CITY OF HOBART

SUPPORTING INFORMATION

PLANNING AUTHORITY COMMITTEE MEETING

OPEN PORTION OF THE MEETING

WEDNESDAY, 5 NOVEMBER 2025
AT 4.00 PM
VENUE: COUNCIL CHAMBER, TOWN HALL

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PLANNING ASSESSMENT REPORT

Type of Report:	Committee
Committee:	22 October 2025
Expiry Date:	5 November 2025
Application No:	PLN-HOB-2025-0291
Address:	11 MARINE TCE, 13 MARINE TCE BATTERY POINT TAS 7004 and Adjacent Foreshore and Area of River Derwent
Applicant:	Mr Michael Caldwell 11 Marine, Battery Point, Tasmania, Australia, 7004
Proposal:	Partial Demolition and Alterations to Existing Jetty
Representations:	Nil
Performance criteria:	Environmental Management – Side setback – D29.4.2 P1 Inundation Code – E15.7.6 P2 Historic Heritage Code – Buildings and Works Heritage Precinct BP1 – E13.8.4 P1-P9

1. Executive Summary

1.1. Planning approval is sought for Partial Demolition and Alterations to Existing Jetty at 11 MARINE TCE BATTERY POINT TAS 7004

1.2. More specifically the proposal includes:

- Partial demolition of the existing jetty, removing the existing main straight that partially extends into 13 Marine Terrace,
- Construction of a new angled jetty that juts out to the south west before returning to connect with the existing furthest extent of the jetty platform;
- Demolition of and replacement fencing is proposed on the council land that interrupts the two residential Titles.
- It is unclear how the new jetty will attach to Council land and the applicants' existing concrete deck and still enable public access, after the requested information was not clearly addressed, this will be conditioned to be provided as condition endorsement.

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

1.3.1. Environmental Management – Side setback – D29.4.2 P1

1.3.2. Inundation Code – E15.7.6 P2
1.3.3. Historic Heritage Code – Buildings and Works Heritage Precinct BP1 – E13.8.4 P1-P9

1.4. No representations were received during the statutory advertising period between 16 and 30 September 2025.

1.5. The proposal is recommended for approval subject to conditions.

1.6. The final decision is delegated to the Planning Committee.

2. Site Detail

2.1. The site is located on the foreshore end of a residential property at Marine Terrace, Battery Point. Surrounding uses are residential to the north, east and north-west. The River Derwent forms the rear and southern boundary. Council owned Purdon and Featherstone Reserve is located to the west of the site.

2.2. The jetty straddles two properties, 11 and 13 Marine Terrace. As well, these two lots are separated from the southern (submerged) portion of each lot by a rectangle of Council owned land.

Figure 1:Site Plan (Geo Cortex, 2025)

2.3. The existing jetty is a straight wooden construction to an end platform. The jetty partially extends into 13 Marine Terrace, although the Council licence is in favour of the owners of 11 Marine Terrace.

2.4. The site is located in an historic precinct of jetties and slipways and is recorded on the Tasmanian Heritage Register that extend into the River Derwent. As well there are a series of Heritage Places under Council's Heritage List, although these are limited to above High Water Mark. The site abuts the Purdon and Feathersone Reserve. The aerial image below shows the remnants of previous slipways and boat ramps around the subject site.

Figure 2: aerial view of previous boat slips in the vicinity of the subject site (www.realestate.com.au, 2023)

2.5. Figure 4 below shows the extent of THC registered properties in purple, showing how these extend from High Water Mark into the River Derwent.

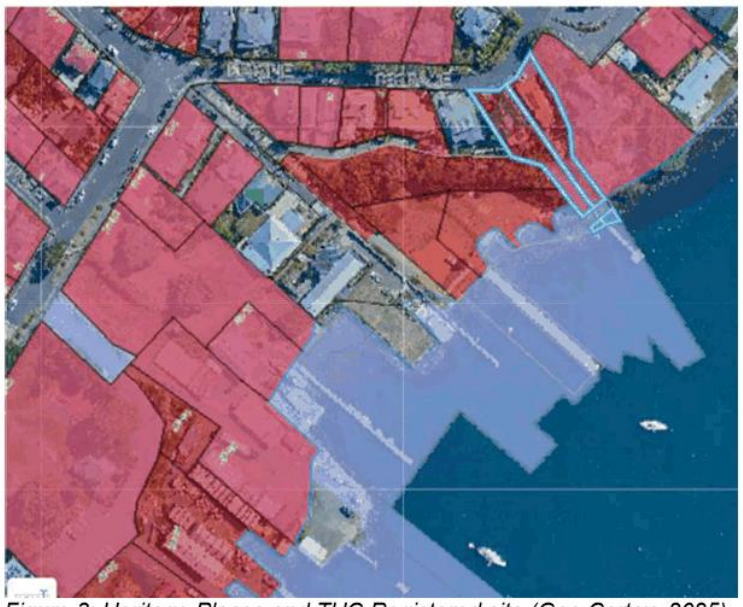


Figure 3: Heritage Places and THC Registered site (Geo Cortex, 2025)

2.6. The council land stretches between roughly low and high water marks. It contains a riprap wall under the existing jetty, with rock steps on both sides of the existing wooden jetty platform.

Figure 5: View of Council land section of jetty to be removed (viewed from foreshore in front of 13 Marine Tce) (Officer photo, 2025)

Figure 6: western side of the existing jetty over Council land (Officer photo, 2025)

2.7. The rock wall extends below low water mark and it is not clear what is proposed with this.

Figure 7: view of long section of jetty to be removed (Officer photo, 2025)

2.8. The area of Council land that is proposed for the new jetty is currently partially extended into the intertidal zone. It is not clear that the proposed jetty will be contained within this area, and not require additional filling of the intertidal zone.

Figure 8: View of rails to be retained and rocks beyond to be location of new jetty (Officer photo, 2025)

2.9. A further view of the proposed new jetty connection to land is provided from Council's jetty. The development area is to the left of the existing slip rails in the impage below.

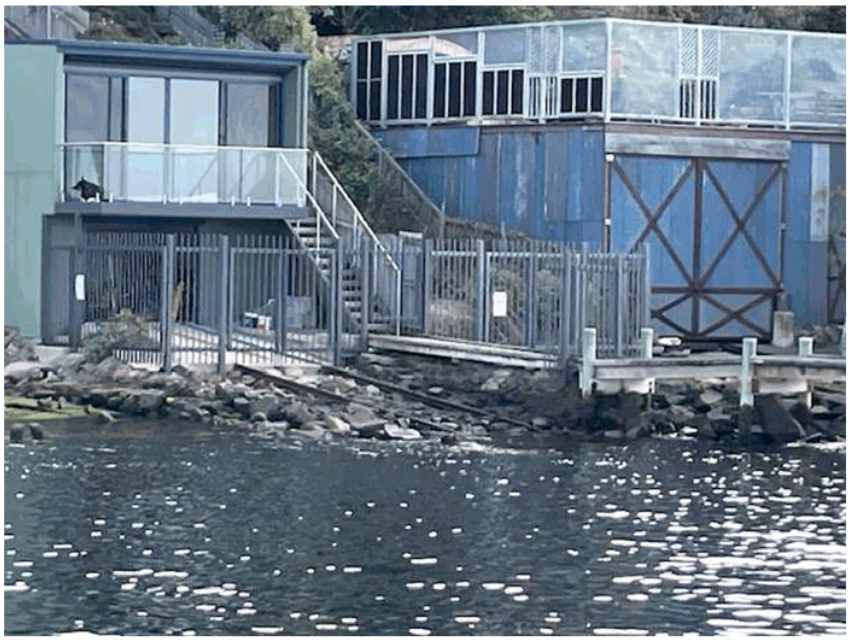


Figure 9: View of locaiton of new jetty to left of rails (Officer photo, 2025)

2.10.

3. Proposal

3.1. Planning approval is sought for Partial Demolition and Alterations to Existing Jetty at 11 MARINE TCE BATTERY POINT TAS 7004

3.2. More specifically the proposal is for:

- Partial demolition of the existing jetty, removing the existing main straight that partially extends into 13 Marine Terrace,
- Construction of a new angled jetty that juts out to the south west before returning to connect with the existing furthest extent of the jetty platform;
- Demolition of and replacement fencing is proposed on the council land that interrupts the two residential Titles.
- It is unclear how the new jetty will attach to Council land and the applicants' existing concrete deck and still enable public access, after the requested information was not clearly addressed, this will be conditioned to be provided as condition endorsement.

4. Background

4.1. Previous applications relelvant to this site and proposal are listed below:

- PLN-921389 - 11 MARINE TERRACE - BATTERY POINT – Alterations (New Parking Deck and Alterations)

- PLN-09-00049-01 - 11 Marine Terrace - BATTERY POINT - Carport and Front Fencing
- PLN-07-01414-01 - CT150154/1 (At rear of 11 & 13 Marine Terrace) - BATTERY POINT - Fencing
- ENF-17-190 - 11 MARINE TERRACE BATTERY POINT TAS 7004 - Deck
- PLN-17-584 - 11 MARINE TERRACE BATTERY POINT TAS 7004 - Deck Extension
- ENF-17-311 - 11 MARINE TERRACE BATTERY POINT TAS 7004 - Building Notice (GM) Steps and masonry wall
- PLN-18-627 - 11 MARINE TERRACE BATTERY POINT TAS 7004 - Partial Demolition and Alterations, Deck and Fencing
- PAM-19-76 11 MARINE TERRACE BATTERY POINT TAS 7004
- PAM-21-188 11 MARINE TERRACE BATTERY POINT TAS 7004
- PLN-22-568 11 MARINE TERRACE BATTERY POINT TAS 7004 - Partial Demolition Alterations and Fencing

4.2. There is a complicated history of how the Council land was created, splitting the Titles of 11 and 13 Marine Terrace. Significant investigation into the status of the land adjacent to the Purdon and Featherstone Reserve occurred around 2005, when Council acquired the section of land in front of the existing railing gates.

4.3. Because of complications between original 1840s land grants and reclamation works by the then grantees that extended the area of land, eventually two small titles of land were transferred to council over which the existing jetty (and proposed jetty) occupy.

5. Concerns raised by representors

5.1. No representations were received during the statutory advertising period between 16 to 30 September 2025.

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.

6.2. This site is located within the 29.0 Environmental Management Zone - of the *Hobart Interim Planning Scheme 2015.*

6.3. The existing use is Pleasure boat facility (private jetty), the use is not proposed to change. The existing and proposed use is discretionary in the Environmental

Management zone. The proposed use is a discretionary use in the zone. *It is noted that the jetty is existing and is used for private (residential) use. While the use may therefore potentially be considered to be within the planning scheme's residential use class, it is considered that the definition provided for the Pleasure Boat Facility use class more specifically relates to the proposed use. The proposed use would clearly be to provide facilities for boats operated primarily for pleasure or recreation.*

6.4. The proposal has been assessed against

6.4.1. 29.0 Environmental Management Zone - HIPS,

6.4.2. C11.0 Coastal Inundation Hazard Code - HIPS,

6.4.3. E13.0 Historic Heritage Code - HIPS,

6.4.4. E16.0 Coastal Erosion Hazard Code - HIPS

6.5. The proposal relies on the following performance criteria to comply with the applicable standards:

6.5.1. Environmental Management – Side setback – D29.4.2 P2

6.5.2. Inundation Code – E15.7.6 P2

6.5.3. Historic Heritage Code – Buildings and Works Heritage Precinct BP1 – E13.8.4 P1-P9

6.6. Each performance criteria is assessed below:

6.7.	6.5.1. Environmental Management – Side and Rear Setback - D29.4.2 P2	
	6.7.1.	The acceptable solution at clause D29.4.2 A2 requires development to be located within a reserve management plan or be no less than 30 metres.
	6.7.2.	The proposal includes construction of a new section of jetty and foreshore works that have a rear setback of approximately 3 metres.
	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 D29.4.2 P2 provides as follows:
		Building setback from side and rear boundaries must satisfy all of the following:

		(a) be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape; *(b) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by:* *(i) overlooking and loss of privacy;* *(ii) visual impact, when viewed from adjoining lots, through building bulk and massing.*
	6.7.5.	There are no Local Area Objectives or Desired Future Character Statements for the Zone. The proposal is for a jetty of simple utilitarian design projecting for a length of approximately 27 metres from the shore to an existing rectangular platform. The jetty will continue to be for private use appurtenant to the residential use of the site. There is no opportunity for overlooking of another property or loss of privacy to any neighbours from the proposed jetty.  *Figure 10 Existing jetty viewed from 11 Marine Tc (www.realestate.com.au, 2023)* Whilst the jetty will be an irregular shape having the angled new wing, materials, scale and design are similar to the existing and adjacent jetties in the area. It is an accepted structure in the foreshore vista.  *Figure 11: View of nearby jetties (www.realestate.com.au, 2023)*

	6.7.6.	The proposal generally complies with the requirements of clause 8.10.2.
6.8.	Inundation Prone Areas Code – Works Dependent of a Coastal Location - E15.7.6 P2	
	6.8.1.	There is no Acceptable Solution for clause E15.7.6 A2.
	6.8.2.	The proposal includes a new jetty requiring ground disturbance for new post holes, etc.
	6.8.3.	There is no Acceptable Solution; therefore, assessment against the Performance Criterion is relied on.
	6.8.4.	The Performance Criterion at clause E15.7.6 P2 provides as follows: *Buildings and works must satisfy all of the following:* *(a) need for a coastal location is demonstrated;* *(b) new facilities are grouped with existing facilities, where reasonably practical;* *(c) building design responds to the particular size, shape, contours or slope of the land and minimises the extent of cut and fill;* *(d) waste, including from cleaning and repairs of vessels and other maritime equipment and facilities, solid waste, is managed to ensure waste is safe from inundation events;* *(e) risk from inundation is acceptable, taking into account the nature of the development and its users.*
	6.8.5.	The application was referred to Council's Environmental Development Planner, who advised the following: Approval is sought for partial demolition of an existing jetty and reconstruction of the missing section along a different alignment. Part of the jetty to be demolished is at 11 Marine Terrace, part is at 13 Marine Terrace, part is on Council and part is on Crown Land. The proposed new section of jetty would be on Crown land, Council land and 11 Marine Terrace. <u>Inundation Prone Areas Code</u> The proposal includes development on land impacted by the inundation prone area overlay. Therefore, assessment is required against the Inundation Prone Areas Code.

E15.7.6 Development dependent on a coastal location A1/P1

The area of jetty within the hazard area is being replaced in a different location with no proposed extension. That is, the small extension to the jetty resulting from its realignment is not in the hazard area. Therefore, the proposal meets A1.

A2/P2

There is no acceptable solution at A2. The proposal involves ground disturbance for new post holes in the hazard area. There is no definition for dredging in the planning scheme. Therefore, it is possible that these works could be considered dredging. Therefore, assessment is required against the performance criteria.

The performance criteria at clause E15.7.6 P2 reads as follows:
Dredging or reclamation must satisfy all of the following:

(a) be necessary to establish a new or expanded use or development or continue an existing use or development
(b) potential for foreshore erosion or seabed instability is minimised;
(c) impacts to coastal processes, including sand movement and wave action are minimised and any potential impacts will be mitigated so that there are no unreasonable adverse long-term effects,
(d) limited and acceptable impact on aquatic flora, fauna and habitat;
(e) risk of re-suspension of potentially contaminated material is minimised;
(f) extracted material will be adequately and appropriately disposed of, including appropriate management of any declared weeds, local environmental weeds and other contamination.

The proposed works for new post holes are for an existing use and development on the site. The proposal has been supported by a Marine Natural Values Assessment to determine the impacts of the proposal and recommend any necessary mitigation measures. The assessment concludes that the proposal will result in no unacceptable impacts subject to some key mitigation strategies to be employed throughout construction. A condition of approval should be included to ensure these strategies are adopted. It should also be noted that additional detailed assessment will be undertaken by the Crown as part of a separated development works approval process. The proposal meets the performance criteria P2.

6.8.6. The proposal complies with the performance criterion.

6.9. Historic Heritage Code –Heritage Precinct - Demolition – E13.8.1 P1

6.9.1. There is no Acceptable Solution for clause E13.8.1.

6.9.2. The proposal includes demolition of the existing straight section of jetty.

	6.9.3.	There is no Acceptable Solution; therefore, assessment against the Performance Criterion is relied on.
	6.9.4.	The Performance Criterion at clause E13.8.1 P1 provides 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*
	6.9.5.	The application was referred to Council's Cultural Heritage Officer, who advised the following:
		This application is for demolition in part of an existing jetty and the construction of a new jetty in a new location to connect to the remaining sections of jetty. There are associated works for new gates and fences etc.

Figure 11: View of existing jetty from Perdon and Featherstone Reserve. Behind is another jetty structure which is currently under construction. (Officer photo, 2025)

Heritage Significance:

The two properties of 11 and 13 Marine Tce are listed in Table E13.1 with entry reference numbers 2007 and 2008. This is a reference to a Tasmanian Heritage Register (THR) listing which is called the Battery Point Shipping Activity Area Part 5 and Part 6 with the area of listing confined to the lower half of both addresses where it becomes a narrower land parcel as shown below as darker grey/blue shading. The Tasmanian Heritage Council is assessing this proposal against the separate significance detailed in their datasheet and listing.

