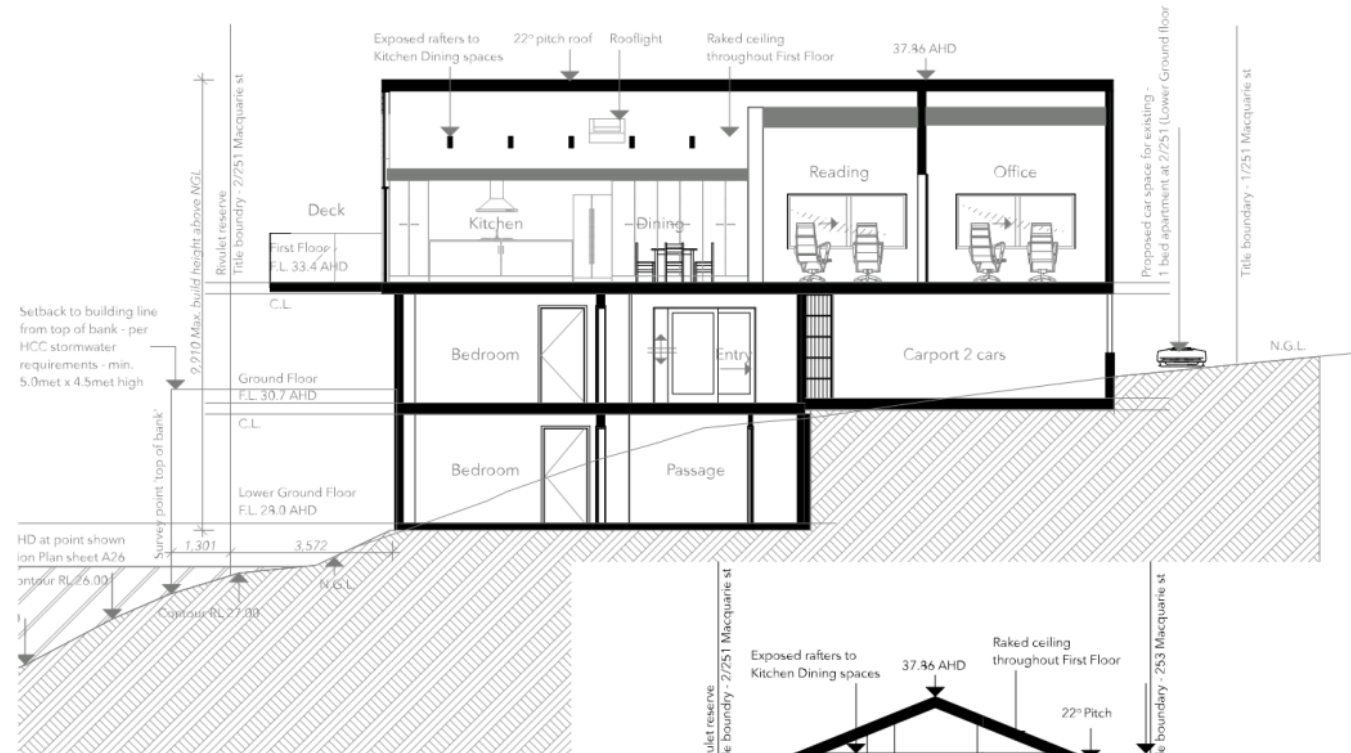
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Lifestyle

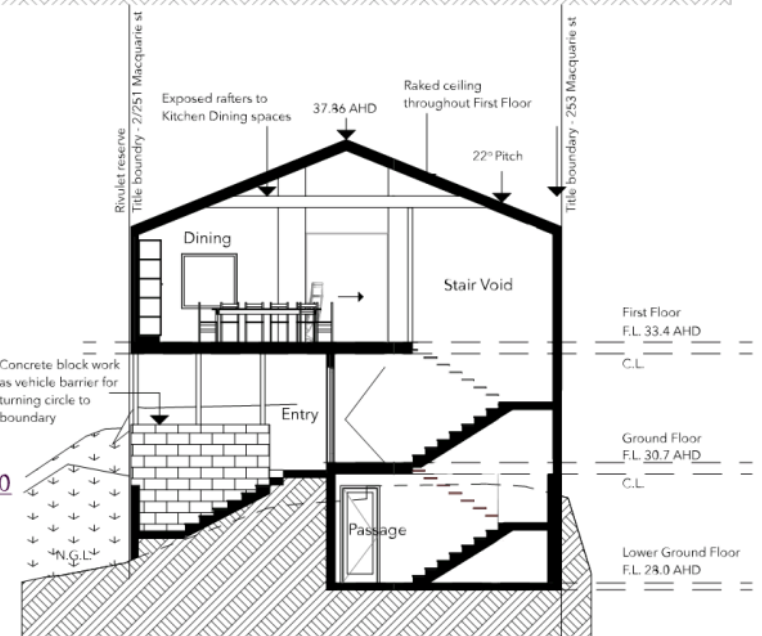
Space

Light

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Section A-A 1:100



Section B-B 1:100

Lifestyle

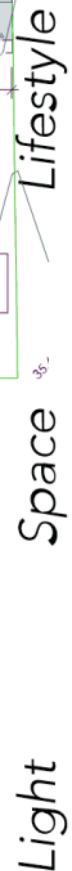
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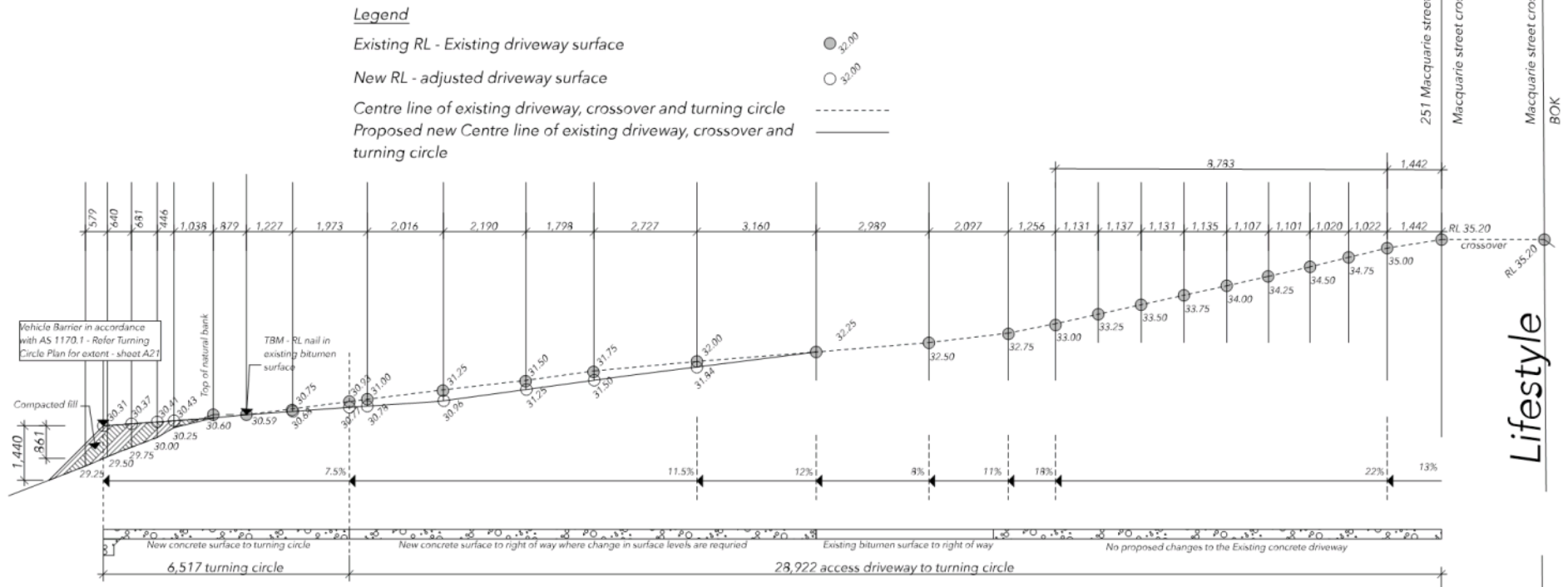
Light

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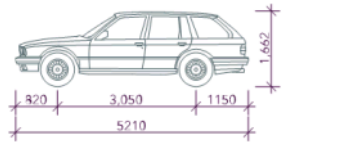
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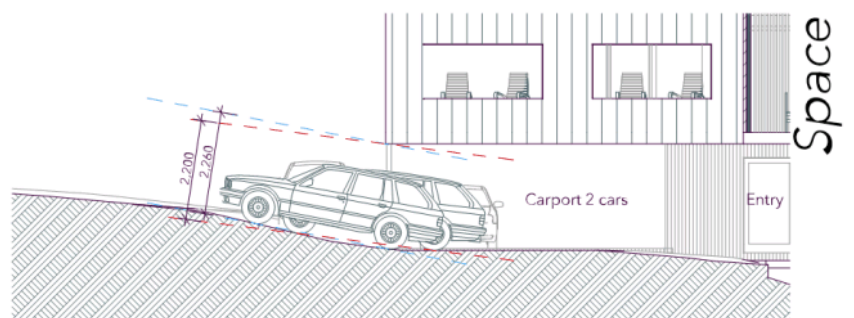




Note: Headroom compliance
B99 Vehicle template shown parallel to carport to demonstrate compliance with 5.3.
The cantilevered overhang is not over the access drive sag point. Refer A17 Driveway Plan. Also refer A22 & A23 demonstrating overhead compliance for vehicle travelling perpendicular to carport access.



B99 Vehicle Template 1:100



07 Vehicle Headroom compliance refer note 1:100

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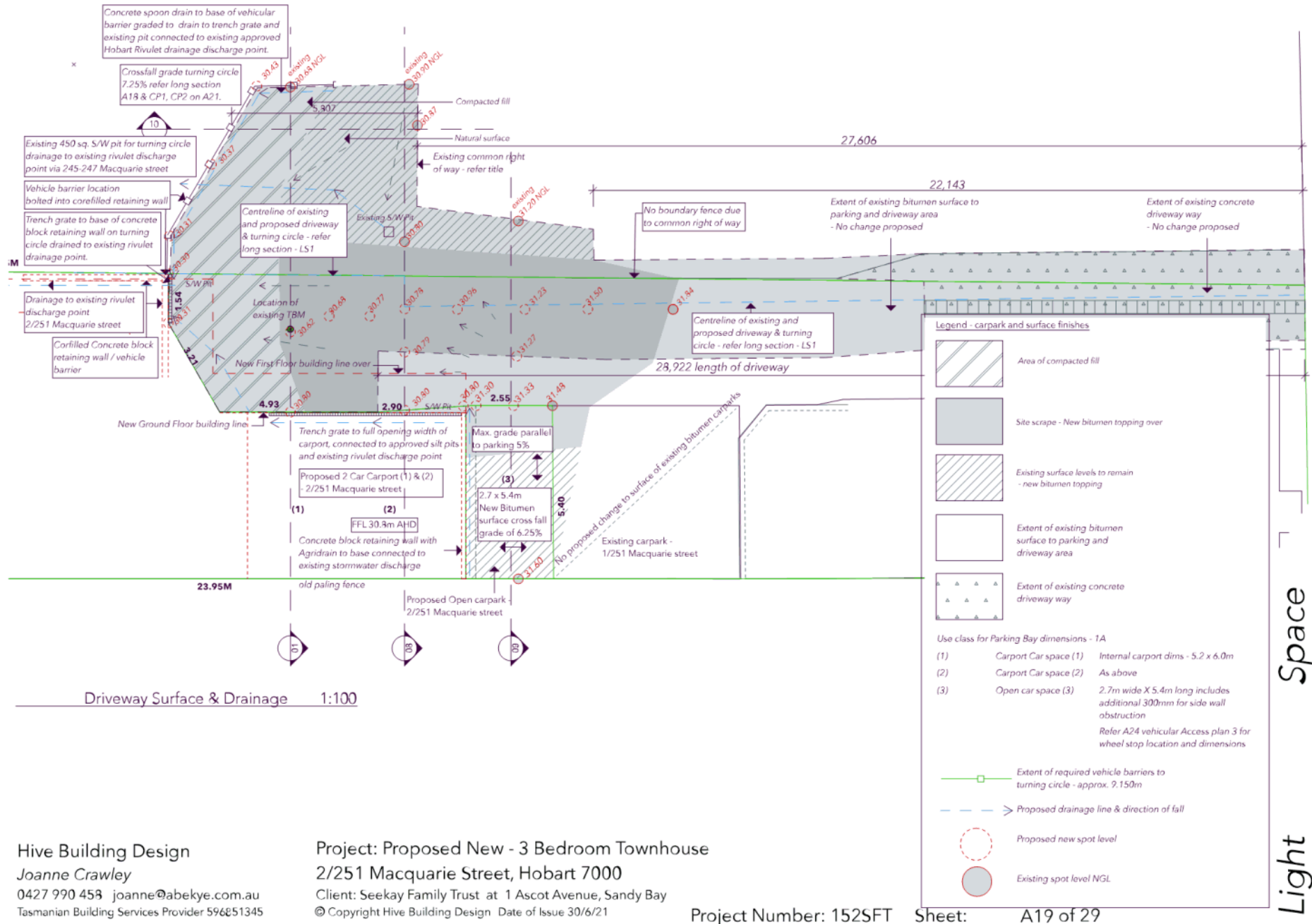
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Lifestyle

Space

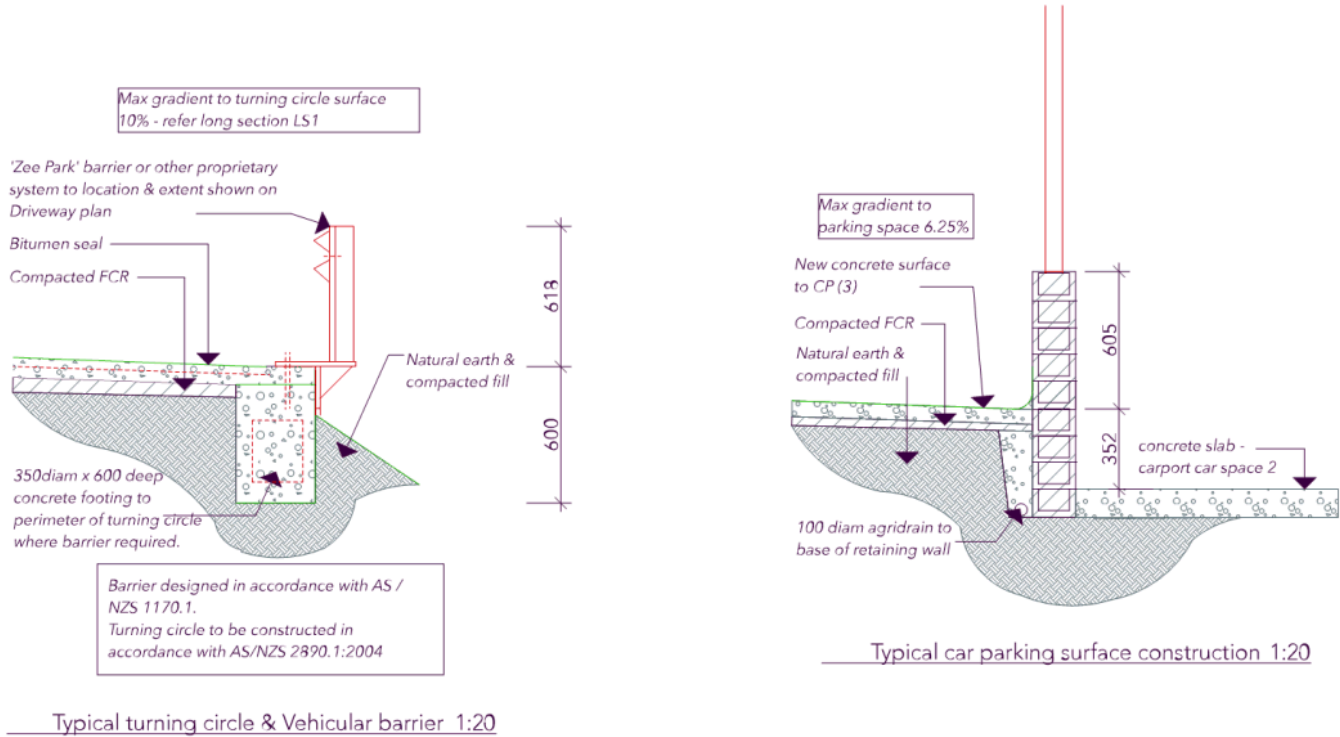
Light



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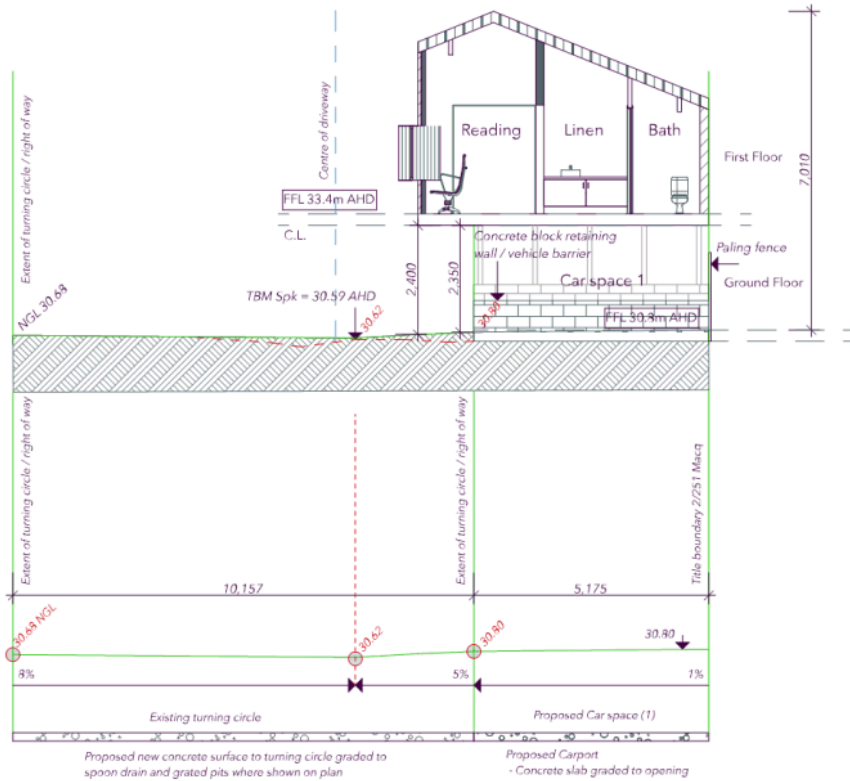
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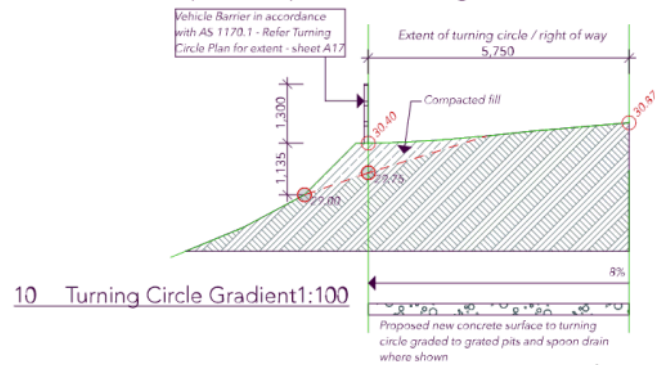
Lifestyle

Space

Light



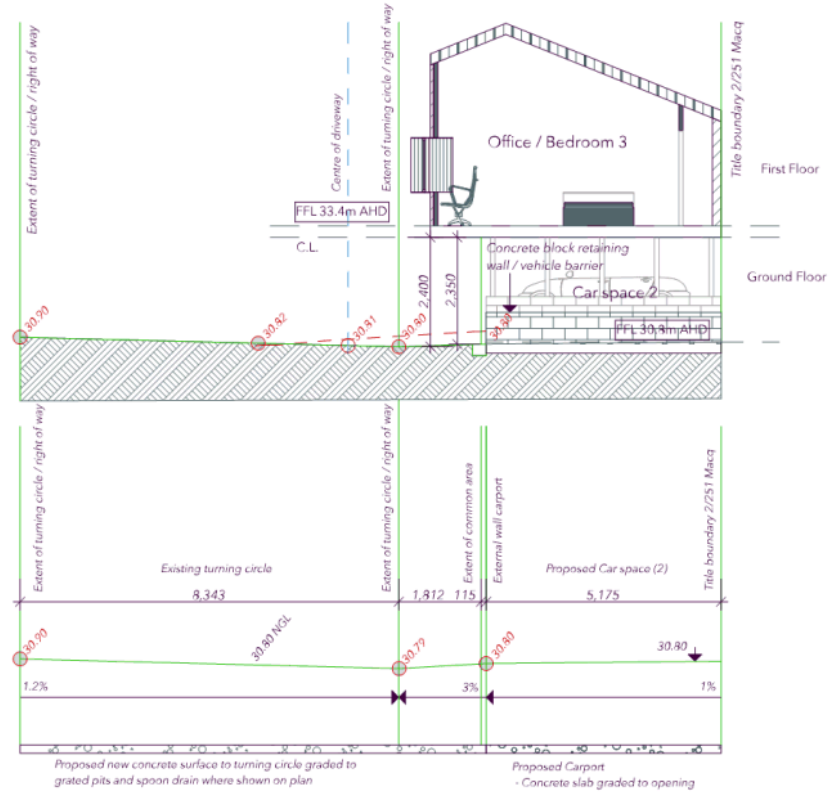
01 Section Carport Car space (1) & Turning Circle 1:100



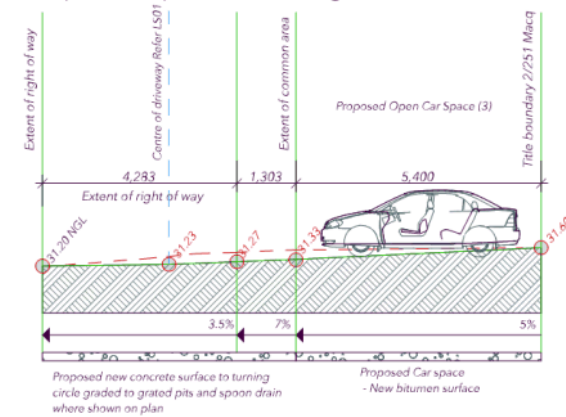
10 Turning Circle Gradient 1:100

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08 Section Carport Car space (2) & Turning Circle 1:100



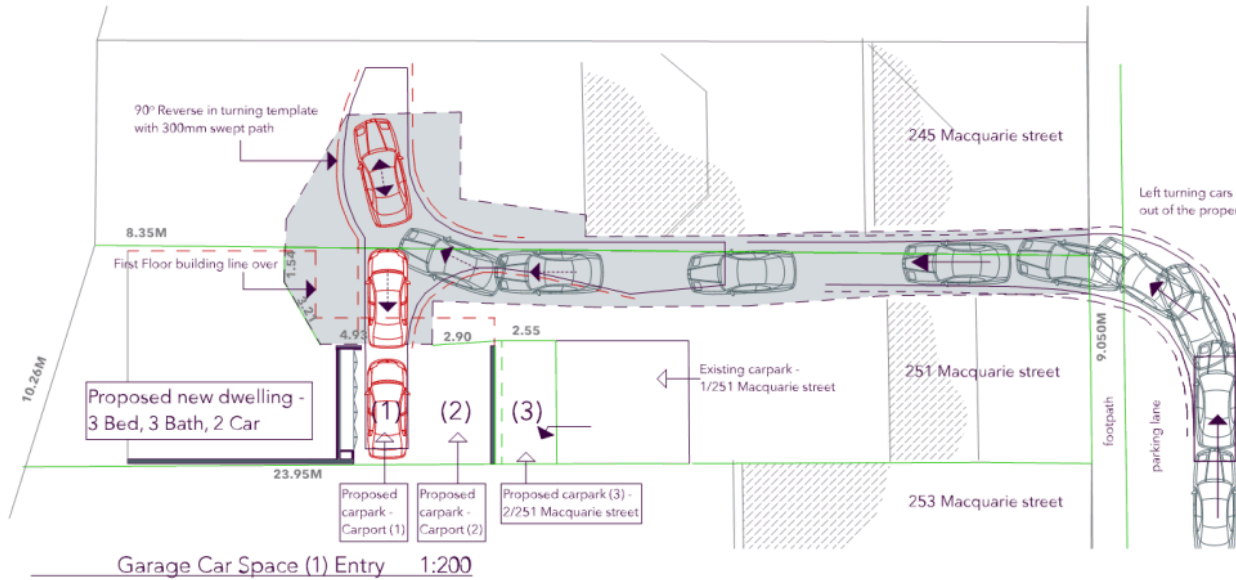
09 Section Open Car space (3) 1:100

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Lifestyle

Space

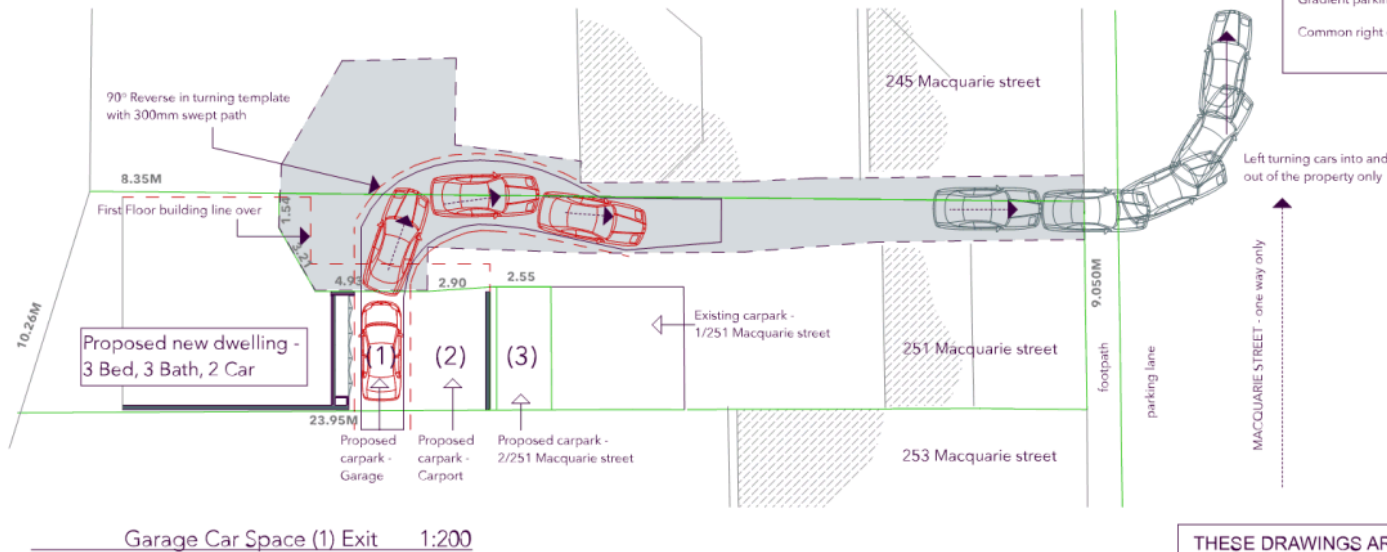
Light



Carpark classifications:

User Class	Class 1A
Min. required outdoor parking bay dimensions	2.4m wide x 5.4m long
No. required parking bays	2
Type of car to be demonstrated	B85
Enter site forwards	All cars can enter the site in forwards direction
Exit site forwards	All cars can utilise the existing common right way turning circle to turn on site and exit in forwards direction turning left only
3 point turn	Using the common right of way - all cars can make a 3 point turn on site
Dimensioned carpark template	<p>Carpark Template</p>
2 space carport dimensions	Min. 5.2m x 6.0m
Headroom	Min. headroom over access to car spaces - 2.4m
Carspace 1 & 2	Reverse in - turning template demonstrated
Carspace 3	Forward in - turning template demonstrated
Turning Radius template	Min. 5.8m radius turn with 300mm swept path in accordance with AS/NZS 2890.1:2004
Gradient turning area	8% @ Section 10 - Refer A21, 7.5% @ centre line - Refer LS01 A18
Gradient parking area	6.25% - Refer A19
Common right of way on title	

Lifestyle



Space

Light

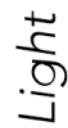


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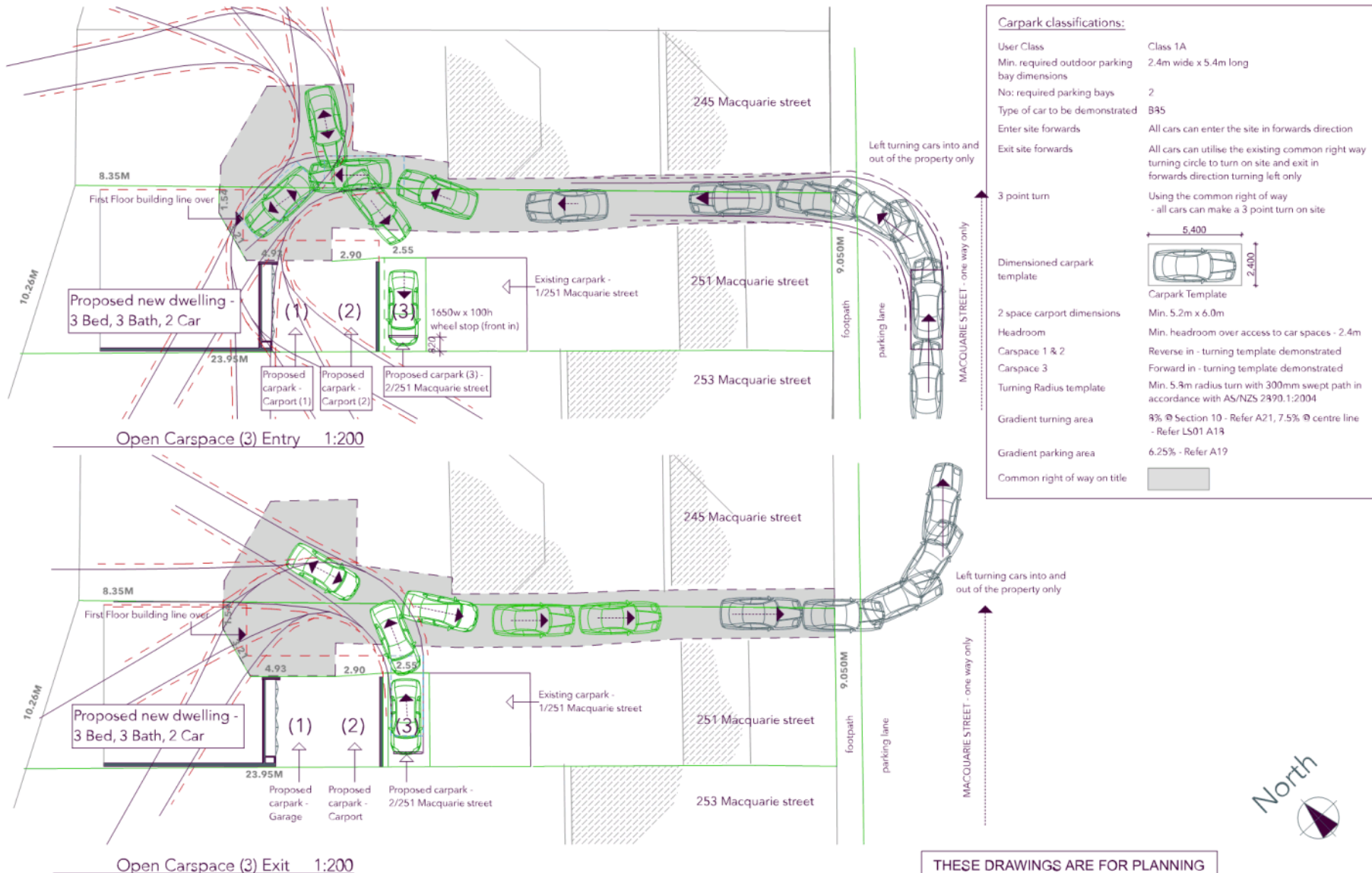
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Project Number: 152SFT Sheet: A23 of 29



Lifestyle

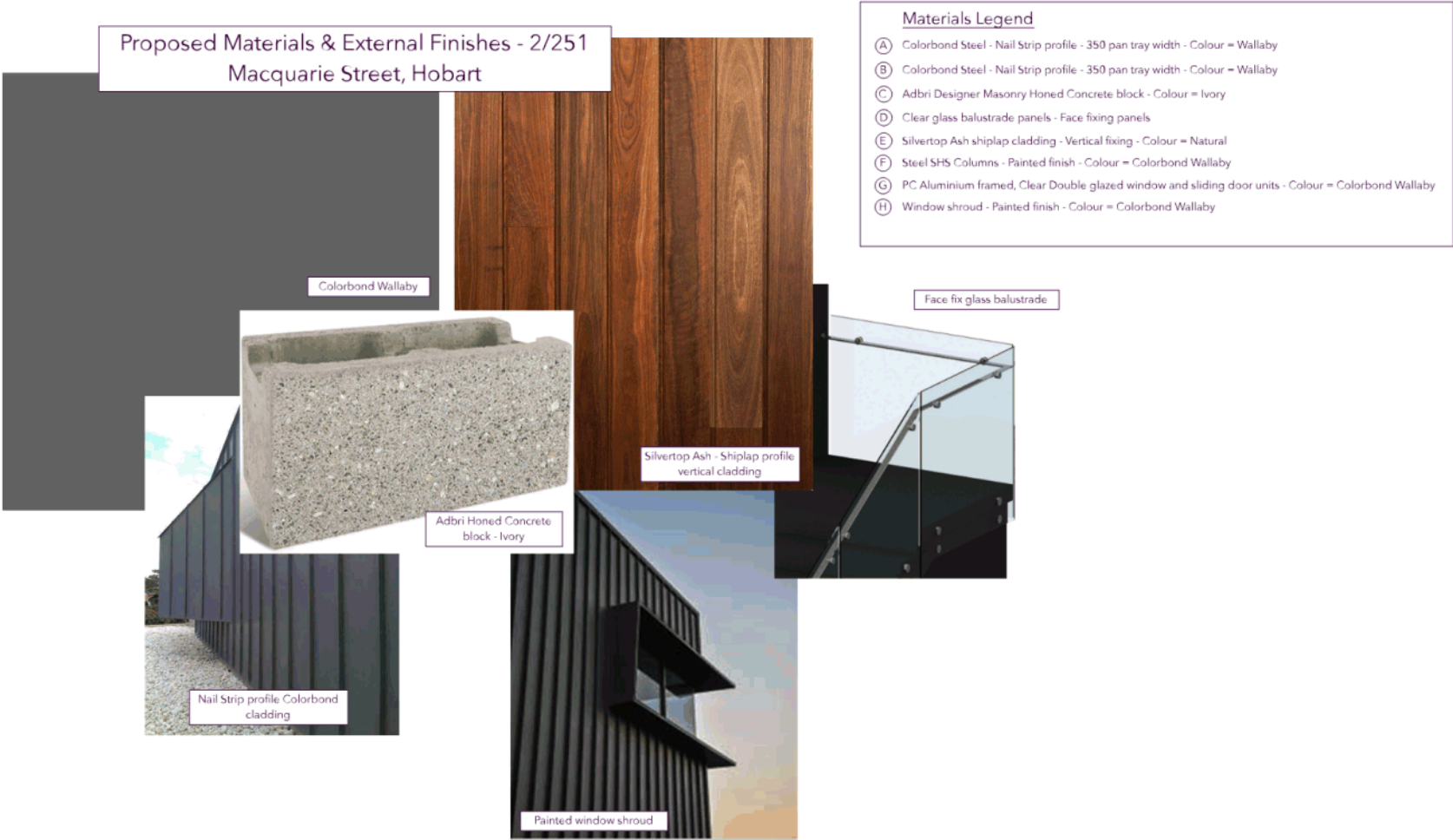
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Lifestyle

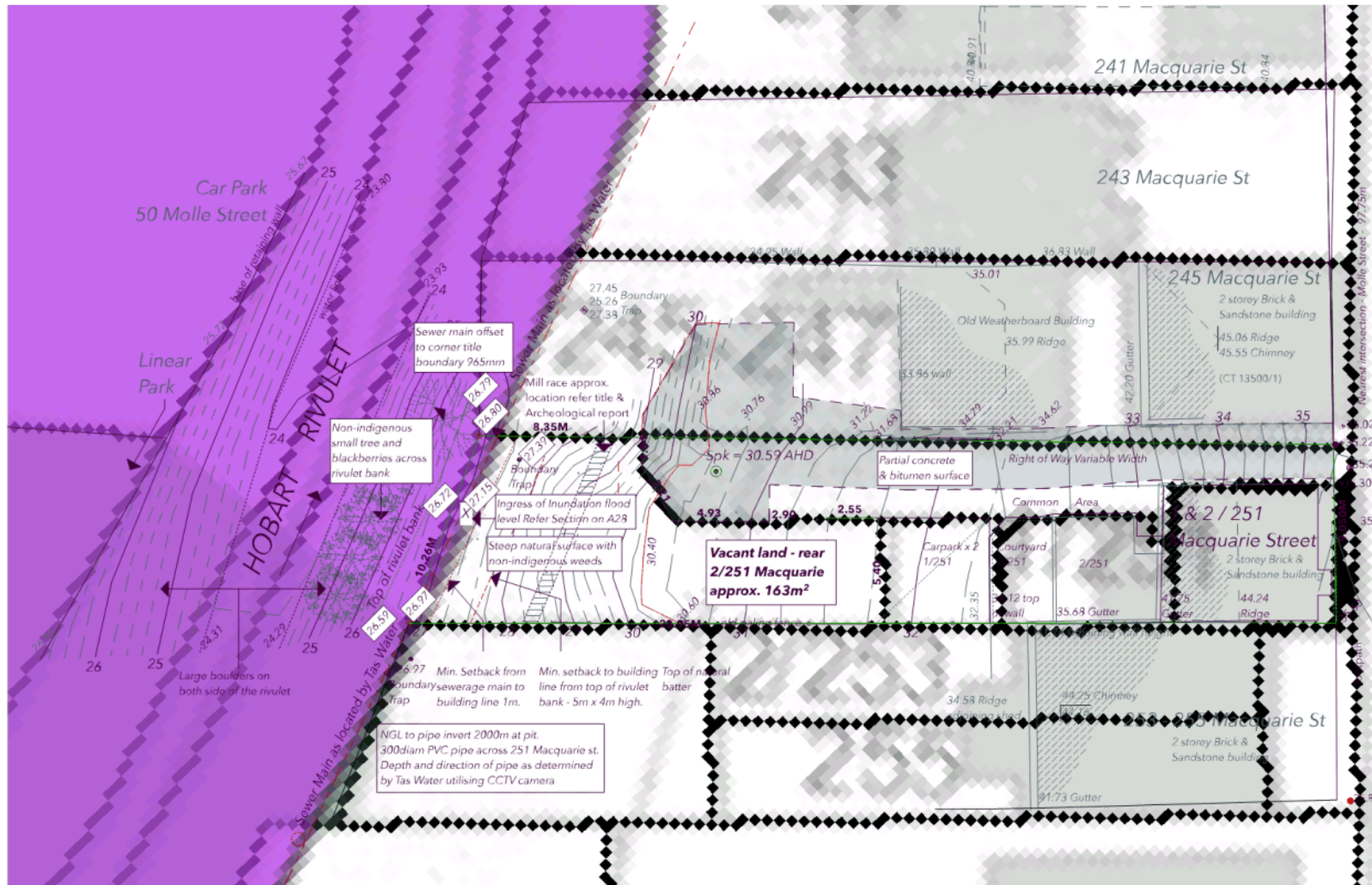
Space

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MACQUARIE STREET
One way traffic

Lifestyle

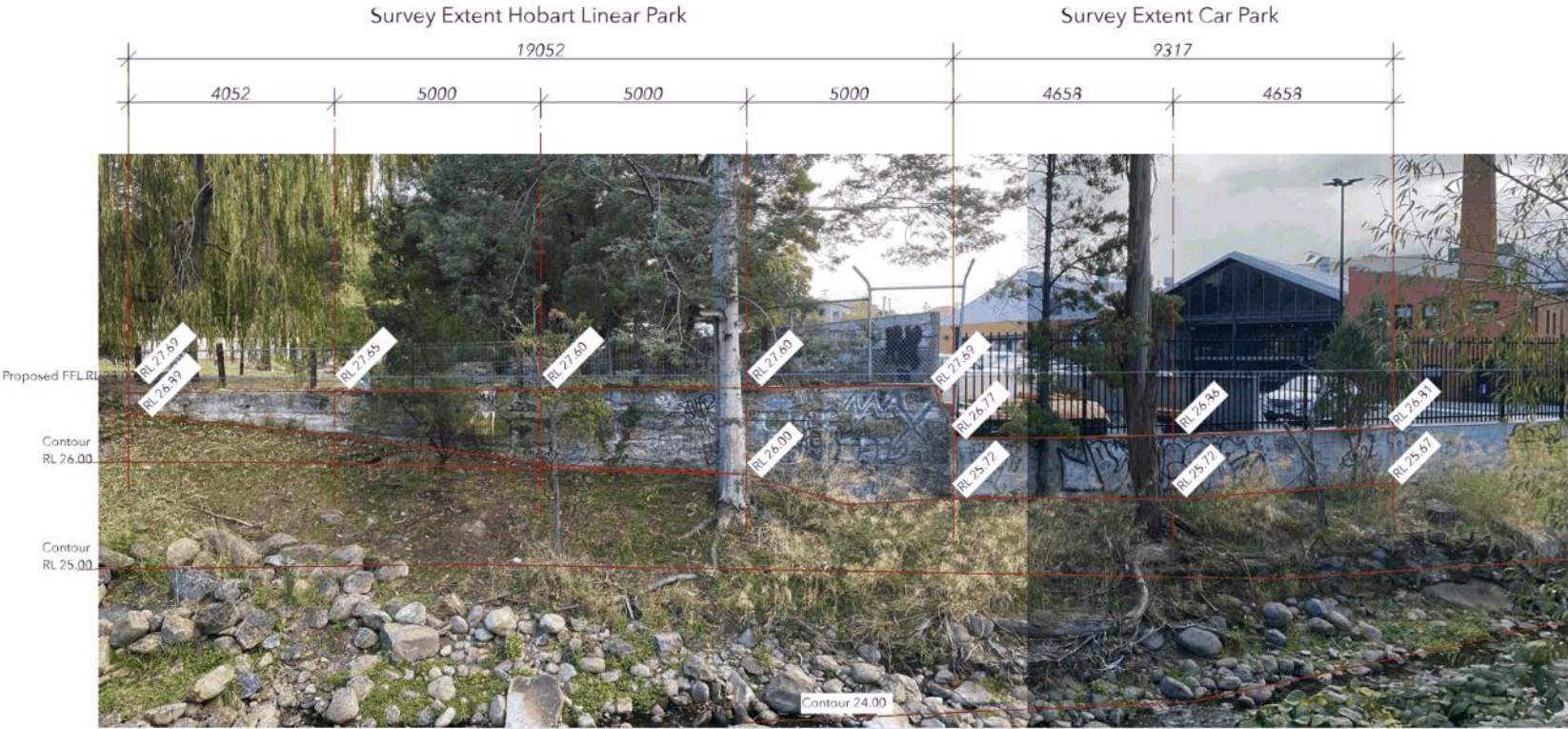
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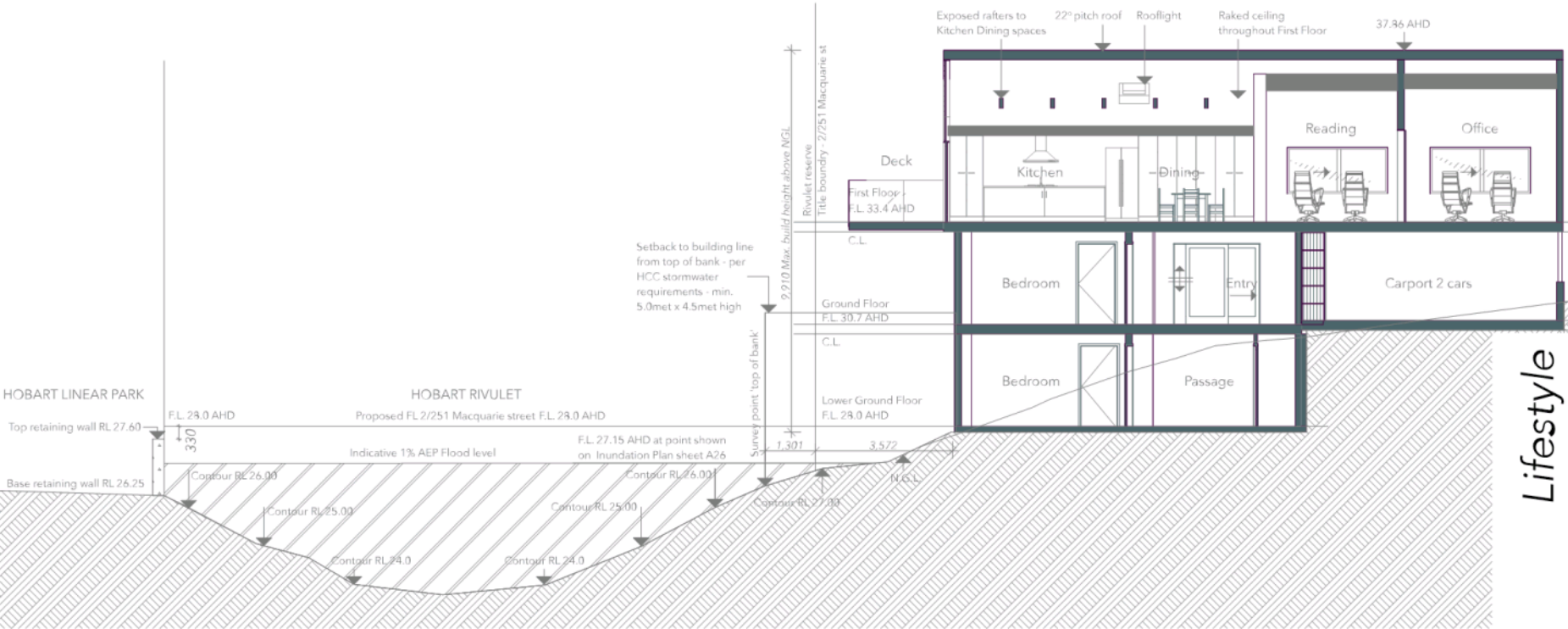


NTS Linear Park & Retaining walls opposite Proposed Site

Lifestyle

Space

Light



Lifestyle

Space

Light

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NTS Designated Top of Bank - 251 Maquarie - Hobart Rivulet

Lifestyle

Space

Light



Proposed New:

3 Bedroom Townhouse - 2/251 Macquarie Street, Hobart 7000

Light - Space - Lifestyle

This document together with the attached drawings and reports by external consultants comprise the application package for assessment for this development at 2/251 Macquarie Street, Hobart.

Joanne Crawley
Building Designer
By Appmt - Suite 5, Level 1, 175 Collins Street, Hobart 7000
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joanne@hivedesignau.com

Proposed New: 3 Bedroom Townhouse - 2/251 Macquarie Street, Hobart

April 14, 2021

Clients: Seekay Family Trust
Joanne Crawley & Brad Klaffer
1 Ascot Avenue
Sandy Bay 7005

Project Address: 2/251 Macquarie Street, Hobart 7000

Re: Proposed New 3 Bedroom Townhouse

Background:

251 Macquarie Street Hobart was initially purchased by the clients (Seekay Family Trust) in October 2017. Settlement of the property was delayed until the middle of January as a condition of the contract of sale, which enforced the then owner to rectify all outstanding building and plumbing permits, dating back over 20 years, prior to settlement.

Since this time the property has undergone a change of use from Commercial office/Residential apartment Class 5 & 2 - to 2 x Class 2 residential apartments. The upper apartment underwent a significant renovation and was subsequently separated from the lower apartment by Strata. The upper apartment now known as 1/251 Macquarie street was then sold. (1/251 Macquarie = Folio 167495/1)

The Lower Ground apartment title now known as 2/251 Macquarie street, comprises a spacious single bedroom apartment of 104m², which has side driveway access via a common right of way to off street parking at the rear of the property. This property is currently tenanted. (2/251 Macquarie = Folio 167495/2).

The location is exceptional given proximity to the Hobart CBD, significant outdoor spaces, walking tracks, schools and restaurants nearby. The site has the potential to take in considerable views both up and down stream along Hobart Rivulet to Mt Wellington and opposite into Hobart Linear Park. The existing usable land is currently tenanted car parking, the remainder of the lot is steep and difficult maintain due to significant overgrowth of noxious weeds on the rivulet bank.

Proposed New: 3 Bedroom Townhouse - 2/251 Macquarie Street, Hobart

April 14, 2021

Proposal

A stand-alone residential development is proposed to the rear of the site with views along the rivulet, Hobart Linear Park & Mt Wellington. The proposal comprises 1 x 3 bedroom, 3 bathroom, 2 car space townhouse. The considered design encourages multi-generational use, with living & sleeping spaces afforded acoustic separation whilst ensuring self-contained vehicular parking on site.

The overall form of the new townhouse provides a contemporary reflection of the surrounding built environment whilst nestling quietly into the site.

Very simple forms with a gable roof, clad in muted tones have been adopted, seeking only to enhance the tranquility of the natural surrounds. Refer Materials and Finishes selections as part of drawings package.

Ground floor to comprise - Main Entrance, Bedroom suite 1, Laundry, Garage/carport off street parking for 2 cars, together with external access to the rivulet frontage to ensure practical maintenance of landscaping and services.

Lower Ground floor to contain Bedroom suite 2, Store and Plant room.

First floor offers a reverse living concept with open plan lounge, dining and kitchen opening out to a large outdoor deck to take in views of the park, rivulet and Mt Wellington. A separate bathroom and Bedroom 3 (which doubles as a spacious home office) are also located on this level.

Planning Scheme, Codes and Overlays:

The property location is zoned 'Urban Mixed Use' within the Hobart City Council Interim Planning Scheme which allows for residential development use. The properties either side of 2/251 are also zoned 'Urban Mixed Use'. Each of the applicable development standards have been addressed in the drawing set.

The following Codes apply to this property and have also been addressed in the Drawing set:

Attenuation

Parking and Access (also refer below)

Stormwater management

Inundation Prone Areas

Historic Heritage

Proposed New: 3 Bedroom Townhouse - 2/251 Macquarie Street, Hobart

April 14, 2021

Car parking:

As the property was previously a commercial office it is expected that the development will significantly decrease the number of vehicles using the car parking spaces and therefore needing to enter and exit the property from Macquarie street.

2 car parking spaces have been provided for the nominated user class for this development.
1 x single Garage/Store, 1 x carport - refer plans.

Consideration to ensure that the existing apartment (2/251) is also allocated an off-street car parking space in accordance with the planning scheme requirements - refer plans.

The existing common 'right of way' on title for vehicular turning confirms that cars can enter and exit the property in a forward motion - refer plans. As Macquarie street is one way only - traffic entering and exiting are left turning only thus reducing issues caused by vehicles crossing lanes of traffic in opposing directions.

Stormwater:

The significance of the Hobart rivulet and its role in the function of this beautiful city is well recognised. It is also appreciated that there are many factors at play when proposing a development in its proximity. The proposed development maintains generous setbacks from both property title boundaries and council & services infrastructure to ensure potential future access & maintenance requirements are unimpeded. The consultation process with council departments at pre-application stage, provided significant input which has been incorporated into this proposal.

This proposal presents a considerable opportunity to make use of derelict space, on otherwise inaccessible land. A development of this nature will enhance vistas from Hobart Linear Park and contribute to showcasing the progression of the urban built environment within this eclectic inner-city area.

Please contact me if you have any queries relating to this document.

Sincerely,

Joanne Crawley

Hive Building Design

0427 990 458.



*Response to PLN-21-245-251 Planning Letter S54 Info
required dated 5/5/21.*

Regarding proposed New:

*3 Bedroom Townhouse - 2/251 Macquarie Street, Hobart
7000*

Light - Space - Lifestyle

This document, together with the attached drawings, provide the further necessary information as requested by Hobart City Council for the assessment of the proposed development at 2/251 Macquarie Street, Hobart.

Joanne Crawley
Building Designer
By Appmt - Suite 5, Level 1, 175 Collins Street, Hobart 7000
0427 990 458
joanne@hivedesignau.com

Proposed New: 3 Bedroom Townhouse - 2/251 Macquarie Street, Hobart

June 2, 2021

Clients: Seekay Family Trust
Joanne Crawley & Brad Klaffer
1 Ascot Avenue
Sandy Bay 7005

Project Address: 2/251 Macquarie Street, Hobart 7000

Re: Proposed New 3 Bedroom Townhouse

To address councils requests a couple of minor design changes have been necessary. I draw your attention to the following:

Removal of single car garage - replace with 1 x 2 car carport space 5.2m x 6.0m plus additional storage.

Carport slab height only adjusted to 30.80m AHD - up from 30.70m.

Removal of single lite window into entry - adjust location of the entry sliding door - refer Ground Floor Plan and East Elevation.

Response to S54 Info required - 5/5/21:

Planning

- i. Refer sheets A16 for section showing the max build height at the centre line of the property. Max. height 9910mm Ridge to NGL.

The max. proposed height as stated above is correct. Various sections have been cut through the proposed building 3D model to confirm this dimension. I have provided additional RLs marked 'X' to A10 Roof Plan to demonstrate the proposed build height at each building corner and central ridge line.

- ii. 15.4.8 compliance.
Compliance is achieved under performance criteria P1. To optimize natural daylight into habitable rooms - 26.15m² of glazing is proposed to the North West Elevation, 6.20m² of glazing to the North East Elevation together with a large roof light to the North East roof plane being 1.09m².
Refer Elevations A11, A13, First Floor Plan A09 & Roof Plan A10.

Proposed New: 3 Bedroom Townhouse - 2/251 Macquarie Street, Hobart

June 2, 2021

Parking

PA3

The length of the vehicular access is 28.7m to the beginning of the turning circle - therefore does not require vehicular passing areas. Refer A17 Driveway plan for dimensions to both side of the driveway demonstrating compliance.

PA4

On site turning for B85 vehicle. For clarity refer Parking Entry and Exit layout plans A22, A23, A24 for vehicular turning to include the 300mm swept path clearance template. I have adjusted the turning templates to include a 'reverse in' path of travel. All car spaces can enter and exit in a forward direction.

PA5.1

Head room proposed to be 2.2m to the underside of the cantilevered First Floor over with B99 vehicle template shown on sheet A18 in elevation parallel to the building.

Also - Refer carpark Sections CP1 & CP2 on sheet A21 (vehicles perpendicular to building) demonstrating compliance with the minimum overhead height of 2200mm.

Refer sheet A20 - for typical construction details - turning circle and car parking space to include typical vehicle barrier construction and location.

PA6

Refer additional Sheet A19 - Driveway surface treatment and drainage plan. Proposed new concrete surface to existing turning circle area, partial driveway access and Carpark 3 where shown. Existing concrete and bitumen surface to all existing surfaces are not proposed to be altered - where shown. Also refer A18 - Long section for surface materials and gradients.

Inundation Prone Areas Code

IND 1

Refer Additional Sheet A26. 1% AEP Flood Overlay 1:200 showing the extent for the predicted flood modelling for the proposed site.

Refer Additional Sheet A28. Extended Section of the Hobart Rivulet including 1% AEP Flood levels in relation to the FFL of the proposed development.

IND 2

Refer Additional Sheet A27. Elevation - Image Not to Scale (NTS) - demonstrating the Heights of the retaining walls to both Hobart Linear Park and Car park opposite the proposed development site. Also depicted is the proposed FFL of the Proposed Lower Ground Floor. This montage and reflected survey heights demonstrate the proposed building Lower Ground

Proposed New: 3 Bedroom Townhouse - 2/251 Macquarie Street, Hobart

June 2, 2021

Floor is greater than 300mm in vertical clearance from the top of the retaining walls and the indicative flood levels.

IND 3 - n/a There is no IND3 referred to in council's letter.

IND 4

Refer both A26 and 28 - there are no buildings or works proposed within the modelled 1% AEP flood area. Therefore, Hydrostatic and hydrodynamic design not required.

Protection of council infrastructure - Stormwater

INFsw1

Refer additional Sheet A29. Marked up image of the location of the designated top of bank as determined by land surveyor. Note: Due to over growth of vegetation it has been difficult to obtain an image perpendicular & opposite to the development site. Please refer to sheet A03 Site Analysis Plan for contours.

All construction works to be contained within the property boundary.

Refer to existing sheets A07-A09 for additional setback dimensions and title boundary location - to clarify the boundary off-set to top of bank and building line for each proposed level.

WCPC1

It is proposed to continue to use the existing and functioning stormwater discharge point into the Hobart rivulet.

WCPC2

There are no new works proposed in the Hobart Rivulet reserve.

Please contact me if you have any queries relating to this document.

Sincerely,

Joanne Crawley

Hive Building Design

0427 990 458.



*Response to PLN-21-245-251 Planning Letter S54 BB Info
required dated 24/6/21.*

Regarding proposed New:

*3 Bedroom Townhouse - 2/251 Macquarie Street, Hobart
7000*

Light - Space - Lifestyle

This document, together with the attached drawings, provide the further necessary information as requested by Hobart City Council for the assessment of the proposed new development at 2/251 Macquarie Street, Hobart.

Joanne Crawley
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Proposed New: 3 Bedroom Townhouse - 2/251 Macquarie Street, Hobart

June 15, 2021

Clients: Seekay Family Trust
Joanne Crawley & Brad Klaffer
1 Ascot Avenue
Sandy Bay 7005

Project Address: 2/251 Macquarie Street, Hobart 7000

Re: Proposed New 3 Bedroom Townhouse

Attn: Michelle Foale

Response to S54 Info required - 25/6/21:

INFsw1

Please refer to Amended Drawing set attached - Sheets A07 - A09 for additional dimension as requested.

Note: Achieving this setback dimension necessitated a realignment of the North East angled wall fronting the rivulet - further increasing the setback at the property boundary adjoining 245 Macquarie Street to 5.360m.

Sincerely,

Joanne Crawley

Hive Building Design

0427 990 458.



*Response to PLN-21-245-251 Planning Letter S54 BB Info
required dated 11/6/21.*

Regarding proposed New:

*3 Bedroom Townhouse - 2/251 Macquarie Street, Hobart
7000*

Light - Space - Lifestyle

This document, together with the attached drawings, provide the further necessary information as requested by Hobart City Council for the assessment of the proposed new development at 2/251 Macquarie Street, Hobart.

Joanne Crawley
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Proposed New: 3 Bedroom Townhouse - 2/251 Macquarie Street, Hobart

June 15, 2021

Clients: Seekay Family Trust
Joanne Crawley & Brad Klaffer
1 Ascot Avenue
Sandy Bay 7005

Project Address: 2/251 Macquarie Street, Hobart 7000

Re: Proposed New 3 Bedroom Townhouse

Response to S54 Info required - 11/6/21:

IND 1

1/ I have discovered an error in the level I had shown for the North Eastern title boundary at the Rivulet.

Previously I had this shown as 27.22 this is incorrect and is indeed 26.80. Refer amended Plans and in particular Inundation Plan sheet A26.

Additionally for further clarity, I've included the surveyors spot levels for the designated 'top of bank' to the centre and each end of the designated 'top of bank' line. Being 26.59, 26.72, 26.79 starting upstream and marked on the plans as 00.00. Refer Top of bank image Sheet A29, Section A Sheet A28 and Inundation Plan Sheet A26.

I have also noted the inundation level where the section marker crosses the title boundary at the rivulet. Being approximately halfway between contour 27.0 and 27.25 - this has been nominated at 27.15. This is shown on the Inundation Plan Sheet A26 and amended on Section A Sheet A28.

2/ To address councils concern that the setback minimums had not been met I have set the building line to the rivulet back a further 50mm. Please note the amended and additional dimensions to all floor plans to reflect the 5.0met minimum dimensions. Refer Sheets A07, 08, 09.

INFsw1

I note councils initial visit to the site and the general discussion about location and definition of the top of bank. I rely on the accuracy and quality of detail provided by a registered land surveyor on which to base all design documentation.

Prior to the survey being conducted, the site was cleared (whipper snipped) of vegetation to enable access and as accurate a reflection of the topography of the bank, in relation to the opposite bank, adjoining properties and the development site.

Proposed New: 3 Bedroom Townhouse - 2/251 Macquarie Street, Hobart

June 15, 2021

Andrew Birch from Rogerson & Birch Surveyors, whose team conducted the land survey on this property has provided the following explanation for their methodology for determination of 'top of bank' is as follows:

Hi Joanne,

When we locate "top of bank" in a survey we are attempting to locate the change in grade that most closely can be considered the top of bank. In most cases the actual top of bank transitions from the general slope of the property to the slope of the embankment below. Sometimes this makes a "hard line" ambiguous and open to interpretation. If the top of bank rolls over like this we often need to approximate the line. So in short there is no exact technical definition of top of bank, except to say it is the line that indicates the general change in grade.

Regards

Andrew

Andrew Birch

Rogerson & Birch Surveyors

Unit 1, 2 Kennedy Drive, Cambridge Park Tas 7170

☎ 6248 5898

✉ 0419594966

✉ andrew@rbsurveyors.com

Web: www.rbsurveyors.com.au

Sincerely,

Joanne Crawley

Hive Building Design

0427 990 458.

**3/251 Macquarie St, Hobart, Development Works Statement of Historical
Archaeological Potential (SHAP) and Archaeological Method Statement
(AMS)**

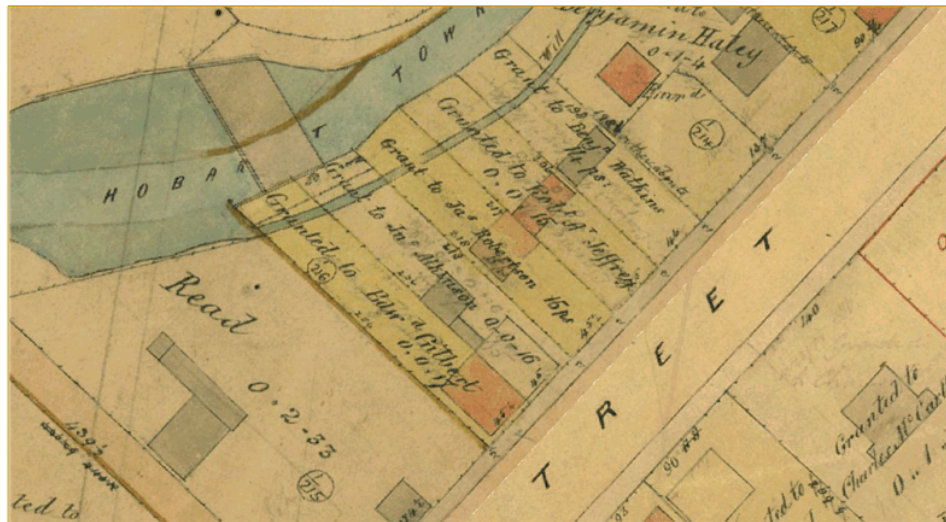


Figure 1: Section c.1843 Sprent plan of the study area at 251 Macquarie St., Hobart. Source: LIST 2021.



SOUTHERN
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**For: Joanne Crawley
3/251 Macquarie St.,
Hobart, Tasmania**

**Version 2
Author: Darren Watton**

Date: 12th March 2021



3/251 Macquarie St, Hobart, Development Works Statement of Historical Archaeological Potential (SHAP) and Archaeological Method Statement (AMS)

1 Executive summary

1.1 Overview

Southern Archaeology (SA) has been contracted by Joanne Crawley to prepare a Statement of Historical Archaeological Potential (SHAP) and Archaeological Method Statement (AMS) for development works at 251 Macquarie St, Hobart, Tasmania (the study area). This is required under the Hobart Interim Planning Scheme (HIPS) 2015 because the site falls within the Historic Heritage Precinct of the City of Hobart.

The front section of the property contains a brick building known as 1/251 Macquarie Street and was sub-divided and sold separately approximately 12 months previous. 2/251 contains a small dwelling (single bedroom) and is owned by the proponent. Vacant land exists behind this dwelling.

The study area where the development is proposed is located to the rear of the existing buildings 1/251 Macquarie Street and 2/251 Macquarie Street (the vacant land) and will comprise a further sub-division of the block into 3/251 Macquarie Street (approx. 220 square metres of the property). The proposed development is for a new three bed townhouse (**Figure 3 and Figure 4 in Section 4.2**). This property is not listed on the Tasmanian Heritage Register but is within the Hobart Interim Planning Scheme (HIPS) Historic Heritage Precinct (see **Section 7.4**).

1.2 Background summary

The site has been occupied since at least the early 1840s being first allocated to John Atkinson, a carpenter. Prior to this time the site contained a mill race that serviced a Government mill on the corner of Barrack and Collins Streets. The Hobart Town Rivulet is located along the rear boundary.

The boundaries of the earliest occupation of the site are clearly shown on Sprent's survey from c. 1843 and this plan shows the general position of the earliest timber structure on the block (**Figure 1**). Around 1853, Atkinson added 3 more tenements to the property. These are shown on the 1905 Hobart Drainage plans and documented in the Hobart Town Gazette from 1853 (see **Figure 21 in Section 6**).

1.3 The legislative requirements summary

Because the place is within the Hobart Interim Planning Scheme (HIPS) Historic Heritage Precinct (and located along the Hobart Town Rivulet), the Hobart City Council require that a Statement of Historical Archaeological Potential (SHAP) and an Archaeological Method Statement (AMS) be prepared for the property.

Further information about legislative requirements are included in **Section 7**.

1.4 The SHAP and AMS overview

The SHAP provides a background to the project and the history of the site and assesses the disturbance, archaeological potential and archaeological significance of the site (see **Section 8**). Recommendations for archaeological work area may also be made in the SHAP. The AMS is informed



3/251 Macquarie St, Hobart, Development Works Statement of Historical Archaeological Potential (SHAP) and Archaeological Method Statement (AMS)

by the SHAP and details the process for any further archaeological work that may be recommended for the site (**Section 11**).

1.5 This project

A SHAP has been prepared for the proposed works (**Section 3**). This SHAP provides:

- An overview of the purpose of the SHAP.
- A summary of the background of the site.
- An overview of the legislation relevant to the study area in regard to historical and Aboriginal heritage in Tasmania.
- A creation of and assessment of Potential Historical Archaeological Sensitivity (PHAS) Zones to inform the monitoring process proposed in the AMS (if relevant) and an identification of areas that may have specific archaeological potential.
- An Assessment of Disturbance (AoD), Assessment of Archaeological Potential (AoAP) and an Assessment of Archaeological Significance (AoAS) relevant to the study area and in accordance with general SHAP and AMS report structure.
- Recommendations for further archaeological work at the site (if required) to progress the development proposal.

An AMS has been Prepared for this project (**Section 11**). This AMS comprises:

- An overview of the purpose of an AMS.
- The requirements of the AMS.
- The archaeological methods used in the monitoring proposed in the AMS.
- The recording methods to be employed at the study area.
- Methods of sorting, assessing, discarding, curating and interpreting any identified materials.
- Details about the preparation of the report for the study area.
- The Archaeological Research Design (ARD) questions for the study area.
- Archaeological Strategy and Methods.

The following archaeological strategy and methods have been adopted in regard to this development:

- **Archaeological monitoring** - To determine if any archaeological features or material are present at the site of the development and adopt an archaeological response which best records the site in regard to its significance and with consideration of the impact of the proposed development.
- **Documenting archaeology** - Accurately document and account for any archaeological or historical remains or features on the site.
- **Retrieving, analysing and cataloguing** any remains or artefacts from the site that may be impacted by the development.
- **Sorting, assessing, discarding, curating and interpreting** any identified materials.
- **Archaeological reporting** - Provide a report on the site, which documents the works and the findings of the archaeological work.

This SHAP recommends monitoring of the site by a qualified archaeologist during initial sub-surface excavation works at the development. This AMS details the methodology during initial sub-surface



3/251 Macquarie St, Hobart, Development Works Statement of Historical Archaeological Potential (SHAP) and Archaeological Method Statement (AMS)

excavations. The AMS also provides a set of Archaeological Research Design (ARD) questions in line with usual archaeological practices (see **Section 11.8**) and details provisions regarding the sorting, assessing, discarding, curating and interpreting any identified materials (see **Section 11.7**).

This AMS has been prepared with consideration of the requirements of the HIPS 2015, the significance of the site, the *Coroners Act* 1995, the *Burra Charter* 2013 and the *Historic Cultural Heritage (HCH) Act* 1995. A preliminary search of the Aboriginal Heritage Register (AHR) has also been conducted and because no Aboriginal heritage is registered on the AHR on the site, an Aboriginal heritage survey or AHAR is not required at this time. An Unanticipated Discovery Plan is included in **Appendix 1**, which outlines the procedure should Aboriginal heritage be found during works.

It should also be noted that this initial excavation may lead to further focused archaeological hand excavation if significant archaeology is uncovered. This will be done in liaison with City of Hobart [Council] and the proponent.

1.6 Summary of archaeological potential, disturbance and significance

The assessment of archaeological potential, disturbance and significance has been addressed in this report to inform the archaeological monitoring and to create Potential Historical Archaeological Sensitive (PHAS) Zones (**Section 1.7 below and 8.3**). This assists in knowing where potential archaeology may exist and where archaeological work may be required or focused on a site.

The following points summarise Southern Archaeology's assessment of archaeological potential, disturbance and significance at the study area:

- Southern Archaeology assesses the study area as having medium archaeological potential. The site has also been rated as having a medium level of archaeological intactness for archaeological features.
- Southern Archaeology has assessed the disturbance in the vicinity of the development to be medium.
- Southern Archaeology assesses the proposed development and any possible individual sites (historical and archaeological) within the study area as having medium archaeological significance at a Tasmanian Local and State level.

1.7 Potential Areas of Archaeological Sensitivity (PHAS) summary

PHAS zones are developed to show where potential archaeology may exist at a site especially in relation to proposed developments (for more detail see **Section 8.3**). The following map shows the PHAS zones within the study area (**Figure 2**).



3/251 Macquarie St, Hobart, Development Works Statement of Historical Archaeological Potential (SHAP) and Archaeological Method Statement (AMS)



Figure 2: PHAS zones at the study area. Compiled by Darren Watton using QGIS 2021.

Three PHAS zones were identified:

1. The red PHAS zone located along the location of the pre-1830 mill race.
2. The two orange PHAS zones located where two pre-1900 cesspits existed.

The proposed development will impact the area where these PHAS zones are located.

1.8 Statement of Archaeological Impact (SoAI)

It is Southern Archaeology's opinion that the proposed development **will** impact potential archaeology within the study area (see **Section 9**). Specifically, the development will impact:

1. The pre-1830 government mill race.
2. The two pre-1900 cesspits most likely associated with the 1840s to 1850s development of the study area by John Atkinson.

Archaeological monitoring is recommended to mitigate this impact.

1.9 General commitments and recommendations

The following general points set out the commitments and recommendations for the study area:



3/251 Macquarie St, Hobart, Development Works Statement of Historical Archaeological Potential (SHAP) and Archaeological Method Statement (AMS)

- A copy of this SHAP and AMS will be sent to the proponent. The proponent should pass this on to the City of Hobart council for review and approval.
- Archaeological monitoring is to be undertaken, by a qualified archaeologist, during sub-surface works as detailed in this AMS (see **Section 11**) especially within the areas identified in the PHAS zones shown in **Figure 2** above. This is to be completed as follows:
 - The archaeologist is to monitor the scraping of topsoil and the sub-surface excavation by an excavator.
 - If during the course of this work significant archaeology is found, work must cease in that area while the archaeologist accesses the extent and nature of the archaeology.
 - The machine may continue to be used for further excavation over other parts of the site while this occurs.
 - Hand digging may be required to assess the sub-surface extent and nature of the archaeological material and/or features.
- Pre- 1950 artefacts found on the site will be recorded and collected for further analysis in the usual manner and as set out in **Section 11**.
- Any archaeological features discovered on the site should be assessed, surveyed and recorded for future management and research purposes. This might include walls, floors, foundations, artefact concentrations, cesspits, drainage systems or evidence of former road surfaces.
- Any archaeological monitoring or excavation is to meet the specific conditions regarding **methodology and sorting, assessing, discarding, curating and interpreting** any identified material as set out in **Section 11** of this report.
- No Aboriginal sites are registered on the AHR within the vicinity of the study area. However, if any Aboriginal cultural heritage material is found during works this will require work to stop immediately while being assessed by the qualified archaeologist and an Aboriginal Heritage Officer, with consideration of statutory requirements. An Unanticipated Discovery Plan (UDP) is included in **Appendix 1** and this details the procedure if Aboriginal heritage is discovered during works

In summary, the study area is considered to be of **medium significance archaeologically with medium archaeological potential**, within the area where work is to occur. Any works (excavation, ground disturbance and development) on this site should be undertaken with consideration of the potentially significant nature of archaeological remains in the historical development of Hobart and Tasmania. Such work should be completed by a suitably qualified archaeologist, meeting the commitments and recommendations within this report and the specific conditions regarding **methodology, sorting, assessing, discarding, curating and interpreting** any identified features and/or material as set out in this report.



3/251 Macquarie St, Hobart, Development Works Statement of Historical Archaeological Potential (SHAP) and Archaeological Method Statement (AMS)

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2 Quality assurance

Item	Comment
Version	Version 2
Reason for review	Ensure standards of reporting met and approved
Status	Final
Prepared by	Darren Watton Principal Archaeologist Southern Archaeology Edited by John Dent
Reviewed and recommended by	Darren Watton Joanne Crawley Heritage – City of Hobart Council
Authorised by	Darren Watton
Issued Date	Issued to John Dent for review and editing 22 nd January 2021. Returned 23 rd January 2021. Sent to Joanne Crawley for review 23 rd January 2021. Approved by Joanne Crawley 10 th March 2021. Made Final and sent to Joanne Crawley 12 th March 2021



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3 The Statement of Historical Archaeological Potential (SHAP)

3.1 The SHAP aim

The outcomes of the SHAP include the following components (THC 2014):

- The location of the development and the development details (**Section 4.2**).
- The limitations and constraints of the project (**Section 5**).
- The historical development of the study area (**Section 6**).
- An overview of the legislative requirements relevant to the study area (**Section 7**).
- An evaluation/assessment of historical archaeological potential (AoAP) (**Section 8.1**).
- An illustrated site and disturbance history (AoD) (**Section 8.2**).
- The creation of a plan which shows the Potential Historical areas of Archaeological Potential (PHAS zones) (**Section 8.3**).
- An assessment of archaeological significance (AoAS), with (if applicable) (**Section 8.4**).
- The Statement of Archaeological Impact (SoAI) (**Section 9**).
- Considerations and recommendations for the study area (**Section 10**).

The SHAP should be 'provided to the Hobart City Council for endorsement as part of the application process, even if the place is identified as having low historical significance' and 'due to the predictive nature of assessment, there is always the possibility of unexpected finds being made after the works have commenced' (THC 2014). The AMS report considers and compliments the outcomes of the SHAP but also considers the nature of the development within the PHAS zones (**Figure 2 above and Section 8.3**).

3.1.1 The SHAP objectives

The objectives of a SHAP report are to:

- Establish the impact of the proposed development on archaeological features that may persist within the study area.
- To contribute to the understanding of the development and the social structure of the site and the surrounding areas.
- To establish if there is any evidence of European use and development of the subject site from the time of British settlement in 1804.
- Detail any relevant legislative obligations.
- Undertake preliminary research into whether any Aboriginal sites or cultural material exist on the site and make recommendations accordingly, and,
- To produce a professional report and make recommendations about whether further archaeological monitoring or excavation of this site is required in anticipation of the re-development based on the subject area's sensitivity and significance.



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4 Introduction

4.1 Overview

Southern Archaeology (SA) has been contracted by Joanne Crawley to prepare a Statement of Historical Archaeological Potential (SHAP) and Archaeological Method Statement (AMS) for development works at 251 Macquarie St, Hobart, Tasmania (the study area). This is required under the Hobart Interim Planning Scheme (HIPS) 2015 because the site falls within the Historic Heritage Precinct of the City of Hobart.

The front section of the property contains a brick building known as 1/251 Macquarie Street and was sub-divided and sold separately approximately 12 months previous. 2/251 contains a small dwelling (single bedroom) and is still owned by the proponent. Vacant land exists behind this dwelling.

The study area where the development is proposed is located to the rear of the existing buildings 1/251 Macquarie Street and 2/251 Macquarie Street (the vacant land) and will comprise a further sub-division of the block into 3/251 Macquarie Street (approx. 220 square metres of the property). The proposed development is for a new three bed townhouse (**Figure 3 and Figure 4 in Section 4.2**). This property is not listed on the Tasmanian Heritage Register but is within the Hobart Interim Planning Scheme (HIPS) Historic Heritage Precinct (see **Section 7.4**).

4.2 Location and development detail for 3/251 Macquarie Street (the study area)

Figure 3 shows the location and some location photos of the 3/251 Margaret St., development works area (the study area) and **Figure 4** is a plan of the proposed works.

The block size is approx. 9.5 metres along the Macquarie St frontage, approx. 43.5 metres from Macquarie Street to the rear of the block on the north-eastern boundary, approx. 11 metres along the rear boundary (at an angle and along the Hobart Town Rivulet) and approx. 50 metres on the south-western boundary. There is a right of way servicing the rear of 251 and 245-247 Macquarie Streets on the north-eastern side. The area of development is the rear of 251 Macquarie Street and will impact approx. 220 square metres of the property. The full depth of the bulk excavation will vary over the site and will occur over a number of levels over the block due to its natural slope toward the Hobart Town Rivulet. There is an existing sewer line (constructed in 1992) at the rear and parallel to the Hobart Town Rivulet.

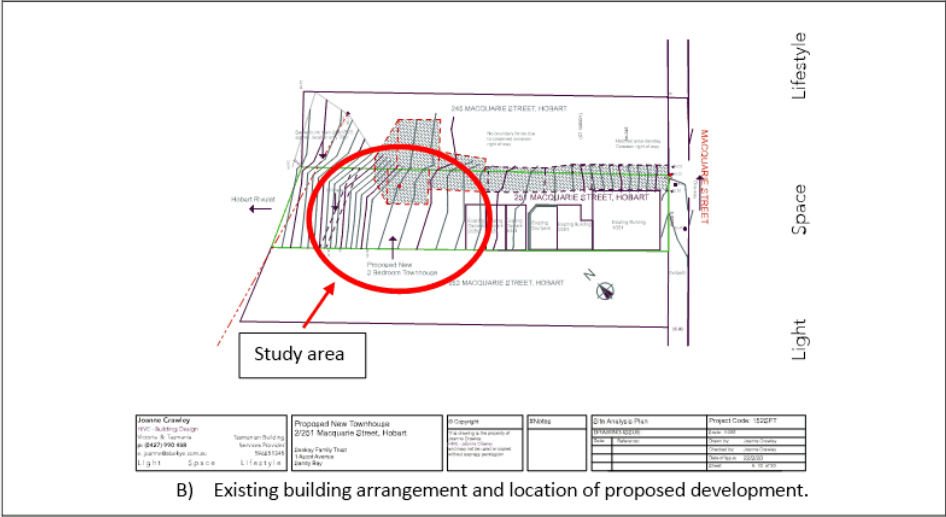
The proposed development works are for a single three-bedroom townhouse as shown in **Figure 4 and Figure 5**. These works are expected to commence in 2021.



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A) Location of study area.



B) Existing building arrangement and location of proposed development.



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C) 1/251 Macquarie St frontage (looking north west). Access to the study area and the development is down the lane to the right.



D) Laneway leading from Macquarie Street to the study area.



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E) 2/251 Macquarie Street unit. Development is proposed to the rear of this unit.



F) The study area (proposed 3/251 Macquarie St development area) looking north west.



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G) Study area looking south west towards lane way, 1 and 2/251 Macquarie St and the Macquarie Street frontage.



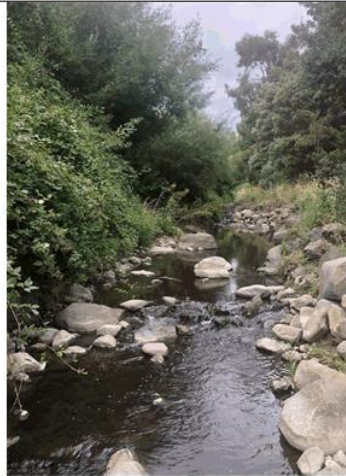
H) Location of sewerage line and Hobart Town Rivulet at the study area. This area is also where the original mill race was located.



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I) Hobart Town Rivulet at the rear of the study area looking downstream (north east).



J) Hobart Town Rivulet at the rear of the study area looking upstream (south west).

Figure 3: Location of 3/251 Macquarie St., Hobart development works. Photos by Darren Watton. Map courtesy of LIST Tasmania 2021.



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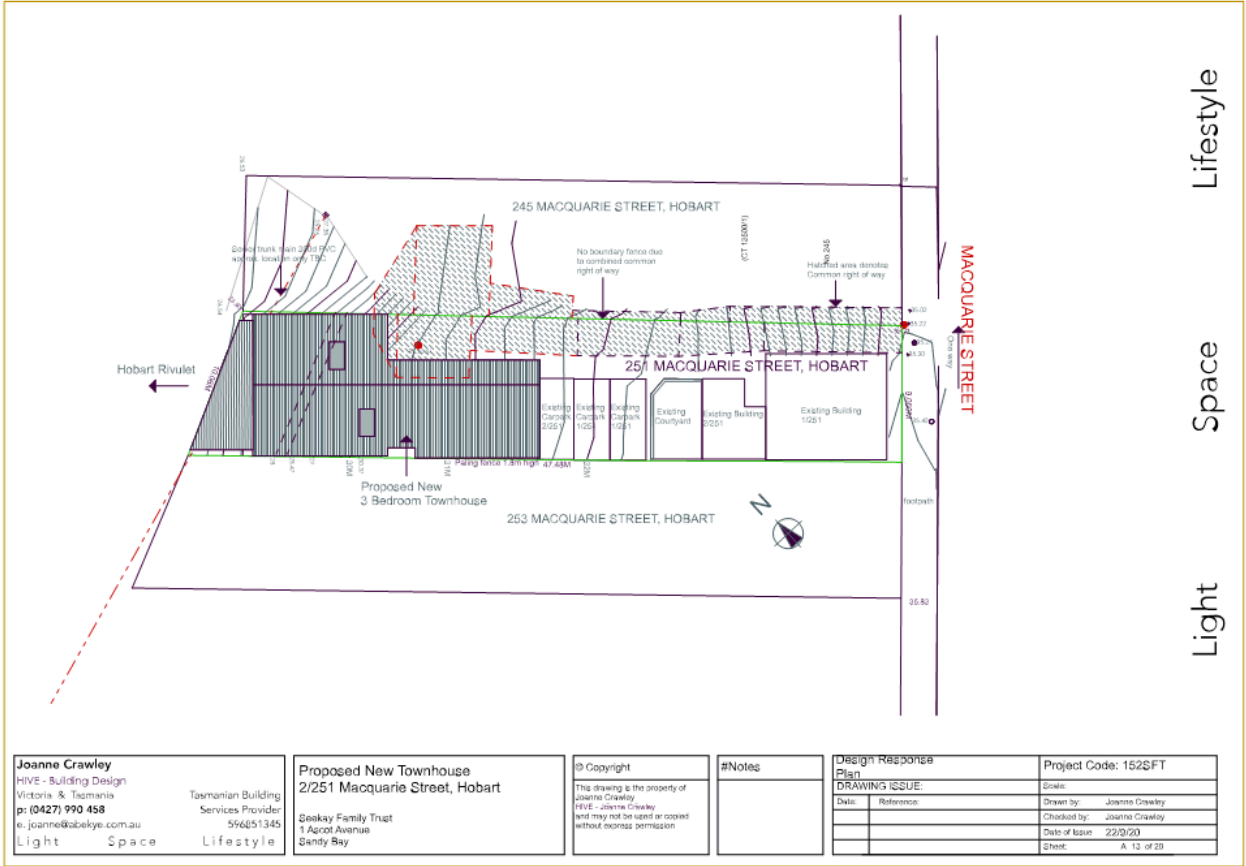


Figure 4: 3/251 development plan. Source: Joanne Crawley 2021.



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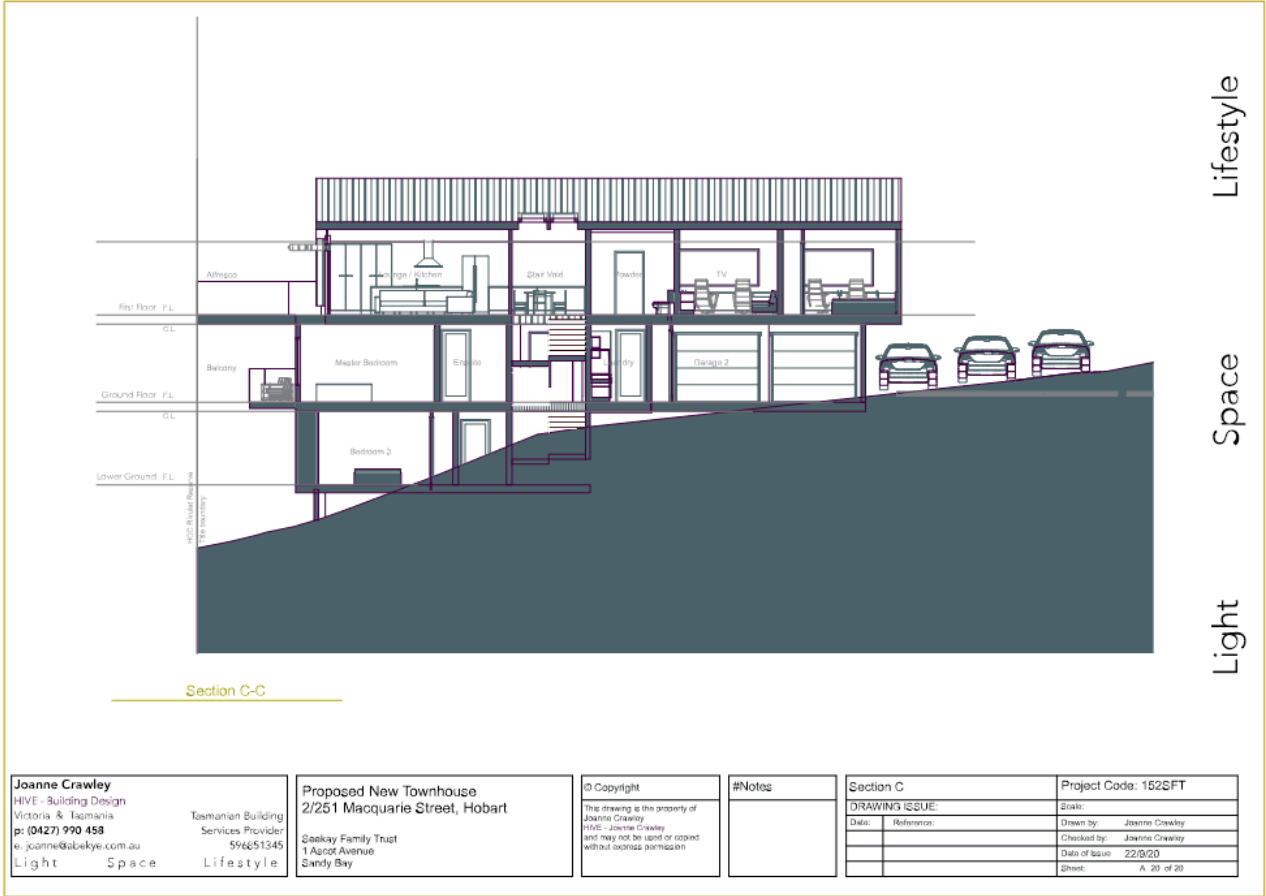


Figure 5: Elevation plan for 3/251 Macquarie Street. Source: Joanne Crawley 2021.



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5 Limitations and constraints

This report considers historical and other archaeological values, commitments and recommendations within the confines of the statutory requirements of the *Hobart Interim Planning Scheme 2015*, the *Coroners Act 1995*, the *Burra Charter* (2013), *Historical Cultural Heritage Act 1995* and the *Aboriginal Heritage Act* (1975).

The proposed work within the 251 Macquarie Street property necessitates the establishment of Potential Historical Archaeological Sensitivity Zones (PHAS) determined by Southern Archaeology. These PHAS zones drive the methodological commitments and recommendations made in this report.

While Southern Archaeology makes every effort in its investigations to research all aspects of a site's historical development, it cannot be held accountable for previous work inaccuracies and limited accessibility to data leading to omissions or oversights in this report.

All maps orientate North to the top of the page unless otherwise stated.



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6 Historical development at the study area

6.1 Overview

The following section provides a basic overview of the study area and how it has developed since European settlement of Tasmania in 1803. The following section uses early plans, maps, photographs, aerals and documents to show the evolution of the study area.

6.2 Historical background

The initial settlement in Tasmania was established at Risdon Cove by Lieutenant John Bowen (under Governor King's orders) on the Derwent River in September 1803 (Solomon 1976:17-19). When Lieutenant-Colonel David Collins arrived in 1804, he found the site unsuitable for the establishment of a colony and quickly recommended that the site for the new colony be moved to Sullivans Bay (later Cove) moving there himself in February 1804 (Solomon 1976:19). This colony was established on the site that became Hobart and its initial focus was Hunter's Island (a small offshore island convenient for landing boats) and the Hobart Rivulet (a source of fresh water).

The earliest survey plan of the Hobart area was completed by Meehan in c. 1804. It describes the land in the area as being "not good", shows the camp on Sullivan's Bay and the Hobart Town Rivulet and Hunters Island at the mouth of the Rivulet (**Figure 6**).



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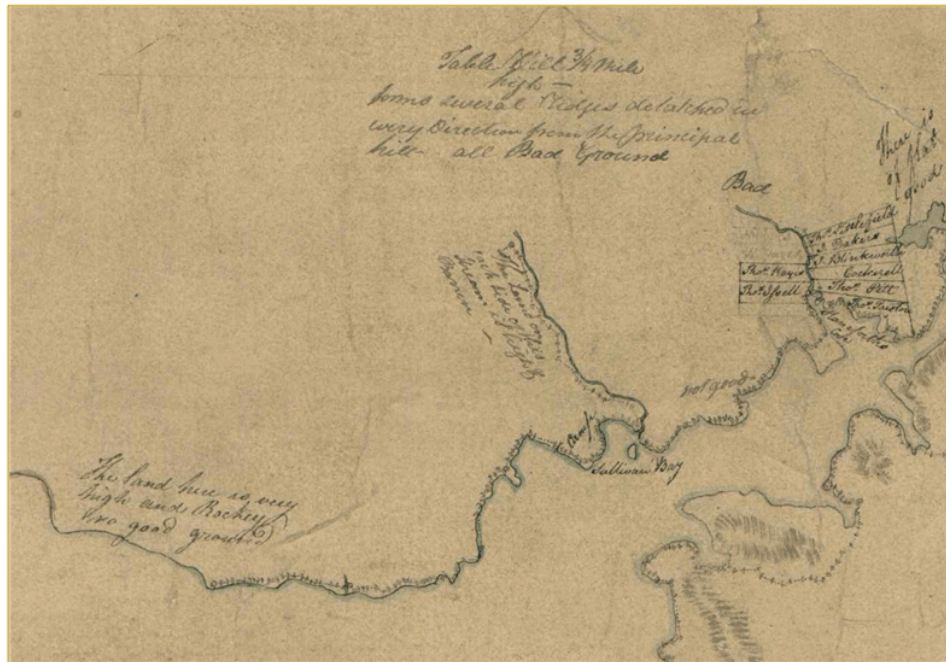


Figure 6: Section of earliest survey plan of Hobart area by Meehan completed c.1804. It shows a camp at Sullivan's Bay, The Hobart Town Rivulet and the land in the area as being "high and barren" and "not good". Source: Libraries Tasmania Ref: Monmouth and Buckingham No. 0 - AF396-1-206 accessed 2021.

The first Government House was established at the site on the 9th March 1804 (Solomon 1976:19-21). It was built of timber (possibly Wattle and Daub) and was Collin's principle residence and official seat for a further three years, when in 1807 consideration was given to building a more suitable building (Rowntree 1960:2). The second Government House was built of brick and was subsequently "rebuilt, altered, extended and to be occupied by a succession of Governors and Administrators before it was abandoned in January 1858" (Rowntree 1960:2). **Figure 7** shows an early map (pre-1811) of the colony at Sullivan Cove with the location of the first Government House. The study area is not developed at this time and focus of development was around the Sullivans Bay foreshore and the Hobart Town Rivulet.



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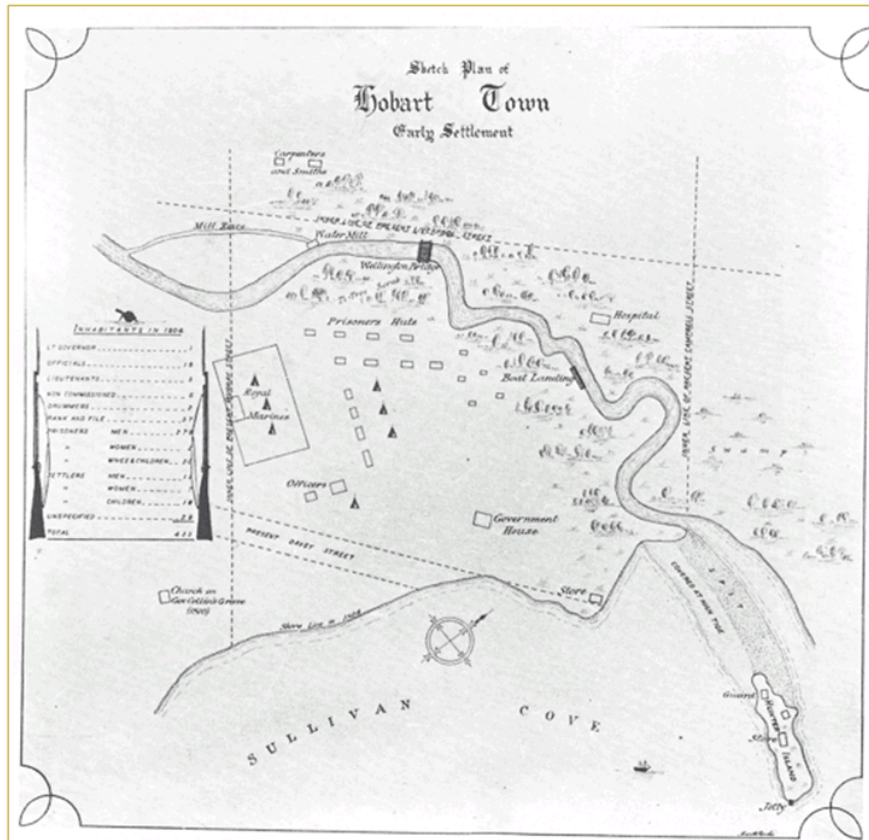


Figure 7: Early plan of Hobart (pre-1811) showing the location of buildings, Hunter Island and the Hobart Town Rivulet. Source: Solomon 1976:26.

Governor Macquarie visited Hobart Town in 1811 and immediately issued general orders for the layout to be based upon "one principal square and seven streets, to which is to be in the future rigidly adhered to in carrying on and constructing the buildings in it" (Solomon 1976:29). The plan is much as it is today with the exceptions being that Pitt Street became Davey Street and George's Square (occupied by Government House) became Franklin Square. **Figure 8** shows the plan of Hobart from 1811 by Meehan based on the street pattern designed by Macquarie. The study area is outside this map and probably undeveloped at this time. Activity around the study area was most likely limited to timber getting and the supply of fresh water.



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Figure 8: Copy of a plan from 1811 by Meehan showing the development around the port and the Hobart Town Rivulet.
Source: Solomon 1976:30 and Libraries Tasmania Ref: AF394-1-1 accessed 2021.

The plan below in **Figure 9** was completed by Sharland (based upon an earlier plan by Scott) and is dated to 1827. There is no development shown at the study area.



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Figure 9: Section of Sharlands plan dated 1827 and based upon an earlier plan by Scott. Source: Libraries Tasmania Ref: Hobart No. 4 - AF394-1-4 accessed 2021.

The Land Commissioner's Plan completed in 1826 shows the Government mill on the corner of Barrack Street and Collins Street (**Figure 10**). The mill race that ran through the study area served this mill and must have been established prior to 1826 (Solomon 1976:43). It was one of a number of mills on the Rivulet (including another just to the east of the study area) and testifies to the importance of the Hobart Town Rivulet in the early days of the colony not only as a supply of water but to produce sufficient flour to supply the needs of the inhabitants (Solomon 1976:43).



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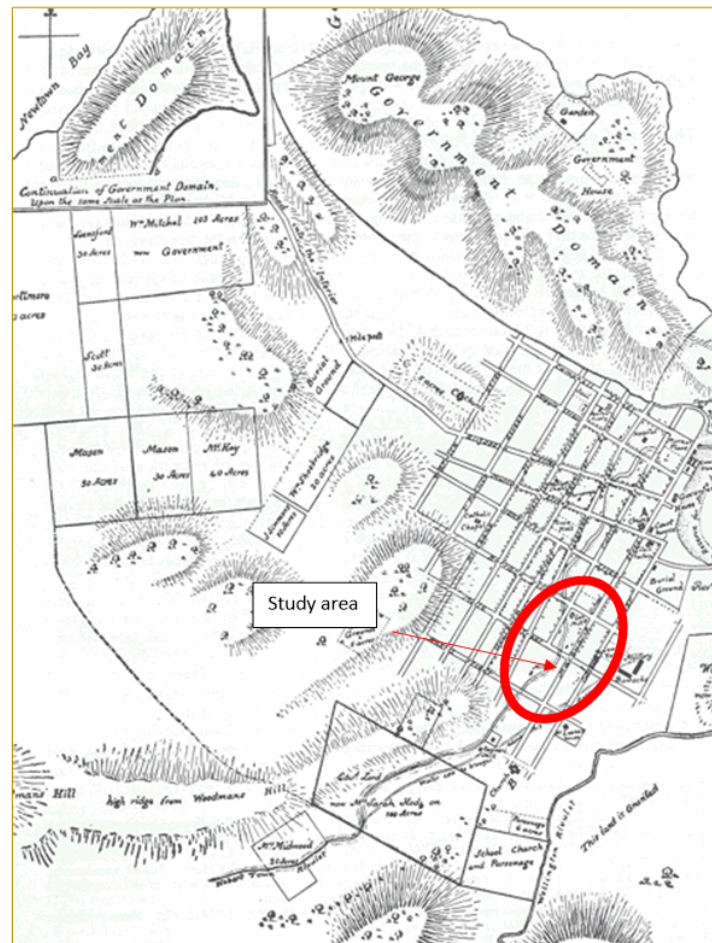


Figure 10: 1826 Land Commissioner's plan of Hobart showing the Government mill on the corner of Barrack Street and Collins Street. The mill race at the study area served this mill. Source: Solomon 1976:34.

Perhaps one of the best plans for the study area from the pre-1830 period is by Evans, completed in c. 1829 (Solomon 1976:42). A section of this plan is shown in **Figure 11** and shows the various mills and races along the Hobart Rivulet including the one serving the Government mill on the corner of Barrack and Collins Streets which has its race going through the study area. In the initial phases of the colony there was sufficient land to contain mill races even in the centre of the town, however, during the 1830s there was a surge of population growth in Tasmania. In the decade of the 1830s, Tasmania received the highest relative increase in population of any period to date resulting in a great demand for land and resources (Solomon 1976:59-61). It was in this time that more land (away from the coastal fringe) along the Rivulet and east of Molle Street became available. There is no other development on the study area at this time.

The plan in **Figure 12** is similar and is also dated 1829 but it is unclear who produced the plan. It also shows no development on the study area other than the race at this time.



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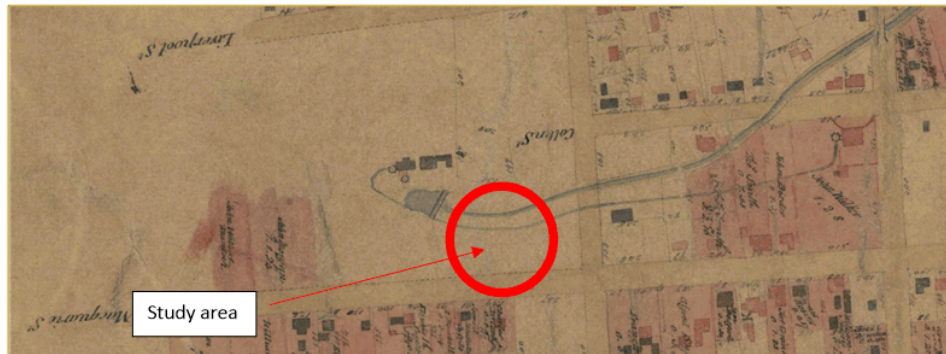


Figure 11: Section of Evans c. 1829 plan showing the mill race in the study area. Source: Solomon 1976:42.



Figure 12: Section of plan dated 1829. Source: Libraries Tasmania. Source: Libraries Tasmania Ref: AUTAS001136187713J2K accessed 2021.

In 1839 Franklin completed detailed plans of Hobart showing buildings at the time (**Figure 13**). This plan also shows the study area still undeveloped at this time apart from the mill race.



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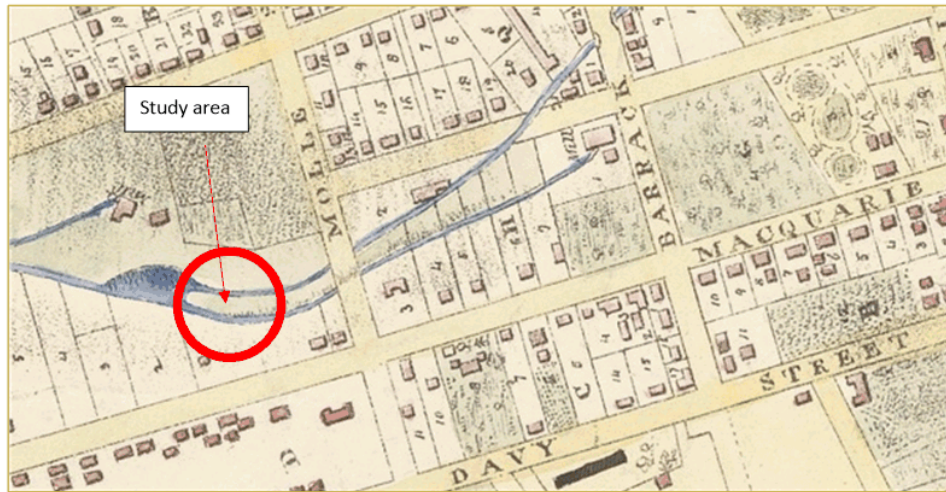


Figure 13: Section of Franklin's 1839 plan of Hobart showing the study area. Source: Libraries Tasmania Ref: AUTAS001131821480(2) accessed 2021.

The first plan to show development on the property at the study area was completed by Sprent in c. 1843 (**Figure 14**). This shows a number of structures on the block mainly fronting Macquarie Street. The area where 3/251 is proposed to be developed is free of structures. The land is shown as belonging to John Atkinson who has been identified as a carpenter, possibly an ex-convict (although this has not been substantiated at this time). The land granted to Atkinson is 16 perches (0.04 hectares).

The mill race is shown on this plan in detail with the weir (with large dam behind) and race entry depicted slightly to the east of the study area. It is unclear if the Government mill on the corner of Barrack and Collins Streets is still functioning as the land has now been reallocated to John Walker and the race is not shown on parts of the plan.

From this plan it can be proposed that John Atkinson was granted the study area between 1839 and 1843 and built a structure (probably a dwelling) fronting Macquarie Street with a timber structure (or possibly 2) behind this. The area at the rear of the block and fronting the Hobart Town Rivulet remains undeveloped except for the mill race that had been running through this property since at least the 1820s.



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Figure 14: Section of Sprent c. 1843 plan. Source: LIST accessed 2021.

It appears that in 1850, John Atkinson borrowed money against the Macquarie Street property presumably to add a number of tenements to the property. During the 1850s a number of title deed indentures are listed with one example shown below in **Figure 15**. The 1853 Hobart Town Gazette (**Figure 16**) lists the property as being owned by John Atkinson with a shop and 3 tenements in rear unfinished. By 1854 the tenements are listed and appear to be finished and by 1855 they appear to be tenanted (Libraries Tasmania HTG 1853/1854/1855 accessed 2021). A plan from 1854 done by Hood shows the mill race and properties fronting Macquarie Street at the study area (**Figure 17**).

In 1856 the lane beside the tenements is known as Atkinson's Lane (Libraries Tasmania HTG 1856 accessed 2021). In 1858 a plan by Jarman lacks detail but also indicates development at the study area (Atkinson's shop and tenements) (**Figure 18**). The mill race is not shown on this plan. A plan from the 1890s seems to show the lane (Atkinson's Lane) beside the study area (**Figure 19**). There is also little detail on this plan and the mill race is also not shown on this plan. It appears that by 1890 the mill race is no longer being used as it does not appear on any plans by this time. This is confirmed by a further plan from 1897 (**Figure 20**).

John Atkinson continues to be the owner with tenants in the rear properties from 1856 to around 1867 when A. Livingstone becomes the agent (Libraries Tasmania various HTG between 1856 to 1867). A death certificate from 1870 for a John Atkinson suggests that he may have died by this time (although it has not been confirmed that this is the right Atkinson).

After c. 1874 the property (now 257 Macquarie Street) is owned by the Southern Star Lodge, Manchester Unity until it is purchased by Richard Wilcox around 1876 (Libraries Tasmania HTG 1874/1876/1879/1880/1881/1887).



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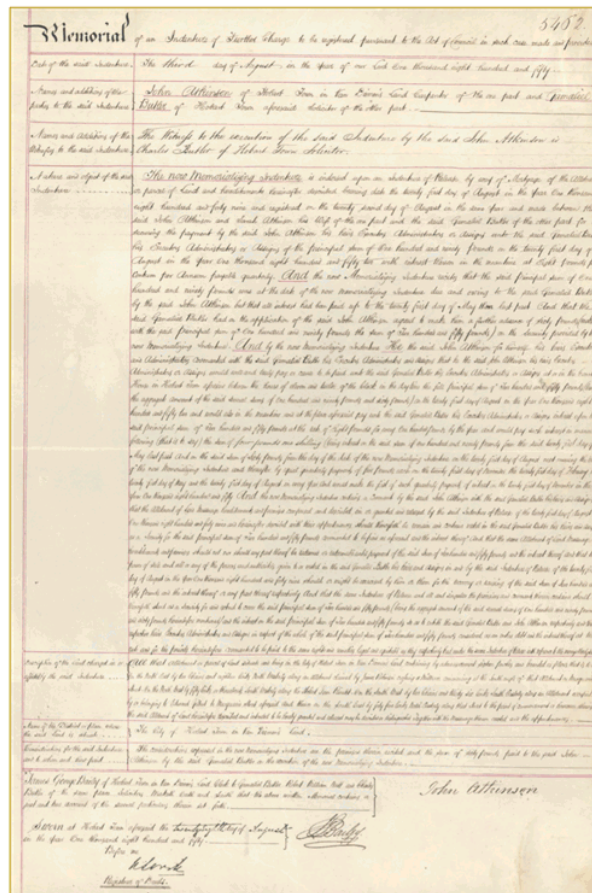


Figure 15: Title indenture certificate for Macquarie Street showing John Atkinson as the owner. Source: List Title Search Ref: HistoricDeed-03_5462 accessed 2021.

Joseph Smallwood ..	ditto	ditto	13	0	0	0	0
Charles Owen ..	ditto	ditto	14	0	0	10	6
Dr. Bayley	ditto	J. Solomon	40	0	1	10	0
Dr. Galbraith ..	ditto	ditto	40	0	1	10	0
John Atkinson ..	Shop & 3 tenements in rear unfinished	John Atkinson ..	55	0	2	1	3
P. Brady	House & shop		60	0	1	17	6
R. A. P. Jeffreys ..	House	R. A. P. Jeffreys ..	21	0	0	15	9
Bernard Grady ..	ditto	Bernard Grady ..	18	0	0	13	6
B. Watkins	ditto	B. Watkins	13	0	0	9	9

Figure 16: 1853 Hobart Town Gazette entry listing John Atkinson as the owner of the study area. Source: Libraries Tasmania HTG 1853 accessed 2021.



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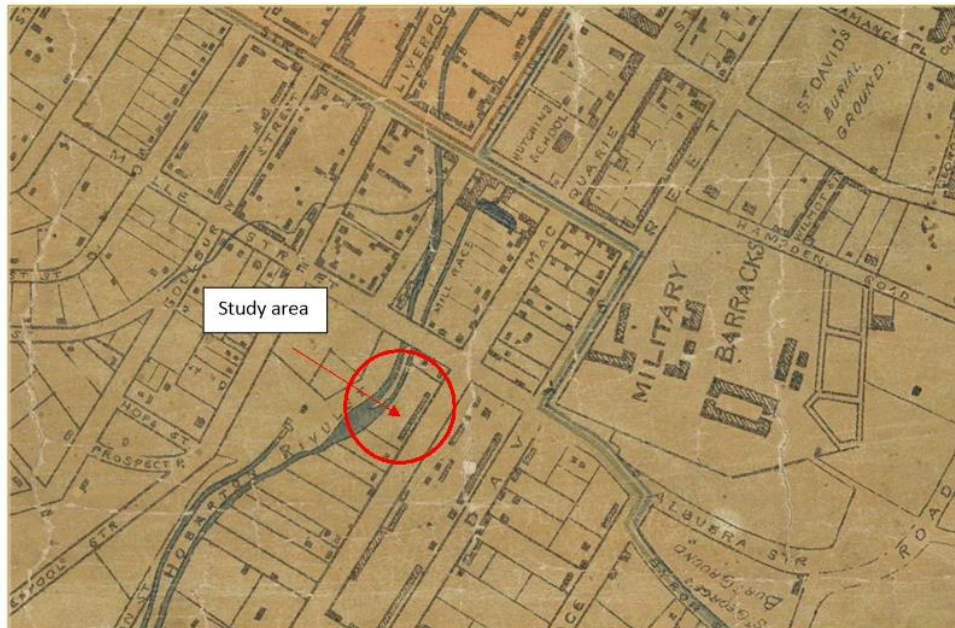


Figure 17: Section of 1854 plan compiled by Hood from Franklin. Source: Libraries Tasmania Ref: AUTAS001139586747 accessed 2021.

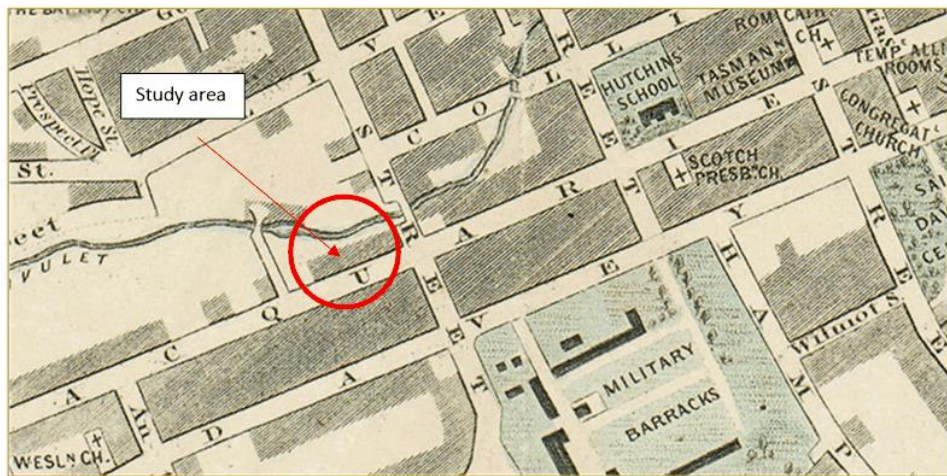


Figure 18: Section of 1858 plan by Jarman. Source: Libraries Tasmania Ref: AUTAS001131821787 accessed 2021.



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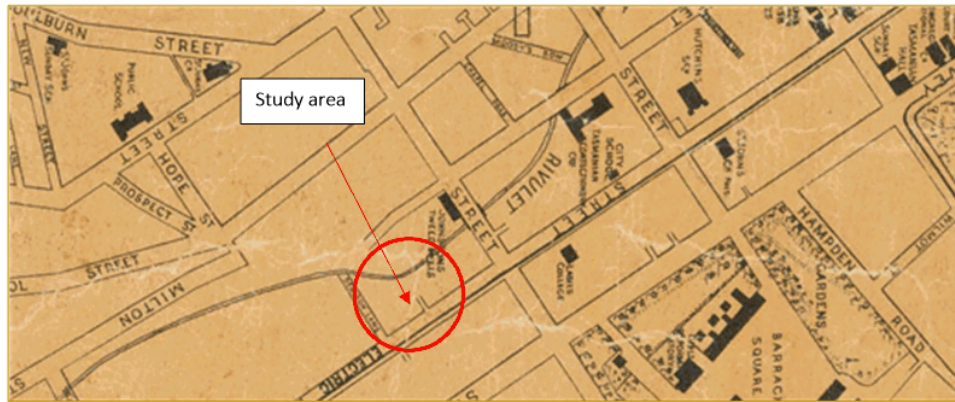


Figure 19: Section of c. 1890s plan of Hobart showing the study area, Source: Libraries Tasmania Ref: AUTAS001139586739J2K accessed 2021.



Figure 20: Section 1897 Hobart plan showing the study area. Source: Libraries Tasmania Ref: AUTAS001144581501 accessed 2021.

By 1906 it is part of Richard Wilcox's estate/Hannah Johnstone and Chas. Wilcox Trustees (Libraries Tasmania HTG 1906 accessed 2021). The 1905 Hobart Drainage Board plan no. 48 (**Figure 21**) clearly shows the property at this time. There are a number of properties on the study area, numbered as 257 (fronting Macquarie Street) with 253 and 255 Macquarie Streets at the rear of the property. The side access is still referred to as 'Atkinson's Lane'. Two cesspits are shown at the rear of the study area and the Hobart Rivulet is clearly shown. The weir still exists, shown further to the east along the Rivulet. The mill race is no longer shown confirming that it was definitely out of use by this time. Further investigation of the Government mill may provide the answer as to exactly when this mill race was abandoned.



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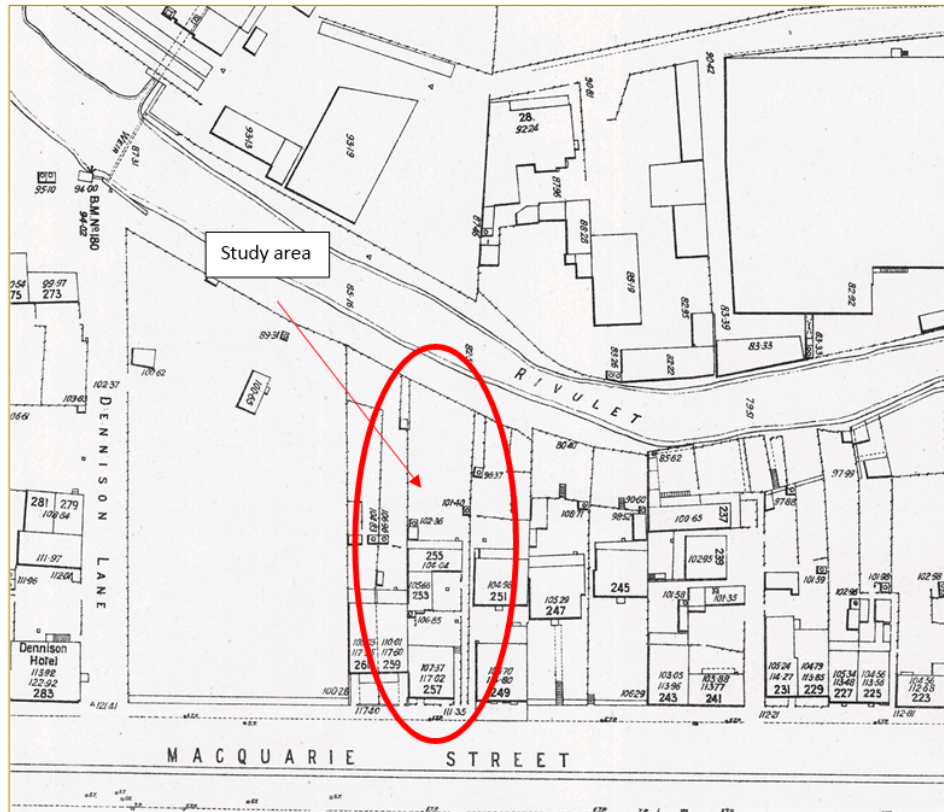


Figure 21: 1905 Hobart Drainage Board plan showing the study area. Source: Libraries Tasmania Ref: Hobart Drainage plan No. 48 (Macquarie, Liverpool and Molle Streets 628185-3-37-1) accessed 2021.

The property remains with Hannah Johnstone until 1950 when it is listed (now as 251 Macquarie Street) as owned by the Hannah Johnstone's Estate C/O 8 Fraser Street. There still appears to be 3 properties associated with this estate (251, 249, 247A). Sometime after this the rear property is demolished and the property becomes 1/251 Macquarie and 2/251 Macquarie Streets. The rear of the property is now vacant.

6.3 Historical summary

The following provides a basic chronology for the study area and divides each significant historical development into phases.

6.3.1 Phase 1: 1803 to 1811 - Settlement

Upon European settlement at Sullivan's Bay (the initial settlement was at Risdon Vale) in c. 1803/4, the focus of development was upon the foreshore where the Hobart Town Rivulet enters the Derwent River and along the Rivulet itself. There was little activity at the study area at this time and

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activity in the area was probably limited to timber getting and accessing fresh water. This was a time of survival and establishment of the fledgling colony especially as a military outpost.

6.3.2 Phase 2: 1811 to 1830 – Consolidation and expansion

Between 1811 and 1830 focus was on consolidating the town centre and expanding along the Hobart Town Rivulet. Important industries such as brickmaking, milling, timber getting, farming and other activities were established. In this time the Government mill was built on the corner of Barrack Street and Collins Street and the weir and mill race that ran through the study area was constructed, possibly by convict labour.

6.3.3 Phase 3: 1830-1843 – Expansion

The 1830s was a period of growth in Tasmania and during this time the population and industry grew. Land along the Hobart Town Rivulet and away from the town centre was highly sought after. The study area property (16 perches) was granted to John Atkinson in the late 1830s to early 1840s.

6.3.4 Phase 4: 1843-c.1870 – John Atkinson owner and 3 tenements built

From 1843 to c.1870, John Atkinson owns the property, initially building a property fronting Macquarie Street (most likely his main residence) followed in the early 1850s by a shop and 3 tenements to the rear of the property. These are rented out with the exception of Atkinson's dwelling probably at the front of the property. John Atkinson dies around 1870. The mill race is still on the property but is declining in importance and had probably been out of use since at least the 1850s.

6.3.5 Phase 5: 1858 to 1890 – Mill race disappears

The study area continues to contain the properties built by Atkinson, but the mill race disappears by the 1890s (probably earlier with the last map showing it from 1854). The demand for land in the city centre pushes industry such as mills to the town periphery.

6.3.6 Phase 6: 1890s to c. 1950 – Property tenanted

The study area properties continue to be tenanted and the property has few changes in ownership. Little is done to the property in this time. The mill race completely disappears – probably filled in.

6.3.7 Phase 7: c.1950 to now

The property changes gradually over this time with some of the rear buildings demolished. The area of the proposed development becomes a vacant carpark. A sewer is installed alongside (and closer to the Hobart Town Rivulet) the alignment of the mill race in 1992 (**Figure 22**). Joanne Crawley becomes the owner, and a three-bedroom townhouse is proposed at the study area.



SOUTHERN
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Figure 22: Sewer line alignment – constructed 1992. Source: Joanne Crawley 2021.



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7 Legislation and approvals

7.1 Introduction

It is not the purpose of this report to provide a detailed analysis of the legislation. The study area is not listed on the Tasmania Heritage Register but is within the Historic Heritage Precinct of the Hobart Interim Planning Scheme 2015. The area is also within Potential Historical Archaeologically Sensitive (PHAS) Zones designated by Southern Archaeology in **Section 8.3**. The study area is considered to be of medium archaeological potential and of medium archaeological significance (**Section 8**). It is therefore being accorded appropriate archaeological assessment (in this case archaeological monitoring), typically covered in an AMS document and within the legislative frameworks described below.

7.2 The Burra Charter (2013)

7.2.1 Overview

In 1964, an international conference of architects and others interested in the conservation of heritage places drew up a Charter which became known as the Venice Charter. This followed from an earlier document, the Athens Charter 1931, to 'provide guidance on the care of historic monuments' (Burra Charter, 1999:6 and 2013, Byrne et al., 2003:77; Logan, 2004:2-3). In 1977, the Australian ICOMOS (International Council on Monuments and Sites) met in the historic mining town of Burra in South Australia to review the applicability of the Venice Charter in Australia, resulting in the Australia ICOMOS *Guidelines for the Conservation of Places of Cultural Significance* or the Burra Charter (1999:6 and 2013; Byrne et al., 2003:4; Logan, 2004:3-4; Sullivan, 2008:109).

7.2.2 The Concept of Significance

The Burra Charter is the document that underpins heritage management in Australia and all Australian commonwealth and state heritage acts use listing criteria based on the five values identified in the Burra Charter (1999:80 and 2013; Byrne et al., 2003: 87-102). The five values identified in the Burra Charter (1999:80) are based on the concept of cultural significance. Cultural significance is defined within the Burra Charter (1999: 11 and 2013) as meaning 'the aesthetic, historic, scientific, social or spiritual value (the five values) for past, present or future generations' and that cultural significance is 'embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects'. Furthermore, the charter suggests 'places may have a range of values for different individuals or groups' (Burra Charter, 1999:11 and 2013). A key concept in this Charter is that, when managing a heritage place, it is important to understand its cultural significance and to prepare a statement of significance based on the places aesthetic, historic, scientific, social or spiritual values (Logan, 2004:4).

7.2.3 Tangible and Intangible Heritage

Tangible heritage are those features or things that are material and visible (touchable) within the landscape. Tangible heritage is usually clear and definable and are readily seen (observed) or discoverable (as is the case with archaeological remains often not directly visible in the landscape).



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Intangible heritage is a little more difficult to define. The Burra Charter defines intangible heritage as:

The non-material aspects of culture that are valued. Expressions of intangible heritage include traditions, practices, performance, use, knowledge and language. Place and objects are tangible expressions (Burra Charter 2013).

Cultural significance and heritage values encompass both intangible and tangible heritage, especially through consideration of social and spiritual values. Methods of assessing cultural heritage must go beyond 'purely physical traces (the sites and artefacts)', to also incorporate the intangible traces of people's attachments to place' (Burke and Smith, 2004:245).

7.3 The Historical Cultural Heritage (HCH) Act 1995 – Tasmania

7.3.1 Introduction

The study area is not listed on the Tasmanian Heritage Register (THR) or any other state or national register, therefore is not subject to the *Historical Cultural Heritage Act 1995*. However, as this process and Act guide archaeological processes (such as significance ratings etc) in Tasmania it is useful to provide an overview.

7.3.2 Overview

The *HCH Act 1995* promotes the identification, assessment, protection and conservation of places having historic cultural heritage and the *HCH Act 1995* defines historic cultural heritage significance as meaning of a place, its significance in terms of registration criteria (Tasmanian Heritage Council 2014). The *HCH Act 1995* requires that the Tasmanian Heritage Council (THC) must give approval (permit) before a project can proceed when a site is registered on the THR. A permit can either be 'in the form of a Certificate of Exemption (if the works do not impact on significance) or Discretionary Permit (THC 2014). The *Practice Note No. 2: Managing Historical Archaeological Significance in the Works Process* specifically outlines guidelines for archaeological work. A SHAP and AMS report will establish the extent of heritage at the subject site to advise whether further archaeological monitoring or excavation is needed in this area prior to development (whether a Certificate of Exemption or a Discretionary Permit is required). The following summarises key aspects of the *HCH Act 1995* (**Figure 23**):



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Historic Cultural Heritage Act, 1995 ([HCH Act] Tasmania)

State and local Acts are based on Burra Charter principles. The HCH Act in Tasmania is a typical example (Byrne et al., 2003:93-94).

Assessing cultural significance is the key to management and inclusion on the Tasmanian Heritage Register (THR). Alternatively, a place can be listed on a local planning scheme e.g. The Hobart Interim Planning Scheme 2015 or the Sullivans Cove Planning Scheme (1997). To be registered on the THR, sites must be of state significance (that is significant to the whole of Tasmania) and assessment of this is based on meeting one or more of eight criteria (Tasmanian Heritage Council: 2016). Determining archaeological significance is also based on these criteria. The Criteria are as follows:

- Criteria (a): The place is important to the course or pattern of Tasmania's history.
- Criteria (b): The place possesses uncommon or rare aspects of Tasmania's history.
- Criteria (c): The place has potential to yield information that will contribute to an understanding of Tasmania's history.
- Criteria (d): The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.
- Criteria (e): The place is important in demonstrating a high degree of creative or technical achievement.
- Criteria (f): It has strong or special association with a particular community or cultural group for social meaning for social or spiritual reasons.
- Criteria (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.
- Criteria (h): the place is important in exhibiting particular aesthetic characteristics.

The general process of assessing a place is 1) Identify the historic heritage place 2) Investigate the place 3) assess and determine the level and nature of significance of the place 4) Enter on the THR or a heritage schedule of a local planning scheme to manage the significance of the place. The level of significance (threshold) is generally determined by geographical reach and the criteria identified as having significance.

Archaeological significance (See Practice Note No. 2: Managing Historical Archaeological Significance in the Works Process – Tasmanian Heritage Council [THC] 2014)

"Most commonly, archaeological heritage is valued for its research potential'.' (criterion c) but "archaeological heritage may also have historic value (criterion a), community value (criterion f)", rarity thresholds (criterion b), the representative threshold (criterion d) and associative value (criterion g) (THC 2014). These criteria provide the basis for significance in this report.

Figure 23: HCH Act 1995 summary

7.3.3 Practice Note 2 – Managing Archaeological Significance in the Works Process

The Tasmanian Heritage Council (THC 2014) has prepared the *Practice Note No. 2: Managing Historical Archaeological Significance in the Works Process* which sets out the guidelines for archaeological works. The *Practice Note No. 2* 'provides advice on managing significant historic archaeological sites and features' and 'advocates the application of professional standards with the aim of securing information resident in archaeological contexts either through meaningful protection *in situ* or through a logical well-founded process of inquiry and specialized investigation' (THC 2014). This document also recognizes the 'public benefit from archaeological investigations' and 'the high level of

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public interest in archaeology and the contributions which new-found information can make to the cultural amenity of the Tasmanian community' (THC 2014). The *Practice Note No. 2* document is designed to complement the *Works Guidelines for Historic Places 2015* document (THC 2015). The following Process Chart outlines the process for approval of developments under the *HCH Act 1995* (**Figure 24**).



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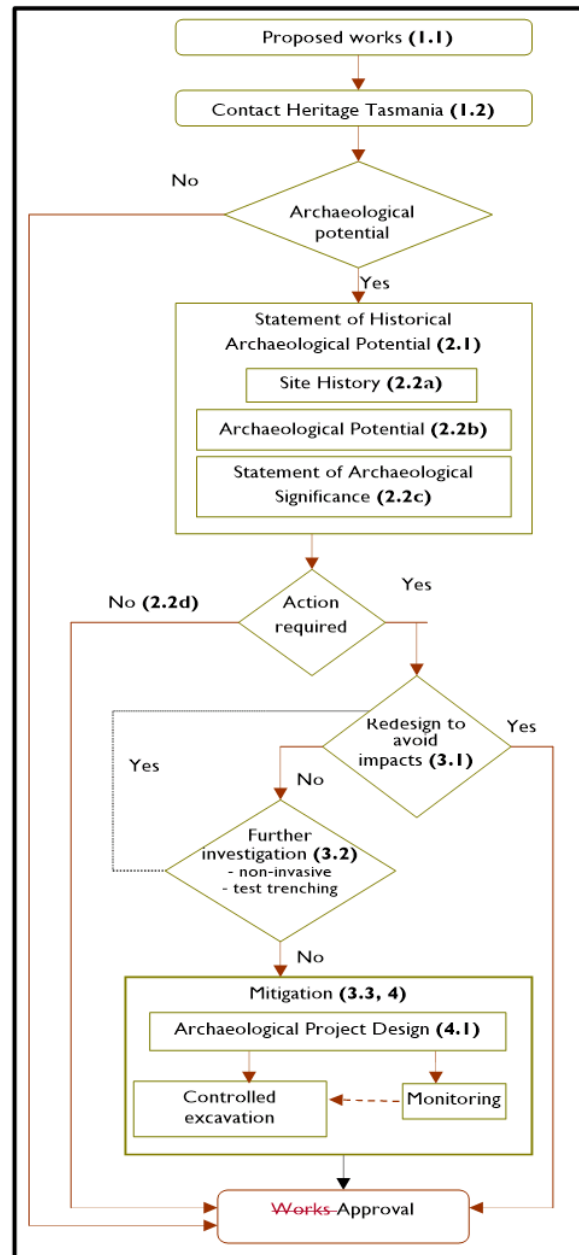


Figure 24: Process for assessing archaeological heritage. Source: Heritage Tasmania 2018.



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7.4 Hobart Interim Planning Scheme 2015

Hobart is governed by two planning schemes: the Hobart Interim Planning Scheme (HIPS) 2015 and the Sullivans Cove Planning Scheme (SCPS) 1997. The SCPS 1997 is overseen by the City of Hobart and covers the area surrounding the Hobart waterfront, including Princes Wharf, Macquarie Wharf, Franklin Wharf, the cenotaph, Wapping and Salamanca. It can be viewed at:

< <https://www.hobartcity.com.au/files/assets/public/planning/planning-schemes/sullivans-cove-planning-scheme-current-30-october-2019.pdf> > accessed 2021.

The SCPS is not relevant to this proposal.

The HIPS is the most applicable to the proposed development at the study area. This planning scheme sets out the requirements for use or development of land in accordance with the: < [Land Use Planning and Approvals Act 1993](#) > (the Act).

The maps that accompany the planning scheme show how land is zoned and the scheme sets out the provisions that apply to use or development of land.

The purpose of the HIPS 2015 is:

- a) To further the Objectives of the Resource Management and Planning System and of the Planning Process as set out in Parts 1 and 2 of Schedule 1 of the Act; and
- b) To achieve the planning scheme objectives set out in clause 3.0 by regulating or prohibiting the use of development of land in the planning scheme area.

In relation to historic heritage, the Part E Codes (E.13.0 – Historic Heritage Code) set out the requirements in regard to heritage within the City of Hobart. Section E13.1 defines the purpose of the Historic Heritage Code as (HIPS 2015):

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

In regard to historic cultural heritage the HIPS (2015) aim “to recognize and protect the historic cultural heritage significance of places, precincts, landscapes and areas of archaeological potential by regulating development that may impact their values, features and characteristics” (Part E Codes section of HIPS 2015).

Specifically, in regard to archaeological places a place of archaeological potential is described as meaning (see < <https://iplan.tas.gov.au/pages/plan/book.aspx?exhibit=hobips> > accessed 2021):

A place described in Table E13.4 [Development exempt from this Code] as having the potential to contain archaeological remains that provide information about the past.

The aim of the archaeological provision is to (HIPS 2015):

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

The Performance Criteria applicable to this is (HIPS 2015):

P1

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

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

This essentially means that, under the scheme, developments within the Historic Heritage Precinct require a Statement of Archaeological Potential (SHAP) (and AMS if required) to be prepared by a qualified archaeologist. 251 Macquarie Street falls within the Historic Heritage Precinct area.

The HIPS (2015) can be accessed at:

< <https://iplan.tas.gov.au/pages/plan/book.aspx?exhibit=hobips> > accessed 2021.



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8 The assessment - the AoAP, AoD and AoAS

8.1 Assessment of Archaeological Potential (AoAP)

8.1.1 Overview

An AoAP is a desktop assessment (usually part of the SHAP) with the purpose of:

- Understanding in more detail the archaeological values of the place, including its potential to contain significant archaeological features and deposits.
- Providing guidance on the appropriate course of action to protect those values.
- Assisting in preparing Potential Historical Archaeological Sensitivity (PHAS) Zones which outline areas where potential archaeology may be focused at a site.

(THC 2014)

The AoAP provides an analysis of whether archaeological features or deposits are likely to exist within the development area and an appraisal as to the level of intactness of these features or deposits within the subject area. This is linked to the level of understanding and research value (Criteria C of the *HCH* Act 1995) of the archaeology and how it can contribute to knowledge not available from other sources such as early plans, maps, historic sources, written records and previous work. These items provide the preliminary matter for research. Determination of the intactness and extent of the potential archaeology and historical research is an intricate part of historical archaeological potential (Burke and Smith 2004:164). In turn, this determines archaeological significance (**Section 8.4**). For example, an archaeological site that has high research value or potential and can provide new or further knowledge to the historical understanding of a place is therefore of high archaeological significance and vice versa.

Conversely, places of high archaeological potential (high level of intactness) may have little archaeological significance because they are common, highly disturbed or destroyed or well-known through documentation. However, because historical records and documents are often created for a specific purpose, have inherent biases, or do not document the lives of the specific individuals, groups or activities within history they often leave enormous gaps within our understanding of the past (Burke and Smith 2004:166). It is possible that sites with low archaeological potential to be of high archaeological significance because they provide rare insight into the past. Because of this it is necessary to document each site individually and to determine a level of archaeological potential (intactness) and significance.

An AoAP provides an opportunity to:

- Redesign or reconsider any proposals at an early stage, in order not only to avoid identified zones of historical archaeological potential or sensitivities.
- Minimize or eliminate the capacity for later delays to critical path timetables.
- Identify areas of low significance.

(THC 2014)

Determining archaeological potential can be difficult because many sites are obscured by subsequent development or changes in use of the area (see **Section 8.2** – Assessment of Disturbance (AoD)). The



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archaeologist is particularly trained in the assessment of archaeological sites and best placed to determine archaeological potential or intactness through documentary research, field study and the collecting of oral histories and other community information (Burke and Smith 2004:166). The *Practice Note No. 2* (THC 2014) document requires an AoAP (within a SHAP) be completed by a qualified archaeologist or, in the case of a large project or development at a highly significant site, a multi-disciplinary team.

8.1.2 AoAP for the study area

In terms of archaeological potential, there are no obvious and clear surface features at the study area. It is known from background research that there was a mill race that ran through the rear of the property. This is clearly shown on the early plans (Such as Sprent's plan from 1843 - **Figure 14**). The mill race probably disappeared between 1854 and the 1890s (and most likely closer to 1854). Since that time, it has been filled in and there is little to show of its existence in the field. However, it is likely, given the depth of the mill race that there is still evidence existing on site in the form of a filled ditch and cut line. It is also unknown if the mill race was lined with brick, stone, timber, clay or other material or if it was a simple hand dug ditch.

The potential for cesspits to exist sub-surface is well-known and Southern Archaeology has dug many in the Hobart area. They are typically lined with brick, stone or timber and can be a source of a wealth of artefacts and material. Often, they are simply filled in or capped once they are no longer used and the potential for these cesspits to still be in existence under the carpark asphalt is high.

Southern Archaeology rates the study area as having **medium archaeological potential** i.e., there is medium likelihood that archaeological features or material persist under the surface at the site. This includes features and material associated with mill races and the two cesspits as shown in the PHAS zone map in **Figure 26 and Figure 27**.

8.2 Assessment of Disturbance (AoD)

If a site is assessed, as having 'archaeological significance, sensitivity and/or potential' and has been disturbed over time it is useful to assess the nature and extent of the disturbance so that a satisfactory method of archaeological work can be advised by the archaeologist. Disturbance is established by analysis of the historical record, a site survey, liaison with the client and other relevant people, comparison with other relevant archaeological sites and by professional experience. In this case an overlay has also been created to compare the 1992 sewer alignment with the development and the mill race (see **Figure 25** below). The AoD generally forms part of the Assessment of Archaeological Potential (AoAP) determining the level of intactness and in turn informs the creation of PHAS zones.

The AoD may also necessitate a certain method of archaeological work be completed to mitigate loss of fabric or to avoid significant or potentially significant impacts to the site (THR 2014). This may include non-invasive techniques such as remote sensing and/or test pitting and/or monitoring or, if unavoidable loss is to occur, archaeological excavation (combined archaeological testing and recording, controlled archaeological excavation or monitoring) (THC 2014). Redesign and further investigation may be required if the potential of the site or unanticipated finds are found during works.



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8.2.1 Disturbance at the study area

There has been some disturbance within the study area mostly associated with deliberate destruction and filling of the site over the years. This includes some demolition of previous structures and filling and construction of the rear carpark. However, comparison of natural land levels on either side of the study area and the natural slope of the land towards the Hobart Town Rivulet suggests that this may be limited.

Of concern was the presence of a sewer alignment installed in 1992. It was initially thought that this may have impacted the mill race alignment. However, overlays completed using the sewer plan provided by Joanne Crawley (see **Figure 22** above) compared with Sprent's 1843 plan suggest that the two alignments are not congruous (and perhaps as far as 4.7 metres apart) (**Figure 25**).

It is also likely that cesspit 1 and 2 (**Figure 25**) are reasonably intact at depth. This is based upon previous experience with cesspits in other areas of Hobart. Typically, cesspits are up to 1.5 metres deep and are often left *in situ* when capped with asphalt such as these. Cesspits are also known to often contain a wealth of material which can be of great value in understanding a site. Most cesspits went out of use in the 1880s to 1890s as they were replaced by better drainage and sewerage systems.

Southern Archaeology assesses **the disturbance at this site as being medium** over most of the site where the works are to occur, due to observations during the site visit and through examination of historical records. This in turn suggests the level of intactness of archaeological remains at this site may be **medium archaeologically**. Only archaeological examination (in this case the recommendation is archaeological monitoring) can confirm the intactness of these features.



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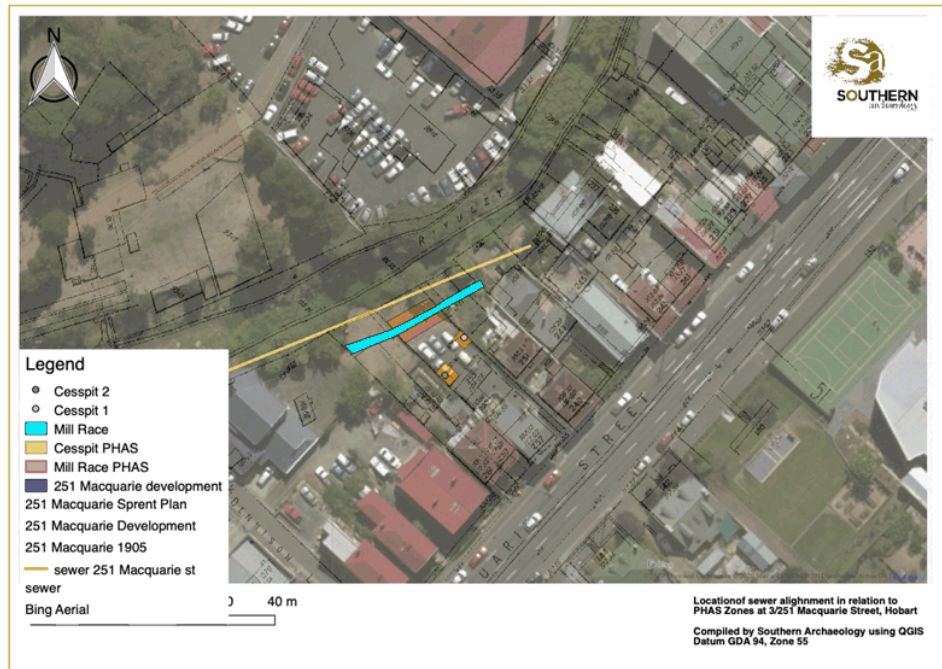


Figure 25: Location of sewer alignment in relation to the mill race at the study area. Compiled by Darren Watton using QGIS 2021.

8.3 Potential Historical Archaeological Sensitive (PHAS) Zones

Figure 26 and Figure 27 below divide the study area into Potential Historical Archaeological Sensitivity (PHAS) Zones. These PHAS Zones have been developed to assist in understanding the main areas of where the development may impact archaeological remains and archaeological potential at the site. They also assist in focusing archaeological works at the site. The zones are as follows:

- Red Zone – Medium Archaeological Potential – Mill race and associated features and materials study area (approx. 1.5 metres wide and extending entire width of the property). Development within these areas will impact significant archaeology associated with the mill race. Archaeological monitoring is recommended.
- Orange Zone – Medium to High Archaeological Potential – Two areas where pre-1900 cesspits were located. Development within these areas may impact significant archaeology associated with the cesspits. Archaeological monitoring is recommended.

These PHAS Zones have been designated to better determine areas of archaeological sensitivity and significance and as a guide to where archaeology may be impacted by the proposed development works.



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Figure 26: PHAS zones in relation to the 1905 Hobart Drainage Board plan. Compiled by Darren Watton using QGIS 2021.



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Figure 27: PHAS zones in relation to the proposed development at 3/251 Macquarie Street. Compiled by Darren Watton using QGIS 2021.

8.4 Assessment of Archaeological Significance (AoAS)

8.4.1 Overview

The AoAS is an integral part of the process of assessing a site and determining whether it requires further archaeological work. Through research and assessment by the archaeologist it is possible to determine an understanding of the site and its archaeological potential (and intactness). The level of archaeological potential and the sites ability to contribute to the understanding of history influence the level of significance assigned. Disturbance is also an important consideration and also informs the level of significance.

The archaeologist uses the principles of the Burra Charter 2013 and the Tasmanian Heritage Council Guidelines as a guide in defining cultural significance. This has informed the criteria outlined in the *HCH Act 1995* and the main criteria used to determine archaeological significance is Criteria (c), which is based on the potential of the site (via research) to contribute to Tasmania's history.

The AoAS is also used to determine a sites ability to contribute to local, state, national and possibly international historical contexts. Understanding the importance of a site at these levels helps to understand how significant the site is. The archaeologist determines the local, state, national and international significance by assessing the site using the criteria in the *HCH Act 1995* and the criteria in other relevant legislation such as local planning schemes. For example, the *Hobart Interim Planning*



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Scheme 2015 (which mirrors the criteria in the *HCH Act 1995*), the sites inclusion on the Tasmanian Heritage Register (THR) and/or whether it has World Heritage Listing or National Heritage Listing.

8.5 Archaeological significance under the *HCH Act 1995* – *Southern Archaeology*

Southern Archaeology as part of this assessment process have provided an archaeological significance rating. This is aimed at the study area and the individual features and materials associated with the scheme. The study area is rated by Southern Archaeology as being of **medium significance** at a Local and State level for the following reasons (*HCH Act 1995*):

Assessment under Criteria (c) of the *HCH Act 1995*:

- Criteria (c): The place has potential to yield information that will contribute to an understanding of Tasmania's history.

In summary and specifically, the study area is:

Provides a rare opportunity to understand and investigate infrastructure associated with a c. 1820s (or possibly earlier) mill race associated with the Government mill on the corner of Barrack and Collins Streets in Hobart. Being a Government structure, the mill race was possibly constructed using convict labour. This structure was built by the colonial government to supply flour for Hobart and was essential to the survival of the colony. There have been few previous (formal) opportunities to archaeologically investigate this mill race. Further archaeological investigation has the ability to add to knowledge of engineering techniques in the early 1800s, wider understanding of the mill race, inform future development proposals and contribute to research opportunities and knowledge at a Local and State level.

Similarly, the two cesspits located at the site have the potential to further understand the site and the lifestyles of the early settlers. Cesspits are well known to potentially contain a lot of material and artefacts which can provide a wealth of knowledge about a site.

Furthermore, this project represents a unique opportunity to archaeologically investigate and research aspects of the mill race and cesspits with the benefits of:

- Understanding the early history of the colony within Hobart and Tasmania.
- Understanding a major project with potential convict associations.
- Providing information about engineering construction techniques from the 1810s to 1820s.
- Relatively cost effectively and non-invasively extract rare information and materials on a relatively unknown aspect of history in Tasmania and the south of Tasmania.
- Contribute to knowledge about historical development, of the site.
- Informing future development proposals associated with the mill race.

Assessment under other criteria of the *HCH Act 1995* (specifically relating to archaeological considerations):

- Criteria (a): The place is important to the course or pattern of Tasmania's history – Yes, the site is a good example of the development and evolution of occupation in Tasmania from the

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earliest period of Tasmanian colonisation. More specifically, mill race features and materials can contribute to the wider understanding of the engineering and construction techniques from the early 1800s and inform future development.

- Criteria (b): The place possesses uncommon or rare aspects of Tasmania's history – Yes, the place may contain archaeologically intact elements associated with a mill race and convictism in the south of the state.
- Criteria (d): The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history – Yes, the place may contain evidence of engineering infrastructure from the 1810s to 1820s period. Further knowledge through archaeological investigation may assist in understanding other significant places in Tasmania (and Australia).
- Criteria (e): The place is important in demonstrating a high degree of creative or technical achievement – Yes, this construction is an example of engineering design and construction and the provision of water to a mill.
- Criteria (f): It has strong or special association with a particular community or cultural group for social meaning for social or spiritual reasons – Yes, has a strong association with the colonial government and possibly with the convict system in Tasmania.
- Criteria (g): None known.
- Criteria (h): None known.

Southern Archaeology rates the study area as having **Medium Significance** due to its capacity to add new information. The study area also has medium archaeological potential and high levels of intactness.

This significance is considered to be at a Local and State level.



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9 Statement of Archaeological Impact (SoAI)

The SoAI is based upon the previous assessment including the background historical research, the assessments of archaeological potential, disturbance and significance and the identification of the PHAS zones. It is Southern Archaeology's opinion that the proposed development **will** impact potential archaeology within the study area. Specifically, the development will impact:

3. The pre-1830 government mill race.
4. The two pre-1900 cesspits most likely associated with the 1840s to 1850s development of the study area by John Atkinson.

Archaeological monitoring is recommended to mitigate this impact.



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10 General commitments and recommendations

The following general points set out the commitments and recommendations for the study area:

- A copy of this SHAP and AMS will be sent to the proponent. The proponent should pass this on to the City of Hobart council for review and approval.
- Archaeological monitoring is to be undertaken, by a qualified archaeologist, during sub-surface works as detailed in this AMS (see **Section 11**) especially within the areas identified in the PHAS zones shown in **Figure 26 and Figure 27**. This is to be completed as follows:
 - The archaeologist is to monitor the scraping of topsoil and the sub-surface excavation by an excavator.
 - If during the course of this work significant archaeology is found, work must cease in that area while the archaeologist assesses the extent and nature of the archaeology.
 - The machine may continue to be used for further excavation over other parts of the site while this occurs.
 - Hand digging may be required to assess the sub-surface extent and nature of the archaeological material and/or features.
- Pre- 1950 artefacts found on the site will be recorded and collected for further analysis in the usual manner and as set out in **Section 11**.
- Any archaeological features discovered on the site should be assessed, surveyed and recorded for future management and research purposes. This might include walls, floors, foundations, artefact concentrations, cesspits, drainage systems or evidence of former road surfaces.
- Any archaeological monitoring or excavation is to meet the specific conditions regarding **methodology and sorting, assessing, discarding, curating and interpreting** any identified material as set out in **Section 11** of this report.
- No Aboriginal sites are registered on the AHR within the vicinity of the study area. However, if any Aboriginal cultural heritage material is found during works this will require work to stop immediately while being assessed by the qualified archaeologist and an Aboriginal Heritage Officer, with consideration of statutory requirements. An Unanticipated Discovery Plan (UDP) is included in **Appendix 1** and this details the procedure if Aboriginal heritage is discovered during works

In summary, the study area is considered to be of **medium significance archaeologically with medium archaeological potential**, within the area where work is to occur. Any works (excavation, ground disturbance and development) on this site should be undertaken with consideration of the potentially significant nature of archaeological remains in the historical development of Hobart and Tasmania. Such work should be completed by a suitably qualified archaeologist, meeting the commitments and recommendations within this report and the specific conditions regarding **methodology, sorting, assessing, discarding, curating and interpreting** any identified features and/or material as set out in this report.



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11 Archaeological Method Statement (AMS)

11.1 Introduction

The study area is assessed as having **medium archaeological potential and significance**.

This report recommends that archaeological monitoring occur at the study area during sub-surface development works as per usual archaeological standard procedures (see **Section 9**) (Burke and Smith 2004).

The procedures for archaeological monitoring are outlined in this AMS report to satisfy the legislative requirements. The archaeological monitoring (supervised by an archaeologist) will establish if any archaeological remains are present in the development area. **Figure 26 and Figure 27** above detail the PHAS Zones within the area of the development and provide a guide as to where archaeological monitoring should be prioritised.

11.2 AMS aim

The main aim of the AMS in this report is to provide an archaeological methodology for monitoring of sub-surface excavations at the study area where building development works are to occur. Methodology will consider the archaeological potential, disturbance and significance of the site and the impact of the development to this archaeology.

11.3 The AMS and the study area

An AMS has been requested by the Hobart City Council for the study area. The following standard considerations should be addressed before commencement of any works at the study area:

- A copy of this SHAP and AMS be supplied to the City of Hobart Council and the proponent for review and approval.
- A suitably qualified archaeologist supervise the archaeological monitoring works within areas of archaeological potential as set out in the Red and Orange PHAS Zones in **Figure 26 and Figure 27** above.
- The Archaeologist (Southern Archaeology) should consult with the proponent and/or project manager prior to the commencement of work and the responsibilities of both parties be clearly defined and understood. This should also be part of a planned pre-start site meeting.
- A 'Dial before you Dig' or similar searches for services should be completed prior to commencement of work. This is the responsibility of the proponent and/or the project manager.
- Spoil management and disposal should be organized before commencement of the excavation. If disposal is required, this is the responsibility of the proponent and/or the project manager.
- Items such as water supply, provision of toilet facilities, safety fencing and shoring, concrete cutting and building demolition, marking out of and surveying of the site and the provision of equipment and tools should be clearly defined and understood by all parties prior to commencement of works.



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- Limitations and constraints such as bad weather, contaminants, management of groundwater, toxic materials, the discovery of Aboriginal or historical heritage and structural concerns should be defined and a plan for their management organised. This will also be addressed at the pre-start meeting and on an as required basis (i.e., if they arise during excavation).
- OH & S issues should be clearly defined before commencement of work. A Job Safety Assessment (JSA) should be prepared by the development contractor and other relevant contractors prior to commencement of excavation.
- Adequate safety fencing of the site should be installed by the proponent at the site prior to archaeological monitoring works.
- In regard to Aboriginal heritage, there is no requirement for an AHAR, but **Appendix 1** contains the guidelines for unanticipated discoveries (UDP).



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11.4 General archaeological monitoring methodology

The following methods are proposed for the archaeological monitoring of the study area and will follow general principles outlined in Burke and Smith (2004):

- A qualified archaeologist will supervise all archaeological works.
- The Red and Orange PHAS Zones in **Figure 26** and **Figure 27** set out the areas or zones where archaeological potential is possible. These PHAS Zones will guide and focus archaeological monitoring. Monitoring may extend beyond the areas if required by the archaeologist and/or if further archaeological features or materials are uncovered.
- Topsoil and grass overburden will be removed first by machine and the sub-surface exposed.
- Trenches and or excavation areas will be opened systematically as per the consulting archaeologist's guidance to explore all information gathering possibilities.
- Machine excavation will be by vertical 100-200mm sections (spits) and proceed to sterile levels or to significant archaeology to expose all sub-surface fabric as per usual archaeological practices and at the discretion of the supervising archaeologist. The archaeologist will decide when archaeological potential has been realised based on professional experience, stratigraphic considerations and site observations.
- Hand excavation may be required if archaeological features or materials are found or if there are contextual (stratigraphic) changes within the fabric (at the discretion of the supervising archaeologist). This will aim to expose the surfaces of the archaeology and to make interpretation easier.
- Fill or overburden, or stratigraphic layers, may be sieved for archaeological remains/material. The following sieving techniques may be used in this excavation:
 - A 5mm table sieve may be used if required and this will be supplied by the archaeologist. This works where small amounts of hand sieving (i.e., during hand digging) or sample sieving is required.
 - A mechanical sieve (5mm trailer sieve with generator) may be engaged for high amounts of bulk material. This machine will be supplied by Southern Archaeology at a hire-rate of \$330.00 (incl. GST) per day. This machine is a significant labour and time cost saving option when large amounts of material are required to be sieved. Material can be loaded quickly by excavator.
 - Wet sieving may also be required (for either table or mechanical sieving) if soil material makes it difficult to dry sieve (e.g., contains excessive amounts of clay or moisture). The cost of provision of a water tanker for this purpose will be the responsibility of the proponent.
- The supervising archaeologist reserves the right to extend or limit the excavation to discover the extent of archaeological features and fabric or to avoid sensitive archaeological material.
- Trenches may be backfilled according to agreed expectations within the contractor's scope of works and with consideration of any archaeology uncovered. This is the responsibility of the proponent but can be completed during the excavation. Geo tech (covering fabric) may be required if archaeology is to be protected and this will be at the cost of the proponent and will be installed by the archaeologist.
- All archaeological artefacts will be recorded *in situ* (if possible), then collected for cataloguing and analysis. These will be individually bagged, systematically labeled by feature and context and stored in a secure location. All sieved artefacts will also be bagged.



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- Cataloguing of artefacts (if required) will involve recording, cleaning (as needed), researching, photographing, bagging, labeling each individual artefact for interpretative, descriptive and dating purposes. All data will be entered into a spreadsheet and documented in a separate Artefact Analysis Report (AAR). A catalogue of relevant data and the AAR will be included in the final report (as an Appendix).
- Specific conditions regarding **sorting, assessing, discarding, curating and interpreting** any identified material is set out in **Table 1** in **Section 11.7** of this report.
- Any particularly sensitive features (i.e., remains of early structures such as walls) or material (i.e., rare or very early artefacts) found on site may be preserved *in situ* or materials reused *within the development as part of the heritage interpretation* if the client agrees or if the development proposal can be modified to allow this. This, however, is a voluntary gesture and may include such options as reusing material in an interpretative sign or within a perimeter walling of the development. Further recommendations are made in the following section regarding this.
- *Please note that:*
 - On rare occasions the Heritage Council may use orders to protect a site under the Historical Heritage Act 1995 if something extraordinary is uncovered.

11.5 General recording methods for features and materials

All archaeological features, contexts, artefacts and materials will be recorded in the usual manner (standard archaeological procedures) and as detailed by Burke and Smith (2004). These general methods of recording are set out below:

- All archaeological features and contexts will be recorded at the discretion of the supervising archaeologist but in general this will include feature sheets, context (stratigraphic) sheets, trench sheets, photographs and photographic records, and field notes to assist the archaeologist in interpreting and recording the site.
- Archaeological features will be photographed, drawn and mapped as appropriate.
- Uncovered archaeological features may need to be surveyed by a qualified surveyor and at the cost of the proponent.
- Photographs will be taken to record the site and the extent of archaeological features and contexts. These will include a scale and north arrow where relevant.
- Cataloguing will involve recording, cleaning (as needed), researching, photographing, bagging, labeling and entering onto a spreadsheet each individual artefact for descriptive and dating purposes. The catalogue (with an AAR) will be included (as an Appendix) in the final report prepared by a qualified archaeologist.
- Specific conditions regarding **sorting, assessing, discarding, curating and interpreting** any identified material are set out in **Table 1** in **Section 11.7** of this report.
- All recorded information will be used to help interpret the site and will form part of the final report.
- If no or little significant archaeological material is found a small report will be prepared which outlines the procedures and methodology during the works (see **Section 11.6** below).
- If particularly significant or large amounts of archaeology are found a long report will be prepared as detailed below (see **Section 11.6** below).



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11.6 Preparation of report

A professional Archaeological Excavation Report (AER) will be prepared for the study area once the works and archaeological monitoring have occurred. This will most likely be:

1. A short report detailing the results of the archaeological monitoring in a brief format. This will be at the cost of the proponent and is to be negotiated.

If particularly sensitive unanticipated archaeological features or material are found a long report may be required. This comprises:

2. If a Long report:
 - This will be at the cost of the proponent.
 - A long report will consist initially of a Draft Archeological Summary Excavation Report (DAER), followed by a Final Excavation Report (FAER) and an Artefact Analysis Report (AAR) (which includes an Artefact Catalogue (AC)). Southern Archaeology has a standard catalogue which is used for historical sites. This is based upon recognised archaeological systems.
 - The Final Report will detail any archaeological features discovered, the results of the excavation, provide an interpretation of the results, provide a catalogue describing the artefacts found and address commitments and recommendations regarding the management, display or storage of artefacts and future preservation and management of archaeological features.
 - Specifically, the long report will also detail how identified materials were sorted, assessed, discarded, curated and interpreted.
 - An exact time frame and cost for the completion of a long report (if required) to be negotiated after the excavation is completed.

11.7 Specific commitments and recommendations regarding sorting, assessing, discarding, curating and interpreting identified materials at the study area

The section details the specific heritage and archaeological requirements regarding sorting, assessing, discarding, curating and interpreting identified materials at the development for the study area. **Table 1** below sets out these specific commitments and recommendations regarding sorting, assessing, discarding, curating and interpreting identified materials for the study area. These are determined and defined as follows:

1. Commitments are required to be completed and are at the cost of the proponent in negotiation with the archaeologist and/or other relevant authorities.
2. Recommendations are highly encouraged but are essentially optional for the proponent. These are also at the cost of the proponent in negotiation with the archaeologist and/or other relevant authorities.



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Item (identified material)	Commitments (required)	Recommendations (optional)
Sorting, recording, cataloguing, reporting, assessing and interpreting	<p>Excavation: Recording, assessing and interpreting of features/materials: All features/materials to be recorded, assessed and interpreted as detailed in sections above.</p> <p>Sorting and assessment of artefacts: All artefacts to be sorted, photographed, catalogued and assessed for inclusion in the Final Report (either a long or short report) as outlined in sections above.</p> <p>Final Reporting: Final Report (including catalogue and Artefact Assessment Report if required) will be supplied to the Proponent once completed (see sections above).</p> <p>Artefact interpretation and storage: Significant artefacts should be displayed on-site within suitable display cabinets or other vessels, if possible or alternatively, donated to the TMAG museum. This can only occur after appropriate recording and curation (if required) (see below).</p> <p>Public and media components: Contact to be made with local media to promote the archaeological excavation and allow community/public awareness of the excavation. This will only occur if significant archaeology is found.</p>	<p>Significant features and material: Significant archaeology be preserved <i>in situ</i> or reused in the development, if possible, at the discretion of the proponent and in negotiation with the archaeologist.</p> <p>Reporting: Copy of the Final Report to be made public and supplied to Tasmania Libraries and listed on the Southern Archaeology website or other relevant websites in negotiation with the proponent.</p> <p>Publication: It is recommended that, if significant archaeology is found, that a booklet or a publication of the excavation occur in a relevant journal be considered.</p> <p>On site interpretation: Interpretative sign supplied by the proponent (with content inclusion negotiated with the archaeologist) displayed on site if significant archaeology or material found. It is preferred that this sign be in a prominent position where it is easily seen by the public (i.e., on a front fence or in plain view) and that this sign include, if practical, material from the site (i.e., using foundation material). This is at the cost of the proponent.</p>
Discarding (and storage)	<p>Significant materials (artefacts): Significant artefacts to be bagged, labelled and placed within crates as per sections above.</p> <p>Non-significant materials artefacts:</p>	



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	Modern, common (not rare or unique) and/or materials found in particularly high densities may be sampled or grouped to avoid excessive amounts of material for cataloguing – this is at the discretion of the archaeologist. Non-significant materials may be discarded once they have been assessed and recorded (if required).	
Curating	<p>Short term: Significant organic items such as fabric or leather to be temporarily stored on ice in an esky and transferred to a freezer at the end of the day to be stored while arranging material to be curated. Metal or other items can be stored temporarily within a moist bag or in paper (or other approved method) – advice may be sought from the TMAG on this as needed.</p> <p>Long term: Significant artefacts such as organic items (fabric, paper, leather etc.), metal and other items that have the potential for deterioration after removal from the environment to be curated in a suitable facility such as a museum (i.e., TMAG). This is at the cost of the proponent and in negotiation with the museum. The items to be curated to be determined by the archaeologist in consultation with the relevant authorities.</p>	

Table 1: Provisions for methods of sorting, assessing, discarding, curating and interpreting any identified materials at the study area.

11.8 Archaeological Research Design (ARD)

The ARD is a set of questions which seek relevant answers regarding research information that may be gathered from a site that may contribute to a greater understanding of Tasmania's history. The questions should answer the research objectives of the archaeological work (THC 2009). The THC (2009) encourages a tiered structured set of questions as follows:

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- Tier One Questions – Outline the essential knowledge base needed for any site research or significance evaluations. These questions are typically empirical (based on observations rather than theory or pure logic) and have straightforward answers. Examples include: When was the site occupied? What were the phases of use? What activities were conducted at the site? When was this site abandoned?
- Tier Two Questions – Connect the material remains on the site with specific behaviour. For example: Do the contents of the privy tell us anything about the activities within the house?
- Tier Three Questions – Associate the activities and behaviour at individual sites with broad social and cultural developments such as the processes of industrialization, or cultural change. These are often open-ended inquiries which seek refined and nuanced understandings of human cultures within broader theoretical or comparative contexts.

11.9 ARD for the study area

The archaeological monitoring of the study area seeks to understand further whether there are any features or materials present in the area which might be impacted by the works.

The following basic questions have been developed specifically for the study area:

1. Is there any evidence of structure (mill race and cesspits) on the study area site? If so, what is its extent and is it the structure indicated on the early plans or any of the other historic plans or photos of the site?
2. What is the purpose or function of any structure or material recorded on the study area site? Can its approximate build date and demolition date be confirmed from the archaeological work?
3. Can any evidence be found connecting the site to a particular individual, class of individual or particular group?

Further ARD questions may be developed during the monitoring work, especially if archaeological finds particular information or if further archaeological work is required at the site after the monitoring is completed.



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12 References

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13 Appendix 1: Unanticipated Discovery Plan (UDP) – Aboriginal Heritage



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Unanticipated Discovery Plan

Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania

For the management of unanticipated discoveries of Aboriginal relics in accordance with the *Aboriginal Heritage Act 1975* and the *Coroners Act 1995*. The Unanticipated Discovery Plan is in two sections.

Discovery of Aboriginal Relics other than Skeletal Material

Step 1:

Any person who believes they have uncovered Aboriginal relics should notify all employees or contractors working in the immediate area that all earth disturbance works must cease immediately.

Step 2:

A temporary 'no-go' or buffer zone of at least 10m x 10m should be implemented to protect the suspected Aboriginal relics, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected Aboriginal relics have been assessed by a consulting archaeologist, Aboriginal Heritage Officer or Aboriginal Heritage Tasmania staff member.

Step 3:

Contact Aboriginal Heritage Tasmania on 1300 487 045 as soon as possible and inform them of the discovery. Documentation of the find should be emailed to aboriginal@heritage.tas.gov.au as soon as possible. Aboriginal Heritage Tasmania will then provide further advice in accordance with the *Aboriginal Heritage Act 1975*.

Discovery of Skeletal Material

Step 1:

Call the Police immediately. Under no circumstances should the suspected skeletal material be touched or disturbed. The area should be managed as a crime scene. It is a criminal offence to interfere with a crime scene.

Step 2:

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

Step 3:

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

Step 4:

If it is suspected that the skeletal material is Aboriginal, Aboriginal Heritage Tasmania should be notified.

Step 5:

Should the skeletal material be determined to be Aboriginal, the Coroner will contact the Aboriginal organisation approved by the Attorney-General, as per the *Coroners Act 1995*.

Aboriginal Heritage Tasmania
Department of Primary Industries, Parks, Water and Environment





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Guide to Aboriginal site types

Stone Artefact Scatters

A stone artefact is any stone or rock fractured or modified by Aboriginal people to produce cutting, scraping or grinding implements. Stone artefacts are indicative of past Aboriginal living spaces, trade and movement throughout Tasmania. Aboriginal people used hornfels, chalcedony, spongelite, quartzite, chert and silcrete depending on stone quality and availability. Stone artefacts are typically recorded as being 'isolated' (single stone artefact) or as an 'artefact scatter' (multiple stone artefacts).

Shell Middens

Middens are distinct concentrations of discarded shell that have accumulated as a result of past Aboriginal camping and food processing activities. These sites are usually found near waterways and coastal areas, and range in size from large mounds to small scatters. Tasmanian Aboriginal middens commonly contain fragments of mature edible shellfish such as abalone, oyster, mussel, warraner and limpet, however they can also contain stone tools, animal bone and charcoal.

Rockshelters

An occupied rockshelter is a cave or overhang that contains evidence of past Aboriginal use and occupation, such as stone tools, middens and hearths, and in some cases, rock markings. Rockshelters are usually found in geological formations that are naturally prone to weathering, such as limestone, dolerite and sandstone.

Quarries

An Aboriginal quarry is a place where stone or ochre has been extracted from a natural source by Aboriginal people. Quarries can be recognised by evidence of human manipulation such as battering of an outcrop, stone fracturing debris or ochre pits left behind from processing the raw material. Stone and ochre quarries can vary in terms of size, quality and the frequency of use.

Rock Marking

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

Burials

Aboriginal burial sites are highly sensitive and may be found in a variety of places, including sand dunes, shell middens and rock shelters. Despite few records of pre-contact practices, cremation appears to have been more common than burial. Family members carried bones or ashes of recently deceased relatives. The Aboriginal community has fought long campaigns for the return of the remains of ancestral Aboriginal people.

Further information on Aboriginal Heritage is available from:

Aboriginal Heritage Tasmania
Natural and Cultural Heritage Division
Department of Primary Industries, Parks, Water and Environment
GPO Box 44 Hobart TAS 7001

Telephone: **1 300 487 045**

Email: **aboriginal@heritage.tas.gov.au**

Web: **www.aboriginalheritage.tas.gov.au**

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Refer: Development application RFI

Re: PLN - 21-245

Attn: Tristan Widdowson




Light - Space - Lifestyle

Proposed new: 3 Bedroom Town house

This document confirms that both parties with interest in the property title for 2/251 Macquarie street have been notified of the proposed development.

Joanne Crawley
21/04/2021



Proposed new: 3 Bedroom Town house
April 21, 2021

Client: Seekay Family Trust
Joanne Crawley & Brad Klaffer
1 Ascot Avenue
Sandys Bay 7005

Project Address: 2/251 Macquarie Street, Hobart 7000

Re: Proposed new 3 bedroom townhouse

I write to confirm that the owners of 1/251 Macquarie street being

DENIS EDWARD BLOUNT-GREENE and TAM PHUONG LAYTON of CT177611/1

have been notified in writing of the nature and extent of this proposed development.
Response attached – Appendix 1.

I also confirm that the owner of 245 Macquarie street, being
ADAM JOHN WALLACE CT167495/2

have been notified in writing of the nature and extent of this proposed development.
Response attached - Appendix 2.

Please contact me if you have any queries relating to this document.

Sincerely,

Joanne Crawley

0427 990 458.

Proposed new: 3 Bedroom Town house

April 21, 2021

Appendix 1

Hi Joanne,
Yes, all good in my world, thanks.
Thanks for letting me know..
Good luck with it.

Did you get a chance to look at the plumbing bill I sent re the blocked drain?
Regards
Ted

Sent from my iPhone

On 14 Apr 2021, at 4:01 pm, Joanne Crawley <joanne@abekye.com.au> wrote:

Hi Ted,

I trust all is well in your world.

Im just writing to let you know that I have submitted a development application to Hobart City Council for a proposed new residential development at the rear of our property at 2/251 Macquarie. As yours and our titles are linked via the strata, I have had to provide council with a copy of your title with the application package.

It is our primary intention to facilitate a further strata of our land from the downstairs apartment to enable each portion to be sold separately if desired. Part of this process requires planning and subsequent building approvals. I have attached a copy of the development application drawings and cover letter for your interest/records.

Please don't hesitate to contact me should you have any questions.

Kind regards,
Joanne Crawley
0427 990 458

Proposed new: 3 Bedroom Town houseApril 21, 2021

Appendix 2**Adam Wallace**To: Joanne Crawley
Re: 2/251 Macquarie Street

19 April 2021 8:06 pm



Hi Joanne
Let's have a meeting and we are wondering what you will be asking. I'm around this week.
Thanks for keeping us in touch
Regards
Adam

Sent from my iPhone

[See More from Joanne Crawley](#)**Joanne Crawley** To: Adam Wallace Cc: Brad Klaffer
2/251 Macquarie Street14 April 2021 3:50 pm
Archive - Abekye (All Mail) 

Hi Adam & Laura,

Just following up on my conversation with you recently regarding the development application at 2/251.

The application documentation has now been submitted to Hobart City Council. I've attached the drawings package and cover letter for your records. I expect to have an indication of what, if any, further information is required within the next couple of weeks. Subsequently, engineering & building approvals will be required in order to further the strata process.

Light - Space - Lifestyle

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 177611	FOLIO 2
EDITION 3	DATE OF ISSUE 22-May-2020

SEARCH DATE : 14-Apr-2021

SEARCH TIME : 10.59 AM

DESCRIPTION OF LAND

City of HOBART

Lot 2 on Strata Plan 177611 and a general unit entitlement
operating for all purposes of the Strata Scheme being a 20
undivided 1/30 interest

Derived from Strata Plan 177611

Derivation : Part of 0A-0R-16P Gtd.to John Atkinson.

SCHEDULE 1M660014 TRANSFER to BRADLEY ROBERT KLAFFER and JOANNE
ELIZABETH CRAWLEY Registered 07-Feb-2018 at noonSCHEDULE 2

Reservations and conditions in the Crown Grant if any

The registered proprietor holds the lot and unit entitlement
subject to any interest noted on common property

Folio of the Register volume 177611 folio 0

D112180 BENEFITING EASEMENT: A Right of Carriageway over the
Right of Way Variable Width 'A' on Plan 167495
Registered 26-May-2014 at 12.01 PME220848 MORTGAGE to Westpac Banking Corporation Registered
22-May-2020 at noonUNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 177611	FOLIO 1
EDITION 2	DATE OF ISSUE 02-Sep-2019

SEARCH DATE : 14-Apr-2021

SEARCH TIME : 12.42 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Strata Plan 177611 and a general unit entitlement
operating for all purposes of the Strata Scheme being a 10
undivided 1/30 interest

Derived from Strata Plan 177611

Derivation : Part of 0A-0R-16P Gtd.to John Atkinson.

SCHEDULE 1M774479 TRANSFER to DENIS EDWARD BLOUNT-GREENE and TAM PHUONG
LAYTON Registered 02-Sep-2019 at 12.01 PMSCHEDULE 2

Reservations and conditions in the Crown Grant if any

The registered proprietor holds the lot and unit entitlement
subject to any interest noted on common property

Folio of the Register volume 177611 folio 0

D112180 BENEFITING EASEMENT: A Right of Carriageway over the
Right of Way Variable Width 'A' on Plan 167495

Registered 26-May-2014 at 12.01 PM

E191701 MORTGAGE to Commonwealth Bank of Australia

Registered 02-Sep-2019 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



CITY/TOWN HOBART SUBURB/LOCALITY HOBART FOLIO REFERENCE 167495/1 SITE COMPRISES THE WHOLE OF LOT 1 ON PLAN No. P.167495	STRATA PLAN SHEET 1 OF 5 SHEETS		Registered Number 177611
	NAME OF STRATA SCHEME 251 MACQUARIE STREET HOBART		STRATA TITLES ACT 1998 REGISTERED 22 JUL 2019
	SCALE 1:300	LENGTHS IN METRES	Deputy Recorder of Titles

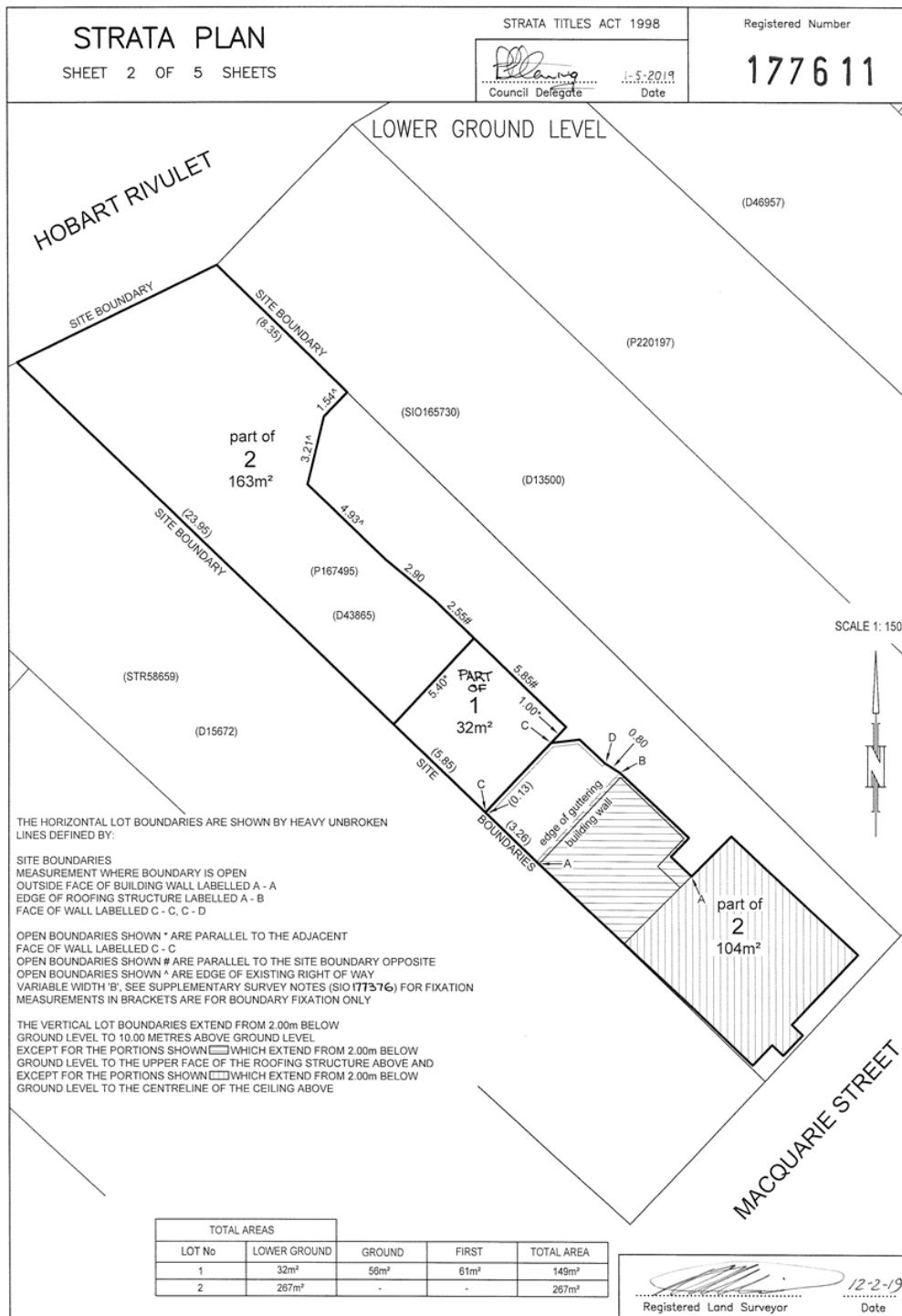
NOTES: (i) ALL BUILDINGS ON THE SITE TO BE SHOWN ON SHEET 1. (ii) BUILDING TO SITE BOUNDARY OFFSETS OF LESS THAN 2.00 METRES TO BE SHOWN ON SHEET 1.	 Council Delegate Date 1-5-2019	 Registered Land Surveyor Date 12-2-19
STAGED/COMMUNITY DEVELOPMENT. SCHEME No. (IF APPLICABLE)	LODGED BY ROGERSON & BIRCH SURVEYORS	



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

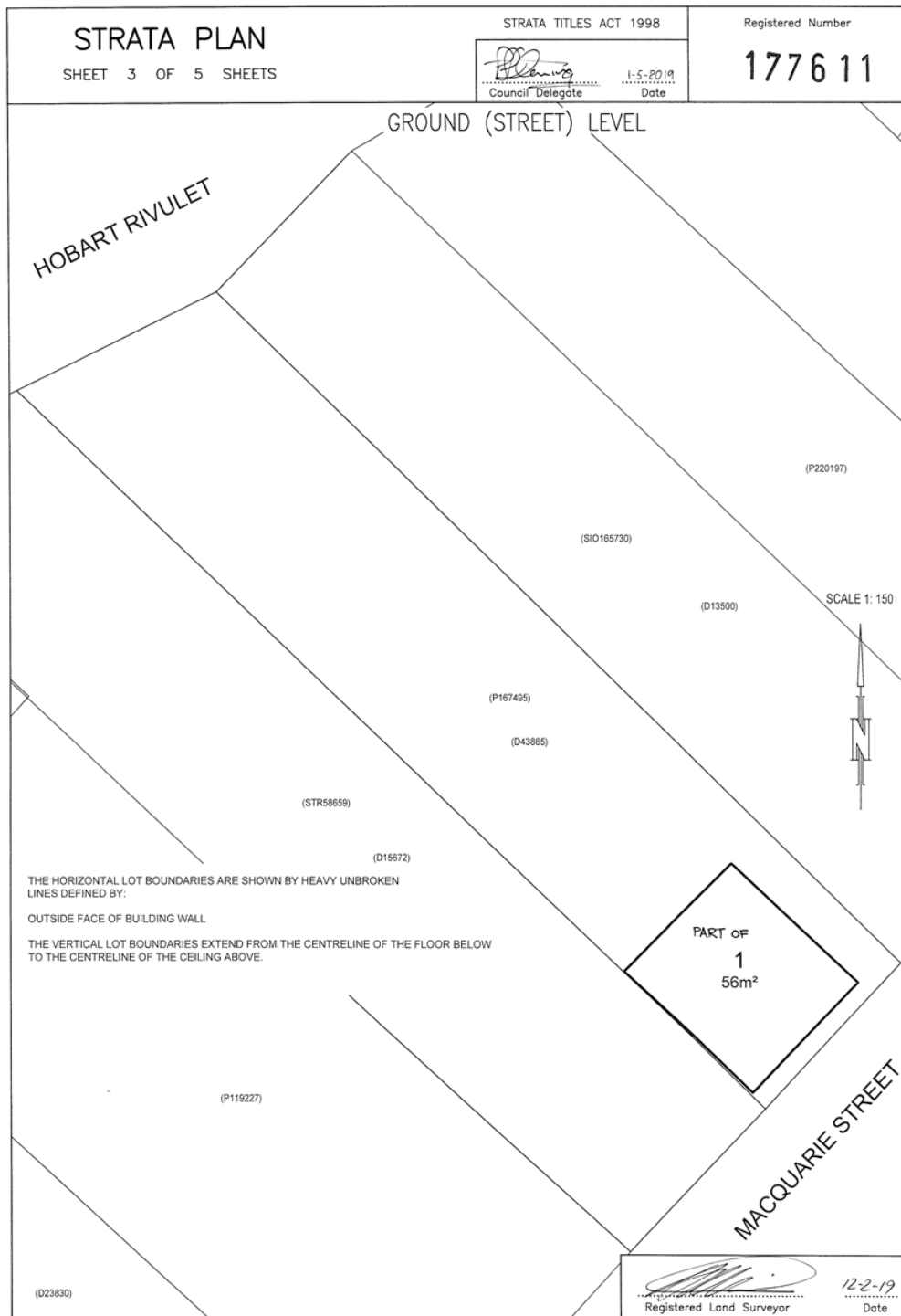




FOLIO PLAN

RECORDER OF TITLES

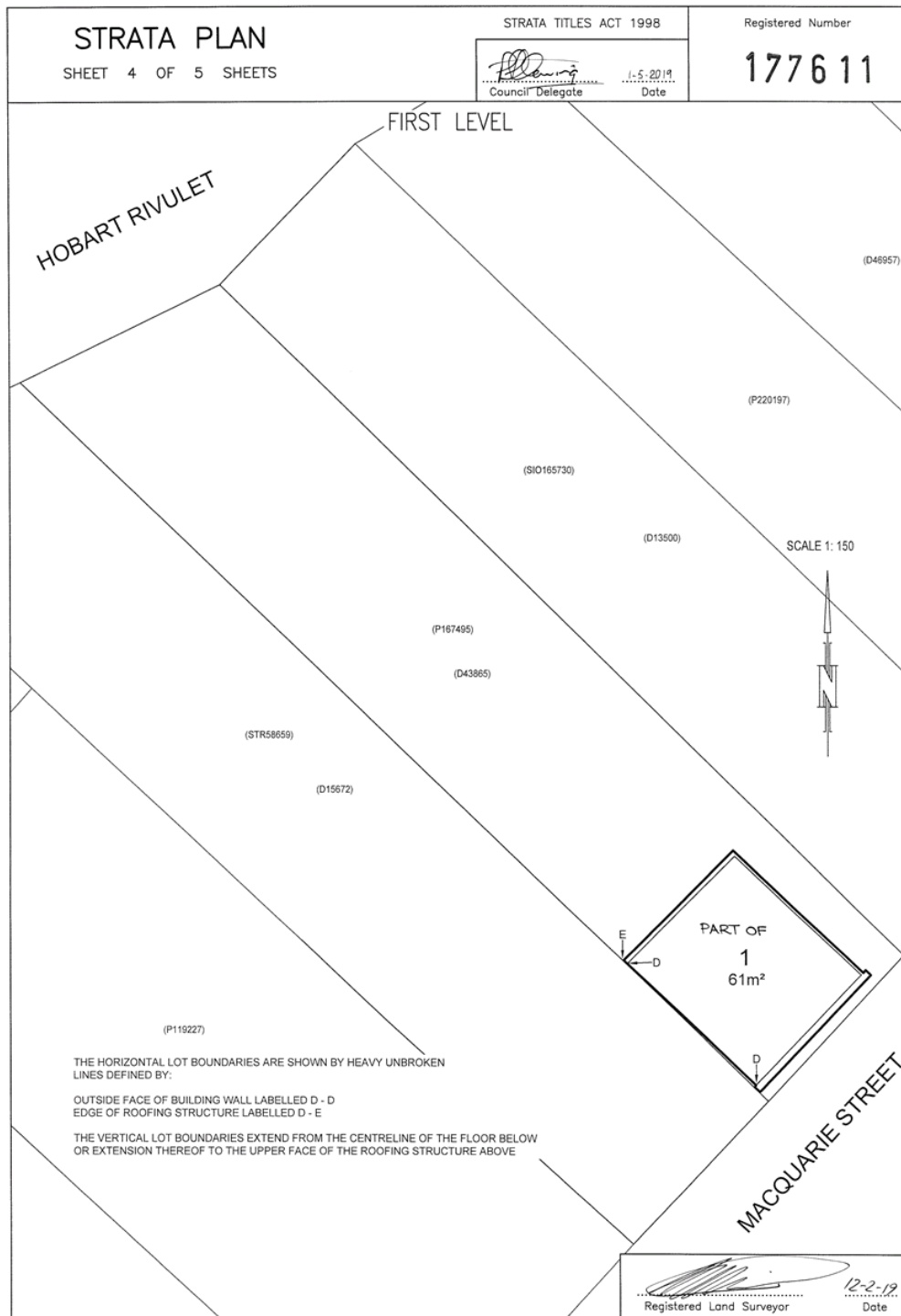
Issued Pursuant to the Land Titles Act 1980



**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





FOLIO PLAN

RECORDED OF TITLES

Issued Pursuant to the Land Titles Act 1980

[illegible]

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 177611	FOLIO 1
EDITION 2	DATE OF ISSUE 02-Sep-2019

SEARCH DATE : 14-Apr-2021

SEARCH TIME : 12.42 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Strata Plan 177611 and a general unit entitlement
operating for all purposes of the Strata Scheme being a 10
undivided 1/30 interest

Derived from Strata Plan 177611

Derivation : Part of 0A-0R-16P Gtd.to John Atkinson.

SCHEDULE 1M774479 TRANSFER to DENIS EDWARD BLOUNT-GREENE and TAM PHUONG
LAYTON Registered 02-Sep-2019 at 12.01 PMSCHEDULE 2

Reservations and conditions in the Crown Grant if any

The registered proprietor holds the lot and unit entitlement
subject to any interest noted on common property

Folio of the Register volume 177611 folio 0

D112180 BENEFITING EASEMENT: A Right of Carriageway over the
Right of Way Variable Width 'A' on Plan 167495

Registered 26-May-2014 at 12.01 PM

E191701 MORTGAGE to Commonwealth Bank of Australia

Registered 02-Sep-2019 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

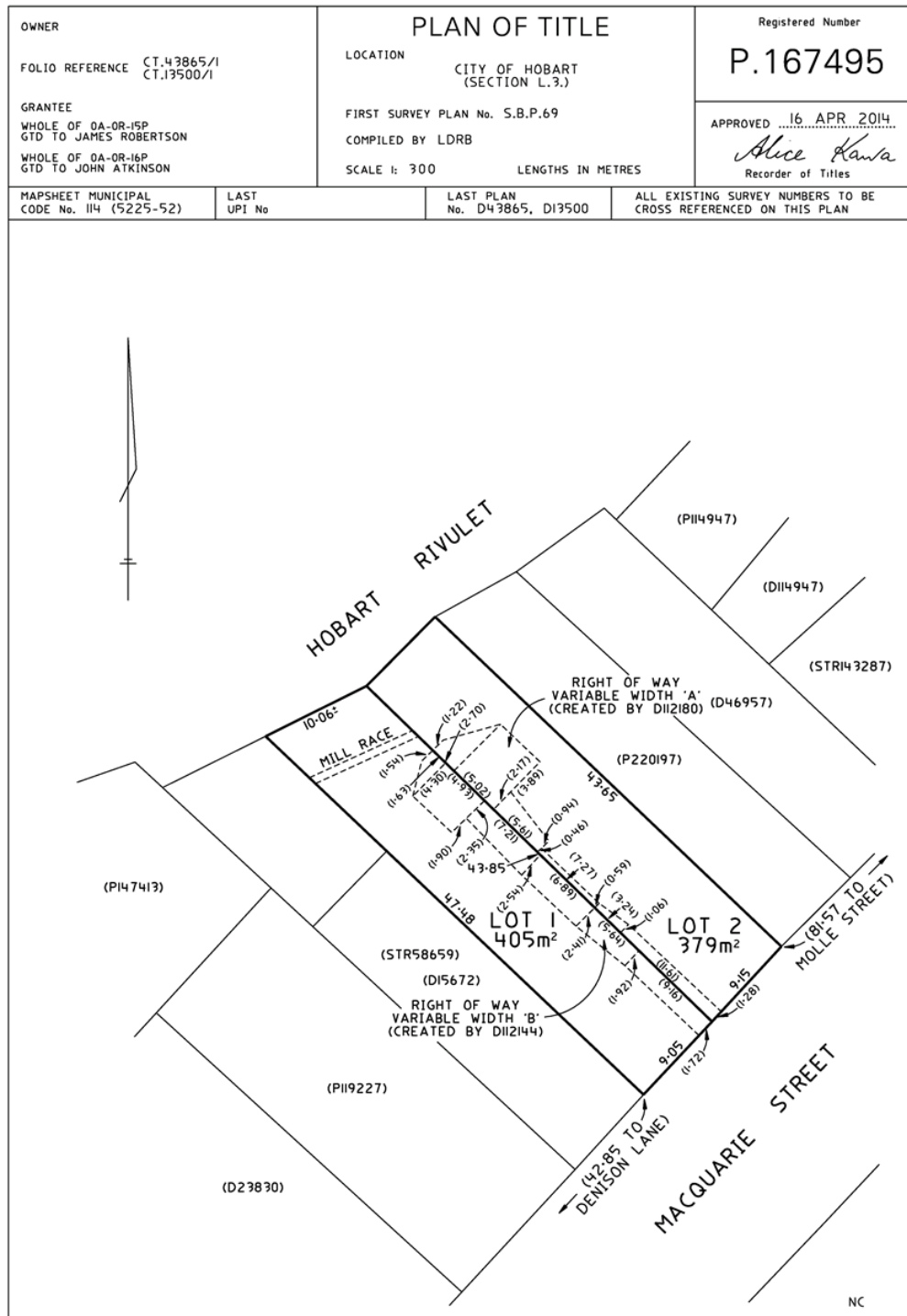
No unregistered dealings or other notations



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 167495	FOLIO 2
EDITION 2	DATE OF ISSUE 23-Dec-2014

SEARCH DATE : 14-Apr-2021

SEARCH TIME : 12.46 PM

DESCRIPTION OF LAND

City of HOBART

Lot 2 on Plan 167495

Derivation : Whole of 0A-0R-15P Gtd. to James Robertson.

Prior CT 13500/1

SCHEDULE 1

M497465 TRANSFER to ADAM JOHN WALLACE Registered
23-Dec-2014 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

D112144 BENEFITING EASEMENT: A Right of Carriageway over the
Right of Way Variable Width 'B' on Plan 167495
Registered 26-May-2014 at noon

D112180 BURDENING EASEMENT: A Right of Carriageway
(appurtenant to Lot 1 on Plan 167495) over the Right
of Way Variable Width 'A' on Plan 167495 Registered
26-May-2014 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 177611	FOLIO 0
EDITION 1	DATE OF ISSUE 22-Jul-2019

SEARCH DATE : 14-Apr-2021

SEARCH TIME : 10.59 AM

DESCRIPTION OF LAND

City of HOBART

The Common Property for Strata Scheme 177611

Derivation : Part of 0A-0R-16P Gtd.to John Atkinson.

Prior CT 167495/1

SCHEDULE 1

STRATA CORPORATION NUMBER 177611, 251 MACQUARIE STREET, HOBART

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

STR177611 FIRST BY-LAWS lodged with the strata plan

D112144 BURDENING EASEMENT: A Right of Carriageway
(appurtenant to Lot 2 on Plan 167495) over the Right
of Way Variable Width 'B' on Plan 167495 Registered
26-May-2014 at noonD112180 BENEFITING EASEMENT: A Right of Carriageway over the
Right of Way Variable Width 'A' on Plan 167495
Registered 26-May-2014 at 12.01 PMUNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Planning: #229558

Property

251 MACQUARIE STREET HOBART TAS 7000

People

Applicant

*

Hive Building Design
Joanne Crawley
1 Ascot Avenue
SANDY BAY TAS 7005
0427990458
joanne@abekye.com.au

Applicant

*

Hive Building Design
Joanne Crawley
1 Ascot Avenue
SANDY BAY TAS 7005
0427990458
joanne@abekye.com.au

Owner

*

Seekay Family Trust
Joanne Crawley
1 Ascot Avenue
1 Ascot Avenue
SANDY BAY TAS 7005
+61427990458
joanne@abekye.com.au

Entered By

JOANNE ELIZABETH CRAWLEY
0427 990 458
joanne@abekye.com.au

Use

Multiple dwellings

Details

Have you obtained pre application advice?

☒ Yes

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

PAE-20-231

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

*

☐ No

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

*

☐ No

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

Details

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

*

Residential

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

*

New 3 bed dwelling

Estimated cost of development

*

500000.00

	Proposed floor area (m2)	Site area (m2)
Existing floor area (m2)	253.75	267

Carparking on Site

N/A

Total parking spaces

2

Existing parking spaces

☐ Other (no selection chosen)

Other Details

Does the application include signage?

*

☐ No

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

*

0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

☐ Yes

Documents

Required Documents

Title (Folio text and Plan and Schedule of Easements)

*

FolioText-177611-2.pdf

Title (Folio text and Plan and Schedule of Easements)

*

FolioTextCommonLot-177611-2.pdf

Title (Folio text and Plan and Schedule of Easements)

*

FolioText-167495-2.pdf

Title (Folio text and Plan and Schedule of Easements)

*

FolioPlan-167495-2.pdf
Title (Folio text and Plan and Schedule of Easements)
*
FolioText-177611-1.pdf
Title (Folio text and Plan and Schedule of Easements)
*
FolioPlan-177611-1.pdf
Title (Folio text and Plan and Schedule of Easements)
*
FolioPlan-177611-2.pdf
Plans (proposed, existing)
*
2-251 Macquarie Street PL02 9.3.21.pdf
Covering Letter
251 140421.pdf
Supporting Documents
Archaeological Report
251 Macquarie St., Final SHAP and AMS 12_03_2021 reduced.pdf



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-21-245	Council notice date	22/04/2021
TasWater details			
TasWater Reference No.	TWDA 2021/00623-HCC	Date of response	30/04/2021TD
TasWater Contact	Al Cole	Phone No.	0439605108
Response issued to			
Council name	CITY OF HOBART		
Contact details	coh@hobartcity.com.au		
Development details			
Address	1/251 MACQUARIE ST, HOBART	Property ID (PID)	9736347
Description of development	Multiple dwellings x 3		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Hive Building Design	Design Response Plan	N/A	10/03/2021
Conditions			
<p>Pursuant to the <i>Water and Sewerage Industry Act</i> 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 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. 4. Ground levels over the TasWater assets must not be altered without the written approval of TasWater. <p>56W CONSENT</p> <ol style="list-style-type: none"> 5. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the <i>Water and Sewerage Industry Act</i> 2008 for its consent in respect of that part of the development which is built over or within two metres of TasWater infrastructure. <p>DEVELOPMENT ASSESSMENT FEES</p> <ol style="list-style-type: none"> 6. The applicant or landowner as the case may be, must pay a development assessment fee of \$211.63, to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater. <p>The payment is required within 30 days of the issue of an invoice by TasWater.</p>			



Advice

General

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

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

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure. The location of this infrastructure as shown on the GIS is indicative only.

- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- (c) TasWater will locate residential water stop taps free of charge
- (d) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

56W Consent

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show footings of proposed buildings located over or within 2.0m from TasWater pipes and will need to be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans will need to also include a cross sectional view through the footings which clearly shows;

- (a) Existing pipe depth and proposed finished surface levels over the pipe;
- (b) The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
- (c) A note on the plan indicating how the pipe location and depth were ascertained.
- (d) The location of the property service connection and sewer inspection opening (IO).

Declaration

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

Authorised by

Jason Taylor
Development Assessment Manager

TasWater Contact Details

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



Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF: PLN-21-245
THC WORKS REF: 6542
REGISTERED PLACE NO: 2456
FILE NO: 10-98-51THC
APPLICANT: Hive Building Design
DATE: 4 August 2021

NOTICE OF HERITAGE DECISION

(Historic Cultural Heritage Act 1995)

The Place: 251 Macquarie Street, South Hobart.
Proposed Works: Three multiple dwellings (two existing, one new).

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application PLN-21-245, advertised on 13/07/2021, subject to the following conditions:

- I. (i) **The archaeological processes recommended in the 3/251 Macquarie Street, Hobart, Development Works Statement of Historical Archaeological Potential and Archaeological Method Statement, prepared by Southern Archaeology (dated 12/03/2021) must be implemented; and,**
(ii) **A report detailing the findings of the archaeological investigations, in digital format, must be submitted to the Heritage Council within 6 months of the commencement of excavations within the identified Potential Areas of Archaeological Sensitivity.**

Reason for condition

To ensure that the endorsed archaeological program is delivered in accordance with the Archaeological Method Statement.

Should you require clarification of any matters contained in this notice, please contact Russell Dobie on 1300 850 332.

A handwritten signature in purple ink, appearing to read 'Ian Boersma'.

Ian Boersma
Works Manager – Heritage Tasmania
Under delegation of the Tasmanian Heritage Council

Application Referral Cultural Heritage - Response

From:	Allie Costin
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	251 MACQUARIE STREET, HOBART 245 - 247 MACQUARIE STREET, HOBART
Proposal:	Three Multiple Dwellings (Two Existing, One New)
Application No:	PLN-21-245
Assessment Officer:	Tristan Widdowson,

Referral Officer comments:

Number 251 Macquarie Street is a listed place in Table E13.1 of HIPS 2015, it is also located within the Hobart 4 Heritage Precinct, and is listed as a place of Archaeological Potential in Table E13.4.

Background:

The property is a two storey (plus basement and attic) Victorian Georgian residence constructed in brick, and features a galvanised iron gabled roof. The land parcel is narrow and long with the rear of the site sloping downwards towards the banks of the Hobart Rivulet. The residence is externally predominately intact, a single storey flat addition to the rear of the existing dwelling was constructed in 1997. The remainder of the site is asphalted and currently utilised for car parking. 1908 drainage plans detail two smaller residences were located behind 251 Macquarie Street. Surveyor James Sprent's 1840s map of Hobart also details the mill race running along the rear of the property.





Rear of 251 Macquarie Street showing 1997 addition (Image taken by Heritage Officer July 19th 2021)





251 and surrounding buildings taken from Hobart Rivulet Park and Molle Street Carpark
(Image taken by Heritage officer July 19th 2021)

Proposal:

- Construction of an additional 267m², three-storey dwelling at the rear of 251 Macquarie Street, Hobart.
- Upgrading sections of the existing driveway is also proposed
- Materials include Colorbond cladding Nail Strip profile in Wallaby, Masonry Honed Concrete blocks in Ivory, clear glass balustrade panels, Silvertop Ash shiplap cladding, aluminium framed double glazed window and sliding door units, window shroud Colour Wallaby.

Representations:

There were three (3) representations received during the advertising period, all three were against the proposal and raised heritage concerns. Some representations raise concerns of impacts to adjacent heritage listed properties – adjacency is not applicable under the Heritage Code in this instance, and does not form part of this assessment. It should also be noted that the rear of 251 Macquarie Street is located on the boundary of the Hobart Rivulet Precinct but not within this precinct and as such assessment of the Heritage Precinct Provisions are limited to the Hobart 4 Heritage Precinct. Representations have been summarised below:

- The mass/bulk of the proposed building at 251 Macquarie Street demonstrates no sensitivity towards the heritage, cultural and lifestyle value of this area.
- We believe, the immediate existing Extreme Heritage cottage (Heritage Tasmania class.) should act as a point of reference for surrounding developments.
- From the Rivulet path, views down and across the watercourse provide a rare chance to appreciate the rear of heritage listed buildings and the spatial relationship with land previously

used as a mill race between the buildings and the mill.