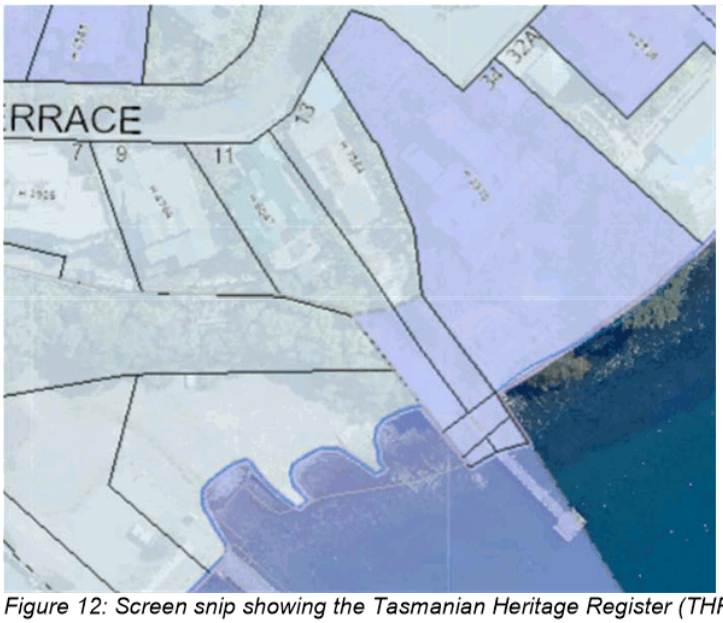


Figure 12: Screen snip showing the Tasmanian Heritage Register (THR) listing for the Battery Point Shipping Activity Place Parts 5 and Part 6 as darker blue/grey shading.

The lighter grey denotes the Heritage Precinct Battery Point 1 which is described in Table E13.2 of the Historic Heritage Code of the Hobart Interim Planning Scheme 2015 as having the following significance:

This precinct is significant for reasons including:

1. *The wide variety of architectural styles and historic features ranging from entire streets of 19th century Colonial Georgian cottages, to Victorian, Edwardian and Pre and Post War examples of single and attached houses that are of historic and architectural merit, many of which demonstrate housing prior to mass car ownership.*
2. *It is primarily a residential area with a mix of large substantial homes and smaller workers cottages on separate lots, gardens, an unstructured street layout, and lot sizes that show successive re-subdivision into narrow lots that demonstrate early settlement patterns of Hobart.*
3. *The original and/or significant external detailing, finishes and materials demonstrating a high degree of integrity with a homogenous historic character.*

An assessment is only required against E13.8 Development Standards for Heritage Precincts. The provisions under E13.8.4 Buildings and Works in Heritage Precinct BP1 are not relevant or applicable.

The proposed development is not within a locally heritage listed place, only State Listed, hence why it appears in Table E13.1. Therefore, this application is not required to be assessed against E13.7 Development Standards for Heritage Places.

		Demolition is proposed and there are no Acceptable Solutions and therefore the proposal must be assessed against the Performance Criteria. 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.* Response: The demolition is for an existing straight section of jetty, fence and gate. None of these elements are identified in the statements of significance in Table E13.2 as described above. Therefore, there is no loss of heritage significance of the Heritage Precinct. Clause E13.8.1 P1 is satisfied.
	6.9.6.	The proposal complies with the performance criterion.

6.10.	Historic Heritage Code – Heritage Precinct – New Works – E13.8.2 P1-P5.	
	6.10.1.	There is no Acceptable Solution for clause E13.8.2.
	6.10.2.	The proposal includes new works in Heritage Precinct BP1.
	6.10.3.	There is no Acceptable Solution; therefore, assessment against the Performance Criterion is relied on.
	6.10.4.	The Performance Criteria at clauses E13.8.2 P1-P2 provide as follows:
		P1

		Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2. *P2* *Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.*
	6.10.5.	The application was referred to Council's Cultural Heritage Officer, who advised the following:
		Building and works are proposed and there are no Acceptable Solutions and therefore the proposal must be assessed against the Performance Criteria. 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.* <u>Response:</u> The building and work is associated with an existing jetty as well as fencing and gates, all on the water's edge of the subject property. In consideration of what is significant about the precinct, the Scheme definition of a heritage precinct is relevant as it states: *means an area shown on the planning scheme maps as a heritage precinct and described in Table E13.2 as having particular historic cultural heritage significance because of the collective heritage value of individual places as a group for their streetscape or townscape values.* Further to this, streetscape is also defined as: *means the visual quality of a street depicted by road width, street planting, characteristics and features, public utilities constructed within the road reserve, the setbacks of buildings and structures from the lot boundaries, the quality, scale, bulk and design of buildings and structures fronting the road reserve.* *For the purposes of determining streetscape with respect to a particular site, the above factors are relevant if within 100 m of the site.* In this scenario none of the proposed work can be viewed to any extent from Marine Terrace due to the topography and the density of built forms obscuring any significant views to the waterfront. Distant views of the existing fencing and jetty can be gleaned from the water's end of Derwent Lane at a distance of less than 100 metres. However, the visual quality of this section of the street will not be altered to any extent as the existing jetty is to be replaced with a similar element albeit in a different location

		but with a similar form and design as existing with other jetty structures behind. Given there is no significant change from this angle, no detriment can be measured. It is therefore considered that the proposal satisfies E13.8.2 P1.
		Conclusion: The proposal is considered to satisfy E13.8.1 P1 and E13.8.2 P1 of the Historic Heritage Code of the Scheme. No heritage conditions are required.
	6.10.6.	The proposal complies with the performance criterion.

7. Discussion

7.1. Planning approval is sought for Partial Demolition and Alterations to Existing Jetty at 11 MARINE TCE BATTERY POINT TAS 7004

7.2. The application was advertised and no representations were received.

7.3. The proposal has been assessed against the provisions of the *Hobart Interim Planning Scheme 2015* and whilst it does rely on performance criteria to satisfy the scheme's relevant standards and codes it is considered to perform well. As such, the proposal may be approved by Council in accordance with the provisions of section 57 of the *Land Use Planning and Approvals Act 1993*.

7.4. The proposal has been assessed by other Council officers, including the Council's Environmental Development Planner, Cultural Heritage Officer, Open Space Planner and Tas Heritage Council. 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 Partial Demolition and Alterations to Existing Jetty at 11 MARINE TCE BATTERY POINT TAS 7004 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 Planning Authority Committee, in accordance with the delegations contained in its terms of reference, approves the application for Partial Demolition and Alterations to Existing Jetty at 11 MARINE TCE BATTERY POINT TAS 7004 for the reasons

outlined in the officer's report and a permit containing the following conditions be issued:

GEN - General

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-HOB-2025-0291 - 11 and 13 Marine Terrace Battery Point - Final Planning Documents except where modified below.

THC - General

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: 8725 dated 07 October 2025, as attached to the permit.

PLN s2 – Land Survey

Prior to the commencement of works and prior to the granting of building consent, the area of works must be surveyed by a qualified Land Surveyor to ensure that all works above low water mark are completely within the subject land and Council CT 150154/1.

PLN s3 – Updated plans

Prior to the commencement of works and prior to the granting of building consent, updated plans must be submitted to Council clearly showing the engineering design of the proposed new jetty section over Council land. The updated plans must be approved by Council's Director Strategic and Regulatory Services Network.

PLN s4 – Removal of existing jetty and works

Prior to the commencement of works and prior to the granting of building consent, demolition plans must be submitted and approved by Council's Manager of Strategic and Regulatory Services Network setting out the demolition and reclamation of the area around the existing jetty and freestone wall on the subject land and Council land including the partially submerged rocks (if applicable).

CEMP s1

An approved Demolition and Construction Environmental Management Plan must be implemented and complied with.

Prior to the commencement of works and prior to the granting of building consent, a Demolition and Construction Environmental Management Plan must be submitted and approved. The Demolition and Construction Environmental Management Plan must:

- detail the proposed demolition and 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, following the key mitigation measures outlined in the Marine Natural Values Assessment by Marine Solutions Tasmania dated June 2025.

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 demolition and construction works

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 through PlanBuild. Detailed instructions can be found here.

Once approved, the Council will respond to you via PlanBuild 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.

Fees for Condition Endorsement are set out in Council's Fees and Charges.

PLN ADVICE

As Council owns part of the land which the jetty and works will cross, the land owner must enter into a licence agreement with the City of Hobart Council in regard to CT 150154/1 prior to the commencement of works and prior to the granting of building consent.

COUNCIL RESERVES

This permit does not authorise any works on the adjoining Council land. Any act that causes, or is likely to cause, damage to Council's land may be in breach of Council's Public Spaces By-law and penalties may apply. A permit is required for works on Council land. The by-law is available [here](https://www.hobartcity.com.au/files/assets/public/trimfiles/by-law-review-2018/public-spaces-by-law-no-4-of-2018-signed-and-sealed-24-july-2018.pdf)

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 Natural Resources and Environment Tasmania [website](https://nre.tas.gov.au/Documents/Washdown-Guidelines-Edition-1.pdf).

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](http://www.worksafe.tas.gov.au/safety) for more information.

PROTECTING THE ENVIRONMENT

In accordance with the Environmental Management and Pollution Control Act 1994, local government has an obligation to "use its best endeavours to prevent or control acts or omissions which cause or are capable of causing pollution." Click [here](https://www.hobartcity.com.au/City-services/Environment/Pollution-control) for more information.

WASTE DISPOSAL

It is recommended that the developer liaise with the Council's City Resilience Group 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](http://www.hobartcity.com.au/Environment/Recycling_and_Waste).

BUILDING PERMIT

You may need building approval in accordance with the Building Act 2016, further details are available on the [Council's website,](https://www.hobartcity.com.au/Development/Building-and-plumbing) which may assist you in understanding the relevant requirements.

A checklist has also been developed by Consumer, Building and Occupational Services (CBOS) to help property owners understand their responsibilities before, during, and after building work. It outlines the key steps in the building work approval process for notifiable (medium risk) and permit (high risk) work under the Building Act 2016. This resource is designed to support owners in meeting their obligations and ensuring a smooth approvals process. You can access the checklist [here.](https://www.cbos.tas.gov.au/__data/assets/pdf_file/0020/470360/Fact-Sheet-checklist-owner-responsibilities-for-building-work-approvals.pdf)

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. Further details are available on the [Council's website,](https://www.hobartcity.com.au/Development/Building-and-plumbing) which may assist you in understanding the relevant requirements.

A checklist has also been developed by Consumer, Building and Occupational Services (CBOS) to help property owners understand their responsibilities before, during, and after building work. It outlines the key steps in the building work approval process for notifiable (medium risk) and

permit (high risk) work under the Building Act 2016. This resource is designed to support owners in meeting their obligations and ensuring a smooth approvals process. You can access the checklist [here.](https://www.cbos.tas.gov.au/__data/assets/pdf_file/0020/470360/Fact-Sheet-checklist-owner-responsibilities-for-building-work-approvals.pdf)

FEES AND CHARGES

Click [here](https://www.hobartcity.com.au/Council/Fees-and-charges) for information on the Council's fees and charges.

BEFORE YOU DIG

Click [here](https://www.byda.com.au/) for before you dig information.

Victoria Maxwell

Development Appraisal Planner

As a 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: 16 October 2025

Tasmanian Heritage Council

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-HOB-2025-0291
THC WORKS REF: 8725
REGISTERED PLACE NO: 10691, 10690 & 10541
APPLICANT: Jim Wilson
DATE: 07 October 2025

NOTICE OF HERITAGE DECISION

(*Historic Cultural Heritage Act 1995*)

The Place: Battery Point Shipping Activity Places - Parts 1, 5 and 6
Proposed Works: Jetty relocation.

Under section 39(6)(a) 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-HOB-2025-0291, advertised on 16/09/2025.

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

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

Tasmanian Government

PlanBuild TASMANIA

PLANNING APPLICATION

Status:

Reference
PLN-HOB-2025-0291

Address
11 MARINE TCE BATTERY POINT TAS 7004

Titles
150155/3

Before you start

Before you start your application, you will need to know if you require planning approval or not.

If you are unsure if you require a permit, use the PlanBuild Tasmania Enquiry Service to lodge a request for advice from the relevant Council.

Once your application has been submitted the Council will review your application. If payment has not been made, you will be sent a request for the payment of application fees via PlanBuild Tasmania.

Once the fees have been paid and the Council is satisfied with the information provided, the application will be assessed and you will be notified of the outcome.

If further action is required to assess your application you will receive an email notification containing a task to complete.

Pre-Application Advice

Have you spoken with anyone at Council about this application?

- [x] Yes - enter details below
- [ ] No - continue to the next section

If yes, provide the name of the person you contacted
Application for General Manager Approval was submitted and granted to ake planning application

Applicant

Personal Information Removed

Owners

Personal Information Removed

Certificate(s) of Title

Selected Titles Total Area: 0m^2

150155/3

Owner Notification

Are you the sole owner of the land?

- [x] Yes - continue to the next section
- [ ] No - answer question below

If no, have you notified all owners, joint or part owners of your intention to submit this application?

- [ ] Yes - enter owner details below
- [ ] No - you must notify all owners before proceeding with this application

List all owners, joint or part owners as recorded on the Title documents notified:

Enter the date that the last owner, joint or part owner was notified

Declaration

- [ ] I declare that all land owners, joint or part owners have been notified of this planning application.

Crown Land Consent

Is Crown Land involved in the proposed use or development?

- [x] Yes - complete question below
- [ ] No - continue to the next section - see further information below
- [ ] Unsure

If yes, has written Crown Land consent been obtained?

- [ ] Yes - upload written consent
- [ ] No - application will not be progressed until consent has been provided

General Manager Consent

Is Council-owned or administered land involved in the proposed use or development?

- [x] Yes - complete question below
- [ ] No - continue to the next section
- [ ] Unsure

If yes, has written consent been obtained from the Council General Manager?

- [x] Yes - upload written consent
- [ ] No - application will not be progressed until consent has been provided

Proposed Use or Development

What is the reason for your planning application?

- [ ] I want to change how the property is used
- [ ] I want to use the property for visitor accommodation
- [ ] I want to subdivide
- [x] I want to undertake a new development or alteration
- [ ] I want to do a minor boundary adjustment
- [ ] I want to put up a sign(s)
- [ ] I want to demolish
- [ ] I want to do works only
- [ ] Other

If your application is to subdivide, please enter the number of proposed lots.

0

If your application is for signage, please enter the number of signs.

Is the property a Tasmanian Heritage Listed Property?

- [ ] Yes
- [x] No

Is the application for an EPA Activity under the Environmental Management and Pollution Control Act 1994?

- [ ] Yes
- [x] No
- [ ] Unsure

Is the proposed use or development permitted or discretionary?

- [x] Permitted
- [ ] Discretionary
- [ ] Unsure if permitted or discretionary

Provide a full description of the proposed use or development

Relocation of existing Jetty with in the property title

Will the proposed use or development involve a road reserve?

- [ ] Yes - complete the section below
- [x] No - continue to the next section
- [ ] Unsure

If yes, enter the address(es) or locations below:

If yes, how will the road reserve be affected?