- The bulk, scale and design of the proposed townhouse are out of character and sympathy to this townscape, in terms of roof pitch, building bulk, materials and height.
- I submit that the right to develop additional housing should always be a considerate attempt to contribute to, rather than detract from, what Hobart has achieved in the creation of this particular section of the Rivulet Linear Park.
- The proposed structure makes no attempt to fit within this setting, being designed to the maximum in dimension and space.
- The heritage values are enhanced by the intact building line and open relationship to the rivulet. Whilst much focus is given to the streetscape and frontage to buildings, this is generally because rear views are protected or shrouded and not on display to the public.
- Therefore the opportunity to view and understand both facets of this Heritage Place should be prized and protected.
- To insert such a structure into the heritage place will unreasonably diminish the heritage significance, because of the interruption into the rear open space down to the Rivulet.

Assessment:

E13.7.1 Demolition

Objective:

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

Performance Criteria 1

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

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

There is no proposed demolition of heritage fabric. There is proposed removal of non-significant vegetation, removal of bitumen and earthworks associated with the driveway and new dwelling foundations. There are subterranean features that are covered under E13.10 of this assessment. There will be no loss of significant fabric or landscape elements that contribute to the significance of 251 Macquarie Street. Performance Criteria 1 of E13.7.1 is considered satisfied.

E13.7.2 Buildings and Works other than Demolition

Objective:

To ensure that development at a heritage place is:

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

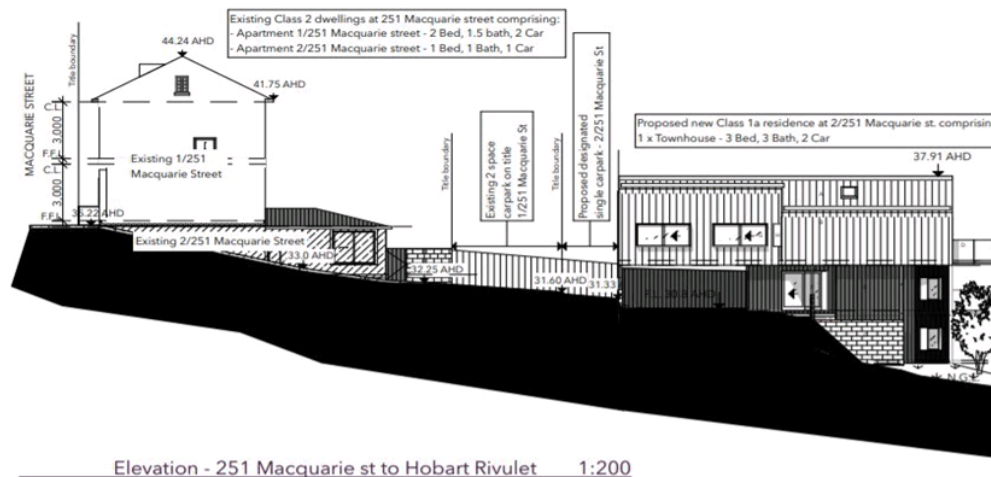
Performance Criteria 1

Development must not result in any of the following:

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

The proposed new dwelling is set back approximately 25m from the frontage of Macquarie Street, and approximately 9 metres from the rear extension of the existing residence 1/251 (refer to figure 1 below). The sloping gradient of the site means the scale, siting, and height of the proposal will have a minimal impact upon the significance of the listed property. The proposed new dwelling is considered to be clearly detached from the 1840s building, and is interpreted physically and visually as a separate freestanding element within the site.

A gabled roof form has been proposed for the dwelling whilst this likely adds some additional height the roof form is considered appropriate and compatible with the surrounding heritage roof forms. Performance Criteria 1 of E13.7.2 is considered satisfied.



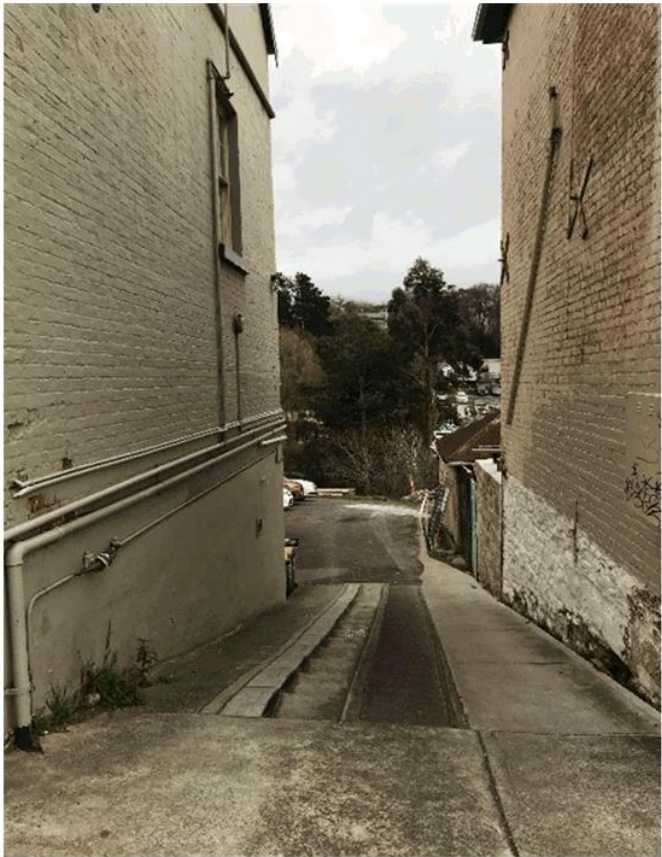




Figure 2 & 3 - Shared driveway between 251 and 247 Macquarie Street (Image taken by Heritage Officer July 19th 2021)

In regards to the siting with respect to buildings, structures and listed elements the proposed new dwelling is largely located behind the footprint and bulk of 251 Macquarie Street, the rear eastern section of the new dwelling is proposed to protrude beyond the eastern setbacks of the existing buildings on site, however this protrusion is less than 3 metres and approximately 33m from the Macquarie Street frontage, minimizing its impact upon the streetscape.

In regards to representations raising concerns that inserting a new structure into a heritage place will unreasonably diminish the heritage significance of the place because of the interruption into the rear open space down to the rivulet. It must be considered that 1908 drainage plans of the site show residential development behind 251 Macquarie Street. These plans show two residences and a number of outbuildings constructed behind the primary 1840s townhouse, these rear residences were addressed as 255, and 257 Macquarie Street. The archaeology report provided by the applicant state these dwellings were likely demolished around 1950. Historically the site has been utilized for multiple dwellings and it is only a recent mid to late 20th century history that has seen the rear of 251 Macquarie Street as vacant land, used as space for car parking, and exposing the rear of the existing residence to the rivulet.

The siting of the proposed residence is considered removed enough to a degree where the building comfortably reads as a separate structure. A condition of permit has been applied to ensure there is suitable vegetation and soft landscaping to be implemented around the hard stand and carparking spaces, and for landscaping along the rivulet frontage. Subject to condition Performance Criteria 2 of E13.7.2 is considered satisfied.

Performance Criteria 3

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

The new dwelling will be readily identifiable as a contemporary structure and with the attached conditions the colour and materials will appropriately respond to the heritage characteristics and setting of the place. Performance Criteria 3 of E13.7.2 is considered satisfied.

E13.8 Development Standards for Heritage Precincts**E13.8.1 Demolition**

Objective:

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

Performance Criteria 1

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

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

There is no proposed demolition of heritage fabric that contributes to the heritage precinct. There is proposed removal of non-significant vegetation, removal of bitumen and earthworks associated with the driveway and new dwelling foundations. There are subterranean features that are covered under E13.10 of this assessment. There will be no loss of significant fabric or landscape elements that contribute to the significance of the Hobart 4 Heritage Precinct. Performance Criteria 1 of E13.8.1 is considered satisfied.

E13.8.2 Buildings and Works other than Demolition

Objective:

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

Performance Criteria 1

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

Heritage precinct as defined in the planning scheme is an area shown on the planning scheme maps as a heritage precinct and described in Table E13.2 as having particular historic cultural heritage significance because of the collective heritage value of individual places as a group for their streetscape or townscape values.

251 Macquarie Street is located within the Hobart 4 Heritage Precinct the statements of significance for this precinct are as follows:

- 1. The quality and quantity of intact Colonial, Victorian, Federation and Inter-War residential buildings that exemplify the historical development phases of the precinct.*
- 2. The large number of early colonial buildings that survive which provide evidence of the*

development of early Hobart.

3. The Victorian houses set on large allotments demonstrating the second major phase of development of the precinct.

4. The largely intact streetscape of Fitzroy Place that is created by a general uniformity of scale, external detailing, materials and building forms.

5. The character and historical relationship created by buildings, trees and views of Fitzroy Place, Crescent and Gardens.

6. The scale and style of buildings in Macquarie and Davey St has a high degree of coherence and continuity and has remained relatively free from intrusions.

The streetscape and townscape values outlined in the statement of significance for this precinct do not include the setting of the Hobart Rivulet or Linear Park. This is not to say that there is no historical relationship with buildings on Macquarie Street and a setting within the rivulet area, however the scheme is quite clear in that townscape relates to the setting of the precinct, in this case Hobart 4 Heritage Precinct in which a building is located.

Streetscape is also something to be considered and this by definition in the planning scheme is limited to the visual quality of a street only. This is reinforced by the reference to the "quality, scale, bulk and design of buildings and structures fronting the road reserve. The rivulet precinct and park is not a road reserve and as such cannot be assessed as streetscape.

The scale and style of buildings in Macquarie and Davey St has a high degree of coherence and continuity and has remained relatively free from intrusions. The proposed rear dwelling will not impact upon the coherence of the immediate grouping of Victorian and Federation buildings surrounding number 251 when viewed along Macquarie Street. There will be glimpses of the new dwelling through the small gap in built form created by the shared driveway of 251 and 249 Macquarie Street. This is considered acceptable and will not result in detriment to the historic cultural heritage significance of the Hobart 4 Heritage Precinct. Performance Criteria 1 of E13.8.2 is satisfied.

E13.10 Development Standards for Places of Archaeological Potential

E13.10.1 Building, Works and Demolition

Objective:

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

Performance Criteria 1

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

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

The applicant has engaged Southern Archaeology who have provided a report containing a Statement of Historical Archaeological Potential and a Archaeological Method Statement. This report has regard to the relevant above requirements. It is Southern Archaeology's opinion that the proposed development will impact potential archaeology within the study area (see Section

9 of report). Specifically, the development will impact:

1. The pre-1830 government mill race.
2. The two pre-1900 cesspits most likely associated with the 1840s to 1850s development of the study area by John Atkinson.

Southern Archaeology rates the study area as having medium archaeological potential i.e., there is medium likelihood that archaeological features or material persist under the surface at the site. Archaeological monitoring is to be undertaken, by a qualified archaeologist, during subsurface works on site as detailed in the condition HER6 attached to this permit. Performance Criteria 1 of E13.10.1 is considered satisfied subject to condition which will enforce the recommendations of Southern Archaeology.

In conclusion the proposed works satisfy the relevant provisions of the Historic Heritage Code E13 of HIPS 2015

Allie Costin
9 August 2021

Reviewed
SW
10/8/21

Application Referral Development Engineering - Response

From:	Ken Denman
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	251 MACQUARIE STREET, HOBART 245 - 247 MACQUARIE STREET, HOBART
Proposal:	Three Multiple Dwellings (Two Existing, One New)
Application No:	PLN-21-245
Assessment Officer:	Tristan Widdowson,

Referral Officer comments:

E5.0 Road and railway access code

E5.1 Purpose			E5.1.1 The purpose of this provision is to: (a) protect the safety and efficiency of the road and railway networks; and (b) reduce conflicts between sensitive uses and major roads and the rail network.
E5.2 Application of this Code	YES	-	
			This Code applies to use or development of land:
	No		(a) that will require a new vehicle crossing, junction or level crossing; or
	Yes		(b) that intensifies the use of an existing access; or
	No		(c) that involves a sensitive use, a building, works or subdivision within 50m metres of a Utilities zone that is part of:
	No		(i) a rail network;
	No		(ii) a category 1 - Trunk Road or a category 2 - Regional Freight Road, that is subject to a speed limit of more than 60km/h kilometres per hour.
Clause for Assessment			Comments / Discussion (in bold)

<p>Clause 5.5.1 Existing road accesses and junctions</p> <p>ACCEPTABLE SOLUTION</p>		<p>The existing road access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E5.5.1 (A3). The RTA guide to traffic generating developments state 9-10 vehicle movements per dwelling per day. The proposed additional dwelling would generate an increase in 9-10 vehicle movements per day which is less than the 40 vehicle movements per day identified in A3, therefore meets the acceptable solution.</u></p> <p>Acceptable Solution A3: The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater. - COMPLIANT</p>
<p>Clause 5.5.2 Existing level crossings</p> <p>NOT APPLICABLE</p>		<p><u>Documentation submitted to date appears not to invoke clause E5.5.2.</u></p> <p>No intensification of an existing level crossings proposed.</p>
<p>Clause 5.6.1 development adjacent to roads and railways</p> <p>NOT APPLICABLE</p>		<p><u>Documentation submitted to date appears not to invoke clause E5.6.1.</u></p> <p>No development adjacent to category 1 or category 2 road proposed.</p>
<p>Clause 5.6.2 road and access junctions</p> <p>ACCEPTABLE SOLUTION</p>		<p>The road and access junctions must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E5.6.2.</u></p> <p>Acceptable solution - A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h. - N/A</p> <p>Acceptable solution - A2 No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less. - COMPLIANT</p>

Clause 5.6.3 new level crossings		Documentation submitted to date appears not to invoke clause E5.6.3.
NOT APPLICABLE		No new level crossings proposed.
Clause 5.6.4 sight distance at access and junctions		Documentation submitted to date appears not to invoke clause E5.6.4.
NOT APPLICABLE		No new accesses (road) and/or junctions proposed.

E 6.0 Parking and Access Code

E6.1 Purpose		E6.1.1
		The purpose of this provision is to:
	Yes	(a) ensure safe and efficient access to the road network for all users, including drivers, passengers, pedestrians and cyclists;
	Yes	(b) ensure enough parking is provided for a use or development to meet the reasonable requirements of users, including people with disabilities;
	Yes	(c) ensure sufficient parking is provided on site to minimise on-street parking and maximise the efficiency of the road network;
	Yes	(d) ensure parking areas are designed and located in conformity with recognised standards to enable safe, easy and efficient use and contribute to the creation of vibrant and liveable places;
	Yes	(e) ensure access and parking areas are designed and located to be safe for users by minimising the potential for conflicts involving pedestrians, cyclists and vehicles; and by reducing opportunities for crime or anti-social behaviour;
	Yes	(f) ensure that vehicle access and parking areas do not adversely impact on amenity, site characteristics or hazards;
	Yes	(g) recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking;
	N/A	(h) provide for safe servicing of use or development by commercial vehicles.
E6.2 Application of this Code	YES	— This code applies to all use and development.
Clause for Assessment		Comments / Discussion (in bold)

<p>Clauses 6.6's are all to do with parking number assessment. These will be assessed by planner based on DE assessment of the following relevant clauses.</p> <p>ACCEPTABLE SOLUTION</p>		<p>The parking number assessment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears to satisfy the Acceptable Solution for clause E6.6.1.1 and E6.6.1.2</u></p> <p>Acceptable solution - A1: The number of on-site car parking spaces must be: (a) no less than and no greater than the number specified in Table E6.1; - COMPLIANT</p> <p>Single dwelling containing 2 or more bedrooms (including all rooms capable of being used as a bedroom) = Two (2x)</p> <p>Two (2x) car parking spaces shown on site as shown on the submitted plans for the proposed three bedroom apartment and one (1x) car parking space for the existing one bedroom apartment on the same strata lot.</p>
<p>Clause 6.7.1 number of vehicle accesses</p> <p>ACCEPTABLE SOLUTION</p>		<p>The number of vehicle accesses must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears to be able to satisfy the Acceptable Solution for clause E6.7.1.</u></p> <p>Acceptable solution: The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater. - COMPLIANT</p> <p>One (1x) crossover (Macquarie Street frontage) - Existing, no additional crossover(s) proposed.</p>
<p>Clause 6.7.2 design vehicle access</p> <p>NOT APPLICABLE</p>		<p>The design of the vehicle access must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears not to invoke clause E6.7.2.</u></p> <p>Submitted documentation appears to indicate no vehicle access requirement.</p>

<p>Clause 6.7.3 vehicle passing</p> <p>PERFORMANCE CRITERIA</p>		<p>Vehicle passing must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.3 and as such, shall be assessed under Performance Criteria.</u></p> <p>Acceptable solution - A1: - NON COMPLIANT</p> <p>Vehicular passing areas must:</p> <p>(a) be provided if any of the following applies to an access:</p> <p>(i) it serves more than 5 car parking spaces; - YES</p> <p>(ii) is more than 30 m long; - NO</p> <p>(iii) it meets a road serving more than 6000 vehicles per day; - YES</p> <p>(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; - NO</p> <p>(c) have the first passing area constructed at the kerb; - NO</p> <p>(d) be at intervals of no more than 30 m along the access. - NO</p> <p>Performance Criteria - P1:</p> <p>Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:</p> <p>(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians; - Feasible</p> <p>(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; - Feasible</p> <p>(c) suitability for the type and volume of traffic likely to be generated by the use or development; - Feasible</p> <p>(d) ease of accessibility and recognition for users. - Feasible</p> <p>There is an existing 3.0m wide driveway crossover for vehicular access to Macquarie Street which is a high traffic volume road, greater than 6000 vehicles per day. The driveway will service up to seven car parking spaces. The existing driveway crossover does not provide a vehicle passing area at the kerb to meet the acceptable solution of clause E6.7.3 or the parking and access code, however it is considered to meet the performance criteria as Macquarie Street is one way and vehicles entering and exiting the site would not interfere with the flow of traffic, the traffic generated by the proposed development is low.</p>
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Clause 6.7.4 on site turning ACCEPTABLE SOLUTION		<p>On-site turning must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears to satisfy the Acceptable Solution for clause E6.7.4.</u></p> <p><u>Acceptable solution - A1:</u> On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; - APPLIES (b) it meets a road carrying less than 6000 vehicles per day. - APPLIES</p>

<p>Clause 6.7.5 layout of parking area</p> <p>PERFORMANCE CRITERIA</p>	<p>The layout of the parking area must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does not satisfy the Acceptable Solution for clause E6.7.5 and as such, shall be assessed under Performance Criteria.</u></p> <p>Acceptable Solution A1: - NON COMPLIANT</p> <p>The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.</p> <p>Car Parking Space Dimensions (AS2890.1 Fig 2.2 = 2.4x5.4m Class 1A): - Feasible</p> <p>Car Parking Space Design Envelope (AS2890.1 Fig 5.2 300mm clearance on side): - Feasible</p> <p>Headroom: (AS2890.1 Fig 5.3 = 2.2m clearance): - Feasible</p> <p>Parking Space Gradient (5%): - Feasible</p> <p>Aisle Width (AS2890.1 Fig 2.2 = 5.8m Class 1A): - Feasible</p> <p>Garage Door Width & Apron (AS2890.1 Fig 5.4 = 2.4m wide => 7m wide apron): - Feasible</p> <p>Parking Module Gradient (manoeuvring area 5% Acceptable Soln, 10% Performance): - Feasible but assessed under Performance Criteria</p> <p>Driveway Gradient & Width (AS2890.1 Section 2.6 = 25% and 3m): - Feasible</p> <p>Transitions (AS2890.1 Section 2.5.3 = 12.5% summit, 15% sag => 2m transition): - Feasible</p> <p>Vehicular Barriers (AS2890.1 Section 2.4.5.3 = 600mm drop, 1:4 slope): - Feasible</p> <p>Blind Aisle End Widening (AS2890.1 Fig 2.3 = 1m extra): - N/A</p> <p>"Jockey Parking" (Performance Assessment): - N/A</p> <p>Performance Criteria - P1:</p> <p>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. - Feasible</p> <p>The gradients of the parking module exceeds the maximum gradients identified in AS/NZS 2890.1:2004, however is acceptable under Performance Criteria P1:E6.7.5 given the driveway configuration.</p>
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<p>Clause 6.7.6 surface treatment</p> <p>ACCEPTABLE SOLUTION</p>			<p>The surface treatment must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date does satisfy the Acceptable Solution for clause E6.7.6.</u></p> <p>Acceptable Solution - A1: - COMPLIANT</p> <p>Parking spaces and vehicle circulation roadways must be in accordance with all of the following;</p> <p>(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;</p> <p>(b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.</p> <p>Submitted plans indicate a concrete surface treatment and able to be drained to an approved stormwater system. Condition on Planning Permit to ratify timing.</p>
<p>Clause 6.7.7 Lighting of parking area</p> <p>Planner and health unit to assess</p>	—	—	Planner to assess
<p>Clause 6.7.8 Landscaping</p> <p>Planner to assess</p>	—	—	Planner to assess
<p>Clause 6.7.9 motor bike parking</p> <p>NOT APPLICABLE</p>			<p>The motor bike parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.9.</u></p> <p>Acceptable Solution A1 (E6.6.3):</p> <p>The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.</p> <p>NO REQUIREMENT (<19 car parking spaces).</p>

<p>Clause 6.7.10 bicycle parking</p> <p>NOT APPLICABLE</p>			<p>The bicycle parking must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.10.</u></p> <p><u>Acceptable Solution A1:</u> The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.</p> <p><u>Acceptable Solution A2:</u> The design of bicycle parking spaces must be to the class specified in table 1.1 of AS2890.3-1993 Parking facilities Part 3: Bicycle parking facilities in compliance with section 2 "Design of Parking Facilities" and clauses 3.1 "Security" and 3.3 "Ease of Use" of the same Standard.</p> <p>User Class: Residential</p> <p>Table E6.2 sets out the number of bicycle parking spaces required. The requirement for spaces for a use or development listed in the first column of the table is set out in the second and forth columns of the table with the corresponding class set out in the third and fifth columns. If the result is not a whole number, the required number of (spaces) is the nearest whole number. If the fraction is one-half, the requirement is the next whole number.</p> <p>NO REQUIREMENT</p>
<p>Clause 6.7.11 bicycle end trip</p> <p>Planner to assess</p>	—	—	Planner to assess
<p>Clause 6.7.12 siting of car parking</p> <p>Planner to assess based on DE assessment of Clause 6.7.5 layout of parking area</p>	—	—	Planner to assess
<p>Clause 6.7.13 facilities for commercial vehicles</p> <p>NOT APPLICABLE</p>			<p>The facilities for commercial vehicles must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). <u>Documentation submitted to date appears not to invoke clause E6.7.13.</u></p> <p>Submitted documentation appears to indicate no commercial vehicles loading, unloading or manoeuvring.</p>

Clause 6.7.14 access to a road ACCEPTABLE SOLUTION		<p>The access to a road must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date does appear to satisfy the Acceptable Solution for clause E6.7.14.</u></p> <p>Acceptable Solution A1: Access to a road must be in accordance with the requirements of the road authority. - COMPLIANT</p> <p>Performance Criteria - P1: No Performance Criteria</p> <p>Submitted plans indicate existing access to a road with no changes proposed.</p>
Clause 6.7.15 access to Niree Lane NOT APPLICABLE		<p>The access to Niree Lane must satisfy either Acceptable Solutions or Performance Criteria for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).</p> <p><u>Documentation submitted to date appears not to invoke clause E6.7.15.</u></p> <p>No development proposed within Niree Lane.</p>

E 7.0 Stormwater

To be assess by Enviro-City Amenity

PROTECTION OF COUNCIL INFRASTRUCTURE

Council infrastructure at risk	Why?
Stormwater pipes	Not required
Council road network	Yes - During construction

REPRESENTATIONS:**Representation**

A representation has been received with regard to the headroom clearance provided within the shared right of way. This representation comments that the height allowance for the cantilevered overhang over the shared right of way is rated to B99 vehicle template which gives no allowance for a larger vehicle such as a four wheel drive/disability access vehicles etc and four wheel will be prohibited from freely and safely accessing the full turning circle that the right of way is legally there to provided.

Development Engineering response:

The development is a three bedroom residential dwelling. The Building Code of Australia prescribes the minimum number of car parking spaces that should be

reserved for persons with a disability. The class of building for the three bedroom residential dwelling in accordance with the Building Code of Australia which does not require provision of car parking spaces for persons with a disability.

With regard to headroom required for four wheel drive vehicles manoeuvring within the shared right of way beneath the cantilevered overhang the Australian Standard AS/NZS 2890.1:2009 section 5.3 Headroom states to permit access for both cars and light vans, the height between the floor and an overhead obstruction shall be a minimum of 2200mm. In appendix A paragraph A5 of AS/NZS2890.1:2009 it states most vans and four wheel drive vehicles that are commonly used as passenger vehicles have a height less than 2000mm. The most common four wheel drive vehicle with a height greater than 2000mm is the Toyota 78 Series Land Cruiser with a height of 2115mm. The applicant has provided a diagram that identifies the critical headroom of 2200mm at a grade change for vehicles exiting the undercover parking spaces with the headroom within the carparking space being 2350mm, therefore meeting the Australian Standard for headroom for most vans and four wheel drive vehicles that are commonly used as passenger vehicles including the Toyota 78 Series Land Cruiser. A Toyota 78 Series Land Cruiser and common four wheel drive vehicles manoeuvring within the boundaries of the right has sufficient headroom clearance beneath the cantilevered overhang of the development.

Representation:

A representation has been received regarding the proposed driveway works within the shared right of way may compromise the neighbouring property ability to complete a previously approved development. Turning arcs (swept paths) of vehicles manoeuvring on site extending outside the Right of way encroaching on the neighbouring property. Visitor parking has not been provided under Table 6.1. Vehicle passing bay is not shown on the plan in accordance with clause 6.7.3 of the Parking and Access Code. Increase in the usage of the entry onto Macquarie Street which is a State Controlled Road and request for confirmation of referral to the Department of State Growth.

Development Engineering response:

Advice is to be provided to the applicant that the private right of way must not be reduced, restricted or impeded in any way, and all beneficiaries must have complete and unrestricted access at all times. Advice is to also be provided to the applicant that there are existing permits for the adjoining property at 245 Macquarie Street (PLN-16-00116-01 and PLN-21-195) and that this planning permit may impact on the existing permits for 245 Macquarie Street. The vehicle swept paths shown on the drawings that identify vehicle manoeuvres to and from the parking spaces do show the full swept path of a B85 vehicle in accordance AS/NZS 2890.1:2009 extending past the boundary of the right of way. The manoeuvres shown provides for a three point turn for vehicles to enter and exit the property. It is feasible for the vehicles to undertake manoeuvres to and from the parking spaces without crossing the boundary of the right of way by undertaking a five point turn manoeuvre to allow vehicles to enter and exit the property. Five point turns are acceptable for larger vehicles under Australian Standard AS/NZS 2890.1:2009 appendix B and would be acceptable as a discretion for B85 vehicles. Council's Senior Statutory Planner advice is that visitor car parking spaces are not required until a minimum number of four dwellings are on a site. The subject site will only have three dwellings, therefore visitor parking is not required in this instance. There is an existing 3.0m wide driveway crossover for vehicular access to Macquarie Street which is a high traffic volume road, greater than 6000 vehicles per day. The driveway will service up to seven car parking spaces. The existing driveway does not provide a vehicles passing area at the kerb to meet the acceptable solution

of clause E6.7.3 of the parking and access code, however it is considered to meet the performance criteria as Macquarie Street is one way and vehicles entering and exiting the site would not interfere with the flow of traffic. The increase in traffic movements from the site is equivalent to the vehicle movements generated by a single dwelling. The RTA guide to traffic generating developments state 9-10 vehicle movements per dwelling per day, however it is likely that actual vehicle movements per day may be less due to the proximity of the site to the Hobart CBD and the potential for the use of alternative means of transport. The proposed additional dwelling would generate an increase in 9-10 vehicle movements per day which is less than the increase of 40 vehicle movements per day identified in clause E5.5.1 A3, therefore meets the acceptable solution. There is no change proposed to the crossover access to Macquarie Street, no other physical works within the highway reservation, very low vehicle movement generation (less than 40 vehicle movements/day) with minimal impact on the traffic flow in Macquarie Street, therefore not referred to the Department of State Growth.

CONDITIONS:

In a council related engineering context, the proposal can be supported in principal subject to the following conditions and advice.

General Conditions:

ENG1: Pay Costs

ENG 2a: Vehicular barriers compliant with the Australian Standard AS/NZS1170.1:2002 must be installed

ENG 2b: Vehicle barrier design.

ENG 2c: Vehicle barrier construction certification

ENG 3a: The access driveway and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004

ENG 3c: The access driveway and parking module (parking spaces, aisles and manoeuvring area) must be constructed in accordance with the Hive Building Design drawing documentation received by the Council on the 18th June 2021.

ENG 4: Surface treatment

ENG 5: Car parking space to be linemarked

ENV 2: SWMP design

ADVICE:

- Dial before you dig
- Fees and charges
- Building Permit
- Plumbing Permit
- Stormwater
- Right of way
- Impact on existing permits on adjoining property.

Application Referral Environmental Development Planner - Response

From:	Rowan Moore Environmental Development Planner 3 August 2021
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	251 MACQUARIE STREET, HOBART 245 - 247 MACQUARIE STREET, HOBART
Proposal:	Three Multiple Dwellings (Two Existing, One New)
Application No:	PLN-21-245
Assessment Officer:	Tristan Widdowson,

Referral Officer comments:

Codes Applicable:

Code	Applicable	Exempt	Permitted	Discretionary
E1.0 Bushfire-Prone Areas	No			
E3.0 Landslide	No			
E9.0 Attenuation	Yes	No	No	Yes - E9.7.2 P1
E10.0 Biodiversity	No			
E11.0 Waterway & Coastal	Yes	No	No	Yes - E11.7.1 P1
E15.0 Inundation Prone Areas	Refer to SWU assessment			
E16.0 Coastal Erosion	No			
E18.0 Wind & Solar Energy	No			
E20.0 Acid Sulfate Soils	No			

Assessment:

Approval is sought to construct an additional 267m², three-storey dwelling at the rear of 251 Macquarie Street, Hobart. Upgrading of an existing driveway is also proposed.

Attenuation Code

The Attenuation Code applies because development for 'sensitive use' is proposed within the attenuation distance of an activity listed in Table E9.1 of the Code. The site is within 200m of a 'late night music venue' at 124 Davey Street ('Hotel Soho'). No exemptions apply.

The relevant standards are under clause E9.7.2 of the Code ('Development for Sensitive Use in Proximity to Use with Potential to cause Environmental Harm').

There is no acceptable solution for A1.

Performance criterion P1 states the following:

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

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

(i) operational characteristics;

(ii) scale and intensity;

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

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

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

Hotel Soho is a live music venue with function rooms and an outdoor area.

The proposed dwelling would be separated from Hotel Soho by a minimum of approximately 165m.

The submitted plans indicated that the proposed dwelling would utilise double-glazing.

In my opinion there is no credible likelihood of noise emissions from the music venue causing an environmental nuisance to residents of the proposed dwelling given:

- the large separation distance;
- the topography; and
- the relatively-high background noise levels in the area.
-

The exercise of discretion is recommended.

Waterway and Coastal Protection Code

The Code applies because development is proposed within a waterway protection area. The extent of the WPA is 10m from the top of the bank of Hobart Rivulet (refer to Image 1 below).



Image 1: Approximate extent of waterway protection area (blue line)

No exemptions apply. The land does not meet the definition of a 'private garden':

land adjacent to a dwelling that has been modified with landscaping or vegetation, including ornamental or edible plants, or the like.

The land does not appear to have been modified with landscaping or plantings, and supports grass and weeds (refer to Images 2 and 3 below).



Image 2: Site near Hobart Rivulet boundary (taken from submitted archaeology report)

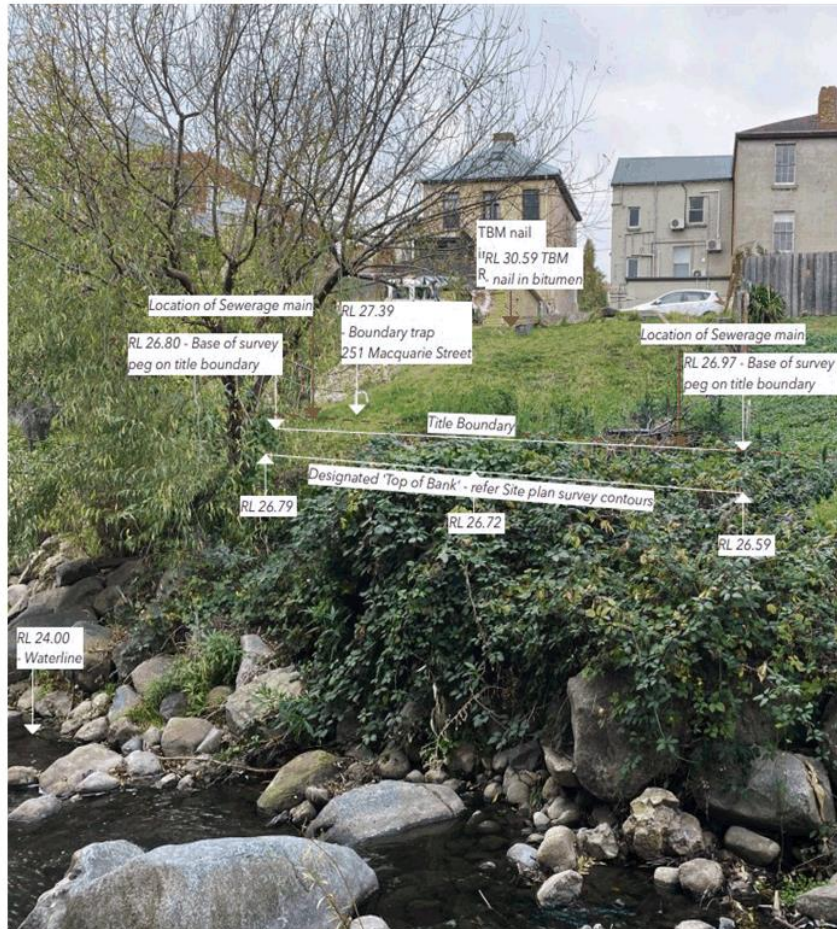


Image 3: Site from Hobart Rivulet (taken from application documents)

The relevant standards are under clause E11.7.1 'Buildings and Works'. The proposal does not comply with acceptable solution A1. Performance criterion P1 states the following:

Building and works within a Waterway and Coastal Protection Area must satisfy all of the following:

- (a) *avoid or mitigate impact on natural values;*
- (b) *mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;*
- (c) *avoid or mitigate impacts on riparian or littoral vegetation;*
- (d) *maintain natural streambank and streambed condition, (where it exists);*
- (e) *maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;*
- (f) *avoid significantly impeding natural flow and drainage;*
- (g) *maintain fish passage (where applicable);*

(h) avoid landfilling of wetlands;

(i) works are undertaken generally in accordance with 'Wetlands and Waterways Works Manual' (DPIWE, 2003) and "Tasmanian Coastal Works Manual" (DPIPWE, Page and Thorp, 2010), and the unnecessary use of machinery within watercourses or wetlands is avoided.

The development would have no impact upon significant native vegetation or habitat features.

Erosion, sedimentation and runoff impacts can be adequately managed during construction with the implementation of a Council-approved soil and water management plan.

Riparian vegetation is dominated by weeds, and the development should have no significant impact upon vegetation within the Rivulet reserve.

There would be no impact on streambed or streambank condition.

In-stream habitat would not be impacted.

The development would have no significant impact upon natural flow and drainage, being outside the flood zone.

The development would have no impact on fish passage.

No landfill is proposed within a wetland.

The Waterways and Wetlands Works Manual is focused on in-stream works and has limited applicability to this type of development. The implementation of a Council-approved soil and water management plan would satisfy this requirement.

Acceptable solutions A2 to A4 are not applicable to this proposal.

Representations

Issue Raised

The proposal provides no evidence of compliance with E 11.7.1, other than to say no new works are proposed within the Rivulet Reserve. This does not demonstrate compliance with the performance criteria and does not satisfy this clause, requiring refusal of the proposal.

Response

In my opinion it is clear that the development satisfies the relevant performance criterion, subject to the recommended condition and additional evidence is not considered necessary.

Recommended Conditions:

ENV 2 - SWMP

Recommended Advice:

N/A

**7.1.2 100 PINNACLE ROAD, MOUNT WELLINGTON - NEW AND
UPGRADED SHARED USE AND MOUNTAIN BIKE TRACKS AND
ASSOCIATED WORKS
PLN-21-302 - FILE REF: F21/83773**

Address: 100 Pinnacle Road, Mount Wellington

Proposal: New and Upgraded Shared Use and Mountain
Bike Tracks and Associated Works

Expiry Date: 7 September 2021

Extension of Time: Not applicable

Author: Cameron Sherriff

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 new and upgraded shared use and mountain bike tracks and associated works, at 100 Pinnacle Road, Mount Wellington 7054 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-21-302 - 100 PINNACLE ROAD MOUNT WELLINGTON TAS 7054 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

ENV 8

Prior to the removal of any tree with a diameter at breast height of >700mm, the advice of a suitably qualified person must be obtained with regard to the impact on slope stability. Any recommended advice with regard to maintaining slope stability must be implemented.

Reason for condition

To protect life, property and land, and to minimise the need for remedial works

ENV 9

No works for the 'Rocky Wheel'n' and 'Free Wheel'n' tracks may encroach more than 10% into the tree protection zones of the following trees, as determined using Australian Standard *AS 4970-2009 Protection of trees on development sites*, without the prior written consent of the planning authority:

- Trees with a diameter at breast height of >100cm in the areas mapped as WOB or WRE in Figure 2 of the Natural Values Assessment by Enviro-Dynamics (Rocky Wheelin' MTB track) dated July 2020.
- Trees with a diameter at breast height of >70cm in the area mapped as DOB in Figure 2 of the Natural Values Assessment by Enviro-Dynamics (Rocky Wheelin' MTB track) dated July 2020.
- Trees identified as old growth trees in Figure 2 of the Natural Values Assessment by Enviro-Dynamics (Rocky Wheelin' MTB track) dated July 2020.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes.

ENV 10

No works for the 'Skid Road' and 'Upper Luge' tracks may encroach more than 10% into the tree protection zones of the following trees, as determined using Australian Standard *AS 4970-2009 Protection of trees on development sites*, without the prior written consent of the planning authority:

- Trees with a diameter at breast height of >100cm.
- Trees identified as large or old growth trees in Figure 2 of the Natural

Values Assessment by Enviro-Dynamics (Upper Luge MTB tracks)
dated July 2020.

- Blue gums (*Eucalyptus globulus*) with a diameter at breast height of >40cm.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes.

ENV 11

Clearing of native vegetation and soil disturbance must not exceed a 2m wide strip along the track route, except where associated with an approved borrow pit or where the vegetation has been assessed as an unacceptable safety risk for users of the track by a suitably qualified person using an accepted best-practice assessment methodology (e.g. QTRA, VALID) but excluding those trees specified in conditions ENV 9 and ENV 10.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes.

ENV 12

Disturbance of large, fallen logs must be avoided as far as reasonably practicable.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes.

ENV 14

Coarse woody debris must not be removed from the Park.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes.

ENV 15

The individuals of holly (*Ilex aquifolium*) and forget-me-not (*Myosotis sp.*) identified in the Natural Values Assessment by Enviro-Dynamics (Rocky Wheelin' MTB track) and the Natural Values Assessment by Enviro-Dynamics (Upper Luge MTB tracks) dated July 2020 must be removed as part of the construction works and disposed of to a waste disposal facility.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes.

ENV 16

No soil is to be imported onto the site unless determined as being free of weed propagules when tested in accordance with AS 4419 Soils for Landscaping and Garden Use.

Reason for condition

To minimise the spread of weeds.

ENV 2

Prior to the commencement of works, a CEMP must be submitted and approved as a Condition Endorsement. The CEMP must:

- detail the proposed construction methodology (particularly where works may have environmental impacts);
- identify all potential environmental impacts associated with the works including (as relevant) noise, odours, air pollution, water pollution, land contamination, erosion, land instability, changes to hydrology, habitat degradation and impacts upon flora and fauna; and
- include measures to adequately avoid or mitigate all identified environmental risks.

To be approved, the CEMP must:

- specify that works will progress from the upslope ends of the tracks to the downslope ends of the tracks;
- include measures to ensure that works will not encroach by more than 10% into the tree protection zones of the trees specified in conditions ENV 9 and ENV 10.
- include soil and water management measures, particularly near watercourse crossings;
- include measures to ensure the risk of rockfall is acceptable during construction works, and following completion of the works;
- include weed and pathogen hygiene measures; and
- include specifications that demonstrate compliance with environmental conditions ENV 8, ENV 11, ENV 12, ENV 14, ENV 15, ENV 16, ENV s1, ENV s2 and ENV s3.

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.

Reason for condition

To minimise the potential for environmental impacts from the construction works

ENV s1

If evidence of raptor nesting, swift parrot nesting or marsupial denning is observed within 20m of the track alignment, work must stop immediately, and appropriate management measures, approved by the planning authority, must be implemented.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes.

ENV s2

Between 10 and 14 months after completion of each track, a weed audit must be carried out along the track alignment, and any identified weeds removed and disposed of to a waste disposal facility.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes.

ENV s3

The location, design and rehabilitation of any borrow pits, must be approved by the planning authority prior to any borrow pits being constructed.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes.

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.

COUNCIL RESERVES


A permit under the Public Spaces By-law will be required for these works. An application for a Permit to Undertake Works can be made [here](#). As part of the permit, an Environmental Management and Communications Plan must be prepared to the satisfaction of the Director City Amenity. A template for the Environmental Management and Communications Plan can be provided by the Open Space Planning Team; call 03 6238 2488. This plan must be made specific for the trackworks within Wellington Park.


WEED CONTROL



Effective measures are detailed in the Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment (Edition 1, 2004). The guidelines can be obtained from the Department of Primary Industries, Parks, Water and Environment [website](#).

DIAL BEFORE YOU DIG

Click [here](#) for dial before you dig information.

Attachment A: PLN-21-302 - 100 PINNACLE ROAD MOUNT WELLINGTON TAS 7054 - Planning Committee or Delegated Report ↓ 

Attachment B: PLN-21-302 - 100 PINNACLE ROAD MOUNT WELLINGTON TAS 7054 - CPC Agenda Documents ↓ 

- Attachment C: PLN-21-302 - 100 PINNACLE ROAD MOUNT
WELLINGTON TAS 7054 - Planning Referral
Officer Cultural Heritage Report ↓ 
- Attachment D: PLN-21-302 - 100 PINNACLE ROAD MOUNT
WELLINGTON TAS 7054 - Planning Referral
Officer Environmental Development Planner Report
↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report: Committee
Council: 6 September 2021
Expiry Date: 7 September 2021
Application No: PLN-21-302
Address: 100 PINNACLE ROAD , MOUNT WELLINGTON
Applicant: Bree Hunter (City of Hobart)
PO Box 503
Proposal: New and Upgraded Shared Use and Mountain Bike Tracks and Associated Works
Representations: Three (3)
Performance criteria: Wellington Park Management Plan Development Standards

1. Executive Summary

- 1.1 Planning approval is sought for New and Upgraded Shared Use and Mountain Bike Tracks and Associated Works, at 100 Pinnacle Road, Mount Wellington.

1.2 More specifically the proposal includes:

- The construction by the City of Hobart of three new tracks and the formalisation of a pre-existing track on the lower slopes of kunanyi/Mount Wellington.
- The track concepts were endorsed by Council in November 2020 as part of Council's mountain bike network plan *Riding the Mountain*.
- The proposed new and formalisation of existing tracks will close a gap in the existing mountain bike trail network on the lower foothills of the mountain by providing connections between the Bracken Lane Fire Trail and the North South Track, and the Middle Island Fire Trail and the Main Fire Trail.
- Between the Bracken Lane Fire Trail and the North South Track, one of the new trails, to be known as 'Rocky Wheel'n', is proposed to be shared use, dual direction for walkers and runners but uphill only for mountain bikes. A short section of the top of this trail will be dual direction to the point where it meets the other new trail, 'Free Wheel'n', which is proposed to be downhill and mountain bike only. Both of these trails are to be easy (Green) standard, catering for riders of all abilities.
- Between the Main Fire Trail and the Middle Island Fire Trail, a newly proposed track - 'Skid Road' will provide a shared, dual direction for walkers and runners but uphill only for mountain bike trail, allowing access to the upper section of the Middle Island Fire Trail. An existing informal shared dual direction trail known as 'Upper Luge' is also proposed to be formalised as a mountain bike only, downhill only trail, utilising the current trail alignment. Both the new and formalised trails in this area are to be intermediate (Blue) standard, incorporating more features to challenge more experienced riders.
- Generally, construction activities of the tracks will include the removal of an approximate 1.5m wide strip of understorey and ground cover vegetation along the track alignment, which will avoid trees, large logs, and abrupt changes in topography. The track surface will be created by scraping away the surface mulch and debris down to a firm natural surface and benching where necessary.

1.3 The proposal requires assessment against both the *Hobart Interim Planning Scheme 2015* and the *Wellington Park Management Plan*. The Management Plan is not only incorporated into the planning scheme by way of clause F3.0 Mount Wellington Specific Area Plan, but assessment against it is also a requirement under s52A of the *Land Use Planning and Approvals Act 1993*. The proposal relies on performance criteria to satisfy the following standards:

- 1.3.1 Wellington Park Management Plan - Issue 2: Flora and Fauna Conservation, Geoconservation and Natural Processes - Native Vegetation
- 1.3.2 Wellington Park Management Plan - Issue 3: Water Quality and Flow - Water Quality; Water Bodies, Wetlands and Watercourses

- 1.3.3 Wellington Park Management Plan - Issue 7: Public Access, Infrastructure and Safety - Recreation Track Construction
- 1.3.4 Wellington Park Management Plan - Issue 8: Natural Hazards - Hazard Avoidance and Mitigation
- 1.4 Three (3) representations objecting to the proposal were received within the statutory advertising period between 02/07 and 16/07/2021.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Council, because the proposed works are located on Council-owned reserve land.

2. Site Detail

Image 1: The general area (outlined in yellow) within which the proposed trails Rocky Wheel'n and Free Wheel'n are located to the eastern side of the Pinnacle Road between the North South Track and Bracken Lane Fire Trail.



Image 2: The general area (outlined in yellow) within which the proposed new trail Skid Road and upgraded Upper Luge trail are located between the Main Fire Trail (to the right hand end) and the Middle Island Fire Trail (left hand end).

- 2.1 The proposal takes into account two locations inside land titles collectively known as 100 Pinnacle Road, being within the eastern foothills below Pinnacle Road between Shoobridge Bend and the Bracken Lane Fire Trail (Image 1) and further to the northeast beyond the intersection of Strickland Avenue and Inglewood Road, between the Main Fire Trail and the Middle Island Fire Trail (Image 2). Each area is well-vegetated with predominantly native vegetation and aside from existing fire, walking and cycling trails and some limited infrastructure is more or less undeveloped bushland. The proposed trails provide links within an existing network of trails which can be easily accessed either from the roadside nearby or from further beyond along publicly accessible fire trails extending throughout Wellington Park. The two areas in context with each other and the wider area can be seen in Image 3, below.



Image 3: The two areas are reasonably well-separated within the foothills of kunanyi/Mt Wellington.

3. Proposal

- 3.1 Planning approval is sought for New and Upgraded Shared Use and Mountain Bike Tracks and Associated Works, at 100 Pinnacle Road, Mount Wellington.

3.2 More specifically the proposal is for:

- The construction by the City of Hobart of three new tracks and the formalisation of a pre-existing track on the lower slopes of kunanyi/Mount Wellington.
- The track concepts were endorsed by Council in November 2020 as part of Council's mountain bike network plan Riding the Mountain.
- The proposed new and formalisation of existing tracks will close a gap in the existing mountain bike trail network on the lower foothills of the mountain by providing connections between the Bracken Lane Fire Trail and the North South Track, and the Middle Island Fire Trail and the Main Fire Trail.
- Between the Bracken Lane Fire Trail and the North South Track (Figure 1, below), one of the new trails, to be known as 'Rocky Wheel'n', is proposed to be shared use, dual direction for walkers and runners but uphill only for mountain bikes. A short section of the top of this trail will be dual direction to the point where it meets the other new trail, 'Free Wheel'n', which is proposed to be downhill and mountain bike only. Both of these trails are to be easy (Green) standard, catering for riders of all abilities.
- Between the Main Fire Trail and the Middle Island Fire Trail (Figure 2), a newly proposed track - 'Skid Road' will provide a shared, dual direction for walkers and runners but uphill only for mountain bike trail, allowing access to the upper section of the Middle Island Fire Trail. An existing informal shared dual direction trail known as 'Upper Luge' is also proposed to be formalised as a mountain bike only, downhill only trail, utilising the current trail alignment. Both the new and formalised trails in this area are to be intermediate (Blue) standard, incorporating more features to challenge more experienced riders.
- Generally, construction activities of the tracks will include the removal of an approximate 1.5m wide strip of understorey and ground cover vegetation along the track alignment, which will avoid trees, large logs, and abrupt changes in topography. The track surface will be created by scraping away the surface mulch and debris down to a firm natural surface and benching where necessary.



Figure 1: Excerpt from the submitted application showing the alignment of the proposed Rocky Wheel'n and Free Wheel'n trails amongst the existing trail network.



Figure 2: Excerpt from the submitted application showing the alignment of the proposed Skid Road trail and the formalised Upper luge trail amongst the existing trail network.

4. Background

- 4.1 The proposed new and upgraded existing tracks were identified as part of the production of the Council's Mountain Bike Network Plan known as Riding the Mountain. This plan and the trails within it were endorsed by the Council in November 2020.

5. Concerns raised by representors

- 5.1 Three (3) representations objecting to the proposal were received within the statutory advertising period between 02/07 and 16/07/2021.
- 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.

Increased traffic and parking issues in streets close to the new trails.
Risk of non-compliance by some riders with the one-way designation of the Rocky Wheelin' track.
Concerns about the endorsement of Council's Riding the Mountain project, its public consultation process being biased towards mountain bikers; the project consultant having a conflict of interest as they are a trail designer and builder;
The proposal is a threat to the protection and preservation of park values.
The proposal misses the potential for and represents an opportunity for greater collaboration with the Wellington Park Management Trust.
Mountain biking is a sport rather than a nature appreciation activity and therefore the building of tracks for such sporting purposes in a nature reserve is inappropriate.

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 Environmental Management Zone of the *Hobart Interim Planning Scheme 2015*. As defined under the planning scheme, the existing use is Passive Recreation. The proposal continues this use. Passive Recreation is a No Permit Required use in the Environmental Management Zone.

6.3 The proposal is located upon land entirely within Wellington Park. As such the provisions of clause F3.0 Wellington Park Specific Area Plan also apply. Clause F3.2.2 of the planning scheme effectively incorporates the Wellington Park Management Plan into the planning scheme by stating:

Notwithstanding any other provision of this planning scheme, any use or development of land in Wellington Park must be undertaken in accordance with the provisions of the Wellington Park Management Plan.

6.4 Clause 7.4.2 of the planning scheme states:

Where there is a conflict between a provision in a specific area plan and a provision in a zone or a code, the specific area plan provision prevails.

6.5 Additionally, s23(4) of the Wellington Park Act 1993 provides:

Where a planning scheme in force under the Land Use Planning and Approvals Act 1993 affects the protection, use, development or management of any land in Wellington Park -

(a) the relevant provisions of the management plan are taken to be included in the planning scheme; and

(b) in the event of conflict between the management plan and the planning scheme, the management plan is to prevail.

6.6 Further, s52A of the Land Use Planning and Approvals Act 1993 requires that:

If any land in respect of which an application for a permit is required is in Wellington Park, as defined in the Wellington Park Act 1993, in assessing the application for the permit, the relevant planning authority must take into account the standards, values and conditions set out in each management plan, within the meaning of the Wellington Park Act 1993, in force as at the date of the application of the permit.

6.7 In summary, where the Management Plan provides for the assessment of a matter through its provisions and therefore creates an inconsistency or duplicate (either directly or indirectly) with the provisions of the planning scheme (such as zone or

code standards), no separate assessment under the conflicting planning scheme provision is required.

- 6.8 The approach taken to the displacement between provisions of the Management Plan and the planning scheme has been that where an issue is dealt with in the Management Plan then, as the specific instrument applying to land in Wellington Park, that provision 'covers the field' to the extent of any concurrently operating general provision of the planning scheme.
- 6.9 The Management Plan divides Wellington Park into zones and in some cases more specifically special areas. The proposal is located within the Recreation Zone of the Management Plan but not within any specifically special area within it.
- 6.10 As the proposal is located entirely within Wellington Park, the use is primarily determined having regard to the provisions of the Management Plan. For the purposes of the Management Plan, and noting that the tracks are in accordance with the Council's Mountain Bike Network Plan known as Riding the Mountain, the proposal is considered to be 'Natural and Cultural Values Management', being:
- Recreation tracks and trails, and related structures e.g. Recreation trails and related structures (when endorsed in a Recreation Strategy, Walking Track Strategy or Bike Strategy prepared in accordance with the Management Plan).*
- 6.11 In the Recreation Zone of the Management Plan, a Natural and Cultural Values Management use in the form of proposed is a Permitted use.
- 6.12 Taking into account the above, the proposal has been assessed against:
- 6.12.1 Part D - 29 Environmental Management Zone
 - 6.12.2 E10.0 Biodiversity Code
 - 6.12.3 E11.0 Waterway and Coastal Protection Code
 - 6.12.4 E13.0 Historic Heritage Code
 - 6.12.5 Part F3.0 Wellington Park Specific Area Plan
 - 6.12.6 Wellington Park Management Plan - Table 5 - Standards for Use and Development
- 6.13 The proposal is considered to comply with all applicable standards of the *Hobart Interim Planning Scheme 2015*. The proposal however relies on performance

criteria in the Wellington Park Management Plan to comply with the following applicable standards:

- 6.13.1 Wellington Park Management Plan - Issue 2: Flora and Fauna Conservation, Geoconservation and Natural Processes - Native Vegetation P2.1
- 6.13.2 Wellington Park Management Plan - Issue 3: Water Quality and Flow - Water Quality P3.1; P3.2
- 6.13.3 Wellington Park Management Plan - Issue 3: Water Quality and Flow - Water Bodies, Wetlands and Watercourses P3.2
- 6.13.4 Wellington Park Management Plan - Issue 7: Public Access, Infrastructure and Safety - Recreation Track Construction P7.3
- 6.13.5 Wellington Park Management Plan - Issue 8: Natural Hazards - Hazard Avoidance and Mitigation P8.1
- 6.14 Each performance criterion is assessed below.
- 6.15 Wellington Park Management Plan - Issue 2: Flora and Fauna Conservation, Geoconservation and Natural Processes - Native Vegetation P2.1
 - 6.15.1 The acceptable solution A2.1 at Issue 2 requires that the proposal does not remove or damage terrestrial or aquatic native vegetation which (a) is listed as significant in the Management Plan, any planning strategy or Trust endorsed scientific assessment prepared in accordance with the Management Plan, or is a threatened vegetation community under the *Nature Conservation Act 2002*, or (b) supports or forms habitat for any species of fauna listed in the *Threatened Species Protection Act 1995* or the *Environment Protection and Biodiversity Conservation Act 1999*.
 - 6.15.2 The proposal involves the removal of vegetation which forms general habitat for threatened species (e.g. Tasmanian devils, eastern-barred bandicoots and quolls) and as such does not comply with A2.1(b).
 - 6.15.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
 - 6.15.4 The performance criterion P2.1 at Issue 2 provides as follows:

Any adverse affects on terrestrial or aquatic native vegetation or habitat

values must be avoided, or remedied to ensure no long term impact on vegetation values.

6.15.5 The Council's Environmental Development Planner states:

Provided significant habitat features such as mature trees and nesting/denning sites are not impacted, and works are managed to minimise the risk of weed introduction/spread, there is unlikely to be any significant impact on the habitat or other vegetation values. The natural values assessment concludes the following:

Impacts on habitat for threatened fauna species are expected to be negligible, unless nesting or denning sites are disturbed or destroyed. However, this is unlikely since no den sites were detected during the on-ground survey and there is no need to remove old growth trees.

Impacts on non-threatened species and other natural values is likely to be minimal given the small spatial extent of works.

A number of conditions are recommended to ensure the protection of habitat features and minimise the risk of weed spread and other construction impacts.

6.15.6 The proposal complies with the performance criterion.

6.16 Wellington Park Management Plan - Issue 3: Water Quality and Flow - Water Quality P3.1

6.16.1 The acceptable solution A3.1 at Issue 3 requires (a) Waste water, including grey water, must be connected to a reticulated or on-site waste treatment system approved by the Planning Authority; and (b) Stormwater must be drained to a detention basin, artificial wetland or infiltration area, or reused within the site, without causing erosion or pollution of existing surface or ground waters or other values of the Park.

6.16.2 No wastewater would be produced by the proposed use and development. Much of the runoff collected by the proposed track would be dispersed over a broad area due to the proposed track design and is expected to infiltrate into the ground without causing a significant erosion in accordance with the acceptable solution. However, runoff collected near watercourses is likely to flow back into the creeks and there is a risk of carrying sediment from the track into those watercourses.

- 6.16.3 The proposal does not comply with the acceptable solution A3.1 (b); therefore assessment against the performance criterion is relied on.

- 6.16.4 The performance criterion P3.1 at Issue 3 provides as follows:

Waste water, including grey water, stormwater, or other contaminants must not prejudice the achievement of the water quality objective for surface or ground waters established under the State Policy on Water Quality Management 1997 or the water quality objectives of this Management Plan.

- 6.16.5 The Council's Environmental Development Planner states:

As far as I can determine, no water quality objectives under the SPWQM have been set that are relevant to this region.

There are no specific water quality objectives specified in the Management Plan relevant to areas outside the drinking water catchment zone. Water quality objectives of the Management Plan will not be jeopardised as the site is outside the drinking water catchment zone.

Regardless, the proposal is unlikely to have any significant impact upon water quality, subject to appropriate soil and water management measures being implemented during construction. The tracks have been designed with appropriate drainage features to minimise erosion risk.

- 6.16.6 The proposal complies with the performance criterion.

- 6.17 Wellington Park Management Plan - Issue 3: Water Quality and Flow - Water Bodies, Wetlands and Watercourses P3.2

- 6.17.1 The acceptable solution A3.2 at Issue 3 requires that no land clearing, excavation, filling or other development must occur: within a water body, wetland or watercourse; or, within a buffer area, as specified in accordance with the Management Plan, of a body of water, wetland or watercourse, except for the purpose of maintaining a water supply for fire fighting purposes, or vehicle access to that water supply in accordance with a Fire Management Strategy prepared in accordance with the Management Plan. And, the use or development involves no extraction of water from any water body, wetland or watercourse except for use in fire

fighting or carrying out planned burns in accordance with a fire management strategy prepared in accordance with the Management Plan.

- 6.17.2 The proposal includes works within the buffer area of a watercourse. The 'Rocky' wheel'n' and 'Free Wheel'n' tracks cross the upper reaches of Hobart Rivulet and a tributary of Hobart Rivulet. Hobart Rivulet at this location flows most of the time whereas the tributary is more of an ephemeral drainage line.

Both of the Hobart rivulet crossings are proposed to be via bridges. Both of the tributary crossings are proposed to be via boulder causeways.

- 6.17.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

- 6.17.4 The performance criterion P3.2 at Issue 3 provides as follows:

Use and development must be designed and carried out to ensure that any adverse effects on natural drainage, flow regimes, erosion and sedimentation to and within any water body, wetland or watercourse will be avoided, or remedied to ensure no long term impact on any water body, wetland or watercourse.

- 6.17.5 The Council's Environmental Development Planner states:

The application addresses these issues with the following statement:

Specific attention will be given to avoiding the potential for concentrating surface runoff by avoiding obstructing and diverting existing surface natural surface drainage. Track construction will include installation at regular intervals (generally no greater than at 20m spacing) of grade-dips or other appropriate drainage features to intercept and convey accumulated surface runoff from the upslope to the downslope side of the track. In this way concentrated surface water flows will be avoided.

Several minor and intermittent drainage lines, in addition to the generally perennial flowing Hobart Rivulet, will be traversed by the proposed track. The track on the approach and departure to each of these will be surfaced by rock pitching which will prevent scouring and the crossings will generally comprise use of in-situ

rocks/boulders to create a porous causeway. The height and porosity of these structure will cause nil or minimal changes to natural flow levels as construction will permit flows through the structure in normal flow and flood flows will simply overtop the structure at a height well below natural bank heights...

During construction, disturbance beyond the actual track alignment will be avoided and temporary sediment control structures, including sections of silt fencing or similar, will be installed at sites where potentially contaminated drainage is likely to runoff disturbed areas. This will be a particular focus in the vicinity of the Rivulet and other minor drainage line crossing points. Construction activity will be restricted to dry weather periods only.

A number of additional, specific detailed design drawings have been prepared and have been attached. These include a scaled cross section of the Hobart Rivulet crossing, detailed of track surface armouring to prevent scouring on steeper sections of track such as crossing approach and departure sections.

The proposal is considered consistent with performance criterion P3.1 subject to the implementation of a Council-approved construction management plan for the construction phase.

6.17.6 The proposal complies with the performance criterion.

6.18 Wellington Park Management Plan - Issue 7: Public Access, Infrastructure and Safety - Recreation Track Construction P7.3

6.18.1 There is no acceptable solution for recreation track construction.

6.18.2 The proposal includes the construction of three new recreation trails and the formalisation and upgrade of an existing informal trail.

6.18.3 There is no acceptable solution; therefore assessment against the performance criterion is relied on.

6.18.4 The performance criterion P7.3 at Issue 7 provides as follows:

Recreation tracks must be constructed, located and maintained in accordance with any policies, objectives and standards contained in this Management Plan and in a Recreation Strategy prepared in

accordance with this Management Plan (or, in the absence of a Recreation Strategy, a Walking Track Strategy or Bike Strategy endorsed by the Trust).

- 6.18.5 The proposed trail construction and formalisation is being carried out in accordance with the relevant policies, objectives and standards of the Management Plan and specifically are part of the proposed network of trails found in the Council's Riding the Mountain network plan which aligns with the Wellington Park Bike Strategy 2005. With regard to Wellington Park approvals, the applicant provides the following detailed summary:

The proposal aligns with the Wellington Park Management Plan (2013), namely:

s.9.5.1 Action 3 - Subject to the preparation of a Recreation Strategy for the park, continue to implement the Wellington Park Bike Strategies (2005 as amended to include relevant sections of the Greater Hobart Mountain Bike Master Plan 2011); and Action 5 - Give priority to upgrading and maintaining tracks which are creating local environmental degradation, using the appropriate standard as outlined in the walking track and bike strategies.

As noted in Table 3 of Chapter 8 in the Wellington Park Management Plan (2013), recreation tracks and trails are permitted in the developments within the Recreation Zone when endorsed in a Recreation Strategy, Walking Track Strategy or Bike Strategy.

As the Wellington Park Trust has the responsibility and authority to approve permitted uses and developments only when in accordance with a strategy or management plan, the Trust resolved to amend the Wellington park Bike Strategy to incorporate the proposed 1b (Free Wheel'n) as it was the only one out of the four proposed tracks not already in the plan (see 2021 Revision).

A Wellington Park Activity Assessment (PAA) has been approved for track 1a (Rocky Wheel'n) and the PAA for track 1b (Free Wheel'n) is pending the submission of final design details. A PAA will be submitted for tracks 12 (Skid Road) and 17 (Upper Luge) in June 2021.

- 6.18.6 The current proposal was referred to the Wellington Park Management

Trust in late May 2021. The following response was received from the Manager of the Trust in return:

Thank you for bringing this planning permit application to my attention. As the proposed development is within Wellington Park, it requires approval of the Wellington Park Management Trust in accordance with the Wellington Park Management Plan 2013 (amended October 2015) and a permit under the Wellington Park Regulations 2019.

The Trust has already received and assessed a Park Activity Assessment for Tracks 1a and 1b. Both have been approved and a permit issued for Track 1a. A permit will be issued for Track 1b when it is approved by Council.

I have recently received a Park Activity Assessment for Tracks 12 and 17. This will be considered by the Trust at its next meeting.

- 6.18.7 A more recent follow up with the Manager of the Trust about whether things had progressed on this front revealed the following:

...the Trust considered a Park Activity Assessment for the 2 tracks submitted by Council. Following the meeting I sent Council's CEO a letter informing her of the decisions made at the meeting relevant to Council. This included:

"APPROVAL OF TRACKS 12 AND 17 IN COUNCIL'S "RIDING THE MOUNTAIN" PLAN

Council submitted a Park Activity Assessment (PAA) for two new tracks to replace the track known as the "Upper Luge" which had been built without approval by mountain bike riders around 20 years ago. The Upper Luge was listed as a desirable route in the Greater Hobart Mountain Bike Master Plan 2011 and the Wellington Park Bike Strategy reflecting its popularity with riders and in 2016 the Trust resolved to formalise the track in order to reduce further damage to the heritage sites crossed by the track.

The Trust approved the PAA but noted the need to protect the important heritage sites in the area which are part of a larger early colonial timber industry precinct comprising a complex suite of comparatively well preserved, varied early colonial (c.1820s-1840s) timber industry sites, both government (convict) and

private.

The Trust authorised me to issue the permit for the works to construct the tracks when I am satisfied that the Construction Environmental Management Plan (CEMP) includes adequate monitoring measures for the sections of the Upper Luge that cross or run along historic snig tracks. I'm working with Council officers to finalise the CEMP and issue the permit."

In an overall sense the proposal is considered to perform well in terms of its compliance with the requirements found in Issue 7 of the Management Plan.

6.18.8 The proposal complies with the performance criterion.

6.19 Wellington Park Management Plan - Issue 8: Natural Hazards - Hazard Avoidance and Mitigation

6.19.1 The acceptable solution A8.1 at Issue 8 requires Buildings and structures, other than walking tracks constructed in accordance with a walking track strategy, do not involve cut and fill of more than 1m and must not be located within a buffer area, specified in accordance with this Management Plan, of a water body, wetland or watercourse. And, the proposed use or development is accompanied by a geotechnical report from a suitably qualified person stating that there is an acceptable risk of instability.

6.19.2 Two of the tracks would cross watercourses so would not comply with acceptable solution.

6.19.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.19.4 The performance criterion P8.1 at Issue 8 provides as follows:

In areas where there is a risk of flooding and land instability, all buildings and structures, other than walking tracks constructed in accordance with a walking track strategy, must be sited, designed and constructed to, as minimum requirements, take account of future climate change and flood hazard potential, and to assess and mitigate risk in accordance with a hazard risk analysis as set out in the current Australian Geomechanics Society landslide risk management concepts and guidelines Australian Standard - AS1726.

6.19.5 The Council's Environmental Development Planner states:

The proposed tracks in the vicinity of the watercourse crossings will be subject to occasional flooding. Crossings should be relatively resistant to flooding damage as rock paving would be used at the approaches and tributary crossings and the bridge design appears relatively flood resistant. Any sections of tracks damaged by flood events can be easily repaired.

With regard to land instability, sections of the Rocky Wheel'n' and Free Wheel'n' tracks are located in Landslide Hazard Areas specified by DPAC for Interim Planning Schemes and areas of debris flow susceptibility in Council's 'Debris Flow Exposure and Vulnerability Model 2021'.

A landslide risk assessment was submitted with the application. The assessment report concludes that following the AGS guidelines, the risk to life for the proposed tracks from landslides is determined as acceptable for tracks 1 & 1 b and not credible for tracks 12 & Upper Luge.

The report includes the following recommendations:

The following guidelines will limit potential landslides, and erosion and lessen the impact on the natural slopes.

- 1) Limit Cut batters (<0.5m)*
- 2) Fill Batters (<1m)*
- 3) Avoid long lengths of tracks parallel to slopes (particularly any cuttings)*
- 4) Creek crossing should avoid alluvium/colluvium (note cross at competent rock – see photos)*
- 5) Limit Vegetation removal (no tress >2m)*

Recommendation 5 was questioned as it is understood that trees of more than 2m may need to be removed. An addendum to the report was submitted stating the following:

I refer to our Site Stability Review report 7436A(1), dated 22 September 2020 accessing the stability of proposed mountain bike tracks at Wellington Park (South Hobart). Under section 5 – Mitigation, item 5 we recommend to LIMIT removal of vegetation greater than 2m height. To clarify, this item

is included as a guide to track construction and applicable where retaining trees/scrub is practical. Along the route of the actual tracks, tree removal of any trees with a Diameter at Breast Height (DBH) >700mm should be avoided. If trees of this size cannot be avoided, then the area specific to the tree will need to be assessed for stability.

Conditions are recommended to give effect to the report recommendations.

6.19.6 The proposal complies with the performance criterion.

7. Discussion

7.1 Planning approval is sought for New and Upgraded Shared Use and Mountain Bike Tracks and Associated Works, at 100 Pinnacle Road, Mount Wellington.

7.2 The application was advertised and received three (3) representations. The representations raised concerns including increased numbers of users impacting nearby streets; potential failure of some users to take notice of the directional status of some trails; questions around the validity and potentially biased nature of Council's Riding the Mountain report; the impacts of the trails on the protection and preservation of park values; the lack of collaboration with the Wellington Park Management Trust; the fact that the proposal caters for a sport which is not an appropriate activity in a nature reserve.

In terms of the protection and preservation of park values, the application is considered consistent with the environmental development standards of the Management Plan, and is therefore considered consistent with the Park purpose.

It is acknowledged that too many new tracks could potentially have too great an impact upon other Park values, however each application has to be assessed independently on planning merit. The management plan (like most development control instruments) doesn't deal with cumulative impacts well, however this application is not for a large number of trails. The focus of this application is not the overall impact of a large number of trails in a wider network, but four trails in two different areas. The location and impacts of these trails is based on thorough strategic planning, but regardless, and as previously mentioned, each application must be assessed on its own merits against the relevant prevailing standards.

The Wellington Park Management Plan allows for the approval of bike tracks, and this application is considered consistent with the environmental development

standards of the Plan. Whilst a number of outdoor pursuits can be attempted through organised events as 'sport', and even running and walking could be categorised in such a way, it is not accepted that the proposed trails and their intended use for mountain biking is for sporting purposes. The majority of cyclists and mountain bikers, much like walkers and runners do, enjoy the activity for recreational purposes and most certainly benefit from being out in and appreciating nature. Council as land owner has resolved to provide a shared recreational experience in this area, implemented in a carefully managed and sustainable way where nature can be appreciated and respected, and as such the proposed new trails and wider network should be seen as value-adding for the long term benefit of the wider community, the environment and for the City of Hobart.

A number of the issues raised in the representations do not relate to the proposal's assessment against the prevailing planning scheme and Wellington Park Management Plan. The concern appears to lie more with the Council's already endorsed Riding the Mountain mountain bike network plan, the information that contributed to it and how this plan was produced and subsequently endorsed. This is not relevant to the assessment of this application. Whilst the success of the current proposal is indeed reliant upon the existence of such a strategy in order to comply with use and development standards of both the Wellington Park Management Plan and *Hobart Interim Planning Scheme 2015*, the fact is that this strategy is already endorsed and in place, and the Wellington Park Management Trust has accepted the document and has already issued and otherwise is in the process of issuing, approvals of Park Activity Assessments for the trails. There is no suggestion that the Trust is not supportive of the strategy that has been adopted by the Council. Through their representations against the current proposal, the representors appear to be attempting to re-agitate the process that went into producing the strategy, however this has already been resolved. The strategy plan is in place and will inform applications like this one for trail work on the mountain until such time as it is withdrawn or superseded. The current proposal is informed by the strategic work already carried out by Council as the land owner. This planning assessment is whether or not the proposed trails are appropriate when assessed against relevant planning standards by Council as the Planning Authority.

In terms of concerns about the failure of some users to abide by the rules of some trails, unfortunately this matter is difficult to police other than that the trails would be appropriately sign-posted and there is an expectation that users abide by the rules set out for each trail. Inappropriate use can never be categorically ruled out however for the most part users will do the right thing if this is made clear. In terms of concerns about more trails leading to increased users leading to traffic and parking issues, similarly such impacts cannot be ruled out entirely, however with more trail options and more points of access to the wider trail network, it would be

unlikely that all users would congregate in the same places from which to access the trails. More users may even be able to access trails from further afield without needing to arrive by motor vehicle. There is a reliance upon the public to do the right thing when parking, manoeuvring and leaving vehicles in streets close to where trails can be accessed, however fundamentally this is not illegal. If parking and access became a problem then Council would likely be required to step in and implement measures to reduce unreasonable impacts on residents and regular road users. This would be reviewed on an ongoing basis. In any event, the number and location of the trails proposed in this application does not present as being unreasonable, excessive or inappropriate.

- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Environmental Development Planner, Open Space Planner and Cultural Heritage Officer. 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 New and Upgraded Shared Use and Mountain Bike Tracks and Associated Works, at 100 Pinnacle Road, Mount Wellington satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such 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 New and Upgraded Shared Use and Mountain Bike Tracks and Associated Works, at 100 Pinnacle Road, Mount Wellington 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-21-302 - 100 PINNACLE ROAD MOUNT WELLINGTON TAS 7054 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

ENV 8

Prior to the removal of any tree with a diameter at breast height of >700mm, the advice of a suitably qualified person must be obtained with regard to the impact on slope stability. Any recommended advice with regard to maintaining slope stability must be implemented.

Reason for condition

To protect life, property and land, and to minimise the need for remedial works

ENV 9

No works for the 'Rocky Wheel'n' and 'Free Wheel'n' tracks may encroach more than 10% into the tree protection zones of the following trees, as determined using Australian Standard AS 4970-2009 *Protection of trees on development sites*, without the prior written consent of the planning authority:

- Trees with a diameter at breast height of >100cm in the areas mapped as WOB or WRE in Figure 2 of the Natural Values Assessment by Enviro-Dynamics (Rocky Wheelin' MTB track) dated July 2020.
- Trees with a diameter at breast height of >70cm in the area mapped as

DOB in Figure 2 of the Natural Values Assessment by Enviro-Dynamics (Rocky Wheelin' MTB track) dated July 2020.

- Trees identified as old growth trees in Figure 2 of the Natural Values Assessment by Enviro-Dynamics (Rocky Wheelin' MTB track) dated July 2020.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes

ENV 10

No works for the 'Skid Road' and 'Upper Luge' tracks may encroach more than 10% into the tree protection zones of the following trees, as determined using Australian Standard *AS 4970-2009 Protection of trees on development sites*, without the prior written consent of the planning authority:

- Trees with a diameter at breast height of >100cm.
- Trees identified as large or old growth trees in Figure 2 of the Natural Values Assessment by Enviro-Dynamics (Upper Luge MTB tracks) dated July 2020.
- Blue gums (*Eucalyptus globulus*) with a diameter at breast height of >40cm.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes

ENV 11

Clearing of native vegetation and soil disturbance must not exceed a 2m wide strip along the track route, except where associated with an approved borrow pit or where the vegetation has been assessed as an unacceptable safety risk for users of the track by a suitably qualified person using an accepted best-practice assessment methodology (e.g. QTRA, VALID) but excluding those trees specified in conditions ENV 9 and ENV 10.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes

ENV 12

Disturbance of large, fallen logs must be avoided as far as reasonably practicable.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes

ENV 14

Coarse woody debris must not be removed from the Park.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes

ENV 15

The individuals of holly (*Ilex aquifolium*) and forget-me-not (*Myosotis sp.*) identified in the Natural Values Assessment by Enviro-Dynamics (Rocky Wheelin' MTB track) and the Natural Values Assessment by Enviro-Dynamics (Upper Luge MTB tracks) dated July 2020 must be removed as part of the construction works and disposed of to a waste disposal facility.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes

ENV 16

No soil is to be imported onto the site unless determined as being free of weed propagules when tested in accordance with AS 4419 Soils for Landscaping and Garden Use.

Reason for condition

To minimise the spread of weeds.

ENV 2

Prior to the commencement of works, a CEMP must be submitted and approved as a Condition Endorsement. The CEMP must:

- **detail the proposed construction methodology (particularly where**

- works may have environmental impacts);
- identify all potential environmental impacts associated with the works including (as relevant) noise, odours, air pollution, water pollution, land contamination, erosion, land instability, changes to hydrology, habitat degradation and impacts upon flora and fauna; and
 - include measures to adequately avoid or mitigate all identified environmental risks.

To be approved, the CEMP must:

- specify that works will progress from the upslope ends of the tracks to the downslope ends of the tracks;
- include measures to ensure that works will not encroach by more than 10% into the tree protection zones of the trees specified in conditions ENV 9 and ENV 10.
- include soil and water management measures, particularly near watercourse crossings;
- include measures to ensure the risk of rockfall is acceptable during construction works, and following completion of the works;
- include weed and pathogen hygiene measures; and
- include specifications that demonstrate compliance with environmental conditions ENV 8, ENV 11, ENV 12, ENV 14, ENV 15, ENV 16, ENV s1, ENV s2 and ENV s3.

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.

Reason for condition

To minimise the potential for environmental impacts from the construction works

ENV s1

If evidence of raptor nesting, swift parrot nesting or marsupial denning is observed within 20m of the track alignment, work must stop immediately, and appropriate management measures, approved by the planning authority, must be implemented.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes

ENV s2

Between 10 and 14 months after completion of each track, a weed audit must be carried out along the track alignment, and any identified weeds removed and disposed of to a waste disposal facility.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes

ENV s3

The location, design and rehabilitation of any borrow pits, must be approved by the planning authority prior to any borrow pits being constructed.

Reason for condition

To conserve flora, fauna, geological values, and to protect natural processes

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.

COUNCIL RESERVES

A permit under the Public Spaces By-law will be required for these works. An application for a Permit to Undertake Works can be made [here](#). As part of the permit, an Environmental Management and Communications Plan must be prepared to the satisfaction of the Director City Amenity. A template for the Environmental Management and Communications Plan can be provided by the Open Space Planning Team; call 03 6238 2488. This plan must be made specific for the trackworks within Wellington Park.

WEED CONTROL

Effective measures are detailed in the Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment (Edition 1, 2004). The guidelines can be obtained from the Department of Primary Industries, Parks, Water and Environment [website](#).

DIAL BEFORE YOU DIG

Click [here](#) for dial before you dig information.



(Cameron Sherriff)

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: 12 August 2021

Attachment(s):

Attachment B - CPC Agenda Documents

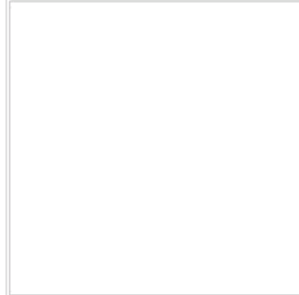
Attachment C - Planning Referral Officer Cultural Heritage Report

Attachment D - Planning Referral Officer Environmental Development Planner Report

Planning: #231026

Property

100 PINNACLE ROAD MOUNT WELLINGTON TAS 7054

**People**

Applicant

*

City of Hobart

Bree Hunter

PO Box 503

HOBART TAS 7000

+61448332560

hunterb@hobartcity.com.au

Owner

*

City of Hobart

PO Box 503

HOBART TAS 7000

03 6238 2711

coh@hobartcity.com.au

Entered By

BREE HUNTER

16 ELIZABETH STREET

HOBART TAS 7000

0448 332 560

hunterb@hobartcity.com.au

Use

Other

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)?

*

Environmental

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

*

Construction of four new mountain bike/ shared use tracks in the lower foothills of kunanyi/ Mount Wellington

Estimated cost of development

*

500000.00

Existing floor area (m2)

Proposed floor area (m2)

Site area (m2)

Carparking on Site

N/A

Total parking spaces

Existing parking spaces

☐ Other (no selection chosen)
Other Details

Does the application include signage?

*

☐ No

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

*

0

Tasmania Heritage Register

Is this property on the Tasmanian Heritage Register?

☐ No
Documents**Required Documents**

Title (Folio text and Plan and Schedule of Easements)

*

Below Pinnacle Road Area_FolioPlan-126375-1.pdf

Title (Folio text and Plan and Schedule of Easements)

*

Below Pinnacle Road Area_FolioText-126375-1.pdf

Title (Folio text and Plan and Schedule of Easements)

*

Bracken Lane Area_FolioPlan-252495-1.pdf

Title (Folio text and Plan and Schedule of Easements)

*

Bracken Lane Area_FolioText-252495-1.pdf

Plans (proposed, existing)

*

Map_Tracks 1a-1b.pdf

Plans (proposed, existing)

*

Map_Track 12 & Track 17.pdf

GM or Crown consent

General Manager Consent_1a & 1b.pdf

Covering Letter

Cover letter.pdf

Supporting Documents

Archaeological Report

FINAL Report Aboriginal Heritage Assessment.pdf

Heritage Report

Heritage Report_Tracks1a_1b_12_Upper Luge.pdf

Flora and Fauna Report

Natural Values Report_RockyWheelinTrack_Wellington Park_July 2020.pdf

Flora and Fauna Report

Natural Values Report_Track12 UpperLuge_Wellington Park July 2020.pdf

Letter from AHT

AHT_Letter for DA.pdf

WPMT PAA_Track 1A

APPROVED PAA_Track 1A.pdf

CEMP

CEMP - Tracks 1a_1b_12_17_Apr21.pdf

Geotechnical Report

FINAL Geotech report.pdf

Project Specs 1a & 1b

Project Specification_Tracks 1a and 1b.pdf

Project Specs 12 & 17

Project Specification_Tracks 12 & 17.pdf

Riding the Mountain

Riding the Mountain_Council Endorsed.pdf

Track profiles

Track profiles 9 Oct 2020.PDF

Berm Construction

Berm construction 6 Oct 2020.PDF

Boulder Causeway

Boulder Causeway Design.pdf

Creek Crossing

creek crossing details.pdf

Grade Dip

Grade dip 9 Oct 2020.PDF

Gravel Grade Dip

Gravel Grade dips 21 July 2020.PDF

Insloped Turns

Insloped Turns 9 Oct 2020.PDF

MTB Drop off

MTB Drop Off 14 Sept 2020.PDF

Shoebidge Bend Design

Shoebidge Bend Design.pdf

Small Bridge detail

Small Bridge detail.PDF

Stone Paving

Stone paving 8 Sept 2020.PDF

Stone Pitching

Stone pitching 2 Nov 2020.PDF



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

11 November 2020

Bree Hunter (City of Hobart)
16 Elizabeth Street
HOBART TAS 7000

[mailto: hunterb@hobartcity.com.au](mailto:hunterb@hobartcity.com.au)

Dear Sir/Madam

**100 PINNACLE ROAD, MOUNT WELLINGTON - WORKS IN COUNCIL RESERVE
NOTICE OF LAND OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-
20-79**

Site Address:

100 Pinnacle Road, Wellington Park

Description of Proposal:

Works in Council Reserve

Applicant Name:

City of Hobart
Bree Hunter

PLN (if applicable):

n/a

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


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

Hobart Town Hall
50 Macquarie Street
Hobart TAS 7000

Hobart Council Centre
16 Elizabeth Street
Hobart TAS 7000

City of Hobart
GPO Box 503
Hobart TAS 7001

T 03 6238 2711
F 03 6234 7109
E coh@hobartcity.com.au
W hobartcity.com.au

 CityofHobartOfficial
ABN 39 055 343 428
Hobart City Council

This consent does not constitute an approval to undertake any works and does not authorise the owner, developer or their agents any right to enter or conduct works on any Council managed land whether subject to this consent or not.

If planning approval is granted by the planning authority, you will be required to seek approvals and permits from the City as both landlord, land manager, or under other statutory powers (such as other legislation or City By-Laws) that are not granted with the issue of a planning permit under a planning scheme. This includes the requirement for you to reapply for a permit to occupy a public space under the City's Public Spaces By-law if the proposal relates to such an area.

Accordingly, I encourage you to continue to engage with the City about these potential requirements.

Yours faithfully

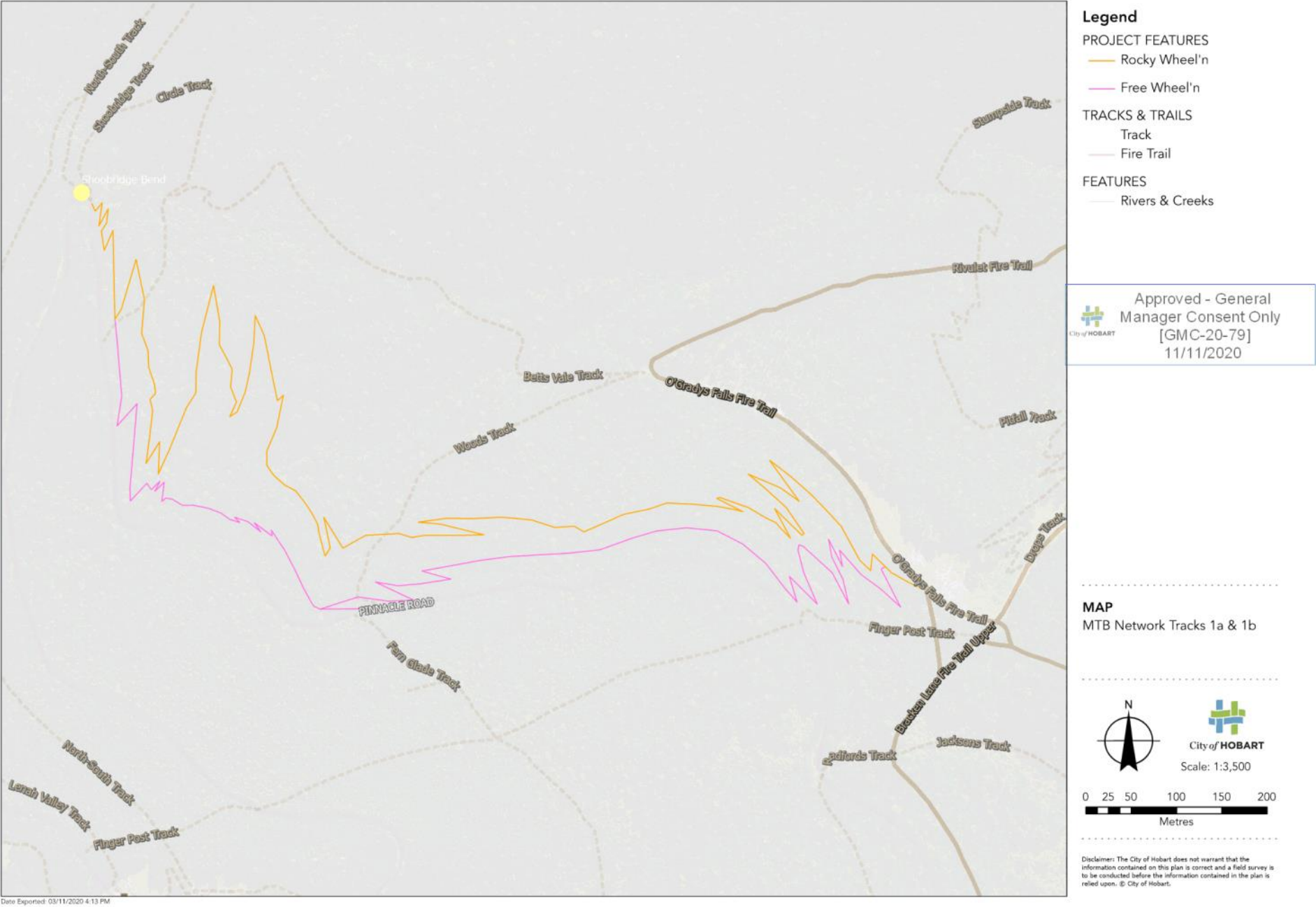


(N D Heath)

GENERAL MANAGER

Relevant documents/plans:

Map - MTB Network Tracks 1a & 1b by City of Hobart





Enquiries to: Hunter, Bree
(03) 6238 2448
✉: hunterb@hobartcity.com.au
Our Ref: 18/13-001
Your Ref:

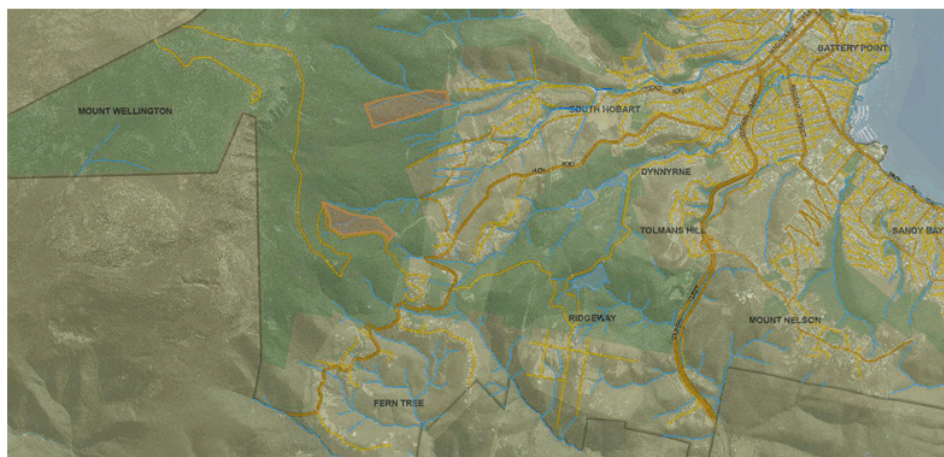
03 May 2021

Dear Madam/Sir

**PLANNING APPLICATION FOR THE CONSTRUCTION OF TRACKS:
1A (ROCKY WHEEL'N), 1B (FREE WHEEL'N), 12 (SKID ROAD) AND
17 (UPPER LUGE)**

Attached, completed application for the construction by the City of Hobart of three new tracks (1a - Rocky Wheel'n, 1b - Free Wheel'n and 12- Skid Road) and the formalisation of a pre-existing track (17- Upper Luge) on the lower slopes of Mount Wellington.

The City of Hobart is the proponent for the project. The track concepts were endorsed by Council in November 2020 as part of the mountain bike network plan [Riding the Mountain](#). The project is jointly funded by the Parks and City Amenity Division and a State government grant from the Tasmanian Cycle Tourism Fund.



Map – General location of proposed tracks (in red)

DEVELOPMENT OBJECTIVE

To close a gap in the recreational mountain bike track network on the lower foothills of Wellington Park by providing a connections that are enjoyable for mountain bike riding between 1) the Bracken Lane Fire Trail and the North South Track and 2) Middle Island Fire Trail and the Main Fire Trail.

DEVELOPMENT OVERVIEW

This Planning Application is in relation to the construction of four tracks located within the lower foothills of kunanyi/ Mount Wellington. However, the four tracks are best described in pairs as they relate to one another:

Set 1: 1a (Rocky Wheel'n) & 1b (Free Wheel'n)



Map – Alignment of Tracks 1a (Rocky Wheel'n) & 1b (Free Wheel'n)

1a (Rocky Wheel'n) forms a connection between Bracken Lane Fire trail and Shoobridge Bend, allowing all track users access to North South Track from Fern Tree and South Hobart. The track traverses moderate to steep forested terrain, with the lower section considerably drier and more open than the top section. Overall the intention is that all users will be provided a means of climbing to Shoobridge Bend away from the road in a safe and pleasing natural environment. The main trail will be well formed, smooth and with some gentle climbs, average gradient of 4-5%, with a maximum of 15% for 10m; predictable with no surprises and suitable for beginner riders. The gentle gradient will make climbing the track achievable by most ages and fitness levels. Riders can develop balance and gear choice skills, and increase skill level on optional lines.

1a (Rocky Wheel'n) will be designed to the Easy (Green) Mountain Bike Track standard¹ and AS2156.1-2001 Class 2 standard. It is proposed to be a shared use track, dual direction for walkers and runners, but uphill only for mountain bikes. The track is approximately 3000 meters in length and will average 1.2m (min 0.9m, max 1.5m) wide. The wider width is required due to shared use. Wider sections may also be used to provide optional lines of different difficulty (light green / dark green) for

riders, or options to de-conflict user groups. The track will need to navigate many large fallen trees which will also provide points of interest.

The top section of 1a (Rocky Wheel'n), from Shoobridge bend down to the top of 1b (Free Wheel'n), will be dual direction for Mountain Bike use. Track width here may increase to 1.8 m where terrain allows and user conflicts may be anticipated. Some imported material may be required to establish adequate track levels and walling near Shoobridge Bend.

1b (Free Wheel'n) will be designed as single use (MTB only) and direction (downhill) Easy (Green) Mountain Bike Track standard. The track provides a downhill return for beginner riders from near the top of Rocky Wheel'n, just below Shoobridge Bend, back to Bracken Lane Fire Trail. By riding up 1a (Rocky Wheel'n) and down 1b (Free Wheel'n), beginner riders can complete a loop in a moderate amount of time and with moderate levels of fitness, and perform multiple loops to develop experience, skills and fitness. As an easy downhill flow track with optional introductory technical features, 1b (Free Wheel'n) is intended to provide riders a fun experience with minimal levels of risk, but also the possibility to develop skills and capabilities by riding optional lines and features.

The track will be approximately 2300 meters in length and will range between about 1m to 1.5m wide. Most changes of direction will be achieved by wide, sweeping turns with low berms (<0.5m high). Wider sections will predominantly be where there are optional lines of different difficulty (light green / dark green / light blue) for riders to develop skills. Shortcuts can be formalised across berms for better riders. Adequate sight lines should also be provided at key areas where experienced riders may be moving fast or riders stopped. The track will be a rolling contour track with drainage mostly achieved by grade reversals built as part of the track formation. As a downhill only MTB track, grade reversals will be more pronounced than on 1a (Rocky Wheel'n).

Set 2: 12 (Skid Road) & 17 (Upper Luge)



Map – Alignment of Tracks 1a (Rocky Wheel'n) & 1b (Free Wheel'n)

Track 12 (Skid Road) will form a connection between Main Fire Trail and Middle Island Fire Trail, allowing all track users to access the lower foothills of kunanyi /

Mount Wellington and the recreational tracks and trails in the Bracken Lane area and beyond. It will provide the primary climbing link for mountain bike riders to access the entry to Track 17 (Upper Luge). The track ascends moderate sloped forested terrain.

The key role of the track will be to allow for mountain bikers, walkers and runners to access the upper section of Middle Island Fire Trail on a purpose built track at a grade conducive to uphill travel. This will allow for the conversion of the informal Track 17 (Upper Luge) into a downhill only, mountain bike only track, while retaining and improving access for all users. The track will be a natural surface trail sympathetic to the natural contours and profile of the terrain. It will have an average gradient of 6-7%, with a primarily narrow tread and wider passing bays where local terrain allows. The alignment will allow for an achievable climb for anyone with a moderate level of fitness and ability. Riders will be presented with minor technical challenge in the narrower tread width, however on-track technical features will be restricted to alternate lines where appropriate.

Track 12 (Skid Road) will be designed to the Intermediate (Blue) Mountain Bike Track standard and AS2156.1-2001 Class 3 standard. It is proposed to be a shared use track, dual direction for walkers and runners, but uphill only for mountain bikes. The track is approximately 1040 meters in length and will average 0.9m (min 0.6m, max 1.2m) wide. Wider sections will be used to provide optional lines of different difficulty (primarily technical climbing features) for riders, or options to de-conflict user groups (i.e. passing bays) in areas with lower side slope.

The track will be a rolling contour track with drainage mostly achieved by grade reversals built as part of the track formation. As an uphill MTB track, grade reversals should be achieved over longer (8m+) distances to improve the climbing experience. Most changes of direction will be achieved by switchbacks. Shortcuts can be formalised across switchbacks for walkers, runners and better riders where adequate natural barriers are not present.

Track 17 (Upper luge) is an existing informal trail that is currently utilised as a dual direction track by mountain bike riders, walkers and trail runners. The track is to be formalised and converted to a single use (MTB only) and direction (downhill) Intermediate (Blue) Mountain Bike Track standard. The conversion will utilise the current track alignment and retain a character and riding experience in line with the existing experience, with a focus on minimal modification and mitigation of trail braiding and widening.

The track provides a downhill return for riders from the top of Track 12 (Skid Road), back to Main Fire Trail, and also forms a key link in the wider mountain bike network. By riding up Track 12 (Skid Road) and down Track 17 (Upper Luge), riders can complete a loop in a short amount of time and with moderate levels of fitness, and perform multiple loops to develop experience, skills and fitness. As an intermediate downhill track with technical features such as jumps and exposed roots, Track 17 (Upper Luge) is intended to provide riders with a fun flow-trail experience interspersed with more challenging features and sections.

The existing track is approximately 650 meters in length and ranges between about 0.5m to 1m wide. The existing alignment will be retained for the entire length of the track, with the exception being the eastern (bottom) intersection with Main Fire Trail. Minor adjustments to the track profile should be undertaken where appropriate, including re-profiling of corners, and construction of low catch-berms to improve flow and reduce heavy braking.

WELLINGTON PARK APPROVALS

The proposal aligns with the Wellington Park Management Plan (2013), namely: s.9.5.1 Action 3 - Subject to the preparation of a Recreation Strategy for the park, continue to implement the Wellington Park Bike Strategies (2005 as amended to include relevant sections of the Greater Hobart Mountain Bike Master Plan 2011); and Action 5 - Give priority to upgrading and maintaining tracks which are creating local environmental degradation, using the appropriate standard as outlined in the walking track and bike strategies.

As noted in Table 3 of Chapter 8 in the Wellington Park Management Plan (2013), recreation tracks and trails are permitted in the developments within the Recreation Zone when endorsed in a Recreation Strategy, Walking Track Strategy or Bike Strategy.

As the Wellington Park Trust has the responsibility and authority to approve permitted uses and developments only when in accordance with a strategy or management plan, the Trust resolved to amend the Wellington park Bike Strategy to incorporate the proposed 1b (Free Wheel'n) as it was the only one out of the four proposed tracks not already in the plan (see [2021 Revision](#)).

The proposal aligns with the Wellington Park Management Plan (2013), namely: s.9.5.1 Action 3 - Subject to the preparation of a Recreation Strategy for the park, continue to implement the Wellington Park Bike Strategies (2005 as amended to include relevant sections of the Greater Hobart Mountain Bike Master Plan 2011); and Action 5 - Give priority to upgrading and maintaining tracks which are creating local environmental degradation, using the appropriate standard as outlined in the walking track and bike strategies.

A Wellington Park Activity Assessment (PAA) has been approved for track 1a (Rocky Wheel'n) and the PAA for track 1b (Free Wheel'n) is pending the submission of final design details. A PAA will be submitted for tracks 12 (Skid Road) and 17 (Upper Luge) in June 2021.

COMMUNITY BENEFITS

The plans in this proposal aim to improve the connectivity between sections of the existing recreational track network, providing looped track options for riders, and eliminate the current need to ascend or descend via Pinnacle Road.

Plans for these tracks were presented to the community as part of the development of *Riding the Mountain*. The City's 'Your Say' community engagement platform was visited 4,800 times and the survey received 596 responses during a five week engagement period in 2020. The majority of respondents were supportive of the plan (93% of mountain bikers, 72% of runners and 52% of walkers) as the tracks will provide lasting benefits to the community.

TRACK NAMES

The names of the proposed tracks were identified by members of the mountain bike community as part of *Riding the Mountain*. Efforts have been made for the names to make reference to historical or cultural features that are located in the vicinity of the

proposed tracks. The Wellington Park Trust has accepted these names and will submit them to the Nomenclature Board when construction begins.

VALUES AND ASSESSMENTS

The track has been realigned to avoid any natural, cultural and historical values.

Please refer to the attached documents; *Natural Values Report, Aboriginal and Historic Heritage Report and Geotechnical Report* for more detail.

SOIL, WATER & WEED MANAGEMENT

Track design, construction and on-going maintenance will be undertaken consistent with the principles of parts 3, 6 and 8 of Trail Solutions IMBA's Guide to Building Sweet Single Track. Construction will be undertaken primarily manually with limited use of a small, light-weight (2t) excavator and several power barrows where feasible and where assessed as unlikely to exacerbate any potential slope instability. Construction will be undertaken by external contractors who will be managed by Council Officers within the Bushland Infrastructure Unit who specialise in track construction.

Works are scheduled to commence in summer 2021/22 and with a single track crew is estimated will take approximately 12 weeks to complete, weather permitting.

Construction activities of both tracks will include the removal of an approximate 1.5 meter wide strip of understory and ground cover vegetation along the track alignment, which will avoid trees, large logs, and abrupt changes in topography. The track surface will be created by scraping away the surface mulch and debris down to a firm natural surface and benching where necessary.

Please refer to the attached document for more detail; *Construction and Environmental Management Plan*.

Please accept and review this application.

Yours faithfully,



(Bree Hunter)
PROGRAM OFFICER – OPEN SPACE PLANNING

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 126375	FOLIO 1
EDITION 1	DATE OF ISSUE 26-Nov-1996

SEARCH DATE : 28-Aug-2020

SEARCH TIME : 11.28 AM

DESCRIPTION OF LAND

City of HOBART
Parish of KINGBOROUGH, Land District of BUCKINGHAM
Lot 1 on Plan 126375
Being the land described in Part VII of Schedule 7 of the
Hobart Corporation Act 1947
Excepting thereout Folio of the Register Volume 121202 Folio 2
Derivation : Part of Mountain Park vested in the Hobart City
Council 21 Geo. V No.64
Derived from A16835

SCHEDULE 1

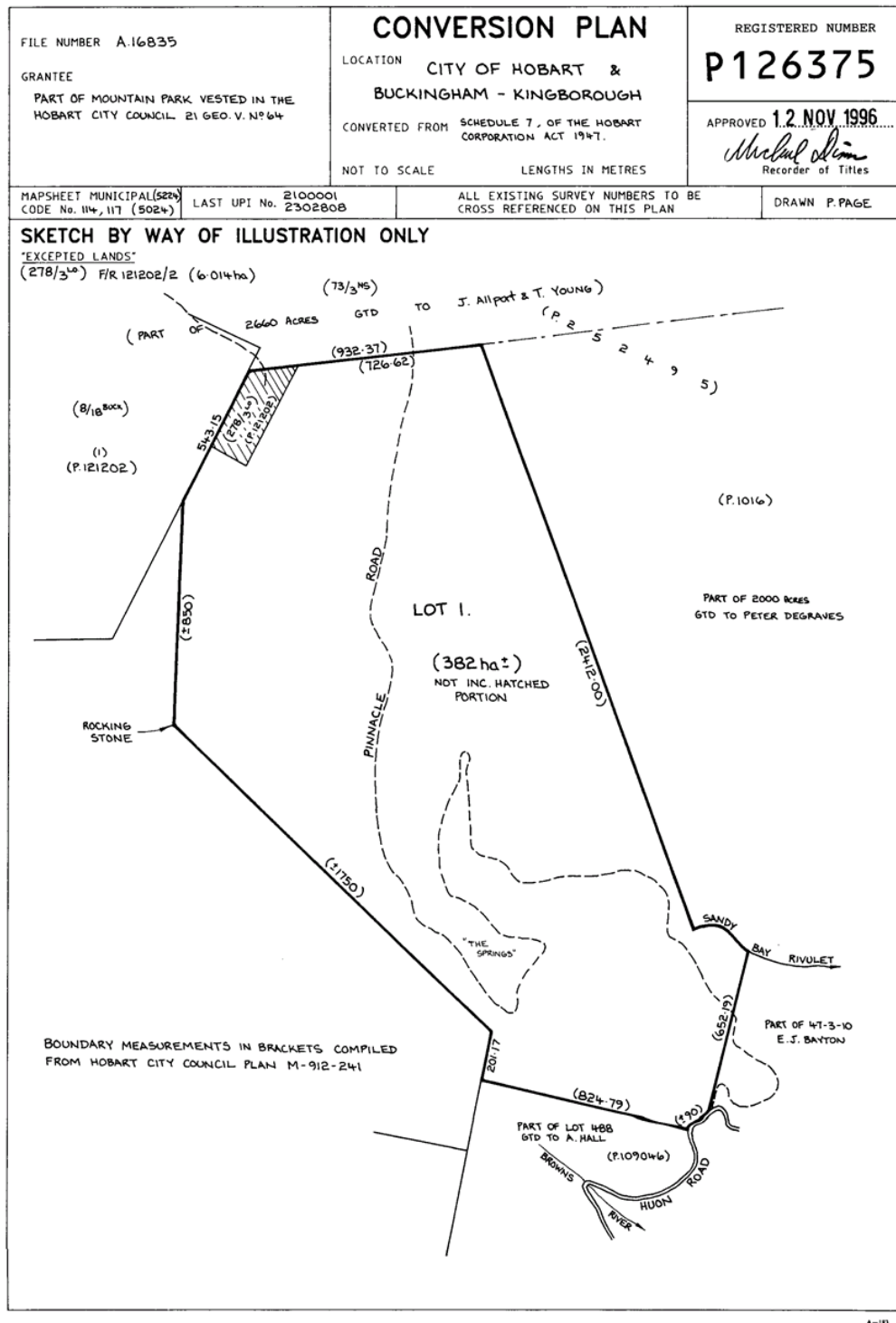
HOBART CITY COUNCIL

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 252495	FOLIO 1
EDITION 1	DATE OF ISSUE 11-Sep-1995

SEARCH DATE : 28-Aug-2020

SEARCH TIME : 11.17 AM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 252495

Derivation : Parts of 2,660 Acres Gtd to J Allport & Anor and

Part of 2,000 Acres Gtd to P Degraes

Prior CT 3152/32

SCHEDULE 1

76381 HOBART CITY COUNCIL

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

A117604 LEASE to Tasmanian Television Limited of a leasehold
estate for the term of 99 years from 11-Nov-1959.

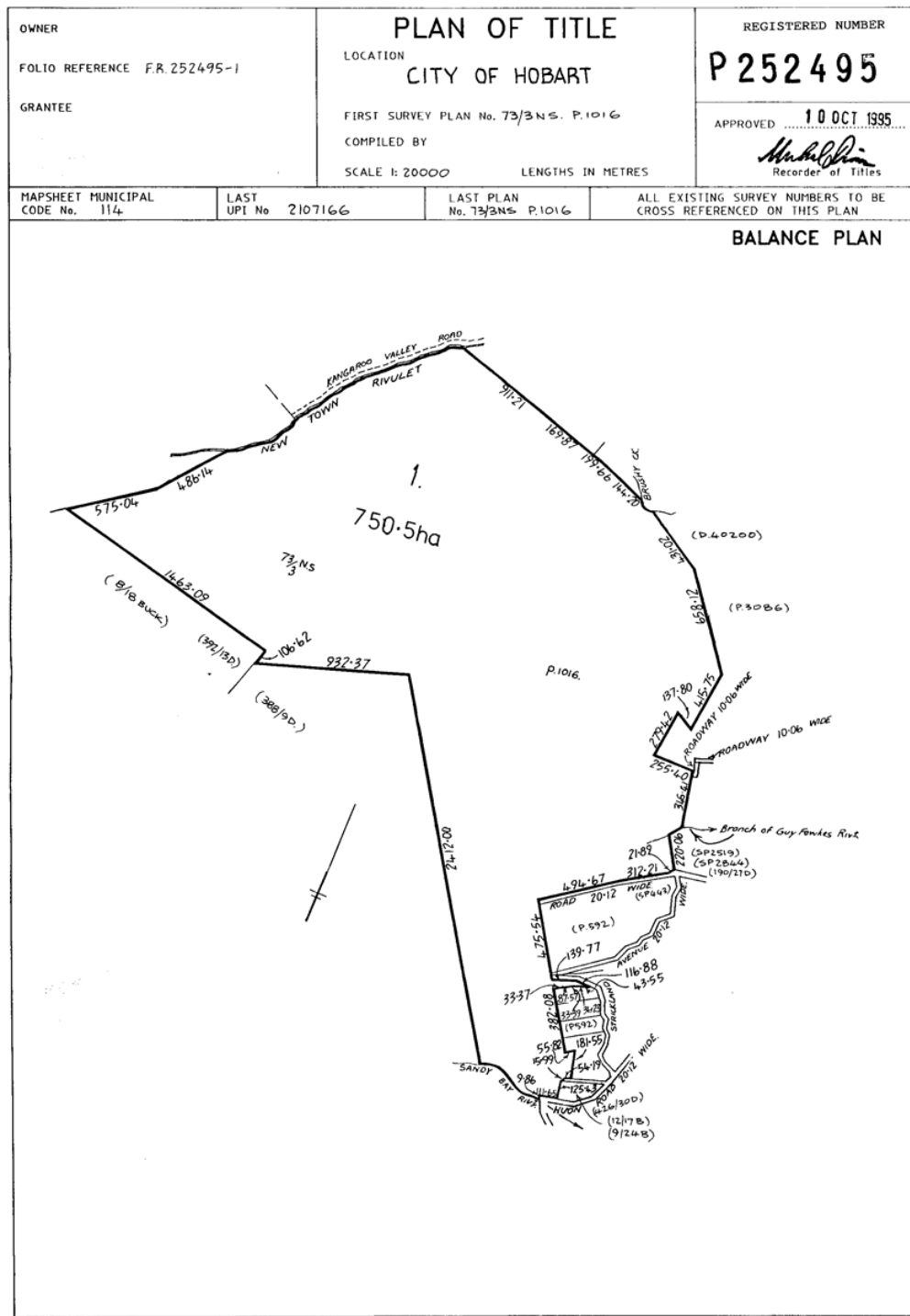
Produced 20-Nov-1959 at 3.50 pm

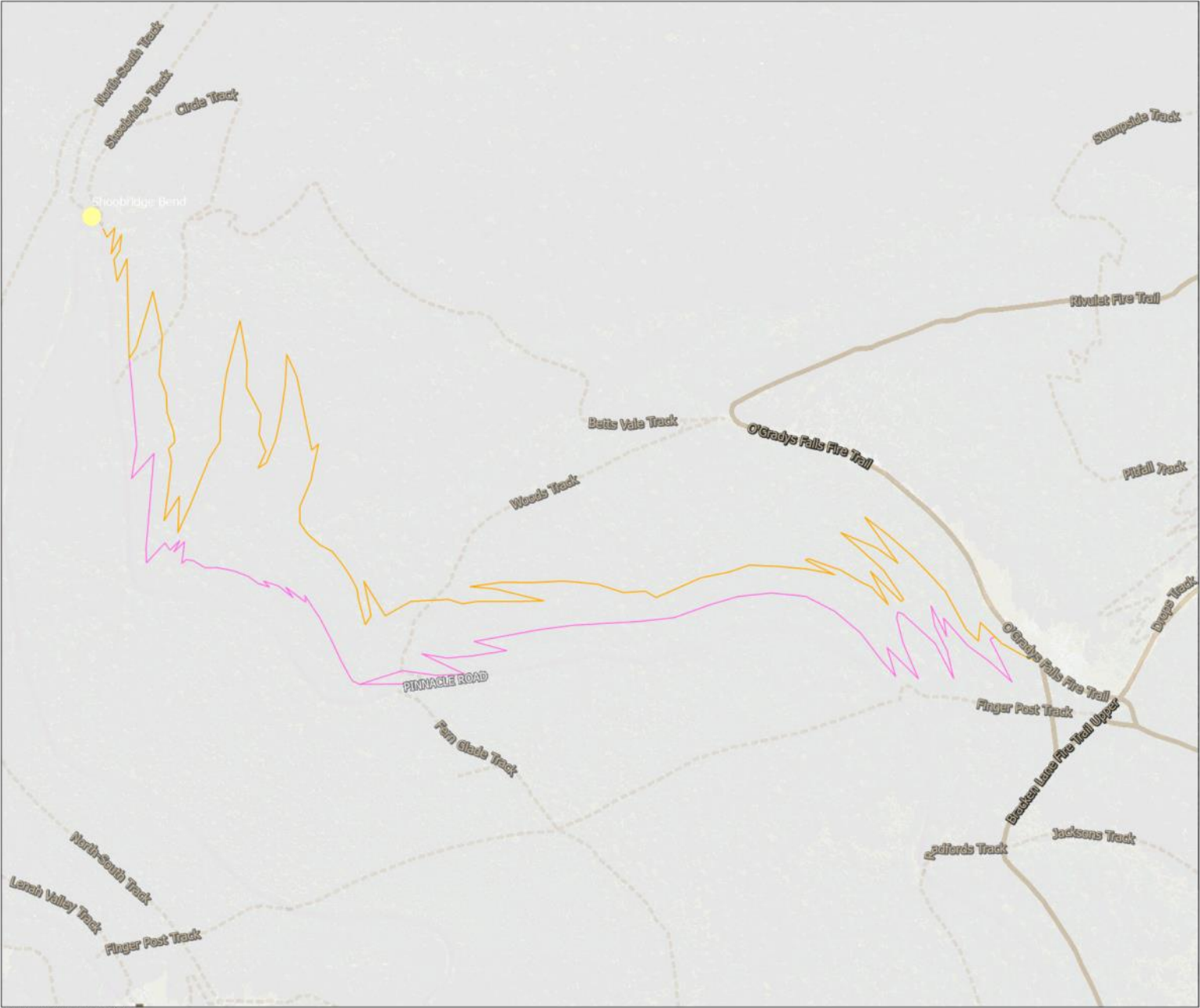
B720037 CAVEAT by Michael Dixon, (Wellington Park Act 1993)

Registered 07-Jan-1994 at noon

D10584 CAVEAT by Tasmanian Water and Sewerage Corporation
(Southern Region) Pty Limited (affecting that portion
of land described as Lot 1 and measuring 1574m2 as
detailed on the plan annexed thereto) Registered
06-May-2011 at noonUNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations





Legend

PROJECT FEATURES

- Rocky Wheel'n
- Free Wheel'n

TRACKS & TRAILS

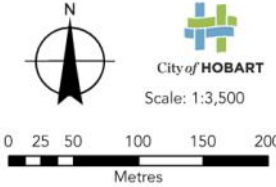
- Track
- Fire Trail

FEATURES

- Rivers & Creeks

MAP

MTB Network Tracks 1a & 1b



Disclaimer: The City of Hobart does not warrant that the information contained on this plan is correct and a field survey is to be conducted before the information contained in the plan is relied upon. © City of Hobart.

City of **HOBART**

Mountain Bike (MTB) projects 20/21 –Specifications

Tracks 1a and 1b

These specifications are for the construction of two new Mountain Bike Tracks:

- 1a (Rocky Wheel'n) and,
- 1b (Free Wheel'n).

The track alignments are shown in the "Map 1 - MTB Network Tracks 1a and 1b" in Appendix 1. The specifications include general directions for construction together with specific descriptions of the type, standard and character for each track. Summary tables 1 & 2) for each track set out the components, design criteria, reference, quantities & pricing method.

City of Hobart (CoH) have expanded upon the Mountain Bike Australia (MTBA) Trail Difficulty Rating System 2019 (TDRS) to detail how the TDRS is applied for different types of MTB trails as set out in Appendix 2. This is referred to in the specifications below as the TDRS CoH specs. City of Hobart standard operation procedures (SOP) and detail drawings for general track construction, and drawings for specific sections of the tracks, are listed throughout and in the summary tables for each track. The specifications are included as Appendix 3. The list of SOPs and drawings are:

Drawing / SOP name	File name
Track Profiles	Track profiles full and partial bench.pdf
Boulder Causeway	Boulder Causeway 8 Sept 2020.pdf
Grade Reversal	Grade dip 21 9 Oct 2020.pdf
Stone Pitching	Stone Pitching 9 Oct 2020
Stone Paving	Stone paving 8 Sept 2020
Insloped Turns	Insloped Turns 29 July 2019
MTB Berm Construction	Berm construction 6 Oct 2020
Small Footbridge	Small Bridge detail
Shoobridge Bend Track Head	Shoobridge Bend Track Head
SOP - Drystone Construction	On cbc
SOP – Bushland field work during bushfire season	On cbc
SOP – Herbicide Use in Bushland Areas	On cbc
CoH Excavation Plan	

Additional requirements for management of environmental and heritage values, soil and water protection, are set out in the Construction Environmental Management Plan (CEMP).

General Construction

Site Preparation and Safety

Contractor CEMP, traffic management, site facility plans, such as compound(s) for storing materials, tools and equipment, and safety documentation are to be provided at least 2 weeks prior to site establishment. Pedestrian and vehicle traffic controls and signage are to be established prior to construction works commencing as required.

Environmental & Heritage Considerations

Areas for special construction treatments are to be marked out on site prior to construction. This must include all heritage features and existing track crossings, track intersections, significant trees or fallen logs for retention / avoidance, and track alignment at track heads and creek crossings.

Sustainable Track Building Principals

- Keep water off the track and users on it.
 - Construct rolling contoured tracks using grade reversals.
 - Maintain out-slope, except for insloped corners or table drains.
- Construct sustainable grades as per the specification and responding to local soil type, vegetation and terrain.
- Maximum Trail Grade to be as per the specification and responding to local soil type, vegetation and terrain.
- Half Rule – the track grade shouldn't exceed half the grade of the side slope. If it does exceed this it is considered a fall-line track.

Track Alignment

Maps of the track alignment and key environmental and heritage features will be supplied to construction contractors / crews, together with the route alignment as GIS files. The proposed route alignment is marked on ground with pink flagging tape for Rocky Wheel'n and blue flagging tape for Free Wheel'n track. Proposed switchbacks or berms are marked by double tape. Final track construction is to be undertaken as per the specifications within a corridor 20 metres either side of the marked alignment unless otherwise agreed with the contract superintendent.

Habitat and or Dangerous trees

Track is to be aligned to avoid large habitat and/or dangerous trees. Where this is not possible, trees with potential to fall or drop limbs on the proposed tracks are to be assessed for risk to users. Assessments are to be conducted by a qualified arborist or tree assessor using a recognised methodology such as QTRA, VALID or similar.

Vegetation

Clear standing vegetation 2m wide along the route alignment and distribute cut vegetation into the surrounding bush, out of site where possible, with cut ends facing away from the track. Some may need to be retained for rehabilitation post construction. Scrape off leaf litter and organic soil, stockpile for rehabilitation of track edges. Remove and temporarily store plants such as ferns that can later be transplanted for rehabilitation. Where ever possible, on retaining walls and work outside the ride line, rock work is to retain the natural appearance with moss/lichen etc. covering retained and facing out.

Track Formation and Surface

Formation of the track bench will be as per CoH standard detail “Track profiles full and partial bench”. Track construction is to be undertaken manually and with small, light-weight machinery as required, within the desired specification, to limit the footprint and visual impact. Natural ground surface cut and fill requirements will be minimised and kept to no greater than 0.5m for cut batters and 1m for fill batters, from natural ground level. Where unavoidable, dry stone retaining walls will be constructed to secure any steep batters from potential landslip and erosion hazards. Track surface is to be formed from native mineral soil and rock, although additional suitable sub-base material may be imported. Where required a suitable sub-base material (i.e. local rock) to be used to maintain the shape of the track surface.

Borrow Pits

Where there is insufficient mineral soil, borrow pits may be established. Borrow pits not to be battered and not to exceed 2m³ volume or be > 1.5m deep. Locate borrow pits to minimise aesthetic impact, preferably below drain outlets or within the track footprint, backfill with organic soil, excess rock and cover with leaf litter. CoH Excavation Plan to be followed and completed.

Drainage and Creek Crossings

Form track surface to ensure adequate drainage and compaction. Construct drainage features as required no more than 20m apart or closer as site conditions dictate, ensure that these are constructed within the original alignment (grade reversals within a rolling contoured trail) and are part of the track, not added in after track formation.

Both tracks cross the upper reaches of Hobart Rivulet (western most crossings) and a tributary of Hobart Rivulet (eastern most crossings). Free Wheeln crosses both Hobart rivulet and its tributary lower than does Free Wheeln. Hobart rivulet was flowing at the time of route planning (October 2020) whilst its tributary was not flowing at both crossings, and is more of an ephemeral drainage line.

Both of the Hobart rivulet crossings are proposed to be via bridges as shown in the CoH drawing: Small Bridge Detail. Both of the tributary crossings are proposed to be via boulder causeways as shown in the CoH drawing: Boulder Causeway. The height and porosity of these structure will cause minimal changes to natural flow levels. Creek crossings are to have erosion and silt protection measures installed prior to construction and throughout the works as per the CEMP.

The crossing of other natural drainage lines and culvert outfalls from Pinnacle Rd will be surfaced by rock paving to prevent scouring.

Rehabilitation

After completion of works, all disturbed areas are to be reshaped to normal ground levels and surfaced with surrounding vegetative debris. The outward slopes of berms and track batters are to be covered with organic soil, leaf litter or vegetation to blend in with surrounds. Excess vegetation, leaf litter or soil is not to be left in piles within sight of the track.

Track Descriptions

Rocky Wheel'n Track (1a)

Rocky Wheel'n forms a connection between Bracken Lane Fire trail and Shoobridge Bend, allowing all track users access to North South Track from Fern Tree and South Hobart. The track traverses moderate to steep forested terrain, with the lower section considerably drier and more open than the top section. Overall the intention is that all users will be provided a means of climbing to Shoobridge Bend away from the road in a safe and pleasing natural environment. The main trail will be well formed, smooth and with some gentle climbs, average gradient of 4-5%, with a maximum of 15% for 10m; predictable with no surprises and suitable for beginner riders. The gentle gradient will make climbing the track achievable by most ages and fitness levels. Riders can develop balance and gear choice skills, and increase skill level on optional lines.

Rocky Wheel'n track will be designed to the Easy (Green) Mountain Bike Track standard¹ and AS2156.1-2001 Class 2 standard. It is proposed to be a shared use track, dual direction for walkers and runners, but uphill only for mountain bikes. The track is approximately 3000 meters in length and will average 1.2m (min 0.9m, max 1.5m) wide. The wider width is required due to shared use. Wider sections may also be used to provide optional lines of different difficulty (light green / dark green) for riders, or options to de-conflict user groups. The track will need to navigate many large fallen trees which will also provide points of interest.

The track will be a rolling contour track with drainage mostly achieved by grade reversals built as part of the track formation. As an uphill MTB track, grade reversals will be less pronounced than on Rocky Wheel'n. Most changes of direction will be achieved by switchbacks. Shortcuts can be formalised across switchbacks for walkers, runners and better riders where adequate natural barriers are not present. Adequate sight lines should also be maintained throughout. Tread outslope of ~5% should be utilised where ever possible (except for insloped switchbacks and where insloped water table drains are needed for boggy ground).

The top section of Rocky Wheel'n, from Shoobridge bend down to the top of Free Wheel'n, will be dual direction for Mountain Bike use. Track width here may increase to 1.8 m where terrain allows and user conflicts may be anticipated. Some imported material may be required to establish adequate track levels and walling near Shoobridge Bend. Any imported construction material will be limited to material of similar colour and texture to the natural site material and sourced from a weed-free quarry. No blasted, quarried material to be used.

The two watercourses crossed by Rocky Wheel'n Track (photos 1 and 2) have high aesthetic values, hence track siting and construction should minimise impacts and maximise user experience. Note that just below the crossing in photo 2 a small spring enters as shown lower right on the photo. It is proposed that either a short bridge or boulder causeway crossing be installed here.

Two used walking tracks (Woods and Circle Tracks) and one unused heritage tracks (Boundary track) are crossed by Rocky Wheel'n track. Crossings of new and unused tracks are not to alter the existing track formations, and cross as close to perpendicular as possible given the new track gradient. New tracks will simply abut the existing used tracks at the same level. New tracks crossing unused heritage tracks will do so by building up and over the heritage track formation with no change to the heritage track. Prior to crossings of used

¹ MTBA Trail Difficulty Rating System 2019

tracks, construction of new track alignments are to provide adequate sight lines, speed management and drainage by switchbacks, gradient reversals, rougher surface and / or chicanes.

Photo 1: Hobart Rivulet / Rocky Wheel'n crossing (proposed 6m bridge):



Photo 2: Hobart Rivulet / Free Wheel'n crossing (proposed 6m bridge + 3m bridge or causeway):



Both Rocky Wheel'n and Free Wheel'n tracks adjoin O'Grady's Fire Trail along an old unused machinery track and hence this section will be dual direction and shared use. Track width here may increase to 1.8 m where terrain allows and user conflicts may be anticipated.

Track construction is to include adequate sight lines and means (as above) to manage speeds at intersections.

Free Wheel'n Track (1b)

Free Wheel'n will be designed as single use (MTB only) and direction (downhill) Easy (Green) Mountain Bike Track standard. The track provides a downhill return for beginner riders from near the top of Rocky Wheel'n, just below Shoobridge Bend, back to Bracken Lane Fire Trail. By riding up Rocky Wheel'n and down Free Wheel'n, beginner riders can complete a loop in a moderate amount of time and with moderate levels of fitness, and perform multiple loops to develop experience, skills and fitness. As an easy downhill flow track with optional introductory technical features, Free Wheel'n is intended to provide riders a fun experience with minimal levels of risk, but also the possibility to develop skills and capabilities by riding optional lines and features.

The track will be approximately 2300 meters in length and will range between about 1m to 1.5m wide. Most changes of direction will be achieved by wide, sweeping turns with low berms (<0.5m high). Wider sections will predominantly be where there are optional lines of different difficulty (light green / dark green / light blue) for riders to develop skills. Shortcuts can be formalised across berms for better riders. Adequate sight lines should also be provided at key areas where experienced riders may be moving fast or riders stopped. The track will be a rolling contour track with drainage mostly achieved by grade reversals built as part of the track formation. As a downhill only MTB track, grade reversals will be more pronounced than on Rocky Wheel'n.

Two watercourses are crossed by Free Wheel'n track (photos 3 & 4) for which the crossing methods are set out in specifications. Crossing locations have high aesthetic values, hence track siting and construction should minimise impacts and maximise user experience.

Photo 3: Hobart rivulet tributary lower crossing (proposed causeway)



Photo 4: Hobart rivulet tributary upper crossing (proposed causeway)



Two used tracks (Woods and Circle Tracks) and two unused heritage tracks (Boundary and Featherstone) are crossed by Free Wheel'n track. New track alignments and construction to provide adequate sight lines and speed management by berms, gradient reversals, rougher surface and / or chicanes. Free Wheel'n track will also adjoin the top of Woods track at Pinnacle road via an existing, unused machinery track.

Both Rocky Wheel'n and Free Wheel'n tracks adjoin O'Grady's Fire Trail along an old unused machinery track. Track width here may increase to 1.8 m where terrain allows and user conflicts may be anticipated. Track construction is to include adequate sight lines and means (as above) to manage speeds at intersections.

MTB Project 20/21 Design Specification requirements

8 of 12

Table 1 - Track Specification: Rocky Wheel'n Track (1a)

Track component	Design criteria	References	Quantities	Costing
Class / use	Green / Easy. Optional lines Easy / Intermediate.	TDRS CoH specs		
Use	Shared use, MTB uphill only, except short sections at top and bottom which will be MTB dual direction. Very consistent and predictable.	TDRS CoH specs		
Gradient	Average grade \leq 5% for 95% of track length. Max grade 15%. Steeper sections to 20% on optional lines. Track surfaces over 12-15% to be rock armoured, max section length 10m.	TDRS CoH specs. CoH standard details: Stone Pitching, Stone Paving.		
Crossfall	3-5% generally out sloped.	TDRS CoH specs. CoH standard detail: Track profiles.		
Length. All to stay within surveyed corridor.	~3300m. Optional lines on shortcuts between switchbacks are additional to 3300m.	Map of alignment. CEMP	~3300m.	Lump sum costed as part of track surface
Average width	900-1500 mm. Includes optional lines and passing areas.	TDRS CoH specs		
Creek crossings	Low Bridge matching environs and flows. Causeway - permeable and rideable.	CoH standard details: Small Bridge detail and Boulder Causeway. CEMP	1 bridge 1 causeway	Lump sum for each
Other drainage lines	Culvert outfalls and natural. Rock paving to prevent scouring	CoH standard details: Stone Paving	At least 5 culverts outfall off Pinnacle Road	Costed as part of track surface
Top Track Head at Shooobridge Bend	Complex levels, narrow bench, fallen tree log. Connects to North South Track and parking area.	CoH special detail: Shooobridge Bend Track Head	1	Lump sum
Bottom Track head - off O'Gradys Fire Trail	Make entrance obvious, sight lines manage entry / exit speeds at intersection	Use existing machinery bench – written description	1	Lump sum
Intersections	2 with Free Wheel'n. Crossing of Woods Track and Circle Track. Sight lines and speed management.	This specification and CEMP	4	Costed as part of track surface
Heritage track crossings	Boundary Track	This specification and CEMP	1	Costed as part of track surface
Signs	At least 4 – 2 track head and 2 intersections. Track counters.	WPMT sign manual	TBC	Not included
Clearing and Rehabilitation	Environmentally sensitive clearing and rehabilitation, aesthetics, erosion.	This specification and CEMP	~3300 lm X 2m	Lump sum
Old / habitat / dangerous trees.	Habitat / Dangerous tree identification, assessment and clearance zones	By qualified arborist, as per recognised methodology	To be identified by contractor	Price number
Main track surface	Benching, formation and local materials. Gradients over 12-15% to be rock armoured. Includes rock paving of other drainage lines	TDRS CoH specs. CoH standard detail: Track profiles	~3300 lm X 1.5 m.	Lump sum
Rock Walling > 450mm high	Top and or bottom batter where necessary	CoH SOP: Drystone Construction		Costed as part of track surface
Grade reversals / drainage	Every 10-20m. Open and gentle, incorporated into the main track design	TDRS CoH specs. CoH standard detail: Grade Reversal	165-330	Costed as part of track surface
Berms / Switchbacks	Alignment, Siting, geometry, radius, gradients, camber, construction. Min. curve radius 2.4m. Preferred 3m+	Route alignment, TDRS CoH specs. CoH standard detail: Insloped Turns		Costed as part of track surface
Technical Trail Features: • Rollers • Climbing obstacles	Unavoidable obstacles to 50mm high perpendicular to direction of travel. Max 100mm if avoidable. Introductory low rollers (as part of grade reversals?)	TDRS CoH specs. Contractor to select and design.	Contractor to specify type and number	Costed as part of track surface

MTB Project 20/21 Design Specification requirements

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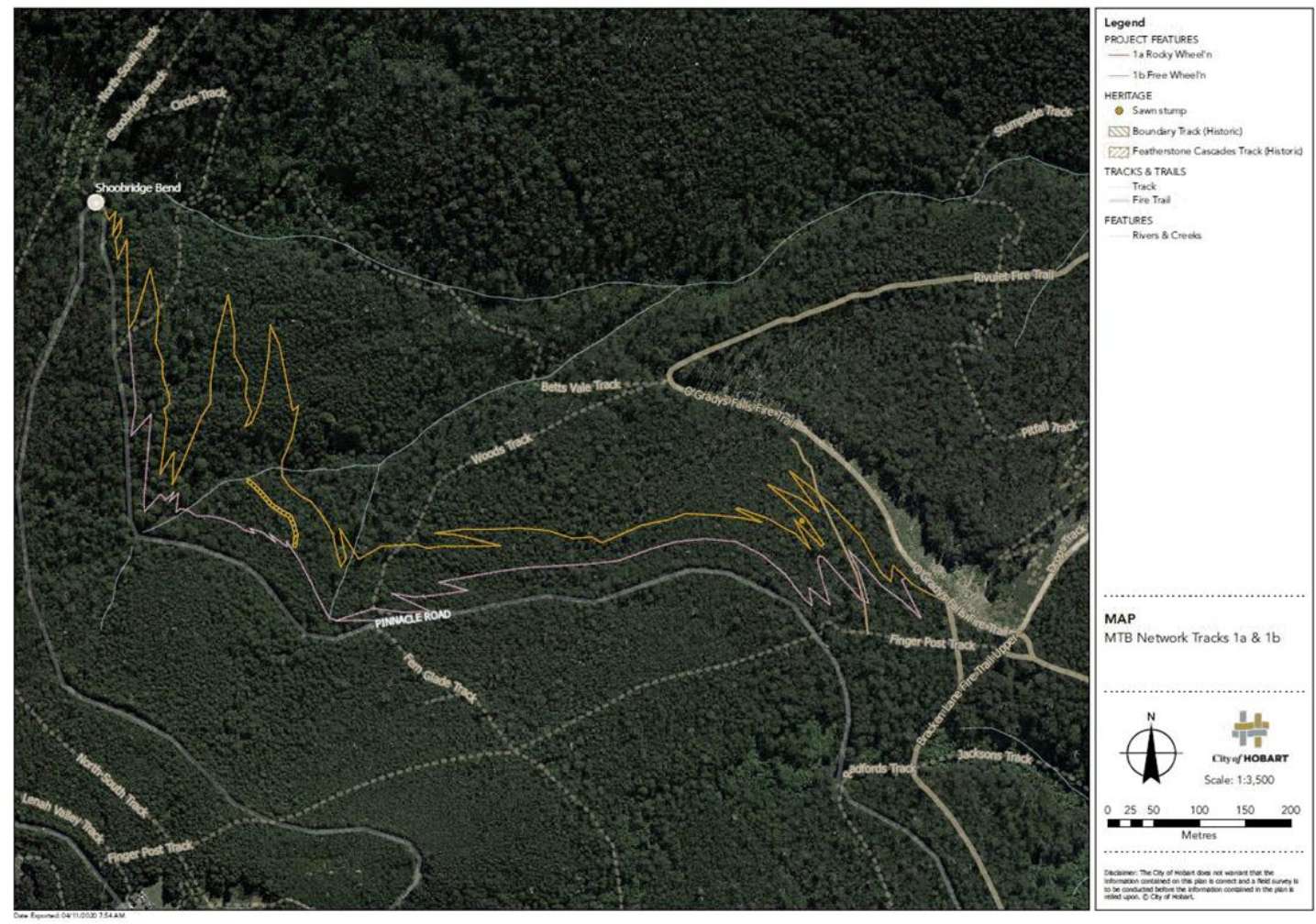
Table 2 - Track Specification: Free Wheel'n Track (1b)

Track component	Design criteria	References	Quantities	Rates: \$ Per unit
Class	Green / Easy, Optional lines Easy / Intermediate.	TDRS CoH specs		
Use	Downhill MTB only, flowing, very consistent and predictable	TDRS CoH specs		
Gradient	Average grade ≤ 6% for 95% of track length. Max grade 15%. Steeper sections to 20% on optional lines. Track surfaces over 12-15% to be rock armoured, max section length 10m.	TDRS CoH specs. CoH standard details: Stone Pitching, Stone Paving.		
Crossfall	5-7% generally outsloped (bikes only, so can increase outslope)	TDRS CoH specs. CoH standard detail: Track profiles		
Length	~2200 m. To stay within surveyed corridor. Optional lines on shortcuts between switchbacks are additional to 2200m.	Map of alignment. CEMP	~2200 linear metres.	Lump sum costed as part of track surface below
Average width	1000-1500 mm. Includes optional lines and passing areas.	TDRS CoH specs		
Creek crossings	2 Intermittent flow creeks. Permeable and rideable causeways. Aesthetics and environmental impacts	CoH standard detail: Boulder Causeway	1 bridge 1 causeway	Lump sum for each
Intersections	2 with Rocky Wheel'n. Crossing of Woods Track and Circle Track. Sight lines, flow and speed.	This specification and CEMP	4	Costed as part of track surface
Other drainage lines	Culvert outfalls and natural. Rock paving to prevent scouring	CoH standard detail: Stone Paving	At least 5 culverts outfall off Pinnacle Road	Costed as part of track surface
Heritage track crossings	Boundary Track	This specification and CEMP	1	Costed as part of track surface
Signs	2 at intersections. Track counter?	WPMT sign manual	2	Not included
Clearing and Rehabilitation	Environmentally sensitive clearing and rehabilitation, aesthetics, erosion	This specification and CEMP.	~2200 X 2m	Lump sum
Old / habitat / dangerous trees.	Habitat / Dangerous tree identification, assessment and clearance zones	By qualified arborist, as per recognised methodology	To be identified by contractor	Price number
Main track surface	Benching, formation and local materials. Gradients over 12-15% to be rock armoured. Includes rock paving of other drainage lines.	TDRS CoH specs. CoH standard detail: Track profiles	~2200 X 1.5m	Lump sum
Rock Walling > 450mm high	Top and or bottom batter where >450mm	CoH SOP: Drystone Construction		Costed as part of track surface
Grade reversals / drainage	Every 10-20m. Open and flowing, incorporated into the main track design	TDRS CoH specs. CoH standard detail: Grade Reversal	110-220	Costed as part of track surface
Berms / Switchbacks	Alignment, siting, geometry, radius, gradients, camber, construction. Low bermed turns, min. curve radius 3m. Preferred 4m+	Route alignment, TDRS CoH specs. CoH standard detail: Insloped Turns		Costed as part of track surface
Technical Trail Features: • Jumps • Drops • Rollers / doubles	Predictable jumps / drops with unavoidable vertical drops up to 50mm high, max 100mm if avoidable. Approach and exit ramps not to exceed 25%. Introductory low rollers with good downhill clear zone.	TDRS CoH specs. Contractor to select and design.	Contractor to specify type and number	Costed as part of track surface

MTB Project 20/21 Design Specification requirements

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Appendix 1: Map1 - MTB Network Tracks 1a and 1b



MTB Project 20/21 Design Specification requirements

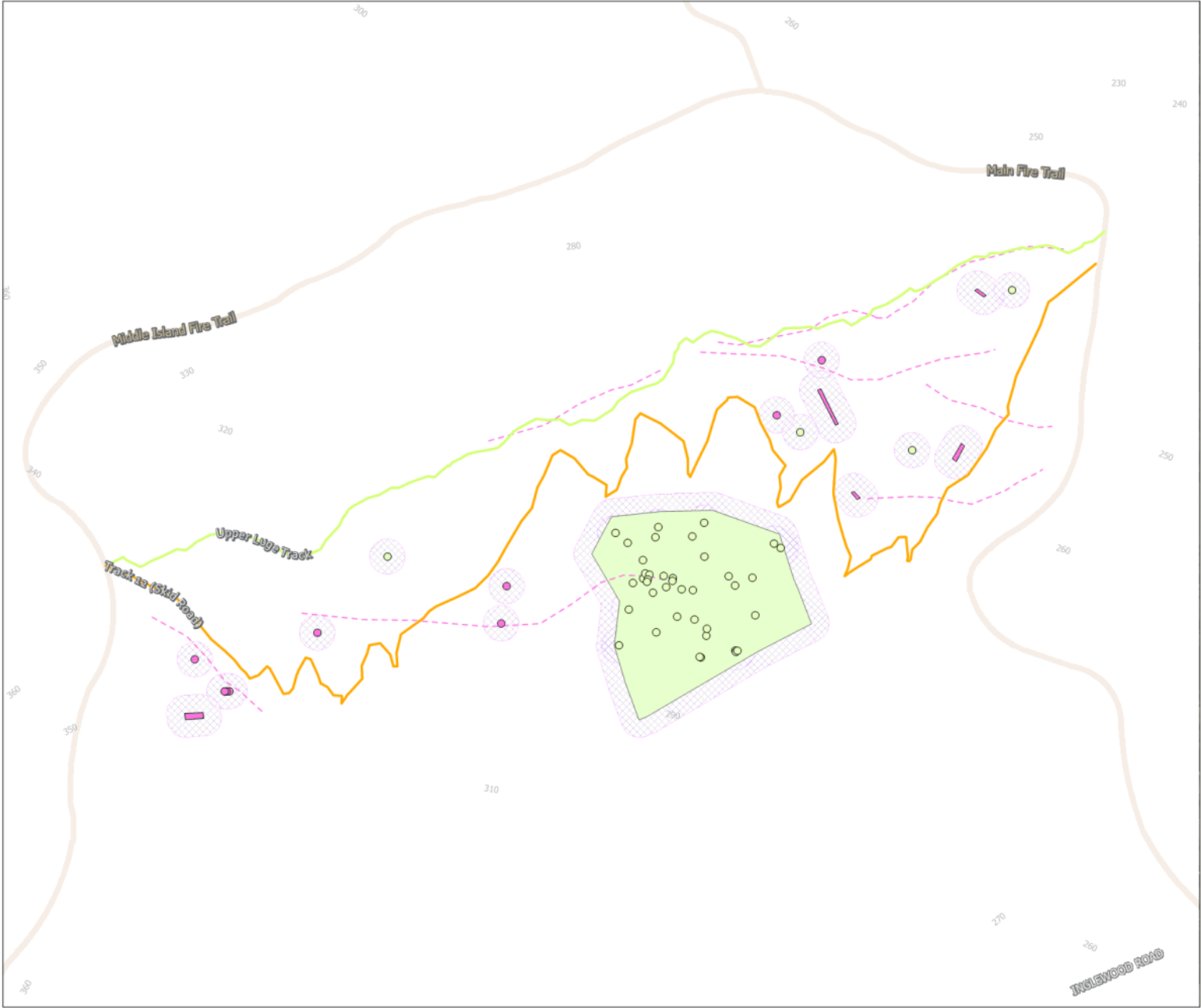
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Appendix 2 - TDRS CoH specs

MTB Project 20/21 Design Specification requirements

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Appendix 3 – CoH Standard drawings



Legend

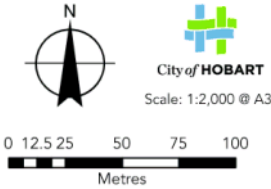
- Track
- Fire Trail
- Track 12 (Skid Road)
- Track 17 (Upper Luge)

Heritage Features

- Sawn Stumps and Timbers
- Timber Getting Features
- Snig Tracks
- Depressions
- Timber Getting Complex
- Heritage Buffer Zones

MAP

MTB Network Track 12 (Skid Road) and Track 17 (Upper Luge)



Disclaimer: The City of Hobart does not warrant that the information contained on this plan is correct and a field survey is to be conducted before the information contained in the plan is relied upon. © City of Hobart.

MTB Project 20/21 Design Specification – Track 12 (Skid Road) and Track 17 (Upper Luge)

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City of HOBART

Mountain Bike (MTB) projects 20/21 –Specifications Track 12 (Skid Road) and Track 17 (Upper Luge)

These specifications are for the construction of two new mountain bike tracks. Track 12 (Skid Road) is a brand new track, while Track 17 (Upper Luge) is the formalisation of an existing informal track.

The track alignments are shown in the “Map 1 - MTB Network Track 12 (Skid Road) and Track 17 (Upper Luge)” in Appendix 1. The specifications include general directions for construction together with specific descriptions of the type, standard and character for each track. Summary tables 1 & 2 for each track set out the components, design criteria, reference, quantities & pricing method.

City of Hobart (CoH) have expanded upon the Mountain Bike Australia (MTBA) Trail Difficulty Rating System 2019 (TDRS) to detail how the TDRS is applied for different types of MTB trails as set out in Appendix 2. This is referred to in the specifications below as the TDRS CoH specs and are included in Appendix 3. City of Hobart standard operation procedures (SOP), detail drawings for general track construction and track components are listed throughout and in the summary tables for each track. The list of SOPs and drawings are:

Track Profiles
Grade Reversal
Stone Pitching
Stone Paving
Insloped Turns
MTB Berm Construction
CoH SOP – Drystone Construction
CoH SOP – Bushland field work during bushfire season
CoH SOP – Herbicide Use in Bushland Areas
CoH SOP – Track Construction and Repair
CoH SOP – Excavator Operation
CoH Excavation Plan & Risk Assessment

Additional requirements for management of environmental and heritage values, soil and water protection, are set out in the Construction Environmental Management Plan (CEMP).

General Construction

These general construction principals apply where appropriate.

MTB Project 20/21 Design Specification – Track 12 (Skid Road) and Track 17 (Upper Luge)

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Site Preparation and Safety

Contractor CEMP and Safety Management Plans including traffic management, site facility plans of compound(s) for storing materials, tools and equipment, etc. are to be provided at least 2 weeks prior to site establishment. Vehicle and pedestrian traffic controls, signage and exclusion areas are to be established prior to construction works commencing as required.

Environmental & Heritage Considerations

Areas for special construction treatments are to be marked out on site prior to construction. This must include all heritage features, track intersections, significant trees or fallen logs for retention / avoidance, and track alignment at track heads.

Sustainable Track Building Principals

- Keep water off the track and users on it.
 - Construct rolling contoured tracks using grade reversals.
 - Maintain out-slope, except for insloped corners or table drains.
- Construct sustainable grades as per the specification and responding to local soil type, vegetation and terrain.
- Maximum Trail Grade to be as per the specification and responding to local soil type, vegetation and terrain.
- Half Rule – the track grade shouldn't exceed half the grade of the side slope. If it does exceed this it is considered a fall-line track.

Track Alignment

Maps of the track alignments and key environmental and heritage features will be supplied to construction contractors / crews, together with the route alignment as GIS files.

The proposed route alignment for Track 12 is marked on ground with pink flagging tape. Proposed switchbacks or berms are marked by double tape. Final track construction is to be undertaken as per the specifications within a corridor 20 metres either side of the marked alignment unless otherwise agreed with the contract superintendent.

Track 17 is to follow the existing informal alignment. The exception to this is the western intersection with Main Fire Trail, further details of which are provided in the track descriptions below.

Habitat and or Dangerous trees

Track 12 is to be aligned to avoid large habitat and/or dangerous trees. Where this is not possible, trees with potential to fall or drop limbs on the proposed tracks are to be assessed for risk to users. Assessments are to be conducted by a qualified arborist or tree assessor using a recognised methodology such as QTRA, VALID or similar.

Vegetation

Distribute cut vegetation into the surrounding bush, out of site where possible, with cut ends facing away from the track. Some may need to be retained for rehabilitation post construction. Clear standing vegetation 2m wide along the Track 12 route alignment. Scrape off leaf litter and organic soil, stockpile for rehabilitation of track edges. Remove and temporarily store plants such as ferns that can later be transplanted for rehabilitation. Where ever possible, on retaining walls and work outside the ride line, rock work is to retain the natural appearance with moss/lichen etc. covering retained and facing out.

Track Formation and Surface

Formation of the track bench will be as per CoH standard detail "Track Profiles". Track construction is to be undertaken manually and with small, light-weight machinery as required, within the desired specification, to limit the footprint and visual impact. Natural ground surface cut and fill requirements will be minimised and kept to no greater than 0.5m for cut batters and 1m for fill batters, from natural ground level. Where unavoidable, dry stone retaining walls will be constructed to secure any steep batters from potential landslip and erosion hazards. Track surface is to be formed from native mineral soil and local rock. Where required a suitable sub-base material (i.e. local rock) to be used to maintain the shape of the track surface.

Borrow Pits

Where there is insufficient mineral soil, borrow pits may be established. Borrow pits not to be battered and not to exceed 2m³ volume or be > 1.5m deep. Locate borrow pits to minimise aesthetic impact, preferably below drain outlets or within the track footprint, backfill with organic soil, excess rock and cover with leaf litter. CoH Excavation Plan to be followed and completed.

Drainage

Form Track 12 track surface to ensure adequate drainage and compaction. Construct drainage features as required no more than 20m apart or closer as site conditions dictate, ensure that these are constructed within the track alignment (grade reversals within a rolling contoured trail) and are part of the track, not added in after track formation.

Drainage features on Track 17 are to be constructed where existing track alignment allows for redirection of water away from the existing track alignment. Drainage should be achieved through the construction of rollers, with transition lengths appropriate to the track gradient and location. Rollers should consist of an armoured rock base with a capping of local material, to ensure longevity.

The crossing of other natural drainage lines will be surfaced by rock paving to prevent scouring as appropriate.

Rehabilitation

After completion of works, all disturbed areas are to be reshaped to normal ground levels and surfaced with surrounding vegetative debris. The outward slopes of berms and track batters are to be covered with organic soil, leaf litter or vegetation to blend in with surrounds. Excess vegetation, leaf litter or soil is not to be left in piles within sight of the track.

Track Descriptions

Track 12 (Skid Road)

Track 12 will form a connection between Main Fire Trail and Middle Island Fire Trail, allowing all track users to access the lower foothills of Kunanyi / Mount Wellington and the recreational tracks and trails in the Bracken Lane area and beyond. It will provide the primary climbing link for mountain bike riders to access the entry to Track 17. The track ascends moderate sloped forested terrain.

The key role of the track will be to allow for mountain bikers, walkers and runners to access the upper section of Middle Island Fire Trail on a purpose built track at a grade conducive to uphill travel. This will allow for the conversion of the informal Track 17 into a downhill only, mountain bike only track, while retaining and improving access for all users. The track will be a natural surface trail sympathetic to the natural contours and profile of the terrain. It will

have an average gradient of 6-7%, with a primarily narrow tread and wider passing bays where local terrain allows. The alignment will allow for an achievable climb for anyone with a moderate level of fitness and ability. Riders will be presented with minor technical challenge in the narrower tread width, however on-track technical features will be restricted to alternate lines where appropriate.

Track 12 will be designed to the Intermediate (Blue) Mountain Bike Track standard and AS2156.1-2001 Class 3 standard. It is proposed to be a shared use track, dual direction for walkers and runners, but uphill only for mountain bikes. The track is approximately 1040 meters in length and will average 0.9m (min 0.6m, max 1.2m) wide. Wider sections will be used to provide optional lines of different difficulty (primarily technical climbing features) for riders, or options to de-conflict user groups (i.e. passing bays) in areas with lower side slope.

The track will be a rolling contour track with drainage mostly achieved by grade reversals built as part of the track formation. As an uphill MTB track, grade reversals should be achieved over longer (8m+) distances to improve the climbing experience. Most changes of direction will be achieved by switchbacks. Shortcuts can be formalised across switchbacks for walkers, runners and better riders where adequate natural barriers are not present. Adequate sight lines should also be maintained throughout. Tread outslope of ~5% should be utilised where ever possible (except for insloped switchbacks and where insloped water table drains are needed for boggy ground).

The western (top) intersection with Middle Island Fire Trail should be located within 10m of Track 17, but allow space for track users to enter and exit both tracks without interference. The intersection should include a widened platform area formed from native mineral soil and local rock that allows track users to safely enter and exit both tracks or congregate adjacent to the fire trail. Platform height should not exceed 1m and drystone walling should be utilised where appropriate.

The eastern (bottom) intersection should be designed in conjunction with the exit point of Track 17, and accommodate riders who may wish to 'loop' both trails. Track users must be able to safely enter onto or exit from Main Fire Trail, and fire trail drainage must be maintained.

Track 17 (Upper Luge)

Track 17 is an existing informal trail that is currently utilised as a dual direction track by mountain bike riders, walkers and trail runners. The track is to be formalised and converted to a single use (MTB only) and direction (downhill) Intermediate (Blue) Mountain Bike Track standard. The conversion will utilise the current track alignment and retain a character and riding experience in line with the existing experience, with a focus on minimal modification and mitigation of trail braiding and widening.

The track provides a downhill return for riders from the top of Track 12, back to Main Fire Trail, and also forms a key link in the wider mountain bike network. By riding up Track 12 and down Track 17, riders can complete a loop in a short amount of time and with moderate levels of fitness, and perform multiple loops to develop experience, skills and fitness. As an intermediate downhill track with technical features such as jumps and exposed roots, Track 17 is intended to provide riders with a fun flow-trail experience interspersed with more challenging features and sections.

The existing track is approximately 650 meters in length and ranges between about 0.5m to 1m wide. The existing alignment will be retained for the entire length of the track, with the

MTB Project 20/21 Design Specification – Track 12 (Skid Road) and Track 17 (Upper Luge)

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exception being the eastern (bottom) intersection with Main Fire Trail. Minor adjustments to the track profile should be undertaken where appropriate, including re-profiling of corners, and construction of low catch-berms to improve flow and reduce heavy braking.

Multiple technical trail features exist along the track length, primarily consisting of jump/drop features constructed using in-situ fallen logs. These technical features are to be rebuilt to standard, using natural mineral soil and locally sourced rock. Effort should be made to retain the character of these features, with minimal adjustment to their location and dimensions. Where alternate lines (B-lines) exist alongside these features, they are to be retained and formalised.

Drainage is to be implemented through the use of rollers at suitable locations. These rollers should function to divert water from the track surface into the surrounding bush, but also as riding features. Siting should give consideration to functionality as drainage but also rider interaction with the feature, such as visibility on approach, transition lengths and landing zones. Where possible, run off should be channelled away from adjacent sections of snig track and fanned out on the surrounding terrain.

The track alignment crosses, enters, and exits snig lines at several points. Rock armouring should be utilised at these locations to reduce erosion where necessary. In locations where silt build up has occurred at snig line crossing points, silt should be cleared and appropriate drainage implemented above to minimise future build up.

Where the track alignment crosses large exposed tree roots, rock armouring should be installed to prevent further erosion or damage.

In areas where terrain and vegetation allows for unwanted braiding or widening of the track tread, the alignment should be contained through the safe placement of landscaping features such as boulders and large branches.

The eastern (bottom) intersection should be designed in conjunction with the exit point of Track 12, and accommodate riders who may wish to 'loop' both trails. Track users must be able to safely enter onto or exit from Main Fire Trail, and fire trail drainage must be maintained. Rider speed should be controlled using the track alignment, through features such as tight, bermed corners. Chicane features should be avoided where it may result in heavy braking on approach. Where possible, speed control measures should be kept within the forested area.

MTB Project 20/21 Design Specification requirements

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Table 1 - Track Specification: Track 12 (Skid Road)				
Track component	Design criteria	References	Quantities	Costing
Class / use	Blue / Moderate. AS2156.1-2001 Class 3.	TDRS CoH specs		
Use	Shared use, MTB uphill only, except short sections at top and bottom which will be MTB dual direction. Very consistent and predictable.	TDRS CoH specs		
Gradient	Average grade ≤ 7% for 95% of track length. Max grade 15%. Steeper sections to 20% on optional lines. Track surfaces over 12-15% to be rock armoured, max section length 10m.	TDRS CoH specs. CoH standard details: Stone Pitching, Stone Paving.		
Crossfall	3-5% generally out sloped.	TDRS CoH specs. CoH standard detail: Track profiles.		
Length. All to stay within surveyed corridor.	~1040m. Optional lines on shortcuts between switchbacks are additional to 1040m.	Map of alignment. CEMP	~1040m.	Lump sum costed as part of track surface
Average width	600-1200 mm. Includes optional lines and passing areas.	TDRS CoH specs		
Natural drainage lines	Rock paving to prevent scouring	CoH standard details: Stone Paving		Costed as part of track surface
Top intersection at Middle Island Fire Trail	Staging area/congregation point with dry stone retaining walls as necessary.	This specification	1	Lump sum
Bottom intersection at Main Fire Trail	Manage sight lines and entry / exit speeds at intersection	This specification	1	Costed as part of track surface
Signs	At least 2 at track intersections. Track counters.	WPMT sign manual	TBC	Not included
Clearing and Rehabilitation	Environmentally sensitive clearing and rehabilitation, aesthetics, erosion.	This specification and CEMP	~1040 lm X 2m	Lump sum
Old / habitat / dangerous trees.	Habitat / Dangerous tree identification, assessment and clearance zones	By qualified arborist, as per recognised methodology	To be identified by contractor	Price number
Main track surface	Benching, formation and local materials. Gradients over 12-15% to be rock armoured. Includes rock paving of other drainage lines	TDRS CoH specs. CoH standard detail: Track profiles	~1040 lm X 0.9m.	Lump sum
Rock Walling > 450mm high	Top and or bottom batter where necessary	CoH SOP: Drystone Construction		Costed as part of track surface
Grade reversals / drainage	Every 10-20m. Open and gentle, incorporated into the main track design	TDRS CoH specs. CoH standard detail: Grade Reversal	165-330	Costed as part of track surface
Berms / Switchbacks	Alignment, siting, geometry, radius, gradients, camber, construction. Min. curve radius 2.4m. Preferred 3m+	Route alignment, TDRS CoH specs. CoH standard detail: Insloped Turns		Costed as part of track surface
Technical Trail Features:	On alternate lines to main alignment only.	TDRS CoH specs. Contractor to select and design as site allows.	Contractor to specify type and number	Costed as part of track surface

MTB Project 20/21 Design Specification requirements

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Table 2 - Track Specification: Track 17 (Upper Luge)				
Track component	Design criteria	References	Quantities	Rates: \$ Per unit
Class	Blue / Intermediate	TDRS CoH specs		
Use	Downhill MTB only, flowing, technical sections and features (jumps/drops)	TDRS CoH specs		
Gradient	Average grade ~12%	TDRS CoH specs. CoH standard details: Stone Pitching, Stone Paving.		
Crossfall	5-7% generally outsloped (bikes only, so can increase outslope)	TDRS CoH specs. CoH standard detail: Track profiles		
Length	~650 m existing corridor, works length to be determined by contractor.	Map of alignment. This specification and CEMP	Contractor to specify	Lump sum costed as part of track surface below
Average width	600-1200 mm.	TDRS CoH specs		
Top intersection at Middle Island Fire Trail	Integrate with Track 12 design	This specification	1	Costed as part of track surface
Bottom intersection at Main Fire Trail	Manage sight lines and entry / exit speeds at intersection, ensure integration with Track 12 intersection.	This specification	1	Costed as part of track surface
Other drainage lines	Natural. Rock paving to prevent scouring. Does not include roller features.	CoH standard detail: Stone Paving	Contractor to specify	Costed as part of track surface
Signs	2 at intersections. Track counter.	WPMT sign manual	2	Not included
Clearing and Rehabilitation	Environmentally sensitive clearing and rehabilitation, aesthetics, erosion	This specification and CEMP.	Contractor to specify (eastern intersection only)	Lump sum
Old / habitat / dangerous trees.	Habitat / Dangerous tree identification, assessment and clearance zones	By qualified arborist, as per recognised methodology	To be identified by contractor	Price number
Main track surface	Rock armouring and minor track profile adjustments where required. Includes rock paving of other drainage lines and armouring of snig line intersections.	TDRS CoH specs. CoH standard detail: Track profiles	Contractor to specify	Lump sum
Grade reversals / drainage	Integrated into track as roller features.	TDRS CoH specs.		Included as roller features.
Technical Trail Features: • Jumps • Drops • Rollers / doubles	Rebuilding of existing jumps / drops with unavoidable vertical drops up to 350mm high, max 600mm if avoidable. Approach and exit ramps not to exceed 100%. Rollers where drainage requirements dictate.	TDRS CoH specs. Contractor to select and design.	Contractor to specify type and number	Costed as part of track surface

MTB Project 20/21 Design Specification requirements

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Appendix 1: Map 1 - MTB Network Track 12 and Track 17



MTB Project 20/21 Design Specification requirements

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Appendix 2 - TDRS CoH specs

See attachment

MTB Project 20/21 Design Specification requirements

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Appendix 3 – CoH Standard drawings

See attachments

City of Hobart



Construction Environmental Management Plan

Cycle Tourism Projects - Stage 2.

Tracks 1a, 1b, 12 and Upper Luge

April 2021

Printed copies of this document are uncontrolled

Cycle Tourism Projects - Tracks 1a, 1b, 12, & 17 - Construction Environmental Management Plan

April 2021

Document Control

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Management Plan – Tracks 1a_1b_12_UpperLuge_Apr21
Author: Alister Clark

Issue	Date	Revision Description	Authorised by
Rev 0			
Rev 1			
Rev 2			
Rev 3			

Endorsement of CEMP



Program Leader, Bushland Infrastructure

20/ 4/2021

Manager, WPMT

/ /2020

Construction Supervisor

/ /2020

Cycle Tourism Projects - Tracks 1a, 1b, 12, & 17 - Construction Environmental Management Plan

April 2021

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1. Background

Scope

This Construction Environment Management Plan (CEMP) details the environmental protection practices and processes that will apply for the construction of the Cycle Tourism Projects - Stage 2. The tracks¹ identified for construction are:

- Rocky Wheel'n (1a)
- Free Wheel'n (1b)
- Upper Luge (17)
- Skid Road (12)

It has been informed by geotechnical, natural and cultural heritage assessment of the site and identified required safeguards to avoid and minimise potential adverse environmental impacts. The CEMP will be updated as required as the project progresses.

The plan incorporates the following specific sections:

- Weed Management Plan
- Construction Hygiene Protocol
- Soil and Water Management Plan
- Natural Values Assessment
- Heritage Assessment

The CEMP supplements the project specifications and drawings. Relevant complementary documents include, but are not limited to:

- Cycle Tourism Projects Stage 2 – Specifications – Tracks 1a,1b,12 and Upper Luge
- Working in Wellington Park Induction Kit
https://www.wellingtonpark.org.au/assets/WPMT_Induction_Kit_Revised_190429.pdf
- Wellington Park Field Staff Checklist
https://www.wellingtonpark.org.au/assets/WP_Field_Staff_Checklist.pdf
- Wellington Park Hygiene Protocol
https://www.wellingtonpark.org.au/assets/wellingtonpark_hygieneprotocol0704.pdf
- Wellington Park Signage Manual 2014
https://www.wellingtonpark.org.au/assets/WP_Signage_Manual-July_14_summary.pdf
- Caring for Cultural Heritage in Wellington Park
https://www.wellingtonpark.org.au/assets/WP_CH_Awareness_Guidelines_2019.pdf
- Guidelines for watercourse crossings on walking and shared use tracks in Wellington Park (supplied)
- Unanticipated Discovery Plan for proponents and consultants dealing with Aboriginal heritage in Tasmania

¹Riding the Mountain. A Plan for Improved Mountain Bike Riding in the Foothills of kunanyi / Mount Wellington.

[https://www.wellingtonpark.org.au/assets/Unanticipated Discovery Plan -
Aboriginal Heritage Tasmania version 20170726.pdf](https://www.wellingtonpark.org.au/assets/Unanticipated_Discovery_Plan_-_Aboriginal_Heritage_Tasmania_version_20170726.pdf)

Objectives

- Confirm environmental management structure and responsibility.
- Identify environmental values and risk from works
- Define environmental management activities and controls.
- Confirm environmental management monitoring and review.

2. Project Description

The proposed tracks will traverse through natural bushland on the eastern lower flank of *kunanyi* / Mt Wellington in South Hobart. They were identified as a priority for construction in "*Riding the Mountain. A Plan for Improved Mountain Bike Riding in the Foothills of kunanyi / Mount Wellington*". The proposed track alignments and construction methods are set out in the specifications.

Project Team

The organisational structure and responsibilities for implementation and management of this project is as detailed below.

Program Leader Bushland Infrastructure (Sean Black – 0438 381 171)

Overall responsibility for project delivery and accountable for ensuring compliance with City of Hobart and Wellington project approvals and all legislative requirements. Specifically, this includes:

- Approving and regular evaluation of project environmental controls and this CEMP
- Ensuring, for both council staff and any subcontractors, documented environmental procedures are followed and records are kept
- Ensuring reporting on environmental and heritage issues takes place as required
- Community and regulatory agency liaison

Project Manager (CoH: Alister Clark – 0428 992 356; Contractor TBC)

The Project Manager has delegated authority from, and responsibility to, the Program Leader Bushland Infrastructure for management of project delivery:

- Coordinating CEMP activities of all personnel involved in the contract
- Organising a heritage induction for staff prior to works commencing
- Monitoring performance, including compliance with CEMP and project approvals
- Arrange and ensure environmental protection training of staff takes place as required by this Plan
- Act on corrective/preventive action notifications concerning environmental protection ensuring they are raised when appropriate and are closed out before the process or equipment is used again

- Ensuring Council's response to environmental emergencies
- Ensuring reporting on environmental issues and heritage issues takes place as required
- monthly progress reporting detailing status of works and addressing any issues including environmental and Work Health and Safety matters. These reports will be provided to the Program Leader Bushland Infrastructure and appropriate dissemination and action initiated as required.

Project Supervisor (CoH: Lindsay Ashlin – 0417 305 166; Contractor TBC)

The Project Supervisor is responsible coordinating and overseeing project delivery, including:

- Ensuring route alignment avoids identified environmental and heritage values and hazards, and that risks are controlled in construction activities and work areas. The project Supervisor will report any unanticipated cultural heritage discoveries to the Project Manager who will report to the Trust's Cultural Heritage Coordinator or Council's Senior Cultural Heritage Officer.
- Ensuring the requirements of CEMP and approvals are met
- Coordinating or conducting environmental/quality/safety site inspections
- Identifying training needs and arranging for employees and subcontractors to attend training
- Ensuring toolbox meetings and team briefings are held about managing environmental issues, incidents and emergencies
- Arranging the supply of appropriate environmental incident and emergency equipment
- Notifying stakeholders of works which will impact track usage, including commercial operators.

Contractor Site Foreman / Team leader (TBC)

The Project Site Foreman / Team Leader manages the construction crew and is responsible for day-to-day delivery of the project including:

- Implementing environmental controls in work areas
- Ensuring the requirements of approvals are met on site
- Ensuring site personnel are:
 - appropriately inducted and trained in the use of equipment and
 - comply with environmental and heritage protection procedures
- Advising Project Supervisor/Manager of any environmental or heritage protection training needed
- Conduct daily toolbox meetings/briefings about managing environmental, safety and quality requirements
- Site environmental and heritage protection inspections
- Investigating incidents
- Environmental assessment of plant and materials
- Advising the Project Supervisor/Manager of any environmental or heritage issues the crew encounters on site and
- Storage arrangements for materials and equipment.

Environment and Heritage Training

All personnel engaged in the works, including contractors, shall attend a historic heritage induction given by the Council's Senior Heritage Officer or the Wellington Park Management Trust's Cultural Heritage Coordinator prior to commencing work on site. This will include the Wellington Park Hygiene Protocol and Unanticipated Discovery Plan for proponents and consultants dealing with Aboriginal heritage in Tasmania Guidelines.

All personnel involved in the project will be required to view and understand the Working in Wellington Park Induction Kit.

The Project Site Foreman / Team leader will conduct daily toolbox meetings and team briefings about managing heritage and environmental issues, incidents and emergencies. Project Management.

3. Flora and Fauna

A Natural Values assessments of the proposed track alignment corridors was undertaken by Enviro-dynamics Pty Ltd^{2,3}.

The on-ground survey of the proposed alignment of Track 1a (Rocky Wheelin') and Track 1b (Free Wheel'n) found no significant natural values that will be impacted by track construction or use by walkers and cyclists. No species or communities protected by legislation are anticipated to be impacted. There is no need to alter the track alignment for protection of natural values. This assessment of natural values impacts, and recommendations also applies to alternative track alignments within the survey area. Recommendations to be followed are:

- Do not remove or damage large trees (>100 cm DBH in wet forest; > 70 cm DBH in dry forest) or old-growth trees.
- For large trees (as above), ensure spacing of at least 1.5 m between base of tree trunk and track edge.
- If any evidence of raptor nesting, swift parrot nesting or marsupial denning is observed, work must stop immediately and seek advice from DPIPWE Threatened Species Section.
- Vegetation clearance and soil disturbance should be kept to a minimum.
- Do not remove coarse woody debris from the site.
- Minimise disturbance of large fallen logs, recognising that some cutting or moving of logs will be unavoidable due to the abundance of logs in some areas.
- Minimise impacts on natural drainage lines by avoiding creek crossings where possible, and construction methods which avoid impeding drainage and prevent erosion and siltation.

² Natural Values Assessment for the proposed Rocky Wheelin' MTB track (Track 1), Wellington Park.

³ Natural Values Assessment for the proposed Track 12 and Upper Luge MTB tracks, Wellington Park

- Avoid importing foreign aggregates. If surfacing is required, it should be sourced from a weed-free source.
- Follow standard weed hygiene procedures during track construction.
- Control the holly (*Ilex aquifolium*) in the survey area to prevent further spread.

The on-ground survey of the proposed Track 12 (Skid Road) and Upper Luge (Track 17) found no significant natural values that will be impacted by track construction or upgrade works or use by walkers and cyclists. No state or Commonwealth listed threatened communities occur in the survey area. There is a low likelihood of threatened flora species occurring within the area. No known significant habitat for threatened fauna species will be impacted. There is no need to alter the track alignment for protection of natural values. This assessment of natural values impacts, and recommendations also applies to alternative track alignments within the survey area. Recommendations to be followed are:

- Do not remove or damage large (>100 cm DBH) or old-growth eucalypt trees. Track to avoid the base of large trees (min 2m) where possible.
- Avoid removal of any blue gums (*Eucalyptus globulus*).
- If evidence of raptor nesting, swift parrot nesting or marsupial denning is observed, work must stop immediately and contact DPIWE Threatened Species Section.
- Vegetation clearance and soil disturbance should be kept to a minimum.
- Do not remove coarse woody debris from the site.
- Avoid importing foreign aggregates if possible. If surfacing is required, it should be sourced from a weed-free source.
- Follow standard weed hygiene procedures during track construction.
- Control of Forget-Me-Not (*Myosotis* sp.) by hand pulling could be undertaken in conjunction with track construction works.

CoH to conduct a weed survey of the track alignment around 12 months after track construction to identify and control any weeds which may establish following works.

4. Heritage

An Aboriginal Heritage Assessment Report⁴ concluded there are no sites or sensitive areas, and neither does the proposed development have the potential to incidentally impact previously recorded sites, within the vicinity of the proposed tracks. Hence there are no site specific management recommendations. Nevertheless, the study area retains a residual risk for the unanticipated discovery of Aboriginal heritage items. Aboriginal heritage in Tasmania is afforded blanket protection by the Aboriginal Heritage Act 1975 therefore:

1. All contractors and staff are to be made aware that there is a potential for unanticipated discovery across the entire study area and should also be made aware

⁴ kunanyi Mountain Bike Tracks Aboriginal Heritage Assessment Report. Version 1. Final Report prepared by Austral Tasmania Pty Ltd for the City of Hobart. AT0311. April 2021. Alan Hay and Caleb Pebber.

of the Unanticipated Discovery Plan and their obligations under the *Aboriginal Heritage Act 1975*. Aboriginal Heritage Tasmania's *Unanticipated Discovery Plan* (Appendix B) should be followed during this project. A copy of this plan should be kept with the person who is responsible for the on-ground works for the duration of the project.

The Historic Heritage Assessment (HHA) Report⁵ identified the following Cultural features within the area (Study Area One) of Tracks 1a (Rocky Wheel'n) and 1b (Free Wheel'n):

- Pinnacle Road
- Two tracks currently in use, the Woods Track and Circle Track
- An unnamed and currently used track, previously part of the Fingerpost Track
- A single cut tree stump
- The Boundary Track
- Two levelled areas formed by earth moving machinery.

The two levelled areas formed by earth moving machinery within this study area were not considered significant, and are to be used as part of the new tracks alignment. The significant heritage features are shown on Map: MTB Network Tracks 1a and 1b included in the Appendix 1.

Cultural features within the vicinity (Study Area Two) of Track 12 (Skid Road) and Track 17 (Upper Luge) were:

- Seven sections of snig track
- Four potential sawpits
- Nine felled tree stumps
- An extensive complex of stone features and footings and cuts

The significant heritage features are shown on Map: MTB Network Tracks 12 and Upper Luge, included in the Appendix 2.

The HHA made the following recommendations to ensure that heritage values are included in the broader assessment process and to mitigate potential impacts that may occur due to the proposed works. The management response is included directly after.

1. Plan in response to the heritage values:

The HHA should be included in any documentation supplied under the CoH Development Application and Wellington Park Management Trust Park Activity Assessment (PAA) processes for the proposed Tracks 1a (Rocky Wheel'n), 1b (Free Wheel'n), 12 (Skid Road) and 17 (Upper Luge).

Management Action: The report is to be included in the Development Application and WPMT PAA.

⁵ kunanyi / Mount Wellington Mountain Bike Tracks 1a, 1b, 12 and Upper Luge Historic Heritage Assessment. Final Report for the City of Hobart. AT0296. 20 November 2020

2. Recommended Conservation Actions:

The recommended conservation actions followed by the planned management action are:

Recommendation 1: Impact to Pinnacle Road can be mitigated by concentrating the track heads for the proposed work in proximity to existing tracks and by keeping track furniture to a minimum necessary amount at these locations. The current alignment of Track 1b (Free Wheel'n) has a minimum of visual impact to the setting of Pinnacle Road if track realignment is made it should maintain a similarly low level of impact.

Management Action 1: There is thick vegetation along the roadside and most of the track will not be visible. Track 1b (Free Wheel'n) has been re-routed to commence below Circle Track. The track will only come close to the road where necessary to achieve gradients. Rehabilitation of berms and batters and track edges will be undertaken to minimise track visibility.

Recommendation 2: Track 1a (Rocky Wheel'n) and Track 1b (Free Wheel'n) should cross Circle Track at right angles to lessen impact to the fabric of the track and the location of intersection should be at a place where the track consists currently of only a clay pad. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Circle Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

Management Action 2: Track 1b (Free Wheel'n) has been re-routed to commence below Circle Track to minimise crossings. Crossings of Circle track are not to alter the existing track formations, be as close to perpendicular as possible given the new track gradient, and at a place where the track consists currently of only a clay pad. The new tracks will simply abut Circle track at the same level, be of local soil and gravel and not contain any specific features except those used to control speeds.

Recommendation 3: Track 1a (Rocky Wheel'n) and Track 1b (Free Wheel'n) should cross Woods Track at a place where the track consists currently of only a clay pad to lessen the impact to the fabric of the track. This will not necessitate any major realignment as the track is principally only a clay pad with little stonework present. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Woods Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

Management Action 3: Crossings of Woods Track have been re-routed to avoid multiple crossings. Crossings are not to alter the existing track formations, be as close to perpendicular as possible given the new track gradient, and at a place where the track consists currently of only a clay pad. The new tracks will simply abut Woods Track at the same level, be of local soil and gravel and not contain any specific features except those used to control speeds.

Recommendation 4: Track 1a (Rocky Wheel'n) and Track 1b (Free Wheel'n) should cross Boundary Track at a place where the track consists currently of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Boundary Track. Switchbacks that

would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

Management Action 4: Tracks 1a (Rocky Wheel'n) and 1b (Free Wheel'n) have been re-routed to minimise the need for re-crossing. Boundary track will be temporarily fenced off where it occurs with the 10m buffer of the track alignment as an exclusion zone during construction. It is not possible to cross at right angles given the gradients of the unused and new tracks, it would create a steep / unsafe section in the MTB track and draw attention to the heritage track. The desired outcome is to do no damage to the track fabric which will be done by building over the top without disturbing the heritage track fabric. The materials for the mountain bike track will be local soil and rock and not contain any specific features, such as jumps etc.

Recommendation 5: Fingerpost Track should not be impacted upon physically by the proposed work through the proximity of Track 1b (Free Wheel'n) to this historic feature. The location of Track 1b (Free Wheel'n) must be moved to a location that does not include Fingerpost Track within its route. Additionally as much as possible the route of Track 1b must be out of visual range of the Fingerpost Track as its presence in close proximity will lessen the aesthetic value of this track. To this end it is advisable that Track 1b should be set back 15m from the existing track at its closest approach.

Management Action 5: Track 1b (Free Wheel'n) has been re-routed to a setback greater than 15m from Fingerpost track.

Recommendation 6: The presence of the sawn stump in Study Area One should be noted in works specifications and avoided if consideration of alterations to the proposed track take place. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

Management Action 6: The track alignments avoid the cut stump and it is to be marked off with temporary fencing as an exclusion zone during construction.

Recommendation 7: Featherstones Cascade Track should continue to be avoided and if the route of the proposed tracks are changed they should not intersect with the remnant of this track.

Management Action 7: The track alignments avoid Featherstones Cascade Track and the section in proximity to the track is to be marked off with temporary fencing as an exclusion zone during construction.

Recommendation 8: Track 17 (Upper Luge) should not be moved from its present location, any change in its current alignment will widen the extent of its impact and the further this track drifts southwards the likelier it is to cause damage to additional historic heritage features. Given the richness of the historic heritage in the surrounding landscape the long term use of the Upper Luge Track in its current location should be considered to be the minimal impact approach. In making fit Track 17 (Upper Luge) for its current purpose within the context of safety a minimum of modification should take place. However, whatever measures are necessary should be used to maintain the alignment of this track without additional braiding (e.g. track hardening or water bars). Where possible run off should be channelled away from the adjacent sections of snig track and fanned out on the

surrounding terrain to avoid accidental erosion and the creation of rills. Once again, given the difficulty of closing this track and the sensitivity of the surrounding terrain, Track 17 (Upper Luge) should be formalised and maintained as much as necessary as a sacrificial track to avoid the widening of already existing impact.

Management Action 8. Track 17 (Upper Luge) will not be moved from its present location. The current location will be formalised and maintained as a sacrificial track to avoid the widening of the already existing impact. Measures necessary to make safe and maintain the alignment of this track without additional braiding will include limited track hardening at active areas of erosion or wearing. Water run-off will be channelled away from the adjacent sections of snig track and fanned out on the surrounding terrain to avoid accidental erosion and the creation of rills.

Recommendation 9. Track 12 (Skid Road) should be rerouted to avoid the location of the four snig tracks in the centre of the study area. Where this is not possible care must be taken that Track 12 (Skid Road) intersects these features at right angles and that structural features are in place to direct any water run off away from these features. Additionally management approaches should be considered that will prevent ad hoc track creation or braiding resulting from Track 12 as this will needlessly widen the impact of the proposed work.

Management Action 9. Track 12 (Skid Road) has been rerouted to cross the four snig tracks in the centre of the study area at right angles. Drainage features will be constructed to direct any water run off away from these features. The track will be constructed to constrain the potential for ad hoc track creation or braiding resulting from Track 12 users to limit widening the impact of the proposed work.

Recommendation 10. The Location of Track 12 (Skid Road) should be altered to avoid impact to Sawpit 1 and should be set back at least ten metres from this feature. Any proposed alignment changes of the proposed tracks should continue to avoid the other features in this set. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

Management Action 10. The Location of Track 12 (Skid Road) has been altered to avoid impact to Sawpit 1 and will be set back at least ten metres from this feature. The alignment changes of the proposed tracks have also avoided the other features in this set. Exclusion areas will be established around all signification heritage sites prior to construction. All staff and contractors will be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

Recommendation 11. A 10m buffer should be given to each of these (sic) sawn stumps and timber during the design and construction process with the proposed route of Track 12 (Skid Road) placed at least this distance away from them. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

Management Action 11. A 10m buffer has been given to each of the sawn stumps and timber during the design and construction process. The proposed route of Track 12 (Skid Road) will be placed at least this distance away from them, with exclusion areas established prior to construction. All staff and contractors will be

given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

Recommendation 12. The Timber-Getting Complex should be avoided by rerouting Track 12 (Skid Road) away from its location and a buffer of at least 10m should be established around its edges. An exclusion area will be established around the Timber-Getting Complex prior to construction. All care should be taken that no opportunities for ad hoc track creation into this area are allowed by the new route i.e. no easy through route should be visible to cyclists. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

Management Action 12. The Timber-Getting Complex has been avoided by rerouting Track 12 (Skid Road) away from its location with a buffer of at least 10m established around its edges. Care will be taken to limit opportunities for ad hoc track creation into this area by maintaining adjacent vegetation and incorporating blocking features such as fallen logs to limit off track movement. All staff and contractors will be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

Managing Potential Aboriginal Heritage:

The Unanticipated Discovery Plan for managing potential Aboriginal heritage (Appendix C) will form part of the project specifications.

Restriction of Access to Information:

All data that may be used to relocate a site will be redacted from this document prior to public distribution and this data will remain confidential to project staff.

Notifications Protocols and Unanticipated Historic Heritage Materials:

Archaeological advice will be sought if features or deposits of an archaeological nature are uncovered during the works or where doubt exists concerning the provenance of any strata revealed during excavations. This may include but not be limited to the exposure of any structural material made from bricks, stone, concrete or timber and forming walls or surfaces, or the presence of more than five fragments of artefacts such as ceramic, shell, glass or metal from within an area of no more than 1 square metre.

Further Work:

If it becomes apparent that the works associated with the proposed mountain bike tracks will extend beyond the nominated study area, a reassessment will be undertaken to ensure that known and/or potential historic heritage and social values in adjacent areas are fully articulated. Specifically, the heritage places and features identified as being extant in the area around the present study area should be included in further assessments associated with a broader study area. **Reregistration of Sites in the Wellington Park Historic Heritage Database**

The three previously distinct sites Bart's Cut (WPHH0453) Golden Gully North Sawpit (WPHH0461) and Golden Gully North Stone Mounds (WPHH0462) are to be reregistered by the WPMT as a single site along with the "Timber Getting Complex" identified in this area. A

Cycle Tourism Projects - Tracks 1a, 1b, 12, & 17 - Construction Environmental Management Plan

April 2021

more apt name than any of the above listed should be selected by the WPMT to identify this area. The site formerly registered as Kings Pits within the database should also be reviewed in the light of the new historical information presented in this report.

5. Soil and Water Management

The routing and design of the proposed tracks has been undertaken in the context of the known landslip and erosion potential of the local landscape, and visual evidence from field inspections. The proposed track construction activities involve limited exposure of soils within areas of surrounding vegetation and other ground cover, and hence have limited potential to initiate and exacerbate significant soil erosion and sedimentation of waterways in the site.

A geotechnical investigation of the stability and potential impact of the proposed tracks, Track 1a (Rocky Wheel'n), Track 1b (Free Wheel'n), Track 12 (Skid Road), and Track 17 (Upper Luge) as per Issue A8.1 in the Wellington Park Management Plan 2013 (Ch 8, p.147), was conducted by Scherzic⁶. The geotechnical assessment concluded that "the risk to life for the proposed tracks from landslides is determined as acceptable for tracks 1 & 1 b and not credible for tracks 12 & Upper Luge". The recommendations from the Site Stability Review to be followed are:

- Limit Cut batters (<0.5m)
- Fill Batters (<1m)
- Avoid long lengths of tracks parallel to slopes (particularly any cuttings)
- Creek crossing should avoid alluvium/colluvium and cross at competent rock
- Limit Vegetation removal (no trees >2m)

The additional soil and water management principles will apply:

- Restrict height of rock paving across drainage lines to normal low flow height and ensure structure pervious to flow.
- Keep track width to minimum (max 1500mm, average 1 meter) necessary and minimise any surface disturbing activities, particularly benching and importing of material.
- Use in-situ rock to create track formation in preference to imported materials
- Install at regular intervals (generally no greater than at 20m spacing) grade reversals or other appropriate drainage features to intercept and convey accumulated surface runoff from the upslope to the downslope side of the track to avoid concentrated surface water flows and sedimentation of waterways

Two intermittent watercourses, are crossed by Track 1a (Rocky Wheel'n) and Track 1b (Free Wheel'n). The crossing methods are set out in the Specifications. Within 5m either side of the centreline of these watercourses the following measures are to be applied:

- deploy sediment control structures to intercept water flows through the worksite prior to entering the waterway
- minimise soil excavation/disturbance
- surface the approach and departure sections of the track with rock armouring to prevent scouring

⁶ Site Stability Review, Scherzic Ground Investigations, 2020

- Monitor and regularly maintain erosion and sediment control measures.
- Monitoring is to occur at least weekly and after each rain event where >10 mm has fallen. Maintenance is to include the cleaning out of sediment control structures.
- Natural materials removed from sediment control devices will either be used in situ (i.e. utilised in the track's surface or as backfill behind the batter walls) or removed from the site. If this is not possible, the Wellington Park Trust recommends finding a hole in the bushland that can be filled with the sediment. Temporary erosion and sediment controls must be removed upon the completion of works.

Work activities are not to be undertaken in water courses during rain events. All construction activities are to be avoided during rain events of >10mm, wait at least 24 hours after 10mm or more precipitation.

Providing Short cuts for walkers & trail runners

Where a track turns 180 degrees using a switchback, and the new direction of the track is visible, runners and walkers will often attempt to make a shortcut before the switchback to lessen the distance to be travelled, or simply for the fun. When made by the public, shortcuts can create problems due to poor siting for visibility or drainage. Shortcuts can be partly controlled through the use of natural barriers such as trees, logs and other vegetation, but not always.

Therefore, it is desirable to anticipate the desire to shortcut and provide purpose built shortcuts in optimum locations, using track building techniques such as armouring that provide a durable surface with good traction. When well-built such shortcuts add interest, challenge and diversity to the track. The decision to build a shortcut is based on the unique site conditions at each change in direction where a switchback is required and the available budget. It is not possible or desirable to provide shortcuts at every switchback.

6. Site Management

Site access will be restricted to existing formed fire trails and walking tracks, and activities confined to within 20m buffer either side of the track alignment. Vehicle access to the worksite for Track 1a (Rocky Wheel'), and Track 1b (Free Wheel'n) will be one of two locations:

- 1) off Pillinger Drive along the Bracken Lane Fire Trail to O'Grady's Falls Fire Trail, both owned and managed by the City of Hobart.
- 2) off Pinnacle Road at Shoobridge Bend.

Other limited access points for materials delivery (bridge) may be required and must be shown on site plans in contractor's CEMP.

Vehicle access to the worksite for Track 12 (Skid Road) and Track 17 (Upper Luge) will be along Main Fire Trail and Middle Island Fire Trail.

No fuels, oils or chemicals are to be stored on-site, only in the approved storage compound. Fuelling of plant to be undertaken with a spill kit in place.

When not in use, all plant are to be stored well away from watercourses and secured to minimise potential for vandalism.

If required, material storage will be restricted to a suitable off road site adjacent to Shoobridge Bend or other agreed site depending on work requirements. Minimise imported track construction material amount stockpiled on site at any one time and located to minimise vegetation disturbance and potential for surface runoff to transport material. Install silt fencing along downslope side.

Operate in accordance with CoH Standard Operating Procedure (SOP): Bushland field work during bushfire season.

7. Weed Management and Construction Hygiene Protocol

One introduced plant was recorded during the survey of Track 1a (Rocky Wheel'n): Holly (*Ilex aquifolium*), which is listed as a declared weed under the Weed Management Act 1999. A single established shrub was observed, which will be eradicated as part of the works.

One introduced plant was recorded during the survey of Track 12 (Skid Road): Forget-Me-Not (*Myosotis* sp.). This herbaceous environmental weed occurs in low densities in the east of the survey area. Control of Forget-Me-Not (*Myosotis* sp.) by hand pulling is to be undertaken in conjunction with track construction works.

Over all of the proposed construction area, no indications of *Phytophthora cinnamomi* (Pc) infection were observed and most of the vegetation present is not susceptible to this pathogen

Preventing the spread of new weed populations and pathogens into the site is important. To avoid the spread of weed species, the proposed works will be undertaken in accordance with the *Wellington Park Hygiene Protocol (April 2007)*. Specific construction hygiene actions to be adhered to for these works to include the following.

- Vehicle movements are to be kept to a minimum, are to remain on formed tracks and avoid parking and/or driving on verges when turning.
- Construction vehicles, plant and equipment to be washed down prior to entering the site and inspected to ensure removal of potential weed and pathogen propagules.
- Wash down should be conducted at the Bushland Depot prior to departing to site. A wash down bay may be established at the entry/ exit point to the Bracken Lane Fire Trail
- If vehicles, plant or equipment have been in a known *Phytophthora* area, wash down must include use of the fungicide *Phytophthora Clean*.
- Construction personnel footwear should be cleaned if they have been worn or used in a weed/pathogen area.

Ongoing monitoring and control of weeds along the track will be required to be undertaken annually for at least the following 5 years to control the populations and prevent their spread by track users. Commencing in 2021 and continuing until it is determined no longer necessary, CoH will undertake an annual monitoring program for weeds along the entire length of the new tracks. Any weeds that are identified adjacent to the new tracks are to be recorded/mapped including weed location, extent, and estimate of density or numbers.

Identified weeds are to be treated in accordance with the City of Hobart operating procedures (SOP_ Herbicide Use in Bushland Areas) and DPIPW's invasive weed protocols (<https://dpiuwe.tas.gov.au/invasive-species/weeds>).

8. Adjacent Public Assets Dilapidation

A photographic record of the current condition of existing tracks and fire trails is to be undertaken by the contractor as a **Dilapidation Record**.

9. Monitoring and Review

Environmental and heritage management activities and controls will be regularly monitored and corrective action taken to rectify any deficiencies or make improvements as required.

Issue	When	Who	How
Construction personnel training and site induction, which includes an induction from the Council's Senior Cultural Heritage Officer or the Trust's Cultural Heritage Coordinator	Prior to commencement of site works and before any new personnel commence	Project Manager and Council's Senior Cultural Heritage Officer	Deliver induction training and require all construction personnel to sign site induction and SWMS forms
Site establishment including public notification and access controls	Prior to commencement of site works and thence fortnightly	Project Manager	Notification on CoH website; email notification of key stakeholders (including commercial operators); installation of site signage and barriers on all access routes
Physical marking of environmental and heritage assets to be protected from disturbance (e.g., logging relics etc)	Prior to commencement and re-assessed for each new section of track prior to vegetation removal	Project Supervisor / Team Leader	Marked on-site with flagging tape as exclusion/protection area
Soil and water management controls	Prior to commencement and thence at least weekly or after rainfall	Team Leader	Compliance with CEMP
Weed management controls	Prior to commencement of track works, during and proceeding construction.	Project Manager Track Inspector	Compliance with CEMP
CEMP	Prior to commencement of site works and thence monthly and on practical completion	Program leader	Compliance with CEMP

10. Community Relations

Working Hours

The planned span of working hours onsite:

Monday to Friday 7.00am to 6.00pm, and weekends for Trackcare events.

Site activities conducted outside these hours will require approval by the Program Leader Bushland Infrastructure.

Access

Fire trails used for construction access to remain trafficable to authorised vehicles and park visitors at all times.

Temporary visitor safety signage and barriers, consistent with Wellington Park Signage Manual 2014, to be erected and maintained for the duration of site works.

Prior to works commencing, provide notification of works and use constraints to relevant park user groups, immediate neighbours, park commercial operators and the public.

11. Reviewing this Contract Environmental Management Plan

The Program Leader and Project Manager will periodically review this Contract Environmental Management Plan to ensure it is appropriate and is being implemented effectively.

Changes may arise from a change of scope, site audits, public reports or from opportunities for improvement.

It is planned to review this CEMP within the first four weeks of site works commencing and thence monthly thereafter.

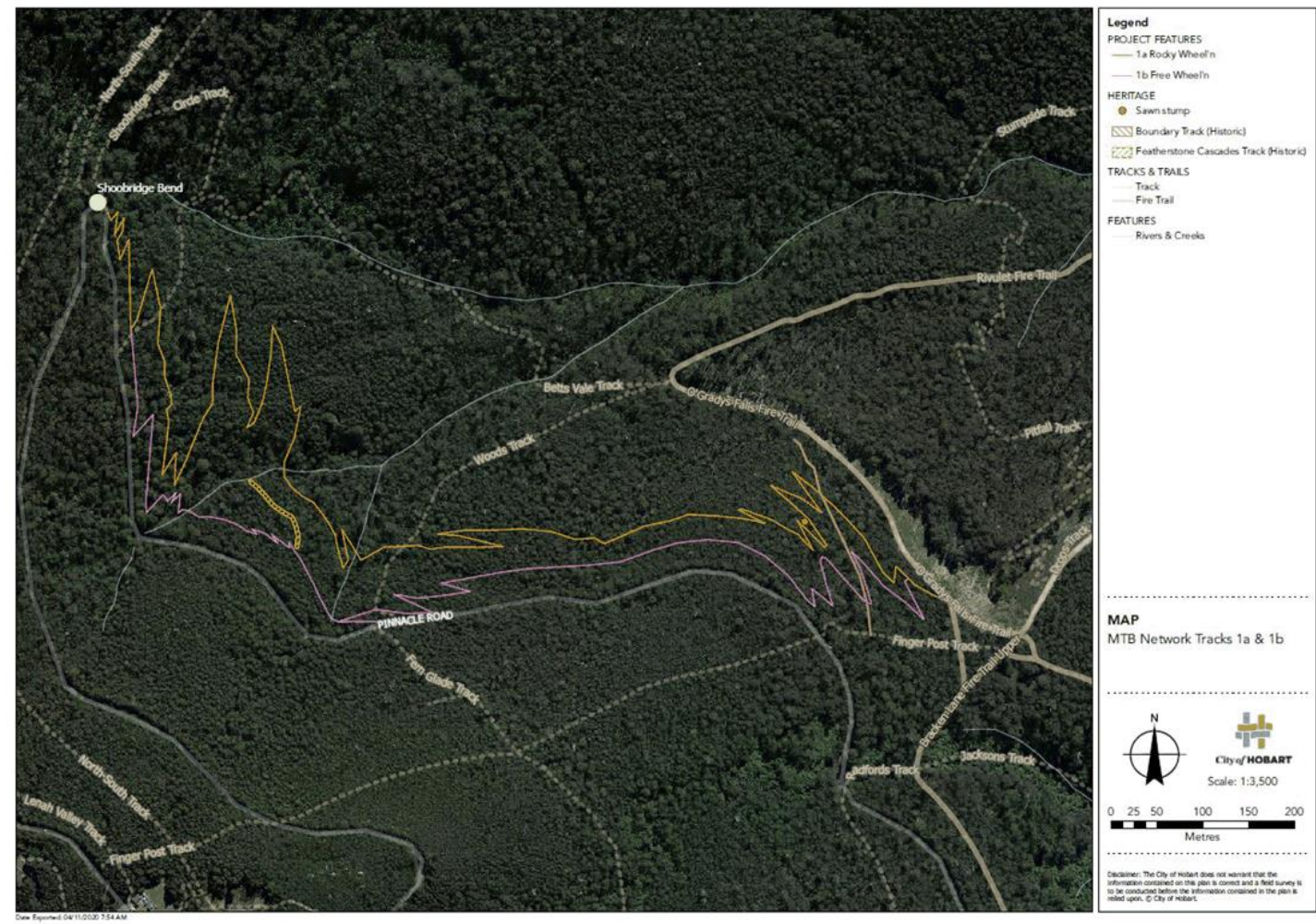
Record of Environmental Induction:

Environmental Induction Report Form

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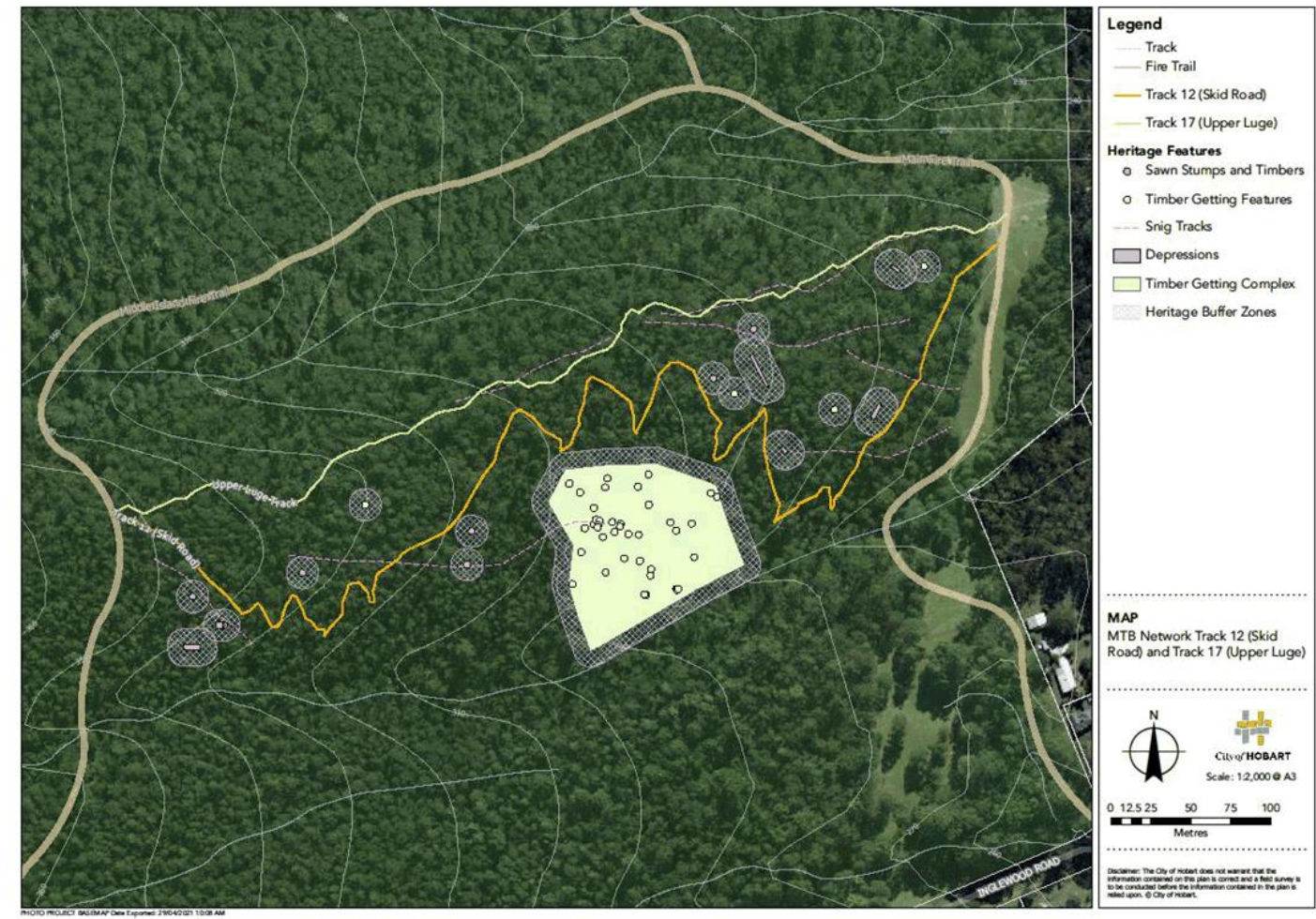
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Appendix 1 – Map: MTB Network Tracks 1a and 1b



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Appendix 2 - Map: MTB Network Tracks 12 and Upper Luge



Natural Values Assessment

*For the proposed Rocky Wheelin' MTB track (Track 1),
Wellington Park*



For City of Hobart

July 2020

enviro-dynamics
environmental solutions for a changing world

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Natural Values Assessment for Rocky Wheelin' track, Wellington Park

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1. Introduction

City of Hobart proposes to construct a new mountain bike track – Rocky Wheelin' (named 'Track 1' in the CoH *Riding the Mountain* plan). The 3 km track will ascend from O'Gradys Falls Fire Trail to the Pinnacle Road at Shoobridge Bend. This will provide a link between existing MTB trails below O'Gradys Falls Fire Trail to the North-South Track.