Value of Works

What is the estimated value of the works?
63000.00

Supporting Documents

Version	Document Date	Document Type	Description	Prepared By
1	19 June 2025	Structural Drawings	Jetty construction details by jetty contractor	Mr Michael Caldwell
1	19 June 2025	Crown Landowner Consent	Copy of Existing Crown Licence. An application to Crown for an amendment of licence area submitted	Mr Michael Caldwell

Next steps

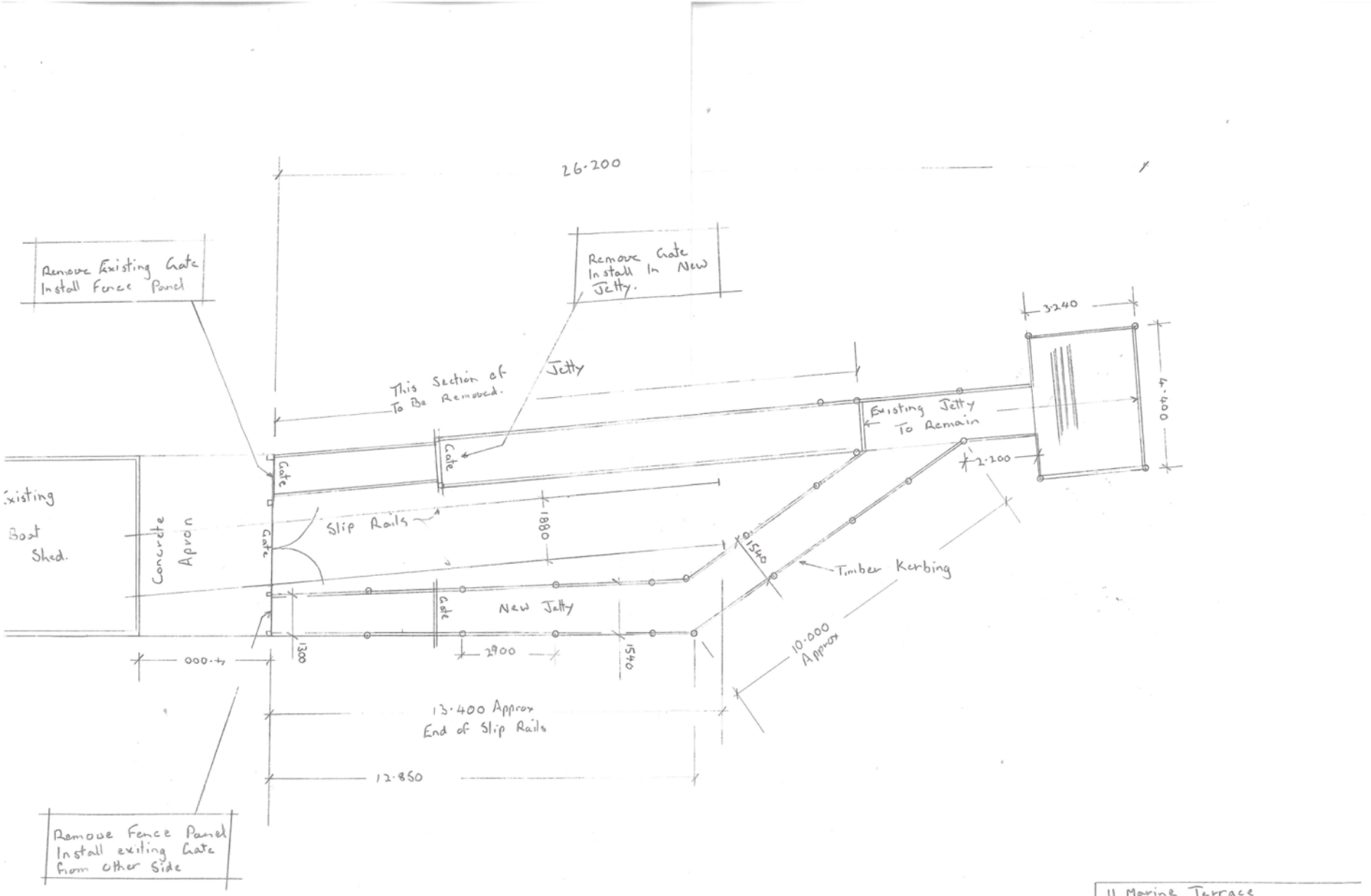
When you have completed all the necessary fields and attached all required documents to support your application, click on the green 'Save & Submit' button at the top right of this form.

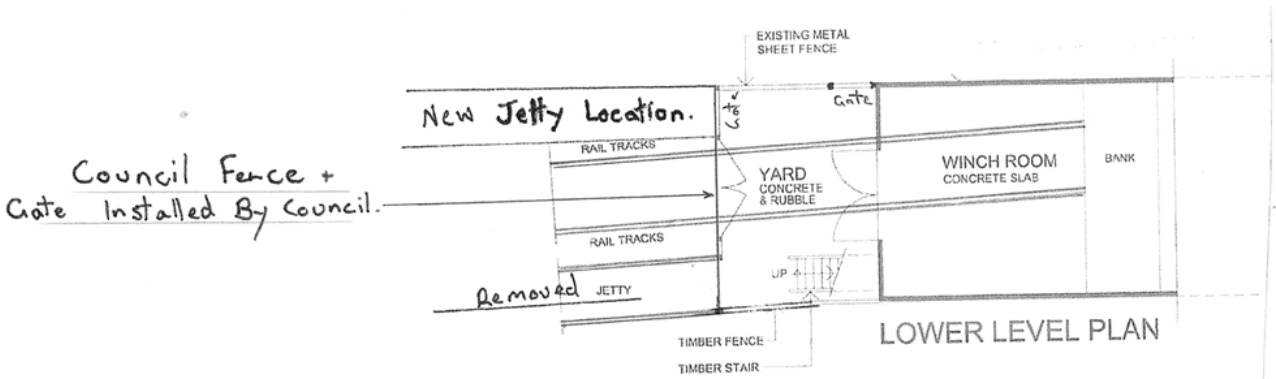
Once submitted, the Council will review your application. A request for the payment of application fees will be sent to you via PlanBuild Tasmania.

Once the fees have been paid and the Council is satisfied with the information provided, the application will be assessed and you will be notified of the outcome.

If further action is required to assess your application you will receive an email notification from PlanBuild which will tell you what you need to provide to continue the application.

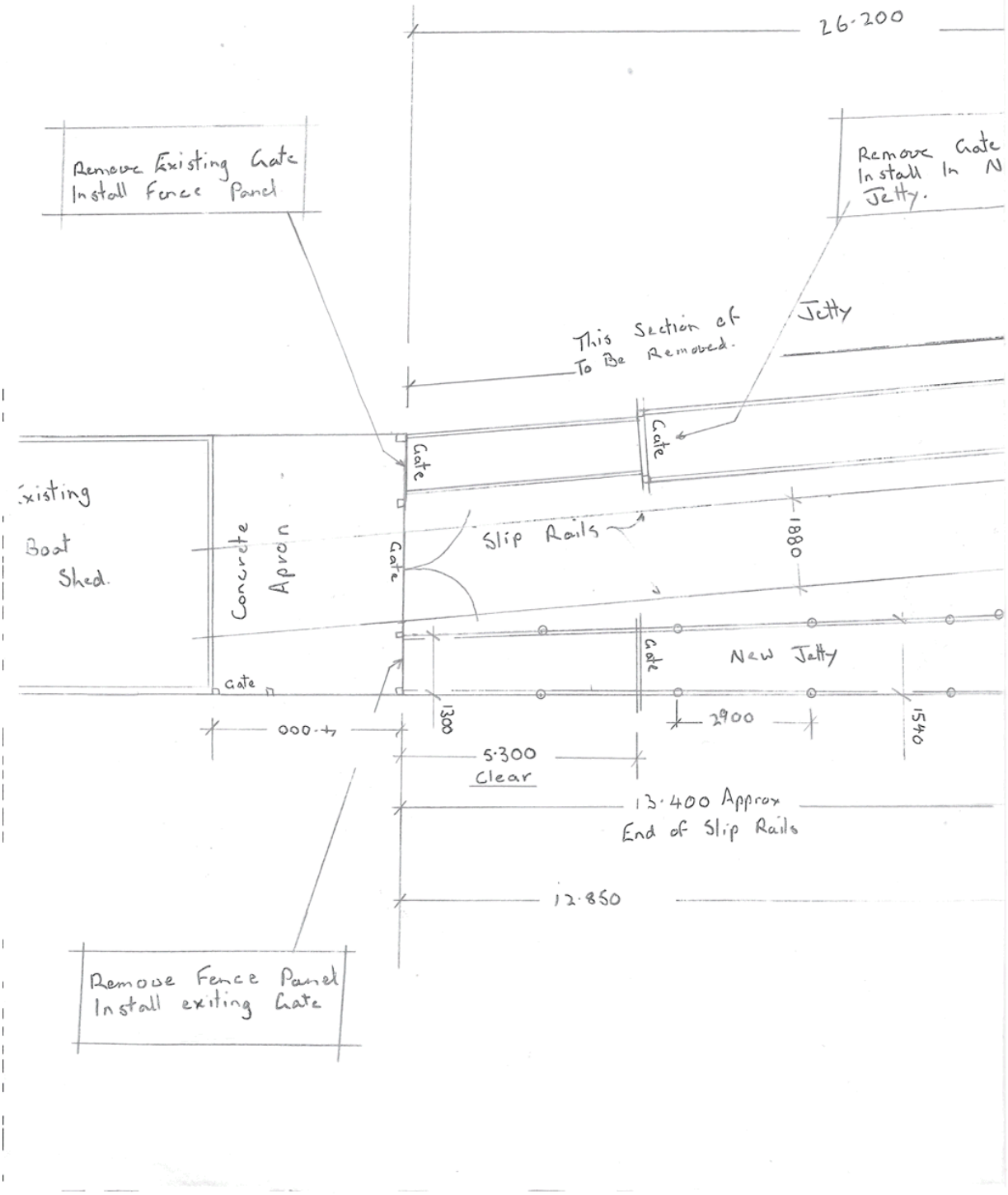
Form published: 14/05/2025 15:58


26.200
Remove Existing Gate
Install Fence Panel
Remove Gate
Install in New
Jetty.
This Section of Jetty
To Be Removed.
Existing Jetty
To Remain
3.240
4.000
2.200
Gate
Gate
Gate
Gate
Existing
Boat
Shed.
Concrete Apron
Slip Rails
1880
1540
Timber Kerbing
New Jetty
1300
2900
1540
4.000
10.000
Approx
13.400 Approx
End of Slip Rails
12.850
Remove Fence Panel
Install exiting Gate
from other Side
11 Marine Terrace
Scale: 1:100



Land Connection Point.

Plan 1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Remove Existing Gate
Install Fence Panel
Remove Gate
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Jetty.
This Section of
To Be Removed.
Jetty
Gate
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Existing
Boat
Shed.
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Apron
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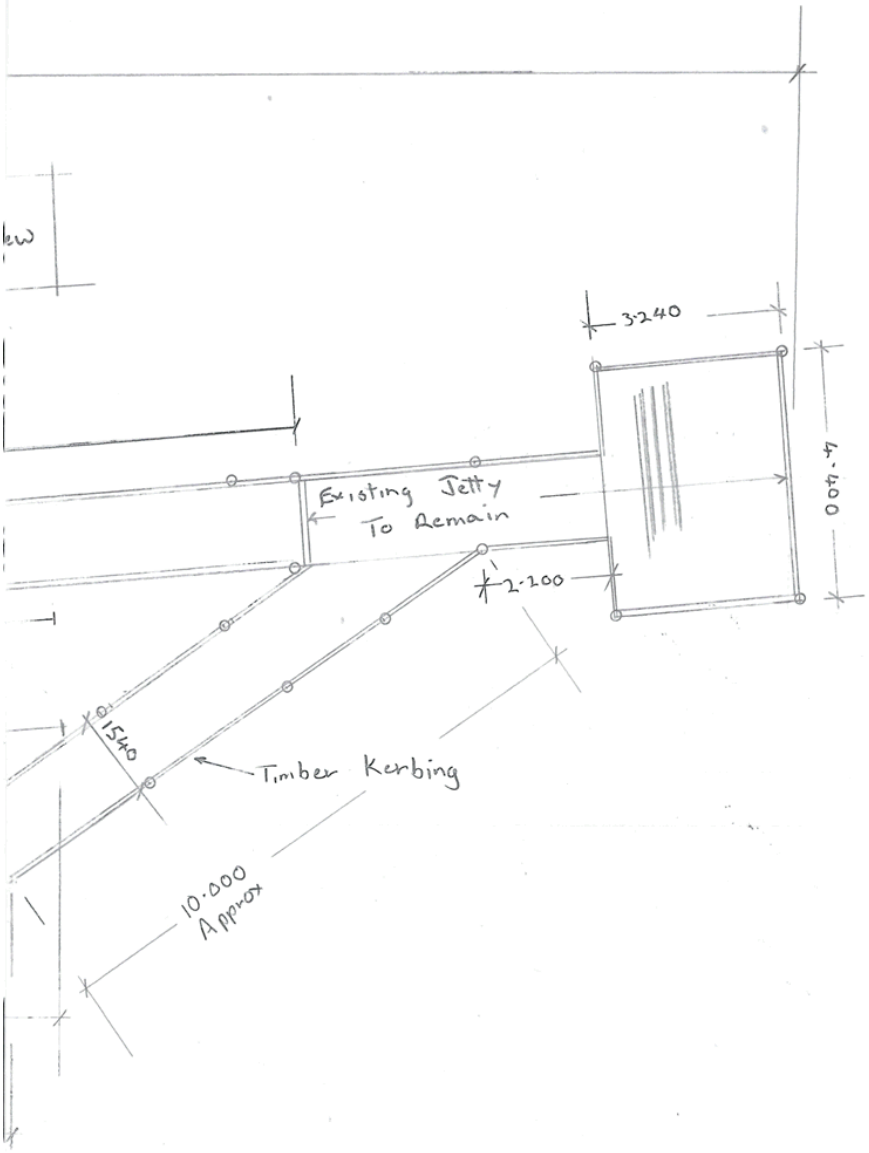
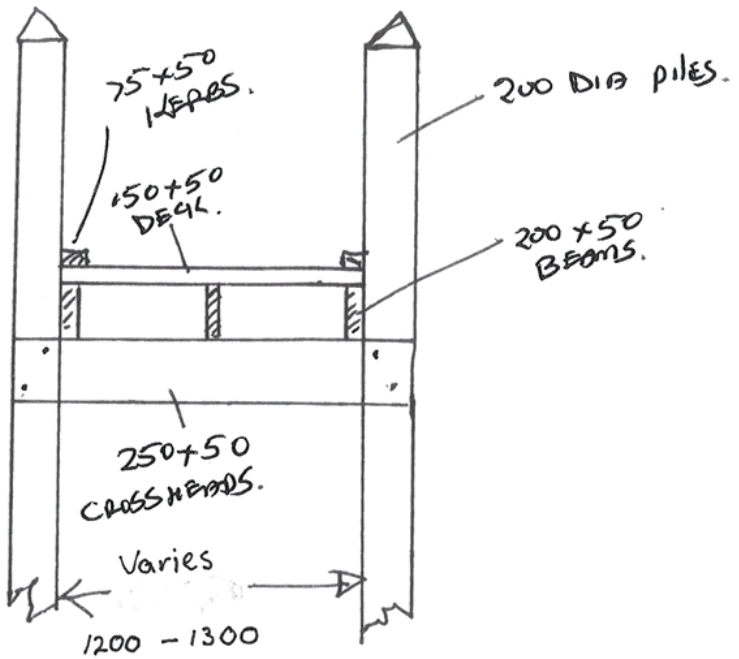
End of Slip Rails
12.850
Remove Fence Panel
Install exiting Gate



11 Marine Terrace

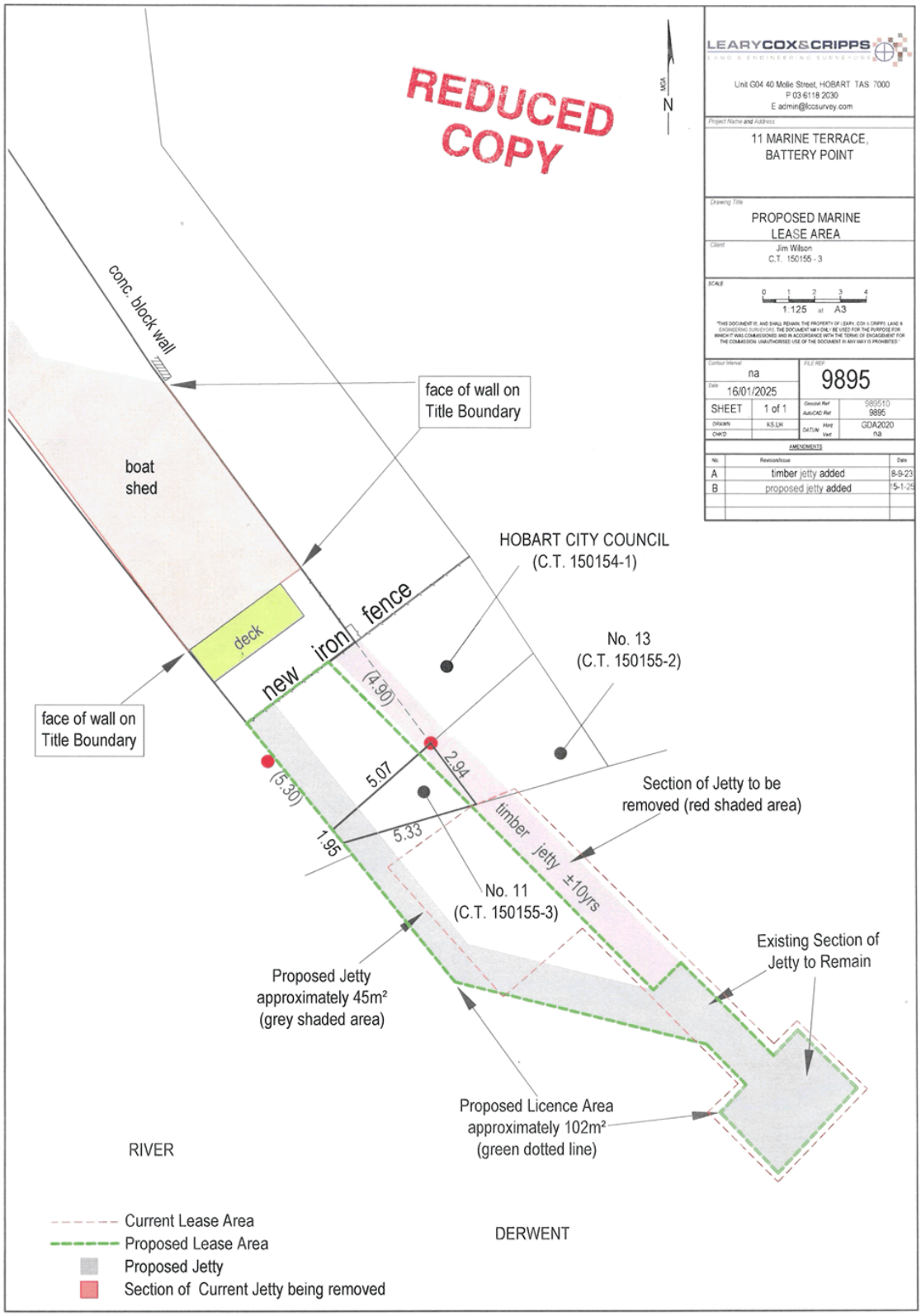
Scale: 1:100 | Plan 2



Jetty Construction As Detailed By Dan Hunter of Hunter Diving + Marine Construction

11 Marine Tce Battery Point. Location.

Plan 3.