This report details the results of an on-ground assessment of natural values along the route of the proposed track. It follows a previous report which provided a desktop analysis of natural values (Enviro-dynamics, May 2020).

This natural values assessment and report considers the natural values and implications for track location, design and construction. Findings from the on-ground assessment combined with the previous desktop assessment provide a basis for making recommendations to minimise impacts on significant natural values.

2. Methods

The field survey was undertaken by a single observer on 8th July 2020. The survey assessed all natural values within a predetermined assessment area and in particular along the proposed track alignment and directly below Pinnacle Road (in consideration of a future track parallel to and below the road). The vegetation communities in the survey area were determined and compared to previous vegetation mapping of the area.

All vascular plant species encountered were recorded, with an emphasis on detecting rare and threatened species. Searches for potential threatened fauna habitat e.g. tree hollows and den sites, and other evidence e.g. scats, diggings and tracks were also undertaken. No species-specific fauna surveys were conducted.

Locations of threatened flora species, environmental weeds and significant trees were mapped with a handheld GPS. Geographic datum used for mapping was GDA94 Zone 55. Taxonomic nomenclature for flora follows the latest Census of Vascular Plants of Tasmania (de Salas & Baker 2019). Classification of vegetation communities is in accordance with Kitchener and Harris (2013) and TASVEG 3.0.

*Natural Values Assessment for Rocky Wheelin' track, Wellington Park***2.1 Limitations of the survey**

Whilst every effort was made to compile a complete list of vascular plants for the site, a single survey is unlikely to detect all species present due to seasonal/temporal variations. Some plants could not be identified to a species level and some species may have been overlooked due to a lack of fertile material. It is also likely that additional species are present but were dormant at the time of survey e.g. annuals, ephemerals.

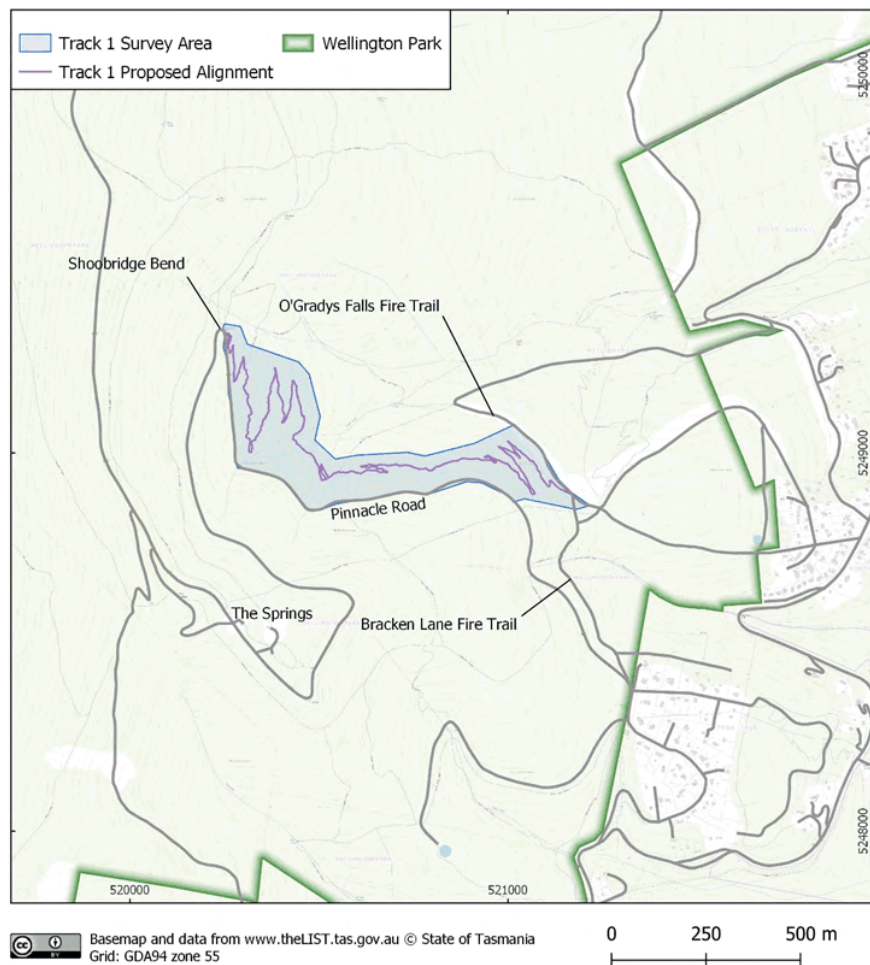


Figure 1 – Location of Rocky Wheelin' survey area in Wellington Park

3. Site description

The proposed track will commence at the O'Gradys Falls Fire Trail near Bracken Lane Fire Trail at 460 m a.s.l. and gradually climb as it traverses in a generally northwesterly direction to Shoobridge Bend at 600 m a.s.l. (Figure 1). Two small creek gullies and a minor drainage line, tributaries of Hobart Rivulet, will be crossed.

The survey area is moderately sloping, with aspect ranging from easterly to northerly (Figure 2). The bedrock is Permian sandstone and siltstone, overlain by Pleistocene deposits of dolerite boulders in most of the northern part of the study area (on east-facing slopes).

The survey area is within Wellington Park and is therefore subject to the *Wellington Park Management Plan 2013*.

4. Native vegetation

The survey area is dominated by eucalypt forest which was burnt in the 1967 bushfires. Most of the canopy trees are regrowth following this event, although there are some older trees present which survived the fire.

The forest in this area is dominated by the three closely related eucalypt species, stringybark (*E. obliqua*), mountain ash (*E. regnans*) and gum-topped stringybark (*E. delegatensis*). Tasveg mapping units for wet eucalypt forest are determined by the dominant canopy species. In the western part of the survey area near Shoobridge Bend, the three species co-occur and the communities intergrade, making delineation of communities difficult. In the eastern half of the survey area the dominant species is stringybark but the community is somewhat intermediate between typical wet and dry *E. obliqua* communities.

In the present survey, three forest communities have been mapped in the survey area (Figure 2). These differ somewhat from previous vegetation maps of the area, but the conservation status of the vegetation is unchanged since no threatened vegetation communities have been identified in any of the mapping projects.

4.1 Vegetation communities

Three native vegetation communities were recorded during the field survey as per the TASVEG 3.0 classification system:

- *Eucalyptus regnans* wet forest (WRE),
- *Eucalyptus obliqua* wet forest with broadleaf understorey (WOB),
- *Eucalyptus obliqua* dry forest (DOB).

The distribution of vegetation communities is shown in Figure 2. A description of the native vegetation community is provided below.

Eucalyptus regnans wet forest (WRE)

This forest type occurs in the northwestern corner of the survey area. The canopy is dominated by mountain ash (*E. regnans*) with stringybark (*E. obliqua*) subdominant. Large old emergent trees are infrequent.

There is a dense tall shrub layer of dogwood (*Pomaderris apetala*), blanket leaf (*Bedfordia salicina*) and other broad-leafed shrubs. Sassafras (*Atherosperma moschatum*), a rainforest tree, occurs occasionally as immature plants in the northwesternmost part of the survey area.

Smaller shrubs, including mountain correa (*Correa lawrenceana*) and cherry riceflower (*Pimelea drupacea*), are infrequent. The ground layer features patches of ferns such as soft treefern (*Dicksonia antarctica*) and mother shield-fern (*Polystichum proliferum*), along with cutting grass (*Gahnia grandis*). Mosses and liverworts are common on the ground and as epiphytes. Large fallen logs are common.

The vegetation is in good condition with no weeds and a healthy canopy.

Eucalyptus obliqua wet forest with broadleaf understorey (WOB)

This forest type (Figure 3) has a similar structure and species composition to the WRE forest, differing mostly in the dominant canopy species. Stringybark is the only canopy species in the eastern part of this community where it intergrades with *E. obliqua* dry

Natural Values Assessment for Rocky Wheelin' track, Wellington Park

forest (DOB). In the west and north there is a mixed canopy of stringybark and mountain ash or gum-topped stringybark.

The riparian zones along the small creeks support some fern species not found elsewhere in the survey area, such as ray waterfern (*Blechnum fluviatile*) narrow spleenwort (*Asplenium appendiculatum*) and common forkfern (*Tmesipteris obliqua*).

Eucalyptus obliqua dry forest (DOB)

This community is dominated by stringybark with occasional white gums (*E. viminalis*). Most of the community is post-1967 regrowth but patches of older trees remain, including some old-growth eucalypts (Figure 5).

Best described as 'damp' *E. obliqua* forest, this community is not dry enough to develop a typical DOB understorey of diverse heathy shrubs. There is a dense tall shrub layer comprising varnished wattle (*Acacia leprosa*) across most of this forest (Figure 4). A mix of smaller dry and wet forest shrubs occur sporadically. There is little groundcover vegetation and few mosses and liverworts.

Disturbance-induced species such as bracken (*Pteridium esculentum*) and parrot food (*Goodenia ovata*) suggest some low intensity burning or other disturbance has occurred in places. Apart from one established holly plant, the community appears to be free of weeds.

4.1.1 Conservation status of the vegetation communities

No vegetation communities listed as threatened under Schedule 3A of the *Nature Conservation Act 2002* are present in the survey area.

No vegetation communities listed as Moderate or High Priority Biodiversity Value under the Biodiversity Code (Section E10.0) of the *Hobart Interim Planning Scheme 2015* are present.

Natural Values Assessment for Rocky Wheelin' track, Wellington Park

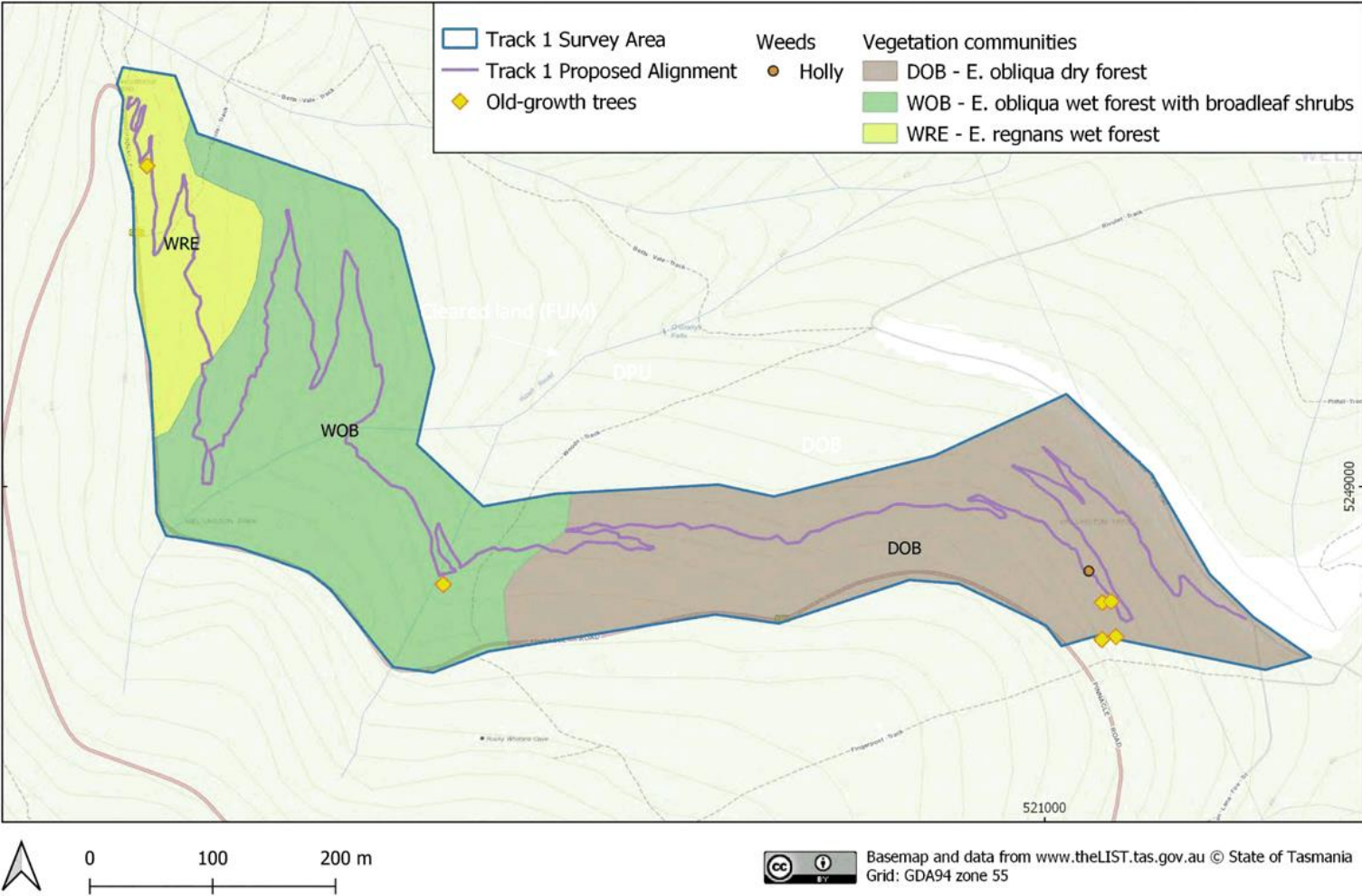


Figure 2 – Vegetation communities of the survey area, with old-growth trees and weeds mapped during survey.



Figure 3 – Wet eucalypt forest with dense shrub layer and large fallen log.



Figure 4 – Dry E. obliqua forest with Acacia leprosa understorey.

Natural Values Assessment, Rocky Wheelin' track, Wellington Park



Figure 5 – Old-growth *Eucalyptus obliqua* trees in east of survey area near Fingerpost Track.

4.2 Flora

A total of 56 vascular plants were recorded during the survey, of which only one is an introduced species. Additional flora species will occur within the survey area but could have been overlooked due to the inherent limitations of the survey (e.g. timing). Refer to Appendix 1 for the list of species recorded on the site.

4.2.1 Threatened flora

No threatened flora species listed under the *Threatened Species Protection Act 1995* (TSPA) or the *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA) were observed.

The previous desktop survey identified no records of threatened flora species from within the survey area and a low likelihood of any occurring in the area (Refer to Appendix 2).

4.2.2 Introduced plants and pathogens

One introduced plant was recorded during the survey: Holly (*Ilex aquifolium*), which is listed as a declared weed under the *Weed Management Act 1999*. A single established shrub was observed (Figure 6). This environmental weed can be highly invasive in this environment.

No indications of *Phytophthora cinnamomi* (Pc) infection were observed and most of the vegetation present is not susceptible to this pathogen.



Figure 6 – Holly (*Ilex aquifolium*) in east of survey area.

4.3 Fauna

4.3.1 Threatened fauna

No threatened fauna species listed under the *Threatened Species Protection Act 1995* or under the *Environment Protection and Biodiversity Conservation Act 1999* were recorded during the survey.

Natural Values Assessment, Rocky Wheelin' track, Wellington Park

4.3.2 Threatened fauna habitat

There is suitable habitat for several threatened species in the area, including wide-ranging fauna such as the grey goshawk, Tasmanian devil, spotted-tail quoll and eastern quoll.

The wet forest communities contain many large fallen logs in varying states of decay which are potential habitat for the Mount Mangana stag beetle (*Lissotes menalcas*), although this species has not been confirmed to occur in the survey area. Destructive sampling of logs would be required to survey for this species. There is a low likelihood of this species being occurring in the survey area, based on the lack of records from Wellington Park.

No suitable foraging habitat for the swift parrot was observed (i.e. no *E. ovata* or *E. globulus* trees). Old-growth eucalypt trees in the survey area may provide suitable nesting habitat for swift parrots and other hollow-nesting fauna. Several mature and old-growth trees were mapped during the survey (Figure 2) but there may be others in the survey area.

Potential threatened fauna species in the survey area are listed and considered in the previous natural values desktop assessment report (Refer to Appendix 2). Based on the desktop and field assessments, there is not anticipated to be any significant threatened species habitat within the track corridor.

5. Potential impacts of proposed works

No threatened communities occur in the survey area. There is a low likelihood of threatened flora species occurring within the area.

Wide-ranging mobile threatened fauna species, such as raptors and marsupial carnivores, are likely to visit the survey area and may nest in the area. Removal of trees with hollows will impact actual or potential nesting habitat for hollow-nesting threatened species such as the swift parrot and masked owl. Earthworks or removal of large fallen logs has the potential to destroy or disturb denning sites for threatened mammal species (e.g. Tasmanian devil, quolls).

Impacts on habitat for threatened fauna species are expected to be negligible, unless nesting or denning sites are disturbed or destroyed. However, this is unlikely since no such sites were detected during the on-ground survey. If the Mount Mangana stag beetle is present in the area, some cutting and disturbance of fallen logs is unlikely to negatively impact the population of the species in the area.

Impacts on non-threatened species and other natural values is likely to be minimal given the small spatial extent of works. There may be no need to remove living or dead trees. If necessary, removal of some smaller live or dead trees (under 50 cm DBH) would have little impact since the forest is at an age which is undergoing natural stand thinning.

Minor excavations will be required with consequent impacts on soils and drainage. These will be confined to the footprint of the works, which at an average width of under 1.5 m (including batters on cross slopes) and a track length of around 3000 m, is expected to be less than 4500 m². Previously constructed tracks in similar environments (e.g. North – South Track) have displayed good natural revegetation of track margins.

At least two creek crossings and one drainage line crossing will be necessary. These may have small localised impacts but should not alter the riparian environment.

Vegetation clearing, earthworks, machinery use and importation of materials such as gravel pose a risk of introducing weeds to the area.

6. Summary and recommendations

An on-ground survey of the proposed alignment of Track 1 (Rocky Wheelin' Track) found no significant natural values that will be impacted by track construction or use by walkers and cyclists. No species or communities protected by legislation are anticipated to be impacted.

There is no need to alter the track alignment for protection of natural values. This assessment of natural values impacts, and recommendations also applies to alternative track alignments within the survey area.

6.1 Recommendations

- Do not remove or damage large trees (>100 cm DBH in wet forest; > 70 cm DBH in dry forest) or old-growth trees.
- For large trees (as above), ensure spacing of at least 1.5 m between base of tree trunk and track edge.
- If any evidence of raptor nesting, swift parrot nesting or marsupial denning is observed, work must stop immediately and seek advice from DPIPWE Threatened Species Section.
- Vegetation clearance and soil disturbance should be kept to a minimum.
- Do not remove coarse woody debris from the site.
- Minimise disturbance of large fallen logs, recognising that some cutting or moving of logs will be unavoidable due to the abundance of logs in some areas.
- Minimise impacts on natural drainage lines by avoiding creek crossings where possible, and construction methods which avoid impeding drainage and prevent erosion and siltation.

Natural Values Assessment, Rocky Wheelin' track, Wellington Park

- Avoid importing foreign aggregates. If surfacing is required, it should be sourced from a weed-free source.
- Follow standard weed hygiene procedures during track construction.
- Control the holly (*Ilex aquifolium*) in the survey area to prevent further spread.

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Nature Conservation Act 2002. Available at <http://www.thelaw.tas.gov.au/index.w3p>

Threatened Species Protection Act 1995. Available at <http://www.thelaw.tas.gov.au/index.w3p>

Appendix 1 – Plant species list for Track 1 survey area**Recorder:** Nick Fitzgerald**Date:** 8/07/2020

e = endemic i = introduced d = declared weed

Dicotyledons

AQUIFOLIACEAE

i d *Ilex aquifolium* Holly

ASTERACEAE

e *Bedfordia salicina* Tasmanian Blanket Leaf*Olearia argophylla* Musk

CARYOPHYLLACEAE

Stellaria flaccida Forest starwort

ELAEocarpaceae

e *Aristotelia peduncularis* Heart Berry

ERICACEAE

e *Cyathodes glauca* Cheeseberry*Epacris impressa* Common Heathe *Leptecophylla parvifolia* Pink Mountain Berry*Monotoca glauca* Golden Wood

FABACEAE

Pultenaea juniperina Prickly Beauty

GERANIACEAE

Geranium sp.

GOODENIACEAE

Goodenia ovata Parrot's Food

HALORAGACEAE

Gonocarpus teucrioides Raspwort

LAMIACEAE

Prostanthera lasianthos var. *lasianthos*

MIMOSACEAE

Acacia dealbata subsp. *dealbata* Silver Wattle

MONIMIACEAE

Atherosperma moschatum Sassafras

MYRTACEAE

Eucalyptus delegatensis Gum-topped Stringybark*Eucalyptus obliqua* Stringybark*Eucalyptus regnans* Swamp Gum, Mountain Ash*Eucalyptus viminalis* subsp. *viminalis* White Gum

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PITTOSPORACEAE

e	<i>Billardiera longiflora</i>	Climbing Blue berry
	<i>Pittosporum bicolor</i>	Cheesewood

PROTEACEAE

	<i>Hakea lissosperma</i>	Needle Bush
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RANUNCULACEAE

	<i>Clematis</i> sp.	Clematis
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RHAMNACEAE

	<i>Pomaderris apetala</i> subsp. <i>apetala</i>	Dogwood
e	<i>Pomaderris elliptica</i> var. <i>elliptica</i>	Yellow Pomaderris

RUBIACEAE

	<i>Coprosma hirtella</i>	Coffee-berry
	<i>Coprosma quadrifida</i>	Native Currant

RUTACEAE

	<i>Correa lawrenceana</i> var. <i>lawrenceana</i>	Mountain Correa
e	<i>Nematolepis squamea</i> subsp. <i>squamea</i>	Lancewood
	<i>Zieria arborescens</i> subsp. <i>arborescens</i>	Stinkwood

SANTALACEAE

	<i>Exocarpos cupressiformis</i>	Native Cherry
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THYMELAEACEAE

	<i>Pimelea drupacea</i>	Cherry Rice-flower
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URTICACEAE

	<i>Urtica incisa</i>	Stinging Nettle
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WINTERACEAE

	<i>Tasmanian lanceolata</i>	Native Pepper
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Monocotyledons

CYPERACEAE

	<i>Gahnia grandis</i>	Cutting Grass
	<i>Uncinia</i> sp.	Hook Sedge

HEMEROCALLIDACEAE

	<i>Dianella tasmanica</i>	Flax lily
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LUZURIAGACEAE

	<i>Drymophila cyanocarpa</i>	Turquoise Berry
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ORCHIDACEAE

	<i>Pterostylis stenochila</i>	Green-lip Greenhood
	<i>Pterostylis</i> sp.	Greenhood

POACEAE

	<i>Microlaena stipoides</i>	Weeping Grass
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*Natural Values Assessment, Rocky Wheelin' track, Wellington Park****Pteridophytes***

ASPLENIACEAE

<i>Asplenium appendiculatum</i>	Spleenwort
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BLECHNACEAE

<i>Blechnum fluviatile</i>	Ray Water-fern
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<i>Blechnum wattsi</i>	Hard Water-fern
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DENNSTAEDTIACEAE

<i>Histiopteris incisa</i>	Bat's Wing
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<i>Hypolepis rugosula</i>	Ruddy Ground-fern
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<i>Pteridium esculentum</i>	Bracken
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DICKSONIACEAE

<i>Dicksonia antarctica</i>	Soft Tree-fern
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DRYOPTERIDACEAE

<i>Polystichum proliferum</i>	Mother Shield Fern
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<i>Rumohra adiantiformis</i>	Leathery Shield-fern
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GRAMMITIDACEAE

<i>Notogrammitis billardi</i>	Finger-fern
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<i>Notogrammitis angustifolia</i> subsp. <i>nothofageti</i>	Beech Finger-fern
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HYMENOPHYLLACEAE

<i>Hymenophyllum rarum</i>	Narrow Filmy-fern
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POLYPODIACEAE

<i>Microsorium pustulatum</i> subsp.	Kangaroo Fern
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<i>pustulatum</i>	
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PSILOTACEAE

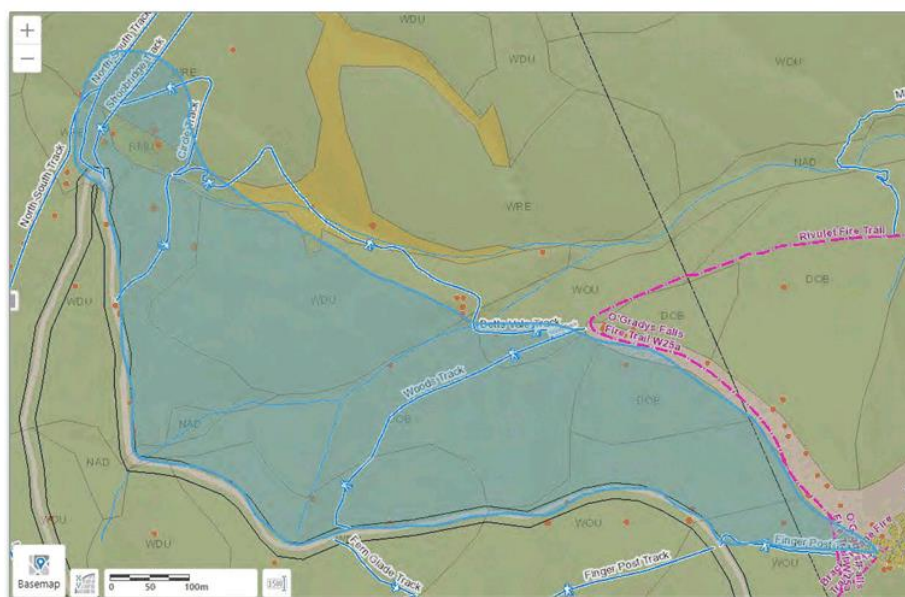
<i>Tmesipteris obliqua</i>	Common Fork Fern
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Natural Values Assessment, Rocky Wheelin' track, Wellington Park

Appendix 2 – Natural Values Desktop Assessment, March 2020

Natural Values Desktop Analysis

*For the proposed Rocky Wheelin' MTB track,
Wellington Park*



For City of Hobart

March 2020

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Natural Values Desktop Analysis for, Rocky Wheelin' track, Wellington Park

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Natural Values Desktop Analysis for, Rocky Wheelin' track, Wellington Park

1. Introduction

City of Hobart proposes to construct a new mountain bike track – Rocky Wheelin' – linking O'Gradys Falls Fire Trail to the Pinnacle Road at Shoobridge Bend. This will provide a link between existing MTB trails below O'Gradys Falls Fire Trail to the North-South Track.

This desktop analysis identifies known and potential locations of natural values (threatened species and important vegetation) within the nominated study area and assesses the potential for impacts on these values from track construction. This desktop assessment will identify potential risks to natural values, legislative implications and considerations for track route planning, noting that on-ground assessment will be required prior to construction.

By identifying any potential ecological constraints, this report will provide guidance for detailed design of the track alignment and for on-ground assessment of natural values once the proposed track alignment has been determined.

2. Methods

The natural values assessment involved reviewing existing data on flora, fauna and vegetation values for the study area (Figure 1). Since there may be significant natural values within the study area that have not been observed or mapped, the desktop analysis considered all natural values mapped within 2 km of the area. No on-ground assessment was undertaken for this project.

The desktop analysis involved extracting data and information from a variety of sources, including:

- Natural Values Atlas (DPIPWE 2020);
- Protected Matters Search Tool (DEE 2020);
- LIST map;
- published literature;
- previous unpublished reports.

Natural Values Desktop Analysis for, Rocky Wheelin' track, Wellington Park

Taxonomic nomenclature for flora follows the latest *Census of Vascular Plants of Tasmania* (Baker & de Salas 2019). Classification of vegetation communities is in accordance with Kitchener and Harris (2013) and TASVEG 3.0.

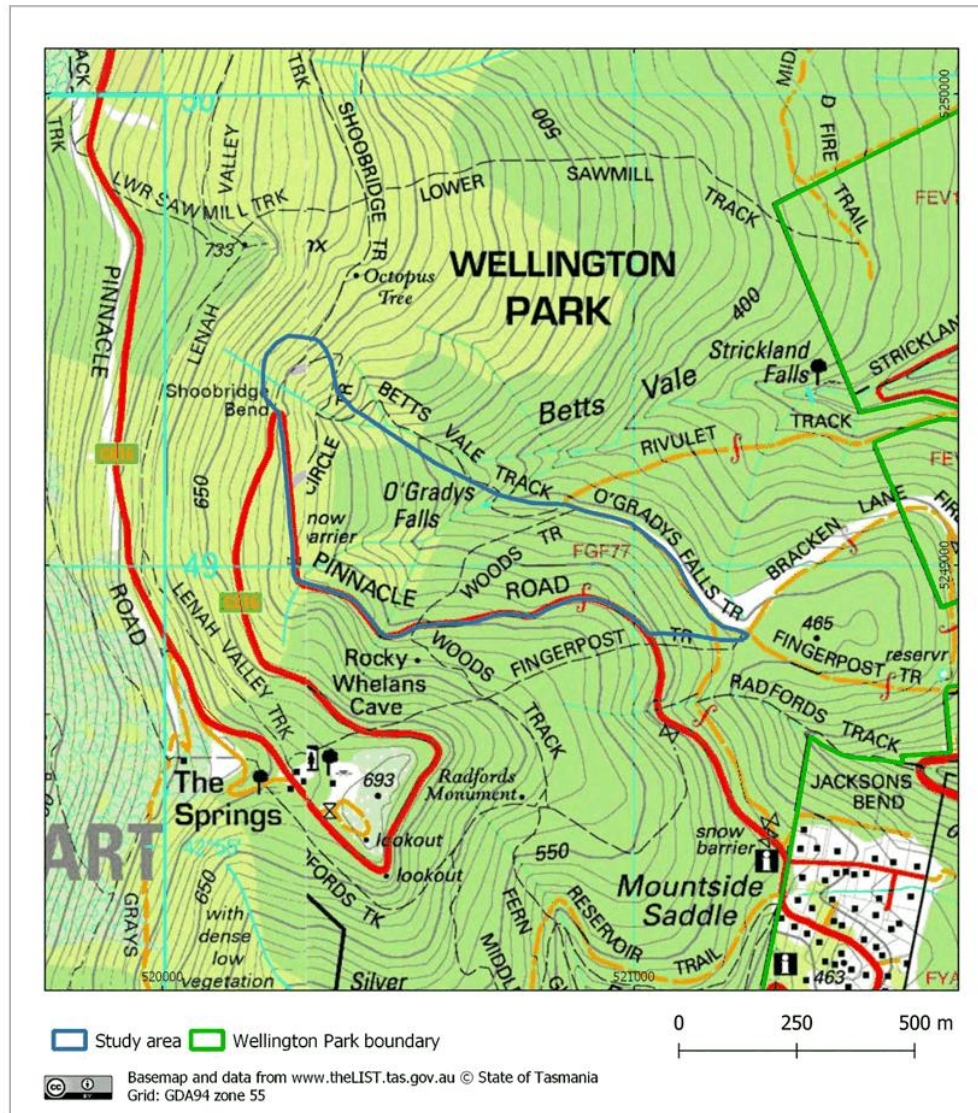


Figure 1 – Location of Rocky Wheelin' study area in Wellington Park

3. Site description

The proposed track will commence at the O'Gradys Falls Fire Trail near Bracken Lane Fire Trail at 460 m a.s.l. and gradually climb as it traverses in a generally northwesterly direction to Shooobridge Bend at 600 m a.s.l. (see indicative potential track alignments in Appendix A). Two small creek gullies, tributaries of Hobart Rivulet, will be crossed.

The study area is moderately sloping, with aspect ranging from easterly to northerly (Figure 1). The bedrock is Permian sandstone and siltstone, overlain by Pleistocene deposits of dolerite boulders in most of the northern part of the study area (on east-facing slopes).

The study area is within Wellington Park and is therefore subject to the *Wellington Park Management Plan 2013*.

4. Native vegetation

Five vegetation communities are mapped within the project area (Figure 2) according to Tasveg 3.0:

- *Eucalyptus obliqua* wet forest (undifferentiated) (WOU)
- *Eucalyptus delegatensis* dry forest (DDE)
- *Eucalyptus regnans* wet forest (WRE)
- *Acacia dealbata* forest (NAD)
- Extra-urban miscellaneous (FUM)

City of Hobart has more detailed vegetation mapping, ground-truthed in 2004, which includes similar Tasveg mapping units but with different boundaries and with the addition of a small area of rainforest in the north (Figure 3).

Most of the study area is eucalypt-dominated sclerophyll forest. The exceptions are small patches of forest dominated by silver wattle (*Acacia dealbata*) in the north and the open firebreak on the edge of the study area in the southeast (mapped as FUM). Silver wattle forest (NAD) is a disturbance-induced vegetation type that is generally short-lived, ultimately being replaced by eucalypt forest or rainforest. The firebreak is mapped as 'Extra-urban miscellaneous' (FUM) because it is not predominantly native vegetation,

Natural Values Desktop Analysis for, Rocky Wheelin' track, Wellington Park

although it is likely to contain a number of native plant species and provide habitat for native fauna.

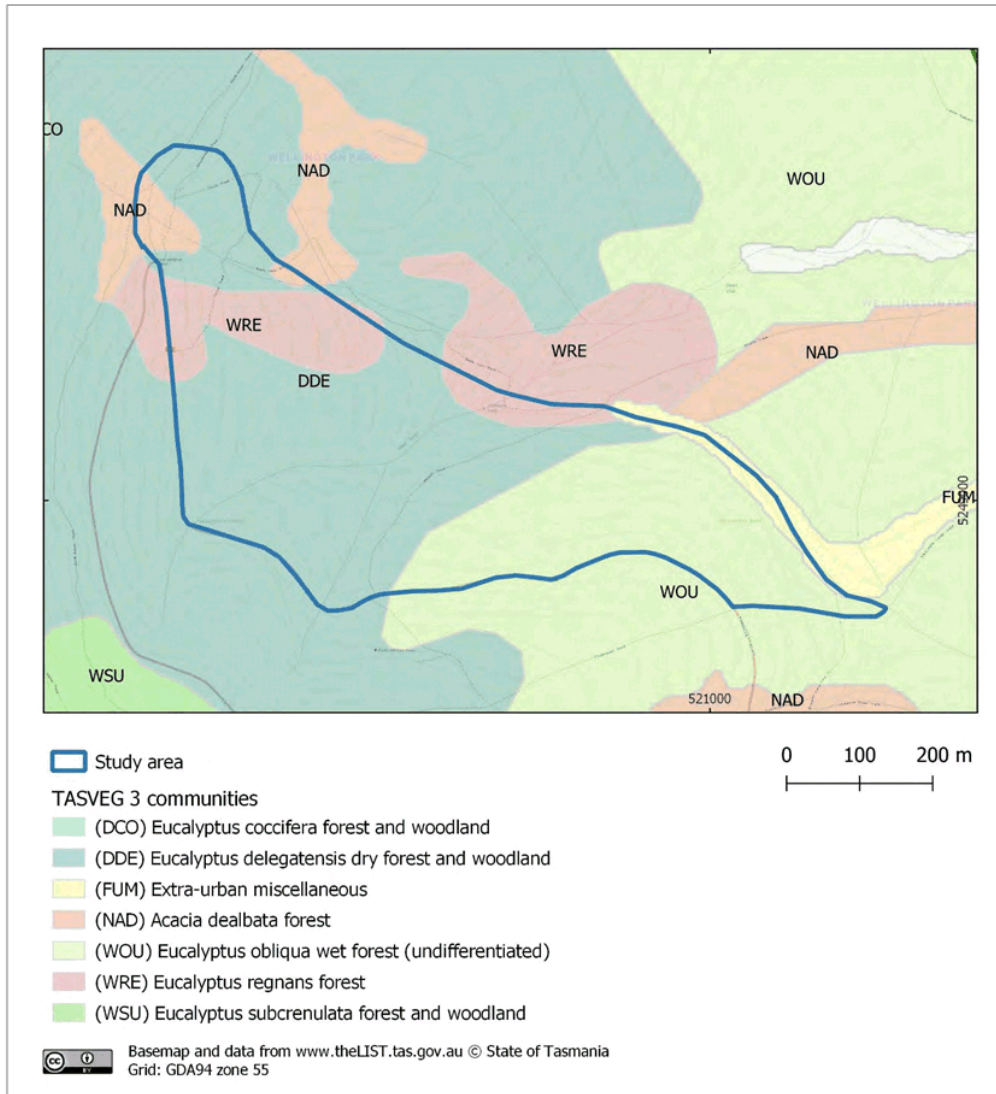


Figure 2 – Vegetation communities of study area as mapped in TASVEG 3.0.

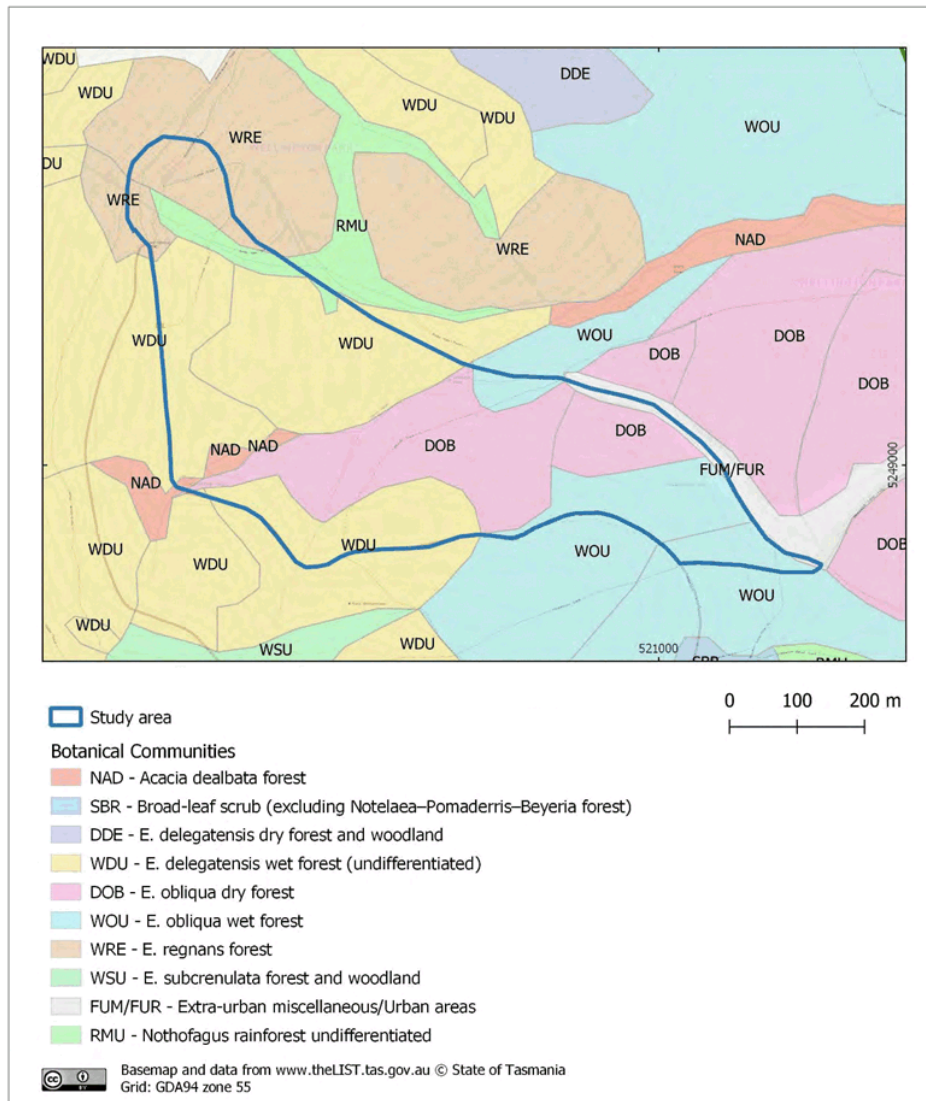
Natural Values Desktop Analysis for, Rocky Wheelin' track, Wellington Park

Figure 3 – Vegetation communities of study area, 2004 mapping

The undifferentiated *Eucalyptus obliqua* wet forest (WOU) community, which is mapped from aerial photography, would likely be assigned to *Eucalyptus obliqua* wet forest with broadleaf understorey (WOB) following ground-truthing, with some areas of *E. obliqua* dry forest (DOB) indicated in the alternative vegetation mapping. The mapped *Eucalyptus delegatensis* forest (DDE) is a dry forest community but in this situation is likely to have

Natural Values Desktop Analysis for, Rocky Wheelin' track, Wellington Park

strong similarities with wet forest communities and in the alternative mapping is largely mapped as *E. delegatensis* wet forest (WDU). These differences would not change the reservation status or conservation status.

No threatened vegetation communities under the Tasmanian *Nature Conservation Act 2002* or threatened ecological communities under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* have been mapped within the study area. Given the large number of ecological studies and surveys undertaken on Mount Wellington, it is highly unlikely that any threatened communities are present and have not been documented.

Rainforest or wet eucalypt forest with rainforest elements (e.g. myrtle beech or sassafras trees) is uncommon on the eastern face of Mt Wellington and may occur in wetter parts of the study area, particularly along creeks. This vegetation is locally significant given its small extent and vulnerability to bushfire and climate change.

5. Threatened flora

The Natural Values Atlas records 15 threatened plant species from within 2 km of the study area (Table 1; Figure 4). Two species have not been recorded since the 1800s and these observations have poor spatial accuracy so are not considered relevant. No threatened plant species are known from within the study area. Three are recorded from within a 500 m buffer. All of the threatened flora species recorded from within 2 km have low or very low likelihood of occurring in the study area based on available habitat, known distribution ranges and results of past surveys in Wellington Park and adjacent foothills.

Natural Values Desktop Analysis for, Rocky Wheelin' track, Wellington Park

Table 1 – Threatened flora species recorded from within 2 km of study area (Natural Values Atlas, March 2020). Comments indicate likelihood of occurrence in project area, potential habitat and optimum timing for surveys. Records prior to 1950 omitted.

Species	Status TSPA	Status EPBCA	Comments
Species recorded within 500 m of study area			
Tasmanian daisytree <i>Centropappus brunonis</i>	r		Very low – Occurs above 700 m elevation in open forest on boulderfields or in subalpine forest.
wispy clubsedge <i>Isolepis habra</i>	r		Low – Not recorded in the area since 1970. Possible habitat present. Ideal survey timing is January-March.
tall wallabygrass <i>Rytidosperma indutum</i>	r		Medium – Occurs in dry forest. Flowers in summer. Under consideration for delisting.
Species recorded within 2 km of study area			
conical sheoak <i>Allocasuarina duncanii</i>	r		Low – Occurs on shallow soils in open forest and scrub.
mountain sedge <i>Carex gunniana</i>	r		Very low – Only one record from Mt Wellington and exact location not known.
tiny midge-orchid <i>Corunastylis nuda</i>	r		Low – Occurs in a range of habitats including wet sclerophyll forest. All records within 2 km of the site are on dry north-facing slopes. Flowering January – March.
bare midge-orchid <i>Corunastylis nudiscapa</i>	e		Low – Occurs in dry open forest, typically on north-facing slopes. Flowering December – April (usually late Feb – early April).
Mt Wellington eyebright <i>Euphrasia gibbsiae</i> subsp. <i>wellingtonensis</i>	r		Very low – Occurs in alpine vegetation at elevations over 1100 m.
dainty leek-orchid <i>Prasophyllum amoenum</i>	v	EN	Very low - Occurs in alpine vegetation at elevations over 1100 m.
ferny buttercup <i>Ranunculus pumilio</i> var. <i>pumilio</i>	r		Low - Single record in Wellington Park from Guy Fawkes Rivulet in 1984. Potential habitat in damp areas such as creeks.
leafy fireweed <i>Senecio squarrosus</i>	r		Low – Occurs in dry forest. flowering October-December.
montane ivy-leaf violet <i>Viola curtisiae</i>	r		Very low – Alpine species restricted to high elevations.
fuzzy new-holland daisy <i>Vittadinia cuneata</i> var. <i>cuneata</i>	r		Very low – One record from Mount Wellington in 1984. Exact location not known. Occurs in drier habitats.

Natural Values Desktop Analysis for, Rocky Wheelin' track, Wellington Park

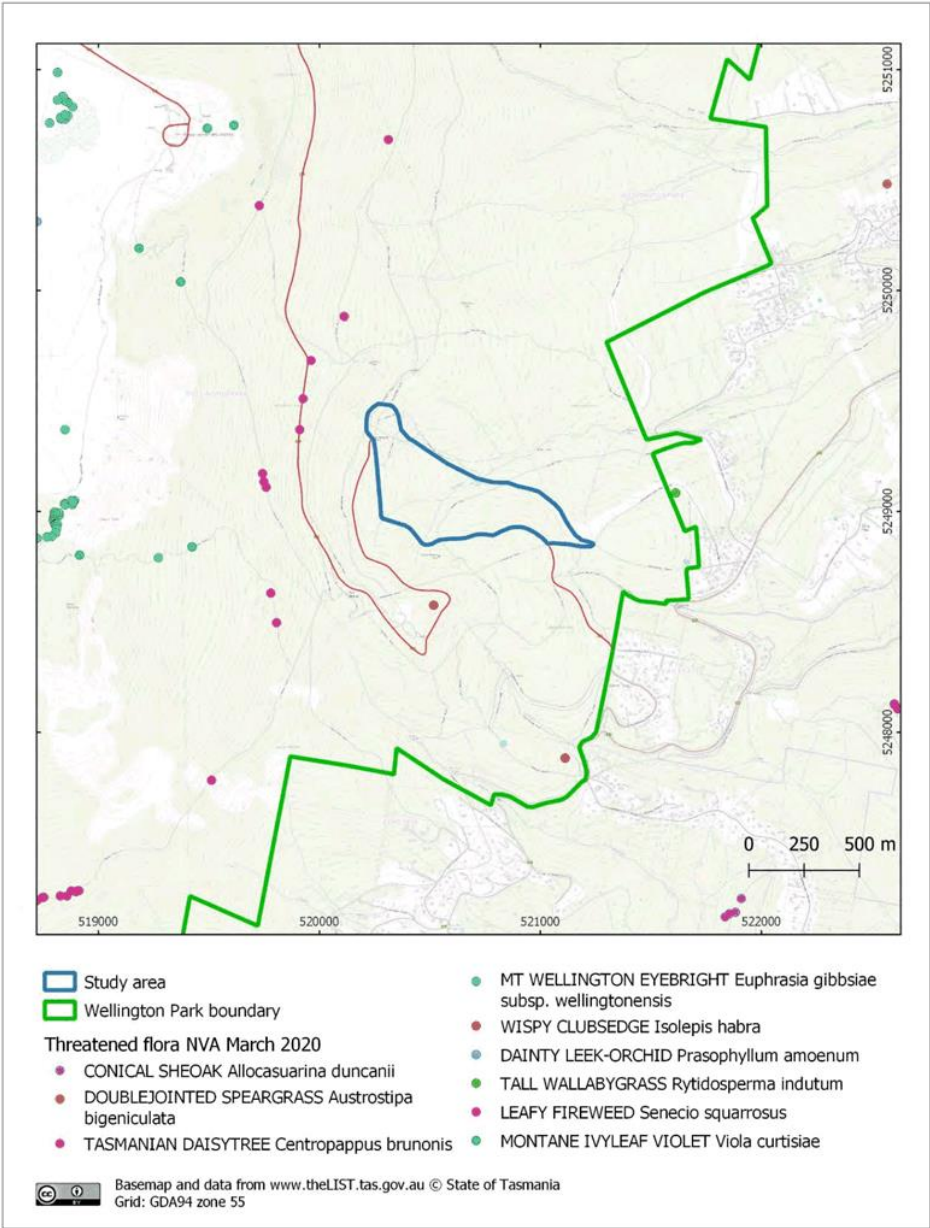


Figure 4 – Threatened flora records from Natural Values Atlas.

6. Threatened fauna

The Natural Values Atlas records 14 threatened animal species from within 2 km of the study area (Table 2; Figure 5). Several wide-ranging mammal and bird species are likely to utilize the study area as part of their wider foraging habitat and may also have breeding sites (nests or dens) in the area.

The desktop analysis does not indicate the extent or abundance of blue gum (*E. globulus*) trees or old growth trees in the study area, both of which are likely to be present. Consequently, the habitat value for swift parrots is unclear. Old growth eucalypt trees within the area would be potential nesting habitat for swift parrots and other hollow-nesting fauna. Any mature blue gum trees or old growth eucalypt trees should be considered swift parrot habitat, noting that swift parrots may only visit in certain years. One swift parrot nest site has been recorded within 2 km and several within 2.5 km. No raptor nests have been recorded within 2 km of the study area.

Given the mix of dry and wet forest habitat in the study area, the habitat values for threatened species favours the spotted-tail quoll, Tasmanian devil, grey goshawk and Mount Mangana stag beetle, with potential masked owl nesting habitat if large tree hollows are present.

The study area is within the known range of the Mount Mangana stag beetle and contains extensive suitable habitat in the form of large decaying logs in wet forest (Meggs & Taylor 1999). However, the distribution of the Mt Mangana stag beetle is patchy within areas of potential habitat (TSS 2020) and there are only three records of the species from Mt Wellington over more than 100 years. Given the difficulty of detecting the species, which spends its life inside rotting logs and is only reliably detected by extensive destructive sampling of logs (Meggs & Taylor 1999), it is possible that it is more widespread in Wellington Park.

Natural Values Desktop Analysis for, Rocky Wheelin' track, Wellington Park

Table 2 – Threatened fauna species recorded from within 2 km of study area (Natural Values Atlas, March 2020). Comments indicate likelihood of occurrence in project area and potential habitat.

Species	Status TSPA	Status EPBCA	Comments
<i>Species recorded within 500 m of study area</i>			
grey goshawk <i>Accipiter novae-hollandiae</i>	e		Several records within 2 km. Likely to forage across the area. Nests in wet forest, typically near watercourses. Potential nesting habitat in creek gullies in study area, including Betts Vale in the north of the site.
Tasmanian wedge-tailed eagle <i>Aquila audax subsp. fleayi</i>	e	EN	Nests in tall forest on sheltered slopes away from disturbances such as roads. No nests known within 2 km of study area. Unlikely to nest in the area.
spotted-tail quoll <i>Dasyurus maculatus</i>	r	VU	Several records within 2 km including one on the edge of the study area. Likely to forage across the study area. Potential den sites including hollow logs, caves and rock crevices are likely to be present.
Eastern quoll <i>Dasyurus viverrinus</i>		EN	Several records within 2 km. Likely to forage across the study area. Potential den sites including hollow logs, caves and rock crevices are likely to be present.
white bellied sea-eagle <i>Haliaeetus leucogaster</i>	v		Nests close to rivers, waterbodies or coastline. No potential nesting habitat. Last recorded in the area in 1980.
white-throated needletail <i>Hirundapus caudacutus</i>		VU	Does not breed in Australia. Species is mostly aerial in the non-breeding season, but roosts in trees. Last recorded in the area in 1981.
swift parrot <i>Lathamus discolor</i>	e	CR	Nearest recorded nest sites are at Summerleas Road, 1.7 – 2.2 km from study area. There is likely to be potential foraging habitat (blue gum trees) in the study area. There is likely to be potential nesting habitat present (i.e. old growth trees with hollows).
Mount Mangana stag beetle <i>Lissotes menalcas</i>	v		Recorded from Fern Tree. Inhabits decaying logs in wet forest. Preferred habitat is below 650 m elevation. Likely to be suitable habitat in study area.
forty-spotted pardalote <i>Pardalotus quadragintus</i>	e	EN	Dependent on white gum (<i>E. viminalis</i>). Last recorded in the area in 1980 and the species is not currently known to occur in the Hobart or Mount Wellington region. White gum trees may be present but the site is not suitable habitat for the species.
eastern barred bandicoot <i>Perameles gunnii</i>		VU	Numerous records within 2 km. Prefers a mosaic of vegetation types including open grassy habitats. Eastern end of study area where open firebreak is adjacent to forest with dense understorey is good quality habitat.
Silky snail <i>Roblinella agnewi</i>	r		Numerous records within 2 km. Endemic to Mount Wellington at elevations above ~600 m. Potential

Natural Values Desktop Analysis for, Rocky Wheelin' track, Wellington Park

Species	Status TSPA	Status EPBCA	Comments
			habitat is rocky ground with open vegetation (Bonham 2017). Unlikely to be suitable habitat in study area, given lack of dolerite boulderfields and relatively low elevation.
Tasmanian devil <i>Sarcophilus harrisii</i>	e	EN	Several records within 2 km including one on the edge of the study area. Likely to forage across the study area. Potential den sites including hollow logs, caves and rock crevices are likely to be present.
masked owl <i>Tyto novaehollandiae</i>			Several records within 2 km. Requires large tree hollows for nesting. Area likely to be used for foraging. Suitable nesting trees may be present.
<i>Species recorded within 2 km of study area</i>			
azure kingfisher <i>Alcedo azurea</i> subsp. <i>diemensis</i>	e	EN	Riparian species. No suitable habitat in study area since the creeks present are very small.

7. Geoconservation values

No geoconservation features on the Tasmanian Geoconservation Database occur in the study area.

8. Weeds and disease

Eleven weeds listed on the Tasmanian *Weed Management Act 1999* are recorded from within 500 m of the study area (excluding weeds recorded prior to 1970). None have been recorded within the study area and it is likely to be almost entirely free of weeds.

Blackberry (*Rubus fruticosus*) and Spanish heath (*Erica lusitanica*) are widespread along the O'Gradys Fire Trail and adjacent fire break along the eastern edge of the study area (LISTmap, March 2020). Other weeds mapped within 500 m include orange hawkweed (*Pilosella aurantiaca* subsp. *aurantiaca*), holly (*Ilex aquifolium*), sweet pittosporum (*Pittosporum undulatum*) and montpellier broom (*Genista monspessulana*). These and other environmental weeds have suitable habitat in the project area and pose a threat to the natural environment in the area if they become established.

Natural Values Desktop Analysis for, Rocky Wheelin' track, Wellington Park

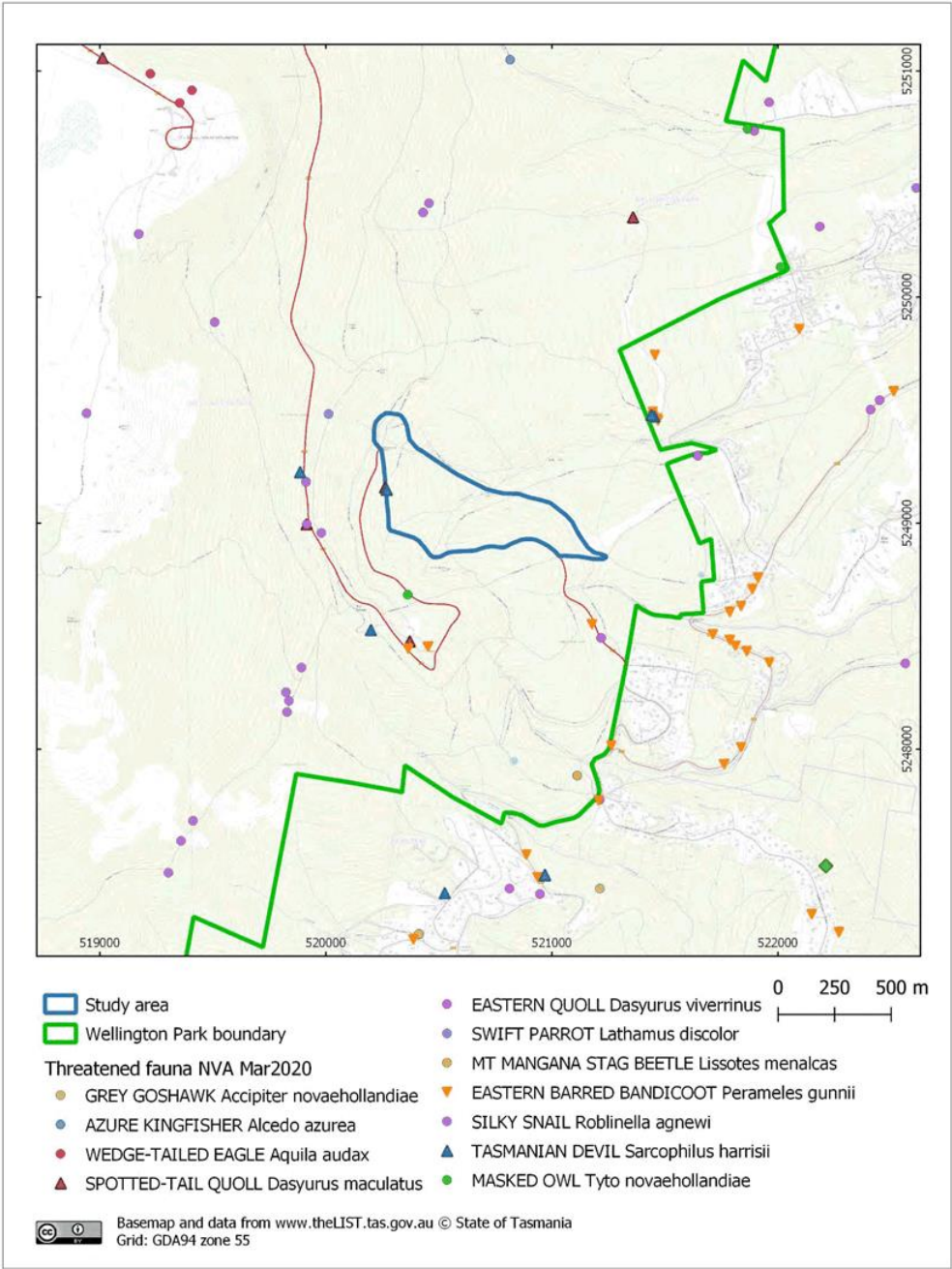


Figure 5 – Threatened fauna records from Natural Values Atlas.

9. Matters of National Environmental Significance

No threatened ecological communities under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) are known from or likely to occur within the project area.

Threatened species listed under the *Environment Protection and Biodiversity Conservation Act 1999* known from or likely to occur within the project area are considered in Sections 5 & 6. There are unlikely to be significant impacts on any such species, unless critical habitat (e.g. nesting or denning sites) is found during on-ground survey or works and cannot be avoided.

There is suitable habitat for one listed migratory species, the satin flycatcher (*Myiagra cyanoleuca*), which favours mature wet forest. However, impacts on mature forest habitat are expected to be negligible given the small amount of vegetation clearing that may be required and therefore this species will not be significantly impacted.

10. Potential impacts of proposed works

There is a low likelihood of threatened flora species occurring within the project area. No impacts on threatened vegetation are anticipated but there may be locally significant rainforest species in the Betts Vale gully in the north of the study area.

Wide-ranging mobile threatened fauna species, such as raptors and marsupial carnivores, are likely to visit the study area and may nest in the area. Removal of trees with hollows may impact actual or potential nesting habitat for hollow-nesting threatened species such as the swift parrot and masked owl. Earthworks or removal of large fallen logs has the potential to destroy or disturb denning sites for threatened mammal species (e.g. Tasmanian devil, quolls).

Given the small footprint of works, the impact on foraging habitat for these species will be negligible, provided no mature blue gums are removed. Any removal or damage to mature blue gum (*Eucalyptus globulus*) trees is potentially reducing foraging habitat for swift parrots.

Natural Values Desktop Analysis for, Rocky Wheelin' track, Wellington Park

It is not practical to determine the presence of Mount Mangana stag beetle without destructive sampling of suitable habitat. Although the stag beetle is unlikely to be directly impacted by the proposed track construction, given the patchy and localised distribution of the species, there is likely to be some impact on potential decaying log habitat, albeit a very small proportion of the available habitat in the study area. It is unclear what the impact of cutting logs would have on habitat quantity and quality for this species. In drier situations, cutting logs may promote drying of the wood and reduce rot. Conversely, cutting logs may promote decay and therefore improve habitat quality. Meggs and Taylor (1999) note that Mount Mangana stag beetles occur near the surface of slightly rotten logs and deep within the core of logs with advanced decay. This suggests the species is adaptable to different classes of decaying logs and to changes within a log. Furthermore, the species is known to survive or recolonise sites following clearfell logging and regeneration burning (Meggs and Taylor 1999), which is much more severe disturbance than track construction.

Impacts on non-threatened species and other natural values is likely to be minimal given the small spatial extent of works. Vegetation clearing, earthworks, machinery use and importation of materials such as gravel pose a risk of introducing weeds to the area.

11. Summary and recommendations

A desktop assessment of the natural values of an area encompassing the proposed location of the Rocky Wheelin' MTB track on kunanyi / Mount Wellington was undertaken to identify values which may be impacted by proposed track construction works.

11.1 Recommendations

The following considerations should guide planning of the track alignment on the ground:

- Removal of large (>100 cm DBH in wet forest; > 70 cm DBH in dry forest) or old-growth eucalypt trees should be avoided. If any such trees are required to be removed an inspection by an arborist should be undertaken to determine the presence of tree hollows and evidence of occupation by hollow-nesting fauna.

Natural Values Desktop Analysis for, Rocky Wheelin' track, Wellington Park

- Removal of any blue gum (*Eucalyptus globulus*) trees should be avoided.
- If any evidence of raptor nesting, swift parrot nesting or marsupial denning is observed, document the location and seek advice from DPIPW Threatened Species Section.
- Track alignment should seek to minimize the need to cut or damage standing dead trees and decaying logs and other coarse woody debris on the ground. Coarse woody debris should not be removed from the site.
- Minimize impacts on natural drainage lines by avoiding creek crossings where possible, and construction methods which avoid impeding drainage and prevent erosion and siltation.
- Conduct an on-ground natural values survey of the marked tracked corridor after the preliminary alignment has been established and prior to construction works commencing.

Track construction should take these measures to minimise impacts on flora and fauna values:

- If any evidence of raptor nesting, swift parrot nesting or marsupial denning is observed, work should stop immediately and seek advice from DPIPW Threatened Species Section.
- Follow standard weed hygiene procedures during track construction.

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Natural Values Assessment

*For the proposed Track 12 and Upper Luge MTB tracks,
Wellington Park*



For City of Hobart

July 2020

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environmental solutions for a changing world

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Natural Values Assessment for Track 12 and Upper Luge, Wellington Park

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1. Introduction

City of Hobart proposes to construct a new mountain bike track ('Track 12' in the CoH *Riding the Mountain* plan) and upgrade an existing informal MTB track (Upper Luge). Track 12 will ascend from Main Fire Trail to the Middle Island Fire Trail (approximately 1400 m length), while the Upper Luge provides a 640 m long descending trail in the opposite direction (Figures 1 and 2).

This report details the results of a desktop and on-ground assessment of natural values in the survey area containing the two tracks.

This natural values assessment and report considers the natural values and ecological implications for track location, design and construction. This provides a basis for making recommendations to minimise impacts on significant natural values.

2. Methods

The natural values assessment was undertaken in two stages: desktop analysis and field survey. The desktop analysis involved extracting data from a variety of sources, including:

- Natural Values Atlas (DPIPWE 2020)
- Protected Matters Search Tool (DEE 2020)
- LISTmap

The field survey was undertaken by a single observer on 8th July 2020. The survey assessed all natural values along the proposed track alignments and more broadly within the survey area. The vegetation communities in the area were determined and mapped based on a combination of on-ground inspection and aerial imagery interpretation.

All vascular plant species encountered were recorded, with an emphasis on detecting rare and threatened species. Searches for potential threatened fauna habitat e.g. tree hollows and den sites, and other evidence e.g. scats, diggings and tracks were also undertaken. No species-specific fauna surveys were conducted.

Natural Values Assessment for Track 12 and Upper Luge, Wellington Park

Locations of threatened flora species, environmental weeds and significant trees were mapped with a handheld GPS. Geographic datum used for mapping was GDA94 Zone 55. Taxonomic nomenclature for flora follows the latest Census of Vascular Plants of Tasmania (de Salas & Baker 2019). Classification of vegetation communities is in accordance with Kitchener and Harris (2013) and TASVEG 3.0.

2.1 Limitations of the survey

Whilst every effort was made to compile a complete list of vascular plants for the site, a single survey is unlikely to detect all species present due to seasonal/temporal variations. Some plants could not be identified to a species level and some species may have been overlooked due to a lack of fertile material. It is also likely that additional species are present but were dormant at the time of survey e.g. annuals, ephemerals.

3. Site description

The proposed tracks are located within a defined 9.3 ha survey area comprising a low ridge between two watercourses, bounded by Middle Island Fire Trail in the west and Main Fire Trail in the east (Figure 1).

The survey area is gently to moderately sloping, with aspect ranging from southeasterly to northeasterly (Figure 2). The bedrock is Permian sandstone and siltstone, overlain by Pleistocene alluvial and talus deposits in places. Elevation ranges from 260 m a.s.l. in the east to 350 m a.s.l. in the west.

The survey area is within Wellington Park and is therefore subject to the *Wellington Park Management Plan 2013*.

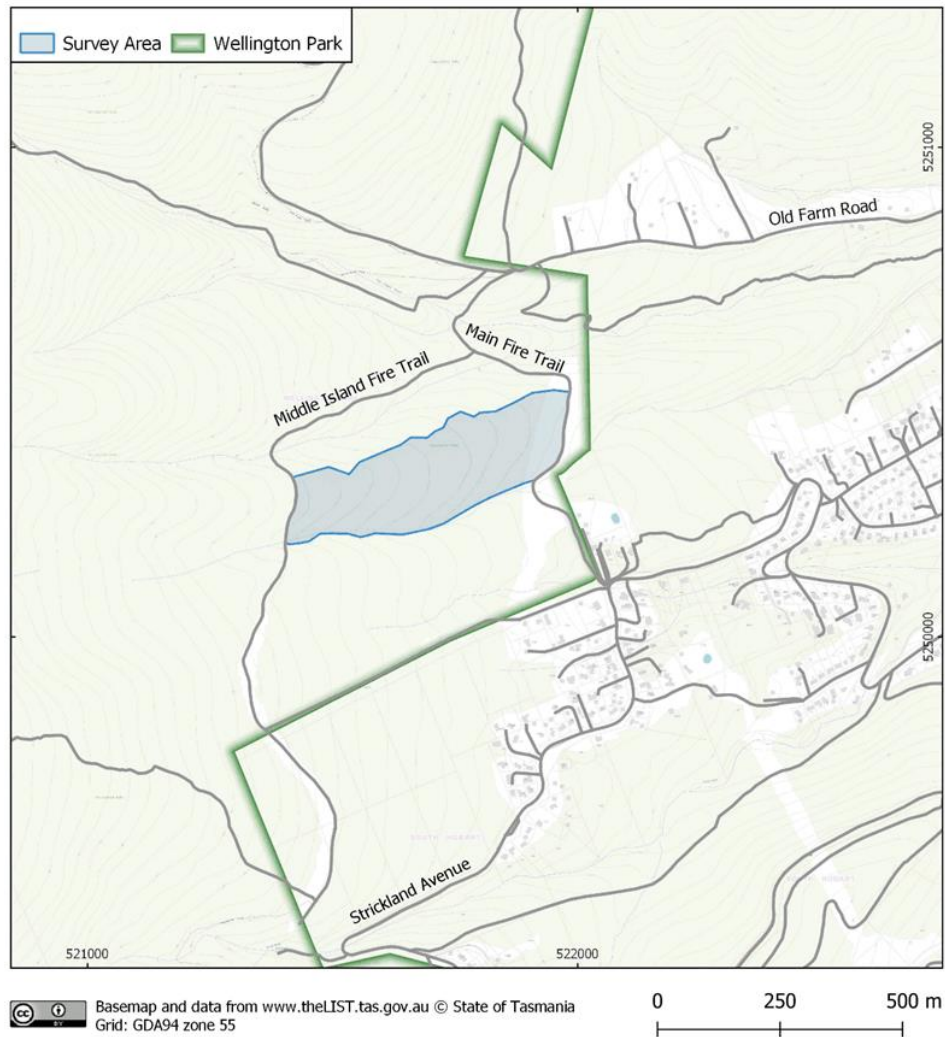
Natural Values Assessment for Track 12 and Upper Luge, Wellington Park

Figure 1 – Location of Track 12 and Upper Luge survey area in Wellington Park

4. Native vegetation

The survey area is dominated by eucalypt forest which was burnt in the 1967 bushfires. Most of the canopy trees are regrowth following this event, although there are several older trees present which survived the fire. The survey area has also been subject to two planned burns in the 1980s and one in 1990 (LISTmap Fire History 2019).

4.1 Vegetation communities

One native vegetation community was recorded during the field survey as per the TASVEG 3.0 classification system:

- *Eucalyptus obliqua* wet forest with broadleaf understorey (WOB).

Stands of blue gum (*E. globulus*) in the survey area, totalling less than 0.5 ha, are too small to map separately as *E. globulus* wet forest (WGL). Forest in the north of the survey area, which is somewhat intermediate between typical wet (WOB) and dry *E. obliqua* (DOB) communities, has been included in the WOB community.

The distribution of vegetation communities is shown in Figure 2. A description of the native vegetation community is provided below.

Eucalyptus obliqua wet forest with broadleaf understorey (WOB)

This forest type occurs throughout the survey area but varies in structure and composition. The canopy is dominated by stringybark (*E. obliqua*) with blue gum (*E. globulus*) locally dominant (Figure 5) and occasional white gums (*E. viminalis*). Large old emergent trees are infrequent.

There is a dense medium to tall shrub layer of musk (*Olearia argophylla*), blanket leaf (*Bedfordia salicina*) and other broad-leafed shrubs (Figure 3). Smaller shrubs, including cheeseberry (*Cyathodes glauca*) and cherry riceflower (*Pimelea drupacea*), are infrequent. The groundcover is mostly sparse, comprising sedges, forbs and grasses.

The damp gully in the south of the survey area supports a denser understorey of wet forest shrubs. The drier ridgetop and northeast-facing slopes in the north are best

Natural Values Assessment for Track 12 and Upper Luge, Wellington Park

described as 'damp' *E. obliqua* forest (Figure 4), characterised by a shrub layer comprising varnished wattle (*Acacia leprosa*) and native cherry (*Exocarpos cupressiformis*) with smaller shrubs including viscid daisy bush (*Olearia viscosa*) and common heath (*Epacris impressa*). This drier forest has little groundcover vegetation and few mosses and liverworts.

The vegetation is in good condition with few weeds, some fallen logs, adequate eucalypt recruitment and a healthy canopy.

4.1.1 Conservation status of the vegetation community

Eucalyptus obliqua wet forest is not listed as threatened under Schedule 3A of the *Nature Conservation Act 2002* nor listed as Moderate or High Priority Biodiversity Value under the Biodiversity Code (Section E10.0) of the *Hobart Interim Planning Scheme 2015*.

While it is too small to map as a separate community in this instance, it is noted that *E. globulus* wet forest (WGL) is listed as Moderate Priority Biodiversity Value under the Biodiversity Code (Section E10.0) of the *Hobart Interim Planning Scheme 2015*.

Natural Values Assessment for Track 12 and Upper Luge, Wellington Park

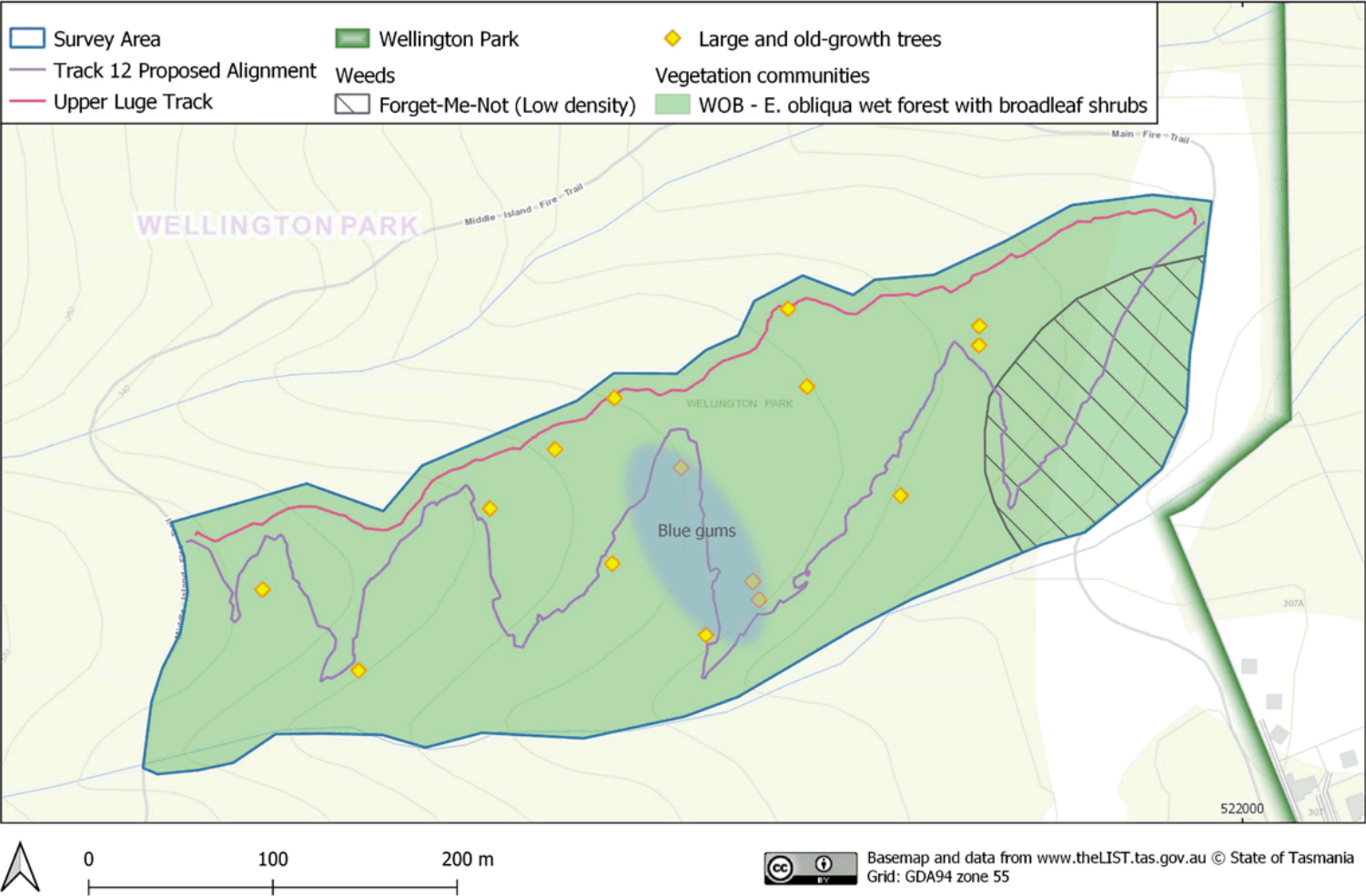


Figure 2 – Vegetation communities of the survey area, with old-growth trees and weeds mapped during survey.

Natural Values Assessment for Track 12 and Upper Luge, Wellington Park

Figure 3 – E. obliqua wet forest with dense shrub layer.



Figure 4 – 'Damp' E. obliqua forest with Acacia leprosa understorey at eastern end of Upper Luge Track.



Figure 5 – Mature Eucalyptus globulus tree in centre of survey area near Track 12 alignment.

4.2 Flora

A total of 38 vascular plants were recorded during the survey, of which only one is an introduced species. Additional flora species will occur within the survey area but could have been overlooked due to the inherent limitations of the survey (e.g. timing). Refer to Appendix 1 for the list of species recorded on the site.

4.2.1 Threatened flora

No threatened flora species listed under the *Threatened Species Protection Act 1995* (TSPA) or the *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA) were observed.

A search of the Natural Values Atlas (DPIPWE database) revealed that no threatened flora species have been recorded within 500 m of the site and 11 species have been recorded within 2 km since 1950 (Table 1). All of these species are considered low or very low likelihood of occurring in the survey area.

Natural Values Assessment for Track 12 and Upper Luge, Wellington Park

Table 1 – Threatened flora species recorded from within 2 km of survey area (Natural Values Atlas, July 2020). Comments indicate likelihood of occurrence in project area, potential habitat and optimum timing for surveys. Records prior to 1950 omitted.

Species	Status TSPA	Status EPBCA	Comments
doublejointed speargrass <i>Austrostipa bigeniculata</i>	r		Very low – Occurs in drier open woodlands and grassland.
forest fingers <i>Caladenia sylvicola</i>	e	CR	Low – Suitable habitat present but species is very localised, being known only from a single location, 1.8 km from the survey area. Flowering Oct–Nov.
Tasmanian daisytree <i>Centropappus brunonis</i>	r		Very low – Occurs above 700 m elevation in open forest on boulderfields or in subalpine forest.
tiny midge-orchid <i>Corunastylis nuda</i>	r		Low – Occurs in a range of habitats including wet sclerophyll forest. However, all records within 2 km of the site are on dry north-facing slopes. Flowering Jan–Mar.
bare midge-orchid <i>Corunastylis nudiscapa</i>	e		Very low – Occurs in dry open forest, typically on north-facing slopes. Flowering Dec–Apr (usually late Feb – early April).
wispy clubsedge <i>Isolepis habra</i>	r		Low – Not recorded in the area since 1971. Possible habitat present. Ideal survey timing is January–March.
yellow riceflower <i>Pimelea flava</i> subsp. <i>flava</i>	r		Low – Lowland dry or damp forest species. Likely to have been recorded if present within project area.
ferny buttercup <i>Ranunculus pumilio</i> var. <i>pumilio</i>	r		Very low – Single record in Wellington Park from Guy Fawkes Rivulet in 1984. No suitable damp habitat.
leafy fireweed <i>Senecio squarrosus</i>	r		Low – Occurs in dry forest. Flowering October–December.
montane ivy-leaf violet <i>Viola curtisiae</i>	r		Very low – Alpine species restricted to high elevations.
fuzzy new-holland daisy <i>Vittadinia cuneata</i> var. <i>cuneata</i>	r		Very low – One record from Mount Wellington in 1984. Exact location not known. Occurs in drier habitats.

Natural Values Assessment for Track 12 and Upper Luge, Wellington Park

4.2.2 Introduced plants and pathogens

One introduced plant was recorded during the survey: Forget-Me-Not (*Myosotis* sp.). This herbaceous environmental weed (Figure 6) occurs in low densities in the east of the survey area (Figure 2).

No species listed as declared weeds under the *Weed Management Act 1999* are present.

No indications of *Phytophthora cinnamomi* (Pc) infection were observed and most of the vegetation present is not susceptible to this pathogen.



Figure 6 – Forget-Me-Not (*Myosotis* sp.) in east of survey area.

4.1 Fauna

4.1.1 Threatened fauna

No threatened fauna species listed under the *Threatened Species Protection Act 1995* or under the *Environment Protection and Biodiversity Conservation Act 1999* were observed during the survey.

A search of the Natural Values Atlas (DPIPWE database) revealed that five threatened fauna species have been recorded within 500 m of the site and an additional 11 species have been recorded within 2 km since 1950 (Table 2).

Natural Values Assessment for Track 12 and Upper Luge, Wellington Park

Table 2 – Threatened fauna species recorded from within 2 km of survey area (Natural Values Atlas, July 2020). Comments indicate likelihood of occurrence in project area and potential habitat. Records prior to 1950 omitted.

Species	Status TSPA	Status EPBCA	Comments
<i>Species recorded within 500 m of survey area</i>			
spotted-tail quoll <i>Dasyurus maculatus</i>	r	VU	Likely to forage across the project area. Possibly potential den sites including hollow logs.
Eastern quoll <i>Dasyurus viverrinus</i>		EN	Numerous records within 2 km. Likely to forage across the study area. Potential den sites occur in the area (e.g. fallen logs).
swift parrot <i>Lathamus discolor</i>	e	CR	Mature blue gums in the survey area provide potential foraging habitat. There is potential nesting habitat present in old growth trees with hollows. Only one known nesting site recorded within 2 km.
eastern barred bandicoot <i>Perameles gunnii</i>		VU	Numerous records within 2 km. Prefers a mosaic of vegetation types including open grassy habitats. Forest with dense understorey at eastern edge of survey area is potential nesting habitat due to proximity to open foraging habitat in firebreak.
masked owl <i>Tyto novaehollandiae</i>	e	VU	Several records within 2 km. Requires large tree hollows for nesting. Area likely to be used for foraging and nesting trees may be present.
<i>Species recorded within 2 km of survey area</i>			
grey goshawk <i>Accipiter novaehollandiae</i>	e		Several records within 2 km. Likely to forage across the area. Nests in wet forest, typically near watercourses. Suitable nesting habitat may be present in gully on southern edge of survey area.
azure kingfisher <i>Alcedo azurea</i> subsp. <i>diemensis</i>	e	EN	Riparian species. No suitable habitat in study area.
chaostola skipper <i>Antipodia chaostola</i> subsp. <i>leucophaea</i>	e	EN	Strongly associated with the larval food plants <i>Gahnia radula</i> and <i>G. microstachya</i> . Habitat is near-coastal lowland dry forest. No suitable habitat present.
Tasmanian wedge-tailed eagle <i>Aquila audax</i> subsp. <i>fleayi</i>	e	EN	Nests in tall forest on sheltered slopes away from disturbances such as roads. No nests known in the area. No suitable nesting trees present.

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Species	Status TSPA	Status EPBCA	Comments
white bellied sea-eagle <i>Haliaeetus leucogaster</i>	v		Nests close to rivers, waterbodies or coastline. No potential nesting habitat. Last recorded in the area in 1980.
white-throated needletail <i>Hirundapus caudacutus</i>		VU	Does not breed in Australia. Species is mostly aerial in the non-breeding season, but roosts in trees. Last recorded in the area in 1981.
forty-spotted pardalote <i>Pardalotus quadragintus</i>	e	EN	Dependent on white gum (<i>E. viminalis</i>). Limited suitable habitat in study area. Last recorded in the area in 1980 and the species is not currently known to occur in the Hobart or Mount Wellington region.
Silky snail <i>Roblinella agnewi</i>	r		Several records within 2 km. Endemic to Mount Wellington in rocky areas at elevations above ~600 m. No suitable habitat in project area.
Tasmanian devil <i>Sarcophilus harrisii</i>	e	EN	Several records within 2 km. Likely to forage across the study area. Possibly potential den sites, including hollow logs.

4.1.2 Threatened fauna habitat

There is suitable habitat for several threatened species in the area, including wide-ranging species such as the grey goshawk, masked owl, Tasmanian devil, spotted-tail quoll and eastern quoll. No nest or den sites were observed during the survey. Bandicoot diggings observed in the east of the survey area may be from the brown bandicoot (not threatened) or the eastern barred bandicoot (EPBCA-listed).

Suitable foraging habitat for the swift parrot was observed near the centre of the survey area, where several mature blue gums are present (Figure 2). Old-growth eucalypt trees in the survey area may provide suitable nesting habitat for swift parrots and other hollow-nesting fauna. Several mature and old-growth trees were mapped during the survey (Figure 2) and there may be others in the survey area.

5. Potential impacts of proposed works

No threatened communities will be impacted. There is a very low likelihood of threatened flora being present and impacted.

Natural Values Assessment for Track 12 and Upper Luge, Wellington Park

Wide-ranging mobile threatened fauna species, such as raptors and marsupial carnivores, are likely to visit the survey area and may nest in the area. Removal of trees with hollows will impact actual or potential nesting habitat for hollow-nesting threatened species such as the swift parrot and masked owl. Earthworks or removal of large fallen logs has the potential to destroy or disturb denning sites for threatened mammal species (e.g. Tasmanian devil, quolls).

Impacts on habitat for threatened fauna species are expected to be negligible, unless nesting or denning sites are disturbed or destroyed. However, this is unlikely since no den sites were detected during the on-ground survey and there is no need to remove old-growth trees.

Impacts on non-threatened species and other natural values is likely to be minimal given the small spatial extent of works. There may be no need to remove living or dead trees. If necessary, removal of some smaller live or dead trees (under 60 cm DBH) would have little impact since the forest is at an age where it is undergoing natural stand thinning.

Minor excavations will be required with consequent impacts on soils and drainage. These will be confined to the footprint of the works, which at an average width of under 1.5 m (including batters on cross slopes) and a track length of around 2000 m, is expected to be less than 3000 m², of which the Upper Luge segment is already somewhat disturbed.

Vegetation clearing, earthworks, machinery use and importation of materials such as gravel pose a risk of introducing weeds to the area.

6. Summary and recommendations

An on-ground survey of the proposed Track 12 and Upper Luge found no significant natural values that will be impacted by track construction or upgrade works or use by walkers and cyclists.

No state or Commonwealth listed threatened communities occur in the survey area. There is a low likelihood of threatened flora species occurring within the area. No known significant habitat for threatened fauna species will be impacted.

Natural Values Assessment for Track 12 and Upper Luge, Wellington Park

There is no need to alter the track alignment for protection of natural values. This assessment of natural values impacts, and recommendations also applies to alternative track alignments within the survey area.

6.1 Recommendations

- Do not remove or damage large (>100 cm DBH) or old-growth eucalypt trees. Track to avoid the base of large trees (min 2m) where possible.
- Avoid removal of any blue gums (*Eucalyptus globulus*).
- If evidence of raptor nesting, swift parrot nesting or marsupial denning is observed, work must stop immediately and contact DPIWE Threatened Species Section.
- Vegetation clearance and soil disturbance should be kept to a minimum.
- Do not remove coarse woody debris from the site.
- Avoid importing foreign aggregates if possible. If surfacing is required, it should be sourced from a weed-free source.
- Follow standard weed hygiene procedures during track construction.
- Control of Forget-Me-Not (*Myosotis* sp.) by hand pulling could be undertaken in conjunction with track construction works.
- Conduct a weed survey of the track alignment around 12 months after track construction to identify and control any weeds which may establish following works.

Natural Values Assessment for Track 12 and Upper Luge, Wellington Park

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<http://www.thelaw.tas.gov.au/index.w3p>

*Natural Values Assessment for Track 12 and Upper Luge, Wellington Park***Appendix 1 – Plant species list for Track 12 and Upper Luge survey area****Recorder:** Nick Fitzgerald**Date:** 8/07/2020

e = endemic i = introduced d = declared weed

Dicotyledons

ASTERACEAE

e	<i>Bedfordia salicina</i>	Tasmanian Blanket Leaf
	<i>Olearia argophylla</i>	Musk
	<i>Olearia viscosa</i>	Viscid Daisy Bush
	<i>Senecio</i> sp.	Groundsel

BORAGINACEAE

i	<i>Myosotis</i> sp.	Forget-me-not
---	---------------------	---------------

ERICACEAE

e	<i>Cyathodes glauca</i>	Cheeseberry
	<i>Epacris impressa</i>	Common Heath

EUPHORBIACEAE

	<i>Beyeria viscosa</i>	Pinkwood
	<i>Poranthera microphylla</i>	Small Poranthera

FABACEAE

	<i>Pultenaea daphnoides</i> var. <i>obcordata</i>	Native Daphne
--	---	---------------

GERANIACEAE

	<i>Geranium</i> sp.	
--	---------------------	--

MALVACEAE

e	<i>Asterotrichion discolor</i>	Currajong
---	--------------------------------	-----------

MIMOSACEAE

	<i>Acacia dealbata</i> subsp. <i>dealbata</i>	Silver Wattle
	<i>Acacia leprosa</i>	Varnished wattle

MYRTACEAE

	<i>Eucalyptus globulus</i> subsp. <i>globulus</i>	Tasmanian Blue Gum
	<i>Eucalyptus obliqua</i>	Stringybark
	<i>Eucalyptus viminalis</i> subsp. <i>viminalis</i>	White Gum

OXALIDACEAE

	<i>Oxalis perennans</i>	Native Oxalis
--	-------------------------	---------------

PITTOPOACEAE

e	<i>Billardiera longiflora</i>	Climbing Blue berry
	<i>Bursaria spinosa</i> subsp. <i>spinosa</i>	Prickly Box
	<i>Pittosporum bicolor</i>	Cheesewood

PROTEACEAE

	<i>Hakea lissosperma</i>	Needle Bush
--	--------------------------	-------------

Natural Values Assessment for Track 12 and Upper Luge, Wellington Park

RANUNCULACEAE

<i>Clematis</i> sp.	Clematis
---------------------	----------

RHAMNACEAE

<i>Pomaderris apetala</i> subsp. <i>apetala</i>	Dogwood
<i>Pomaderris elliptica</i> var. <i>elliptica</i>	Yellow Pomaderris

RUBIACEAE

<i>Coprosma quadrifida</i>	Native Currant
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RUTACEAE

<i>Zieria arborescens</i> subsp. <i>arborescens</i>	
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SANTALACEAE

<i>Exocarpos cupressiformis</i>	Native Cherry
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THYMELAEACEAE

<i>Pimelea drupacea</i>	Cherry Rice-flower
-------------------------	--------------------

VIOLACEAE

<i>Viola hederacea</i>	Native Violet
------------------------	---------------

Monocotyledons

CYPERACEAE

<i>Gahnia grandis</i>	Cutting Grass
<i>Lepidosperma ensiforme</i>	Sword Sedge

HEMEROCALLIDACEAE

<i>Dianella tasmanica</i>	Flax lily
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ORCHIDACEAE

<i>Pterostylis</i> sp.	Greenhood
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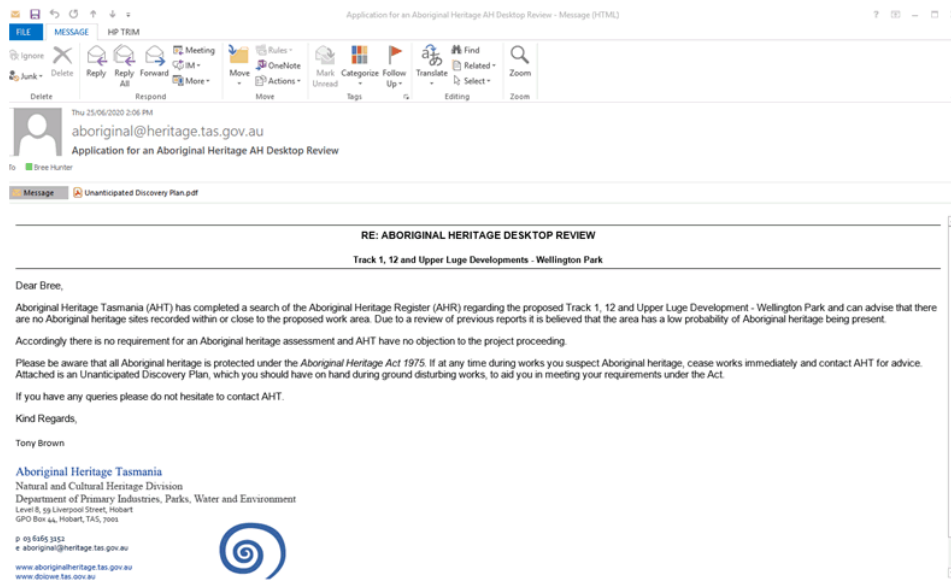
POACEAE

<i>Microlaena stipoides</i>	Weeping Grass
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Pteridophytes

DENNSTAEDTIACEAE

<i>Histiopteris incisa</i>	Bat's Wing
<i>Hypolepis rugosula</i>	Ruddy Ground-fern
<i>Pteridium esculentum</i>	Bracken





AUSTRAL TASMANIA

kunanyi Mountain Bike Tracks

Aboriginal Heritage

Assessment Report

Version 1

Final Report prepared by Austral Tasmania Pty Ltd

For the City of Hobart

ATo311

April 2021

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Caleb Pedder, Aboriginal Heritage Officer

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Table 0.1 Quality Assurance

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EXECUTIVE SUMMARY

The City of Hobart has received funding from the State Cycle Tourism Grant Scheme, which in part funds the construction of 15 new mountain bike tracks in the lower foothills of kunanyi - Mt Wellington (kunanyi). Three new tracks, Track 1a, Track 1b and Track 12, and modification to an existing track, the Upper Luge track, are being considered by the City of Hobart (the Proponent) as part of this phase of works. An Aboriginal Heritage Property Search was submitted by the Proponent and received a response from Aboriginal Heritage Tasmania (AHT) stating that, owing to an absence of recorded sites on kunanyi and the low likelihood that Aboriginal Tasmanians used resources in this area, further Aboriginal heritage investigation was not warranted under the terms of the *Aboriginal Heritage Act 1975*.

However, adopting a best practice approach to managing cultural heritage meant that the Proponent decided to complete a formal Aboriginal heritage assessment report.

To this end the City of Hobart has engaged Austral Tasmania Pty Ltd (Austral Tasmania) to complete this Aboriginal heritage investigation. This report documents the outcome of that investigation and provides recommendations consonant with the above requirements.

The project consists of two study areas, Study Area One around Track 1a and Track 1b and Study Area Two relating to the area around the Upper Luge and Track 12. The study areas are within Wellington Park, 100 Pinnacle Rd, Wellington Park, and is within land owned by the City of Hobart (Study Area One: PID 5587226, CTs 126375/1 and Study Area Two: PID 5587226 252495/1) (see Figure 1.1.1 to Figure 1.1.3). These properties form part of the larger Wellington Park reserve and are within the management purview of the Wellington Park Management Trust. The location of the study areas within Tasmania is shown in Figure 1.1.1, a topographic overview of its location is shown in Figure 1.1.2 and aerial images of the study areas are shown in Figure 1.1.3 and Figure 1.1.4.

Aboriginal community consultation was undertaken with by Caleb Pedder between the 26 March 2021 to the 9 April 2021. This consultation took the form of a project document that contained the details of the project, details of the study area and the results of the field survey being sent to weetaipoona, the Tasmanian Aboriginal Centre, Karadi, Pungenna Community and South East Tasmanian Aboriginal Corporation. These organisations have no comments at the present time.

Despite the presence of a number of Aboriginal sites within the surrounding landscape no Aboriginal sites were identified nor are there any areas of sensitivity within the area of proposed development within Study Area One (Track 1a and Track 1b) and Study Area Two (Track 12 and Upper Luge). Past timber getting resulting in high levels of disturbance in Study Area Two and steep topography in Study Area One contribute considerably to this outcome, although extremely low ground surface visibility in some survey areas has hampered the identification of any sites, had they been present. The survey results also suggest that the study areas have a low potential for the unanticipated discovery of Aboriginal cultural material during the proposed works but that the low level of research previously undertaken on the upper slopes of kunanyi limits the predictive power of archaeological investigations.

Recommendations

As the study area contains no sites or sensitive areas and neither does the proposed development have the potential to incidentally impact previously recorded sites within its vicinity, there are no site specific management recommendations. Nevertheless, the study area retains a residual risk for the unanticipated discovery of Aboriginal heritage items. Aboriginal heritage in Tasmania is afforded blanket protection by the *Aboriginal Heritage Act 1975* therefore:

1. All contractors and staff are to be made aware that there is a potential for unanticipated discovery across the entire study area and should also be made aware of the Unanticipated Discovery Plan and their obligations under the *Aboriginal Heritage Act 1975*. Aboriginal Heritage Tasmania's *Unanticipated Discovery Plan* (Appendix B) should be followed during this project. A copy of this plan should be kept with the person who is responsible for the on-ground works for the duration of the project.
2. In accordance with the statement of significance supplied by Mr Pedder and Section 5.3.1. of the Wellington Park Management Plan 2016 it is recommended that the City of Hobart initiates long term consultation, i.e. ongoing consultation that extends beyond the scope of a single project, with the Aboriginal community across the broad spectrum of small scale

developments taking place across the mountain to prevent harm to cultural values through the accumulation of minor impacts.

3. All spatial or descriptive information that may be readily used to relocate Aboriginal sites is to be redacted before this report is made publicly available.
4. Copies of this report should be submitted to Aboriginal Heritage Tasmania for review.
5. A copy of the final report must be distributed to the Tasmanian Aboriginal Centre, Karadi, Pungenna Community and South East Tasmanian Aboriginal Corporation

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1.0 INTRODUCTION

1.1 Project Background

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Due to the impact of two centuries of European development, steep slope gradients and probable high levels of erosion no Aboriginal sites or potential areas of sensitivity were identified during this investigation.

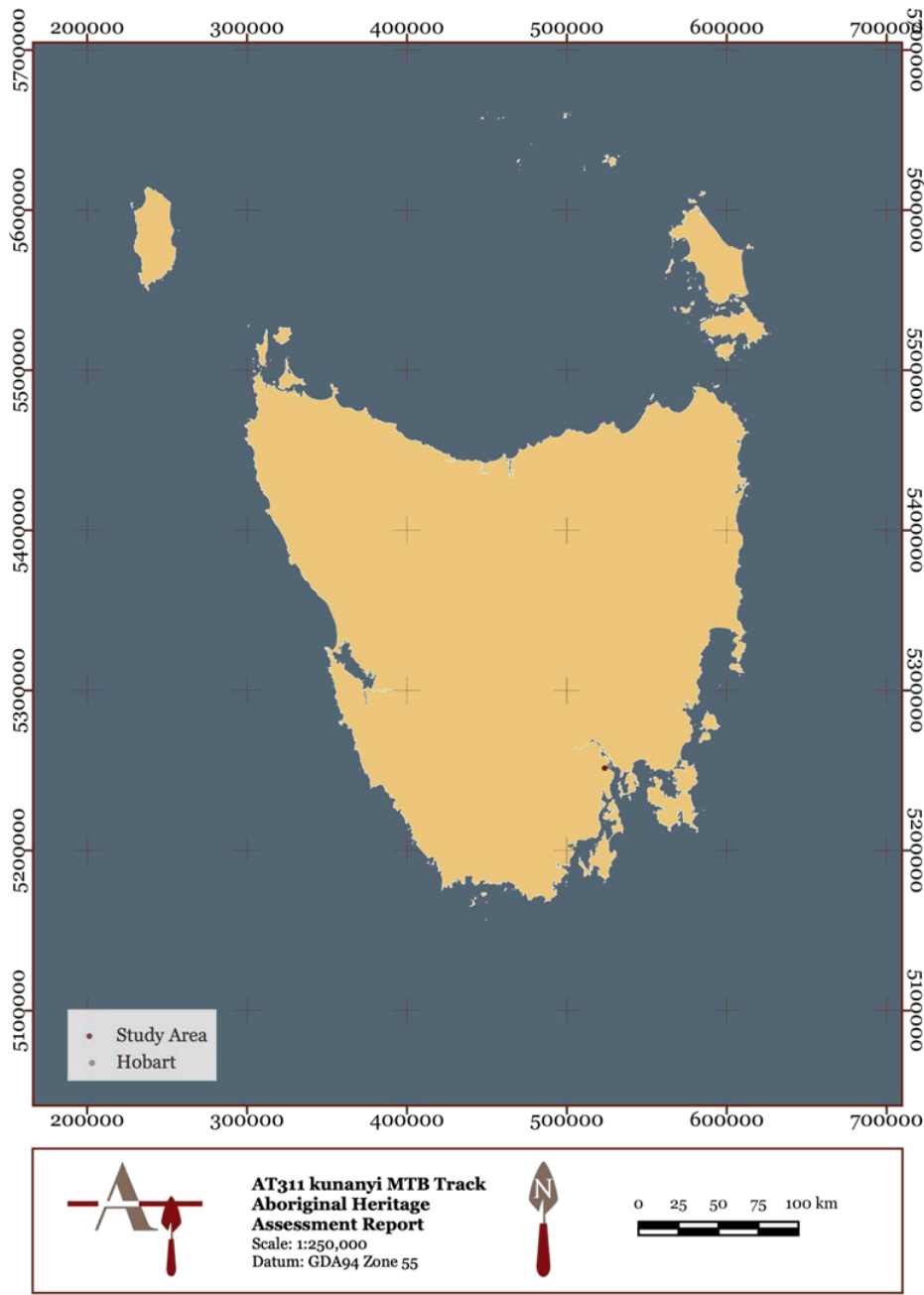


Figure 1.1.1 Tasmania, showing the location of the study area and Hobart (nipaluna).

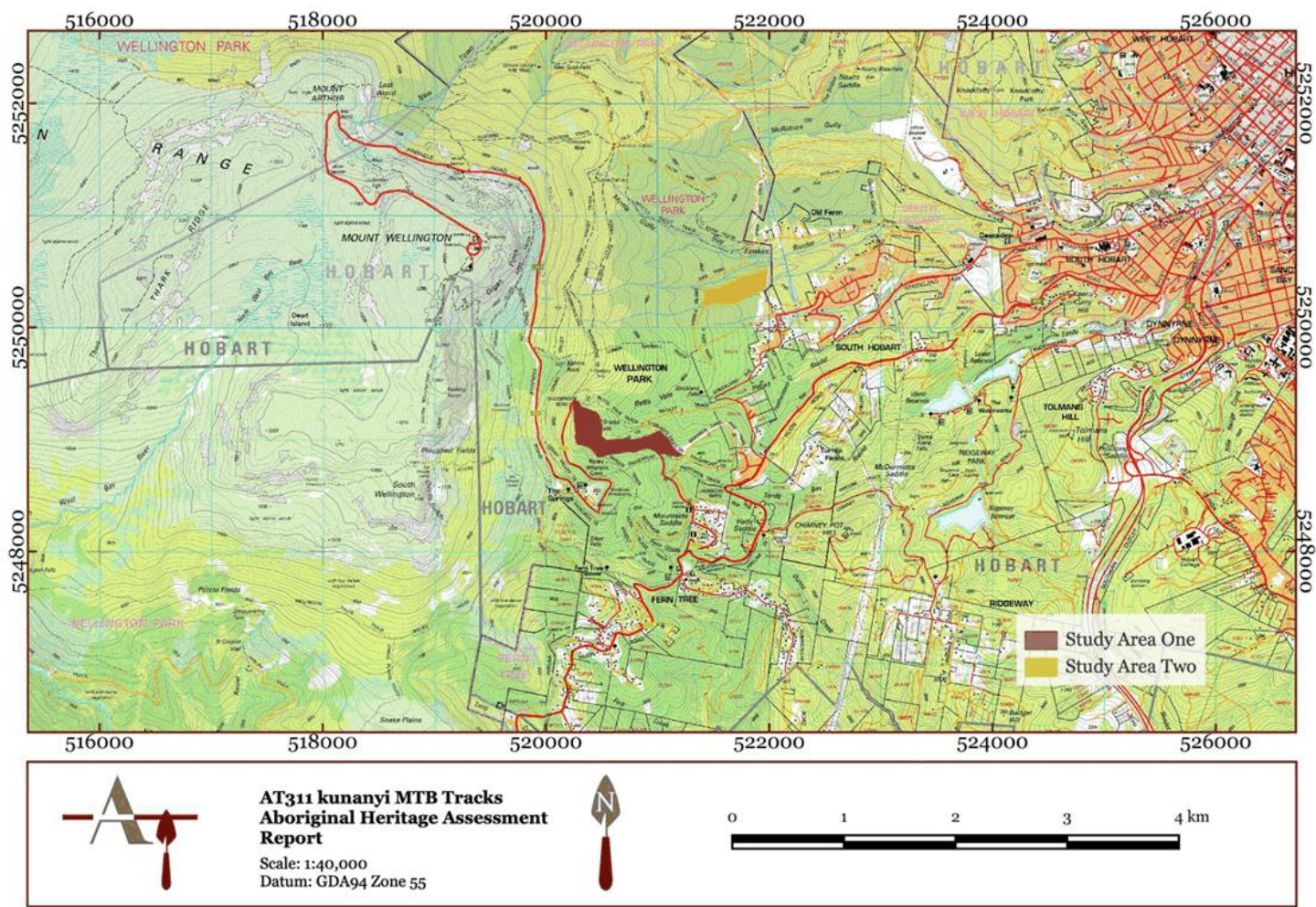


Figure 1.1.2 Topographic overview showing the location of Study Area One and Study Area Two (Basemap: Tasmap Digital 1:25,000).

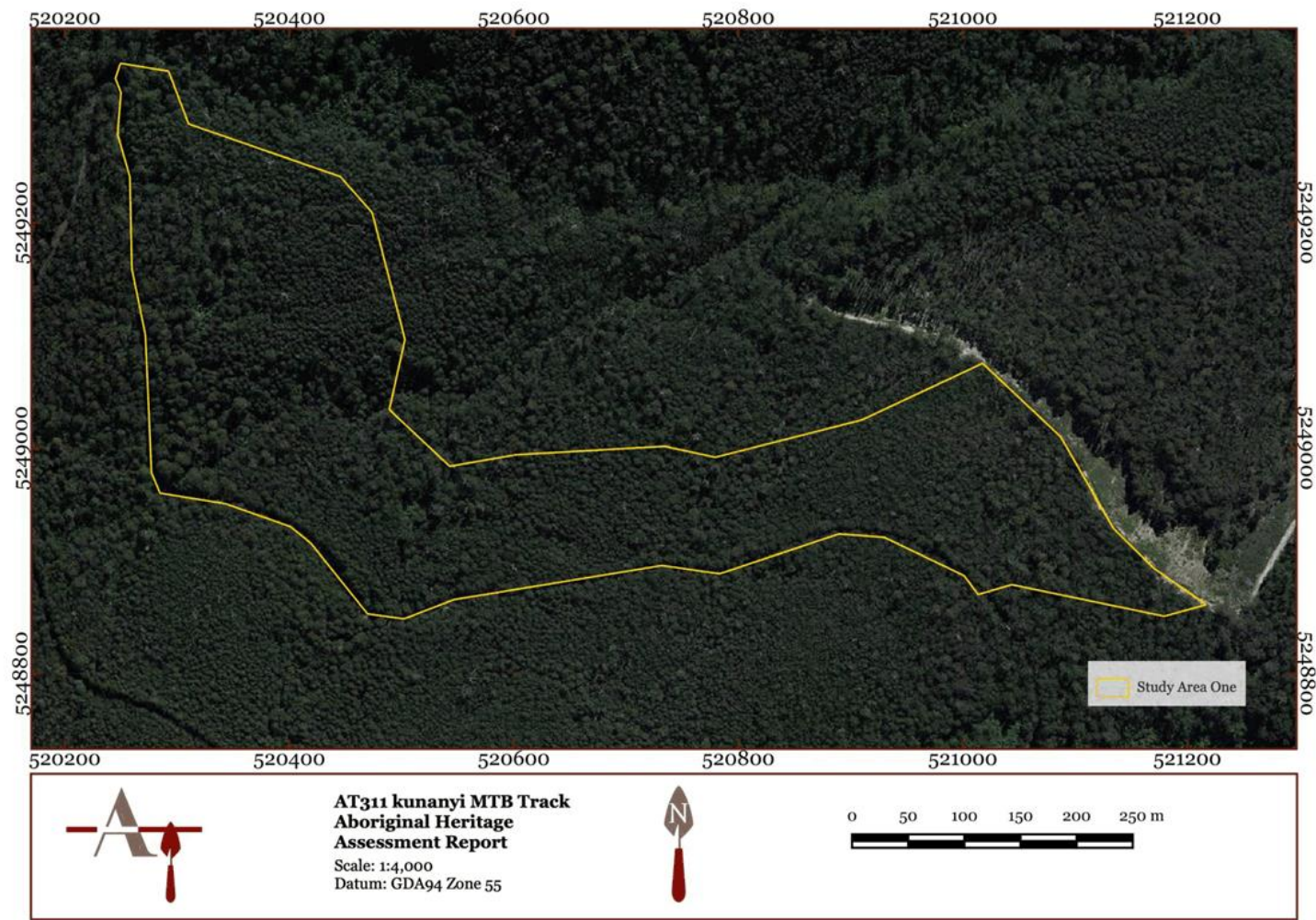


Figure 1.1.3 Aerial overview showing the location of Study Area One (Basemap: Listmap 2021).

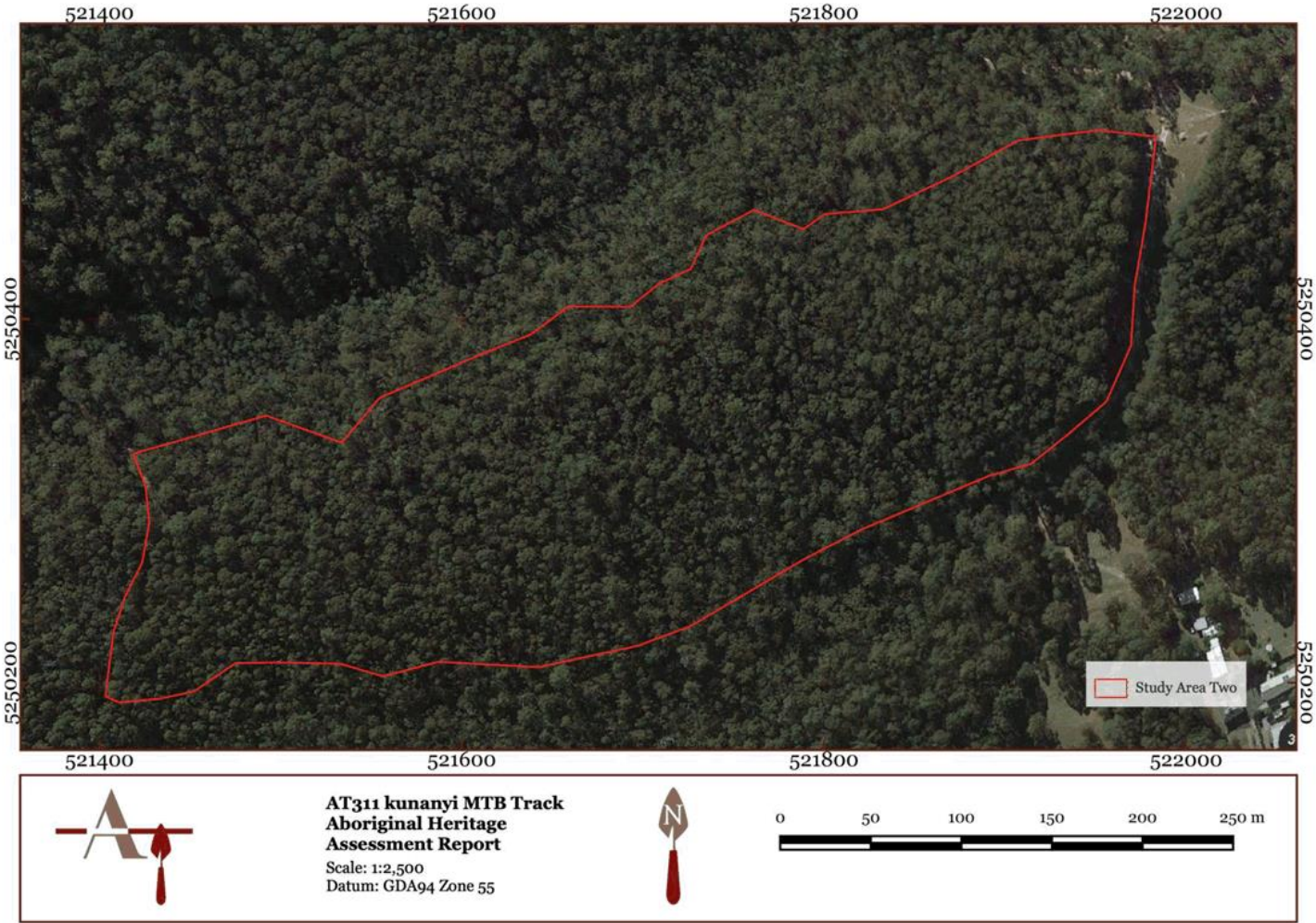


Figure 1.1.4 Aerial overview showing the location of Study Area One (Basemap: Listmap 2021).

1.2 Aims

The aim of this study is to assess the presence of Aboriginal cultural material within the study areas and determine what impact, if any, the proposed work will have.

To this end, this report aims to:

- Describe the proposed development especially in regards to the extent of its possible impact on Aboriginal cultural heritage.
- Document the results of analysis of the environmental, historical and archaeological background.
- Present the results of the field survey, including and potential areas of sensitivity and Aboriginal cultural materials identified.
- Record the results of Aboriginal community consultation.
- Interpret the results of the investigation and assess the significance of the study area.
- Provide conclusions and mitigation advice relating to the proposed work.

1.3 Authorship and Acknowledgements

The project was directed by Alan Hay (Senior Archaeologist, Austral Tasmania). The report was written by Alan Hay and the community consultation undertaken by Caleb Pedder (Aboriginal Heritage Officer) and reviewed by Justin McCarthy (Managing Director, Austral Tasmania) and James Puustinen (Senior Heritage Manager, Austral Tasmania). The fieldwork was undertaken by Alan Hay and Caleb Pedder. Austral Tasmania would like to acknowledge the following people and organisations, who assisted in the production of this report:

- Bree Hunter - Program Officer, City of Hobart
- Sarah Waight - Senior Heritage Officer, City of Hobart
- Lindsay Ashlin - Supervisor Track Management, City of Hobart
- Jeram Cowley - Team Leader, City of Hobart
- Anne McConnell, Cultural Heritage Coordinator, Wellington Park Management Trust

1.4 Glossary of Terms

The following terms are largely excerpted and adapted from the 2018 *Aboriginal Heritage Standards and Procedures* by AHT, where this is not the case the alternate source is referenced in text.

Aboriginal community consultation – Communication between the proponent and the Aboriginal community (usually via the Aboriginal Heritage Officer or AHO) in relation to any potential impact/s of a proposed development on Aboriginal heritage site/s, and how they might be avoided, mitigated or managed.

Aboriginal heritage – This phrase refers to everything covered by the term “relics” as defined in Section 2(3) of the *Aboriginal Heritage Act 1975*.

Aboriginal Heritage Assessment Report (AHAR) – An AHAR can comprise a desktop study, a heritage options or strategic assessment, Aboriginal heritage survey, or a combination of these to determine whether Aboriginal heritage sites are present in the proposed area. Aboriginal heritage assessment reports are carried out by Aboriginal heritage practitioners.

Aboriginal Heritage Council (AHC) – The Aboriginal Heritage Council is established under Part 2 of the Act to advise the Minister on Aboriginal heritage issues. One of its key roles is to provide advice on new permit applications, development or research proposals, and relevant documentation including policies and the Guidelines. The Council anticipates discussion with proponents regarding significant proposals.

Aboriginal Heritage Desktop Review (AHDR) – A desktop assessment of the project area undertaken by qualified Aboriginal Heritage Tasmania officers, to determine if the proposed development will impact on recognised Aboriginal heritage sites. A desktop review determines whether an Aboriginal heritage assessment report or permit is required.

Aboriginal Heritage Officer (AHO) – A Tasmanian Aboriginal community member who is recognised by the Tasmanian Aboriginal community as being able to liaise with the community on Aboriginal heritage matters and who also possesses the skills and knowledge required to carry out Aboriginal heritage assessment reports.

Aboriginal Heritage Register (AHR) – The Aboriginal Heritage Register (AHR) was launched in November 2014 to replace a number of internal systems, including the Tasmanian Aboriginal Site Index (TASI). The AHR records information about Aboriginal Heritage (AH) sites and supports many of Aboriginal Heritage Tasmania's business processes. Information recorded for an AH site may include site recording forms/site cards, photographs, slides, spatial data, site composition and associated Aboriginal heritage assessment reports.

Aboriginal heritage site – Any site that bears signs of the activities of the original inhabitants of Australia or their descendants. This includes, but is not limited to, any artefact, painting, carving, engravings, arrangement of stones, midden, modified landscape, and human remains within the site.

Aboriginal Heritage Tasmania (AHT) – Aboriginal Heritage Tasmania is part of the Department of Primary Industries, Parks, Water and Environment, and is responsible for administering the *Aboriginal Heritage Act 1975* and maintaining the Aboriginal Heritage Register (AHR). Aboriginal Heritage Tasmania also provides secretariat support to the Aboriginal Heritage Council.

Aboriginal Heritage Act 1975 – This is the new title of the *Aboriginal Relics Act 1975* and is referred to in this document as 'the Act'. The Act provides the legislative basis for the protection and management of Aboriginal heritage in Tasmania.

Ground surface exposure (exposure) – An assessment of the prevailing sedimentation within a survey area, in reference to processes of erosion, stability or aggradation that influence the extent to which artefacts are brought to the surface or concealed (Burke and Smith 2006:79).

Ground surface visibility (GSV) – An assessment of how much of the ground surface in a survey area is visible and what other factors, like introduced gravel or leaf litter, might limit the detection of artefacts (Burke and Smith 2006:79).

Permit – Under Section 14 of the *Aboriginal Heritage Act 1975*, permits may be granted by the Minister, (at the recommendation of the Director of Parks and Wildlife) to "destroy, damage, deface, conceal or otherwise interfere with a relic" (s14(1)(a)). Permits may be granted for other actions such as research. Avoidance is the preferred course of action when Aboriginal heritage sites are under threat. If avoidance is not possible, mitigation is required to demonstrate all possible consideration has been given to minimising the impact of the project activity on Aboriginal heritage before a permit is considered by the Minister.

Project investigation area (Study Area) – The project area subject to an Aboriginal Heritage Assessment Report. A development footprint (see Project Activity Area) may be within an assessed investigation area.

Unanticipated discovery plan (UDP) – An Unanticipated Discovery Plan (UDP) is a plan that the Aboriginal heritage practitioner provides in the Aboriginal Heritage Assessment Report (AHAR). It is a contingency plan detailing the process and procedures that should be followed if Aboriginal heritage including skeletal material is located during any stage of project works.

2.0 PROJECT ACTIVITY

2.1 Proposed Development

The proposed development consists of the construction of three new tracks (Track 1a, 1b and Track 12) and the modification of an existing *ad hoc* track (the Upper Luge). Track 1a and Track 1b are each approximately 3km in total length and the area of works for each will be <1m in width along the length of each of these tracks. The Upper Luge Track is an existing *ad hoc* track created by mountain bikers within an existing snig track along the ridge crest in Study Area Two, it is proposed to formalise this existing track, <700m in length, and to add an additional climbing track, Track 12, along the valley slope immediately to the south. Track 12 will have a greater length (~1.5km) through its inclusion of switchbacks suitable for climbing mountain bikes.

The construction of the new tracks will include the removal of deadfall and leaf litter, the cutting of any live vegetation and some areas of surface hardening by introducing hard materials like stone along the length of the track. Water bars, constructed with small amounts of hand excavation, will be added to sections of these tracks but will be positioned in such a way that the water will fan out across the surrounding slopes rather than creating new rills. The Upper Luge Track will receive similar modifications, for example hardening in boggy areas, but much of its existing surface will be retained as is. Minimal signage will be installed at the entrance to these tracks but will involve the excavation of small footings for the new sign structures.

Due to the thick vegetation and steep topography of the area, the work will be undertaken by teams of City of Hobart employees and volunteers using hand tools. The work will be restricted to the footprint of the tracks and the sign locations at the track heads. Nearby vehicle access tracks and roads will be used for the transport of the construction teams to the area of proposed works.

2.2 Probable Disturbance

This assessment of probable disturbance is not an assessment of potential impact to Aboriginal cultural material or heritage values, which is detailed in Section 8.1 of this report, but instead briefly outlines the likely ground disturbance entailed by the proposed development.

The disturbance caused by this work will not be extended beyond the proposed footprint, which will result in long linear disturbances. The use of manual labour as the sole means of construction will restrict the impact of this work to the footprint and much of the work will not disturb the existing ground surface other than the removal of the O1 and O2 horizon. Localised areas of slightly deeper disturbance are likely to occur around areas that involve the construction of water bars or track hardening. Generally all of these disturbances associated with construction will be restricted to the track itself, shallow and free from ancillary construction activities that will extend the disturbance further into the surrounding landscape.

The most substantial possibility for disturbance will occur after the construction of the track with the long term use of these features by mountain bikes. The areas of track hardening and water bars considered above are likely to mitigate this disturbance by managing the risk of fluvial erosion and track wear that are the likely causes of long term disturbance and damage. Nevertheless disturbance caused by use and unchecked rill formation may cause damage to the soil profile adjacent to these tracks. The chief risk of additional disturbance arises from the potential for braiding as track uses may create and modify tracks alongside those currently proposed.

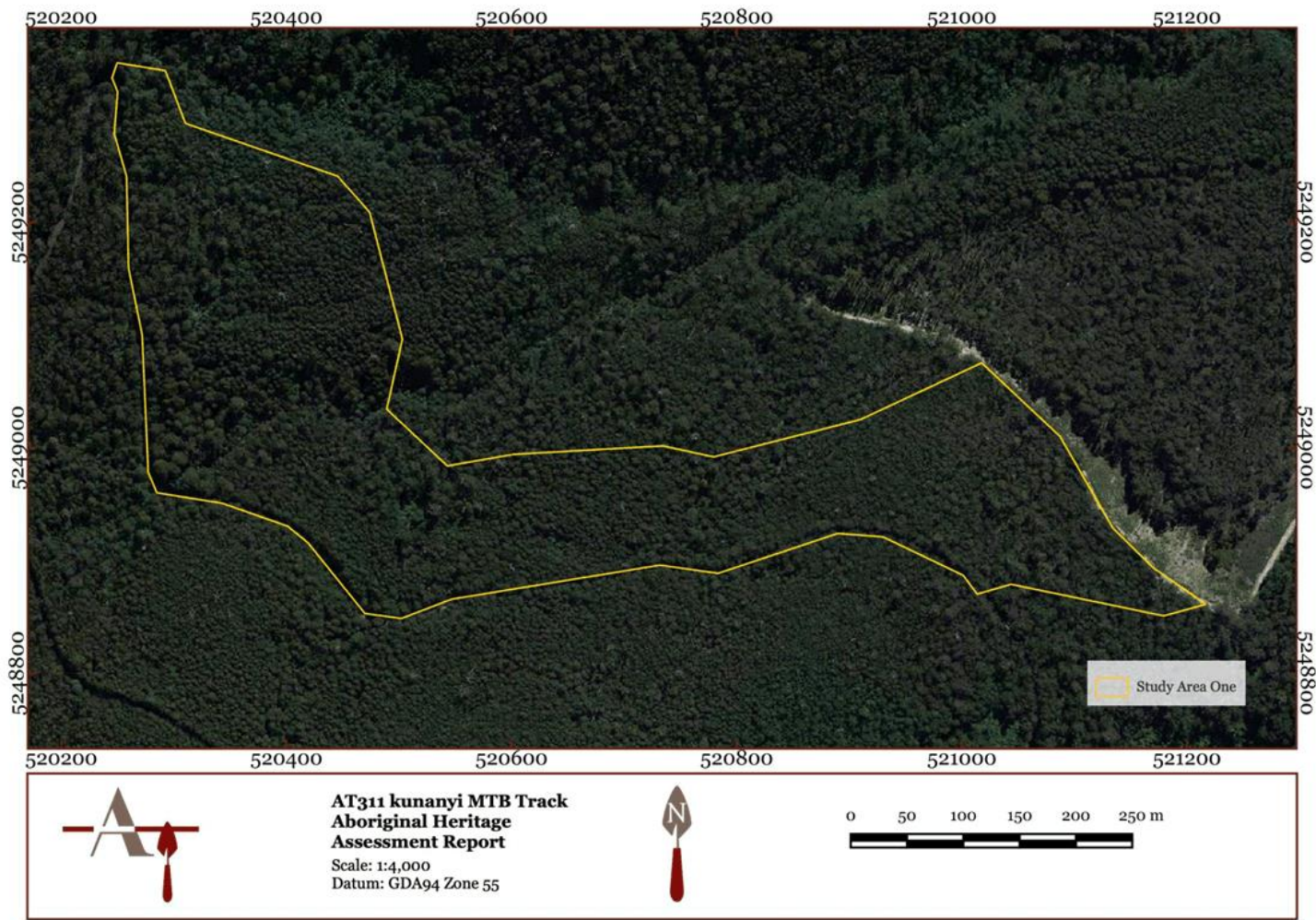


Figure 2.0.1 Aerial overview of Study Area One showing the proposed works (Listmap 2021).

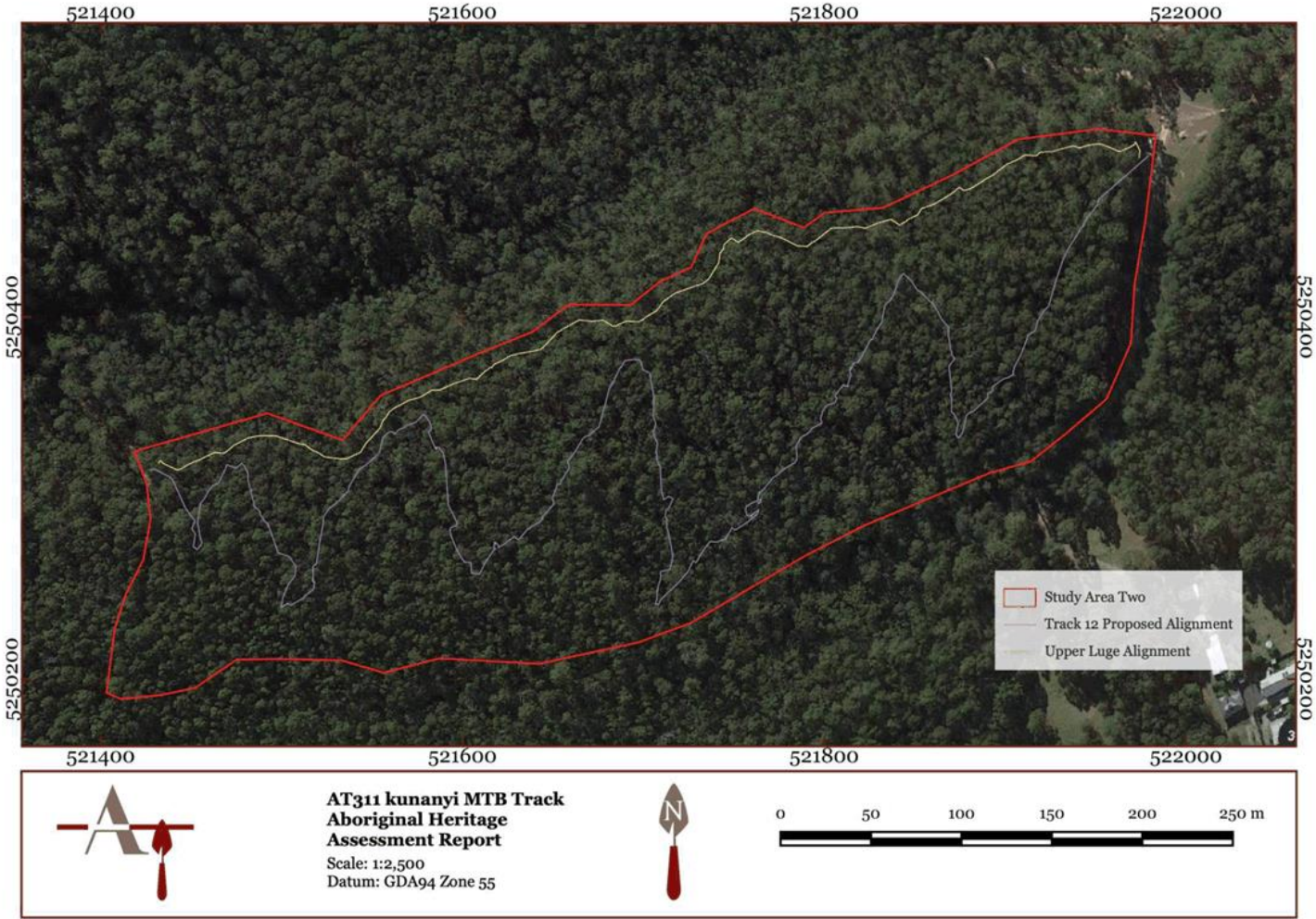


Figure 2.0.2 Aerial overview of Study Area Two showing the proposed works (Listmap 2021).

3.0 LEGISLATIVE FRAMEWORK

Aboriginal heritage in Australia is protected through Commonwealth, state and local government management frameworks. Legislation that may apply to this project are:

- Environment Protection and Biodiversity Conservation Act 1999
- Aboriginal and Torres Strait Islander Heritage Protection Act 1984
- Aboriginal Heritage Act 1975
- The Hobart Interim Planning Scheme 2015
- Wellington Park Act 1993

3.1 Commonwealth Heritage Legislation

3.1.1 *Environment Protection and Biodiversity Conservation Act 1999*

This Act establishes the National Heritage list, which may include places of Indigenous significance that are of outstanding heritage value to the nation. The act also protects the heritage value of any places included in this list from impact or disturbance. In addition to this, the Act establishes the Commonwealth Heritage List which includes places in Australia that have Indigenous heritage significance and that are under the control of the Australian Government. It also provides protection for Indigenous heritage on Commonwealth land, which is not part of a listed place, from the actions of the Australian Government.

There are no listed places in the study area and the study area is not on Commonwealth Land. Therefore the Act does not apply.

3.1.2 *Aboriginal and Torres Strait Islander Heritage Protection Act 1984*

This Act protects places of particular significance to Aboriginal and Torres Strait islander people through allowing the Environment Minister to make a declaration of protection for an area, object or set of objects from threat, injury or desecration. This can only be done upon the application of an Aboriginal person or group for such a declaration. This Act has the potential to take precedence over state legislation where this is not considered to provide acceptable protection for Aboriginal cultural heritage.

There are no declared protected places in the study area and the Act does not apply.

3.2 *Aboriginal Heritage Act 1975*

The primary legislative vehicle for the protection of Aboriginal cultural heritage in Tasmania is the *Aboriginal Heritage Act 1975*. Originally titled the *Aboriginal Relics Act 1975* the title of the Act was changed, replacing 'relic' with 'heritage,' by the *Aboriginal Relics Amendment Act 2017*. This amendment also enacted a number of other changes to the terms of the Act.

3.2.1 *Protection of Aboriginal Relics*

The Act establishes the protection of Aboriginal Relics in Tasmania, defining these relics as:

- 2(3)(a) any artefact, painting, carving, engraving, arrangement of stones, midden, or other object made or created by any of the original inhabitants of Australia or the descendants of any such inhabitants; which is of significance to the Aboriginal People of Tasmania or their descendants; or;
- (b) any object, site, or place that bears signs of the activities of any such original inhabitants or their descendants, which is of significance to the Aboriginal People of Tasmania; or
- (c) the remains of the body of such an original inhabitant or of a descendant of such an inhabitant that are not interred in –
 - (i) any land that is or has been held, set aside, reserved, or used for the purposes of a burial-ground or cemetery pursuant to any Act, deed, or other instrument; or
 - (ii) a marked grave in any other land.

Subsection 2(8) of the Act defines the significance of a relic as being in accordance with:

- (a) the archaeological or scientific history of Aboriginal people; or
- (b) the anthropological history of Aboriginal people; or
- (c) the contemporary history of Aboriginal people; or
- (d) Aboriginal tradition.

'Aboriginal tradition' means:

- (a) the body of traditions, knowledge, observances, customs and beliefs of Aboriginal people generally or of a particular community or group of Aboriginal people; and
- (b) any such tradition knowledge, observance custom or belief relating to particular persons, areas, objects or relationships.

Section 14 of the Act protects Aboriginal relics against knowing or 'reckless or negligent' contravention of Subsection (1), where no person shall, without a permit:

- (a) destroy, damage, deface, conceal, or otherwise interfere with a relic;
- (b) make a copy or replica of a carving or engraving that is a relic by rubbing, tracing, casting, or other means that involve direct contact with the carving or engraving;
- (c) remove a relic from the place where it is found or abandoned;
- (d) sell or offer or expose for sale, exchange, or otherwise dispose of a relic or any other object that so nearly resembles a relic as to be likely to deceive or be capable of being mistaken for a relic;
- (e) take a relic, or cause or permit a relic to be taken, out of this State; or
- (f) cause an excavation to be made or any other work to be carried out on Crown land for the purpose of searching for a relic.

3.2.2 Guidelines, Aboriginal Heritage Assessment and the Permitting Process

The amended Act allows for guidelines to be issued by the Minister for Environment Parks and Heritage (the Minister). Under Section 21A of the Act, there are currently three documents issued by the Minister (AHT 2017):

- *Guidelines: issued by the Minister for Environment, Parks and Heritage under section 21A of the Aboriginal Heritage Act 1975* (AHT:2017)
- *Aboriginal Heritage Standards and Procedures* (AHT 2018)
- *Procedures for Managing Aboriginal Cultural Heritage when Preparing Forest Practices Plans* (FPAT 2016)

Of particular relevance here is the *Aboriginal Heritage Standards and Procedures* (AHT 2018). This document outlines the process by which Aboriginal heritage is assessed (AHT 2018:4-17) and how permits are obtained (AHT 2018:18). This procedure is outlined in a flow chart in these standards and procedures (AHT 2016:38) and is included as Figure 3.2.1 below. These standards and procedures replaces the *Guide to the Aboriginal Heritage Assessment Process* (AHT 2016).

Where heritage has been identified or has been identified as likely within an area to be impacted upon by the proposed works AHT will require a full assessment. This assessment will be subsequently reviewed by AHT and this may lead to a range of requirements, such as mitigation or application for a permit. In cases where Aboriginal sites are not present within the area of proposed work no further action may be required.

If a permit is required an application must be made in accordance with the guidelines and will be considered by AHT, the Aboriginal Heritage Council (AHC), the Director of Primary Industries, Parks, Water and the Environment and the Minister administering the Act. It may take up to 20 working days for the permit documents to be prepared and forwarded for ministerial consideration after application has been made although in practice this process may take considerably more time.

The Aboriginal Heritage Act 1975 applies to this project.

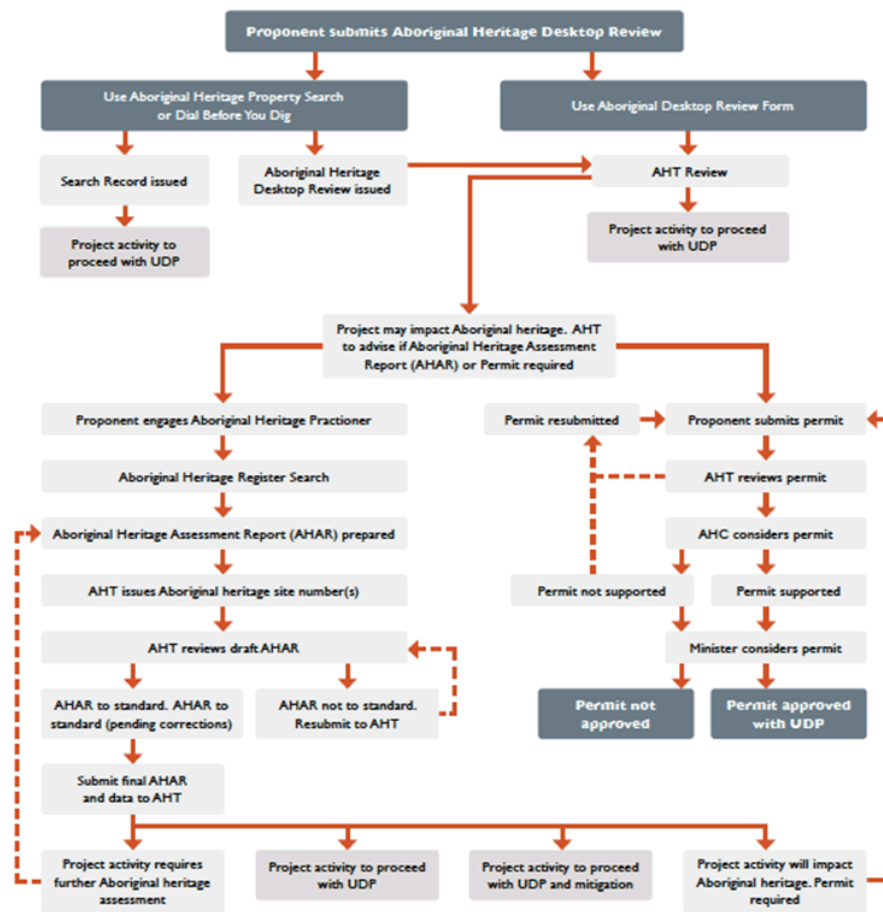


Figure 3.2.1 Overview of the Aboriginal Heritage Assessment and permitting process (AHT 2018:38).

3.3 Hobart Interim Planning Scheme 2015

Section 3.0.10 of the *Hobart Interim Planning Scheme 2015* 'Liveability: Regional Objectives' states that a desired outcome of the scheme is that:

- c) Aboriginal heritage values within the region are recognised, retained and protected for their character, culture, sense of place, contribution to our understanding history and contribution to the region's competitive advantage. [And that this outcome is to be achieved by] Ensure development proponents are aware of their responsibilities under the Aboriginal Relics Act 1975

This legislation was framed prior to the amendment to the *Aboriginal Heritage Act 1975* and still uses its earlier title yet it confirms the importance of the provisions of this Act rather than providing additional protection of Aboriginal heritage or constraints on development.

The Hobart Interim Planning Scheme 2015 applies to this project. However, its scope is limited and has no practical implications for Aboriginal heritage on the proposed development.

3.4 Wellington Park Act 1993

The *Wellington Park Act 1993* (Tas) provides for the formation of the Wellington Park Management Trust, the establishment of a management plan and also specifies that Wellington Park is set aside as a reserve to, among other aims, further "the preservation or protection of any features of the land being features of historical, Aboriginal, archaeological, scientific, architectural or geomorphological interest." This is principally achieved through the Wellington Park Management Plan 2013, prepared by the Wellington Park Management Trust in accord with Part IV, Division 1 of the *Wellington Park Act*.

The Act provides for the preparation of management plans for Wellington Park and Section 23(4) of the act makes any management plan for the park to be considered as part of any scheme in force under the *Land Use Planning and Approvals Act 1993* with the management plan prevailing in the case of any conflict between the two. Currently The *Wellington Park Management Plan 2015* is the approved management plan for the park.

3.4.1 Wellington Park Management Plan 2015

The Act considers the past use of the park by Aboriginal peoples to be a definitive value of the park and Section 5.3.1. of the *Wellington Park Management Plan 2015* sets forth specific policies and actions for managing Aboriginal cultural heritage within the park, these are:

1. Develop a strong and ongoing relationship with the Aboriginal community to gain a better understanding of how the community values of the Park and the particular management issues it seeks to be involved with.
2. In cooperation with the Aboriginal community, develop strategies to protect, conserve and, where permitted, interpret Aboriginal heritage. This may include designating sites as heritage sites or heritage precincts in accordance with this Management Plan.
3. Co-ordinate implementation of actions associated with the dual naming of kunanyi / Mount Wellington. In association with the Aboriginal community, investigate co-naming of the Park. This may involve retaining 'Wellington Park' but also utilising an Aboriginal name agreed to by the Aboriginal community.
4. Identify and record Aboriginal archaeological sites on the Tasmanian Aboriginal Site Index. Focus on conducting this survey work after an area has been burnt, when the ground is less obscured with vegetation and leaf litter.
5. The Aboriginal community will be consulted on any undertaking or development which will impinge upon Aboriginal sites and other heritage values.
6. Aboriginal archaeological sites will not be publicised unless the site has been assessed and chosen by the Trust and the Aboriginal community for education and interpretive use.
7. Aboriginal heritage will not be disturbed for management, development, or research purposes unless there is no technically feasible alternative and a permit has been issued under the *Aboriginal [Heritage] Act 1975*.
8. Where a proposal for new use and development requires an assessment of potential impact upon Aboriginal heritage values, the assessment shall comply with any relevant guidelines produced by Aboriginal Heritage Tasmania.

The relevant policies, 1, 2, 5, 6, 7 and 8, the significant role that the Aboriginal community plays in managing Aboriginal heritage in Wellington Park. Community consultation includes not only the

management of specific site but broader Aboriginal heritage values that are present in the parks landscape and cannot be readily associated with a particular place or location.

3.5 Summary

This section has outlined the sections of the act that are most relevant to the current project. A summary of the application of the relevant legislation can be found in Table 3.1 below.

Table 3.1 Summary of legislative framework and applicable acts.

Act	Applies	Implications
<i>Environment Protection and Biodiversity Conservation Act 1999</i>	No	None.
<i>Aboriginal and Torres Strait Islander Heritage Protection Act 1984</i>	No	None.
<i>Aboriginal Heritage Act 1975</i>	Yes	Blanket protection of Aboriginal heritage items in Tasmania. Aboriginal heritage report and review required.
<i>Hobart Interim Planning Scheme 2015</i>	Yes	The scope of this Act is limited and has no practical implications for Aboriginal heritage on the proposed development.
<i>Wellington Park Act 1993</i>	Yes	Reinforces the requirements of adhering to the regulations <i>Aboriginal Heritage Act 1975</i> within the park boundaries and emphasises the importance of community consultation in managing Aboriginal values within the park.

4.0 BACKGROUND INFORMATION

This background information is presented in order to formulate the survey methodology, predictive model and to assist in the understanding and interpretation of any Aboriginal cultural material encountered during the investigation. Environmental, historical and archaeological backgrounds are all separate areas that are considered in this background. These areas will be considered in sequence and will ultimately contribute to the formulation of a predictive statement and the interpretation of any Aboriginal cultural material that may be encountered during the investigation.

4.1 Environment

As part of the requirements for an Aboriginal Heritage Assessment Report there must be a consideration of (AHT 2018:20): "Geology – stone tool resources, Geomorphology – past human habitats, Past and current vegetation– flora resources [and] Landscapes – animal resources and human interactions." All these aspects of the environment are complex and interrelated and in order to present them clearly, first the geological underpinning will be considered and then the ecological context for past human behaviour will be built on top of it. Between these two sections and being influenced by and influencing both is the climatic and hydrological context of the study area, which will consist of a consideration of the prevailing climate and water resources present in the study area. All three of these sections will explicate the relationship between the geological and ecological world and human behaviour specific to the study area. The results of this section is summarised in Table 4.1.

4.1.1 Geology

This section summarises the underlying geological formations and soil profiles of the study area and the soil profile. Where geological or soil resources, such as geological strata that form rock shelters or lithic raw materials, that are amenable to human use are present within the study area these will also be considered here. Use of lithic materials within the broader area is considered through the review of previous archaeological studies presented in Section 4.3 below.

The study areas have already been the subject of a site stability review by Scherzic Ground Investigations (2020:4-5) who summarise the geological background as 'the majority of the tracks will traverse Permian age sandstones & siltstones & limestones with some recent talus located near the stream edges. The site walkover confirms these general descriptions with outcropping sandstones and siltstones visible in the existing tracks over the routes.'

Their assessment, based on the geological mapping of the area, contributes to an understanding of the geological strata and soils of the area that relies on the broader work of Hofto, Sloane and Weldon (1991) combined with geographical information system overlays of digital geological maps of the area. Significantly the study areas contain a range of soil profiles derived from the geological strata, displayed in Figure 4.1.1, and the relationship between these will be considered in turn.

In the south of Study Area Two and the northwest of Study Area One are areas of talus consisting dominantly of dolerite boulders. The soils above these areas of talus often have an upper deposit clayey sand horizon of high plasticity clay to a depth of 800mm, with large dolerite boulders throughout and deeper more sandy and organic deposits overlying the clays around drainage areas (Hofto, Sloane and Weldon 1991:17).

Three areas composed of variations of permian sandstones, siltstones and limestones are present in east of Study Area One and the eastern and western extents of Study Area Two. Pebbly beds are present in some areas and limestones are common in these geological strata. The soil profile that accompanies these geological strata have been identified and described with taxing comprehensiveness by Hofto, Sloane and Weldon (1991:10)

Exposed ridge crests and upper slopes typically contain shallow (<0.40 m) grey-brown, gravelly, silty sand (SM) developed on bedrock. Surface outcrop is common. Flat topped crests and upper slopes may have shallow (<0.60 m) gravelly, duplex soils consisting of grey-brown, organic silty sand (SC) over yellow-brown, medium plasticity clay/clayey sand (SC) on bedrock. Duplex soils have a marked contrast in clay content between surface and subsurface horizons, the lower horizons having the higher clay content. These soils may be locally deep (1.50 m) on steep, exposed slopes. Mid and lower slopes commonly contain similar duplex soil but they are usually deeper (1.20–1.40 m).

Thick (>2.0 m) silty, sandy gravels (GM) often exist on steep south and south-east facing slopes. These slope deposits have previously been loosely termed 'talus...' Lower slopes and flat areas often contain a deep (>1.10 m) duplex soil consisting of light-grey, organic, silty sand (SM–SC) sometimes with minor clay content over a grey, medium plasticity clay/sandy clay (CH) that may have a light-brown mottle at depth. Soils may be gradational rather than duplex on drainage flats.

Along the northern extent of Study Area Two is present a deeply dissected alluvial fan containing boulders of weathered dolerite and Parmeener derived rocks in places. These deposits arising from a former alluvial fan recut by the stream to the north of Study Area Two contain a combination of clays, sands and gravel. They may contain additional material derived from the upslope geological areas, such as the limestones present in the surrounding permian geological strata.

The contour lines show that Study Area One lies across a steep slope, with a roughly an 18° slope across the width of the study area and two clear gullies show in the contour mapping of the area. Study Area Two, however, lies across a shallow ridge top with a 10° fall from the east to the west along the length of that study area.

Other than a generally rocky soil profile with clays and gravels forming significant parts of the subsurface strata, this profile also indicates the potential for isolated occurrences of raw materials suitable for the manufacture of tools by humans. Except in isolated level areas within the broader steep terrain, or any possible rockshelters the steepness of Study Area One suggests a low potential for intensive human occupation. Conversely, the shallow gradient of Study Area Two suggests that the potential for substantial use or occupation exists anywhere across the area.

The geological background is summarised by geomorphological unit in Table 4.1.

4.1.2 Hydrology

The geological background has demonstrated that Study Area One was on the steep slopes of kunanyi, whereas Study Area Two is situated within the rolling foothills at the base of the mountain. In addition to this the temperature (see Figure 4.1.2) and rainfall (see Figure 4.1.3) records at the Springs, the closest Bureau of Meteorology station to the study area, show that the climate that prevails is temperate with drier, warm summers and wet, cold winters. The climate for this area also shows that the study areas are wetter than the land to the west, with an average rainfall of 100mm and minimum of 15 days of rain for every month except February, which is also the warmest month. Although autumn is slightly drier than winter the amount of rainfall and days of rain are very similar for winter and spring, with October being the wettest month all year. The results of this comparatively wet climate and steep topography are that a range of watercourses are present in or around the study area (see Figure 4.1.4), these are;

- The headwaters of the Hobart Rivulet run through the gullies in the centre of Study Area One.
- To the south of Study Area Two a small unnamed perennial stream passes along the bottom of the shallow ridge that feeds into Guy Fawkes Rivulet.
- At a distance of 120m to the north of Study Area Two is an unnamed stream, undetermined whether perennial, seasonal or ephemeral, that feeds into Guy Fawkes Rivulet.

The hydrological background is summarised by geomorphological unit in Table 4.1.

4.1.3 Ecology

Following from the geological and hydrological background it is possible to divide the study area into a number of geomorphological units with different subsurface and ecological profile. The work in this section relies heavily on natural value assessments by Enviro-dynamics Pty Ltd for Study Area One 'Natural Values Assessment For the proposed Rocky Wheelin' MTB track (Track 1), Wellington Park' (2020a) and Study Area Two 'Natural Values Assessment For the proposed Track 12 and Upper Luge MTB tracks, Wellington Park' (2020b). This present report will not only utilise the description and analysis provided in these detailed reports but also the high resolution and highly detailed mapping that they provide.

Firstly the three vegetation communities present within Study Area One were described in the 'Natural Values Assessment For the proposed Rocky Wheelin' MTB track (Track 1), Wellington Park' (Enviro-dynamics Pty Ltd 2020a:4-5) as:

Eucalyptus regnans wet forest (WRE)

This forest type occurs in the northwestern corner of the survey area. The canopy is dominated by mountain ash (*E. regnans*) with stringybark (*E. obliqua*) subdominant. Large old emergent trees are infrequent.

There is a dense tall shrub layer of dogwood (*Pomaderris apetala*), blanket leaf (*Bedfordia salicina*) and other broad-leaved shrubs. Sassafras (*Atherosperma moschatum*), a rainforest tree, occurs occasionally as immature plants in the northwesternmost part of the survey area.

Smaller shrubs, including mountain correa (*Correa lawrenceana*) and cherry riceflower (*Pimelea drupacea*), are infrequent. The ground layer features patches of ferns such as soft treefern (*Dicksonia antarctica*) and mother shield-fern (*Polystichum proliferum*), along with cutting grass (*Gahnia grandis*). Mosses and liverworts are common on the ground and as epiphytes. Large fallen logs are common.

The vegetation is in good condition with no weeds and a healthy canopy.

Eucalyptus obliqua wet forest with broadleaf understorey (WOB)

This forest type has a similar structure and species composition to the WRE forest, differing mostly in the dominant canopy species. Stringybark is the only canopy species in the eastern part of this community where it intergrades with *E. obliqua* dryforest (DOB). In the west and north there is a mixed canopy of stringybark and mountain ash or gum-topped stringybark.

The riparian zones along the small creeks support some fern species not found elsewhere in the survey area, such as ray waterfern (*Blechnum fluviatile*) narrow spleenwort (*Asplenium appendiculatum*) and common forkfern (*Tmesipteris obliqua*).

Eucalyptus obliqua dry forest (DOB)

This community is dominated by stringybark with occasional white gums (*E. viminalis*). Most of the community is post-1967 regrowth but patches of older trees remain, including some old-growth eucalypts.

Best described as 'damp' *E. obliqua* forest, this community is not dry enough to develop a typical DOB understorey of diverse heathy shrubs. There is a dense tall shrub layer comprising varnished wattle (*Acacia leprosa*) across most of this forest. A mix of smaller dry and wet forest shrubs occur sporadically. There is little groundcover vegetation and few mosses and liverworts.

Disturbance-induced species such as bracken (*Pteridium esculentum*) and parrot food (*Goodenia ovata*) suggest some low intensity burning or other disturbance has occurred in places. Apart from one established holly plant, the community appears to be free of weeds.

Secondly the vegetation communities for Study Area Two were described in 'Natural Values Assessment For the proposed Track 12 and Upper Luge MTB tracks, Wellington Park' (Enviro-dynamics Pty Ltd 2020b:4-5) as:

Eucalyptus obliqua wet forest with broadleaf understorey (WOB)

Stands of blue gum (*E. globulus*) in the survey area, totalling less than 0.5 ha, are too small to map separately as *E. globulus* wet forest (WGL). Forest in the north of the survey area, which is somewhat intermediate between typical wet (WOB) and dry *E. obliqua* (DOB) communities, has been included in the WOB community...

This forest type occurs throughout the survey area but varies in structure and composition. The canopy is dominated by stringybark (*E. obliqua*) with blue gum (*E. globulus*) locally dominant and occasional white gums (*E. viminalis*). Large old emergent trees are infrequent.

There is a dense medium to tall shrub layer of musk (*Olearia argophylla*), blanket leaf (*Bedfordia salicina*) and other broad-leaved shrubs. Smaller shrubs, including cheeseberry (*Cyathodes glauca*) and cherry riceflower (*Pimelea drupacea*), are infrequent. The groundcover is mostly sparse, comprising sedges, forbs and grasses.

The damp gully in the south of the survey area supports a denser understorey of wet forest shrubs. The drier ridgetop and northeast-facing slopes in the north are best described as 'damp' *E. obliqua* forest (Figure 4), characterised by a shrub layer comprising varnished wattle (*Acacia leprosa*) and native cherry (*Exocarpos cupressiformis*) with smaller shrubs including viscid daisy bush (*Olearia viscosa*) and common heath (*Epacris impressa*). This drier forest has little groundcover vegetation and few mosses and liverworts.

While these reports, as a natural values management documents, concentrate on the threatened fauna within the study area they indicate a wide range of animals, including owls, eagles, quolls and bandicoots that have been recorded within 2km of each of these study areas. This indicative of the pre-colonisation faunal wealth that this area is likely to have possessed. With suitable habitat for a wide variety of species that would have been important to Aboriginal Tasmanians for food and material resources.

Overall the ecological context of the two study areas would have been one rich in plant and animal resources, with the terrestrial fauna typical of forests in southeast Tasmania and a range of habitats suitable for both ground and tree dwelling animals. The vegetation would have provided raw materials both for the production of shelters and also for tools and weapons. A range of plant foods would have also been present within this area, including *D. antarctica*, which provides a significant source of carbohydrates and is likely to have been an important food source.

The ecological background is summarised by geomorphological unit in Table 4.1 and vegetation mapping in Figure 4.1.4.

Table 4.1 Environmental background for the study area.

Geomorphological Unit	Geological Resources	Hydrological Resources	Ecological Resources	Erosional Character
Moderate mid or lower slope of talus covered by clays and loamy clay sands.	Poor geological resources, with low likelihood of lithic raw materials unless transported as isolated items through fluvial or colluvial agents. Very low likelihood of rockshelters.	Permanent streams within or nearby to this geomorphological unit.	Typical suite of terrestrial flora and fauna for southeast Tasmanian forests with uses as foods and raw materials for the construction of shelter, tools and weapons. Specifically the presence of <i>D. antarctica</i> an important food source.	Likely an aggradational environment with specific areas of localised erosion along drainage lines.
Steep mid slope of permian sedimentary bedrock with duplex (sand over clay) soils.	Moderate potential for the presence of rockshelters, although likely buried, and potential for lithic raw material to be present as limestones with the exposed geological strata.	Permanent streams within or nearby to this geomorphological unit.	Typical suite of terrestrial flora and fauna for southeast Tasmanian forests with uses as foods and raw materials for the construction of shelter, tools and weapons. Specifically the presence of <i>D. antarctica</i> an important food source.	High levels of colluvial and sheet erosion. Strong stream bank erosion in established gullies.
Ridge crest of permian sedimentary bedrock with duplex (sand over clay) soils.	Moderate potential for the presence of rockshelters and low potential for lithic raw material to be present as limestones with the exposed geological strata.	Permanent streams within or nearby to this geomorphological unit.	Typical suite of terrestrial flora and fauna for southeast Tasmanian forests with uses as foods and raw materials for the construction of shelter, tools and weapons.	Currently with moderate sheet erosion with likely high levels of sheet erosion during nineteenth century timber getting activities.
Moderate mid slope of permian sedimentary bedrock with duplex (sand over clay) soils.	Very low potential for the presence of rockshelters and low potential for lithic raw material to be present as limestones with the exposed geological strata.	Permanent streams within or nearby to this geomorphological unit.	Typical suite of terrestrial flora and fauna for southeast Tasmanian forests with uses as foods and raw materials for the construction of shelter, tools and weapons.	Moderate colluvial and sheet erosion with likely high levels of sheet erosion during nineteenth century timber getting activities. Strong stream bank erosion in established gullies
Upper slope of deeply bisected alluvial fan with mixed sand, clays and gravels.	Very low likelihood of rockshelters. Lithic raw materials may have been deposited through past fluvial activity but were likely to have been buried and unavailable.	Permanent streams within or nearby to this geomorphological unit.	Typical suite of terrestrial flora and fauna for southeast Tasmanian forests with uses as foods and raw materials for the construction of shelter, tools and weapons.	Moderate colluvial and sheet erosion with likely high levels of sheet erosion during nineteenth century timber getting activities.

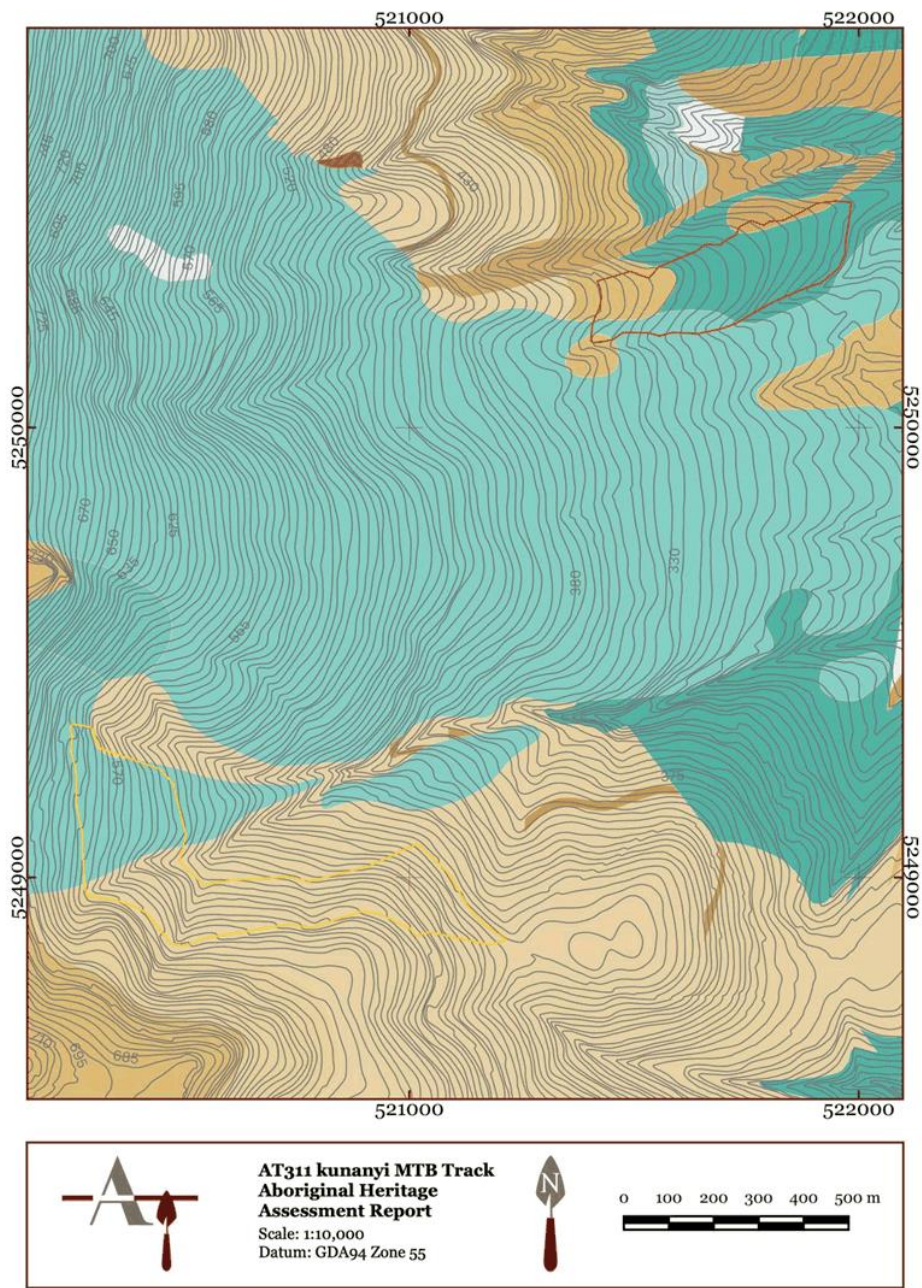


Figure 4.1.1a Geological units underlying the study area and surrounds, the legend is shown in Figure 4.1.1b below (Source data: Mineral Resources Tasmania 2014; theLIST ©State of Tasmania).

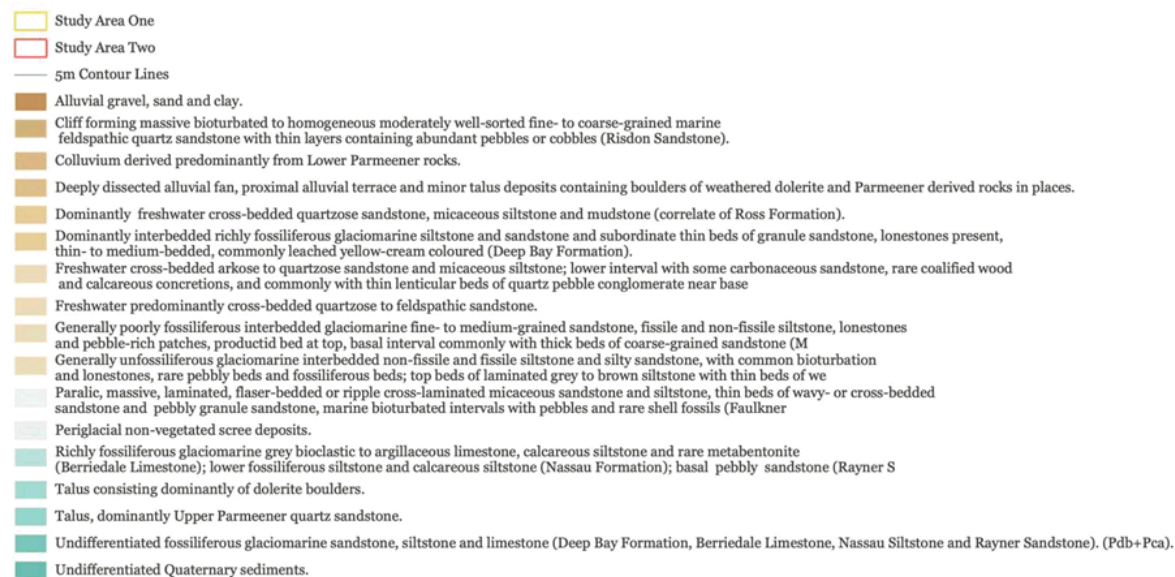


Figure 4.1.1b Legend for the geological units underlying the study area and surrounds shown in Figure 4.1.1a (Source data: Mineral Resources Tasmania 2014; theLIST ©State of Tasmania).

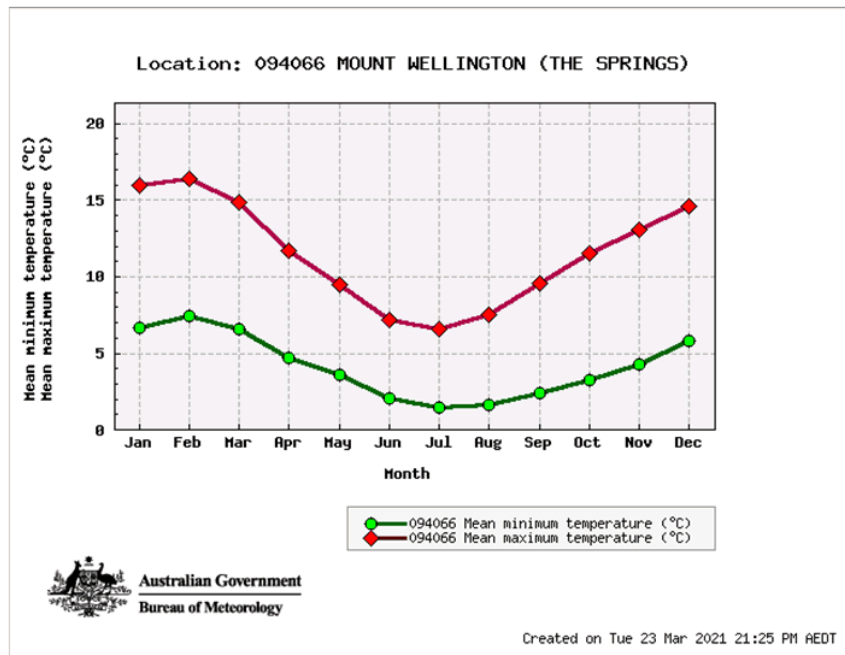


Figure 4.1.2 Monthly mean average maximum and minimum temperatures for the Springs, from data collected 1891 to the present day (BOM 2020).

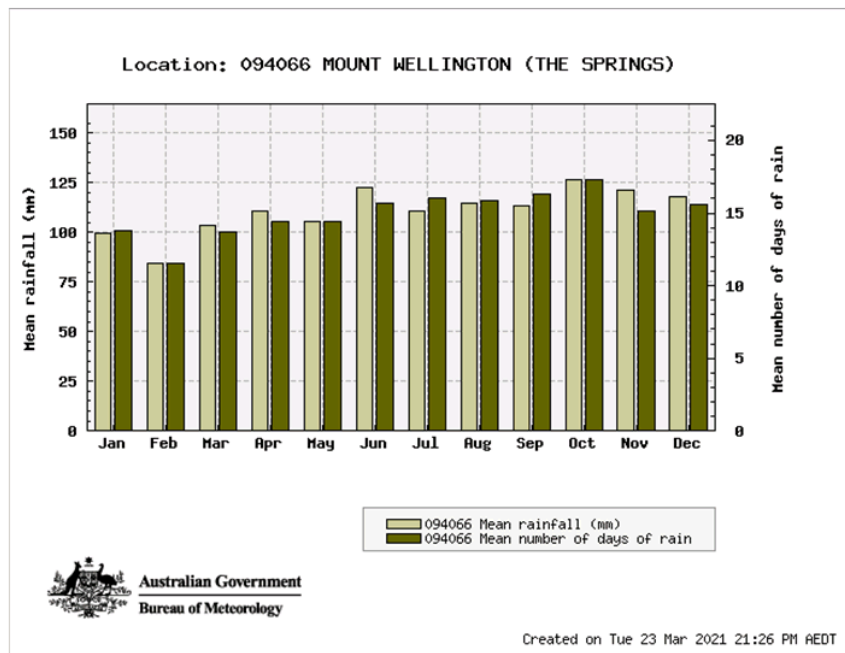


Figure 4.1.3 Monthly mean average rainfalls and rainy days the Springs, from data collected 1891 to the present day (BOM 2020).

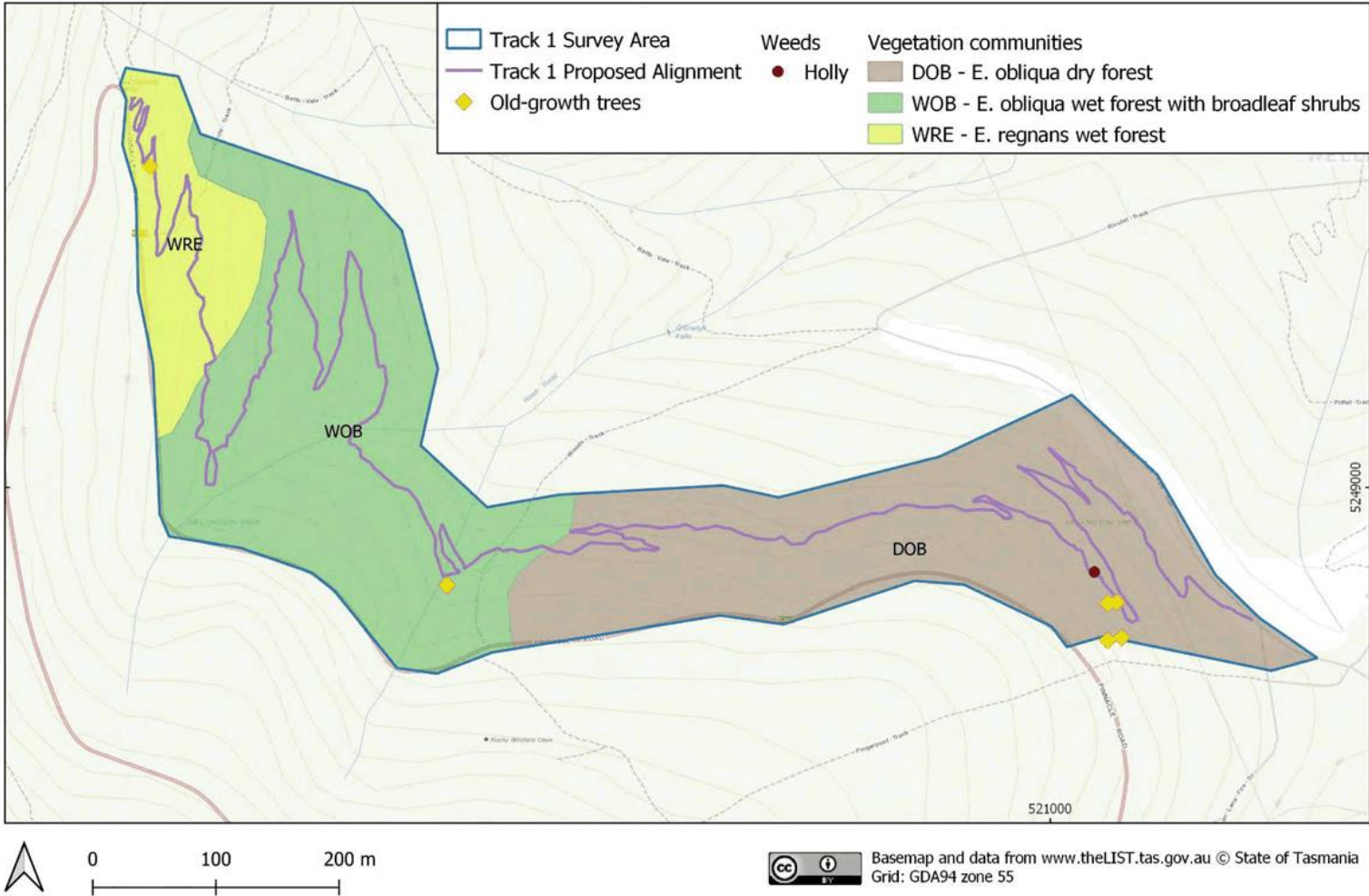


Figure 4.1.4 Vegetation and hydrology within Study Area One (Enviro-dynamics Pty Ltd 2020a:6).

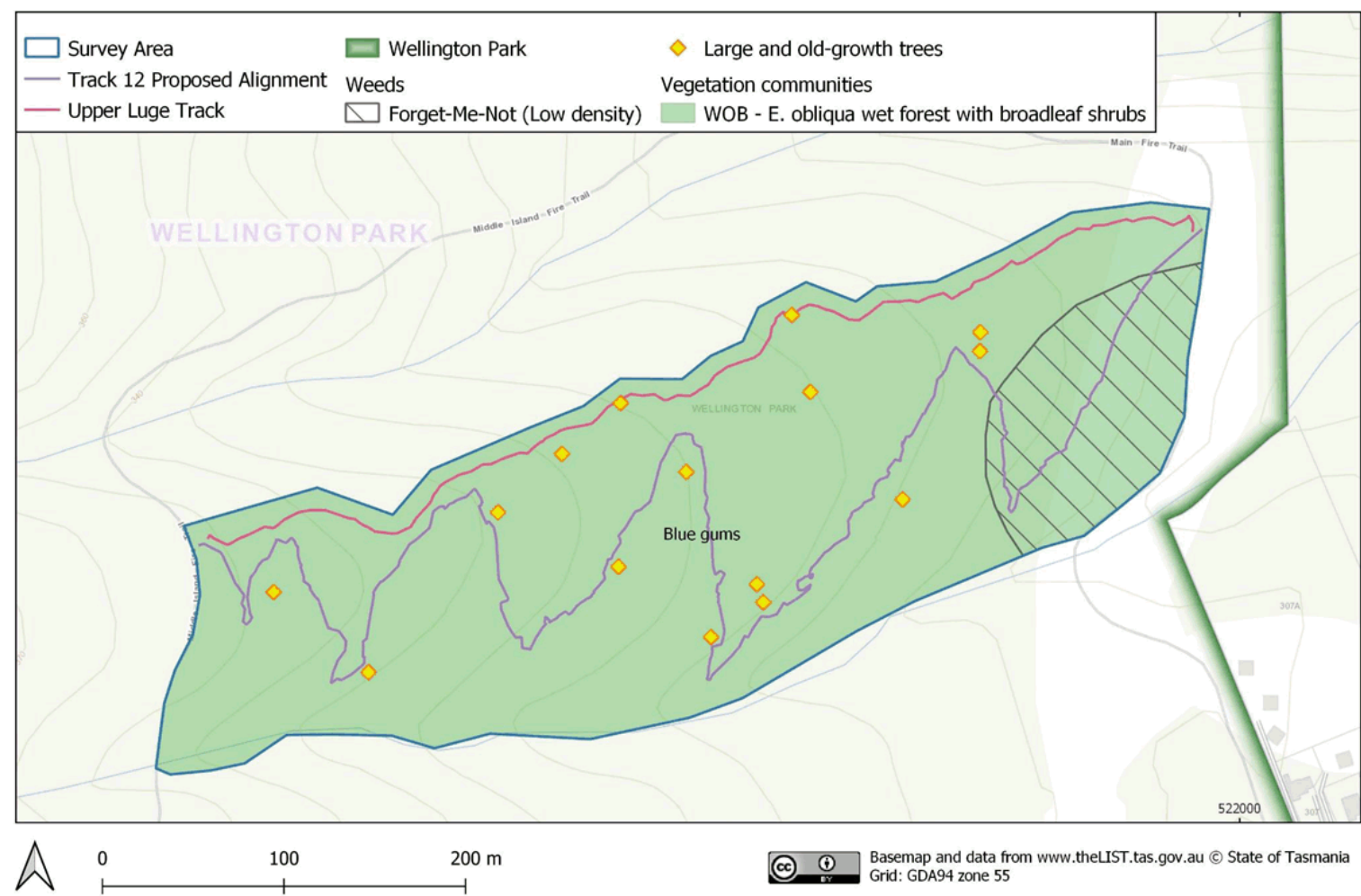


Figure 4.1.4 Vegetation and hydrology within Study Area Two (Enviro-dynamics Pty Ltd 2020b:6).

4.2 Historical Background

The historical background must have two components; an ethnohistorical context for the local area and a history specific to the area investigated. This historical background is essential for both undertaking the field survey of the study area and interpreting the presence or absence of Aboriginal cultural materials in the landscape.

4.2.1 Ethnohistorical Context

The Muwinina were the people who lived in the area around Hobart (nipaluna) and kunanyi. They were members of the South East Nation, who's country extended from the western shore of the Derwent River down to South Cape. Given the possibilities for travel and resources to be gained from the Derwent Estuary and the D'Entrecasteaux Channel, Ryan called the South East Nation "the most maritime people in [lutriwita - Tasmania]" (Ryan 2014: 41).

That the land at the foot of kunanyi was a site of sustained habitation by the Muwinina when the colonists arrived is indicated by Knopwood in his diary in February 1804 where he records that 'many fires of the natives around but none come to the camp' and a week later 'I walked some distance, see many of the native huts but none of them' (Nicholls 1977:43-46). Knopwood, a vigorous perambulator while sober, may have been here referring to Little Sandy Bay (referred to as 'kreewer' by Wurati), approximately two and a half kilometres to the south, where Wurati is recorded by George Augustus Robinson as saying that there was a large native village there (Plomley 2005:349). However, Knopwood may have been referring to huts in the vicinity of Hobart camp.

There is some evidence from a close reading of Robinson that would suggest that these huts were much closer and possibly within Hobart. When giving the name of nipaluna in the first instance, Robinson transliterates it as NIB.BER.LOON.NE (nipaluna) gives another name in association with this LING.HE although does not explain the association. The Tasmanian Aboriginal Centre considers this conjunction, stating 'Two of Robinson's recordings of '(1) Nibberloonne' each have a second word with them: '(2) linghe/lineghe'. While no further information or context is given for this other word, it is very similar to several recordings (European spellings) for a word for 'huts'/'house'/'encampment', and so may well refer to the buildings erected at the site of the town within nipaluna. (TAC n.d.). The association of linghe with an encampment does seem likely but it is not clear whether this refers to the European settlement or whether it refers to an Aboriginal habitation site that existed prior to colonisation is not certain. However, Knopwood's mention of huts close to the colonists' camp is certainly suggestive of the latter and such an intensity of occupation has been demonstrated by the archaeological record (see Section 4.3 below).

The mountain, and its foothills, would have been a ready source of economic resources for the people occupying the land around nipaluna. Even though the harvesting of shellfish is the most visible form of economic activity left by Aboriginal Tasmanian people it is often accompanied by seeking out of terrestrial game in the coastal hinterland. The long term and intensive occupation of nipaluna would also have been accompanied by this form of hunting in the hinterland, reaching at least to the slopes of kunanyi. Similarly, the harvesting of plant foods and raw materials for tools, accoutrement and structures would have taken place in the area back from the coast. Transcending economic interests there may have been social and cultural reasons for accessing kunanyi that are not predicted solely by a consideration of practical needs. The single fragment of ethnohistorical information relating to kunanyi is of just such an activity.

Even while there is evidence to suggest the intensive occupation of nipaluna there is far less for kunanyi itself. The sole piece of ethnohistorical evidence is a statement by Wurati recorded by George Augustus Robinson (Plomley 2008:408) regarding the initial response of the Muwinina to the colonists arriving at nipaluna. Wurati states that 'when they saw the first ship coming at sea they were frightened and said it was Wrageowrapper [a powerful maleficent entity]; that when the first people settled they cut down the trees, built houses, dug the ground and planted; that by and by more ships came, then at last plenty of ships; that the natives went to the mountains, went and looked at what the white people did, went and told other natives and they came and looked also.'

Although kunanyi is not specifically mentioned in this recounting, the mountain or its foothills is most certainly the location for this to take place as nowhere else would allow for such a view of the construction activities of the colonists at Hobart. Despite being only a single sentence this fragment contains a lot of information about the Aboriginal presence on kunanyi. Firstly, that kunanyi could be accessed and be a site of the sustained occupation as Aboriginal people observed what was taking

place at nipaluna, suggests that there was enough food resources there to allow for people to remain at a distance and observe what was taking place. Secondly, that other Aboriginal people were able to come and also observe from the mountains indicates that kunanyi was a part of a well defined social landscape, with places for meeting and accommodation for visiting peoples. This sentence also indicates that the mountain was considered in a tactical sense by the Muwinina for although it would have been possible, in a strictly physical sense, for the Muwinina to visit Hobart Town directly or at least to observe from close by, they chose to observe from a safe distance. This retreat to higher ground as a defensive manoeuvre was observed at other times and allowed for stones to be more effectively employed against any attackers (Ryan 2008 and Clements 2014:82). It is possible, even prior to colonisation, kunanyi was also used for its tactical benefits. This lone fragment of ethnohistorical information helps to demonstrate the economic, social and tactical value of the mountain and is suggestive of a broader range of activities that took place there but remain as yet unknown.

Aboriginal people were to continue to visit the outskirts of Hobart even as long as ten years after colonisation. During this time it is likely that kunanyi would present a useful refuge for Aboriginal people passing through the area or seeking to escape imprisonment, of whatever type, within the town. The decimation of the local game by Europeans early during colonisation is likely to be included that in the foothills, which would have reduced the potential food resources in the area, and the danger of being so close to the town for Aboriginal people meant that it is unlikely the area would have been intensively occupied after colonisation. The timber getting activities taking place in the early nineteenth century is likely an important date for the end of contact activities occurring in the area.

4.2.2 Site and Disturbance History

A completely referenced and detailed site and disturbance history was recorded in Austral Tasmania's AT0296 'kunanyi - Mt Wellington Mountain Bike Track Historical Heritage Assessment Report.' It is not proposed to recapitulate this history here but rather to present a summary of its findings alongside the results of the historical archaeological survey that can assist in understanding the disturbance of the area.

The historical background of the study areas mirrors two key themes of historical development typical of the mountain, early economic use for timber-getting and later recreational use of the mountain. All of Study Area Two was within the grant given to Degraives as was part of Study Area One. There is historical and archaeological evidence indicate that Study Area Two contained and was in close proximity to intense timber-getting activity and while it is likely that parts of this activity extended into Study Area One it is clearly the former that is most deeply associated within this phase of development. Similarly, although historical tracks border the land around Study Area Two, it is Study Area One that contains the most substantial and complex evidence of the use of this area for recreational purposes. However, as both of these areas are in within close proximity to one another, they will be discussed together except where cases of specific activity can be demonstrated to relate to one area or the other.

There are four clear phases of use that can be identified in the historical background for the study area, in order of appearance, they are; timber-getting, early recreational use, depression era track formation and post depression recreational use of the mountain. Each of these phases, synthesising both the documentary and archaeological record researched in the historical heritage assessment, will be considered in turn.

Timber-Getting 1815-1850

From the early nineteenth century, the mountain was used as a source of eucalypts to provide timber for the nearby town. There is an historical record of a convict timber-getting station on the slopes of kunanyi between 1815 and 1820 (McConnell and Scripps 2005), the historical archaeological investigation of this area has identified it as being immediately to the south and partly within Study Area Two. The extent of this initial timber getting was limited, with the larger trees beyond the capabilities of convict labour unsupported by industrial saw milling machinery. Nevertheless, the construction of sawmilling infrastructure, such as sawpits and snig tracks, as well as the felling and processing of the smaller trees would have caused deep localised disturbances and initiated the erosion of the existing soil profile within Study Area Two.

Large scale timber milling operations took place with a grant of land to Peter Degraives in 1824, followed by a second much larger grant a year later, and the construction of a water powered saw mill soon after (Hughes and Machintosh 2011:110-117). The land that Degraives' held on the footslopes of the mountain granted included the entirety of Survey Area Two and the easternmost extent of Survey Area One.

Within years of construction an overseer with twenty timber millers and getters were employed on the property and in 1832 a second sawmill had been constructed and among the other enterprises also taking place on the property fifty people were employed there (Reid-McIlreavy n.d.). There is some evidence that the sawyers lived in close proximity to their place of work, with Backhouse mentioning that at Kings Pits, a short distance to the south of the study area, that he held a meeting in the sawyer's huts. The historical plans also show that a substantial network of tracks for timber-getting had also been established within the property at this time.

The devastation of the pre-colonial vegetation within Study Area One would have occurred as a consequence this intensive timber harvesting, with substantial milling equipment and a considerable team of workers. The removal of the remaining large trees themselves would have been the key result but secondary effects would also have taken place. Movement of the topsoil *en masse* and changes in the wider ecosystem would have also taken place and there similarly would have been systematic or *ad hoc* construction of structures or features associated with timber harvesting. There is some evidence from the historical plans that a track or road constructed along the northern border of Study Area Two during this phase. The historical archaeological investigation of Study Area Two confirmed this by identifying typical proxies for this disturbance, large sawn stumps and a skeletal soil profile.

This activity would have had an intrinsic time limit and once the natural timber supplies were exhausted along with the opportunities for expansion the timber-getting must have ceased. It is possible that saw mill continued operation with timber from other locations but this is of little relevance for the study areas. The study area continued in private hands, with little evidence of extensive modification or use within either study area inside of Degraes grant after the early phase of timber-getting. The land was incorporated into Mount Wellington Park in 1930.

As part of the significant activity occurring around the Degraes complex at Cascades it is likely that the Fingerpost Track began to take shape at this time. The data sheet for this track in the Wellington Park Historic Heritage Management Database considers that the early fingerpost track began in the 1820s as a sawyers road from the Cascade mills to Fingerpost on the Huon Road. Subsequently it appears that the track was extended to the springs in the early 1830s at the latest, as part of the water supply scheme. It is likely that the section passing close to the south of Study Area One was formed during this period. It is likely that the first phases of the track were utilitarian. It is also possible that Pillinger Track, along the current alignment of Pinnacle Road to the south of Study Area One. Both of these tracks may have caused disturbance on the land within Study Area One, directly through the use and construction of these tracks but also through the incidental use of the surrounding area by travellers passing through. Aboriginal use of these areas would have been restricted by presence of Europeans in these areas during the first decades of colonisation and after timber getting had radically altered the environment in parts of the area under investigation there would have been little incentive to return to this part of country.

Pinnacle Road and Tracks 1850 -1928

From the middle of the nineteenth century the focus of the recreational use of the park was centred around 'major scenic attractions such as the Pinnacle, the Springs, Wellington Falls and Fern Tree Bower' (McConnell and Scripps 2005:14-15). From 1890 to 1920 there was a significant intensification in the recreational use of the park and a corresponding growth in the amount of huts and tracks that supported it (McConnell and Scripps 2005:14-15). These huts were generally constructed of timber and were often subsequently lost through bushfires. In 1906 large portions of Mount Wellington were declared a Public Park (de Quincey and Cannon 2005:245).

Survey Area One contains and is in close proximity to a number of historical tracks that area associated with this phase of use. While there is some evidence for timber-getting in the eastern parts of this study area, its proximity to the Springs, and the already existing Fingerpost Track, means that it was further imbricated within the track network growing around the mountain at this time.

The use of the Fingerpost track likely continued through the middle of the nineteenth century, with its connection to the Icehouse Track, became part of a key route to the pinnacle of kunanyi. Although three other tracks also allowed access to the Springs by the 1890s, the Fingerpost Track was still popular for this purpose during the latter half of the nineteenth century. This use of the Fingerpost Track continued to change its form as well as the landscape around it, with established tracks forming a basis on which other tracks were planned and formed. The Springs were also central in the way tracks developed in the southeast of the mountain in the coming decades.

The Springs, a flat area with a number of uses for Europeans from the commencement of colonisation, is close but not within the study area and has made its presence felt on the cultural landscape around it (McConnell and Scripps 2005:73-74). The surrounding tracks have gravitated towards this site and Pinnacle Road is likely the reiteration of an earlier track that had connected it to Huon Road in the

South. Favoured in the early nineteenth century by Hobartians as a place for social activity and a base for more distant activities in the park the Springs has also had important practical value through its history. In 1831 water was diverted from the natural springs nearby to supply Hobart and the Springs served as a staging area for the construction works associated with this endeavour (McConnell and Scripps 2005:73-74). Through the later decades of the nineteenth century, huts were constructed here memorials made to the departed and it served as a social venue for the people of Hobart. In 1907 a Hotel, now gone, was constructed there and during the construction of the road to the pinnacle of Mount Wellington it was used as a construction base.

Although it is likely that the alignment of Pinnacle Road reflects a track formed during the 1830s, it was in the latter half of the nineteenth century that this road was to achieve a more formal shape that reflects the nature of the current road. Shown in earlier plans from the middle of the nineteenth century the road itself was only constructed in 1888, originally with prison labour then with free labour (McConnell and Scripps 2005:59-60).

It is possible that further cultural modification of the land around Study Area Two was taking place at this time and it is almost certain that existing trails in the vicinity of this study area continued to be used with the possibility that *ad hoc* tracks were opened. However, as the land had been substantially cleared during the early nineteenth century and the land itself was not included within Wellington Park until 1931. The likeliest estimation of its use during this period is that this land was allowed to rest, perhaps used for low intensity agricultural activity after the cessation of timber-getting, with the regrowth of native vegetation taking place.

The disturbance within Study Area Two would have been thorough and near total by the end of this phase with any remnant trees suitable for timber removed and the soil profile locked into a cycle of erosion. However, the disturbance within Study Area One is hard to define despite the cumulative impacts of tracks cutting through and near the area. While the construction of the precursor of Pinnacle Road and the small tracks within Study Area Two would have had direct and drastic impact upon the soil profile this would have been restricted to the area immediately surrounding them. However, the increasing intensity of use of this area by Europeans, albeit with the foci of development outside of Study Area One, would have led to small scale but widespread disturbances. Modification of the ecosystem through introduced plants and animals along with the harvesting of timber or deadfall for burning or hut construction would have led to a range of small scale disturbances and may have exacerbated existing patterns of natural erosion in such steep topography.

Depression Era Construction 1928-1936

As with the later decades of the nineteenth century this brief period will concentrate on developments taking place around Study Area One, as although Study Area Two was brought in to the land of Wellington Park in 1931, there is no direct evidence of cultural modification until the late twentieth century. There is some evidence that the predecessor track to the Main Fire Trail was in place as a 'rough track' by 1930 and that the luge track, immediately to the north of the current study area, was still extant and in some sort of use as a 'cart track' (See Figure 4.3.3).

Alongside the development of the section of Pinnacle Road to the summit, and likely the modification and upgrade of this road as it extends along the southern boundary of the study area, tracks construction was an important source of work around Hobart during the lean years of the Great Depression. This period saw the construction or formalisation of three new tracks within Study Area One, Featherstones Cascades Track, Boundary Track and Circle Track, as part of a scheme to provide employment during the depression. All these tracks date to approximately the same time and, although little is known for certain, have closely linked functional characters.

The tracks would have intensified the disturbance around Study Area One in much the same way as had occurred during the preceding phase of development, with intense disturbance concentrated within the footprint of these works and a wide range of smaller scale disturbances in this area.

Stability and Recent Modification 1936-2020

Through the rest of the twentieth century, little change took place in either study area and while the effects of the 1967 bushfire would have been devastating to the ecological communities of the mountain it appears to have very little direct impact on the material culture present within the study areas. Instead, disuse and disinterest, relating to specific sections of track has led to their obsolescence and obscurity within Study Area One and minor modifications to the track network around Study Area Two.

By 1950 Featherstones Cascades Track had fallen out of use by the 1950s and the section of the Betts Vale/Boundary Track within the study area had already been left off maps and possibly in disuse by

1942. Woods track appeared to continue in use within the study area throughout this time but was bulldozed for a fire trail to the south of the study area.

Adjacent to Study Area Two are both the Main Fire Trail and Middle Island Fire Trail were constructed in the 1960s in response to the bushfire. Mirroring the alignment of earlier tracks that are now no longer extant in this area. In an earlier plan a track in the approximate location of the Middle Island Fire Trail, this track is absent from earlier plans of this area, and it is likely that the current form of the trail was the modification of a mid twentieth century track for the purpose of fighting fires.

Small scale disturbances would have continued throughout this time and patterns of erosions initiated through the earlier phases of development would have continued through this time, mitigated in areas of revegetation and regrowth.

4.3 Archaeological Background

In order to predict the Aboriginal heritage that may be encountered within the study area and to effectively interpret the results of the survey it is necessary to consider previous local studies as well as nearby sites recorded on the Tasmanian Aboriginal Heritage Register. The results of this archaeological background will be summarised in Table 4.2 and Table 4.3.

4.3.1 Previous Archaeological Studies

A number of previous archaeological studies have been undertaken on the eastern slopes of kunanyi, with the majority at or below the height of the current area of investigation. These studies all stress two factors that have shaped the identification and understanding of Aboriginal cultural material on kunanyi, steep topography and a fringe of hard disturbance caused by urban development. The full range of these studies are listed in Table 4.2 below.

A report by McConnell and Sculthorpe (2019) describing a May 2018 survey of burnt areas in Wellington Park was included in the document summary report provided by AHT but not in the reports provided for review and is only referred to as in preparation on the site card it is assumed that this report is not yet completed.

These surveys have largely been based on management of the large areas of bushland around Wellington Park and their associated infrastructure, with a number of track, bushland, cable routes and fire management projects triggering Aboriginal heritage investigations. These investigations, with the exception of lithic artefacts encountered in a recent fill during an historical excavation at the Cascades Female Factory (SKM 2013) have succeeded in identifying several isolated artefacts, an artefact scatter and rock shelters primarily on the eastern foot slopes of kunanyi.

One of the isolated artefacts was located during a burnt area survey by McConnell and Sculthorpe (2017) as part of a series of burnt area surveys undertaken on behalf of the Wellington Park Management Trust and the Tasmanian Aboriginal Centre. The other isolated artefact, scatter and rock shelters were all identified within a survey of Ridgeway Park to the southeast of the current areas of investigations (McConnell, Stanton and Scripps 1998). These reports note that although isolated artefacts were located on ridge lines there was a low probability for there being more substantial material in these areas as a result of the intensive survey that has taken place across ridgelines and, as such, it was considered that isolated artefacts are typical of these areas. McConnell, Stanton and Scripps (1998) further argue that rockshelters are likely to be within prominent sandstone cliffs and that there is a high potential for scatters to be present on broad valley floors.

As a result of this generally low amount of finds the investigations have expended some effort identifying the reasons for this paucity of Aboriginal heritage sites within this prominent landscape. Stanton (1998, 1999a and 199b) has conducted a number of surveys for infrastructures sites around the fringes of Wellington Park and has cogently argued that disturbance has affected lower lying level areas, which would have been more favourable for sustained occupation, around the mountain while the unfavourability of steep topography has limited the presence of other sites further up slope. Jackman and Pedder (2018 and 2020) have echoed this view in consideration of areas of with steep topography. Jackman and Pedder (2020:18-19) also note that a lack of studies of the higher slopes of kunanyi, in part reflecting the fact that development driven assessment activity has focused on the foot slopes of the mountain, means that there may be a sampling bias shaping our current understanding of the archaeological patterning present on kunanyi. Given the very small amount of area covered by current surveys and generally low ground surface visibility throughout, or areas of visibility that are primarily concentrated around the disturbance along the foot slopes of kunanyi, it is reasonable to assume that the current suit of results is not conclusive in determining site distribution on the mountain.

Even in the surveys targeting burnt ground McConnell and Sculthorpe (2017:17) note an additional problem affecting surveys in a similar way to low ground surface visibility. Without vegetation obscuring the soil of the ground surface a large number of angular pebbles were present that made survey difficult. These pebbles had the potential to camouflage lithic materials, especially as a number of natural broken stones of the same material and with some traits diagnostic of lithic artefacts were also present. This highlights an additional issue with previous investigations of the mountain where the raw materials present create a level of background noise where even in an areas of exposure there is additional factor limiting the identification of cultural material.

Clearly rockshelters, isolated artefacts and very small artefact scatters are the most common site types recorded in previous investigations. Although these sites are sparse within the landscape they do not necessarily denote a lack of Aboriginal presence in this area but instead are suggestive of the economic activities that may have been taking place. Isolated artefacts and small scatters are suggestive of activities that are not sustained habitation sites or that did not require an extensive use of lithic artefacts to be undertaken. This means that the pursuit of game or the harvesting of certain plant foods may be responsible for the patterning observed in the archaeological record. This fits well with ethnohistorical observations that indicate concentrated coastal habitations sites and a wide ranging exploitation of the coastal hinterland within reach of these areas.

Additionally an excavation by Austral Tasmania (in preparation and not yet present in the AHR) has identified *Dicksonia antarctica* fossil pollen in a midden dating from 8,140BP demonstrates that plant food was sourced from the slopes of kunanyi and consumed within the littoral zone as part of the coastal habitation of the Muwinina people. This indicates that the mountain played an important role in providing material resources for Aboriginal people and is suggestive of a wider range of activity taking place there than has been previously indicated. It shows that, rather than being subject to a set of conditions different from the coastal sites throughout nipaluna, the mountain is closely linked to the network of Aboriginal occupation and movement throughout this area. With evidence of occupation associated with some of the rockshelters in this area, and a lack of excavation providing a detailed basis for interpreting their use, it is also possible that these shelters played an important role in human movement and habitation within this area as a ready form of shelter, if not long term occupation.

There are few sites currently reported in the existing archaeological literature around kunanyi but this cannot be taken as a basis for a lack of Aboriginal presence within this area. In the first case European occupation has been concentrated on the more level areas around the mountain and consequently high levels of disturbance have affected the potential of Aboriginal sites being present there. Adjacent areas of steep topography have been uniformly found to have low potential for sites to be present, with the exception of rockshelters in steep cliffs, but these investigations have been limited in scope and affected by limiting factors such as low ground surface visibility. Although, where isolated artefacts or artefact scatters have been present they have been on gently inclined ridgelines or valley floors. Another factor skewing these results may be rocky A horizons with angular pebbles forming a background noise that may further obscure lithic artefacts. There is archaeological evidence from both on the mountain and nipaluna to indicate that the Aboriginal Tasmanian use of the mountain was closely linked to intensive habitation of economic exploitation of the littoral zone of the nearby coasts.

The essential point to consider is that the pattern of site distribution on kunanyi is little understood, owing in part to poor survey conditions and restricted survey scope, but cannot be considered in isolation from the complex of sites and places so much in evidence on plains and coasts below. While there is as yet little archaeological evidence to fully characterise the Aboriginal presence on kunanyi, what evidence there is points to the mountain as valuable part of the life of people around nipaluna more generally with access to hinterland resources driving the arrangement of known sites.

Table 4.2 Previous Aboriginal heritage investigations relevant to the project.

Project Name	Date And Author	Description of Investigation	Summary of Results
Aboriginal and Historic Heritage Desktop Report Proposed Drops Track and Unnamed Track, Wellington Park	Jackman and Pedder 2018	An Aboriginal and historic heritage desktop investigation of two recreational tracks south of the Rivulet Track and north of the O'Grady's Falls and Bracken Line fire trails on kunanyi.	This report was a desktop investigation only, and while, it provides detailed consideration of the archaeological and ethnohistorical background of this area does not supply additional field results for consideration. The recent, relevant and extremely proximal background is of importance to this study and is considered in Section 4.3.1 above.
Wellington Park Fuelbreaks WPF10, WPF11, WPF13 and WPF15, Fern Tree, Hobart - Aboriginal Heritage Assessment Addendum Report	Jackman and Pedder 2020	This investigation was both an Aboriginal and historic heritage survey of four proposed firebreak locations around Fern Tree on the eastern slopes of kunanyi. The survey areas were of a very small scale, less than a 1,000m ² with a single survey area being 5,000m ² .	Low ground surface visibility hampered the results of the investigation and no Aboriginal sites were identified during the survey. Furthermore, Jackman and Pedder observe (2020): No statutory relics, either in the form of stone artefacts, or other forms of Aboriginal culturally modified material or activity areas were identified during the field surveys. Given the small size of the study areas and low effective coverage resulting from obscured ground it is hard to be definitive, however the generally steep ground slope encountered and paucity of specific economic resources, such as lithic sources or culturally useful plants, combined with the results of recent surveys, suggests that the potential for statutory relics to be present, or at least detectable, is very low.

Project Name	Date And Author	Description of Investigation	Summary of Results
Report on the 2016 Burnt Area Survey for Aboriginal Heritage, Wellington Park	McConnell and Sculthorpe 2017	An archaeological survey for Aboriginal heritage on the eastern fringes of Wellington Park in areas of land that had recently been cleared of vegetation as a result of bushfires. Targeted survey, as opposed to total survey, was undertaken in all but one of seven areas by teams of four to seven people.	<p>A single lithic artefact was identified during the survey (McConnell and Sculthorpe 2017:17):</p> <p>This site is an isolated artefact: It comprises a 40mm x 57mm x 12mm, well worked scraper made on a flake. The full edge of the flake is worked except for the platform, and three different worked edges can be recognised – one long convex worked edge (distal edge) and a small-medium worked nose each side of the convex scraper edge (on the lateral edges). The artefact is made from a grey silcrete which has large pale (whitish) subrounded to subangular grains of various appearance and size (c.o.25 – 7mm diameter) floating in a homogenous grey cherty matrix. The grains appear to be predominantly of a white chert, and some may be fossil fragments. The source of the material is not known.</p> <p>[REDACTED]</p> <p>Additionally the authors were able to identify lithic raw materials in the area that helped to obscure any Aboriginal potential in this area (McConnell and Sculthorpe 2017:17):</p> <p>The lack of vegetation cover also showed that some areas had abundant pebbles of quartz and quartzite included. The quartzite in most cases was a well sorted, quartz-rich, white stone which looked suitable for stone artefact manufacture. This material occurred mainly as angular fragments up to c.3cm diameter, but larger fragments of up to c.10cm diameter also were noted. In some areas this quartz and quartzite occurred as rounded pebbles (whole and fragmented).</p> <p>Because this material looks similar to stone artefacts of the same or similar materials, the presence of this material and the generally stony nature of the groundsurfaces made the surveying more difficult. It is possible therefore that artefacts were missed in the survey. A small number of pieces of quartzite with flake scars were noted, but none were considered to be Aboriginal artefacts as none had clear conchoidal flakes and there was no evidence of other working.</p>

Project Name	Date And Author	Description of Investigation	Summary of Results
Report of the May 2018 Burnt Area Survey for Aboriginal Heritage, Wellington Park, Tasmania Wellington Park Management Trust the the Tasmanian Aboriginal Centre	McConnell and Sculthorpe 2019	This investigation consisted primarily of a field survey of three broad areas along the northern fringes of Wellington Park, targeting recently burnt areas. The ground surface visibility was extremely high.	No Aboriginal sites were identified during the survey and this was largely attributed to the nature of the rocky ground, with a large number of angular pebbles present on the exposed ground surface. These pebbles included materials that are often used for the manufacture of lithic items and some exhibited diagnostic attributes consistent with flaking but not to such an extent that there were considered to be lithic artefacts but rather they constituted a level of background noise that hampered observation of lithic materials in a way similar to that of low levels of ground surface visibility.
RPT10464 Unpublished Report for Heritage Tasmania Ridgeway Park Hobart Cultural Heritage Survey & Assessment	McConnell, Stanton and Scripps 1998	Aboriginal and historical cultural heritage investigation of Ridgeway Park to the east of Fern Tree south of Hobart. Field survey targeted areas of high potential for Aboriginal and historical cultural heritage.	Four Aboriginal sites were identified during the field survey. A single isolated artefact (AH7990), an scatter of two quartzite flakes (AH7993) and two rockshelter sites (AH7992 and AH7993), denominated unoccupied. The lithic artefacts were identified on a ridge and valley floor and the authors of this report consider that this is indicative of a high potential for similar sites to occur on other valley floors, which also have very low levels of ground surface visibility. The intensive survey of ridge locations during this survey and the location of only a single lithic item caused the authors to assert that there was a low potential for isolated artefacts or scatters to occur on ridges in this environment. The rockshelters were within prominent sandstone cliffs and although no other items were identified in association with them the authors suggest the potential for occupation deposits remains.

Project Name	Date And Author	Description of Investigation	Summary of Results
A Cultural Heritage Survey and Assessment of the proposed Telstra Cable Route Huon Road to Turnip Fields Road Residence Fern Tree	Sim 1999	This investigation was undertaken as part of the risk assessment process of 300m of a proposed Telstra Cable route from Huon Road to a residence above the Sandy Bay Rivulet.	In this short survey along the western edge of a cleared paddock found no Aboriginal sites. However, given that this survey only covered 300m of ground this result in unsurprisingly and also cannot be taken to indicate an absence of sites within the surrounding landscape. Little description of the environmental context or landform is provided in the report.
Archaeological Test Excavation Cascades Female Factory National Broadband Network	Sinclair Knight Merz 2013	Test trenching, seven pits, within the Cascades Female Factory Precinct at locations of proposed poles associated with the installation of the National Broadband Network. This is an historical test excavation report and the Aboriginal cultural material encountered was incidental to this.	Chert flakes were encountered in recent fill deposits on the site, there is estimation of where these artefacts may have been taken from or the context of the fill in general. "Test pits 2 and 3 were excavated to a depth of approximately 200 mm at which point Aboriginal stone artefacts were found in surface fill material (TASI 11786). While Aboriginal artefacts were found near the surface in pits 2 and 3 (TASI 11786), the completed excavation of pit 4 showed the silty sand deposit in which these Aboriginal artefacts were found was sitting upon historical period fill deposits. This suggests that the Aboriginal artefacts in pits 2 and 3 were brought in to the area with a top soil deposit relatively recently (post-1989). (SKM 2013:8)"
Additional Route Option Associated with the Hydro-Electric Corporations West Hobart Re - Development	Stanton 1998	Investigation of the proposed installation and replacement of parts of a transmission line from Chapel Street Substation in Glenorchy to McRobies Gully, to the southwest of Mt Knocklofty. This area was subject to a pedestrian survey by Steve Stanton who also conducted a background analysis of the area.	Stanton noted that there was a large amount of historical disturbance to the landscape with the northern more urban portions of the investigation area and that areas of exposure were generally associated with higher levels of recent or contemporary disturbance. No Aboriginal heritage sites were identified during the survey. Stanton (1998:6) observes that 'evidence of prior Aboriginal use of country in the general region of the study area appears to be concentrated primarily in the lower lying, level sections of the Derwent River Valley, apart from a sparse distribution of sites located on the lower foothills of Mt Wellington, and a small number of sites adjacent to nearby watercourses.'

Project Name	Date And Author	Description of Investigation	Summary of Results
Assessment of Aboriginal Cultural Heritage Values - Proposed Upgrading of the Wellington Park Road Access	Stanton 1999	This Aboriginal heritage investigation, including a field survey, relates to an area of 100m of road widening along Pillinger Drive near its junction with Huon Road along with a new section of Pillinger Drive from its junction with Bracken Lane to Huon Road.	A combination of disturbance and roadworks, southerly aspect and steep and rugged terrain meant that this study area was considered to have a low potential for Aboriginal sites and no Aboriginal sites were identified in the survey. The results of the investigation were hampered by low levels of ground surface visibility which severely lowered any possible effectiveness of the investigation.
Aboriginal Heritage Assessment Knocklofty Reserve	Stanton 1999a	This investigation consisted of a field investigation of the land of Knocklofty reserve on behalf of the Friends of Knocklofty Bushcare Group.	Although no sites were identified during the survey Stanton (1999a) indicates that this is likely the result of significant historical disturbance in the area.

4.3.2 Previously Recorded Aboriginal Heritage Sites

There are 15 Aboriginal heritage sites recorded within Wellington Park or in close proximity to the investigation areas but there are none recorded within the study area. The previously recorded site locations are presented in Figure 4.3.2 and the summary of the site information is presented in Table 4.3. Three (20%) of the sites are artefact scatters, six (40%) are isolated artefacts, one (7%) is an occupied rockshelter and five (33%) are unoccupied rockshelters. Thus the archaeological profile is dominated by isolated artefacts and rock shelters, which likely reflects the topography, low ground surface visibility and relative ease of identification of rock shelters in such a thickly vegetated landscape.

Although the majority of the rockshelters had potential for occupation deposits within them the single 'occupied' rockshelter was so denoted owing to the presence of two chalcedony flakes on the floor of this site, and can be functionally considered as a rockshelter and artefact scatter. The rockshelters were uniformly present in sandstone cliff faces, with a northwesterly or northeasterly aspect, and ranged from 3 to 8m in depth. All of the rockshelters showed signs of recent use, with modern detritus and graffiti present, in some cases bones and charcoal were also present but it is not clear that these were not of post colonisation provenance.

The lithic artefacts are dominated by cherty hornfels and quartzite, with a single isolated silcrete flake also present. All of the cherty hornfels artefacts were located at a single site and may be associated with knapping or quarrying activity in this area. These artefact sites were located on gently sloping ridge crests or spurs. Generally the artefacts were considered to be flakes or scrapers with retouch being present in a number of cases.

A single subsurface artefact scatter was inadvertently excavated in an historical test excavation at Cascades and was attributed to artefacts deposited as part of a fill deposit. However, this attribution was derived from a stratigraphic association inferred from a sequence in a test pit that did not contain any lithic materials and thus must remain somewhat uncertain.

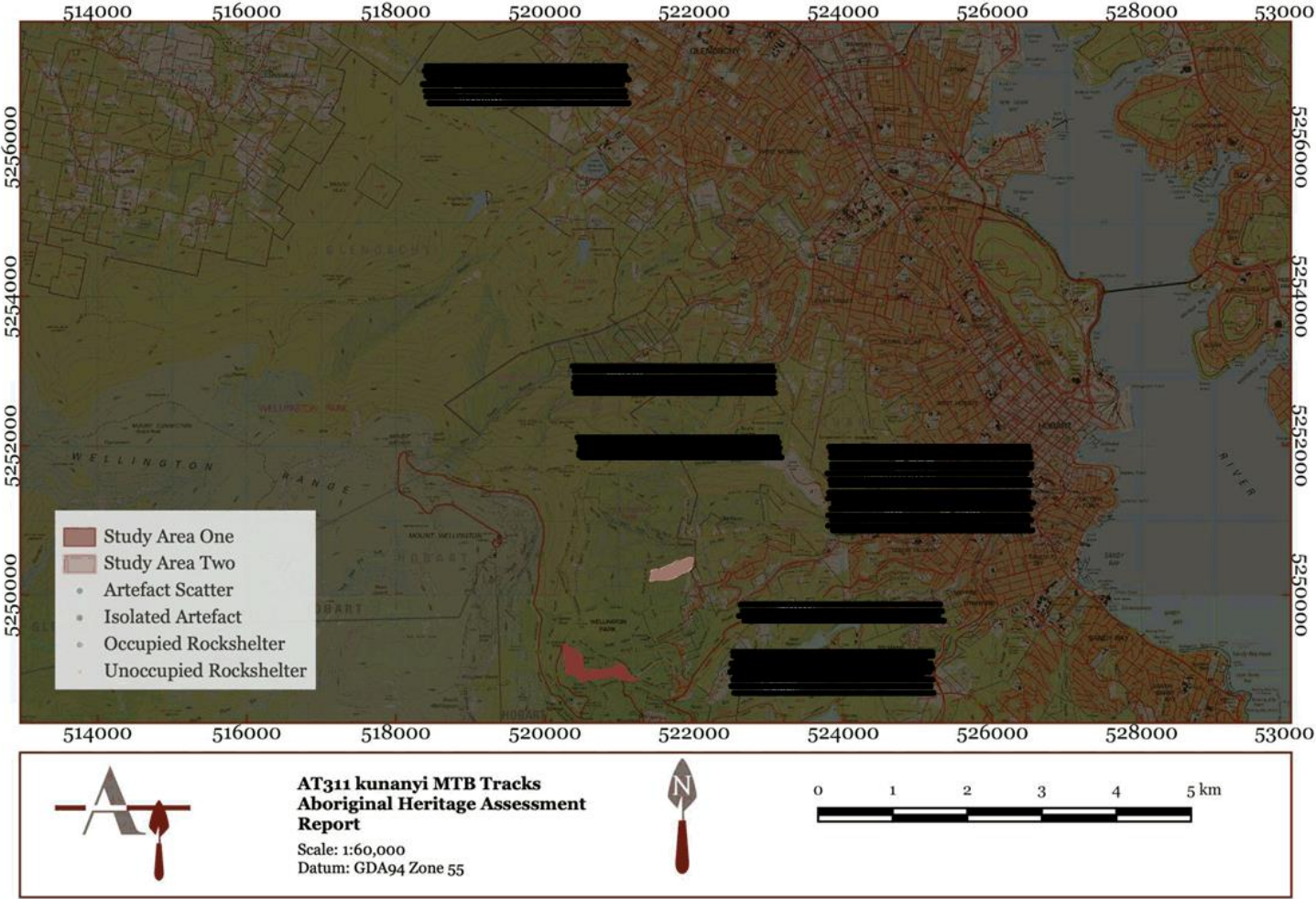


Figure 4.3.1 Archaeological sites on the Aboriginal Heritage Register within the vicinity of the study area. (Basemap: Tasmap 1:25,000 Series).

Table 4.3 Previously Recorded Aboriginal Heritage Sites

AH Number	Site Type	Description	Report Source	Distance From Proposed Activity (m)	Significance and Interpretation
6592	Unoccupied Rockshelter	Recorded as an unoccupied rockshelter, one of four roughly 4-8m deep rockshelters present above the quarry to the north of Knocklofty Reserve.	No associated report.	██████████	None given in site card. All Aboriginal sites are non-renewable and have high cultural significance for today's Aboriginal community. See Section 7.
6593	Occupied Rockshelter	One of four roughly 4-8m deep rockshelters above the quarry to the north of Knocklofty Reserve. Significant amounts of charcoal and bone were recorded in this shelter. Two chalcedony flakes were present in this shelter.	No associated report.	██████████	None given in site card. All Aboriginal sites are non-renewable and have high cultural significance for today's Aboriginal community. See Section 7.
6594	Unoccupied Rockshelter	Recorded as an unoccupied rockshelter, one of four roughly 4-8m deep rockshelters present above the quarry to the north of Knocklofty Reserve. Significant amounts of charcoal and bone were recorded in this shelter.	No associated report.	██████████	None given in site card. All Aboriginal sites are non-renewable and have high cultural significance for today's Aboriginal community. See Section 7.
6595	Unoccupied Rockshelter	Recorded as an unoccupied rockshelter, one of four roughly 4-8m deep rockshelters present above the quarry to the north of Knocklofty Reserve.	No associated report.	██████████	None given in site card. All Aboriginal sites are non-renewable and have high cultural significance for today's Aboriginal community. See Section 7.

AH Number	Site Type	Description	Report Source	Distance From Proposed Activity (m)	Significance and Interpretation
6838	Isolated Artefact	A single quartzite scraper found in a gully on a track above a small creek to the south of Lenah Valley Road.	Mt Wellington Management Plan		None given in site card. All Aboriginal sites are non-renewable and have high cultural significance for today's Aboriginal community. See Section 7.
6839	Isolated Artefact	A single artefact, of unspecified form and material, found in a garden bed of South Hobart Primary School.	No associated report.		None given in site card. All Aboriginal sites are non-renewable and have high cultural significance for today's Aboriginal community. See Section 7.
7990	Isolated Artefact	A single grey silcrete flake, with usewear and retouch present along one margin located in coarse sandy soil 8m south of Huon Road at [REDACTED] of the main ridge crest in Ridgeway Reserve. Artefact is located in a disturbed area with finely crushed bluestone gravel also present. Located within 500m of a former source of freshwater.	McConnell, Stanton and Scripps 1998		High cultural value recorded.
7991	Unoccupied Rockshelter	A 5m deep rockshelter within a sandstone cliff face, with a 6m wide mouth, with a noted high potential for an occupation deposit to be present. The rockshelter has a northwesterly aspect with a level floor with at least 150mm of sand deposition, recent camping and graffiti are also present.	McConnell, Stanton and Scripps 1998		High scientific and cultural value recorded.
7992	Unoccupied Rockshelter	A 2m deep rockshelter within a sandstone cliff at the top of a slope with a 3.5m wide mouth. The rockshelter has a northwesterly aspect and deposits with a high level of archaeological potential.	McConnell, Stanton and Scripps 1998		High scientific and cultural value recorded.
7993	Artefact Scatter	Two quartzite flakes, 6m apart from one another, located on a lower section of a small southwest to northeast aligned spur, on the edge of a very old track in a recently burnt area. The site is 75m distant from Sandy Bay Rivulet.	McConnell, Stanton and Scripps 1998		High cultural value recorded.

AH Number	Site Type	Description	Report Source	Distance From Proposed Activity (m)	Significance and Interpretation
11786	Artefact Scatter	Three lithic artefacts (material and form not specified) in a supposed fill layer at Cascades Female Factory during historical archaeological test excavation. The excavation was within a garden bed adjacent to the foot path [REDACTED]	SKM 2013	[REDACTED]	No comment provided on site card or associated report. All Aboriginal sites are non-renewable and have high cultural significance for today's Aboriginal community. See Section 7.
13264	Isolated Artefact	"The isolated artefact is a scraper on a flake of silcrete, and is 40mm x 57mm x 12mm. There is working around the full flake edge except for the platform. The distal edge is a convex scraper and the two sides protrude creating a small, broad, nosed scraper on each side. The stone material is a grey silcrete of predominantly cherty matrix with floating, pale white, sub-rounded grains/nodules of coarse gravel to small pebble size. The artefact was located [REDACTED]	McConnell and Sculthorpe 2017	[REDACTED]	The site is considered to be of high cultural significance.
13604	Isolated Artefact	"The site comprises a single artefact - a waste flake, 25mm x 37mm x 20mm, of a translucent (colourless), strongly welded quartzite of a well sorted, medium- coarse sand. It is possibly broken, but no other pieces were identified in spite of intense survey in the site area. [REDACTED]	McConnell and Sculthorpe 2019 (not supplied and possibly in preparation)	[REDACTED]	None given in site card. All Aboriginal sites are non-renewable and have high cultural significance for today's Aboriginal community. See Section 7.

AH Number	Site Type	Description	Report Source	Distance From Proposed Activity (m)	Significance and Interpretation
13605	Artefact Scatter	"The site comprises a sparse scatter c.25-30m by c.10m of 13 pieces of cherty hornfels (ie, contact metamorphosed Permo-Triassic fine grained sedimentary rock). Eight of the pieces are considered to be definite Aboriginal artefacts, but three of the recorded pieces are less definitively Aboriginal artefacts, but have been included s they may be artefacts and are of a similar material to the other artefacts. It should be noted that there is other similar material in the site area and nearby which is not considered artefactual, indicating the worked material maybe locally sourced cherty hornfels (outcropping Permian Faulkner Group sedimentary rocks are mapped immediately to the south (south of Jacksons Fire Trail)."	McConnell and Sculthorpe 2019 (not supplied and possibly in preparation)	700m	None given in sit card. All Aboriginal sites are non-renewable and have high cultural significance for today's Aboriginal community See Section 7.
13606	Isolated Artefact	"A flaked piece with use wear on one nose (and1 side of nose); 50mm x 39mm x 19mm, a pale red-brown probable quartzite. (The piece is mottled with areas of welded quartz sand size grains, areas that are more pink-milky where the grains are not obvious, and gradations between these two types of material and zone boundaries that are irregular. The stone is thought to be a metamorphosed quartzite). The site is located on the crest of, and near the east end of a broad flat spur crest that tapers as it runs northeast from the relatively wide bench on the mid-slopes (at c. 400-450m asl) of the eastern flank of the Goat Hills. The broad flatter part of the crest is c.800m long, and is relatively level, but comprises two different levels with a break in slope about half way along. The ridge is c.75-100m wide in the vicinity of the site. The [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	McConnell and Sculthorpe 2019 (not supplied and possibly in preparation))	700m	None given in sit card. All Aboriginal sites are non-renewable and have high cultural significance for today's Aboriginal community See Section 7.

4.4 Predictive Statement

Based on the environmental, historical and archaeological background to this site it is possible to formulate a predictive statement that will aid in the identification and location of Aboriginal cultural material during the survey and provide a baseline against which interpretations may be made.

The preceding sections provide the basis for the formulation of a predictive statement, these sections can be summarised as a series of descriptive statements regarding the Environmental and Historical Context specific to the land within the study area and Ethnohistorical and Archaeological Context for the study area and its immediate surrounds.

Environmental and Historical Context:

- In the south of Study Area Two and the northwest of Study Area One are areas of talus consisting dominantly of dolerite boulders. The soils above these areas of talus often have an upper deposit clayey sand horizon of high plasticity clay to a depth of 800mm, with large dolerite boulders throughout and deeper more sandy and organic deposits overlying the clays around drainage areas.
- Three areas composed of variations of permian sandstones, siltstones and limestones are present in east of Study Area One and the eastern and western extents of Study Area Two. Pebbly beds are present in some areas and limestones are common in these geological strata.
- Along the northern extent of Study Area Two is present a deeply dissected alluvial fan containing boulders of weathered dolerite and Parmeener derived rocks in places. These deposits arising from a former alluvial fan recut by the stream to the north of Study Area Two contain a combination of clays, sands and gravel.
- The contour lines show that Study Area One lies across a steep slope, with a roughly an 18° slope across the width of the study area and two clear gullies show in the contour mapping of the area. Study Area Two, however, lies across a shallow ridge top with a 10° fall from the east to the west along the length of that study area.
- Other than a generally rocky soil profile with clays and gravels forming significant parts of the subsurface strata, this profile also indicates the potential for isolated occurrences of raw materials suitable for the manufacture of tools by humans.
- Overall the ecological context of the two study areas would have been one rich in plant and animal resources, with the terrestrial fauna typical of forests in southeast Tasmania and a range of habitats suitable for both ground and tree dwelling animals.
- The vegetation would have provided raw materials both for the production of shelters and also for tools and weapons. A range of plant foods would have also been present within this area, including *D. antarctica*, which provides a significant source of carbohydrates and is likely to have been an important food source.
- Temperature and rainfall records at the Springs, the closest Bureau of Meteorology station to the study area, show that the climate that prevails is temperate with drier, warm summers and wet, cold winters. The climate for this area also shows that the study areas are wetter than the land to the west, with an average rainfall of 100mm and minimum of 15 days of rain for every month except February, which is also the warmest month.
- The headwaters of the Hobart Rivulet run through the gullies in the centre of Study Area One.
- To the south of Study Area Two a small unnamed perennial stream passes along the bottom of the shallow ridge that feeds into Guy Fawkes Rivulet.
- At a distance of 120m to the north of Study Area Two is an unnamed stream, undetermined whether perennial, seasonal or ephemeral, that feeds into Guy Fawkes Rivulet.
- The devastation of the pre-colonial vegetation within Study Area One would have occurred as a consequence of intensive timber harvesting in the first half of the nineteenth century, with substantial milling equipment and a considerable team of workers.
- Movement of the topsoil *en masse* and changes in the wider ecosystem would have also taken place as a result of sawmilling and there similarly would have been systematic or *ad hoc* construction of structures or features associated with timber harvesting. There is some evidence from the historical plans that a track or road constructed along the northern border

of Study Area Two during this phase. The land was incorporated into Mount Wellington Park in 1930.

- From the 1830s through to the middle of the twentieth century track and road construction has been ongoing in and around Study Area One, with a concentration first on connecting the Springs to Hobart and then the Pinnacle. Disturbances would have been limited in extent and would have led to small scale but widespread disturbances. Modification of the ecosystem through introduced plants and animals along with the harvesting of timber or deadfall for burning or hut construction would have led to a range of small scale disturbances and may have exacerbated existing patterns of natural erosion in such steep topography.

Ethnohistorical and Archaeological Context:

- There are 15 Aboriginal heritage sites recorded within Wellington Park or in close proximity to the investigation areas but there are none recorded within the study area.
- Three (20%) of the sites are artefact scatters, six (40%) are isolated artefacts, one (7%) is an occupied rockshelter and five (33%) are unoccupied rockshelters.
- Although the majority of the rockshelters had potential for occupation deposits within them the single 'occupied' rockshelter was so denoted owing to the presence of two chalcedony flakes on the floor of this site, and can be functionally considered as a rockshelter and artefact scatter. The rockshelters were uniformly present in sandstone cliff faces, with a northwesterly or northeasterly aspect, and ranged from 3 to 8m in depth. All of the rockshelters showed signs of recent use, with modern detritus and graffiti present, in some cases bones and charcoal were also present but it is not clear that these were not of post colonisation provenance.
- The lithic artefacts are dominated by cherty hornfels and quartzite, with a single isolated silcrete flake also present. All of the cherty hornfels artefacts were located at a single site and may be associated with knapping or quarrying activity in this area. These artefact sites were located on gently sloping ridge crests or spurs. Generally the artefacts were considered to be flakes or scrapers with retouch being present in a number of cases.
- There is evidence that *D. antarctica* was harvested on the slopes of kunanyi and transported to the coastal area around nipaluna.
- Rocky A horizons with angular pebbles forming a background noise that may further obscure lithic artefacts.
- European occupation has been concentrated on the more level areas around the mountain and consequently high levels of disturbance have affected the potential of Aboriginal sites being present there.
- Adjacent areas of steep topography have been uniformly found to have low potential for sites to be present, with the exception of rockshelters in steep cliffs, but these investigations have been limited in scope and affected by limiting factors such as low ground surface visibility.
- The pattern of site distribution on kunanyi is little understood, owing in part to poor survey conditions and restricted survey scope, but cannot be considered in isolation from the complex of sites and places so much in evidence on plains and coasts below.

Therefore, the *predictive statement* is as follows:

- The archaeological background of the land around the study area is not clear and any predictions must be considered in the light of this dearth of evidence.
- Ground surface visibility is likely to be low throughout both of the study areas and there may also be a background scatter of natural angular pebbles that will make the identification of lithic artefacts problematic.
- Except in isolated level areas within the broader steep terrain, or any possible rockshelters the steepness of Study Area One suggests a low potential for intensive human occupation.
- Conversely, the shallow gradient and ridge crest of Study Area Two suggests that the potential for artefact scatters or isolated artefacts arising from sustained occupation exists anywhere across this area.
- There is no evidence of sandstone cliffing in either of the study area and therefore there is low potential for sandstone rockshelters to be present.

- Isolated artefacts or artefact scatters can anywhere within either study area but are much more likely to be present in Study Area Two, there is very low potential for them to occur in Study Area One.
- Where sites do occur they are likely to be on level or gently sloping ridges in Area One or the creek terraces along its southern boundary.
- It is possible that scar trees may be present within the study areas, although it is unlikely that any would be present within Study Area One owing to the timber getting taking place in the early nineteenth century.
- It is highly unlikely that any midden material will be present within the study area.
- It is also unlikely that other cultural features, such as burials or hearths will be present within the study area.
- Although no previously recorded rock art is present within close proximity to the study area it is still possible that this may occur on suitable areas of exposed bedrock.

5.0 RESEARCH DESIGN AND FIELD METHODS

The field survey of the study area was undertaken on 15 February 2021 by Alan Hay (Senior Archaeologist, Austral Tasmania) and Caleb Pedder (Aboriginal Heritage Officer).

The study areas were approached differently based on the predicted landforms and levels of ground surface visibility of each. Study Area One had near zero ground surface visibility and few landforms that would invite sustained occupation. It was subject to targeted investigations with key areas sampled and investigated by accessing them through existing tracks. Study Area Two contained a clear area of exposure around the Upper Luge Track and a creek terraces and ridge crest above the unnamed perennial stream but low levels of ground surface visibility. Both of these areas were subjected to survey transects to identify areas of exposure and suitable landforms that may have invited occupation.

The survey pattern was recorded through handheld GPS units by both the Aboriginal Heritage Officer and Senior Archaeologist. Photographs and written notes were also used to document each survey area individually and the study area as a whole. The topography, vegetation, weather conditions, exposures and ground surface visibility were recorded for each survey area separately.

The description of landform and soil has been undertaken in accordance with The National Committee on Soil and Terrain's (2009) *Australian Soil and Land Survey Field Handbook Third Edition*. Alpha numeric colour designations are given with reference to the Munsell colour space.

The approach to recording Aboriginal cultural material or potential Aboriginal cultural material adopted by this survey was that should any be found it would be designated as a site and a given an individual site number. The overall disposition of these sites would be recorded through photography, written notes and sketch plans. Vegetation and soil profiles would then be recorded for the site and the surrounding area. Exposures displaying multiple strata of deposits were sought in order to characterise the underlying geological and pedological character of the site. The overall site boundaries were based on the extent of artefacts, exposure and topographical context.

The location of specific artefacts or elements of Aboriginal cultural material would be indicated through sketch plans and at sites with multiple artefacts that were greater than 2-3m distant from one another, the range of error for the GPS unit used, were to be recorded as separate GPS points.

The weather was cool and sunny for the survey but the very low ground surface visibility hampered the overall survey effectiveness, which will be described for each survey area in Section 6.0 below.

6.0 RESULTS

The study areas were each considered as a separate survey area (see Section 5.0 above) based on practical considerations, predicted ground surface visibility and landforms, each are presented in Section 6.1 to Section 6.2. A summary of each of these survey areas is presented in Table 6.1 below. Although Study Area Two is considered to have a higher degree of potential no specific potential areas of sensitivity during the investigation. The current section provides a brief overview of the results and the summary table of study areas as required by the *Aboriginal Heritage Standards and Procedures* (AHT 2018).

Table 6.1 Outlining size, length, visual width, visibility and number of team members for each transect.

Survey Area	m ²	Number in Team	Approximate Transect Length (m)	Approximate Survey Area Width (m)	Visibility %	Sites Found
SA1	301,180	2	1,031	4	2	Nil
SA2	174,136	2	574	4	5	Nil

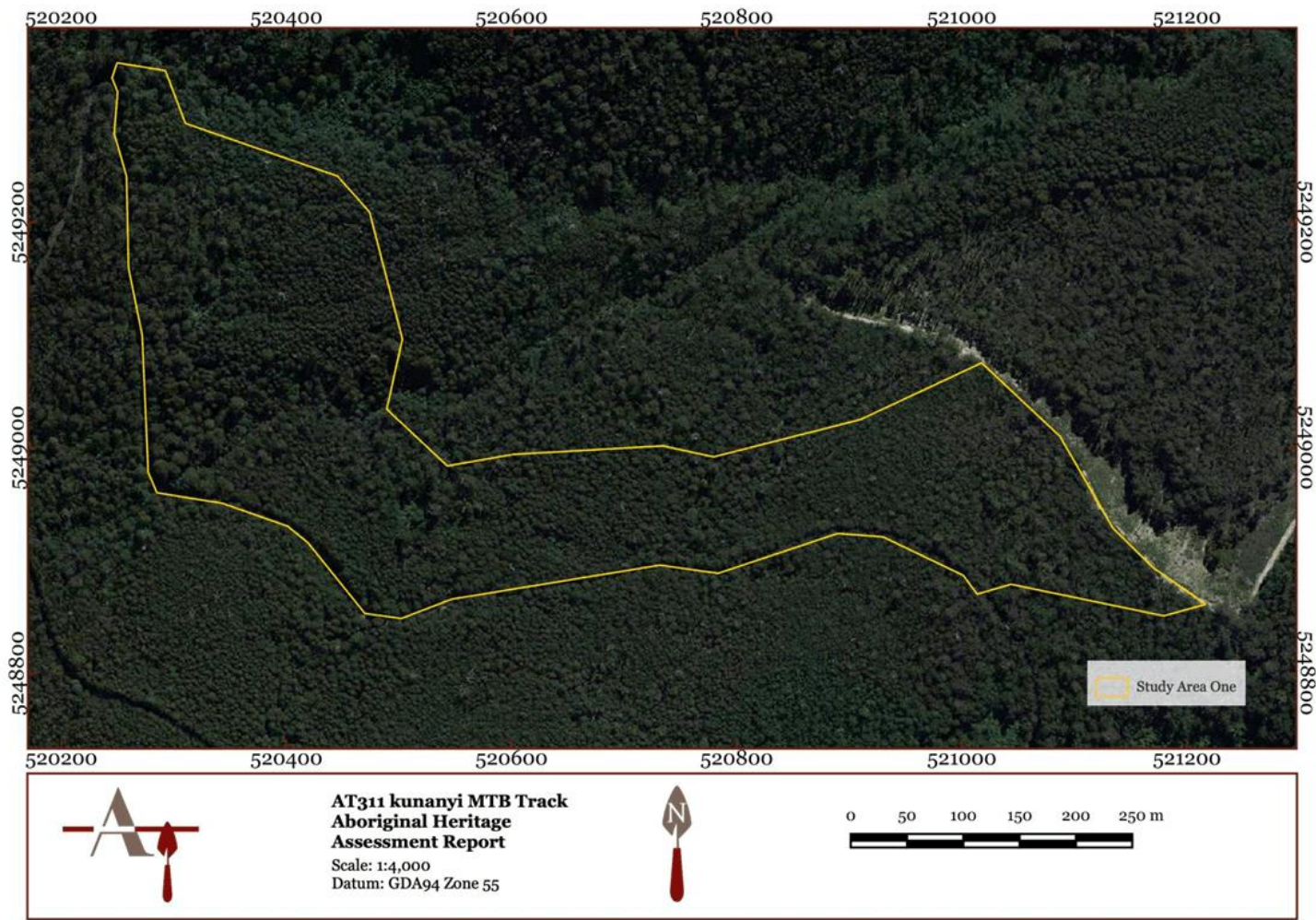


Figure 2.0.1 Study Area One showing the proposed development (Listmap 2021).

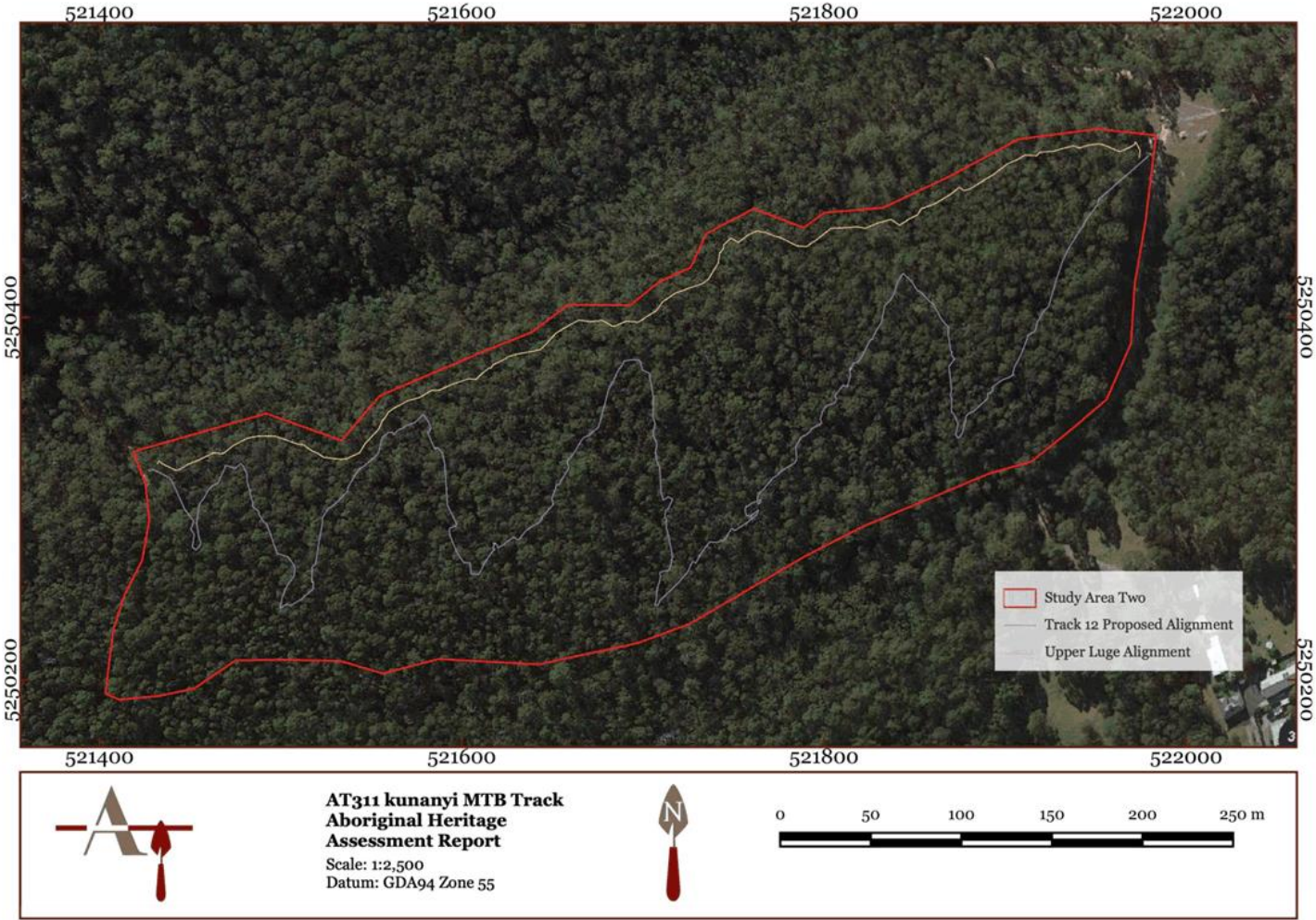


Figure 2.0.2 Study Area Two showing the proposed development (Listmap 2021).

6.1 Study Area One

Figure 6.1.1 and Figure 6.1.4.

Size: 301,180m²

Landform: Waxing mid slope and waning lower slope.

Gradient: 30°

Primary geomorphological agents: Sheet and colluvial erosion.

Exposure: 5%

Vegetation: *E. regnans* wet forest in a extreme west of study area, *E. obliqua* broadleaf forest with broadleaf shrubs in the western half of the study area (up to Woods Track) and *E. obliqua* dry forest in the eastern half of the study area.

Ground surface visibility: <2%

Disturbance: Localised track construction is the chief form of disturbance throughout this area. Disturbance has also arisen from the vehicle access track in the north of the study area and along the edge of Pinnacle Road.

Distance to fresh water: The perennial freshwater headwaters of the Hobart Rivulet are present leading from south to north in the centre of the study area.

Soil profile observed: Recently forming O horizon >200mm, very dark gray (10YR 3/1) sandy loam, over yellow (10YR 7/8) B1 horizon stony, slightly sandy clay soil.

Soil profile estimated: As above but likely with additional lower strata varying across the study area according to geological origin (see Section 4.1.1).

General description: Except in the western extreme of the study area, with *E. regnans* wet forest over talus, this study area consisted of a steep slope covered in *E. Obliqua* forests. The visible evidence of European disturbance was limited to tracks and the retaining wall along Pinnacle Road. Fallen trees had torn up the ground in some areas suggesting that in the long span this would have been a consistent form of ground disturbance. Small macropods were visible during the survey and numerous locations suitable for animals nests were also evident throughout. Similar to other investigations in this area the thick ground cover severely hampered the effectiveness of the survey.

Consideration of Aboriginal archaeological potential: The steep topography of this study area limits the potential for Aboriginal cultural material to be present. Although preserved from extensive European disturbance, similarly steep areas subject to other investigations have generally returned no results. Nevertheless, given the paucity of research on kunanyi and the extremely low ground surface visibility it is possible that some sites may be present within this area but could not be identified during the survey.

Aboriginal sites found: No Aboriginal sites or Potential Areas of Sensitivity were found within this survey area.



Figure 6.1.1 View to the east showing the topography and vegetation common with Study Area One (15 February 2021).



Figure 6.1.2 View to the east of the showing the very low of ground surface visibility typical of Study Area One (15 February 2021).



Figure 6.1.3 Looking to the south over a twentieth century track within Study Area One, showing its associated disturbance and exposure. The scale has 100mm marks (15 February 2021).



Figure 6.1.4 Looking to the east showing the soil turned up by a recently fallen tree. Clearly visible are the dolerite blocks and sandy clay soil common through this study area (15 February 2021).

6.2 Study Area Two

Figure 6.2.1 and Figure 6.2.4.

Size: 174,136m²

Landform: Ridge crest of permian sedimentary bedrock with duplex (sand over clay) soils and moderate mid slope of permian sedimentary bedrock with duplex (sand over clay) soils.

Gradient: 2-6°

Primary geomorphological agents: Track, sheet erosion scars, rills and fluvial erosion along the creek terrace in the south of the study area.

Exposure: 5%

Vegetation: *E. obliqua* wet forest with broadleaf understorey.

Ground surface visibility: 5%

Disturbance: Early nineteenth century timber getting with a large number of stone cairns, snig tracks and sawpits present.

Distance to fresh water: Freshwater is present along the southern boundary of the study area.

Soil profile observed: Recently forming O horizon >100mm, very dark gray (10YR 3/1) sandy loam, over a reddish brown (12.5YR 5/3) B1 horizon stony, slightly sandy clay soil. In some areas the sandy loam deposit is absent and only the stony clay is visible.

Soil profile estimated: As above but likely with additional lower strata varying across the study area according to geological origin (see Section 4.1.1).

General description: This study area showed high levels of European disturbance throughout with visible evidence of timber getting and earthworks still present in this area. Similarly the ground surface visibility was limited through high levels of leaf litter and deadfall. What areas of ground surface were visible sometimes showed only the stony clay and this may be a result of sheet erosion taking place as a result of prior land clearance.

Consideration of Aboriginal archaeological potential: Although it is likely that in the past this area would have been suitable for Aboriginal use or occupation it is likely that the severe disturbance taking place in the early nineteenth century, and the resulting exacerbation of natural erosion, has limited strongly limited this potential. Nevertheless, pockets of *in situ* soil may remain within level areas or small depressions and retain the potential for archaeological material to be present.

Aboriginal sites found: No Aboriginal sites or Potential Areas of Sensitivity were found within this survey area.



Figure 6.2.1 Looking to the west over deadfall typical of Study Area Two (15 February 2021).



Figure 6.2.2 Looking at the perennial creek along the southern boundary of Study Area Two. The creek banks are also shown in this photograph. The scale has 100mm marks (15 February 2021).



Figure 6.2.3 Looking at the typical exposure within Study Area Two, a small area free from leaf litter beneath a fallen tree (15 February 2021).



Figure 6.2.4 A stone cairn formed as part of early nineteenth century timber getting, indicative of the high levels of disturbance caused by the European modification of this area. The scale has 100mm marks (15 February 2021).

6.3 Summary

As with other investigations in similar environments on kunanyi there was a very low level of ground surface visibility (2% Study Area One, 5% Study Area Two) which severely restricted the survey effectiveness (0.15% Study Area One, 0.25% Study Area Two). A similar pattern of disturbance and steep topography were also likely contributing factors in the absence of Aboriginal heritage sites or potential areas of sensitivity identified. Although it is likely that Study Area Two held some potential in the past, extensive disturbance has mitigated this potential. The disposition of the study areas were consistent with the environmental and archaeological background. The overall effective survey coverage is presented in Table 6.3 below.

Table 6.3 Showing the effective survey coverage for each area, note the generally low visibility and exposure in the first three survey areas.*

Survey Area	m ²	Geomorphic Unit	Landform	Exposure Type	%	Ground Cover	Visibility %	Effective Coverage (m ²)	%	Sites Found
SA1	301,180	Moderate mid or lower slope of talus covered by clays and loamy clay sands and steep mid slope of permian sedimentary bedrock with duplex (sand over clay) soils.	Hill slope.	Track, sheet erosion scars, rills.	5	Thick vegetation, deadfall and leaf litter.	2	451.77	0.15%	Nil
SA2	174,136	Ridge crest of permian sedimentary bedrock with duplex (sand over clay) soils and moderate mid slope of permian sedimentary bedrock with duplex (sand over clay) soils.	Hill slope.	Track, sheet erosion scars, rills.	5	Thick vegetation, deadfall and leaf litter.	5	435.34	0.25%	Nil

* The formula used to calculate Effective coverage is, Effective coverage = m² x Exposure % x Visibility %. Exposure refers to processes that may bring artefacts out from below the soil surface whereas visibility measures the amount of the ground surface that is not covered (Burke and Smith 2006:79-80).

7.0 INTERPRETATION AND CONSULTATION

7.1 Interpretation

The findings of this investigation are consistent with surveys of similar terrain on kunanyi with low ground surface visibility, steep topography and historical disturbance being contributing factors to the lack of identification of any sites or areas of high sensitivity. Although both of the study areas displayed extreme levels of ground disturbance each had distinct reasons, readily identifiable in the environmental and archaeological context, for this result.

In the case of Study Area One it was little disturbed by European development during the nineteenth or twentieth century, with any impact being localised or restricted to the margins of the study area, but the steepness of the topography meant that no landforms with a high likelihood to contain Aboriginal material were present. However, this study area is one of the highest altitude survey areas yet completed on kunanyi and there is little research to provide context for this investigation and the high level of ground cover makes any definitive statement of an absence of Aboriginal sites an uncertain endeavour at best. While there were no lithic materials identified in areas of exposure along tracks and no geological formation suitable for the formation of rockshelters it does not mean that a previously unidentified form of site patterning is not occurring in this location. Concentrations of Aboriginal cultural material reflecting unexpected uses of the landscape are possible and although this area is considered to have low potential this can only be done so with the caveat that sustained research into the upper slopes of kunanyi is lacking and that modelling of site distribution in the foot hills may not be an appropriate means of assessing the potential of higher slope environments.

If the higher slopes were being accessed primarily for resources or for strategic reasons, with rockshelters forming habitation sites either temporarily or for longer periods, then typical considerations such as aspect and gentleness of slope may not be an appropriate measure of potential or probability for site location. The distribution of Aboriginal material culture may instead be shaped by concentrations of resources, broader paths of movement linking the mountain to the low land surrounding it or the defensive advantages offered by certain places or positions. Additionally, as it is known that the mountain has an important cultural significance to the contemporary Aboriginal community there is further potential for activities taking place on the mountain that need not necessarily follow the dictates of practical necessity but could instead reflect long established spiritual or social practices. These possibilities underscore the paucity of research about site distribution on the upper slopes of kunanyi.

Study Area Two presents a different profile but is similarly consistent with lower lying areas around the mountain as it has been strongly affected by European disturbance associated with the occupation of Hobart. The timber getting itself would have had direct impact to this study area, with sawpits and snig tracks excavated and the ground churned up by the movement of people and draught animals. It would have also entrained long term processes of erosion as a consequence of the removal of the natural flora of this area. It is this high level of disturbance that can be considered to be the most significant factor in limiting the potential of this area. This is especially the case as there are a number of reasons to expect some Aboriginal occupation of this study area in the past.

Other archaeological investigations in the foot hills of kunanyi have identified gently inclined ridges and spurs as areas of potential, albeit limited, and this potential drastically increases in conjunction with readily available freshwater. Study Area Two possess both of these key characteristics and it is reasonable to believe that but for the extensive disturbance that has already taken place here there would have been stronger potential for the presence of, or perhaps there would have been identified, Aboriginal sites.

The low archaeological potential of both these areas does not necessarily reflect the cultural significance of the study area. As Section 7.2 and 7.3 make clear the Aboriginal community values kunanyi over and above any specific material culture identified within its bounds. Nor does the low potential of these areas readily translate into similarly low levels of potential for other areas on the mountain unless they meet the same conditions that have contributed to an absence of identified sites or potential areas of sensitivity in this case. In areas that have been targeted because of favourable conditions for occupation there has been a consistent, albeit low level, of cultural material encountered (e.g. McConnell and Sculthorpe 2017 and AH16304-AH16306). On the balance of probability the archaeological potential of the study areas are low but further research is required before a holistic interpretation of site patterning on kunanyi can be reliably established.

7.2 Significance

Under the terms of the *Aboriginal Heritage Act 1975* an Aboriginal relic may have four broad types of significance; archaeological or scientific, anthropological historical, contemporary historical or significance in accordance with Aboriginal tradition. In addition to this the *Aboriginal Heritage Standards and Procedures* (AHT 2018:24) requires that 'aesthetic and historic' values always be considered. Although no sites were identified during the survey area it is important to consider the broader significance that the area may have to Aboriginal people. Such a statement of cultural significance has been provided by Mr. Caleb Pedder for the land subject to this investigation:

Aboriginal cultural significance can only be determined by Aboriginal people. Cultural significance is formed from a complex mix of the emotional and physical attributes identified for a place. One attribute is the heritage places found across the country. Aboriginal heritage places are many and varied, from isolated artefacts, artefact scatters, rockshelters, middens and rock art, to places with intangible and/or nonphysical associations.

All Aboriginal places are non-renewable and have high cultural significance for today's Aboriginal community. Aboriginal sites reinforce Aboriginal connections with country and are an integral part of Aboriginal culture and the relationship with land.

It should be noted that all land has high cultural significance, both for individual Aboriginal people and for the Aboriginal community collectively. The presence of Aboriginal sites or other values contributes to the cultural significance of the land.

As a general principle, any development upon, or other disturbance of land, is contrary to Aboriginal beliefs regarding the land, its values, and its inherent cultural significance. This applies to all land irrespective of its tenure, the degree of landscape modification or the levels of existing disturbance.

It is expected that preservation and protection of Aboriginal heritage should be the overriding factors when making decisions about that heritage. To do otherwise undervalues Aboriginal culture and heritage and attempts to minimise its importance to the Tasmanian community.

No Aboriginal artefacts were identified during the heritage assessment of the proposed bike tracks on the slopes of kunanyi.

Kunanyi is highly significant to Aboriginal people. That significance was articulated by two members of the Aboriginal community in a media story on the ABC on the 26th of April 2020. The mountain has high cultural values and impacts to those values are not appropriate. The proposal for upgraded and new bike tracks on kunanyi while small could lead to detrimental impacts to the Aboriginal values of the mountain. An accumulation of small proposals can ultimately generate significant impacts.

While there were no comments on the bike track proposal during the Aboriginal consultation there is an opportunity for the Hobart City Council to consider undertaking consultation about development proposals on the Aboriginal values of kunanyi. As stated above the accumulation of many small developments has the capacity to generate significant impacts and once the impacts have occurred they are rarely reversible.

All Aboriginal sites have cultural significance as a record of the achievement of past peoples, the connection between place and culture and as an embodiment of traditions and understandings of Aboriginal Tasmanians that extend far into the past. It is important to state that only the Aboriginal community can determine the significance of sites in terms of Aboriginal tradition, social values or landscape values. In the impact assessment process an understanding of this significance is commonly obtained through consultation with the Aboriginal community. The results of this consultation is documented in Section 7.3 below. There are no direct impacts to Aboriginal heritage places for the proposed development.

7.3 Aboriginal Community Consultation

Aboriginal community consultation was undertaken with by Caleb Pedder between the 26 March 2021 to the 9 April 2021. This consultation took the form of a project document that contained the details of the project, details of the study area and the results of the field survey being sent to weetaipoona, the Tasmanian Aboriginal Centre, Karadi, Pungenna Community and South East Tasmanian Aboriginal Corporation. These organisations have no comments at the present time.

Table 7.1 Community consultation log.

Date consultation was commenced:	26.03.2021	26.03.2021	26.03.2021	26.03.2021	26.03.2021
Forwarded by:	Caleb Pedder	Caleb Pedder	Caleb Pedder	Caleb Pedder	Caleb Pedder
Role:	Aboriginal Heritage Officer	Aboriginal Heritage Officer	Aboriginal Heritage Officer	Aboriginal Heritage Officer	Aboriginal Heritage Officer
Subject:	Provision of project outline and summary of results and request for comment on the same.	Provision of project outline and summary of results and request for comment on the same.	Provision of project outline and summary of results and request for comment on the same.	Provision of project outline and summary of results and request for comment on the same.	Provision of project outline and summary of results and request for comment on the same.
Method:	Email	Email	Email	Email	Email
Forwarded to:	Sarah Wilcox, weetaipoona	Heather Sculthorpe, Tasmanian Aboriginal Centre	Rachel Dunn, Karadi	Peter MacDonald, Pungenna Community	Tracy Dillon, South East Tasmanian Aboriginal Corporation
Date requested:	9.04.2021	9.04.2021	9.04.2021	9.04.2021	9.04.2021
Date required:	9.04.2021	9.04.2021	9.04.2021	9.04.2021	9.04.2021
Date responded:	No response.	No response.	No response.	No response.	No response.
Response:	No response.	No response.	No response.	No response.	No response.
Outcome/Further Action:	No comment.	No comment.	No comment.	No comment.	No comment.

7.4 Summary

No Aboriginal sites or potential areas of sensitivity were encountered within the study areas. Past timber getting resulting in high levels of disturbance in Study Area Two and steep topography in Study Area One contribute considerably to this outcome, although extremely low ground surface visibility in some survey areas has hampered the identification of any sites, had they been present. The survey results also suggest that the study areas have a low potential for the unanticipated discovery of Aboriginal cultural material during the proposed works but that the low level of research previously undertaken on the upper slopes of kunanyi limits the predictive power of archaeological investigations.

8.o IMPACT ASSESSMENT AND MITIGATION OPTIONS

It is highly unlikely that any damage to Aboriginal material culture will occur as the result of the currently proposed works. The high levels of disturbance in the study area and paucity of sites in similar and undisturbed locations in the general area suggests that there is low but residual potential for subsurface cultural materials to be encountered. The currently proposed mountain bike tracks will be restricted in scope, shallow in depth and will not be accompanied by incidental disturbance as a result of the use of the machinery, the track will be hand constructed. However, due to the paucity of research and the low levels of ground surface visibility there is some residual potential for Aboriginal cultural material to be present within the study area.

Potential harm to Aboriginal heritage within the study area can be managed through appropriate use of Aboriginal Heritage Tasmania's *Unanticipated Discovery Plan*. Although work almost anywhere in Tasmania has the potential to encounter artefacts in below ground contexts there is nothing in the study area that suggests a higher likelihood of material culture to be present below ground. Throughout the study area the strata that had the potential to retain artefacts has been removed. Nonetheless, Aboriginal Heritage Tasmania's *Unanticipated Discovery Plan* (Appendix B) should be adhered to during works. A copy of this plan should be kept with the person who is responsible for the on ground works.

9.0 CONCLUSIONS AND RECOMMENDATIONS

Despite the presence of a number of Aboriginal sites within the surrounding landscape no Aboriginal sites were identified nor are there any areas of sensitivity within the area of proposed development within Study Area One (Track 1a and Track 1b) and Study Area Two (Track 12 and Upper Luge). Past timber getting resulting in high levels of disturbance in Study Area Two and steep topography in Study Area One contribute considerably to this outcome, although extremely low ground surface visibility in some survey areas has hampered the identification of any sites, had they been present. The survey results also suggest that the study areas have a low potential for the unanticipated discovery of Aboriginal cultural material during the proposed works but that the low level of research previously undertaken on the upper slopes of kunanyi limits the predictive power of archaeological investigations.

Recommendations

As the study area contains no sites or sensitive areas and neither does the proposed development have the potential to incidentally impact previously recorded sites within its vicinity, there are no site specific management recommendations. Nevertheless, the study area retains a residual risk for the unanticipated discovery of Aboriginal heritage items. Aboriginal heritage in Tasmania is afforded blanket protection by the *Aboriginal Heritage Act 1975* therefore:

1. All contractors and staff are to be made aware that there is a potential for unanticipated discovery across the entire study area and should also be made aware of the Unanticipated Discovery Plan and their obligations under the *Aboriginal Heritage Act 1975*. Aboriginal Heritage Tasmania's *Unanticipated Discovery Plan* (Appendix B) should be followed during this project. A copy of this plan should be kept with the person who is responsible for the on-ground works for the duration of the project.
2. In accordance with the statement of significance supplied by Mr Pedder and Section 5.3.1. of the Wellington Park Management Plan 2016 it is recommended that the City of Hobart initiates long term consultation, i.e. ongoing consultation that extends beyond the scope of a single project, with the Aboriginal community across the broad spectrum of small scale developments taking place across the mountain to prevent harm to cultural values through the accumulation of minor impacts.
3. All spatial or descriptive information that may be readily used to relocate Aboriginal sites is to be redacted before this report is made publicly available.
4. Copies of this report should be submitted to Aboriginal Heritage Tasmania for review.
5. A copy of the final report must be distributed to the Tasmanian Aboriginal Centre, Karadi, Pungenna Community and South East Tasmanian Aboriginal Corporation

10.0 REFERENCES

Aboriginal and Torres Strait Islanders Act 1984 (Cth)

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Stanton, S. 1999b 'An Assessment of Aboriginal Cultural Heritage Values in Relation to the Proposed Upgrading of the Wellington Park Road Access.' Unpublished report for Austral Archaeology Pty Ltd.

APPENDIX A – WRITTEN EVIDENCE OF COMMUNITY CONSULTATION

Cultural Significance

Aboriginal cultural significance can only be determined by Aboriginal people. Cultural significance is formed from a complex mix of the emotional and physical attributes identified for a place. One attribute is the heritage places found across the country. Aboriginal heritage places are many and varied, from isolated artefacts, artefact scatters, rockshelters, middens and rock art, to places with intangible and/or nonphysical associations.

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Kunanyi is highly significant to Aboriginal people. That significance was articulated by two members of the Aboriginal community in a media story on the ABC on the 26th of April 2020. The mountain has high cultural values and impacts to those values are not appropriate. The proposal for upgraded and new bike tracks on kunanyi while small could lead to detrimental impacts to the Aboriginal values of the mountain. An accumulation of small proposals can ultimately generate significant impacts.

While there were no comments on the bike track proposal during the Aboriginal consultation there is an opportunity for the Hobart City Council to consider undertaking consultation about development proposals on the Aboriginal values of kunanyi. As stated above the accumulation of many small developments has the capacity to generate significant impacts and once the impacts have occurred they are rarely reversible.

Figure A.1 Screen capture of the statement of cultural significance supplied by Caleb Pedder (Aboriginal Heritage Officer).

Consultation log: Kunanyi Bike Track March 2021					
Date	Who	Organisation	How	Response/Action	Comment
26/03/2021	Sarah Wilcox	weetapooona	weetapooona@hotmail.com	Sent information and a request for comment	No response 9/4/2021
26/03/2021	Rachel Dunn	Karadi	rcoad@karadi.org.au	Sent information and a request for comment	No response 9/4/2021
26/03/2021	Peter MacDonald	Punggenna Community	punggennacommunity@gmail.com	Sent information and a request for comment	No response 9/4/2021
26/03/2021	Tracy Dillon	SETAC	tracey.dillon@setac.org.au	Sent information and a request for comment	No response 9/4/2021
26/03/2021	Heather Sculthorpe	TAC	hobart@tacinc.com.au	Sent information and a request for comment	No response 9/4/2021

Figure A.2 Screen capture of the consultation log supplied by Caleb Pedder (Aboriginal Heritage Officer).

**APPENDIX B – ABORIGINAL HERITAGE TASMANIA'S
UNANTICIPATED DISCOVERY PLAN**

Unanticipated Discovery Plan

Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania

For the management of unanticipated discoveries of Aboriginal relics in accordance with the *Aboriginal Heritage Act 1975* and the *Coroners Act 1995*. The Unanticipated Discovery Plan is in two sections.

Discovery of Aboriginal Relics other than Skeletal Material

Step 1:

Any person who believes they have uncovered Aboriginal relics should notify all employees or contractors working in the immediate area that all earth disturbance works must cease immediately.

Step 2:

A temporary 'no-go' or buffer zone of at least 10m x 10m should be implemented to protect the suspected Aboriginal relics, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected Aboriginal relics have been assessed by a consulting archaeologist, Aboriginal Heritage Officer or Aboriginal Heritage Tasmania staff member.

Step 3:

Contact Aboriginal Heritage Tasmania on 1300 487 045 as soon as possible and inform them of the discovery. Documentation of the find should be emailed to aboriginal@heritage.tas.gov.au as soon as possible. Aboriginal Heritage Tasmania will then provide further advice in accordance with the *Aboriginal Heritage Act 1975*.

Discovery of Skeletal Material

Step 1:

Call the Police immediately. Under no circumstances should the suspected skeletal material be touched or disturbed. The area should be managed as a crime scene. It is a criminal offence to interfere with a crime scene.

Step 2:

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

Step 3:

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

Step 4:

If it is suspected that the skeletal material is Aboriginal, Aboriginal Heritage Tasmania should be notified.

Step 5:

Should the skeletal material be determined to be Aboriginal, the Coroner will contact the Aboriginal organisation approved by the Attorney-General, as per the *Coroners Act 1995*.

Aboriginal Heritage Tasmania
Department of Primary Industries, Parks, Water and Environment



Guide to Aboriginal site types**Stone Artefact Scatters**

A stone artefact is any stone or rock fractured or modified by Aboriginal people to produce cutting, scraping or grinding implements. Stone artefacts are indicative of past Aboriginal living spaces, trade and movement throughout Tasmania. Aboriginal people used hornfels, chalcedony, spongelite, quartzite, chert and silcrete depending on stone quality and availability. Stone artefacts are typically recorded as being 'isolated' (single stone artefact) or as an 'artefact scatter' (multiple stone artefacts).

Shell Middens

Middens are distinct concentrations of discarded shell that have accumulated as a result of past Aboriginal camping and food processing activities. These sites are usually found near waterways and coastal areas, and range in size from large mounds to small scatters. Tasmanian Aboriginal middens commonly contain fragments of mature edible shellfish such as abalone, oyster, mussel, wamener and limpet, however they can also contain stone tools, animal bone and charcoal.

Rockshelters

An occupied rockshelter is a cave or overhang that contains evidence of past Aboriginal use and occupation, such as stone tools, middens and hearths, and in some cases, rock markings. Rockshelters are usually found in geological formations that are naturally prone to weathering, such as limestone, dolerite and sandstone.

Quarries

An Aboriginal quarry is a place where stone or ochre has been extracted from a natural source by Aboriginal people. Quarries can be recognised by evidence of human manipulation such as battering of an outcrop, stone fracturing debris or ochre pits left behind from processing the raw material. Stone and ochre quarries can vary in terms of size, quality and the frequency of use.

Rock Marking

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

Burials

Aboriginal burial sites are highly sensitive and may be found in a variety of places, including sand dunes, shell middens and rock shelters. Despite few records of pre-contact practices, cremation appears to have been more common than burial. Family members carried bones or ashes of recently deceased relatives. The Aboriginal community has fought long campaigns for the return of the remains of ancestral Aboriginal people.

Further information on Aboriginal Heritage is available from:

Aboriginal Heritage Tasmania
Natural and Cultural Heritage Division
Department of Primary Industries, Parks, Water and Environment
GPO Box 44 Hobart TAS 7001

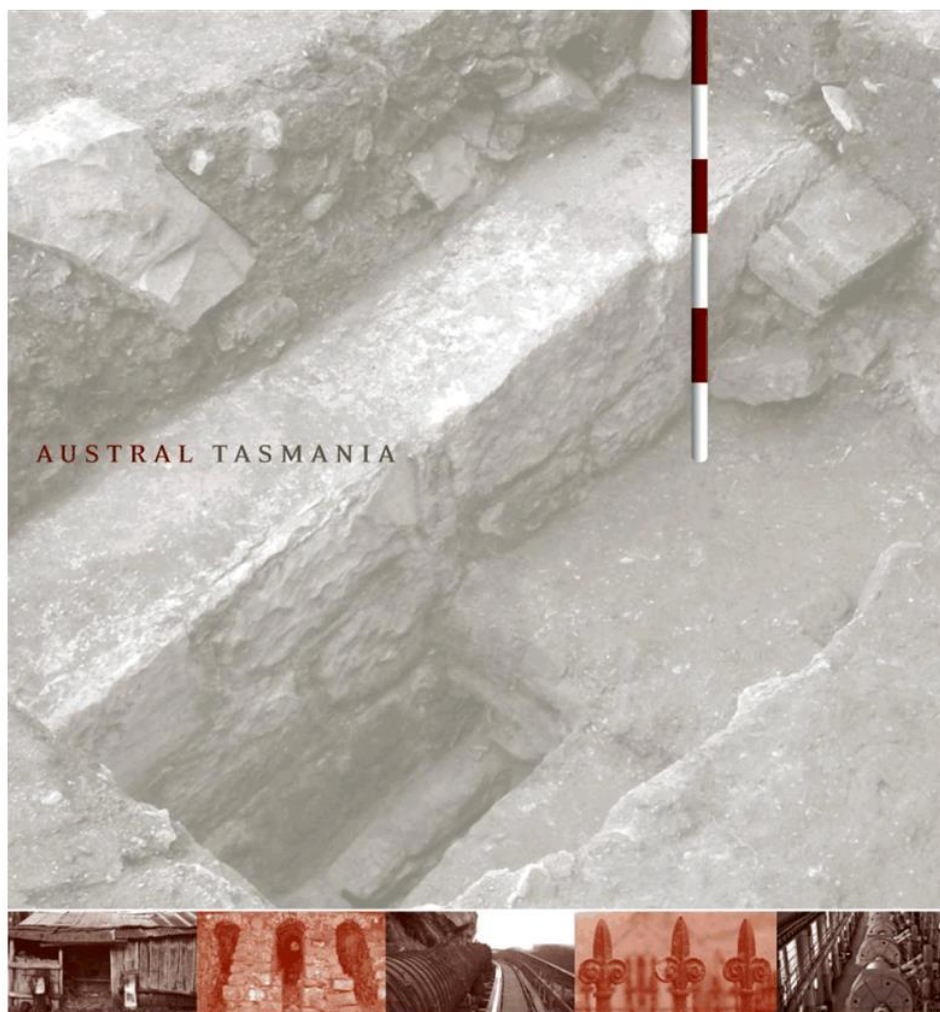
Telephone: **1300 487 045**

Email: **aboriginal@heritage.tas.gov.au**

Web: **www.aboriginalheritage.tas.gov.au**

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kunanyi / Mount Wellington Mountain Bike Tracks 1a, 1b, 12 and Upper Luge Historic Heritage Assessment

Final Report for the City of Hobart

ATo296

20 November 2020

Archaeological &
Heritage Consultants
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EXECUTIVE SUMMARY

Introduction

The City of Hobart has received funding from the State Cycle Tourism Grant Scheme, which in part funds the construction of 15 new mountain bike tracks in the lower foothills of kunanyi/Mount Wellington. Three new tracks, Track 1a, Track 1b and Track 12, and modification to an existing track, the Upper Luge track, are being considered by the City of Hobart as part of this phase of works. The city of Hobart required these works to be subject to a historic heritage assessment, specifying that the scope of works for this project is to:

Undertake desk-top analysis and field survey of Areas 1 and 2. The survey is to identify and map the location of any known and previously unknown sites and artefacts within these areas.

Identify and confirm the level of significance of any sites, artefacts and features.

To provide expert advice in regards to the significance of identified sites, artefacts and features, as well as to identify or recommend:

- a. how other Tasmanian land management agencies (Parks and Wildlife, EPA etc.) address European Heritage sites and features in relation to track developments and whether similar principles should be applied to the lower foothills of kunanyi/Mount Wellington;
- b. whether the proposed tracks should avoid the site or artefact;
- c. and for sites or artefacts with Low significance - identify whether certain track building techniques could increase the heritage value (i.e. rock armouring, interpretation etc.), and specify any planning approvals required in order for this to occur.

If required, where significant areas are otherwise unable to be avoided (or in the instance of point c.) and track construction and use would adversely affect any significant area(s), confirm any and all required planning approvals.

To this end the City of Hobart (the Proponent) has engaged Austral Tasmania Pty Ltd (Austral Tasmania) to complete this heritage investigation. This report documents the outcome of that investigation and provides recommendations consonant with the above requirements.

The project consists of two study areas, Study Area One around Track 1a and Track 1b and Study Area Two relating to the area around the Upper Luge and Track 12. The study areas are within Wellington Park, 100 Pinnacle Rd, Wellington Park, and is within land owned by the City of Hobart (Study Area One: PID 5587226, CTs 126375/1 and Study Area Two: PID 5587226 252495/1) (see Figure 1.1.1 to Figure 1.1.3). These properties form part of the larger Wellington Park reserve and are within the management purview of the Wellington Park Management Trust. The primary management policies, heritage or otherwise, governing the park are set forth in the *Wellington Park Act 1993* (Tas) and the *Wellington Park Management Plan 2013*. The study area is bounded on the west by more of Wellington Park and on the north, east and south by residential properties and other reserves.

The archaeological survey of the study area was undertaken on 3 and 4 November 2020. The project contained two distinct study areas, Study Area One and Study Area Two. The entire centreline of the proposed tracks in both study areas were walked and the entirety of Survey Area Two was covered through a series of ten metre transects.

The study area is generally heavily vegetated, covered in deadfall, leaf litter and rubble and all these factors reduced the amount of ground surface visibility by a great degree. Although the entire centreline of the proposed track was walked it is still possible that owing to the low surface visibility that other sites remain intact within the study area but were not observed during the survey. Cultural features within Study Area One were:

- Pinnacle Road
- Two tracks currently in use, the Woods Track and Circle Track
- An unnamed and currently used track, previously part of the Fingerpost Track
- A single cut tree stump
- The Boundary Track

- Two levelled areas formed by earth moving machinery.

Cultural features within Study Area Two were:

- Seven sections of snig track
- Four potential sawpits
- Nine felled tree stumps
- An extensive complex of stone features and footings and cuts

Social values are referenced in the Wellington Park Management Plan and are expressed differently to other aspects of cultural significance; the Plan also specifies that identified social values are to be maintained. Within the context of the overall significance assessment of the study area it is important to consider the word 'identified' as providing additional requirements within the significance assessment framework. The Plan specifies that the values identified in *Wellington Park Social Values and Landscape: An Assessment* (2012) are given consideration in any social values assessment that are undertaken.

Table 1.1 Sites and features and their historic heritage significance and social values as identified in *Wellington Park Social Values and Landscape: An Assessment* (2012).

Site/Feature	State Significance	Local Significance	Identified Social Value
Pinnacle Road	Yes	Yes	Yes
Circle Road	No	Yes	No
Woods Track	No	Yes	No
Boundary Track	No	Yes	No
Fingerpost Track	Yes	Yes	No
Sawn Stump	No	Yes	No
Featherstones Cascades Track	No	Yes	No
Snig Tracks	No	Yes	No
Potential Sawpits	No	Yes	No
Sawn Stumps and Timbers	No	Yes	No
Timber-Getting Complex	Yes	Yes	No

Conclusions

The historic heritage investigation identified 12 sites or groups of features within the study areas. There is a sharp disparity between the two Study Area in terms of the historic heritage items present. Study Area One contained a range of tracks dating from the 1830s through to the 1930s while Study Area Two held a complex cultural landscape dating to timber-getting in the area as early as 1817.

Four forms of disturbance arise from the proposed work (a) visual impact to currently used tracks or significant sites, (b) direct physical impact to historic heritage sites as a result of track construction activity, (c) ongoing damage to sites incidentally engendered by new track construction and (d) damage that may occur to historic snig tracks as the result of the formalisation of the Upper Luge Track. Although the impacts in Study Area One can be managed through a considered approach to track construction to avoid disturbance to highly significant sites, mitigation in Study Area Two it would require the rerouting of the newly proposed Track 12 away from the southern borders of the study area

and historical archaeological features identified during the survey. It is recommended that the Upper Luge Track remain where it is and be formalised as shifting its course is likely to cause more harm to nearby historic features that can otherwise be avoided.

However, with consideration of alternate routes and the implementation of active heritage management measures, it is considered that adverse impacts can be substantially avoided. Where the Conservation Actions recommended in this report can be fully achieved, the proposed mountain bike tracks are likely to have an acceptable level of heritage impact.

Recommendations

The following recommendations are made to ensure that heritage values are included in the broader assessment process and to mitigate potential impacts that may occur due to the proposed works.

1. Plan in response to the heritage values:

This report should form part of the preliminary feasibility assessment for the proposed kunanyi / Mount Wellington Mountain Bike Tracks 1a, 1b, 12 and Upper Luge and be included in any documentation supplied under the Wellington Park Management Trust Park Activity Assessment (PAA) process.

2. Recommended Conservation Actions:

The following conservation actions should be implemented:

1. Impact to Pinnacle Road can be mitigated by concentrating the track heads for the proposed work in proximity to existing tracks and by keeping track furniture to a minimum necessary amount at these locations. The current alignment of Track 1b has a minimum of visual impact to the setting of Pinnacle Road if track realignment is made it should maintain a similarly low level of impact.
2. Track 1a and Track 1b should cross Circle Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Circle Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.
3. Track 1a and Track 1b should cross Woods Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. This will not necessitate any major realignment as the track is principally only a clay pad with little stonework present. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Woods Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.
4. Track 1a and Track 1b should cross Boundary Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Boundary Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.
5. Fingerpost Track should not be impacted upon physically by the proposed work through the proximity of Track 1b to this historic feature. The location of Track 1b must be moved to a location that does not include Fingerpost Track within its route. Additionally as much as possible the route of Track 1b must be out of visual range of the Fingerpost Track as its presence in close proximity will lessen the aesthetic value of this track. To this end it is advisable that Track 1b should be set back 15m from the existing track at its closest approach.
6. The presence of the sawn stump in Study Area One should be noted in works specifications and avoided if consideration of alterations to the proposed track take place. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.
7. Featherstones Cascade Track should continue to be avoided and if the route of the proposed tracks are changed they should not intersect with the remnant of this track.
8. The Upper Luge Track should not be moved from its present location, any change in its current alignment will widen the extent of its impact and the further this track drifts southwards the

likelier it is to cause damage to additional historic heritage features. Given the richness of the historic heritage in the surrounding landscape the long term use of the Upper Luge Track in its current location should be considered to be the minimal impact approach. In making fit the Upper Luge Track for its current purpose within the context of safety a minimum of modification should take place. However, whatever measures are necessary should be used to maintain the alignment of this track without additional braiding (e.g. track hardening or water bars). Where possible run off should be channelled away from the adjacent sections of snig track and fanned out on the surrounding terrain to avoid accidental erosion and the creation of rills. Once again, given the difficulty of closing this track and the sensitivity of the surrounding terrain, the Upper Luge Track should be formalised and maintained as much as necessary as a sacrificial track to avoid the widening of already existing impact.

9. Track 12 should be rerouted to avoid the location of the four snig tracks in the centre of the study area. Where this is not possible care must be taken that Track 12 intersects these features at right angles and that structural features are in place to direct any water run off away from these features. Additionally management approaches should be considered that will prevent *ad hoc* track creation or braiding resulting from Track 12 as this will needlessly widen the impact of the proposed work.

10. The Location of Track 12 should be altered to avoid impact to Sawpit 1 and should be set back at least ten metres from this feature. Any proposed alignment changes of the proposed tracks should continue to avoid the other features in this set. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

11. A 10m buffer should be given to each of these sawn stumps and timber during the design and construction process with the proposed route of Track 12 placed at least this distance away from them. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

12. The Timber-Getting Complex should be avoided by rerouting Track 12 away from its location and a buffer of at least 10m should be established around its edges. All care should be taken that no opportunities for *ad hoc* track creation into this area are allowed by the new route i.e. no easy through route should be visible to cyclists. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

3. Managing Potential Aboriginal Heritage:

The Unanticipated Discovery Plan for managing potential Aboriginal heritage (Appendix C) should form part of the project specifications.

4. Restriction of Access to Information:

All data that may be used to relocate a site should be redacted from this document prior to public distribution and that this data remains confidential to project staff.

5. Notifications Protocols and Unanticipated Historic Heritage Materials:

The project specifications should include notification protocols whereby archaeological advice is sought if features or deposits of an archaeological nature are uncovered during the works or where doubt exists concerning the provenance of any strata revealed during excavations. This may include but not be limited to the exposure of any structural material made from bricks, stone, concrete or timber and forming walls or surfaces, or the presence of more than five fragments of artefacts such as ceramic, shell, glass or metal from within an area of no more than 1 square metre.

6. Further Work:

If it becomes apparent that the works associated with the proposed mountain bike tracks will extend beyond the nominated study area, a reassessment should be undertaken to ensure that known and/or potential historic heritage and social values in adjacent areas are fully articulated.

Specifically the heritage places and features identified as being extant in the area around the present study area should be included in further assessments associated with a broader study area.

7. Reregistration of Sites in the Wellington Park Historic Heritage Database

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The three previously distinct sites Bart's Cut (WPHH0453) Golden Gully North Sawpit (WPHH0461) and Golden Gully North Stone Mounds (WPHH0462) should be reregistered as a single site along with the "Timber Getting Complex" identified in this area. A more apt name than any of the above listed should be selected by the WPMT to identify this area. The site formerly registered as Kings Pits within the database should also be reviewed in the light of the new historical information presented in this report.

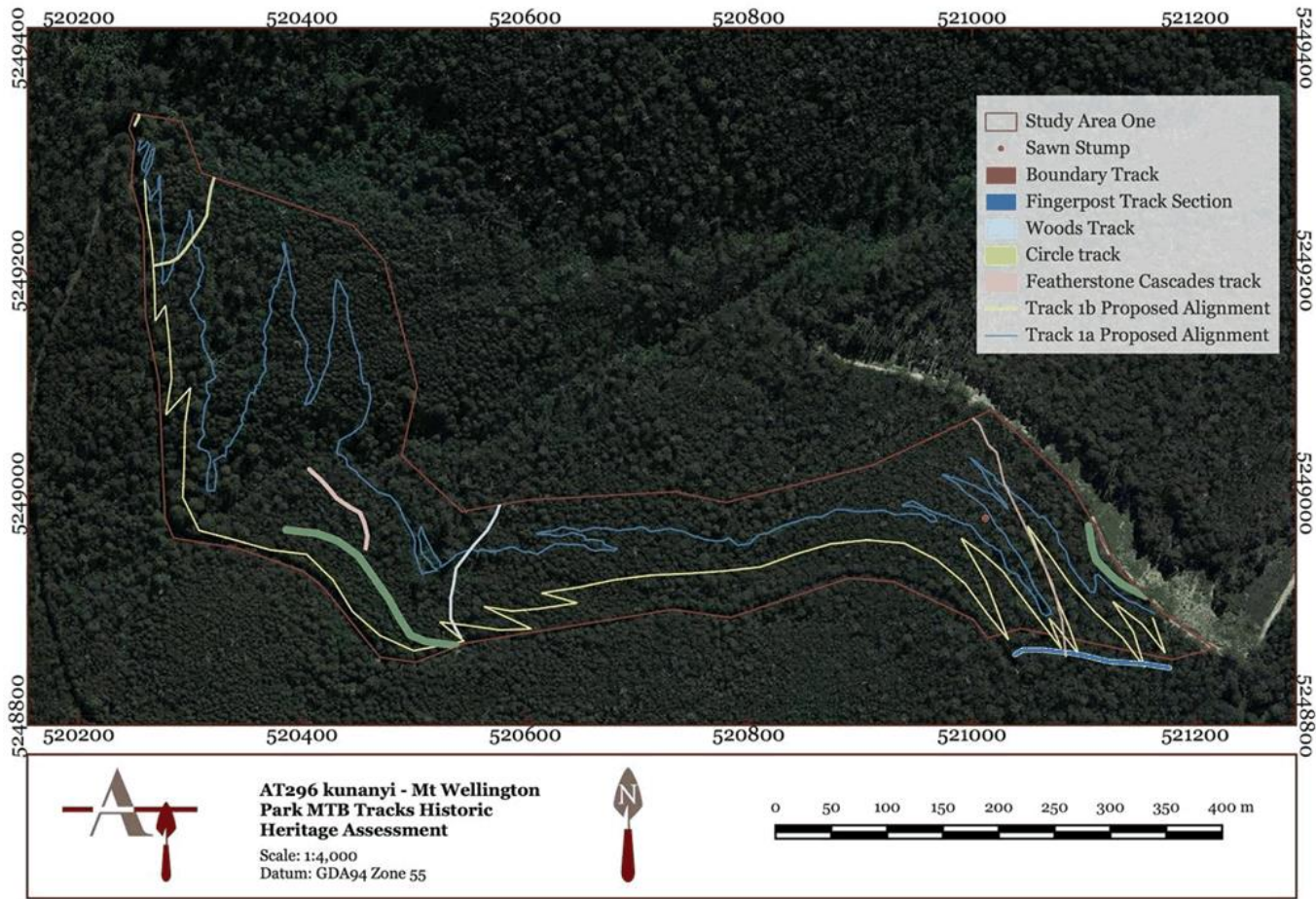


Figure 1 Overview of the results recorded in Study Area One (Basemap Composite: Listmap 2019).

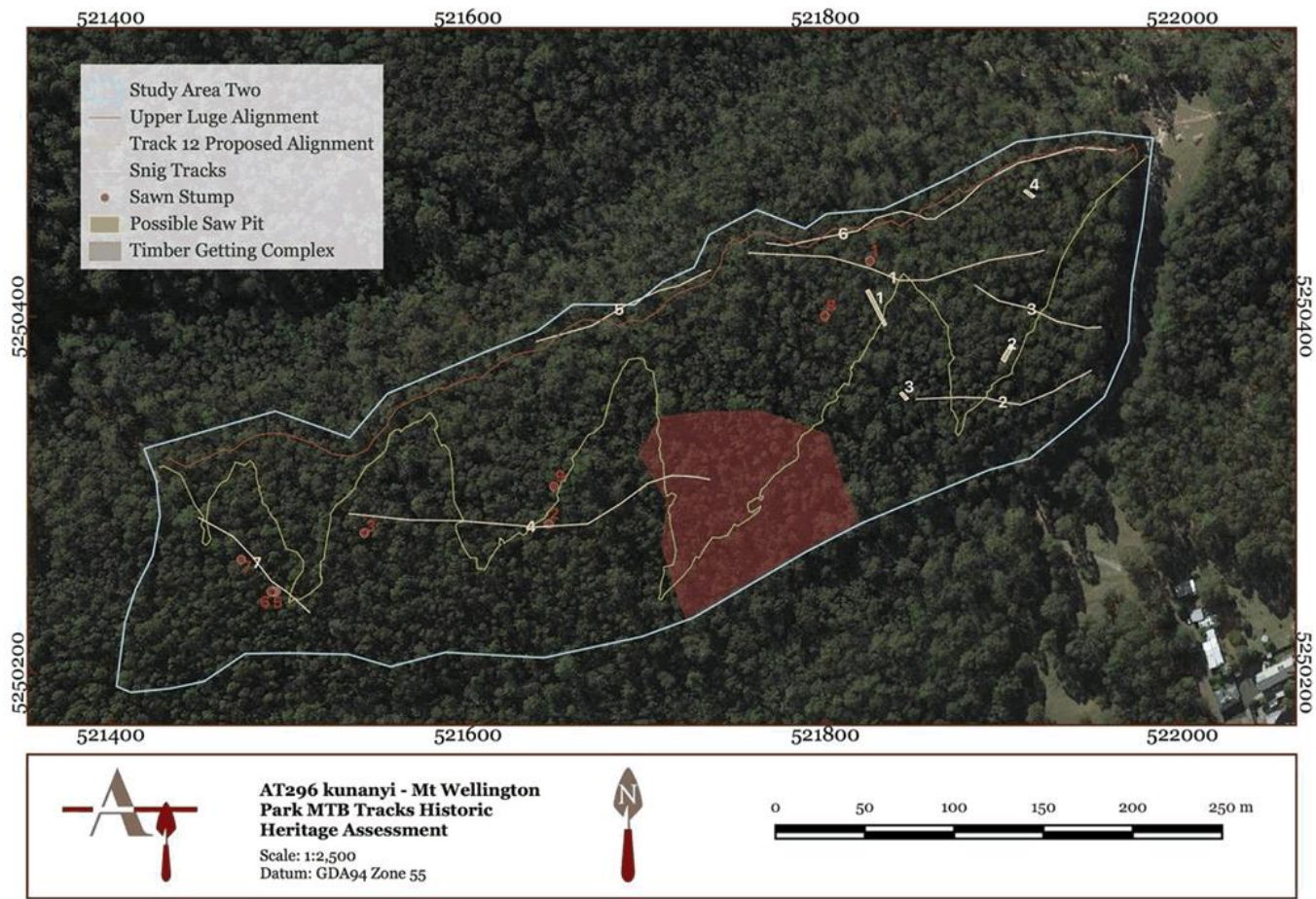


Figure 2 Overview of the results recorded in Study Area Two (Basemap Composite: Listmap 2020).

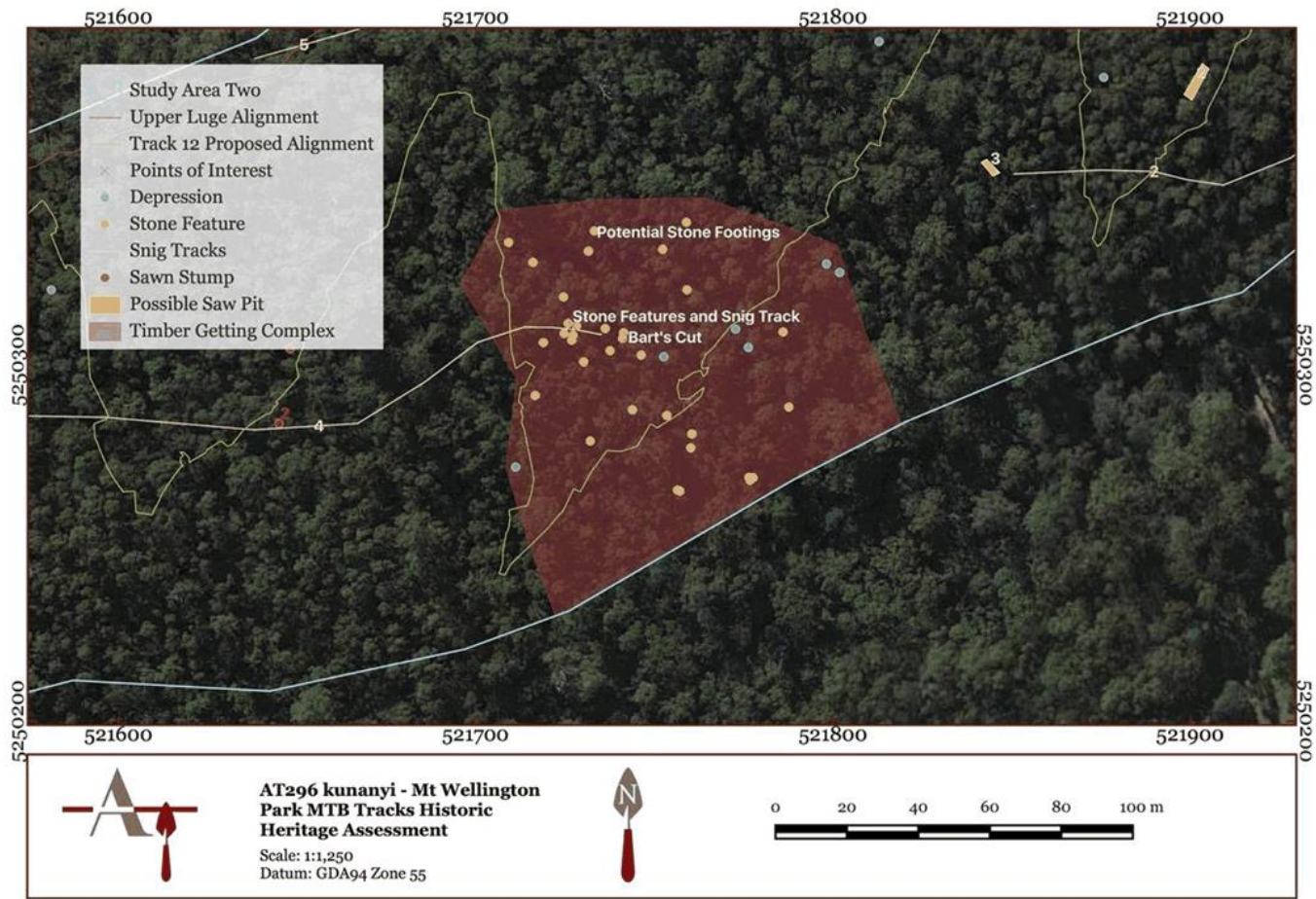


Figure 3 Detail view of the Timber-getting complex showing the distribution of features within the area (Basemap Composite: Listmap 2020).

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1.0 INTRODUCTION

1.1 Project Background

The City of Hobart has received funding from the State Cycle Tourism Grant Scheme, which in part funds the construction of 15 new mountain bike tracks in the lower foothills of kunanyi Mount Wellington. Three new tracks, Track 1a, Track 1b and Track 12, and modification to an existing track, the Upper Luge track, are being considered by the City of Hobart as part of this phase of works. The city of Hobart required these works to be subject to a historic heritage assessment, specifying that the scope of works for this project is to:

Undertake desk-top analysis and field survey of Areas 1 and 2. The survey is to identify and map the location of any known and previously unknown sites and artefacts within these areas.

Identify and confirm the level of significance of any sites, artefacts and features.

To provide expert advice in regards to the significance of identified sites, artefacts and features, as well as to identify or recommend:

- a. how other Tasmanian land management agencies (Parks and Wildlife, EPA etc.) address European Heritage sites and features in relation to track developments and whether similar principles should be applied to the lower foothills of kunanyi/ Mount Wellington;
- b. whether the proposed tracks should avoid the site or artefact;
- c. and for sites or artefacts with Low significance - identify whether certain track building techniques could increase the heritage value (i.e. rock armouring, interpretation etc.), and specify any planning approvals required in order for this to occur.

If required, where significant areas are otherwise unable to be avoided (or in the instance of point c.) and track construction and use would adversely affect any significant area(s), confirm any and all required planning approvals.

To this end the City of Hobart (the Proponent) has engaged Austral Tasmania Pty Ltd (Austral Tasmania) to complete this heritage investigation. This report documents the outcome of that investigation and provides recommendations consonant with the above requirements.

The project consists of two study areas, Study Area One around Track 1a and Track 1b and Study Area Two relating to the area around the Upper Luge and Track 12. The study areas are within Wellington Park, 100 Pinnacle Rd, Wellington Park, and is within land owned by the City of Hobart (Study Area One: PID 5587226, CTs 126375/1 and Study Area Two: PID 5587226 252495/1) (see Figure 1.1.1 to Figure 1.1.3). These properties form part of the larger Wellington Park reserve and are within the management purview of the Wellington Park Management Trust. The primary management policies, heritage or otherwise, governing the park are set forth in the *Wellington Park Act 1993* (Tas) and the *Wellington Park Management Plan 2013*. The study area is bounded on the west by more of Wellington Park and on the north, east and south by residential properties and other reserves.

Significant to Aboriginal people prior to colonisation and known as kunanyi, Mount Wellington has also figured in the life of modern Hobart since its colonisation early in the nineteenth century. A wide variety of uses from naturalism to water supply have helped to shape the post contact cultural landscape of the mountain as it appears today.

The archaeological survey of the study area was undertaken on 3 and 4 November 2020. The project contained two distinct study areas, Study Area One and Study Area Two. As Study Area Two was a relatively small area with a large number of linear features stretching across its length it is more effective to consider it as a whole whereas the lengthier form of Survey Area One is better understood through two smaller survey areas. This approach allowed the terrain within each area and its impact upon the potential for archaeological or historic materials to be summarised effectively for each survey area.

The entire centreline of the proposed tracks in both study areas were walked and the entirety of Survey Area Two was covered through a series of ten metre transects. While both tracks were walked in Survey Area One, transects across its length and width were not possible due to the steep terrain and thick vegetation. Instead, given the narrowness of this survey area, opportunistic surveys of less thickly vegetated, level areas were undertaken throughout ensuring a comparative level of coverage to a series of transects across the study area. Additionally the numerous switchbacks present in the proposed

Tracks 1a and 1b provided an effective through sampling of the study area. In both cases, where historic heritage items were identified a minimum 10m buffer around them was subjected to an intensive inspection with the buffer widening if additional items were encountered.

The report is intended to present the impact of the proposed development on the historic cultural heritage and social significance of the study area in order to inform the final alignment and design of the track. As part of this objective, avenues of mitigation are recommended. Therefore the cultural heritage and social values assessment of the proposed mountain bike tracks have four key objectives:

- Document cultural heritage values of the study area and describe their significance.
- Document contemporary social values from a review of the existing information and previous studies relating to the study area and describe their significance.
- Consideration of the impact of the proposed development on the social and cultural heritage significance of the study area.
- Recommend mitigation measures for the cultural and social significance of the study area in the proposed development.

As a result of this, this report has five key components; historic heritage assessment, historic heritage survey results, social values assessment, impact assessment and recommendations for mitigation.

1.2 Limitations and constraints

This assessment is limited to consideration of historic and social values within a scope defined by the *Wellington Park Management Plan 2013* and the Tasmanian Heritage Council's *Practice Note 2: Managing Historical Archaeological Significance in the Works Process*. The social values investigation is further limited to a desktop review of identified social values studies and how they apply to the study area only. An assessment of Aboriginal cultural values and landscape values is beyond the scope of this study.

The results and judgments contained in this report are constrained by the limitations inherent in overview type assessments, namely accessibility of historical information within a timely manner. Whilst every effort has been made to gain insight to the historic heritage and social values profile of the subject study area, Austral Tasmania Pty Ltd cannot be held accountable for errors or omissions arising from such constraining factors.

The results of the historic heritage survey were also constrained by a low level of ground surface visibility and the heavily vegetated nature of the survey area.

1.3 Authorship

This project was directed by Justin McCarthy (Director, Austral Tasmania) while Alan Hay (Senior Archaeologist, Austral Tasmania) undertook the fieldwork and also wrote the report. The report was reviewed by James Puustinen (Senior Heritage Consultant, Austral Tasmania) and Justin McCarthy.

1.4 Acknowledgements

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

- Bree Hunter - Program Officer, City of Hobart
- Sarah Waight - Senior Heritage Officer, City of Hobart
- Lindsay Ashlin - Supervisor Track Management, City of Hobart
- Jeram Cowley - Team Leader, City of Hobart
- Anne McConnell, Cultural Heritage Coordinator, Wellington Park Management Trust

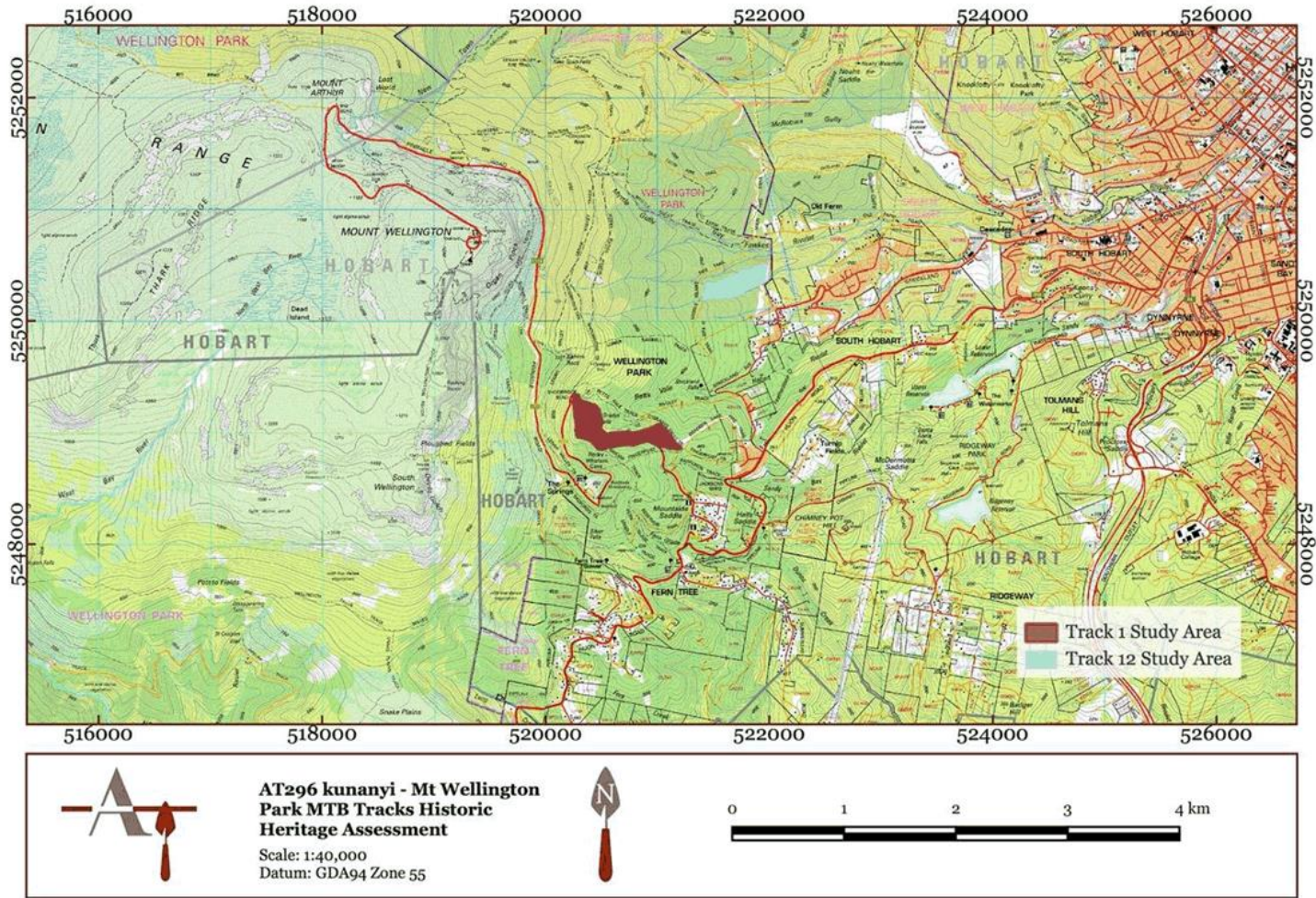


Figure 1.1.1: Topographic map showing the location of the study Areas in relation to Hobart (Basemap: Tasmap 2017).

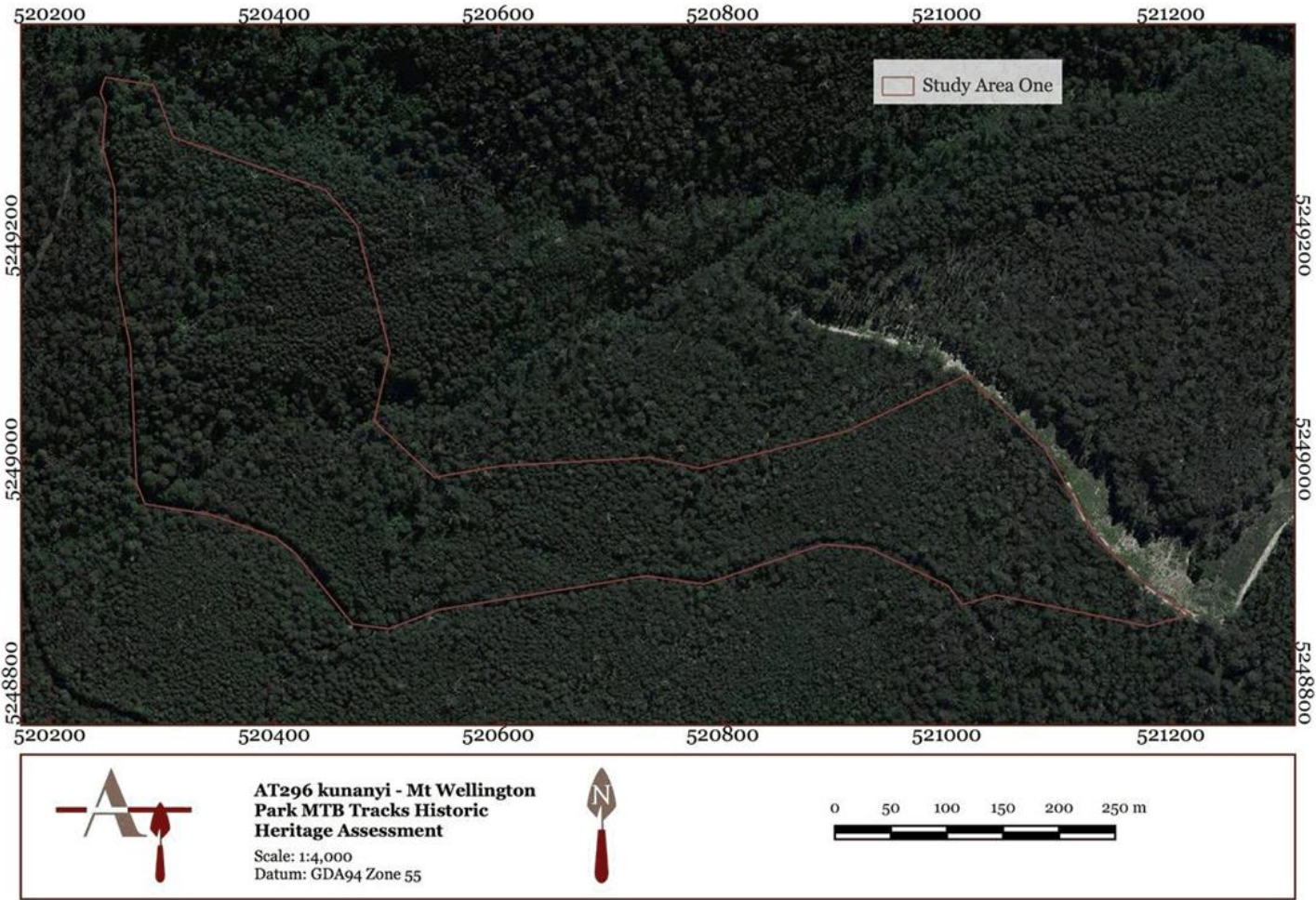


Figure 1.1.2: Aerial map showing the location of the Study Area One (Basemap Composite: Listmap 2020).

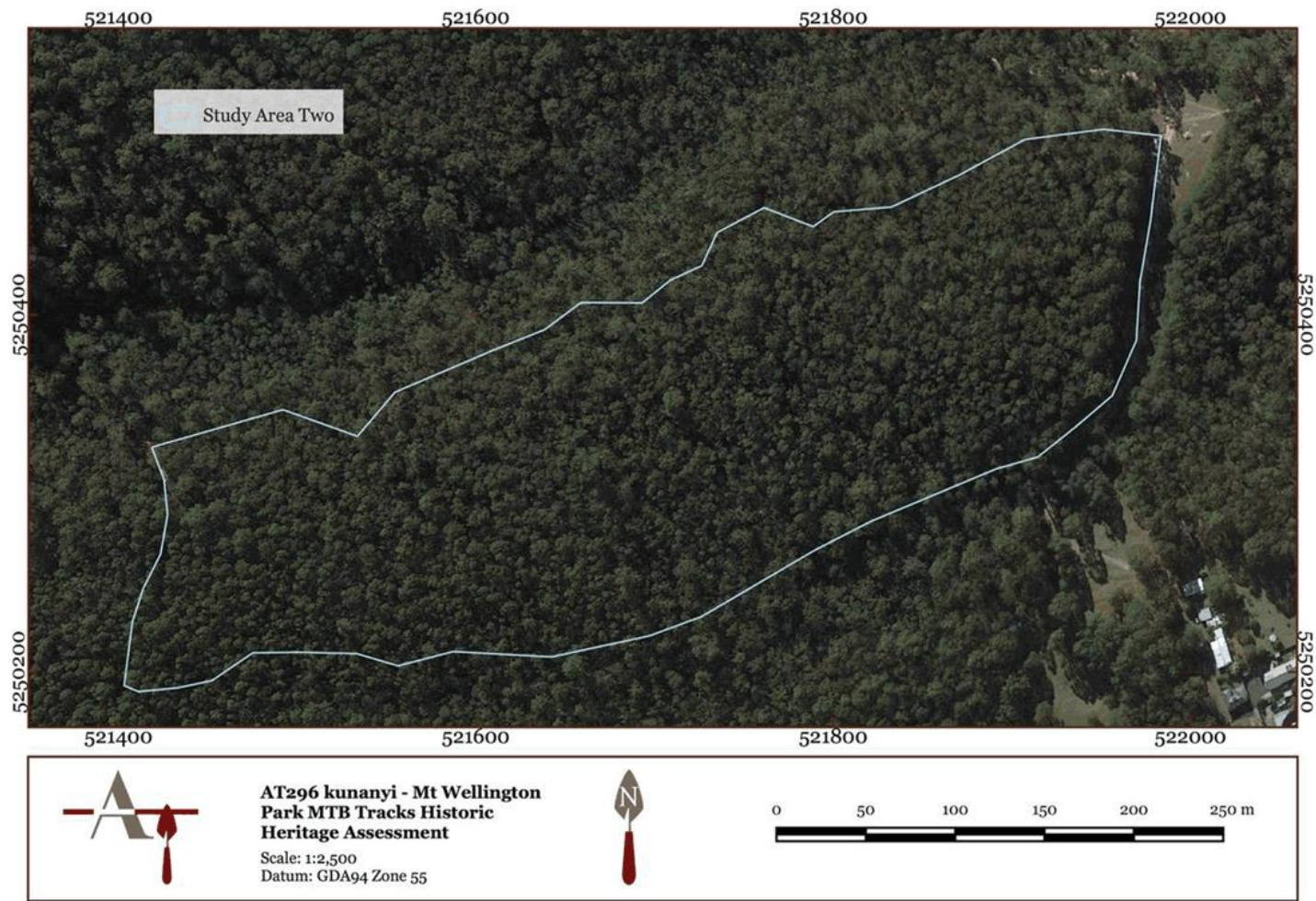


Figure 1.1.3: Aerial map showing the location of the Study Area One Two (Basemap Composite: Listmap 2020).

2.0 LEGISLATIVE REVIEW

Cultural heritage management in Australia largely mirrors the tripartite structure of government with legislative frameworks operating at the national, state and local levels. These frameworks normally apply throughout the entire government area, however in some cases they may also be site specific with legislation relating to a particular location. This system also often includes a bifurcation of management for Aboriginal and historic heritage at all levels, however in this case a consideration of the Aboriginal heritage management requirements has already been undertaken by the client and is thus considered within a single section below.

This legislative review considers the following five levels of heritage management:

- Section 2.1 – National Heritage Management
- Section 2.2 – State Heritage Management
- Section 2.3 – Local Heritage Management
- Section 2.4 – Site Specific Heritage Management
- Section 2.5 – Aboriginal Heritage Management

2.1 National Heritage Management

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

As of 2020, no part of the study area is included or nominated to the World, National or Commonwealth Heritage Lists.

2.2 State Heritage Management

2.2.1 The Historic Cultural Heritage Act 1995 and the Tasmanian Heritage Register

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

The *HCHA 1995* establishes the Tasmanian Heritage Register (THR) as an inventory of places of State significance; to recognise the importance of these places to Tasmania; and to establish mechanisms for their protection. 'State historic cultural heritage significance' is not defined, however the amended Act allows for the production of Guidelines, which presumably will use the existing assessment guidelines for the purposes of defining State level significance.¹

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

It should be noted that a single item, THR# 11227, Hobart Mountain Water Supply System, is listed within the same large parcel of land as the study area but is not within its boundaries or even in close proximity.

¹ Assessing historic heritage significance for Application with the Historic Cultural Heritage Act 1995

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

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

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

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

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

2.2.2 Works Guidelines for Historic Heritage Places

The Tasmanian Heritage Council and Heritage Tasmania, DPIWE, have issued *Works Guidelines for Historic Heritage Places* which must be applied when considering an application for an exemption or a discretionary permit. The guidelines provide a general reference for the types of works which may be exempt, or those where a permit will be required. They also define appropriate outcomes for a range of different works and development scenarios. The Guidelines include archaeological investigations as a specific category of works. As no places listed on the Tasmanian Heritage Register are present within the study area these works guidelines do not apply.

2.2.3 Practice Note 2: Managing Historical Archaeological Significance in the Works Process

The Tasmanian Heritage Council has issued an advisory Practice Note which has relevance to the management of potential archaeological values. Practice Note 2: *Managing Historical Archaeological Significance in the Works Process* establishes a standard and process for the assessment and management of archaeological potential. As part of development projects, the Practice Note advocates the preparation of a Statement of Historical Archaeological Potential (SoHAP) where significant archaeological remains are likely to be present.

It recommends that the findings of the SoHAP be incorporated into any development proposal. As a rule, the destruction or reduction of a significant historical archaeological site or feature will only be sanctioned by the Heritage Council if it can be demonstrated that there are no available alternatives to carrying out the works; and/or the excavation and/or removal will contribute to our knowledge of the site and its social and cultural context, however broadly or narrowly defined.²

Where such impacts cannot be avoided, the Heritage Council may require a range of activities to be undertaken to mitigate against the loss. Such actions may include combined archaeological testing and recording; controlled archaeological excavation; or monitoring or works to mitigate impacts and recover information before it is lost.³

The Practice Note advises that a Method Statement should be prepared where archaeological excavations are proposed. The content of a Method Statement is to address ten separate requirements. These include: extracting relevant information from the SoHAP; an archaeological strategy; a research design; methods or excavation; advice in response to exploratory works; a conservation strategy for the protection, where required of features to remain *in situ*; extant recording as applicable; a proposal for artefact analysis; and the delivery of a public benefit through the management of information.⁴

This report is in accordance with these requirements as is required by the *Wellington Park Management Plan 2013* (see Section 2.4 below).

² Tasmanian Heritage Council, Practice Note 2: *Managing Historical Archaeological Significance in the Works Process*, November 2014, p.4

³ *Ibid*, pp.5-6

⁴ *Ibid*, p. 8

2.3 Local Heritage Management

2.3.1 Hobart Interim Planning Scheme 2015

Part of the study area falls within the *Hobart Interim Planning Scheme 2015 (HIPS 2015)* area. The study area does not contain any items listed in Table E13. 1 'Heritage Places', nor does it include part or all of a cultural landscape area or heritage precinct as defined by the scheme. The study area does, however, fall with an Environmental Management Zone as defined by Clause 29.0 of the *HIPS 2015*. The purpose of this zone is, "to provide for the protection, conservation and management of areas with significant ecological, scientific, cultural or aesthetic value, or with a significant likelihood of risk from a natural hazard." It should be further noted that although this zoning acknowledges the possibility of cultural heritage being present within these zones, it does not present specific cultural heritage management standards.

2.4 Site Specific Heritage and Social Values Management - *Wellington Park Act 1993*

The *Wellington Park Act 1993* (Tas) provides for the formation of the Wellington Park Management Trust, the establishment of a management plan and also specifies that Wellington Park is set aside as a reserve to, among other aims, further "the preservation or protection of any features of the land being features of historical, Aboriginal, archaeological, scientific, architectural or geomorphological interest." This is principally achieved through the Wellington Park Management Plan 2013, prepared by the Wellington Park Management Trust in accord with Part IV, Division 1 of the *Wellington Park Act*.

2.4.1 Wellington Park Management Plan - Zones

Chapter 3 of the Management Plan defines Management Zones within the park. One objective of these zones is to provide a range of tourism and recreational opportunities consistent with the values of the Park and localised conditions. Both of the study areas are included within a Recreational Zone. Recreational zones are identified as having; "Significant aesthetic, cultural and recreational values. Areas with good public access and a concentration of a wide range of accessible tracks and trails, allowing for many recreational activities to occur." As a result of this the management objectives, set out in Section 2.3.1 of the plan, for Recreation Zones include a requirement to preserve environmental and cultural features and values as well as provide for recreational opportunity.

2.4.2 Wellington Park Management Plan - Cultural Heritage

Section 5.3.2 of the management plan deals specifically with historic cultural heritage within Wellington Park and states three key desired outcomes:

- Cultural heritage in the Park is recorded, identified, protected and conserved;
- Historic cultural heritage is recognised in management as a fundamental value of the Park; and
- The integrity and authenticity of structural and other historic and moveable heritage is maintained.

This section further outlines 12 Policy/Actions. The policies directly relevant to this historic heritage assessment are summarised by policy number below:

1. For management purposes, areas or sites of historic heritage, including cultural landscapes, will be designated as heritage precincts or heritage sites.
2. Conservation and management of historic heritage will adhere to the Burra Charter (Australia ICOMOS, 1999) and its associated guidelines.
3. A conservation policy statement or conservation plan, including specific assessment of significance, will be prepared before any decisions about major works, use, removal or interpretation of cultural landscapes or of individual elements of historic heritage. Such statements or plans will be prepared in accordance with the principles outlined in the Burra Charter, using the methodology outlined in Kerr (1990).
4. Where a proposal for new use and development requires an assessment of potential impact upon Historic cultural heritage values, the assessment shall comply with *Heritage Tasmania Pre-development Assessment Guidelines*, and any other relevant guidelines produced by Heritage Tasmania.

5. Accurate, detailed working documentation, appropriate to the scale and significance of any proposed works, will be prepared prior to any conservation works.

8. For management purposes, ensure that cultural heritage sites and information is included on the Trust's GIS and is provided to land managers and planners.

This report will comply with the above requirements by considering relevant identified areas and sites of historic heritage, adhering to the principles of the *Burra Charter* and other relevant documents and the recording and provision of accurate GIS data for any historic sites or areas encountered during the study.

2.4.3 Mount Wellington Park Historic Heritage Sites Within or Near the Study Area

A historic heritage inventory and audit of the Park was completed by Anne McConnell and Lindy Scripps in 2005 identifying 335 heritage places; subsequently additional places have been added to this inventory. These places each have a site number with a prefix referring to the Wellington Park Historic Heritage Inventory (WPHH).

Upon preliminary investigation, it was found that a number of sites of historic heritage identified in the audit or other investigations lie within the study area. There is some inconsistency between the numbering system displayed in the GIS database for Mount Wellington (see Figure 2.4.1 and Figure 2.4.2) and the data sheets provided by the Mount Wellington Management Trust through the Proponent. Where they conflict the best guess numbers from the GIS overlay are displayed in square brackets below.

The sites located within Study Area One are:

- Pinnacle Road - WPHH0269
- Featherstone Cascades Track - WPHH073
- Woods Track - WPHH074
- Fingerpost Track - WPHH088 [WPHH0513]
- Circle Track - WPHH041 [WPHH0317]
- Boundary Track - [Betts Vale WPHH010]

The sites located within Study Area Two are:

- Bart's Cut - WPHH0453
- Golden Gully North Sawpit - WPHH0461
- Golden Gully North Stone Mounds - WPHH0462

The locations of the above-mentioned sites are shown in Figure 2.4.1 and Figure 2.4.2 below.

A historical heritage inspection was undertaken of Survey Area Two prior to this survey, the results of which have been included in Appendix D. This heritage inspection indicated a number of historical features in close proximity to this study area and some additional sites within it that were not present on the Wellington Park database or within the study area.⁵ A detailed discussion of the heritage items that are located within the study areas and those that are only situated nearby is presented in Section 6.0 of this report.

2.4.4 Landscape and Aesthetic Values

Section 5.3.3 of the management plan considers the landscape and aesthetic values of the park and sets forth two key desired outcomes:

- The maintenance of the quality, significant character and visual integrity of the natural and cultural landscapes of Wellington Park; and
- The landscape and aesthetic values are recognised in management as a fundamental value of the Park.

⁵ McConnell, A. *Upper Luge Heritage Inspection*, 2016. Unpublished Report for the City of Hobart.

According to the plan, the study area is within both moderately and highly sensitive areas of landscape and aesthetic values. Several policies relating to these values are therefore relevant to cultural heritage within the study area; these are:

1. A Visual Impact Analysis and/or a Conservation Policy Statement or Conservation Plan, including specific assessment of significance, will be prepared before any decisions about major works, use, or development, are made within areas considered to have significant landscape and/or cultural heritage values. Such statements or plans will be prepared in accordance with the principles outlined in the Burra Charter, using the methodology outlined in Kerr (1990).
2. Conservation and management of landscape and cultural heritage will adhere to the *Burra Charter* (Australia ICOMOS, 1999) and its associated guidelines.
3. Ensure development or disturbance does not compromise the aesthetic and natural landscape and historic cultural landscape values of the Park, particularly when viewed from outside the Park.
4. Identify and record on the Trust's GIS the character, aesthetic values and landscape characteristics of the Park as described in the Historic Landscape Values report and the Landscape Sensitivity map.

As this report is restricted to cultural heritage and social values assessment it will comply with the above requirements by considering the historic cultural landscape values present within the study area, adhering to the principles of the *Burra Charter* and other relevant documents and the recording and provision of accurate GIS data for any historic sites or areas encountered during the study.

2.4.5 Social Values Management

Section 5.3.4 of the management plan further specifies that identified social values are to be maintained. These identified social values are drawn primarily from the Social Values and Landscape Assessment produced by McConnell.⁶ The key social value policy contained in this section of the management plan is that the management of the park, and consideration of new uses and development will take into account the Park's landscape and social values through the lens of the historic heritage assessment process.

2.4.6 Site Specific Management Summary

The study areas is partially located within a Recreation Zone, a Medium Landscape and Aesthetic Values Zone and High Aesthetic Values Zone. A number of conditions arise from these management requirements and apply to the proposed development and study area. The adherence to the *Burra Charter*, preparation of Conservation Policy Statements for both historic sites and landscape values as necessary, and provision of GIS data are key practical requirements as a result of this site specific management framework. In addition to this a consideration of the identified social values for any area will also be required to comply with the site specific management regime within the context of historic heritage and the *Burra Charter*.

⁶ McConnell, A. *Wellington Park social values and landscape: an assessment*. Unpublished report for the Wellington Park Management Trust, 2012.

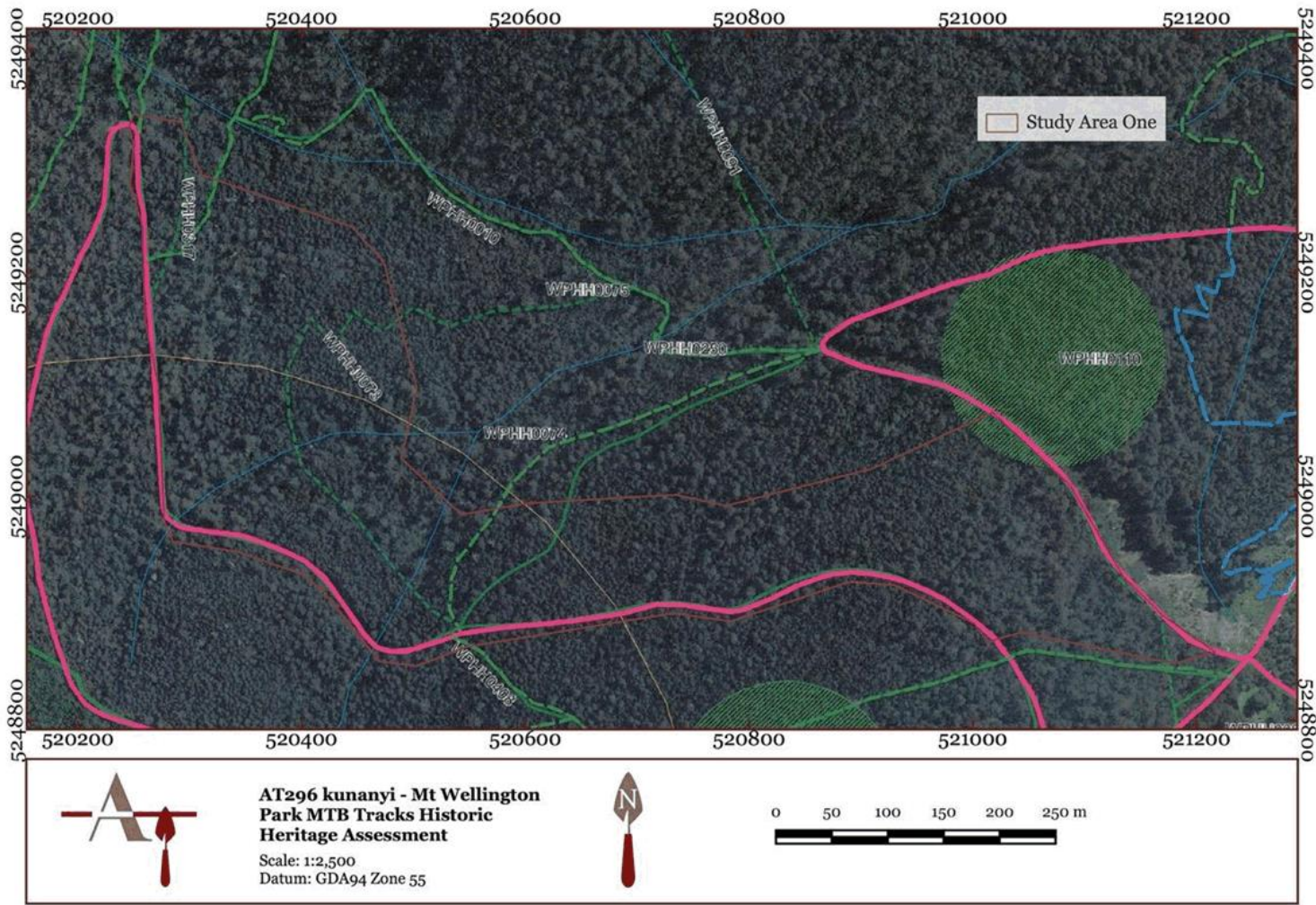


Figure 2.4.1 Items included on the Wellington Park Historic Heritage Inventory for Study Area One (Basemap Composite: Listmap 2020).

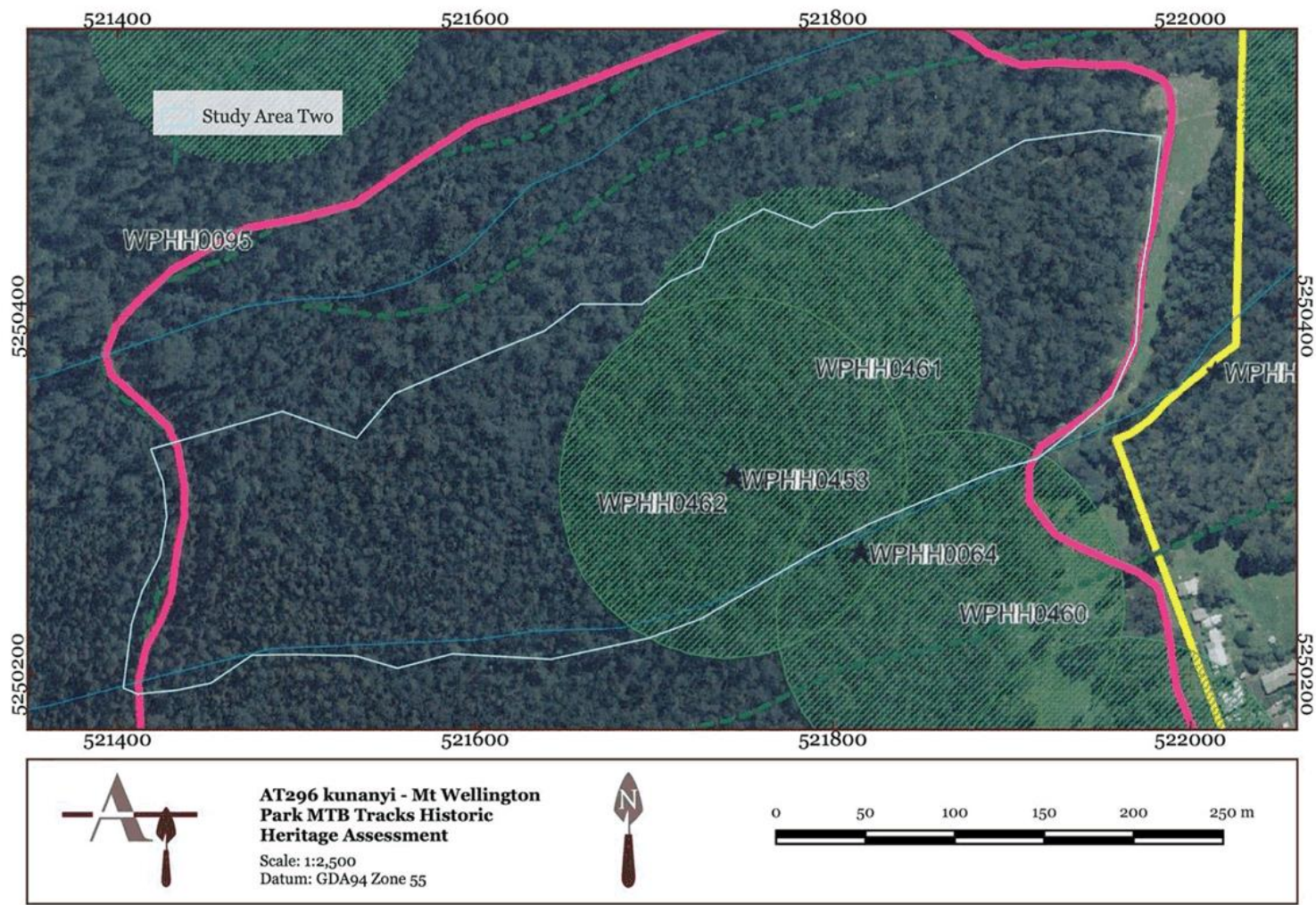


Figure 2.4.2 Items included on the Wellington Park Historic Heritage Inventory for Study Area Two (Basemap Composite: Listmap 2020).

2.5 Summary

Table 2.1 below summarises the various statutory mechanisms and identifies those in which part of the site is listed. As can be seen the primary guiding management framework for the investigation is the *Mount Wellington Management Plan 2013*. In addition to this, although the study area is within an Environmental Management Zone in the *Hobart Interim Planning Scheme 2015* and the *Glenorchy Interim Planning Scheme 2015*, there are no specific development standards that would apply to historic heritage.

Management Framework	Applies	Statutory Implications
National Heritage List	No	No
Commonwealth Heritage List	No	No
Tasmanian Heritage Register	No	No
<i>Hobart Interim Planning Scheme 2015</i>	Yes	No
<i>Mount Wellington Management Plan 2013</i>	Yes	Yes

Table 2.1: Summary of statutory and non-statutory mechanisms

3.0 METHOD

The historic heritage assessment component was conducted in accordance with the *Historic Cultural Heritage Act 1995*, Wellington Park Management Plan 2013 and, consequently, the Tasmanian Heritage Council's Practice Note 2: *Managing Historical Archaeological Significance in the Works Process*.

The project began with an historical overview, which summarises the historical development, land uses and potential heritage sites relevant to the study area. This was then further developed by an analysis of historical plans, charts, maps and aerial photography, and the review of readily available secondary sources relevant to the area.

It is worth noting that the historical maps encountered during research that show the mountain tracks were not all georeferenced for this project. Those maps that were not georeferenced were not of a level of detail that would have allowed them to be informative to field survey.

A systematic pedestrian archaeological field survey of the study area was carried out following the completion of historical research. Identified sites and features were subject to both written and graphic documentation. In addition to this the location of the site was recorded using a handheld GPS. In the case of large and complex sites, such as historic tracks, several GPS measurements were taken to record their alignment or position. The survey has documented the key characteristics of the study area, such as setting, views, landscape contribution and so on.

Sites or features identified during the field survey have been assessed for their heritage significance against the criteria of the *Historic Cultural Heritage Act 1995* and ascribed a level of significance, which assists in determining management responses. As required by the *Wellington Park Management Plan 2013*, the GIS data of any historic sites and areas will also be provided to the Wellington Park Management Trust.

4.0 LITERATURE REVIEW AND HISTORICAL BACKGROUND

4.1 kunanyi – South East Tribe and the Muwinina

Before European settlement, Ryan has described Tasmanian Aboriginal society as consisting of nine tribes, each containing multiple social units or bands. Tribal boundaries could vary between well-defined borders based on geographical features, to broader transitional zones existing between two friendly tribes.⁷

The western shore of the Derwent formed part of the lands of the South East Tribe. Their territory covered an area of approximately 3,100km² to encompass the western shore of the Derwent north to New Norfolk, the D'Entrecasteaux Channel and Bruny Island, and south to South Cape, extending west to the Huon Valley. Ryan writes that prior to European contact, the area probably contained seven bands, each with about 70 to 80 people. The Hobart area was home to the Muwinina band. Names for the mountain recorded by Joseph Milligan in 1859 were Unglianyahletta or Pooranetteié.⁸ In contemporary palawa-kani the mountain is known as kunanyi.

Unlike other groups, the South East Tribe did not move inland during Spring and Summer. Their lands provided sufficient food throughout the year, travelling to various locations around the coast with the seasons, and to outlying islands using bark catamarans. Seasonal changes would also bring new food such as seals, mutton birds and swan eggs.⁹ While no specific information relates to the present study area, in the hinterland, such as the Wellington Range, birds, possums, kangaroos and wallabies could be found, as too were edible plant and fungus species.

4.2 Mount Wellington after Colonisation

Noted by French and English explorers late in the eighteenth century,¹⁰ George Bass was the first European to climb Mount Wellington in 1798. However, it was not until the founding of Hobart in 1804 that a sustained interest in the mountain developed.¹¹ Hobart and its proximity to the mountain has had a forceful influence on the historical development of the mountain after colonisation, particularly the part closest to Hobart, as Sheridan notes, "...the eastern face... was the flank of the mountain that was most intensively used..."¹² This historical overview will focus on the activities taking place along the eastern slopes of Mount Wellington that were likely to leave material traces.

The mountain was a rich source of 'timber, stone, slate, food, ice, skins, ferns and seed'¹³ and was exploited as such throughout the nineteenth century. From 1825 a variety of water supply projects were undertaken on the mountain, with the convict built diversion of the Hobart Rivulet commencing in 1825 and completed in 1831.¹⁴

From the early nineteenth century, the mountain was used as a source of eucalypts to provide timber for the nearby town. There is an historical record of a convict timber-getting station on the slopes of Mount Wellington,¹⁵ although the location is unspecified. It is possible that this station would have been on the lower slopes of Mount Wellington and in proximity to either of the study areas. Further timber-getting activity appears to have been concentrated on the land granted to Peter Degraives,¹⁶ which contained Study Area Two and the eastern extent of Study Area One. However, there is also some evidence that timber-getting and processing may have been taking place around the west of Study Area

⁷ Ryan, L., *The Aboriginal Tasmanians*, Allen & Unwin: St Leonards, 1996, p.12

⁸ Milligan, J., On the dialects and language of the Aboriginal Tribes of Tasmania, and on their manners and customs. *Papers & Proceedings of the Royal Society of Tasmania*, 1859 3 (2). pp. 239-282.

⁹ Ryan, op. cit, pp.39-43; Officer, I, *Survey of Derwent River Aboriginal Midden and Quarry Sites*, unpublished dissertation to the Environmental Department of the Division of Teacher Education, October 1980, no page numbers; Maynard, L, *A Report on the Social, Cultural & Historical Connection of Aboriginal People to Hobart and its Surrounds*, unpublished report for Housing Tasmania, TALSC, TAC, AHT, July 2010, pp.3-5

¹⁰ Wellington Park Management Trust, Mount Wellington Historical Notes, n.d. URL:

https://www.wellingtonpark.org.au/assets/wellingtonpark_historicalnotes.pdf

¹¹ de Quincey, E. and Cannon, J., Mount Wellington. In *The Companion to Tasmanian History*, 2005 A. Alexander (ed.) p.245

¹² Sheridan, G., *The Historic Landscape Values of Mount Wellington, Hobart: An evolution across time, place and space* 2010 Unpublished report for the Wellington Park Management Trust 2010 Vol. 1 p.18

¹³ de Quincey, E. and Cannon, J., 2005, p.245

¹⁴ Wellington Park Management Trust, Mount Wellington Historical Notes, n.d. URL:

https://www.wellingtonpark.org.au/assets/wellingtonpark_historicalnotes.pdf

¹⁵ McConnell, A. and Scripps, L., *Focus on the fringe: layered use & meanings in a natural context: Wellington Park Historic Heritage Inventory & Audit Project*. Prepared for the Wellington Park Management Trust, Hobart 2005 p.15

¹⁶ Sheridan, G. 2010 Vol. 2, p.54

One. The 1830s plan notes a site called Kings Sawpits which was noted by James Backhouse in the early 1830s and is located close to the south of Study Area Two.¹⁷

To the south of the study area there was also the construction of water supply structures for Hobart while to the south a triangulation station was constructed during the 1830s.¹⁸ Early roads had begun to be built by this time, again to the southeast of the study area.¹⁹ Both water supply structures and road building required quarries and in some cases these were present within what is now Wellington Park.

From the middle of the nineteenth century the focus of the recreational use of the park was centred on 'major scenic attractions such as the Pinnacle, the Springs, Wellington Falls and Fern Tree Bower.'²⁰ From 1890 to 1920 there was a significant intensification in the recreational use of the park and a corresponding growth in the amount of huts and tracks that supported it.²¹ These huts were generally constructed of timber and were often subsequently lost through bushfires. In 1906 large portions of Mount Wellington were declared a Public Park.²²

McConnell²³ creates seven phases of track development on the mountain and provides a detailed summary in her consideration of the track network²⁴. This summary indicates an early phase beginning with colonisation and lasting through to 1850, this period sees the formation of tracks for economic interest, and incipient tracks formed for recreational uses around The Springs and Junction Cabin area. At this time, Fingerpost Track, which is in close proximity to Study Area One, came into use. This phase was followed by a growing public interest in the area and the consolidation of public access to the mountain and lasted until 1890, with some industrial tracks being repurposed as recreational walking tracks. A short period followed this to 1906, covering the turn of the century and seeing increased consolidation of existing racks for recreational access, their improvement and the completion of Pillinger Drive in 1899. In the next phase, lasting until 1928, the City of Hobart begins to take an interest in track formation while public enthusiasm for the area continued to grow. The following phase was associated with the use of Depression era public works to construct and maintain tracks as well as the construction of Pinnacle Road to the summit. Tracks associated with this phase of development around the study area include the Shoebridge Track and the Featherstones Track. The next phase, lasting sixty years through to 1993, saw a decline in interest in the use of the mountain for recreation. The 1967 bushfires and the human response to the disaster saw a number of tracks destroyed or modified. The final phase, which continues to the current day is characterised by strategic track management, with focused government involvement, the creation of new tracks and repairs to old tracks.

Also during the Depression of the late 1920s and early 1930s mentioned above in the context of track development, unemployment schemes were used to upgrade the facilities of the park, which included the construction of stone structures as visitor shelters.²⁵ The tracks that were constructed during this period were also substantial and have largely remained through to the present day.²⁶ There was also little industrial use of the area at this time although the mountain continued in its role as an important water source for Hobart.²⁷ With the construction of Lake Fenton in the Mount Field National Park in 1930, the mountain became less important as a source of water for Hobart.²⁸

Pinnacle Road was constructed during this time, 1930-1937, with work camps located at the Springs and then Big Bend.²⁹ The completed road apparently resulted in the abandonment of a number of earlier tracks that it intersected with, even those constructed relatively recently.³⁰ Up until the 1960s the focus of the park was still mainly recreational yet from this time there was also the addition of communications infrastructure on the plateau.³¹ Despite an increasing variety of possible outdoor recreational locations for the people of Hobart, brought about by the popularisation of motor vehicles,

¹⁷ McConnell, A. and Maitri, M., *Wellington Park, Tasmania – Junction Cabin Area Historic Heritage Survey, Analysis & Management Advice*, Unpublished report for the Wellington Park Management Trust, Hobart, Tasmania 2006, pp.13-14

¹⁸ McConnell, A. and Scripps, L., 2005, p.14

¹⁹ *Ibid*, 14

²⁰ McConnell, A. and Scripps, L., 2005, pp.14-15

²¹ *Ibid*, pp.14-15

²² de Quincey E. and Cannon, J., 2005, p.245

²³ McConnell A. 2012, pp.15-16

²⁴ McConnell A. 2012b, pp.5-6

²⁵ McConnell, A. and Scripps, L., 2005, pp.14-15

²⁶ *Ibid*, p.15

²⁷ *Ibid*, p.15

²⁸ *Ibid*, p.15

²⁹ *Ibid*, p.16

³⁰ *Ibid*, p.16

³¹ *Ibid*, p.16

the Mountain has continued as a significant, if not as heavily used, recreational destination up until the present.³²

With landslips in 1960 and a bushfire in 1967 a small number of historical heritage items were destroyed or damaged on the eastern face of the mountain.³³ This led to activities that were directed at rebuilding or rehabilitating damaged areas on one hand, while on the other, a number of unplanned fire trails were constructed.³⁴

McConnell provides a succinct summary of the material form of heritage likely to be encountered on the mountain as a result of this development. It is worth quoting in full:

... there has been limited development within Wellington Park in the past, and the Park is essentially a natural area. Historical activities such as the construction of water supply systems, logging of the forested flanks and lower western plateau areas, minor quarrying, some scientific work (mainly weather observation), and 200 years of tourism and recreation have however left evidence in the landscape.

The evidence of the historical activities is mostly in the form of archaeological sites which are visually minimally intrusive and often overgrown ruins which are quite aesthetic. Recreation and tourist activities have had the most long term, obvious impact, mainly in the eastern part of the Park. Recreation has resulted in a number of tracks (most of which are still in use today) and a small number of timber hut sites and later, extant stone huts. The tourist infrastructure is perhaps the most obvious in the landscape, and includes the Pinnacle Road, a lookout, shelter and toilets at the summit (Pinnacle), an extensive modified area at the Springs, and a small number of Park edge areas of recreational focus with shelter sheds and toilet facilities (Bower Park at Fern Tree and Myrtle Forest).³⁵

As a result of this, well over half of all heritage places on the mountain are located on the eastern face.³⁶ This layer will be the focus of the next section of this report in a detailed consideration of the historical development of, and possible disturbances to, the study area.

4.3 Study Area History

The historical background of the study areas mirrors two key themes of historical development typical of the mountain, early economic use for timber-getting and later recreational use. All of Study Area Two was within the grant given to Degraes as was part of Study Area One. There is historical and archaeological evidence, see Section 2.0 above, that indicates that Study Area Two contained and was in close proximity to intense timber-getting activity and while it is likely that parts of this activity extended into Study Area Two it is clearly the former that is most deeply associated within this phase of development. Similarly, although historical tracks border the land around Study Area Two, it is Study Area One that contains the most substantial and complex evidence of the use of this area for recreational purposes. However, as both of these areas are in within close proximity to one another, they will be discussed together except where cases of specific activity can be demonstrated to relate to one area or the other.

There are four clear phases of use that can be identified in the historical background for the study area. In order of appearance they are; timber-getting, early recreational use, Depression era track formation and post-Depression recreational use of the mountain. Each of these phases will be considered in turn.

It is important to note that this section, like the rest of the historical background of this report, relies upon the wealth of historical information established by McConnell and others in order to understand the history of the study area. The principal documents that have been relied on in this case are *Focus on the fringe: layered use & meanings in a natural context: Wellington Park Historic Heritage Inventory & Audit Project* by McConnell and Scripps and the series of data sheets for heritage places within the study area. In addition to this the detailed information for each site location within the study area has been drawn from the individual Wellington Park Historic Heritage Inventory sheet for that item. The reader is recommended to refer to these documents if further information is required.

4.3.1 Timber-Getting 1815-1850

The earliest intensive use of the land around the study area by Europeans was known to have been timber-getting. A station for timber-getting by convicts was constructed between 1815 and 1820 on the lower slopes of kunanyi, likely within or around the study areas. It is difficult to establish any further

³² *Ibid*, pp.16-17

³³ *Ibid*, p.17

³⁴ *Ibid*, p.17

³⁵ *Ibid*.

³⁶ *Ibid*, p.17

details about this convict timber-getting exercise as the secondary sources that refer to it do not refer to the primary source from which this is drawn. However, if the name 'Kings Pits' given to a sawmilling facility on the lower slopes of kunanyi, is indicative of a government established timber-getting station, then this site was located to the south of Study Area Two and is indicated in Figure 4.3.1 below.

In any case it seemed that large scale timber milling operations took place with a grant of land to Peter Degraives in 1824, followed by a second much larger grant a year later, and the construction of a water powered saw mill soon after.³⁷ The land that Degraives' held on the footslope of the mountain included the entirety of Survey Area Two and the easternmost extent of Survey Area One and is the most relevant early development associated with this project. Although not necessarily producing substantial structures, the effects of logging likely made themselves felt in the parts of Survey Area One that is outside the boundary of this land grant through tree felling and smaller scale structures.

Degraives' was an engineer and shipwright, who arrived in Hobart in April 1824 along with his business Partner Hugh McIntosh, who sailed again immediately to trade in the Pacific on their ship the *Hope*. Shortly after arrival Degraives received a grant of land, which originally did not include the Cascades site, as described by Jefferys:³⁸

While the *Hope* was sailing the trading routes of Asia, Degraives was busy building the saw mill. He immediately saw that the most efficient way to power the mill was by water, rather than by steam as he had originally intended. Having surveyed the streams descending from Mount Wellington above Hobart, he determined the best site for his mill was at a place called the Cascades on the Hobart Rivulet, which lay just inside an adjoining block of land owned by a Mr. Robert Murray... Never one to let the possibility of a dispute stand in the way of his plans, Degraives simply surveyed the land and moved the boundary a little to the south and west so as to include the Cascades site in his grant rather than that of his neighbour. It then appears that he bribed a government surveyor to ratify the alterations. By the time Murray discovered the ruse, construction of the saw mill was well under way.

A protracted legal battle over the Cascades, throughout which Degraives or his business partners continued to operate the mill there, ended in 1832 with a decision that Degraives simply had to pay £300 to Murray but would retain the portion of the land around the saw mill. This decision was likely (at least in part) intended to maintain the supply of timber, and now flour, supplied by Degraives to Hobart Town.³⁹

This saw mill was the first powered mill in the colony. It had been shipped on the same vessel as Degraives and McIntosh and was of Degraives own design.⁴⁰ The British government had subsidised the cost of freight for the mill and had promised six months rations for Degraives family as well as the assistance of three convict carpenters and a blacksmith in its construction.⁴¹ Rockliff, working from the outstanding historian of the Tasmanian timber industry, writes:⁴²

In the sawmill were two rip sawing machines. One was a vertical saw which worked on a similar principle to a pit saw. It was set in a vertical wooden frame 6 feet wide and 9 feet high and it reciprocated in a vertical motion. It was prevented from movement in other directions by tubular guides. It was powered by a crank which was fastened to an eccentric on the end of the driving shaft. This saw was known as a frame saw and was used for breaking logs down into manageable flitches. A carriage set on small diameter wheels carried the log through the frame at a pre-set speed depending on the size of the log.

The second machine was a circular saw set into a bench that had feed and tailing out rollers to facilitate the movement of a flitch passing through the saw. Finally a powered, swinging docking saw cut the timber into required lengths. A power winch made for easy movement of logs and the flitches were easily removed by placing flitch skids on a downward slope.

Within years of construction an overseer with twenty timber millers and getters were employed on the property and in 1832 a second sawmill had been constructed and among the other enterprises also taking place on the property fifty people were employed there.⁴³ There is some evidence that the sawyers lived in close proximity to their place of work, with Backhouse mentioning that at Kings Pits, a short distance to the south of the study area, that he held a meeting in the sawyers huts. The historical plans

³⁷ Jefferys, G. Hugh Macintosh and Peter Degraives: the story of an Officer and a Gentleman, Mater's Thesis University of Tasmania, 2011, pp.110-117.

³⁸ *Ibid*, pp.115-116

³⁹ *Ibid*, p.116

⁴⁰ *Ibid*.

⁴¹ *Ibid*.

⁴² *Ibid*.

⁴³ Reid-Mcilreavy, M. 'Degraives, Peter (1778-1852) Australian Dictionary of Biography,' National Centre of Biography, Australian National University.

also show that a substantial network of tracks for timber-getting had also been established within the property at this time.

During this time Degraives had been incarcerated in regards to other financial strife, and his partnership dissolved to frustrate the claims of creditors, but the saw milling operation had continued under the stewardship of McIntosh and two of Degraives' nephews, with the partnership renewed on Degraives release from gaol. In 1834 McIntosh, Degraives business partner and close friend, died and Degraives took control of the businesses formerly managed by the partnership, with now included a flour mill and brewery at the Cascades. Degraives constructed and built the Theatre Royal in Hobart and it is likely that timbers drawn from within his land grant at the Cascades were used in the construction of this building.

In 1841 Degraives obtained a lease of land near Mulgrave Battery and had begun the operation of a shipyard, again likely using timber drawn from his own lands. This timber-getting taking place around Degraives land grant lasted into the middle of the nineteenth century, Degraives closed the shipyard in 1851 and used his ships to supply timber to the growing town of Melbourne.⁴⁴ After Degraives death in the 1850s, the sawmills continued to operate as late as 1859⁴⁵ but there are few later references to timber-getting within the property and it is likely that timber supplies had become exhausted towards the middle of the nineteenth century.

From the historical sources it is clear that this timber-getting and saw milling operation was substantial and it is likely to have extended across the whole of the property, as well as into the adjoining land. With timber not only being sold locally in Hobart, but used in ship construction and exported interstate, there is little doubt that any available timber would have been removed from the property.

The impact of this intensive timber harvesting, with substantial milling equipment and a considerable team of workers, would have led to the transformation of the land around the study area. The removal of suitable trees themselves would have been the key result but secondary effects would also have taken place. Movement of topsoil and changes in the wider ecosystem would have also taken place and there similarly would have been systematic or *ad hoc* construction of structures or features associated with timber harvesting. There is some evidence from the historical plans that a track or road was constructed along the northern border of Study Area Two during this phase. It is likely that this track shown in the historical plans is what is now known as Cascades Logging Road 4, the luge [WPHHo466].

As part of the significant activity occurring around the Degraives complex at Cascades, it is likely that the Fingerpost Track began to take shape at this time. The data sheet for this track in the Wellington Park Historic Heritage Management Database considers that the early fingerpost track began in the 1820s as a sawyers road from the Cascade mills to Fingerpost on the Huon Road. Subsequently it appears that the track was extended to the springs in the early 1830s at the latest, as part of the water supply scheme. It is likely that the section passing close to the south of Study Area One was formed during this period and that the first phases of the track were utilitarian. It is also possible that Pillinger Track, along the current alignment of Pinnacle Road to the south of Study Area One, was formed at this time, however, this will be considered in more detail in the following section.

This activity would have had an intrinsic time limit and once the natural timber supplies were exhausted along with the opportunities for expansion the timber-getting must have ceased. It is possible that the saw mill continued operation with timber from other locations but this is of little relevance for the study areas. The study area continued in private hands, with little evidence of extensive modification or use within either study area inside of Degraives grant after the early phase of timber-getting. The land was subsequently incorporated into Mount Wellington Park in 1930.

⁴⁴ *Ibid.*

⁴⁵ The Hobart Town Daily Mercury (Tas.: 1858 - 1860) Wed 10 Feb 1858 Page 2 SUBURBS OF HOBART TOWN.

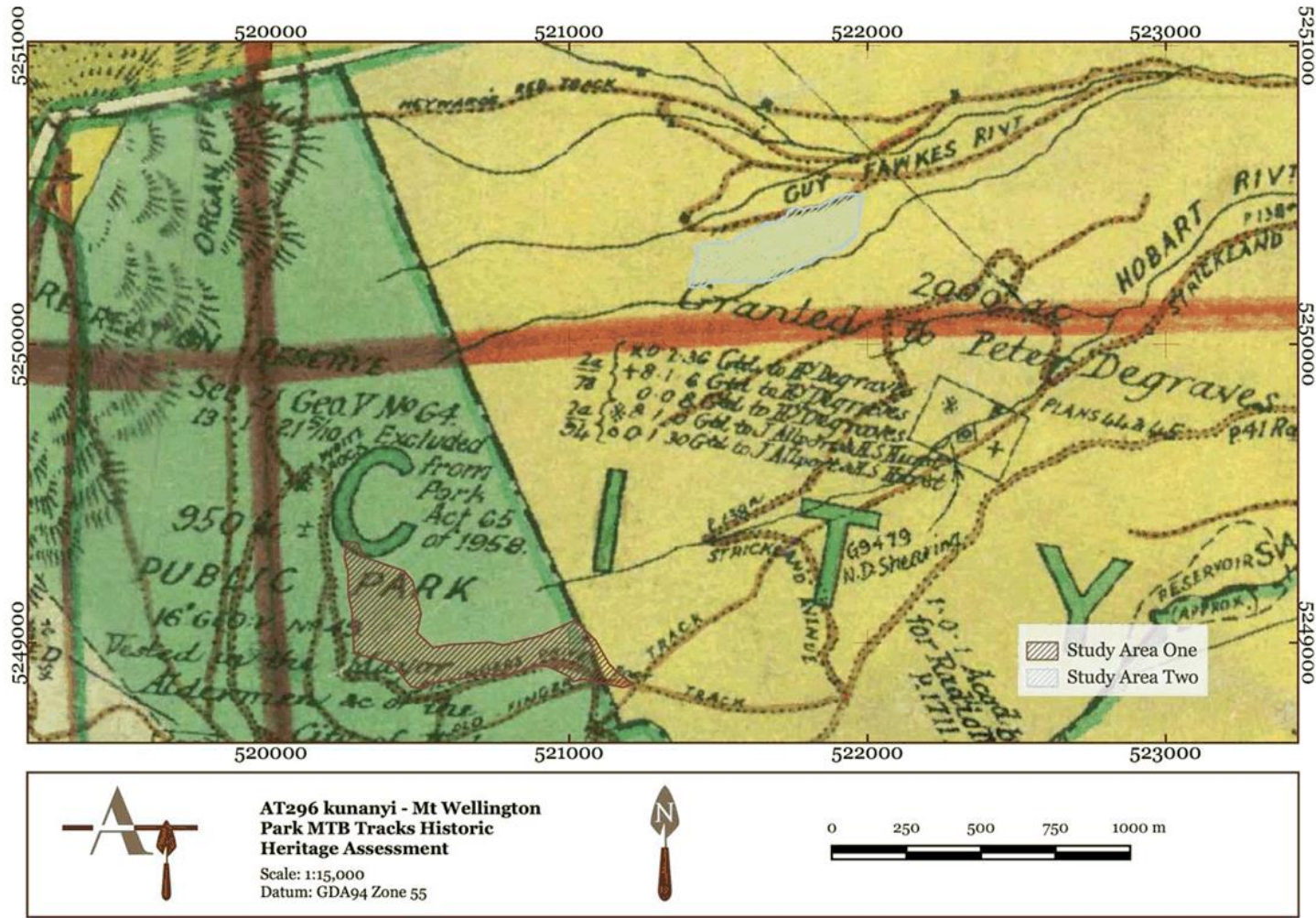


Figure 4.3.1 Detail of a plan showing the land ownership at the beginning of the twentieth century, tracks and the nineteenth century Wellington Park boundary are shown.

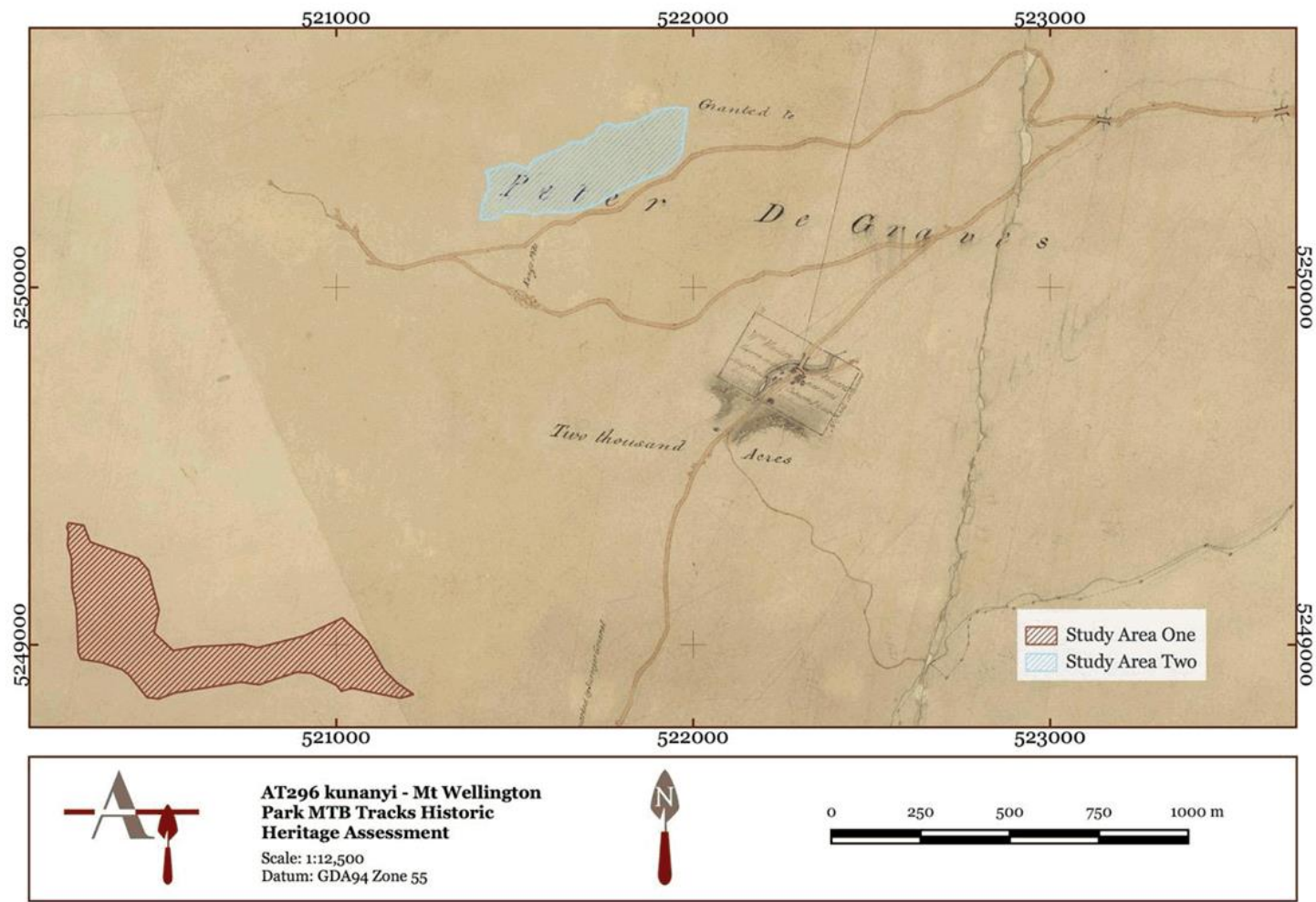


Figure 4.3.2 Overview of a plan showing the location of the study areas in relationship to the features present within Degraeves' grant (Map - Buckingham 45 - parish of Hobart, grant to Peter De Graves (Degraeves) - surveyor James Erskine Calder landholder WALTON W URL: <https://stors.tas.gov.au/AF396-1-48>).

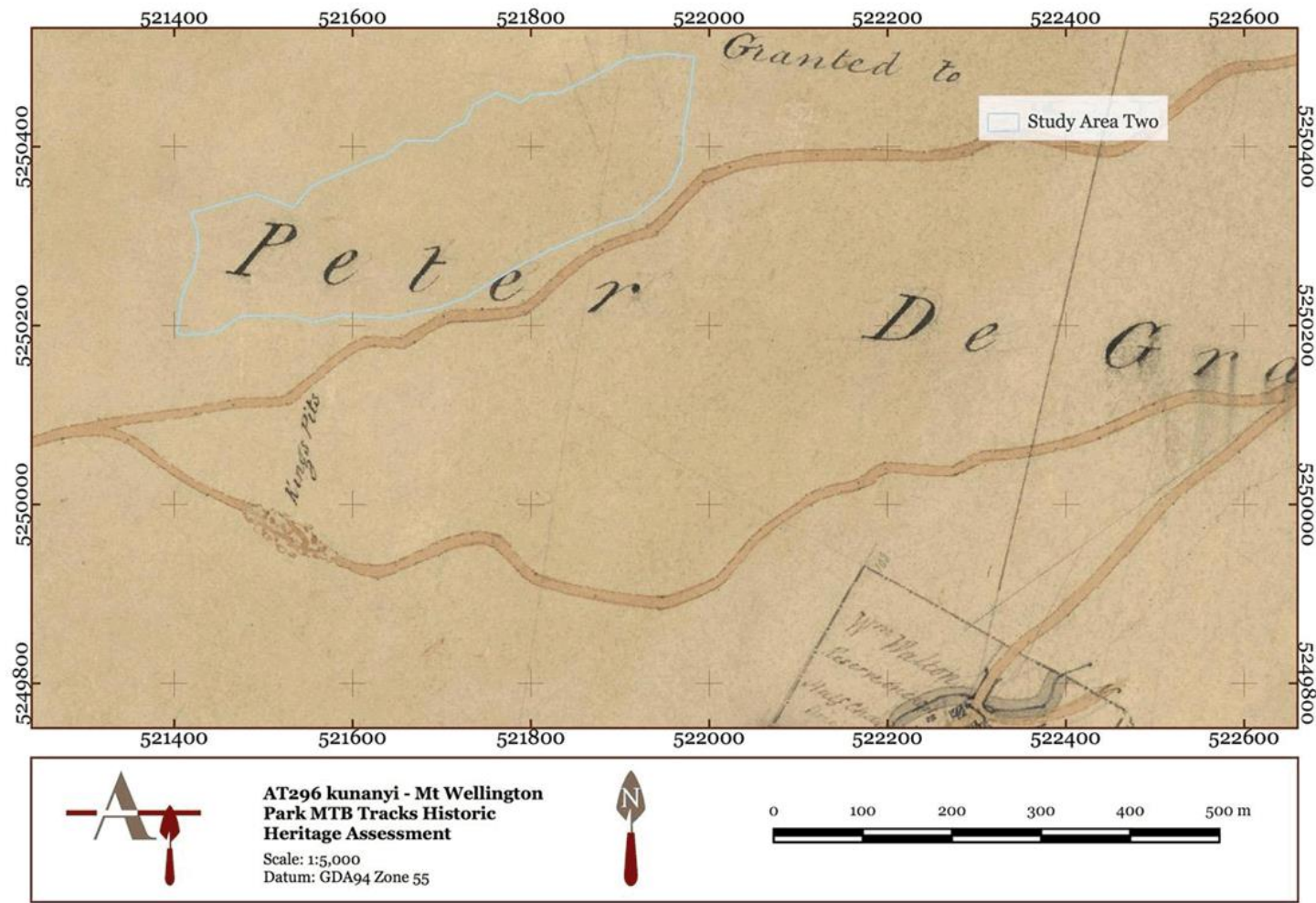


Figure 4.3.3 Detail of a plan showing Degraeves grant in proximity to Study Area Two. Note the close proximity of the road to the south of the study area and the presence of Kings Pits a little distance further south. This map is not dated but it is likely that it is from between 1830 and 1850 (Map - Buckingham 45 - parish of Hobart, grant to Peter De Graves (Degraeves) - surveyor James Erskine Calder landholder WALTON W URL: <https://stors.tas.gov.au/AF396-1-48>).

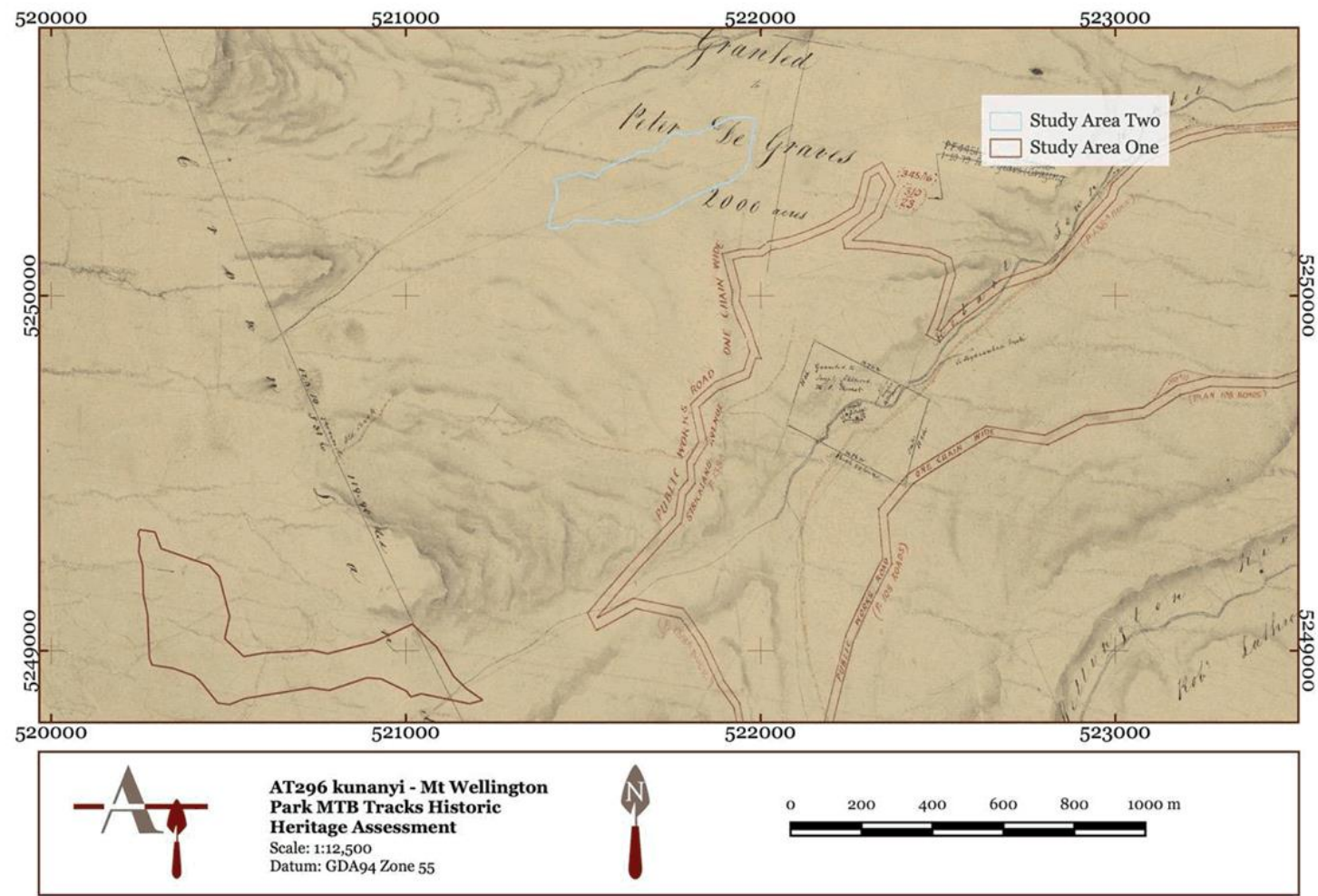


Figure 4.3.4 Detail of an 1846 plan showing Degraeves grant with the route of Strickland Avenue later drawn in. Strickland Avenue is slightly skewed although the boundaries of the original grant are accurate (Map - Buckingham 44 - grant to Peter De Graves (Degraeves), includes Guy Fawkes, Hobart and Sandy Bay Rivulets - surveyor James Sprent, ID: AF396/1/47, URL: <https://stors.tas.gov.au/AF396-1-47>).

4.3.2 Pinnacle Road and Tracks 1850 -1928

It is unlikely that Study Area Two was greatly altered as part of this phase of development, although there are early tracks near this study area, the focus on the Springs at this time means that there is little potential for the development of historical features in what must have been a deforested wasteland. In contrast to this, Survey Area One contains and is in close proximity to a number of historical features that are associated with this phase of use. While there is some evidence for timber-getting in the eastern parts of this study area, its proximity to the Springs, and the already existing Fingerpost Track, means that it was further imbricated within the track network growing around the mountain at this time.

The use of the Fingerpost Track likely continued at this time that, with its connection to the Icehouse Track, became part of a key route to the pinnacle of kunanyi. Although three other tracks also allowed access to the Springs by the 1890s, the Fingerpost Track was still popular for this purpose during the latter half of the nineteenth century. This use of the Fingerpost Track continued to change its form as well as the landscape around it, with established tracks forming a basis on which other tracks were planned and formed. The Springs were also central in the way tracks developed in the southeast of the mountain in the coming decades.

The Springs, a flat area with a number of uses for Europeans from the commencement of colonisation, is close but not within the study area and has made its presence felt on the cultural landscape around it.⁴⁶ The surrounding tracks have gravitated towards this site and Pinnacle Road is likely the reiteration of an earlier track that had connected it to Huon Road in the South. Favoured in the early nineteenth century by Hobartians as a place for social activity and a base for more distant activities in the park, the Springs has also had important practical value through its history. In 1831 water was diverted from the natural springs nearby to supply Hobart and the Springs served as a staging area for the construction works associated with this endeavour.⁴⁷ A Mr Woods and his family were living at the Springs as early as the 1850s and involved as guides and caretakers for the area. Through the later decades of the nineteenth century, huts were constructed here, memorials made to the departed and it served as a social venue for the people of Hobart. In 1907 a Hotel, now gone, was constructed there and during the construction of the road to the pinnacle of Mount Wellington it was used as a construction base. Throughout the nineteenth century the Springs continued as an important, and social, element of the mountain's cultural landscape.⁴⁸ All the reasons of attraction have imparted a distinctive radial quality to the tracks, and Pinnacle Road, around Study Area One.

Although it is likely that the alignment of Pinnacle Road reflects a track formed during the 1830s, it was in the latter half of the nineteenth century that this road was modified to achieve a more formal shape that reflects the nature of the current road. Shown in earlier plans from the middle of the nineteenth century, the road itself was only constructed in 1888, originally with prison labour then with free labour.⁴⁹ This road was at first called Pillinger Drive before being renamed in the twentieth century when the section to the summit was completed. There is some evidence to suggest that the initial road was not sealed until a later date.⁵⁰ The functional significance of this road and the hidden alignment of the early track can be seen in the shape of the currently proposed works and Study Area One, which are nestled downslope from this road as well as the alignment of the tracks within the study area.

It is possible that the Woods Track was formed during this period, with an important caveat that its date of construction and actual association with the Woods family remain in question, but there is so little information in regards to this track it is difficult to state this with any certainty. The WPHH Database summary for this track indicates that it lead between the Fingerpost Track (this section has been removed for a fire trail) and Rivulet Track, formed in the twentieth century as part of the suite of Depression area features on the mountain.⁵¹ The late provenance of Rivulet Track may suggest a late date of construction for Woods Track also, however the 1934 plan of the walking tracks on the mountain indicate that the Woods Track originated at the Springs where the Woods family lived during the latter half of the nineteenth century and it may be that the Rivulet Track is a later iteration of an earlier part of the Woods Track or that the Woods Track joined it. The Woods Track is also shown on a 1931 plan that pre-dates the construction of the Rivulet Track, that is absent from the same plan. Although it appears that the Wood Tracks joins the Betts Track (Boundary Track) in the east, it is possible that this section is only a remnant of a longer track that extended further east and connected into the series of tracks in the southern portion of Degraes old grant. If this is the case then it is possible that the Woods

⁴⁶ McConnell, A. and Scripps, L., 2005, pp.73-74

⁴⁷ *Ibid.*

⁴⁸ *Ibid.*

⁴⁹ *Ibid.*, pp.59-60

⁵⁰ *Ibid.*

⁵¹ *Ibid.*

Track dates to around the middle of the nineteenth century although it may be as late as the early twentieth century.

It is also possible that further cultural modification of the land around Study Area Two was taking place at this time and it is almost certain that existing trails in the vicinity of this study area continued to be used with the possibility that *ad hoc* tracks were opened. However, the land had been substantially cleared during the early nineteenth century and the land itself was not included within Wellington Park until 1931. The likeliest estimation of its use during this period is that this land was allowed to rest, perhaps used for low intensity agricultural activity after the cessation of timber-getting, with the regrowth of native vegetation taking place.

In contrast, by the end of this period the shape of the cultural landscape around Study Area One had taken a definitive shape, with the early form of Pinnacle Road providing the key route through the landscape and a network of smaller tracks crossing the study area to important sites to the east, south and west. The coming decades would see an elaboration of this tendency, with government support accelerating the construction and development of new and existing routes.

4.3.3 Depression Era Construction 1928-1936

As with the later decades of the nineteenth century this brief period will concentrate on developments taking place around Study Area One, as although Study Area Two was brought in to the land of Wellington Park in 1931, there is no direct evidence of cultural modification until the late twentieth century. There is some evidence that the predecessor track to the Main Fire Trail was in place as a 'rough track' by 1930 and that the huge track, immediately to the north of the current study area, was still extant and in some sort of use as a 'cart track' (See Figure 4.3.3)

Alongside the development of the section of Pinnacle Road to the summit, and likely the modification and upgrade of this road as it extends along the southern boundary of the study area, track construction was an important source of work around Hobart during the lean years of the Great Depression. This period saw the construction or formalisation of three new tracks within the Study Area One, Featherstones Cascades Track, Boundary Track and Circle Track, as part of a scheme to provide employment during the Depression. All these tracks date to approximately the same time and, although little is known for certain, have closely linked functional characters.

While all of the tracks were likely constructed within years of one another, the northern section of Circle Track, to the north of its junction with Bett's Vale Track, was probably constructed as part of Betts Vale Track in the first instance, with the southern section added at a later point to provide easy access to Pinnacle Road. Although little is known about the details of construction for these tracks, and what is understood is more inferred than evidenced, from a thorough consideration in the Heritage Audit of Mount Wellington⁵² it is possible to summarise a few pieces of information about them. Betts Vale Track may have been constructed by Dick Betts, Waterworks Caretaker and Mountain Superintendent, who was known to have constructed tracks on the mountain in 1929. The alignment of this track matched the former park boundary. As stated above, the northern half of Circle Track was probably constructed as part of this track with the southern section added to make a connection to Pinnacle Road. Similarly the Boundary Track in the east of the study area became Betts Vale Track at its northernmost extent.

Of a similar time of construction, was the Featherstones Cascades Track, also referred to as the New Fern Glade Track, that led to O'Grady's Falls from Pinnacle Road. This track was also constructed as part of unemployment relief and may have been named after Featherstone, a foreman in charge of track construction that continued work on track construction in his own time.

Together these three tracks, constructed within years of one another and forming part of a coherent network are indicative of this phase of recreational use of the mountain and government approaches to relieving the negative effects of the Great Depression. The next eight decades is a period of disuse and maintenance of the study areas punctuated by the 1967 bushfire.

4.3.4 Stability and Recent Modification 1936-2020

Through the rest of the twentieth century, little change took place in either study area and while the effects of the 1967 bushfire would have been devastating to the ecological communities of the mountain, it appears to have had very little direct impact on the material culture present within the study areas. Instead, disuse and disinterest, relating to specific sections of track has led to their obsolescence and obscurity within Study Area One and minor modifications to the track network around Study Area Two.

⁵² *Ibid.*

By 1950 Featherstones Cascades Track had fallen out of use and the section of the Betts Vale/Boundary Track within the study area had already been left off maps and was possibly in disuse by 1942. Woods Track appeared to continue in use within the study area throughout this time but was bulldozed for a fire trail to the south of the study area.

Adjacent to Study Area Two are both the Main Fire Trail and Middle Island Fire Trail which were constructed in the 1960s in response to the bushfire. These mirror the alignment of earlier tracks that are now no longer extant in this area. In another plan, a track is shown in the approximate location of the Middle Island Fire Trail, but this track is absent from earlier plans of this area, and it is likely that the current form of the trail was the modification of a mid-twentieth century track for the purpose of fighting fires.

It is likely that minor levels of modification and upkeep took place on all the other tracks. During the bushfires of 1967 damage likely occurred to the extant historical features, while the historical tracks and roads that continued in use would have received repairs, except where they were bulldozed to create fire tracks.

4.4 Historical Summary

The changes taking place within the study areas are a microcosm of the events that have shaped the landscape of kunanyi - Mount Wellington since the early years of colonisation. Early uses for timber getting with the development of tracks for both economic and recreational purposes are typical of the first phase of development on the mountain. There is also potential that the earliest phase of European occupation on the mountain, government timber-getting undertaken by convict labour, has left traces within the study area. From the middle of the nineteenth century, the trajectory of each of the study areas diverge, with Study Area One becoming tightly enclosed within the recreational track network of Wellington Park and Study Area Two quietly recuperating from its ravaging on the peripheries of the mountain. With the inclusion of Study Area Two within Wellington Park in the 1930s the two study areas began again to share a similar regime of management and a comparative form of development. Fire control and recreation, with oversight and interest from government authorities, became the overriding concerns driving the coalescence of material culture. As will be seen in the survey results, these phases of development are well represented in the sites and features that are still present within the study areas.

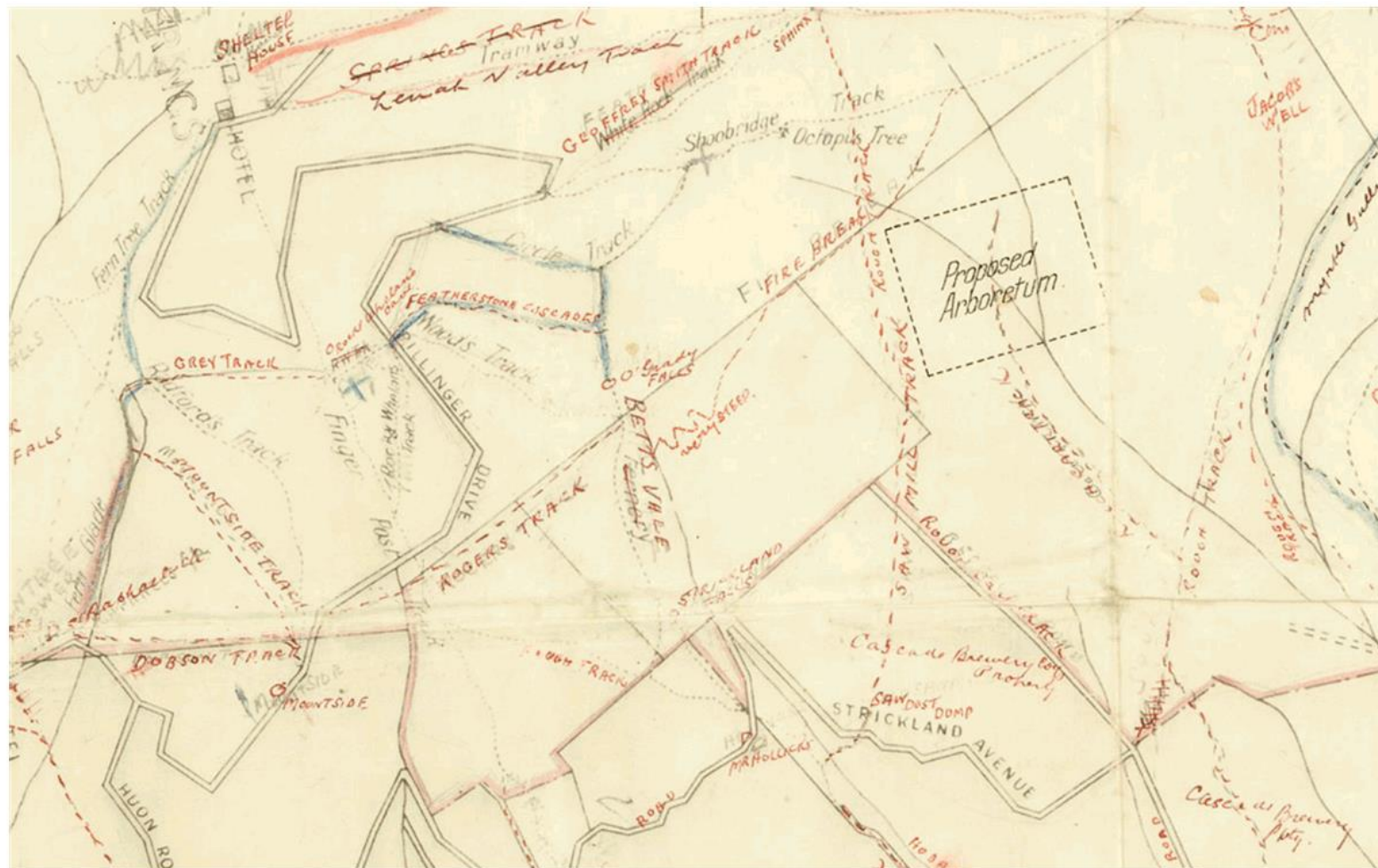


Figure 4.3.4 Detail of a schematic plan of the tracks present in 1930. This map is too figurative to be suitable for georeferencing, however, it is aligned roughly north and the track names give enough evidence to locate the study areas in relationship to the tracks that were present at this time. The location of Study Area One is roughly shown by Woods, Circle and Featherstone Tracks and Study Area Two is in the empty area to the south of the Proposed Arboretum (Roads Mt Wellington: Under Corporation Control. 1930 URL: <https://stors.tas.gov.au/AF879-1-1>).

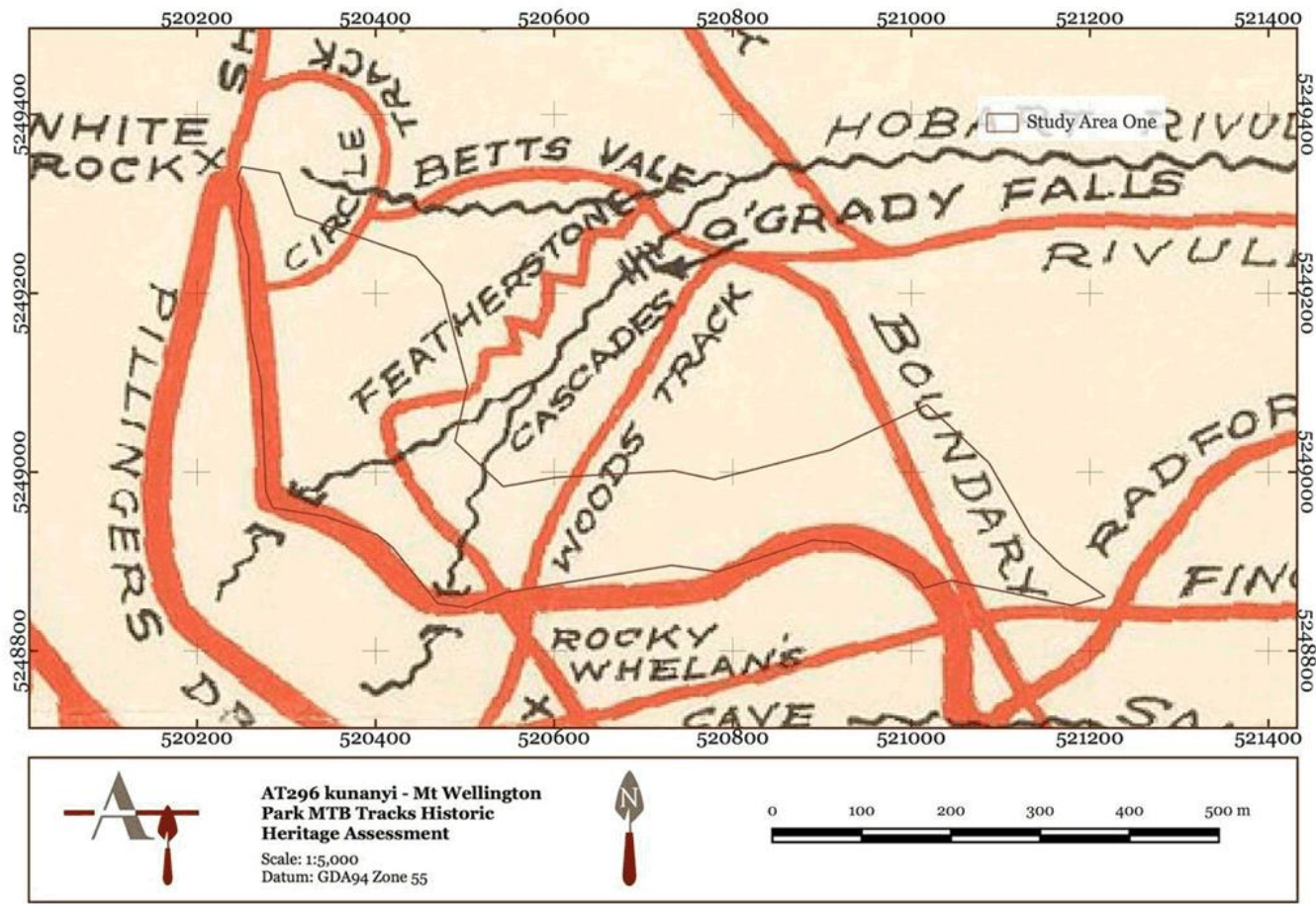


Figure 4.3.5 Detail of a sketch plan of the tracks present around Study area One in 1934 (Mt. Wellington Park map of roads, tracks, etc. compiled by V. W. Hodgman. 1937 ID SD_ILS:574024. URL: <https://stors.tas.gov.au/AUTAS001131821340>).

5.0 HISTORIC HERITAGE SURVEY RESULTS

The archaeological survey of the study area was undertaken on 3 and 4 November 2020. The project contained two distinct study areas, Study Area One and Study Area Two. As Study Area Two was a relatively small area with a large number of linear features stretching across its length it is more effective to consider it as a whole whereas the lengthier form of Survey Area One is better understood through two smaller survey areas. This approach allowed the terrain within each area and its impact upon the potential for archaeological or historic materials to be summarised effectively for each survey area.

The entire centreline of the proposed tracks in both study areas were walked and the entirety of Survey Area Two was covered through a series of ten metre transects. While both tracks were walked in Survey Area One, transects across its length and width were not possible due to the steep terrain and thick vegetation. Instead, given the narrowness of this survey area, opportunistic surveys of less thickly vegetated, level areas were undertaken throughout, ensuring a comparative level of coverage to the transect method. Additionally the numerous switchbacks present in the proposed Tracks 1a and 1b provided an effective through sampling of the study area. In both cases, where historic heritage items were identified, a minimum 10m buffer around them was subjected to an intensive inspection with the buffer widening if additional items were encountered.

The survey commenced with Study Area Two as it was anticipated to have a greater amount of historic heritage items within it. On the second day Study Area One was surveyed and was divided in two survey areas (see Figure 5.0.4).

Summary datasheets relating to the findings specific to this assessment can be found in Appendix B, where they are available. It is important to note that in some cases substantial and detailed datasheets already exist within the Wellington Park Management Trust inventory system. These sheets are highly detailed and the reader is referred to these if further information is required. In these cases the summary datasheet includes an annotation indicating that these are available. Where these datasheets are still in the process of completion this too is indicated in the summary datasheet.

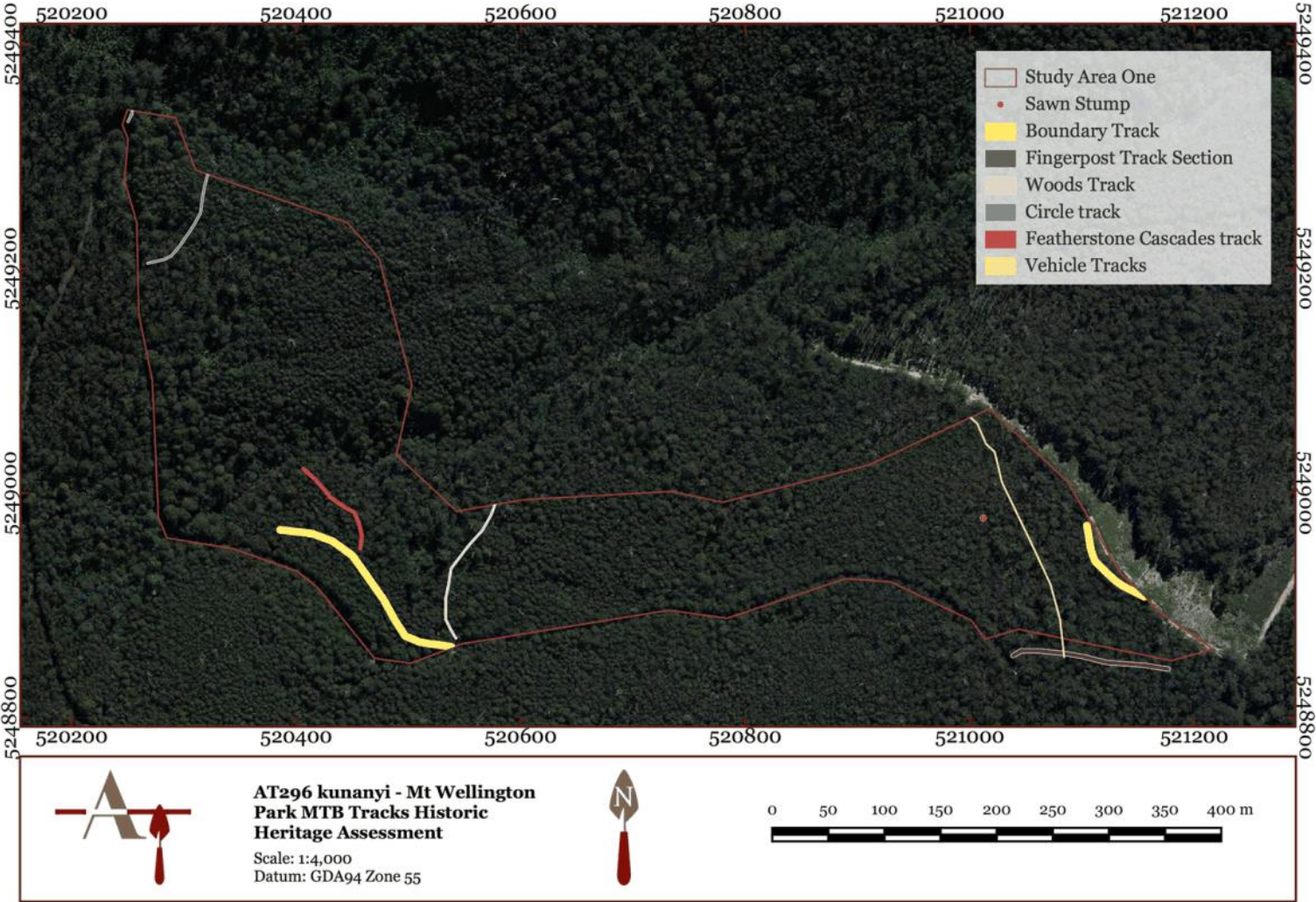


Figure 5.0.1 Overview of survey areas within Study Area One. (Basemap Composite: Listmap 2020).

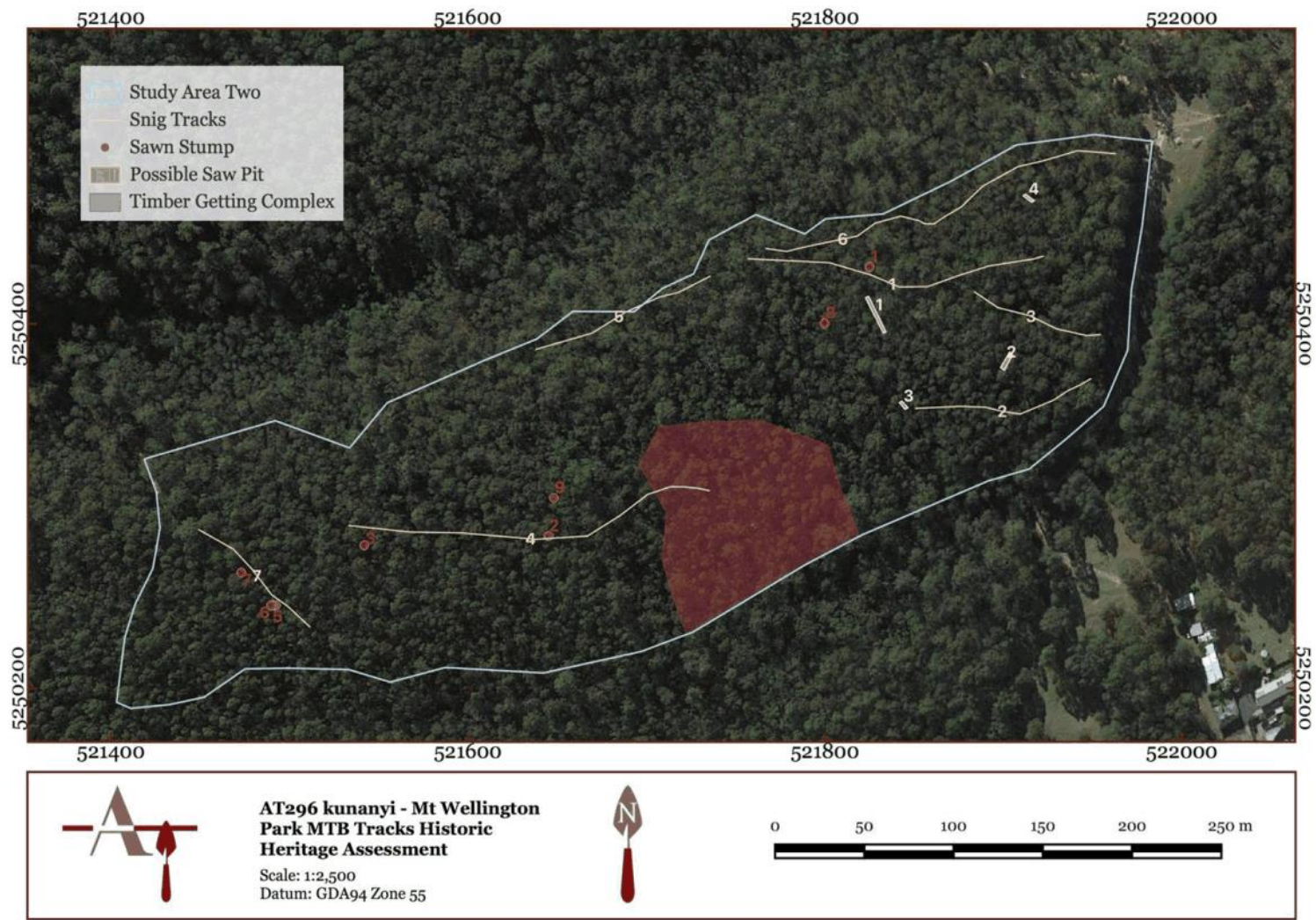


Figure 5.0.2 Overview of the results within the Timber-Getting Complex in Study Area Two. (Basemap Composite: Listmap 2020).

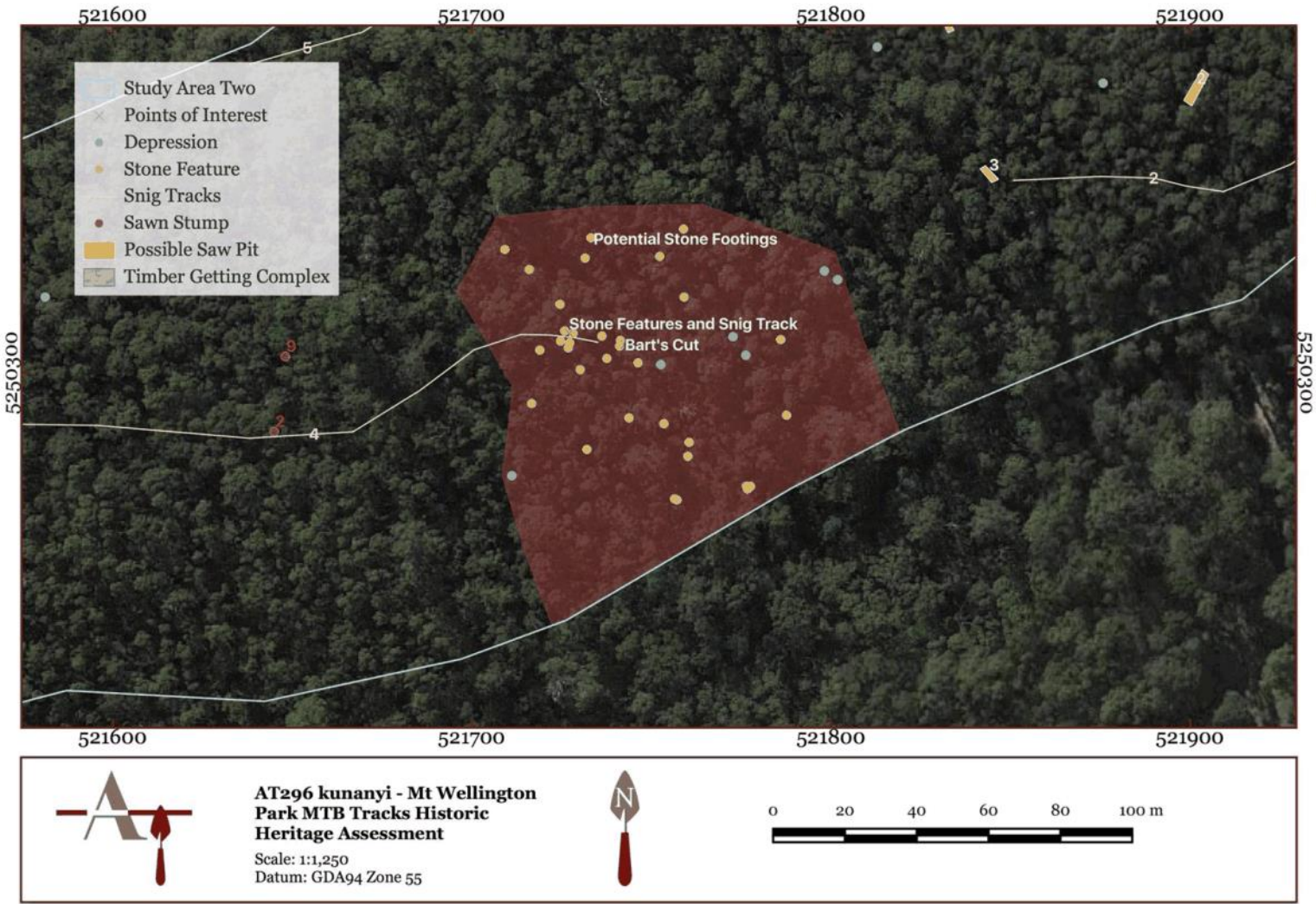


Figure 5.0.3 Overview of the results within the Timber-Getting Complex in Study Area Two. (Basemap Composite: Listmap 2020).

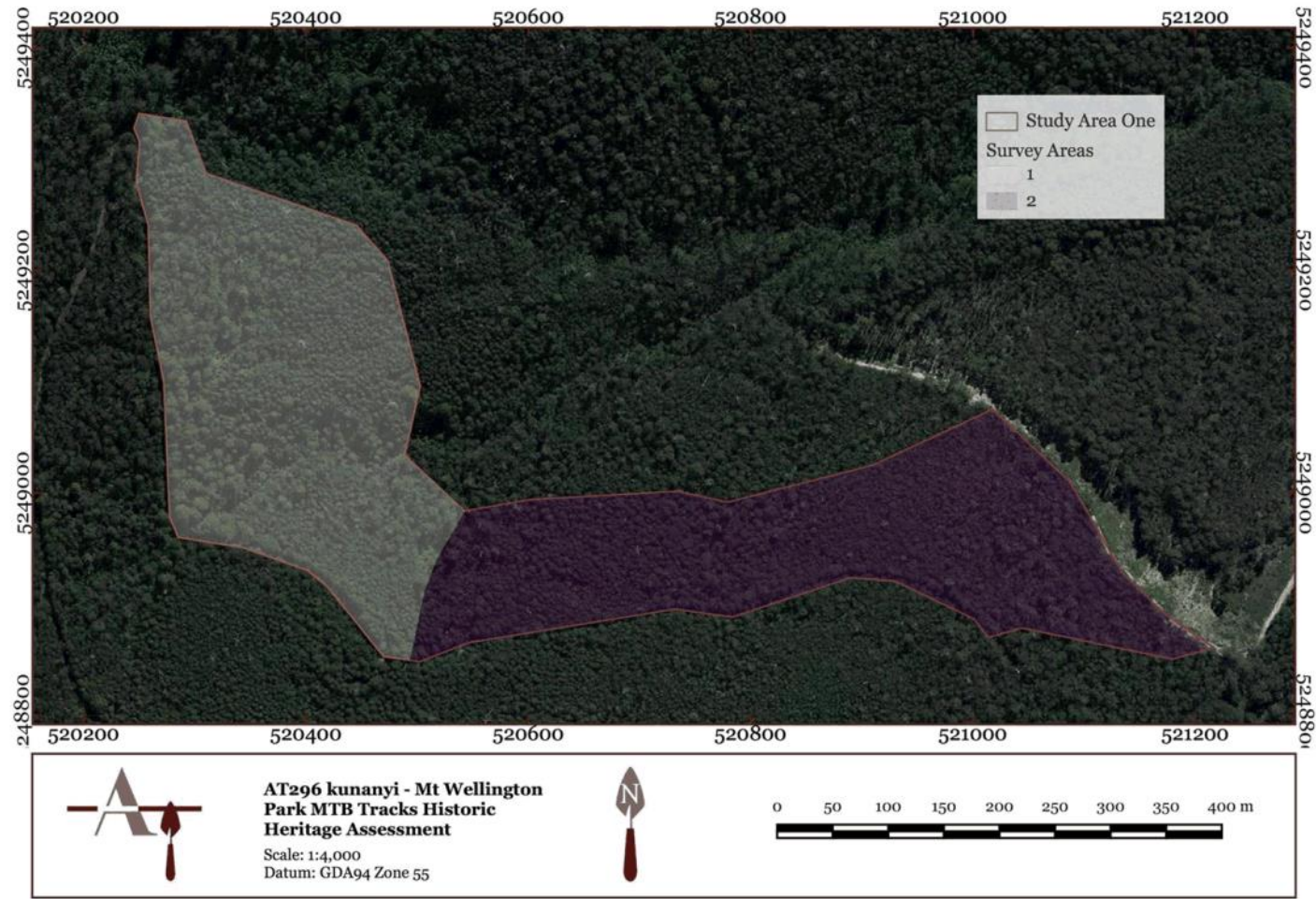


Figure 5.0.4 Overview of survey areas within Study Area One. (Basemap Composite: Listmap 2020).

5.1 Study Area One Description

Study Area One comprised two survey areas, Survey Area One in the west and Survey Area Two in the east. These reflect variation in topography and are roughly equal in size. Survey Area One contained wet Eucalypt forest and was much steeper in grade whereas Survey Area Two contained dry Eucalypt woodland and had a shallower gradient.

Cultural features (seen in Figure 5.1.1) within this study area included;

- Pinnacle Road
- Two tracks currently in use, the Woods Track and Circle Track
- An unnamed and currently used track, previously part of the Fingerpost Track
- A single cut tree stump
- The Boundary Track
- Two levelled areas formed by earth moving machinery.

Small artefacts were found throughout the study area, particularly in the vicinity of Pinnacle Road, but these were representative of mid to late twentieth century deposition from passing motorists and will not be discussed in detail.

Each survey area will be described briefly before the cultural features within it are detailed in the following sections.

5.1.1 Survey Area One

Survey Area One covered the western half of this study area; it commenced east of a hairpin turn of Pinnacle Road with one entrance to Circle Track and terminated along the western bank of a small stream in the centre of the study area. This survey area can be distinguished by a slightly more rugged topography and a different vegetation community to Survey Area Two. Although possessed of a similar overall gradient to Survey Area Two this area, had small sections of steep hill slope and obstacles compounded by large fallen trees. The canopy was formed by large, wet forest Eucalypts, the mid-story contained numerous *Dicksonia antarctica* and the understorey was dominated by various grass and fern species. The ground surface visibility in this area was uniformly less than <5% owing to an abundance of deadfall and leaf litter. In only one case was a large exposure present, torn up by the roots of a fallen tree, but the soil displayed was a rocky orange clay that was clearly culturally sterile. In the centre of this survey area was the New Town Rivulet, which the small creek along the eastern boundary of this study area fed into further to the north.

Parts of the Circle Track and vehicle track were observed within this survey area. The proposed Tracks 1a and 1b both intersect with the Circle Track and Track 1b is within the vehicle access track. The intersection of the proposed Track 1a occurs with Circle Track both close to Pinnacle Road and at some distance to the east whereas Track 1b is likely to cross the Circle Track only close to Pinnacle Road. At this location Circle Track is an approximately 1m wide clay pad with either a rough stone rubble border or where raised above the slope slightly, supported by random coursed rubble.

Track 1b will likely pass through the centre of a disused or infrequently used vehicle access track. This track leads nowhere and may be a set down area for maintenance vehicles or may have been part of road construction activity. This track is partly within this survey area but meets Pinnacle Road near the entrance to Woods Track, within Survey Area Two.



Figure 5.1.1 Typical vegetation and ground surface visibility within Survey Area One; visible in the photograph is pink flagging tape marking the location of proposed Track 1a.