REDUCED COPY
LEARYCOX&CRIPPS
Unit G04 40 Mollie Street, HOBART TAS 7000
P 03 6118 2030
E admin@lccsurvey.com
11 MARINE TERRACE, BATTERY POINT
PROPOSED MARINE LEASE AREA
Jim Wilson
C.T. 150155 - 3
1:125 at A3
9895
16/01/2025
SHEET 1 of 1
GDA2020
A timber jetty added 8-9-23
B proposed jetty added 5-1-25
conc. block wall
face of wall on Title Boundary
boat shed
deck
new iron fence
face of wall on Title Boundary
HOBART CITY COUNCIL (C.T. 150154-1)
No. 13 (C.T. 150155-2)
No. 11 (C.T. 150155-3)
(4.90)
2.94
5.07
(5.30)
5.33
1.95
timber jetty ±10yrs
Section of Jetty to be removed (red shaded area)
Existing Section of Jetty to Remain
Proposed Jetty approximately 45m² (grey shaded area)
Proposed Licence Area approximately 102m² (green dotted line)
RIVER
DERWENT
Current Lease Area
Proposed Lease Area
Proposed Jetty
Section of Current Jetty being removed

Marine SOLUTIONS
TASMANIA PTY LTD
www.marinesolutions.net.au

MARINE NATURAL VALUES ASSESSMENT FOR A PROPOSED JETTY DEVELOPMENT AT 11 MARINE TERRACE JETTY, BATTERY POINT, TASMANIA

prepared for
Michael Caldwell
June 2025

Table of Contents

Version	Contributor/s	Date reviewed	Reviewed by	Notes
1	Alexis. Lewis	22/07/2025	A. King	

Cover photo: Habitat under the jetty at 11 Marine Terrace, Battery Point (Marine Solutions, July 2025).

Table of Figures

Executive Summary

Marine Solutions was contracted by Michael Caldwell to conduct a Marine Natural Values Assessment for a proposed jetty relocation development at 11 Marine Terrace, Battery Point, southeast Lutruwita/Tasmania. The assessment included a desktop review of marine natural values, utilising government tools including the Natural Values Atlas and the EPBC Protected Matters Search Tool. Eighteen threatened and protected marine species and one threatened ecological community were identified as possibly occurring or known to occur in the area. The desktop review was followed by field survey investigations and targeted, species-specific searches for threatened and protected marine species and communities.

The intertidal zone outside the property is composed of medium sized dolerite boulders with underlying bedrock. The biota within the intertidal zone was dominated by pacific oyster (*Crassostrea gigas*). No threatened sea-stars (Derwent River seastar *Marginaster littoralis* and Tasmanian live-bearing seastar *Parvulastra vivipara*) were found during targeted searches conducted in the intertidal and subtidal zones.

A targeted search for the critically endangered spotted handfish (*Brachionichthys hirsutus*) found no individuals. Additionally, minimal suitable handfish habitat was observed, with only one small seagrass patch that appears to have been recently uprooted and a density of 0.08 stalked ascidians per 1 m^2 found within the development footprint. These stalked ascidians and seagrass are the preferred spawning substrate of the Spotted Handfish. The introduced Northern Pacific seastars, a known predator of handfish eggs, were also present within the survey area covering an area of 0.31 per 1 m^2

The subtidal environment was dominated by soft sand, boulders and man-made debris including tires, plastic, fishing debris, pylons and concrete structures. Additionally, small patches of reef occurred along the shoreline.

Sediments in the area of the proposed development exceeded the ANZG DGVs (2018) for lead, arsenic, copper, zinc and mercury at the two sample sites, which was expected due to the historic contamination of the Derwent River.

In summary, the proposed development has minimal potential to adversely impact the immediate and surrounding ecological assemblages. Ecological risks can be reduced with the adoption of recommended impact mitigations.

1 Introduction

1.1 Proposal Brief

Marine Solutions was invited by Michael Caldwell to conduct a marine natural values assessment (NVA) in the vicinity of a proposed private jetty development at 11 Marine Terrace, Battery Point, Tasmania (Figure 1).

It is our understanding that the proposed development will extend from the waterfront of 11 Marine Terrace, Battery Point, Tasmania. The development includes the removal of the original jetty that is not in line with the property boundary and is partially submerged and construction of a new jetty of 45m^2 that extends south of the original jetty before it connects to re-build the end platform of the existing jetty (Figure 2). The following assessment has been carried out based on the approximate development footprint including an environmental buffer (700 m^2).

It is emphasized that the results herein only apply to the approximate development footprint and impacted areas outlined in Figure 2 and should final development plans extend outside of these then further assessment and surveys may be necessary.

Figure 1 Map showing location of the proposed development at 11 Marine Terrace, Battery Point, Tasmania with diver transects.

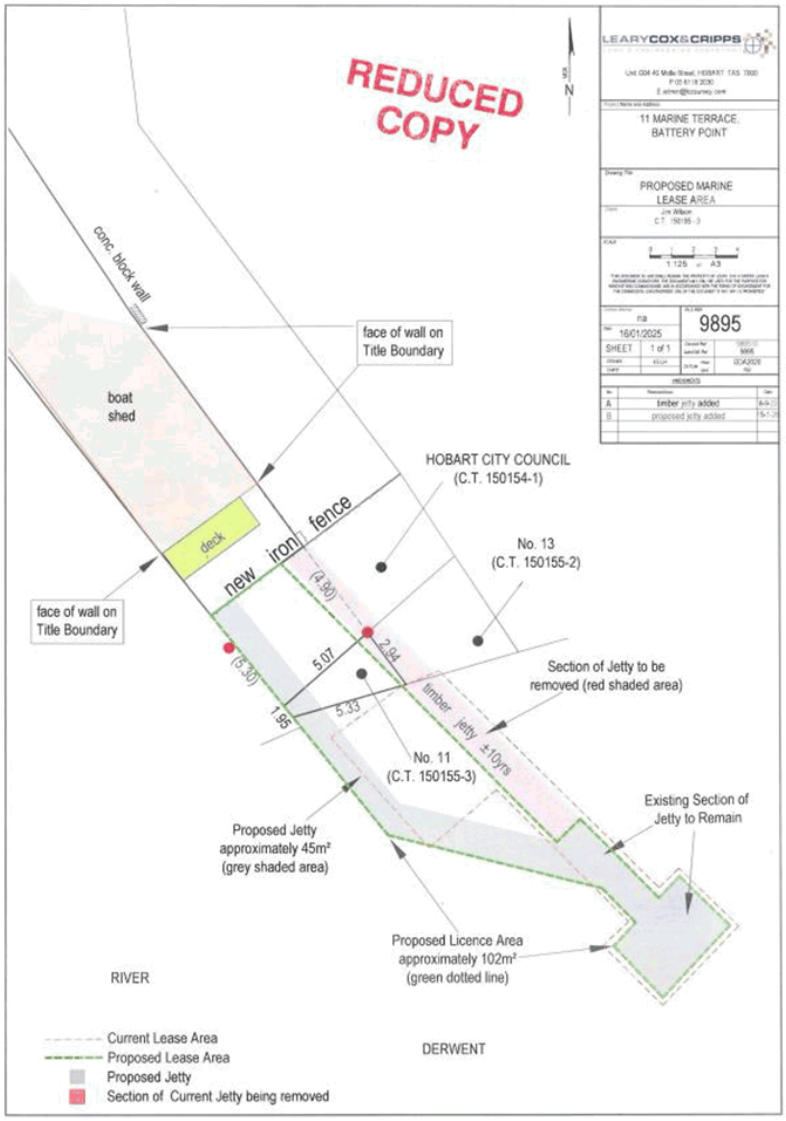


Figure 2 Preview of the jetty reconstruction plan at 11 Marine Terrace, Battery Point.

1.2 Purpose and Scope

The purpose of this report is to identify potential impacts from the proposed development with marine natural values, threatened and protected species, and communities found in the area, and to identify appropriate mitigations where applicable.

The scope of this report extends to a detailed summarization of available information regarding natural values and ecology of the area. Please note that the scope does not extend to birds or terrestrial ecology.

Specifically, the project includes the following:

- Bathymetric mapping of the seabed within the development footprint and immediate surrounds,
- Desktop review of potential sensitive receptors both within the development footprint and the Derwent River in the near vicinity, including Natural Values and Protected Matters searches,
- Characterisation of the intertidal habitat within the development area,
- Underwater habitat characterisation,
- Underwater survey for threatened and protected species:
    - Targeted underwater search for Spotted handfish (*Brachionichthys hirsutus*),
    - And intertidal search for live-bearing seastar and Derwent River seastar,
- Sediment analysis for metal contamination,
- Development of proposed impacts mitigation measures.

1.3 Study Area

The study area is located with Battery Point on the western shoreline of the Derwent Estuary (Figure 3). The region is primarily surrounded by residental houses and is adjacent to the captial city Hobart. Two marinas exist to the south of the proposed developmet location and the main marina, Port of Hobart, is to the north. Several existing private jettys occur along the shoreline of Battery Point.

The assessment was based on the approximate development footprint, including a 700 m² environmental buffer. These survey areas were determined in accordance with current guidelines relating to development impacts within the marine environment (NCH 2020)

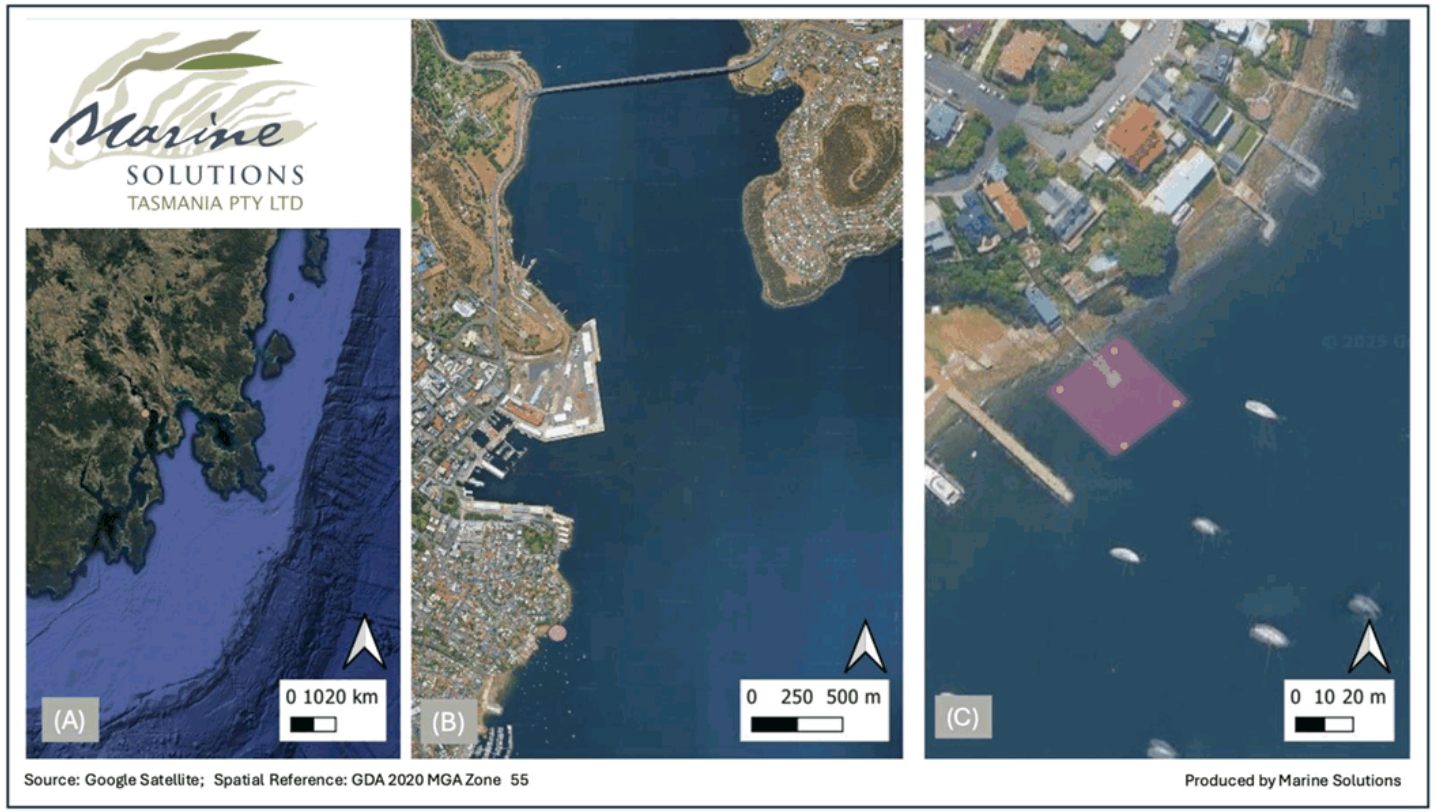


Figure 3 Map showing the location of 11 Marine Terrace, Battery Point, Tasmania. The pink marker indicates its location in image A and B. Image C also includes the approximate area of the proposed development.

2 Desktop-Based Assessment of Aquatic Sensitive Receptors

2.1 Threatened and Protected Species/Ecological Communities

There are a number of marine species listed as threatened that may occur in the vicinity of the proposed development. Threatened species are protected under the *Threatened Species Protection (TSP) Act 1995* (Tasmanian state legislation) and/or the *Environment Protection and Biodiversity Conservation (EPBC) Act 1999* (EPBC) (Australian Government legislation).

Under the *TSP Act*, no listed species is allowed to be collected, disturbed, damaged or destroyed without a permit. Under the *EPBC Act*, any action with significant impact on a listed threatened species and/or community is prohibited without approval (Section 18 and 18A).

In addition to threatened species legislation, the *Fisheries (General and Fees) Regulations 2006* under the *Living Marine Resources Management Act 1995* (LMRMA) prohibits the taking/possession of a number of marine species, including Syngnathids (seahorses, seadragons and pipehorses), handfish, threefin blennies, limpets/false limpets of three superfamilies, and five species of shark. Additional species are protected by the schedules of the *Wildlife (General) Regulations 2010* (Regulations under the *Nature Conservation Act 2002*), under which a person must not take, buy, sell or have possession of any protected wildlife or any product of any protected wildlife without a permit.

Threatened species that could potentially occur within the vicinity of the study area are discussed in greater detail in this section.

2.1.1 Methods

The EPBC Protected Matters Search Tool (PMST) is a tool managed by the Department of Climate Change, Energy, Environment and Water (DCCEEW) to help determine whether Matters of National Environmental Significance (MNES) or other matters protected by the *EPBC Act* are likely to occur in a given area of interest. The PMST was used to identify protected matters relating the study area,

with a buffer of 500 m and 5000 m (DCCEEW 2025). The summary report is provided in Appendix 1. NRE Tas's Natural Values Atlas was then consulted to identify any verified records of threatened species occurring within the proposed development area (NRE Tas 2025).

Findings have then been used to determine species for which targeted field surveys are warranted.

2.1.2 Results

In a search of the Natural Values Atlas (NRE Tas, 2025) and EPBC Protected Matters Search Tool (PMST) (DCCEEW 2025), eighteen threatened marine species and one threatened marine community were identified as possibly occurring or known to occur within the area. There are verified records of twelve of these species within a 5000 m radius of the study area, of which three occurred within 500 m (NRE Tas, 2025) (Table 1).

On the basis of this desktop-based assessment and in line with the Guidelines for Natural Values Surveys by DPIPWE (2020) it has been determined that targeted field surveys are warranted for three species: *Marginaster littoralis, Parvulastra vivipara and Brachionichthus hirsutus (section 3.1)*.

Table 1 Summary of threatened and protected species, and migratory species, identified in a desktop-based assessment. Note that the scope does not extend to terrestrial or avian biota.