Figure 5.1.2 Looking to the east and showing the dolerite and orange clay soil exposed by the fallen tree.

5.1.2 Survey Area Two

This survey area extended from the eastern bank of a small creek feeding into New Town Rivulet and terminated adjacent to O'Grady's Falls Fire Track. It was characterised by a more even topography than was present in Survey Area One and a more open dry woodland vegetation community. Ground surface visibility was higher in this area, especially in its eastern extent, and was sometimes as high as 10% although large amounts of leaf litter and deadfall meant that it was still low. Exposures took the form of game trails and small erosion scars. The vegetation here was primarily dry Eucalyptus woodland with thick stands of small trees and shrubs and an understorey comprised of native grasses.

Within this survey area the proposed track commenced with small switch backs on a shallow valley slope above the creek, extended as a linear corridor through the centre of the survey area and concluded with sweeping switchbacks leading down to the termination of the survey area.

Woods Track, an unnamed track, formerly part of Fingerpost Track, two vehicle access tracks, a sawn stump and an unnamed and unused walking track were present within this survey area. It is important to note that as Track 1b was added to the consultant brief after the formulation of the initial Study Areas, it appears partly outside of this survey area in the associated mapping, however, the entire extent of the proposed Track 1b was surveyed including the section of track that was formerly part of Fingerpost Track.

One of the vehicle access tracks is discussed in Section 5.1.1 above, as it is present in both survey areas, and will not be considered in detail here. The second vehicle access track is present immediately adjacent to O'Grady's Falls Fire Track and is in a clear state of disuse with small trees and large saplings growing across its surface. It also lacks any clear working access points to the fire trail and it is likely that it was only a temporary feature used in the construction of the fire trail as a set down area. Woods Track is in current use and well documented.

The proposed Track 1a only crosses Woods Track once at a close to right angle approach. Track 1b may cross Woods Track twice or three times, it had not been flagged at the time of the survey and the accuracy of handheld GPS did not allow the line of the track to be determined with great accuracy but overlay mapping shows a switch back near the junction of Woods Track and Pinnacle Road. Woods track at these locations is an approximately 1-1.2m wide clay pad with or without a rough stone border.

Track 1a avoids a small track, formerly part of Fingerpost Track, leading from O'Grady's Falls Fire Track to Pinnacle Road however it appears that Track 1b enters into this track several times at the acute angles of its switchbacks. This unnamed track is 1-1.4m wide and is formed on a rocky clay surface, which likely represents the wearing down of this track into the natural strata of this area. This track intersects with another track, unused but more formally constructed about half way up its length.

This other track, referred to here as the remnant track, extends north to south across the study area following the slope of the hill with a slight curve to the west as it goes north. This track is formed of a combination of benching, uncoursed random rubble facing beneath and a clay surface. However, this track is in varying states of repair with 5-10m stretches no longer being visible on the surface and possibly entirely removed. This track is most distinct at its junction with the former section of the Fingerpost Track. Track 1a crosses this remnant track only once at an oblique angle after its final descending switchback, however the putative location of Track 1b appears to closely align with this feature and may also cross twice along the southern border of the survey area.

A single sawn tree stump, offset ~10m from the proposed Track 1a was also present within the survey area. However, due to its age and state of decay no specific manner of sawing could be observed on the surface of this stump.



Figure 5.1.3 Looking east and showing an open area within Survey Area Two with the typical form of deadfall and leaf litter obscuring ground surface visibility.



Figure 5.1.4 View to the east showing the typical vegetation in Survey Area Two.

5.2 Study Area One - Historic Heritage

The six items within Study Area one were Pinnacle Road, Woods Track, Circle Track, an unnamed and currently used track, previously part of the Fingerpost Track, a single cut tree stump, and an unnamed and disused track. Two levelled areas formed by earth moving machinery were also within this study area but are not considered to be significant historical heritage, and will not be discussed here, the reasons for this are examined in the Discussion and Interpretation section (Section 6.0) below.

5.2.1 Pinnacle Road [WPHH0269]

An inventory data sheet exists for Pinnacle Road as part of the Wellington Park Historic Heritage Inventory (although not the remnant under consideration here) and that data sheet should be referred to for further information.

Only a small part of Pinnacle Road is within this study area at its extreme western extent. A full description of Pinnacle Road is not warranted here. However, a few brief details of the road at this location are necessary. The road is currently a sealed modern asphalt road with reflective posts within the verge. It is likely that this hairpin section of the road, a distinctive feature of the roads route, closely matches the nineteenth century alignment of this section of the road.

5.2.2 Circle Track [WPHH0041]

An inventory data sheet exists for the Circle Track as part of the Wellington Park Historic Heritage Inventory (although not the remnant under consideration here) and that data sheet should be referred to for further information.

This section of the Circle Track consists of a northeast aligned benched track up to 1.5m in width, with stones forming part of the tracks structure as a footing in areas of steeper grade or as edging, possibly pushed to the side during construction, along the length of the track. The surface of this track is a natural clay pad. In some places within the study area the track is less distinct or covered with debris. It is likely that this track was constructed in the early twentieth century to connect existing tracks and is therefore not a primary element in the historical track network of the mountain.



Figure 5.2.1 View west showing the entrance to the Circle Track adjacent to Pinnacle Road. Shown in the centre of the photograph is the random coursed rubble supporting structure below the track. The scale has 100mm marks.



Figure 5.2.2 View to the west over the centre of the Circle Track showing the pink flagging tape marking the line of the proposed Track 1a visible in the right of the photograph.

5.2.3 Woods Track

An inventory data sheet exists for Woods Track as part of the Wellington Park Historic Heritage Inventory and that data sheet should be referred to for further information.

This feature consists of a linear path that runs north to south across the study area. It varies in width between 1-1.2m and the grade varies along the length of the track. Within the study area the track is formed of a clay pad with occasional areas of rough coursed rubble edges. It is likely that as this track connects the Rivulet Track and the Fingerpost Track. It is part of late twentieth century construction or reconstruction. Little additional information is known about this track.



Figure 5.2.3 Looking north along Woods Track from the point where Track 1a is proposed to intersect with it. The scale has 100mm marks.



Figure 5.2.4 View to the west over the centre of the track. The scale has 100mm marks.

5.2.4 Boundary Track- [Betts Vale WPHH010]

No independent inventory data sheet exists for Woods Track as part of the Wellington Park Historic Heritage Inventory but this track is closely linked to the Betts Vale Track [WPHH010] and that data sheet should be referred to for further information.

This track is formed of a combination of benching, uncoursed random rubble facing beneath and a clay surface. However, this track is in varying states of repair with 5-10m stretches no longer being visible on the surface and possibly entirely removed. Throughout the length of the track small trees and saplings are growing and in some sections the track is no longer passable due to large trees that have fallen across the way. This track is most distinct at its junction with the former section of the Fingerpost Track. However some sections of this track where it crosses low points in the terrain exhibit up to 400mm of random uncoursed rubble beneath the track surface. The track is reasonably level with benching in parts of the hill side in order to continue the curve of the track around the hill face. This track is at least 200m in length within the study area and continues further to both the north and the south.



Figure 5.2.5 Looking north along the unnamed remnant track. The scale has 100mm marks.



Figure 5.2.6 Detail view of the uncoursed stone rubble forming the base of the track. The scale has 100mm marks.

5.2.5 Fingerpost Track [WPHHoo88]

An inventory data sheet exists for the Fingerpost Track as part of the Wellington Park Historic Heritage Inventory (although not the remnant under consideration here) and that data sheet should be referred to for further information.

This feature is an approximately 120m long section of the former Fingerpost Track formed of natural clay and rock. It is 1-1.4m wide and is formed on a rocky clay surface, which likely represents the wearing down of this track in the natural strata of this area. The track surface is within a slightly concave depression that likely indicates the length of time and the informal manner of formation that has created the current form of this track, with it likely being in use from the middle of the nineteenth century. This track intersects with another track, currently unused but more formally constructed, likely later than the Fingerpost Track, about half way up its length.



Figure 5.2.7 Looking south along a former part of the Fingerpost Track, the scale in the right of the photograph indicates its intersection with the unnamed remnant track. The scale has 100mm marks.



Figure 5.2.8 Looking south along the former part of Fingerpost Track near its intersection with O'Grady's Falls Fire Trail.

5.2.6 Sawn Stump

As far is currently known there is no data sheet for this stump and it is not recorded within the Mt Wellington Heritage Database GIS layer.

This feature is a single sawn Eucalypt stump on a moderately graded slope within the study area. It consists of a single stump ~1m in diameter with a clear saw cut at its surface. However, it is not clear from any marks on the timber by what method the tree had been felled. No other similarly modified stumps were extent in this area.



Figure 5.2.9 Looking east at the sawn stump. The scale has 100mm marks.



Figure 5.2.10 Detail view of the surface of the sawn stump showing that its degradation precludes accurate identification of its method of sawing.

5.2.7 Featherstone Cascades Track - [WPHH073]

An inventory data sheet exists for the Fingerpost Track as part of the Wellington Park Historic Heritage Inventory and that data sheet should be referred to for further information. Featherstones Cascades Track it is not recorded within the Mt Wellington Heritage Database GIS layer.

The north-western alignment from the vehicle track below Pinnacle Road, which has removed part of this track, is all that is clearly evident of this track in the Study Area, with the track terminating on the southern bank of Hobart Rivulet. An extensive pedestrian survey was conducted along the banks of the rivulet but no further evidence of this track was identified. This may arise from several factors. Firstly the track may have been in close proximity to the rivulet and has been eroded during high flow events and secondly the sharp change to *D. Antarctica* with a thick understorey in the shallow valley above the rivulet from a more open wet Eucalypt forest to the south could have obscured evidence of the track below a more substantial layer of leaf litter and deadfall. It is also possible that the luxuriant vegetation on the banks of the rivulet in combination with the higher rates of erosion in the gully have caused severe disturbance to the remains of the track in this location and now the material traces are no longer present.

Where present the Featherstone Cascades Track varies from between 900-120mm in width, with stone rubble bordering either side, likely as a result of being moved out of the way during construction. The track is discernible on the northwestern approach but varies in its state of repair, with some sections heavily damaged by tree growth and deadfall. Generally only spindly mid-storey trees are growing in the surface of the track.



Figure 5.2.11 Looking north northwest along Featherstones Cascade Track. The scale has 100mm marks.

5.3 Study Area Two Description

Study Area Two was completed in a single survey area, with the variations in topography and vegetation being minimal. The study area is situated on a shallow ridge line in the rolling eastern foothills of kunanyi. Two small gullies are present to the north and south of the study area, with a small stream running through each. To the east the shallow ridge narrows while to the north it continues upwards to join with the rising hills closer to the base of the mountain.

The vegetation throughout the study area was principally that of dry sclerophyll forest. *Gahnia grandis* has colonised some sections of the study area, displaying a particular affection for snig tracks. Although not very thick some large areas of deadfall, up to 15m in diameter obscure the ground surface and made survey difficult. The ground was generally stony with a thin topsoil over clay but was difficult to observe due to the large amounts of leaf litter present. There was a very sparse or absent understorey, where present consisting principally of native grasses. The southern portion of the study area was on the upper slope of a small gully with a southerly aspect and exhibited thicker growth with a greater amount of moss present. This difference was brought out clearly in the variation between the felled stumps that were obviously fire blackened in the north and moss covered in the south. Small artefacts were found throughout the study area, particularly in the vicinity of Pinnacle Road, but these were representative of mid to late twentieth century deposition.

The study area is bordered on the north by the Middle Island Fire Trail and on the south by the Main Fire Trail or an arm thereof. At some distance, not specified in the Wellington Park Historic Heritage Database GIS layer provided is the Luge Track and to the south is network of historic sites along the bottom of the gully.

The archaeological features within this study area were complex in their pattern of arrangement, not necessarily obvious in their function and largely obscured by decaying vegetation. These features all relate to the logging of the eastern slopes of the mountain from the late 1810s to the 1850s and include the stumps of felled trees, snig tracks, stone features and sawpits. Of particular significance and complexity, albeit one without ready interpretation, was a complex of stone features, clearly of cultural origin, snig tracks and ground surface modification in the south centre of the study area. This area includes what had been previously registered as Barts Cut (WPHHo453), Golden Gully Sawpit (WPHHo461) and the Golden Gully North Stone Mounds (WPHHo463). Within this study area 52 distinct features were identified in association with the early phases of logging and timber-getting on the mountain, although all of the stone features are not considered individually in the context of this report. Therefore the cultural features (seen in Figure 5.0.3) within this study area included;

- Seven sections of snig track.
- Four potential sawpits.
- Nine felled tree stumps.
- An extensive complex of stone features and footings and cuts.

These features will be considered in turn, with the complex of features and footings grouped together as cohesive whole. The series of logging features will also be considered in turn with each item in the series individually identified but viewed in the context of this report as forming a suite of related items.

5.3.1 Snig Tracks

No inventory datasheet or entry in the historic heritage audit exists for the snig tracks within the study area and they are not referred to by WPHH number in the 2016 heritage inspection of the Study Area by the Wellington Park Management Trust.

As with other features in the study area the snig tracks were in some cases ill-defined, intermittent and heavily obscured by vegetation. It is likely that these tracks were in reality part of a network that veined the ridge but of which now only parts are visible. The most visible sections of snig track are those in close proximity to the Upper Luge Track 1, 5 and 6 whereas the other four sections are intermittent at best and difficult to discern for considerable parts of their length. From the western commencement of Track 6 until the eastern end of the study area it can be considered that the Upper Luge Track is consistently interwoven with a snig track. The western extent of the Upper Luge Track also appears to have been formed from a snig track but given that *ad hoc* mountain bike tracks and snig tracks look remarkably similar after some time of disuse, which is which is not now observable with perfect clarity. Only clearly distinct sections of snig tracks have been recorded in this assessment although it is likely that the western end of the Upper Luge Track was formed from such a track.

It is possible that connecting elements of these snig tracks have been completely concealed by deadfall and are no longer visible. The shortest visible snig track section was ~50m and the longest extended over 400mm, with only a small break caused by the Upper Luge Track.

The width of these tracks varies but is generally ~1m in width and less than 500mm in depth, however with over a century and a half since these tracks have fallen into disuse, consistent and substantial aggradation is likely to have occurred within them. As noted above, parts of these tracks were intermittent but in their designation as a snig track they all exhibited a narrow breadth and no evidence of cut walls, such as were present in the sawpit features, transverse to the alignment of the track. Only in the case of Snig Tracks 4 and 6 were there additional contemporaneous features present in close association with it, see below and Section 5.3.4, but they rather formed part of a network of timber-getting features spread throughout the study area.

It is likely that these features fed the logging roads to the north and south and, possibly, east of the study area as their orientation is consonant with the formation of snig tracks in general, leading away from the higher ground and towards the timber processing facilities downslope.

The snig track sections by number are:

- Snig Track 1 is 175m in length and leads down and across the shallow ridge in an easterly direction. It is likely to have formed part of a branch of a network with Tracks 5 and 6, which are essentially the same track but truncated by the Upper Luge, and Track 2 and 3 to its south. This track appears very shallow due to the large amount of leaf litter which is present within it.
- Snig Track 2 is approximately 100m in length and leads eastwards downslope in the south-eastern part of the study area. This track may have connected to Track 3 outside the bounds of the study area and would thus have formed part of the same network as 1, 5 and 6 also. This track is associated with a small potential sawpit (no.3) at its western end through very close proximity although there is no visible physical connection between the two.
- Snig Track 3 is a 75m long section that was likely connected to Track 2 during their time of use. This snig track appears very shallow through a large amount of deadfall within it and it leads down the shallow slope above the fire trail.
- Snig Track 4 is approximately 200m in length and appears independent from the group of snig tracks in the northeast of the study area although it was possibly associated with Snig Track 7 to the southwest. This snig track is intermittent and substantial sections of it have been colonised by *G. grandis* but its overall alignment is very clear. The eastern end of this snig track appears to terminate at the feature denominated Barts Cut in the WPHH inventory and there is some evidence that the final 20m of this track is associated with a number of stone features that have been placed deliberately in proximity to it. This will be considered further in Section 5.3.4 below.
- Snig Track 5 runs for approximately 100m along the northern boundary of the study area and is partly truncated by the Upper Luge Track.
- Snig Track 6 is 250m in length and can be considered the continuation of Track 5 and part of Network with Track 1 as well, from which it diverges. The snig track is threaded by the Upper Luge Track and while some sections of this track are pronounced, some are buried beneath substantial amounts of leaf litter.
- Snig Track 7 is a small track, less than 100m in length that runs south east from the highest point of the study area. This track is intermittent and colonised by *G. grandis* for at least 20% of its length. Given the thicker vegetation in this part of the study area and the large areas of deadfall, it is possible that this track is much larger but has been occluded or destroyed.

Generally the snig tracks display an arrangement consistent with an early nineteenth century phase of timber-getting and a distribution network that relied on logging roads to the south and east of the study area. Strikingly, there is very little indication that the snig tracks were leading northwards to the Luge Track immediately to the north of the study area. This will be discussed further in Section 6.0 below but it is possible to state that this indicates that these tracks may have predated the formation of this track.



Figure 5.3.1 Looking east along the Upper Luge Track, left of photograph, and a snig track, right of photograph. The snig track is partially obscured by a large amount of deadfall and leaf litter. The scale has 100mm marks.



Figure 5.3.2 Looking southeast along the line of Snig Track 1.

5.3.2 Potential Sawpits

As far as is currently known there is no data sheet for these sawpits and they are not recorded within the Mt Wellington Heritage Database GIS layer.

Four potential saw pits were identified within the study area with Sawpit 1 being the clearest and the remaining three having lesser potential. It is worth considering the criteria by which these features were considered to be sawpits and comment on how they were distinguished from more probably smaller depressions in the ground surface, of which they were many.

Sawpits, even temporary smaller scale sawpits have been excavated and are generally selected or constructed with requirements for not only the pit itself but also the storage and handling of timber nearby. During the construction the spoil from the sawpits can be expected to be deposited downslope, in bush sawpits on hill sides, to help form the sides of the pit. Characteristically then, it can be expected that sawpits are likely to possess level areas adjacent to the pit itself and there is likely to be also a deformation of the natural topography with a sharper slope immediately downhill of any sawpit. Given the manner of their operation, sawpits are also linear in form and tend to possess a regular outline, although given the taphonomic factors affecting these features in a wooded area, it is likely that these alignments were distorted. The potential sawpits identified possessed these characteristics to a greater or lesser degree.

These sawpits were distinguished from 'depressions' in the ground that in this case may or may not have had a cultural origin. In a different context these depressions would have been readily attributed to uprooted trees tearing the ground as they fell. However, the association of these depressions with areas of stone features meant that they could not be dismissed as natural in origin although they were also not considered to meet the criteria to be considered a sawpit. Some depressions within the study area were clearly the result of natural processes but there was also a possibility that they were in fact sawpits; where this was the case they were recorded as depressions and are discussed in the section on the Timber-Getting Complex below.

The four potential sawpits were present in the eastern third of the study area and did not share a common alignment but rather were aligned transverse to the fall of the slope where they were present. As mentioned above, Sawpit 1 was the most distinct of the four, while the other three were ambiguous at best. However on the balance of probability these features are likely to have been sawpits or similar features used in the initial processing of timber.

- Sawpit 1 was 20m in length and 2m wide at its greatest width. This pit was substantially filled by deadfall and leaf litter and it is assumed that much modification of its walls had taken place through taphonomic processes after its disuse. The greatest depth that could be measured was 750mm from the upper rim of the pit to the deadfall and humus filling its bottom. The ground around this pit is level but after 500mm to the south there was a slightly steeper slope down to the natural slope of the hill.
- Sawpit 2 was located in a shallow concavity in the face of the slope between Snig Track 2 and Snig Track 3. It was approximately 10m in length and 1.5m in width as well as at least 500mm in depth and substantially filled with leaf litter and debris. It is likely that the shape of the sawpit has undergone modification since its period of disuse.
- Sawpit 3 was a small sawpit measuring 7 x 1.5m in plan and not more than 500mm in depth, but as elsewhere a significant amount of organic matter had contributed to filling the bottom of this pit.
- Sawpit 4 was a small sawpit measuring 8 x 2m in plan and not more than 500mm in depth, but as elsewhere a significant amount of organic matter had contributed to filling the bottom of this pit.

With all of these features the taphonomic processes affecting them has rendered them less distinct and rounded the edges of the cut and filled in sections of the cut.



Figure 5.3.3 View to the southwest along Sawpit 1, note the distinct hard clay soil in the bottom of the photograph indicating that this was a pit and not a snig track. The scale has 100mm marks.



Figure 5.3.4 Looking to the south over potential Sawpit 4, although this feature is obscured by leaf litter and deadfall it is neither a snig track nor natural soil disturbance arising from an uprooted tree. The scale has 100mm marks.

5.3.3 Sawn Stumps and Timbers

As far as is currently known there are no datasheets for these features and they are not recorded within the Mt Wellington Heritage Database GIS layer.

Spread throughout this area were a series of stumps, clearly exhibiting notch cuts in most cases and occasionally accompanied by cut trunks lying on the ground nearby. These stumps varied in height from 1-1.2m and generally measured >1m in diameter. The stumps exhibited evidence of fire damage likely caused by bushfires since their felling; some of these features were significantly decayed but in all cases evidence of felling was present. Although the surface of any of these features was not intact enough to discern cut marks, the notch cuts combined with the very level surface of the stumps were a clear indication that these trees had been felled. In some cases, as around Stump 2 and Stump 9 there were sawn trunks present on the nearby ground surface. These trunks exhibited square cuts on their distal ends but it is not clear in what manner these cuts were made and these features have not been recorded independently. Similarly within the Timber-Getting Complex there were a number of sawn logs that exhibited possible cut surfaces yet as these could not be clearly attributed to felling activity associated with timber-getting they have not been recorded as historical features.

A large sawn log was noted in vicinity of the Upper Luge Track but this tree has clearly been cut with a chainsaw and as such is not recorded as part of this group of historical features.



Figure 5.3.5 Detail view of Stump 7, the notch cut is clearly visible facing towards the viewer. The scale has 100mm marks.



Figure 5.3.6 Looking to the west and showing two of the three closely spaced stumps (Sawn Stump 4 to 6) in the centre of the study area. A notch cut is visible on the stump in the left of the photograph. The scale has 100mm marks.

5.3.4 Complex of Timber-Getting Features - [Includes Bart's Cut - WPHH0453 Golden Gully North Sawpit, WPHH0461 and Golden Gully North Stone Mounds - WPHH0462]

Three data summary sheets exist for this site within the Wellington Park Historic Heritage Inventory. These formerly distinct sites are in fact part of a larger cultural landscape associated with the earliest phases of timber-getting on the mountain and at least two of these sites are certainly part of the same group of features.

In the centre south of the study area among its southern border was a large group of features consisting of uncoursed or roughly coursed unshaped stone footings or heaps, terraced areas, pits and the termination of Snig Track 4. The material culture of this area is complex in its distribution and opaque in its form. Although the stone features were clearly cultural in origin, their purpose, history of use and relationship to one another was unclear. Given the historical background of this study area and the nature of the other features present within it as well as the association of Snig Track 4 with some of these stone features, it is inferred that these features are related to the historical timber-getting and sawmilling that was known to have taken place in the area. The concentration of these features in the area together with their similarity, are strong indications that these features formed part of a cohesive complex. For the sake of clarity and simplicity, the stone features in this area will be referred to only as 'stone features' not footings or structures in the absence of a stronger demonstration of their purpose.

At least 32 individual stone features were observable in this area although it must be emphasised that this does not necessarily indicate the total nor is it even necessarily the lower limit of how many features there may be. This is the case as it is possible that a number of these features may have formed part of one whole with parts missing or now buried beneath the current ground surface. As the extent of this recording was constrained by the time available during this survey, these features not recorded with a high level of detail but rather to the extent that it was necessary to determine their extent and provide a preliminary assessment of their significance. This complex of features was spread from the shallow ridge crest down to the side slopes of the ridge above the rivulet. There was a comparatively greater frequency of stone features on the flatter crest than there was on the bank. Significantly, two of the most distinct sets of features, noted as points of interest in Figure 5.0.3, show shallow terracing of the hill slope for the placing of these stone features indicating that not only was the flatter surface of the ridge crest sought out but that it had been modified to create even flatter areas.

The stone features varied in morphology but were largely consistent in size, most being less than 2 x 2m in plan. In some cases the features displayed were formed from coursed rubble and in some cases from uncoursed rubble. Some of these features appeared simply as concentrations of rubble resting in a rough, but generally similar sized shape, pile on the ground surface. However, it must be emphasised that this appearance has been caused by taphonomic factors affecting this woodland site. Falling limbs and trees have likely damaged some of these structures and deadfall and leaf litter has also likely obscured large parts of these features and it is therefore likely that they are merely the surficial elements of more substantial structures that are now partially buried. None of these features exceeded a metre in height with coursed and uncoursed features being the tallest and the unordered piles of stone lying much closer to the ground. This is further evidence that in the more disturbed features that their disorganisation has resulted from taphonomic disturbance after construction.

The depressions in this area were shallow, <500mm deep, roughly circular concavities in the ground surface and measured between 1m and 2.5m in diameter. There was no clear evidence of structure in association with them and while it is possible that these are the result of natural phenomena their context and concentration in this group of features means that they have been considered as potential elements in this cultural landscape.

Three elements are considered as points of interest for this area as they are the better preserved elements of this complex with the more obvious surficial features. The first of these features was referred to as Bart's Cut in the WPHH inventory and was described as a terraced area with stone footings, possibly an incipient hut site. This is broadly correct but it is worthwhile noting some additional details about this area. Snig Track 4 terminates at this point, within 2m of the terraced area, which is aligned roughly north to south. The terracing was at a depth of 300mm above the current ground surface. The possibly terraced area extends over 3m in width and 10m in length. It is overgrown but there are two stone features within the terraced area, similar to those described above but not showing any evidence of coursing or other formation. Although referred to as a terraced area, the cut into the ground surface is distinct, and it is possible that this cut extended further in depth and this may have been a sawpit or other deep feature that has been filled in.

Extending further west and upslope along the line of the snig track at a distance of approximately 10m were two pairs of stone features mirroring each other on either side of the track. These features were

each 1.5 x 1.5m in plan, with roughly squared edges, although they may continue beneath the leaf litter or ground surface to make a single 4.8m long feature parallel to the track on either side. These features were set 1.8m distant from one another in matching sets on the sides of the snig track. They were clearly associated with the track, were not simply spoil heaps from its excavation and they are a key link in demonstrating the connection of the features in this area with the timber-getting activity that was taking place here.

To the north of both these groups of features at a distance of 30m was a second terraced area, in an already very level area of the ridge crest which measured approximately 10x5m in plan, were a set of coursed stone features that most closely approximate *in situ* footings in the whole complex. Three courses were evident in one of these features although less than a metre remained of its length.

The reality is that this complex represents an early phase of occupation in this area, in fact one of the earliest sustained European presences on the mountain altogether. It is almost certainly associated with logging but without further investigation, of a scale and cost well beyond the limits of this current investigation, few positive assertions can be made about the nature of use of this site.



Figure 5.3.7 Looking north to the partly coursed random rubble features in the area of possible stone footings. The scale has 100mm marks.



Figure 5.3.8 A rectilinear feature in the area of stone footings. Looking east at the sawn stump. The scale has 100mm marks.



Figure 5.3.9 Looking to the northwest over the stone features in the foreground and the snig track, heavily overgrown, immediately behind them in the centre of the photograph. A corresponding set of stone features are just visible to the northwest of the snig track. The scales have 100mm marks.



Figure 5.3.10 Looking to the west over the stone feature and benched area in 'Bart's Cut.' The scale has 100mm marks.



Figure 5.3.11 Looking to the south at a clearly constructed stone feature, nearly a metre above the current ground surface; note that there is no additional evidence of bonding or other structural elements. The scale has 100mm marks.



Figure 5.3.12 Detail view of the surface of a stone feature. The scale has 100mm marks.

5.4 Survey Results Summary

The investigation included two study areas, both which contained substantial and radically different suites of historic heritage items. Study Area One comprised two survey areas, Survey Area One in the west and Survey Area Two in the east. These reflect variation in topography and are roughly equal in size. Survey Area One contained wet Eucalypt forest and was much steeper in grade whereas Survey Area Two contained dry Eucalypt woodland and had a shallower gradient. Cultural features within this study area included;

- Pinnacle Road
- Two tracks currently in use, the Woods Track and Circle Track
- An unnamed and currently used track, previously part of the Fingerpost Track
- A single cut tree stump
- The Boundary Track
- Two levelled areas formed by earth moving machinery.

Small artefacts were found throughout the study area, particularly in the vicinity of Pinnacle Road, but these were representative of mid to late twentieth century deposition from passing motorists and will not be discussed in detail.

Study Area Two was completed in a single survey area, with the variations in topography and vegetation being minimal. The study area is situated on a shallow ridge line in the rolling eastern foothills of kunanyi. Two small gullies are present to the north and south of the study area, with a small stream running through each. To the east the shallow ridge narrows while to the north it continues upwards to join with the rising hills closer to the base of the mountain.

The archaeological features within this study area were complex in their pattern of arrangement, not necessarily obvious in their function and largely obscured by decaying vegetation. These features all relate to the logging of the eastern slopes of the mountain from the late 1810s to the 1850s and include the stumps of felled trees, snig tracks, stone features and sawpits. Of particular significance and complexity, albeit one without ready interpretation, was a complex of stone features, clearly of cultural origin, snig tracks and ground surface modification in the south centre of the study area. This area includes what had been previously registered as Barts Cut (WPHH0453), the Golden Gully North Saw Pits (WPHH0460) and the Golden Gully North Saw Pits (WPHH0461). Within this study area 52 distinct features were identified in association with the early phases of logging and timber-getting on the mountain, although all of the stone features are not considered individually in the context of this report. Therefore the (seen in Figure 5.1) cultural features within this study area included;

- Seven sections of snig track
- Four potential sawpits
- Nine felled tree stumps
- An extensive complex of stone features and footings and cuts

The following section expands upon the discussion of these features and places them within an historical and cultural heritage management context.

6.0 DISCUSSION AND MANAGEMENT CONTEXT

This section will consist of two parts in order to comply with the brief, a discussion of the results in context and an analysis of management practice of track construction in relation to historic heritage in Tasmania. These two sections are necessary in order to formulate conservation and mitigation advice in the following sections.

6.1 Discussion

The two study areas have presented starkly contrasting sets of historical heritage that reflect two very different types of use in the mountain's history. Study Area One represents the development of the mountain for recreation in the late nineteenth and early twentieth century while Study Area Two contains a set of heritage items related to the early phases of Hobart development and the economic use of the mountain.

The current project is within the same spirit that has moved the creation of much of the material culture that was encountered in Study Area One - recreation and access to the mountain for the people of Hobart and visitors. Strikingly, a wide date range is presented in the dates of track construction in the study area, ranging from the 1830s through to the middle of the twentieth century. It also reflects the changing use of the mountain with some tracks being abandoned and some having their use renewed and modified over time. The eastern end of the study area contains perhaps the only evidence for the early phase of economic use of the eastern slopes of the mountain, in the form of the tree stump and the section of the Fingerpost Track present just to the southeast of the study area. Even this track was soon given over to primarily recreational purposes.

The majority of features within Study Area One are distinct and easily recognisable. The two features that are incomplete are the Featherstones Cascades Track and the Boundary Track as these had fallen into disuse by the middle of the twentieth century. Even so, large portions of both these tracks are in a state of good preservation with only the presence of saplings within the clay pad of the track surface to distinguish these sections from a used and maintained track. This has arisen from the vegetation and topography of this study area, with the gradient of the mountains slope shallow enough to not invite landslips or rockfalls and the vegetation sparse enough to have a minimal impact to these tracks over the decades. It is also likely that the rocky clay topsoil is resistant to fluvial disturbance and this also assists in maintaining the form of these tracks. The exception to these conditions is the section of the Featherstones Cascades Track that followed the stream above O'Grady's Falls. This section of track has likely been removed or obscured by heavy rain events or vegetation.

Thus Study Area One is representative of nearly two centuries of the recreational use of the mountain by Europeans. It's cultural landscape is one of modification, reuse, reinvention and change within this context, it's old tracks disappeared from the maps but not from the landscape but have created overlapping layers of different perspectives on the recreational use of the mountain.

Study Area Two can be radically contrasted with Area One; all of the historic heritage items within it date from a sustained burst of economic activity in the first half of the nineteenth century and created a cohesive cultural landscape that is redolent of Tasmania's early timber industry. Omitted from detailed consideration in the previous sections is the possibility that the timber-getting features in Study Area Two predate Degraives sawmilling operations or at least form a continuum with the phase of activity that took place in the decade before he established control of the land. However several factors need to be assessed in determining the timing and origin of the timber-getting structures within the study area before any definite links can be made.

Kings Pits is shown on an early nineteenth century plan at a distance of 200m to the south of this study area. These pits are referred to by Backhouse in 1833 where he describes holding a meeting and distributing literature of the Religious Society of Friends there to the workers at their huts. These pits were known to be government sawmilling operations⁵³ and it is likely that they are the location of the early timber-getting operations on the mountain identified in the historical background. This tallies well with the story of Degraives entrance into Tasmania. If the British government was willing to subsidise the expense of shipping his water-powered sawmill to Tasmania and promise labour to assist in its construction, it is unsurprising that the area already established for logging would be handed over to him as appears to have been done in this case.

⁵³ Wellington Park Management Trust, Mount Wellington Historical Notes, n.d. URL: https://www.wellingtonpark.org.au/assets/wellingtonpark_historicalnotes.pdf

A lapse of a year takes place from the granting of Degraives small 200 acre grant to the 2,000 acre grant that was to include both the Kings Pits and Study Area Two. It is possible that this larger grant was consequent on the construction and success of his sawmill but it is clear that Kings Pits remained in operation until the 1830s and were likely formed in the late 1810s. This is over a decade of use, with at least seven years of operation of Kings Pits as a government sawmill.

The short distance of 200m from Kings Pits to the study area (for comparison there are snig tracks within the study area that are significantly longer than this distance) and the length of early operation of the early phase of government logging is suggestive of an early date for the origin of the cultural material recorded in Study Area Two. What also reinforces this position is the arrangement of the historical features themselves. To the north of this study area is the Cascades Logging Road 4 [WPHH0446] that extends along southern hill slope above the Guy Fawkes Rivulet towards the location of Degraives former sawmill. The snig tracks present within the study area do not appear to feed this road but instead fall away to the south and east. The best explanation for this is that this road was constructed after the study area had been significantly cleared and its intent was to access timber closer to the mountain. It seems, for example, that it would not be reasonable to extend a snig track hundreds of metres parallel and tens of metres above a feeder road to a sawmill then curve the track downslope in the opposite direction.

The presence of workers living at Kings Pits in 1833, in the year after Degraives had constructed a second sawmill at the Cascades, might indicate two alternatives - a harvesting strategy which saw the continued operation of these sawpits in conjunction with Degraives sawmills at Cascades or that Kings Pits had by this time been given over to domestic use only. It is worth noting that Backhouse does not refer to any active sawing at this location but that it is the habitation of the sawyers. It is a possibility that by this time the pits themselves were no longer active but that some of the large amount of sawyers that Degraives employed continued to live there. It is also possible that harvesting of timber in the surrounding area was continued as larger and trees may have been left in the early phase of works due to the difficulty of manipulating them across the terrain.

The snig tracks do appear to be oriented to offer access to the road linked to the Cascades but they are also directed to feed towards a linking track that led to Kings Pits. Several sawmilling complexes are located immediately to the south of the study area [WPHH060-061] and although not recorded in detail are suggestive of a cohesive landscape stretching to or containing Kings Pits (see Appendix D for details). It is also worth noting that tracks recorded in early plans immediately to the south of the study area have been given preliminary recording, without being completely entered into the historic heritage database for the mountain, and this idea reinforces the connection of the study area to the earlier phase of timber-getting on the mountain.

There is some evidence to suggest that the complex of heritage items to the south of the study area as well as a good portion of the historic features within were the result early government run convict timber-getting in the area. It is certainly possible that the use of the study area took place during Degraives control of the land or that timber-getting in the area took place at both times but on the balance of evidence it seems likely that the timber-getting structures in this area are associated with the earliest phase of development.

The author's hesitancy in regards to assigning function to the 'stone features,' outside of the vague term of Timber-Getting Complex, in the results section of this report is due to professional caution. This is partly through the necessity of the simplistic recording of the features in this area which was surveyed over the course of a single day by a lone archaeologist, when to record in detail all of these features it would take several archaeologists over a considerably longer period. The focus in the present project was to identify the spatial boundaries of historic heritage to assist in the planning process. It can also be attributed to a lack of clarity in the features themselves. Some of the stone features could easily be the remains of collapsed chimneys or footings for logging structures. Terracing of the ground surface, integration of the snig track and the construction of all these features in a relatively small area indicates planning, site preparation and a concentration of effort. This site would richly reward a detailed archaeological investigation.

Backhouse's indication that Kings Pits was not just a place of work but of habitation also further complicates the situation. The association of a snig track with some of these stone features would suggest that they were at least in part used in the harvesting of timber. An absence of historical artefacts in this area is not decisive either as although there is a relatively sparse understorey, ground surface visibility was low to nil throughout owing to a thick layer of leaf litter covering the ground surface.

The absence of ready answers afforded by historical sources for this area speaks to both the complexity of its history and the potential for further investigation. There are large areas of historic heritage and

culturally modified sites within Study Area Two. In contrast Study Area One presents an easily interpreted and historically attested trajectory of development that continues to shape the cultural landscape of that area to the current day.

6.2 Historic Heritage and Track Construction

Part of the brief for this project requires contextual information for the management of historic heritage in the process of track development within other Tasmanian land management agencies and an analysis of whether the same approach could be applied to track development on kunanyi - Mount Wellington. Perhaps because of the historic significance of many of the tracks within Wellington Park the heritage management framework for this area has one of the more complete and nuanced approaches to the integration of new tracks within the context of historic heritage. However, it is possible to glean some further information from other agencies in Tasmania.

The most detailed consideration of historic heritage in the context of creating recreational tracks is the Tasmania Parks and Wildlife Service. In a review of their policies and practices relating to the Tasmanian Wilderness World Heritage Area they provide a detailed review of successful and unsuccessful practices from 1900 to 1999 along with suggestions for improvement.⁵⁴ This assessment of conservation practices in regards to managing tracks is helpful in the context of the current investigation. Although this document, like the majority of documents relating to the management of historic heritage in association with track construction in Tasmania, provides general comment, several key issues are raised that are relevant. These are limited maintenance of heritage items or cultural heritage research arising from funding constraints, uncontrolled visitor access to heritage locations and a lack of coordinated cultural heritage programs.⁵⁵ Some of the broad approaches suggested to ameliorate these issues included training Parks and Wildlife Service staff, community partnership programs and greater research into cultural heritage sites.

The Tasmania Parks and Wildlife Service has prepared a Walking Track Management Strategy for Tasmania's National Parks and Reserves 2011-2020.⁵⁶ This document provides an extremely in depth review of track grading, construction and management with regard to broader themes and concepts but does not consider the impact of track construction and maintenance on historic heritage specifically. They do describe hazards to the environment generally from walking track construction and use stating in regards to existing tracks:⁵⁷

The main environmental impacts associated with the existing walking track network are track erosion and track widening. These problems are exacerbated in many areas by steep terrain, fragile vegetation and soils, high rainfall, poor track siting (much of the track system having developed unplanned from walkers' routes) and water flow.

Track erosion is generally irreversible, since soil accumulation rates are extremely slow. Track widening is potentially reversible, but the associated vegetation damage can take decades or even centuries to repair in alpine areas owing to extremely long vegetation recovery times. In boggy areas with low vegetation, track widening is often associated with braiding.

They go on to note that inconsistent track work standards, either too much or too little, leads to risk to the environment and possible wasteful use, and the behaviour of track users contribute to environmental degradation. Importantly they also consider in detail a range of management options for track maintenance, many of which are applicable to track construction as well. Not all of their management options are relevant here but a selection helps to give an understanding of the range of alternatives that are possible in managing tracks within the context of the current project.

- Track hardening is a favoured option, especially with local stone in the context of climate change making wooden materials vulnerable.
- Additional infrastructure to support a tracks purpose and minimise risk.
- The use of water bars and cross-drains to limit erosion, the realignment of tracks and building of new tracks.
- The modification of usage and walker behaviour through track notes and publicity campaigns.

⁵⁴ Parks and Wildlife Service State of the Tasmanian Wilderness World Heritage Area An evaluation of management effectiveness Summary Report No. 1 2004

⁵⁵ Ibid, pp117-118.

⁵⁶ Tasmania Parks and Wildlife Service has prepared a Walking Track Management Strategy for Tasmania's National Parks and Reserves 2011-2020. 2011

⁵⁷ Ibid, p.10.

- The regulation of use through registration systems.

Although not directed at historic heritage specifically this document helps to identify some of the risks and risk management strategies that are relevant to historical heritage.

The Works Guidelines of the Tasmanian Heritage Council, although directed at the maintenance of smaller scale properties, also includes practical advice in regards to the conservation of elements of hard landscaping and significant landscapes.⁵⁸ Where significant landscapes elements are to be altered they recommend that surviving elements should 'be retained, and form, materials and detailing of original landscape design should be maintained where possible. For example, original straight paths or drives should not be replaced with curvilinear, or vice versa. Where edgings such as tiles are to be replaced, like-for-like is the preferred option. Where other materials are used they should be sympathetic to the values of the place.' This raises an important issue in that managing impact to historic heritage in landscape not only involves a sensitive treatment of existing fabric but also a meaningful concern with broader issues of landscape and pattern.

The Tasmanian Reserve Code of Practice provides additional guidelines on managing historic heritage in park settings, noting specifically that:⁵⁹

Where public access to a cultural heritage site is likely to result in unacceptable impacts on site values, then access should be altered, limited or prevented as appropriate.

Sites of cultural heritage significance will not be publicised or promoted where this could result in damage to site values.

Sites of cultural significance that are publicised or promoted to the public should be managed to protect the values from threats arising from increased visitation.

Minimal impact practices should be promoted to visitors.

As stated at the commencement of this section, Wellington Park Management Trust maintains a comprehensive Management Strategy for Walking Tracks within their park.⁶⁰ This strategy makes provision for interpretation to be included within the park and within the context of cultural heritage interpretation is often considered to be a form of mitigation to heritage sites where impact is considered unavoidable. This document lists specific criteria that interpretation should have

In review there is no specific document that describes appropriate techniques in constructing tracks in relationship to historic heritage other than in general terms or with recourse to wide ranging principles. This information does, however provide a level of awareness of the risk that walking tracks pose to historical heritage and provides a background for management options that may be presented to mitigate any harm that track construction or maintenance may cause to historic heritage values. Issues that need to be considered in the mitigation process include long term effects of track use, visitor behaviour and access, engineering and social controls to limit harm and a balance between interpretation and protection of heritage through not publicising its location.

⁵⁸ Tasmanian Heritage Council Works Guidelines For Historic Heritage Places November 2015

⁵⁹ Tasmania Parks and Wildlife Service The Tasmanian Reserve Management Code of Practice 2003, p.27

⁶⁰ Wellington Park Management Trust Wellington Park Walking Track Strategy June 2003 pp.2-28.

7.0 HISTORIC HERITAGE AND SOCIAL SIGNIFICANCE

7.1 Assessing the Significance of the Identified Sites

The assessment of cultural significance is a pivotal part of any heritage assessment. In this report significance is expressed in terms of the *Australia ICOMOS Burra Charter 2013* (the *Burra Charter*) definition of cultural significance and the eight criteria of the *Historic Cultural Heritage Act 1995* (*HCH Act*). Article 1.2 of the *Burra Charter* defines:

Cultural significance means aesthetic, historic, scientific, social, or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.⁶¹

In turn, the *HCH Act* identifies eight criteria for cultural heritage significance. The *HCH Act* defines 'historic cultural heritage significance' as 'its significance in terms of the registration criteria'. The eight criteria are:

- a) the place is important to the course or pattern of Tasmania's history;
- b) the place possesses uncommon or rare aspects of Tasmania's history;
- c) the place has the potential to yield information that will contribute to an understanding of Tasmania's history;
- d) the place is important in demonstrating the principal characteristics of a class of place in Tasmania's history;
- e) the place is important in demonstrating a high degree of creative or technical achievement;
- f) the place has a strong or special association with a particular community or cultural group for social or spiritual reasons;
- g) the place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history;
- h) the place is important in exhibiting particular aesthetic characteristics.

The *HCH Act* provides that the Tasmanian Heritage Register is to be an inventory of places having 'State historic cultural heritage significance'. This term is not defined, however Guidelines have been developed to assist in applying the criteria and determining the level of significance of a place at either State or local levels of heritage significance.⁶² The Guidelines define this distinction between State and local significance as:

A place is of historic heritage significance at a STATE level as being important to the whole of Tasmania, and therefore eligible for entry in the Tasmanian Heritage Register; or

A place is of historic heritage significance at a LOCAL level as being important to a region or local community and eligible for listing in a heritage schedule of a local planning scheme.⁶³

In applying this distinction, thresholds have been developed to define the minimum required value/s that a place must possess to be considered as having heritage significance at either State or local levels. This report has been prepared cognisant of the principles contained in these Guidelines and the determination of State and local level significance.

The evaluation of significance has a practical application as it provides the basis for determining how places, sites, items and/or features identified during the field survey should be managed. In general, terms, active management is recommended for those places assessed by the authors as having heritage significance at either State or local levels. No matter what the level of significance, the overarching intent of management is to conserve the values of the place or item.⁶⁴

⁶¹ Australia ICOMOS *Burra Charter*, Art. 1.2

⁶² Department of Primary Industries, Parks, Water and Environment, October 2011, *Assessing historic heritage significance for Application with the Historic Cultural Heritage Act 1995*

⁶³ *Ibid*, p.2

⁶⁴ Heritage Council of New South Wales, *Levels of Heritage Significance*, 2008, p.1; Department of Primary Industries, Parks, Water and Environment, *Assessing Historic Heritage Significance for application with the Historic Cultural Heritage Act*, October 2011, p.6

In addition, this report is to comply with the *Wellington Park Management Plan* policies in regard to managing cultural heritage. In the context of significance assessment this specifically requires the use of the 'Heritage Tasmania *Pre-development Assessment Guidelines* and any other relevant guidelines produced by Heritage Tasmania.'⁶⁵

2.2 An assessment of the cultural heritage significance of all of the heritage places identified during the course of the desktop review and field survey. The history together with broader comparative information should be referenced to provide context for these assessments. Each place identified should be assessed against criteria in the *Historic Cultural Heritage Act 1995*.

Each place should then be assessed as being of: nil or negligible significance; local significance; or State significance. An assessment of each place against each of the seven [now eight] criteria contained in the *Historic Cultural Heritage Act 1995* is desirable but not essential. The language used in describing significance should at least be consistent with the terminology and concepts that underpin the criteria.

7.1.1 Site Specific Social Values

Social values are referenced in the *Wellington Park Management Plan* and are expressed differently to other aspects of cultural significance; the Plan also specifies that identified social values are to be maintained. Within the context of the overall significance assessment of the study area it is important to consider the word 'identified' as providing additional requirements within the significance assessment framework. The Plan specifies that the values identified in *Wellington Park Social Values and Landscape: An Assessment* (2012) are given consideration in any social values assessment that are undertaken.

In assessing the social values of the study areas, the *Wellington Park Social Values and Landscape: An Assessment* (2012) report is the critical document as not only is it expansive in detailing these values of the park but also because it draws together the findings of earlier reports. It provides a comprehensive overview of the social values associated with Wellington Park as well as identifying specific places and activities that are also valued.

The Social and Landscape Assessment report found that personal, landscape or aesthetic values were of importance to the largest number of survey participants, with scientific or historical values being far less significant and of interest to only 1.8% and 12.1% of respondents respectively.⁶⁶ It is possible that this may have been the result of a bias in the collection method that emphasised the personal values of the park.⁶⁷ Nevertheless a wide range of historical sites were considered valuable specifically, if not necessarily for any specific scientific and historical significance.⁶⁸

Social values are referenced in Section 5.3.4 of the *Wellington Park Management Plan*; the Plan also specifies that identified social values are to be maintained. These identified social values are derived primarily from the Social Values and Landscape Assessment produced by McConnell⁶⁹ and the key social value policy contained in the Management Plan states that the management of the park, and consideration of new uses and development, will take into account the Park's landscape and social values.

Within the context of the overall significance assessment of the study area it is important to consider the word 'identified' as providing additional requirements within the significance assessment framework. This principally means those social values already assessed in the Social Values and Landscape Assessment⁷⁰ will be considered and applied in the significance assessment of the cultural heritage present within the study area, which has been outlined above in Section 6.0.

7.2 Site Specific Significance Assessment

Each of these items will be assessed against the above eight criteria as well as the established values of Wellington Park. The assessments will take the form of a statement of significance; where specific significance thresholds are met these will be annotated with reference to the *Assessing Historic Heritage Significance: for Application with the Historic Cultural Heritage Act 1995* (2011), for

⁶⁵ *Ibid.*

⁶⁶ McConnell, A. *Wellington Park Social Values & Landscape – An Assessment*. Unpublished report for Wellington Park Management Trust 2017, p.27

⁶⁷ *Ibid.*, p.27

⁶⁸ *Ibid.*, p.39

⁶⁹ McConnell, A. *Wellington Park social values and landscape: an assessment*. Unpublished report for the Wellington Park Management Trust, 2012.

⁷⁰ *Ibid.*

example (C3) would indicate that the item satisfies Criterion C 'Contribution to Understanding, Significance,' Threshold 3, 'Potential to inform/confirm unproven historical concepts or research questions relevant to Tasmania's past.' These criteria and the specific thresholds referred to by the following significance assessment are contained in Appendix A and are there arranged by the alphanumeric designations that will be used in this section of the report.

As with much of this report, this draws on the work of McConnell either directly quoting already assessed significance or to formulate an understanding of significance where this has not been established already. Unfortunately owing to a change in the manner in which significance is graded due to the recent update of the HCH Act, these statements of significances cannot simply be restated here. However, the original significance assessments of McConnell will not be altered but will rather be reformulated in line with the new form required for significance statements.

Working within the context of the data sheet format, it is not simple to isolate and assess the significance of elements of a larger site, even if those elements are largely unrelated to the values for which the site is significant. To this end, where smaller elements of a larger site are involved, the overall significance of the site is stated but specific reference is made to the part of the element located within the study area which may be impacted in some way by the proposed work.

7.2.1 Pinnacle Road (WPHHo269)

Pinnacle Road has state significance primarily in strongly demonstrating the largest attempt at Government backed unemployment relief during the Great Depression era (A2). It has state historical significance in its demonstration of State level governance especially in conjunction with local government (A2). Its intended purpose to actively encourage tourism alongside the application of technology in a distinctive natural environment makes it an example of an important historical process with potential to yield further information (A4 and C5).

It must be noted that the site also has strong local significance to the local community given the number of individuals who worked on the project and whose descendants persist in the local area (F3).

This site has social significance and was noted as a special place within Wellington Park.

7.2.2 Circle Track (WPHHo41)

Circle Track can be considered to have local significance through its role in the development of the track network on the mountain (A4). It is well preserved and representative of a track construction on the mountain in the early twentieth century (D1 and D4) and due to its state of preservation and setting like many of the tracks on the mountain it possesses aesthetic significance (Hii). As a currently in use recreational track it can also be considered to have some local social significance (F4).

This site has no identified social significance.

7.2.3 Woods Track

Woods Track can be considered to have local significance as part of the development of the track network on the mountain as an example of a probably early track alignment (A4). Given its alignment to the Springs in early plans there is sufficient reason to expect that this track was associated with the Woods family who were significant local figures and important part of the mountains history (G1). As a currently in use recreational track it can also be considered to have some local social significance (F4).

This site has no identified social significance.

7.2.4 Boundary Track

The Boundary Track can be considered to have local significance through its role in the development of the track network on the mountain and it demonstrates the former extent of the park (A4). The site also has local historical significance as it demonstrates a Depression era employment scheme (A2) and its possible association with Dick Betts an important figure in the track construction of this period (G1). Due to its picturesque partially ruined state it possess local aesthetic significance (Hii).

This site has no identified social significance.

7.2.5 Fingerpost Track (WPHHo88)

The Fingerpost Track is an early track with a long and varied history of use over nearly two centuries and is a key element in the mountain's cultural landscape and as such it has both local and state

significance. Developed as an early logging route this track became a popular route for people from Hobart to visit significant sites on the mountain and not only does it demonstrate key aspects of these phases but is also emblematic of the changing use of the eastern slopes of the mountain (A1, A2 A4, A5, F2, F6 and G4). The state of preservation of this track is demonstrative of both early bridle and walking tracks in Tasmania (D1, D2 and D3) and possesses aesthetic value with its distinctive form in a natural bushland setting (Hiii). As a currently in use recreational track it can also be considered to have some local social significance (F4).

This site has no identified social significance.

7.2.6 Sawn Stump

The sawn stump demonstrates a common practice and land use in the vicinity of Hobart, logging and land clearance, which is now no longer practiced (B1 and D3).

This site has no identified social significance.

7.2.7 Featherstones Cascade Track

Featherstones Cascade Track can be considered to have local significance through its role in the development of the track network on the mountain and it demonstrates the former extent of the park (A4). The site also has local historical significance as it demonstrates a Depression era employment scheme (A2) and its possible association with Featherstone, Foreman-in-Charge of the track project for this period (G1). Due to its picturesque partially ruined state it possesses local aesthetic significance (Hii).

This site has no identified social significance.

7.2.8 Snig Tracks

The snig tracks can be considered to be locally significant. These tracks have the ability to provide information about the early practice of timber harvesting on kunanyi - Mount Wellington (C2) and assist in differentiating between the different phases of development that took place in the first half of the nineteenth century (C4). They demonstrate a common practice and land use in the vicinity of Hobart, logging and land clearance, which is now no longer practiced (B1 and D3).

This site has no identified social significance.

7.2.9 Potential Sawpits

The sawpits can be considered to be locally significant. These pits have the ability to provide information about the early practice of timber harvesting on kunanyi - Mount Wellington (C2) and assist in differentiating between the different phases of development that took place in the first half of the nineteenth century (C4). They demonstrate a common practice and land use in the vicinity of Hobart, wide scale logging and land clearance, which is now no longer practiced (B1 and D3).

This site has no identified social significance.

7.2.10 Sawn Stumps and Timbers

The sawn stumps and timbers can be considered to be locally significant. These pits have the ability to provide information about the early practice of timber harvesting on kunanyi - Mount Wellington (C2). They demonstrate a common practice and land use in the vicinity of Hobart, logging and land clearance, which is now no longer practiced (B1 and D3).

This site has no identified social significance.

7.2.11 Timber-Getting Complex

The timber-getting complex can be considered to be of state significance primarily because of its potential to contribute information about the early settlement of Tasmania and an important industrial aspect of the convict system (C1, C2, C3 and C4). Although some evidence can be gained through surface inspection of these features, excavation or other forms of subsurface investigation (C5) has the potential to contribute a large amount of information that would demonstrate the process involved in the first phases of land clearance and timber harvesting (A2, A3 and D2). This site can also be considered to demonstrate some aesthetic significance as it represents a cohesive early cultural landscape within a

woodland setting (Hiii). This site also has similar qualities to those discussed above in regards to illuminating aspects of Hobart's local history and as such possess local significance.

This site has no identified social significance.

7.3 Section Summary

The following table summarises the above statements of heritage significance and site specific social values.

Table 7.1 Identified sites and features and their historic heritage significance and social values identification.

Site/Feature	State Significance	Local Significance	Identified Social Value
Pinnacle Road	Yes	Yes	Yes
Circle Road	No	Yes	No
Woods Track	No	Yes	No
Boundary Track	No	Yes	No
Fingerpost Track	Yes	Yes	No
Sawn Stump	No	Yes	No
Featherstones Cascades Track	No	Yes	No
Snig Tracks	No	Yes	No
Potential Sawpits	No	Yes	No
Sawn Stumps and Timbers	No	Yes	No
Timber-Getting Complex	Yes	Yes	No

8.0 IMPACT ASSESSMENT AND CONSERVATION ACTION STATEMENTS

Rather than a typical impact assessment, which regards differing impacts over a relatively uniformly significant site, this impact assessment will consider a uniform impact across a number of widely differing sites. It is important to note that this consideration of impact relates to the proposed track as provided by the client in the form of a digital shapefile as opposed to how it was flagged by the surveyor on the ground. Where these two things are different will be discussed as relevant.

In order to make clear how the predicted impacts at each location will be mitigated by the recommended conservation actions, the two will be presented in conjunction, with the conservation action statement appearing as italicised text. Management recommendations already exist for a number of features included in the Wellington Park Historic Heritage Inventory. The conservation action statements will be restated at the end of this section in conjunction with a detailed plan.

8.1 Impacts and Detailed Conservation Action Statements

8.1.1 Impact and Conservation – Pinnacle Road

The impact to Pinnacle Road from the proposed work will be slight; minor modifications will occur within the road verge at the commencement of Track 1a and termination of Track 1b. There is likely to be minimal visual impact along the length of the road as any new track section will be below Pinnacle Road and out of sight from the road. Any visual impact is likely to occur adjacent to the road at the beginning or termination of the tracks.

Impact to Pinnacle Road can be mitigated by concentrating the track heads for the proposed work in proximity to existing tracks and by keeping track furniture to the minimum necessary at these locations. The current alignment of Track 1b has a minimum of visual impact to the setting of Pinnacle Road if track realignment is made it should maintain a similarly low level of impact.

8.1.2 Impact and Conservation – Circle Track

Circle Track will be intersected four times by the proposed work; two small sections are within the study area and Track 1a and Track 1b will both cross each once. These crossings will remove sections of the track fabric and provide a visual impact to the track within its setting. This will harm the heritage values that Circle Track possesses.

Track 1a and Track 1b should cross Circle Track at a location where the track consists currently of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Circle Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

8.1.3 Impact and Conservation – Woods Track

Woods Track will be crossed twice by the proposed tracks, once by each; in Study Area One these tracks will have an impact on the fabric of the track and will also impact the aesthetic value of the track within its setting.

Track 1a and Track 1b should cross Woods Track at a location where the track consists currently of only a clay pad to lessen impact to the fabric of the track. This will not necessitate any major realignment as the track is principally only a clay pad with little stonework present. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Woods Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

8.1.4 Impact and Conservation – Boundary Track

The Boundary Track will be intersected once by Track 1a and once by Track 1b which will destroy any track fabric at this location where this fabric continues to exist.

Track 1a and Track 1b should cross Boundary Track at a location where the track consists currently of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps

etc., in the immediate vicinity of Boundary Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

8.1.5 Impact and Conservation – Fingerpost Track

The provided provisional alignment of the proposed Track 1b will cross and recross Fingerpost Track several times, however, after the field investigation, discussion with Hobart City Council has established that the alignment is not intended to reach this far out of the study area and that Fingerpost Track will not be damaged by the proposed works. Knowing that Hobart City Council have committed to this change it is possible to formulate the following mitigation advice.

Fingerpost Track should not be impacted physically by the proposed work through the proximity of Track 1b to this historic feature. The location of Track 1b must be moved to a location that does not include Fingerpost Track within its route. Additionally as much as possible of the route of Track 1b must be out of visual range of the Fingerpost Track as its presence in close proximity will lessen the aesthetic value of this track. To this end it is advisable that Track 1b should be set back 15m from the existing track at its closest approach.

8.1.6 Impact and Conservation – Sawn Stump

The sawn stump within this area will not be impacted upon by the proposed work.

The presence of this sawn stump should be noted in works specifications and avoided if consideration of alterations to the proposed track take place. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

8.1.7 Impact and Conservation – Featherstones Cascade Track

It is unlikely that the Featherstones Cascade Track will be impacted upon by the proposed tracks in Study Area One. Track 1a passes to the north of the extant remnant of this track and 1b to the south along an old vehicle access track.

Featherstones Cascade Track should continue to be avoided and if the route of the proposed tracks are changed they should not intersect with this remnant of this track.

8.1.8 Impact and Conservation – Snig Tracks

Two forms of impact can be considered in terms of the snig tracks within the study area, the ongoing impact of the Upper Luge Track, either through use or stabilisation, to Snig Track 5 and Snig Track 6 and the intersection of Track 12 with Snig Tracks 1-4. The continued use of the Upper Luge Track has already been considered by the heritage officer of the Wellington Park Management Trust ⁷¹ who has observed:

1. It is considered advantageous from a heritage perspective that the historic benched section of timber industry track is no longer being used (i.e., use is not compromising the preservation of this track, and this section of track should remain unused as a formal walking or bike track).
2. The current track is having relatively limited impact on the heritage (snig tracks) it crosses, and hence the current route can continue to be used in the short-medium term. It is undesirable to continue to use this route in the longer term as formalising the route is highly likely to result in increased impact on the historic snig tracks (and hardening would also have an impact).
3. The preferred option from a heritage perspective is to re-locate the track to avoid all significant cultural heritage in the area or, if this is not possible, to re-locate the track to reduce actual and potential impacts. This option however will require systematic mapping of the spur to locate the heritage in the area to assist in the track re-location. It would also be desirable, and would assist future planning, to fully map the historic benched logging tracks in the area to determine how suitable they are for alternative uses such recreational tracks

The reality of the situation is that the creation of the *ad hoc* Upper Luge Track by the citizenry of Hobart, with some evidence that the location of this track has shifted back and forth over time causing damage to a range of heritage features,⁷² means that either this track needs to be formalised or more drastic measures must be taken to exclude it from use. Working on the assumption that it is not possible to

⁷¹ McConnell, A. 2016

⁷² Ibid

cease the use of this area for mountain bike traffic it is possible to propose the following conservation action statement.

The Upper Luge Track should not be moved from its present location; any change in its current alignment will widen the extent of its impact and the further this track drifts southwards the likelier it is to cause impact to additional historic heritage features. Given the richness of the historic heritage in the surrounding landscape, the long term use of the Upper Luge Track in its current location should be considered to be the minimal impact approach. In making the Upper Luge Track fit for its current purpose within the context of safety, a minimum of modification should take place. However, whatever measures are necessary to maintain the alignment of this track without additional braiding should be used (e.g track hardening or water bars). Where possible run off should be channelled away from the adjacent sections of snig track and fanned out on the surrounding terrain to avoid accidental erosion and the creation of rills. Once again, given the difficulty of closing this track and the sensitivity of the surrounding terrain, the Upper Luge Track should be formalised and maintained as much as necessary as a sacrificial track to avoid the widening of already existing impact.

In terms of Snig Tracks 1-4 they will be impacted upon by the proposed route of Track 12 with damage occurring to the structure of these features. Any section of snig track intersected by Track 12 can be considered to be effectively destroyed within the footprint of Track 12. Additional impacts may occur through water run off and erosion as well as braiding or further *ad hoc* track creation reaching out from Track 12.

*Track 12 should be rerouted to avoid the location of the four snig tracks in the centre of the study area. Where this is not possible care must be taken that Track 12 intersects these features at right angles and that structural features are in place to direct any water run off away from these features. Additionally management approaches should be considered that will prevent *ad hoc* track creation or braiding resulting from Track 12 as this will needlessly widen the impact of the proposed work.*

8.1.9 Impact and Conservation – Potential Sawpits

The route of the proposed Track 12 intersects with Sawpit 1 and will likely have direct physical impact on this historical feature, including damage to the walls of the pit during construction and the aggradation of material within the pit during the use of the track. The other sawpits are avoided by the currently proposed route of Track 12.

The Location of Track 12 should be altered to avoid impact to Sawpit 1 and should be set back at least ten metres from this feature. Any proposed alignment changes of the proposed tracks should continue to avoid these features. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

8.1.10 Impact and Conservation – Sawn Stumps and Timbers

The proposed tracks have the potential to have a direct physical impact on some of these features although given the small size of some of these items and the inaccuracy of handhelds GPS devices under dense tree cover means that the extent is not clear with a level of precision. It is unlikely that the proposed track construction itself will have direct impact as the removal of these sturdy features seems beyond the scope of the construction method, however through proximity to the track in use cumulative impact may occur over time.

A ten metre buffer should be given to each of these sawn stumps and timber during the design and construction process with the proposed route of Track 12 placed at least this distance away from them. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

8.1.11 Impact and Conservation – Timber-Getting Complex

The currently proposed route of Track 12 will pass through the centre of the Timber-Getting Complex and this will have visual and physical impacts to a state significant site. The extent of this impact is difficult to predict given the potential for obscured or subsurface materials to be present.

*The Timber-Getting Complex should be avoided by rerouting Track 12 away from its location and a buffer of at least 10m should be established around its edges. All care should be taken that no opportunities for *ad hoc* track creation into this area are allowed by the new route. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.*

8.2 Conservation Action Statement for Proposed Work

Having assessed the impact of the proposed Track 1a, Track 1b, Track 12 and modifications of the Upper Luge Track on the historic heritage and social values of the study area, it is now possible to formulate the following conservation action statements for the identified sites.

1. Impact to Pinnacle Road can be mitigated by concentrating the track heads for the proposed work in proximity to existing tracks and by keeping track furniture to a minimum necessary amount at these locations. The current alignment of Track 1b has a minimum of visual impact to the setting of Pinnacle Road if track realignment is made it should maintain a similarly low level of impact.
2. Track 1a and Track 1b should cross Circle Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Circle Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.
3. Track 1a and Track 1b should cross Woods Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. This will not necessitate any major realignment as the track is principally only a clay pad with little stonework present. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Woods Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.
4. Track 1a and Track 1b should cross Boundary Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Boundary Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.
5. Fingerpost Track should not be impacted upon physically by the proposed work through the proximity of Track 1b to this historic feature. The location of Track 1b must be moved to a location that does not include Fingerpost Track within its route. Additionally as much as possible the route of Track 1b must be out of visual range of the Fingerpost Track as its presence in close proximity will lessen the aesthetic value of this track. To this end it is advisable that Track 1b should be set back 15m from the existing track at its closest approach.
6. The presence of the sawn stump in Study Area One should be noted in works specifications and avoided if consideration of alterations to the proposed track take place. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.
7. Featherstones Cascade Track should continue to be avoided and if the route of the proposed tracks are changed they should not intersect with the remnant of this track.
8. The Upper Luge Track should not be moved from its present location, any change in its current alignment will widen the extent of its impact and the further this track drifts southwards the likelier it is to cause damage to additional historic heritage features. Given the richness of the historic heritage in the surrounding landscape the long term use of the Upper Luge Track in its current location should be considered to be the minimal impact approach. In making fit the Upper Luge Track for its current purpose within the context of safety a minimum of modification should take place. However, whatever measures are necessary should be used to maintain the alignment of this track without additional braiding (e.g. track hardening or water bars). Where possible run off should be channelled away from the adjacent sections of snig track and fanned out on the surrounding terrain to avoid accidental erosion and the creation of rills. Once again, given the difficulty of closing this track and the sensitivity of the surrounding terrain, the Upper Luge Track should be formalised and maintained as much as necessary as a sacrificial track to avoid the widening of already existing impact.
9. Track 12 should be rerouted to avoid the location of the four snig tracks in the centre of the study area. Where this is not possible care must be taken that Track 12 intersects these features at right angles and that structural features are in place to direct any water run off away from these features. Additionally management approaches should be considered that will prevent *ad hoc* track creation or braiding resulting from Track 12 as this will needlessly widen the impact of the proposed work.
10. The Location of Track 12 should be altered to avoid impact to Sawpit 1 and should be set back at least ten metres from this feature. Any proposed alignment changes of the proposed tracks should continue to avoid the other features in this set. All staff and contractors should be given heritage

inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

11. A 10m buffer should be given to each of these sawn stumps and timber during the design and construction process with the proposed route of Track 12 placed at least this distance away from them. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

12. The Timber-Getting Complex should be avoided by rerouting Track 12 away from its location and a buffer of at least 10m should be established around its edges. All care should be taken that no opportunities for *ad hoc* track creation into this area are allowed by the new route i.e. no easy through route should be visible to cyclists. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

The relationship of the results of historic heritage investigation to the proposed works can be seen in Figure 8.2.1 through to Figure 8.2.3.

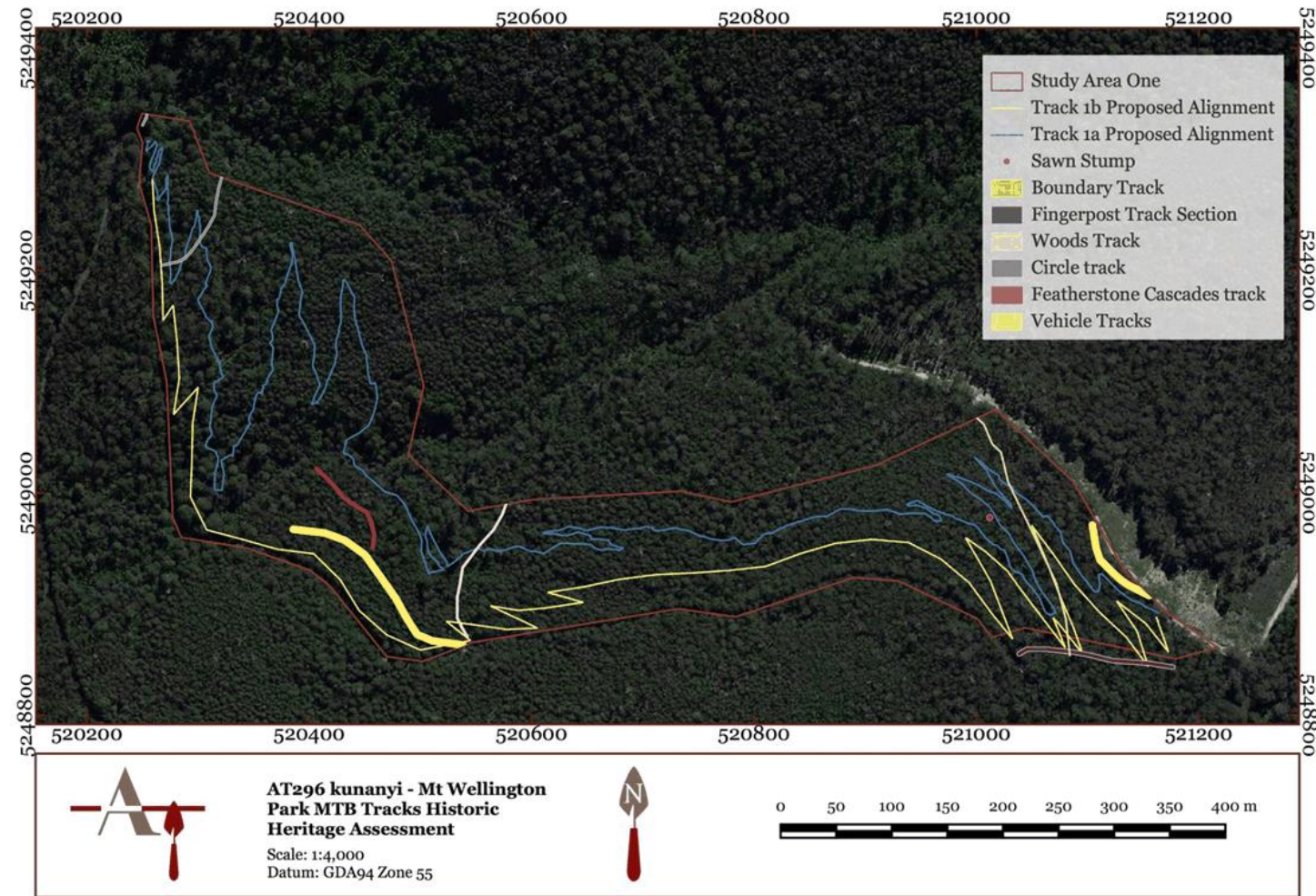


Figure 8.2.1 Overview of Study Area One show the relationship of the proposed works to the historic heritage identified within the study area 2 (Basemap Composite: Listmap 2020).

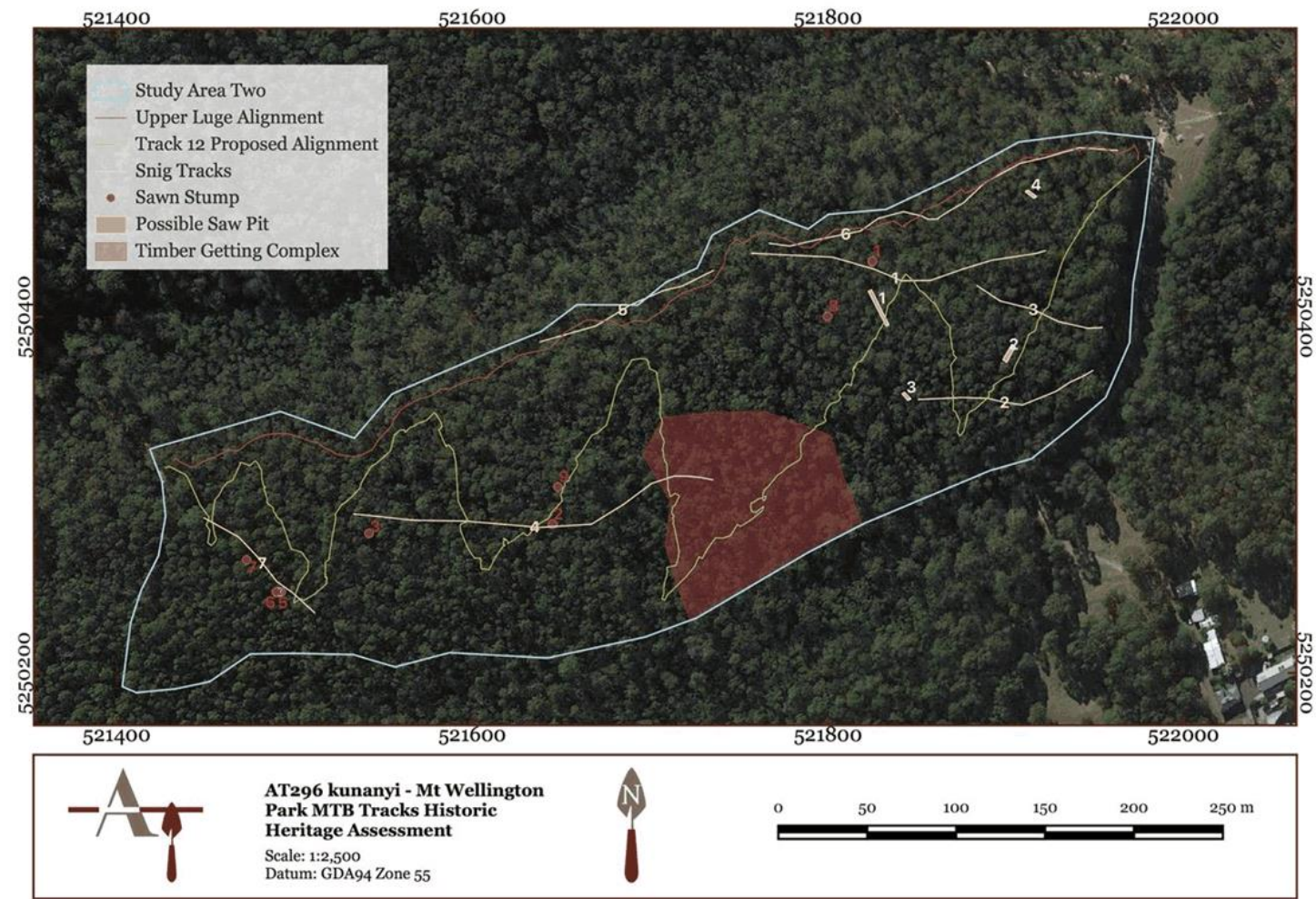


Figure 8.2.1 Overview of Study Area Two show the relationship of the proposed works to the historic heritage identified within the study area (Basemap Composite: Listmap 2020).

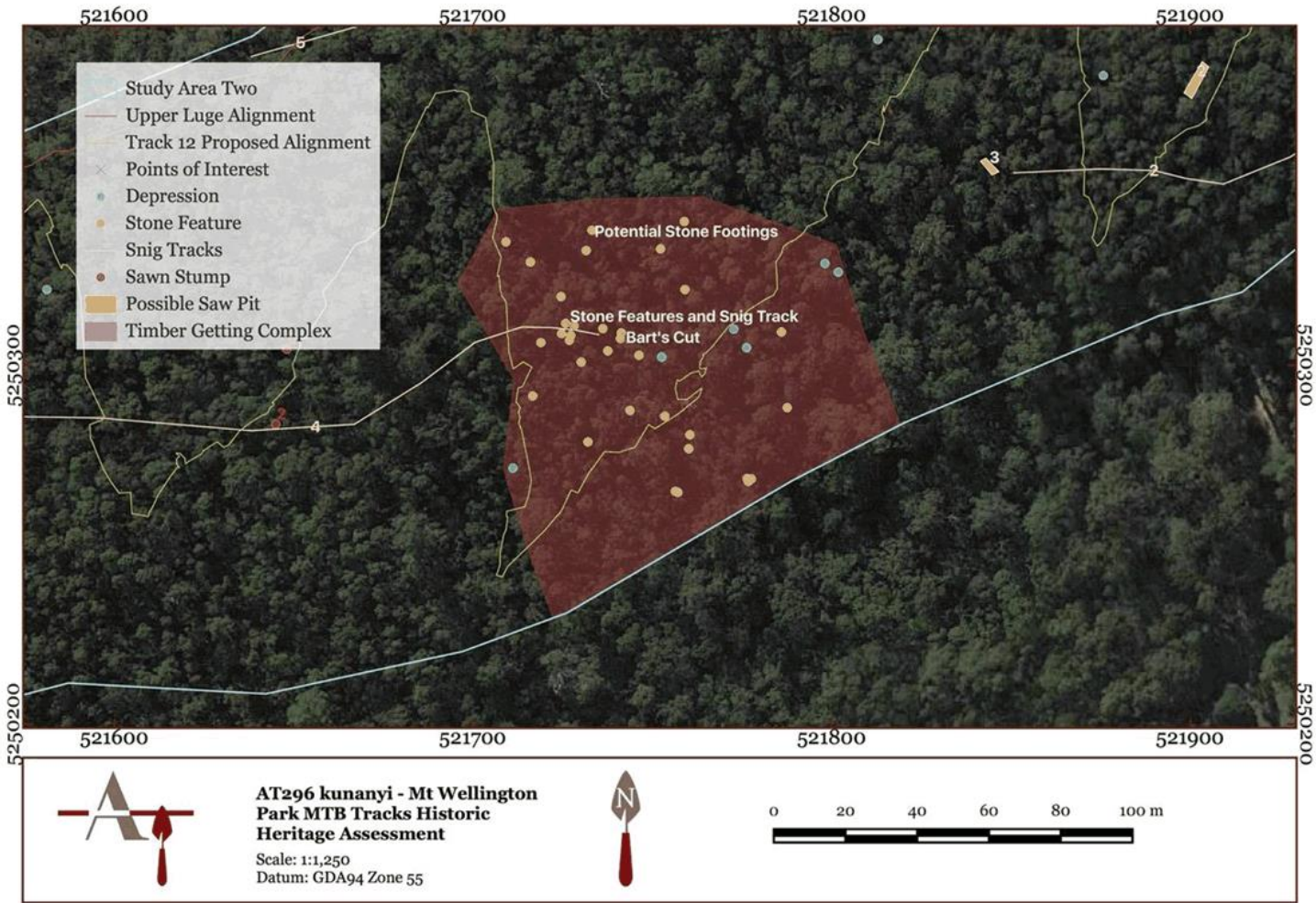


Figure 8.2.3 The results recorded in Study Area Two showing a detailed view of the Timber-Getting Complex in relation to the proposed work (Basemap Composite: Listmap 2020).

9.0 CONCLUSION AND RECOMMENDATIONS

9.1 Conclusions

The historic heritage investigation identified 12 sites or groups of features within the study areas. There is a sharp disparity between the two Study Areas in terms of the historic heritage items present. Study Area One contained a range of tracks dating from the 1830s through to the 1930s while Study Area Two held a complex cultural landscape dating to timber-getting in the area as early as 1817.

Four forms of disturbance arise from the proposed work (a) visual impact to currently used tracks or significant sites, (b) direct physical impact to historic heritage sites as a result of track construction activity, (c) ongoing damage to sites incidentally engendered by new track construction and (d) damage that may occur to historic snig tracks as the result of the formalisation of the Upper Luge Track. Although the impacts in Study Area One can be managed through a considered approach to track construction to avoid disturbance to highly significant sites, mitigation in Study Area Two would require the rerouting of the newly proposed Track 12 away from the southern borders of the study area and historical archaeological features identified during the survey. It is recommended that the Upper Luge Track remain where it is and be formalised as shifting its course is likely to cause more harm to nearby historic features that can otherwise be avoided.

However, with consideration of alternate routes and the implementation of active heritage management measures, it is considered that adverse impacts can be substantially avoided. Where the Conservation Actions recommended in this report can be fully achieved, the proposed mountain bike tracks are likely to have an acceptable level of heritage impact.

9.2 Recommendations

The following recommendations are made to ensure that heritage values are included in the broader assessment process and to mitigate potential impacts that may occur due to the proposed works.

1. Plan in response to the heritage values:

This report should form part of the preliminary feasibility assessment for the proposed kunanyi / Mount Wellington Mountain Bike Tracks 1a, 1b, 12 and Upper Luge and be included in any documentation supplied under the Wellington Park Management Trust Park Activity Assessment (PAA) process.

2. Recommended Conservation Actions:

The following conservation actions should be implemented:

1. Impact to Pinnacle Road can be mitigated by concentrating the track heads for the proposed work in proximity to existing tracks and by keeping track furniture to a minimum necessary amount at these locations. The current alignment of Track 1b has a minimum of visual impact to the setting of Pinnacle Road if track realignment is made it should maintain a similarly low level of impact.
2. Track 1a and Track 1b should cross Circle Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Circle Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.
3. Track 1a and Track 1b should cross Woods Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. This will not necessitate any major realignment as the track is principally only a clay pad with little stonework present. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Woods Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.
4. Track 1a and Track 1b should cross Boundary Track at a location where the track consists of only a clay pad to lessen impact to the fabric of the track. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Boundary Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.
5. Fingerpost Track should not be impacted upon physically by the proposed work through the proximity of Track 1b to this historic feature. The location of Track 1b must be moved to a location

that does not include Fingerpost Track within its route. Additionally as much as possible the route of Track 1b must be out of visual range of the Fingerpost Track as its presence in close proximity will lessen the aesthetic value of this track. To this end it is advisable that Track 1b should be set back 15m from the existing track at its closest approach.

6. The presence of the sawn stump in Study Area One should be noted in works specifications and avoided if consideration of alterations to the proposed track take place. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

7. Featherstones Cascade Track should continue to be avoided and if the route of the proposed tracks are changed they should not intersect with the remnant of this track.

8. The Upper Luge Track should not be moved from its present location, any change in its current alignment will widen the extent of its impact and the further this track drifts southwards the likelier it is to cause damage to additional historic heritage features. Given the richness of the historic heritage in the surrounding landscape the long term use of the Upper Luge Track in its current location should be considered to be the minimal impact approach. In making fit the Upper Luge Track for its current purpose within the context of safety a minimum of modification should take place. However, whatever measures are necessary should be used to maintain the alignment of this track without additional braiding (e.g. track hardening or water bars). Where possible run off should be channelled away from the adjacent sections of snig track and fanned out on the surrounding terrain to avoid accidental erosion and the creation of rills. Once again, given the difficulty of closing this track and the sensitivity of the surrounding terrain, the Upper Luge Track should be formalised and maintained as much as necessary as a sacrificial track to avoid the widening of already existing impact.

9. Track 12 should be rerouted to avoid the location of the four snig tracks in the centre of the study area. Where this is not possible care must be taken that Track 12 intersects these features at right angles and that structural features are in place to direct any water run off away from these features. Additionally management approaches should be considered that will prevent *ad hoc* track creation or braiding resulting from Track 12 as this will needlessly widen the impact of the proposed work.

10. The Location of Track 12 should be altered to avoid impact to Sawpit 1 and should be set back at least ten metres from this feature. Any proposed alignment changes of the proposed tracks should continue to avoid the other features in this set. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

11. A 10m buffer should be given to each of these sawn stumps and timber during the design and construction process with the proposed route of Track 12 placed at least this distance away from them. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

12. The Timber-Getting Complex should be avoided by rerouting Track 12 away from its location and a buffer of at least 10m should be established around its edges. All care should be taken that no opportunities for *ad hoc* track creation into this area are allowed by the new route i.e. no easy through route should be visible to cyclists. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

3. Managing Potential Aboriginal Heritage:

The Unanticipated Discovery Plan for managing potential Aboriginal heritage (Appendix C) should form part of the project specifications.

4. Restriction of Access to Information:

All data that may be used to relocate a site should be redacted from this document prior to public distribution and that this data remains confidential to project staff.

5. Notifications Protocols and Unanticipated Historic Heritage Materials:

The project specifications should include notification protocols whereby archaeological advice is sought if features or deposits of an archaeological nature are uncovered during the works or where doubt exists concerning the provenance of any strata revealed during excavations. This may include but not be limited to the exposure of any structural material made from bricks, stone, concrete or timber and

forming walls or surfaces, or the presence of more than five fragments of artefacts such as ceramic, shell, glass or metal from within an area of no more than 1 square metre.

6. Further Work:

If it becomes apparent that the works associated with the proposed mountain bike tracks will extend beyond the nominated study area, a reassessment should be undertaken to ensure that known and/or potential historic heritage and social values in adjacent areas are fully articulated.

Specifically the heritage places and features identified as being extant in the area around the present study area should be included in further assessments associated with a broader study area.

7. Reregistration of Sites in the Wellington Park Historic Heritage Database

The three previously distinct sites Bart's Cut (WPHH0453) Golden Gully North Sawpit (WPHH0461) and Golden Gully North Stone Mounds (WPHH0462) should be reregistered as a single site along with the "Timber Getting Complex" identified in this area. A more apt name than any of the above listed should be selected by the WPMT to identify this area. The site formerly registered as Kings Pits within the database should also be reviewed in the light of the new historical information presented in this report.

10.0 REFERENCES

10.1 Legislation

Environment Protection and Biodiversity Conservation Act 1999 (Cth)

Aboriginal Relics Act 1975 (Tas)

Glenorchy Interim Planning Scheme 2015 (Tas)

Historic Cultural Heritage Act 1995 (Tas)

Hobart Interim Planning Scheme 2015 (Tas)

Wellington Park Act 1993 (Tas)

10.2 Primary Materials

Giant gum tree, Mt. Wellington & Joseph Allport Photo by Morton Allport. Digitised item from: Allport Library and Museum of Fine Arts, Tasmanian Archive and Heritage Office. ID: SD_ILS:607365
URL: <https://stors.tas.gov.au/AUTAS001125881821w800>

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Mt. Wellington Park map of roads, tracks, etc. compiled by V. W. Hodgman. 1937 ID SD_ILS:574024.
URL: <https://stors.tas.gov.au/AUTAS001131821340>

Mount Wellington Park showing the routes thereto, the tracks therein, shelter cabins, picnic grounds, and the principal objects of interest. Fuller, Oldham & Morris. ID: SD_ILS:570507. URL: [https://lincas.ent.sirsidynix.net.au/client/en_AU/all/search/detailnonmodal/ent:\\$002f\\$002fSD_ILS\\$002f\\$002fSD_ILS:570507/one](https://lincas.ent.sirsidynix.net.au/client/en_AU/all/search/detailnonmodal/ent:$002f$002fSD_ILS$002f$002fSD_ILS:570507/one)

Sketch map of Mount Wellington surveyed by R.N. & B.J. Smith. ID: SD_ILS:833976. URL: <https://stors.tas.gov.au/AUTAS001144589256>

10.3 Secondary Materials

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APPENDIX A – SIGNIFICANCE THRESHOLDS

In order to simplify the historic heritage assessment process by removing the need for repeated listing of heritage values the following significant thresholds are presented here. These thresholds are drawn from *Assessing Historic Heritage Significance: for Application with the Historic Cultural Heritage Act 1995 (2011)*, the reader is referred to this document for further information.

The expanded definitions of the significance criteria and their threshold indicators are as follows:

Criterion A: Importance to Tasmania's History

A place is of importance to the course or pattern of Tasmania's history if that place is the product of, or is an example of, or was influenced by, or has influenced, or is associated with, or has a symbolic association with, or is the site of – an event, phase, period, process, function, movement, custom or way of life (including values, aspirations, tastes and fashions) which has made a strong, noticeable or influential contribution to the evolution or pattern of the settlement and development of Tasmania.

Relevant values: Historical, archaeological, architectural, scientific, social, spiritual and technological.

The significance Thresholds for Criterion A are:

- (A1) Association with an event, or series of events, of historical significance.
- (A2) Demonstration of important periods or phases.
- (A3) Association with important cultural phases or movements.
- (A4) Demonstration of important historical processes or activities.
- (A5) Symbolism and influence of place for its association with an important event, period, phase or movement.
- (A6) Diversity of attributes – possessing multiple historical associations and physical qualities where the collective value is greater than the sum of the individual associations/qualities.
- (A7) Other attributes consistent with Historic Value as per the Burra Charter.

Criterion B: Rare and Uncommon Aspects

A place demonstrates rare or uncommon aspects of Tasmania's heritage if that place illustrates in its fabric an event, phase, period, process, function, movement, custom or way of life (including values, aspirations, tastes and fashions) which, or an aspect of which:

- (i) was considered uncommon or unusual at the time of its origin;
- (ii) is no longer practised AND is of special interest; or
- (iii) was once commonplace but for which there is little surviving evidence in Tasmania.

It should be noted that a simple threat or a threatening process to a place does not enhance its claim as 'uncommon, rare or endangered'.

Relevant values: Aesthetic, archaeological, architectural, historic, social, spiritual and technological.

The significance Thresholds for Criterion B are:

- (B1) Rare surviving evidence of an event, phase, period, process, function, movement, custom or way of life in Tasmanian history that continues to be practised or is no longer practised.
- (B2) Evidence of a rare historical activity that was considered distinctive, uncommon or unusual at the time it occurred.
- (B3) Distinctiveness in demonstrating an unusual historical, architectural, archaeological, scientific, social or technical attribute(s) that is of special interest.
- (B4) Demonstrates an unusual composition of historical, architectural, archaeological, scientific, social or technical attributes that are of greater importance or interest as a composition/collection.

Criterion C: Contribution to Understanding

A place has the potential to yield information that will contribute to an understanding of Tasmania's history if, through analysis and further examination or research of the place and its fabric (including artefacts), it can provide information that could not be derived from any other source.

While this criterion in Tasmania is most often used to define archaeological research potential, it may also be used for the research potential of architectural design, construction techniques, historical gardens, etc.

Relevant values: Scientific and archaeological.

- (C1) Potential to improve knowledge of a little recorded aspect of Tasmania's past.
- (C2) Potential to fill gaps in our existing knowledge of Tasmania's past.
- (C3) Potential to inform/confirm unproven historical concepts or research questions relevant to Tasmania's past.
- (C4) Potential to provide information about single or multiple periods of occupation or use.
- (C5) Potential to yield site specific information which would contribute to an understanding of significance against other criteria.

Criterion D: Class of Cultural Places

This criterion is concerned with representativeness. A place included under this criterion should demonstrate the principal characteristics of a particular class of cultural place if that place displays the defining features, qualities or attributes of its type, where type or class of place illustrates a range of human activities including a way of life, a custom, an ideology or philosophy, a process, a land use, a function, a form, a design, a style, a technique or some other activity or achievement.

To be considered a good representative example, the place should have a high level of intactness.

Relevant values: Aesthetic, archaeological, architectural, historic, scientific, social and technological.

- (D1) Representative of a class of place/s that demonstrate an aesthetic composition, design, architectural style, applied finish or decoration of historical importance.
- (D2) Representative of a class of places that demonstrate a construction method, engineering design, technology or use of materials, of historical importance.
- (D3) Representative of a class of places that demonstrate an historical land use, function or process, of historical importance.
- (D4) Representative of a class of places that demonstrates an ideology, custom or way of life of historical importance.

Criterion E: Creative and Technical Achievement

A place is important in demonstrating a high degree of creative or technical achievement if that place illustrates artistic or technical excellence, innovation, accomplishment, extension or creative adaptation in a variety of fields of human endeavour including but not exclusive to art, engineering, architecture, industrial or scientific design, landscape design, evolved design, construction, fabrication, manufacture, or craftsmanship.

Relevant values: Aesthetic, architectural and technological.

- (E1) Recognition of artistic or design excellence.
- (E2) Represents a breakthrough or innovation in design, fabrication or construction technique.
- (E3) Distinctiveness as a design solution, treatment or use of technology.
- (E4) Adapts technology in a creative manner or extends the limits of available technology.

Criterion F: Social, Cultural or Spiritual Associations

A place has a strong or special meaning with a particular community or cultural group for social, cultural or spiritual association if that place has an acknowledged meaning or symbolic, spiritual or moral value that is important to a particular community or cultural group and which generates a strong sense of attachment.

The place can be where people gather for spiritual reasons (such as churches) or places of recreation and resort (such as sports fields and swimming pools). They can be places associated with community commemoration (such as war memorials) or annual community

Relevant values: Aesthetic, social and spiritual.

- (F1) Important to the community as a key landmark (built feature, landscape or streetscape) within the physical environment of Tasmania.
- (F2) Important to the community as a landmark within the social and political history of Tasmania.
- (F3) Important as a place of symbolic meaning and community identity.
- (F4) Important as a place of public socialisation.
- (F5) Important as a place of community service (including health, education, worship, pastoral care, communications, emergency services, museums, etc).
- (F6) Important in linking the past affectionately to the present.
- (F7) Other attributes consistent with social value as per the Burra Charter.

Criterion G: Social, Cultural or Spiritual Associations

A place has a special associational value if it is associated with a person, organisation or group of people who or which is of importance to the history of Tasmania. In this context, importance may relate not only to the great and well-known, but also to the influential, the exemplary, and the innovative.

Relevant values: Historical and social.

- (G1) A key phase(s) in the establishment or subsequent development of the place were undertaken by, or directly influenced by, the important person(s) or organisation.
- (G2) An event or series of events of historical importance occurring at the place were undertaken by, or directly influenced by, the important person(s) or organisation.
- (G3) One or more achievements for which the person(s) or organisation are considered important are directly linked to the place.
- (G4) Social or domestic events occurred at the place that are inseparable from the achievement(s) of the important person(s) or organisation, were a major influence upon an achievement(s) or

Aesthetic Characteristics

Owing to the recent update of the HCH the pre development assessment guidelines do not specifically deal with Criterion H, 'the place is important in exhibiting particular aesthetic characteristics', however a discussion under Criterion E within that document provides the basis on which to interpret the criterion as presented by the act, it is as follows:

Criterion H: Aesthetic Characteristics

This criterion may be interpreted as a place being important because of its aesthetic significance if that place exhibits sensual qualities that can be judged against various ideals including beauty, picturesqueness, evocativeness, expressiveness, landmark presence, symbolism or some other quality of nature or human endeavour.

Typical inclusion parameters include:

- (i) the place being of landmark quality;
- (ii) the place having, or contributing to, its setting or important vistas; and
- (iii) buildings that sit well within their landscape due to the use

Relevant values: Aesthetic

In addition to this, the Wellington Park Management Plan specifies an additional level of consideration of landscape and aesthetic values for works undertaken within the park. However, within the context of this assessment which is solely focused on the historic heritage and social values present within the study area the broader values of cultural landscapes and aesthetic values will be considered through the prism of the identified cultural heritage within the study area.

APPENDIX B – SUMMARY DATA SHEETS

It is important to note that in some cases substantial and detailed datasheets already exist within the Wellington Park Management Trust inventory system. These sheets are highly detailed and the reader is referred to these if further information is required. In these cases the summary datasheet will include an annotation indicating that these are available. Where these datasheets are still in the process of completion this too will be indicated in the summary datasheet.

Spatial information will be presented in the form of GIS mapping collectively for each of these two groups. The individual datasheets will contain a physical description of the sites generally as they are present within the study area, a brief historical summary taken from Section 4.0 of this report, a significance assessment drawn from Section 7.0 of this report, with reference to the thresholds set out in Appendix A, and a discussion of any particular aspects of interest.

B.1 Study Area One Summary Data Sheets

The six items within Study Area one were Pinnacle Road, Woods Track, Circle Track, an unnamed and currently used track, previously part of the Fingerpost Track, a single cut tree stump, and an unnamed and disused track. Two levelled areas formed by earth moving machinery were all within this study area but are not considered to be significant historical heritage, and will not be discussed here, the reasons for this are examined in the Discussion and Interpretation section (Section 6.0) below.

B.1.1 Pinnacle Road [WPHH0269]

An inventory data sheet exists for Pinnacle Road as part of the Wellington Park Historic Heritage Inventory (although not the remnant under consideration here) and that data sheet should be referred to for further information.

Physical Description

Only a small part of Pinnacle Road is within this study area at its extreme western extent. A full description of Pinnacle Road is not warranted here. However, a few brief details of the road at this location are necessary. The road is currently a sealed modern asphalt road with reflective posts within the verge. It is likely that this hairpin section of the road, a distinctive feature of the roads outline, closely matches the nineteenth century alignment of this section of the road.

History

Although it is likely that the alignment of Pinnacle Road reflects a track formed during the 1830s, it was in the latter half of the nineteenth century that this road was made to achieve a more formal shape that reflects the nature of the current road. Shown in earlier plans from the middle of the nineteenth century the road itself was only constructed in 1888, originally with prison labour then with free labour. This road was at first called Pillinger Drive before being renamed in the twentieth century when the section to the summit was completed. There is some evidence to suggest that the initial road was not sealed until a later date. The functional significance of this road and the hidden alignment of the early track can be seen in the shape of the currently proposed works and Study Area One, which are nestled downslope from this road as well as the alignment of the tracks within the study area.

The construction of Pinnacle Road (WPHH0269) marks a temporal end point for the above Mt Arthur – Organ Pipes Track and Hunters Track and more broadly has been determinative in the way in which the mountain was accessed for recreation since completion. As part of its construction, a camp (WPHH0270) for construction workers was also relocated to near the Big Bend during the final phases of the construction of the road.

The section of Pinnacle Road above the Springs was constructed from 1934 to 1937 as unemployment relief during the Great Depression. Construction of the road employed a range of people including; engineers, surveyors, drillers, powder monkeys, leading hands and dole labourers. The work was largely done by hand but blasting and drilling also took place with a steam roller assisting in providing a level surface for the road. There were a number of temporary ancillary structures erected along the road as construction progressed. The work was structured into eight hour days for six days a week with a short morning and afternoon break.⁷³ The number of workers daily employed ranged between 47 and 185.

Significance

Pinnacle Road has state significance primarily in strongly demonstrating the largest attempt at Government-backed unemployment relief during the Great Depression era (A2). It has state historical

⁷³ *Ibid.*

significance in its demonstration of State level governance especially in conjunction with local government (A2). Its intended purpose to actively encourage tourism alongside the application of technology in a distinctive natural environment makes it an example of an important historical process with potential to yield further information (A4 and C5).

It must be noted that the site also has strong local significance to the local community given the number of individuals who worked on the project and whose descendants persist in the local area (F3). This site has social significance and was noted as a special place within Wellington Park.

B.1.1.2 Circle Track [WPHH0041]

An inventory data sheet exists for the Circle Track as part of the Wellington Park Historic Heritage Inventory (although not the remnant under consideration here) and that data sheet should be referred to for further information.

Physical Description

This section of the Circle Track consists of a northeast aligned benched track up to 1.5m in width, with stones forming part of the track's structure as a footing in areas of steeper grade or as edging, possibly pushed to the side during construction, along the length of the track. The surface of this track is a natural clay pad. In some places within the study area the track is less distinct or covered with debris. It is likely that this track was constructed in the early twentieth century to connect existing tracks and is therefore not a primary element in the historical track network of the mountain.

History

Constructed as part of the Depression era employment scheme, 1928 - 1936, it is likely that the northern section of Circle Track, to the north of its junction with Bett's Vale Track, was probably constructed as part of Betts Vale Track in the first instance. The southern section was probably added at a later point to provide easy access to Pinnacle Road.

Significance

Circle Track can be considered to have local significance through its role in the development of the track network on the mountain (A4). It is well preserved and representative of a track construction on the mountain in the early twentieth century (D1 and D4) and due to its state of preservation and setting like many of the tracks on the mountain it possess aesthetic significance (Hii). As a currently in use recreational track it can also be considered to have some local social significance (F4). This site has no identified social significance.



Figure B.1.1 View west showing the entrance to the Circle Track adjacent to Pinnacle Road. Shown in the centre of the photograph is the random coursed rubble supporting structure below the track. The scale has 100mm marks.



Figure B.1.2 View to the west over the centre of the Circle Track showing the pink flagging tape marking the line of the proposed Track 1a visible in the right of the photograph.

B.1.3 Woods Track

An inventory data sheet exists for Woods Track as part of the Wellington Park Historic Heritage Inventory and that data sheet should be referred to for further information.

Physical Description

This feature consists of a linear path that runs north to south across the study area. It varies in width between 1-1.2m and the grade varies along the length of the track. Within the study area the track is formed of a clay pad with occasional areas of rough coursed rubble edges. It is likely that as this track connects the Rivulet Track and the Fingerpost Track it is part of late twentieth century construction or reconstruction. Little additional information is known about this track.

History

It is possible that the Woods Track was formed during the 1850s, with an important caveat that its date of construction and actual association with the Woods family remain in question, but there is so little information in regards to this track it is difficult to state with any certainty. This WPHH Database summary for this track indicates that the track led between the Fingerpost Track (this section has been removed for a fire trail) and Rivulet Track, formed in the twentieth century as part of the suite of depression area features on the mountain. The late provenance of Rivulet Track may suggest a late date of construction for Woods Track also however the 1934 plan of walking tracks on the mountain indicates that the Woods Track originated at the Springs, where the Woods family lived during the latter half of the nineteenth century. It may be that the Rivulet Track is a later iteration of an earlier part of the Woods Track or that the Woods Track joined it. The Woods Track is also shown on a 1931 plan that pre-dates the construction of the Rivulet Track, that is absent from the same plan. Although it appears that the Wood Tracks joins the Betts Track (Boundary Track) in the east, it is possible that this section is only a remnant of a larger track that extended further east and connected into the series of tracks in the southern portion of Degraives old grant. If this is the case it is possible that the Woods Track dates to around the middle of the nineteenth century although it may be as late as the early twentieth century.

Significance

Woods Track can be considered to have local significance as part of the development of the track network on the mountain as an example of a probably early track alignment (A4). Given its alignment to the Springs in early plans there is sufficient reason to expect that this track was associated with the Woods family who were significant local figures and an important part of the mountain's history (G1). As a currently in use recreational track it can also be considered to have some local social significance (F4). This site has no identified social significance.



Figure B.1.3 Looking north along Woods Track from the point where Track 1a is proposed to intersect with it. The scale has 100mm marks.



Figure B.1.4 View to the west over the centre of the track. The scale has 100mm marks.

B.1.4 Boundary Track- [Betts Vale WPHH010]

No independent inventory data sheet exists for Boundary Track as part of the Wellington Park Historic Heritage Inventory but this track is closely linked to the Betts Vale track [WPHH010] and that data sheet should be referred to for further information.

Physical Description

This track is formed of a combination of benching, uncoursed random rubble facing beneath and a clay surface. However, this track is in varying states of repair with 5-10m stretches no longer being visible on the surface and possibly entirely removed. Throughout the length of the track small trees and saplings are growing, in some sections the track is no longer passable due to large trees that have fallen across the way. This track is most distinct at its junction with the former section of the Fingerpost Track. However some sections of this track where it crosses low points in the terrain exhibit up to 400mm of random uncoursed rubble beneath the track surface. The track is reasonably level with benching in parts of the hill side in order to continue the curve of the track around the hill face. This track is at least 200m in length within the study area and continues further to both the north and the south.

History

Constructed in 1928 - 1936, the Boundary Track was part of a scheme to provide employment during the Depression. This track may have been constructed by Dick Betts, Waterworks Caretaker and Mountain Superintendent, who was known to have constructed tracks on the mountain in 1929. The alignment of this track matched the former park boundary. The northern portion of the nearby Circle Track was probably constructed as part of this track with the southern section added to make a connection to Pinnacle Road. Similarly the Boundary Track in the east of the study area became Betts Vale Track at its northernmost extent.

Significance

The Boundary Track can be considered to have local significance through its role in the development of the track network on the mountain and it demonstrates the former extent of the park (A4). The site also has local historical significance as it demonstrates a Depression era employment scheme (A2) and its possible association with Dick Betts, an important figure in the track construction of this period (G1). Due to its picturesque partially ruined state it possesses local aesthetic significance (Hii). This site has no identified social significance.



Figure B.1.5 Looking north along the unnamed remnant track. The scale has 100mm marks.



Figure B.1.6 Detail view of the uncoursed stone rubble forming the base of the Boundary Track. The scale has 100mm marks.

B.1.5 Fingerpost Track [WPHHoo88]

An inventory data sheet exists for the Fingerpost Track as part of the Wellington Park Historic Heritage Inventory (although not the remnant under consideration here) and that data sheet should be referred to for further information.

Physical Description

This feature is an approximately 120m long section of the former Fingerpost Track formed of natural clay and rock. It is 1-1.4m wide and is formed on a rocky clay surface, which likely represents the wearing down of this track in the natural strata of this area. The track surface is within a slightly concave depression that likely indicates the length of time and the informal manner of formation that has created the current form of this track, with it likely being in use from the middle of the nineteenth century. This track intersects with another track, currently unused but more formally constructed, likely later than the Fingerpost Track, about half way up its length.

History

As part of the significant activity occurring around the Degraes complex at Cascades it is likely that the Fingerpost Track began to take shape at this time. The data sheet for this track in the Wellington Park Historic Heritage Management Database considers that the early Fingerpost Track began in the 1820s as a sawyers road from the Cascade mills to Fingerpost on the Huon Road. Subsequently it appears that the track was extended to the Springs in the early 1830s at the latest, as part of the water supply scheme. It is likely that the section passing close to the south of Study Area One was formed during this period. It is likely that the first phases of the track were utilitarian.

The use of the Fingerpost Track continued through the nineteenth century and with its connection to the Icehouse Track, became part of a key route to the pinnacle of kunanyi. Although three other tracks also allowed access to the Springs by the 1890s, the Fingerpost Track was still popular for this purpose during the latter half of the nineteenth century. This use of the Fingerpost Track continued to change its form as well as the landscape around it, with established tracks forming a basis on which other tracks were planned and formed. The track is still in use at the time of writing this data sheet.

Significance

The Fingerpost Track is an early track with a long and varied history of use over nearly two centuries and is a key element in the mountain's cultural landscape and as such it has both local and state significance. Developed as an early logging route this track became a popular path for people from Hobart to visit significant sites on the mountain and not only does it demonstrate key aspects of these phases but is also emblematic of the changing use of the eastern slopes of the mountain (A1, A2 A4, A5, F2, F6 and G4). The state of preservation of this track is demonstrative of both early bridle and walking tracks in Tasmania (D1, D2 and D3). and possesses aesthetic value with its distinctive form in a natural bushland setting (Hiii). As a currently in use recreational track it can also be considered to have some local social significance (F4). This site has no identified social significance.



Figure B.1.7 Looking south along a former part of the Fingerpost Track, the scale in the right of the photograph indicates its intersection with the unnamed remnant track. The scale has 100mm marks.



Figure B.1.8 Looking south along the former part of Fingerpost Track near its intersection with O'Grady's Falls Fire Trail.

B.1.6 Sawn Stump

As far as is currently known there is no data sheet for this stump and it is not recorded within the Mt Wellington Heritage Database GIS layer.

Physical Description

This feature is a single sawn Eucalypt stump on a moderately graded slope within the study area. It consists of a single stump ~1m in diameter with a clear saw cut at its surface. However, it is not clear from any marks on the timber by what method the tree had been felled. No other similarly modified stumps were extent in this area.

History

The tree that this stump represents was likely felled during the middle decades of the nineteenth century with the granting of the land to Peter Degraives in 1825. Although timbergetting was taking place in this area from the late 1810s it is likely that this activity was concentrated northeast. It is likely that only when close by timber supplies were exhausted that more distant resources were sought out, which would have included this tree that was at the very limits of Degraives grant. So it is likely that this tree was felled towards the middle of the nineteenth century than in the earlier decades.

Significance

The sawn stump demonstrates a common practice and land use in the vicinity of Hobart, logging and land clearance, which is now no longer practiced (B1 and D3). This site has no identified social significance



Figure B.1.9 Looking east at the sawn stump. The scale has 100mm marks.



Figure B.1.10 Detail view of the surface of the sawn stump showing that its degradation precludes accurate identification of its method of sawing.

B.1.7 Featherstone Cascades Track - [WPHH073]

An inventory data sheet exists for the Featherstones Cascade Track as part of the Wellington Park Historic Heritage Inventory and that data sheet should be referred to for further information. Featherstones Cascades Track is not recorded within the Mt Wellington Heritage Database GIS layer.

Physical Description

The northwestern alignment from the vehicle track below Pinnacle Road, which has removed part of this track, is all that is clearly evident of this track in the Study Area, with the track terminating on the southern bank of Hobart Rivulet. An extensive pedestrian survey was conducted along the banks of the rivulet but no further evidence of this track was identified; this may arise from several factors. Firstly the track may have been in close proximity to the rivulet and has been eroded during high flow events and secondly the sharp change to *D. Antarctica* with a thick understorey in the shallow valley above the rivulet from a more open wet Eucalypt forest to the south could have obscured evidence of the track below a more substantial layer of leaf litter and deadfall. It is also possible that the luxuriant vegetation on the banks of the rivulet in combination with the higher rates of erosion in the gully has caused severe disturbance to the remains of the track in this location and now the material traces are no longer present.

Where present the Featherstone Cascades Track varies from between 900-120mm in width, with stone rubble bordering either side, likely as a result of being moved out of the way during construction. The track is discernible on the northwestern approach but varies in its state of repair, with some sections heavily damaged by tree growth and deadfall. Generally only spindly mid-storey trees are growing in the surface of the track.

History

Constructed as part of the Depression era employment scheme, 1928 - 1936, Featherstones Cascades Track, also referred to as the New Fern Glade Track, lead to O'Grady's Falls from Pinnacle Road. This track was also constructed as part of unemployment relief and may have been named after Featherstone, a foreman in charge of track construction that continued work on track construction in his own time.

Significance

The Featherstones Cascades Track can be considered to have local significance through its role in the development of the track network on the mountain and it demonstrates the former extent of the park (A4). The site also has local historical significance as it demonstrates depression era employment scheme (A2) and its possible association with Featherstone, Foreman-in-Charge of the track project for this period (G1). Due to its picturesque partially ruined state it possess local aesthetic significance (Hii). This track has This site has no identified social significance.



Figure B.1.11 Looking north northwest along Featherstones Cascade Track. The scale has 100mm marks.

B.2 Study Area Two Summary Data Sheets

B.2.1 Snig Tracks

No inventory datasheet or entry in the historic heritage audit exists for the snig tracks within the study area and they are not referred to by WPHH number in the 2016 heritage inspection of the study area by the Wellington Park Management Trust.

Physical Description

As with other features in the study area, the snig tracks were in some cases ill defined, intermittent and heavily obscured by vegetation. It is likely that these tracks were in reality part of a network that veined the ridge but of which now only parts are visible. The most visible sections of snig track are those in close proximity to the Upper Luge Track 1, 5 and 6 whereas the other four sections are intermittent at best and difficult to discern for considerable parts of their length. From the western commencement of Track 6 until the eastern end of the study area it can be considered that the Upper Luge Track is consistently interwoven with a snig track. The western extent of the Upper Luge Track also appears to have been formed from a snig track but given that *ad hoc* mountain bike tracks and snig tracks look remarkably similar after some time of disuse, which is which is not observable with perfect clarity. Only clearly distinct sections of snig tracks have been recorded in this assessment although it is likely that the western end of the Upper Luge Track was formed from such a track.

It is possible that connecting elements of these snig tracks have been completely concealed by deadfall and are no longer visible. The shortest visible snig track section was ~50m and the longest extended over 400mm, with only a small break caused by the Upper Luge Track.

The width of these tracks varies but is generally ~1m in width and less than 500mm in depth, however with over a century and a half since these tracks have fallen into disuse consistent and substantial aggradation is likely to have occurred within them. As noted above, parts of these tracks were intermittent but in their designation as a snig track they all exhibited a narrow breadth and no evidence of cut walls, such as were present in the sawpit features, transverse to the alignment of the track. Only in the case of Snig Tracks 4 and 6 were there additional contemporaneous features present in close association with them (see below and Section B.2.4), but they rather formed part of a network of timber-getting features spread throughout the study area.

It is likely that these features fed the logging roads to the north and south and, possibly, east of the study area as their orientation is consonant with the formation of snig tracks in general, leading away from the higher ground and towards the timber processing facilities downslope.

The snig track sections by number are:

- Snig Track 1 is 175m in length and leads down and across the shallow ridge in an easterly direction. It is likely to have formed part a branch of a network with Tracks 5 and 6, which are essentially the same track but truncated by the Upper Luge, and Track 2 and 3 to its south. This track appears very shallow due to the large amount of leaf litter which is present within it.
- Snig Track 2 is approximately 100m in length and leads eastwards downslope in the southeastern part of the study area. This track may have connected to Track 3 outside the bounds of the study area and would thus have formed part of the same network as 1, 5 and 6 also. This track is associated with a small potential sawpit (no.3) at its western end through very close proximity although there is no visible physical connection between the two.
- Snig Track 3 is a 75m long section that was likely connected to Track 2 during their time of use. This snig track appears very shallow through a large amount of deadfall within it and it leads down the shallow slope above the fire trail.
- Snig Track 4 is approximately 200m in length and appears independent from the group of snig tracks in the northeast of the study area although it was possibly associated with Snig Track 7 to the southwest. This snig track is intermittent and substantial sections of it have been colonised by *G. grandis* but its overall alignment is very clear. The eastern end of this track appears to terminate at the feature denominated Barts Cut in the WPHH inventory and there is some evidence that the final 20m of this track is associated with a number of stone features that have been placed deliberately in proximity to it. This will be considered further in Section B.2.4 below.

- Snig Track 5 runs for approximately 100m along the northern boundary of the study area and is partly truncated by the Upper Luge Track.
- Snig Track 6 is 250m in length and can be considered the continuation of Track 5 and part of the network with Track 1 as well, from which it diverges. The snig track is threaded by the Upper Luge Track and while some sections of this track are pronounced, some are buried beneath substantial amounts of leaf litter.
- Snig Track 7 is a small snig track, less than 100m in length that runs south east from the highest point of the study area. This track is intermittent and colonised by *G. grandis* for at least 20% of its length. Given the thicker vegetation in this part of the study area and the large areas of deadfall, it is possible that this track is much larger but has been occluded or destroyed.

Generally the snig tracks display an arrangement consistent with an early nineteenth century phase of timber-getting and a distribution network that relied on logging roads to the south and east of the study area. Strikingly, there is very little indication that the snig tracks were leading northwards to the Luge Track immediately to the north of the study area. This is discussed in Section 6.0 above but it is possible to state that this indicates that these tracks may have predated the formation of this track.

History

The timber getting features that form part of this group are likely associated with an early phase of government timber-getting after 1815 and a more intensive phase of sawmilling beginning in 1825, with the granting of the land to Peter Degraives, and ending in the late 1850s. The earliest phase of timber-getting in this area was associated with a site called Kings Pits that historical sources indicates are present 200m to the south. The arrangement of features on this shallow ridge all indicate their association with a logging road running south along the bottom of the ridge depicted in the early nineteenth century. This disposition is strong evidence of an early date for these features as the logging track immediately to the north is not so closely linked to this group of features. Nevertheless, this area was almost certainly used during Degraives tenure with the possibility that his water powered sawmill, and possibly more substantial team, was able to process timbers that would have been too substantial for the earlier timber-getters to handle. The area was visited by James Backhouse in 1833 who recorded sawyers still living at Kings Pits although not necessarily continuing to work at this location.

This activity would have had an intrinsic time limit and once the natural timber supplies were exhausted along with the opportunities for expansion, the timber-getting must have ceased. It is possible that a saw mill continued operation with timber from other locations but this is of little relevance for the study area. The study area continued in private hands, with little evidence of extensive modification or use within either study area inside of Degraives grant after the early phase of timber-getting. The land was incorporated into Mount Wellington Park in 1930.

Significance

The snig tracks can be considered to be locally significant. These tracks have the ability to provide information about the early practice of timber harvesting on kunanyi - Mount Wellington (C2) and assist in differentiating between the different phases of development that took place in the first half of the nineteenth century (C4). They demonstrate a common practice and land use in the vicinity of Hobart, logging and land clearance, which is now no longer practiced (B1 and D3).



Figure B.2.1 Looking east along the Upper Luge Track, left of photograph, and a snig track, right of photograph. The snig track is partially obscured by a large amount of deadfall and leaf litter. The scale has 100mm marks.



Figure B.2.2 Looking southeast along the line of Snig Track 1.

B.2.2 Potential Sawpits

As far as is currently known there is no data sheet for these sawpits and they are not recorded within the Mt Wellington Heritage Database GIS layer.

Physical Description

Four potential saw pits were identified within the study area with Sawpit 1 being the clearest and the remaining three having lesser potential. It is worth considering the criteria by which these features were considered to be sawpits and comment on how they were distinguished from more probably smaller depressions in the ground surface, of which they were many.

Sawpits, even temporary smaller scale sawpits have been excavated and are generally selected or constructed with requirements for not only the pit itself but also the storage and handling of timber nearby. During the construction the spoil from the sawpits can be expected to be deposited downslope, in bush sawpits on hill sides, to help form the sides of the pit. Characteristically then, it can be expected that sawpits are likely to possess level areas adjacent to the pit itself and there is likely to be also a deformation of the natural topography with a sharper slope immediately downhill of any sawpit. Given the manner of their operation sawpits are also linear in form and tend to possess a regular outline, although given the taphonomic factors affecting these features in a wooded area it is likely that these alignments were distorted. The potential sawpits identified possessed these characteristics to a greater or lesser degree.

These sawpits were distinguished from 'depressions' in the ground that in this case may or may not have had a cultural origin. In a different context these depressions would have been readily attributed to uprooted trees tearing the ground as they fell. However, the association of these depressions with areas of stone features meant that they could not be dismissed as natural in origin although they were also not considered to meet the criteria to be considered a sawpit. Some depressions within the study area were clearly the result of natural processes but neither was there a possibility that they were in fact sawpits; where this was the case they were recorded as depressions and are discussed in the section on the Timber-Getting Complex below.

The four potential sawpits were present in the eastern third of the study area and did not share a common alignment but rather were aligned transverse to the fall of the slope where they were present. As mentioned before Sawpit 1 was the most distinct of the four, while the other three were ambiguous at best, however on the balance of probability these features are likely to have been sawpits or similar features used in the initial processing of timber.

- Sawpit 1 was 20m in length and 2m wide at its greatest width. This pit was substantially filled by deadfall and leaf litter and it is assumed that much modification of its walls had taken place through taphonomic processes after its disuse. The greatest depth that could be measured was 750mm from the upper rim of the pit to the deadfall and humus filling its bottom. The ground around this pit was level but after 500mm to the south there was a slightly steeper slope down to the natural slope of the hill.
- Sawpit 2 was located in shallow concavity in the face of the slope between Snig Track 2 and Snig Track 3. It was approximately 10m in length and 1.5m in width as well as at least 500mm in depth and substantially filled with leaf litter and debris. It is likely that the shape of the sawpit has undergone modification since its period of disuse.
- Sawpit 3 was a small sawpit measuring 7 x 1.5m in plan and not more than 500mm in depth, but as elsewhere a significant amount of organic matter had contributed to filling the bottom of this pit.
- Sawpit 4 was a small sawpit measuring 8 x 2m in plan and not more than 500mm in depth, but as elsewhere a significant amount of organic matter had contributed to filling the bottom of this pit.

With all of these features the taphonomic processes affecting them has rendered them less distinct and rounded the edges of the cut and filled in sections of the cut.

History

The timber getting features that form part of this group are likely associated with an early phase of government timber-getting after 1815 and a more intensive phase of sawmilling beginning in 1825, with the granting of the land to Peter Degraes, and ending in the late 1850s. The earliest phase of timber-getting in this area was associated with a site called Kings Pits that historical sources indicates are present 200m to the south. The arrangement of features on this shallow ridge all indicate their

association with a logging road running south along the bottom of the ridge depicted in the early nineteenth century. This disposition is strong evidence of an early date for these features as logging track immediately to the north is not so closely linked to this group of features. Nevertheless, this area was almost certainly used during Degraives tenure with the possibility that his water powered sawmill, and possibly more substantial team, was able to process timbers that would have been too substantial for the earlier timber-getters to handle. The area was visited by James Backhouse in 1833 who recorded sawyers still living at Kings Pits although not necessarily continuing to work at this location.

This activity would have had an intrinsic time limit and once the natural timber supplies were exhausted along with the opportunities for expansion the timber-getting must have ceased. It is possible that saw mill continued operation with timber from other locations but this is of little relevance for the study areas. The study area continued in private hands, with little evidence of extensive modification or use within either study area inside of Degraives grant after the early phase of timber-getting. The land was incorporated into Mount Wellington Park in 1930.

Significance

The sawpits can be considered to be locally significant. These pits have the ability to provide information about the early practice of timber harvesting on kunanyi - Mount Wellington (C2) and assist in differentiating between the different phases of development that took place in the first half of the nineteenth century (C4). The demonstrate a common practice and land use in the vicinity of Hobart, widescale logging and land clearance, which is now no longer practiced (B1 and D3).

This site has no identified social significance.



Figure B.2.3 View to the southwest along Sawpit 1, note the distinct hard clay soil in the bottom of the photograph indicating that this was a pit and not a snag track. The scale has 100mm marks.



Figure B.2.4 Looking to the south over potential Sawpit 4, although this feature is obscured by leaf litter and deadfall it is neither a snag track or natural soil disturbance arising from an uprooted tree. The scale has 100mm marks.

B.2.3 Sawn Stumps and Timbers

As far as is currently known there are no datasheets for these features and they are not recorded within the Mt Wellington Heritage Database GIS layer.

Physical Description

Spread throughout this area were a series of stumps, clearly exhibiting notch cuts in most cases and occasionally accompanied by cut trunks lying on the ground nearby. These stumps varied in height from 1-1.2m and generally measured >1m in diameter. The stumps exhibited evidence of fire damage likely caused by bushfires since their felling some of these features were significantly decayed but in all cases evidence of felling was present. Although the surface of any of these features was not intact enough to discern cut marks, the notch cuts combined with the very level surface of the stumps were a clear indication that these trees had been felled. In some cases, as around Stump 2 and Stump 9 there were sawn trunks present on the nearby ground surface. These trunks exhibited square cuts on their distal ends but it is not clear in what manner these cuts were made and these features have not been recorded independently. Similarly within the Timber-Getting Complex there were a number of sawn logs that exhibited possibly cut surfaces yet as these could not be clearly attributed to felling activity associated with timber-getting they have not been recorded as historical features.

A large sawn log was noted in vicinity of the Upper Luge Track but this tree has clearly been cut with a chainsaw and as such is not recorded as part of this group of historical features.

History

The timber getting features that form part of this group are likely associated with an early phase of government timber-getting after 1815 and a more intensive phase of sawmilling beginning in 1825, with the granting of the land to Peter Degraives, and ending in the late 1850s. The earliest phase of timber-getting in this area was associated with a site called Kings Pits that historical sources indicates are present 200m to the south. The arrangement of features on this shallow ridge all indicate their association with a logging road running south along the bottom of the ridge depicted in the early nineteenth century. This disposition is strong evidence of an early date for these features as logging track immediately to the north is not so closely linked to this group of features. Nevertheless, this area was almost certainly used during Degraives tenure with the possibility that his water powered sawmill, and possibly more substantial team, was able to process timbers that would have been too substantial for the earlier timber-getters to handle. The area was visited by James Backhouse in 1833 who recorded sawyers still living at Kings Pits although not necessarily continuing to work at this location.

This activity would have had an intrinsic time limit and once the natural timber supplies were exhausted along with the opportunities for expansion the timber-getting must have ceased. It is possible that saw mill continued operation with timber from other locations but this is of little relevance for the study areas. The study area continued in private hands, with little evidence of extensive modification or use within either study area inside of Degraives grant after the early phase of timber-getting. The land was incorporated into Mount Wellington Park in 1930.

Significance

The sawn stumps and timbers can be considered to be locally significant. These pits have the ability to provide information about the early practice of timber harvesting on kunanyi - Mount Wellington (C2). The demonstrate a common practice and land use in the vicinity of Hobart, logging and land clearance, which is now no longer practiced (B1 and D3). This site has no identified social significance.



Figure B.2.5 Detail view of Stump 7, the notch cut is clearly visible facing towards the viewer. The scale has 100mm marks.



Figure B.2.6 Looking to the west and showing two of the three closely spaced stumps (Sawn Stump 4 to 6) in the centre of the study area. A notch cut is visible on the stump in the left of the photograph. The scale has 100mm marks.

B.2.4 Complex of Timber-Getting Features - [Includes Bart's Cut - WPHHo453 Golden Gully North Sawpit, WPHHo461 and Golden Gully North Stone Mounds - WPHHo462]

Three data summary sheets exist for this site within the Wellington Park Historic Heritage Inventory. These formerly distinct sites are in fact part of a larger cultural landscape associated with the earliest phases of timber-getting on the mountain and at least two of these sites are certainly part of the same group of features.

Physical Description

In the centre south of the study area along its southern border was a large group of features consisting of uncoursed or roughly coursed unshaped stone footings or heaps, terraced areas, pits and the termination of Snig Track 4. The material culture of this area is complex in its distribution and opaque in its form, although the stone features were clearly cultural in origin, their purpose, history of use and relationship to one another was unclear. Given the historical background of this study area and the nature of the other features present within it as well as the association of Snig Track 4 with some of these stone features, it is inferred that they are related to the historical timber-getting and sawmilling that was known to have taken place in the area. The concentration of these features in the area alongside their similarity are strong indications that these features formed part of a cohesive complex. For the sake of clarity and simplicity the stone features in this area will be referred to only as 'stone features' not footings or structures in the absence of a stronger demonstration of their purpose.

At least 32 individual stone features were observable in this area although it must be emphasised that this does not necessarily indicate the total nor is it even necessarily the lower limit of how many features there may be. This is the case as it is possible that a number of these features may have formed part of one whole with parts missing or now buried beneath the current ground surface. As the extent of this recording was constrained by the time available during this survey, these features were not recorded with a high level of detail but rather to the degree that it was necessary to determine their extent and provide a preliminary assessment of their significance. This complex of features was spread from the shallow ridge crest down to the side slopes of the ridge above the rivulet. There was a comparatively greater frequency of stone features on the flatter crest than there was on the bank. Significantly, two of the most distinct sets of features, noted as points of interest in Figure 5.0.3 involved shallow terracing of the hill slope for the placing of these stone features indicating that not only was the flatter surface of the ridge crest sought out but that it had been modified to create even flatter areas.

The stone features varied in morphology but were largely consistent in size, most being less than 2 x 2m in plan. In some cases the features displayed were formed from coursed rubble and in some cases from uncoursed rubble. Some of these features appeared simply as concentrations of rubble resting in a rough, but roughly similar sized shape, pile on the ground surface. However, it must be emphasised that this appearance has been caused by taphonomic factors affecting this woodland site. Falling limbs and trees have likely damaged some of these structures and deadfall and leaf litter has also likely obscured large parts of these features and it is therefore likely that they are merely the surficial elements of more substantial structures that are now partially buried. None of these features exceeded a metre in height with coursed and uncoursed features being the tallest and the unordered piles of stone lying much closer to the ground. This is further evidence that in the more disturbed features that their disorganisation has resulted from taphonomic disturbance after construction.

The depressions in this area were shallow, <500mm deep, roughly circular concavities in the ground surface and measured between 1m and 2.5m in diameter. There was no clear evidence of structure in association with them and while it is possible that these are the result of natural phenomena, their context and concentration in this group of features means that they have been considered as potential elements in this cultural landscape.

Three elements are considered as points of interest for this area as they are the better preserved elements of this complex with the more obvious surficial features. The first of these features was referred to as Bart's Cut in the WPHH inventory and was described as a terraced area with stone footings, possibly an incipient hut site. This is broadly correct but it is worthwhile noting some additional details about this area. Snig Track 4 terminates at this feature, within 2m of the terraced area, which is aligned roughly north to south. The terracing was at a depth of 300mm above the current ground surface. The possibly terraced area extends over 3m in width and 10m in length. It is overgrown but there are two stone features within the terraced area, similar to those described above but not showing any evidence of coursing of other formation. Although referred to as a terraced area, the cut into the ground surface is distinct; it is possible that this cut extended further in depth and this may have been a sawpit or other deep feature that has been filled in.

Extending further west and upslope along the line of the snig track at a distance of approximately 10m were two pairs of stone features mirroring each other on either side of the snig track. These features

were each 1.5 x 1.5m in plan, with roughly squared edges, although they may continue beneath the leaf litter or ground surface to make a single 4.8m long feature parallel to the track on either side. These features were set 1.8m distant from one another in matching sets on the sides of the snig track. They were clearly associated with the track, were not simply spoil heaps from its excavation and they are a key link in demonstrating the connection of the features in this area with the timber-getting activity that was taking place here.

To the north of both these groups of features at a distance of 30m was a second terraced area, in an already very level area of the ridge crest, which measured approximately 10x5m in plan, were a set of coursed stone features that most closely approximate *in situ* footings in the whole complex. Three courses were evident in one of these features although less than a metre remained of its length.

The reality is that this complex represents an early phase of occupation in this area, in fact one of the earliest sustained European presences on the mountain altogether. It is almost certainly associated with logging but without further investigation, of a scale and cost well beyond the limits of this current investigation, few positive assertions can be made about the nature of use of this site.

History

The timber getting features that form part of this group are likely associated with an early phase of government timber-getting after 1815 and a more intensive phase of sawmilling beginning in 1825, with the granting of the land to Peter Degraives, and ending in the late 1850s. The earliest phase of timber-getting in this area was associated with a site called Kings Pits that historical sources indicate are present 200m to the south. The arrangement of features on this shallow ridge all indicate their association with a logging road running south along the bottom of the ridge depicted in the early nineteenth century. This disposition is strong evidence of an early date for these features as logging track immediately to the north is not so closely linked to this group of features. Nevertheless, this area was almost certainly used during Degraives tenure with the possibility that his water powered sawmill, and possibly more substantial team, was able to process timbers that would have been too substantial for the earlier timber-getters to handle. The area was visited by James Backhouse in 1833 who recorded sawyers still living at Kings Pits although not necessarily continuing to work at this location.

This activity would have had an intrinsic time limit and once the natural timber supplies were exhausted along with the opportunities for expansion the timber-getting must have ceased. It is possible that saw mill continued operation with timber from other locations but this is of little relevance for the study areas. The study area continued in private hands, with little evidence of extensive modification or use within either study area inside of Degraives grant after the early phase of timber-getting. The land was incorporated into Mount Wellington Park in 1930.

Significance

The timber-getting complex can be considered to be of state significance primarily because of its potential to contribute information about the early settlement of Tasmania and an important industrial aspect of the convict penal system (C1, C2, C3 and C4). Although some evidence can be gained through surface inspection of these features excavation or other forms of subsurface investigation (C5) has the potential to contribute a large amount of information that would demonstrate the process involved in the first phases of land clearance and timber harvesting (A2, A3 and D2). This site can also be considered to demonstrate some aesthetic significance as it represents a cohesive early cultural landscape within a woodland setting (Hiii). This site also has similar qualities to those discussed above in regards to illuminating aspects of Hobart's local history and as such possesses local significance. This site has no identified social significance.



Figure B.2.7 Looking north to the partly coursed random rubble features in the area of possible stone footings. The scale has 100mm marks.



Figure B.2.8 A rectilinear feature in the area of stone footings. Looking east at the sawn stump. The scale has 100mm marks.



Figure B.2.9 Looking to the northwest over the stone features in the foreground and the snig track, heavily overgrown, immediately behind them in the centre of the photograph. A corresponding set of stone features are just visible to the northwest of the snig track. The scales have 100mm marks.



Figure B.2.10 Looking to the west over the stone feature and benched area in 'Bart's Cut.' The scale has 100mm marks.



Figure B.2.11 Looking to the south at a clearly constructed stone feature, nearly a metre above the current ground surface; there is no additional evidence of bonding or other structural elements. The scale has 100mm marks.



Figure B.2.12 Detail view of the surface of a stone feature. The scale has 100mm marks.

**APPENDIX C – ABORIGINAL HERITAGE TASMANIA'S
UNANTICIPATED DISCOVERY PLAN**

Unanticipated Discovery Plan

Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania

For the management of unanticipated discoveries of Aboriginal relics in accordance with the *Aboriginal Heritage Act 1975* and the *Coroners Act 1995*. The Unanticipated Discovery Plan is in two sections.

Discovery of Aboriginal Relics other than Skeletal Material

Step 1:

Any person who believes they have uncovered Aboriginal relics should notify all employees or contractors working in the immediate area that all earth disturbance works must cease immediately.

Step 2:

A temporary 'no-go' or buffer zone of at least 10m x 10m should be implemented to protect the suspected Aboriginal relics, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected Aboriginal relics have been assessed by a consulting archaeologist, Aboriginal Heritage Officer or Aboriginal Heritage Tasmania staff member.

Step 3:

Contact Aboriginal Heritage Tasmania on 1300 487 045 as soon as possible and inform them of the discovery. Documentation of the find should be emailed to aboriginal@heritage.tas.gov.au as soon as possible. Aboriginal Heritage Tasmania will then provide further advice in accordance with the *Aboriginal Heritage Act 1975*.

Discovery of Skeletal Material

Step 1:

Call the Police immediately. Under no circumstances should the suspected skeletal material be touched or disturbed. The area should be managed as a crime scene. It is a criminal offence to interfere with a crime scene.

Step 2:

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

Step 3:

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

Step 4:

If it is suspected that the skeletal material is Aboriginal, Aboriginal Heritage Tasmania should be notified.

Step 5:

Should the skeletal material be determined to be Aboriginal, the Coroner will contact the Aboriginal organisation approved by the Attorney-General, as per the *Coroners Act 1995*.

Aboriginal Heritage Tasmania
Department of Primary Industries, Parks, Water and Environment



Guide to Aboriginal site types**Stone Artefact Scatters**

A stone artefact is any stone or rock fractured or modified by Aboriginal people to produce cutting, scraping or grinding implements. Stone artefacts are indicative of past Aboriginal living spaces, trade and movement throughout Tasmania. Aboriginal people used hornfels, chalcedony, spongelite, quartzite, chert and silcrete depending on stone quality and availability. Stone artefacts are typically recorded as being 'isolated' (single stone artefact) or as an 'artefact scatter' (multiple stone artefacts).

Shell Middens

Middens are distinct concentrations of discarded shell that have accumulated as a result of past Aboriginal camping and food processing activities. These sites are usually found near waterways and coastal areas, and range in size from large mounds to small scatters. Tasmanian Aboriginal middens commonly contain fragments of mature edible shellfish such as abalone, oyster, mussel, warrenner and limpet, however they can also contain stone tools, animal bone and charcoal.

Rockshelters

An occupied rockshelter is a cave or overhang that contains evidence of past Aboriginal use and occupation, such as stone tools, middens and hearths, and in some cases, rock markings. Rockshelters are usually found in geological formations that are naturally prone to weathering, such as limestone, dolerite and sandstone.

Quarries

An Aboriginal quarry is a place where stone or ochre has been extracted from a natural source by Aboriginal people. Quarries can be recognised by evidence of human manipulation such as battering of an outcrop, stone fracturing debris or ochre pits left behind from processing the raw material. Stone and ochre quarries can vary in terms of size, quality and the frequency of use.

Rock Marking

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

Burials

Aboriginal burial sites are highly sensitive and may be found in a variety of places, including sand dunes, shell middens and rock shelters. Despite few records of pre-contact practices, cremation appears to have been more common than burial. Family members carried bones or ashes of recently deceased relatives. The Aboriginal community has fought long campaigns for the return of the remains of ancestral Aboriginal people.

Further information on Aboriginal Heritage is available from:

Aboriginal Heritage Tasmania
Natural and Cultural Heritage Division
Department of Primary Industries, Parks, Water and Environment
GPO Box 44 Hobart TAS 7001

Telephone: **1300 487 045**
Email: **aboriginal@heritage.tas.gov.au**
Web: **www.aboriginalheritage.tas.gov.au**

This publication may be of assistance to you but the State of Tasmania and its employees do not accept responsibility for the accuracy, completeness, or relevance to the user's purpose, of the information and therefore disclaims all liability for any error, loss or other consequence which may arise from relying on any information in this publication.



APPENDIX D – HERITAGE ADVICE RELATING TO THE UPPER LUGE TRACK IN 2016

UPPER LUGE INSPECTION, 8/11/2016

On Tuesday 8th November 2016, Lindsay Ashlin and I inspected the Upper Luge informal bike and walking track on the lower eastern slopes of kunanyi/Mt Wellington (ie, between Main Fire Trail and Middle Island Fire Trail) to look at the location of the track, its location relative to known historic heritage, and to look at impacts to the cultural heritage from the development and use of the track. No cultural heritage inspection or recording was carried out as part of the inspection.

The current track, which is very clear, runs down the crest of the spur on the north side, crossing one or more well formed historic log snagging tracks (log chutes) at several points.

Inspection Assessment

Observations from the inspection are as follow:

1. The track is not the original route. The original route started from Middle Island Fire Trail slightly to the north of the current start, sidled to the northeast, then used the historical benched formation in the area down to Main Fire Trail just north of the current crossing point, then continued down the old logging formation that runs along the ridge crest east of Main Fire Trail.
2. As the current track does not use the well preserved historical section of benched track that the earlier Upper Luge track did, the current route is considered to have less historic heritage impact than the previous route. It is good that the historic benched section of track is no longer being used as it was considered sensitive to impacts from ongoing bike use without hardening (hardening not being desirable from a heritage conservation perspective).
3. The current Upper Luge track however has had some impact on the historic snag tracks in the area. This is essentially where the track cuts across the snag track/s. Generally the impact is minor as the current track is not constructed and follows the contours, but there is some focused wear and erosion at the snag track crossings.
4. The level of impact is likely to increase with ongoing use and formalisation of the track as a greater degree of track modification is likely (some track modification is already happening in some locations).

[Note – Only the section uphill of Main Fire Trail was inspected; and no track recording was carried out].

Local Area Cultural Heritage

The general area is part of the historically well used lower eastern slopes of kunanyi/Mt Wellington, as a consequence of which it is very rich in historic heritage, primarily early-mid 1800s timber industry heritage (constructed logging 'roads', snag tracks/log chutes, sawpits, sawmills, hut foundations), early-mid 1800s to early 1900s recreational heritage (hut remains, tracks), and other miscellaneous heritage (eg, stone mounds). It is part of the relatively dense zone of historic heritage that stretches from east of the Park boundary west to the Junction Cabin - Lenah Valley Track - Springs level, and from the Springs - Hobart Rivulet in the south, north to approximately Brushy Creek, and in the Upper Luge area and environs the site density is particularly high. The area can be considered to have cultural landscape values given the historic modification of the landscape in this area and the continuing evidence of this (and could be considered as part of an eastern slopes historic cultural landscape).

The actual spur on which the Upper Luge track occurs has not been systematically surveyed, but it is known from public information (eg, John & Maria Grist and Bruce Davies) and a small number of inspections (the author) to contain a high density of sites, including some quite rare and highly significant sites. The location (approximate) of known sites is shown in Figure 1. It is probable that there are more sites in the area.

Of particular significance on the spur is the early -mid 1800s timber industry heritage which constitutes a very well preserved suite of early colonial timber industry sites. Such heritage is rare in a Tasmanian and Australian context, and as a well preserved suite is unique in the Tasmanian context and believed to be unique in the Australian context. Part of this suite of sites is a zone of dense sawpits and snag tracks which are believed to be one of the sets of government sawing stations

(Kings Pits) of which only two other such complexes are known in Tasmania (also in Wellington Park), and of which this is the best example.

Upper Luge Options & Cultural Heritage Considerations

The following comment is based on the difficulty experienced in trying to close the Upper Luge track and consequently the apparent need to allow for pedestrian and bike access through this area, as well as attempting to preserve the significant heritage values of the area (see above).

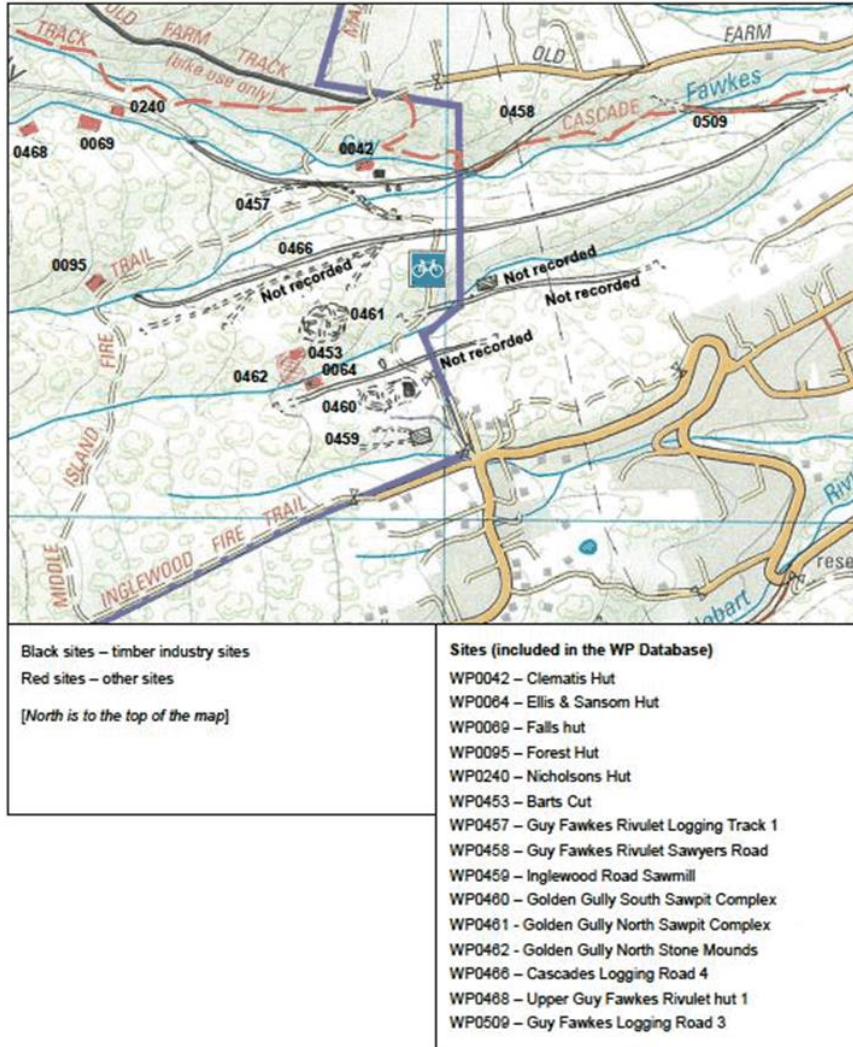
1. It is considered advantageous from a heritage perspective that the historic benched section of timber industry track is no longer being used (ie, use is not compromising the preservation of this track, and this section of track should remain unused as a formal walking or bike track).
2. The current track is having relatively limited impact on the heritage (snig tracks) it crosses, and hence the current route can continue to be used in the short-medium term. It is undesirable to continue to use this route in the longer term as formalising the route is highly likely to result in increased impact on the historic snig tracks (and hardening would also have an impact).
3. The preferred option from a heritage perspective is to re-locate the track to avoid all significant cultural heritage in the area or, if this is not possible, to re-locate the track to reduce actual and potential impacts. This option however will require systematic mapping of the spur to locate the heritage in the area to assist in the track re-location. It would also be desirable, and would assist future planning, to fully map the historic benched logging tracks in the area to determine how suitable they are for alternative uses such recreational tracks

Anne McConnell

29/11/2016

FIGURE 1 – SKETCH OF THE KNOWN HISTORIC HERITAGE IN THE AREA OF THE UPPER LUGE TRACK

[Note – 1. locations are approximate only; 2. there may be other historic heritage in the area that is not mapped]



Applicant's Response to Request for More Information**REQUESTED INFORMATION:**

WP1	Documentation estimating the number and size of trees proposed to be removed.
WP2	Clarification regarding risk mitigation recommendation 5 of the submitted Site Stability Review - Is this recommending that all trees greater than 2m in height must be retained?
WP3	A statement specifying whether trees with a height greater than 2m are proposed to be removed.
WP4	If the submitted Site Stability Review is recommending that all trees greater than 2m in height be retained, and trees greater than 2m in height are proposed for removal, please provide a geotechnical addendum to the report addressing this inconsistency.
WP5	Evidence, from a suitably qualified person, that excluding works within 1.5m/2.0m of old growth trees will be sufficient to ensure the development does not cause, or accelerate, the death, collapse or decline of the old growth trees identified in the submitted Natural Values Assessments.
WP6	If evidence can not be provided that excluding works within 1.5m/2.0m of old growth trees will be sufficient to ensure the development does not cause, or accelerate, the death, collapse or decline of the old growth trees, please provide a submission demonstrating how the development would satisfy performance criteria P2.1 and P2.2 of Table 5 of the Wellington Park Management Plan 2013.

RESPONSES**WP1:**

Skid Road, Rocky Wheel'n & Free Wheel'n : Construction activities of Skid Road track will include the removal of an approximate 1.5 meter (max) wide strip of understory and ground cover vegetation along the track alignment, which will be routed to avoid trees (particularly old growth trees) and large logs. Large trees are avoided to minimise potential impact on trees as well as for health and safety reasons (falling limbs). The understory is generally sparse and clearance will be limited to common shrubs, sedges and ferns.

Upper Luge: Very little vegetation will be removed during the construction of this track as it predominantly follows the alignment of an existing informal track, which is well used and is approximately 1.5 – 2 meters wide.

WP2, 3 & 4:

See amended letter from Geo tech.

WP 5 & 6:

The Environmental Impact Assessment (Enviro-dynamics) states that "For large trees (as above), ensure spacing of at least 1.5 m between base of tree trunk and track edge." However, the applicant is familiar with COH tree management protocol and regularly works with the Program Leaders for the Fire and Biodiversity and Arboriculture teams. Therefore, the applicant understands that the tree protection zones of large trees will likely extend beyond the 1.5-2 m, as noted above. The final alignment will steer well clear of large trees to account for more realistic tree protection zones.

If the final alignment cannot avoid areas of large trees then a suitably qualified person (from either the Arboriculture/ Fire and Biodiversity team or contracting arborists) will be engaged to walk through the site and mark out tree protection zones and the 10% rule will be applied. Where the track alignment crosses large exposed tree roots (where 10% or less of TPZ), rock armouring will be installed to prevent further erosion or damage.



ADDENDUM

June 1, 2021

City of Hobart
16 Elizabeth Street
Hobart, Tasmania 7000

Our Ref: **7436A(revision 1)**
Attention: Bree Hunter

Re; Wellington Park Mountain Bike Tracks

Stability Mitigation

I refer to our Site Stability Review report 7436A(1), dated 22 September 2020 accessing the stability of proposed mountain bike tracks at Wellington Park (South Hobart).

Under section 5 – Mitigation, item 5 we recommend to LIMIT removal of vegetation greater than 2m height. To clarify, this item is included as a guide to track construction and applicable where retaining trees/scrub is practical. Along the route of the actual tracks, tree removal of any trees with a Diameter at Breast Height (DBH) >700mm should be avoided. If trees of this size cannot be avoided, then the area specific to the tree will need to be assessed for stability.

Please contact the undersigned for any clarification or further advice.

Sincerely,

A handwritten signature in black ink, appearing to read "Martin Schult".

Martin Schult, BEng., MEngSc., DipGeoSc., MIE(Aust)., CPEng, NER(193316)
Principal Geotechnical Engineer

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Scherzic

Ground Investigations

SITE STABILITY REVIEW

To	City of Hobart		
Report No.:	7436A (revision 1)	Date:	22 September 2020
Project:	Wellington Park	Job No.	7436
Attention:	Bree Hunter	Subject:	Mountain Bike Track Stability

1 Introduction

As outlined in the Request for Quotation dated 6 June 2020 issued by the City of Hobart (CoH), a review of the stability of three (3) proposed Mountain Bike Tracks in Wellington Park. The tracks are described as tracks 1, 12 and the Upper Luge. On 14 July 2020 CoH requested an additional track (1b) also be reviewed. The location of Track 1 & 1b is located in Area 1 and Track 12 & The Upper Luge are located in Area 2 as given in the figure below:

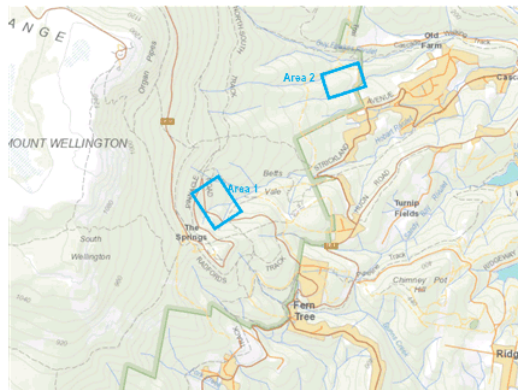


Table 1 - Locations of Study Areas

The purpose of the review as presented in the RFQ is:

Undertake a geotechnical investigation related to the potential impact pertaining to the development of the proposed tracks 1, 12 and the Upper Luge as per Issue A8.1 in the *Wellington Park Management Plan 2013* (Ch 8, p.147). Specifically, a report is required by a qualified geotechnical engineer to determine there is an acceptable risk of instability.

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Ground Investigations

2 Investigations

2.1 Desktop Study

A desktop study of the 4 routes has been undertaken using available sources which are:

- a) Topographic maps - DPIPWE
- b) Historical aerial photograph, scale 1:12,772 (1967) - DPIPWE
- c) Mineral Resources inventory of landslides
- d) Mineral Resources Tasmania Shallow Slide & Susceptibility Mappings
- e) Hillshade mapping (DPIPWE)
- f) MRT Landslide Hazard Bands (MRT) **
- g) Geological Maps – Landforms

*** The hazard bands are simply an arbitrary "slope" threshold which is not based on any geological context or field mapping*

The referenced materials for tracks 1 & 1b are given in Appendix A

The referenced materials for tracks 12 & Upper Luge are given in Appendix B

The historical aerial photograph is reproduced in Appendix C.

2.2 Field Survey

A walkover near to the existing tracks within the 2 areas was undertaken in August 2020 by the writer. Note that both areas are covered by thick bush and the entire routes were not traversed, and the field study was a general confirmation of the conditions contained in the desk study. All salient locations were recorded by GPS, photographs & field notes. The photographs & descriptions of the field survey is provided in the Appendices D & E.

3 Assessment

The desktop review of the documents listed above for the area for tracks 1 & 1B and the area for tracks 12 & Upper Luge is presented below:

3.1 Tracks 1 & 1B

3.1.1 Area Description

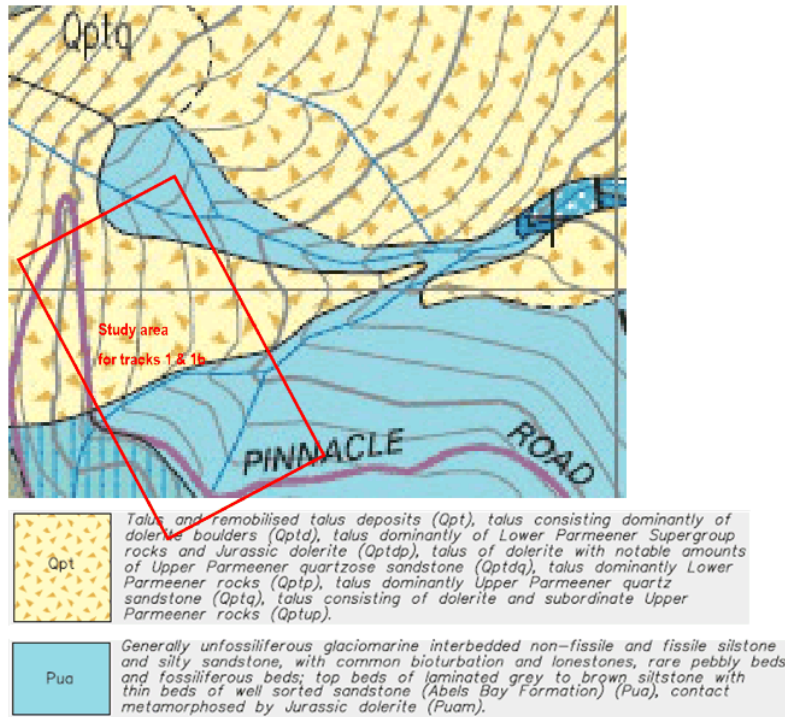
Tracks 1 & 1B will be located in close proximity to Pinnacle Road between Shoobridge Bend and Woods track. As shown in the topography map, the tracks generally follow the contours of the hillside but traverse two creeks/streams. The aerial photograph from 1967 immediately after the bushfires shows the south eastern portion of the tracks area denuded of vegetation which is consistent with the recent site walkover showing smaller vertical trees with some undergrowth and sparse very large tree trunks.

3.1.2 Geology

An excerpt of the mapsheet of Hobart, scale 1:25,000, dated May 2006 produced by Mineral Resources Tasmania (MRT) is shown below.

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This mapping shows the northern area of the proposed tracks will traverse recent talus consisting of dolerite boulders and the southern portion traversing Permian age siltstone & sandstone and pebble beds (in the creeks). The site walkover confirms these general descriptions with outcropping siltstones visible in the creeks and O'Grady Falls. The talus is generally buried in transported soils and is best described as colluvium.

3.1.3 Landslides

The historical aerial photograph of 1967 does not visibly identify any landslide activity over the study area. The MRT landslide inventory and susceptibility maps (as per appendix) do not indicate any recorded landslides in the study area. The Hillshade map (The List) indicates minor slumping to the upper ridge above the first creek crossing. The brief walkover of the study area did not identify any past or potentially unstable areas with the exception of the Pinnacle Road embankment at Shoobridge Bend, and the down slope area corresponding with the hillshade slumping, where there is very steep fill and boulders downslope (see figure below).

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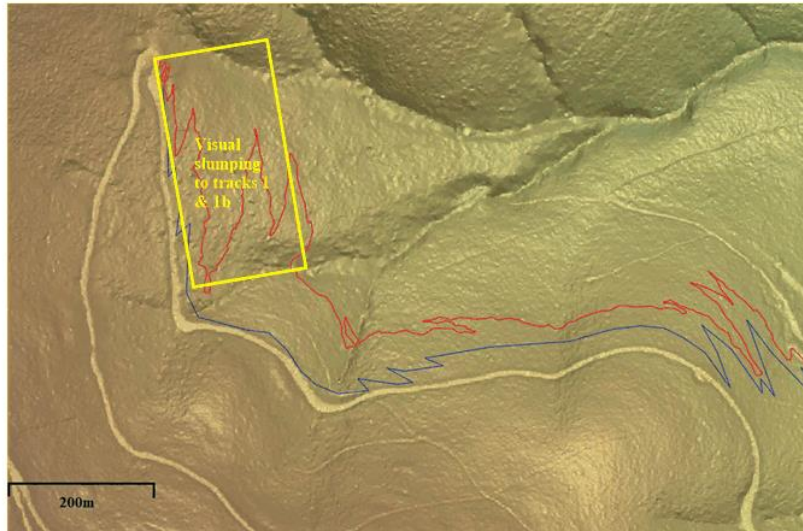


Figure 1 - Visual slumping for tracks 1 & 1b

3.2 Tracks 12 & Upper Luge

3.2.1 Area Description

Tracks 12 & the Upper Luge will be located on a ridgeline with some minor areas extending down to the edge of a streams/creek. The ridgeline is characterised by scattered sandstone boulders & cobbles in a sand or clay matrix overlying competent bedrock. The aerial photograph from 1967 immediately after the bushfires shows the study area with loss of undergrowth and some trees remaining. The recent site walkover shows the site with smaller vertical trees and sparse very large trees. The ridgeline has minimal undergrowth but thick undergrowth near the lower slopes toward the stream(s).






3.2.2 Geology

An excerpt of the mapsheet of Hobart, scale 1:25,000, dated May 2006 produced by Mineral Resources Tasmania (MRT) is shown below.



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Ground Investigations

	Dominantly interbedded, richly fossiliferous glaciomarine siltstone and subordinate thin beds of granule sandstone, limestones present, thin-to medium-bedded, commonly leached yellow-cream coloured (Deep Bay Formation) (Pud), contact metamorphosed by Jurassic dolerite (Pudx).
	Generally poorly fossiliferous interbedded glaciomarine fine-to medium-grained sandstone, fissile and non-fissile siltstone, limestones and pebble-rich patches, productid bed at top, basal interval commonly with thick beds of coarse-grained sandstone (Malbina Formation) (Pum), contact metamorphosed by Jurassic dolerite (Pumm).
	Undifferentiated fossiliferous glaciomarine sandstone, siltstone and limestone (Deep Bay Formation, Berriedale Limestone, Nassau Siltstone and Rayner Sandstone) (Puo), contact metamorphosed by Jurassic dolerite (Puom).
	Talus and remobilised talus deposits (Qpt), talus consisting dominantly of dolerite boulders (Qptd), talus dominantly of Lower Parmeener Supergroup rocks and Jurassic dolerite (Qptdp), talus of dolerite with notable amounts of Upper Parmeener quartzose sandstone (Qptdq), talus dominantly Lower Parmeener rocks (Qptp), talus dominantly Upper Parmeener quartz sandstone (Qptq), talus consisting of dolerite and subordinate Upper Parmeener rocks (Qptup).
	Deeply dissected alluvial fan, proximal alluvial terrace and minor talus deposits containing boulders of weathered dolerite and Parmeener derived rocks in places (Qpa).

This mapping shows the majority of the tracks will traverse Permian age sandstones & siltstones & limestones with some recent talus located near the stream edges. The site walkover confirms these general descriptions with outcropping sandstones and siltstones visible in the existing tracks over the routes.

3.2.3 Landslides

The historical aerial photograph of 1967 does not visibly identify any landslide activity over the study area. The MRT landslide inventory and susceptibility maps (as per appendix) and hillshade maps (The List) do not indicate any recorded landslides in the study area. The brief walkover of the study area did not identify any past or potentially unstable areas. There is an unidentified high landslide risk area further east of the study area which abuts Guy Fawkes Rivulet at Old Farm.

4 Risk Assessment

The *Practice Note Guidelines for Landslide Risk Management*, in Australian Geomechanics Journal, Volume 42, Number 1, March 2007 (LRM-AGS) provides guidance on the methods and criteria for the assessment of the risk to life and property(tracks) for potential landslides. Our semi quantitative assessment is based on the following risk matrix:

Risk Matrix		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood	Annual Probability	0.5%	5%	20%	60%	100%
Almost Certain	0.1	Low	Moderate	Significant	Extreme	Extreme
Likely	0.01	Low	Low	Moderate	Significant	Extreme
Possible	0.001	Negligible	Low	Moderate	Significant	Extreme
Unlikely	0.0001	Negligible	Negligible	Low	Moderate	Significant
Very Unlikely	<0.000001	Negligible	Negligible	Low	Moderate	Moderate

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According to this guideline, our assessment of RISK to LIFE $R_{(LOL)}$, from landslides along the future tracks is determined by:

$$R_{(LOL)} = P_{(H)} \times P_{(S,H)} \times P_{(T,S)} \times V_{(D,T)}$$

$R_{(LOL)}$ = the risk to life (annual probability)

$P_{(H)}$ = the annual probability of landslide (based on risk matrix) - refer to risk matrix

$P_{(S,H)}$ = the probability of spatial impact by a landslide on future tracks (travel distance)- depends on size of landslide & distance from track

$P_{(T,S)}$ = the temporal spatial probability (the probability of individual on track at time of landslide) – take range of less than 60 sec

$V_{(D,T)}$ = vulnerability of the individuals (probability of loss of life of the individual on track given the impact) – larger landslides will cause greater injury

Our analysis of risk to life for the following situations are:

- Risk to Life Track 1 and 1b area on the upper slope = $0.001 \times 0.5 \times 1.0E-6 \times 0.25 = 1.25 \times 10^{-6}$
- Risk to Life Shoobridge Bend Road Embankment (Track 1 and 1b) = $0.01 \times 0.5 \times 1.0E-6 \times 0.50 = 2.5 \times 10^{-5}$
- Risk to Life Tracks 12 and Upper Luge (General ridge assessment) = $0.000001 \times 0.5 \times 1.0E-6 \times 0.25 = 1.25 \times 10^{-13}$

According to the AGS guidelines, the acceptable risk to life is suggested as 1.0×10^{-4} so therefore the risk to life for the proposed tracks from landslides is determined as acceptable for tracks 1 & 1 b and not credible for tracks 12 & Upper Luge.

5 Risk Mitigation Recommendations

The following guidelines will limit potential landslides, and erosion and lessen the impact on the natural slopes.

- 1) Limit Cut batters (<0.5m)
- 2) Fill Batters (<1m)
- 3) Avoid long lengths of tracks parallel to slopes (particularly any cuttings)
- 4) Creek crossing should avoid alluvium/colluvium (note cross at competent rock – see photos)
- 5) Limit Vegetation removal (no trees >2m)

6 Conclusions

Based on the assessment presented above, there is acceptable risk from landslides to users of the proposed mountain bike tracks, 1, 1b, 12 and the Upper Luge.

Please note the above advice is based on a desktop & visual assessment and should differing conditions or additional information become available, then this advice should be reviewed. For further advice or clarification, contact the undersigned



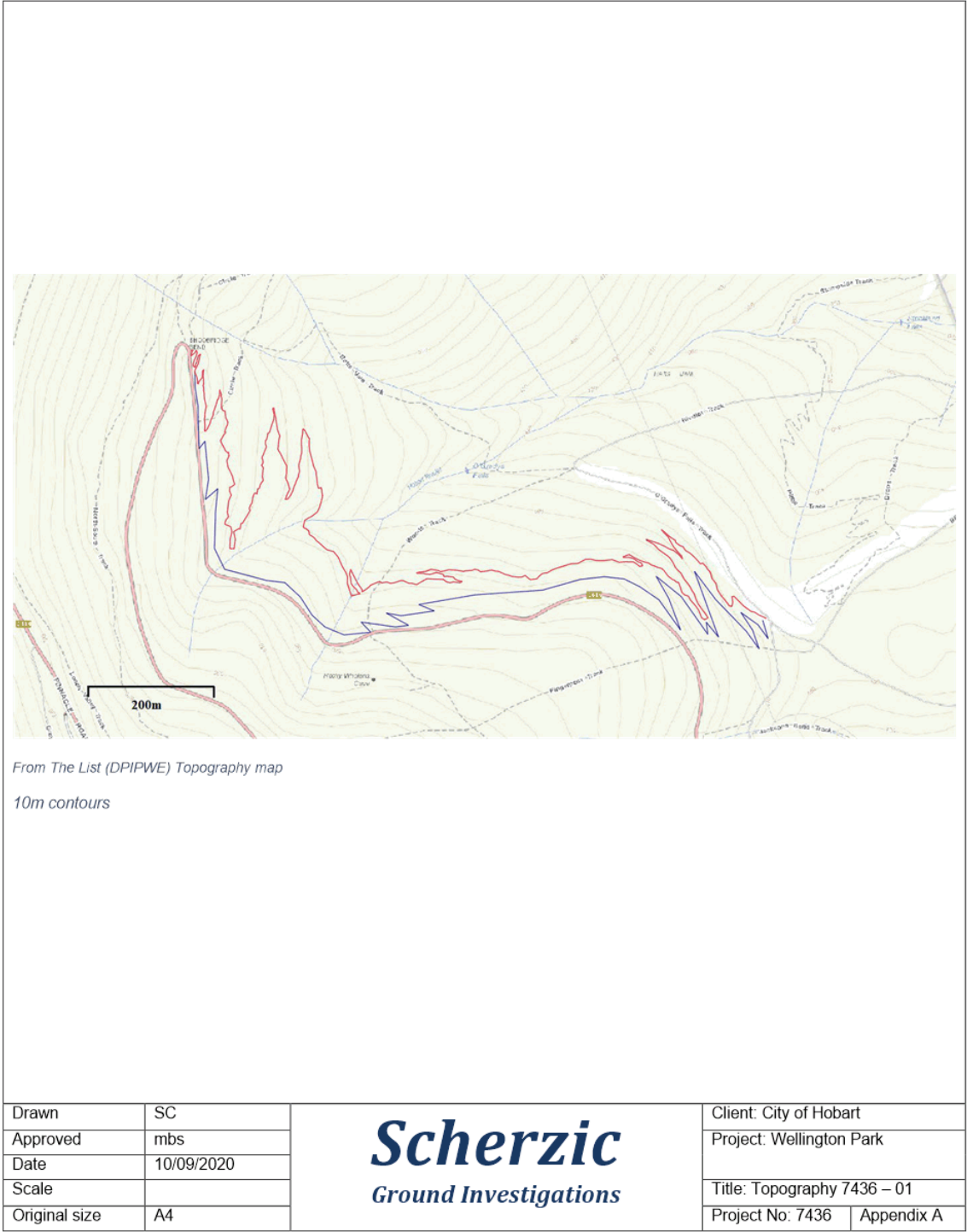
Martin B Schult, BEng., MEngSc., DipGeoSc., MIE(Aust), CPEng., NER

Principal Geotechnical Engineer

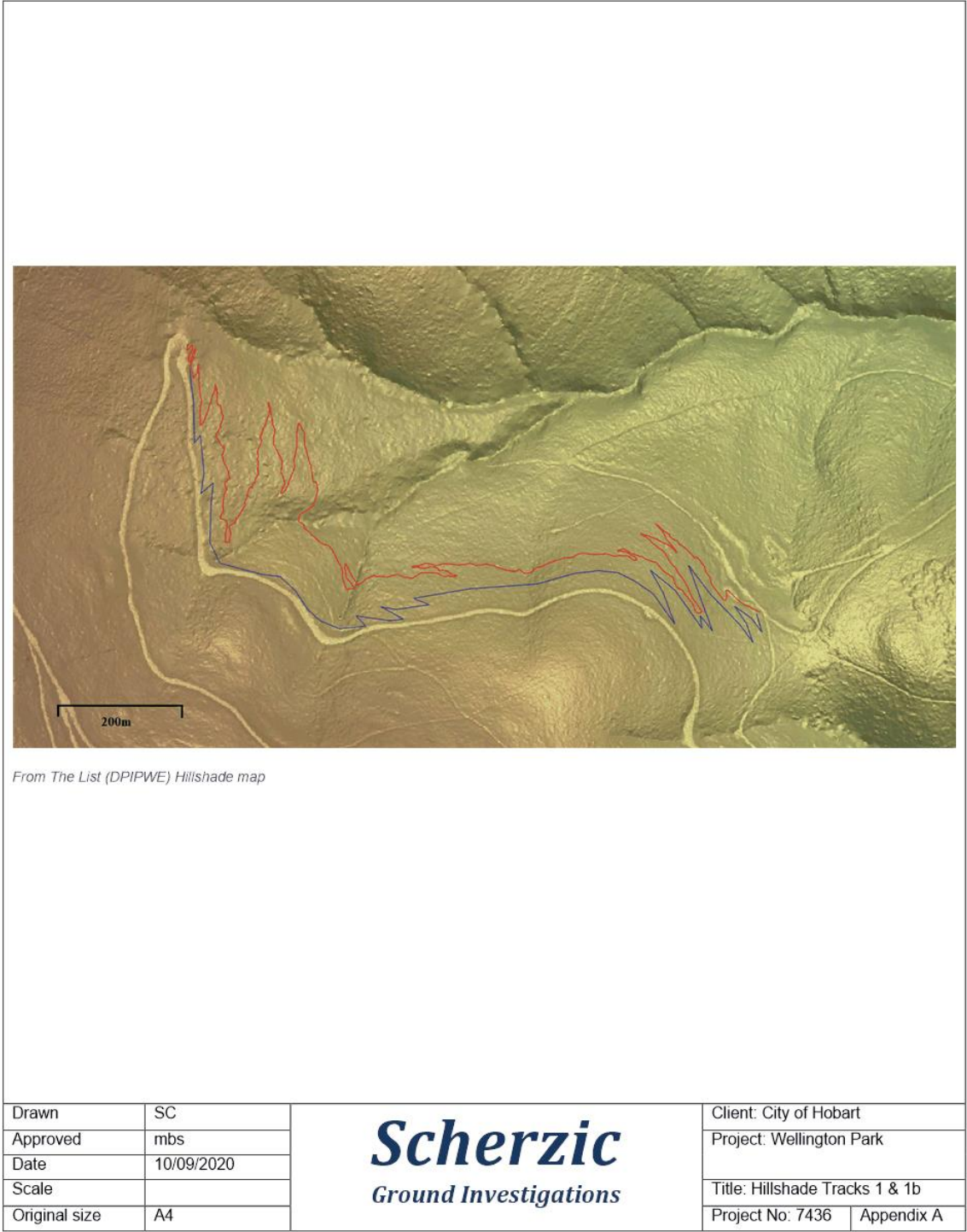


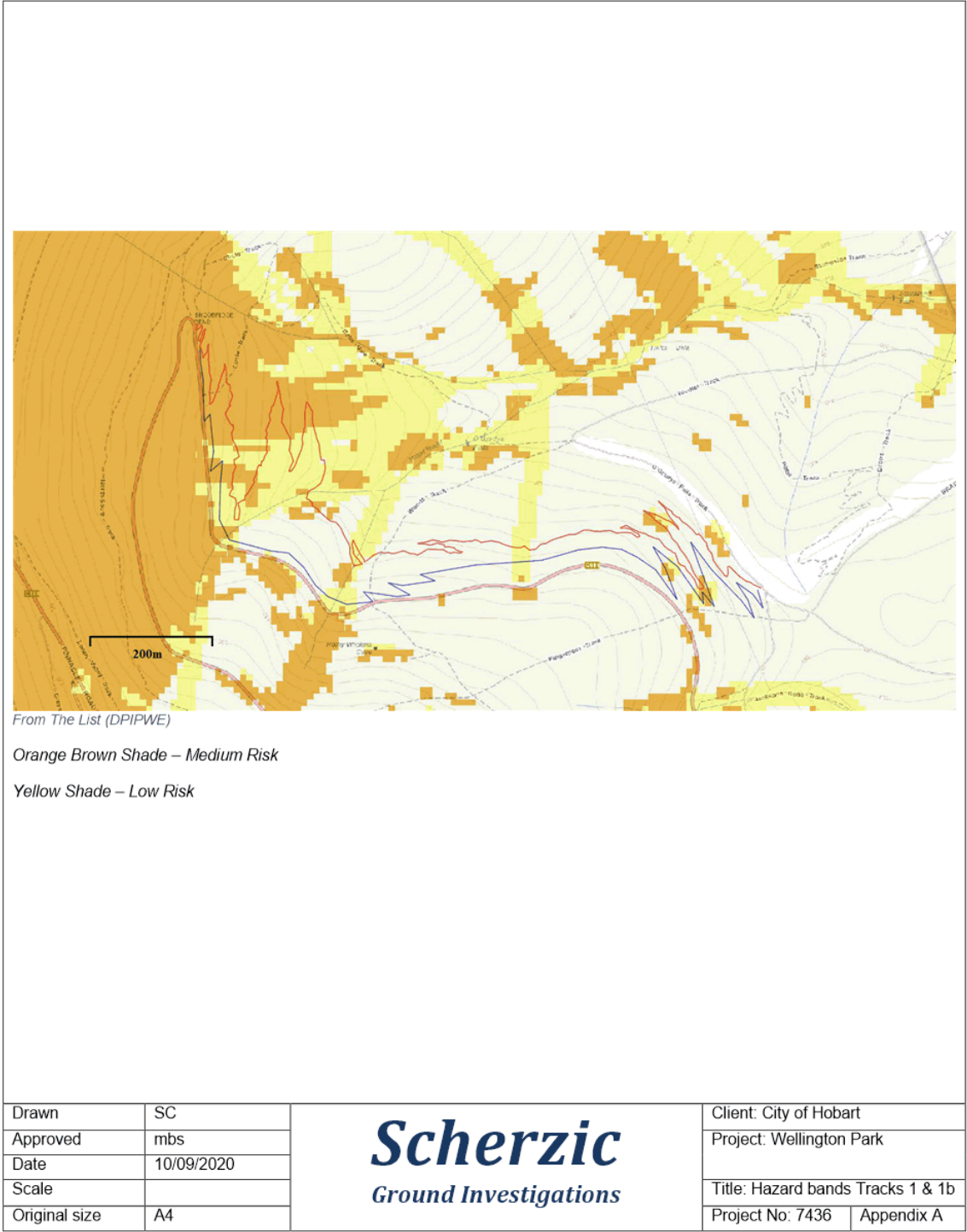
Appendix A

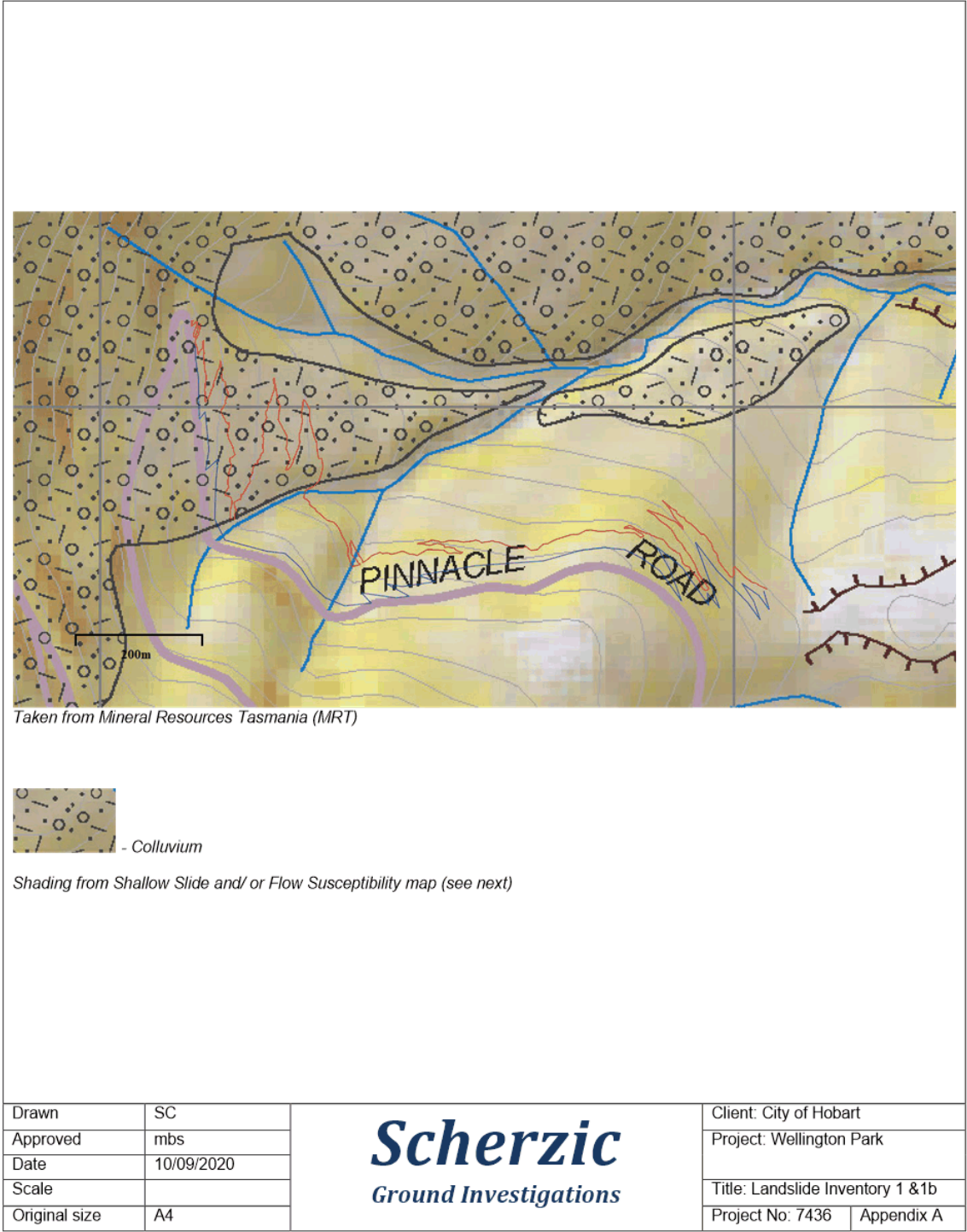
Desktop Study Maps – Tracks 1 & 1b

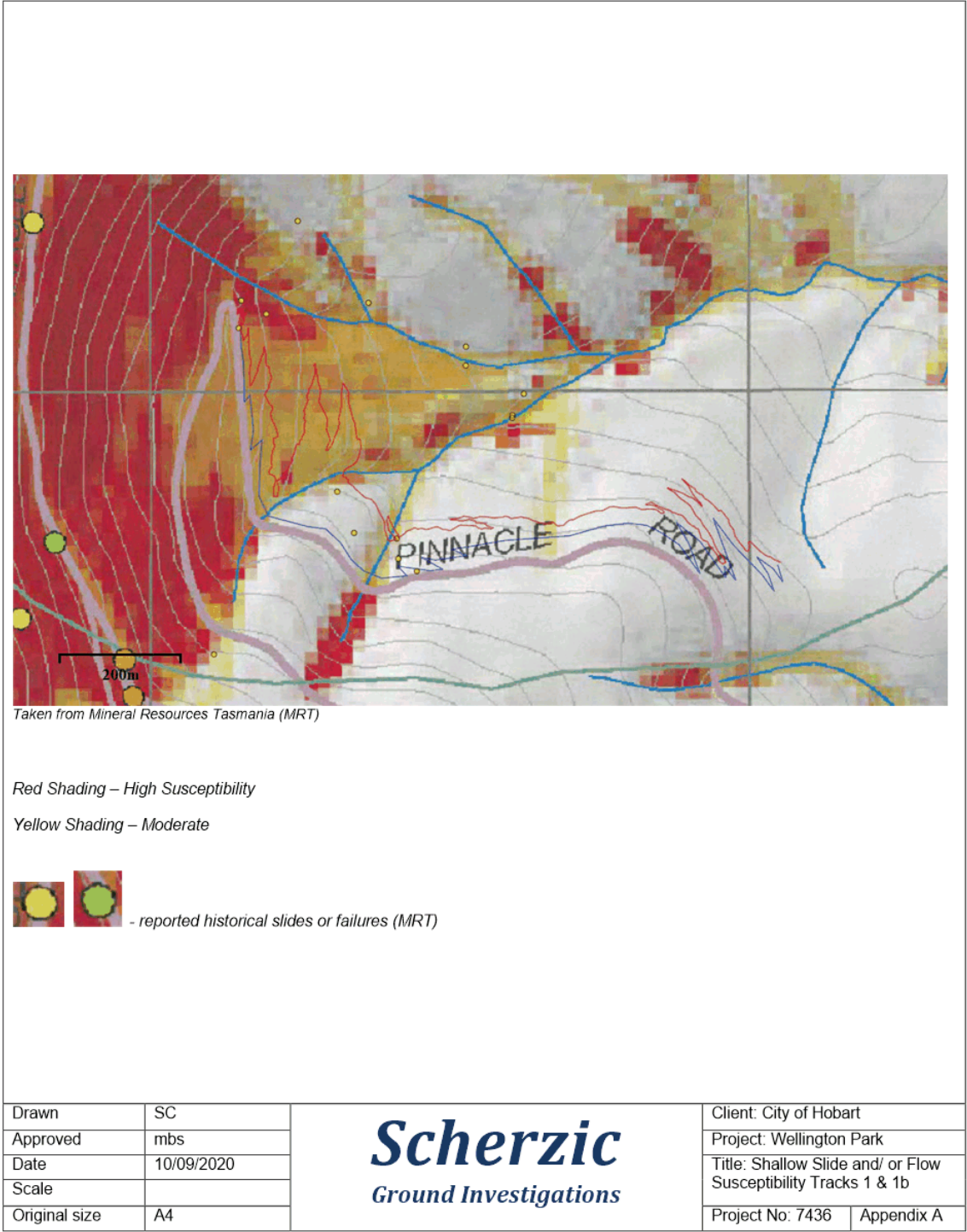








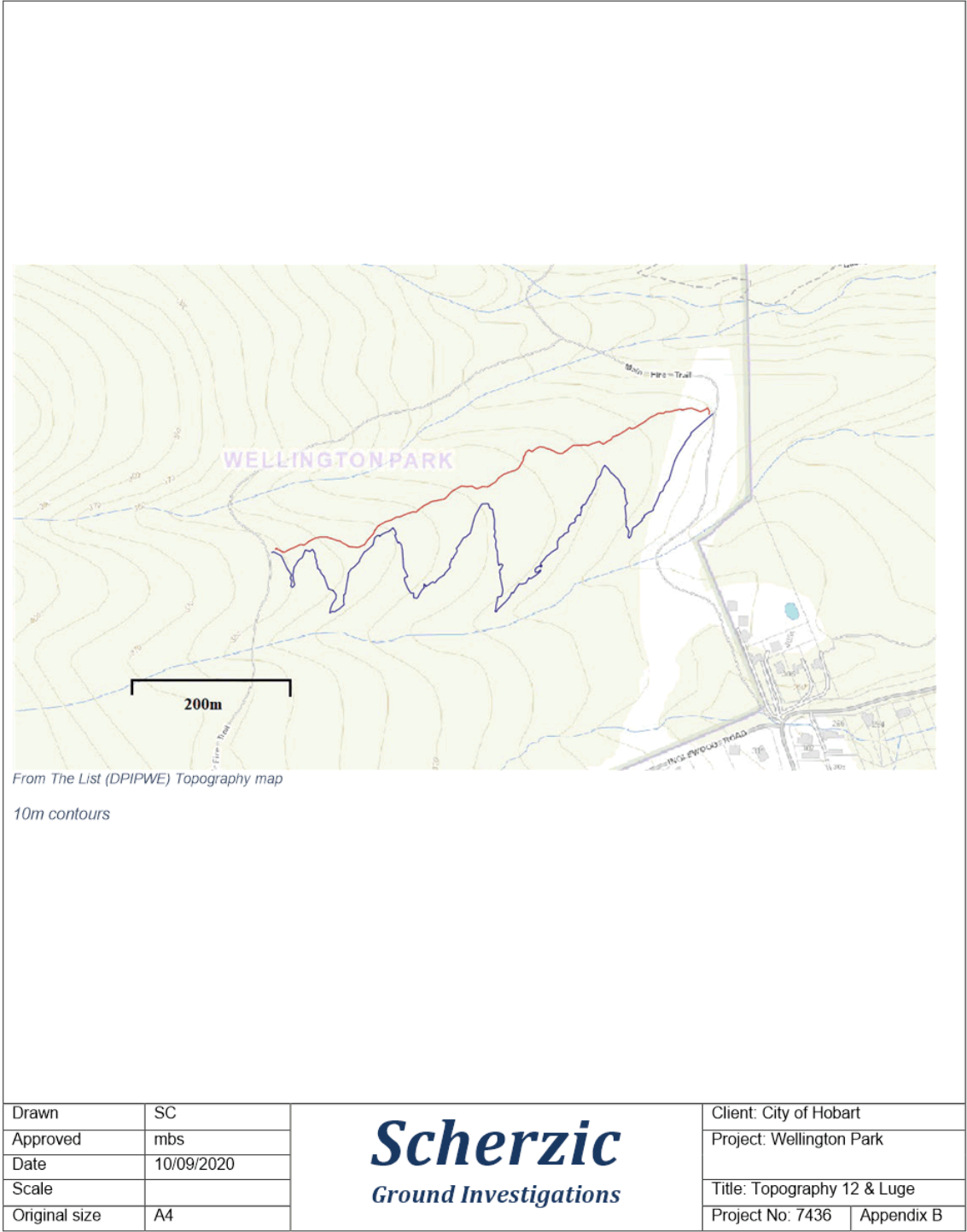




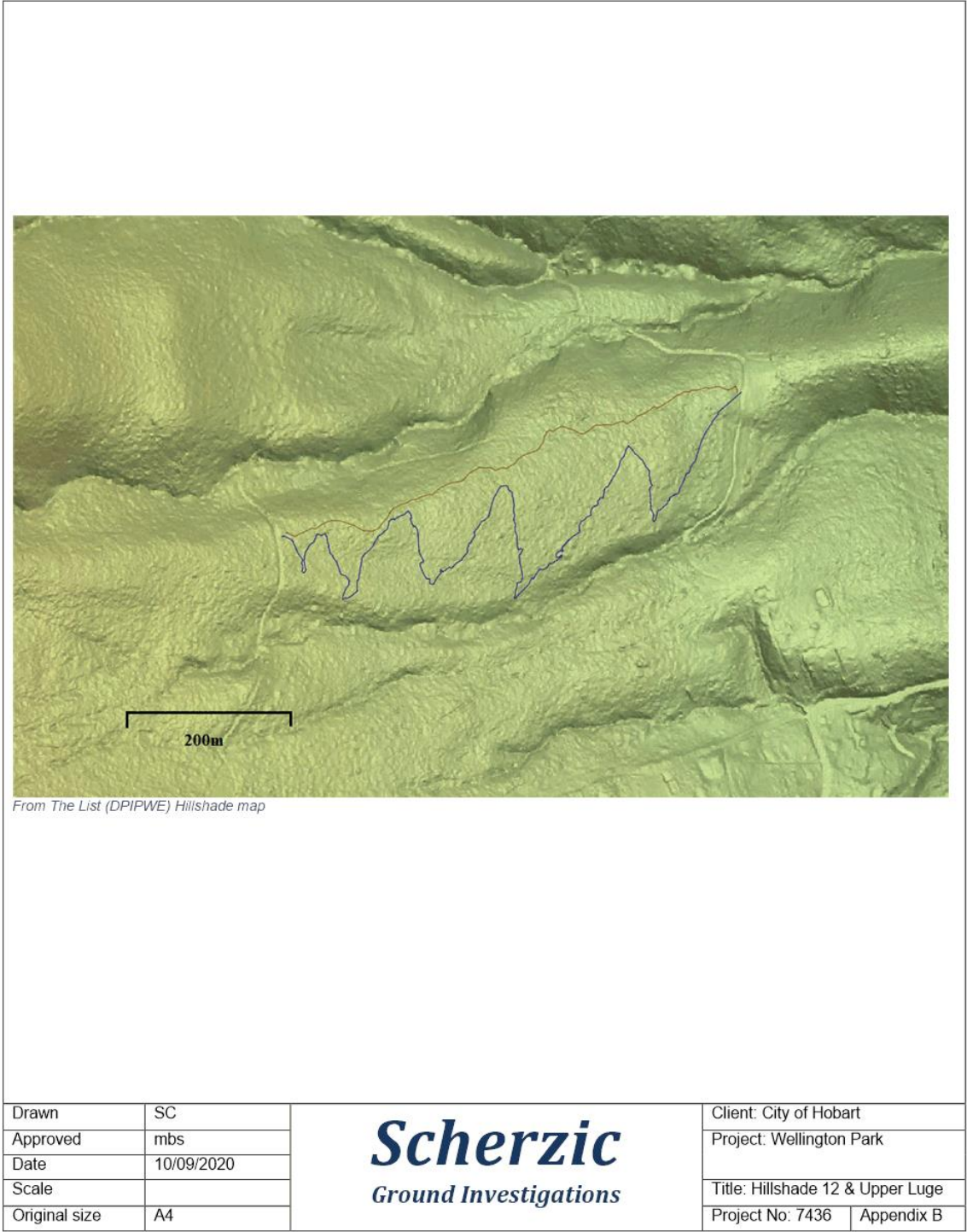


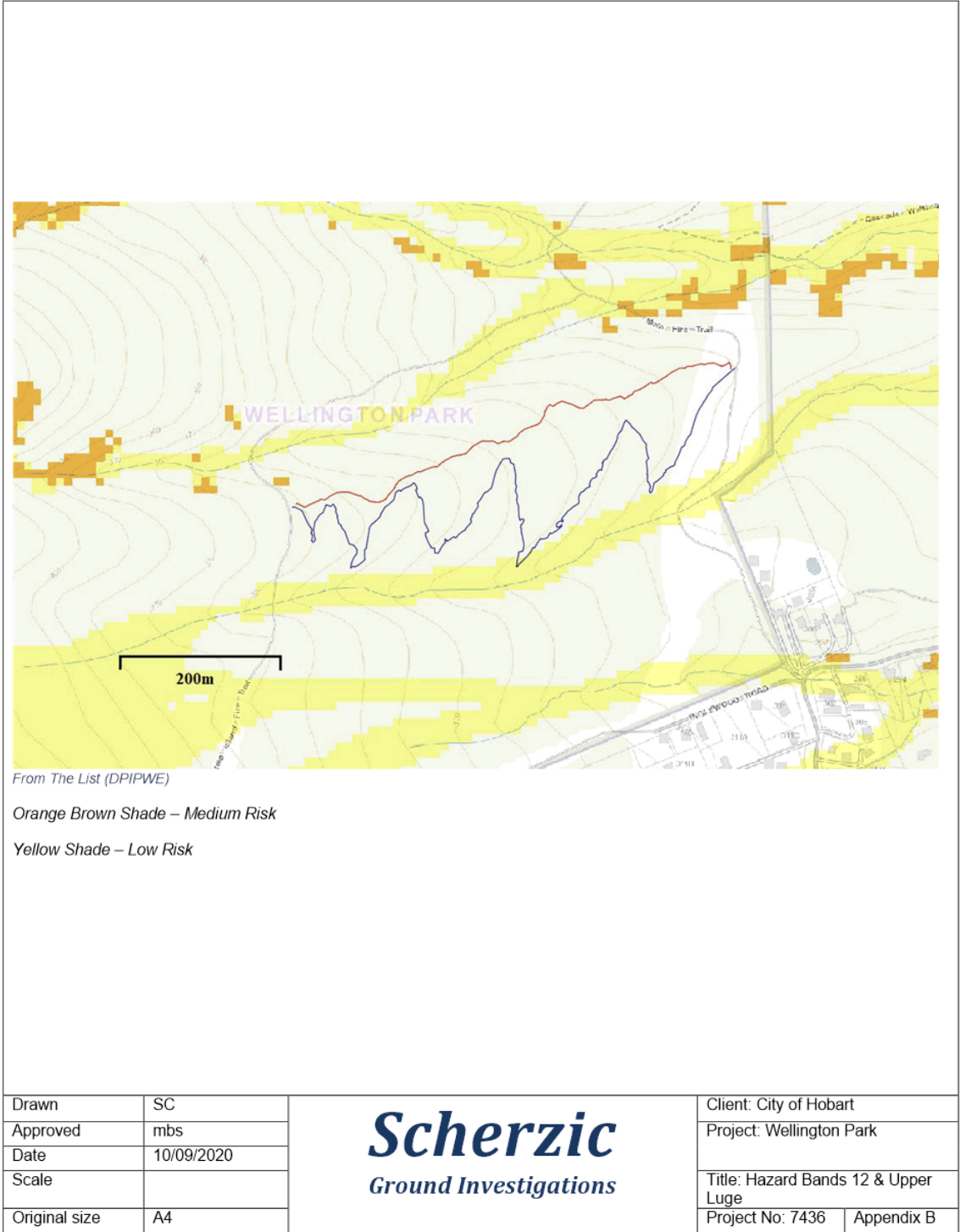
Appendix B

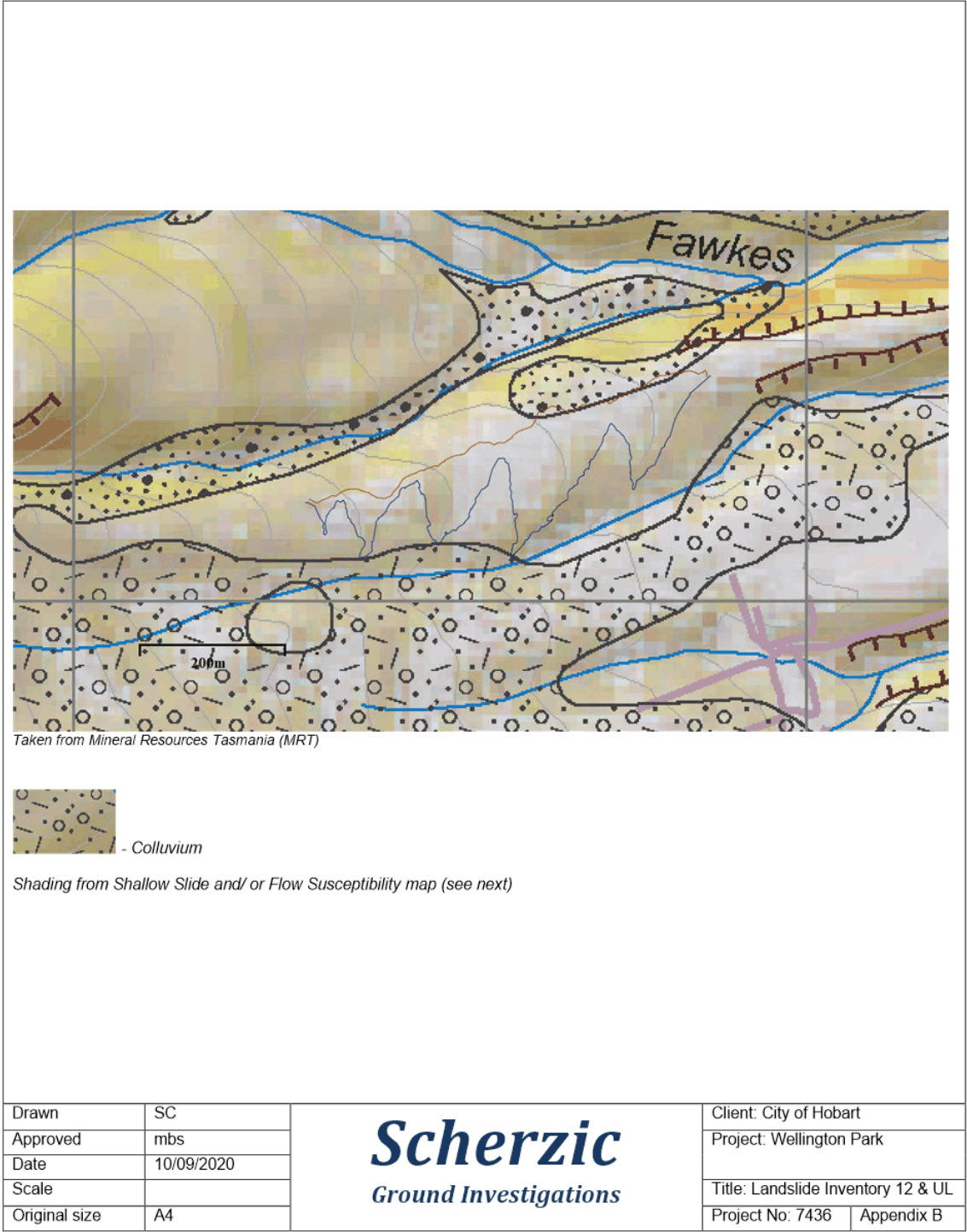
Desktop Study Maps – Tracks 12 & Upper Luge







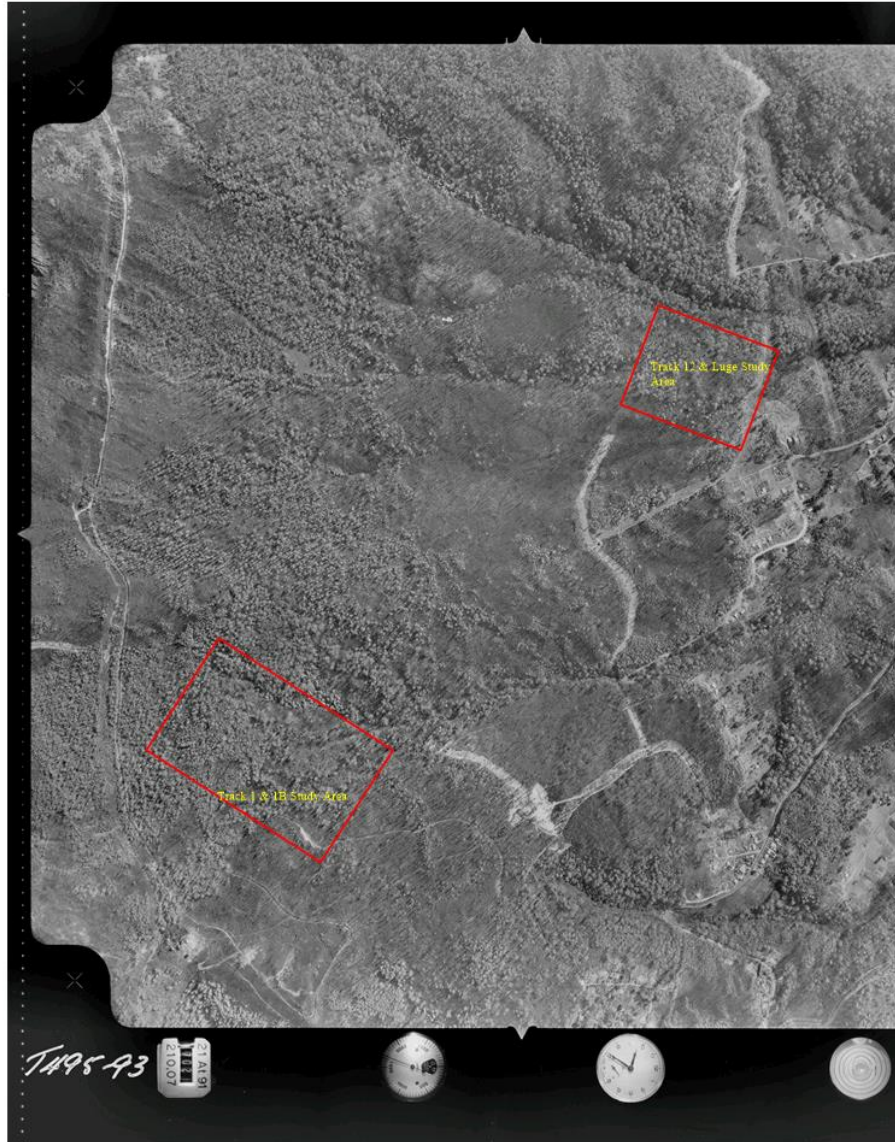








Appendix C
1967 Aerial Photo





Appendix D

Photographic Record Tracks 1 & 1b



Figure 2 - near Shooobridge Bend

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Figure 3 - Cobbles & boulders over surface



Figure 4 - O'Grady's Falls

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Figure 5 - outcropping rock at creek crossing



Figure 6 - Boulders & Large old tree trunks

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Figure 7 - Outcropping rock at stream



Figure 8 - Older large trees with smaller more recent growth

Wellington Park Mountain Bike Tracks
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Figure 9 - Angular boulders held by tree roots



Figure 10 - Very large older tree trunk

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Figure 11 - Alluvium & Boulders in stream



Figure 12 - Erosion of fine sands

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Figure 13 - Boulders on slope below Shoobridge Bend



Figure 14 - Thick recent undergrowth

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Figure 15 - Thick undergrowth on slope



Figure 16 - Older track or terracing

Wellington Park Mountain Bike Tracks
Report No 7436A(1)
22 September 2020



Appendix E

Photographic Record Tracks 12 & Upper Luge



Figure 17 - Start of track area

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Figure 18 - existing track surface over cobbles



Figure 19 - existing ridgeline

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Figure 20 - soils with some cobbles



Figure 21 - end of area/tracks

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Report No 7436A(1)
22 September 2020

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Figure 22 - Instability at Old Farm

MTB Tracks Rocky Wheeln and Free Wheeln**Creek crossings.**

Both tracks cross the upper reaches of Hobart Rivulet (western most crossings) and a tributary of Hobart Rivulet (eastern most crossings). Free Wheeln crosses both Hobart rivulet and its tributary lower than does Free Wheeln.

Hobart rivulet was flowing at the time of route planning (October 2020) whilst its tributary was not flowing at both crossings. The tributary is more of an ephemeral drainage line.

Both of the Hobart rivulet crossings are proposed to be via bridges as shown in the specification "Small Bridge Detail". Both of the tributary crossings are proposed to be via boulder causeways as shown in the specification Boulder Causeway 2 Oct 2020".

Following are photos of each of the crossings:

Hobart Rivulet / Rocky Wheeln crossing (proposed 6m bridge):

Hobart Rivulet / Free Wheeln crossing (proposed 6m + 3m bridge or causeway):



Note that just below this crossings a small spring enters as shown lower right on the photo. It is proposed that either a short bridge or boulder causeway crossing be installed here.

Hobart rivulet tributary lower crossing (proposed causeway)



Hobart rivulet tributary upper crossing (proposed causeway)

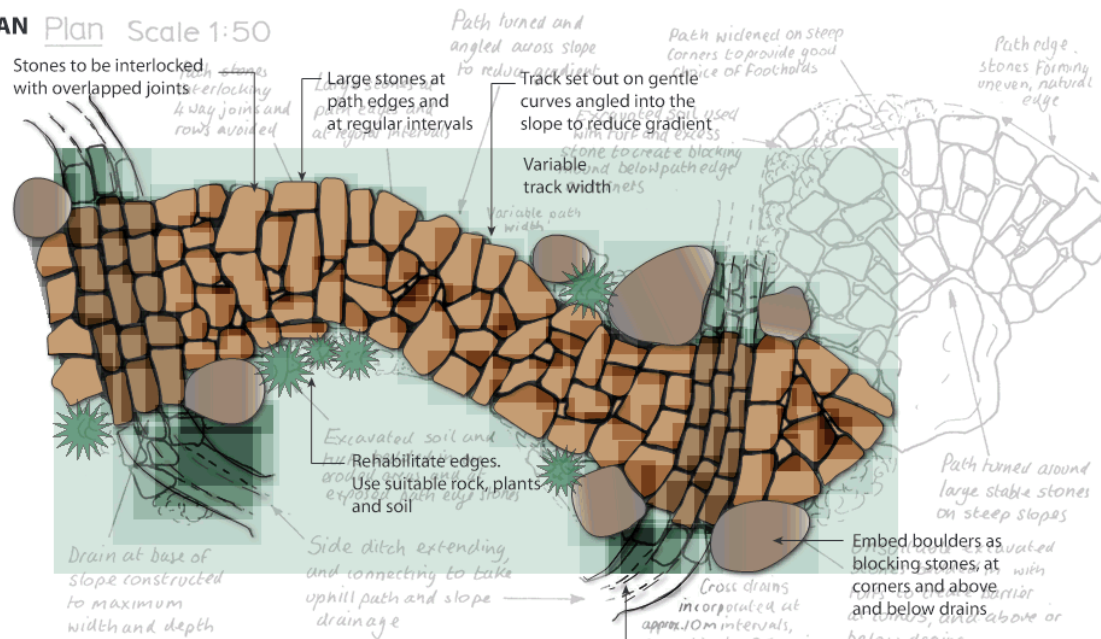




Drop off. Boulders are angles to allow bikes to roll over or climb up.

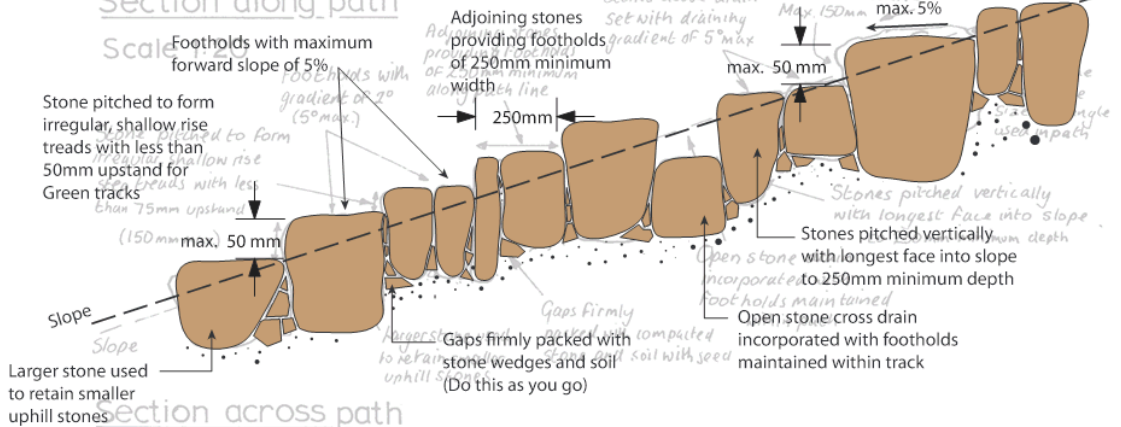


Rock armoured landing zone prevents erosion

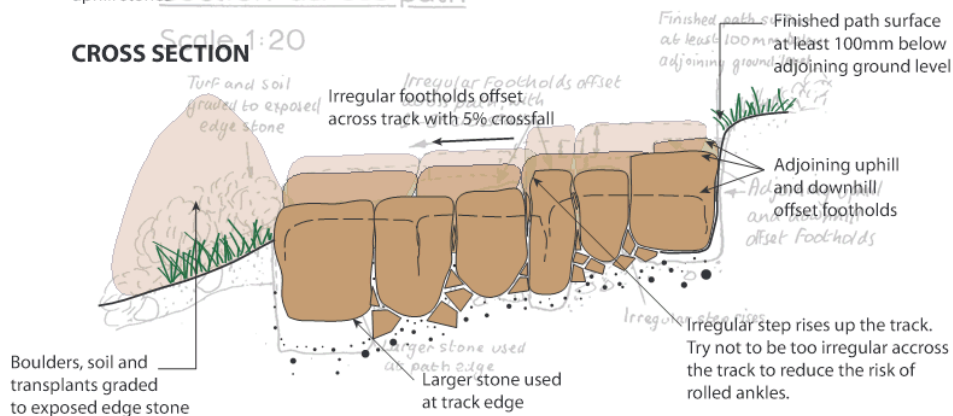
PLAN Plan Scale 1:50**LONGITUDINAL SECTION**

Section along path

Scale 1:20

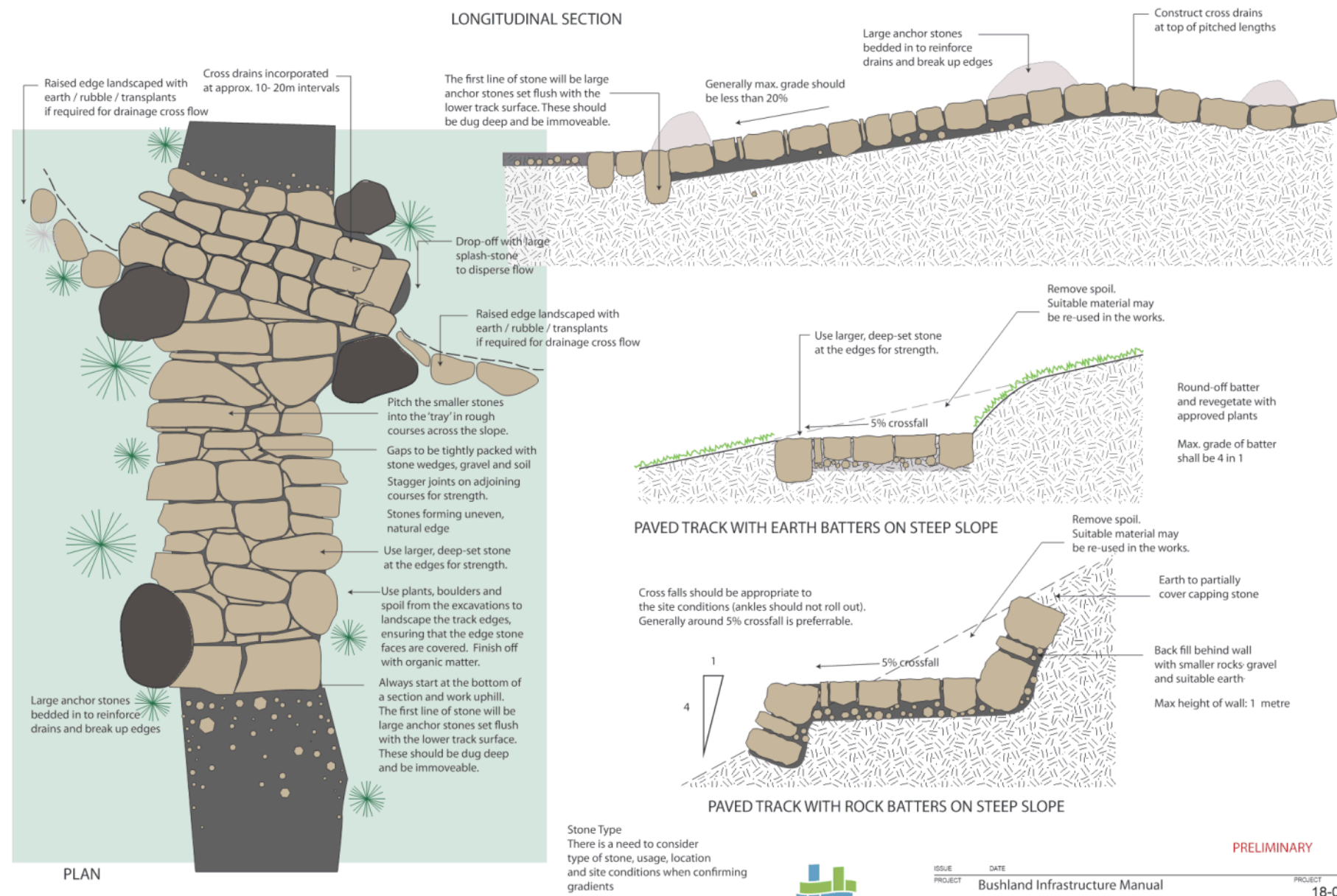
**CROSS SECTION**

Scale 1:20

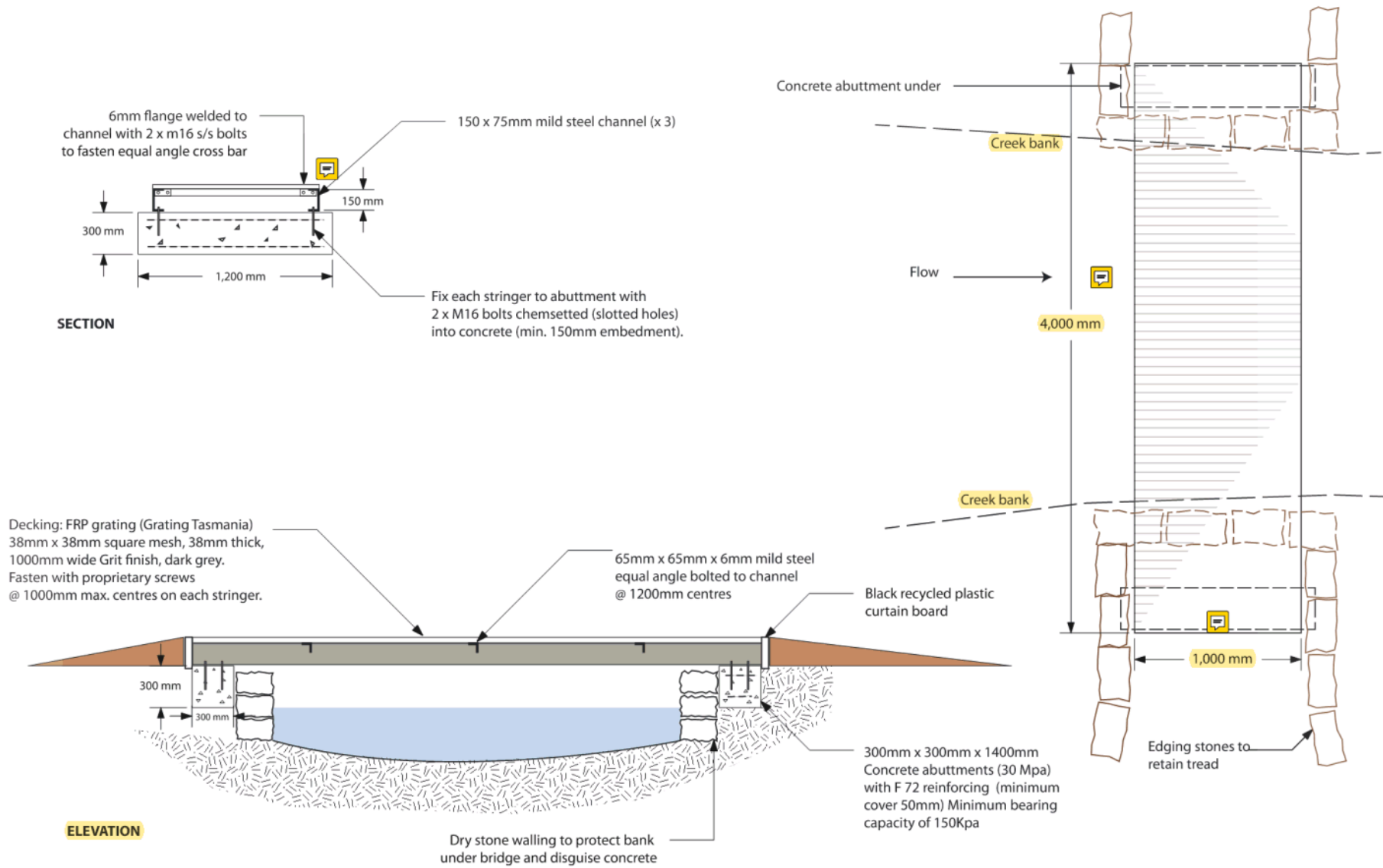
MOORS FOR THE FUTURE
PATHWORK SPECIFICATION**DRAWING 7****PITCHED PATH**

Scale: as shown

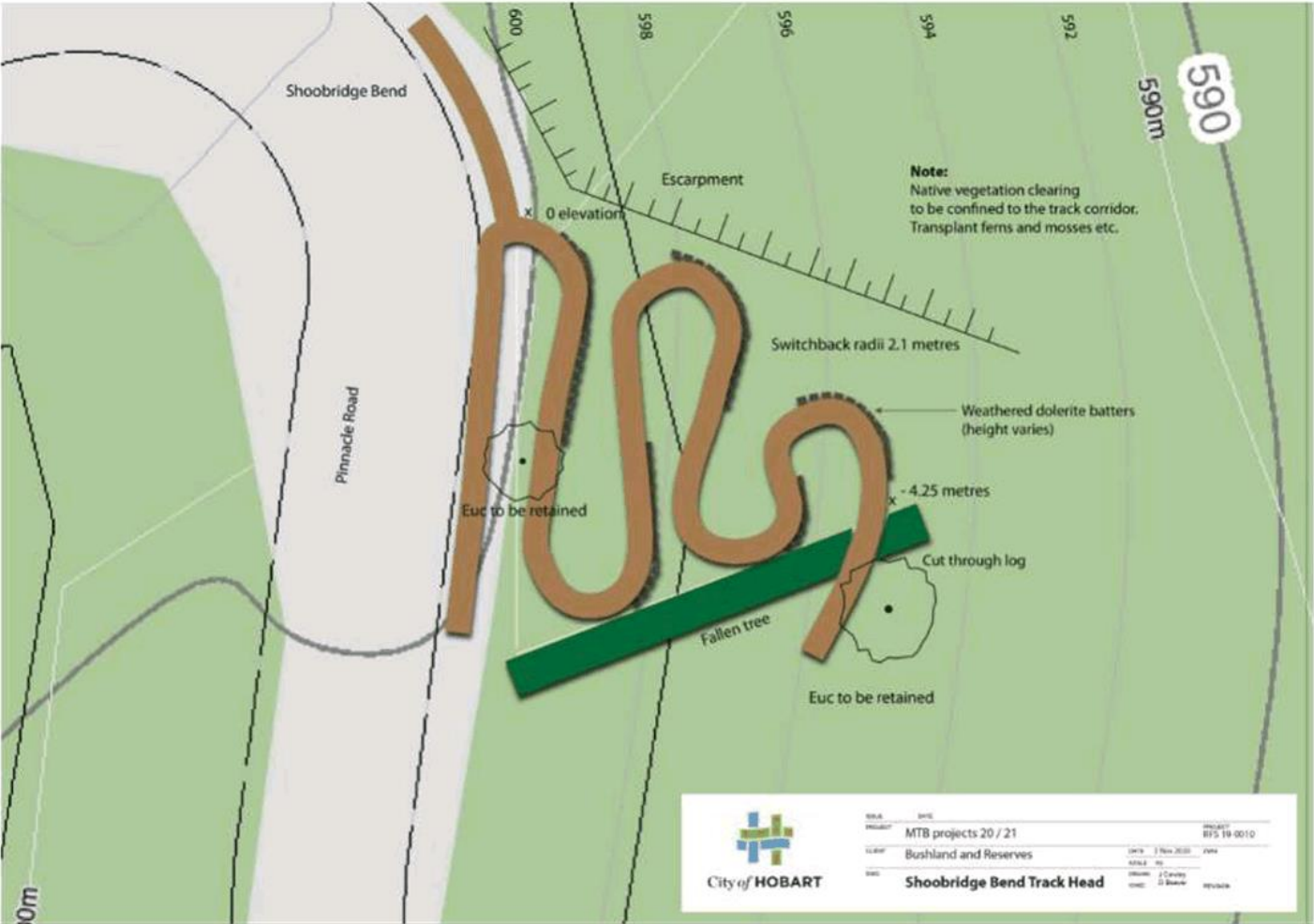
Drawn: M Thomas Date: March 21



ISSUE		DATE	PROJECT	
PROJECT		Bushland Infrastructure Manual	PROJECT	
CLIENT		Bushland and Reserves	18-0098	
DWG		Stone Paving	PRELIMINARY	
			DATE	24 June 2020
			SCALE	A3
			DRAWN	D Beaver
			CHKD	
			REVISION	



ISSUE	DATE	PROJECT	DATE	SCALE	DRAWN	REVISION
PROJECT		Bushland Infrastructure Manual	2 Oct 2020	A3	D Beaver	
CLIENT		Bushland and Reserves				
DWG		Small Footbridge				



Ideal Camber Angles for Berm Style Corners

Speed into Corner km/hr	2m turn radius	3m turn radius	4m turn radius	5m turn radius	6m turn radius
	percent slope				
5	19	11	7	5	4
10	38	27	11	16	12
15	90	61	45	34	29
20	160	104	78	62	53
25	247	166	125	100	81
30	350	235	180	143	120
35	470	327	235	196	160
40	630	433	310	250	214
45	800	514	400	330	260

Key

Grade 1 <36 percent maximum
Grade 2 <70 percent maximum
Grade 3 <160 percent maximum
Grade 4 <275 percent maximum
Grade 5 <570 percent maximum

Notes:

1. Human powered bike climbing speeds (on singletrack) are typically 5-10km/hr
2. E-bike (<300W) climbing speeds (on singletrack) are typically 10-15km/hr
3. Descending speeds vary but typically speed increases with grade
4. Designers need to make an assessment or trail speed into a corner to determine berm/camber/radius requirements

Guidance Notes:

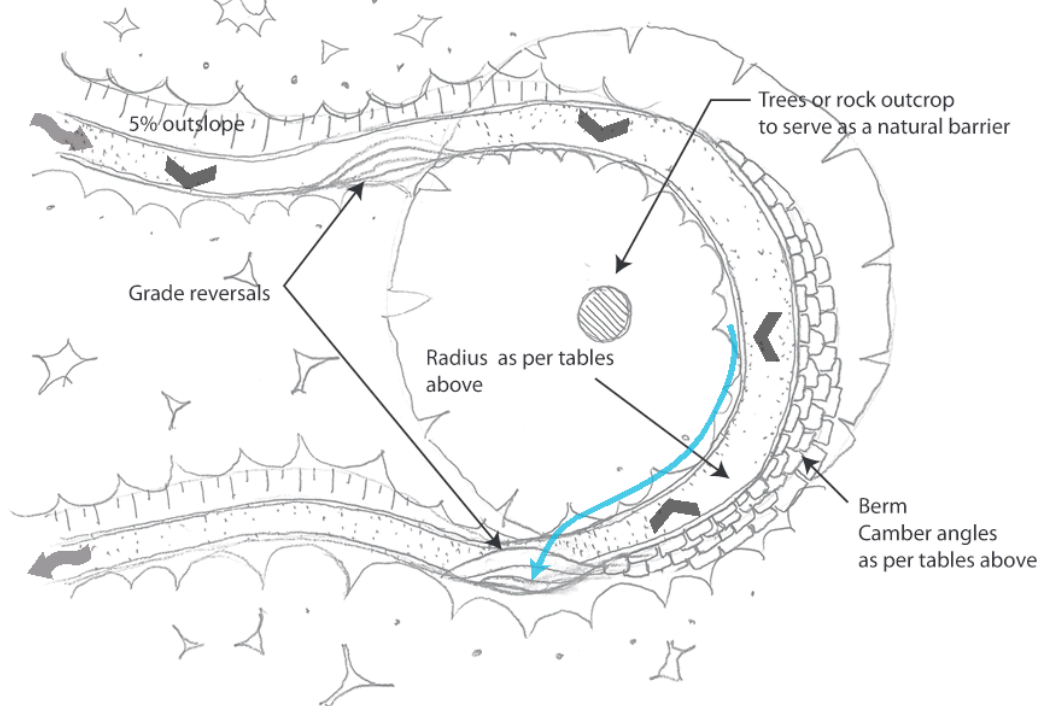
- Select locations for turns where there is room for a reasonable turn radius while minimizing the requirement for excavation and retaining walls
- Trail gradient through the turn should match the overall trail gradient, as shown in the following table:

Turn Radius (m)	Average Trail Gradient (%)				
	6.1 %	8.75 %	10.5 %	17.6 %	25 %
Trail Drop (m) – entry to exit for 180 degree turn, measured at centre of ride line					
2	0.4	0.5	0.7	1.1	1.5
3	0.6	0.8	1.0	1.6	2.3
4	0.8	1.1	1.3	2.2	3.0
5	1.0	1.4	1.6	2.7	3.8
6	1.2	1.6	2.0	3.3	4.6

Key

Grade 1
Grade 2
Grade 3
Grade 4
Grade 5

Source: New Zealand Mountain Bike Trail
Design and Construction Guidelines 2018



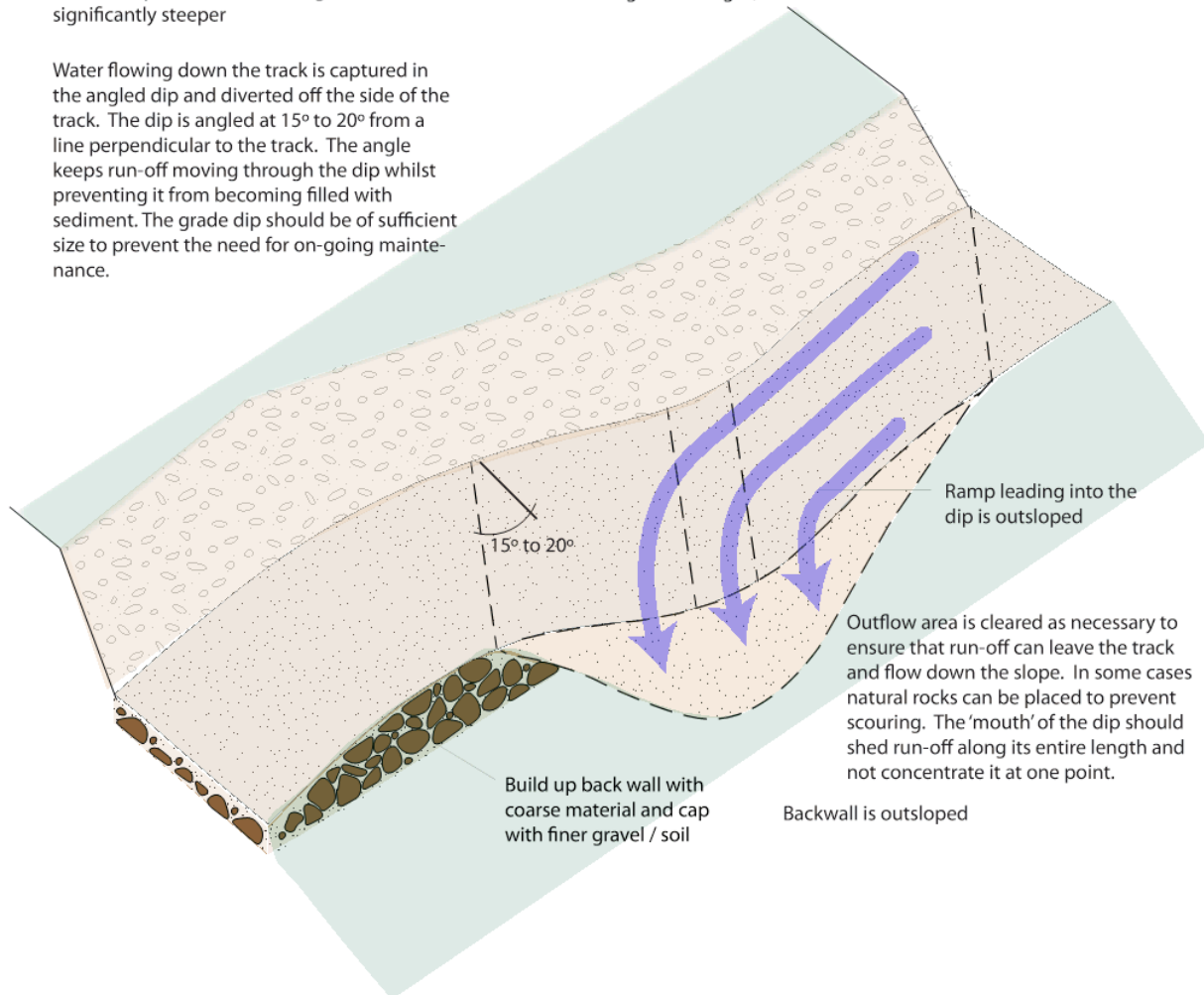
Grade dips are small-scale grade breaks that create a small low point in the track surface which intercepts water flowing down the track and diverts it off.

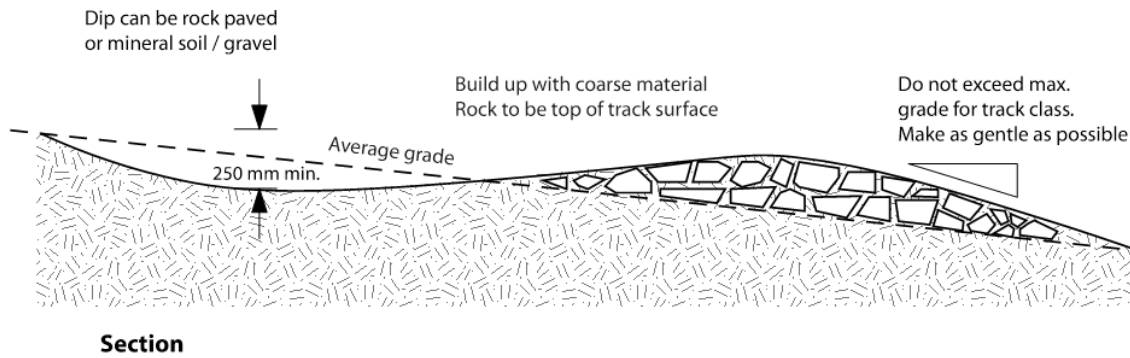
Frequency of use depends on the track type and grade. Site conditions dictate their placement. Grade dips should be placed no more than 20 metres apart.

Use grade dips just above significant structures such as steps and retaining walls so as to protect these structures from erosion. Also place grade dips just above the point where a track grade becomes significantly steeper

Water flowing down the track is captured in the angled dip and diverted off the side of the track. The dip is angled at 15° to 20° from a line perpendicular to the track. The angle keeps run-off moving through the dip whilst preventing it from becoming filled with sediment. The grade dip should be of sufficient size to prevent the need for on-going maintenance.

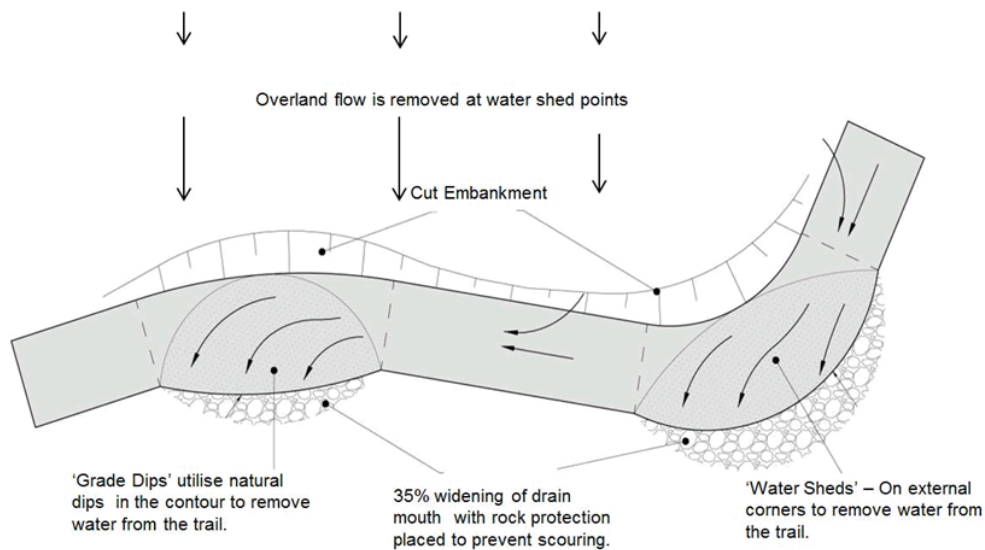
All edges are rounded (dashed lines show grade changes)

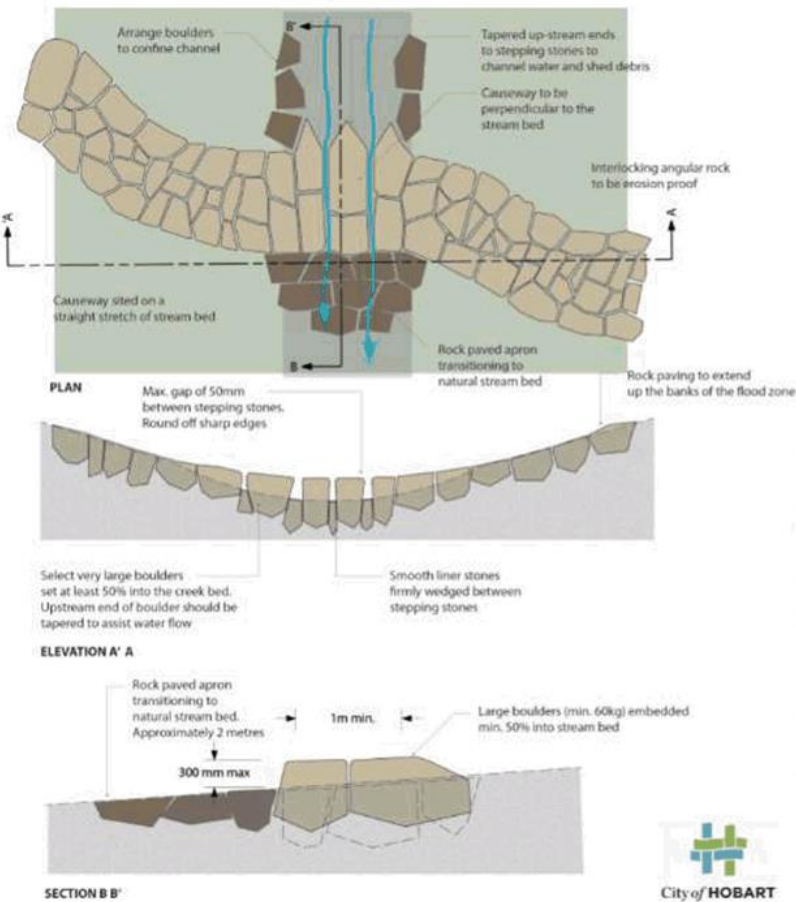




Grade dips are utilising natural dips in the track surface or very shallow drainage lines to remove water from the trail replacing the need to construct a water bar. The drain mouth should be made at least 35% wider than where the dip enters on to the higher side of the track. Create a minimum out-fall of 5% across the track gradually increasing to approximately 8% at the mouth. This will ensure good flow and self-cleaning ability.

Watersheds are generally located on corners and are created by lowering the outside edge of the track (outsloping) and gradually increasing from a minimum of 5% to an 8% out-fall. This will ensure water travelling along the track is quickly diverted at the corner and off the track.





CONSTRUCTION NOTES

Work in the creek bed is to be done in dry weather with no water flows.

Ensure that erosion and sediment control measures are in place:

- minimise area to be closed and leave as much vegetation as possible. Install temporary fences to define 'no go' areas that are not to be disturbed.
- Install geotextile sediment fence(s) along the downstream side of the works.
- Divert water around disturbed areas during construction

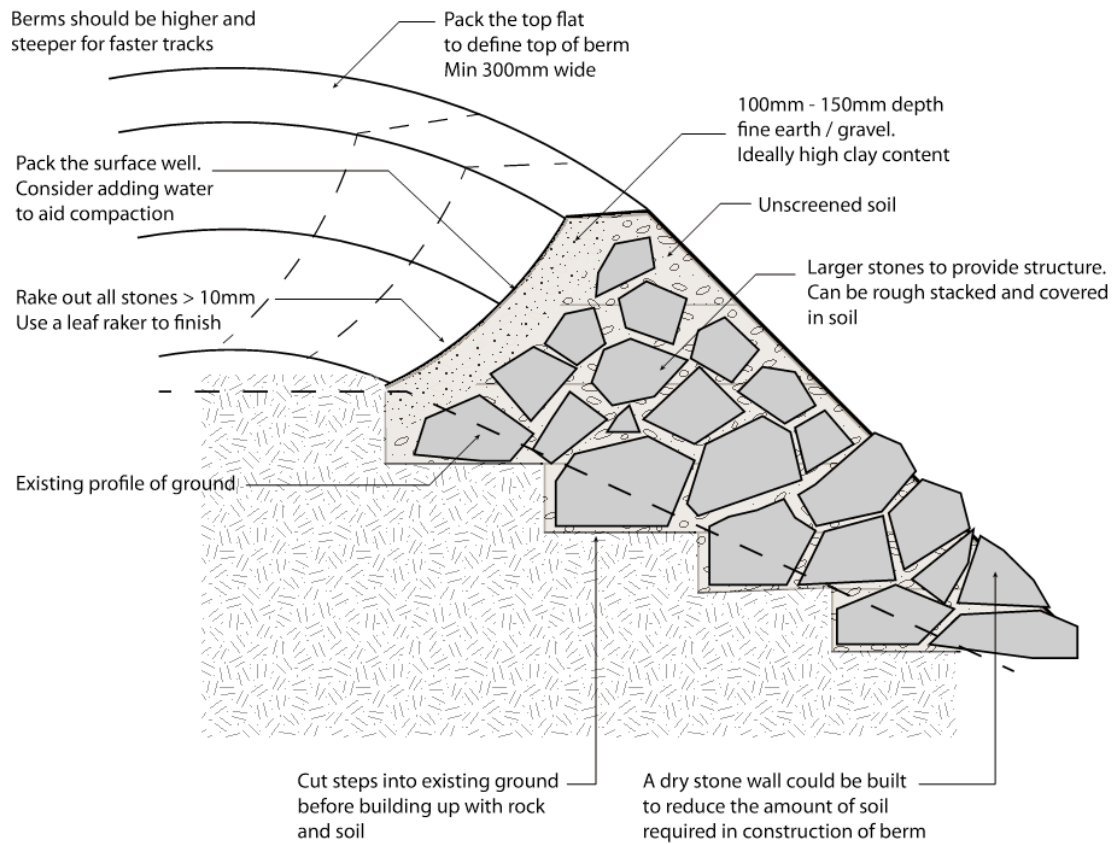
MAINTENANCE

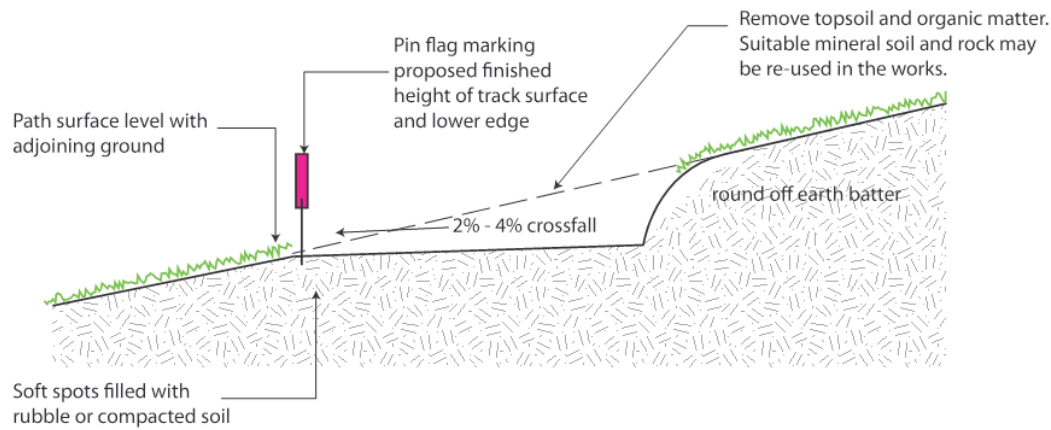
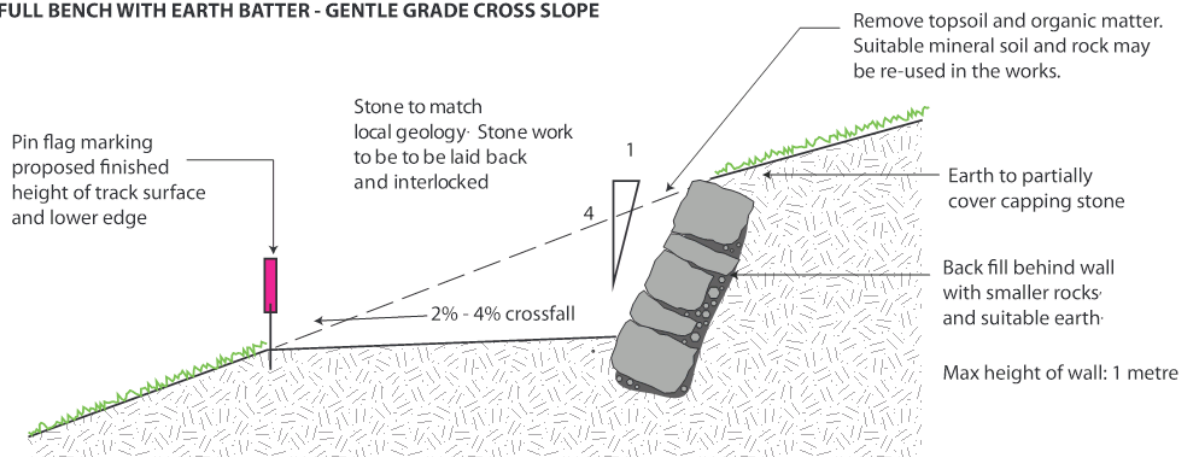
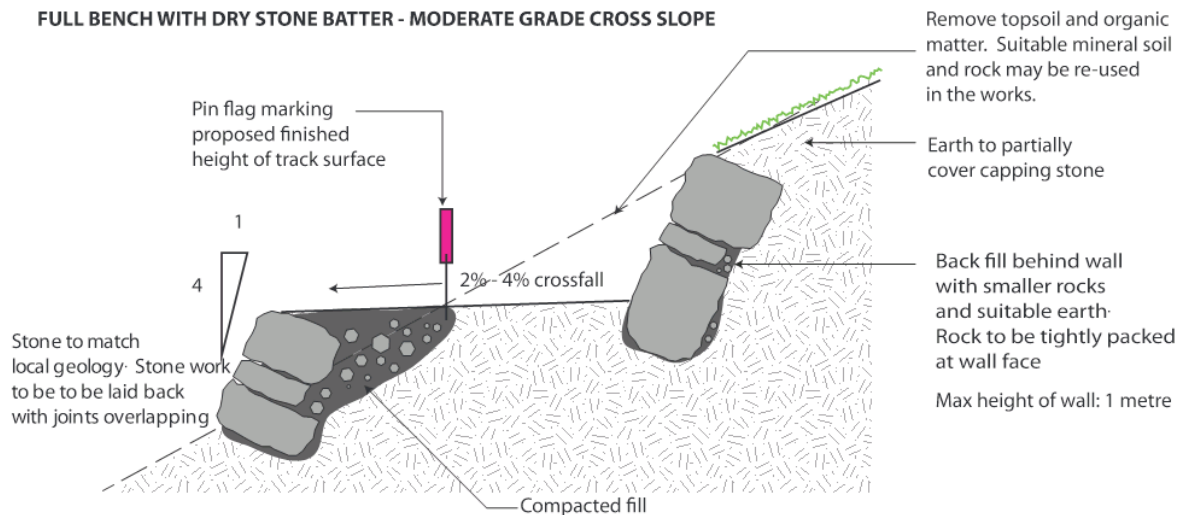
Check crossing after heavy rain events and clear any debris.
Repair boulder work as required.

Clearance of native understorey vegetation will be minimised, and mature trees avoided. No machinery to be used within WCPA, and soil disturbance to be kept to a minimum.



REVISION	DATE	PROJECT	DATE	PROJECT
		Bushland Infrastructure Manual	2017-2020	WPS-15-0010
		Bushland and Reserves		
			SCALE	AS SHOWN
			DRAWN	C. BAKER
			CHECK	
			REVISION	



**FULL BENCH WITH EARTH BATTER - GENTLE GRADE CROSS SLOPE****FULL BENCH WITH DRY STONE BATTER - MODERATE GRADE CROSS SLOPE****PARTIAL BENCH WITH UPPER AND LOWER DRY STONE BATTERS - STEEP GRADE CROSS SLOPE OR LARGE OBSTACLE TO BYPASS**



RIDING THE MOUNTAIN

A PLAN FOR IMPROVED MOUNTAIN BIKE RIDING
IN THE FOOTHILLS OF KUNANYI / MOUNT WELLINGTON

Published: 2020
Photo: North-South Track, Flow Mountain Bike

Riding the Mountain

Endorsed by Council October 2020

Hobart City Council, Hobart, 2020

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Industry leading consultants Dirt Art were engaged by the City of Hobart to develop the original track network concepts.

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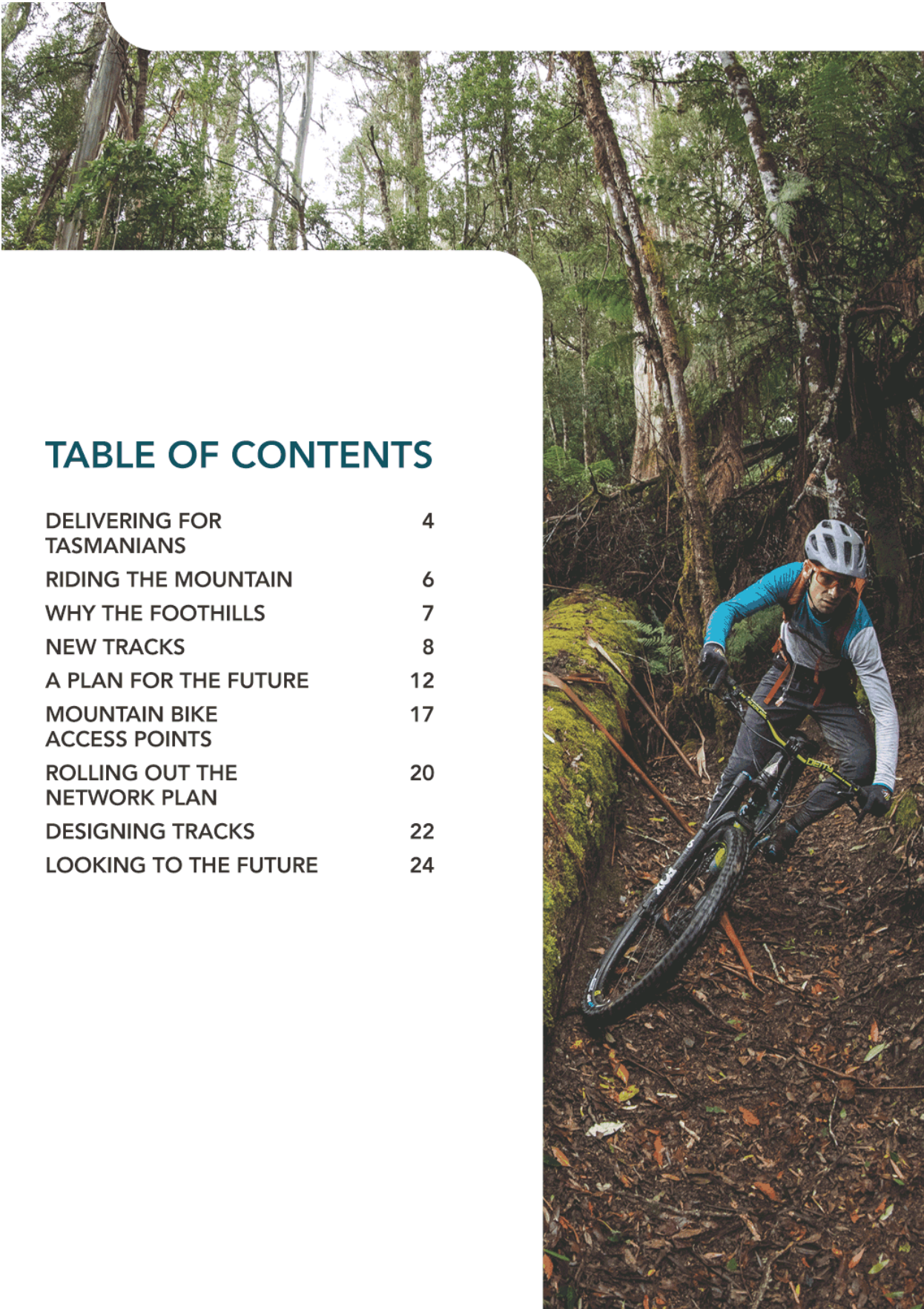


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DELIVERING FOR TASMANIANS

The implementation of this mountain bike plan by the City of Hobart could deliver social and economic benefits for Tasmania.

The plan delivers on the Tasmanian Government's mountain bike and tourism priorities, the 2018 City of Hobart Community Vision and relevant Wellington Park strategies.

Tasmania has experienced massive growth in mountain bike developments and is now recognised as Australia's leading mountain bike destination due to iconic riding experiences at Blue Derby, Maydena Bike Park and Wild Mersey.

These new mountain biking destinations are luring tens of thousands of riders to the state every year, a welcome boost to the Tasmanian economy.

In 2017 the Tasmanian Government recognised mountain bike tourism as an important economic stimulant, establishing a \$6 million Tasmanian Cycle Tourism Fund to help secure the state's reputation as Australia's premier mountain biking destination.

Two years later more than 25,000 visitors to Tasmania participated in mountain biking, injecting \$67 million into the state economy. Mountain bike tourists stay longer and spend more than the average Tasmanian tourist.

Mountain biking is recognised as one of Tourism Tasmania's core four priority markets within its Unordinary Adventures program.

The 2018 City of Hobart Community Vision recognises kunanyi / Mount Wellington as key to Hobart's sense of place, culture and economy. Improving mountain biking experiences on the mountain helps deliver the City Vision.

Implementing this plan has the potential to benefit Hobart's economy through increased tourism, provide better recreation facilities and connections through public open space and engage the public and volunteer groups with the natural environment.

A COLLABORATIVE APPROACH

Wellington Park is set aside as a Reserve under the *Wellington Park Act 1993* for the purpose of providing recreational and tourism uses and opportunities consistent with the preservation or protection of the natural and cultural values of the Park.

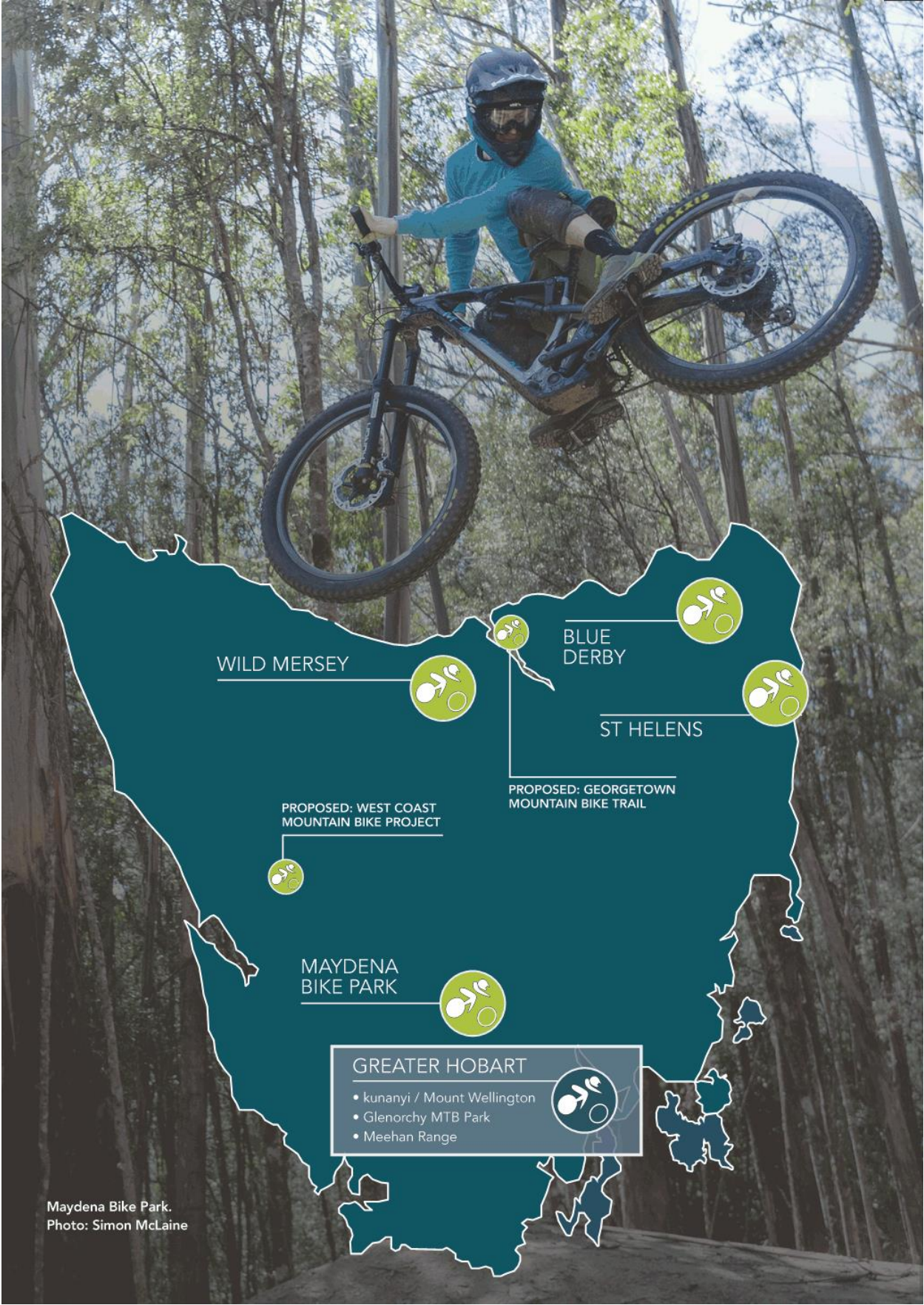
Land managers, stakeholders and communities will work collaboratively to deliver Riding the Mountain, consistent with the following principles.

These principles are to:

- encourage the provision of recreational and tourism uses

- conserve and enhance the values of the park
- ensure compatibility between recreational uses
- ensure the safety and welfare of all users
- enable a range of experiences, accessible to all
- disperse recreational use and reduce congestion on existing tracks and trails
- provide a seamless experience for users
- enable visitor use to be monitored and evaluated consistently across the park to guide future planning and investment.

The City of Hobart has developed Riding the Mountain at the same time as the Wellington Park Management Trust (WPMT) is preparing a Visitation and Recreation Strategy for the entire park. To ensure alignment between this plan and the visitation strategy, an interim set of principles for the planning, design, construction and maintenance of recreational facilities has been developed between the City of Hobart and the WPMT.



RIDING THE MOUNTAIN

Riding the Mountain - A Plan For Improved Mountain Bike Riding In The Lower Foothills of kunanyi/ Mount Wellington responds to the rapidly growing popularity of mountain biking and positions the City to make a strong contribution to Tasmania's mountain biking opportunities.

The plan identifies the potential to establish 37 kilometres of new tracks to improve the existing network in Hobart and deliver a world-class trail development serving local and tourism needs.

The plan has the capacity to deliver a better recreational experience – a well-connected mountain bike network that invites riders to explore the mountain's natural beauty, is safer and more rewarding for a wider range of riders.

The draft plan was released for public consultation in April 2020 and received overwhelming support from

the mountain bike community (93%). The majority of trail runners (72%) and walkers (52%) also supported the draft plan. The final plan responds to the feedback received during the consultation process.

The plan has been developed with the help of a Project Advisory Group comprising local mountain bike riders representing a variety of riding needs. Local tour operators, Glenorchy City Council and the Wellington Park Trust have contributed to the plan and the Hobart Walking Club, Pandani Bushwalking Club, students of South Hobart Primary School and local trail runners have also been consulted.

The plan provides the basis to prioritise the City of Hobart's mountain bike expenditure and seek further external funding.

20 NEW TRACKS



37 km of tracks

- 4 beginner tracks
- 13 intermediate tracks
- ◆ 3 advanced tracks
- 🚶🏃🚴🚲 5 shared use tracks



Hobart rider Leyla Sharman pits her skills against the new upper section of the Drops Track in the foothills of kunanyi / Mount Wellington. Photo: ©KiPhotomedia

WHY THE FOOTHILLS?

Despite being the closest of Tasmania's great riding areas to Hobart, the formal trail network on kunanyi / Mount Wellington has not kept pace with rapidly growing interest in the sport.

The foothills of kunanyi/Mount Wellington are better suited to the development of mountain bike tracks than higher elevations on the mountain or in other bushland reserves managed by the City of Hobart for a number of reasons, including:

- The area is already popular with local riders and is a major tourist attraction.
- The foothills present an opportunity to consolidate an existing mountain bike track network rather

than create a 'new' network elsewhere that could lead to habitat fragmentation in areas with higher biodiversity values.

- The foothills are much more accessible for both locals and visitors than the mountain's higher slopes.
- The soil types are more suitable for building mountain bike tracks and as a result production costs are lower.

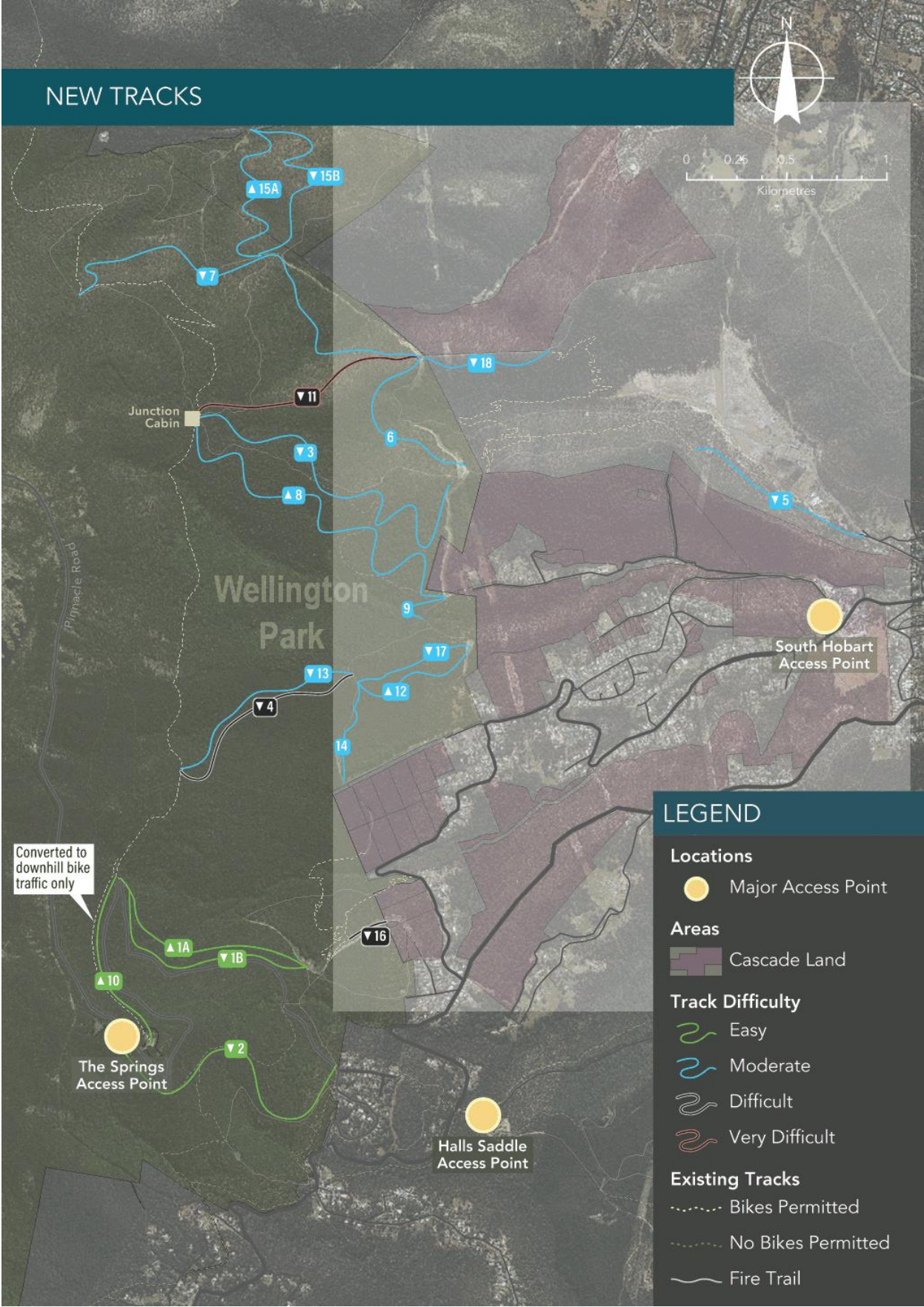
NEW TRACKS

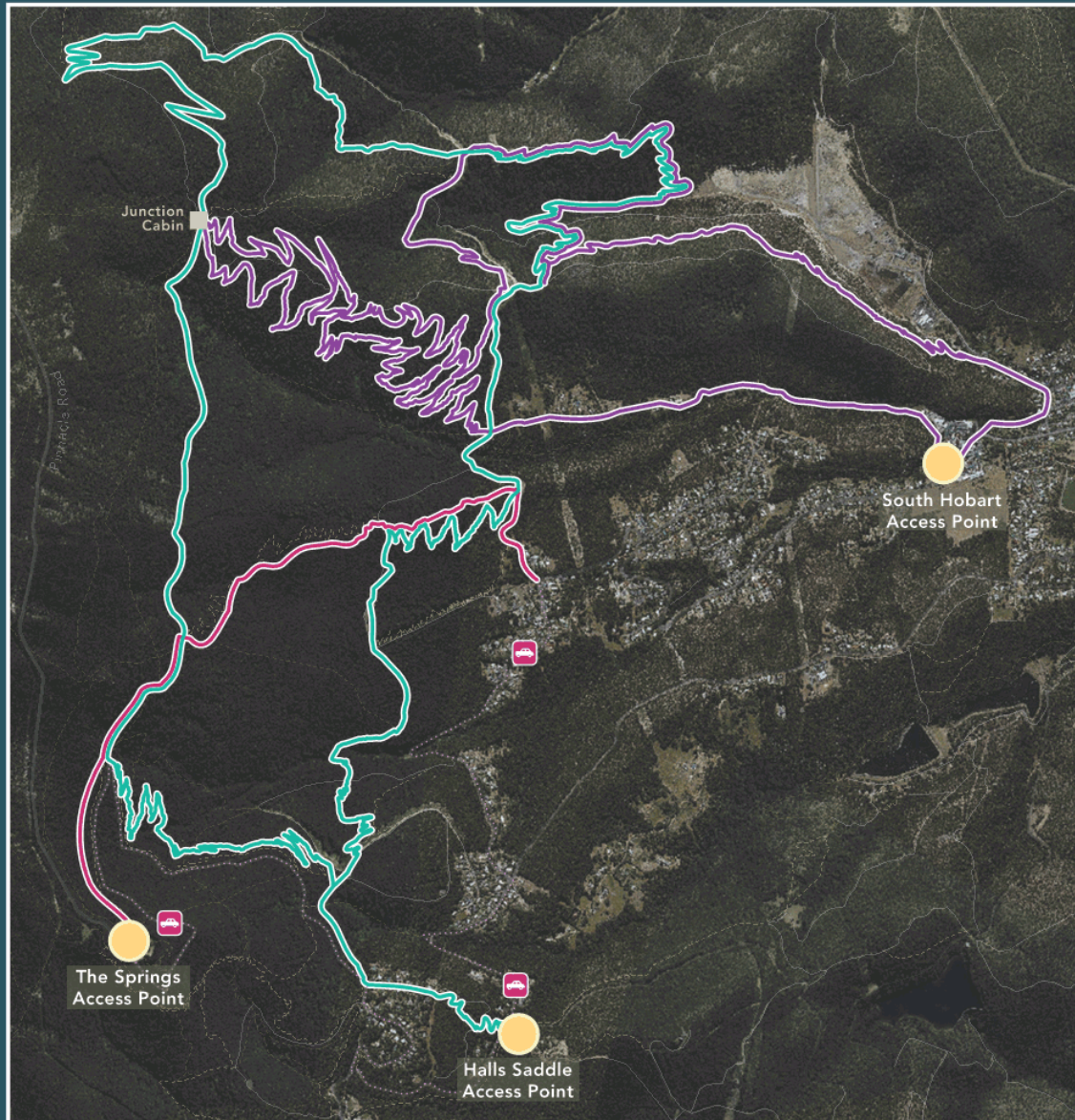
This plan identifies 37 km of new tracks that could be developed to enhance the mountain bike network in the foothills of kunanyi / Mount Wellington and improve riding experiences.

The track concepts have been designed to provide safe, sustainable, high quality experiences while respecting environmental, historical and cultural

values. The range of identified riding experiences focus on local needs and will appeal to visiting riders. The track concepts include a number of loop rides that vary in technical challenges, style and distance. The maps in this report show how the new tracks could fit into the existing track network and include three examples of the many loops that could be created as the network is progressively built.

TRACK N ^o	NAME	MOUNTAIN BIKE DIRECTION	RECOMMENDED USE	TRACK NOTES
1A	Rocky Wheel'n			An easy climb from Bracken Lane to North South track.
1B	Free Wheel'n			A fun beginner descent.
2	Springboard			Longer easy run from the Springs down to Fern Tree.
3	Boulder Dash			Major descent from Junction Cabin to South Hobart.
4	Ridgeback			Difficult downhill trail for advanced riders.
5	Tip Top (extension)			Extending Tip Top out to the streets of South Hobart.
6	Wattle Grove		*	Bypasses a steep section of fire trail.
7	Devils Run		*	Creates a big loop from North South track.
8	Cabin Fever			Gets you up to Junction Cabin.
9	Heart Attack		*	Bypasses a steep section of fire trail.
10	Spliters Track			Easy climb from Shoobridge to the Springs.
11	Wiggin Out			Very difficult downhill – only for the brave.
12	Skid Road			Climb from main fire trail into the heart of the network.
13	Midnight Blue			A more challenging intermediate descent.
14	G-Fawkes		*	Bypasses a steep section of fire trail.
15A	Toil			Provides network access from Lenah Valley.
15B	Downtime			Descend off the mountain into Lenah Valley.
16	Jumps Track			An extension of the Drops jump line down the fuel break.
17	Upper Luge			Formalisation of the existing track.
18	Swing Set			A fun connection from Main Fire Trail to Slides.
North-South Track				The section from the Springs to Shoobridge Bend converted to mountain bike only when track 10 is built.
Easy Moderate Difficult Very Difficult * May be considered for shared use.				





RIDE 1: CROSS COUNTRY – XC

A classic XC loop, climbing from Halls Saddle to Shoobridge Bend before traversing the mountain's foothills via the North-South Track. A long descent on new trail follows, before returning to the start via McRobies Gully and the Missing Link area.

RIDE 2: ENDURO

Starting from South Hobart, this enduro loop would feature a long intermediate climb to Junction Cabin before descending back towards McRobies Gully and Tip Top Track, returning to South Hobart.

RIDE 3: DOWNHILL

This downhill ride would start from The Springs, descending on the North-South Track before branching off into steeper territory and on to Upper Luge. Riders could exit on to Strickland Avenue.





A PLAN FOR THE FUTURE

The City of Hobart's *Riding the Mountain – A Plan For Improved Mountain Bike Riding In The Foothills of kunanyi/ Mount Wellington* is based on community feedback on the current mountain bike track network and lays out a vision for the future.

The four key goals of the plan are to:

- Improve the functionality of the current mountain bike track network by addressing key gaps and creating more suitable access points.
- Expand the range of rides available to cater for more riders.
- Establish multiple riding circuits and loops of varying levels of difficulty and distance.
- Where appropriate allow access to some new shared-use tracks for walking and running.

This plan achieves these goals by:

- Plugging key gaps in the mountain bike track network on kunanyi / Mount Wellington.
- Helping build a track network with stacked loops.
- Creating a wider range of riding experiences, including opportunities for bike shuttle services that take riders directly to track heads.

THE CURRENT MOUNTAIN BIKE NETWORK

A review of the existing formal mountain bike track network on kunanyi / Mount Wellington identified:

- Shared use of tracks by runners, walkers and mountain bike riders has the potential to compromise the safety and experiences of all users.
- There is a lack of connectivity between existing mountain bike tracks.
- Few formal mountain bike tracks have been purpose built for mountain biking only and therefore lack the design, dynamics and flow that are becoming increasingly important to riders.
- The majority of existing tracks suit intermediate level riders. Some provision for beginner and advanced level trails where feasible is desirable to enable the progression of skills.

WHAT YOU TOLD US

As part of the development of this plan the City of Hobart engaged extensively with stakeholder groups and community members in the form of focus groups, workshops and information sessions. The City also conducted two user surveys to better understand the current and future needs of the community.



The first survey was launched on Your Say Hobart in March 2019 and aimed to better understand how mountain bike riders utilised the existing track network and how their experiences could be improved. The survey received 446 responses from local riders.

The second survey was launched on Your Say Hobart in August 2019. Officers also conducted face-to-face surveys with users on a number of Saturday and Sunday mornings. The survey aimed to understand whether local mountain bikers, walkers and runners preferred using shared-use or single-use tracks. It also gauged whether users support new mountain bike development in the lower foothills. This survey received 1001 responses, of which 449 were mountain bikers, 327 were walkers and 173 were runners.

Feedback from this community engagement played a valuable role in shaping this plan.

The results of the surveys are publicly available on the Your Say Hobart website. Common themes that have been identified include:

The mountain offers a unique riding experience

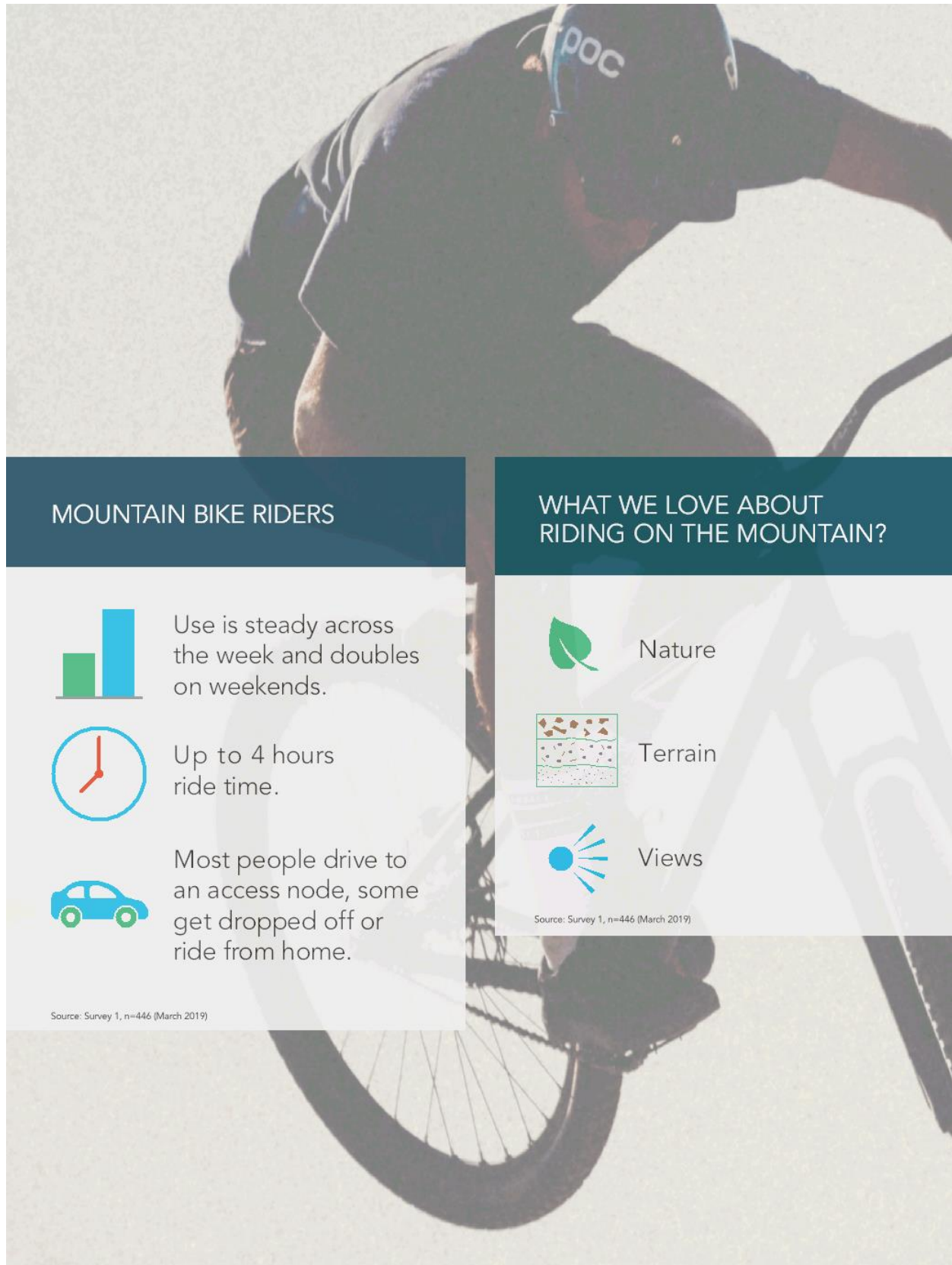
- 680 m of vertical descent
- part of and right beside Hobart
- spectacular views
- includes a variety of soil and forest types.

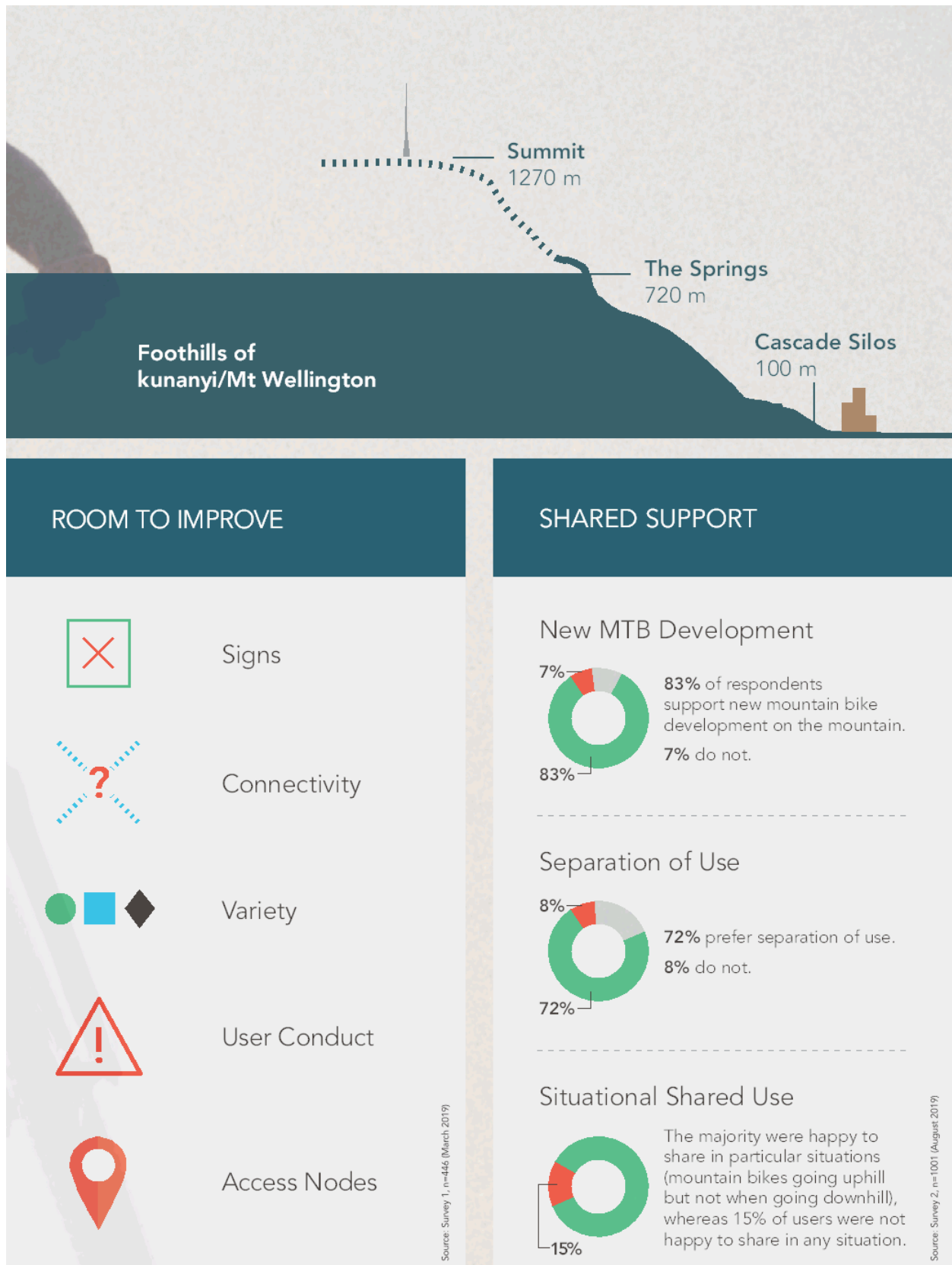
How local riders use the mountain tracks

- primary access point is South Hobart, followed by The Springs
- ride time is up to four hours
- use is steady across the week and doubles on weekends
- majority of people drive to an access point, followed by those who get dropped off or ride from home.

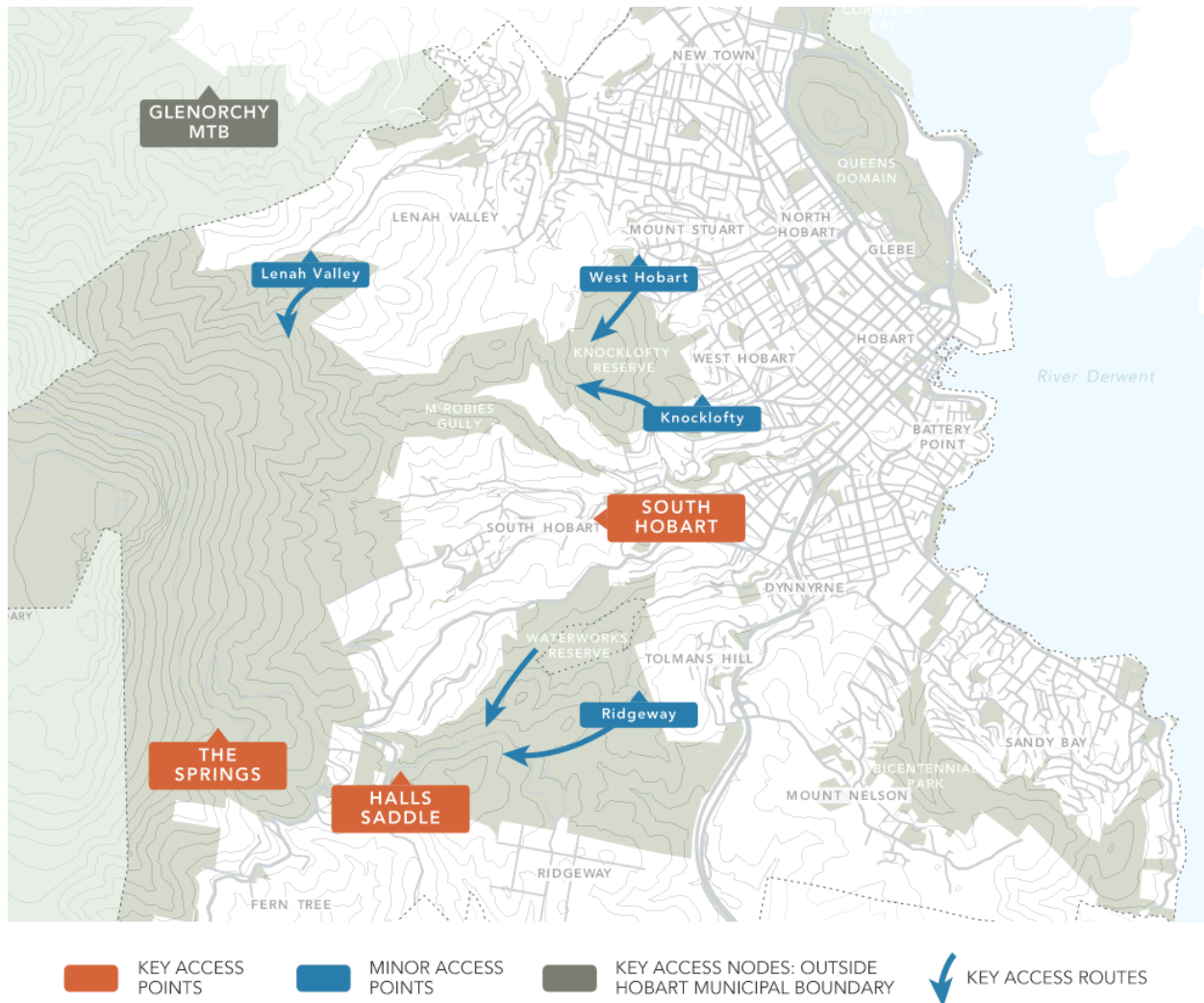
Gaps in the track network

- climbing trail to The Springs
- descending trail from The Springs
- single track trail from Junction Cabin to Main Fire Trail
- climbing trail from South Hobart to Main Fire Trail
- climbing trail from Main Fire Trail to Junction Cabin
- descending trail from North-South Track to South Hobart (pre-Junction Cabin)
- single track from Bracken Lane to Shoebridge Bend.









MOUNTAIN BIKE ACCESS POINTS

More than half a million people visit kunanyi / Mount Wellington every year. That number is expected to reach 700,000 by 2029. Therefore, key access points to the mountain and the movement of people requires careful consideration.

Three key access points have been identified for mountain bike riders exploring kunanyi / Mount Wellington's tracks based on prevailing usage patterns.

- The Springs.
- South Hobart.
- Halls Saddle.

The Springs

The Springs is a major access point for mountain bike riders, especially for those riding the North-South Track and those with access to a vehicle shuttle, either private or commercial, who want to descend through the foothills to Hobart.

The Springs is an extremely busy area in peak tourist times, and includes a café and a drop-off/pick-up point for buses.

Due to site constraints, limited parking for about 70 cars and growing local and tourist demands at the primary visitor area for the mountain, the Springs is not recommended as a focus for developing a major new access point for mountain bike tracks in the mountain's foothills. However, the Springs will remain a place for riders to start and end trails in the area, including a shuttle drop-off area.



Foothills of kunanyi / Mount Wellington.
Photo: Craig Garth

South Hobart

A survey undertaken as part of the development of this plan revealed South Hobart as the most common access point for local riders exploring mountain bike tracks in the foothills of kunanyi / Mount Wellington. The area is also popular with those riding or driving to the area.

However, limited council-owned land in the direct vicinity restricts the further establishment of a primary access point with parking, signage and bike wash-down stations. Stakeholders have also raised concerns regarding the volume of mountain bike traffic along the narrow Old Farm Road. The development of a major mountain bike access point for riders in this area is desirable but will require careful consideration and the approval of private landholders.

Opportunities to improve access for mountain bike riders travelling from South Hobart into the lower foothills tracks will be investigated.

Halls Saddle

The City of Hobart has investigated a site at Halls Saddle just below Fern Tree as a gateway to kunanyi / Mount Wellington, Tasmania's most visited natural attraction.

Early work indicates that developing this site as a major visitor node could help resolve access issues for people visiting the mountain. If an access point were to proceed tracks to connect with the broader network would be prioritised.



Minor access points

Riders already take advantage of a number of smaller access points to reach their favourite rides in kunanyi / Mount Wellington's foothills, including at:

- Ridgeway
- Knocklofty
- West Hobart
- Lenah Valley.

There are no plans to turn any of these minor access points into major access points due to a number of constraints, including limited parking and the potential impact on local residents. Minor access

points will be monitored for the need to improve existing infrastructure to ensure access, safety and amenity is adequate for local users.

Glenorchy Mountain Bike Park

The City of Hobart is working closely with Glenorchy City Council to ensure connections between neighbouring track networks are identified in key strategies, maintained and where possible improved.

ROLLING OUT THE NETWORK PLAN

Each track concept has been prioritised with the help of members of the Project Advisory Group, local tour operators and relevant land managers. Preference was given to tracks that would best establish key linkages and meet user demands, create loop rides and resolve safety concerns. The staging will guide the order in which tracks will be built once funding becomes available.

This plan will be rolled out in stages as funding becomes available. Some stage 1 work is already underway. The priorities within each stage may change in light of funding opportunities and user demand.

Stage 1 focuses on building new tracks that significantly close gaps in the existing network. The highest priority tracks – 1a, 1b, 12 and 17 – are funded jointly by the City of Hobart and the Tasmanian Cycle Tourism Fund from the Tasmanian Government. There is currently no Council funding available for future stages. However, opportunities to secure external funding (ie grants) will be actively pursued.

Stage 2 includes three intermediate tracks, one black diamond track and one double black diamond track.

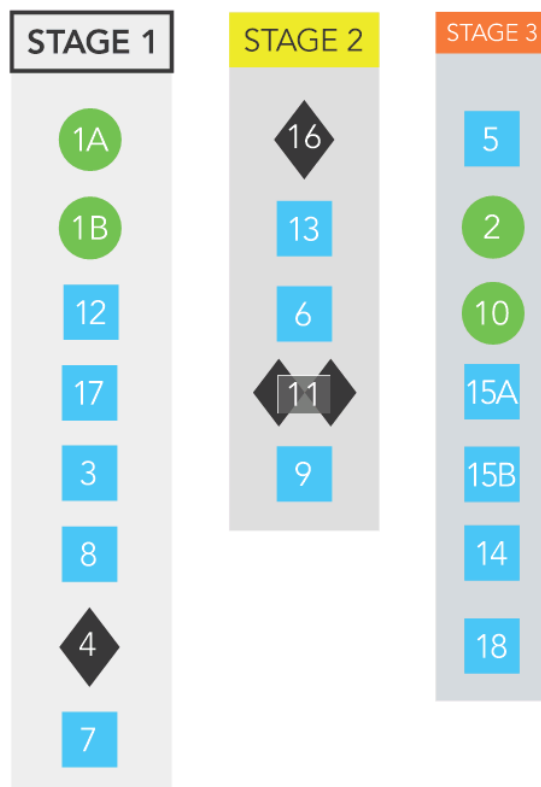
Stage 3 includes two beginners tracks and five intermediate tracks.

PLANNING

The alignment of tracks outlined in this plan is conceptual and feasibility studies will be completed before they can be built. These studies will include investigations into track alignments, environmental and heritage impacts, and may alter the final feasibility and design of each track.

The final alignment of some tracks may utilise existing clearings, such as fuel breaks. This approach minimises the need for further disturbance.

The detailed design of each new track will need to meet the planning requirements identified in the *Wellington Park Management Plan 2013*.





North-South Track, kunanyi / Mount Wellington.
Photo: Flow Mountain Bike

DESIGNING TRACKS

The majority of new tracks proposed in this plan will be mountain bike specific and purpose-built for mountain bikers. Mountain bike specific tracks are generally narrower than shared use tracks, create a better connection between the rider and environment, and can offer greater technical challenges.

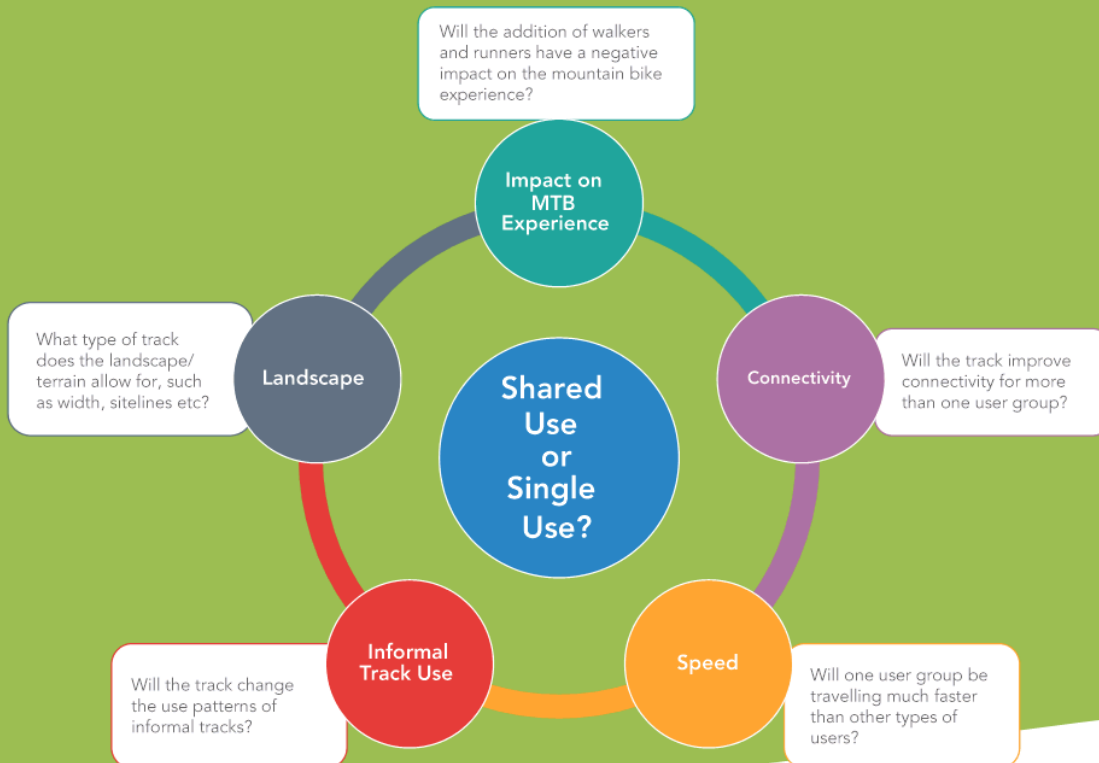
The City has developed a simple framework that outlines the factors that need to be considered when determining whether multiple user groups can use any of the mountain bike tracks specified in this plan. Five tracks have been identified for shared use and four additional tracks will be further assessed using this framework in their detailed design.

In some instances, the development of new tracks will cause existing shared use tracks to become redundant. The framework may also be used to determine whether it is suitable to convert existing shared use tracks back to single use.

PROPOSED NAMES OF NEW TRACKS

Names have been assigned to new tracks with the assistance of the Project Advisory Group and members of the local mountain bike community.

The names in this plan reflect unique attributes of the mountain's foothills, such as historical features and natural values. The stories behind each name can be integrated into track interpretation signage.





LOOKING TO THE FUTURE

The City of Hobart recognises the need to investigate opportunities beyond the scope of this plan, such as:

- providing strategic links to neighbouring reserves and future infrastructure developments and visitor nodes
- creating an iconic ride around Hobart's foothills from Mt Nelson through to Lenah Valley / Glenorchy by linking the entire track network. Perched on the edge of Hobart, this could become an epic day trip for tourists whilst providing direct access into the heart of the network for local riders
- developing collaborative relationships with private landholders to benefit the wider community.

The City will continue to pursue these opportunities in conjunction with this plan.

LIFE OF THE PLAN

The tracks and priorities identified in this plan are subject to change based on future funding, user demand, bike technology, infrastructure developments and land agreements. This plan will be formally reviewed every five years until it is fully implemented, enabling the City to respond and adapt to the changing needs of the community.







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ABN: 31 088 002 620

4 February 2021

Mr John Fisher
Manager Bushland, Parks and Recreation
Hobart City Council
PO Box 503
Hobart TAS 7001

**WORKS PERMIT: CONSTRUCTION OF A NEW SHARED USE TRACK
BETWEEN SHOBRIDGE BEND AND THE O'GRADYS FALLS FIRE TRAIL**

Granted to:

Mr John Fisher being the nominated representative of the Hobart City Council (HCC).

Pursuant to Part 3 of the *Wellington Park Regulations 2019*, this permit is granted to undertake works to construct a new shared use track that would otherwise be prohibited under the *Wellington Park Regulations 2019*.

Conditions

1. This permit only applies to the works and activities required for construction of Track 1A as shown on the map in Appendix 1 of the attached Construction Environmental Management Plan (CEMP) and described in the attached CEMP and project specifications.
2. The permit period shall be from the date of issue until 31 December 2021.
3. Council shall obtain and comply with all relevant approvals required under other legislation.
4. Except where specified in this permit, works shall be carried out in accordance with the attached Construction Environmental Management Plan dated 4/2/21 as well as the recommendations of the following consultant's reports (see also Notes a & b):
 - Natural Values Assessment for the proposed Rocky Wheeling MTB Track (Track 1) in Wellington Park (Enviro-dynamics, July 2020)
 - Kunanyi / Mount Wellington Mountain bike Tracks 1a, 1b, 12 and Upper Luge Historic Heritage assessment (Austral Tasmania, November 2020).
5. Council shall advise the Trust of the location of any storage facilities, site offices etc. associated with the works prior to their placement in the Park.
6. If the works are undertaken by an external contractor a contractor's Construction Environmental Management Plan shall be submitted to the Trust for approval before commencement of the works.
7. Council is in control of the work site for the duration of the works, and is responsible for ensuring the health and safety of people using the site as detailed in the *Work Health and Safety Act 2012* and the *Work Health and Safety Regulations 2012*.

Wellington Park Management Trust

16 Elizabeth Street, Hobart • Postal Address: GPO Box 503, Hobart, 7001 • Fax: 03 6224 9757
www.wellingtonpark.org.au

Works permit: Track 1A

8. Persons operating under this permit must exercise due caution, care and respect for other users of the Park to ensure that other users safety is not compromised and they are not unnecessarily displaced or have their experience unreasonably diminished through the exercise of this permit.
9. The works shall be conducted so as to minimise any disruption to visitor use of the Park, except where restrictions are required to ensure visitor and worker safety.
10. Council is responsible for advising tourism operators licensed to operate in Wellington Park of any access restrictions on O'Gradys Falls Fire Trail or the Bracken Lane Fire Trail.
11. Appropriate temporary signage and barriers shall be erected to ensure public safety during the works. Signs shall be in accordance with the Wellington Park Signage Manual 2014.
12. Vehicles are not to be driven off formed roads, car park areas and established vehicle tracks.
13. No work shall be undertaken if there is a Severe or greater Fire Danger in either the South East or Upper Derwent forecast districts.
14. All contractors, volunteers and field staff shall be required to view and understand the 'Working in Wellington Park Induction Kit' and "Caring for Cultural Heritage in Wellington Park" brochure prior to commencing work within the Park.
15. A report on the work undertaken is to be provided to the Trust at the completion of works including:
 - the final route of the track as a shapefile
 - a brief description and representative photos of the work undertaken
 - any changes from the approved route or specifications
 - details of any threatened species (including threatened fauna nests and dens), discovered during the course of the works.
 - the dilapidation record of existing tracks and fire trails that will be affected by the works.
16. Appropriate erosion control measures shall be implemented during the works whenever there is a risk of rainfall sufficient to cause runoff.
17. No fuel or hazardous chemicals shall be stored within the Park.
18. All works shall be in accordance with relevant procedures outlined in the Wellington Park Hygiene Protocol. The Protocol should form part of any contract documentation with works providers.

Imported Materials

19. Material used to surface the tracks shall, as much as possible, match the adjoining soil surfaces in color and texture.
20. Imported material used to surface the new track shall be free of weed propagules and plant pathogens.
21. The work site shall be monitored for weeds 3 months and 6 months after completion and then 6 monthly for 2 years.

Heritage Management

22. Persons operating under this permit must exercise due caution, care and respect for the cultural heritage and natural values of the Park as identified in the Wellington Park Management Plan and other Trust policies and ensure that those cultural and natural values are not impacted on except as allowed in this permit.

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Works permit: Track 1A

23. The route of the new track shall be monitored for historic and Aboriginal heritage during construction and the route varied as required to avoid any impacts on heritage values.
24. No borrow pits are to be opened without a prior inspection of the proposed site for heritage items by Council's Team Leader Bushland Projects or Supervisor Track Management following a heritage identification induction by the Trust's Cultural Heritage Coordinator or Council's Senior Cultural Heritage Officer.
25. All un-anticipated heritage discoveries and impacts are to be brought to the immediate attention of the Trust's Cultural Heritage Coordinator or Council's Senior Cultural Heritage Officer, and no further work undertaken until the matter is resolved and approval is given by the Trust Manager. Such issues should be resolved in a timely manner.
26. If any Aboriginal heritage is suspected, works must cease immediately and the Trust's Cultural Heritage Coordinator or Aboriginal Heritage Tasmania contacted for advice. If a site is located the "Unanticipated Discovery Plan for proponents and consultants dealing with Aboriginal Heritage in Tasmania" guidelines are to be followed.
27. All personnel engaged in the works, including contractors, shall attend a historic heritage induction given by Council's Senior Cultural Heritage Officer or the Trust's Cultural Heritage Coordinator prior to commencing work on the site.
28. Any subsidiary heritage reports in relation to the construction of the track are to be provided to the Trust for heritage records coordination purposes.

Flora and Fauna

29. Pruned or removed native vegetation may be used for track construction or rehabilitation of disturbed sites. Excess weed-free material may be disposed of by dispersal in surrounding bushland.
30. Weed species must be removed from the Park.
31. Prior to any works, areas to be disturbed shall be checked for the presence of threatened flora and fauna and critical habitat of threatened fauna (eg nests and dens). If any threatened flora or fauna or critical habitat is found it is to be taped off as an exclusion zone or a permit to take obtained from the Threatened Species Unit of DPIWE.
32. Any material stockpiled within the Park shall not cause damage to surrounding flora, and shall be removed at the conclusion of the works.

Signage

33. A signage plan for the new track shall be submitted to the Trust Manager for comment and approval prior to installation of any permanent wayfinding and interpretation signs.

Notes:

- a. For the avoidance of doubt this permit prevails over the recommendations in the documents listed in Condition 4 to the extent of any inconsistency.
- b. Any changes made to the attached CEMP must be submitted to the Trust for approval.
- c. This permit may be cancelled or suspended in accordance with the Regulations.
- d. This permit does not authorise works associated with the construction of Track 1B as described in the attached Construction Environmental Management Plan and project specifications and shown on the map in Appendix 1 of the plan.

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Works permit: Track 1A

Signed on behalf of the Wellington Park Management Trust



(Axel von Krusenstierna)

MANAGER

Attachment 1: Construction Environmental Management Plan

Attachment 2: Project specifications

Wellington Park Management Trust

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City of Hobart



Construction Environmental Management Plan

Cycle Tourism Projects - Stage 2

Tracks 1a (Rocky Wheel'n) and 1b (Free Wheel'n)

Cycle Tourism Projects - Stage 2 - Construction Environmental Management Plan

Document Control

Document Number:

Title: Construction Environmental Management Plan - Cycle Tourism
Projects - Stage 2 - Tracks 1a (Rocky Wheel'n) and 1b (Free
Wheel'n)

Author: Alister Clark

Issue	Date	Revision Description	Authorised by
Rev 0			
Rev 1			
Rev 2			
Rev 3			

Endorsement of CEMP



Program Leader, Bushland Infrastructure

04 / 02 /2021

Manager, WPMT

/ /2021

Construction Supervisor

/ /2021

Construction Environmental Management Plan – Tracks 1a Rocky Wheel'n and 1b Free Wheel'n

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Construction Environmental Management Plan – Tracks 1a Rocky Wheel'n and 1b Free Wheel'n

1. Background

Scope

This Construction Environment Management Plan (CEMP) details the environmental protection practices and processes that will apply for the construction of the Cycle Tourism Projects - Stage 2. The tracks identified for construction are:

- Rocky Wheel'n (1a)¹
- Free Wheel'n (1b)

It has been informed by geotechnical, natural and cultural heritage assessment of the site and identified required safeguards to avoid and minimise potential adverse environmental impacts. The CEMP will be updated as required as the project progresses.

The plan incorporates the following specific sections:

- Weed Management Plan
- Construction Hygiene Protocol
- Soil and Water Management Plan
- Natural Values Assessment
- Heritage Assessment

The CEMP supplements the project specifications and drawings. Relevant complementary documents include, but are not limited to:

- Cycle Tourism Projects Stage 2 – Specifications – Tracks 1a and 1b
- Working in Wellington Park Induction Kit https://www.wellingtonpark.org.au/assets/WPMT_Induction_Kit_Revised_200916.pdf
- Wellington Park Field Staff Checklist https://www.wellingtonpark.org.au/assets/WP_Field_Staff_Checklist.pdf
- Wellington Park Hygiene Protocol https://www.wellingtonpark.org.au/assets/wellingtonpark_hygieneprotocol0704.pdf
- Wellington Park Signage Manual 2014 (as amended June 2020)
- Caring for Cultural Heritage in Wellington Park https://www.wellingtonpark.org.au/assets/WP_CH_Awareness_Guidelines_2019.pdf
- Guidelines for watercourse crossings on walking and shared use tracks in Wellington Park (supplied)
- Unanticipated Discovery Plan for proponents and consultants dealing with Aboriginal heritage in

¹Riding the Mountain. A Plan for Improved Mountain Bike Riding in the Foothills of kunanyi / Mount Wellington.

Construction Environmental Management Plan – Tracks 1a Rocky Wheel'n and 1b Free Wheel'n

Tasmania. [https://www.wellingtonpark.org.au/assets/Unanticipated Discovery Plan - Aboriginal Heritage Tasmania version 20170726.pdf](https://www.wellingtonpark.org.au/assets/Unanticipated_Discovery_Plan_-_Aboriginal_Heritage_Tasmania_version_20170726.pdf)

Objectives

- Confirm environmental management structure and responsibility.
- Identify environmental values and risk from works
- Define environmental management activities and controls.
- Confirm environmental management monitoring and review.

2. Project Description

The proposed tracks will traverse through natural bushland on the eastern lower flank of *kunanyi* / Mt Wellington in South Hobart. They were identified as a priority for construction in "*Riding the Mountain. A Plan for Improved Mountain Bike Riding in the Foothills of kunanyi / Mount Wellington*". The proposed track alignments and construction methods are set out in the specifications.

Project Team

The organisational structure and responsibilities for implementation and management of this project is as detailed below.

Program Leader Bushland Infrastructure (Sean Black – 0438 381 171)

Overall responsibility for project delivery and accountable for ensuring compliance with City of Hobart and Wellington project approvals and all legislative requirements. Specifically, this includes:

- Approving and regular evaluation of project environmental controls and this CEMP
- Ensuring, for both council staff and any subcontractors, documented environmental procedures are followed and records are kept
- Ensuring reporting on environmental and heritage issues takes place as required
- Community and regulatory agency liaison

Project Manager (CoH: Alister Clark – 0428 992 356; Contractor TBC)

The Project Manager has delegated authority from, and responsibility to, the Program Leader Bushland Infrastructure for management of project delivery:

- Coordinating CEMP activities of all personnel involved in the contract
- Organising a heritage induction for staff prior to works commencing
- Monitoring performance, including compliance with CEMP and project approvals
- Arrange and ensure environmental protection training of staff takes place as required by this Plan
- Act on corrective/preventive action notifications concerning environmental protection ensuring they are raised when appropriate and are closed out before the process or equipment is used again

Construction Environmental Management Plan – Tracks 1a Rocky Wheel'n and 1b Free Wheel'n

- Ensuring Council's response to environmental emergencies
- Ensuring reporting on environmental issues and heritage issues takes place as required
- monthly progress reporting detailing status of works and addressing any issues including environmental and Work Health and Safety matters. These reports will be provided to the Program Leader Bushland Infrastructure and appropriate dissemination and action initiated as required.

Project Supervisor (CoH: Lindsay Ashlin – 0417 305 166; Contractor TBC)

The Project Supervisor is responsible coordinating and overseeing project delivery, including:

- Ensuring route alignment avoids identified environmental and heritage values and hazards, and that risks are controlled in construction activities and work areas. The project Supervisor will report any unanticipated cultural heritage discoveries to the Project Manager who will report to the Trust's Cultural Heritage Coordinator or Council's Senior Cultural Heritage Officer.
- Ensuring the requirements of CEMP and approvals are met
- Coordinating or conducting environmental/quality/safety site inspections
- Identifying training needs and arranging for employees and subcontractors to attend training
- Ensuring toolbox meetings and team briefings are held about managing environmental issues, incidents and emergencies
- Arranging the supply of appropriate environmental incident and emergency equipment
- Notifying stakeholders of works which will impact track usage, including commercial operators.

Contractor Site Foreman / Team leader (TBC)

The Project Site Foreman / Team Leader manages the construction crew and is responsible for day-to-day delivery of the project including:

- Implementing environmental controls in work areas
- Ensuring the requirements of approvals are met on site
- Ensuring site personnel are:
 - appropriately inducted and trained in the use of equipment and
 - comply with environmental and heritage protection procedures
- Advising Project Supervisor/Manager of any environmental or heritage protection training needed
- Conduct daily toolbox meetings/briefings about managing environmental, safety and quality requirements
- Site environmental and heritage protection inspections
- Investigating incidents
- Environmental assessment of plant and materials
- Advising the Project Supervisor/Manager of any environmental or heritage issues the crew encounters on site and
- Storage arrangements for materials and equipment.

Construction Environmental Management Plan – Tracks 1a Rocky Wheel'n and 1b Free Wheel'n

Environment and Heritage Training

All personnel engaged in the works, including contractors, shall attend a historic heritage induction given by the Council's Senior Heritage Officer or the Wellington Park Management Trust's Cultural Heritage Coordinator prior to commencing work on site. This will include the Wellington Park Hygiene Protocol and Unanticipated Discovery Plan for proponents and consultants dealing with Aboriginal heritage in Tasmania Guidelines.

All personnel involved in the project will be required to view and understand the Working in Wellington Park Induction Kit.

The Project Site Foreman / Team leader will conduct daily toolbox meetings and team briefings about managing heritage and environmental issues, incidents and emergencies.

3. Flora and Fauna

A Natural Values assessments of the proposed track alignment corridors was undertaken by Enviro-dynamics Pty Ltd². The on-ground survey of the proposed alignment of Tracks 1a and 1b found no significant natural values that will be impacted by track construction or use by walkers and cyclists. No species or communities protected by legislation are anticipated to be impacted. There is no need to alter the track alignment for protection of natural values. This assessment of natural values impacts, and recommendations also applies to alternative track alignments within the survey area. Recommendations to be followed are:

- Do not remove or damage large trees (>100 cm DBH in wet forest; > 70 cm DBH in dry forest) or old-growth trees.
- For large trees (as above), ensure spacing of at least 1.5 m between base of tree trunk and track edge.
- If any evidence of raptor nesting, swift parrot nesting or marsupial denning is observed, work must stop immediately and seek advice from DPIPWE Threatened Species Section.
- Vegetation clearance and soil disturbance should be kept to a minimum.
- Do not remove coarse woody debris from the site.
- Minimise disturbance of large fallen logs, recognising that some cutting or moving of logs will be unavoidable due to the abundance of logs in some areas.
- Minimise impacts on natural drainage lines by avoiding creek crossings where possible, and construction methods which avoid impeding drainage and prevent erosion and siltation.
- Avoid importing foreign aggregates. If surfacing is required, it should be sourced from a weed-free source.
- Follow standard weed hygiene procedures during track construction (See Section 5).
- Control the holly (*Ilex aquifolium*) in the survey area to prevent further spread.

² Natural Values Assessment for the proposed Rocky Wheelin' MTB track (Track 1), Wellington Park.

Construction Environmental Management Plan – Tracks 1a Rocky Wheel'n and 1b Free Wheel'n

CoH to conduct a weed survey of the track alignment around 12 months after track construction to identify and control any weeds which may establish following works.

Management Action:

The above recommendations are to be followed.

4. Heritage

A desktop search conducted by the Aboriginal Heritage Office identified that there were no known aboriginal artefacts located in the project area. However, Aboriginal Heritage Tasmania's (AHT's) Unanticipated Discovery Plan will be maintained on-site during works in case any unknown artefacts are discovered. All construction personnel to be inducted on use of the plan as part of site induction. Works are to cease immediately should any potential Aboriginal relics be discovered and the requirements of the AHT Unanticipated Discovery Plan implemented.

If any previously unidentified historic or aboriginal heritage features associated with early industrial activity or recreation are found, they are to be flagged, avoided and the City of Hobart Heritage Manager or the Wellington Park Heritage Officer are to be notified. This may include but not be limited to the exposure of any structural material made from bricks, stone, concrete or timber and forming walls or surfaces, or the presence of more than five fragments of artefacts such as ceramic, shell, glass or metal from within an area of no more than 1 square metre.

The Cultural Heritage Assessment³ (CHA) identified the following significant heritage values in the vicinity of the proposed tracks:

- Pinnacle Road
- Two currently used walking tracks (Woods Track and Circle Track)
- Two unused heritage tracks (Boundary Track and Featherstone Cascades Track)
- A single cut tree stump

Two levelled areas formed by earth moving machinery were all within this study area but not considered significant, and are to be used as part of the new tracks alignment. The significant heritage features are shown on the map included in the Appendix 1.

The CHA made the following recommendations to ensure that heritage values are included in the broader assessment process and to mitigate potential impacts that may occur due to the proposed works. The management response is included directly after

³ kunanyi / Mount Wellington Mountain Bike Tracks 20/21 Heritage Assessment Final Report for the City of Hobart, AT0296, 2 November 2020

1. Plan in response to the heritage values:

This report should form part of the preliminary feasibility assessment for the proposed kunanyi / Mount Wellington Gravity Track and be included in any documentation supplied under the Wellington Park Management Trust Park Activity Assessment (PAA) process.

Management Action: The report is to be included in the Development Application and WPM T PAA.

2. Recommended Conservation Actions:

The recommended conservation actions followed by the planned management action are:

Recommendation 1: Impact to Pinnacle Road can be mitigated by concentrating the track heads for the proposed work in proximity to existing tracks and by keeping track furniture to a minimum necessary amount at these locations.

Management Action 1: There is thick vegetation along the roadside and most of the track will not be visible. Track 1b has been re-routed to commence below Circle Track. The track will only come close to the road where necessary to achieve gradients. Rehabilitation of berms and batters and track edges will be undertaken to minimise track visibility.

Recommendation 2: Track 1a and Track 1b should cross Circle Track at right angles to lessen impact to the fabric of the track and the location of intersection should be at a place where the track consists currently of only a clay pad. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Circle Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

Management Action 2: Track 1b has been re-routed to commence below Circle Track to minimise crossings. Crossings of Circle track are not to alter the existing track formations, be as close to perpendicular as possible given the new track gradient, and at a place where the track consists currently of only a clay pad. The new tracks will simply abut Circle track at the same level, be of local soil and gravel and not contain any specific features except those used to control speeds.

Recommendation 3: Track 1a and Track 1b should cross Woods Track at right angles to lessen impact to the fabric of the track and the location of intersection should be at a place where the track consists currently of only a clay pad. This will not necessitate any major realignment as the track is principally only a clay pad with little stonework present. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Woods Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

Management Action 3: Crossings of Woods Track have been re-routed to avoid multiple crossings. Crossings are not to alter the existing track formations, be as close to perpendicular as possible given the new track gradient, and at a place where the track consists currently of only a clay pad. The new tracks will simply abut Woods Track at the same level, be of local soil and gravel and not contain any specific features except those used to control speeds.

Construction Environmental Management Plan – Tracks 1a Rocky Wheel'n and 1b Free Wheel'n

Recommendation 4: Track 1a and Track 1b should cross Boundary Track at right angles to lessen impact to the fabric of the track and the location of intersection should be at a place where the track consists currently of only a clay pad. Where possible the new materials for the mountain bike track should be simple in form and not contain any specific features, such as jumps etc., in the immediate vicinity of Boundary Track. Switchbacks that would cross or recross this track should be avoided so that the impact to the track fabric is as limited as possible.

Management Action 4: Tracks 1a and 1b have been re-routed to minimise the need for re-crossing. Boundary track will be temporarily fenced off where it occurs with the 10m buffer of the track alignment as an exclusion zone during construction. It is not possible to cross at right angles given the gradients of the unused and new tracks, it would create a steep / unsafe section in the MTB track and draw attention to the heritage track. The desired outcome is to do no damage to the track fabric which will be done by building over the top without disturbing the heritage track fabric. The materials for the mountain bike track will be local soil and rock and not contain any specific features, such as jumps etc.

Recommendation 5: Fingerpost Track should not be impacted upon physically by the proposed work through the proximity of Track 1b to this historic feature. The location of Track 1b must be moved to a location that does not include Fingerpost Track within its route. Additionally as much as possible the route of Track 1b must be out of visual range of the Fingerpost Track as its presence in close proximity will lessen the aesthetic value of this track. To this end it is advisable that Track 1b should be set back 15m from the existing track at its closest approach.

Management Action 5: Track 1b has been re-routed to a setback greater than 15m from Fingerpost track.

Recommendation 6: The presence of the sawn stump in Study Area One should be noted in works specifications and avoided if consideration of alterations to the proposed track take place. All staff and contractors should be given heritage inductions regarding historical archaeological features and deposits with specific reference to cultural traces left by timber-getting.

Management Action 6: The track alignments avoid the cut stump and it is to be marked off with temporary fencing as an exclusion zone during construction.

Recommendation 7: Featherstones Cascade Track should continue to be avoided and if the route of the proposed tracks are changed they should not intersect with the remnant of this track.

Management Action 6: The track alignments avoid Featherstones Cascade Track and the section in proximity to the track is to be marked off with temporary fencing as an exclusion zone during construction.

5. Soil and Water Management

The routing and design of the proposed tracks has been undertaken in the context of the known landslip and erosion potential of the local landscape, and visual evidence from field inspections. The proposed track construction activities involve limited exposure of soils

Construction Environmental Management Plan – Tracks 1a Rocky Wheel'n and 1b Free Wheel'n

within areas of surrounding vegetation and other ground cover, and hence have limited potential to initiate and exacerbate significant soil erosion and sedimentation of waterways in the site.

A geotechnical investigation of the stability and potential impact of the proposed tracks (Rocky Wheel'n, Free Wheel'n, Skid Road (12), and the Upper Luge) as per Issue A8.1 in the Wellington Park Management Plan 2013 (Ch 8, p.147), was conducted by Scherzic⁴. The geotechnical assessment concluded that "the risk to life for the proposed tracks from landslides is determined as acceptable for tracks 1 & 1 b. The recommendations from the Site Stability Review to be followed are:

- Limit Cut batters (<0.5m)
- Fill Batters (<1m)
- Avoid long lengths of tracks parallel to slopes (particularly any cuttings)
- Creek crossing should avoid alluvium/colluvium (note cross at competent rock – see photos)
- Limit Vegetation removal (no tress >2m)

The additional soil and water management principles will apply:

- Restrict height of rock paving across drainage lines to normal low flow height and ensure structure pervious to flow.
- Keep track width to minimum (max 1.8m, average 1.2 meter) necessary and minimise any surface disturbing activities, particularly benching and importing of material.
- Use in-situ rock to create track formation in preference to imported materials
- Install at regular intervals (generally no greater than at 20m spacing) grade reversals or other appropriate drainage features to intercept and convey accumulated surface runoff from the upslope to the downslope side of the track to avoid concentrated surface water flows and sedimentation of waterways

Two watercourses, are crossed by Rocky Wheel'n and Free Wheel'n tracks. The crossing methods are set out in the Specifications. Within 5m either side of the centreline of these watercourses the following measures are to be applied:

- deploy sediment control structures to intercept water flows through the worksite prior to entering the waterway
- minimise soil excavation/disturbance
- surface the approach and departure sections of the track with rock armouring to prevent scouring
- Monitor and regularly maintain erosion and sediment control measures.
- Monitoring is to occur at least weekly and after each rain event where >10 mm has fallen. Maintenance is to include the cleaning out of sediment control structures.
- Natural materials removed from sediment control devices will either be used in situ (i.e. utilised in the track's surface or as backfill behind the batter walls) or removed

⁴ Site Stability Review, Scherzic Ground Investigations, 2020

Construction Environmental Management Plan – Tracks 1a Rocky Wheel'n and 1b Free Wheel'n

from the site. If this is not possible, the Wellington Park Trust recommends finding a hole in the bushland that can be filled with the sediment. Temporary erosion and sediment controls must be removed upon the completion of works.

Work activities are not to be undertaken in water courses during rain events. All construction activities are to be avoided during rain events of >10mm, wait at least 24 hours after 10mm or more precipitation.

6. Site Management

Site access will be restricted to existing formed fire trails and walking tracks, and activities confined to within 20m buffer either side of the track alignment. Vehicle access to the worksite will be one of two locations:

- 1) off Pillinger Drive along the Bracken Lane Fire Trail to O'Grady's Falls Fire Trail, both owned and managed by the City of Hobart.
- 2) off Pinnacle Road at Shoobridge Bend.

Other limited access points for materials delivery (bridge) may be required and must be shown on site plans in contractors CEMP.

No fuels, oils or chemicals are to be stored on-site, only in the approved storage compound. Fuelling of plant to be undertaken with a spill kit in place.

When not in use, all plant are to be stored well away from watercourses and secured to minimise potential for vandalism

If required, material storage will be restricted to a suitable off road site adjacent to Shoobridge Bend or other agreed site depending on work requirements. Minimise imported track construction material amount stockpiled on site at any one time and located to minimise vegetation disturbance and potential for surface runoff to transport material. Install silt fencing along downslope side.

Operate in accordance with CoH Standard Operating Procedure (SOP): Bushland field work during bushfire season.

7. Weed Management and Construction Hygiene Protocol

One introduced plant was recorded during the survey of Rocky Wheel'n track: Holly (*Ilex aquifolium*), which is listed as a declared weed under the Weed Management Act 1999. A single established shrub was observed, which will be eradicated as part of the works.

One introduced plant was recorded during the survey of Skid Road track: Forget-Me-Not (*Myosotis* sp.). This herbaceous environmental weed occurs in low densities in the east of the survey area. Control of Forget-Me-Not (*Myosotis* sp.) by hand pulling is to be undertaken in conjunction with track construction works.

Over all of the proposed construction area, no indications of *Phytophthora cinnamomi* (Pc) infection were observed and most of the vegetation present is not susceptible to this pathogen

Preventing the spread of new weed populations and pathogens into the site is important. To avoid the spread of weed species, the proposed works will be undertaken in accordance with the *Wellington Park Hygiene Protocol (April 2007)*. Specific construction hygiene actions to be adhered to for these works to include the following.

- Vehicle movements are to be kept to a minimum, are to remain on formed tracks and avoid parking and/or driving on verges when turning.
- Construction vehicles, plant and equipment to be washed down prior to entering the site and inspected to ensure removal of potential weed and pathogen propagules.
- Wash down should be conducted at the Bushland Depot prior to departing to site. A wash down bay may be established at the entry/ exit point to the Bracken Lane Fire Trail
- If vehicles, plant or equipment have been in a known *Phytophthora* area, wash down must include use of the fungicide *Phytophthora Clean*.
- Construction personnel footwear should be cleaned if they have been worn or used in a weed/pathogen area.

Ongoing monitoring and control of weeds along the track will be required to be undertaken annually for at least the following 5 years To control the populations and prevent their spread by track users. Commencing in 2021 and continuing until it is determined no longer necessary undertake an annual monitoring program for weeds along the entire length of the new tracks. Any weeds that are identified adjacent to the new tracks are to be recorded/mapped including weed location, extent, and estimate of density or numbers. Identified weeds are to be treated in accordance with the City of Hobart operating procedures (SOP_ Herbicide Use in Bushland Areas) and DPIPW's invasive weed protocols (<https://dpiuwe.tas.gov.au/invasive-species/weeds>).

8. Adjacent Public Assets Dilapidation

A photographic record of the current condition of existing tracks and fire trails is to be undertaken by the contractor as a **Dilapidation Record**.

9. Providing Short cuts for walkers & trail runners

Where the track turns 180 degrees, using a switchback, and the new direction of the track is visible, runners and walkers will often attempt to make a shortcut before the switchback to lessen the distance to be travelled or simply for the fun. When made by the public, shortcuts can create problems due to poor siting for visibility or drainage. Shortcuts can be partly controlled through the use of natural barriers such as trees, logs and other vegetation, but not always. Therefore, it is desirable to anticipate the desire to shortcut and provide purpose built shortcuts in optimum locations, using track building techniques such as armouring, that provide a durable surface with good traction. When well-built such shortcuts add interest, challenge and diversity to the track. The decision to build a shortcut is based on the unique

Construction Environmental Management Plan – Tracks 1a Rocky Wheel'n and 1b Free Wheel'n

site conditions at each change in direction where a switchback is required and the available budget. It is not possible or desirable to provide shortcuts at every switchback.

10. Monitoring and Review

Environmental and heritage management activities and controls will be regularly monitored and corrective action taken to rectify any deficiencies or make improvements as required.

Issue	When	Who	How
Construction personnel training and site induction, which includes an induction from the Council's Senior Cultural Heritage Officer or the Trust's Cultural Heritage Coordinator	Prior to commencement of site works and before any new personnel commence	Project Manager and SCHC	Deliver induction training and require all construction personnel to sign site induction and SWMS forms
Site establishment including public notification and access controls	Prior to commencement of site works and thence fortnightly	Project Manager	Notification on CoH website; email notification of key stakeholders (including commercial operators); installation of site signage and barriers on all access routes
Physical marking of environmental and heritage assets to be protected from disturbance (e.g., heritage tracks, cut stumps)	Prior to commencement and re-assessed for each new section of track prior to vegetation removal	Project Supervisor/ Team Leader	Marked on-site with flagging tape as exclusion/protection area
Soil and water management controls	Prior to commencement and thence at least weekly or after rainfall	Team Leader	Compliance with CEMP
Weed management controls	Prior to commencement of track works, during and proceeding construction.	Project Manager Track Inspector	Compliance with CEMP
CEMP	Prior to commencement of site works and thence monthly and on practical completion	Program leader	Compliance with CEMP

11. Community Relations

Working Hours

The planned span of working hours onsite:

Monday to Friday 7.00am to 6.00pm.

Site activities conducted outside these hours will require approval by the Program Leader Bushland Infrastructure.

Construction Environmental Management Plan – Tracks 1a Rocky Wheel'n and 1b Free Wheel'n

Access

Fire trails used for construction access to remain trafficable to authorised vehicles and park visitors at all times.

Temporary visitor safety signage and barriers, consistent with Wellington Park Signage Manual 2014, to be erected and maintained for the duration of site works.

Prior to works commencing, provide notification of works and use constraints to relevant park user groups, immediate neighbours, park commercial operators and the public.

12. Reviewing this Contract Environmental Management Plan

The Program Leader and Project Supervisor will periodically review this Contract Environmental Management Plan to ensure it is appropriate and is being implemented effectively.

Changes may arise from a change of scope, site audits, public reports or from opportunities for improvement.

It is planned to review this CEMP within the first four weeks of site works commencing and thence monthly thereafter.

Record of Environmental Induction.

Environmental Induction Report Form

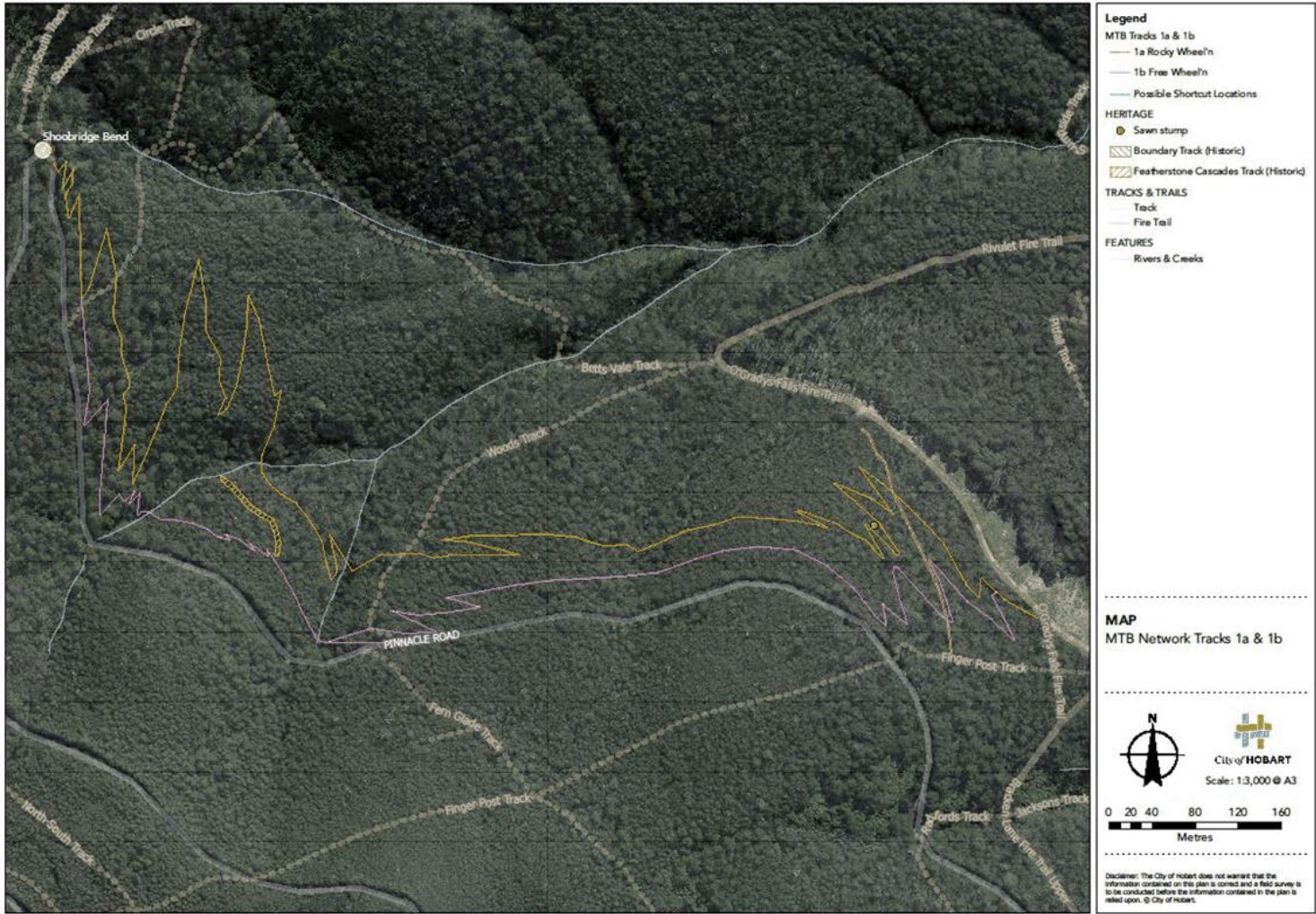
Site :			Date:	
			PREPARED BY:	
Names of Persons Inducted	Initials	Name of Contractor (if not Council)	Type of Induction Training	
			General	Site Specific

Construction Environmental Management Plan – Tracks 1a Rocky Wheel’n and 1b Free Wheel’n

I attest that the employees named above have attended induction training. .	
name:	Council Employee No.....
signature:	Date:

Construction Environmental Management Plan – Tracks 1a Rocky Wheel'n and 1b Free Wheel'n

Appendix 1 – Map: MTB Network Tracks 1a and 1b



City of **HOBART**

Mountain Bike (MTB) projects 20/21 –Specifications

Tracks 1a and 1b

These specifications are for the construction of two new Mountain Bike Tracks:

- 1a (Rocky Wheel'n) and,
- 1b (Free Wheel'n).

The track alignments are shown in the "Map 1 - MTB Network Tracks 1a and 1b" in Appendix 1. The specifications include general directions for construction together with specific descriptions of the type, standard and character for each track. Summary tables 1 & 2) for each track set out the components, design criteria, reference, quantities & pricing method.

City of Hobart (CoH) have expanded upon the Mountain Bike Australia (MTBA) Trail Difficulty Rating System 2019 (TDRS) to detail how the TDRS is applied for different types of MTB trails as set out in Appendix 2. This is referred to in the specifications below as the TDRS CoH specs. City of Hobart standard operation procedures (SOP) and detail drawings for general track construction, and drawings for specific sections of the tracks, are listed throughout and in the summary tables for each track. The specifications are included as Appendix 3. The list of SOPs and drawings are:

Drawing / SOP name	File name
Track Profiles	Track profiles full and partial bench.pdf
Boulder Causeway	Boulder Causeway 8 Sept 2020.pdf
Grade Reversal	Grade dip 21 9 Oct 2020.pdf
Stone Pitching	Stone Pitching 9 Oct 2020
Stone Paving	Stone paving 8 Sept 2020
Insloped Turns	Insloped Turns 29 July 2019
MTB Berm Construction	Berm construction 6 Oct 2020
Small Footbridge	Small Bridge detail
Shoobridge Bend Track Head	Shoobridge Bend Track Head
SOP - Drystone Construction	On cbc
SOP – Bushland field work during bushfire season	On cbc
SOP – Herbicide Use in Bushland Areas	On cbc
CoH Excavation Plan	

Additional requirements for management of environmental and heritage values, soil and water protection, are set out in the Construction Environmental Management Plan (CEMP).

General Construction

Site Preparation and Safety

Contractor CEMP, traffic management, site facility plans, such as compound(s) for storing materials, tools and equipment, and safety documentation are to be provided at least 2 weeks prior to site establishment. Pedestrian and vehicle traffic controls and signage are to be established prior to construction works commencing as required.

Environmental & Heritage Considerations

Areas for special construction treatments are to be marked out on site prior to construction. This must include all heritage features and existing track crossings, track intersections, significant trees or fallen logs for retention / avoidance, and track alignment at track heads and creek crossings.

Sustainable Track Building Principals

- Keep water off the track and users on it.
 - Construct rolling contoured tracks using grade reversals.
 - Maintain out-slope, except for insloped corners or table drains.
- Construct sustainable grades as per the specification and responding to local soil type, vegetation and terrain.
- Maximum Trail Grade to be as per the specification and responding to local soil type, vegetation and terrain.
- Half Rule – the track grade shouldn't exceed half the grade of the side slope. If it does exceed this it is considered a fall-line track.

Track Alignment

Maps of the track alignment and key environmental and heritage features will be supplied to construction contractors / crews, together with the route alignment as GIS files. The proposed route alignment is marked on ground with pink flagging tape for Rocky Wheel'n and blue flagging tape for Free Wheel'n track. Proposed switchbacks or berms are marked by double tape. Final track construction is to be undertaken as per the specifications within a corridor 20 metres either side of the marked alignment unless otherwise agreed with the contract superintendent.

Habitat and or Dangerous trees

Track is to be aligned to avoid large habitat and/or dangerous trees. Where this is not possible, trees with potential to fall or drop limbs on the proposed tracks are to be assessed for risk to users. Assessments are to be conducted by a qualified arborist or tree assessor using a recognised methodology such as QTRA, VALID or similar.

Vegetation

Clear standing vegetation 2m wide along the route alignment and distribute cut vegetation into the surrounding bush, out of site where possible, with cut ends facing away from the track. Some may need to be retained for rehabilitation post construction. Scrape off leaf litter and organic soil, stockpile for rehabilitation of track edges. Remove and temporarily store plants such as ferns that can later be transplanted for rehabilitation. Where ever possible, on retaining walls and work outside the ride line, rock work is to retain the natural appearance with moss/lichen etc. covering retained and facing out.

Track Formation and Surface

Formation of the track bench will be as per CoH standard detail “Track profiles full and partial bench”. Track construction is to be undertaken manually and with small, light-weight machinery as required, within the desired specification, to limit the footprint and visual impact. Natural ground surface cut and fill requirements will be minimised and kept to no greater than 0.5m for cut batters and 1m for fill batters, from natural ground level. Where unavoidable, dry stone retaining walls will be constructed to secure any steep batters from potential landslip and erosion hazards. Track surface is to be formed from native mineral soil and rock, although additional suitable sub-base material may be imported. Where required a suitable sub-base material (i.e. local rock) to be used to maintain the shape of the track surface.

Borrow Pits

Where there is insufficient mineral soil, borrow pits may be established. Borrow pits not to be battered and not to exceed 2m³ volume or be > 1.5m deep. Locate borrow pits to minimise aesthetic impact, preferably below drain outlets or within the track footprint, backfill with organic soil, excess rock and cover with leaf litter. CoH Excavation Plan to be followed and completed.

Drainage and Creek Crossings

Form track surface to ensure adequate drainage and compaction. Construct drainage features as required no more than 20m apart or closer as site conditions dictate, ensure that these are constructed within the original alignment (grade reversals within a rolling contoured trail) and are part of the track, not added in after track formation.

Both tracks cross the upper reaches of Hobart Rivulet (western most crossings) and a tributary of Hobart Rivulet (eastern most crossings). Free Wheeln crosses both Hobart rivulet and its tributary lower than does Free Wheeln. Hobart rivulet was flowing at the time of route planning (October 2020) whilst its tributary was not flowing at both crossings, and is more of an ephemeral drainage line.

Both of the Hobart rivulet crossings are proposed to be via bridges as shown in the CoH drawing: Small Bridge Detail. Both of the tributary crossings are proposed to be via boulder causeways as shown in the CoH drawing: Boulder Causeway. The height and porosity of these structure will cause minimal changes to natural flow levels. Creek crossings are to have erosion and silt protection measures installed prior to construction and throughout the works as per the CEMP.

The crossing of other natural drainage lines and culvert outfalls from Pinnacle Rd will be surfaced by rock paving to prevent scouring.

Rehabilitation

After completion of works, all disturbed areas are to be reshaped to normal ground levels and surfaced with surrounding vegetative debris. The outward slopes of berms and track batters are to be covered with organic soil, leaf litter or vegetation to blend in with surrounds. Excess vegetation, leaf litter or soil is not to be left in piles within sight of the track.

Track Descriptions

Rocky Wheel'n Track (1a)

Rocky Wheel'n forms a connection between Bracken Lane Fire trail and Shoobridge Bend, allowing all track users access to North South Track from Fern Tree and South Hobart. The track traverses moderate to steep forested terrain, with the lower section considerably drier and more open than the top section. Overall the intention is that all users will be provided a means of climbing to Shoobridge Bend away from the road in a safe and pleasing natural environment. The main trail will be well formed, smooth and with some gentle climbs, average gradient of 4-5%, with a maximum of 15% for 10m; predictable with no surprises and suitable for beginner riders. The gentle gradient will make climbing the track achievable by most ages and fitness levels. Riders can develop balance and gear choice skills, and increase skill level on optional lines.

Rocky Wheel'n track will be designed to the Easy (Green) Mountain Bike Track standard¹ and AS2156.1-2001 Class 2 standard. It is proposed to be a shared use track, dual direction for walkers and runners, but uphill only for mountain bikes. The track is approximately 3000 meters in length and will average 1.2m (min 0.9m, max 1.5m) wide. The wider width is required due to shared use. Wider sections may also be used to provide optional lines of different difficulty (light green / dark green) for riders, or options to de-conflict user groups. The track will need to navigate many large fallen trees which will also provide points of interest.

The track will be a rolling contour track with drainage mostly achieved by grade reversals built as part of the track formation. As an uphill MTB track, grade reversals will be less pronounced than on Rocky Wheel'n. Most changes of direction will be achieved by switchbacks. Shortcuts can be formalised across switchbacks for walkers, runners and better riders where adequate natural barriers are not present. Adequate sight lines should also be maintained throughout. Tread outslope of ~5% should be utilised where ever possible (except for insloped switchbacks and where insloped water table drains are needed for boggy ground).

The top section of Rocky Wheel'n, from Shoobridge bend down to the top of Free Wheel'n, will be dual direction for Mountain Bike use. Track width here may increase to 1.8 m where terrain allows and user conflicts may be anticipated. Some imported material may be required to establish adequate track levels and walling near Shoobridge Bend. Any imported construction material will be limited to material of similar colour and texture to the natural site material and sourced from a weed-free quarry. No blasted, quarried material to be used.

The two watercourses crossed by Rocky Wheel'n Track (photos 1 and 2) have high aesthetic values, hence track siting and construction should minimise impacts and maximise user experience. Note that just below the crossing in photo 2 a small spring enters as shown lower right on the photo. It is proposed that either a short bridge or boulder causeway crossing be installed here.

Two used walking tracks (Woods and Circle Tracks) and one unused heritage tracks (Boundary track) are crossed by Rocky Wheel'n track. Crossings of new and unused tracks are not to alter the existing track formations, and cross as close to perpendicular as possible given the new track gradient. New tracks will simply abut the existing used tracks at the same level. New tracks crossing unused heritage tracks will do so by building up and over the heritage track formation with no change to the heritage track. Prior to crossings of used

¹ MTBA Trail Difficulty Rating System 2019

tracks, construction of new track alignments are to provide adequate sight lines, speed management and drainage by switchbacks, gradient reversals, rougher surface and / or chicanes.

Photo 1: Hobart Rivulet / Rocky Wheel'n crossing (proposed 6m bridge):



Photo 2: Hobart Rivulet / Free Wheel'n crossing (proposed 6m bridge + 3m bridge or causeway):



Both Rocky Wheel'n and Free Wheel'n tracks adjoin O'Grady's Fire Trail along an old unused machinery track and hence this section will be dual direction and shared use. Track width here may increase to 1.8 m where terrain allows and user conflicts may be anticipated.

Track construction is to include adequate sight lines and means (as above) to manage speeds at intersections.

Free Wheel'n Track (1b)

Free Wheel'n will be designed as single use (MTB only) and direction (downhill) Easy (Green) Mountain Bike Track standard. The track provides a downhill return for beginner riders from near the top of Rocky Wheel'n, just below Shoobridge Bend, back to Bracken Lane Fire Trail. By riding up Rocky Wheel'n and down Free Wheel'n, beginner riders can complete a loop in a moderate amount of time and with moderate levels of fitness, and perform multiple loops to develop experience, skills and fitness. As an easy downhill flow track with optional introductory technical features, Free Wheel'n is intended to provide riders a fun experience with minimal levels of risk, but also the possibility to develop skills and capabilities by riding optional lines and features.

The track will be approximately 2300 meters in length and will range between about 1m to 1.5m wide. Most changes of direction will be achieved by wide, sweeping turns with low berms (<0.5m high). Wider sections will predominantly be where there are optional lines of different difficulty (light green / dark green / light blue) for riders to develop skills. Shortcuts can be formalised across berms for better riders. Adequate sight lines should also be provided at key areas where experienced riders may be moving fast or riders stopped. The track will be a rolling contour track with drainage mostly achieved by grade reversals built as part of the track formation. As a downhill only MTB track, grade reversals will be more pronounced than on Rocky Wheel'n.

Two watercourses are crossed by Free Wheel'n track (photos 3 & 4) for which the crossing methods are set out in specifications. Crossing locations have high aesthetic values, hence track siting and construction should minimise impacts and maximise user experience.

Photo 3: Hobart rivulet tributary lower crossing (proposed causeway)



Photo 4: Hobart rivulet tributary upper crossing (proposed causeway)



Two used tracks (Woods and Circle Tracks) and two unused heritage tracks (Boundary and Featherstone) are crossed by Free Wheel'n track. New track alignments and construction to provide adequate sight lines and speed management by berms, gradient reversals, rougher surface and / or chicanes. Free Wheel'n track will also adjoin the top of Woods track at Pinnacle road via an existing, unused machinery track.

Both Rocky Wheel'n and Free Wheel'n tracks adjoin O'Grady's Fire Trail along an old unused machinery track. Track width here may increase to 1.8 m where terrain allows and user conflicts may be anticipated. Track construction is to include adequate sight lines and means (as above) to manage speeds at intersections.

MTB Project 20/21 Design Specification requirements

8 of 12

Table 1 - Track Specification: Rocky Wheel'n Track (1a)

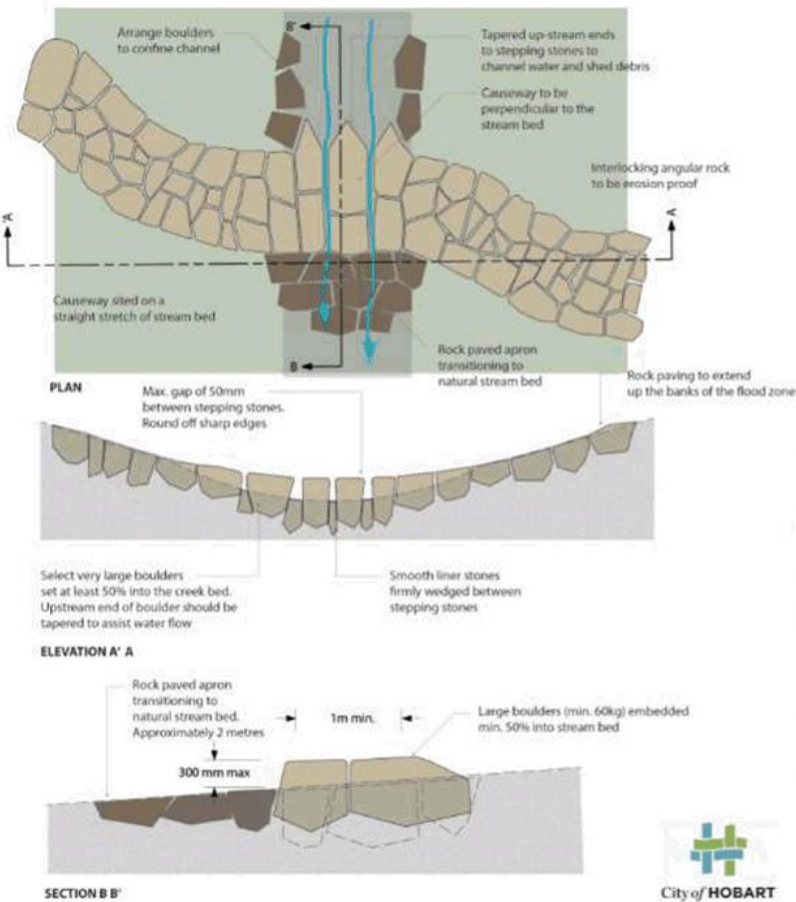
Track component	Design criteria	References	Quantities	Costing
Class / use	Green / Easy. Optional lines Easy / Intermediate.	TDRS CoH specs		
Use	Shared use, MTB uphill only, except short sections at top and bottom which will be MTB dual direction. Very consistent and predictable.	TDRS CoH specs		
Gradient	Average grade \leq 5% for 95% of track length. Max grade 15%. Steeper sections to 20% on optional lines. Track surfaces over 12-15% to be rock armoured, max section length 10m.	TDRS CoH specs. CoH standard details: Stone Pitching, Stone Paving.		
Crossfall	3-5% generally out sloped.	TDRS CoH specs. CoH standard detail: Track profiles.		
Length. All to stay within surveyed corridor.	~3300m. Optional lines on shortcuts between switchbacks are additional to 3300m.	Map of alignment. CEMP	~3300m.	Lump sum costed as part of track surface
Average width	900-1500 mm. Includes optional lines and passing areas.	TDRS CoH specs		
Creek crossings	Low Bridge matching environs and flows. Causeway - permeable and rideable.	CoH standard details: Small Bridge detail and Boulder Causeway. CEMP	1 bridge 1 causeway	Lump sum for each
Other drainage lines	Culvert outfalls and natural. Rock paving to prevent scouring	CoH standard details: Stone Paving	At least 5 culverts outfall off Pinnacle Road	Costed as part of track surface
Top Track Head at Shooobridge Bend	Complex levels, narrow bench, fallen tree log. Connects to North South Track and parking area.	CoH special detail: Shooobridge Bend Track Head	1	Lump sum
Bottom Track head - off O'Gradys Fire Trail	Make entrance obvious, sight lines manage entry / exit speeds at intersection	Use existing machinery bench – written description	1	Lump sum
Intersections	2 with Free Wheel'n. Crossing of Woods Track and Circle Track. Sight lines and speed management.	This specification and CEMP	4	Costed as part of track surface
Heritage track crossings	Boundary Track	This specification and CEMP	1	Costed as part of track surface
Signs	At least 4 – 2 track head and 2 intersections. Track counters.	WPMT sign manual	TBC	Not included
Clearing and Rehabilitation	Environmentally sensitive clearing and rehabilitation, aesthetics, erosion.	This specification and CEMP	~3300 lm X 2m	Lump sum
Old / habitat / dangerous trees.	Habitat / Dangerous tree identification, assessment and clearance zones	By qualified arborist, as per recognised methodology	To be identified by contractor	Price number
Main track surface	Benching, formation and local materials. Gradients over 12-15% to be rock armoured. Includes rock paving of other drainage lines	TDRS CoH specs. CoH standard detail: Track profiles	~3300 lm X 1.5 m.	Lump sum
Rock Walling > 450mm high	Top and or bottom batter where necessary	CoH SOP: Drystone Construction		Costed as part of track surface
Grade reversals / drainage	Every 10-20m. Open and gentle, incorporated into the main track design	TDRS CoH specs. CoH standard detail: Grade Reversal	165-330	Costed as part of track surface
Berms / Switchbacks	Alignment, Siting, geometry, radius, gradients, camber, construction. Min. curve radius 2.4m. Preferred 3m+	Route alignment, TDRS CoH specs. CoH standard detail: Insloped Turns		Costed as part of track surface
Technical Trail Features: • Rollers • Climbing obstacles	Unavoidable obstacles to 50mm high perpendicular to direction of travel. Max 100mm if avoidable. Introductory low rollers (as part of grade reversals?)	TDRS CoH specs. Contractor to select and design.	Contractor to specify type and number	Costed as part of track surface

MTB Project 20/21 Design Specification requirements

9 of 12

Table 2 - Track Specification: Free Wheel'n Track (1b)

Track component	Design criteria	References	Quantities	Rates: \$ Per unit
Class	Green / Easy, Optional lines Easy / Intermediate.	TDRS CoH specs		
Use	Downhill MTB only, flowing, very consistent and predictable	TDRS CoH specs		
Gradient	Average grade $\leq 6\%$ for 95% of track length. Max grade 15%. Steeper sections to 20% on optional lines. Track surfaces over 12-15% to be rock armoured, max section length 10m.	TDRS CoH specs. CoH standard details: Stone Pitching, Stone Paving.		
Crossfall	5-7% generally outsloped (bikes only, so can increase outslope)	TDRS CoH specs. CoH standard detail: Track profiles		
Length	~2200 m. To stay within surveyed corridor. Optional lines on shortcuts between switchbacks are additional to 2200m.	Map of alignment. CEMP	~2200 linear metres.	Lump sum costed as part of track surface below
Average width	1000-1500 mm. Includes optional lines and passing areas.	TDRS CoH specs		
Creek crossings	2 Intermittent flow creeks. Permeable and rideable causeways. Aesthetics and environmental impacts	CoH standard detail: Boulder Causeway	1 bridge 1 causeway	Lump sum for each
Intersections	2 with Rocky Wheel'n. Crossing of Woods Track and Circle Track. Sight lines, flow and speed.	This specification and CEMP	4	Costed as part of track surface
Other drainage lines	Culvert outfalls and natural. Rock paving to prevent scouring	CoH standard detail: Stone Paving	At least 5 culverts outfall off Pinnacle Road	Costed as part of track surface
Heritage track crossings	Boundary Track	This specification and CEMP	1	Costed as part of track surface
Signs	2 at intersections. Track counter?	WPMT sign manual	2	Not included
Clearing and Rehabilitation	Environmentally sensitive clearing and rehabilitation, aesthetics, erosion	This specification and CEMP.	~2200 X 2m	Lump sum
Old / habitat / dangerous trees.	Habitat / Dangerous tree identification, assessment and clearance zones	By qualified arborist, as per recognised methodology	To be identified by contractor	Price number
Main track surface	Benching, formation and local materials. Gradients over 12-15% to be rock armoured. Includes rock paving of other drainage lines.	TDRS CoH specs. CoH standard detail: Track profiles	~2200 X 1.5m	Lump sum
Rock Walling > 450mm high	Top and or bottom batter where >450mm	CoH SOP: Drystone Construction		Costed as part of track surface
Grade reversals / drainage	Every 10-20m. Open and flowing, incorporated into the main track design	TDRS CoH specs. CoH standard detail: Grade Reversal	110-220	Costed as part of track surface
Berms / Switchbacks	Alignment, siting, geometry, radius, gradients, camber, construction. Low bermed turns, min. curve radius 3m. Preferred 4m+	Route alignment, TDRS CoH specs. CoH standard detail: Insloped Turns		Costed as part of track surface
Technical Trail Features: • Jumps • Drops • Rollers / doubles	Predictable jumps / drops with unavoidable vertical drops up to 50mm high, max 100mm if avoidable. Approach and exit ramps not to exceed 25%. Introductory low rollers with good downhill clear zone.	TDRS CoH specs. Contractor to select and design.	Contractor to specify type and number	Costed as part of track surface



CONSTRUCTION NOTES

Work in the creek bed is to be done in dry weather with no water flows.

Ensure that erosion and sediment control measures are in place:

- minimise area to be closed and leave as much vegetation as possible. Install temporary fences to define 'no go' areas that are not to be disturbed.
- Install geotextile sediment fence(s) along the downstream side of the works.
- Divert water around disturbed areas during construction

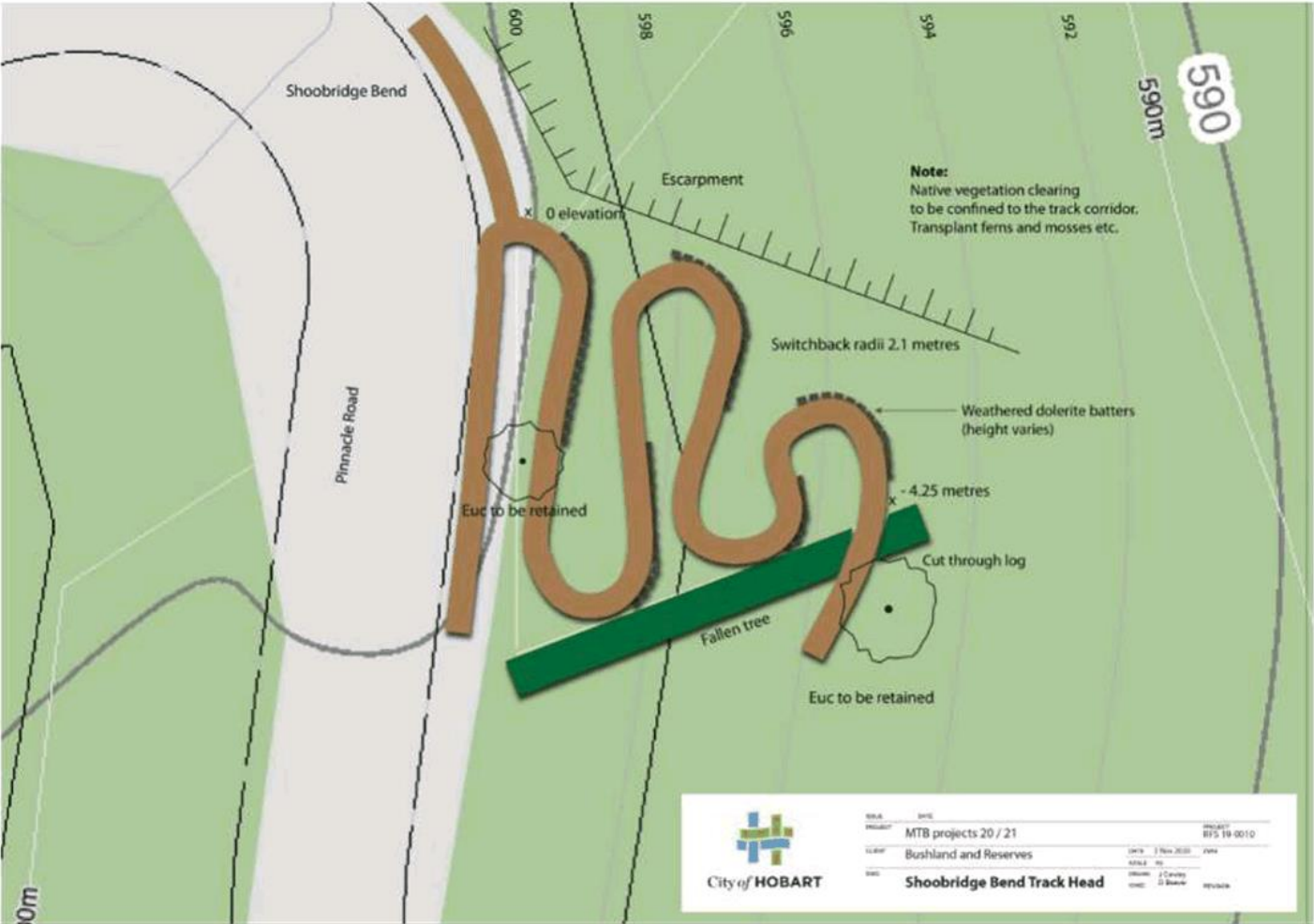
MAINTENANCE

Check crossing after heavy rain events and clear any debris.
Repair boulder work as required.

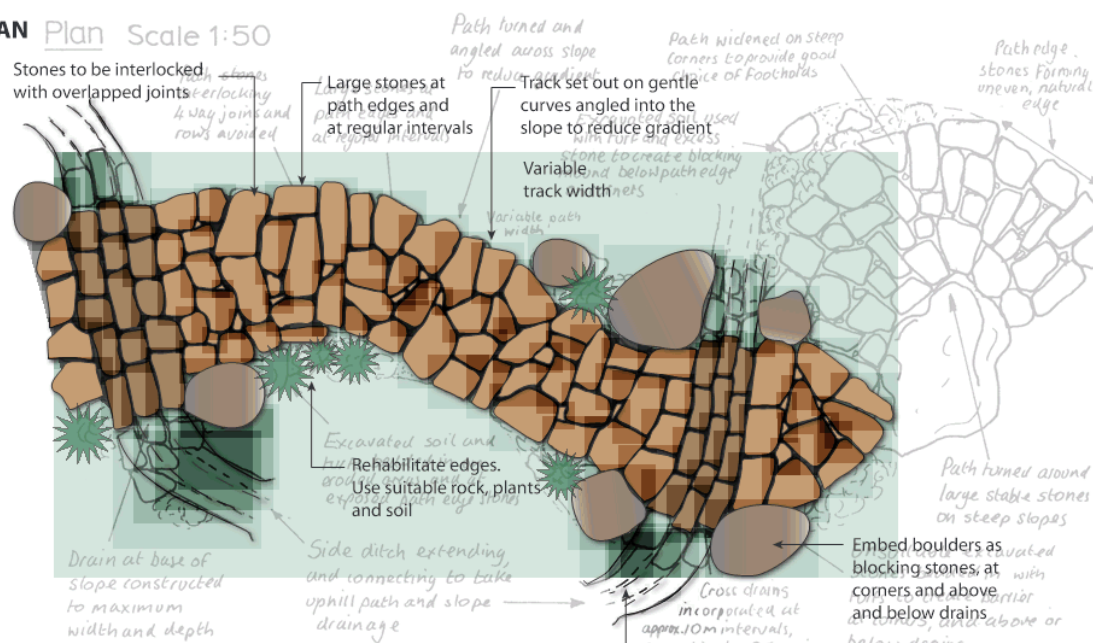
Clearance of native understorey vegetation will be minimised, and mature trees avoided. No machinery to be used within WCPA, and soil disturbance to be kept to a minimum.



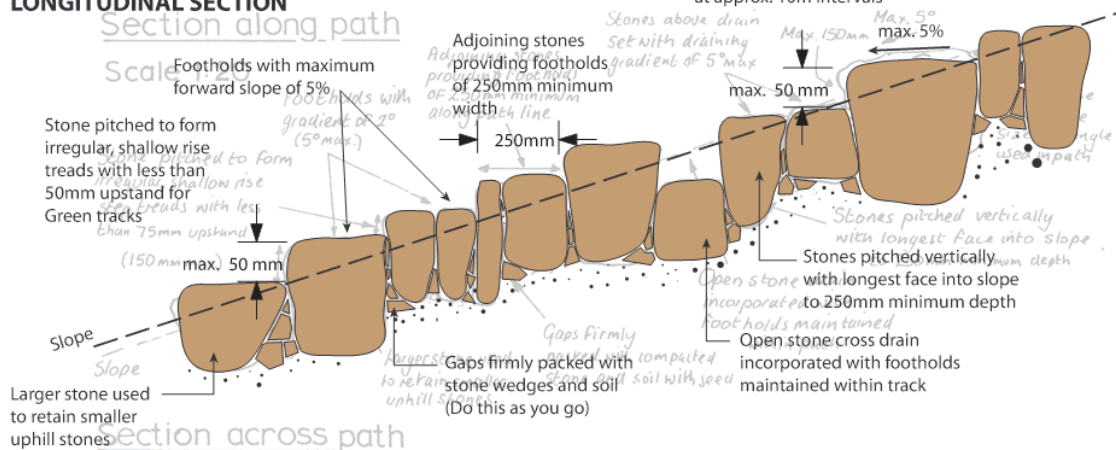
REVISION	DATE	PROJECT	DATE	PROJECT
		Bushland Infrastructure Manual	2017-2020	WPS-15-0010
		Bushland and Reserves		
			SCALE	AS SHOWN
			DRAWN	C. BAKER
			CHECK	
			REVISION	



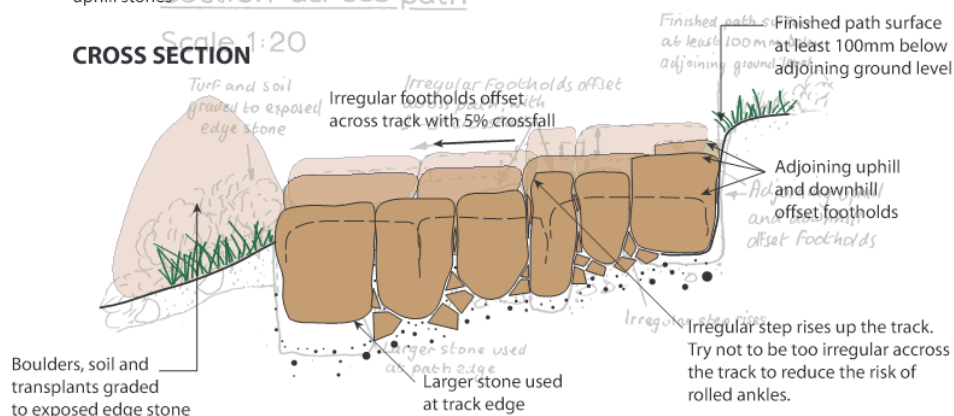
PLAN Plan Scale 1:50



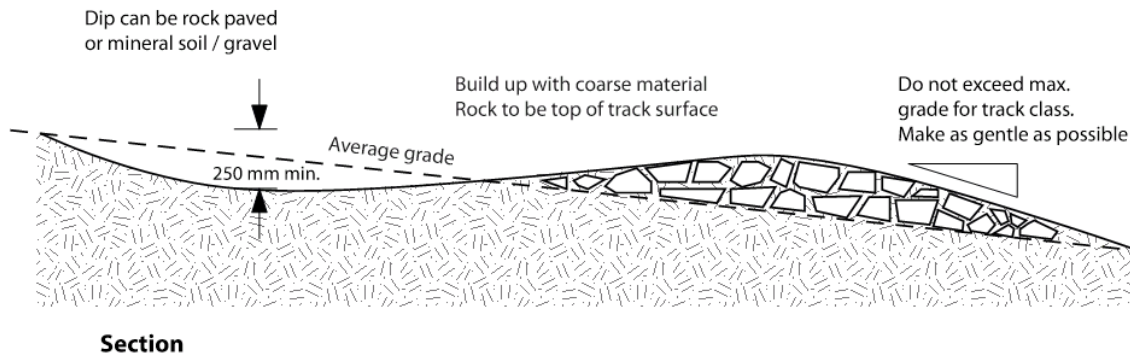
LONGITUDINAL SECTION



CROSS SECTION

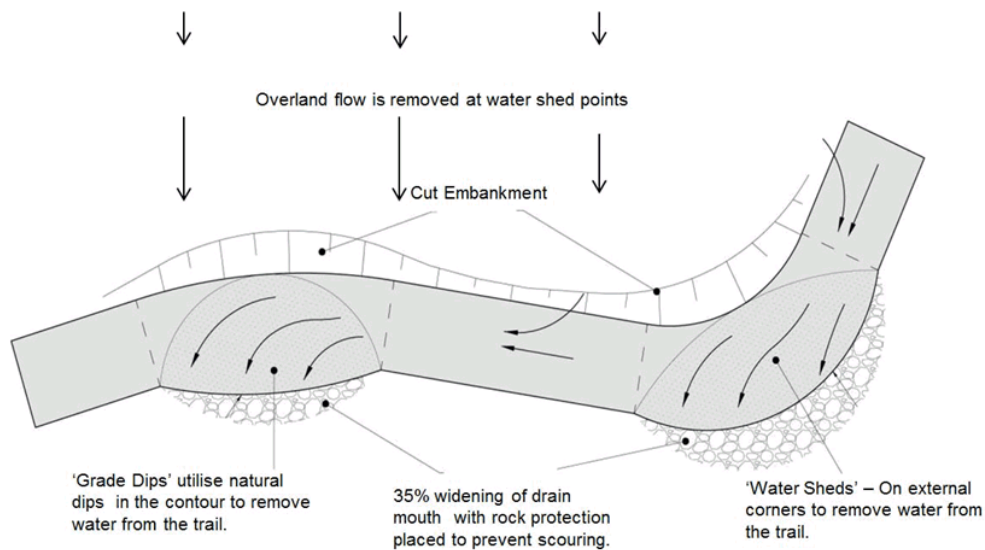
City of **HOBART**

ISSUE	DATE		
PROJECT	Bushland infrastructure manual		PROJECT
CLIENT	Bushland and Reserves	DATE	2 Nov 2020
		SCALE	A3
DWG	Stone Pitching	DRAWN	D Beaver
		CHKD	
		REVISION	



Grade dips are utilising natural dips in the track surface or very shallow drainage lines to remove water from the trail replacing the need to construct a water bar. The drain mouth should be made at least 35% wider than where the dip enters on to the higher side of the track. Create a minimum out-fall of 5% across the track gradually increasing to approximately 8% at the mouth. This will ensure good flow and self-cleaning ability.

Watersheds are generally located on corners and are created by lowering the outside edge of the track (outsloping) and gradually increasing from a minimum of 5% to an 8% out-fall. This will ensure water travelling along the track is quickly diverted at the corner and off the track.



Ideal Camber Angles for Berm Style Corners

Speed into Corner km/hr	2m turn radius	3m turn radius	4m turn radius	5m turn radius	6m turn radius
	percent slope				
5	19	11	7	5	4
10	38	27	11	16	12
15	90	61	45	34	29
20	160	104	78	62	53
25	247	166	125	100	81
30	350	235	180	143	120
35	470	327	235	196	160
40	630	433	310	250	214
45	800	514	400	330	260

Key

Grade 1 <36 percent maximum
Grade 2 <70 percent maximum
Grade 3 <160 percent maximum
Grade 4 <275 percent maximum
Grade 5 <570 percent maximum

Notes:

1. Human powered bike climbing speeds (on singletrack) are typically 5-10km/hr
2. E-bike (<300W) climbing speeds (on singletrack) are typically 10-15km/hr
3. Descending speeds vary but typically speed increases with grade
4. Designers need to make an assessment or trail speed into a corner to determine berm/camber/radius requirements

Guidance Notes:

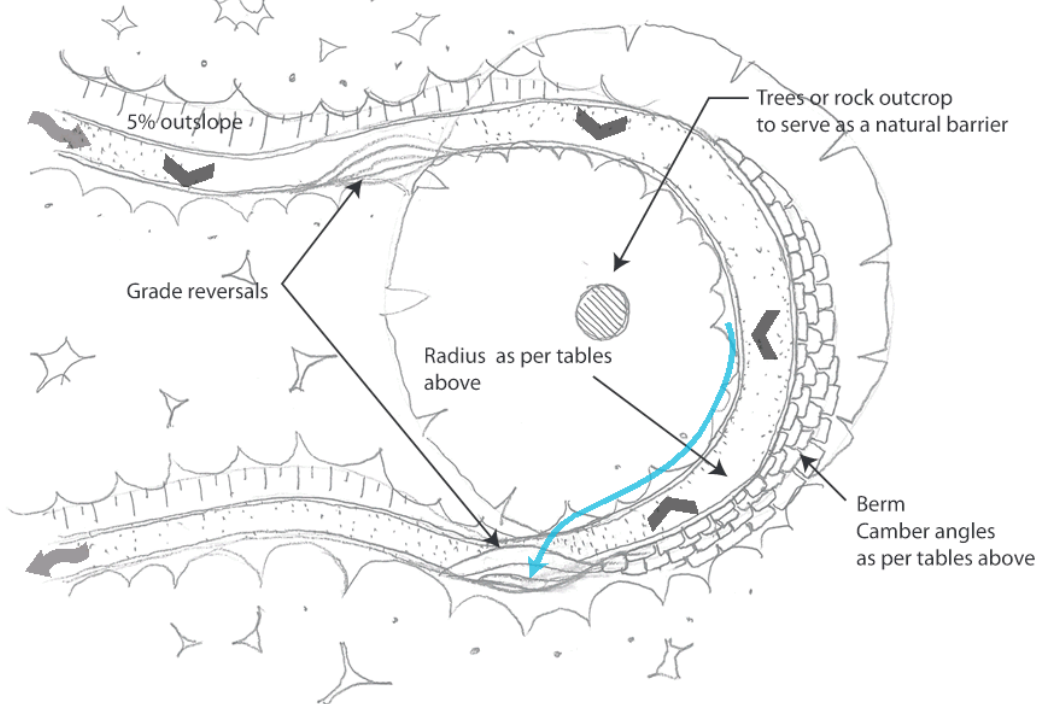
- Select locations for turns where there is room for a reasonable turn radius while minimizing the requirement for excavation and retaining walls
- Trail gradient through the turn should match the overall trail gradient, as shown in the following table:

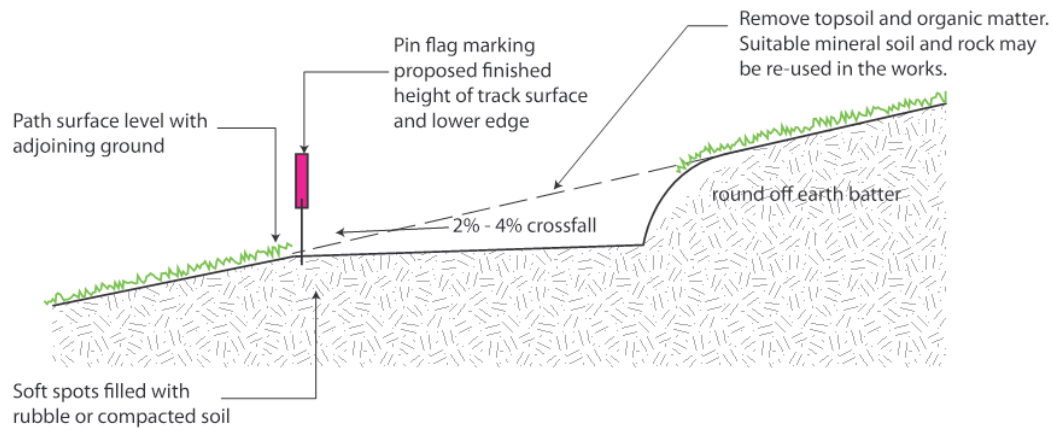
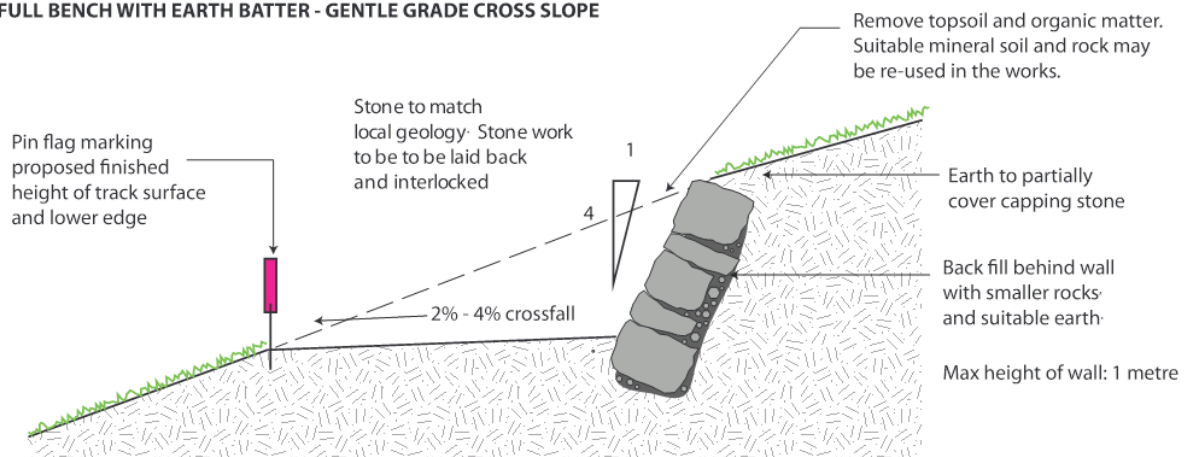
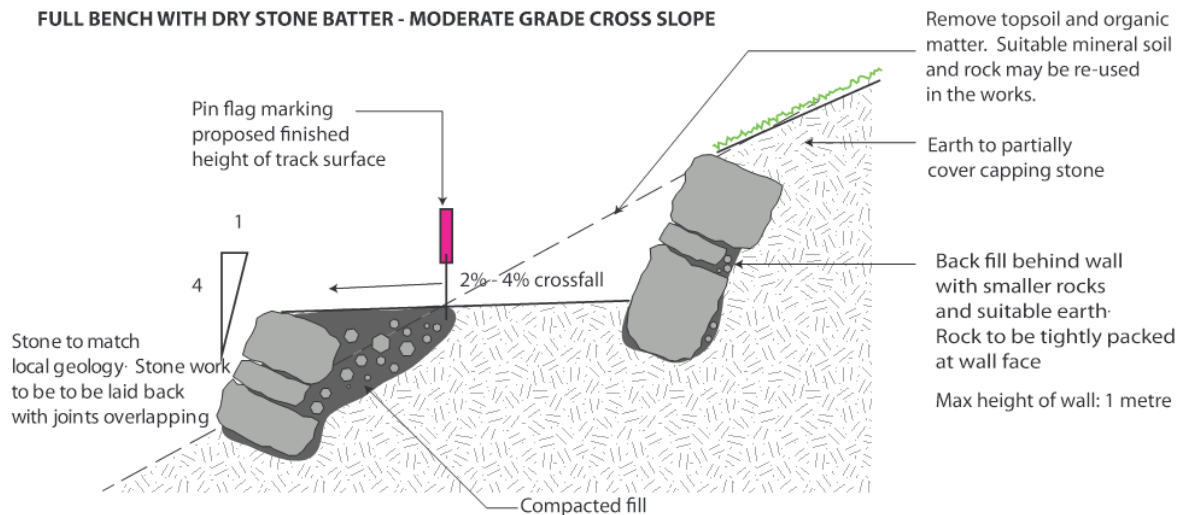
Turn Radius (m)	Average Trail Gradient (%)				
	6.1 %	8.75 %	10.5 %	17.6 %	25 %
Trail Drop (m) – entry to exit for 180 degree turn, measured at centre of ride line					
2	0.4	0.5	0.7	1.1	1.5
3	0.6	0.8	1.0	1.6	2.3
4	0.8	1.1	1.3	2.2	3.0
5	1.0	1.4	1.6	2.7	3.8
6	1.2	1.6	2.0	3.3	4.6

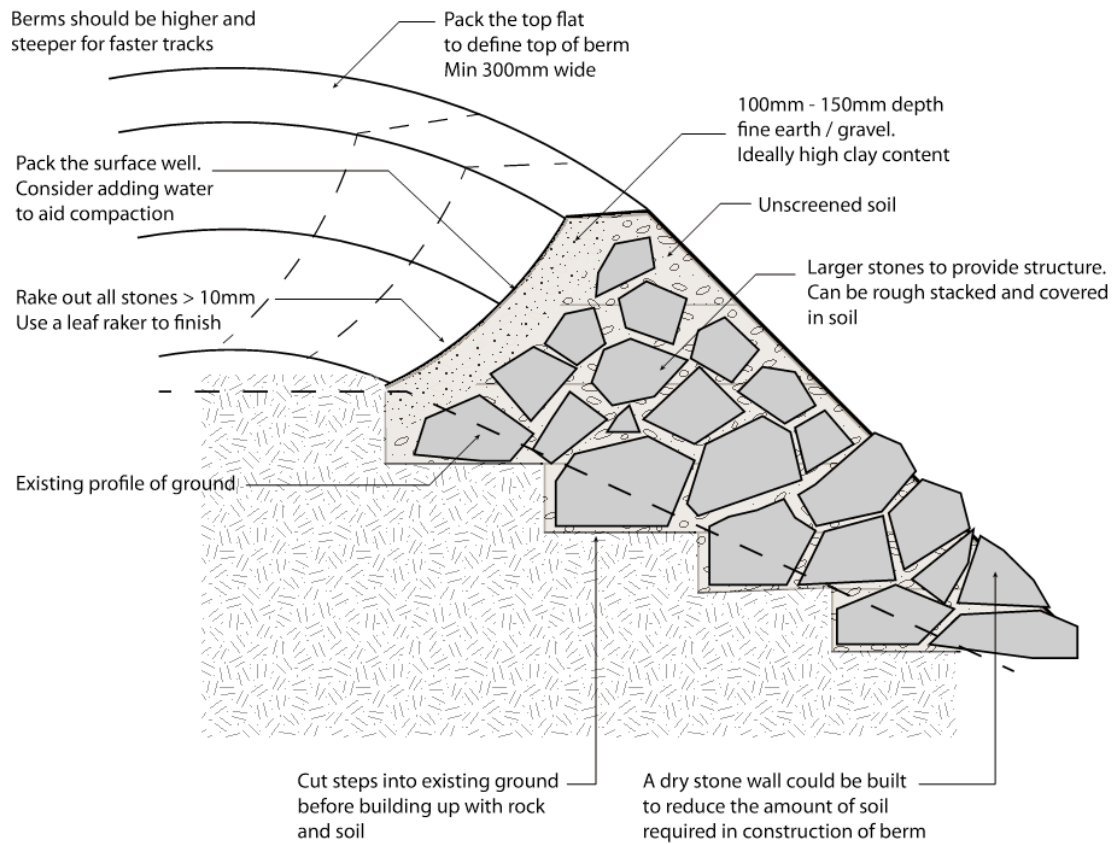
Key

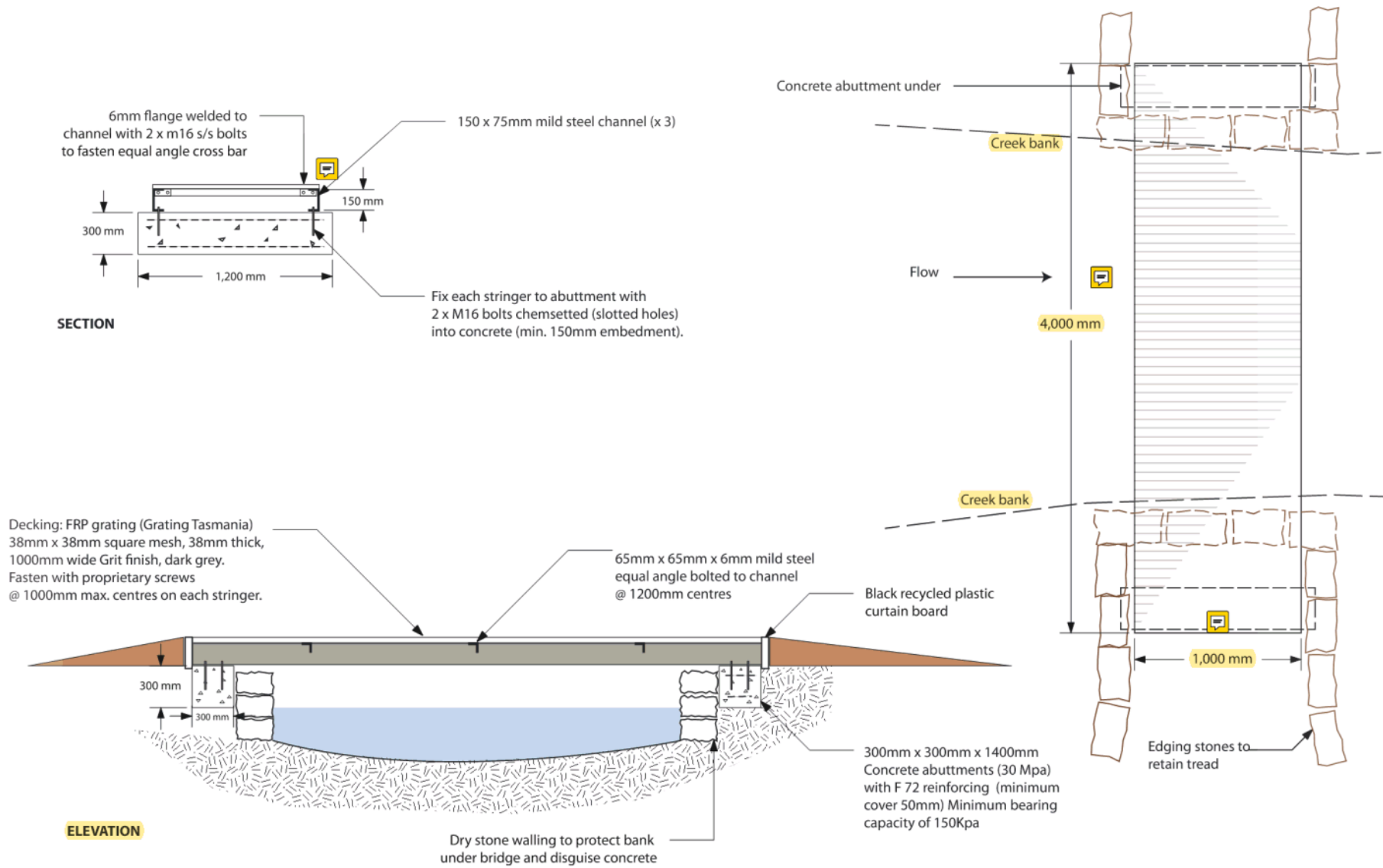
Grade 1
Grade 2
Grade 3
Grade 4
Grade 5

Source: New Zealand Mountain Bike Trail
Design and Construction Guidelines 2018

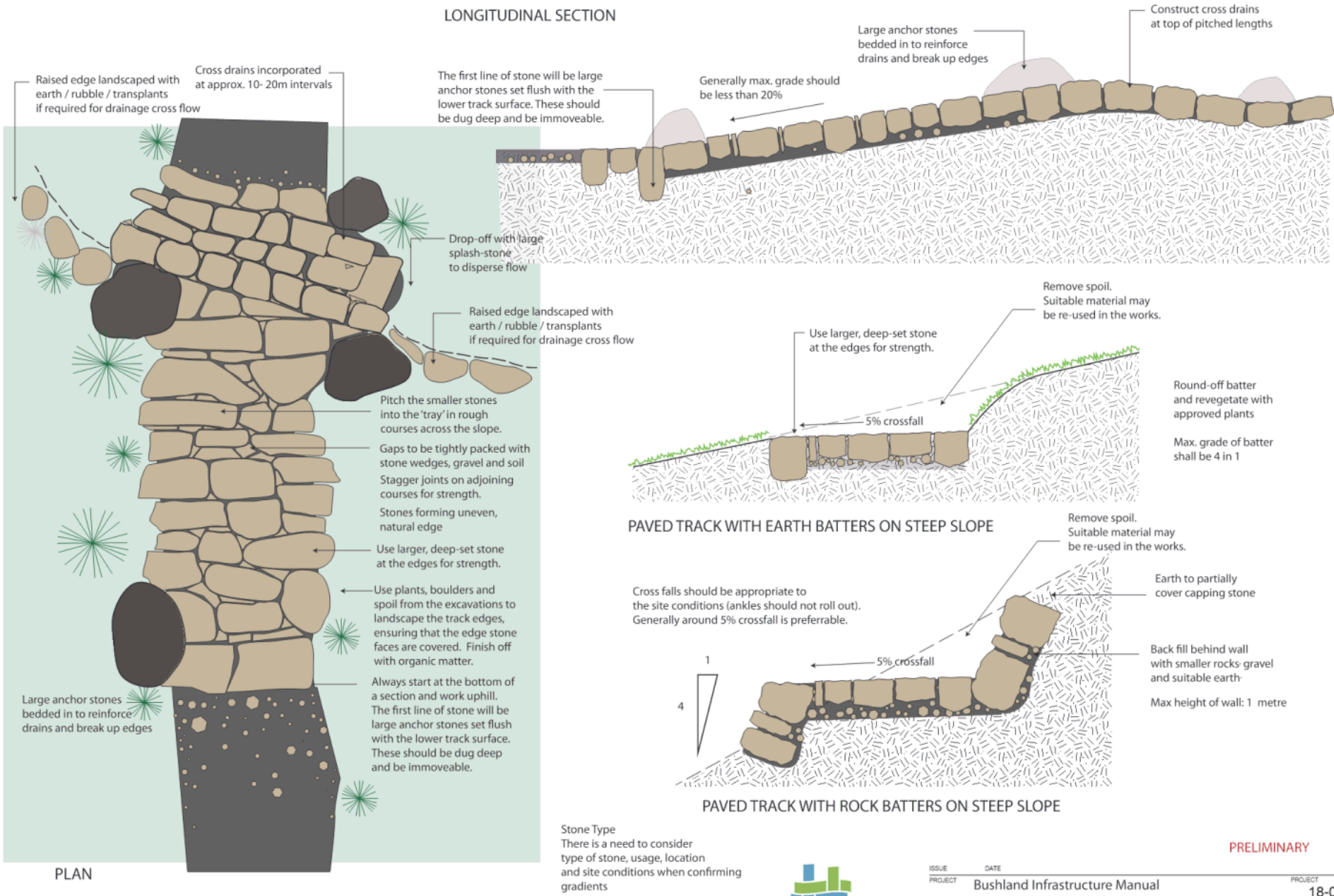


**FULL BENCH WITH EARTH BATTER - GENTLE GRADE CROSS SLOPE****FULL BENCH WITH DRY STONE BATTER - MODERATE GRADE CROSS SLOPE****PARTIAL BENCH WITH UPPER AND LOWER DRY STONE BATTERS - STEEP GRADE CROSS SLOPE OR LARGE OBSTACLE TO BYPASS**





ISSUE	DATE	PROJECT	DATE	SCALE	DRAWN	REVISION
PROJECT		Bushland Infrastructure Manual	2 Oct 2020	A3	D Beaver	
CLIENT		Bushland and Reserves				
DWG		Small Footbridge				

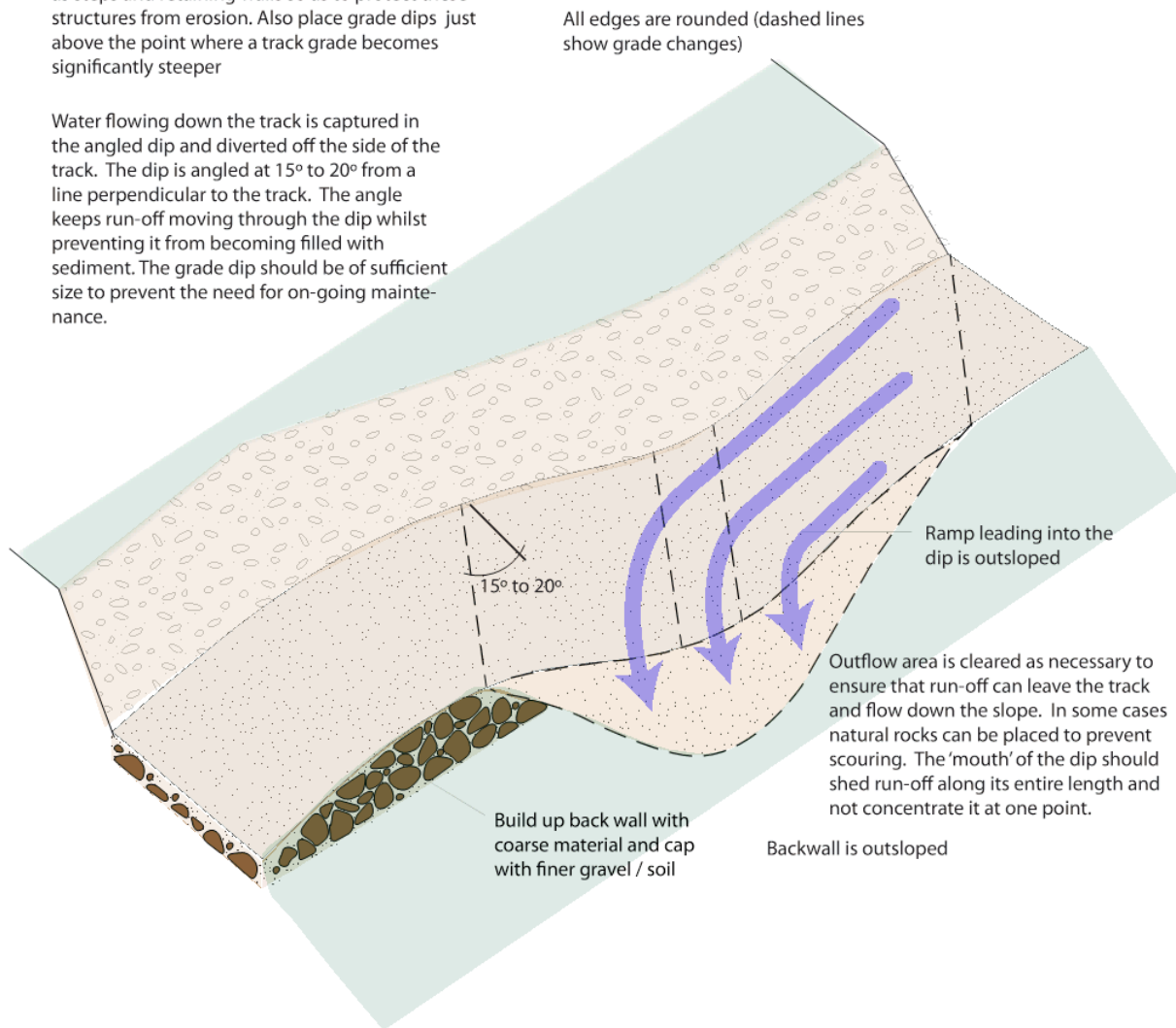


Grade dips are small-scale grade breaks that create a small low point in the track surface which intercepts water flowing down the track and diverts it off.

Frequency of use depends on the track type and grade. Site conditions dictate their placement. Grade dips should be placed no more than 20 metres apart.

Use grade dips just above significant structures such as steps and retaining walls so as to protect these structures from erosion. Also place grade dips just above the point where a track grade becomes significantly steeper

Water flowing down the track is captured in the angled dip and diverted off the side of the track. The dip is angled at 15° to 20° from a line perpendicular to the track. The angle keeps run-off moving through the dip whilst preventing it from becoming filled with sediment. The grade dip should be of sufficient size to prevent the need for on-going maintenance.



Application Referral Cultural Heritage - Response

From:	Nick Booth
Recommendation:	Advice
Date Completed:	
Address:	100 PINNACLE ROAD, MOUNT WELLINGTON
Proposal:	New and Upgraded Shared Use and Mountain Bike Tracks and Associated Works
Application No:	PLN-21-302
Assessment Officer:	Cameron Sherriff,

Referral Officer comments:

The proposal relates to the proposed construction of four tracks within the lower foothills of kunanyi/Mount Wellington intended for use by a combination of mountain bike riders, walkers and runners based on gradient and terrain and designed to act as both an expansion on and creating new links to the existing track network. The developments were foreshadowed through the approval of the 'Riding the Mountain' Strategic Plan in 2020.

The tracks would consist primarily of switchback routes following the gradient of the slope and would be constructed with a variety of cut and fill build techniques with some elements of stone embankment, stone track enforcement and small metal footbridge.

Cultural Values relating to development within Wellington Park are considered and determined under the requirements of the Wellington Park Management Plan 2013. 'Issue 4' – 'Cultural Heritage Values' stated objective is to protect sites or areas of cultural value and significance and divides identified heritage values between those relating to Aboriginal Cultural heritage and 'European' Historic Cultural Heritage.

A4.1 Aboriginal Cultural Heritage states that in the event that proposed development were not to involve an Aboriginal relic, site or identified precinct within the Management Plan, the proposal would be considered as being an Acceptable Solution.

Similarly, A4.2 Historic Cultural Heritage states that a proposal that does not involve a place listed on the Tasmanian Heritage Register or listed in a Heritage Code of a Planning Scheme would also be considered as being an Acceptable Solution.

In support of the Application, both an Aboriginal Heritage Assessment Report (dated April 2021) and a Historic Heritage Assessment (dated November 2020) have been prepared and submitted in support of the Application. The reports have been prepared by suitably qualified practitioners and are based on both desktop and onsite observations. The methodology is considered to be appropriate.

With regards to Aboriginal Heritage, the report states that the study area through which the four tracks would run *"contains no sites or sensitive areas and neither does the proposed development have the potential to incidentally impact previously recorded sites within its vicinity.."* As such, the report states that *"there are no site specific management recommendations."*

With regard to issues relating to Historic Cultural Heritage it is noted that none of the proposed

tracks or the study area through which they would pass intersect with any places referred to in the Historic Heritage Code (E.13.0) of the Hobart Interim Planning Scheme 2015. This includes Heritage Places (Table E.13.1), Heritage Precincts (Table E.13.2), Cultural landscape Precincts (Table E.13.3) and Places of Archaeological Potential (Table E.13.4). Similarly, the study area does not contain any trees listed in the Significant Trees Code (E.24.0/Table E.4.1). It is noted that it would appear that no sites listed on the Tasmanian Heritage Register also appear within the study area. It is therefore considered that the proposals would appear to comply with the requirements of A4.2 Acceptable Solution of the Wellington Park Management Plan.

It is noted that the Historic Heritage Assessment (dated November 2020) undertaken by the Applicants Consultant identified 12 sites or groups of features of interest within the study area, and recommendations made by them relating to amendments to the original route of the tracks and practices relating to landscape conservation works have been incorporated into the final set of plans that from the proposal. However, all of these features appear or are recommended to appear solely within the Wellington Park Management Plan and are not identified within the Hobart Interim Planning Scheme 2015. As such, it is considered that the Aboriginal and Historic Heritage Reports reports and comments contained within should be attached as advice within the Permit should Planning Permission be granted.

Representations

Three representations have been received with regard to the proposals. Although one representation identifies the need to *'reconcile the needs of mountain bikers, the needs of other users, and the natural and cultural values of the area.'* it does not make specific comment on what or if any loss of cultural values would occur as a result of the proposals, but rather their perceived view that insufficient consultation with the general public was undertaken in formulating the proposals.

Conclusions

It is considered that the proposals would not impact upon any identified features, areas or landscape of historic or heritage value and as such would comply with the requirements of the Hobart Interim Planning Scheme 2015.

Application Referral Environmental Development Planner - Response

From:	Rowan Moore Environmental Development Planner 3 August 2021
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	100 PINNACLE ROAD, MOUNT WELLINGTON
Proposal:	New and Upgraded Shared Use and Mountain Bike Tracks and Associated Works
Application No:	PLN-21-302
Assessment Officer:	Cameron Sherriff,

Referral Officer comments:

Assessment:

Approval is sought for the construction of three new mountain bike tracks and the formalisation of an existing mountain bike track in Wellington Park.

The 'Rocky Wheel'n' and 'Free Wheel'n' tracks would be located close to one another as would the Skid Road and Upper Luge tracks.

'Rocky Wheel'n' Track

The main trail will be well formed, smooth and with some gentle climbs, average gradient of 4-5%, with a maximum of 15% for 10m; predictable with no surprises and suitable for beginner riders...

It is proposed to be a shared use track, dual direction for walkers and runners, but uphill only for mountain bikes. The track is approximately 3000 meters in length and will average 1.2m (min 0.9m, max 1.5m) wide. The wider width is required due to shared use...

The top section of 1a (Rocky Wheel'n), from Shoobridge bend down to the top of 1b (Free Wheel'n), will be dual direction for Mountain Bike use. Track width here may increase to 1.8 m where terrain allows and user conflicts may be anticipated. Some imported material may be required to establish adequate track levels and walling near Shoobridge Bend.

Free Wheel'n Track

1b (Free Wheel'n) will be designed as single use (MTB only) and direction (downhill) Easy (Green) Mountain Bike Track standard...

The track will be approximately 2300 meters in length and will range between about 1m to 1.5m wide. Most changes of direction will be achieved by wide, sweeping turns with low berms (<0.5m high). Wider sections will predominantly be where there are optional lines of different difficulty (light green / dark green / light blue) for riders to develop skills.

'Rocky Wheel'n' and 'Free Wheel'n' Tracks

Final track construction is to be undertaken as per the specifications within a corridor 20 metres either side of the marked alignment unless otherwise agreed with the contract superintendent.

Track is to be aligned to avoid large habitat and/or dangerous trees. Where this is not possible, trees with potential to fall or drop limbs on the proposed tracks are to be assessed for risk to users. Assessments are to be conducted by a qualified arborist or tree assessor using a recognised methodology such as QTRA, VALID or similar...

Clear standing vegetation 2m wide along the route alignment and distribute cut vegetation into the surrounding bush, out of site where possible, with cut ends facing away from the track. Some may need to be retained for rehabilitation post construction. Scrape off leaf litter and organic soil, stockpile for rehabilitation of track edges. Remove and temporarily store plants such as ferns that can later be transplanted for rehabilitation...

Where there is insufficient mineral soil, borrow pits may be established. Borrow pits not to be battered and not to exceed 2m³ volume or be > 1.5m deep. Locate borrow pits to minimise aesthetic impact, preferably below drain outlets or within the track footprint, backfill with organic soil, excess rock and cover with leaf litter. CoH Excavation Plan to be followed and completed...

Both of the Hobart rivulet crossings are proposed to be via bridges as shown in the CoH drawing: Small Bridge Detail. Both of the tributary crossings are proposed to be via boulder causeways as shown in the CoH drawing: Boulder Causeway. The height and porosity of these structure will cause minimal changes to natural flow levels. Creek crossings are to have erosion and silt protection measures installed prior to construction and throughout the works as per the CEMP.

The crossing of other natural drainage lines and culvert outfalls from Pinnacle Rd will be surfaced by rock paving to prevent scouring...

'Skid Road' Track

Track 12 (Skid Road) will form a connection between Main Fire Trail and Middle Island Fire Trail, allowing all track users to access the lower foothills of kunanyi / Mount Wellington and the recreational tracks and trails in the Bracken Lane area and beyond. It will provide the primary climbing link for mountain bike riders to access the entry to Track 17 (Upper Luge).

The key role of the track will be to allow for mountain bikers, walkers and runners to access the upper section of Middle Island Fire Trail on a purpose built track at a grade conducive to uphill travel. This will allow for the conversion of the informal Track 17 (Upper Luge) into a downhill only, mountain bike only track, while retaining and improving access for all users. The track will be a natural surface trail sympathetic to the natural contours and profile of the terrain. It will have an average gradient of 6-7%, with a primarily narrow tread and wider passing bays where local terrain allows...

It is proposed to be a shared use track, dual direction for walkers and runners, but uphill only for mountain bikes. The track is approximately 1040 meters in length and will average 0.9m (min 0.6m, max 1.2m) wide.

Final track construction is to be undertaken as per the specifications within a corridor 20 metres either side of the marked alignment unless otherwise agreed with the contract superintendent...

Track 12 is to be aligned to avoid large habitat and/or dangerous trees. Where this is not possible, trees with potential to fall or drop limbs on the proposed tracks are to be assessed for risk to users. Assessments are to be conducted by a qualified arborist or tree assessor using a recognised methodology such as QTRA, VALID or similar...

Distribute cut vegetation into the surrounding bush, out of site where possible, with cut ends facing away from the track. Some may need to be retained for rehabilitation post construction. Clear standing vegetation 2m wide along the Track 12 route alignment. Scrape off leaf litter and organic soil, stockpile for rehabilitation of track edges. Remove and temporarily store plants such as ferns that can later be transplanted for rehabilitation....

Where there is insufficient mineral soil, borrow pits may be established. Borrow pits not to be battered and not to exceed 2m³ volume or be > 1.5m deep. Locate borrow pits to minimise aesthetic impact, preferably below drain outlets or within the track footprint, backfill with organic soil, excess rock and cover with leaf litter

Upper Luge

Track 17 (Upper luge) is an existing informal trail that is currently utilised as a dual direction track by mountain bike riders, walkers and trail runners. The track is to be formalised and converted to a single use (MTB only) and direction (downhill) Intermediate (Blue) Mountain Bike Track standard. The conversion will utilise the current track alignment and retain a character and riding experience in line with the existing experience, with a focus on minimal modification and mitigation of trail braiding and widening...

The existing track is approximately 650 meters in length and ranges between about 0.5m to 1m wide. The existing alignment will be retained for the entire length of the track, with the exception being the eastern (bottom) intersection with Main Fire Trail. Minor adjustments to the track profile should be undertaken where appropriate, including re-profiling of corners, and construction of low catch-berms to improve flow and reduce heavy braking...

Construction will be undertaken primarily manually with limited use of a small, light-weight (2t) excavator and several power barrows where feasible and where assessed as unlikely to exacerbate any potential slope instability. Construction will be undertaken by external contractors who will be managed by Council Officers within the Bushland Infrastructure Unit who specialise in track construction.

Works are scheduled to commence in summer 2021/22 and with a single track crew is estimated will take approximately 12 weeks to complete, weather permitting.

Construction activities of both tracks will include the removal of an approximate 1.5 meter wide strip of understory and ground cover vegetation along the track alignment, which will avoid trees, large logs, and abrupt changes in topography. The track surface will be created by scraping away the surface mulch and debris down to a firm natural surface and benching where necessary.

Wellington Park Management Plan 2015

The proposed tracks would be located within the Recreation Zone.

The relevant standards are contained in Table 5 'Standards for Use and Development'. The standards for relevant issues related to environmental planning are addressed below.