	Scientific Name	Common Name	Presence likelihood as per EPBC PMST *	Verified record? as per Tasmanian NVA**	Tas TSP Act Threatened Category	EPBC Act Threatened Category	EPBC Listed Migratory?
Community	*Macrocystis Pyrifera*	Giant kelp marine forests of southeast Australia	Community *may* occur within 500 m	No	*Not listed*	Endangered	n/a
Macrophyte	*Sirophysalis trinodis*	Three node seaweed (brown alga)	*Not EBPC listed*	Yes – within 5000 m	Rare	*Not listed*	No
Invertebrates	Gazameda gunnii	Gunns screw shell	*Not EBPC listed*	Yes – within 5000 m	Vulnerable	*Not listed*	No
	Parvulastra vivipara	Live-bearing seastar	Species or species habitat *may* occur within 500 m	Yes – within 5000 m	Endangered	Vulnerable	No
	Marginaster littoralis	Derwent River seastar	*Not EBPC listed*	Yes – within 5000 m	Critically Endangered	Endangered	No
Fish & Elasmobranchs	*Prototroctes maraena*	Australian Grayling	Species or species habitat *likely* to occur within 500 m	Within 500 m (based on range boundaries)	Vulnerable	Vulnerable	No
	Brachionichthus hirsutus	Spotted handfish	Species or species habitat *known* to occur within 500 m	Yes – within 500 m	Endangered	Critically Endangered	No
	Thymichthys politus	Red Handfish	Species or species habitat *may* occur within 500 m	No	Endangered	Critically Endangered	No
	Carcharodon carcharias	Great White Shark	Foraging, feeding or related behavior *known* to occur within 500 m	No	Vulnerable	Vulnerable	Yes

	Scientific Name	Common Name	Presence likelihood as per EPBC PMST *	Verified record? as per Tasmanian NVA**	Tas TSP Act Threatened Category	EPBC Act Threatened Category	EPBC Listed Migratory?
	Galeorhinus galeus	Eastern School Shark	Species or species habitat *likely* to occur within 500 m	No	*Not listed*	Conservation Dependent	Yes
	Seriolella brama	Blue Warehou	*Not EBPC listed*	Yes – within 5000 m	*Not listed*	Conservation Dependent	No
Marine Reptile	Caretta caretta	Logger head turtle	Not identified by PMST	Yes – within 5000 m	Endangered	Endangered	Yes
Mammals	*Arctocephalus tropicalis*	Sub-Antarctic fur seal	Not identified by PMST	Yes – within 5000 m	Endangered	Vulnerable	*No*
	Arctocephalus forsteri	New Zealand fur seal	*Not EPBC- listed*	Yes – within 5000 m	Rare	*Not listed*	*Not listed*
	Arctocephalus tropicalis – sub sp. doriferus	New Zealand fur seal	*Not EPBC - listed*	Yes – within 5000 m	Rare	*Not listed*	*Not listed*
	Mirounga leonina	Southern elephant seal	Not identified by PMST	Yes – within 5000 m	Endangered	Vulnerable	No
	Balaenoptera musculus	Blue Whale	Species or species habitat *likely* to occur within 500 m	No	Endangered	Endangered	Yes
	Eubalaena australis	Southern right whale	Breeding *known* to occur within 500 m	Yes – within 500 m	Endangered	Endangered	Yes
	Megaptera novaeangliae	Humpback Whale	Foraging, feeding or related behavior *known* to occur within 500 m	No	*Not listed*	*Not listed*	Yes

* Notes presence categorization of EPBC PMST (Commonwealth of Australia 2025)

** Verified records as per Tasmanian Government Natural Values Atlas (NRE Tas 2025). Note that the NVA does not document records of migratory species that are not threatened.

2.1.2.1 Giant Kelp Forests of South East Australia

Community Background

Giant Kelp Forests of South East Australia (GKFSEA) were added to federal legislation as a threatened ecological community in August 2012. The progressive decline of these forests has been the most noticeable in Tasmanian waters and is attributed to changing oceanographic conditions, including rising sea surface temperatures and changes to the East Australian Current (DSEWPC, 2012). The key species that forms this community is Giant Kelp (*Macrocystis pyrifera*), a fast-growing species of brown macroalgae that grows on rocky reefs in cold temperate waters off south-east Australia. The vertical structure provided by Giant Kelp increases local biodiversity by creating habitat for numerous marine species (DSEWPC, 2012). There are several criteria that must be met for a community to be classified as the threatened community GKFSEA (TSSC 2012):

1. *M. pyrifera* plants that form a marine forest with a canopy forming at or below the water surface;
2. *M. pyrifera* plants growing at a depth typically greater than eight metres below sea level;
3. A rocky substratum for *M. pyrifera* plants to attach to;
4. A diversity of marine species on the seafloor, in the understorey and throughout the water column. For example, other marine flora such as seaweeds and marine fauna including fish, molluscs (sea snails), bryozoans (lace corals), polychaetes (worms), crustaceans (crabs, isopods, amphipods), echinoderms (sea urchins, seastars) and sponges;
5. Cold water with mean sea surface temperature currently known to be between 5 °C and 20 °C;
6. Locations that receive moderate wave exposure; and
7. Distribution restricted to waters off the coast of Tasmania particularly in the Bruny, Freycinet and Davey bioregions, but also the Boags and, Flinders, Otway and Franklin bioregions, the coast of South Australia in the Otway, and Coorong bioregions as far west as Margaret Bock Reef, and the coast of Victoria in the Otway, Flinders, Central Victoria and Twofold Shelf bioregions as far east as Gabo Island.

The EPBC PMST report identified that giant kelp communities may occur within 500 m of the proposed development; however, the closest identifiable giant kelp community is towards Blackman's Bay, approximately 10 km away (LISTmap, 2025). No giant kelp was observed at the location of the proposed development during field surveys. The proposed location of the development is in shallow waters <2.5 m which is not a favourable depth for giant kelp communities. Given the habitat at the location and the distance to known kelp forests, potential impacts of the proposed development to this threatened community are deemed negligible.

2.1.2.2 Three-node seaweed

The three-node seaweed *(Sirophysalis trinodis)* formerly classified as *Cystoseira trinodis,* is the only brown algae listed under the TSPA. The algal morphology consists of a few primary branches (between 2-5 cm) long and several stipes protruding from a single holdfast (between 1-4 cm) long (DIPIWE, 2025). Branchlets extending from these primary branches and host the air bladders, that maintain the species buoyancy (DIPIWE, 2025). These branchlets also have reproductive structures that hold eggs and male gametes. In summer, the algae floats fronds that are now fertile to the top of the water at low tide, and are visible, before they disappear again in later summer leaving just the basal holdfast (Sanderson 2000).

The three-node seaweed has been recorded in tidal pools, shallow subtidal areas and sheltered waters from a depth of 0.5 - 1.5 m (DPIPWE, 2025). The Tasmanian NVA report identified that there was one observation of three-node within 5000 m of the proposed development and this observation was made in 2010 from Blackmans Bay. Targeted surveys of three-node seaweed are only required for developments within Blackmans Bay (NCH 2020). As the proposed development does not fall within these geographic bounds potential impact to this rare species is negligible.

2.1.2.3 Seastars

The Tasmanian live-bearing seastar, *Parvulastra* (formerly Patiriella) *vivipara*, is endemic to Tasmania and is listed as vulnerable under the EPBC Act and TSP Act 1995. The seastar is one of very few seastars that give birth to live young (viviparous). No known populations exist in the lower Derwent Estuary (TSSC 2025). Nevertheless, this species can be cryptic, and it is possible that populations exist that have not yet been discovered or reported. The EPBC PMST assessment identified that the live-bearing seastar or its habitat may occur within 500 m of the proposed development area (DCCEEW 2024c). The greatest threat to the live bearing seastar is changes to habitat as they are restricted to rocky reefs in a narrow intertidal zone and prefer living under rocks near the high tide mark. They are also at risk from pollution, including eutrophication or sedimentation as well as from predation by the introduced Northern Pacific Seastar *(Asterias amurensis)*. Due to its limited distribution and rarity, the likelihood of the proposed development impacting any Tasmanian live bearing seastar population is considered to be low.

The Derwent River Seastar, *Marginaster littoralis*, is a rare species of seastar that occurs in the shallow rocky intertidal habitat within a restricted geographic range in the Derwent Estuary. Its total recorded range is less than 1 ha (Materia 1994) (DCCEEW 2024d), however the Natural Values assessment identified verified records of this species occurring within 5000 m of the development site in 1969. The Derwent River Seastar is morphologically very similar to the common introduced Regular Seastar (*Patiriella regularis*), making positive identification difficult (Materia 1994).

Known threats to the Derwent River Seastar include interspecific competition and anthropogenic habitat modification/destruction (Materia 1994). Derwent River Seastar populations are severely impacted by introduced species that co-occur in super-abundance (e.g. New Zealand Porcelain Crab *Petrolisthes elongata* and the Regular Seastar) (Barrett et al 2012; Materia 1994). To our knowledge, no Derwent River seastar individuals have ever been recorded along the Battery Point foreshore. Due to its limited distribution and rarity, the likelihood of the proposed development impacting any Derwent River seastar populations is considered to be low.

A comprehensive targeted search across the intertidal and sublittoral zone within the development footprint and impacted area was conducted for both threatened species; refer to Section 3.1.

2.1.2.4 *Gazameda gunnii*

Gunn's screw shell (*Gazameda gunnii*) is a species of sea snail endemic to Australia and listed as vulnerable under the Tasmania TSP Act 1995. They live in the subtidal zone or offshore on sand and typically are 60mm in length (Grove, 2018). The Gunn's screw shell distribution is largely localised to north Tasmania (TSS, 2024a). There is one verified observation from the TSPA within 5000 m of the Gunn's screw shell made in 1950 at the Franklin Wharf. The potential impact on the vulnerable species by the proposed development is negligible. Sampling is not required for the Gunns screw shell in the Derwent River upstream of Taroona, which includes the location of the proposed development (NCH 2020).

2.1.2.5 *Australian Grayling*

Australian Grayling (*Prototroctes maraena*) is a medium-sized, slender, silver fish native to Tasmania and southeast mainland Australia. Migrating between fresh and marine waters, the Australian grayling is considered diadromous, though the majority of their lives are spent in freshwater and adults live and spawn in fresh water. Timing of spawning varies but is typically in late summer in Tasmania, with larvae transported to the sea via stream and river currents, before returning as migrating juveniles approximately 4 to 6 months later (Backhouse et al. 2008a, b.)

There are no verified records of Australian Grayling within 5000 m of the proposed development identified by Natural Values Atlas (Table 1). The most serious threat facing the Australian grayling population is habitat disturbance resulting in barriers to migration. Pollution of waterways is also considered a threat to their survival. There are no foreseen consequences of the proposed development to the migratory route of the Australian grayling and as such the proposed development is not deemed to pose a risk to the Australian grayling population.

2.1.2.6 Spotted Handfish

Spotted Handfish (*Brachionichthys hirsutus*) are endemic to south-east Tasmania. They were once locally common and widespread from the eastern coast of Tasmania to the D'Entrecasteaux Channel (Last et al. 1983) but declines in numbers, first reported in 1996, lead to concerns about their conservation (Barrett et al 1996). This resulted in the species being the first marine bony fish to be listed on the International Union of Nature Conservations (IUNC) Red List as Critically Endangered (Bruce and Last 1996). They are also listed as Critically Endangered under the Australian *Environment Protection and Biodiversity Conservation Act (1999)* and as Endangered in Tasmania, which is the highest level of concern, under the *Threatened Species Protection Act 1995*.

Reasons for declines in Spotted Handfish are probably related to historic and ongoing anthropogenic impacts to their habitats and certain characteristics of their life history. Scallop dredging from the 1800s through to the 1940s in the Derwent River and D'Entrecasteaux Channel probably impacted populations from bycatch. Urbanisation, pollution, eutrophication and infrastructure such as moorings may have also had impacts, but the species was still considered common into the 1980s. The introduction of marine pests in the late 1980s and early 1990s, such as the Northern Pacific Seastar (DCCEEW 2021b) may have impacted Spotted Handfish as the sea stars consume the Stalked Ascidians which the fish use as spawning habitat. Declines in other spawning habitat such as seagrasses and *Caulerpa sp.*, may also have contributed to reduced breeding success.

Verified records of spotted handfish (*Brachionichthys hirsutus)* were identified by Natural Values Atlas within 500 m of the proposed development (Table 1). A comprehensive targeted search was conducted by divers for spotted handfish, potential habitat and handfish egg masses in the development area; refer to section 3.2.

2.1.2.7 Red Handfish

Red Handfish (*Thymichthys politus*) are a coastal anglerfish that critically endangered endemic to south-east Tasmania. Their distribution and populations are small, limited to the coastline of south-eastern Tasmania, and known, modern, populations are limited to only two small locations (Bessel et al. 2024). Given the low number of mature individuals and the extremely limited distribution of the species, areas supporting known populations represent critical habitat to the survival of the species (DoE 2015a). They are highly cryptic, inhabiting temperate coastal reefs less than 6 m deep (though historically this extended to 20m depth), and are most often observed underneath algal canopies and in seagrass beds (Last & Gledhill, 2009; Edgar et al. 2017, Bessel et al. 2024). Red Handfish move by using their hand-like fins to crawl across the seafloor, with their diet consisting of small crustaceans and polychaete worms (Edgar et al. 1982). Red Handfish are known to have low reproductive and dispersal rates (DoE 2015a). Females produce egg masses of varying sizes made up of an estimated 30-60 eggs, all of which are connected by tubules and bound together with associated threads (DoE 2015a). Females attach their egg masses to seagrass and seaweed species including Sargassum, thin red alga, and green alga (*Caulerpa* sp.) in late October and early November. (Bruce et al. 1996; DoE 2015a).

There is no verified records of red handfish within 5000 m of the proposed developed by the Natural Values Atlas (Table 1). The small population size is a risk to the survival of the species due to inbreeding and increased sensitivity to disturbance. The biggest impact on handfish populations size is habitat disturbance or removal via urbanisation, pollution, eutrophication and infrastructure construction of marine infrastructure. The proposed development is unlikely to significantly alter any critical habitat of the red handfish as it has not been found in Battery Point prior. As the proposed development is well outside of the bounds of the known range of the red handfish the potential impact is deemed low.

2.1.2.8 Blue Warehou

The blue warehou (*Seriolella brama*) is a mid-sized species of schooling fish often found under jetties, wharves, and moored boats, at depths between 3 and 550m (Bray and Gorman, 2011). Larger juveniles congregate in bays and estuaries until they reach 30cm when they are most abundant on the continental shelf further offshore (Gavrilov and Markina 1979; Bruce et al., 2002).

The key threat to blue warehou is fishing mortality. Blue warehou were historically taken as a target species in trawl and gillnet fisheries. The management arrangements outlined in the Stock Rebuilding Strategy for this species (AFMA 2022) are primarily aimed at reducing fishing mortality to minimise the threats to the species' recovery. Environmental variability including climate change is also a recognised but little-understood threat. There are no foreseen consequences of the proposed development to the blue warehou given they are highly mobile and can avoid any construction works.

2.1.2.9 White Shark

White sharks, also known as white pointers and great white sharks, are found throughout temperate and sub-tropical waters. They are a pelagic species, primarily found inside continental shelf waters. White sharks are long-lived with low reproductive rates, and these life history characteristics are likely contributors to population declines (DCCEEW 2025a). Threats to great white sharks include commercial fishing rather than shallow coastal developments (DSEWPC 2013). Therefore, it is unlikely that the proposed development would present any risk to white sharks given that they are highly mobile and can avoid any construction works. In addition, the development is unlikely to significantly alter any critical habitat of the white shark.

2.1.2.10 Eastern School Shark

Species Background

The eastern school shark (*Galeorhinus galeus*) is primarily a deep-water demersal species found in temperate waters of southern Australia. In Tasmania, inshore bays and estuaries are important as birthing and nursery sites. Threats to school sharks include fishing and habitat degradation of nursery grounds (DCCEEW 2025b). It is unlikely that the proposed development would present any risk to school sharks given it is unlikely to significantly alter any critical habitat.

2.1.2.11 Loggerhead Turtle

Loggerhead turtles (*Caretta caretta*) are listed as Endangered and there was one verified record within 5000 m of the proposed development by the Natural Values Atlas in 2012. Like all sea turtle species, Loggerhead turtles area migratory species and spend most of their lives in the ocean, with adult females coming ashore to lay eggs in sand nests above the high tide mark typically in Eastern and Western Australia (DCCEEW 2025f). Adult turtles exhibit high site fidelity to feeding and breeding grounds (DCCEEW 2025 Loggerhead turtles have a worldwide tropical and subtropical distribution. In Australia, they occur in coral reefs, bays and estuaries in tropical and warm temperate waters off the coast of Queensland, Northern Territory, Western Australia and New South Wales (DCCEEW 2025f). Observations in Tasmania are extremely rare but may become more frequent due to climate change implications for the East Australian Current (EAC), which is extending further south and bringing warmer waters down the east coast of Tasmania. It is unlikely that the proposed development would present any risk to loggerhead turtles given it will not alter any critical nesting or breeding habitat, the species is highly unlikely to be observed in Tasmania and is also highly mobile.

2.1.2.12 Marine Mammals

Various marine mammals are known to occur in the Derwent Estuary. The Natural Values Assessment (NVA) identified verified records of threatened marine mammals within 5000 m of the proposed development, including the New Zealand fur seal (*Arctocephalus forsteri* and sub species *doriferus*) and sub-Antarctic fur seal (*Arctocephalus tropicalis*). The Southern right whales (*Eubalaena australis*) breeding is known to occur within 500 m of the proposed development.

The EPBC Protected Matters Search Tool (PMST) indicated that the blue whale (*Balaenoptera musculus*) or its habitat is likely to occur in the area (DCCEEW 2025e). The humpback whale (*Megaptera novaeangliae*) foraging and feeding behaviour is known to occur within 500 m of the proposed development.

Non-threatened but protected marine mammal species in the area may include the New Zealand fur seal (*Arctocephalus forsteri* subsp. *Doriferus*), common dolphin (*Delphinus delphis*), leopard seal (*Hydrurga leptonyx*), orca (*Orcinus orca*), and bottlenose dolphin (*Torsiops truncatus*).

The occurrence of whales and dolphins (cetaceans) in the Derwent Estuary tend to be sporadic and transitory but anecdotal evidence suggests that the frequency of their visitations may be increasing (MAST, 2020). All cetaceans are protected under the EPBC Act. Due to the shallow coastal nature of the development site there is unlikely to be any impact of the proposed development to this species. Blue and humpback whales may occur in Tasmanian waters during winter migrations but generally occur offshore. Therefore, the proposed development is not expected to impact on this species at local, regional or state-wide levels. Other species of cetacean known to be present at times in the area, including common dolphins, bottlenoses dolphin and orcas, tend to be highly transient and fast moving and therefore the proposed development is unlikely to have any notable impact on these species.

Numerous species of pinniped are known to occur in the Derwent Estuary. Observations of the New Zealand and Australian fur seal tend to be relatively common but the distribution of other more threatened and exotic species including the southern elephant, sub-Antarctic fur seal and leopard

seals do not regularly visit Tasmania. Long range foraging trips and sickness result in rare occasional short stays of these species in Tasmanian waters. The processes threatening these species of seals does not include short term and shallow coastal development. Therefore, the proposed development is not expected to impact on this species at local, regional or state-wide levels.

Threats to marine mammals include acoustic pollution, entanglement (e.g., marine debris, fishing equipment), vessel-strike injury and water quality degradation. A visual inspection of the area for marine mammals should be conducted prior to and during construction works. If observed, works involving underwater acoustic impacts should cease until the marine mammals are away from the area (Discussed further in section 5.1). Given the sheltered and shallow nature of the proposed location, interactions with marine mammals are unlikely.

2.2 Migratory Species

Migratory species are those animals that migrate to Australia and its external territories or pass through or over Australian waters during their annual migrations (DCCEEW 2021a).

The proposed development will not introduce any barriers to migration and therefore poses negligible risk to migratory species.

2.3 Invasive Species

Marine pests are introduced into Australian waters and translocated by a variety of vectors (e.g. ballast water, biofouling, aquaculture operations, and ocean current movements). Once introduced, they often thrive as they may lack predators and/or competitors in their new environment (Whitehead 2008). Pests can have a significant impact on human health, fisheries and aquaculture, infrastructure, tourism, biodiversity and ecosystem health.

five species have been declared as noxious fish under State legislation[1]. These are:

- Northern Pacific sea star (*Asterias amurensis*),
- European shore crab (*Carcinus maenas*),
- European fan worm (*Sabella spallanzanii*),
- Japanese Wakame (*Undaria pinnatifida*) other than in restricted zone defined in legislation, and
- European Carp (*Cyprinus carpio*).

It should be ensured that no marine species are translocated as a result of vessel/equipment movement, by adopting a thorough cleaning protocol.

[1] *Fisheries (General and Fees) Regulations 1996*, *Part 20: Noxious* fish, outlined in the *Living Marine Resources Management Act 1995*

3 Natural Values Surveys

3.1 Intertidal Habitat

3.1.1 Methods

An intertidal survey was conducted by marine scientists on 1st July 2025. The intertidal survey included habitat and species observations and a targeted search for the Tasmanian live-bearing seastar (*Parvulastra vivipara*) and the Derwent River seastar (*Marginaster littoralis*). Quadrats (0.3m^2) were placed haphazardly along the low and high tide lines where accessible across the length of the property (~18 m) (Figure 4). A total of thirteen quadrats were photographed and searched for seastars and other present species. Surveys for threatened seastars were conducted by carefully checking exposed rock, cracks and the underside of rocks before returning them to their original position. Additionally, any species observed outside the quadrats were also recorded and photographed.

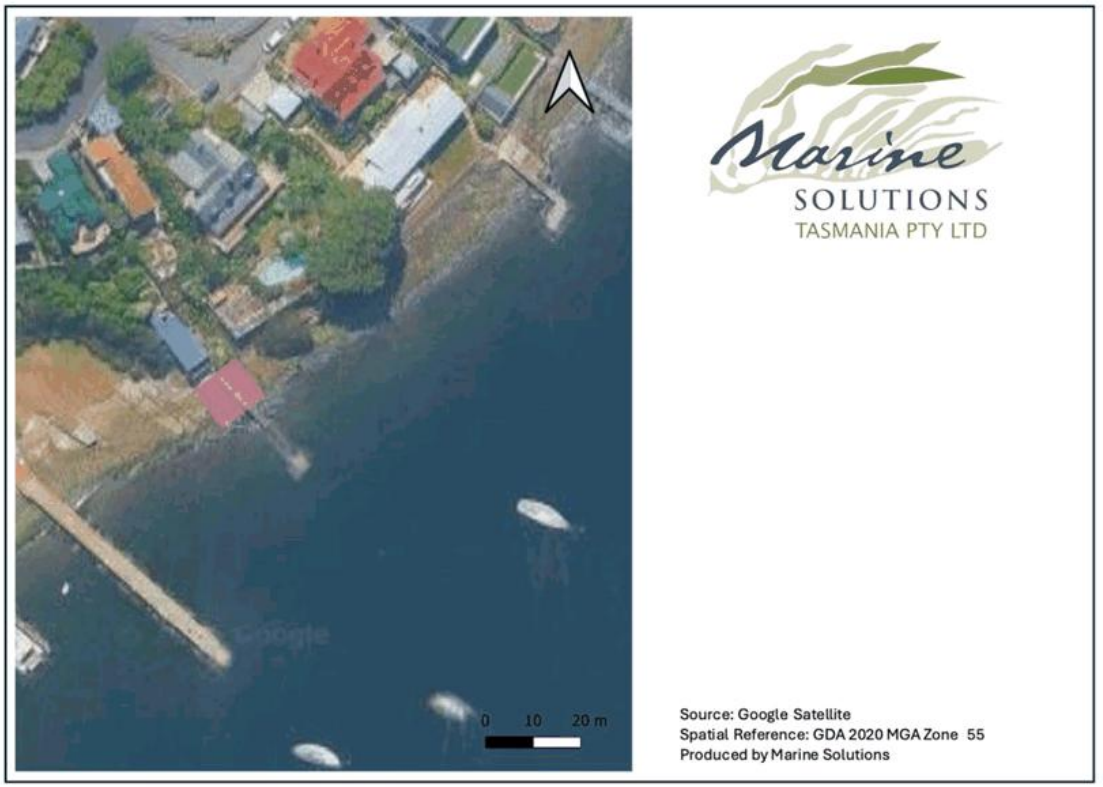


Figure 4 Search area for intertidal habitat classification and targeted sea star search.

3.1.2 Results

No seastars were observed during the targeted survey for live-bearing sea stars and Derwent River seastars. The intertidal zone consists of medium-sized dolerite boulders resting on underlying bedrock. At the southern end, these boulders form a gradual drop-off into the water, where larger submerged boulders are present. As it transitions into the subtidal zone, the size of the submerged rocks gradually decreases, shifting from large boulders to cobble and eventually to sand. The dominant species observed in the area was the pacific oyster (*Crassostrea gigas*) (Figure 5) which have colonised along the lower tidal zone (Figure 5). Other species observations include the New Zealand half crab *(Petrilisthes elongatus),* the Perons limpet (*Scutellastra peronii*) and chitons (*Plaxiphora sp*) (Figure 5). Quadrat photos are available in Appendix 4.

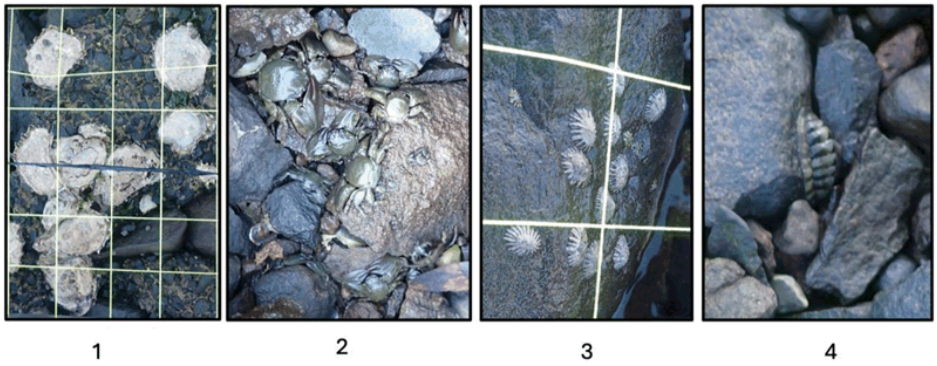


Figure 5 Images showing species observed throughout the intertidal search. Photo 1: pacific oysters (*Crassostrea gigas*), Photo 2: New Zealand half crab *(Petrilisthes elongatus)*. Photo 3: perons limpet (*Scutellastra peronii*). Photo 4: chiton (*Plaxiphora sp*).

3.2 Spotted Handfish Search & Underwater Habitat Characterization

3.2.1 Methods

A targeted search for spotted handfish (*Brachionichthys hirsutus*) was conducted in the vicinity of the proposed development along with general observations of the surrounding habitat and the sublittoral zone. The targeted search was conducted by a scientific diver on the 1st of July 2025 and covered belt transects of 5 m wide over a total distance of 140 m. The diver covered an area of 700 m^2, which was effectively a census of the entire proposed development area plus buffer, as shown in Figure 6 below. As per survey guidelines, during the search for handfish, numbers of Northern Pacific seastar (*Asterias amurensis*), a known predator of handfish eggs, were recorded along with the presence of any suitable handfish spawning habitat structure such as ascidians, *Caulerpa* and seagrass. An additional 50 m transect perpendicular to shore, was conducted by the diver for the purpose of capturing video footage to characterise the underwater habitat. Video footage is available from Marine Solutions upon request.

Figure 6 Map showing location of spotted handfish and underwater habitat surveys.

3.2.2 Results

Close to shore, the sublittoral substrate was comprised of a combination of medium sized boulders and various pieces of old infrastructure colonised with green (*Codium sp and ulva sp*), brown and foliose red algae. These conditions were consistent with the subtidal habitat survey, which revealed a predominance of tires, marine debris (including propellers and fishing material), plastic, and structures like pylons and concrete, which functioned as artificial reefs. These artificial reefs attracted more ascidians than were present in surrounding areas; however, they do not provide ideal habitat for Spotted Handfish. This species prefers ascidians growing within seagrass beds to attach their eggs to and is not typically found in rocky or artificial reef habitats. Other species observed on the artificial reefs included the regular seastar (*Patiriella regularis*), urchins (*Heliocidaris erythrogramma*), Piecrust crabs (*Metacarcinus novaezelandiae*), and sponges. Images of these can be found in Appendix 5. During the surveys, a notably large Many-rayed three-fin (*Forsterygion varium*) over 20 cm in size was observed. Beyond the rigid substrate, patchy reefs and extensive sand patches were present, with only a single uprooted seagrass patch recorded. Seagrass is considered a keystone species due to its ability to supports entire marine ecosystems by providing habitat, stabilizing sediment and improving water quality.

The entire submerged development footprint, including a buffer zone, was surveyed for spotted handfish and images of example habitat are presented in Figure 7. In addition, a perimeter video survey was conducted to assess the habitat structure and key species. No spotted handfish or *Caulerpa* were found within the spotted handfish survey area (Table 2). Furthermore, no suitable seagrass handfish habitat and spawning substrate was found. However, stalked ascidians were present at an average of 0.08 per 1 m^2. Additionally, 0.31 per 1 m^2 Northern Pacific Seastars (*Asterias amurensis*) were observed, which were predominantly congregated around old infrastructure and the current jetty pylons.

Table 2 Results of the spotted handfish survey including average counts of North Pacific Sea stars (NPSS) and stalked ascidians per 1 m^2.

Transect	Area	Handfish	Caulerpa	Seagrass	NPSS per 1 m^2	Ascidians per 1 m^2
1	690m^2	0	0	0.001%	0.31	0.08

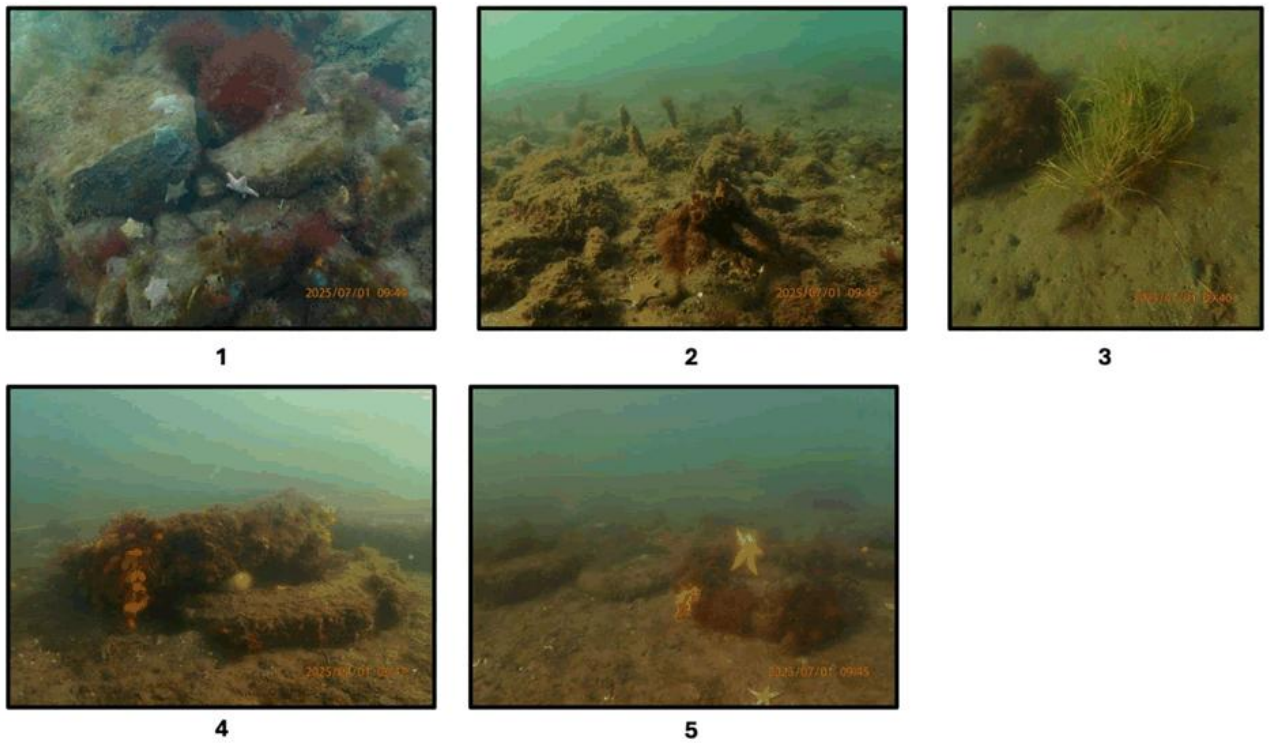


Figure 7 Photos of the habitats observed during the underwater habitat characterisation survey. Photo 1: Shallow rocky reef which high abundance of Regular seastar *(P. regularis)*. Photo 2: High abundance of stalked ascidians spread throughout epiphyte covered rocky reef and sand. Photo 3: the uprooted seagrass patch observed surrounded by soft sediment habitat. Photo 4: Algae colonising on old infrastructure and a tire with an urchin *(H. erythrogramma)* and sponges. Photo 5: Tires used as habitat by Northern Pacific seastar *(A. amurensis)*. Surrounding soft sediment habitat covered in epiphyte.

4 Sediment Quality

4.1 Contaminants

4.1.1 Methods

2 x sediment samples (refer to Figure 8and Appendix 3 for locations – map and GPS coordinates, respectively) were collected for contaminant analysis of metals. Each sample was placed into laboratory-supplied glass jars and stored on ice prior to transport to Analytical Services Tasmania (AST). AST has up-to-date accreditation under the National Association of Testing Authorities (NATA), Australia.