Issue 2: Flora and Fauna Conservation, Geoconservation and Natural Processes

Acceptable solution A2.1 'Native Vegetation' states the following:

The proposal does not involve removal or damage to terrestrial or aquatic native vegetation which:

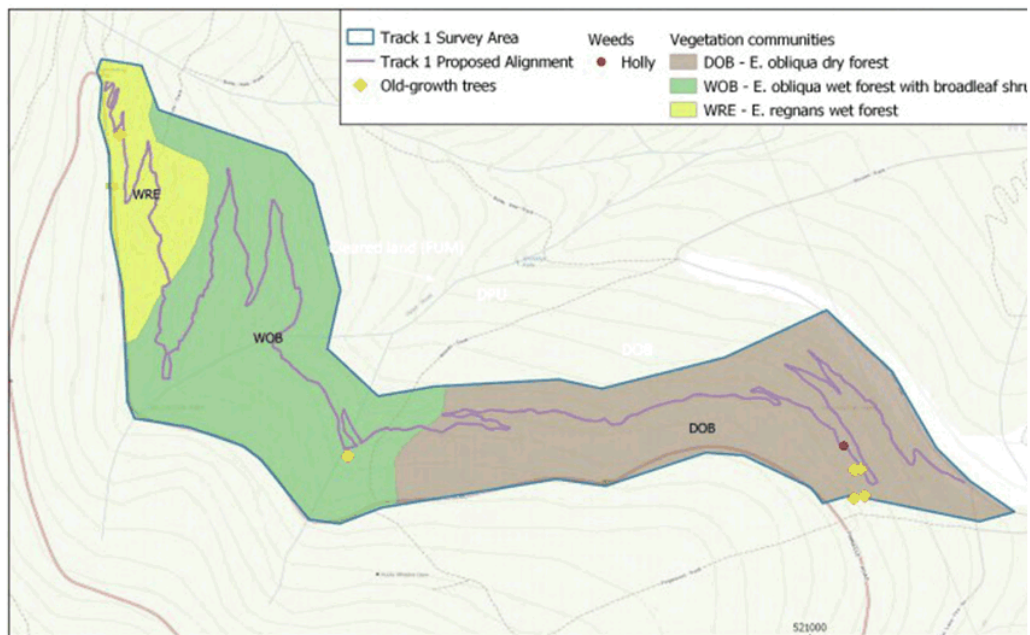
(a) is listed as significant in this Management Plan, or any planning strategy or Trust endorsed scientific assessment prepared in accordance with this Management Plan; or is a Threatened Vegetation Community under the Nature Conservation Act 2002.

(b) supports or forms habitat for any species of fauna listed in the Threatened Species Protection Act 1995 or the Environment Protection and Biodiversity Conservation Act 1999.

With regard to the proposed Rocky Wheel'n' and Free Wheel'n' tracks, the submitted natural values report indicates the following:

- The survey area is dominated by eucalypt forest which was burnt in the 1967 bushfires. Most of the canopy trees are regrowth following this event, although there are some older trees present which survived the fire.
- The forest in this area is dominated by the three closely related eucalypt species, stringybark (*E. obliqua*), mountain ash (*E. regnans*) and gum-topped stringybark (*E. delegatensis*).
- Three native vegetation communities were recorded during the field survey as per the TASVEG 3.0 classification system - *Eucalyptus regnans* wet forest (WRE), *Eucalyptus obliqua* wet forest with broadleaf understorey (WOB) and *Eucalyptus obliqua* dry forest (DOB).
- No vegetation communities listed as threatened under Schedule 3A of the *Nature Conservation Act 2002* are present in the survey area.
- No threatened flora species listed under the *Threatened Species Protection Act 1995* or the *Environment Protection and Biodiversity Conservation Act 1999* were observed.
- One introduced plant was recorded during the survey: Holly (*Ilex aquifolium*), which is listed as a declared weed under the *Weed Management Act 1999*. A single established shrub was observed. This environmental weed can be highly invasive in this environment.
- No threatened fauna species listed under the *Threatened Species Protection Act 1995* or under the *Environment Protection and Biodiversity Conservation Act 1999* were recorded during the survey.
- There is suitable habitat for several threatened species in the area, including wide ranging fauna such as the grey goshawk, Tasmanian devil, spotted-tail quoll and eastern quoll.
- There is a low likelihood of the Mount Mangana stag beetle occurring in the survey area.
- No suitable foraging habitat for the swift parrot was observed.
- Old-growth eucalypt trees in the survey area may provide suitable nesting habitat for swift parrots and other hollow-nesting fauna.
- There is not anticipated to be any significant threatened species habitat within the track corridor.

- There is a low likelihood of threatened flora species occurring within the area.



The natural values assessment summarises the natural values present and potential impacts as follows:

Wide-ranging mobile threatened fauna species, such as raptors and marsupial carnivores, are likely to visit the survey area and may nest in the area. Removal of trees with hollows will impact actual or potential nesting habitat for hollow-nesting threatened species such as the swift parrot and masked owl. Earthworks or removal of large fallen logs has the potential to destroy or disturb denning sites for threatened mammal species (e.g. Tasmanian devil, quolls).

Impacts on habitat for threatened fauna species are expected to be negligible, unless nesting or denning sites are disturbed or destroyed. However, this is unlikely since no such sites were detected during the on-ground survey. If the Mount Mangana stag beetle is present in the area, some cutting and disturbance of fallen logs is unlikely to negatively impact the population of the species in the area.

Impacts on non-threatened species and other natural values is likely to be minimal given the small spatial extent of works. There may be no need to remove living or dead trees. If necessary, removal of some smaller live or dead trees (under 50 cm DBH) would have little impact since the forest is at an age which is undergoing natural stand thinning....

The natural values assessment makes the following recommendations:

- Do not remove or damage large trees (>100 cm DBH in wet forest; > 70 cm DBH in dry forest) or old-growth trees.
- For large trees (as above), ensure spacing of at least 1.5 m between base of tree trunk and track edge.
- If any evidence of raptor nesting, swift parrot nesting or marsupial denning is observed, work must stop immediately and seek advice from DPIW Threatened

Species Section.

- *Vegetation clearance and soil disturbance should be kept to a minimum.*
- *Do not remove coarse woody debris from the site.*
- *Minimise disturbance of large fallen logs, recognising that some cutting or moving of logs will be unavoidable due to the abundance of logs in some areas.*
- *Minimise impacts on natural drainage lines by avoiding creek crossings where possible, and construction methods which avoid impeding drainage and prevent erosion and siltation.*
- *Avoid importing foreign aggregates. If surfacing is required, it should be sourced from a weed-free source.*
- *Follow standard weed hygiene procedures during track construction.*
- *Control the holly (*Ilex aquifolium*) in the survey area to prevent further spread.*

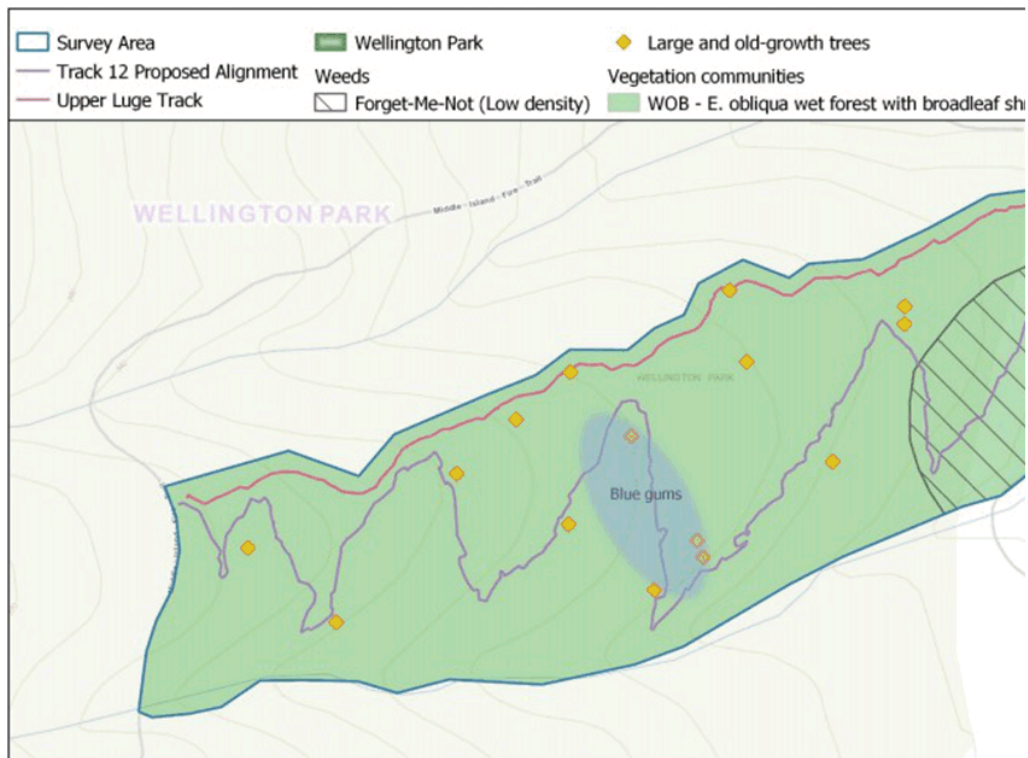
A separation distance of 1.5m between tree trunks and the track edge is not considered adequate to ensure tree survival, and the applicant provided the following statement in response:

The Environmental Impact Assessment (Enviro-dynamics) states that "For large trees (as above), ensure spacing of at least 1.5 m between base of tree trunk and track edge." However, the applicant is familiar with COH tree management protocol and regularly works with the Program Leaders for the Fire and Biodiversity and Arboriculture teams. Therefore, the applicant understands that the tree protection zones of large trees will likely extend beyond the 1.5-2 m, as noted above. The final alignment will steer well clear of large trees to account for more realistic tree protection zones. If the final alignment cannot avoid areas of large trees then a suitably qualified person (from either the Arboriculture/ Fire and Biodiversity team or contracting arborists) will be engaged to walk through the site and mark out tree protection zones and the 10% rule will be applied. Where the track alignment crosses large exposed tree roots (where 10% or less of TPZ), rock armouring will be installed to prevent further erosion or damage.

With regard to the proposed Skid Road and Upper Luge tracks tracks, the submitted natural values report indicates the following:

- The survey area is dominated by eucalypt forest which was burnt in the 1967 bushfires. Most of the canopy trees are regrowth following this event, although there are several older trees present which survived the fire.
- The vegetation community in the study area is *Eucalyptus obliqua* wet forest with broadleaf understorey (WOB), which is not a threatened native vegetation community.
- The canopy is dominated by stringybark (*E. obliqua*) with blue gum (*E. globulus*) locally dominant and occasional white gums (*E. viminalis*).
- Large old emergent trees are infrequent.
- The vegetation is in good condition with few weeds, some fallen logs, adequate eucalypt recruitment and a healthy canopy.
- No threatened flora species listed under the *Threatened Species Protection Act 1995* or the *Environment Protection and Biodiversity Conservation Act 1999* were observed.
- No threatened flora species have been recorded within 500 m of the site and 11 species have been recorded within 2 km since 1950. All of these species are considered low or very low likelihood of occurring in the survey area.

- One introduced plant was recorded during the survey: Forget-Me-Not (*Myosotis* sp.).
- No threatened fauna species listed under the Threatened Species Protection Act 1995 or under the Environment Protection and Biodiversity Conservation Act 1999 were observed during the survey.
- A search of the Natural Values Atlas revealed that five threatened fauna species have been recorded within 500 m of the site and an additional 11 species have been recorded within 2 km since 1950.



The natural values assessment summarises the natural values and potential impacts of the development as follows:

There is suitable habitat for several threatened species in the area, including wide-ranging species such as the grey goshawk, masked owl, Tasmanian devil, spotted-tail quoll and eastern quoll. No nest or den sites were observed during the survey. Bandicoot diggings observed in the east of the survey area may be from the brown bandicoot (not threatened) or the eastern barred bandicoot (EPBCA-listed).

Suitable foraging habitat for the swift parrot was observed near the centre of the survey area, where several mature blue gums are present (Figure 2). Old-growth eucalypt trees in the survey area may provide suitable nesting habitat for swift parrots and other hollow nesting fauna. Several mature and old-growth trees were mapped during the survey (Figure 2) and there may be others in the survey area.

No threatened communities will be impacted. There is a very low likelihood of threatened flora being present and impacted.

Wide-ranging mobile threatened fauna species, such as raptors and marsupial carnivores, are likely to visit the survey area and may nest in the area. Removal of trees with hollows will impact actual or potential nesting habitat for hollow-nesting threatened species such as the swift parrot and masked owl. Earthworks or removal of large fallen logs has the potential to destroy or disturb denning sites for threatened mammal species (e.g. Tasmanian devil, quolls).

Impacts on habitat for threatened fauna species are expected to be negligible, unless nesting or denning sites are disturbed or destroyed. However, this is unlikely since no den sites were detected during the on-ground survey and there is no need to remove old growth trees.

Impacts on non-threatened species and other natural values is likely to be minimal given the small spatial extent of works. There may be no need to remove living or dead trees. If necessary, removal of some smaller live or dead trees (under 60 cm DBH) would have little impact since the forest is at an age where it is undergoing natural stand thinning.

The following recommendations were made with regard to the Skid Road and Upper Luge tracks:

- *Do not remove or damage large (>100 cm DBH) or old-growth eucalypt trees. Track to avoid the base of large trees (min 2m) where possible.*
- *Avoid removal of any blue gums (Eucalyptus globulus).*
- *If evidence of raptor nesting, swift parrot nesting or marsupial denning is observed, work must stop immediately and contact DPIPWE Threatened Species Section.*
- *Vegetation clearance and soil disturbance should be kept to a minimum.*
- *Do not remove coarse woody debris from the site.*
- *Avoid importing foreign aggregates if possible. If surfacing is required, it should be sourced from a weed-free source.*
- *Follow standard weed hygiene procedures during track construction.*
- *Control of Forget-Me-Not (Myosotis sp.) by hand pulling could be undertaken in conjunction with track construction works.*
- *Conduct a weed survey of the track alignment around 12 months after track construction to identify and control any weeds which may establish following works.*

Again, a separation distance of 2m from tree trunks will not be sufficient and the TPZ assessment approach proposed should be required.

The proposal does not comply with acceptable solution A2.1(b) as it involves the removal of vegetation which forms general habitat for threatened species (e.g. Tasmanian devils, eastern-barred bandicoots and quolls). The related performance criterion, P2.1, states the following:

Any adverse affects on terrestrial or aquatic native vegetation or habitat values must be avoided, or remedied to ensure no long term impact on vegetation values.

Provided significant habitat features such as mature trees and nesting/denning sites are not impacted, and works are managed to minimise the risk of weed introduction/spread, there is unlikely to be any significant impact on the habitat or other vegetation values. The natural values assessment concludes the following:

Impacts on habitat for threatened fauna species are expected to be negligible, unless nesting or denning sites are disturbed or destroyed. However, this is unlikely since no den sites were detected during the on-ground survey and there is no need to remove old growth trees.

Impacts on non-threatened species and other natural values is likely to be minimal given the small spatial extent of works.

A number of conditions are recommended to ensure the protection of habitat features and minimise the risk of weed spread and other construction impacts.

Acceptable solution A2.2. 'Threatened Species' states the following:

The proposal does not impact upon any threatened species listed under the Threatened Species Protection Act 1995 or the Environment Protection and Biodiversity Conservation Act 1999.

Based on the submitted Natural Values Assessment, and subject to the recommended conditions, the proposal is unlikely to have any direct impact upon a threatened species. While there would be a small loss of some potential threatened fauna habitat, the impact on these species is considered negligible.

Acceptable solution A2.3 states the following:

The proposal does not impact any sites which are listed as significant in this Management Plan or in a Trust endorsed scientific assessment, or listed on the Tasmanian Geoconservation Database.

The WPMP does not contain a list of significant geoheritage sites. The proposal would not impact upon any sites listed on the Tasmanian Geoconservation Database. I am not aware of any Trust-endorsed scientific assessments that identifies significant geoheritage sites.

Issue 3: Water quality and flow

Acceptable solution A3.1(a) states the following:

Waste water, including grey water, must be connected to a reticulated or on-site waste treatment system approved by the Planning Authority;

No wastewater would be produced by the proposed use and development.

Acceptable solution A3.1(b) states the following:

Stormwater must be drained to a detention basin, artificial wetland or infiltration area, or resused within the site, without causing erosion or pollution of existing surface or ground waters or other values of the Park.

Much of the runoff collected by the proposed track would be dispersed over a broad area due to the proposed track design and is expected to infiltrate into the ground without causing a significant erosion in accordance with the acceptable solution. However, runoff collected near watercourses is likely to flow back into the creeks and there is a risk of carrying sediment from the track into those watercourses.

Performance Criterion P3.1 'Water Quality' states the following:

Waste water, including grey water, stormwater, or other contaminants must not prejudice the achievement of the water quality objective for surface or ground waters established under the State Policy on Water Quality Management 1997 or the water quality objectives of this Management Plan.

As far as I can determine, no water quality objectives under the SPWQM have been set that

are relevant to this region.

There are no specific water quality objectives specified in the Management Plan relevant to areas outside the drinking water catchment zone. Water quality objectives of the Management Plan will not be jeopardised as the site is outside the drinking water catchment zone.

Regardless, the proposal is unlikely to have any significant impact upon water quality, subject to appropriate soil and water management measures being implemented during construction. The tracks have been designed with appropriate drainage features to minimise erosion risk.

The proposal would not comply with acceptable solution A3.2 because works are proposed within the buffer area of a watercourse.

The 'Rocky' wheel'n' and 'Free Wheel'n' tracks cross the upper reaches of Hobart Rivulet and a tributary of Hobart Rivulet. Hobart Rivulet at this location flows most of the time whereas the tributary is more of an ephemeral drainage line.

Both of the Hobart rivulet crossings are proposed to be via bridges. Both of the tributary crossings are proposed to be via boulder causeways.

Performance criterion P3.2 states the following:

Use and development must be designed and carried out to ensure that any adverse effects on natural drainage, flow regimes, erosion and sedimentation to and within any water body, wetland or watercourse will be avoided, or remedied to ensure no long term impact on any water body, wetland or watercourse.

The application addresses these issues with the following statement:

Specific attention will be given to avoiding the potential for concentrating surface runoff by avoiding obstructing and diverting existing surface natural surface drainage. Track construction will include installation at regular intervals (generally no greater than at 20m spacing) of grade-dips or other appropriate drainage features to intercept and convey accumulated surface runoff from the upslope to the downslope side of the track. In this way concentrated surface water flows will be avoided.

Several minor and intermittent drainage lines, in addition to the generally perennial flowing Hobart Rivulet, will be traversed by the proposed track. The track on the approach and departure to each of these will be surfaced by rock pitching which will prevent scouring and the crossings will generally comprise use of in-situ rocks/boulders to create a porous causeway. The height and porosity of these structure will cause nil or minimal changes to natural flow levels as construction will permit flows through the structure in normal flow and flood flows will simply overtop the structure at a height well below natural bank heights...

During construction, disturbance beyond the actual track alignment will be avoided and temporary sediment control structures, including sections of silt fencing or similar, will be installed at sites where potentially contaminated drainage is likely to runoff disturbed areas. This will be a particular focus in the vicinity of the Rivulet and other minor drainage line crossing points. Construction activity will be restricted to dry weather periods only.

A number of additional, specific detailed design drawings have been prepared and have been attached. These include a scaled cross section of the Hobart Rivulet crossing, detailed of track surface armouring to prevent scouring on steeper sections of track such as crossing approach and departure sections.

The proposal is considered consistent with performance criterion P3.1 subject to the

implementation of a Council-approved construction management plan for the construction phase.

A3.3 is not applicable as the development is not located in the Drinking Water Catchment Zone.

Issue 8: Natural Hazards

Acceptable solution A8.1 'Hazard Avoidance and Mitigation' states the following:

Buildings and structures, other than walking tracks constructed in accordance with a walking track strategy, do not involve cut and fill of more than 1m and must not be located within a buffer area, specified in accordance with this Management Plan, of a water body, wetland or watercourse.

And

The proposed use or development is accompanied by a geotechnical report from a suitably qualified person stating that there is an acceptable risk of instability.

Two of the tracks would cross watercourses so would not comply with acceptable solution A8.1. Performance criterion P8.1 states the following:

In areas where there is a risk of flooding or land instability, all buildings and structures, other than walking tracks constructed in accordance with a walking track strategy, must be sited, designed and constructed to, as minimum requirements, take account of future climate change and flood hazard potential, and to assess and mitigate risk in accordance with a hazard risk analysis as set out in the current Australian Geomechanics Society landslide risk management concepts and guidelines and Australian Standard – AS1726.

The proposed tracks in the vicinity of the watercourse crossings will be subject to occasional flooding. Crossings should be relatively resistant to flooding damage as rock paving would be used at the approaches and tributary crossings and the bridge design appears relatively flood resistant. Any sections of tracks damaged by flood events can be easily repaired.

With regard to land instability, sections of the Rocky Wheel'n' and Free Wheel'n' tracks are located in Landslide Hazard Areas specified by DPAC for Interim Planning Schemes and areas of debris flow susceptibility in Council's 'Debris Flow Exposure and Vulnerability Model 2021'.

A landslide risk assessment was submitted with the application. The assessment report concludes that following the AGS guidelines, the risk to life for the proposed tracks from landslides is determined as acceptable for tracks 1 & 1 b and not credible for tracks 12 & Upper Luge.

The report includes the following recommendations:

The following guidelines will limit potential landslides, and erosion and lessen the impact on the natural slopes.

- 1) Limit Cut batters (<0.5m)*
- 2) Fill Batters (<1m)*
- 3) Avoid long lengths of tracks parallel to slopes (particularly any cuttings)*

- 4) Creek crossing should avoid alluvium/colluvium (note cross at competent rock – see photos)
5) Limit Vegetation removal (no trees >2m)

Recommendation 5 was questioned as it is understood that trees of more than 2m may need to be removed. An addendum to the report was submitted stating the following:

I refer to our Site Stability Review report 7436A(1), dated 22 September 2020 assessing the stability of proposed mountain bike tracks at Wellington Park (South Hobart). Under section 5 – Mitigation, item 5 we recommend to LIMIT removal of vegetation greater than 2m height. To clarify, this item is included as a guide to track construction and applicable where retaining trees/scrub is practical. Along the route of the actual tracks, tree removal of any trees with a Diameter at Breast Height (DBH) >700mm should be avoided. If trees of this size cannot be avoided, then the area specific to the tree will need to be assessed for stability.

Conditions are recommended to give effect to the report recommendations.

Acceptable solution A8.2 of Issue 8 (Bushfire) is not applicable to this development.

Representations

Issue Raised

Issues with endorsement of the Riding the Mountain project.

Response

Not relevant to the assessment of this application.

It is the duty of the Council, as owner and manager of the relevant land, to be always aware of kunanyi / Mt Wellington's reserved status and the need to protect and preserve its values.

This takes priority over any consideration of what kunanyi / Mt Wellington users, including the mountain biking community and the walking and running communities, might want in the way of infrastructure.

The Wellington Park Management Plan 2013 (amended 2015) declares that Wellington Park is reserved for the following purposes:

- (a) the provision of recreational and tourism uses and opportunities consistent with the purposes specified in paragraphs (b) to (e);
- (b) the preservation or protection of the flora and fauna contained in or on the land;
- (c) the preservation or protection of the natural beauty of the land or of any features of the land of natural beauty or scenic interest;
- (d) the preservation or protection of any features of the land being features of historical, Aboriginal, archaeological, scientific, architectural, or geomorphological interest;
- (e) the protection of the water catchment values of the land

The first thing the HCC must consider is whether the construction of a mountain bike track is consistent with (b), (c), (d) and (e) above.

If the HCC builds too many new tracks in kunanyi's eastern face foothills, whether for bike riders or others, then potentially too many park values will be lost.

The foothills area could be so bisected by tracks that its integrity as a wild place would be lost, and it would be lost to those of us, and future generations who seek to experience wild nature there.

The application is considered consistent with the environmental development standards of the Management Plan, and is therefore considered consistent with the Park purpose.

Agree that many new tracks could potentially have too great an impact upon other Park values, however each application has to be assessed independently on planning merit. The management plan (liker most development control instruments) doesn't deal with cumulative impacts well.

Instead of coming up with projects like Riding the Mountain in an ad hoc fashion, the HCC could work with the Trust on this strategy, providing financial support and consultant expertise, for example.

Not relevant to the consideration of this application.

The VRS process includes reviewing Park management zoning and permitted uses within zones (refer Wellington Park website). At present, construction of new mountain bike tracks is theoretically allowed in every zone of the Park.

I believe potentially permitting new mountain bike tracks in the natural, remote and water catchment zones of the Park is an absurd situation which I hope will be addressed by the VRS and subsequently in a revised management plan.

I question whether the building of tracks for sport purposes is a valid thing to do in nature reserves.

The Management Plan allows for the approval of bike tracks, and this application is considered consistent with the environmental development standards of the Plan.

It is notable that mountain bike riding is not permitted in the great majority of Tasmanian national parks, except on fire trails.

The position of the Tasmanian National Parks Association (TNPA) is that the public engagement and planning undertaken to date is seriously inadequate; none of the package of tracks proposed in Riding the Mountain should be constructed until the proposal in its entirety has been subjected to a comprehensive planning assessment including meaningful public consultation with all affected users.

Not relevant to the consideration of this application.

Recommended Conditions:

Recommended Advice:

**7.1.3 7 HADLEY COURT, LENAH VALLEY AND ADJACENT ROAD
RESERVE - TWO MULTIPLE DWELLINGS
PLN-20-221 - FILE REF: F21/83873**

Address: 7 Hadley Court, Lenah Valley and Adjacent Road Reserve

Proposal: Two Multiple Dwellings

Expiry Date: 30 August 2021

Extension of Time: Not applicable

Author: Michael McClenahan

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 two multiple dwellings at 7 Hadley Court, 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-20-221 - 7 HADLEY COURT LENAH VALLEY TAS 7008 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2020/00484-HCC dated 23/04/2020 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

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 7

Prior to occupancy or the commencement of the use (whichever occurs first), any new stormwater connection must be constructed and existing redundant connection(s) be abandoned and sealed at the owner's

expense.

Prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first), detailed engineering drawings must be submitted via the City of Hobart's online request form which is available on its website and approved. The detailed engineering drawings must include:

1. the location of the proposed connections and all existing connections;
2. the size and design of the connection such that it is appropriate to safely service the development. The proposed new connection cannot be by PVC in road reserve as there is no footpath to protect it. The connection must be by pit and RHS moving into the driveway;
3. the private overland flow path pit connecting to the private drainage system instead of public connection;
4. long-sections of the proposed connection clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure; and
5. connections which are free-flowing gravity driven.

All work required by this condition must be undertaken in accordance with the approved detailed engineering drawings. The approved stormwater connection documents must be included in your plumbing permit application document set and listed in accompanying forms.

SW 11

Measures to minimise impact on the overland flow path from the critical 1% AEP at 2100 event must be installed prior to occupancy or issue of any completion (whichever occurs first).

Detailed engineering drawings accompanied with a report must be submitted 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). These must include (but are not limited to):

1. details of measures to prevent sediment transport and erosion from

including road reserve; and

2. identification of all measures to maintain and maximise the overland flow path through the site and their maintenance. The real cross-sections must be reflected to calculate adequate freeboard (min 300mm) for protection of the subject property and its neighbouring.

All work required by this permit must be undertaken in accordance with the approved detailed drawings and report.

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.

SW 14

Certification from a registered surveyor that the installation levels/widths of the proposed cut-off drain are at the relevant levels shown on the approved engineering drawings must be provided to the City of Hobart prior to occupancy or commencement of use (whichever occurs first).

ENG 3a

The access driveway, and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/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 4

The access driveway and parking module (car parking spaces, aisles 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 prior to the first occupation.

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.

ENG r3

Prior to the commencement of use, the proposed driveway crossover on the Hadley Court highway reservation must be designed and constructed in accordance with:

- Urban - TSD-R09-v3 – Urban Roads Driveways and TSD R14-v3 Type KC vehicular crossing;
- Footpath - Urban Roads Footpaths TSD-R11-v3.

Design drawings must be submitted and approved as a Condition Endorsement prior to any approval under the *Building Act 2016*. The design drawings must:

1. Show the cross and long section of the driveway crossover within the highway reservation and onto the property;
2. Detail any services or infrastructure (ie light poles, pits, awnings) at or near the proposed driveway crossover;
3. If the design deviates from the requirements of the TSD, then demonstrate that a B85 vehicle or a B99 depending on use (AS/NZS 2890.1 2004, section 2.6.2), can access the driveway from the road pavement into the property without scraping the vehicle's underside;
4. Be prepared and certified by a suitable qualified person, to satisfy the above requirements.

All work required by this condition must be undertaken in accordance with the approved drawings.

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.

Please note that your proposal does not include adjustment of footpath levels. Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from Council's Road Services Engineer and may require further planning approvals. It is advised to place a note to this effect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.

Reason for condition

To ensure that works will comply with the Council's standard requirements.

ENV 2

Sediment and erosion control measures, in accordance with an approved soil and water management plan (SWMP), must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.

A SWMP must be submitted as a Condition Endorsement prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available [here](#).

All work required by this condition must be undertaken in accordance with the approved SWMP.

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.

Reason for condition

To avoid the pollution and sedimentation of roads, drains and natural watercourses that could be caused by erosion and runoff from the

development.

Part 5 1

Prior to the issue of a building permit, the owner(s) of the property must enter into an agreement with the Council pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* with respect to:

1. Agree to maintain all approved flood mitigation measures and conveyance measures as per the design drawings.

All costs for the preparation and registration of the Part 5 Agreement must be met by the owner.

The owner must comply with the Part 5 Agreement which will be placed on the property title.

Advice:

Further information with respect to the preparation of a part 5 agreement can be found

http://www.hobartcity.com.au/Development/Planning/Part_5_agreements

Reason for condition

To ensure that the risk from the overland flow path is appropriately managed.

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

The applicant may require to obtain written consent from the City of Hobart for works involving or in proximity of service easements.

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.

REDUNDANT CROSSOVERS

Redundant crossovers are required to be reinstated under the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

ACCESS

Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings. Click [here](#) for more information.

CROSS OVER CONSTRUCTION

The construction of the crossover can be undertaken by the Council or by a private contractor, subject to Council approval of the design. Click [here](#) for more information.

PRIVATE COVENANTS

Please be advised that this property is subject to covenants contained within the schedule of easements.

The approved development may require consent and/or a modification to the covenant to ensure it is undertaken lawfully. You must not act on this planning permit until you have obtained any necessary consent or modification to the covenant which is required for the approved development.

If you proceed with the development inconsistent with the terms of the covenant, the parties with the benefit of the covenant may be entitled to

make an application in the Courts to restrain a breach. The grant of this planning permit does not constitute a waiver, modification or release of the terms of the covenant nor approval under the terms of the covenant to undertake the proposed development.

WEED CONTROL

Effective measures are detailed in the Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment (Edition 1, 2004). The guidelines can be obtained from the Department of Primary Industries, Parks, Water and Environment [website](#).

WORK PLACE HEALTH AND SAFETY

Appropriate occupational health and safety measures must be employed during the works to minimise direct human exposure to potentially-contaminated soil, water, dust and vapours. Click [here](#) for more information.

NOISE REGULATIONS

Click [here](#) for information with respect to noise nuisances in residential areas.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill.



Further information regarding waste disposal can also be found on the Council's [website](#).

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-20-221 - 7 HADLEY COURT LENA VALLEY
TAS 7008  Planning Committee or Delegated
Report ↓
- Attachment B: PLN-20-221 - 7 HADLEY COURT LENA VALLEY
TAS 7008 - CPC Agenda Documents ↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report: Committee
Committee: 30 August 2021
Expiry Date: 30 August 2021
Application No: PLN-20-221
Address: 7 HADLEY COURT , LENA VALLEY
ADJACENT ROAD RESERVE
Applicant: Gareth Davies (West Elevation Design)
126 Hill St
Proposal: Two Multiple Dwellings
Representations: One
Performance criteria: General Residential Zone Development Standards
Road and Railway Assets Code
Parking and Access Code

1. Executive Summary

- 1.1 Planning approval is sought for Two Multiple Dwellings, at 7 Hadley Court, Lenah Valley and the adjacent road reserve.
- 1.2 More specifically the proposal includes:
- Construction of two, two storey multiple dwellings
 - Each multiple dwelling will include four bedrooms, two bathrooms, kitchen, living room, dining room, laundry, external deck, and internal two car garage
 - Extension of existing single crossover to a double crossover and construction of a new double crossover on same Hadley Court frontage
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
- 1.3.1 General Residential Zone Development Standards - Setbacks and Building Envelope, Sunlight and Overshadowing for all Dwellings, Privacy for all Dwellings
- 1.3.2 Road and Railway Assets Code Development Standards - Road Accesses and Junctions

- 1.3.3 Parking and Access Code Development Standards - Number of Vehicular Accesses, Design of Vehicular Accesses
- 1.4 One (1) representation objecting to the proposal was received within the statutory advertising period between 22/7/21 - 05/08/21.
- 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 proposal includes works on the adjacent road reserve.

2. Site Detail

- 2.1 The subject site is located at 7 Hadley Court, Lenah Valley and is at the north eastern end of a cul-de sac. The site is an irregularly shaped vacant lot approximately 1613m² in size. The site rises steeply uphill to the north east, away from the Hadley Court frontage. The surrounding area is characterised by residential uses with a combination of single and multiple dwellings.

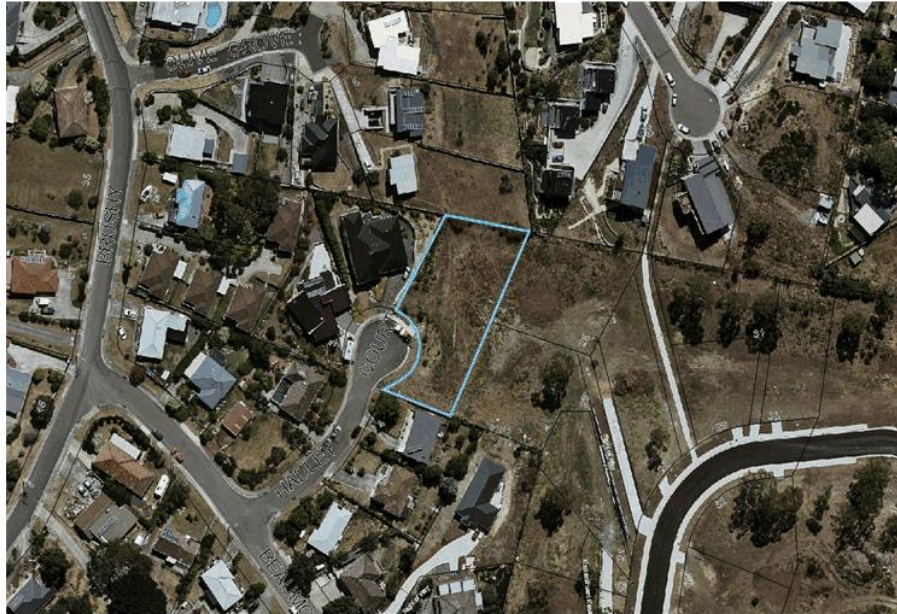


Figure 1: Aerial image of the subject site (bordered in blue) and surrounding area.



Figure 2: External view of subject site (Google Streetview - June 2015).

3. Proposal

3.1 Planning approval is sought for Two Multiple Dwellings, at 7 Hadley Court, Lenah Valley and the adjacent road reserve.

3.2 More specifically the proposal is for:

- Construction of two, two storey multiple dwellings
- Each multiple dwelling will include four bedrooms, two bathrooms, kitchen, living room, dining room, laundry, external deck, and internal two car garage
- Extension of existing single crossover to a double crossover and construction of a new double crossover on same Hadley Court frontage

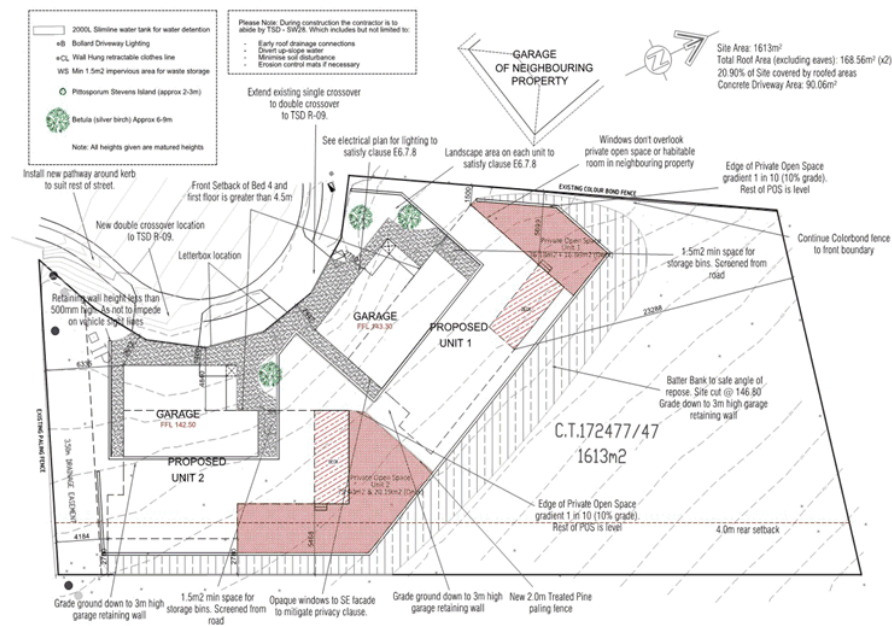
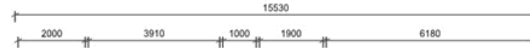


Figure 3: Proposed site plan.



Figure 4: External perspectives of proposed development.



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PROPOSED GROUND FLOOR PLAN
FLOOR AREA 65.04m²

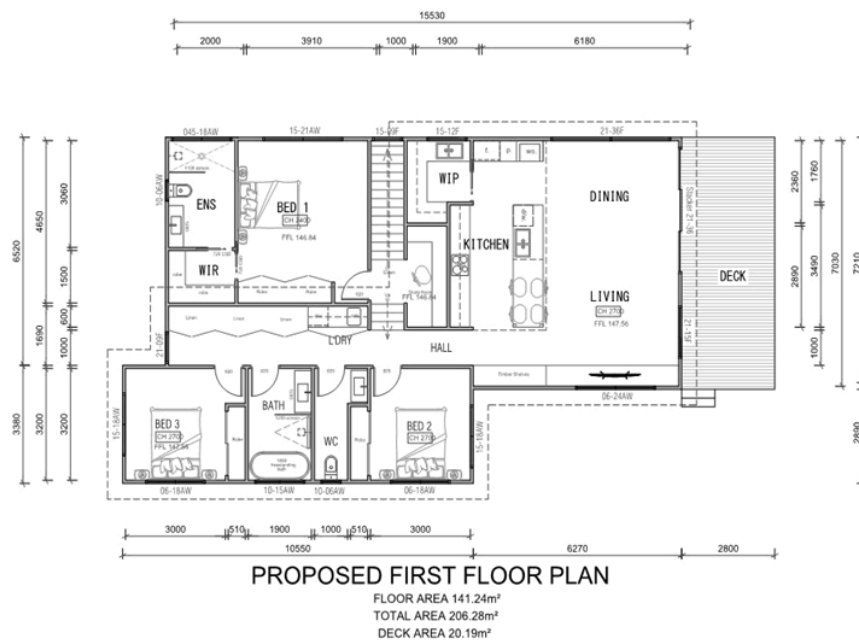


Figure 6: Proposed floor plans (Unit 2).

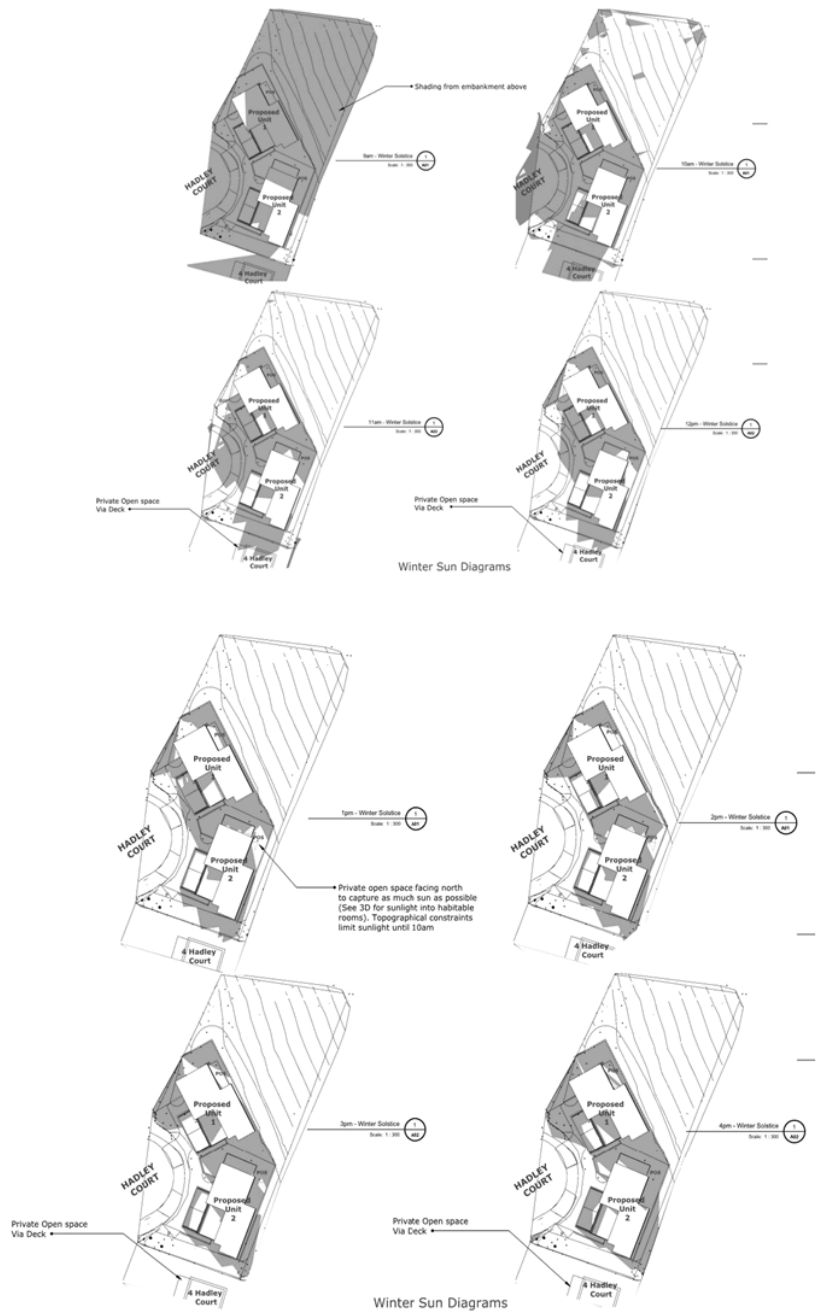


Figure 7: Shadow diagrams for June 21st.

4. Background

- 4.1 The lot was created under application PLN-15-00223-01 for Subdivision (one additional lot plus balance lot). The permit included a requirement that the subject site include a restrictive covenant to protect existing overland flow paths. This is the covenant referred to by the representor. Stormwater has been assessed as part of this application, and is considered to be acceptable subject to conditions (in particular conditions SW11, and Part 5 1). As such, if this application is approved, the proposal is considered to comply with the terms of the covenant in that the written consent of the Council has been obtained.
- 4.2 The site has been subject to two previous development applications, PLN-18-79 and PLN-19-240. Both applications were withdrawn prior to public notification

5. Concerns raised by representors

- 5.1 One (1) representation objecting to the proposal was received within the statutory advertising period between 22/7/21 - 05/08/21.
- 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.

Concern that development will be located over previous existing restrictive building envelope reserved for free flow of water over land. The representation notes that the location is a natural watercourse subject to significant flooding during sustained rain events and that the proposed storm water plan does not sufficiently capture the amount of water the natural watercourse is known to have.
Concern that without further drainage behind unit two, the natural flow of water will be diverted onto neighbouring property (4 Hadley Court). Ag Pipe drains behind the retaining wall alone are not enough to capture surface water from large rain events. Drainage considerations need to be in the form of large open cut drains that flow across the back of 7 Hadley Court (eastern boundary), and down 4 Hadley Court (southern boundary) to the street. Token ag pipes will not suffice

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 The existing use is Vacant. The proposed use is Residential (multiple dwelling). The proposed use is a permitted use in the zone.
- 6.4 The proposal has been assessed against:
 - 6.4.1 D10.0 General Residential Zone
 - 6.4.2 E5.0 Road and Railway Assets Code
 - 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 General Residential Zone
 - Setbacks and Building Envelope - D10.4.2 P1; P3*
 - Sunlight and Overshadowing for all Dwellings - D10.4.4 P3*
 - Privacy for all Dwellings - D10.4.6 P1*
 - 6.5.2 Road and Railway Assets Code
 - Road Accesses and Junctions E5.6.2 P2*
 - 6.5.3 Parking and Access Code
 - Number of Vehicular Accesses - E6.7.1 P1*
 - Design of Vehicular Accesses - E6.7.2 P1*
- 6.6 Each performance criterion is assessed below.
- 6.7 Setback and Building Envelope Part D 10.4.2 P1

- 6.7.1 The acceptable solution at clause 10.4.2 A1 requires a dwelling must have a setback from a frontage that is, if the frontage is a primary frontage, at least 4.5m.
- 6.7.2 The proposal includes a minimum setback from the primary frontage of 1.4m.
- 6.7.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.7.4 The performance criterion at clause 10.4.2 P1 provides as follows:
- A dwelling must:*
- (a) have a setback from a frontage that is compatible with the existing dwellings in the street, taking into account any topographical constraints; and*
- (b) if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.*
- 6.7.5 The frontage setbacks of the proposed multiple dwellings range between 1.4m and 2.8m. Due to the topographical nature of the site, which rises steeply uphill away from the Hadley Court frontage, the applicant has proposed a ground floor garage on the flatter land in close proximity to the front boundary with an upper floor which sits above and cuts into the higher areas of the lot. The siting has been proposed in response to these topographical constraints, so as to allow for safe vehicular access.
- In the immediate Hadley Court context, the nearby dwellings have a setback between 3m and 11m. Whilst the proposal will present a new setback below this current range it can be considered to be reasonably consistent with the existing setbacks. The structures outside the acceptable solution setback will be a single storey in height and contain the garage and entrance for the dwellings and will not present with incompatible massing or bulk. Accounting for the topographical constraints of the site, and the nature of the dwelling design, the proposed siting and dwelling setback is considered compatible. The proposal complies with the performance criterion.
- 6.7.6 The proposal complies with the performance criterion.
- 6.8 Setback and Building Envelope Part D 10.4.2 P3

- 6.8.1 The acceptable solution at clause 10.4.2 A3 requires that a dwelling must be contained within a building envelope determined by a distance equal to the frontage setback and projecting a line at an angle of 45 degrees from the horizontal at a height of 3 m above natural ground level at the side boundaries and a distance of 4 m from the rear boundary to a building height of not more than 8.5 m above natural ground level.
- 6.8.2 The proposed multiple dwellings include positioning the garage within the frontage setback as well as Unit 2 being within the rear setback.
- 6.8.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.8.4 The performance criterion at clause 10.4.2 P3 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.

- 6.8.5 Shadows diagrams were provided by the applicant and are provided in Figure 7 of this report and illustrate that on June 21st the proposed multiple dwellings will overshadow the property to the south, 4 Hadley Court, from 9:00am until 1pm. The remaining adjoining properties to be overshadowed will be the adjacent property to the east, 23 Beaumont Road, which will have slight overshadowing by Unit 2 at 3:00pm until the end of the day.

With respect to the reduction in sunlight to a habitable room of dwellings on adjoining lots, the proposed development will overshadow windows on the elevation of 4 Hadley Court facing the subject site from 9:00am until 11:30am. The windows on this elevation are understood to open to a

bedroom and a bathroom, both of which are not considered under discretionary assessment. The proposed development will not unreasonably impact private open space of 4 Hadley Court and will only overshadow a small portion of the front balcony at 9:00am and the area along the shared side boundary between the two dwellings, from 9:00am to 1:00pm.

The property at 23 Beaumont Road is considered a vacant lot and the predicted overshadowing is considered to not cause an unreasonable loss of amenity given the short period of time that shadows will fall on the lot in the late afternoon of June 21st.

With respect to visual impacts potentially caused by the apparent scale, bulk, or proportions of the dwelling when viewed from an adjoining lot, the proposed development is considered to not cause an unreasonable loss of amenity. When viewed from the adjacent lots at 4 and 5 Hadley Court, the proposal will remain at a consistent scale and proportions which will follow the topography of the land and not create an unreasonable bulk or form facing these lots. In terms of visibility from lots across the road or from the road reserve itself, whilst the proposal will be closer to the road frontage than other lots the structures will have a reduced form within 4.5m of this boundary and the higher second storey form having a setback of 4.8m. This stepped appearance will reduce the impact through scale and bulk and therefore the assessment is that there will no unreasonable loss of amenity.

The proposal remains consistent with the separation between dwellings on adjoining lots that is prevailing in the surrounding area.

6.8.6 The proposal complies with the performance criterion.

6.9 Sunlight and Overshadowing for all Dwellings - D10.4.4 P3

6.9.1 The acceptable solution at clause 10.4.4 A3 requires that a multiple dwelling, that is to the north of the private open space, of another dwelling on the same site must be contained within a line projecting at a distance of 3m from the northern edge of the private open space or not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June.

6.9.2 The proposal includes two multiple dwellings, with Unit 1 being to the north of Unit 2.

- 6.9.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.9.4 The performance criterion at clause 10.4.4 P3 provides as follows:
- A multiple dwelling must be designed and sited to not cause unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, required in accordance with A2 or P2 of subclause 10.4.3.*
- 6.9.5 As illustrated in Figure 7 the topographical constraints and positioning of dwellings limit sunlight to the private open space of Unit 2 until after 10:00am on June 21st. Sunlight will fall on areas of this open space from after 10:00am until after 2:00pm although it will not amount to more than 50% of the total area. The assessment is that the siting of Unit 1 will not cause an unreasonable loss of amenity through overshadowing of the open space of Unit 2 as there will be several hours of sustained sunlight on areas of the space during June 21st, and almost no overshadowing during the summer months.
- 6.9.6 The proposal complies with the performance criterion.
- 6.10 Privacy for all Dwellings - D10.4.6 P1
- 6.10.1 The acceptable solution at clause 10.4.6 A1 requires a deck, that has a finished surface level more than 1m above natural ground level must have a permanently fixed screen to a height of at least 1.7m above the finished surface level, with a uniform transparency of no more than 25%, along the sides facing a dwelling on the same site, unless the deck is at least 3m from a window to a habitable room of the other dwelling on the same site.
- 6.10.2 The proposal includes a deck with a finished surface level more than 1m above natural ground level with a setback of 5m from a window to a habitable room of the other dwelling on the same site.
- 6.10.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.10.4 The performance criterion at clause 10.4.6 P1 provides as follows:
- A balcony, deck, roof terrace, parking space or carport (whether freestanding or part of the dwelling) that has a finished surface or floor level more than 1 m above natural ground level, must be screened, or*

otherwise designed, to minimise overlooking of:

- (a) a dwelling on an adjoining lot or its private open space; or*
- (b) another dwelling on the same site or its private open space; or*
- (c) an adjoining vacant residential lot.*

6.10.5 The proposed deck on Unit 2 will be positioned with a setback of approximately 5m from the windows of Unit 1 and is assessed as being appropriately designed and located to minimise overlooking. These windows, which will open into a hallway and Bedroom 3, will have opaque glazing to provide privacy between the dwellings.

6.10.6 The proposal complies with the performance criterion.

6.11 Road Accesses and Junctions E5.6.2 P2

6.11.1 The acceptable solution at clause 5.6.2 A2 requires that no more than one access providing both entry and exit, or two accesses providing separate entry and exit to roads in an area subject to a speed limit of 60km/h or less.

6.11.2 The proposal includes two accesses providing both entry and exit to a road subject to a speed limit of 50km/h.

6.11.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.11.4 The performance criterion at clause 5.6.2 P2 provides as follows:

For roads in an area subject to a speed limit of more than 60km/h, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:

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

6.11.5 Referral was made to Council's Development Engineer who had provided the following assessment:

For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:

(a) the nature and frequency of the traffic generated by the use; - **All traffic generated by the proposed development will for residential use. This is consistent with the existing traffic utilising Hadley Court near the subject site.**

(b) the nature of the road; - **Street Hadley Court is a minor cul de sac road with low traffic volume and low speed environment.**

(c) the speed limit and traffic flow of the road; - **The general urban speed limit of 50km/h applies to Hadley Court. This speed limit is suitable for the residential nature of the development.**

(d) any alternative access to a road; - **No alternative access is possible for the proposed development.**

(e) the need for the access or junction; - **The need for the use has not been assessed and is not a Development Engineering consideration.**

(f) any traffic impact assessment; and - **Impact discussed within Council.**

(g) any written advice received from the road authority. - **No formal or informal advice issued by the road authority.**

Based on the above assessment and given the submitted documentation, the proposed accesses / access junctions meet the requirements may therefore be accepted under Performance Criteria P2:E5.6.2 of the Planning Scheme.

6.11.6 The proposal complies with the performance criterion.

6.12 Number of Vehicular Accesses - E6.7.1 P1

6.12.1 The acceptable solution at clause 6.7.1 A1 requires that the number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.

6.12.2 The proposal includes two vehicle access points on the Hadley Court frontage, an increase from the existing number of one.

6.12.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.12.4 The performance criterion at clause 6.7.1 P1 provides as follows:

The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:

(a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points;

(b) whether the additional access points can be provided without compromising any of the following:

(i) pedestrian safety, amenity and convenience;

(ii) traffic safety;

(iii) residential amenity on adjoining land;

(iv) streetscape;

(v) cultural heritage values if the site is subject to the Local Historic Heritage Code;

(vi) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity.

6.12.5 Referral was made to Council's Development Engineer who had provided the following assessment:

The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:

(a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points; - **Acceptable**

(b) whether the additional access points can be provided without compromising any of the following:- **Acceptable**

(i) pedestrian safety, amenity and convenience;- **Acceptable**

(ii) traffic safety; - **Acceptable**

(iii) residential amenity on adjoining land; - **Acceptable**

(iv) streetscape; - **Acceptable**

(v) cultural heritage values if the site is subject to the Local Historic Heritage Code; - **Acceptable**

(vi) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity. - **Acceptable**

Based on the above assessment and given the submitted documentation, the number of vehicle accesses may be accepted under Performance Criteria P1:E6.7.1 of the Planning Scheme.

6.12.6 The proposal complies with the performance criterion.

6.13 Design of Vehicular Accesses - E6.7.2 P1

6.13.1 The acceptable solution at clause 6.7.2 A1 requires that the design of vehicle access points must, in the case of non-commercial vehicle access, must 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.

6.13.2 The proposal includes two vehicle access points which do not comply with the Australian Standards.

6.13.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.13.4 The performance criterion at clause 6.7.2 P1 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.

- 6.13.5 Referral was made to Council's Development Engineer who had provided the following assessment:

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

(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians; - **Acceptable**

(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads; - **Acceptable**

(c) suitability for the type and volume of traffic likely to be generated by the use or development; - **Acceptable**

(d) ease of accessibility and recognition for users. - **Acceptable**

Based on the above assessment and given the submitted documentation, sight lines that may be accepted under Performance Criteria P1:E6.7.2 of the Planning Scheme. Given the location of the access and driveway, and the low volume of traffic on the road from which the property gains access.

- 6.13.6 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for Two Multiple Dwellings, at 7 Hadley Court, Lenah Valley and the adjacent road reserve.
- 7.2 The application was advertised and received one (1) representations. The representations raised concerns including the potential for increased stormwater runoff and free flow of water over the land and whether the proposed system will have capacity to capture this water.

- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme, including the Stormwater Management Code, and is considered to perform well.
- 7.4 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Roads Engineer, and Stormwater 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 Two Multiple Dwellings at 7 Hadley Court, Lenah Valley and adjacent road reserve satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such 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 Two Multiple Dwellings at 7 Hadley Court, 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-20-221 - 7 HADLEY COURT LENA VALLEY TAS 7008 - Final Planning Documents except where modified below.

Reason for condition

To clarify the scope of the permit.

TW

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TWDA 2020/00484-HCC dated 23/04/2020 as attached to the permit.

Reason for condition

To clarify the scope of the permit.

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 7

Prior to occupancy or the commencement of the use (whichever occurs first), any new stormwater connection must be constructed and existing redundant connection(s) be abandoned and sealed at the owner's expense.

Prior to the issuing of any approval under the Building Act 2016 or commencement of works (whichever occurs first), detailed engineering drawings must be submitted via the City of Hobart's online request form which is available on its website and approved. The detailed engineering drawings must include:

1. the location of the proposed connections and all existing connections;
2. the size and design of the connection such that it is appropriate to safely service the development. The proposed new connection can not be by PVC in road reserve as there is no footpath to protect it. The connection must be by pit and RHS moving into the driveway;
3. the private overland flow path pit connecting to the private drainage system instead of public connection;
4. long-sections of the proposed connection clearly showing clearances from any nearby services, cover, size, material and delineation of public and private infrastructure; and
5. connections which are free-flowing gravity driven.

All work required by this condition must be undertaken in accordance with the approved detailed engineering drawings. The approved stormwater

connection documents must be included in your plumbing permit application document set and listed in accompanying forms.

SW 11

Measures to minimise impact on the overland flow path from the critical 1% AEP at 2100 event must be installed prior to occupancy or issue of any completion (whichever occurs first).

Detailed engineering drawings accompanied with a report must be submitted 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). These must include (but are not limited to):

1. details of measures to prevent sediment transport and erosion from including road reserve; and
2. identification of all measures to maintain and maximise the overland flow path through the site and their maintenance. The real cross-sections must be reflected to calculate adequate freeboard (min 300mm) for protection of the subject property and its neighboring.

All work required by this permit must be undertaken in accordance with the approved detailed drawings and report.

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.

SW 14

Certification from a registered surveyor that the installation levels/widths of the proposed cut-off drain are at the relevant levels shown on the approved engineering drawings must be provided to the City of Hobart prior to occupancy or commencement of use (whichever occurs first).

ENG 3a

The access driveway, and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 (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 4

The access driveway and parking module (car parking spaces, aisles 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 prior to the first occupation.

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.

ENG r3

Prior to the commencement of use, the proposed driveway crossover on the Hadley Court highway reservation must be designed and constructed in accordance with:

- Urban - TSD-R09-v3 – Urban Roads Driveways and TSD R14-v3 Type KC vehicular crossing;
- Footpath - Urban Roads Footpaths TSD-R11-v3.

Design drawings must be submitted and approved as a Condition Endorsement prior to any approval under the Building Act 2016. The design drawings must:

1. Show the cross and long section of the driveway crossover within the highway reservation and onto the property;
2. Detail any services or infrastructure (ie light poles, pits, awnings) at or near the proposed driveway crossover;
3. If the design deviates from the requirements of the TSD, then demonstrate that a B85 vehicle or a B99 depending on use (AS/NZS 2890.1 2004, section 2.6.2), can access the driveway from the road pavement into the property without scraping the vehicle's underside;
4. Be prepared and certified by a suitable qualified person, to satisfy the above requirements.

All work required by this condition must be undertaken in accordance with the approved drawings.

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.*

- *Please note that your proposal does not include adjustment of footpath levels. Any adjustment to footpath levels necessary to suit the design of proposed floor, parking module or driveway levels will require separate agreement from Council's Road Services Engineer and may require further planning approvals. It is advised to place a note to this effect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.*

Reason for condition

To ensure that works will comply with the Council's standard requirements.

ENV 2

Sediment and erosion control measures, in accordance with an approved soil and water management plan (SWMP), must be installed prior to the commencement of work and maintained until such time as all disturbed areas have been stabilised and/or restored or sealed to the Council's satisfaction.

A SWMP must be submitted as a Condition Endorsement prior to the issue of any approval under the *Building Act 2016* or the commencement of work, whichever occurs first. The SWMP must be prepared in accordance with the Soil and Water Management on Building and Construction Sites fact sheets (Derwent Estuary Program, 2008), available [here](#).

All work required by this condition must be undertaken in accordance with the approved SWMP.

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.

Reason for Condition

To avoid the pollution and sedimentation of roads, drains and natural watercourses that could be caused by erosion and runoff from the development.

Part 5 1

Prior to the issue of a building permit, the owner(s) of the property must enter into an agreement with the Council pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* with respect to:

1. **Agree to maintain all approved flood mitigation measures and**

conveyance measures as per the design drawings

All costs for the preparation and registration of the Part 5 Agreement must be met by the owner.

The owner must comply with the Part 5 Agreement which will be placed on the property title.

Advice: Further information with respect to the preparation of a part 5 agreement can be found http://www.hobartcity.com.au/Development/Planning/Part_5_agreements

Reason for condition

To ensure that the risk from the overland flow path is appropriately managed.

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

The applicant may require to obtain written consent from the City of Hobart for works involving or in proximity of service easements.

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.

REDUNDANT CROSSEVER

Redundant crossovers are required to be reinstated under the Hobart City Council's Infrastructure By law. Click [here](#) for more information.

ACCESS

Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings. Click [here](#) for more information.

CROSS OVER CONSTRUCTION

The construction of the crossover can be undertaken by the Council or by a private contractor, subject to Council approval of the design. Click [here](#) for more information.

PRIVATE COVENANTS

Please be advised that this property is subject to covenants contained within the schedule of easements.

The approved development may require consent and/or a modification to the covenant to ensure it is undertaken lawfully. You must not act on this planning permit until you have obtained any necessary consent or modification to the covenant which is required for the approved development.

If you proceed with the development inconsistent with the terms of the covenant, the parties with the benefit of the covenant may be entitled to make an application in the Courts to restrain a breach. The grant of this planning permit does not constitute a waiver, modification or release of the terms of the covenant nor approval under the terms of the covenant to undertake the proposed development.

WEED CONTROL

Effective measures are detailed in the Tasmanian Washdown Guidelines for Weed and Disease Control: Machinery, Vehicles and Equipment (Edition 1, 2004). The guidelines can be obtained from the Department of Primary Industries, Parks, Water and Environment [website](#).

WORK PLACE HEALTH AND SAFETY

Appropriate occupational health and safety measures must be employed during the works to minimise direct human exposure to potentially-contaminated soil, water, dust and vapours. Click [here](#) for more information.

NOISE REGULATIONS

Click [here](#) for information with respect to noise nuisances in residential areas.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill.

Further information regarding waste disposal can also be found on the Council's [website](#).

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.



(Michael McClenahan)

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: 17 August 2021

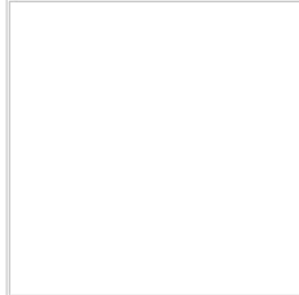
Attachment(s):

Attachment B - CPC Agenda Documents

Planning: #202066

Property

7 HADLEY COURT LENAH VALLEY TAS 7008

**People**

Applicant

*

West Elevation Design
Gareth Davies
126 Hill St
WEST HOBART TAS 7000
0433062839
office@westelevation.com.au

Owner

*

Thomas Riggs
13 Macfarlane St
SOUTH HOBART TAS 7004
0433062839
thomasriggs@live.com

Entered By

GARETH CHRISTOPHER DAVIES
0433 062 839
office@westelevation.com.au

Use

Multiple dwellings

Details

Have you obtained pre application advice?

☒ Yes

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

PLN 18-79

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

*

☐ No

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

*

<input checked="" type="radio"/> No		
If this application is related to an enforcement action please enter Enforcement Number <input type="text"/>		
Details		
What is the current approved use of the land / building(s)? *		
Vacant Land		
Please provide a full description of the proposed use or development (i.e. demolition and new dwelling, swimming pool and garage) *		
Two New Unit Developments		
Estimated cost of development *		
<input type="text" value="900000.00"/>		
Existing floor area (m2)	Proposed floor area (m2)	Site area (m2)
	412.56	1613
Carparking on Site		
Total parking spaces	N/A	
<input type="text" value="4"/>	Existing parking spaces	<input type="checkbox"/> Other (no selection chosen)
Other Details		
Does the application include signage? *		
<input checked="" type="radio"/> No		
How many signs, please enter 0 if there are none involved in this application? *		
<input type="text" value="0"/>		
Tasmania Heritage Register		
Is this property on the Tasmanian Heritage Register? • <input checked="" type="radio"/> No		
Documents		
Required Documents		
Title (Folio text and Plan and Schedule of Easements) *		
FolioText-172477-47.pdf		
Title (Folio text and Plan and Schedule of Easements) *		
FolioPlan-172477-47.pdf		
Title (Folio text and Plan and Schedule of Easements) *		
ScheduleOfEasements-172477-47.pdf		
Plans (proposed, existing) *		
7 Hadley Court DA Plans.pdf		
Covering Letter		
Cover Letter - Designer.pdf		
Supporting Documents		
Shadow Diagrams		
Sun Study - 7 Hadley Court.pdf		

**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 172477	FOLIO 47
EDITION 2	DATE OF ISSUE 23-May-2017

SEARCH DATE : 08-Apr-2020

SEARCH TIME : 06.44 PM

DESCRIPTION OF LAND

City of HOBART

Lot 47 on Sealed Plan 172477

Derivation : Part of 66 Acres Located to John Orchard
Prior CT 142445/101SCHEDULE 1M626515 TRANSFER to BETHANY MYKYLA ALLIE Registered
23-May-2017 at noonSCHEDULE 2Reservations and conditions in the Crown Grant if any
SP172477 EASEMENTS in Schedule of Easements
SP172477 COVENANTS in Schedule of Easements
SP172477 FENCING PROVISION in Schedule of Easements
SP 17330 FENCING PROVISION in Schedule of Easements
E90917 MORTGAGE to Commonwealth Bank of Australia
Registered 23-May-2017 at 12.01 PMUNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



OWNER: CASLAN PROPERTY DEVELOPMENTS PTY LTD —SALVATORE LANGIU, GIANNINA LANGIU— FOLIO REFERENCE: C.T.142445/101, C.T.29782/1 & 2 GRANTEE: Part of 66 Acres Located to J. Orchard.		PLAN of SURVEY BY SURVEYOR: NICHOLAS GRIGGS of Nick Griggs & Co. 295 Elizabeth Street, North Hobart, 7000 Ph: 6234 5022 Fax: 6231 2412 LOCATION: CITY OF HOBART SCALE: 1: 2000 LENGTHS IN METRES		REGISTERED NUMBER SP172477 APPROVED EFFECTIVE FROM: 30 MAR 2017 <i>Alice Kawa</i> Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 114 (5225-41)	LAST UPI No.	LAST PLAN No. P142445, P29782	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN.	

INDEX PLAN

LOT 47 HAS BEEN AMENDED TO COINCIDE WITH SURVEY NOTES, THE NORTH AND WEST BOUNDARIES.

Alice Kawa 6 APR 2017

RECORDER OF TITLES DATE

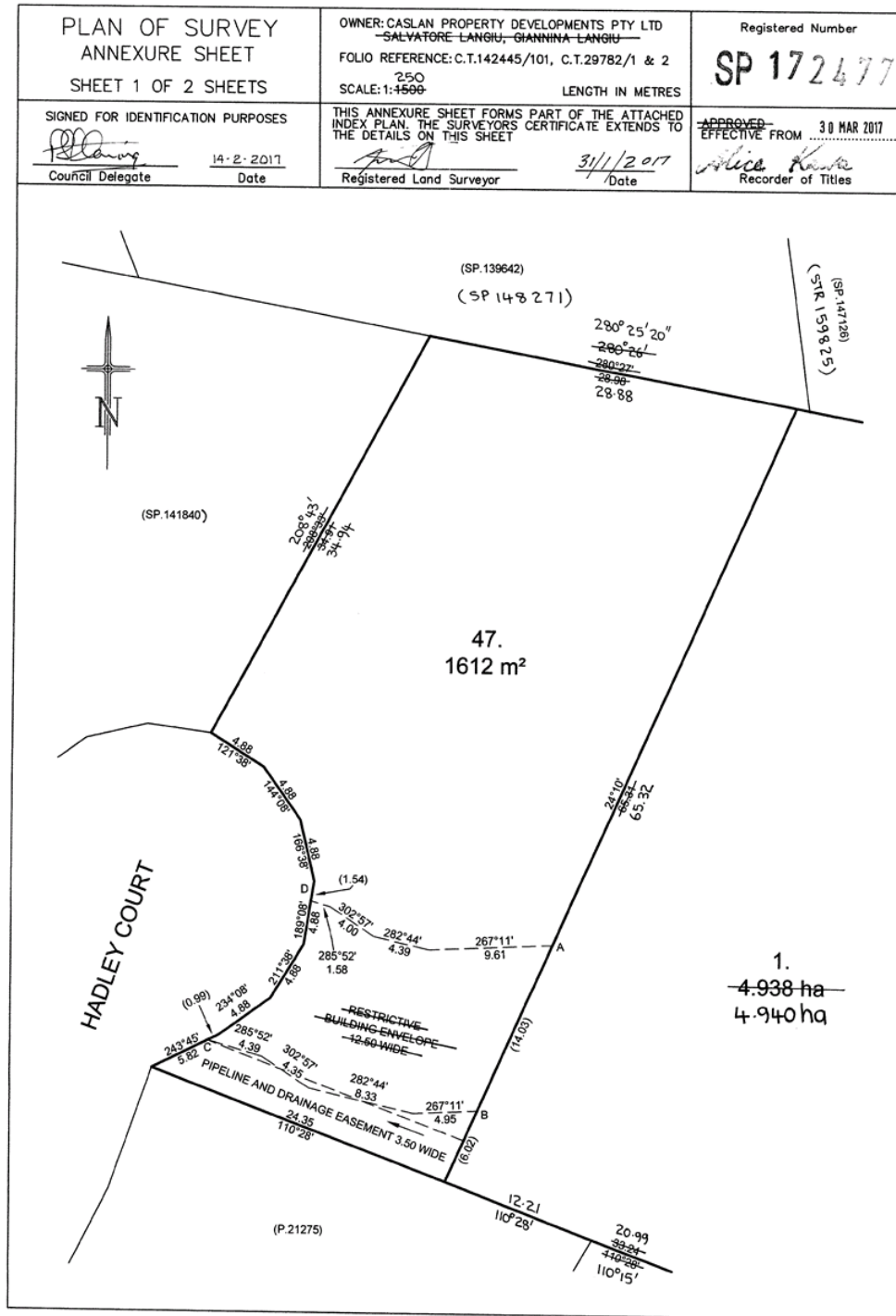
COUNCIL DELEGATE 14.2.2017
DATE



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

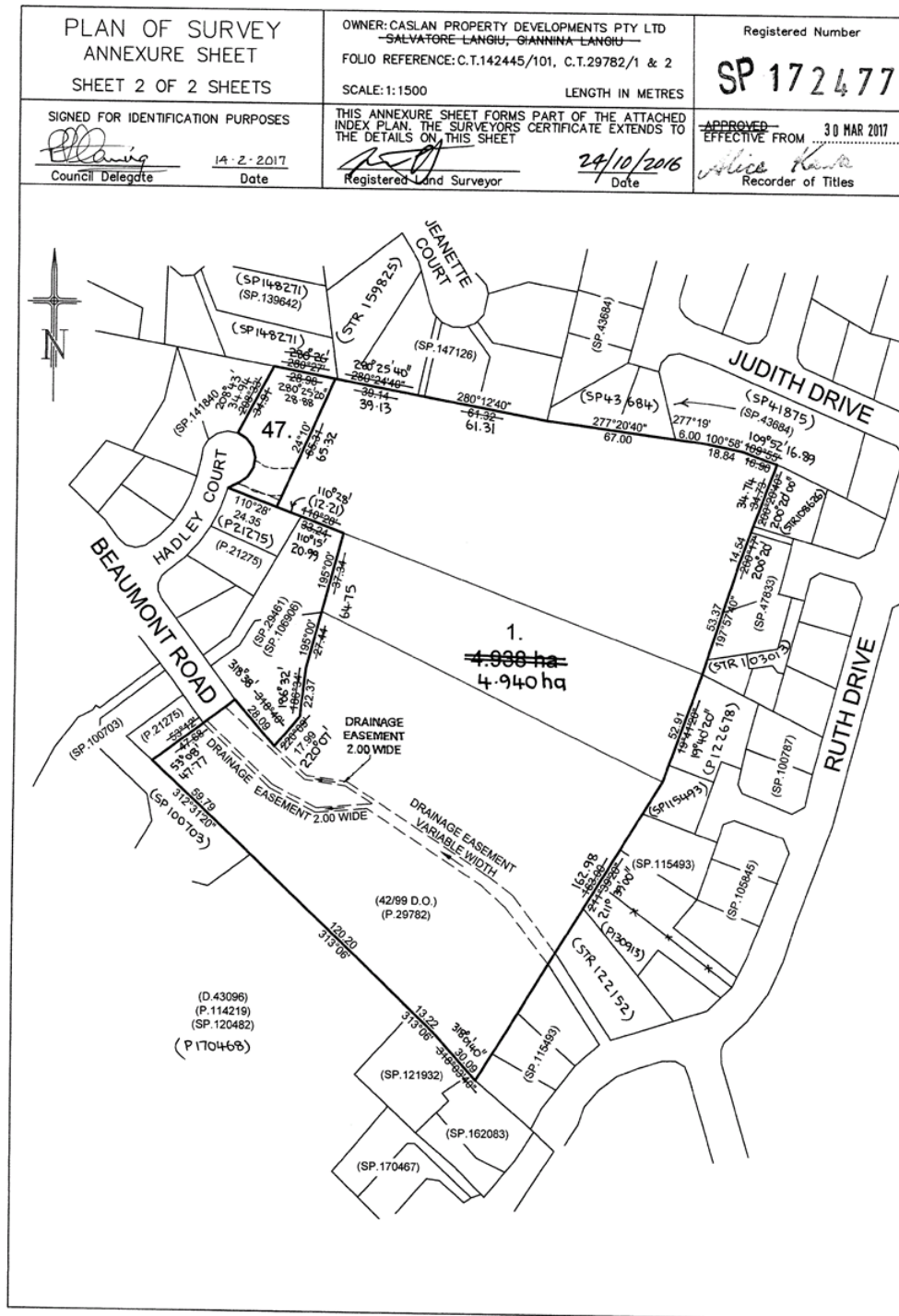




FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS

Registered Number

NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS
& MORTGAGEES OF THE LAND AFFECTED.
SIGNATURES MUST BE ATTESTED.

SP 172477

PAGE 1 OF 4 PAGE/S

EASEMENTS

Each lot on the plan is together with:-

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

Each lot on the plan is subject to:-

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

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

LOT 47 on the Plan is subject to a Right of Drainage in favour of The Hobart City Council

1. Lot 47 on the Plan ("the Lot") is subject to a **Pipeline and Services Easement** in gross in favour of the Tasmanian Water and Sewerage Corporation Pty Limited, its successors and assigns ("TasWater") over the land marked PIPELINE AND DRAINAGE EASEMENT 3.50 WIDE shown on the Plan ("the Easement Land").
2. Lot 1 on the Plan is subject to a right of drainage (appurtenant to Lots 1, 7, 8, 9, 11, 13, 14 18, 19, 20 and 21 on Sealed Plan No. 115493) over the DRAINAGE EASEMENT 2.00 WIDE and VARIABLE WIDTH as shown on the Plan.

The **Pipeline and Services Easement** is defined as follows:-

over the land marked Pipeline and Drainage Easement 3.50 wide shown on the Plan

THE FULL RIGHT AND LIBERTY for TasWater at all times to:

- (1) enter and remain upon the Easement Land with or without employees, contractors, agents and all other persons duly authorised by it and with or without machinery, vehicles, plant and equipment;
- (2) investigate, take soil, rock and other samples, survey, open and break up and excavate the Easement Land for any purpose or activity that TasWater is authorised to do or undertake;
- (3) install, retain, operate, modify, relocate, maintain, inspect, cleanse and repair the Infrastructure;
- (4) remove and replace the Infrastructure;
- (5) run and pass sewage, water and electricity through and along the Infrastructure;
- (6) do all works reasonably required in connection with such activities or as may be authorised or required by any law:
 - (a) without doing unnecessary damage to the Easement Land; and
 - (b) leaving the Easement Land in a clean and tidy condition; and

[Signature]
Fausto Lucio Langiu - Director

[Signature]
Giuseppe Rilo Langiu - Director

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: Caslan Property Developments Pty Ltd	PLAN SEALED BY: THE HOBART CITY COUNCIL
FOLIO REF: CT 29782 Folios 1 & 2 and CT 142445 Folio 101	DATE: 14.2.2017
SOLICITOR: Con Tsamassiros	3395028
& REFERENCE: CT:162420 Butler McIntyre and Butler	REF NO.
	Council Delegate MANAGER SURVEYING SERVICES
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	

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**SCHEDULE OF EASEMENTS**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 4 PAGES	Registered Number SP 172477
SUBDIVIDER: Caslan Property Developments Pty Ltd FOLIO REFERENCE: CT 29782 Folios 1 & 2 and CT 142445 Folio 101	

- (7) if the Easement Land is not directly accessible from a highway, then for the purpose of undertaking any of the preceding activities TasWater may with or without employees, contractors, agents and all other persons authorised by it, and with or without machinery, vehicles, plant and equipment enter Lot 47 from the highway at any then existing vehicle entry and cross Lot 47 to the Easement Land; and
- (8) use the Easement Land as a right of carriageway for the purpose of undertaking any of the preceding purposes on other land, TasWater reinstating any damage that it causes in doing so to any boundary fence of Lot 47.

PROVIDED ALWAYS THAT:

- (1) The registered proprietors of Lot 47 ("the Owner") must not without the written consent of TasWater first had and obtained and only in compliance with any conditions which form the consent:
- (a) alter, excavate, plough, drill or otherwise penetrate the ground level of the Easement Land;
 - (b) install, erect or plant any building, structure, fence, pit, well, footing, pipeline, paving, tree, shrub or other object on or in the Easement Land;
 - (c) remove any thing that supports, protects or covers any Infrastructure on or in the Easement Land;
 - (d) do any thing which will or might damage or contribute to damage to any of the Infrastructure on or in the Easement Land;
 - (e) in any way prevent or interfere with the proper exercise and benefit of the Easement Land by TasWater or its employees, contractors, agents and all other persons duly authorised by it; or
 - (f) permit or allow any action which the Owner must not do or acquiesce in that action.
- (2) TasWater is not required to fence any part of the Easement Land.
- (3) The Owner may erect a fence across the Easement Land at the boundaries of Lot 47.
- (4) The Owner may erect a gate across any part of the Easement Land subject to these conditions:
- (a) the Owner must provide TasWater with a key to any lock which would prevent the opening of the gate; and
 - (b) if the Owner does not provide TasWater with that key or the key provided does not fit the lock, TasWater may cut the lock from the gate.
- (5) If the Owner causes damage to any of the Infrastructure, the Owner is liable for the actual cost to TasWater of the repair of the Infrastructure damaged.
- (6) If the Owner fails to comply with any of the preceding conditions, without forfeiting any right of action, damages or otherwise against the Owner, TasWater may:
- (a) reinstate the ground level of the Easement Land; or
 - (b) remove from the Easement Land any building, structure, pit, well, footing, pipeline, paving, tree, shrub or other object; or
 - (c) replace any thing that supported, protected or covered the Infrastructure.

Interpretation:

"Infrastructure" means infrastructure owned or for which TasWater is responsible and includes but is not limited to:

- (a) sewer pipes and water pipes and associated valves;
- (b) telemetry and monitoring devices;

.....
Fausto Lucio Langiu - Director

.....
Giuseppe Elio Langiu - Director

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

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SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 4 PAGES	Registered Number SP 172477
SUBDIVIDER: Caslan Property Developments Pty Ltd FOLIO REFERENCE: CT 29782 Folios 1 & 2 and CT 142445 Folio 101	

- (c) inspection and access pits;
- (d) power poles and lines, electrical wires, electrical cables and other conducting media (excluding telemetry and monitoring devices);
- (e) markers or signs indicating the location of the Easement Land, the Infrastructure or any warnings or restrictions with respect to the Easement Land or the Infrastructure;
- (f) any thing reasonably required to support, protect or cover any of the Infrastructure;
- (g) any other infrastructure whether of a similar nature or not to the preceding which is reasonably required for the piping of sewage or water, or the running of electricity, through the Easement Land or monitoring or managing that activity; and
- (h) where the context permits, any part of the Infrastructure.

COVENANTS

The owner of each lot on the Plan covenants with the Vendor, Caslan Property Developments Pty Ltd and the owner of each and every other lot on the Plan and to the intent that the burden of the covenant will run with and bind the covenantor's lot and every part thereof and that the benefit thereof may be created in favour of each and every other lot on the Plan to observe the following stipulations:

1. not to construct on the lot or permit the construction on the lot, any kit home or relocatable dwelling;
2. not to construct on the lot or permit the construction on the lot, any dwelling which may be used other than as a single dwelling;
3. not to carry on or permit to be carried on any trade or business which may be a public nuisance or provoke annoyance and no noxious noise or offensive trade or business shall be carried on or be permitted or suffered to be carried on any part of the lot;
4. not to erect or permit to be erected on the lot or any part thereof or attach or permit to be attached to any dwelling or other buildings erected thereon any advertisement, billboard or poster or any similar erection of any unsightly nature;
5. that not without the written consent of the Hobart City Council to erect or permit to be erected on the land ~~identified as RESTRICTIVE BUILDING ENVELOPE and~~ marked A B C D on the Plan any building or structure or fence or carry out any landscaping that may change the contours of the land or restrict the free flow of water over the land within the potential floodway paths;
6. not to construct on the lot or permit the construction on the lot, any dwelling unless there is a skip bin having a capacity of not less than 3m³ located on the lot at all times during the construction of the dwelling through to the issue of the certificates of completion, to ensure that all rubbish, discarded building materials and other debris are not left visible on the lot; and


Fausto L. Langiu - Director


Giuseppe E. Langiu - Director

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

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**SCHEDULE OF EASEMENTS**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 4 OF 4 PAGES	Registered Number
SUBDIVIDER: Caslan Property Developments Pty Ltd FOLIO REFERENCE: CT 29782 Folios 1 & 2 and CT 142445 Folio 101	

7. the Vendor, Caslan Property Developments Pty Ltd reserves the right to sell any lot on the Plan free and exempt from any one or more of the covenants (except covenant 5) above set forth in relation to any lot shown on the Plan and/or to waive modify alter or extinguish any one or more of the covenants (except covenant 5 may only be waived modified altered or extinguished with the consent of the Hobart City Council) above set forth as to any lot not transferred. The exercise of this right by the Vendor in relation to any lot shall not release the owner of any other lot from any other covenants imposed upon such lot or give the owner of any lot any right of action against the Vendor or any person or persons.

FENCING PROVISION

In respect of the lots shown on the Plan the Vendor, Caslan Property Developments Pty Ltd, shall not be required to fence.

SIGNED by Caslan Property Developments Pty Ltd)
 (ACN 149 753 597) as the Registered Proprietors of the)
 land contained in Certificates of Title Volume 29782)
 Folios 1 and 2 and Certificate of Title Volume 142445)
 Folio 101 by the signature of two of its directors pursuant)
 to section 127(1) of the Corporations Act 2001:)

Fausto L. Langiu - Director

Giuseppe Elio Langiu - Director

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

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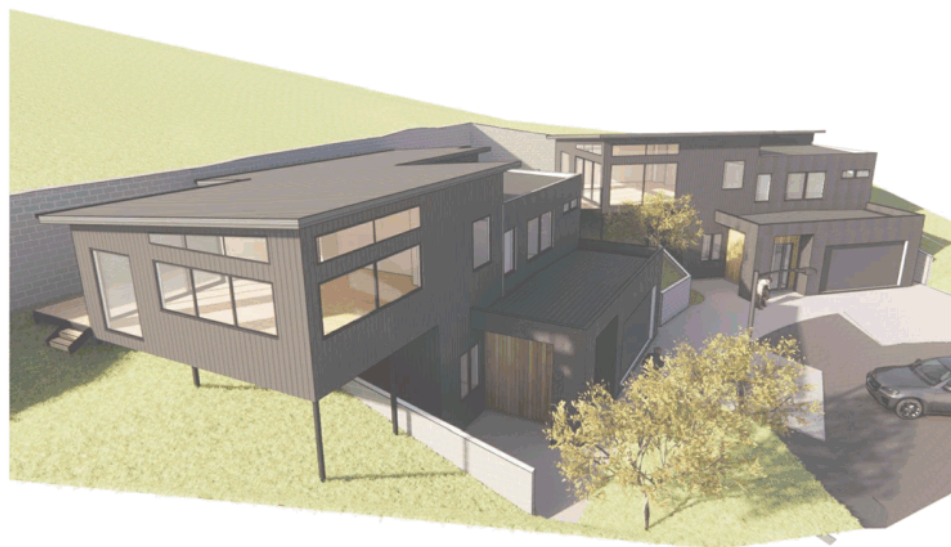
PROPOSED UNIT DEVELOPMENT AT 7 HADLEY COURT, LENA VALLEY

DRAWING NUMBER

A00	COVER PAGE
A01	PROPOSED SITE PLAN
A02a	GROUND FLOOR DRAINAGE PLAN
A02b	FIRST FLOOR DRAINAGE PLAN
A03a	UNIT 1 GROUND FLOOR PLAN
A03b	UNIT 1 FIRST FLOOR PLAN
A03c	UNIT 2 GROUND FLOOR PLAN
A03d	UNIT 2 FIRST FLOOR PLAN
A04a	UNIT 1 & 2 GROUND FLOOR ROOF PLAN
A04b	UNIT 1 & 2 FIRST FLOOR ROOF PLAN
A05	SECTION
A06a	PROPOSED ELEVATIONS UNIT 1
A06b	PROPOSED ELEVATIONS UNIT 1 (CONT)
A06c	PROPOSED ELEVATIONS UNIT 2
A06d	PROPOSED ELEVATIONS UNIT 2 (CONT)
A07a	UNIT 1 GROUND FLOOR ELECTRICAL PLAN
A07b	UNIT 1 FIRST FLOOR ELECTRICAL PLAN
A07c	UNIT 2 GROUND FLOOR ELECTRICAL PLAN
A07d	UNIT 2 FIRST FLOOR ELECTRICAL PLAN
A08a	BAL PLAN
A08b	EXTERNAL PERSPECTIVES
A09a	WINTER SOLSTICE SUN DIAGRAMS PER HOUR
A09b	WINTER SOLSTICE SUN DIAGRAMS PER HOUR (CONT)
A09c	SUMMER SOLSTICE SUN DIAGRAMS PER HOUR
A09d	SUMMER SOLSTICE SUN DIAGRAMS PER HOUR (CONT)
A09e	WINTER SOLSTICE SUN DIAGRAMS 3D (MIN 3 HOURS DEMONSTRATED)
A09f	WINTER SOLSTICE SUN DIAGRAMS 3D (CONT)

COMPLIANCE NUMBER:

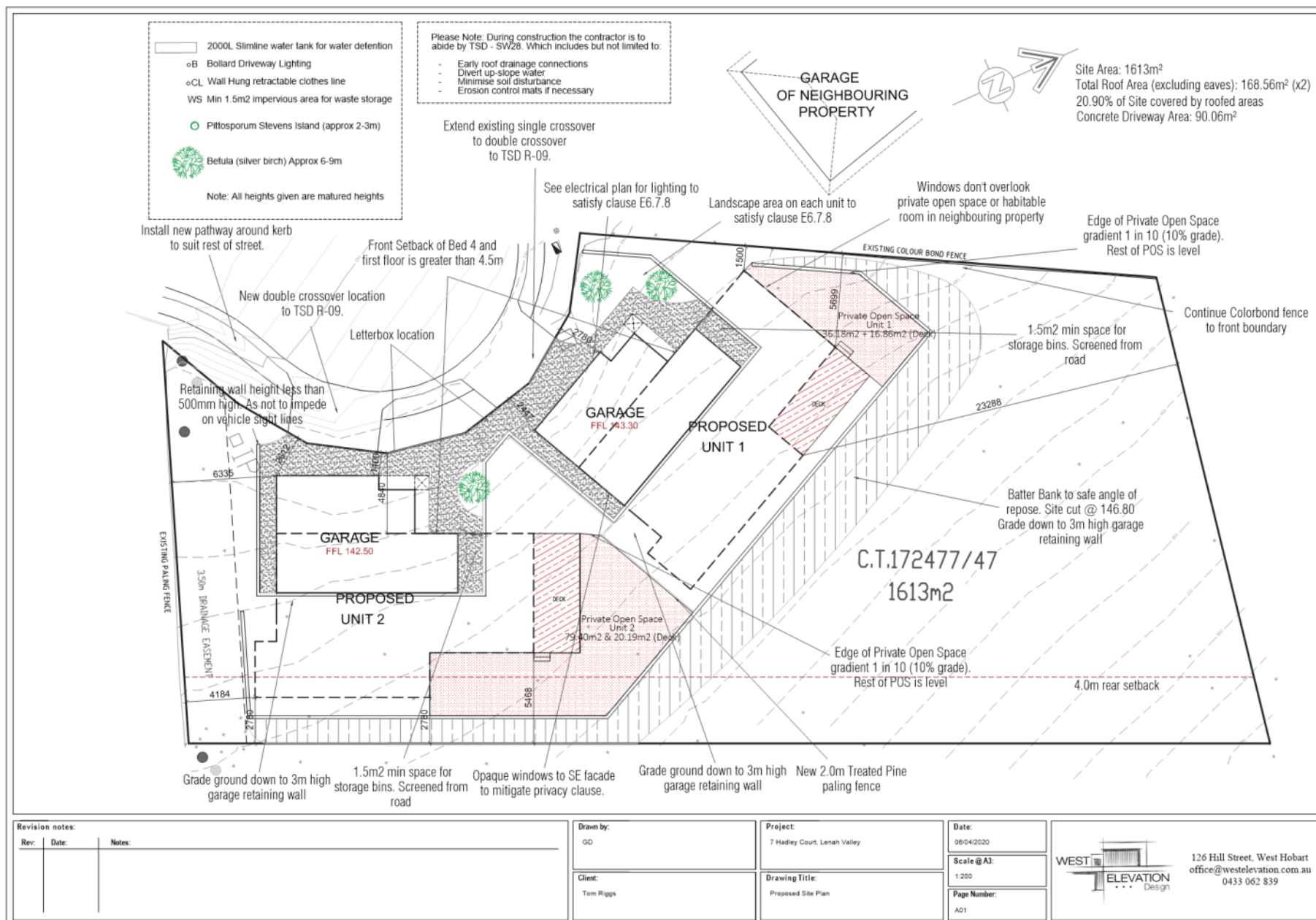
B01	BALUSTRADE NOTES
B02	WET AREA NOTES
B03	GENERAL SPEC NOTES

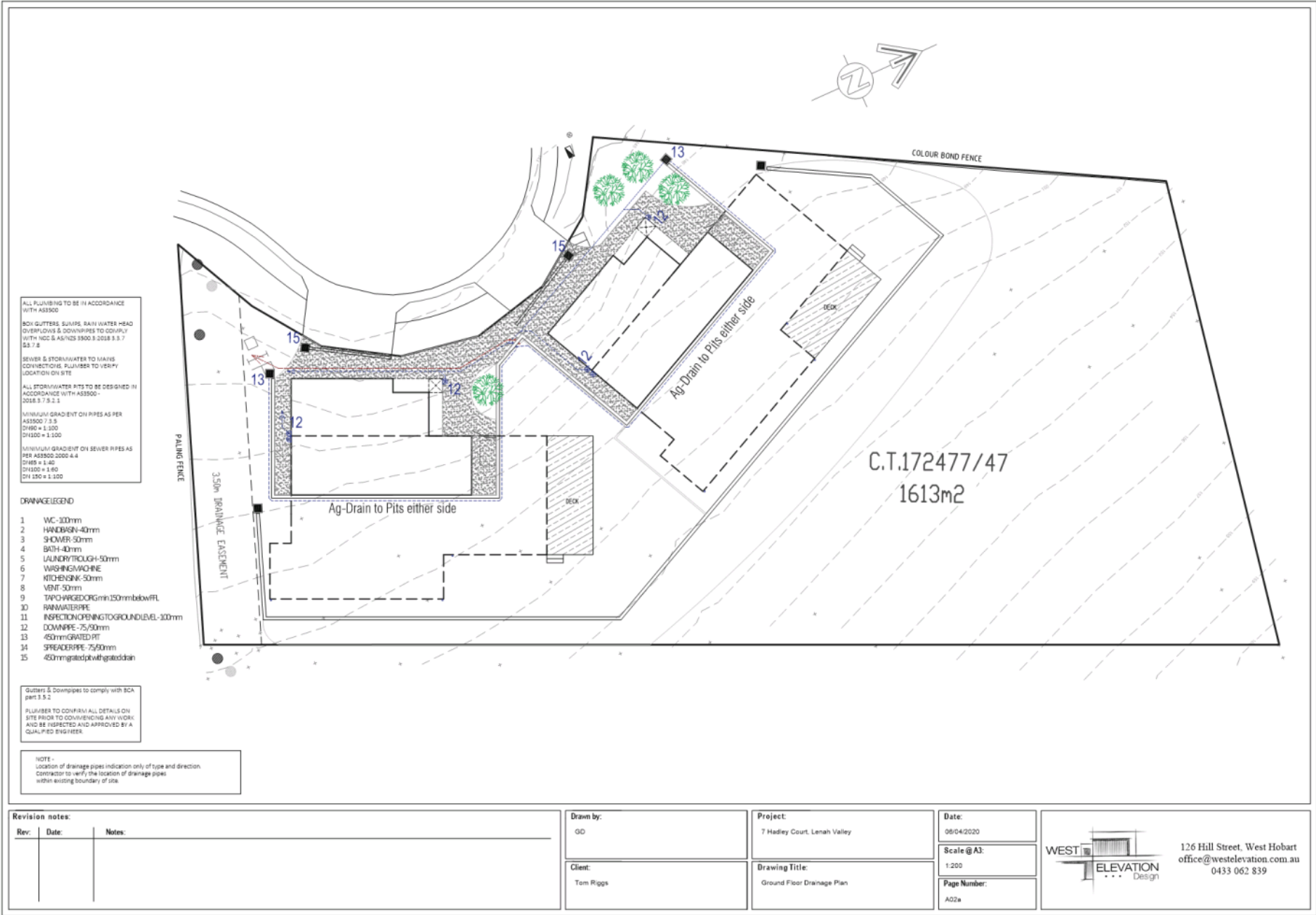


Revision notes:

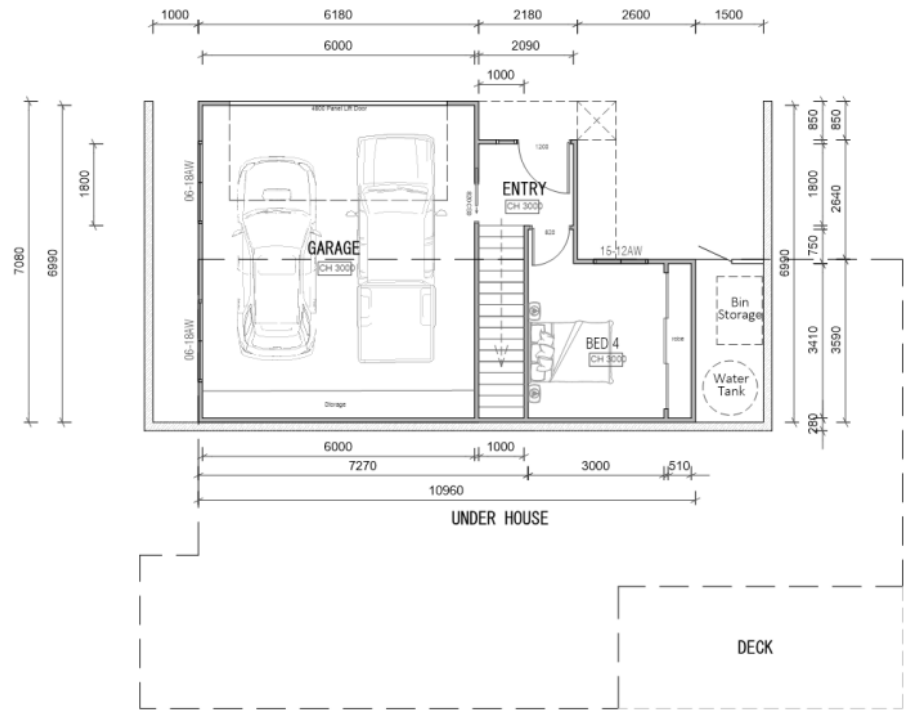
Rev.	Date:	Notes:
01	06/04/20	DA Construction Documentation Completed
02	06/05/20	Building Envelope added, POS Sizes added, Sun Analysis added extra 30's
03	31/08/20	House levels dropped, retaining wall size increased

Job Number:
J1107Drawn by:
GDClient:
Tom RiggsProject:
7 Hadley Court, Lenah ValleyDrawing Title:
Cover PageDate:
06/04/2020Scale @ A3:
N/APage Number:
A00126 Hill Street, West Hobart
office@westelevation.com.au
0433 062 839









PROPOSED GROUND FLOOR PLAN
FLOOR AREA 65.04m²

Revision notes:		
Rev.	Date:	Notes:

Drawn by: GD
Client: Tom Riggs

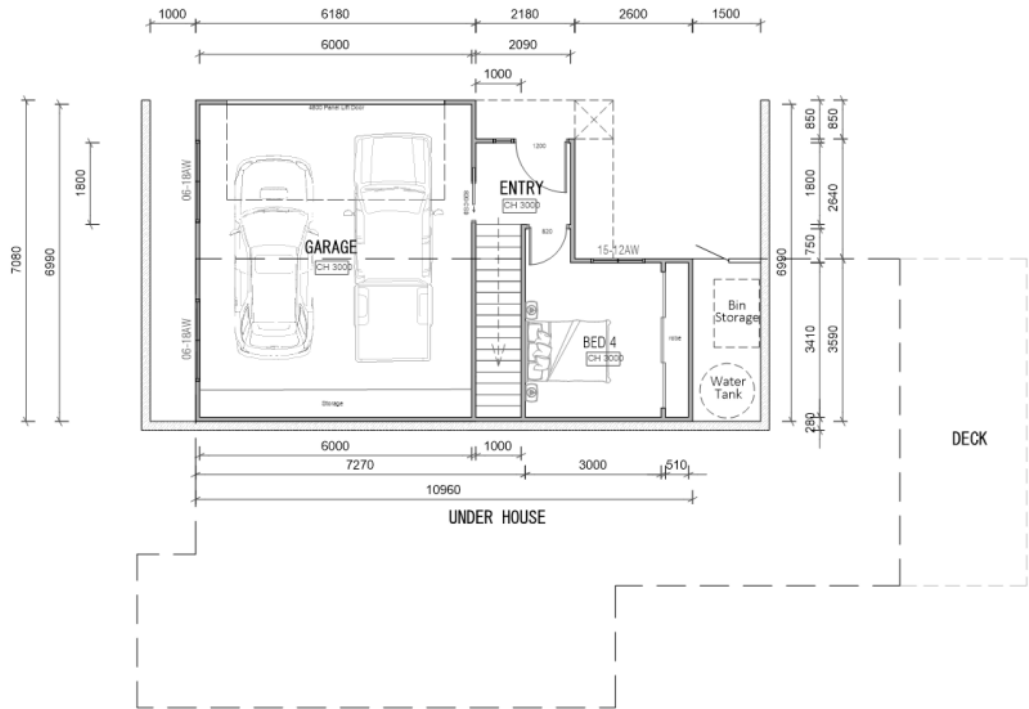
Project: 7 Hadley Court, Lenah Valley
Drawing Title: Unit 1 Ground Floor Plan

Date: 08/04/2020
Scale @ A3: 1:100
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PROPOSED GROUND FLOOR PLAN
FLOOR AREA 65.04m²

Revision notes:

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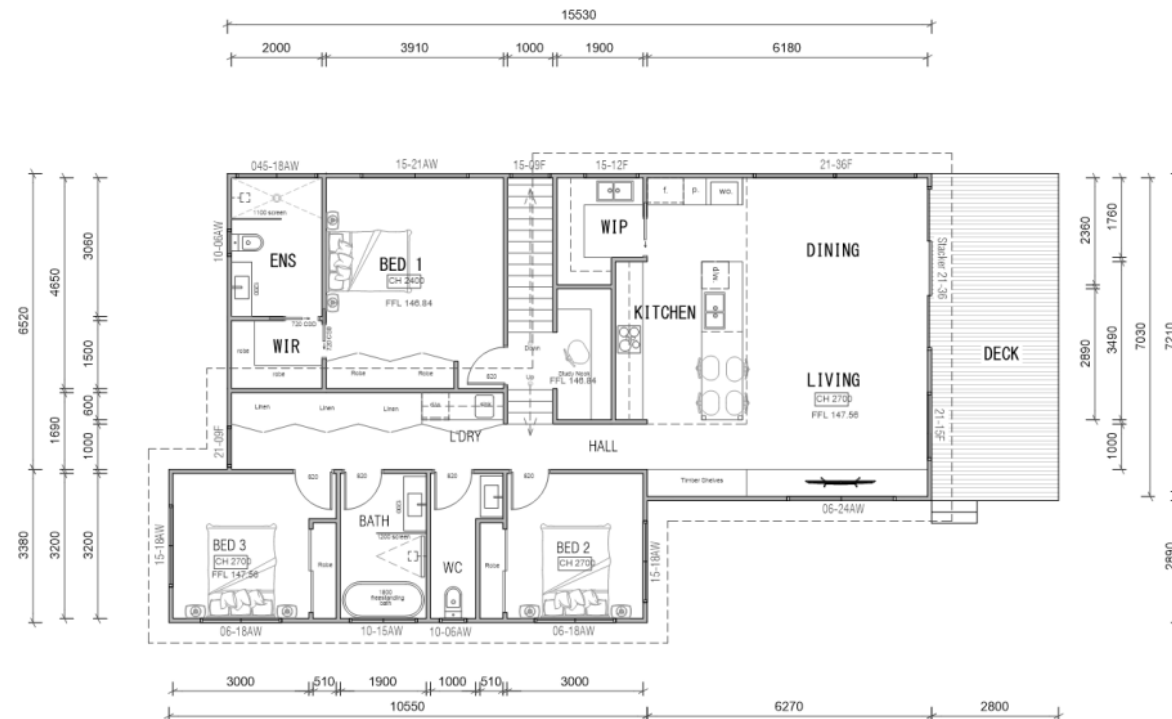
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Drawing Title: Unit 2 Ground Floor Plan

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PROPOSED FIRST FLOOR PLAN

FLOOR AREA 141.24m²
TOTAL AREA 206.28m²
DECK AREA 20.19m²

Revision notes:

Rev:	Date:	Notes:

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7 Hadley Court, Lenah Valley

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Unit 2 First Floor Plan

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ROOFWATER DRAINAGE
Refer to Part 3.5.2 BCA Gutters and Downpipes for more details

Rainfall intensity (Hobart) - eaves gutters - 99ml/hour (1 in 20 years)
- valley/box gutters - 155ml/hour (1 in 100 years)

Size of downpipes (max.12m spacings) - 75mm dia. min.
Size of eaves gutter (min 1:500 fall) - 115D min.
Size of box gutter (min 1:100 fall), not more than 12.5 % pitch.
Valley gutters - 400mm min.width not less than 150mm roof covering overhang each side of the gutter or not more than 12.5 % - must be designed as a box gutter.

Number of new downpipes required - 2

*DP denotes Downpipe
*SP denotes Spreader to lower roof
*All RH's (rainwater heads) to be fitted with overflow protectors and to be set 25mm below freeboard of box gutter for additional protection Min. dimensions 400 width x 150 length x100 depth

ROOFA: 30.70m² (2' skilloy monoclad/trimdek)

KEY:

 denotes roofing area

DP  denotes downpipe

 denotes direction of fall

ALL PLUMBING TO BE IN ACCORDANCE WITH AS3500

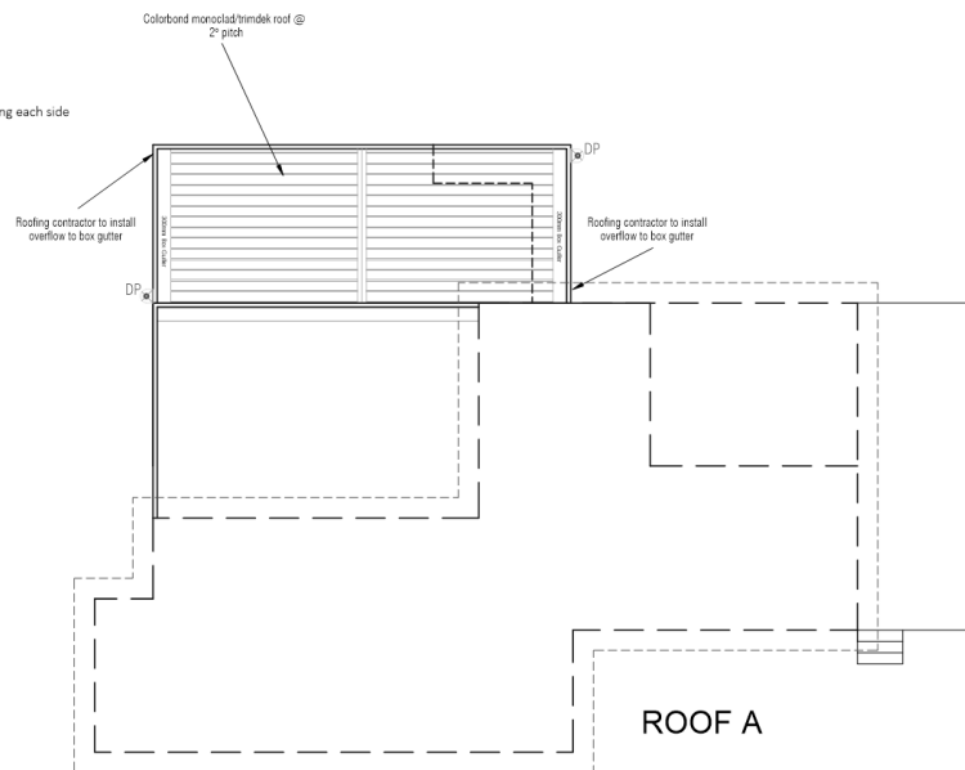
BOX GUTTERS, SUMPS, RAIN WATER HEAD OVERFLOWS & DOWNPIPES TO COMPLY WITH NCC & AS/NZS 3500.3:2018 3.3.7 & 3.7.8

SEWER & STORMWATER TO MAINS CONNECTIONS, PLUMBER TO VERIFY LOCATION ON SITE

ALL STORMWATER PITS TO BE DESIGNED IN ACCORDANCE WITH AS3500 - 2018.3.7.5.2.1

MINIMUM GRADIENT ON PIPES AS PER AS3500 7.3.5
DN90 = 1:100
DN100 = 1:100

MINIMUM GRADIENT ON SEWER PIPES AS PER AS3500:2000 4.4
DN65 = 1:40
DN100 = 1:60
DN150 = 1:100



Revision notes:

Rev:	Date:	Notes:

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Client:

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7 Hadley Court, Lenah Valley

Drawing Title:

Unit 1 & 2 Ground Floor Roof Plan

Date:

08/04/2020

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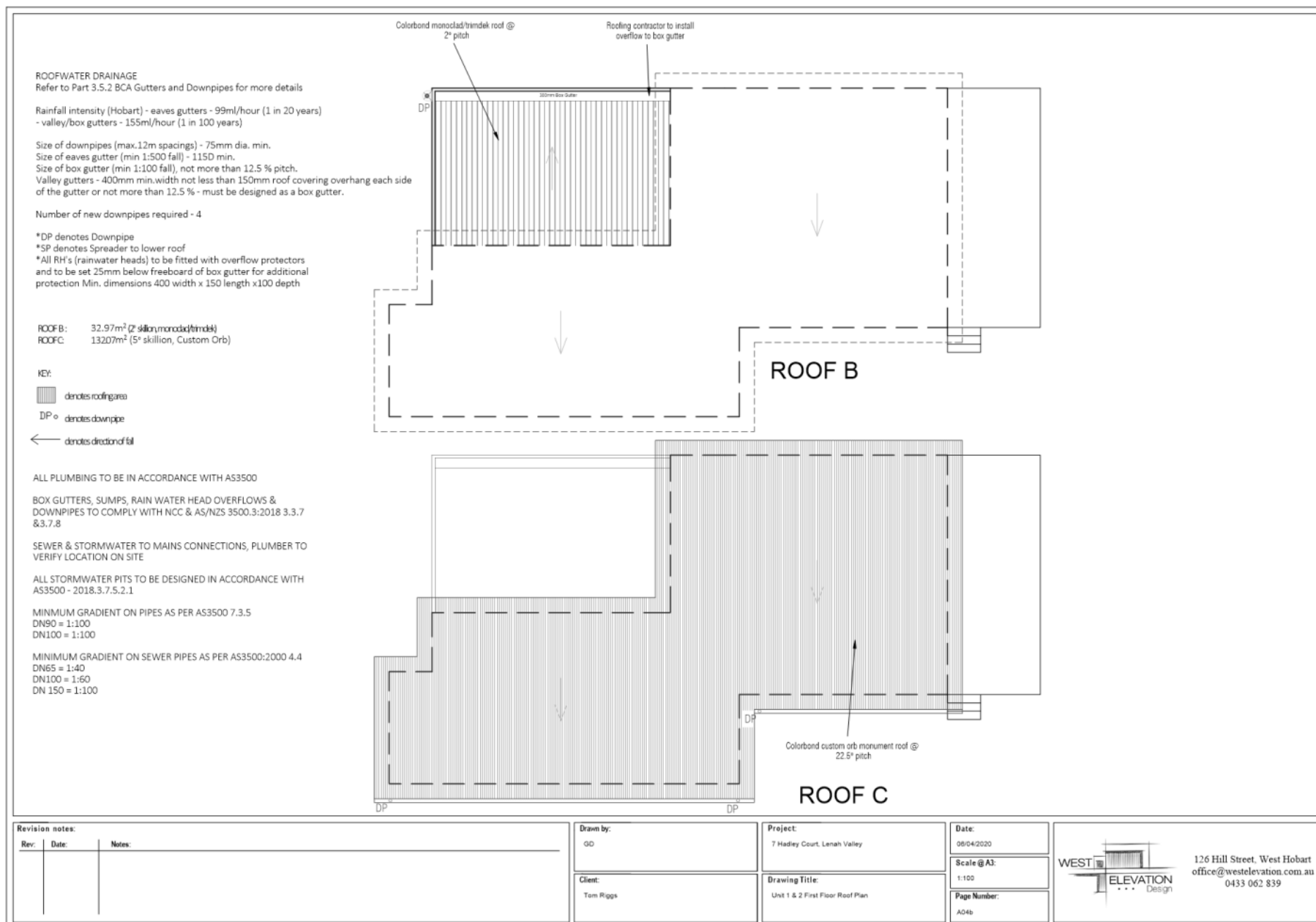
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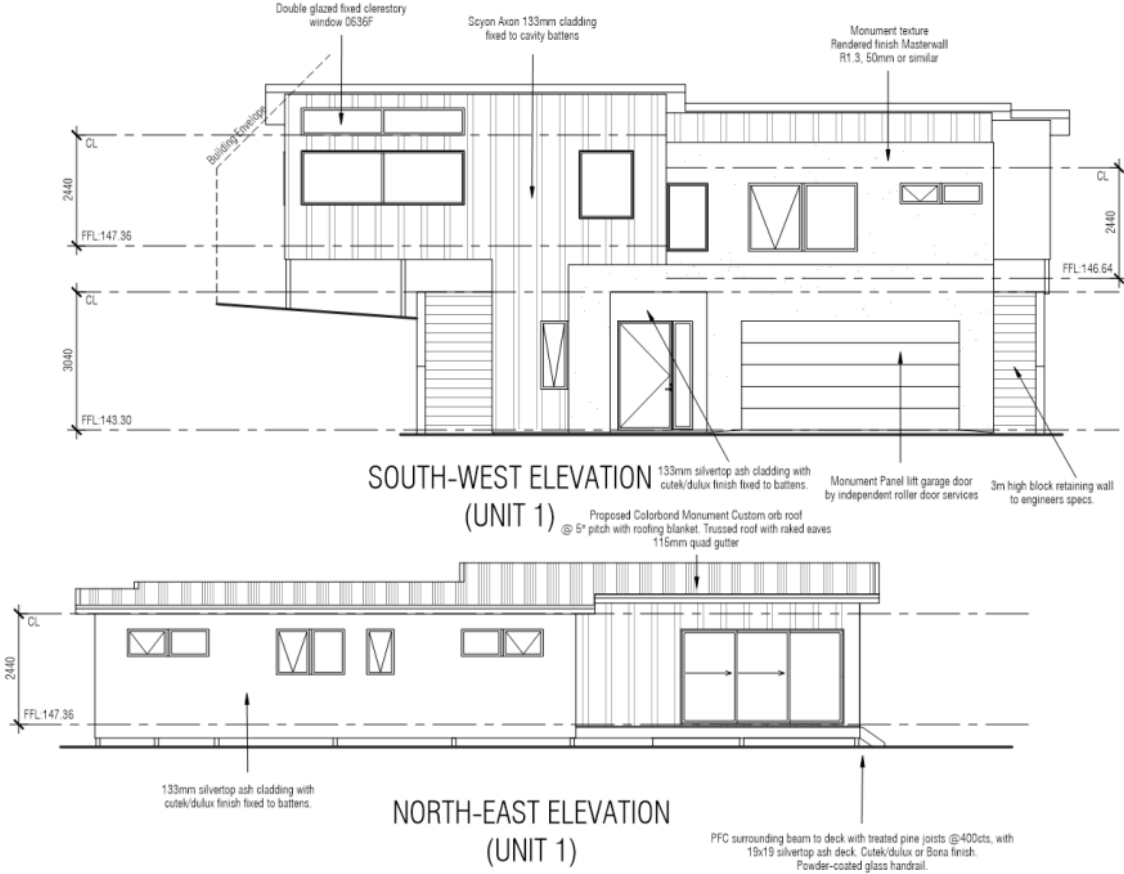
A04a



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<div>ROOF VENTILATION - As per recommended by qualified Contractor in accordance with Manufacturers instructions</div>			SECTION		<div>A 01</div>							
			Scale 1:50									
<div>Revision notes:</div> <table border="1"><thead><tr><th>Rev.</th><th>Date:</th><th>Notes:</th></tr></thead><tbody><tr><td> </td><td> </td><td> </td></tr></tbody></table>			Rev.	Date:	Notes:				<div>Drawn by:</div> <div>GD</div>	<div>Project:</div> <div>7 Hadley Court, Lenah Valley</div>	<div>Date:</div> <div>08/04/2020</div>	<div>126 Hill Street, West Hobart office@westelevation.com.au 0433 062 839</div>
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			<div>Client:</div> <div>Tom Riggs</div>	<div>Drawing Title:</div> <div>Section</div>	<div>Scale @ A3:</div> <div>1:100</div>							
					<div>Page Number:</div> <div>A05</div>							



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Rev.	Date:	Notes:

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7 Hadley Court, Lenah Valley

Drawing Title:

Proposed Elevations Unit 1

Date:

06/04/2020

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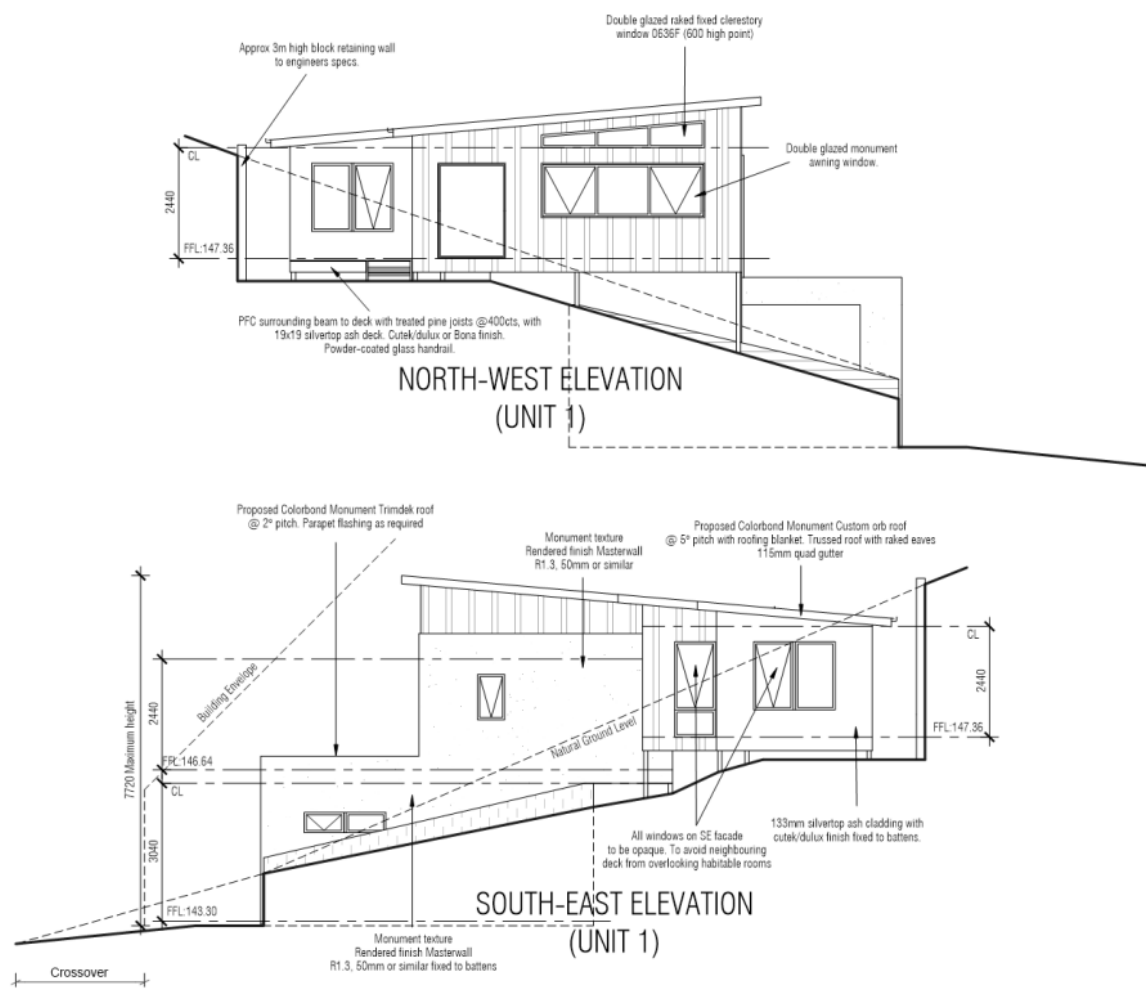
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A06b



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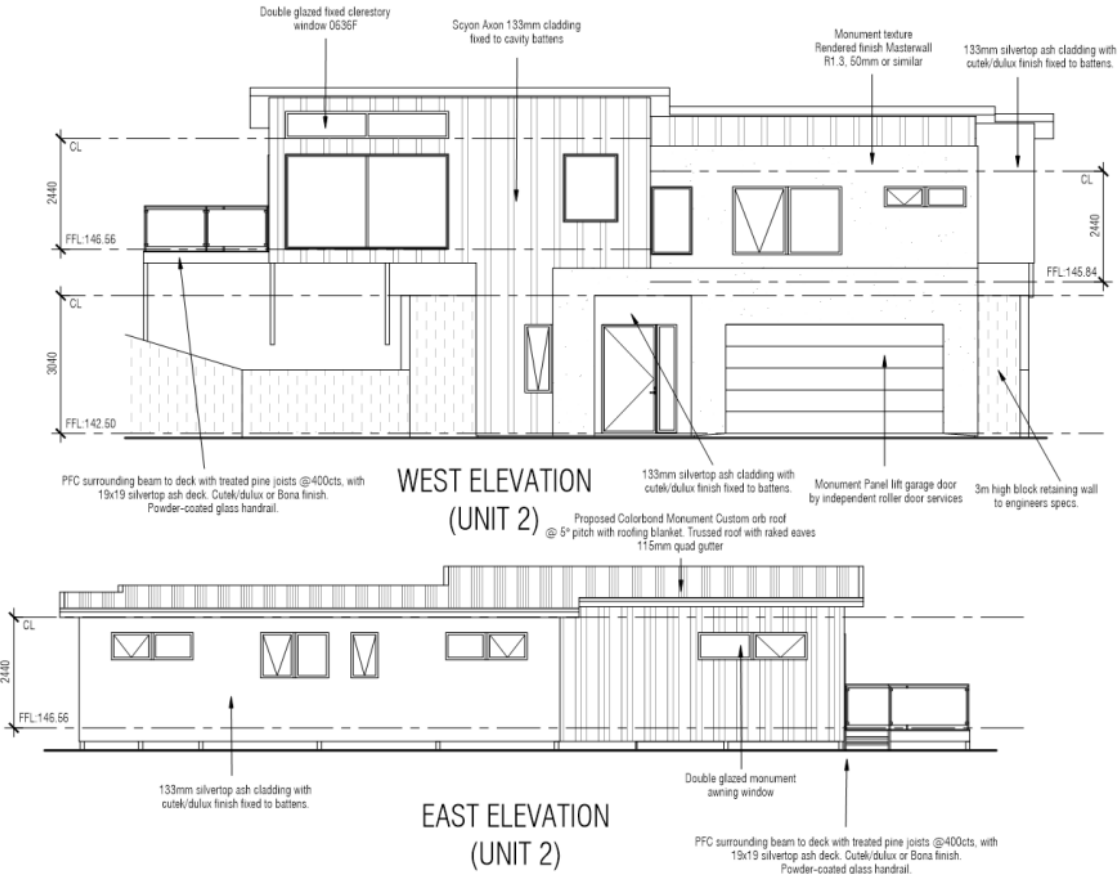
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Drawing Title: Proposed Elevations Unit 1

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Revision notes:

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Project:

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Drawing Title:

Proposed Elevations Unit 2

Date:

06/04/2020

Scale @ A3:

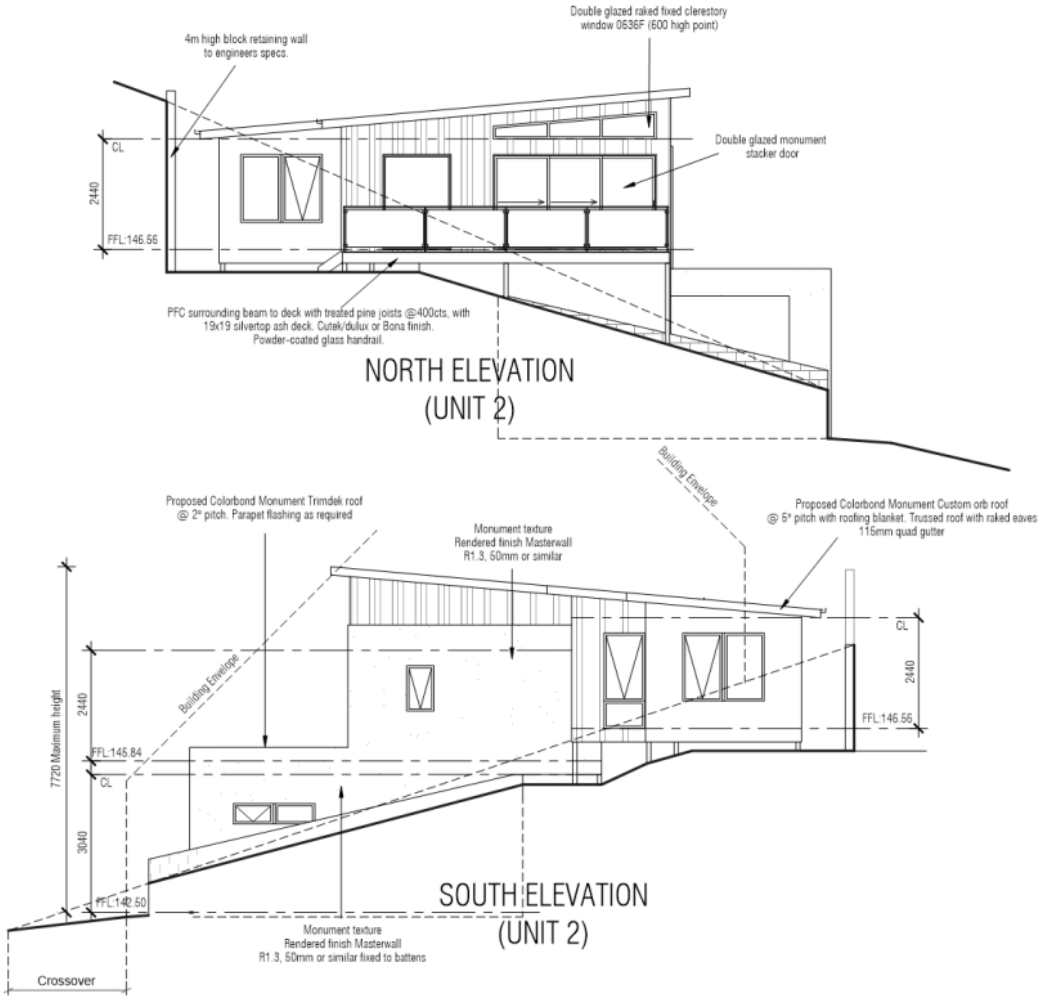
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Proposed Elevations Unit 2

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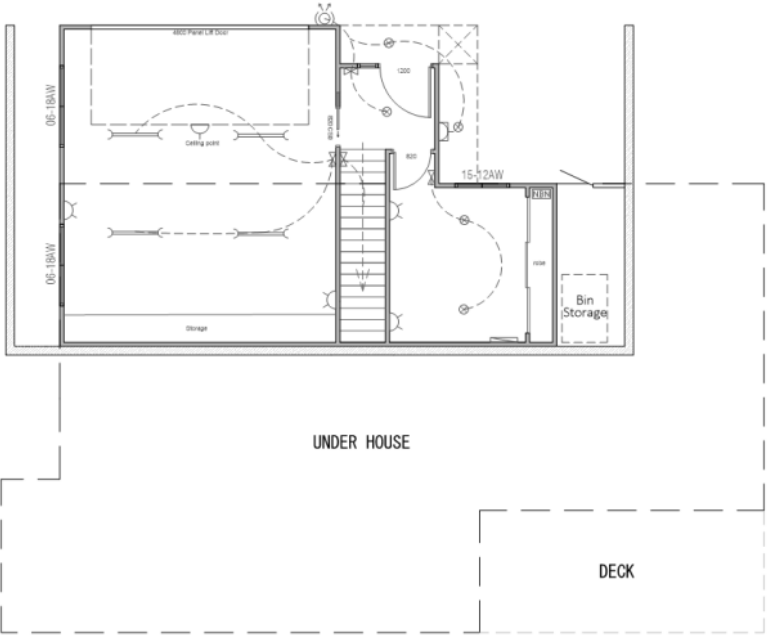
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- LEGEND
- STANDARD CEILING LIGHT (14W)
 - LED DOWNLIGHT (9W)
 - PENDANT LIGHT (9.5W)
 - INTERNAL WALL LIGHT POINT (20W)
 - EXTERNAL WALL LIGHT POINT
 - SINGLE FLUORESCENT LIGHT (28W)
 - DOUBLE FLUORESCENT LIGHT (56W)
 - 2 LIGHT/HEATER/EXHAUST (1110W)
 - 4 LIGHT/HEATER/EXHAUST (1110W)
 - SINGLE GPO
 - DOUBLE GPO
 - EXTERNAL GPO
 - EXHAUST FAN
 - SMOKE ALARM
 - TELEVISION CONNECTION POINT
 - PHONE CONNECTION POINT
 - STAIR TRED LIGHTS (3W)
 - NBN HUB
 - SECURITY SENSOR
 - SECURITY KEY PAD
 - SENSOR LIGHT
 - SPOT LIGHT
 - 90DN DOWNPIPE
 - 90DN DOWNPIPE (SPREADER)
 - WALL MOUNTED AIR CONDITIONER
 - PANEL HEATER

PROPOSED GROUND FLOOR PLAN

Revision notes:

Rev.	Date:	Notes:

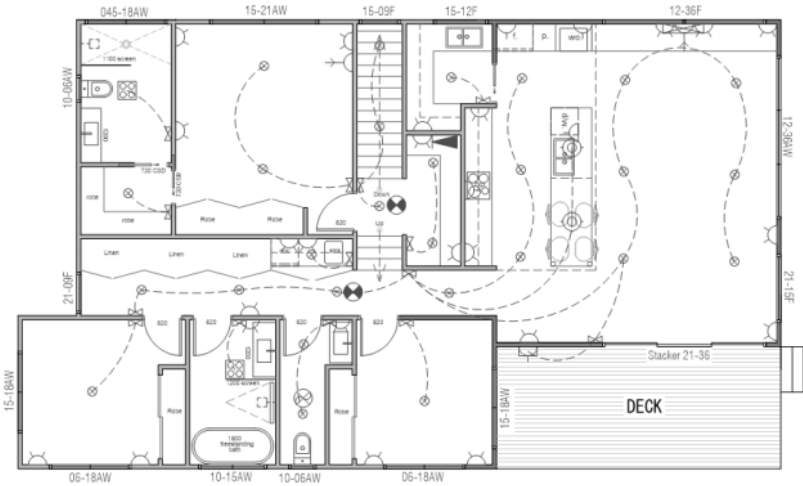
Drawn by: GD
Client: Tom Riggs

Project: 7 Hadley Court, Lenah Valley
Drawing Title: Unit 1 Ground Floor Electrical Plan

Date: 06/04/2020
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- LEGEND
- STANDARD CEILING LIGHT (14W)
 - LED DOWNLIGHT (9W)
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 - 90DN DOWNPIPE (SPREADER)
 - WALL MOUNTED AIR CONDITIONER
 - PANEL HEATER

PROPOSED FIRST FLOOR PLAN

Revision notes:

Rev.	Date:	Notes:

Drawn by:

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Client:
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Project:

7 Hadley Court, Lenah Valley
Drawing Title:
Unit 1 First Floor Electrical Plan

Date:

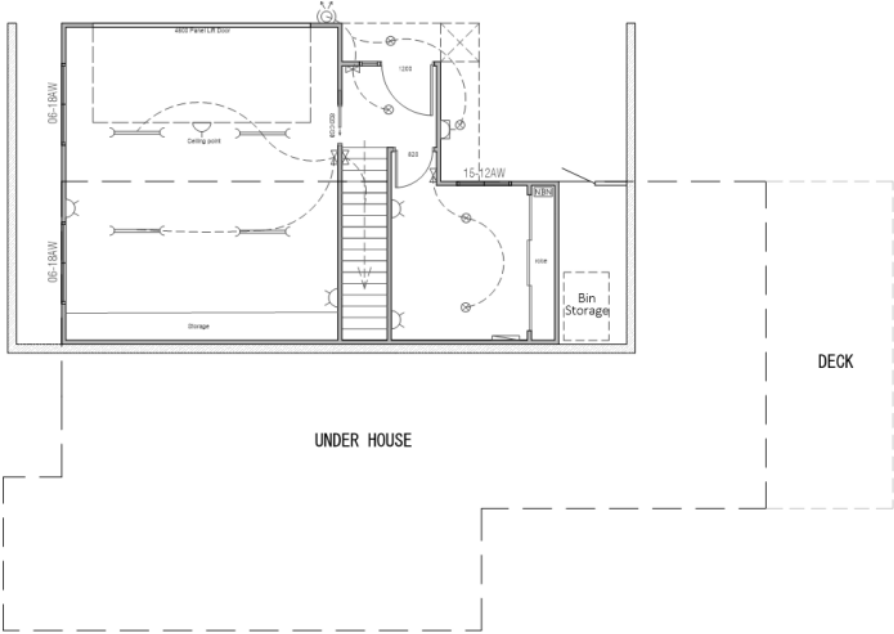
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PROPOSED GROUND FLOOR PLAN

- LEGEND
- STANDARD CEILING LIGHT (14W)
 - LED DOWNLIGHT (9W)
 - PENDANT LIGHT (9.5W)
 - INTERNAL WALL LIGHT POINT (20W)
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 - SECURITY KEY PAD
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 - SPOT LIGHT
 - 90DN DOWNPIPE
 - 90DN DOWNPIPE (SPREADER)
 - WALL MOUNTED AIR CONDITIONER
 - PANEL HEATER

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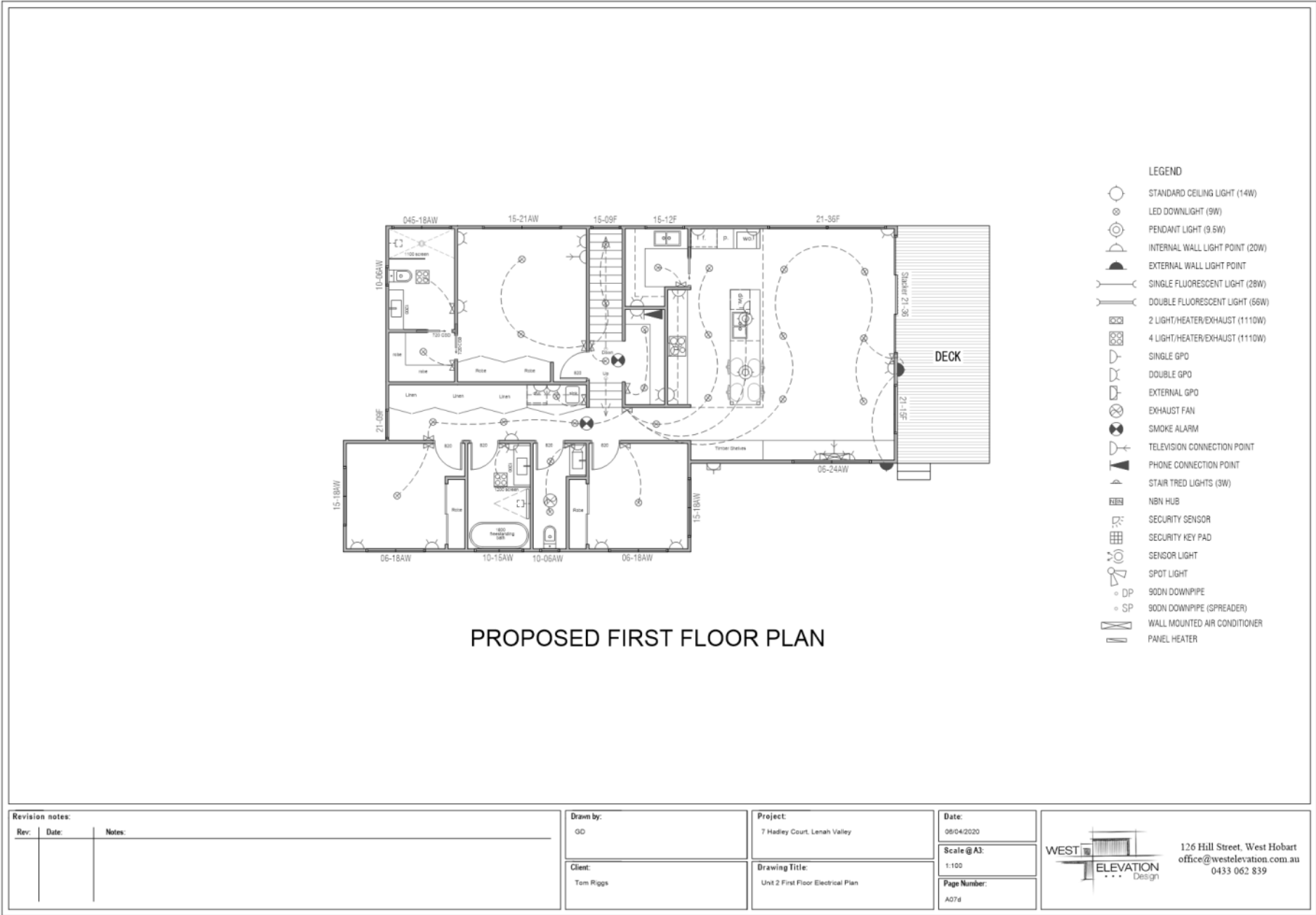
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Drawing Title:
Unit 2 Ground Floor Electrical Plan

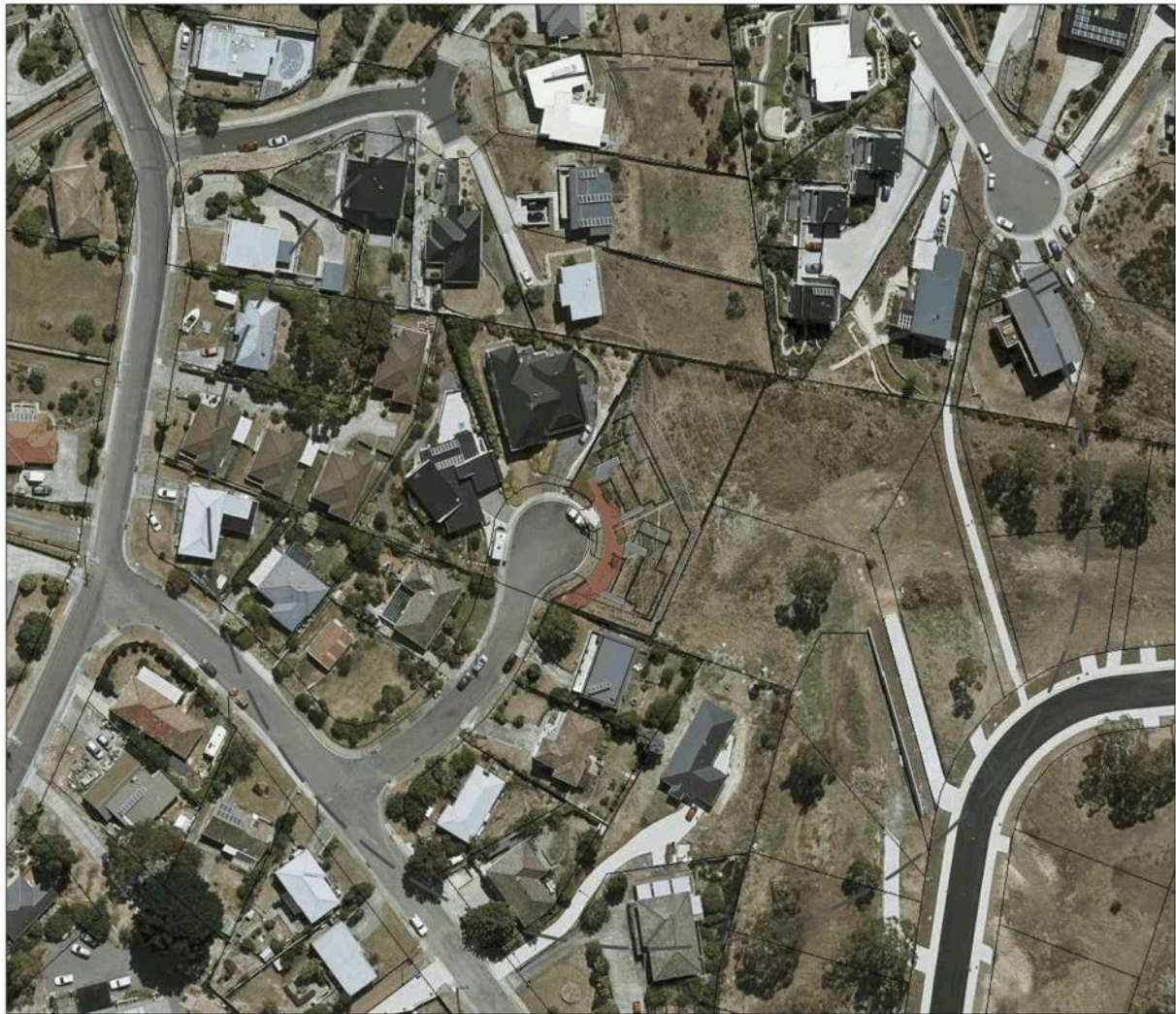
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THE BUSHFIRE ATTACK LEVEL FOR THIS SITE
HAS BEEN CATEGORISED AS
BAL - N/A
IN ACCORDANCE WITH AS 3959-2009
"CONSTRUCTION OF BUILDINGS IN BUSHFIRE
PRONE AREAS".

Revision notes:		
Rev.	Date	Notes

Drawn by: GD
Client: Tom Riggs

Project: 7 Hadley Court, Lenah Valley
Drawing Title: BAL PLAN

Date: 06/04/2020
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Rev.	Date:	Notes

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Project:
7 Hadley Court, Lenah Valley
Drawing Title:
External Perspectives

Date:
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A08b



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TIMBER DECKING SPECIFICATIONS		
TIMBER TYPE	THICKNESS (mm)	RECOMMENDED MAXIMUM JOIST SPACING (mm)
Kwila, Jarrah, other hardwoods	90	600
Treated Pine	22 Dressed	400
	19 Swan (25 actual thickness)	600
Cypress	21	400
	25	600

TIMBER STAIR TREADS					
TIMBER TYPE	STAIR WIDTH				
	750	1000	1200	1500	1800
	RECOMMENDED THICKNESS OF TREAD (mm)				
Treated Pine, Cypress	45	50	55	65	80
Jarrah, other hardwoods	45	45	45	55	60

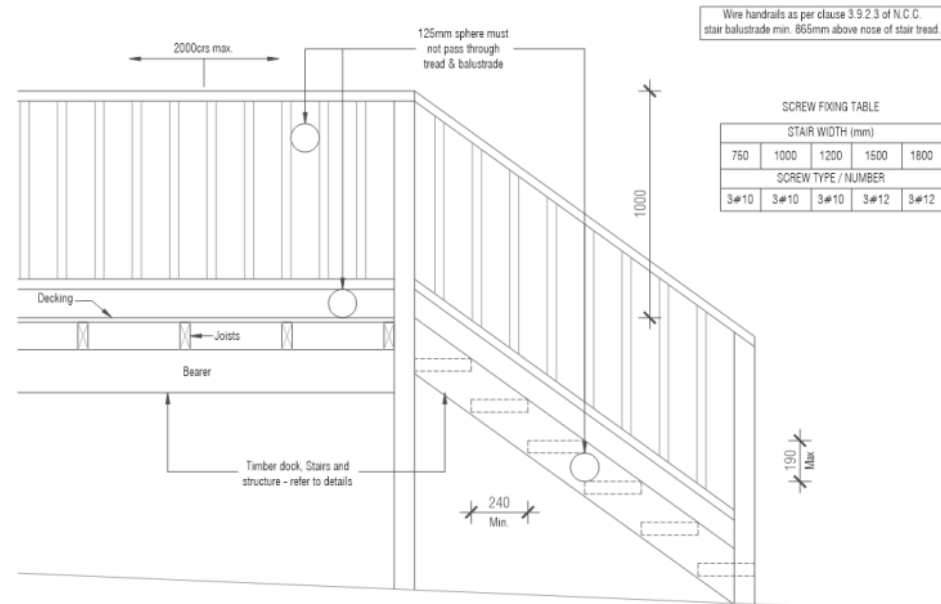
BOLTS FOR BEARER TO STUMP / POSTS CONNECTIONS				
BOLT TYPE	MAXIMUM ALLOWABLE DECK AREA SUPPORTED PER BOLT (m²) - REFER NOTES			
	Seasoned Hardwood (F17) Min. timber thickness: 35mm		Treated Pine (F5) Min. timber thickness: 35mm	
	Bearer to one side only (fig. 18)	Spaced Bearer (fig. 19)	Bearer to one side only (fig. 18)	Spaced Bearer (fig. 19)
M10	1.0	1.7	0.8	1.3
M12	1.3	2.0	1.0	1.5
M16	1.7	2.7	1.2	2.0
M20	2.1	3.4	1.5	2.5

19mm THICK DECKING BOARD FIXING REQUIREMENTS					
DECKING SPECIES	JOIST SPECIES	NAILING			
		Machine Driven		Hand Driven	
Hardwood, Cypress	Hardwood, Cypress	50 x 2.5 Flat Head		50 x 2.5 Flat Head	
	Seasoned Treated Pine, Oregon	60 x 2.5 DS Flat head	65 x 2.5 DS Flat head	60 x 2.5 DS Flat head	65 x 2.5 DS Flat head
Seasoned Treated Pine	Hardwood, Cypress	50 x 2.5 Flat Head		50 x 2.5 Flat Head	
	Seasoned Treated Pine, Oregon	60 x 2.5 DS Flat head	65 x 2.5 DS Flat head	60 x 2.5 DS Flat head	65 x 2.5 DS Flat head

NOTES:

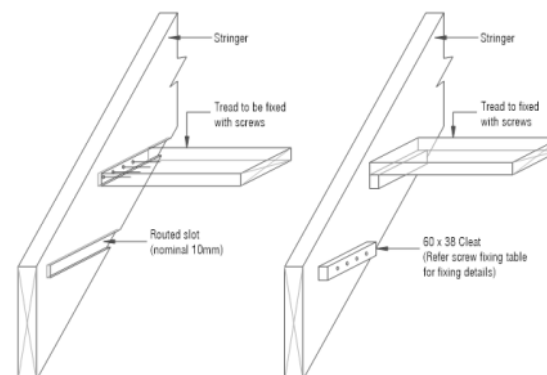
DS - Deformed shank

- Nails to be hot dipped galvanised or stainless steel (mechanical galvanised plated not recommended).
- In areas subjected to extreme wetting and drying conditions (e.g. around swimming pools), consideration should be given to increasing the nail diameter and/or length.
- Dome head nails may be used in lieu of flat head nails.



SCREW FIXING TABLE				
STAIR WIDTH (mm)				
750	1000	1200	1500	1800
SCREW TYPE / NUMBER				
3#10	3#10	3#10	3#12	3#12

TREAD TO STRINGER FIXING OPTIONS



STRINGER TO WALL FIXING

- INTERNAL - 14G 75mm bugle screws into wall studs
- EXTERNAL - M12 masonry anchors into masonry at 600 c/s.

Revision notes:

Rev.	Date	Notes

Drawn by:

GD

Client:

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Project:

7 Hadley Court, Lenah Valley

Drawing Title:

Balustrade Notes

Date:

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Vessels or area where the fixture is installed	Floors & horizontal surfaces	Walls	Wall junctions & joints	Penetrations
Enclosed shower with hob.	Waterproof entire enclosed shower area, including hob.	Waterproof to not less than 150mm above the shower floor substrate or not less than 25mm above the maximum retained water level which ever is the greater with the remainder being water resistant to a height of not less than 1800mm above the finished floor level.	Waterproof internal and external corners and horizontal joints within a height of 1800mm above the floor level with not less than 40mm width either side of the junction.	Waterproof all penetrations.
Enclosed shower without hob.	Waterproof entire enclosed shower area, including waterstop.	Waterproof to not less than 150mm above the shower floor substrate with the remainder being water resistant to a height of not less than 1800mm above the finished floor level.	Waterproof internal and external corners and horizontal joints within a height of 1800mm above the floor level with not less than 40mm width either side of the junction.	Waterproof all penetrations.
Enclosed shower with step down.	Waterproof entire enclosed shower area, including the step down.	Waterproof to not less than 150mm above the shower floor substrate or not less than 25mm above the maximum retained water level which ever is the greater with the remainder being water resistant to a height of not less than 1800mm above the finished floor level.	Waterproof internal and external corners and horizontal joints within a height of 1800mm above the floor level with not less than 40mm width either side of the junction.	Waterproof all penetrations.
Enclosed shower with preformed shower base.	N/A	Water resistant to a height of not less than 1800mm above finished floor level.	Waterproof internal and external corners and horizontal joints within a height of 1800mm above the floor level with not less than 40mm width either side of junction.	Waterproof all penetrations.
Unenclosed shower.	Waterproof entire enclosed shower area.	Waterproof to not less than 150mm above the shower floor substrate or not less than 25mm above the maximum retained water level which ever is the greater with the remainder being water resistant to a height of not less than 1800mm above the finished floor level.	Waterproof internal and external corners and horizontal joints within a height of 1800mm above the floor level with not less than 40mm width either side of the junction.	Waterproof all penetrations.
Areas outside the shower area for concrete and compressed fibre cement sheet flooring.	Water resistant to entire floor.	N/A	Waterproof all wall / floor junctions. Where a flashing is used the horizontal leg must be not less than 40mm.	N/A
Areas outside the shower area for timber floors including particleboard, plywood, and other timber based flooring materials.	Waterproof entire floor.	N/A	Waterproof all wall / floor junctions. Where a flashing is used the horizontal leg must be not less than 40mm.	N/A

Vessels or area where the fixture is installed	Floors & horizontal surfaces	Walls	Wall junctions & joints	Penetrations
Areas adjacent to baths and spas for concrete and compressed fibre cement.	Water resistant to entire floor.	Water resistant to a height of not less than 150mm above the vessel and exposed surfaces below the vessel lip to the floor.	Waterproof edges of the vessel and junction of bath enclosure with floor. Where the lip of the bath is supported by a horizontal surface, this must be waterproof for showers over bath and water resistant for all other cases.	Waterproof all tap and spout penetrations where they occur in a horizontal surface.
Areas adjacent to baths and spas (see note 1) for timber floors including particleboard, plywood and other timber based flooring materials.	Waterproof entire floor.	Water resistant to a height of not less than 150mm above the vessel and exposed surfaces below the vessel lip to the floor.	Waterproof edges of the vessel and junction of bath enclosure with floor. Where the lip of the bath is supported by a horizontal surface, this must be waterproof for showers over bath and water resistant for all other cases.	Waterproof all tap and spout penetrations where they occur in a horizontal surface.
Inserted baths.	N/A for under bath. Waterproof entire shelf area, incorporating waterstop under the bath lip and project not less than 5mm above the tile surface.	N/A for wall under bath. Waterproof to not less than 150mm above the vessel if the vessel is within 75mm of the wall.	N/A for under bath.	Waterproof all tap and spout penetrations where they occur in a horizontal surface.
Walls adjoining other vessels (eg. sinks, fdy, tubs and basins).	N/A	Water resistant to a height of not less than 150mm above the vessel if the vessel is within 75mm of the wall.	Where the vessel is fixed to a wall, waterproof edges for extent of vessel.	Waterproof all tap and spout penetrations where they occur in a horizontal surface.
Laundries and WC's	Water resistant to entire floor.	Waterproof all wall / floor junctions to not less than 25mm above the finished floor level, sealed to floor.	Waterproof all wall / floor junctions. Where flashing is used the horizontal leg must be not less than 40mm.	N/A

NOTES:

1. If a shower is included above a bath, refer to the requirements for shower and wall penetrations.
2. N/A means not applicable.
3. Certification to be provided to the building surveyor.
4. Contractor or builder to determine the appropriate waterproofing in accordance with AS3740, Part 3.8.1 and Table 3.8.1.1 of NCC and to notify the Building Surveyor for inspections arrangements during installation.

IMPORTANT:

The above information is for general guidance and is indicative only. Waterproofing installers to comply with all current codes of legislation which takes precedence over this specification.

Revision notes:

Rev.	Date	Notes

Drawn by:

GD

Client:

Tom Riggs

Project:

7 Hadley Court, Lenah Valley

Drawing Title:

Wet Area Notes

Date:

06/04/2020

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SITWORKS

- Cut and batter are indicative. Batter to comply with the current National Construction Code.
- All cuts and FFL's shown (DA drawings) are subject to engineering advice once a satisfactory soil test has been received and reviewed.
- All earthworks to comply with the current N.C.C, part 3.1.1.
- All embankments that are left exposed must be stabilised with vegetation or similar to prevent erosion.
- Embankments cannot exceed 2.0m in height without the aid of retaining walls or other approved types of soil retaining methods.
- All unprotected embankments must comply with the slope ratios for soil type in Table 3.1.1.1 of the current N.C.C.

Soil type / Classification	Embankment slope	
	Compacted fill	Cut
Stable Rock (A)	2:3	8:1
Sand (A)	1:2	1:2
Silt (P)	1:4	1:4
Firm Clay	1:2	1:1
Soft Clay	Not Suitable	2:3
Soft Soils (P)	Not Suitable	Not Suitable

MASONRY

- All Masonry is to be constructed in accordance with AS3700
- External walls to be 110 brickwork unless noted otherwise.
- Mortar to be mixed 1:1.6 cement: lime: sand unless stated otherwise by engineer.
- Damp-proof course in all perimeter walls cut into external walls below floor level with weep holes at 1200cirs. in accordance with AS2904.
- Vertical articulation joints to be provided 6m max centres for unreinforced masonry walls except where built on site classification A or S and spaced as per section 12.6.4.
- Where necessary, steel lintels are to be provided in accordance with AS4100 and AS3700.

CONCRETE

- Concrete footings and slabs to be in accordance with AS2870.
- Concrete to be manufactured to comply with AS3600 and
 - Have a strength at 28 days of not less than 25MPa (N25 grade).
 - Have a 20mm nominal aggregate size.
 - Have a nominal 80mm slump.
- Concrete slab to be laid over 0.2mm polythene membrane, 50mm well bedded sand and minimum 100mm compacted FCR (20mm)
- Slab thickness and reinforcement to be as engineers design.

ELECTRICAL

- Exhaust fans to comply with current N.C.C. Part 3.8.5.2 Section C.
- Exhaust fans to be sealed and ducted to outside of dwelling.
- Electrician is to ensure that all GPO's in wet areas meet all standard and code requirements.

BRACING

- Wall bracing to be as per AS1684-2 2010 Residential Timber Framing Code and AS1170 Wind loads.
- Wall Bracing is shown on plan as a minimum only. Builder to provide additional bracing to suit the construction of wall frames in accordance with good building practice.
- Plywood bracing in accordance with AS1684-2 2010 Table 8-18 (h) method B 900mm wide sheet ply bracing panels (6.0mm thick F11 or 4mm thick F14) to be fixed to stud frame with 2.8mm dia. X 30mm long min. flat head nails.

ROOFING

- Roof to be colorbond 'Custom Orb' metaldeck provided and installed in accordance with AS1562.1. (If roof is tiled refer to AS2050, 2002)
- Prefabricated roof trusses to be supplied and installed to manufacturers specifications. Truss manufacturer to confirm lintel sizes.

BUILDING FABRIC & INSULATION

- To be in accordance with the current N.C.C. part 3.12.
- Reflective building membrane installed to form 20mm airspace between reflective faces and external lining / cladding, fitted closely up to penetrations / openings, adequately supported and joints to be lapped minimum 150.
- Stated R values are for additional insulation required and are NOT Rt values (Total System Value)
- Insulation to be installed to manufacturers specifications and any relevant standards.
- Bulk insulation is not to be compressed as this reduces the effective R rating.
- Recessed downlights are to be shrouded to allow for insulation over (no insulation is possible over shrouding in raked ceilings).

WINDOWS

- Windows to be aluminium framed sliding unless noted otherwise.
- All windows to be fabricated and installed in accordance with AS1288 and AS2047 to specific wind speed as per engineers report.
- All openings to comply with the current N.C.C. 3.6 requirements.
- As per the N.C.C. 3.9.2.5, all bedroom windows where the lowest openable portion of the window within 1.7m of FFL, and the FFL is 2m or more above NGL, require a permanently fixed device restricting any openings of the window or screen so that a 125mm sphere cannot pass through; and resisting an outward horizontal action of 250N against the window. Where the device or screen can be removed, unlocked or overridden, the device or screen must have a child resistant release mechanism, and a barrier so that a 125mm sphere cannot pass through, and has no horizontal or near horizontal elements between 150mm & 760mm from FFL.
- As per the N.C.C. 3.9.2.5, all windows in other rooms where openable, and the FFL is 4m or more above NGL, require a barrier below the window that is 865mm high above FFL and restricts any opening within the barrier so that a 125mm sphere cannot pass through, and has no horizontal or near horizontal elements between 150mm and 760mm from FFL. Where the openable portion of a window encroaches into the 865mm barrier zone, the barrier beneath the window may be eliminated if the opening is protected by a permanently fixed device or screen which restricts the opening of the window so a 125mm sphere cannot pass through.
- Glazing installed in areas with high potential for human impact to comply with N.C.C. part 3.6.4.

FIRE SAFETY

- Smoke alarms to be mains powered and installed as per AS3786. Locations as per current N.C.C. 3.7.2.
- Smoke alarms to be interconnected where there is more than one smoke alarm.
- Installation of wood heaters to comply with AS2918. Provide local authorities with insulation and compliance certificates.

WET AREA

- Walls to wet areas to be finished with wet area plasterboard.
- Comply with N.C.C. table 3.8.1.1 and AS3740.
- All unenclosed showers above baths to have min. 900 shower screen or floor waste within 1500 of shower connection, as per AS3740.

DRAINAGE

- Drainage to be designed and constructed in accordance with AS3500 and Local Authority.
- Stormwater pipes to be UPVC Class HD.
- Sewer pipes to be UPVC Class SH.
- Provide 200 copper water reticulation.
- Type B stop valve to be located adjacent to entry.
- Backfill all trenches beneath vehicle pavement and slabs on grade to full depth with 20 FCR.
- Provide overflow relief gully with tap over. Invert level to be a minimum of 150mm below finished.
- Cut and batter are indicative. Batter to comply with current N.C.C. table 3.1.1.1.
- Ag drain required around perimeter of dwelling for all class M.S.H.E sites. Locate ag drain not closer than 1.5 from footings, in accordance with AS2870 2011 section 5.6.
- Provide surface drainage in accordance with AS2870 section 5.6.3.
- Provide flexible joints in all drainage emerging from underneath or attached to building in accordance with AS2870 2011 section 5.6.4. for all class H & E sites. Refer to Geotech yd.
- Downpipes must not serve more than 12m of gutter.

WOODHEATERS

- All woodheaters are to comply to manufacturers specifications and N.C.C. Part 3.7.3.

TIMBER FRAMING

- All work to be carried out in accordance with the National Construction Code.
- All timber framing to be carried out in accordance with AS1684 - Residential Timber Framing Code.
- Stud frames to be 90 x 35 F17 at 450cirs.
- Galvanised wall ties to masonry at 450cirs. horizontally and 600cirs. vertically, with spacing reduced by 50% around openings.

STAIRCASE, HANDRAILS & BALUSTRADES

- Stair treads - 240mm min. - 355mm max.
- Stair risers - 115mm min. - 190mm max.
- Handrail required where change of level between floors / landings over 1m as per current N.C.C. 3.9.2.4.
- Handrail height min 865mm above nosing of stair treads or floor of ramp as per N.C.C. 3.9.2.
- No gaps in staircase or balustrade to be greater than 125mm.
- Balustrade required where level of landing or deck is greater than 1000mm above adjacent ground level.
- Balustrade to be minimum 1000mm above finished floor level (including any floor coverings).
- Doors opening outwards externally must open to a landing (min. 750mm wide) where the difference in levels is greater than 570mm.
- Non slip tread: All stairs are to comply with N.C.C. 3.9.1.4

Revision notes:

Rev.	Date:	Notes:

Drawn by:

GD

Client:

Tom Riggs

Project:

7 Hadley Court, Lenah Valley

Drawing Title:

General Spec Notes

Date:

06/04/2020

Scale @ A3:

1:100

Page Number:

803



126 Hill Street, West Hobart
 office@westelevation.com.au
 0433 062 839

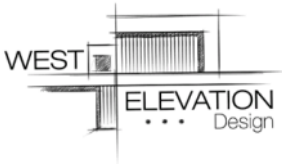
**7 HADLEY COURT, LENA VALLEY - MULTIPLE DWELLINGS
PREVIOUS APPLICATION NO. PLN-18-79**

West Elevation Design has had discussions with Kenneth Denman & Meg Kluver-Jones about Council potentially accepting two double crossovers in Hadley Court if a footpath was instated. A discussion was had about possible land lord consent. Another possibility discussed (which may be a simpler solution) would be to sub-divide the block, as it meets the minimum lot size requirements.

Below are some points that are provided in the DA plans, but may need to be clarified:

1. Planning

- 1) *Building Envelope height of 8.5m shown on plans. The elevations demonstrate that the maximum building height is well below the maximum.*
- 2) *Private open space (10.4.3) for each unit, shown on the Site Plan. Minimum private open space achieved by the deck and level area surrounding it*
- 3) *10.4.8 Waste storage bin areas have been provided. These areas have 1.7h privacy screens to section off the area.*
- 4) *10.4.4 is satisfied (please see sun study diagrams). Both decks receive sun to 50% from 11am-2pm*
- 5) *10.4.6 (Privacy for all dwellings) is achieved through Opaque windows to Unit 1's South Eastern façade.*
- 6) *Landscape areas are provided as well as sensor lighting to each garage to satisfy E6.7.8*
- 7) *10.4.2 Setback requirements are met with Bed 4 being greater than 4.5m setback from the road. 10.4.2 A2 (c) is satisfied due to the 32% grade slope.*
- 8) *Water tanks will be provided for drainage retention. To be designed by JSA Engineers.*



West Elevation Design
126 Hill St
West Hobart

CLIENT
Thomas Riggs

PROJECT
7 Hadley Court, Lenah Valley

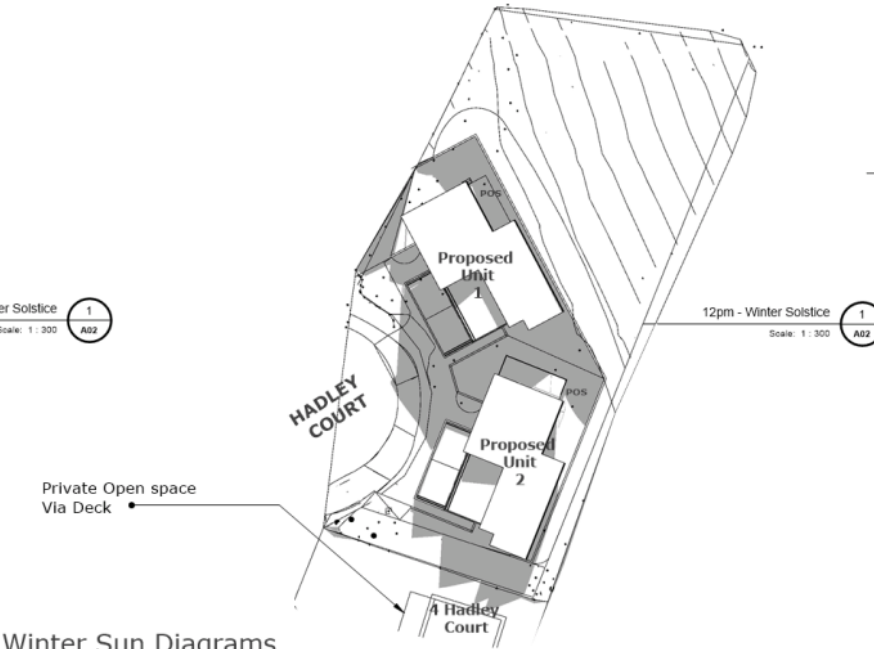
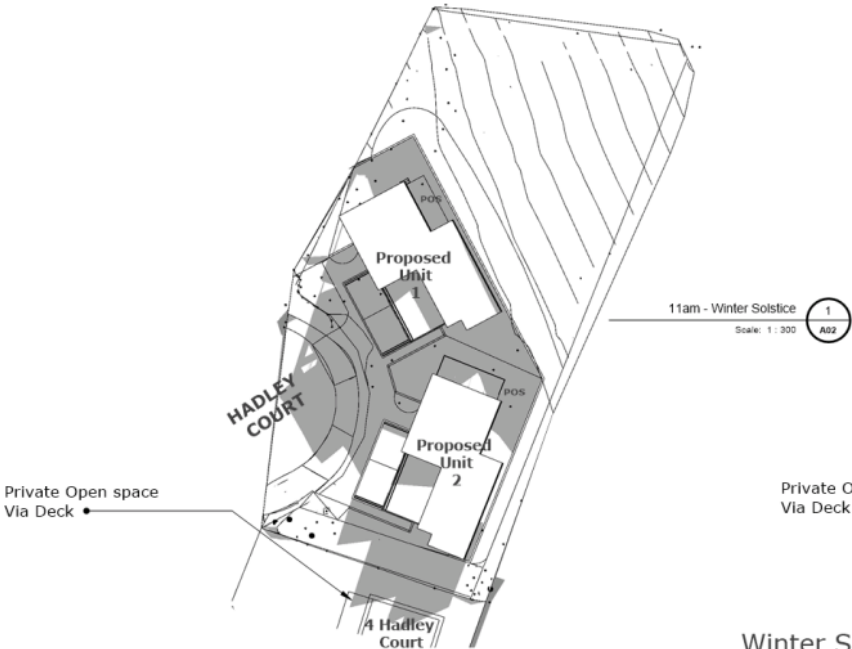
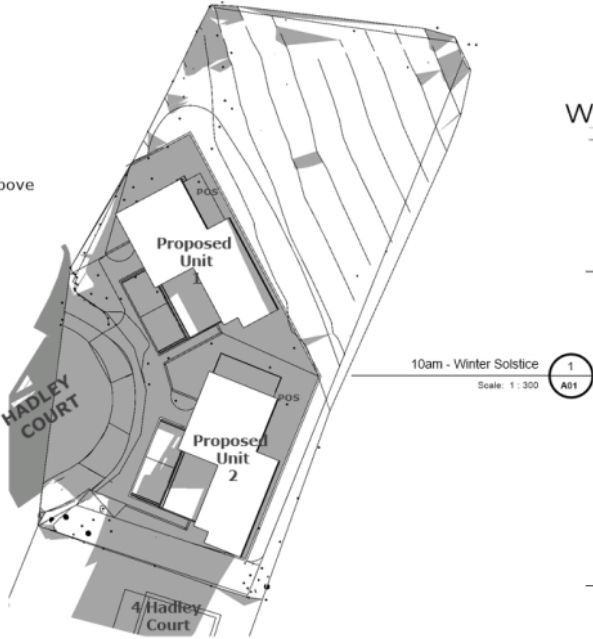
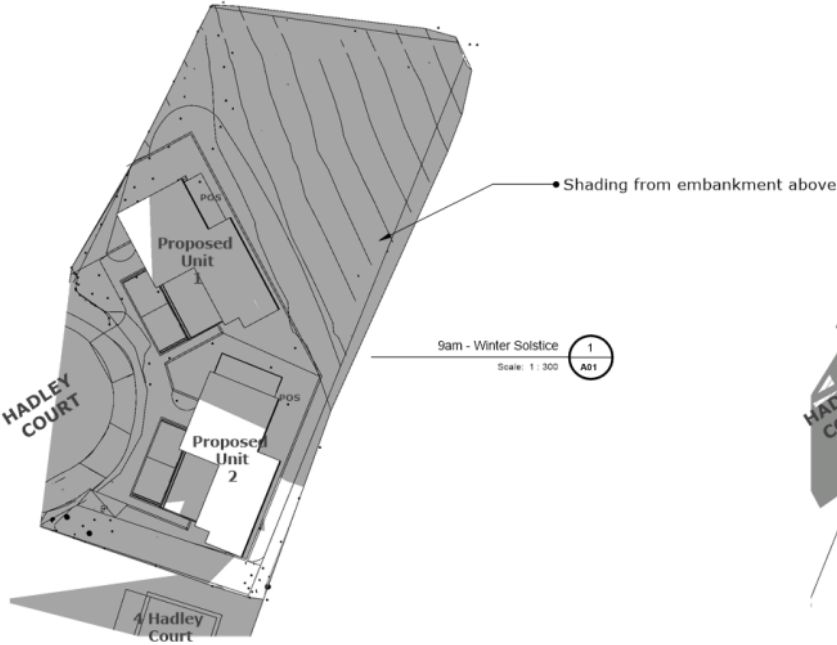
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ISSUE
03/04/2020

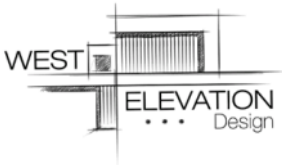
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DESCRIPTION
Winter Solstice Sun Diagrams
per hour

A09a



Winter Sun Diagrams



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126 Hill St
West Hobart

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Thomas Riggs

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7 Hadley Court, Lenah Valley

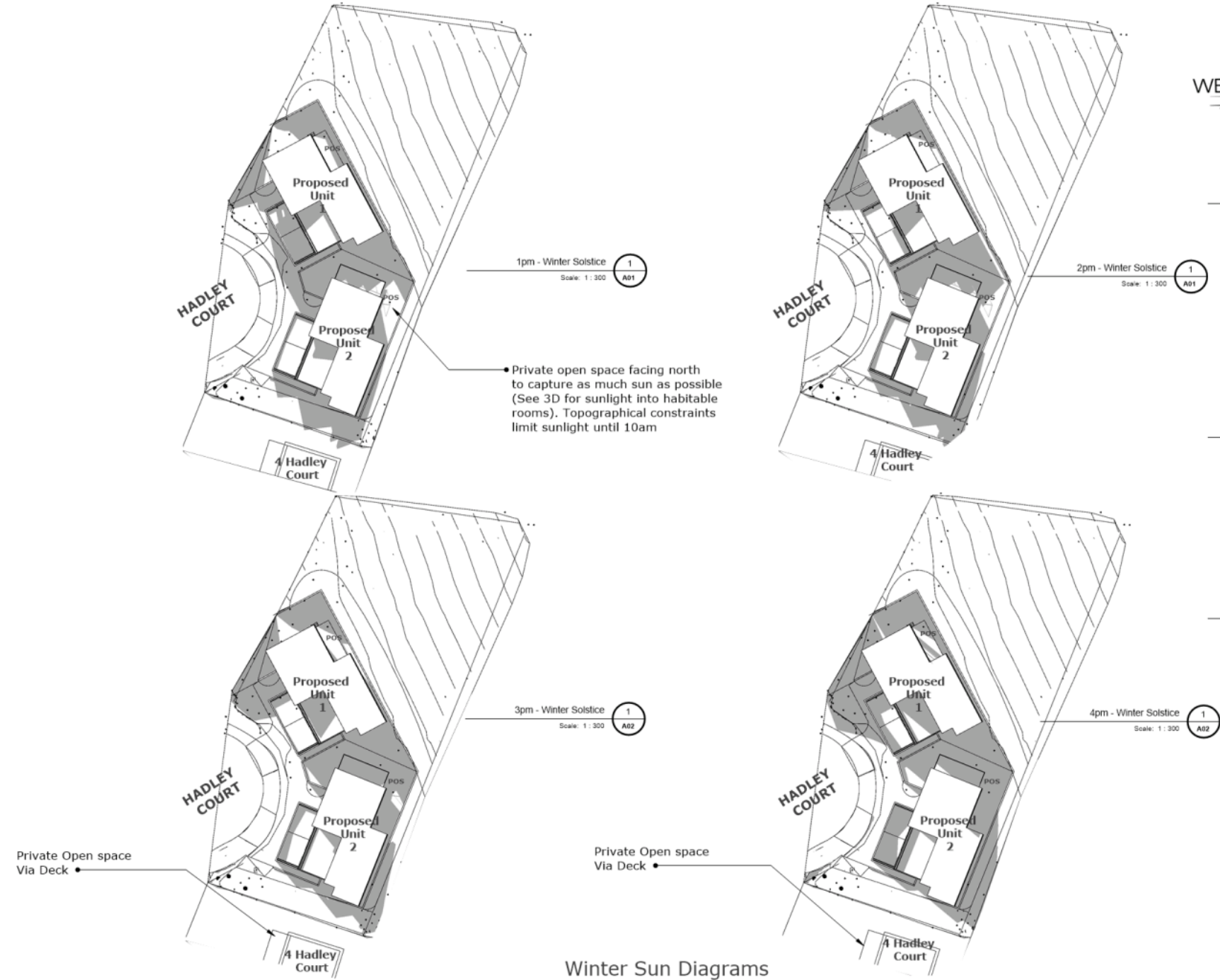
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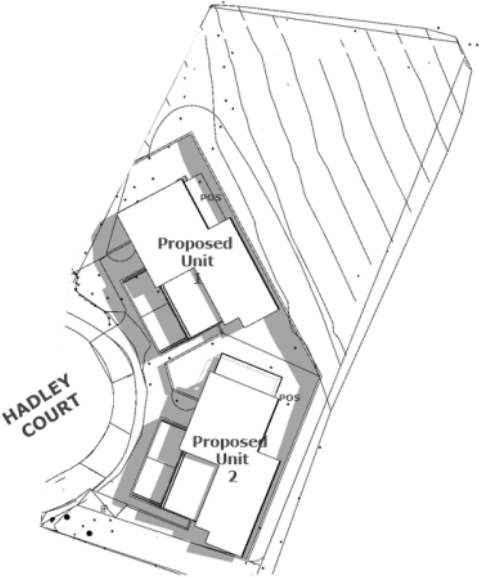
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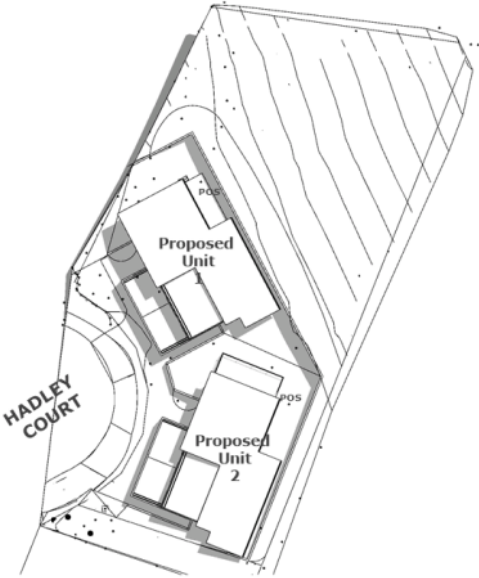
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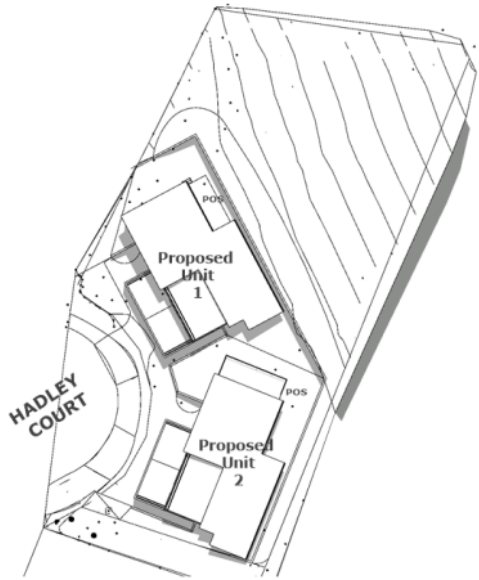




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10am - Summer Solstice
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A01

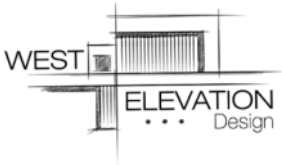


11am - Summer Solstice
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A02



12pm - Summer Solstice
Scale: 1 : 300
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A02

Summer Sun Diagrams



West Elevation Design
126 Hill St
West Hobart

CLIENT
Thomas Riggs

PROJECT
7 Hadley Court, Lenah Valley

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ISSUE
03/04/2020

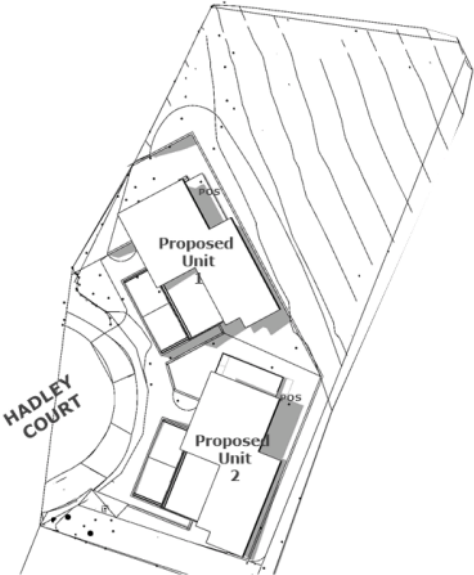
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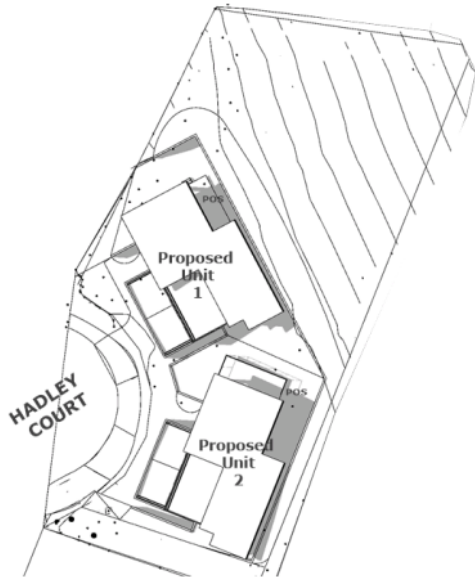




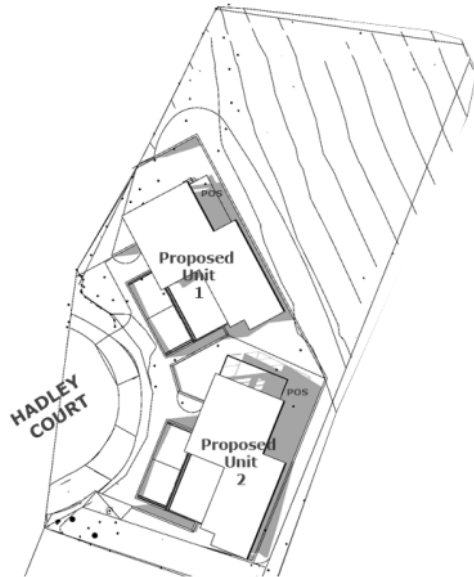
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2pm - Summer Solstice
Scale: 1 : 300



3pm - Summer Solstice
Scale: 1 : 300



4pm - Summer Solstice
Scale: 1 : 300



Summer Sun Diagrams



West Elevation Design
126 Hill St
West Hobart

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PROJECT
7 Hadley Court, Lenah Valley

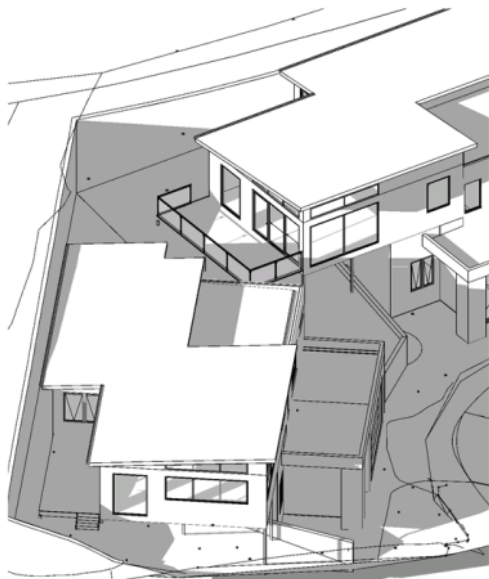
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ISSUE
03/04/2020

RE-ISSUE
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DESCRIPTION
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per hour

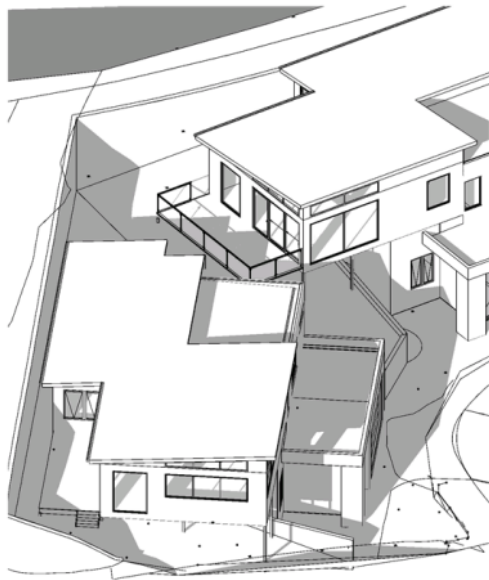
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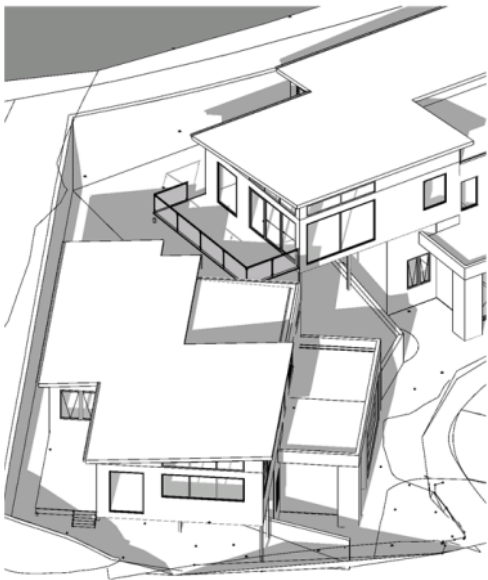
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Scale: 1 : 300



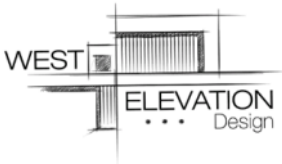
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2pm - Winter Solstice
Scale: 1 : 300



Winter Sun Diagrams 3D



West Elevation Design
126 Hill St
West Hobart

CLIENT
Thomas Riggs

PROJECT
7 Hadley Court, Lenah Valley

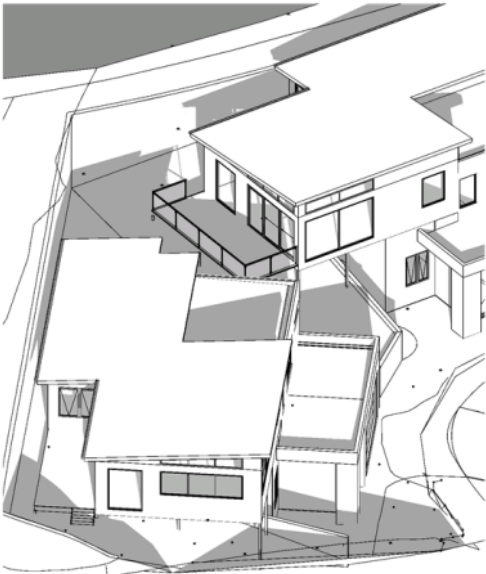
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03/04/2020

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DESCRIPTION
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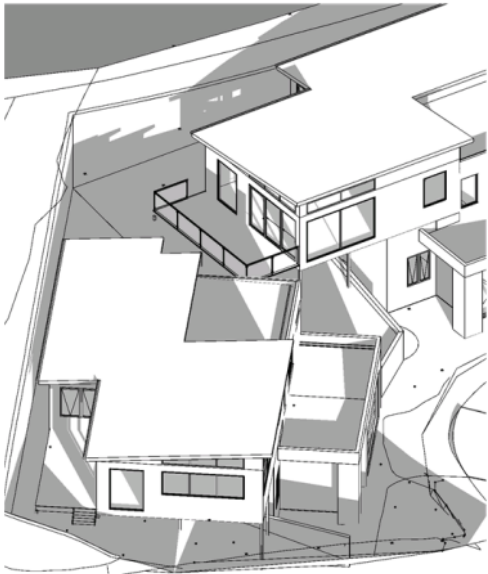
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3pm - Winter Solstice
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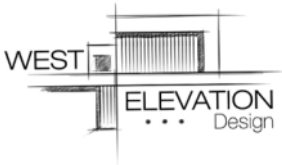
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4pm - Winter Solstice
Scale: 1 : 300

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A01



West Elevation Design
126 Hill St
West Hobart

CLIENT
Thomas Riggs

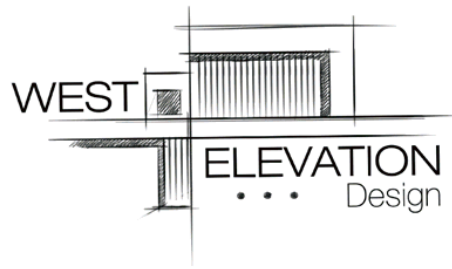
PROJECT
7 Hadley Court, Lenah Valley

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GD

ISSUE
03/04/2020

RE-ISSUE
N/A

DESCRIPTION
Winter Solstice Sun Diagrams
3D (Cont)



West Elevation Design

5 Dynnyrne Rd, Dynnyrne | 0433 062 839 | office@westelevation.com.au

Response to RFI dated 16/12/20 – Highway Reservation

Within the highway reservation area, a double car garage and main entry to the house are proposed. After many different design ideas & civil driveway designs, the only practical way of accessing each unit is to encroach into the frontage setback by having the accessible areas of the units at street level. This is due to the gradient of the land exceeding 25%. Please note that the highway reservation area is documented on the BAL plan on page A08a. As per the below image, there is no street furniture or trees on the site and thus will not be impacted.



Sincerely,

Gareth Davies - *West Elevation Design*

AD DESIGN + CONSULTING

Engineering
Project Management
Property Development**DESIGN MEMO**

TO: Tom Riggs
FROM: Tom Norman
DATE: 25/03/2021
PROJECT: 7 Hadley Court
RE: RFI Response item PA 2.2

Tom Riggs has engaged AD Design and Consulting to assess the positioning of the proposed garage and vehicle access of the development. As the proposed design does not comply with the acceptable solutions of the City of Hobart interim planning scheme 2015, this memo serves to provide additional information so the proposed development may be assessed against the performance criteria of the scheme.

The proposed development is located at 7 Hadley Court, Lenah Valley; see Figure 1. From Figure 1 it is observed that the proposed development is situated at the end of a cul-de-sac servicing five other houses. Due to the low number of houses being serviced, vehicle and pedestrian volumes within Hadley Court are very low, with even fewer movements towards the end of the cul-de-sac. Furthermore, the footpath (within the development's vicinity) will only service the proposed development's residence, with the footpath not providing thoroughfare to other areas. Table 1 below assesses the development against the performance criteria of Table E6.7.2 of the City of Hobart Interim Planning scheme.

Performance Criteria	
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;	Access and adjoining footpath will primarily be used by the dwelling of the residence. As such, conflicts are highly unlikely and are avoided.
b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;	Due to the development being located at the end of a cul-de-sac. There will be no unreasonable interface 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;	Traffic generation of the proposed development is very low. The access is for a single private residence; therefore, the proposed access is considered suitable for the development's type and volume.
e) Ease of accessibility and recognition for users.	The access is for a private dwelling and will be used by the residence of the dwelling only. The access can be readily accessed and recognized by the users.

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 ABN 55 169 899 683

Cat & Fiddle Centre
 Level 2, 51 Murray Street
 Hobart, Tasmania 7000

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The assessment against the performance criteria in Table 1 demonstrates that due to the development's location and very low traffic generation (pedestrian and vehicle), the access proposed for the development does meet the City of Hobart Planning Scheme's performance criteria. It is therefore recommended that the City of Hobart be in support of the development.

Regards,



Tom Norman

Senior Civil Engineer (CPEng)

AD Design and Consulting

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Figure 1: Locality (The List Map, 2021)

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Engineering
Project Management
Property Development

9/02/2021

BEN IKIN
SENIOR STATUTORY PLANNER
CITY OF HOBART
GPO Box 503
Hobart, TAS 7001

Dear Ben,

**RE: 7 HADLEY COURT, LENA VALLEY
PLN-20-221**

In reference to your request for further information dated 20th November 2020 regarding the above-mentioned project, please refer responses below addressing the raised items.

Should you have any further queries, please contact me on the details below.

Yours sincerely,

Michael Burgess

Graduate Civil EngineerAD Design & Consulting Pty Ltd
michael@addconsulting.com.au
0437 208 220addconsulting.com.au
admin@addconsulting.com.au
ABN 55 169 899 683Cat & Fiddle Centre
Level 2, 51 Murray Street
Hobart, Tasmania 7000

AD DESIGN+CONSULTING

Item 1:Request

Please review again the area of the External catchment (B) to the North and provide clearly supporting calculation for Table 6&7 in the Stormwater Management Plan

Response

The external catchment (B) has been reviewed and the area adopted is believed to be representative of the upstream catchment.

The assessment presented in the Stormwater Management Plan has been undertaken in accordance with Australian best practice as described in Australian Rainfall and Runoff 2019 (ARR19) and uses up to date BOM rainfall intensity, frequency, and duration (IFD) data, with temporal pattern ensembles. The critical design flows for the 1% and 5% AEP presented in Table 6 and 7 have been derived by running ten temporal patterns for each storm duration at a timestep, using semi-distributed catchments and Laurenson Hydrology, with parameters described in the submitted report. The storm duration with the highest median value over the ensemble is taken as the critical storm. This approach is endorsed by ARR19 as a suitable method for deriving critical duration design storm events. The large number of computations necessary to generate this result are completed using XPSTORM software, with the presented box and whisker plots shown as a summary of results in the submitted report.

Item 2:Request

The City requires the channel to discharge into the main rather than local sag

Response

It is proposed the open channel is discharged into a grated pit with capacity to capture flows from a minor storm event (5% AEP), as described in the attached revised General Arrangement Plan. During a major storm event flows will be directed towards Hadley Court with scour protection. There is no footpath present within overland flow path, therefore the drain can be safely discharged into Hadley Court.

Item 3:Request

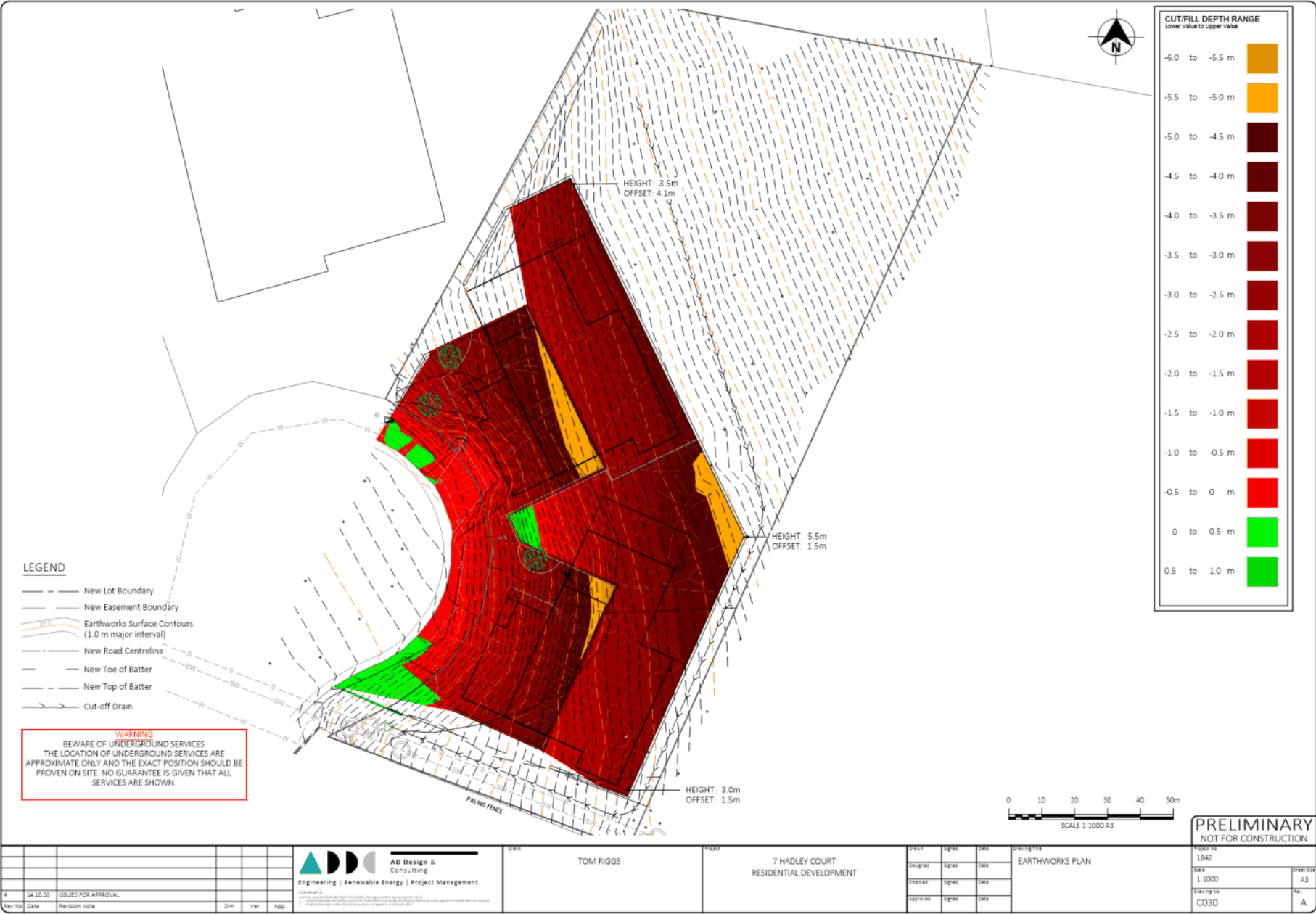
Which measures are used to ensure cut-off drain flows appropriately captured With excess runoff going around the bend and not directly concentrated flows onto neighbouring land

Response

A channel depth of 400mm within 2m of the bend is proposed, providing 150mm of freeboard. Refer to the revised General Arrangement plan attached.

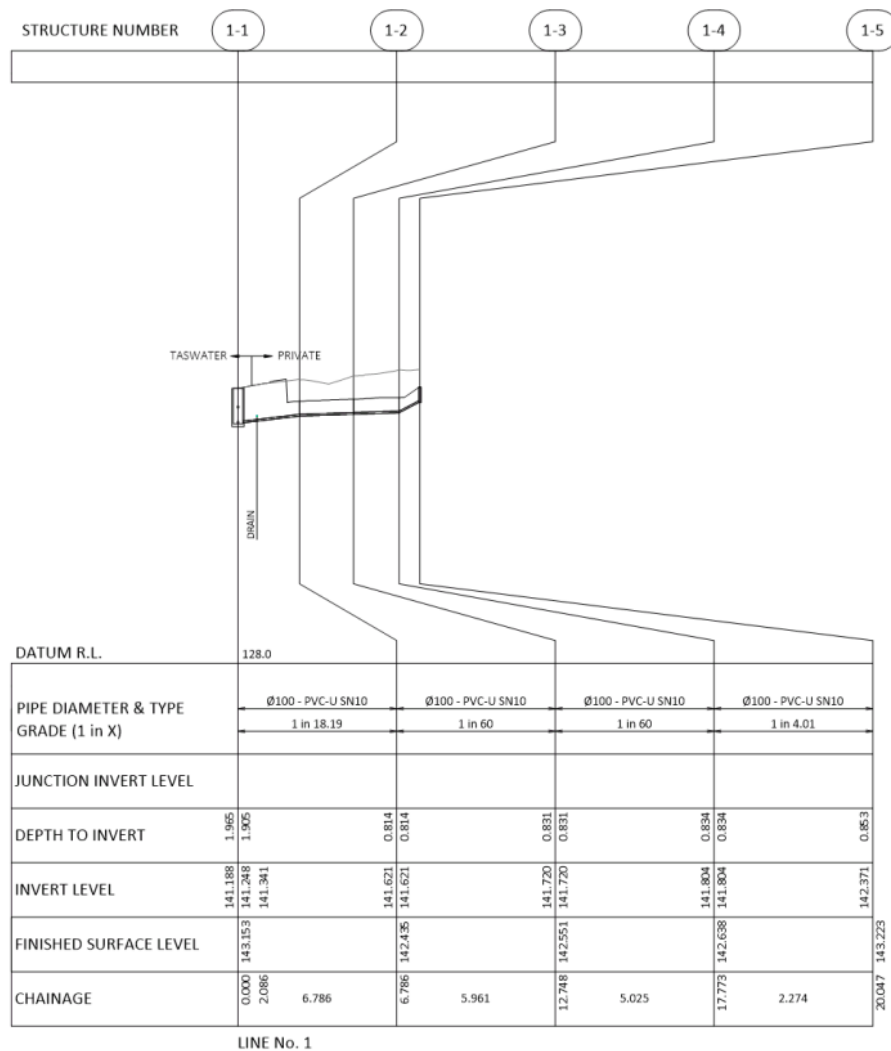
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 AD Design & Consulting Engineering Renewable Energy Project Management						Client: TOM RIGGS		Project: 7 HADLEY COURT RESIDENTIAL DEVELOPMENT		Drawn: <input type="checkbox"/> Signed: <input type="checkbox"/> Date: <input type="text"/> Designed: <input type="checkbox"/> Signed: <input type="checkbox"/> Date: <input type="text"/> Checked: <input type="checkbox"/> Signed: <input type="checkbox"/> Date: <input type="text"/> Approved: <input type="checkbox"/> Signed: <input type="checkbox"/> Date: <input type="text"/>			Drawing Title: SEWER LONG SECTION SHEET 1		Project No: 1842 Scale: AS PER 1:100 VARY 1:240 Drawing No: C090 Revision: A		NOT FOR CONSTRUCTION Project No: 1842 Scale: AS PER 1:100 VARY 1:240 Drawing No: C090 Revision: A	
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PROJECT

**7 HADLEY COURT,
LENAH VALLEY, TAS**
Stormwater Management Plan

CLIENT

Tom Riggs

DATE

October 2020

Engineering · Renewable Energy · Project Management



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AD Design & Consulting Pty Ltd
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Document Status

Rev No.	Author	Status	Approved for Issue	
			Name	Date
A	TN	For Approval	TN	14/10/20

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1. Introduction

1.1 Background

Tom Riggs has engaged AD Design & Consulting to report on the stormwater quantity, mitigation and quality requirements for the development. The aim of this report is to assess the peak pre-development and post-development stormwater discharge from the site and provide mitigation solutions if required and to determine if stormwater quality treatment devices are necessary in accordance with section E7.0 clause E7.7.1 of the Hobart City Council Interim Planning Scheme 2015.