All samples were tested for the following parameters:

- Metals (As, Cd, Co, Cr, Cu, Mn, Ni, Pb, Zn, Hg)

Laboratory results for the above parameters were then compared to the Australian and New Zealand Guidelines (ANZG) toxicant default guideline values for sediment quality (ANZG 2018). The default guideline values for sediment quality (DGVs) indicate the concentrations below which there is a low risk of unacceptable effects occurring, and should be used, with other lines of evidence, to protect aquatic ecosystems. In contrast, the 'upper' DGVs provide an indication of concentrations at which one might already expect to observe toxicity-related adverse effects.

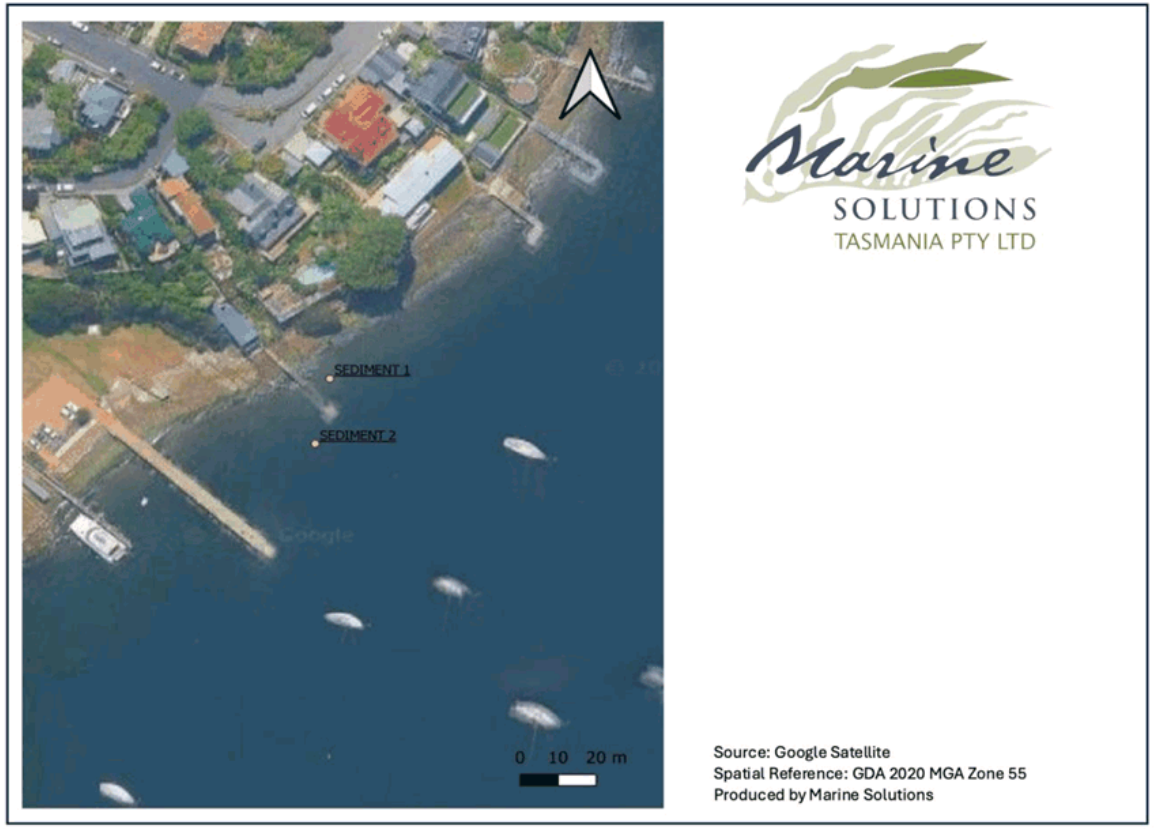


Figure 8 Sediment sampling locations.

4.1.2 Results

Results of the sediment contaminant analysis indicated that arsenic and copper exceeded the ANZG (2018) lower DGV at both sample sites whilst Lead, zinc and mercury exceeded the ANZG (2018) upper DGV at both sample sites (Table 3). All other parameters at all other sites were below the DGVs.

Table 3 Summary of results of sediment contaminant testing, compared against the ANZG Default Guideline Values trigger values where applicable. Orange highlight indicates if any DGVs have been exceeded.

			ANZECC/ARMCANZ Default Guideline Values		Results	
		Units	Lower trigger	Upper trigger	Sample 1	Sample 2
	Moisture content	%			38.3	34.1
Metals	Arsenic	mg/kg Dry weight	20	70	28	22
	Cadmium	mg/kg Dry weight	1.5	10	<0.5	<0.5
	Cobalt	mg/kg Dry weight	100**	-	10	7
	Chromium	mg/kg Dry weight	80	370	21	20
	Copper	mg/kg Dry weight	65	270	176	107
	Manganese	mg/kg Dry weight	500*	-	126	111
	Nickel	mg/kg Dry weight	21	52	16	12
	Lead	mg/kg Dry weight	50	220	252	225
	Zinc	mg/kg Dry weight	200	410	525	460
	Mercury (inorganic)	mg/kg Dry weight	0.15	1	22.3	7.73

* No ANZECC trigger values given for this element, so this information is derived from the EPA (2012)

*** No ANZECC trigger values given for this element, so this information is derived from the NEPM (2011)

4.2 Bathymetry

4.3 Methods

Seabed bathymetry was mapped on the 1 July 2025 across the proposed development footprint and environmental buffer zone using a GARMIN echoMAP enabled mid-band sounder with a multi-channel CHIRP chart plotter, logging GPS positions and water depth each second. The depths were measured to the nearest tenth of a meter, and tidally and barometrically corrected for Chart Datum and Australian Height Datum. The resultant file was interpolated using GIS software Surfer 11.0, creating a bathymetric profile of the area.

4.4 Results

Seabed bathymetry across the survey area (Figure 9) shows a relatively gradual increasing depth with distance from the shore and is likely influenced predominantly by sediment deposition and low wave energy. Depths were approximately 4 m below chart datum beyond 20 m from the jetty. The shallowest side is northwest of the jetty at <0.5 m below chart datum within approximate 10 m of the shoreline. The redevelopment proposal would build the jetty in water that is < 2.5 m deep below chart datum.

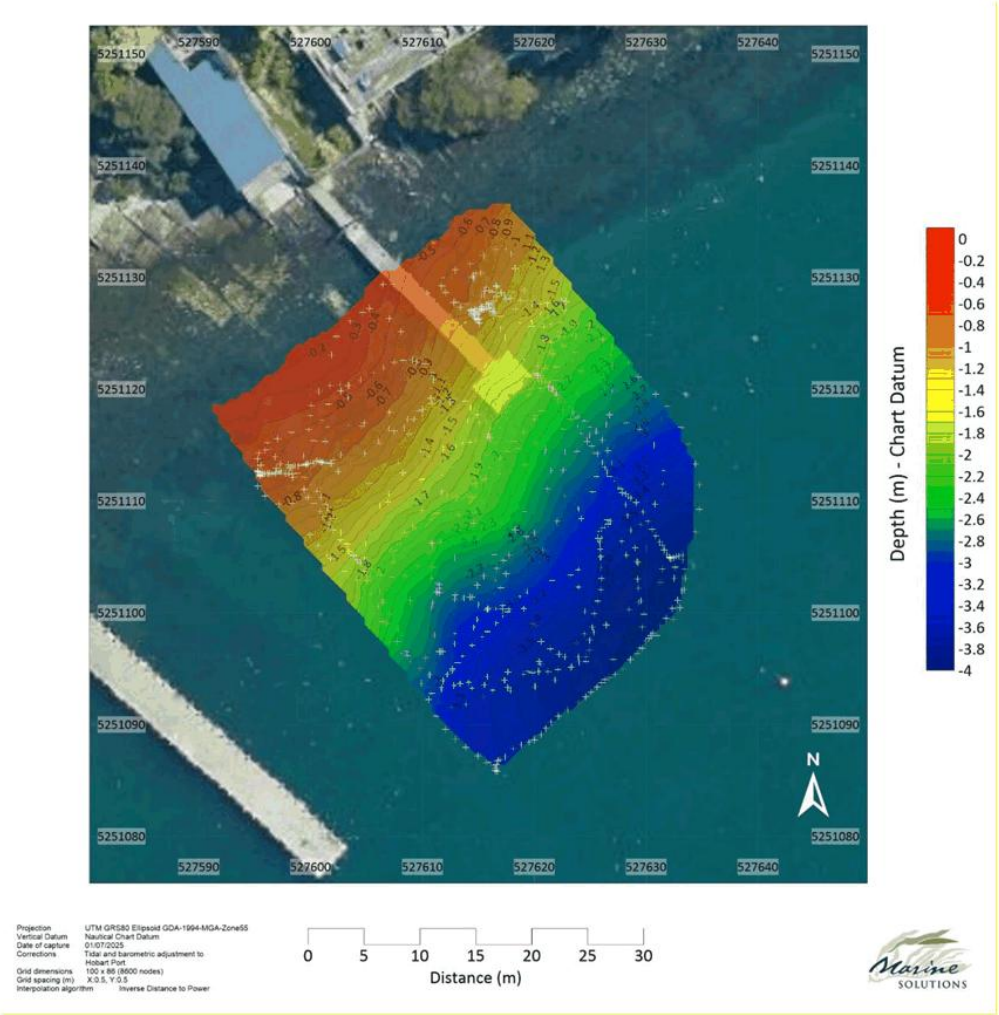


Figure 9 Bathymetric contour map of the proposed development footprint including an environmental buffer zone at 11 Marine terrace. The map is tidally and barometrically corrected to Chart Datum.

5 Recommendations & Conclusions

The scope of this report extends only to the marine environment. Relevant experts (e.g. terrestrial, avian) should be consulted to ensure there are no unacceptable impacts to sensitive receptors that are outside the scope of this report.

Based on desktop and field findings, the following impact mitigations have been proposed for species and habitats that were identified as relevant to the proposed development area.

5.1 Marine Mammals

Marine mammals may be present periodically in the vicinity of the proposed development and as discussed in Section 2.1.2.12, acoustic disturbance during construction may particularly affect marine mammals that rely on acoustic cues for social and reproductive behaviours (Erbe 2018).

Key mitigation:

It is recommended that standard operating procedures outlined in Underwater Piling Noise Guidelines (Government of South Australia, 2012) be adopted during construction works (e.g. piling) that may produce underwater impulse sound to minimize potential impacts on threatened marine mammals. The guidelines states that a 300 m radius exclusion zone should be applied around the construction site. This zone should be monitored for marine mammals prior to and during construction activities. Should any marine mammals be sighted within the exclusion zone, construction works should be halted until such time that no marine mammal has been sighted for 30 minutes. A slow start-up of construction works is recommended to avoid causing unnecessary shock to animals and to allow them to vacate the area.

5.2 Invasive Species

Key mitigation:

Introduction of marine pests are not thought to be a high consideration for this development. However, should marine construction equipment be sourced from outside the Derwent River system, or be leaving the system to travel elsewhere at the completion of work, a management system for cleaning including any ballast tanks and hull fittings should be introduced to mitigate the risk of spreading any introduced species. Existing state legislation provides controls by which to prevent the translocation of marine pest species.

5.3 Sediment displacement

Arsenic, copper and lead exceeded the ANZG (2018) lower DGV at both sample sites. Lead, zinc and mercury exceeded the ANZG (2018) upper DGV at both sample sites. The Derwent River is known to be highly contaminated, largely due to historical industrial activities within the Derwent catchment therefore these results are expected.

Key mitigation:

It is recommended that construction avoid any unnecessary disturbance of the benthos. Any construction phase which is likely to result in sediment being disturbed or agitated should implement the use of sediment controls such as silt curtains. Containing sediment plumes within the footprint of the development will avoid unnecessary localised impacts to marine flora, fauna, habitats and water quality. Additionally, the use of pile casings around each pile will assist in isolating the area during pile driving and prevent contaminated sediments from mixing with the ambient environment.

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7 Appendices

Appendix 1. EPBC Protected Matters Summary

Summary of the *EPBC Act* PMST findings within 5,000 m and 500 m of the project.

	Item	5 km buffer		500 m buffer		Cross-reference Section of this report
		# ID'd by PMST	Incl. # aquatic matters	# ID'd by PMST	Incl. # aquatic matters	
Matters of National Environmental Significance	**World Heritage Places**	1	0	0	0	N/A
	National Heritage Places	2	0	0	0	N/A
	Wetlands of International Importance	1	1	0	0	N/A
	Great Barrier Reef Marine Park	0	0	0	0	N/A
	Commonwealth Marine Area	0	0	0	0	N/A
	Listed Threatened Ecological Communities	4	1	3	1	Section 2.1
	Listed Threatened Species	68	9	62	8	Section 2.1
	Listed Migratory Species	32	5	32	5	Section 2.2
	Nuclear actions	*Not listed by PMST – none known.*				N/A
	Water resources	*Not listed by PMST – none known.*				N/A
Other Matters Protected by EPBCA	Commonwealth Land	24	0	6	0	N/A
	Commonwealth Heritage Places	4	0	3	0	N/A
	Listed Marine Species	53	15	53	15	N/A
	Whales and Other Cetaceans	7	7	7	7	N/A
	Critical Habitats	0	0	0	0	N/A
	Commonwealth Reserves Terrestrial	0	0	0	0	N/A
	Commonwealth Reserves Marine	0	0	0	0	N/A
	Habitat critical to survival of marine turtles	0	0	0	0	N/A
Extra Information	State and Territory Reserves	14	0	0	0	N/A
	Regional Forest Agreements	1	0	1	0	N/A
	Nationally Important Wetlands	0	0	0	0	N/A
	EPBC Act Referrals	16	0	4	0	N/A
	Key Ecological Features	0	0	0	0	N/A
	Biologically Important Areas	5	1	5	1	N/A
	Bioregional Assessments	0	0	0	0	N/A
	Geological and Bioregional Assessments	0	0	0	0	N/A

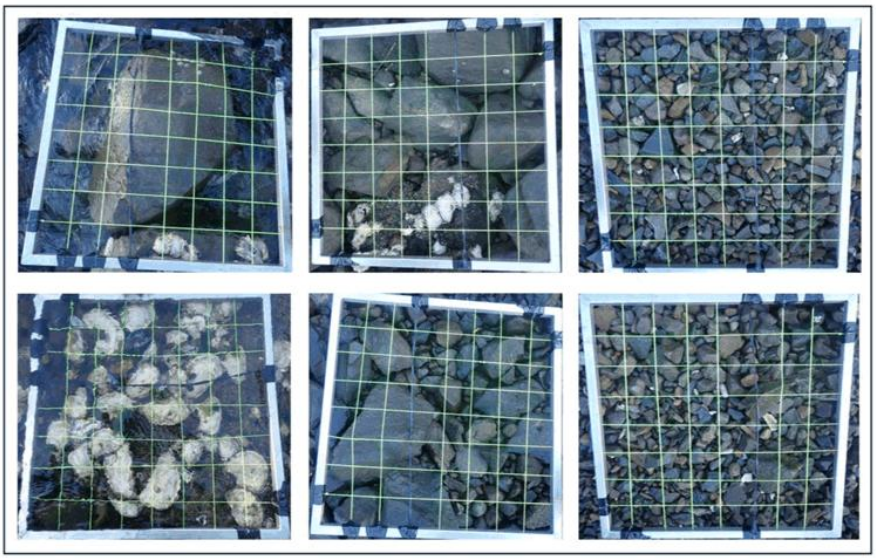
Appendix 2. Operational Summary

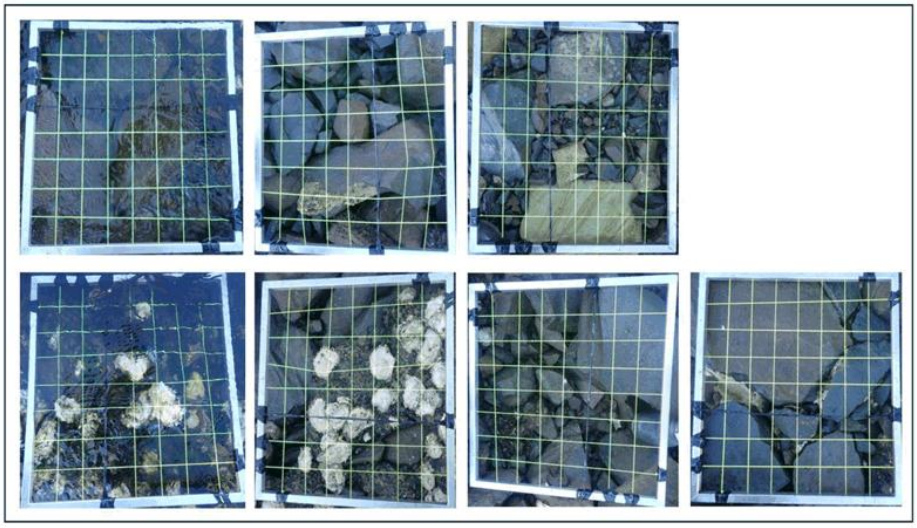
Date	Personnel	Time (start)	Time (end)	Cloud	Rain	Swell	Wind	Tide	Works conducted
1/07/2025	J. Watling G. Williams	9:00	11:00	5	N/A	Calm	Calm	Low rising	- Habitat survey - Handfish survey - Sediment sampling - Intertidal Survey