2. Site Overview

Location	7 Hadley Court, Lenah Valley
Municipality	Hobart City Council
Planning Controls	Hobart City Council Interim Planning Scheme 2015
Zoning	General Residence
Property Area	0.1613 ha

Table 1: Site details. Source: LIST © State of Tasmania

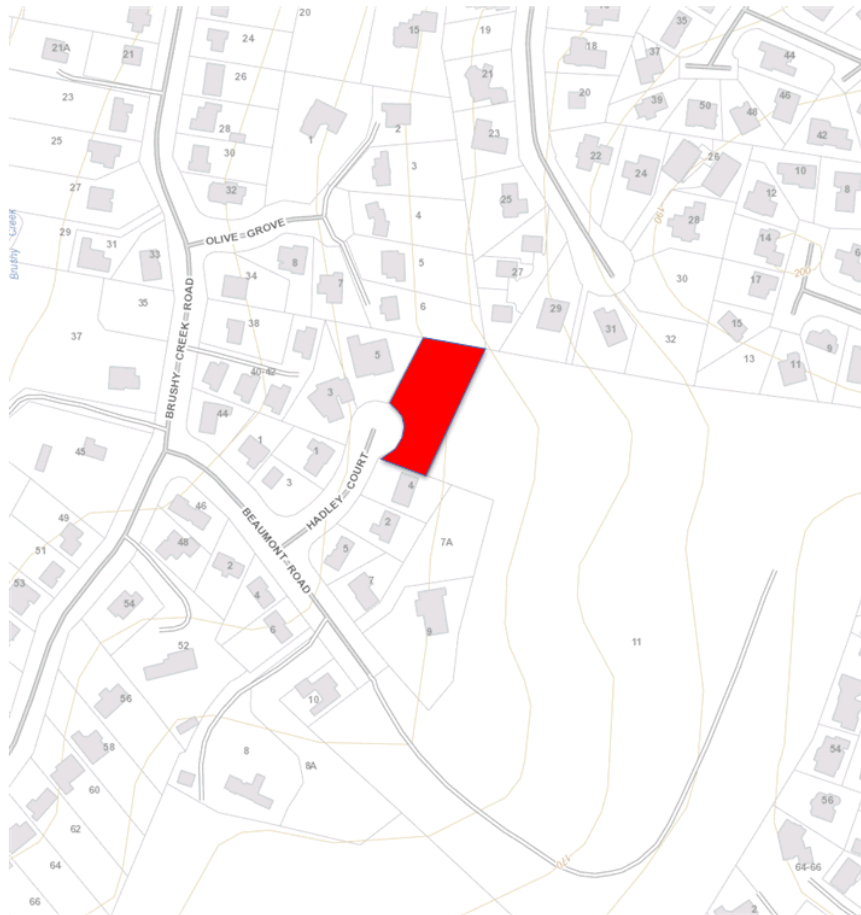


Figure 1: Location plan. Source: annotated map and aerial from the LIST © State of Tasmania

3. Catchment Hydrology

3.1 Methodology

This assessment has been undertaken in accordance with Australian Rainfall and Runoff 2016 (ARR'16) and uses the new 2016 rainfall intensity, frequency and duration (IFD) data, which match the recently released temporal pattern ensembles for ARR'16. Design rainfall events are derived from these and applied within the XPSTORM model.

Rainfall assessment was completed using a lumped catchment approach to a location upstream of the existing internal road. The lumped catchment approach is endorsed by ARR'16 as a suitable method of deriving critical duration design storm events and is described by Figure 2.

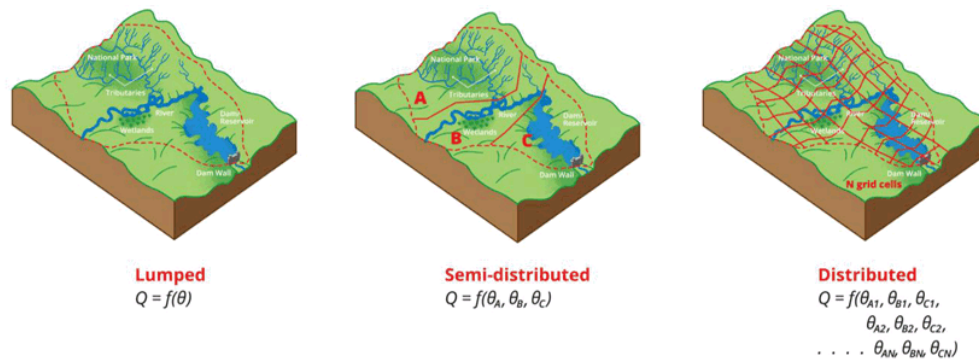


Figure 2: Catchment modelling options

Land use information, including surface roughness and infiltration capacity, were derived from an assessment of the aerial photography available via LISTmap, historical aerial photography within the Google Maps environment and from the Australian Rainfall & Runoff (ARR) Data Hub.

3.2 External and Internal Catchments

The study catchment consists of an open grassed area with no existing structures. The development site is bound by residential development to the north, south and west and an open vegetated area to the east. There are two external catchments which contribute flows through the site. There is a relatively large external catchment to the east (1.672 ha) which flows through the development site which is intercepted by Hadley Court and a small catchment to the north (0.024 ha). The internal catchment has been taken as the entirety of the site with an area of 0.1613 ha. This catchment falls at a consistent grade of approximately 30% from northeast to southwest.



Figure 3: Catchments

The following table outlines the existing catchment details. The pervious and impervious portions of the catchment have been modeled as two sub catchments as recommended when using the Laurenson Method.

Table 2: Pre-development catchment Internal_A details

Catchment ID	Internal_A	Pervious	Impervious
Area catch (ha)	0.1613	0.1613	-
Fraction Imp (%)	0	0	-
Manning's	0.035	0.035 (Unmaintained grass, Chow 1959)	-
Slope (%)		30.3	-
Initial (mm)		5	-
Continuous (mm)		2.5	-

**Table 3: Pre-development catchment Internal_A details**

Catchment ID	External_A	Pervious	Impervious
Area catch (ha)	0.024	0.024	-
Fraction Imp (%)	0	0	-
Manning's	0.035	0.035 (Unmaintained grass, Chow 1959)	-
Slope (%)		25.6	-
Initial (mm)		5	-
Continuous (mm)		2.5	-

Table 4: Pre-development catchment External_B details

Catchment ID	External_B	Pervious	Impervious
Area catch (ha)	1.672	1.672	-
Fraction Imp (%)	0	0	-
Manning's	0.06	0.06 (Light bush, Chow 1959)	-
Slope (%)		21.9	-
Initial (mm)		15	-
Continuous (mm)		2.5	-

The proposed development introduces an increase in impervious areas from new paved road areas, drives access, roofs and other typical structures, however due to the required excavation needed to facilitate the development, the slope of the impervious area decreases. The changed catchment characteristics are outlined in Table 5.

Table 5: Post-developed site catchment details

Catchment ID	Internal_A	Pervious	Impervious
Area catch (ha)	0.1613	0.102	0.048
Fraction Imp (%)	30	0	100
Mannings		0.035 (Maintained grass, Chow 1959)	0.015 (Concrete, Chow 1959)
Slope (%)		30.3	22.1
Initial (mm)		5	1.5
Continuous (mm)		2.5	0



3.3 Rainfall Losses

Methods for modelling the proportion of rainfall that is “lost” to infiltration are outlined in both ARR1987 and ARR2016. The methods are of varying complexity, with the more complex options only suitable if sufficient data is available. The method most typically used for design flood estimation is to apply an initial and continuing loss to the rainfall. The initial loss represents the wetting of the catchment prior to runoff starting to occur, and the continuing loss represents the ongoing infiltration of water into the saturated soils while rainfall continues.

Initial and continuous losses for the pervious areas of catchment Internal_A and External_A have been evaluated to be 5mm and 2.5mm respectively. These values have been adopted due to the small area of the catchments, the lack of vegetation excluding lawns and the steep slope of the site.

Initial and continuous losses for catchment External_B has been evaluated to be 15mm and 2.5mm respectively. These values have been adopted with guidance from ARR 2016 Book 5 chapter 3, the amount of vegetation within the catchment and soil conditions.

Initial and continual losses for all impervious areas has been taken as 1mm and 0mm respectively.

3.4 Design Rainfall

The rainfall Intensity-Frequency-Duration (IFD) curve and the storm temporal patterns used for the hydrological analysis were obtained from the Bureau of Meteorology for the ARR’16 data. The assessment was completed for the 5% and 1% AEP design storm events.

3.4.1 Critical Duration and Peak Flows

The critical rainfall durations have been calculated by applying the ARR’16 ensemble temporal patterns to the lumped catchment which allowed the identification of the critical duration for each AEP. The results of each of the ensembles and with the mean design storm identified for each ensemble are compared to determine the critical storm duration. This critical storm forms the basis and is the design rainfall applied to each smaller catchment (pre-development internal, post development internal) to determine their respective peak flows. Figure 4 to Figure 9 show the mean design storm events with the critical storm duration identified for the 5 % and 1 % AEP pre-development flows respectively and Figure 10 and 11 for the post development flows. The external catchments characteristics did not change between pre and post development, as such the box and whisker charts have not been duplicated for post development.

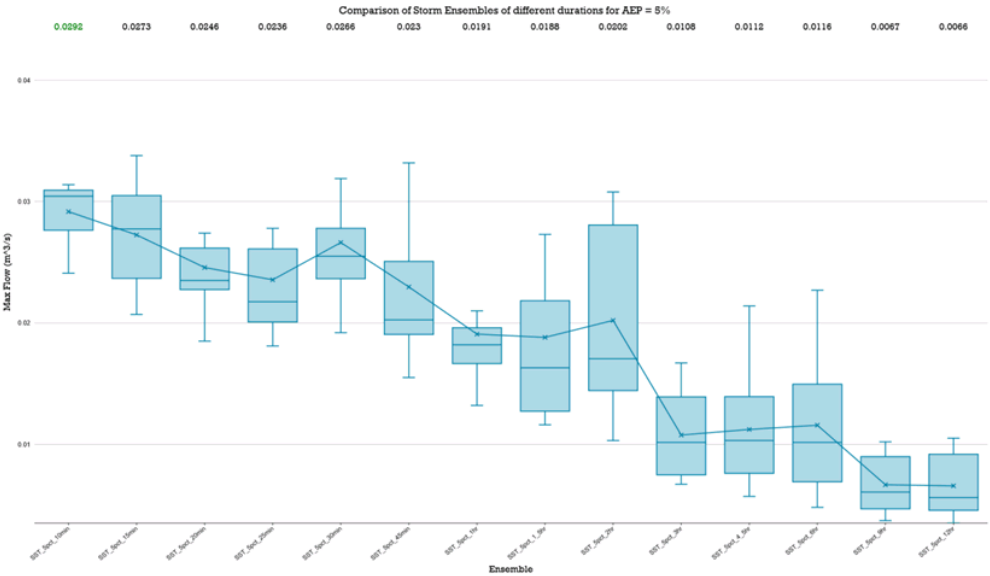


Figure 4: Internal_A 5 % AEP mean design storm pre-development

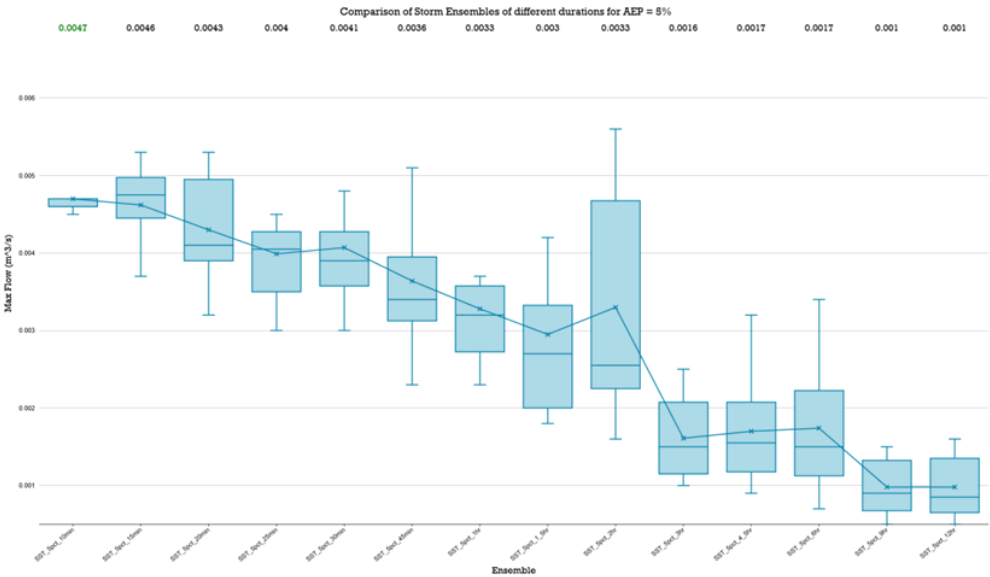


Figure 5: External_A 5 % AEP mean design storm pre-development

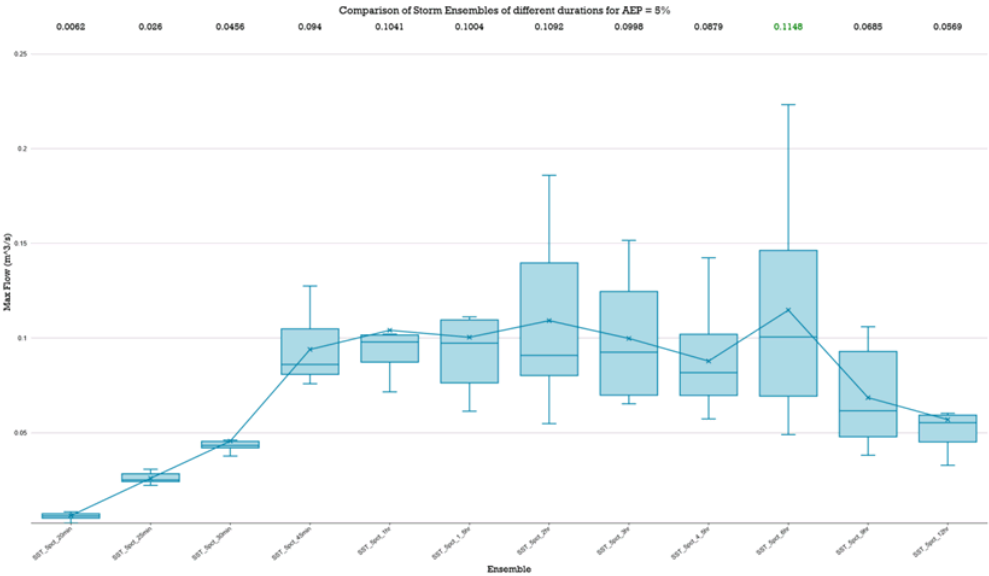


Figure 6: External_B 5 % AEP mean design storm pre-development

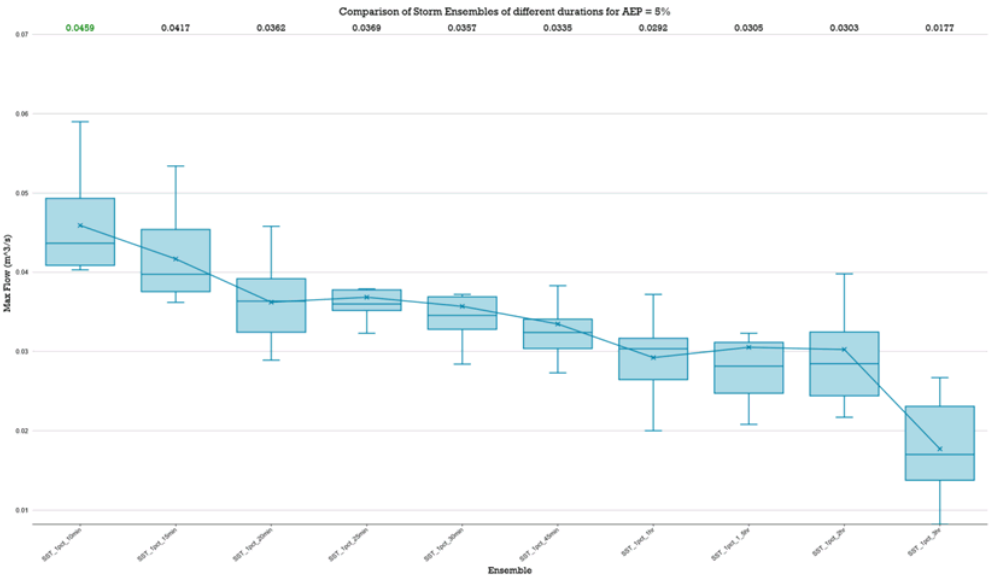


Figure 7: Internal_A 1 % AEP mean design storm pre-development

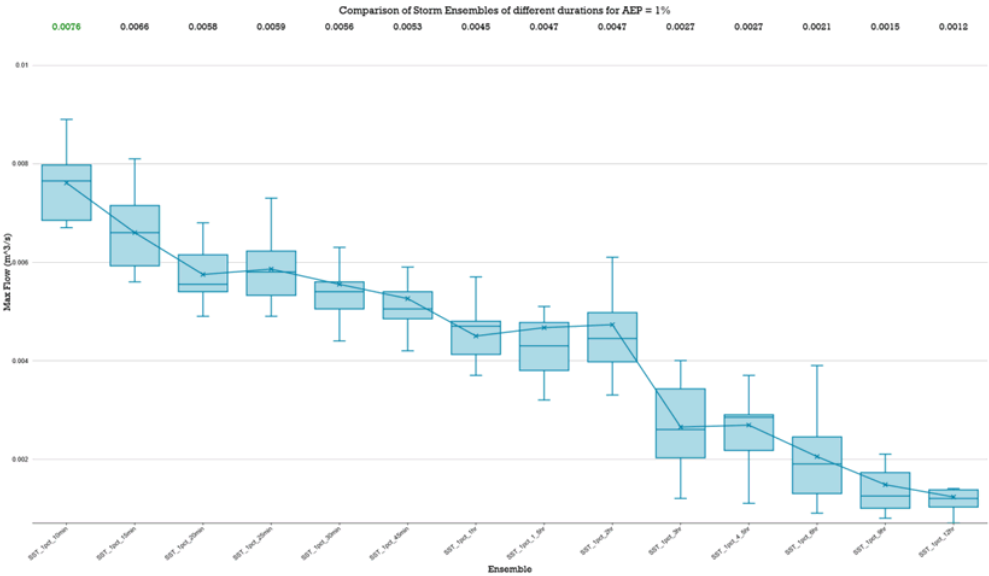


Figure 8: External_A 1 % AEP mean design storm pre-development

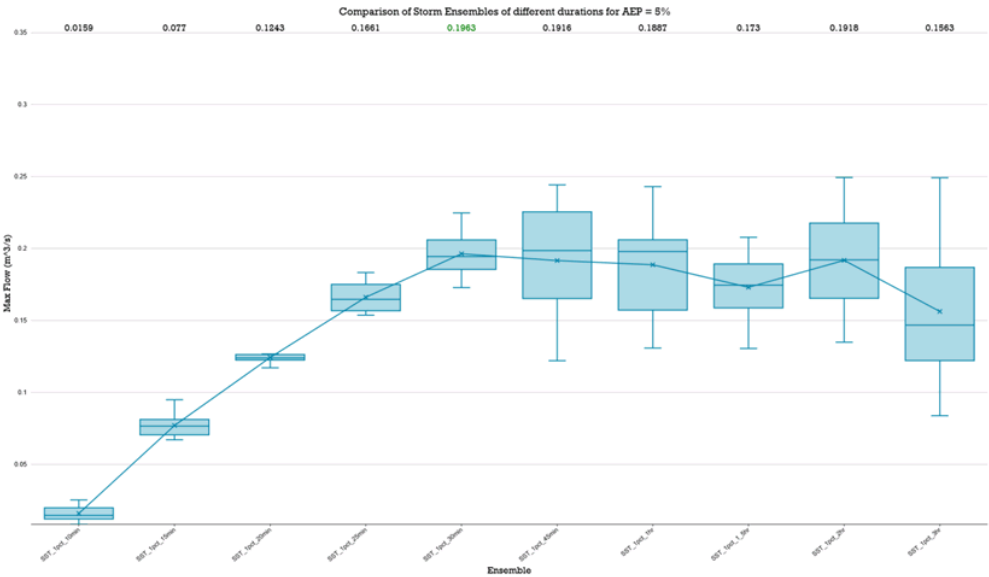


Figure 9: External_B 1 % AEP mean design storm pre-development

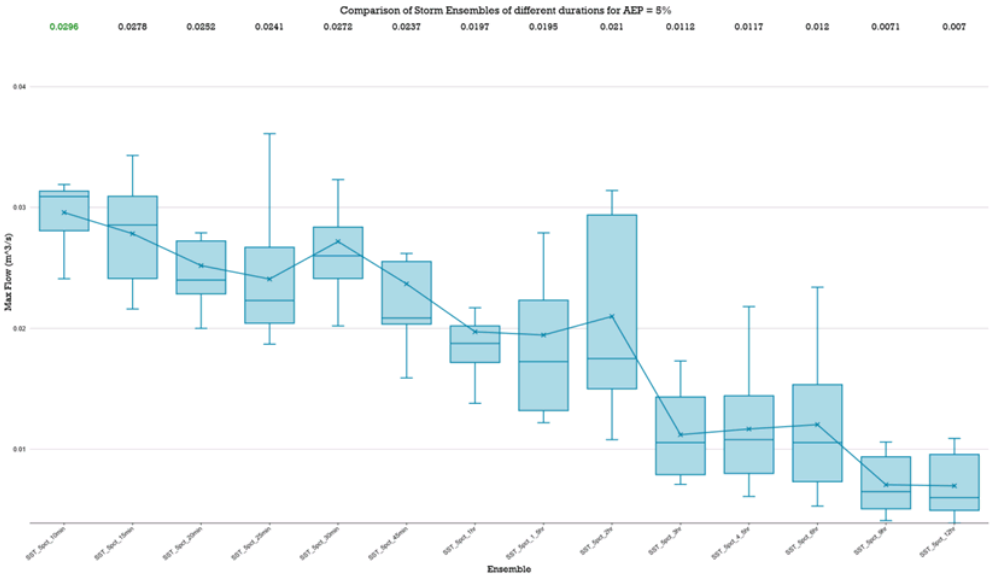


Figure 10: Internal_A 5 % AEP mean design storm post-development

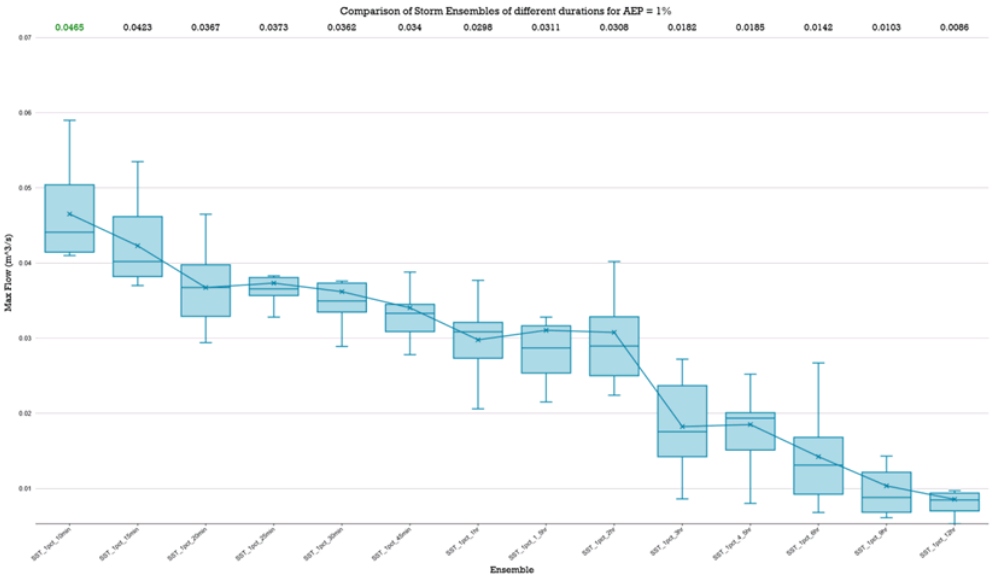


Figure 11: Internal_A 1 % AEP mean design storm post-development



A summary of the above figures is shown in table 6 and 7:

Table 6: Pre-development Flows

Catchment ID	5% AEP (L/s)	1% AEP (L/s)
Internal A	29	46
External A	5	8
External B	115	196

Table 7: Post-development Flows

Catchment ID	5% AEP (L/s)	1% AEP (L/s)
Internal A	30	47

3.5 Detention Requirements

The assessment of pre-development versus post-development flows in section 3.4 indicated that no detention is required. Table 6 and 7 show that the flows from the site for the pre-development and post-development are 29 L/s and 30 L/s respectively. As there is only a 1 L/s increase in runoff from the site, which is within the tolerance of the model, no mitigation is required to comply with section E7.0 clause 7.7.1 (A3) of the Hobart City Council Interim Planning Scheme.

3.6 External Catchments

The assessment in section 3.4 has identified that there is 196 L/s of runoff is flowing through the development site from catchment External_B for the 1% AEP storm. Typically this would not be an issue as these flows are unconcentrated and floor levels could be set to avoid any inundation. However, for the development to be compliant with vehicle access from Hadley court, significant excavation is required with retaining up to 4.1m. As this excavation cuts the catchment and prevents runoff from passing the development via natural overland flow paths, the runoff is required to be safely diverted around the development and into Hadley Court where like current conditions it is captured.

It has been proposed to provide and appropriately sized diversion channel along the western boundary of the development site. This channel will be sized to capture 1% AEP flows from the external catchment. At the end of the channel a field inlet will be positioned within a local sag to capture the 5% AEP flows. The flows above the 5% AEP storm will over flowing into the development access road and into Hadley Court. Please refer to Appendix A for engineering drawings, outlining the stormwater management arrangement.

It should be noted that there is a development proposed at the site of catchment External B. This development is currently with council waiting engineering approval, assumed to be starting construction shortly. As such, this catchment will be fully developed making the diversion channel unnecessary. However, as the site is currently undeveloped we are working on the premise that catchment External_B is required to be managed and as such a diversion channel is required.



A summary of the diversion channel characteristics is provided below in Table 8 with the calculations provided in Appendix B.

Table 8: Diversion Channel

Base width	300mm
Side slope	1 in 2
Depth	400mm (with 150mm freeboard)
Average grade	10%
Channel lining	Stone, 100mm D ₅₀ size
Capacity	214 L/s



4. Stormwater Quality

Section E7.0 clause E7.7.1(A2) of the Hobart City Council Interim Planning Scheme outlines when stormwater quality is required. The criteria are summarised below:

- The size of new impervious area is more than 600 m² or,
- new car parking is provided for more than 6 cars or,
- subdivision is for more than 5 lots.

The development does not trigger any of these conditions and therefore no stormwater quality devices are proposed. For the site layout and impervious area please refer to ADDC drawing in Appendix A.



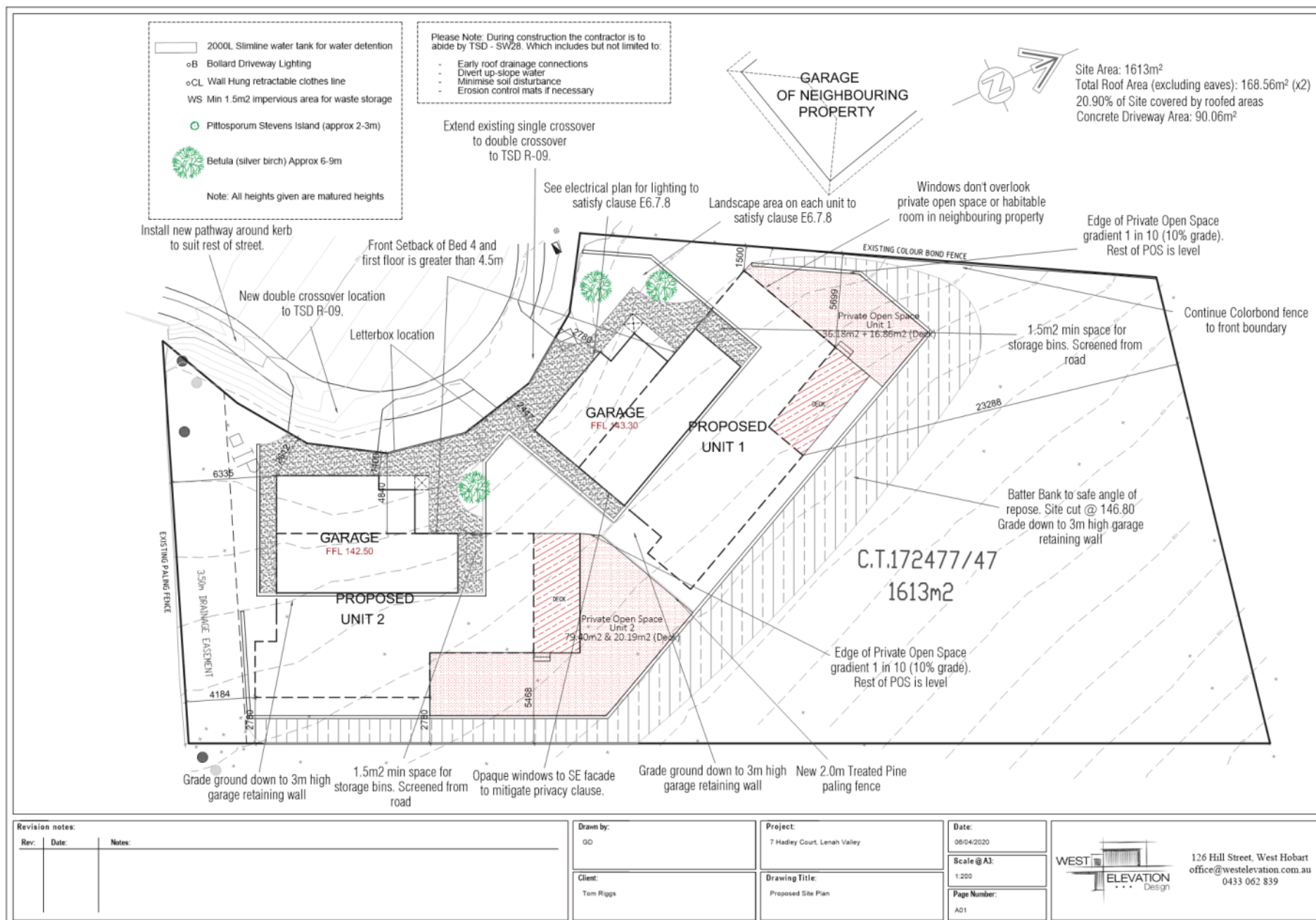
5. Conclusion

This stormwater report has demonstrated that the site can be developed in accordance with Clause E7.7.1 of the Hobart City Council Interim Planning Scheme. The key details are summarised below:

- The peak stormwater discharge from the site pre-development was determined to be 29 L/s and 46 L/s for the 5%AEP and 1%AEP respectively.
- Post development 5% AEP flows are 30L/s which is an increase in runoff of 1 L/s.
- Post development 1% AEP flows are 47 L/s which will be conveyed via suitable overland flow path.
- No detention is being proposed
- The external catchment to the west will be diverted around the development via a diversion channel and into Hadley Court.
- No stormwater quality treatment device is being proposed due to the development not triggering the requirements of the planning scheme.



APPENDIX A







APPENDIX B

Diversion Channel Capacity Calcs

	Value	Comments
System Flow	196.300	From hydraulic modeling of catchment External_B
Base width	0.300	
Side Slope 1 in	2.000	
Roughness	0.080	Mannings, Stone lined channel
Channel slope	0.100	From survey
Channel Depth	0.250	No freeboard
Hydraulic Radius	0.124	
Water Depth @ design flow	0.214	
Velocity @ design flow	0.983	
Capacity	214.208	L/s
Utilisation	0.916	Design flow / Channel Capacity
Froude	0.678	Less 1, no risk of hydraulic jump

AD DESIGN + CONSULTINGEngineering
Project Management
Property Development

1/07/2021

BEN IKIN
SENIOR STATUTORY PLANNER
CITY OF HOBART
GPO Box 503
Hobart, TAS 7001

Dear Ben,

RE: 7 HADLEY COURT, LENA VALLEY
PLN-20-221

In reference to your request for further information dated 18th June 2021 regarding the above-mentioned project, please refer to the responses below addressing the raised items.

Should you have any further queries, please contact me on the details below.

Yours sincerely,

Michael Burgess

Graduate Civil EngineerAD Design & Consulting Pty Ltd
michael@addconsulting.com.auaddconsulting.com.au
admin@addconsulting.com.au
ABN 55 169 899 683Cat & Fiddle Centre
Level 2, 51 Murray Street
Hobart, Tasmania 7000

AD DESIGN+CONSULTING

Item 1:Request

Please submit calculations to support the proposed dimensions and freeboard for the cut-off drain (1% storm event + CC).

Response

The Stormwater Report submitted has identified a 1% AEP flow rate from the external catchment of 196 L/s. Manning's Equation has been utilised to calculate an appropriate channel width with freeboard. The screenshot below shows that the channel described in the Stormwater Report is adequate to convey the flows generated from the external catchment with freeboard.

Open Drain Sizing

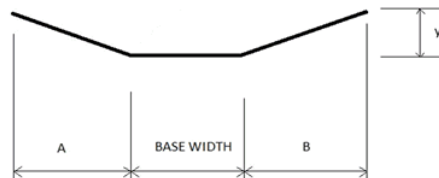
$$V = (R^{2/3}) / (S^{1/2}) / n$$

$$Q = V \times A$$

n'	0.035
----	-------

Left Batter Slope (1 in x)	2
----------------------------	---

Right Batter Slope (1 in x)	2
-----------------------------	---



Catchment Label	Location	ARI	Design Q (m ³ /s)	Depth "y" (m)	Longitudinal Slope (1 in x)	Base Width (m)	A (m)	B (m)	Flow width (m)	WP	Area (m ²)	R	Vel (m/s)	D'V	Capacity Q (m ³ /s)
A		20	0.196	0.400	20	0.3	0.80	0.80	1.900	2.0889	0.440	0.2106	2.26	0.90	0.995

Item 5:Request

Please confirm there is no conflict with other services within the drainage easement to align the channel and proposed pit.

Response

The service alignments have been assessed using 12d modelling software, and no conflict exists with other services in the drainage easement.

Item 6:Request

Under the UDA the applicant needs to obtain a permit for working within the drainage easement.

Response

An application will be submitted to obtain a permit for working within the drainage easement.



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

3 June 2021

Gareth Davies (West Elevation Design)
5 Dynnyrne Road
Dynnyrne Tas 7000

mailto:gdavies@westelevation.com.au

Dear Sir/Madam

**7 HADLEY COURT, LENA VALLEY - WORKS IN ROAD RESERVE NOTICE OF LAND
OWNER CONSENT TO LODGE A PLANNING APPLICATION - GMC-21-33**

Site Address:

7 Hadley Court, Lenah Valley

Description of Proposal:

Works in Road Reserve

Applicant Name:

Gareth Davies - West Elevation Design

PLN (if applicable):

PLN-20-221

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 - West Elevation Design - J1107



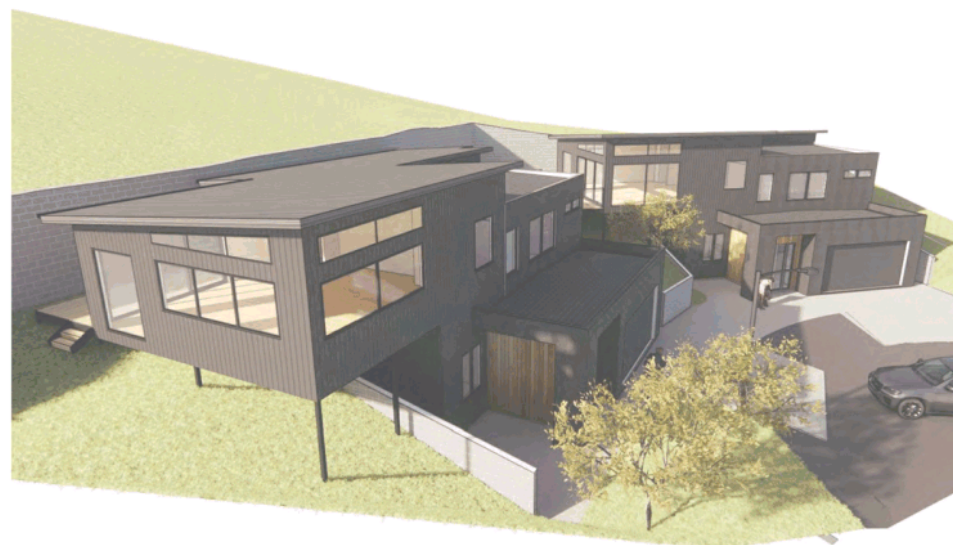
PROPOSED UNIT DEVELOPMENT AT 7 HADLEY COURT, LENA VALLEY

DRAWING NUMBER

A00	COVER PAGE
A01	PROPOSED SITE PLAN
A02a	GROUND FLOOR DRAINAGE PLAN
A02b	FIRST FLOOR DRAINAGE PLAN
A03a	UNIT 1 GROUND FLOOR PLAN
A03b	UNIT 1 FIRST FLOOR PLAN
A03c	UNIT 2 GROUND FLOOR PLAN
A03d	UNIT 2 FIRST FLOOR PLAN
A04a	UNIT 1 & 2 GROUND FLOOR ROOF PLAN
A04b	UNIT 1 & 2 FIRST FLOOR ROOF PLAN
A05	SECTION
A06a	PROPOSED ELEVATIONS UNIT 1
A06b	PROPOSED ELEVATIONS UNIT 1 (CONT)
A06c	PROPOSED ELEVATIONS UNIT 2
A06d	PROPOSED ELEVATIONS UNIT 2 (CONT)
A07a	UNIT 1 GROUND FLOOR ELECTRICAL PLAN
A07b	UNIT 1 FIRST FLOOR ELECTRICAL PLAN
A07c	UNIT 2 GROUND FLOOR ELECTRICAL PLAN
A07d	UNIT 2 FIRST FLOOR ELECTRICAL PLAN
A08a	BAL PLAN
A08b	EXTERNAL PERSPECTIVES
A09a	WINTER SOLSTICE SUN DIAGRAMS PER HOUR
A09b	WINTER SOLSTICE SUN DIAGRAMS PER HOUR (CONT)
A09c	SUMMER SOLSTICE SUN DIAGRAMS PER HOUR
A09d	SUMMER SOLSTICE SUN DIAGRAMS PER HOUR (CONT)
A09e	WINTER SOLSTICE SUN DIAGRAMS 3D (MIN 3 HOURS DEMONSTRATED)
A09f	WINTER SOLSTICE SUN DIAGRAMS 3D (CONT)

COMPLIANCE NUMBER:

B01	BALUSTRADE NOTES
B02	WET AREA NOTES
B03	GENERAL SPEC NOTES



Revision notes:

Rev.	Date:	Notes:
01	06/04/20	DA Construction Documentation Completed
02	06/05/20	Building Envelope added, POS Sizes added, Sun Analysis added extra 30's
03	31/08/20	House levels dropped, retaining wall size increased

Job Number:
J1107

Drawn by:
GD

Client:
Tom Riggs

Project:
7 Hadley Court, Lenah Valley

Drawing Title:
Cover Page

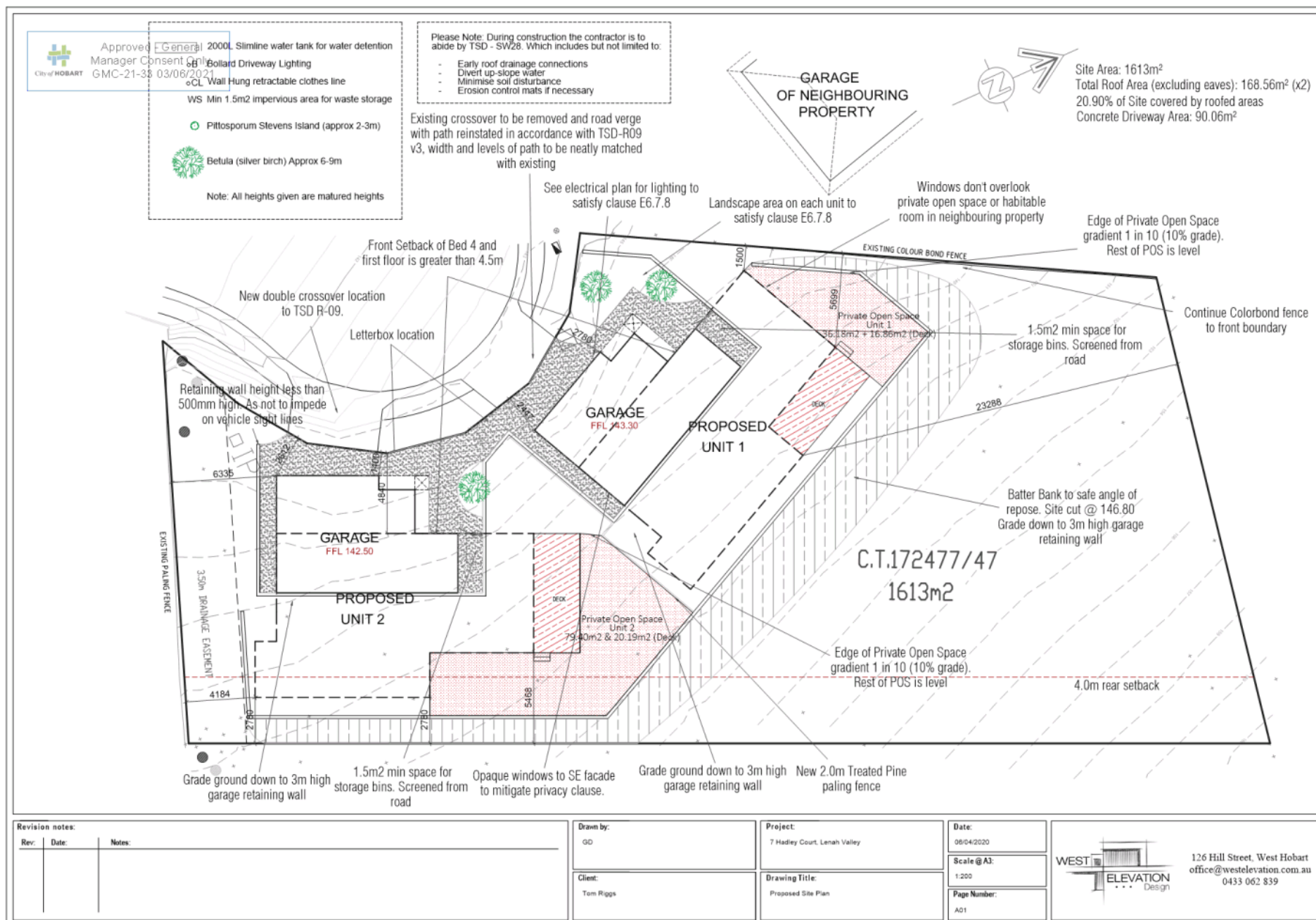
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06/04/2020

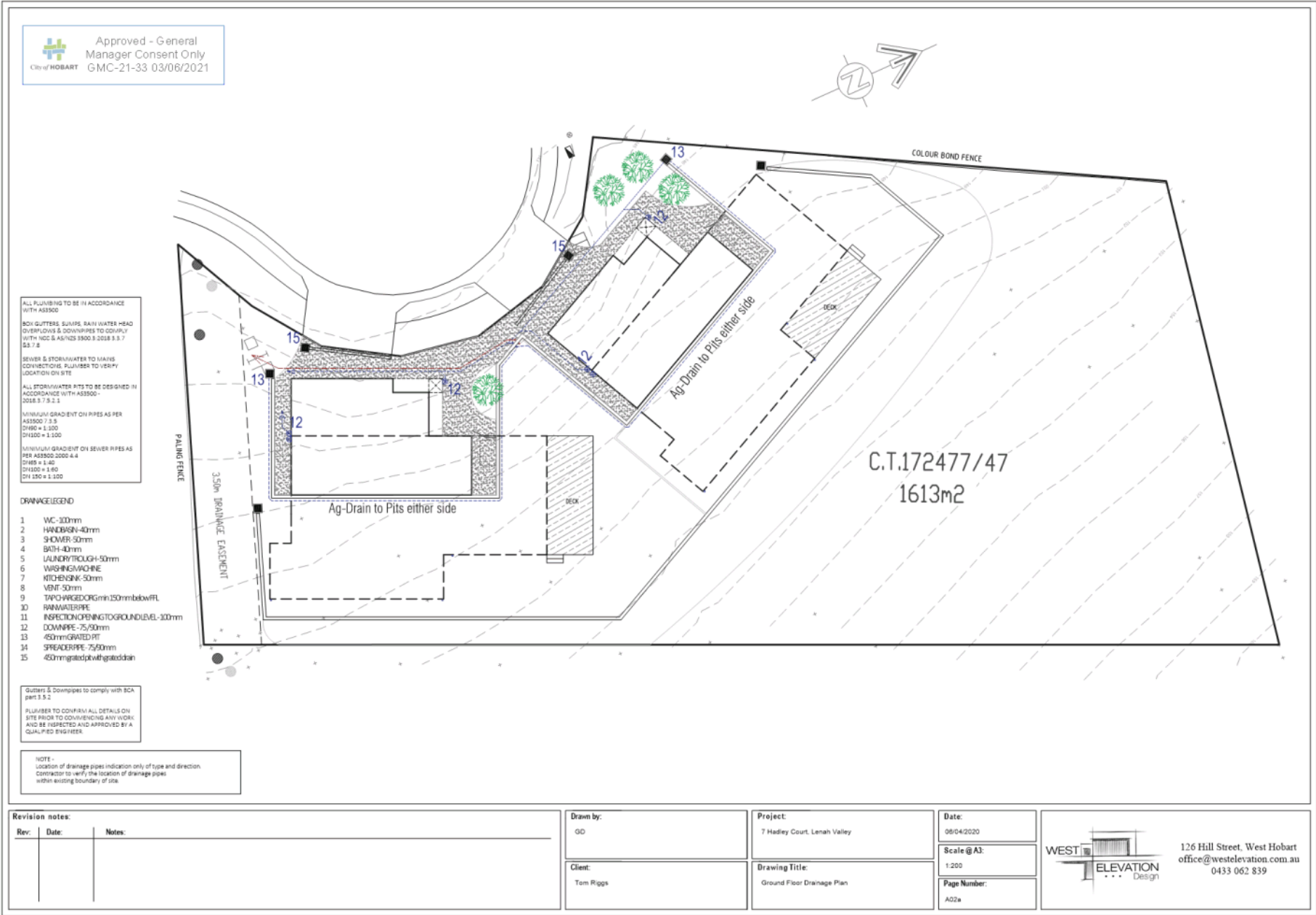
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Page Number:
A00



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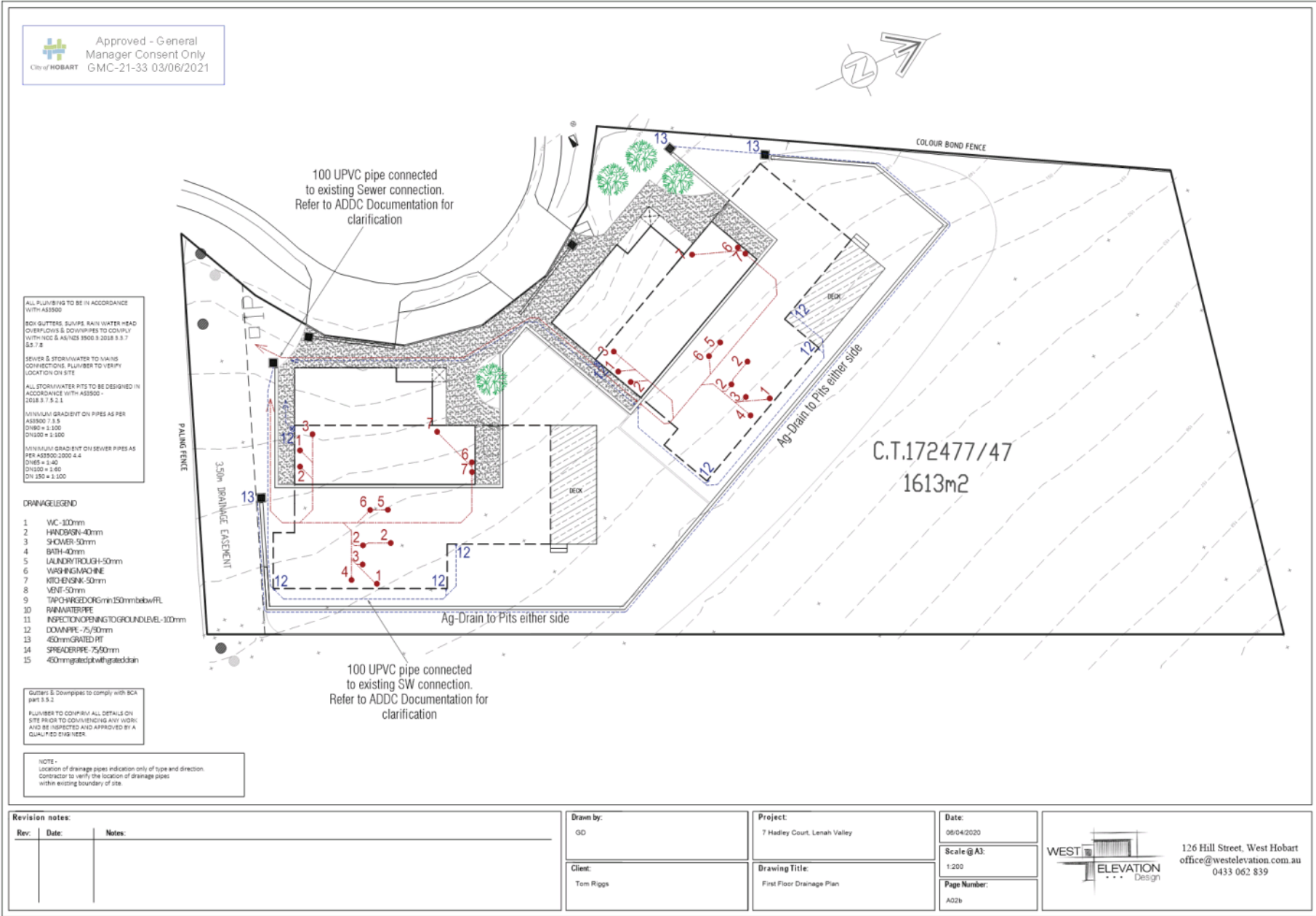


Rev.	Date	Notes

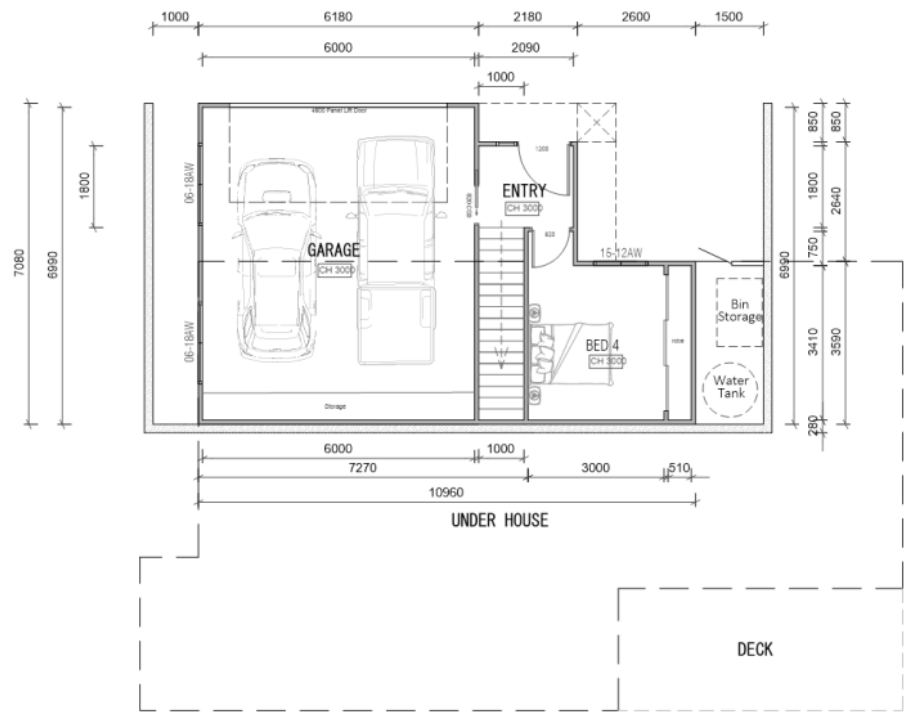
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Client: Tom Riggs	Drawing Title: Ground Floor Drainage Plan	Scale @ A3: 1:200
		Page Number: A02a



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Manager Consent Only
GMC-21-33 03/06/2021



PROPOSED GROUND FLOOR PLAN
FLOOR AREA 65.04m²

Revision notes:		
Rev:	Date:	Notes:

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Client: Tom Riggs

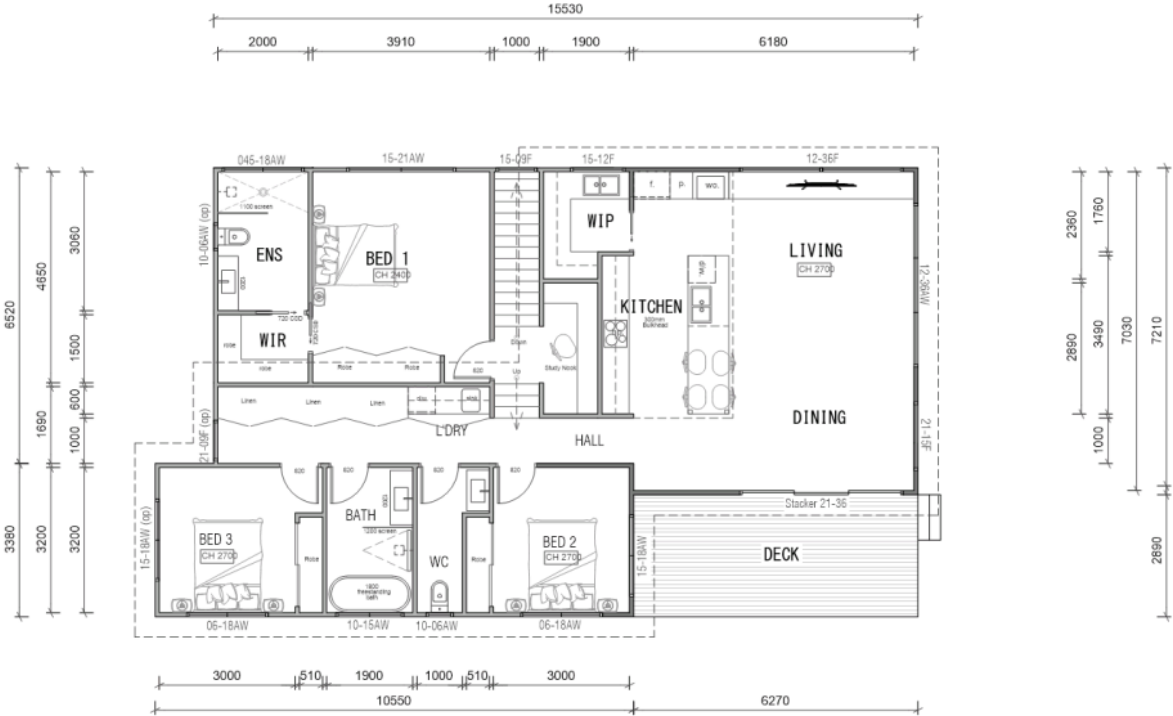
Project: 7 Hadley Court, Lenah Valley
Drawing Title: Unit 1 Ground Floor Plan

Date: 06/04/2020
Scale @ A3: 1:100
Page Number: A03a



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Revision notes:		
Rev.	Date:	Notes:

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Client: Tom Riggs

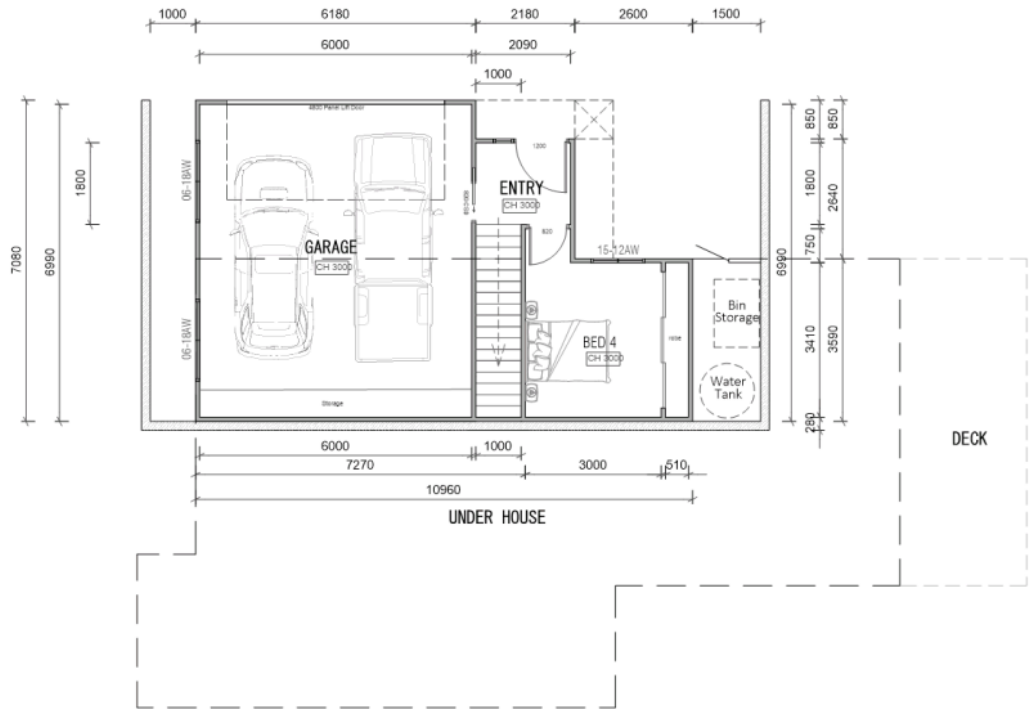
Project: 7 Hadley Court, Lenah Valley
Drawing Title: Unit 1 First Floor Plan

Date: 06/04/2020
Scale @ A3: 1:100
Page Number: A03b



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PROPOSED GROUND FLOOR PLAN
FLOOR AREA 65.04m²

Revision notes:		
Rev.	Date:	Notes:

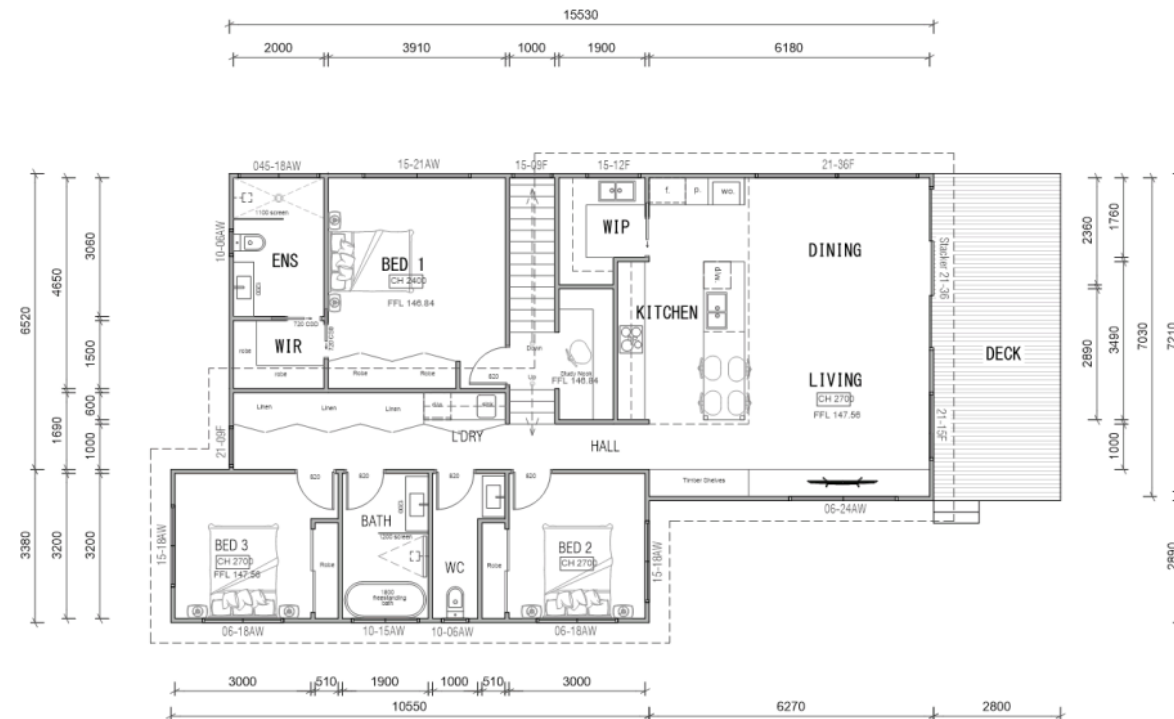
Drawn by: GD
Client: Tom Riggs

Project: 7 Hadley Court, Lenah Valley
Drawing Title: Unit 2 Ground Floor Plan

Date: 06/04/2020
Scale @ A3: 1:100
Page Number: A03c



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PROPOSED FIRST FLOOR PLAN

FLOOR AREA 141.24m²
TOTAL AREA 206.28m²
DECK AREA 20.19m²

Revision notes:		
Rev:	Date:	Notes:

Drawn by: GD
Client: Tom Riggs

Project: 7 Hadley Court, Lenah Valley
Drawing Title: Unit 2 First Floor Plan

Date:
06/04/2020

Scale @ A3:
1:100

Page Number:
A/03d



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Rainfall intensity (Hobart) - eaves gutters - 99ml/hour (1 in 20 years)
- valley/box gutters - 155ml/hour (1 in 100 years)

Size of downpipes (max.12m spacings) - 75mm dia. min.
Size of eaves gutter (min 1:500 fall) - 115D min.
Size of box gutter (min 1:100 fall), not more than 12.5 % pitch.
Valley gutters - 400mm min.width not less than 150mm roof covering overhang each side of the gutter or not more than 12.5 % - must be designed as a box gutter.

Number of new downpipes required - 2

*DP denotes Downpipe
*SP denotes Spreader to lower roof
*All RH's (rainwater heads) to be fitted with overflow protectors and to be set 25mm below freeboard of box gutter for additional protection Min. dimensions 400 width x 150 length x100 depth

ROOFA: 30.70m² (2' skilloy, monoclad/trimdek)

KEY:

denotes roofing area

DP denotes downpipe

denotes direction of fall

ALL PLUMBING TO BE IN ACCORDANCE WITH AS3500

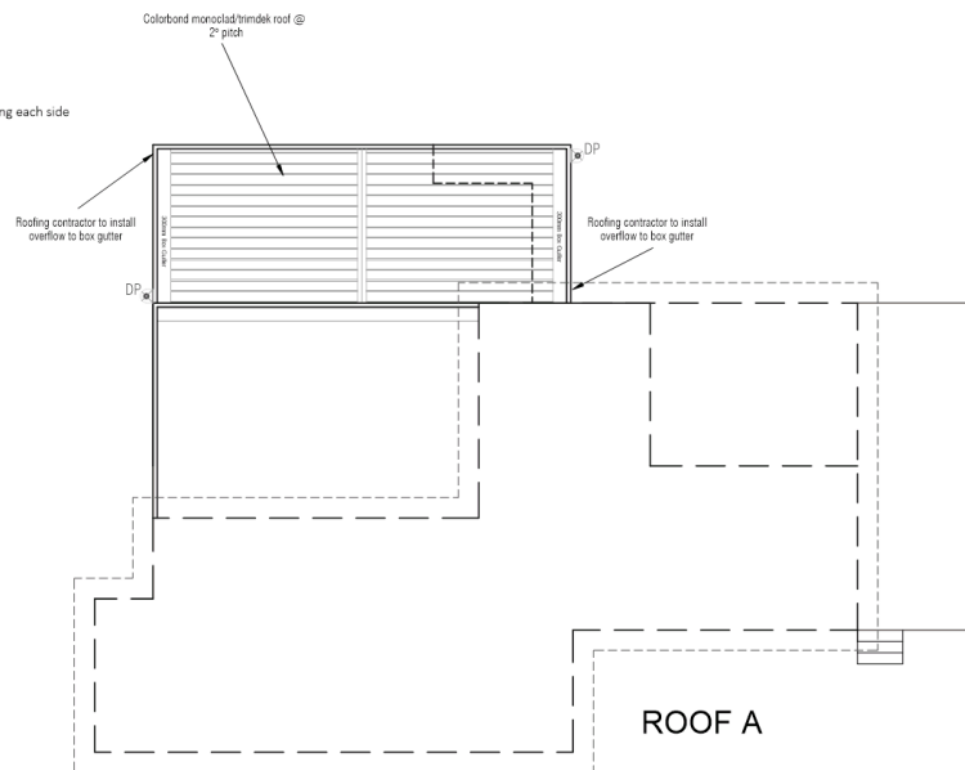
BOX GUTTERS, SUMPS, RAIN WATER HEAD OVERFLOWS & DOWNPIPES TO COMPLY WITH NCC & AS/NZS 3500.3:2018 3.3.7 & 3.7.8

SEWER & STORMWATER TO MAINS CONNECTIONS, PLUMBER TO VERIFY LOCATION ON SITE

ALL STORMWATER PITS TO BE DESIGNED IN ACCORDANCE WITH AS3500 - 2018.3.7.5.2.1

MINIMUM GRADIENT ON PIPES AS PER AS3500 7.3.5
DN90 = 1:100
DN100 = 1:100

MINIMUM GRADIENT ON SEWER PIPES AS PER AS3500:2000 4.4
DN65 = 1:40
DN100 = 1:60
DN150 = 1:100



Revision notes:

Rev.	Date	Notes

Drawn by:

GD

Client:

Tom Riggs

Project:

7 Hadley Court, Lenah Valley

Drawing Title:

Unit 1 & 2 Ground Floor Roof Plan

Date:

08/04/2020

Scale @ A3:

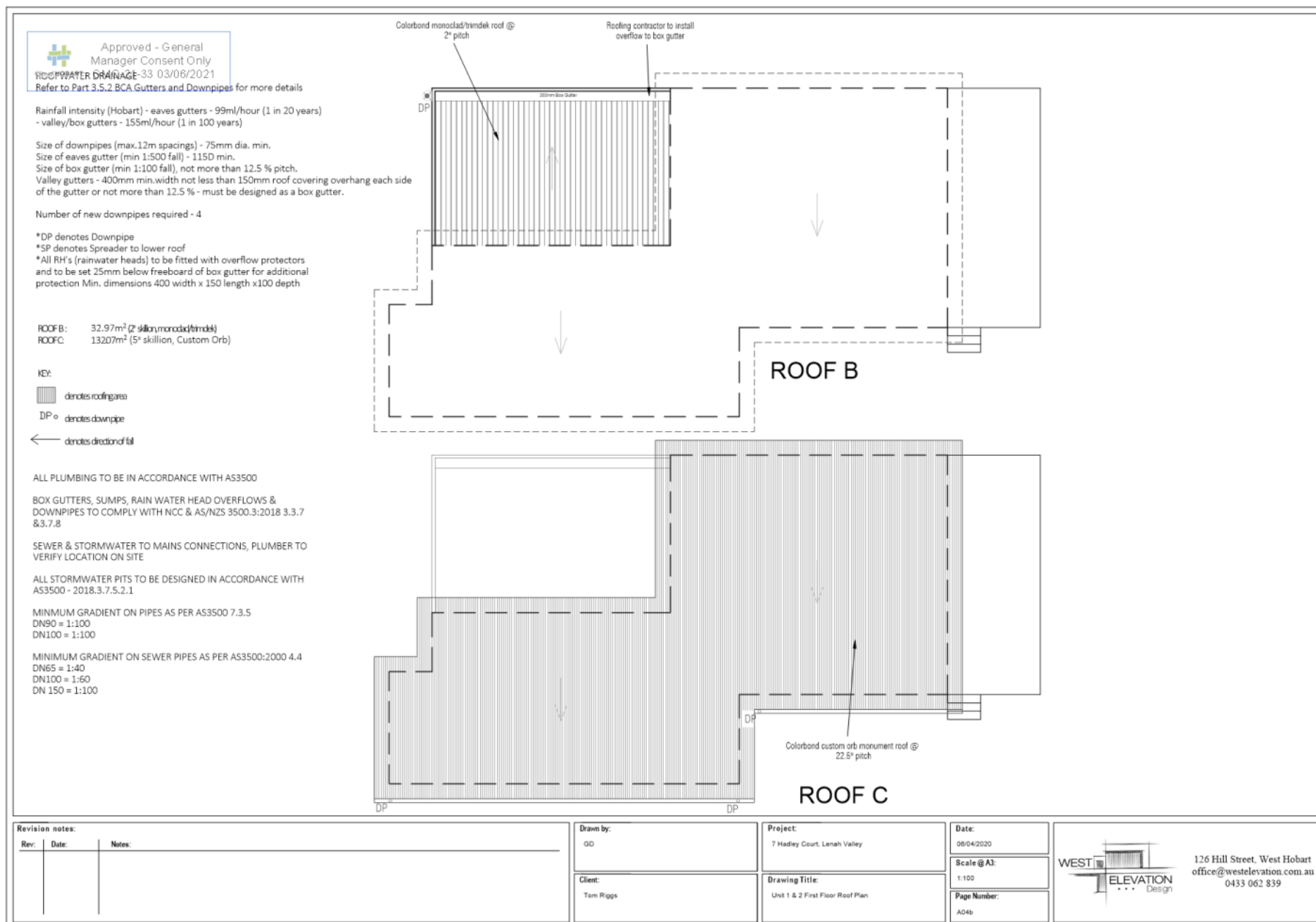
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A04a



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SECTION A
01

Scale 1:50

ROOF VENTILATION -
As per recommended by qualified Contractor
in accordance with Manufacturers instructions

Revision notes:		
Rev:	Date:	Notes:

Drawn by: GD
Client: Tom Riggs

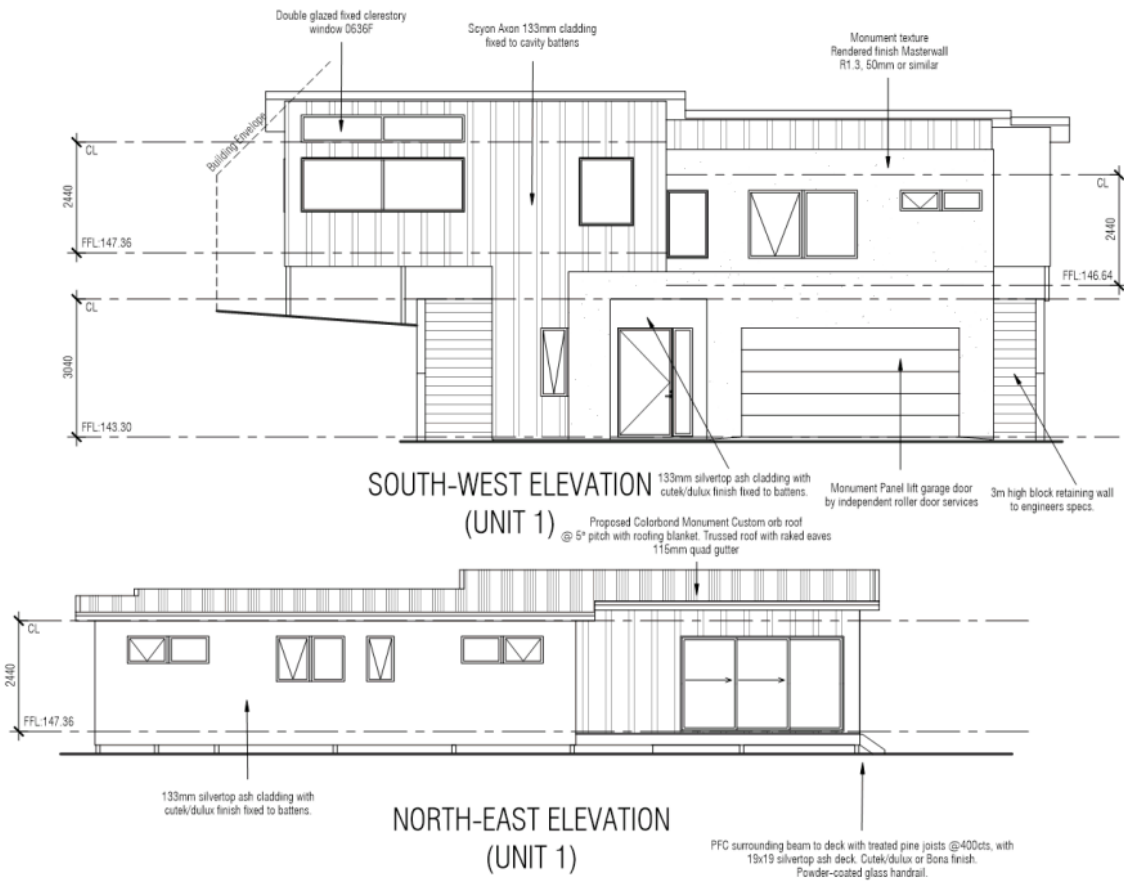
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Drawing Title: Section

Date: 06/04/2020
Scale @ A3: 1:100
Page Number: A05



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Revision notes:

Rev.	Date:	Notes:

Drawn by:

GD

Client:

Tom Riggs

Project:

7 Hadley Court, Lenah Valley

Drawing Title:

Proposed Elevations Unit 1

Date:

06/04/2020

Scale @ A3:

1:100

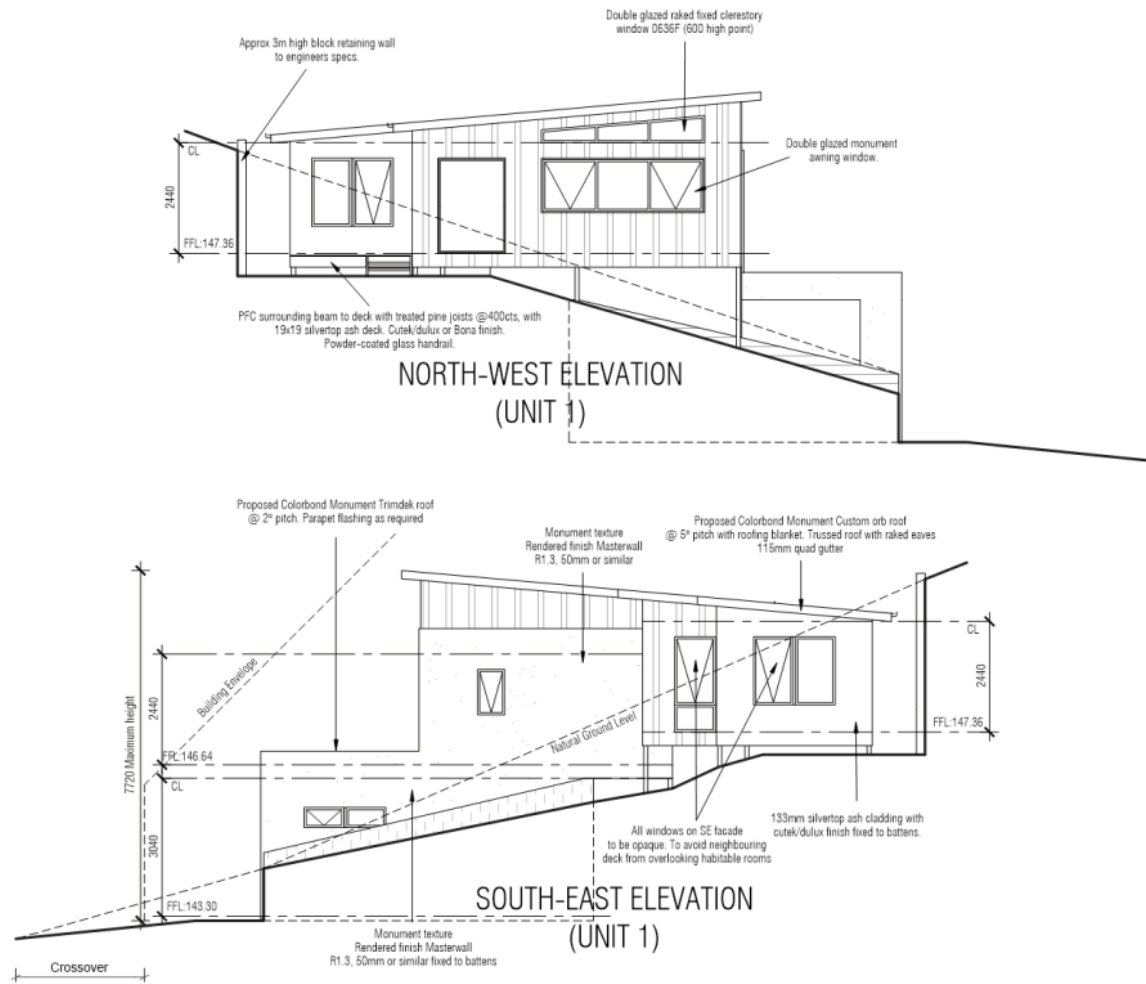
Page Number:

A06b



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Client: Tom Riggs

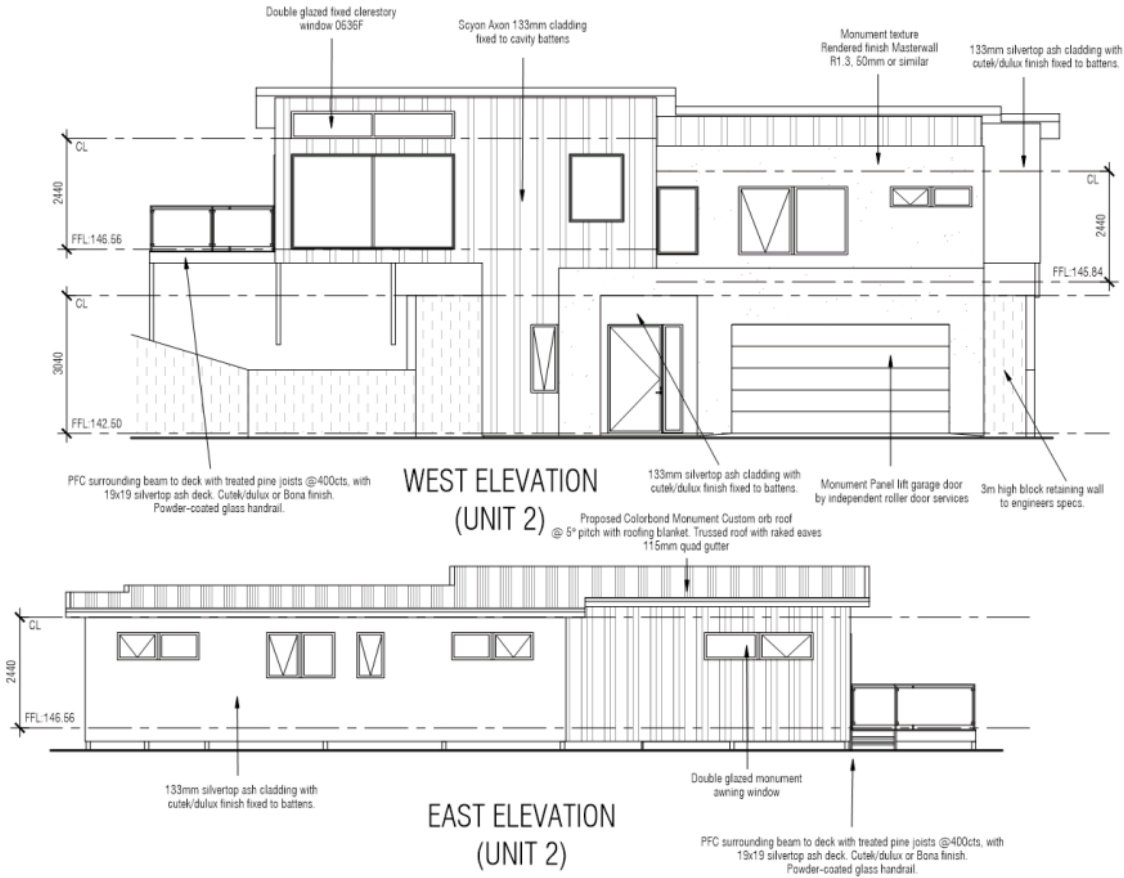
Project: 7 Hadley Court, Lenah Valley
Drawing Title: Proposed Elevations Unit 1

Date: 06/04/2020
Scale @ A3: 1:100
Page Number: A06b

WEST ELEVATION Design

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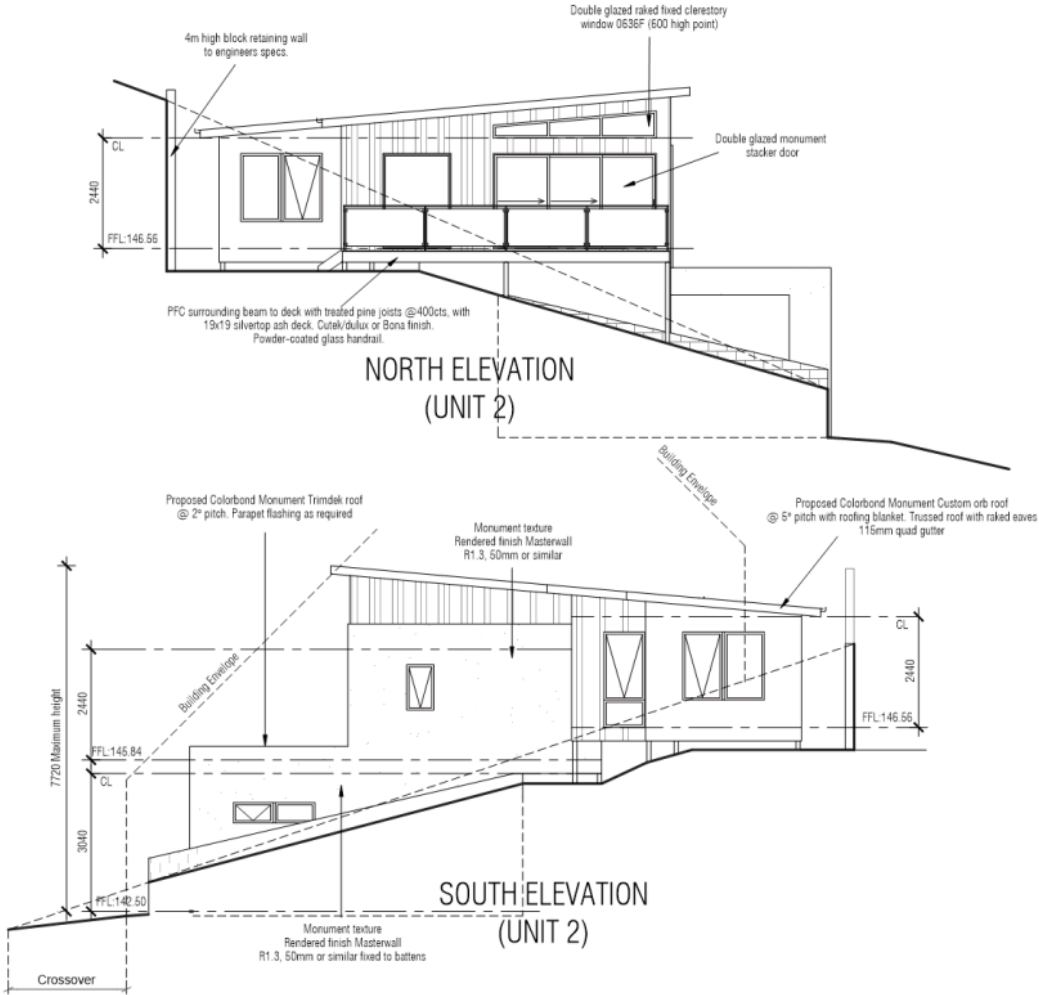
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Drawing Title: Proposed Elevations Unit 2

Date: 06/04/2020
Scale @ A3: 1:100
Page Number: A06c



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Revision notes:

Rev.	Date:	Notes:

Drawn by:

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Client:

Tom Riggs

Project:

7 Hadley Court, Lenah Valley

Drawing Title:

Proposed Elevations Unit 2

Date:

06/04/2020

Scale @ A3:

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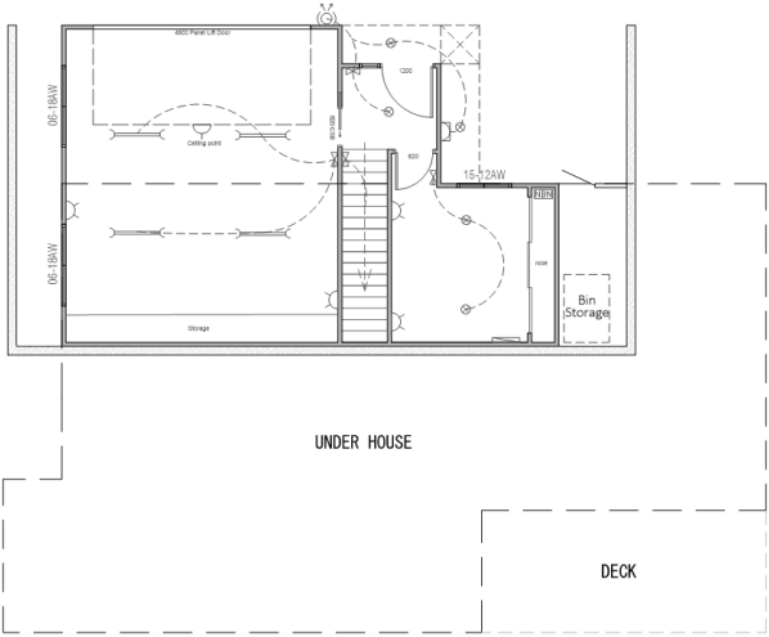
Page Number:

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GMC-21-33 03/06/2021



- LEGEND
- STANDARD CEILING LIGHT (14W)
 - LED DOWNLIGHT (9W)
 - PENDANT LIGHT (9.5W)
 - INTERNAL WALL LIGHT POINT (20W)
 - EXTERNAL WALL LIGHT POINT
 - SINGLE FLUORESCENT LIGHT (28W)
 - DOUBLE FLUORESCENT LIGHT (56W)
 - 2 LIGHT/HEATER/EXHAUST (1110W)
 - 4 LIGHT/HEATER/EXHAUST (1110W)
 - SINGLE GPO
 - DOUBLE GPO
 - EXTERNAL GPO
 - EXHAUST FAN
 - SMOKE ALARM
 - TELEVISION CONNECTION POINT
 - PHONE CONNECTION POINT
 - STAIR TRED LIGHTS (3W)
 - NBN HUB
 - SECURITY SENSOR
 - SECURITY KEY PAD
 - SENSOR LIGHT
 - SPOT LIGHT
 - 90DN DOWNPIPE
 - 90DN DOWNPIPE (SPREADER)
 - WALL MOUNTED AIR CONDITIONER
 - PANEL HEATER

PROPOSED GROUND FLOOR PLAN

Revision notes:		
Rev:	Date:	Notes:

Drawn by: GD
Client: Tom Riggs

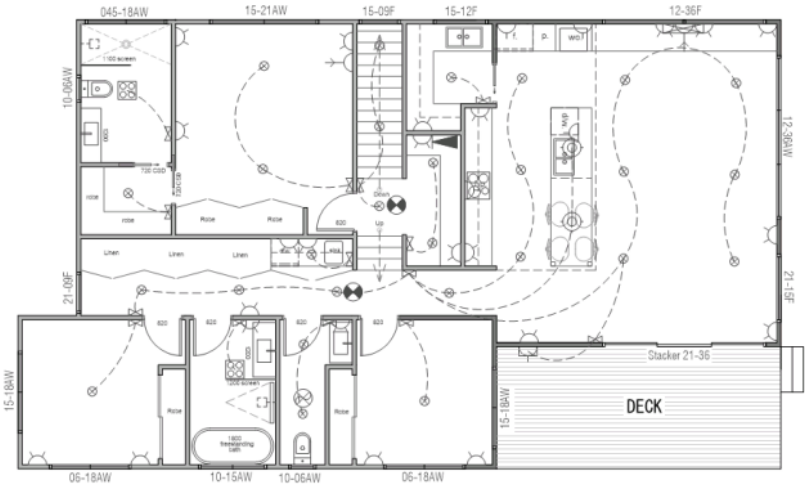
Project: 7 Hadley Court, Lenah Valley
Drawing Title: Unit 1 Ground Floor Electrical Plan

Date: 06/04/2020
Scale @ A3: 1:100
Page Number: A07a



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GMC-21-33 03/06/2021



- LEGEND
- STANDARD CEILING LIGHT (14W)
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PROPOSED FIRST FLOOR PLAN

Revision notes:

Rev.	Date:	Notes:

Drawn by: GD
Client: Tom Riggs

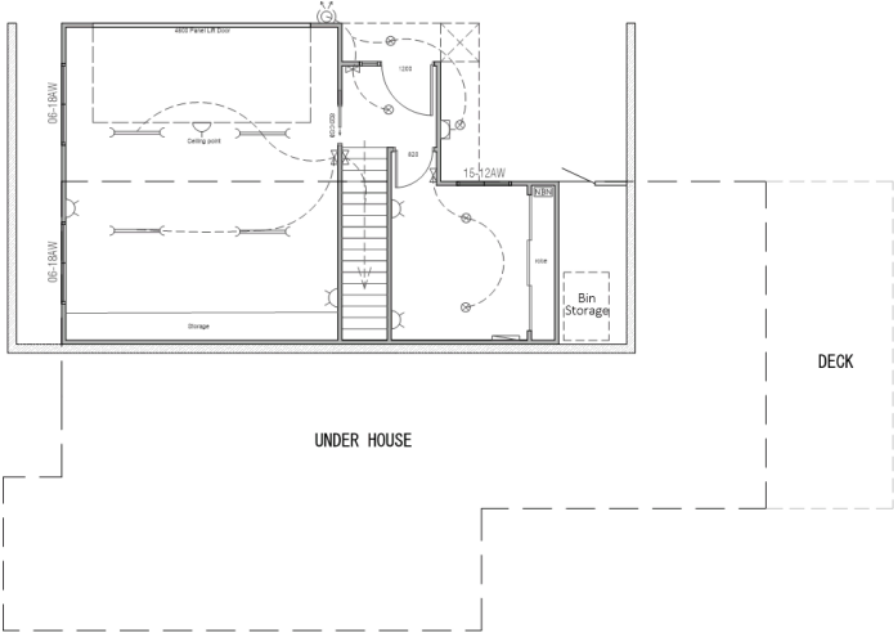
Project: 7 Hadley Court, Lenah Valley
Drawing Title: Unit 1 First Floor Electrical Plan

Date: 06/04/2020
Scale @ A3: 1:100
Page Number: A07b



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PROPOSED GROUND FLOOR PLAN

Revision notes:

Rev.	Date:	Notes:

Drawn by: GD
Client: Tom Riggs

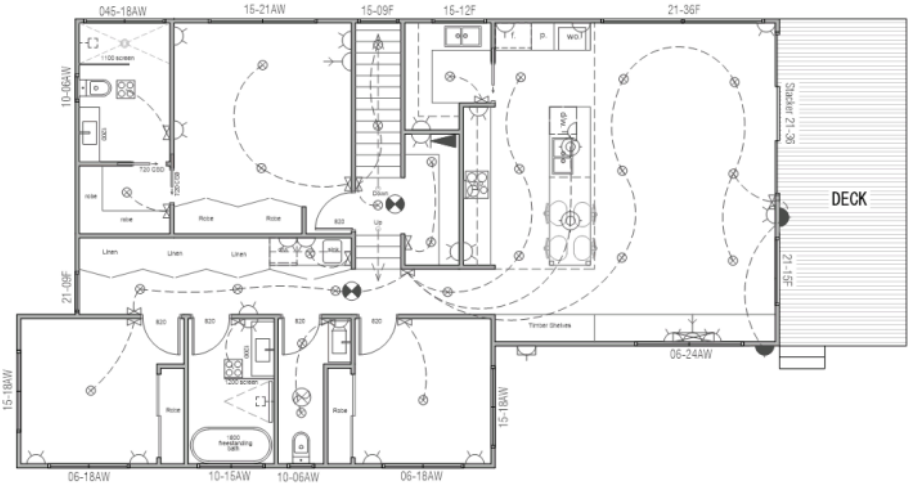
Project: 7 Hadley Court, Lenah Valley
Drawing Title: Unit 2 Ground Floor Electrical Plan

Date: 06/04/2020
Scale @ A3: 1:100
Page Number: A07c



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PROPOSED FIRST FLOOR PLAN

- LEGEND
- STANDARD CEILING LIGHT (14W)
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 - PANEL HEATER

Revision notes:		
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Drawn by: GD
Client: Tom Riggs

Project: 7 Hadley Court, Lenah Valley
Drawing Title: Unit 2 First Floor Electrical Plan

Date: 06/04/2020
Scale @ A3: 1:100
Page Number: A07d



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THE BUSHFIRE ATTACK LEVEL FOR THIS SITE
HAS BEEN CATEGORISED AS
BAL - N/A
IN ACCORDANCE WITH AS 3959-2009
"CONSTRUCTION OF BUILDINGS IN BUSHFIRE
PRONE AREAS".

Revision notes:		
Rev.	Date	Notes

Drawn by: GD
Client: Tom Riggs

Project: 7 Hadley Court, Lenah Valley
Drawing Title: BAL PLAN

Date: 06/04/2020
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Page Number: A08a



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Revision notes:		
Rev:	Date:	Notes:


Drawn by:
GD
Client:
Tom Riggs

Project:
7 Hadley Court, Lenah Valley
Drawing Title:
External Perspectives

Date:
06/04/2020
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1:100
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A08b



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TIMBER DECKING SPECIFICATIONS

TIMBER TYPE	THICKNESS (mm)	RECOMMENDED MAXIMUM JOIST SPACING (mm)
Kwila, Jarrah, other hardwoods	90	600
Treated Pine	22 Dressed	400
	19 Swan (25 actual thickness)	600
Cypress	21	400
	25	600

TIMBER STAIR TREADS

TIMBER TYPE	STAIR WIDTH				
	750	1000	1200	1500	1800
	RECOMMENDED THICKNESS OF TREAD (mm)				
Treated Pine, Cypress	46	60	65	65	80
Jarrah, other hardwoods	46	45	45	55	60

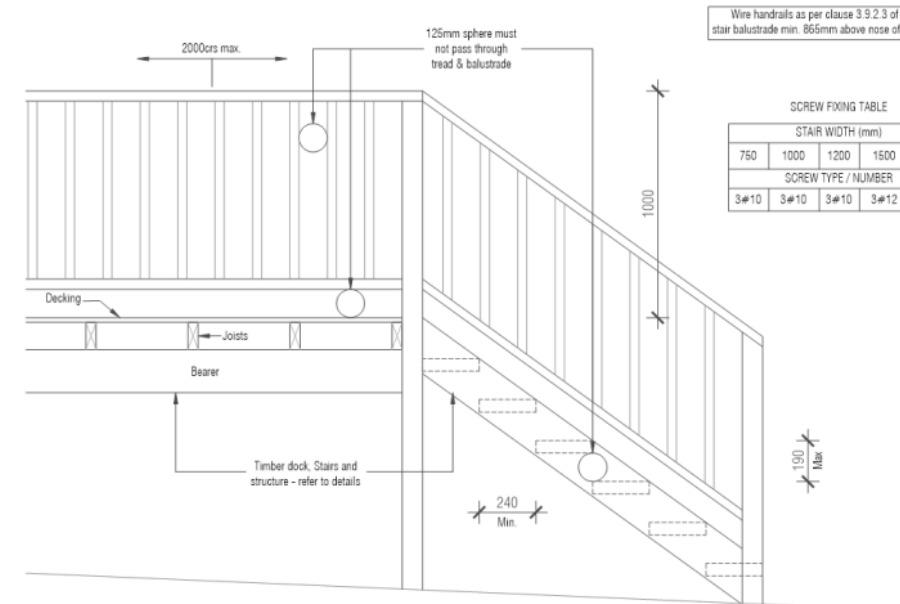
BOLTS FOR BEARER TO STUMP / POSTS CONNECTIONS

BOLT TYPE	MAXIMUM ALLOWABLE DECK AREA SUPPORTED PER BOLT (m²) - REFER NOTES			
	Seasoned Hardwood (F17) Min. timber thickness: 35mm		Treated Pine (F5) Min. timber thickness: 35mm	
	Bearer to one side only (fig. 18)	Spaced Bearer (fig. 19)	Bearer to one side only (fig. 18)	Spaced Bearer (fig. 19)
	M10	1.0	1.7	0.8
M12	1.3	2.0	1.0	1.5
M16	1.7	2.7	1.2	2.0
M20	2.1	3.4	1.5	2.5

19mm THICK DECKING BOARD FIXING REQUIREMENTS

DECKING SPECIES	JOIST SPECIES	NAILING			
		Machine Driven		Hand Driven	
Hardwood, Cypress	Hardwood, Cypress	50 x 2.5 Flat Head		50 x 2.5 Flat Head	
	Seasoned Treated Pine, Oregon	60 x 2.5 DS Flat head	65 x 2.5 DS Flat head	60 x 2.5 DS Flat head	65 x 2.5 DS Flat head
Seasoned Treated Pine	Hardwood, Cypress	50 x 2.5 Flat Head		50 x 2.5 Flat Head	
	Seasoned Treated Pine, Oregon	60 x 2.5 DS Flat head	65 x 2.5 DS Flat head	60 x 2.5 DS Flat head	65 x 2.5 DS Flat head

NOTES:
 DS - Deformed shank
 1. Nails to be hot dipped galvanised or stainless steel (mechanical galvanised plated not recommended).
 2. In areas subjected to extreme wetting and drying conditions (e.g. around swimming pools), consideration should be given to increasing the nail diameter and/or length.
 3. Dome head nails may be used in lieu of flat head nails.

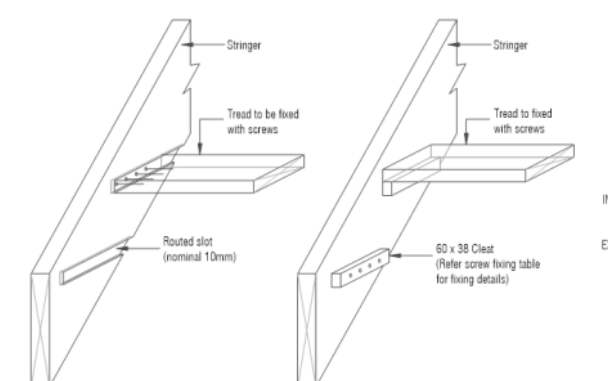


SCREW FIXING TABLE

STAIR WIDTH (mm)				
750	1000	1200	1500	1800
SCREW TYPE / NUMBER				
3#10	3#10	3#10	3#12	3#12

Wire handrails as per clause 3.9.2.3 of N.C.G.
 stair balustrade min. 865mm above nose of stair tread.

TREAD TO STRINGER FIXING OPTIONS



STRINGER TO WALL FIXING

INTERNAL - 14G 75mm bugle screws into wall studs

EXTERNAL - M12 masonry anchors into masonry at 600 crs.

Revision notes:

Rev.	Date:	Notes:

Drawn by:
GD

Client:
Tom Riggs


Project:
7 Hadley Court, Lenah Valley

Drawing Title:
Balustrade Notes

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08/04/2020

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B01

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Vessels or area where the fixture is installed	Floors & horizontal surfaces	Walls	Wall junctions & joints	Penetrations
Enclosed shower with hob.	Waterproof entire enclosed shower area, including hob.	Waterproof to not less than 150mm above the shower floor substrate or not less than 25mm above the maximum retained water level which ever is the greater with the remainder being water resistant to a height of not less than 1800mm above the finished floor level.	Waterproof internal and external corners and horizontal joints within a height of 1800mm above the floor level with not less than 40mm width either side of the junction.	Waterproof all penetrations.
Enclosed shower without hob.	Waterproof entire enclosed shower area, including waterstop.	Waterproof to not less than 150mm above the shower floor substrate with the remainder being water resistant to a height of not less than 1800mm above the finished floor level.	Waterproof internal and external corners and horizontal joints within a height of 1800mm above the floor level with not less than 40mm width either side of the junction.	Waterproof all penetrations.
Enclosed shower with step down.	Waterproof entire enclosed shower area, including the step down.	Waterproof to not less than 150mm above the shower floor substrate or not less than 25mm above the maximum retained water level which ever is the greater with the remainder being water resistant to a height of not less than 1800mm above the finished floor level.	Waterproof internal and external corners and horizontal joints within a height of 1800mm above the floor level with not less than 40mm width either side of the junction.	Waterproof all penetrations.
Enclosed shower with preformed shower base.	N/A	Water resistant to a height of not less than 1800mm above finished floor level.	Waterproof internal and external corners and horizontal joints within a height of 1800mm above the floor level with not less than 40mm width either side of junction.	Waterproof all penetrations.
Unenclosed shower.	Waterproof entire enclosed shower area.	Waterproof to not less than 150mm above the shower floor substrate or not less than 25mm above the maximum retained water level which ever is the greater with the remainder being water resistant to a height of not less than 1800mm above the finished floor level.	Waterproof internal and external corners and horizontal joints within a height of 1800mm above the floor level with not less than 40mm width either side of the junction.	Waterproof all penetrations.
Areas outside the shower area for concrete and compressed fibre cement sheet flooring	Water resistant to entire floor.	N/A	Waterproof all wall / floor junctions. Where a flashing is used the horizontal leg must be not less than 40mm.	N/A
Areas outside the shower area for timber floors including particleboard, plywood, and other timber based flooring materials.	Waterproof entire floor.	N/A	Waterproof all wall / floor junctions. Where a flashing is used the horizontal leg must be not less than 40mm.	N/A

Vessels or area where the fixture is installed	Floors & horizontal surfaces	Walls	Wall junctions & joints	Penetrations
Areas adjacent to baths and spas for concrete and compressed fibre cement.	Water resistant to entire floor.	Water resistant to a height of not less than 150mm above the vessel and exposed surfaces below the vessel lip to the floor.	Waterproof edges of the vessel and junction of bath enclosure with floor. Where the lip of the bath is supported by a horizontal surface, this must be waterproof for showers over bath and water resistant for all other cases.	Waterproof all tap and spout penetrations where they occur in a horizontal surface.
Areas adjacent to baths and spas (see note 1) for timber floors including particleboard, plywood and other timber based flooring materials.	Waterproof entire floor.	Water resistant to a height of not less than 150mm above the vessel and exposed surfaces below the vessel lip to the floor.	Waterproof edges of the vessel and junction of bath enclosure with floor. Where the lip of the bath is supported by a horizontal surface, this must be waterproof for showers over bath and water resistant for all other cases.	Waterproof all tap and spout penetrations where they occur in a horizontal surface.
Inserted baths.	N/A for under bath. Waterproof entire shelf area, incorporating waterstop under the bath lip and project not less than 5mm above the tile surface.	N/A for wall under bath. Waterproof to not less than 150mm above the vessel if the vessel is within 75mm of the wall.	N/A for under bath.	Waterproof all tap and spout penetrations where they occur in a horizontal surface.
Walls adjoining other vessels (eg. sinks, fdy, tubs and basins).	N/A	Water resistant to a height of not less than 150mm above the vessel if the vessel is within 75mm of the wall.	Where the vessel is fixed to a wall, waterproof edges for extent of vessel.	Waterproof all tap and spout penetrations where they occur in a horizontal surface.
Laundries and WC's	Water resistant to entire floor.	Waterproof all wall / floor junctions to not less than 25mm above the finished floor level, sealed to floor.	Waterproof all wall / floor junctions. Where flashing is used the horizontal leg must be not less than 40mm.	N/A

NOTES:

1. If a shower is included above a bath, refer to the requirements for shower and wall penetrations.
2. N/A means not applicable.
3. Certification to be provided to the building surveyor.
4. Contractor or builder to determine the appropriate waterproofing in accordance with AS3740, Part 3.8.1 and Table 3.8.1.1 of NCC and to notify the Building Surveyor for inspections arrangements during installation.

IMPORTANT:

The above information is for general guidance and is indicative only. Waterproofing installers to comply with all current codes of legislation which takes precedence over this specification.

Revision notes:

Rev.	Date:	Notes:

Drawn by:

GD

Client:

Tom Riggs

Project:

7 Hadley Court, Lenah Valley

Drawing Title:

Wet Area Notes

Date:

06/04/2020

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Page Number:

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SITWORKS

- Cut and batter are indicative. Batter to comply with the current National Construction Code.
- All cuts and FFL's shown (DA drawings) are subject to engineering advice once a satisfactory soil test has been received and reviewed.
- All earthworks to comply with the current N.C.C. part 3.1.1.
- All embankments that are left exposed must be stabilised with vegetation or similar to prevent erosion.
- Embankments cannot exceed 2.0m in height without the aid of retaining walls or other approved types of soil retaining methods.
- All unprotected embankments must comply with the slope ratios for soil type in Table 3.1.1.1 of the current N.C.C.

Soil type / Classification	Embankment slope	
	Compacted fill	Cut
Stable Rock (A)	2:3	8:1
Sand (A)	1:2	1:2
Silt (P)	1:4	1:4
Firm Clay	1:2	1:1
Soft Clay	Not Suitable	2:3
Soft Soils (P)	Not Suitable	Not Suitable

MASONRY

- All Masonry is to be constructed in accordance with AS3700
- External walls to be 110 brickwork unless noted otherwise.
- Mortar to be mixed 1:1:6 cement: lime: sand unless stated otherwise by engineer.
- Damp-proof course in all perimeter walls cut into external walls below floor level with weep holes at 1200c/s. in accordance with AS2904.
- Vertical articulation joints to be provided 6m max centres for unreinforced masonry walls except where built on site classification A or S and spaced as per section 12.6.4.
- Where necessary, steel lintels are to be provided in accordance with AS4100 and AS3700.

CONCRETE

- Concrete footings and slabs to be in accordance with AS2870.
- Concrete to be manufactured to comply with AS3600 and
 - Have a strength at 28 days of not less than 25MPa (N25 grade).
 - Have a 20mm nominal aggregate size.
 - Have a nominal 80mm slump.
- Concrete slab to be laid over 0.2mm polythene membrane, 50mm well bedded sand and minimum 100mm compacted FCR (20mm)
- Slab thickness and reinforcement to be as engineers design.

ELECTRICAL

- Exhaust fans to comply with current N.C.C. Part 3.8.5.2 Section C.
- Exhaust fans to be sealed and ducted to outside of dwelling.
- Electrician is to ensure that all GPO's in wet areas meet all standard and code requirements.

BRACING

- Wall bracing to be as per AS1684-2 2010 Residential Timber Framing Code and AS1170 Wind loads.
- Wall Bracing is shown on plan as a minimum only. Builder to provide additional bracing to suit the construction of wall frames in accordance with with good building practice.
- Plywood bracing in accordance with AS1684-2 2010 Table 8-18 (h) method B 900mm wide sheet ply bracing panels (6.0mm thick F11 or 4mm thick F14) to be fixed to stud frame with 2.8mm dia. X 30mm long min. flat head nails.

ROOFING

- Roof to be colorbond 'Custom Orb' metaldeck provided and installed in accordance with AS1562.1. (If roof is tiled refer to AS2050, 2002)
- Prefabricated roof trusses to be supplied and installed to manufacturers specifications. Truss manufacturer to confirm lintel sizes.

BUILDING FABRIC & INSULATION

- To be in accordance with the current N.C.C. part 3.12.
- Reflective building membrane installed to form 20mm airspace between reflective faces and external lining / cladding, fitted closely up to penetrations / openings, adequately supported and joints to be lapped minimum 150.
- Stated R values are for additional insulation required and are NOT Rt values (Total System Value)
- Insulation to be installed to manufacturers specifications and any relevant standards.
- Bulk insulation is not to be compressed as this reduces the effective R rating.
- Recessed downlights are to be shrouded to allow for insulation over (no insulation is possible over shrouding in raked ceilings).

WINDOWS

- Windows to be aluminium framed sliding unless noted otherwise.
- All windows to be fabricated and installed in accordance with AS1288 and AS2047 to specific wind speed as per engineers report.
- All openings to comply with the current N.C.C. 3.6 requirements.
- As per the N.C.C. 3.9.2.5, all bedroom windows where the lowest openable portion of the window within 1.7m of FFL, and the FFL is 2m or more above NGL, require a permanently fixed device restricting any openings of the window or screen so that a 125mm sphere cannot pass through; and resisting an outward horizontal action of 250N against the window. Where the device or screen can be removed, unlocked or overridden, the device or screen must have a child resistant release mechanism, and a barrier so that a 125mm sphere cannot pass through, and has no horizontal or near horizontal elements between 150mm & 760mm from FFL.
- As per the N.C.C. 3.9.2.5, all windows in other rooms where openable, and the FFL is 4m or more above NGL, require a barrier below the window that is 865mm high above FFL and restricts any opening within the barrier so that a 125mm sphere cannot pass through, and has no horizontal or near horizontal elements between 150mm and 760mm from FFL. Where the openable portion of a window encroaches into the 865mm barrier zone, the barrier beneath the window may be eliminated if the opening is protected by a permanently fixed device or screen which restricts the opening of the window so a 125mm sphere cannot pass through.
- Glazing installed in areas with high potential for human impact to comply with N.C.C. part 3.6.4.

FIRE SAFETY

- Smoke alarms to be mains powered and installed as per AS3786. Locations as per current N.C.C. 3.7.2.
- Smoke alarms to be interconnected where there is more than one smoke alarm.
- Installation of wood heaters to comply with AS2918. Provide local authorities with insulation and compliance certificates.

WET AREA

- Walls to wet areas to be finished with wet area plasterboard.
- Comply with N.C.C. table 3.8.1.1 and AS3740.
- All unenclosed showers above baths to have min. 900 shower screen or floor waste within 1500 of shower connection, as per AS3740.

DRAINAGE

- Drainage to be designed and constructed in accordance with AS3500 and Local Authority.
- Stormwater pipes to be UPVC Class HD.
- Sewer pipes to be UPVC Class SH.
- Provide 200 copper water reticulation.
- Type B stop valve to be located adjacent to entry.
- Backfill all trenches beneath vehicle pavement and slabs on grade to full depth with 20 FCR.
- Provide overflow relief gully with tap over. Invert level to be a minimum of 150mm below finished.
- Cut and batter are indicative. Batter to comply with current N.C.C. table 3.1.1.1.
- Ag drain required around perimeter of dwelling for all class M.S.H.E sites. Locate ag drain not closer than 1.5 from footings, in accordance with AS2870 2011 section 5.6.
- Provide surface drainage in accordance with AS2870 section 5.6.3.
- Provide flexible joints in all drainage emerging from underneath or attached to building in accordance with AS2870 2011 section 5.6.4. for all class H & E sites. Refer to Geotech yd.
- Downpipes must not serve more than 12m of gutter.

WOODHEATERS

- All woodheaters are to comply to manufacturers specifications and N.C.C. Part 3.7.3.

TIMBER FRAMING

- All work to be carried out in accordance with the National Construction Code.
- All timber framing to be carried out in accordance with AS1684 - Residential Timber Framing Code.
- Stud frames to be 90 x 35 F17 at 450c/s.
- Galvanised wall ties to masonry at 450c/s. horizontally and 600c/s. vertically, with spacing reduced by 50% around openings.

STAIRCASE, HANDRAILS & BALUSTRADES

- Stair treads - 240mm min. - 355mm max.
- Stair risers - 115mm min. - 190mm max.
- Handrail required where change of level between floors / landings over 1m as per current N.C.C. 3.9.2.4.
- Handrail height min 865mm above nosing of stair treads or floor of ramp as per N.C.C. 3.9.2.
- No gaps in staircase or balustrade to be greater than 125mm.
- Balustrade required where level of landing or deck is greater than 1000mm above adjacent ground level.
- Balustrade to be minimum 1000mm above finished floor level (including any floor coverings).
- Doors opening outwards externally must open to a landing (min. 750mm wide) where the difference in levels is greater than 570mm.
- Non slip tread: All stairs are to comply with N.C.C. 3.9.1.4

Revision notes:

Rev.	Date:	Notes:

Drawn by:

GD

Client:

Tom Riggs

Project:

7 Hadley Court, Lenah Valley

Drawing Title:

General Spec Notes

Date:

06/04/2020

Scale @ A3:

1:100

Page Number:

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Submission to Planning Authority Notice

Council Planning Permit No.	PLN-20-221	Council notice date	17/04/2020
TasWater details			
TasWater Reference No.	TWDA 2020/00484-HCC	Date of response	23/04/2020
TasWater Contact	Daria Rech	Phone No.	(03) 6237 8222
Response issued to			
Council name	HOBART CITY COUNCIL		
Contact details	coh@hobartcity.com.au		
Development details			
Address	7 HADLEY CT, LENA VALLEY	Property ID (PID)	3505610
Description of development	Multiple dwellings x 2		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
West Elevation Design	Site Plan / A01	--	06/04/2020
Conditions			
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 connections / sewerage system and connections to each dwelling unit of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit. 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. Water meters located in vehicle manoeuvring areas must be housed in a trafficable meter box with trafficable lid to AS/NZS 3996 and must be constructed to TasWater's satisfaction. Advice: The level of the cast iron path tap box associated with the tapping to the water main may also need to be altered to match the finished surface level of the vehicle crossover. 4. Prior to commencing construction of the development, any water connection utilised for construction must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. 			
56W CONSENT			
<ol style="list-style-type: none"> 5. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the <i>Water and Sewerage Industry Act 2008</i> for its consent in respect of that part of the development, if applicable, which is built within a TasWater easement or over or within two metres of TasWater infrastructure. 6. The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) must show footings and/or piers of proposed buildings and retaining walls located over or within 2.0m from TasWater pipes and must be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in 			



accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans must also include a cross sectional view through the footings which clearly shows;

- a. Existing pipe location & depth and proposed finished surface levels over the pipe;
- b. Minimum horizontal clearance of 1.0m from the outside wall of the TasWater pipe(s);
- c. The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
- d. A note on the plan indicating how the pipe location and depth were ascertained.

DEVELOPMENT ASSESSMENT FEES

7. The applicant or landowner as the case may be, must pay a development assessment fee of \$211.63 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date aid to TasWater.

The payment is required by the due date as noted on the statement when issued by TasWater.

Advice

General

For information on TasWater development standards, please visit

<https://www.taswater.com.au/Development/Technical-Standards>

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

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

- A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- TasWater will locate residential water stop taps free of charge
- Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

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

Authorised by

Jason Taylor

Development Assessment Manager

TasWater Contact Details

Email	development@taswater.com.au	Web	www.taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001		

**7.1.4 34 WELLESLEY STREET, SOUTH HOBART - PARTIAL
DEMOLITION AND ANCILLARY DWELLING
PLN-21-438 - FILE REF: F21/84963**

Address: 34 Wellesley Street, South Hobart
Proposal: Partial Demolition and Ancillary Dwelling
Expiry Date: 30 August 2021
Extension of Time: Not applicable
Author: Helen Ayers

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 partial demolition and ancillary dwelling, at 34 Wellesley Street, South Hobart 7004 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-21-438 - 34 WELLESLEY STREET SOUTH HOBART TAS 7004 - Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

ENG sw1

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 prior to first occupation or commencement of use (whichever occurs first).

Any private or private shared stormwater system passing through

third-party land must have sufficient receiving capacity.

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 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

The access driveway, and parking module (parking spaces, aisles 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.

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 (car parking spaces, aisles 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 prior to the commencement of use.

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.

HER 17a

The palette of exterior colours must reflect the palette of building colours within the local streetscape and precinct.

Prior to the issue of any approval under the Building Act 2016, revised plans must be submitted and approved as a Condition Endorsement showing exterior colours of all external materials including decking and privacy screening in accordance with the above requirement.

All work required by this condition must be undertaken in accordance with the approved plans.

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.

Reason for condition

To ensure that development at a heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

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.

PLANNING

It is noted that ancillary dwellings must share all access and services with the main dwelling. This would include garbage collection. As such, the separate bin storage for the ancillary dwelling is not required and could instead be a space for shared bins between the main and ancillary dwelling, or replaced with a gate to access the rear yard of the main dwelling, or omitted altogether. These alternatives would be considered as substantially in accordance with the approved plans if show on plans submitted for building approval.

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.

NOISE REGULATIONS

Click [here](#) for information with respect to noise nuisances in residential areas.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill.


Further information regarding waste disposal can also be found on the Council's [website](#).


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-21-438 - 34 WELLESLEY STREET SOUTH
HOBART TAS 7004 - Planning Committee or
Delegated Report ↓ 

Attachment B: PLN-21-438 - 34 WELLESLEY STREET SOUTH
HOBART TAS 7004 - CPC Agenda Documents ↓


Attachment C: PLN-21-438 - 34 WELLESLEY STREET SOUTH
HOBART TAS 7004 - Planning Referral Officer
Cultural Heritage Report ↓ 

**APPLICATION UNDER HOBART INTERIM PLANNING SCHEME 2015**

Type of Report:	Committee
Committee:	30 August 2021
Expiry Date:	30 August 2021
Application No:	PLN-21-438
Address:	34 WELLESLEY STREET , SOUTH HOBART
Applicant:	Elbie Matthews (Design East) 153A Davey Street
Proposal:	Partial Demolition and Ancillary Dwelling
Representations:	Three (3)
Performance criteria:	Inner Residential Zone Development Standards, Parking and Access Code and Historic Heritage Code

1. Executive Summary

- 1.1 Planning approval is sought for Partial Demolition and Ancillary Dwelling, at 34 Wellesley Street, South Hobart.
- 1.2 More specifically the proposal includes:
 - Demolition of the existing carport and sheds on site.
 - Construction of a new ancillary dwelling in the rear of the property.
- 1.3 The proposal relies on performance criteria to satisfy the following standards and codes:
 - 1.3.1 Inner Residential Zone - Building Envelope
 - 1.3.2 Parking and Access Code - Layout of Parking Area
 - 1.3.3 Historic Heritage Code - Heritage Precinct
- 1.4 Three (3) representations objecting to the proposal were received within the statutory advertising period between 5 and 19 August 2021.
- 1.5 The proposal is recommended for approval subject to conditions.
- 1.6 The final decision is delegated to the Senior Statutory Planner.

2. Site Detail

- 2.1 The application site is a regularly shaped 456m² lot on the south western side of Wellesley Street, South Hobart. There is an existing dwelling with associated outbuildings located on the lot. The site is surrounded by primarily residential development.
- 2.2 A site visit was undertaken, and from this, it is apparent that the ancillary dwelling will have limited views available into adjoining properties due to the topography of the site, and the existing vegetation and fencing.



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



Figure 2: The view from the development site looking north west



Figure 3: The view from the development site looking south east

3. Proposal

3.1 Planning approval is sought for Partial Demolition and Ancillary Dwelling, at 34 Wellesley Street, South Hobart.

3.2 More specifically the proposal is for:

- Demolition of the existing carport and sheds on site.
- Excavation of rear yard to create a more level car parking space at the end of the driveway.
- Raising of the area between the dwelling and ancillary dwelling to create a level private open space area between the two buildings.
- Construction of a new ancillary dwelling in the rear of the property.

4. Background

4.1 There is no relevant background for this application.

5. Concerns raised by representors

5.1 Three (3) representations objecting to the proposal were received within the statutory advertising period between 5 and 19 August 2021.

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

Overshadowing:
Representors is concerned that the proposed ancillary dwelling will cause unreasonable overshadowing of adjoining properties.
Bulk:
one representor is concerned that the proposed ancillary dwelling will present unreasonable visual bulk when viewed from adjoining properties.
Neighbourhood Character:
One representor has suggested that the proposed ancillary dwelling is out of character with the surrounding neighbourhood.

One representor has suggested that the site coverage proposed is not consistent with the surrounding neighbourhood. The representor suggests that the area is characterised by 'large heritage houses with outdoor space'.
One representor has suggested that the design and materiality of the proposed ancillary dwelling are out of character with the surrounds.
Residential Amenity:
One representor has suggested that the proposed ancillary dwelling will remove privacy, sunlight and general amenity from the rear yard of the existing dwelling.
One representor suggests that the proposed terracing of the yard between the dwelling and the new ancillary dwelling will result in all private open space for the main dwelling being removed and allocated to the ancillary dwelling, with no opportunity for private open space on site for the main dwelling.
One representor has suggested that there is no connectivity between the main and ancillary dwellings on site. They suggest that access is completely separate and there is no connectivity available between the two which is contrary to the Planning Scheme requirements.
One representor suggests that the location of the proposed bin storage is inappropriate.
Car Parking:
Representors have suggested that the jockey parking provided in the driveway is not suitable for two independent dwellings as they would need to rely on one another to move vehicles to gain access or egress.
Representors have suggested that the driveway is too steep to provide access and that cars will park in the street rather than using the allocated car parking, causing issues for surrounding residents.

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 Inner Residential Zone of the *Hobart Interim Planning Scheme 2015*.
- 6.3 There is no change proposed to the existing residential (single dwelling) use of the site. The existing use is a permitted use in the zone.
- 6.4 The proposal has been assessed against:
- 6.4.1 Part D - 11.0 Inner Residential Zone
 - 6.4.2 Part E - E6.0 Parking and Access Code
 - 6.4.3 Part E - E7.0 Stormwater Management Code
 - 6.4.4 Part E - E13.0 Historic Heritage Code
- 6.5 The proposal relies on the following performance criteria to comply with the applicable standards:
- 6.5.1 Inner Residential Zone:
Setback and Building Envelope - Part D 11.4.2 P3
 - 6.5.2 Parking and Access Code:
Layout of Parking Area - E6.7.5 P1
 - 6.5.3 Historic Heritage Code:
Development Standards for Heritage Precincts - E13.8.1 P1 and E13.8.2 P1
- 6.6 Each performance criterion is assessed below.
- 6.7 Setback and Building Envelope - Part D 11.4.2 P3
- 6.7.1 The acceptable solution at clause 11.4.2 A3 requires buildings and works to be set back a minimum of 1.5m from the rear boundary.
 - 6.7.2 The proposal includes a retaining wall the full length of the rear boundary on the boundary.

6.7.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.

6.7.4 The performance criterion at clause 11.4.2 P3 provides as follows:

The siting and scale of a dwelling must:

(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:

(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;

(ii) overshadowing the private open space of a dwelling on an adjoining property;

(iii) overshadowing of an adjoining vacant property; or

(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property; and

(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area.

6.7.5 The ancillary dwelling itself is within the building envelope, this discretion is triggered only by a retaining wall running along the rear boundary. This retaining wall is mostly below ground level, and this portion of the retaining wall is considered to satisfy the acceptable solution. However, a small part of the retaining wall is above ground, and it is this portion that triggers the building envelope discretion. As such, it is considered to be a very minor discretion, and the vast majority of the proposal falls within the permitted building envelope. It is noted that the orientation of the site, in conjunction with its gradients is such that there will be no unreasonable overshadowing of any adjacent property as a result of the proposed development. The scale and design is such that there will not be unreasonable bulk from the proposed works for any adjacent property.

6.7.6 The proposal complies with the performance criterion.

6.8 Layout of Parking Area - E6.7.5 P1

6.8.1 The acceptable solution at clause E6.7.5 A1 requires car parking areas to comply with the relevant Australian Standards.

- 6.8.2 The proposal includes jockey car parking, which does not comply with the relevant Australian Standards.
- 6.8.3 The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.8.4 The performance criterion at clause E6.7.5 P1 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.*
- 6.8.5 The application has been considered by Council's Development Engineer, who has provided the following assessment:
- 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. - Feasible*
- Residential car parking space layout may utilise 'Jockey Parking' configuration in which the one car parking space is behind another car parking space provided it serves it serves the same dwelling and is not designated for visitors. Submitted documentation appears to meet these parameters and therefore may be accepted under Performance Criteria P1:E6.7.5 given the driveway configuration.*
- 6.8.6 The proposal complies with the performance criterion.
- 6.9 Development Standards for Heritage Precincts - E13.8.1 P1 and E13.8.2 P1
- 6.9.1 There are no acceptable solutions for E13.8.1 A1 or E13.8.2 A1.
- 6.9.2 The proposal includes demolition of outbuildings, construction of an ancillary dwelling in the rear yard, and associated levelling of garden areas.
- 6.9.3 There is no acceptable solution; therefore assessment against the performance criterion is relied on.
- 6.9.4 The performance criterion at clauses E13.8.1 P1 and E13.8.2 P1 provide as follows:

E13.8.1 P1 - Demolition must not result in the loss of any of the following:

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

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

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

(ii) there are no prudent or feasible alternatives;

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

E13.8.2 P1 - Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.

- 6.9.5 The application has been considered by Council's Cultural Heritage Officer, who has provided the following assessment:

The application relates to a single storey late 19th Century weatherboard asymmetrical residential property with offset front gable and veranda. Built onto a notable gradient, the proposal seeks minor works and levelling to the rear garden to facilitate the erection of a new single storey ancillary dwelling. The proposed dwelling would consist of a long rectangle box with mono pitched roof, finished in Axon vertical cladding with no specified colour and served by a small deck to the front (road facing) elevation with privacy screening.

The building is not heritage listed but does form part of the Washington, Wentworth, Darcy and Adelaide Heritage Precinct (SH4) as set out in the Hobart Interim Planning Scheme 2015.

These precincts are significant for reasons including:

- 1. The principle residential development precinct in the suburb which demonstrates most periods and patterns of development that give South Hobart its particular character.*

2. The very fine collection of residential buildings spanning from first settlement of the precinct to the mid twentieth century.

3. The intact streetscapes that provide evidence of early settlement patterns in South Hobart.

Due to the close proximity of properties that face onto the street, views through to the rear gardens are relatively restricted. Whilst a driveway runs up by the side of the building, the larger parts of the proposed development would be hidden by the massing of the parent building. However, views over rear gardens of this section of Wellesley Street are visible from a short section Washington Street and from this location, the general line of rear building lines and gardens is clearly discernable. As such, the impact of the proposal on disrupting the 'pattern of development' is a valid consideration.

With regard to the above, it is noted that the proposed ancillary dwelling, whilst sitting high in the immediate townscape due to the local topography, views from Washington Street would be side onto the proposal, and therefore its smallest elevation would be the most visible feature. From this perspective, it is likely that the length of the structure would not be immediately apparent and would more likely read as a garden structure such as a storage garden shed or garden room as opposed to a separate dwelling.

As such, given the above it is considered that the proposal would not have such a negative impact upon the special characteristics of the Heritage Precinct in this instance to warrant refusal in this instance. However, given the potential for visual impact, it is considered reasonable in this instance to condition final colouration details to ensure that the final development sits comfortably into the wider streetscape of the Precinct.

In view of the above, it is considered that the proposal is acceptable when measured against the performance criteria of HIPS 2015

6.9.6 The proposal complies with the performance criterion.

7. Discussion

- 7.1 Planning approval is sought for Partial Demolition and Ancillary Dwelling, at 34 Wellesley Street, South Hobart.
- 7.2 The application was advertised and received three representations. The representations raised concerns including overshadowing, bulk, neighbourhood character, residential amenity and car parking.
- 7.3 The proposal has been assessed against the relevant provisions of the planning scheme and is considered to perform well.
- 7.4 The application demonstrates bin storage for the ancillary dwelling, but none for the main dwelling. As all services are required to be shared for an ancillary dwelling and single dwelling, this is not necessary. Given that only one bin storage area has been shown on the plans, a condition should be included if a permit is granted to the effect that this storage area can either be used for the communal bins with access available from both dwellings, or removed from the plans and replaced with a gate to access the rear yard of the main dwelling.
- 7.5 Representors have raised concern with overshadowing and privacy as a result of the proposed ancillary dwelling. The new ancillary dwelling meets the acceptable solutions for privacy and as such is not a relevant consideration. Similarly, the ancillary dwelling itself complies with the acceptable solution for building envelope for the zone. The only discretion related to a small section of the rear retaining wall, which is only slightly above the ground level. As such, the discretionary component of the proposed works will have no impact on the adjacent residential properties in terms of visual bulk, or overshadowing or loss of sunlight.
- 7.6 The proposal has been assessed by other Council officers, including the Council's Development Engineer, Cultural Heritage Officer, and Stormwater Services Engineer. The officers have raised no objection to the proposal, subject to conditions.
- 7.7 The proposal is recommended for approval.
- 8. Conclusion**
- 8.1 The proposed Partial Demolition and Ancillary Dwelling, at 34 Wellesley Street, South Hobart satisfies the relevant provisions of the *Hobart Interim Planning Scheme 2015*, and as such is recommended for approval.

9. Recommendations

That: Pursuant to the *Hobart Interim Planning Scheme 2015*, the Council approve the application for Partial Demolition and Ancillary Dwelling, at 34 Wellesley Street, South Hobart 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-21-438 - 34 WELLESLEY STREET SOUTH HOBART TAS 7004 - Final Planning Documents, except where modified below.

Reason for condition

To clarify the scope of the permit.

ENG sw1

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 prior to first occupation or commencement of use (whichever occurs first).

Any private or private shared stormwater system passing through third-party land must have sufficient receiving capacity.

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 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

The access driveway, and parking module (parking spaces, aisles and manoeuvring area) must be designed and constructed in accordance with Australian Standard AS/NZS2890.1:2004 (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.

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 (car parking spaces, aisles 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 prior to the commencement of use.

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.

HER 17a

The palette of exterior colours must reflect the palette of building colours within the local streetscape and precinct.

Prior to the issue of any approval under the Building Act 2016, revised plans must be submitted and approved as a Condition Endorsement showing exterior colours of all external materials including decking and privacy screening in accordance with the above requirement.

All work required by this condition must be undertaken in accordance with the approved plans.

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.

Reason for condition

To ensure that development at a heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

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.

PLANNING

It is noted that ancillary dwellings must share all access and services with the main dwelling. This would include garbage collection. As such, the separate bin storage for the ancillary dwelling is not required and could instead be a space for shared bins between the main and ancillary dwelling, or replaced with a gate to access the rear yard of the main dwelling, or omitted altogether. These alternatives would be considered as substantially in accordance with the approved plans if show on plans submitted for building approval.

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.

NOISE REGULATIONS

Click [here](#) for information with respect to noise nuisances in residential areas.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's Cleansing and Solid Waste Unit regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill.

Further information regarding waste disposal can also be found on the Council's [website](#).

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.



(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: 23 August 2021

Attachment(s):

Attachment B - CPC Agenda Documents

Attachment C - Planning Referral Officer Cultural Heritage Report

design.EAST

Building design and interior architecture

STUDIO 153
153A DAVEY STREET
HOBART TASMANIA 7000
Phone: +61 3 6223 6740
Email: admin@designeast.com.au
ABN 55 106 867 805

29 June 2021

HOBART CITY COUNCIL
GPO Box 503
HOBART TAS 7000Att: **Planning Officer**Re: **34 Wellesley Street**

To whom it may concern,

Our firm has prepared documentation for a proposed ancillary dwelling on behalf of the owner of no 34 Wellesley Street, Ms Simona Timmins. Ms Timmins has had several discussions with Planning Officer Elizabeth Wilson as well as Heritage Officers Sarah Waite and Nick Booth to discuss the proposal and find a design solution to fit within the *Hobart Interim Planning Scheme 2015* as well as be sympathetic to the surrounding Heritage Precinct.

The proposal is for a small 54m² single storey dwelling with the intention of future long-term rental. The existing run-down shed and carport with surrounding vegetation (approx. 3.85m high) is to be removed as well as a small wooden bike shed directly behind the existing dwelling as shown on the plans.

The proposed design is set off from the rear and side boundaries by a minimum of 1500mm and lowered 600mm at the highest point of its placement. This allows the design to remain within the building envelope and minimise visual impact and overshadowing to neighbouring properties. Further, the removal of the existing shed will increase north-eastern sun accessibility for the rear neighbour.

While original discussions with Heritage Officers showed a preference for a hip roof to match the existing residence, unfortunately such a design will mean the proposal fall outside of the building envelope. Our proposed skillion roof will also help to minimise visual impact and overshadowing to neighbouring properties, as well as maximise passive solar heat to the ancillary dwelling itself.

As the proposed design is located at the rear of the property and minimum 1500mm high screen will separate it from the main residence, only a small portion will be visible from the street, and only when looking up from the existing driveway. We argue in fact, that street views will be improved, as the existing run-down shed will be removed, and it is the intention of Ms Simmons to provide greenery to cover the proposed blockwork walls to provide an amenable outdoor space for the existing dwelling.

If you have any questions please call me on 0488 991 613 so that I can get a reply back to you quickly.

Yours Faithfully**Elbie Matthews**
Architectural Technical

ANCILLARY DWELLING at 34 WELLESLEY STREET SOUTH HOBART 7004 for SIMONA TIMMINS				GENERAL INFORMATION			
ISSUE: PLANNING SET REV B - 27 July 2021				Accredited Building Designer: Monty East Accreditation Number: CC 191 O			
				Land title reference number: C.T. 124443 / 1			
				Site area: 456 + - m ²			
				Total floor area: 155 (DWELLING) + 54 (ANCILLARY) + - m ²			
				Total decked / balcony area: 12 + - m ²			
DWG. No.	DRAWING NAME	DATE	REVISION				
A01	COVER PAGE	27.07.21	D				
A02	SITE PLAN	27.07.21	D				
A03	EXISTING DWELLING GROUND FLOOR PLAN	27.07.21	D				
A04	PROPOSED ANCILLARY GROUND FLOOR PLAN	15.07.21	B				
A05	PROPOSED ANCILLARY GROUND FLOOR (RETAINING WALL LAYOUT)	15.07.21	C				
A06	ELEVATIONS 01 OF 03	27.07.21	D				
A07	ELEVATIONS 02 OF 03	27.07.21	D				
A08	ELEVATIONS 03 OF 03	27.07.21	D				
A09	PARKING	15.07.21	C				
A10	DRIVEWAY SECTION	15.07.21	C				
H01	PLUMBING PLAN	15.07.21	C				

COVER PAGE

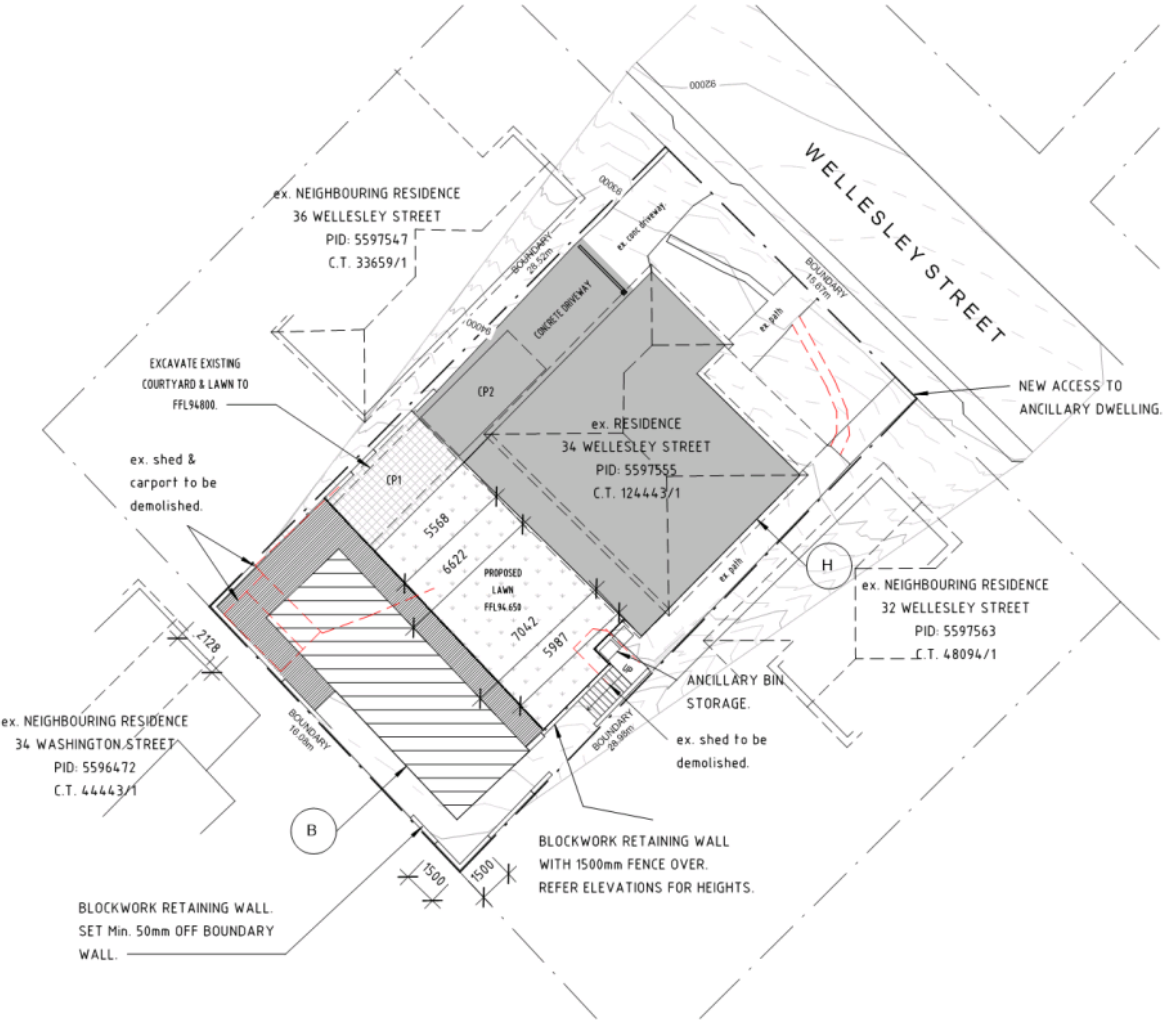
Job No. 5330

SITE NOTES	
Property Address:	34 Wellesley Street SOUTH HOBART
Property ID:	5597555
Title Reference:	124443/1
Site Area:	456 +/- m ²
Municipality:	HOBART CITY COUNCIL
Owner:	Simona Timmins

SITE KEY	
A	OUTLINE OF EXISTING DWELLING (SHOWN SHADED)
B	OUTLINE OF PROPOSED ANCILLARY BUILDING & DECK (SHOWN HATCHED)

FLOOR AREAS	
EXISTING DWELLING FLOOR AREA	= 117 +/- Sqm
PROPOSED DWELLING FLOOR AREA	= 54 +/- Sqm
PROPOSED DECK FLOOR AREA	= 12 +/- Sqm
TOTAL AREA	= 221 +/- Sqm

PARKING	
PARKING SPACES	= 2 (JOCKEY PARKING)



ISSUE	DESCRIPTION	DATE	ISSUED BY
A	PLANNING	29.06.21	EM
B	RFI	15.07.21	EM
C	RFI 02	22.07.21	EM
D	RFI 03	27.07.21	EM

Project:	ANCILLARY DWELLING 34 WELLESLEY STREET SOUTH HOBART 7004 SIMONA TIMMINS
Drawing:	SITE PLAN

DRG NO:	A02	CHK BY:	ME
SCALE:	1:200 @ A3	DRAWN:	EM

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Job No. 5330

ISSUE	DESCRIPTION	DATE	ISSUED BY
A	PLANNING	29.06.21	EM
B	RFI	15.07.21	EM
C	RFI 02	22.07.21	EM
D	RFI 03	27.07.21	EM

Project:	ANCILLARY DWELLING
	34 WELLESLEY STREET
	SOUTH HOBART 7004
Drawing:	SIMONA TIMMINS
	EXISTING DWELLING GROUND FLOOR

DRG NO:	A03	CHK BY:	ME
SCALE:	1 : 100	DRAWN:	EM
	@ A3		

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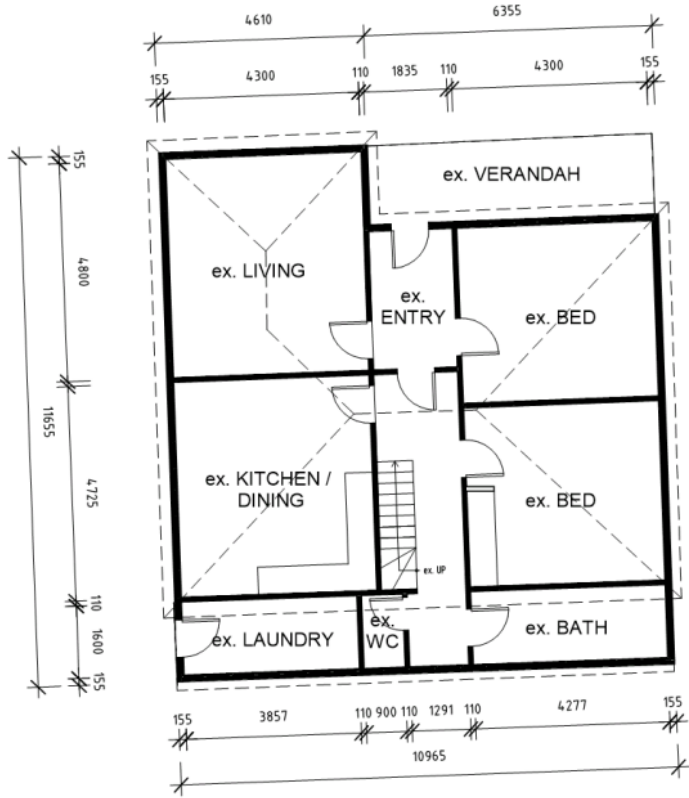
EAST

design

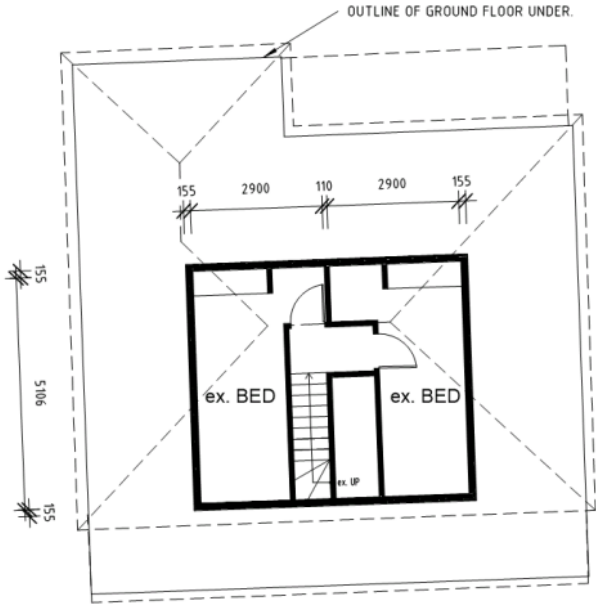
building design and interior architecture

WALL LEGEND	
==	DEMOLISHED WALL.
---	EXISTING FRAMING.

FLOOR AREAS	
EXISTING GF FLOOR AREA	= 117 +/- Sqm
EXISTING FF FLOOR AREA	= 34 +/- Sqm

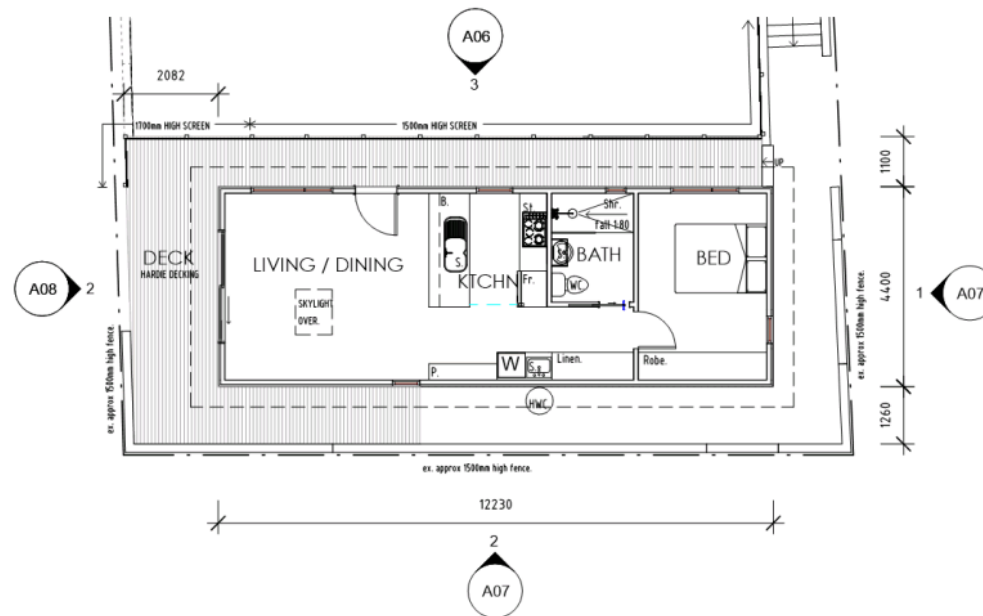


1
A03
1 : 100
EXISTING DWELLING GROUND FLOOR PLAN



2
A03
1 : 100
EXISTING DWELLING FIRST FLOOR PLAN

FLOOR AREAS	
PROPOSED ANCILLARY FLOOR AREA =	54 +/- Sqm
PROPOSED DECK ARE	= 33 +/- Sqm



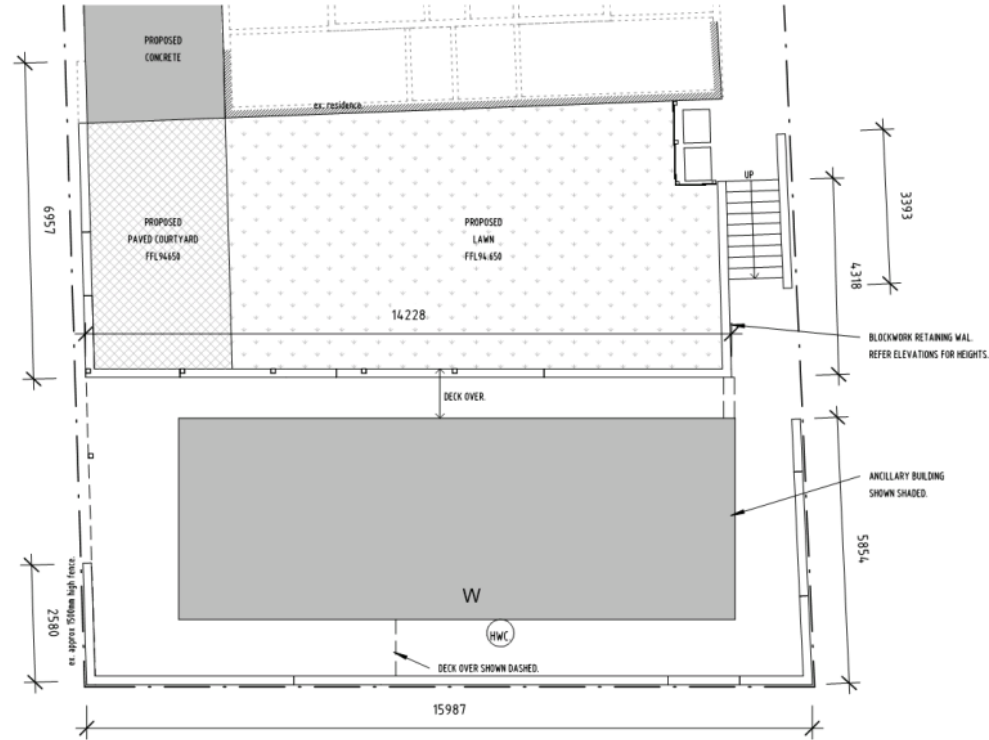
ISSUE	DESCRIPTION	DATE	ISSUED BY
A	PLANNING	29.06.21	EM
B	RFI	15.07.21	EM

Project: ANCILLARY DWELLING 34 WELLESLEY STREET SOUTH HOBART 7004 SIMONA TIMMINS	Drawing: PROPOSED ANCILLARY GROUND FLOOR
--	---

SCALE:	DRG NO:
1 : 100 @ A3	A04
DRAWN:	CHK BY:
EM	ME

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Tasmania 7000
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ISSUE	DESCRIPTION	DATE	ISSUED BY
A	PLANNING	29.06.21	EM
B	RFI	15.07.21	EM
C	RFI 02	22.07.21	EM

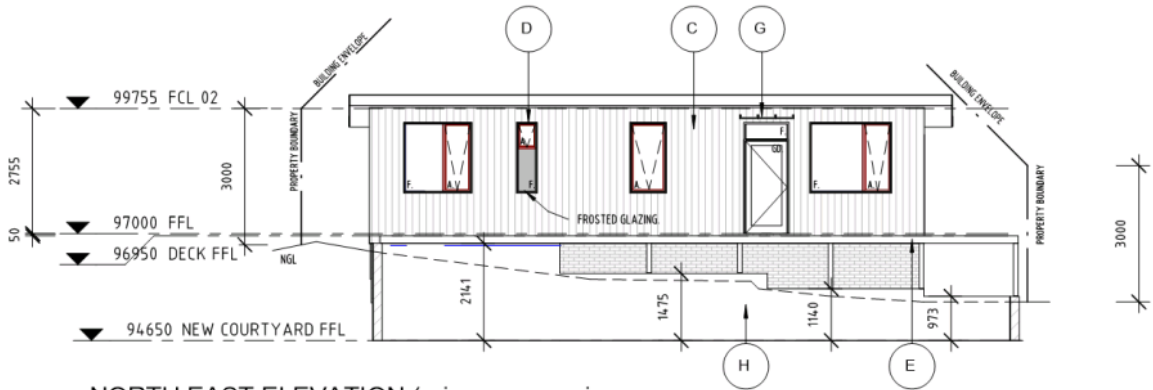
Project:	ANCILLARY DWELLING 34 WELLESLEY STREET SOUTH HOBART 7004 SIMONA TIMMINS
Drawing:	PROPOSED ANCILLARY GROUND FLOOR

designed by **PERKINS+WILL & SOUTHERN Pty. Ltd.**

SCALE:	1 : 100 @ A3	DRG NO:	A05
DRAWN:	EM	CHK BY:	ME

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Tasmania 7000
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Web www.designeast.com.au
Accreditation No. CC1910

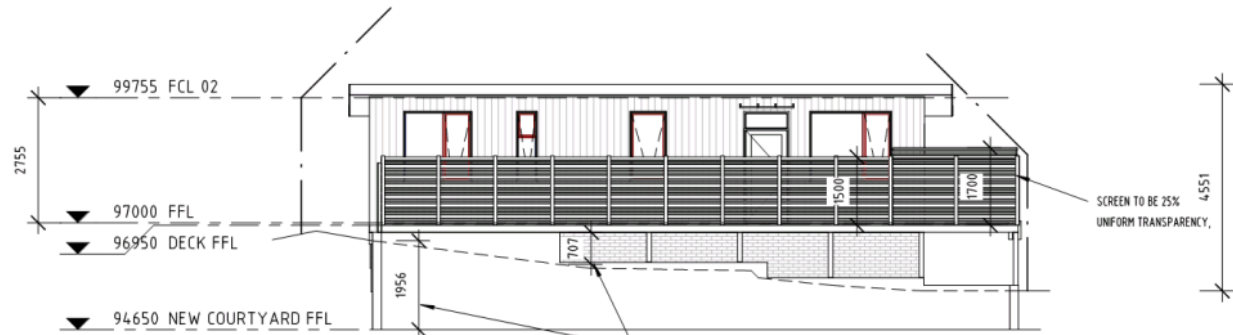
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(A)	PROPOSED ANCILLARY DWELLING.
(B)	0.42mm BMT 'CUSTOM ORB' ROOF SHEETING. Pitch: 5 DEGREES. Finish: PAINT FINISH AS SELECTED.
(C)	HARDIES AXON VERTICAL CLADDING (or similar) Finish: TBC
(D)	ALUMINUM FRAMED DOUBLE GLAZED WINDOWS & DOORS.
(E)	PROPOSED Hardie DECK.
(F)	PROPOSED VELUX FIXED SKYLIGHT (780 x 980).
(G)	POLYCARBONATE AWNING.
(H)	190 BLOCKWORK RETAINING WALL.
LEGEND	
F.	- FIXED WINDOW.
A.	- AWNING WINDOW.
GS.	- GLAZED SLIDING DOOR.
GD.	- GLAZED HINGED DOOR



NORTH EAST ELEVATION (privacy screening
omitted for clarity)

1
A06

1 : 100



NORTH EAST ELEVATION (including privacy
screening)

3
A06

1 : 100

Job No. 5330

ISSUE	DESCRIPTION	DATE	ISSUED BY
A	PLANNING	29.06.21	EM
B	RFI	15.07.21	EM
C	RFI 02	22.07.21	EM
D	RFI 03	27.07.21	EM

Project:	ANCILLARY DWELLING 34 WELLESLEY STREET SOUTH HOBBART 7004
Design:	SIMONA TIMMONS
Drawing:	ELEVATIONS 01 OF 03

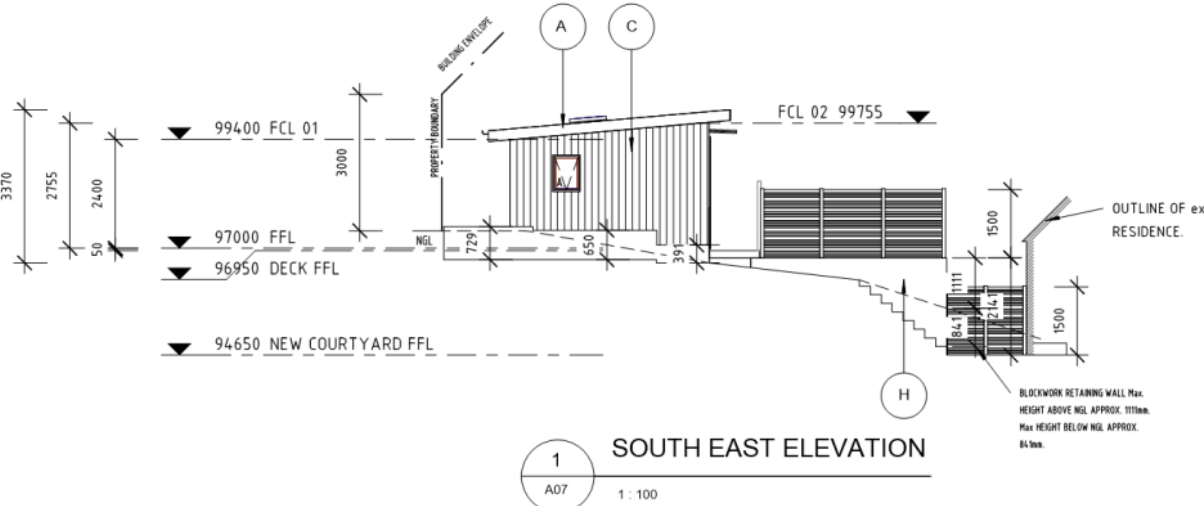
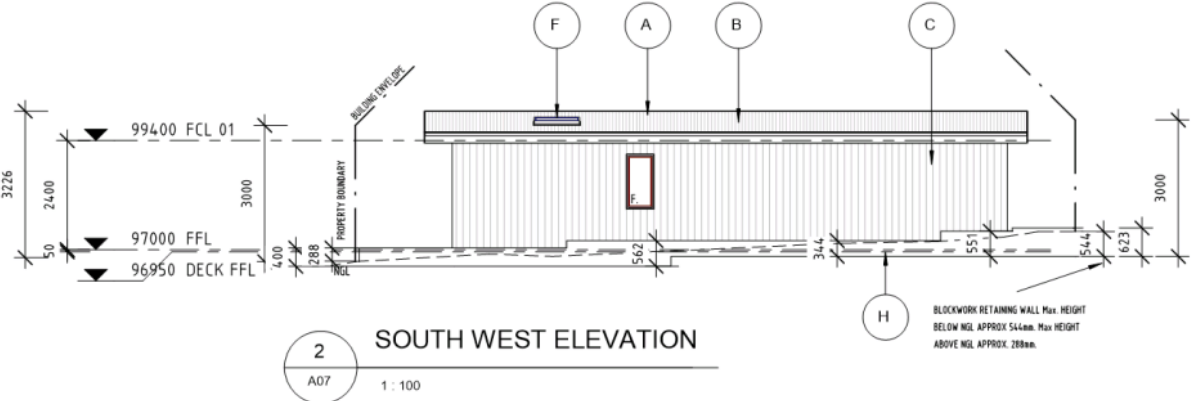
design EAST registered trading name for design EAST Pty. Ltd.

DRG NO:	AD6	CHK BY:	ME
SCALE:	1 : 100 @ A3	DRAWN:	EM

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Job No. 5330

EXTERNAL FINISHES	
(A)	PROPOSED ANCILLARY DWELLING.
(B)	0.42mm BMT 'CUSTOM ORB' ROOF SHEETING. Pitch: 5 DEGREES. Finish: PAINT FINISH AS SELECTED.
(C)	HARDIES AXON VERTICAL CLADDING (or similar) Finish: TBC
(D)	ALUMINUM FRAMED DOUBLE GLAZED WINDOWS & DOORS.
(E)	PROPOSED Hardie DECK.
(F)	PROPOSED VELUX FIXED SKYLIGHT (780 x 980).
(G)	POLYCARBONATE AWNING.
(H)	190 BLOCKWORK RETAINING WALL.
LEGEND	
F.	- FIXED WINDOW.
A.	- AWNING WINDOW.
GS.	- GLAZED SLIDING DOOR.
GD.	- GLAZED HINGED DOOR



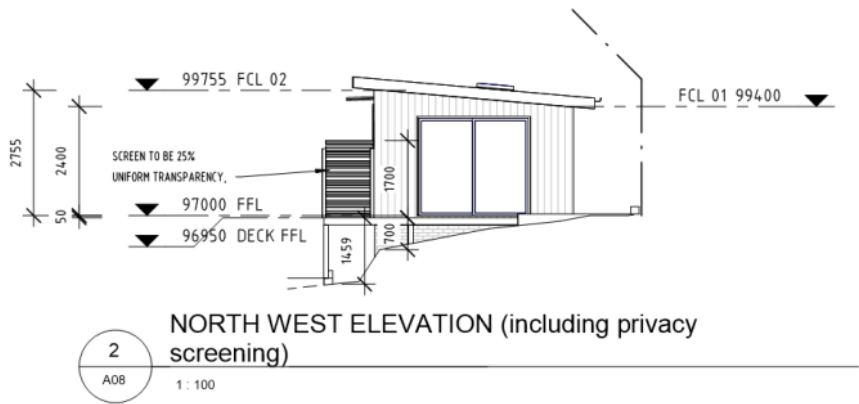
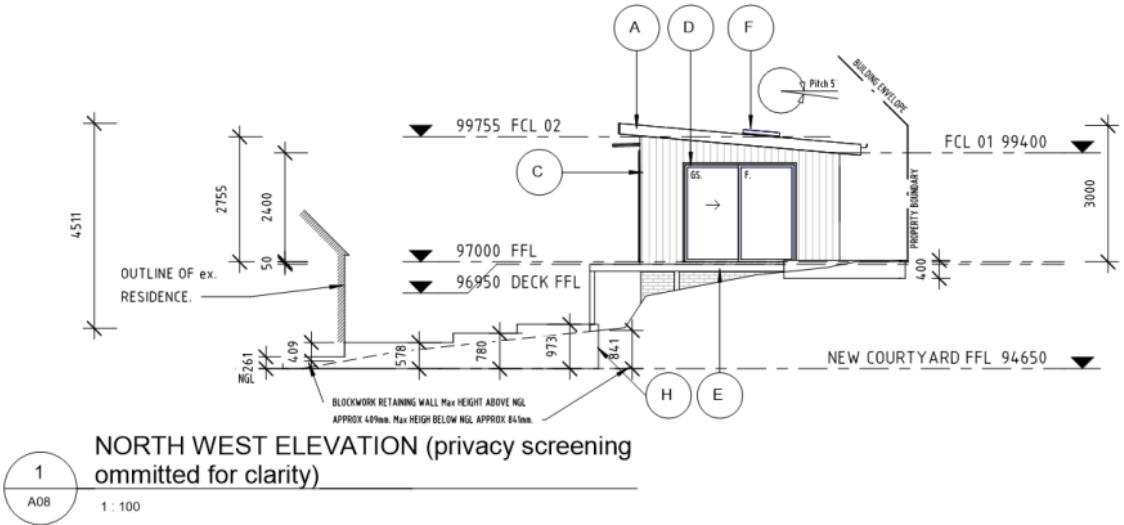
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A	PLANNING	29.06.21	EM
B	RFI	15.07.21	EM
C	RFI 02	22.07.21	EM
D	RFI 03	27.07.21	EM

Project:	ANCILLARY DWELLING
	34 WELLESLEY STREET
	SOUTH HOBART 7004
Drawing:	SIMONA TIMMINS
	ELEVATIONS 02 OF 03

DRG NO:	A07	CHK BY:	ME
SCALE:	1:100	DRAWN:	EM
	@ A3		

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Web www.designeast.com.au
Accreditation No. GC1910

EXTERNAL FINISHES	
(A)	PROPOSED ANCILLARY DWELLING.
(B)	0.42mm BMT 'CUSTOM ORB' ROOF SHEETING. Pitch: 5 DEGREES. Finish: PAINT FINISH AS SELECTED.
(C)	HARDIES AXON VERTICAL CLADDING (or similar) Finish: TBC
(D)	ALUMINUM FRAMED DOUBLE GLAZED WINDOWS & DOORS.
(E)	PROPOSED Hardie DECK.
(F)	PROPOSED VELUX FIXED SKYLIGHT (780 x 980).
(G)	POLYCARBONATE AWNING.
(H)	190 BLOCKWORK RETAINING WALL.
LEGEND	
F.	- FIXED WINDOW.
A.	- AWNING WINDOW.
GS.	- GLAZED SLIDING DOOR.
GD.	- GLAZED HINGED DOOR



Job No. 5330

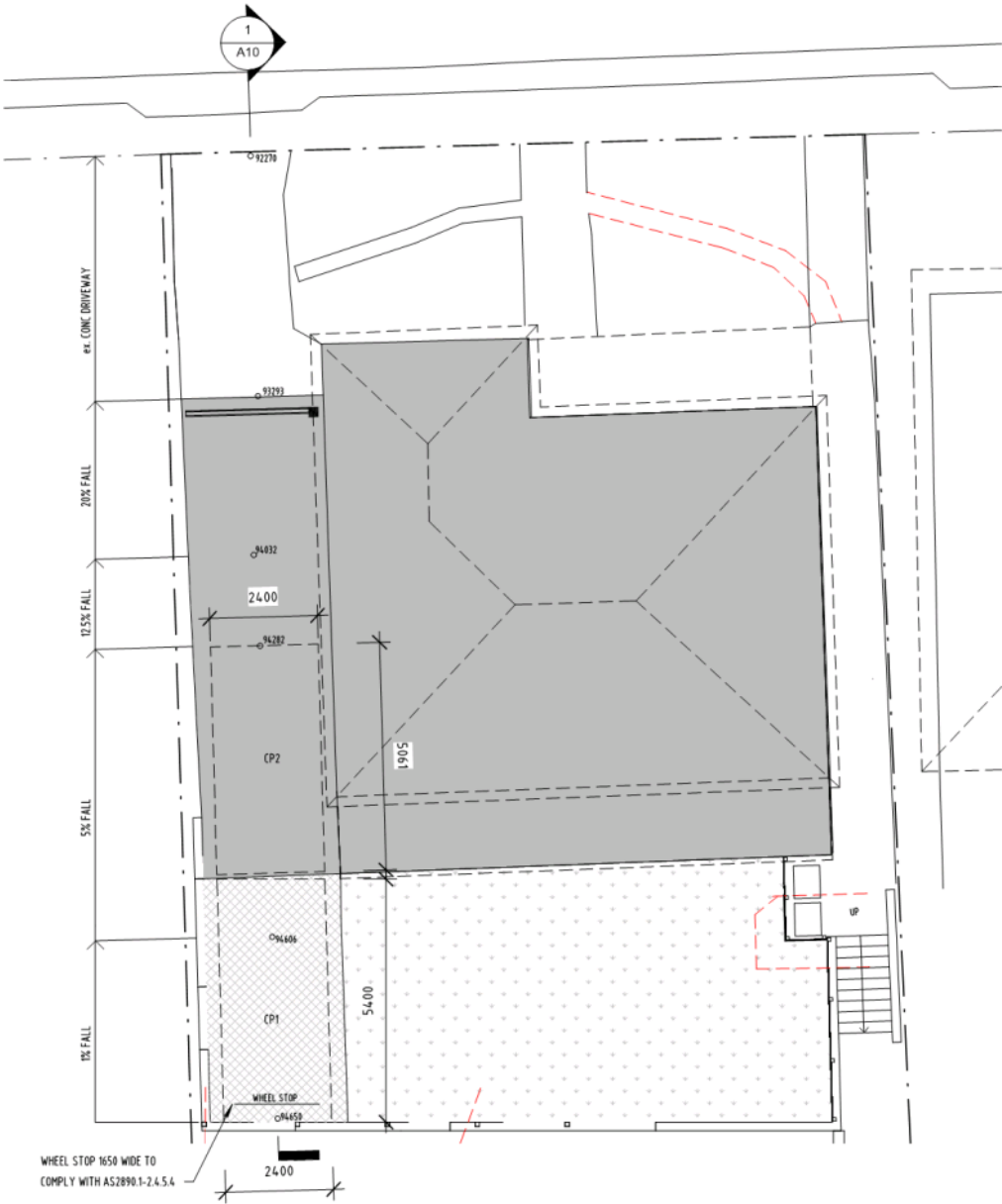
ISSUE	DESCRIPTION	DATE	ISSUED BY
A	PLANNING	29.06.21	EM
B	RFI	15.07.21	EM
C	RFI 02	22.07.21	EM
D	RFI 03	27.07.21	EM

Project:	ANCILLARY DWELLING 34 WELLESLEY STREET SOUTH HOBART 7004 SIMONA TIMMONS
Drawing:	ELEVATIONS 03 OF 03

design EAST registered trading name for design EAST Pty. Ltd.

DRG NO:	A08	CHK BY:	ME
SCALE:	1 : 100 @ A3	DRAWN:	EM

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Job No. 5330

ISSUE	DESCRIPTION	DATE	ISSUED BY
A	PLANNING	29.06.21	EM
B	RFI	15.07.21	EM
C	RFI 02	22.07.21	EM

Project:	ANCILLARY DWELLING
	34 WELLESLEY STREET
	SOUTH HOBART 7004
	SIMONA TIMMINS
Drawing:	PARKING

design EAST registered trading name for design EAST Pty. Ltd.

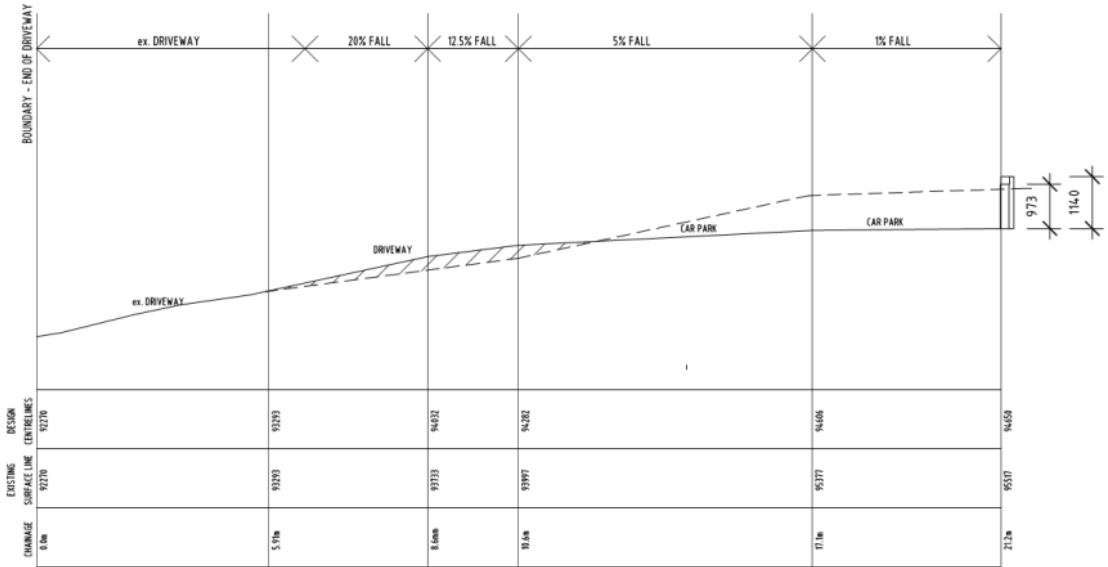
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1 : 100	A09	ME
@ A3		
DRAWN:		
EM		

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Web www.designeast.com.au
Accreditation No. GC1910

design **EAST**

building design and interior architecture

Job No. 5330



1 DRIVEWAY SECTION
A10 1 : 100

ISSUE	DESCRIPTION	DATE	ISSUED BY
A	PLANNING	29.06.21	EM
B	RFI	15.07.21	EM
C	RFI 02	22.07.21	EM

Project:	ANCILLARY DWELLING 34 WELLESLEY STREET SOUTH HOBART 7004
Drawing:	SIMONA TIMMINS DRIVEWAY SECTION

design EAST registered trading name for design EAST Pty. Ltd.

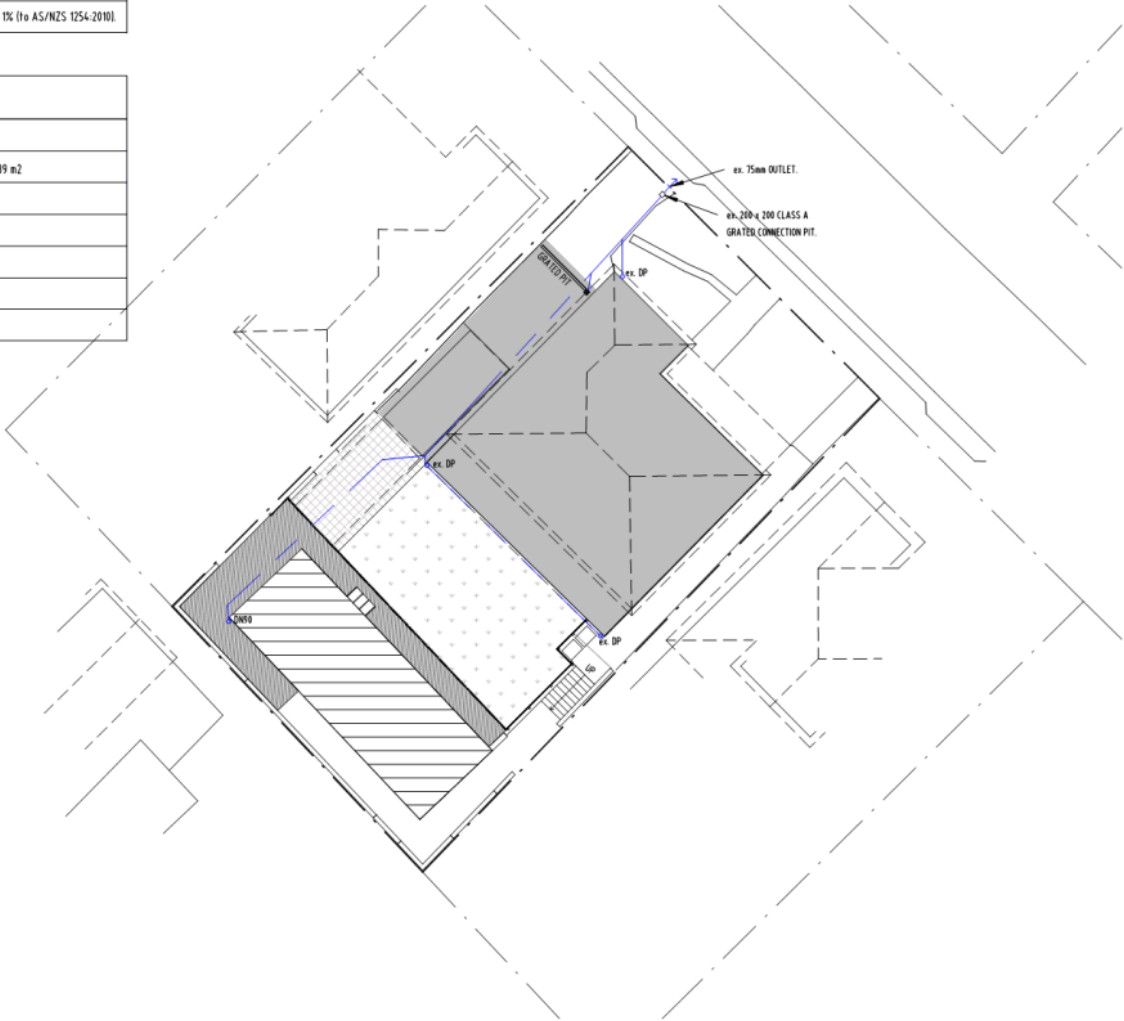
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1 : 100 @ A3	A10
DRAWN:	CHK BY:
EM	ME

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Job No. 5330

PLUMBING LEGEND	
MARK	DESCRIPTION
---	SEWER PIPES TO BE DWV PVC-U CLASS SN6 @ Min. 1.65% (To AS/NZS 1260-2009).
---	STORMWATER PIPES TO BE PVC-U Class SN4 @ Min. 1% (To AS/NZS 1254-2010).

CATCHMENT AREAS	
ex. Residence roof catchment area	117 m2
ex. sheds roof catchment area (to be demolished)	8.8 + 26 + 4 = 39 m2
ex. impervious surface	118 m2
TOTAL EXISTING CATCHMENT AREA	274 m2
PROPOSED ANCILLARY ROOF CATCHMENT AREA	70 m2
PROPOSED ADDITIONAL IMPERVIOUS SURFACE	-44 m2
TOTAL REMAINING CATCHMENT AREA	261 m2



ISSUE	DESCRIPTION	DATE	ISSUED BY
A	PLANNING	29.06.21	EM
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C	RFI 02	22.07.21	EM

Project:	ANCILLARY DWELLING 34 WELLESLEY STREET SOUTH HOBBART 7004 SIMONA TIMMINS
Drawing:	PLUMBING PLAN

SCALE:	DRG NO:	CHK BY:
As indicated @ A3	H01	ME
DRAWN:		EM

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**RESULT OF SEARCH**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME 124443	FOLIO 1
EDITION 9	DATE OF ISSUE 04-Aug-2017

SEARCH DATE : 30-Jun-2021

SEARCH TIME : 03.46 PM

DESCRIPTION OF LAND

City of HOBART

Lot 1 on Plan 124443

Being the land described in Conveyance No. 69/5152

Derivation : Part of 299 Acres Gtd to R.L. Murray

Derived from Y17469

SCHEDULE 1M645823 TRANSFER to SIMONA ELISA TIMMINS Registered
04-Aug-2017 at 12.01 PMSCHEDULE 2

Reservations and conditions in the Crown Grant if any

E101559 MORTGAGE to Australia and New Zealand Banking Group
Limited Registered 04-Aug-2017 at 12.02 PMUNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



FILE NUMBER Y.17469 GRANTEE PART OF 299-0-0 GTD TO ROBERT LATHROP MURRAY		CONVERSION PLAN LOCATION CITY OF HOBART CONVERTED FROM CONV. 69/5152 NOT TO SCALE LENGTHS IN METRES		REGISTERED NUMBER P124443 APPROVED 19 JUN 1996 <i>Michael Smith</i> Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 114	LAST UPI No. /	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		DRAWN J.V.
SKETCH BY WAY OF ILLUSTRATION ONLY <u>"EXCEPTED LANDS"</u>				

A-183

Planning: #235616

Property

34 WELLESLEY STREET SOUTH HOBART TAS 7004

People

Applicant

"

Design East
Elbie Matthews
153A Davey Street
HOBART TAS 7000
0488 991 613
EMATTHEWS@DESIGNEAST.COM.AU

Owner

"

Simona Timmins
34 Wellesley Street
SOUTH HOBART TAS 7004
0419 757 423
simonattimmins@gmail.com

Entered By

DESIGN EAST PTY LTD
03 6223 6740
meast@designeast.com.au

Use

Multiple dwellings

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.

"

<input type="radio"/> No		
If this application is related to an enforcement action please enter Enforcement Number		
Details		
What is the current approved use of the land / building(s)?		
Residential/Single Dwelling		
Please provide a full description of the proposed use or development (i.e. demolition and new dwelling, swimming pool and garage)		
Demolition of garage/new dwelling		
Estimated cost of development		
160000.00		
Existing floor area (m2)	Proposed floor area (m2)	Site area (m2)
155.00	54.00	456
Carparking on Site		
Total parking spaces Existing parking spaces N/A		
2	2	<input type="checkbox"/> Other (no selection chosen)
Other Details		
Does the application include signage?		
<input type="radio"/> 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?		
<input type="radio"/> No		
Documents		
Required Documents		
Title (Folio text and Plan and Schedule of Easements)		
FolioPlan-124443-1.pdf		
Title (Folio text and Plan and Schedule of Easements)		
FolioText-124443-1.pdf		
Plans (proposed, existing)		
14 Wellesley Street.pdf		
Covering Letter		
Cover Letter.pdf		

Application Referral Cultural Heritage - Response

From:	Nick Booth
Recommendation:	Proposal is acceptable subject to conditions.
Date Completed:	
Address:	34 WELLESLEY STREET, SOUTH HOBART
Proposal:	Partial Demolition and Ancillary Dwelling
Application No:	PLN-21-438
Assessment Officer:	Helen Ayers,

Referral Officer comments:

The application relates to a single storey late 19th century weatherboard asymmetrical residential property with offset front gable and verandah. Built onto a notable gradient, the proposal seeks minor works, demolition and levelling to the rear garden to facilitate the erection of a new single storey ancillary dwelling. The proposed dwelling would consist of a long rectangle box with mono pitched roof, finished in Axon vertical cladding with no specified colour and served by a small deck to the front (road facing) elevation with privacy screening.

The building is not heritage listed but does form part of the Washington, Wentworth, Darcy and Adelaide Heritage Precinct (SH4) as set out in the Hobart Interim Planning Scheme 2015.

These precincts are significant for reasons including:

- 1. The principle residential development precinct in the suburb which demonstrates most periods and patterns of development that give South Hobart its particular character.*
- 2. The very fine collection of residential buildings spanning from first settlement of the precinct to the mid twentieth century.*
- 3. The intact streetscapes that provide evidence of early settlement patterns in South Hobart.*

Four (4) representations were received during the advertising period. Matters relating to the visual impact, bulk and being out of character with the surroundings were raised. There is discussion about these matters below.

The proposal must be assessed against E13.8.1 P1 - Demolition and E13.8.2 P1 - New Work.

At the rear are a group of minor rear buildings and structures that are not of heritage merit or value. These are proposed to be demolished along with the removal of a front pathway. The proposed demolition will not result in the loss of heritage fabric that is considered significant to the heritage precinct. The proposal satisfies E13.8.1 P1.

Clause E13.8.2 P2 states:

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

Due to the close proximity of properties that face onto the street, views through to the rear gardens are relatively restricted. Whilst a driveway runs up by the side of the building, the

larger parts of the proposed development which is single storey would be hidden by the massing of the parent building. However, views over rear gardens of this section of Wellesley Street are visible from a very short section Washington Street and from this location, the general line of rear building lines and gardens is clearly discernable. As such, the impact of the proposal on disrupting the 'pattern of development' must be considered to ascertain if there will be detriment to the heritage values.

With regard to the above, it is noted that the proposed ancillary dwelling, whilst sitting high in the immediate townscape due to the local topography, views from Washington Street would be side onto the proposal, and therefore its smallest elevation would be the most visible feature and set back from Washington Street by about 18 metres and across two backyards. From this perspective, it is likely that the length of the structure would not be immediately apparent and would more likely read as a garden structure such as a storage garden shed or garden room as opposed to a separate dwelling.

As such, given the above, it is considered that the proposal would not have such a negative impact or result in detriment to the significance of the Heritage Precinct. However, it is considered reasonable in this instance to condition final colouration details to ensure that the final development sits comfortably into the wider streetscape of the Precinct.

In view of the above, it is considered that the proposal is acceptable when measured against clause E13.8.2 P1 of the Historic Heritage Code of the Scheme.

Suggest Condition

The palette of exterior colours must reflect the palette of building colours within the local streetscape and precinct.

Prior to the issue of any approval under the *Building Act 2016*, revised plans must be submitted and approved as a Condition Endorsement showing exterior colours of all external materials including decking and privacy screening in accordance with the above requirement.

All work required by this condition must be undertaken in accordance with the approved plans.

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.

Reason for condition

To ensure that development at a heritage precinct is undertaken in a sympathetic manner which does not cause loss of historic cultural heritage significance.

Nick Booth
Heritage Officer
12 August 2021

Reviewed
SW
SCHO
23 Aug 2021

8. REPORTS

8.1 Delegated Decision Report (Planning) File Ref: F21/84288

Memorandum of the Director City Planning of 23 August 2021 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

Delegated Decision Report (Planning)

Attached is the delegated planning decisions report for the period 9 August 2021 to 20 August 2021.

RECOMMENDATION

That:

- 1. That the information be received and noted.***

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.

Neil Noye
DIRECTOR CITY PLANNING

Date: 23 August 2021
File Reference: F21/84288

Attachment A: Delegated Decision Report (Planning) ↓

23 August 2021

Delegated Decisions Report (Planning)

23 applications found.

Planning Description	Address	Works Value	Decision	Authority
PLN-21-257 Partial Demolition, Alterations, and Extension	4 WARWICK STREET HOBART TAS 7000	\$ 300,000	Approved	Delegated
PLN-21-306 Partial Demolition, Alterations, and Partial Change of Use to Dwelling	520 SANDY BAY ROAD SANDY BAY TAS 7005	\$ 30,000	Approved	Delegated
PLN-21-330 Partial Demolition and Alterations	170 AUGUSTA ROAD LENA VALLEY TAS 7008	\$ 10,000	Approved	Delegated
PLN-21-354 Partial Demolition and Alterations	21 KIRKSWAY PLACE BATTERY POINT TAS 7004	\$ 350,000	Approved	Delegated
PLN-21-374 Partial Demolition, Alterations, Extension and Fencing	110 REGENT STREET SANDY BAY TAS 7005	\$ 850,000	Approved	Delegated
PLN-21-400 Alterations and Change of Use to Dwelling and General Retail	100-102 GOULBURN STREET HOBART TAS 7000	\$ 5,000	Approved	Delegated
PLN-21-402 Partial Demolition, Alterations, and Ancillary Dwelling	18 MARLBOROUGH STREET SANDY BAY TAS 7005	\$ 35,000	Not Required	Delegated
PLN-21-417 Signage	15 VICTORIA STREET HOBART TAS 7000	\$ 0	Approved	Delegated
PLN-21-431 Partial Demolition, Alterations, and Front Fencing	19 PATERNOSTER ROW NORTH HOBART TAS 7000	\$ 20,000	Approved	Delegated
PLN-21-433 Partial Demolition, Alterations, and Alterations to Carparking	18 CLARE STREET NEW TOWN TAS 7008	\$ 8,000	Approved	Delegated
PLN-21-436 Partial Demolition, Alterations, and Extension	1 AUGUSTA ROAD LENA VALLEY TAS 7008	\$ 100,000	Approved	Delegated
PLN-21-440 Partial Demolition, Alterations, and Extension	8 GREGSON AVENUE NEW TOWN TAS 7008	\$ 84,000	Exempt	Delegated
PLN-21-446 Partial Demolition and Alterations	4-12 ELIZABETH STREET HOBART TAS 7000	\$ 75,000	Approved	Delegated
PLN-21-448 Alterations and Front Fencing	11 DENISON STREET SOUTH HOBART TAS 7004	\$ 8,000	Approved	Delegated
PLN-21-450 Alterations and Ancillary Dwelling	526A HUON ROAD SOUTH HOBART TAS 7004	\$ 50,000	Approved	Delegated
PLN-21-458 Partial Demolition, Alterations, and Extension	9 RATHO STREET LENA VALLEY TAS 7008	\$ 250,000	Approved	Delegated
PLN-21-460 Partial Demolition and Alterations	367-373 ELIZABETH STREET NORTH HOBART TAS 7000	\$ 90,000	Approved	Delegated
PLN-21-462 Partial Demolition, Alterations, and Extension	13 GANT STREET LENA VALLEY TAS 7008	\$ 80,000	Approved	Delegated
PLN-21-463 Partial Demolition, Alterations, Extension, and Front Fencing	59 LORD STREET SANDY BAY TAS 7005	\$ 200,000	Approved	Delegated
PLN-21-470 Partial Change of Use to Food Services and Signage	365 ELIZABETH STREET NORTH HOBART TAS 7000	\$ 10,000	Approved	Delegated
PLN-21-473 Partial Change of Use to Visitor Accommodation	1/42 GOULBURN STREET HOBART TAS 7000	\$ 2,000	Approved	Delegated
PLN-21-481 Change of Use to Visitor Accommodation	12 CRESWELLS ROW HOBART TAS 7000	\$ 0	Approved	Delegated
PLN-21-502 Partial Change of Use to Visitor Accommodation	5/29 WENTWORTH STREET SOUTH HOBART TAS 7004	\$ 0	Approved	Delegated

CITY OF HOBART

8.2 City Planning - Advertising Report
File Ref: F21/85041

Memorandum of the Director City Planning of 24 August 2021 and attachment.

Delegation: Committee



City of **HOBART**

MEMORANDUM: CITY PLANNING COMMITTEE

City Planning - Advertising Report

Attached is the advertising list for the period 9 August 2021 to 20 August 2021.

RECOMMENDATION

That:

- 1. That the information be received and noted.***

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.

Neil Noye
DIRECTOR CITY PLANNING

Date: 24 August 2021
File Reference: F21/85041

Attachment A: City Planning - Advertising Report ↓

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-21-362	31 MARY STREET	NORTH HOBART	Retaining Wall	\$80,000	24/09/2021	ayersh	Director	20/08/2021	03/09/2021
PLN-21-277	3 RUSHWOOD COURT	LENAH VALLEY	Two Multiple Dwellings (One Existing, One New)	\$247,000	14/09/2021	baconr	Director	16/08/2021	30/08/2021
PLN-21-491	7 SANDOWN AVENUE	SANDY BAY	Partial Demolition, Alterations, and Extension	\$80,000	14/09/2021	baconr	Director	16/08/2021	30/08/2021
PLN-21-490	65 - 69 LETITIA STREET	NORTH HOBART	Partial Change of Use to Sport and Recreation	\$0	01/09/2021	langd	Director	11/08/2021	25/08/2021
PLN-21-227	8 NEWDEGATE STREET	NORTH HOBART	Ancillary Dwelling	\$80,000	16/09/2021	langd	Director	17/08/2021	31/08/2021
PLN-21-292	7 WATERLOO CRESCENT	BATTERY POINT	Front Fencing	\$5,000	09/09/2021	maxwellv	Director	09/08/2021	23/08/2021
PLN-21-516	87 LANSDOWNE CRESCENT	WEST HOBART	Partial Demolition, Alterations, and Front Fencing	\$3,000	13/09/2021	maxwellv	Director	10/08/2021	24/08/2021
PLN-21-487	43 - 47 GROSVENOR STREET	SANDY BAY	Partial Change of Use to Food Services	\$0	25/09/2021	maxwellv	Director	12/08/2021	26/08/2021
PLN-21-367	337 LENA VALLEY ROAD	LENAH VALLEY	Subdivision (Boundary Adjustment)	\$0	21/10/2021	maxwellv	Council (Refusal)	17/08/2021	31/08/2021
PLN-21-520	211 - 213 MELVILLE STREET	WEST HOBART	Alterations (Solar Panels)	\$2,000	26/09/2021	maxwellv	Director	19/08/2021	02/09/2021
PLN-21-517	98 - 102 ELIZABETH STREET	HOBART	Extension to Operating Hours	\$0	13/09/2021	mcclenahanm	Director	09/08/2021	23/08/2021
PLN-21-527	6 MIDWOOD STREET	NEW TOWN	Outbuilding	\$30,000	03/10/2021	mcclenahanm	Director	17/08/2021	31/08/2021
PLN-21-104	2 SEYMOUR STREET	NEW TOWN	Partial Demolition & Alterations	\$50,000	27/08/2021	nolanm	Director	09/08/2021	23/08/2021
PLN-21-119	8 - 10 DOWNIE STREET	SOUTH HOBART	Partial Demolition and Alterations	\$100,000	04/09/2021	nolanm	Director	10/08/2021	24/08/2021

Application	Street	Suburb	Development	Works Value	Expiry Date	Referral	Proposed Delegation	Advertising Period Start	Advertising Period End
PLN-21-498	119 COLLINS STREET	HOBART	Partial Demolition, Alterations, Change of Use to General Retail and Hire, and Signage	\$0	07/09/2021	nolanm	Director	12/08/2021	26/08/2021
PLN-21-181	133 DAVEY STREET	HOBART	Partial Demolition, Alterations, Extension, Front Fencing, and Carport	\$300,000	06/09/2021	nolanm	Director	16/08/2021	30/08/2021
PLN-21-488	28 / 212 COLLINS STREET	HOBART	Change of Use to Visitor Accommodation	\$0	31/08/2021	sherriffc	Director	11/08/2021	25/08/2021
PLN-21-475	66 BURNETT STREET	NORTH HOBART	Extension to Previously Approved Development including Eight Additional Multiple Dwellings	\$1,400,000	01/09/2021	smeea	Council (Major Development)	17/08/2021	31/08/2021
PLN-21-430	1 FRANKLIN WHARF	HOBART	Partial Demolition, Alterations, and Signage	\$20,000	04/09/2021	widdowsont	Council (Council Land)	12/08/2021	26/08/2021
PLN-21-494	20 CASTRAY ESPLANADE	BATTERY POINT	Signage	\$0	02/09/2021	widdowsont	Director	16/08/2021	30/08/2021
PLN-21-505	315 ELIZABETH STREET	NORTH HOBART	Partial Change of Use to Food Services	\$0	07/09/2021	widdowsont	Council (Refusal)	19/08/2021	02/09/2021
PLN-21-451	237 - 245 ELIZABETH STREET	HOBART	Alterations, Signage, and Partial Change of Use to Sport and Recreation	\$150,000	23/09/2021	widdowsont	Director	20/08/2021	03/09/2021

9. COMMITTEE ACTION STATUS REPORT

9.1 Committee Actions - Status Report

A report indicating the status of current decisions is attached for the information of Elected Members.

RECOMMENDATION

That the information be received and noted.

Delegation: Committee

Attachment A: City Planning Committee Status Report

<p style="text-align: center;">CITY PLANNING COMMITTEE – STATUS REPORT OPEN PORTION OF THE MEETING July 2021</p>				
Ref.	Title	Report / Action	Action Officer	Comments
1	<p>SUSTAINABLE BUILDING PROGRAM Open Council 15 December 2014 Item 10; Open CPC Item 8, 20 July 2015</p>	<ol style="list-style-type: none"> 1. The Council consider the development of a Sustainable Building Program based on Environmental Upgrade Finance (EUFs) in collaboration with the Tasmanian Government; 2. A detailed report for the Council's consideration, including the segmentation study and business case, be prepared on the Sustainable Buildings Program, based on EUFs by June 2015; 3. That a further report be prepared providing data on the uptake of EUFs in other cities; and 4. A report be prepared on the merits of the Council joining the Green Building Council of Australia along with the 49 of local city councils that have joined this organisation, that provides networks, training and capacity for the private and public sectors understanding sustainable building work. 	Director City Innovation	<p>Various contemporary approaches to sustainability in buildings and Council's role in these are considered in the targets and actions of the Sustainable Hobart Action Plan. Updated information will be provided to the committee in September.</p>

Ref.	Title	Report / Action	Action Officer	Comments
3	19-27 CAMPBELL STREET, 29 CAMPBELL STREET, 19 COLLINS STREET, CT.198531/2, ADJACENT ROAD RESERVATIONS, HOBART (UTAS CIPAD) Open CPC 4 April 2016 - Supp. item 6.2.1	<p>That the Council explore options for increasing pedestrian and bicycle access in the vicinity of the UTAS Creative Industries and Performing Arts Development at 19-27 Campbell Street and 19 Collins Street, Hobart in conjunction with the redevelopment of the site.</p>	Director City Planning	<p>This will be addressed as part of the ICAP AP06 Campbell Street Upgrade project. The current trial traffic and parking arrangements in Campbell Street have been in place for some 9 months.</p> <p>Delays in RHH K-Block acceptance and Hedberg occupation along with restrictions on use of Theatre Royal (COVID-19) have restricted trial observations.</p> <p>A report evaluating these provisions will be submitted to the Council at the conclusion of the trial period, enabling the consideration of more permanent arrangements in lower Campbell Street, with this report being expected in October 2021.</p>
4	FRONT FENCING Open Committee 23 October 2017	<p>That the Council significantly promote the risk of building front fences without appropriate Council approval and for this information to be promoted in writing to the architectural community and via suitable media platforms such as Capital City News and social media.</p>	Director City Planning	<p>Article placed in Capital City News and promoted via social media. Communication with architectural community still to be actioned. To be included in the announcements regarding Open Office.</p>

Ref.	Title	Report / Action	Action Officer	Comments
5	REGULATION OF SOCIAL FOOD DELIVERY VEHICLES Open Council 19 August 2019	<ol style="list-style-type: none"> 1. The Council develop and distribute to relevant persons and companies an information brochure that summarises the food safety obligations of social food delivery vehicle drivers. 2. The Council's Environmental Health Officers undertake an audit within the next four (4) months of social food delivery vehicles operating in North Hobart in order to determine compliance with the Food Act 2003 and Food Safety Standards. 3. A further report be provided in relation to the monitoring of complaints in regards to the carriage of food in social food delivery vehicles in August 2020. 	Director City Planning	Completed
6	SMOKE – FREE HOBART PROJECT UPDATE Open Committee 28 September 2020	<p>Further investigations be undertaken to identify additional areas within the Hobart municipality that could be strategically implemented as smoke free.</p> <p>A further update to the City Planning Committee be provided in February 2021.</p>	Director City Planning	Update to Committee to follow Executive Leadership Team review of project status and resourcing.

Ref.	Title	Report / Action	Action Officer	Comments
7	PUBLIC ART FRAMEWORK – PUBLIC ART PRIVATE DEVELOPMENT GUIDE Open Committee 23 November 2020	1. A Public Amenity Policy for the City be developed, with public art being noted as one way a developer might contribute to the public amenity of the city. This policy would be the subject of a future report to the Council. 2. A report be provided to the Council on an annual basis detailing the contributions made under the Public Art Private Development Guide.	City Planning Director	Officers are progressing the matter.
8	SHORT STAY ACCOMMODATION – PLANNING DIRECTIVE Open Council 17 December 2020	That a report be prepared on the possible amendments, and their merits, to the planning regulations to more appropriately control the number of private properties being converted to whole home short stay accommodation.	Director City Planning	Completed

Ref.	Title	Report / Action	Action Officer	Comments
9	THE NORTH HOBART RETAIL AND ENTERTAINMENT PRECINCT PLACE VISION AND ACCESS AND PARKING PLAN PROJECT Open Council 7 December 2020	<ol style="list-style-type: none"> 1. Taking account of the busy period leading up to the end of the current calendar year, particularly for businesses and the post New Year holiday period, the public engagement process be undertaken for an eight (8) week period, commencing on Monday 1 February 2021, in line with the methodology detailed in this report. 2. A further report detailing the outcomes of the engagement process and proposed project action plan, including the associated capital and operating cost implications, be submitted to a Council meeting in the second quarter of 2021. 	Director City Planning	Officers are progressing the matter.

Ref.	Title	Report / Action	Action Officer	Comments
10	HOUSING SUPPLY PLANNING PROVISIONS Open Council 9 February 2021	<p>1. A report be prepared on the possible amendments, their merits and potential consequences, to the planning regulations to implement the following recommendations made in the UTAS Report titled: Regulating Short-Stay Accommodation in Tasmania: Issues to consider and options for reform:</p> <p>(i) Recommendation 3: That the Tasmanian Government amend the current planning scheme to allow consideration of housing market conditions when making planning decisions.</p> <p>(ii) Recommendation 4: That the current planning scheme include provisions so that it can respond to community-level housing needs in a timely manner.</p> <p>2. Advice be prepared as to the merits and potential consequences of endorsing Recommendation 5 of the same report:</p> <p>(i) Recommendation 5: That the Tasmanian Government establish a Housing Supply Forecasting Council to collect and analyse housing supply and demand drivers, including the impact of the SSA sector, and provide policy recommendations.</p>	Director City Planning and Director Community Life	Completed.

11	<p>LOCAL HOUSING SOLUTIONS Open Council 21 June 2021</p>	<ol style="list-style-type: none"> 1. A report be prepared that investigates ways Council can provide advice to property owners regarding dwelling and property modifications, with a view to increase accommodation options across Hobart. 2. The advice be tailored for people who might want the flexibility to remain living at their property as their lifestyles might change or as they age, and also to increase the dwelling capacity on their property. 3. The report would: <ol style="list-style-type: none"> 1) Structure “plain English” explanations as to options for home modifications, planning requirements and how to meet building codes and heritage considerations. 2) Identify suitable properties where an increase in the number of dwellings could be possible 3) Provide more information for such opportunities in partnership with organisations such as the Australian Institute of Architects or Housing Industry Association 4) Consider allocating officer time as point of contact on finding these local housing solutions 5) Consider the financial return to Council in order for the program to be successful. 	Director City Planning	Officers and progressing the matter.
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10. QUESTIONS WITHOUT NOTICE

Section 29 of the *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

An Elected Member may ask a question without notice of the Chairman, another Elected Member, the Chief Executive Officer or the Chief Executive Officer's representative, in line with the following procedures:

1. The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Elected Member must not:
 - (i) offer an argument or opinion; or
 - (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The Chairman must not permit any debate of a question without notice or its answer.
4. The Chairman, Elected Members, Chief Executive Officer or Chief Executive Officer's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
 - (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
 - (ii) a written response will be provided to all Elected Members, at the appropriate time.
 - (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

11. CLOSED PORTION OF THE MEETING

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- Confirm the minutes of the Closed portion of the meeting
- Questions without notice in the Closed portion

The following items were discussed: -

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|------------|--|
| Item No. 1 | Minutes of the last meeting of the Closed Portion of the Committee Meeting |
| Item No. 2 | Consideration of supplementary items to the agenda |
| Item No. 3 | Indications of pecuniary and conflicts of interest |
| Item No. 4 | Questions Without Notice |