Appendix 3. GPS Positions of sampling locations

Name	Zone	Easting	Northing	Notes
Sediment 1	55G	527617.42	5251130.04	
Sediment 2	55G	527613.50	5251111.07	

Appendix 4. Intertidal Quadrats





Appendix 5. Species and Habitat Photos

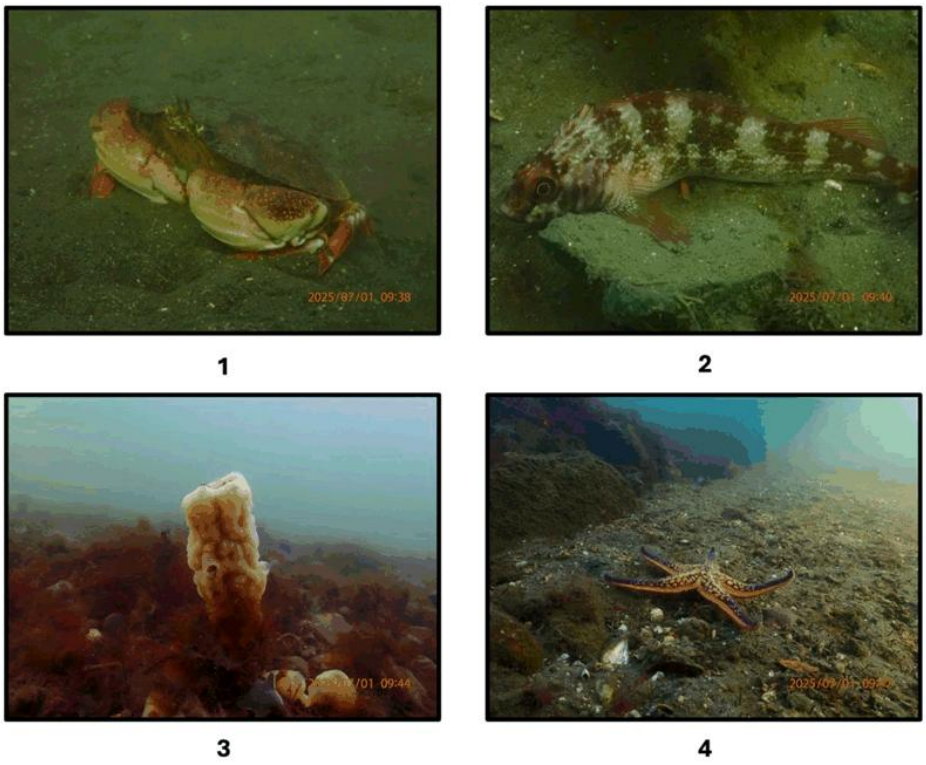


Figure 10 Photo 1: Piecrust crab *(Metacarcinus novaezelandiae)*. Photo 2: Many-rayed threefin *(Forsterygion varium)* recorded at >20cm. Photo 3: Sponge surrounded by red algae. Photo 4: North Pacific seastar *(Asterias amurensis)* in typical cobble and sand mix habitat next to boulders present within the proposed development footprint.

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Statement of Historical Archaeological Potential and Archaeological Impact Assessment

Jetty Works
11 Marine Terrace, BATTERY POINT, TASMANIA

Brad Williams
Historical Archaeologist

For Mr. Jim Wilson

September 2025

Contents:

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

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1. Introduction and executive summary

This report has been commissioned by Mr. Jim Wilson In response to a request for further information from the Tasmanian Heritage Council (THC) as part of the replacement of an existing jetty in the Derwent River adjacent to 11 Marine Terrace, Battery Point. Specifically, the requested information was as follows:

> *Please provide a statement of archaeological potential, authored by a suitably qualified archaeologist, in relation to all ground disturbance required for the proposed works, including any removal of existing jetty posts. Areas of archaeological potential include both land and submarine portions of the registered place.*

The subject site is contained within the area registered on the Tasmanian Heritage Register known as *Battery Point Shipping Activity Places – Part 5* (THR ID# 10691) as defined by Central Plan Registry plan 6784.

Accordingly, the brief for this project was to provide a statement of historical archaeological potential (SoHAP) for the area proposed for the works (the *subject site*). If archaeological potential is identified, then to undertake an archaeological impact assessment and method statement. Accordingly, this document has been prepared with regard to the Tasmanian Heritage Council's Practice Note 2 – *Managing Historical Archaeological Significance in the Works Application Process* [1], and the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research on Registered Places*[2].

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

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

Figure 1.1 – A recent aerial image of the subject site. Adapted from www.thelist.tas.gov.au

Figure 1.2 – Cadastral parcels surrounding the subject site. Adapted from www.thelist.tas.gov.au

It is concluded that the subject site generally has little or no archaeological potential, limited only to the concept of land reclamation that was a peripheral part of a more intensive nearby shipyard. The nature of that reclamation is not conducive to the preservation of archaeological remains. The in-situ rails and remnant slip/winch track is most likely to be associated with later domestic boat haulage or later small-scale shipyard use, rather than the more significant early shipyard activities nearby.

It is concluded that the development is unlikely to result on any adverse archaeological impact.

2. Archaeological methodology

Further to the THC's Practice Note 2 and Research Guidelines (as cited above), this statement of archaeological potential is derived from a process which identifies the potential of the site to yield archaeological remains, the significance of any remains, and their potential to yield meaningful information about the site, and which might contribute to relevant key archaeological and historical themes. The following briefly outlines the methodology followed:

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

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

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

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

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

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

3. Historical background of the subject site

3.1. Source material

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

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

Primary sources

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

- Lands Tasmania – Land Data Branch, historic map collection (held by the Tasmanian Archive and Heritage Office) and aerial photo index (available via DPIPWE ArcGIS system)
- Tasmanian Archive and Heritage Office historic map series (PH, AB317 & CSO series).
- National Archives of Australia Railway survey series (P1330).
- State Library of New South Wales historic map series (CB series).

A brief understanding of possible disturbance history was gained both through examination of secondary sources (below) and searches of underground asset registers through the BYDA system.

Secondary sources

No specific secondary source documents were found of relevance to the subject site, although the following works give are useful in understanding the wider shipbuilding and maritime activities undertaken nearby and adjacent to the subject site and the wider Hobart waterfront area:

- Solomon, R. (1976): *Urbanisation: The Evolution of an Australian Capital.* Angus and Robertson Publishers.

- Mays, N. (2014): *Spirited, Skilled and Determined. The Boat and Ship Builders of Battery Point 1835-1935.*
  Published by the author.
- HDLC. Pty. Ltd. (2008): *Battery Point Slipyards Conservation Management Plan.*
  Hobart City Council).

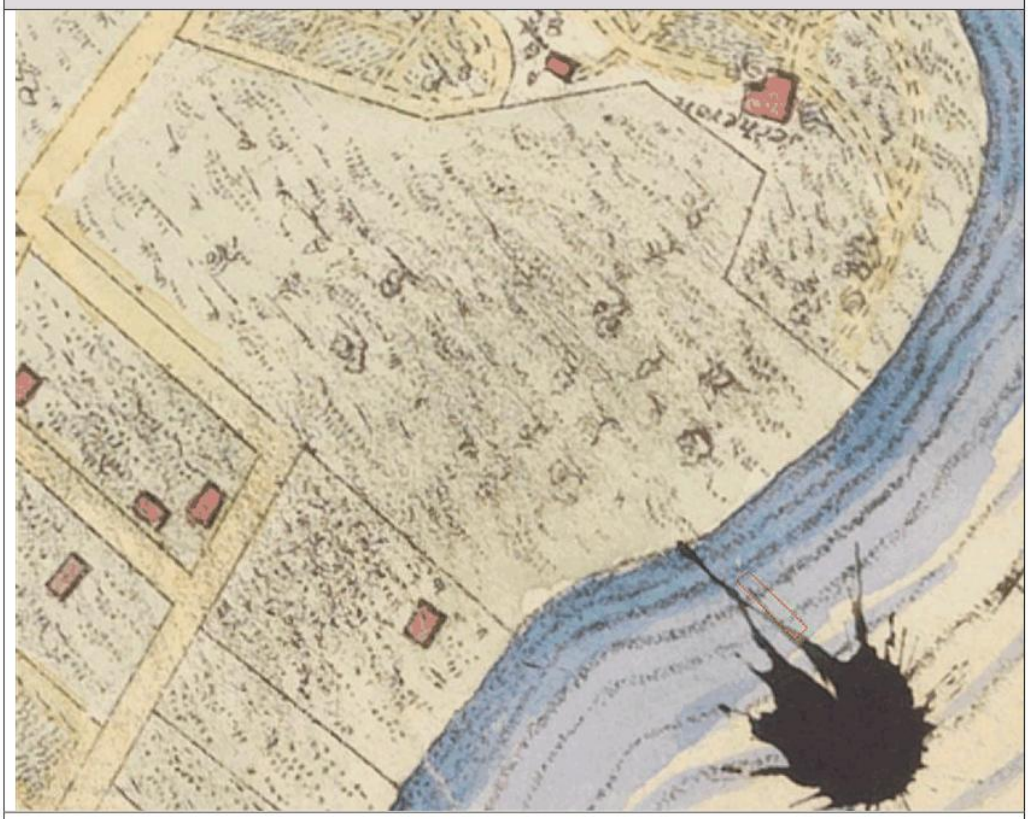
3.2. Analysis of historical sources

As per the archaeological methodology detailed in Section 2, the initial assessment of archaeological potential relies on an understanding of the physical development of the subject site, in order to gain an understanding of the location and types of structures and activities previously undertaken on the site, as well as other site formation processes such as deposition, fill, disturbance etc.

The following survey plans were drawn from various collections and were georeferenced across a wider area in order to gain a 'best-fit' overlay using the current street grid as well as extant buildings from that period as reference points and to depict the subject sites with a good degree of accuracy in relation to historic features. Commentary as to the expected accuracy of each plan is discussed in the individual assessment of each subject site. Historical imagery in the form of photographs and artworks are also used to build the physical development history. The following survey plans were used in this assessment:

The following tables depict the subject site and specifically considers the possible archaeological resources on the subject site, as informed by georeferencing against each of the survey plans cited above (where relevant).

Figure 3.1 – 1836 Hughes map, State Library of New South Wales, FL3.718508.

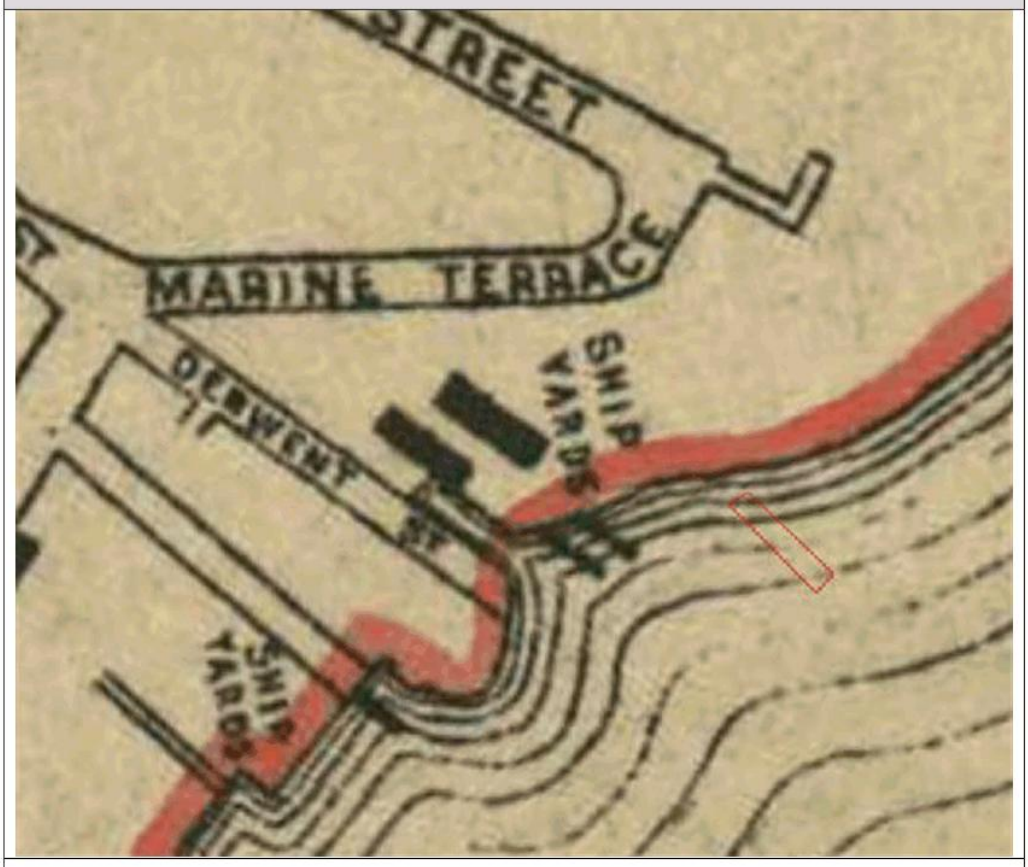


Hughes' 1836 map of Hobart and surrounds shows the early development of the Battery Point area. Whilst this survey plan is not highly accurate in terms of precise building locations and footprints, is comparatively accurate in depicting general areas of development and the street grid. This shows the subject site within the Derwent River (probably the inter-tidal zone). William Sorrell's 90-acre allotment, from which Battery Point is derived, had been subdivided in the preceding decade and urbanisation of Battery Point had not yet occurred.

Figure 3.2 - 1845 Sprent survey, Libraries Tasmania (AB317).

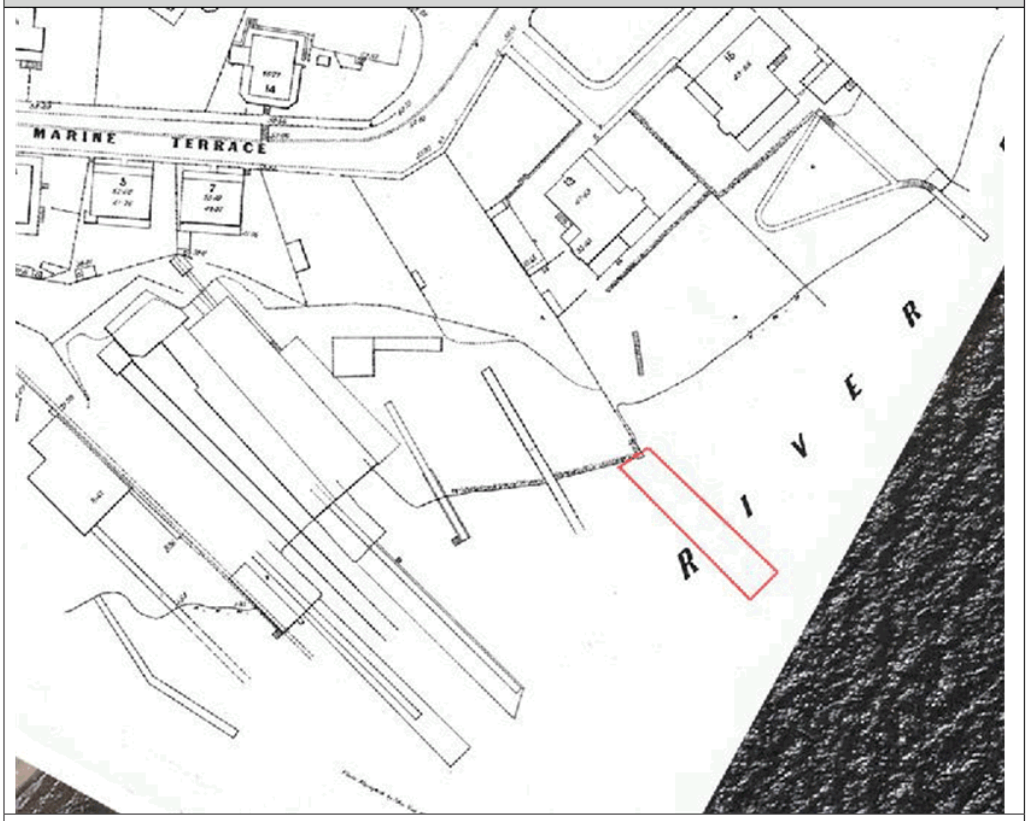
Sprent's 1845 map of Hobart and surrounds is considered to be one of the most accurate depictions of the layout of early Hobart buildings and the street grid, although it is limited to buildings (and parts of buildings) which were visible from public vantage points. Nonetheless, this survey shows the further subdivision of the former larger allotments of Battery Point and depicts the line of Marine Terrace and Mona Street with smaller allotments fronting those streets (probably as later notations). The subject site is within a the Derwent River with a part depicted as within the intertidal zone.

Figure 3.5 – Hobart Map 106, c1890, Lands Tasmania.



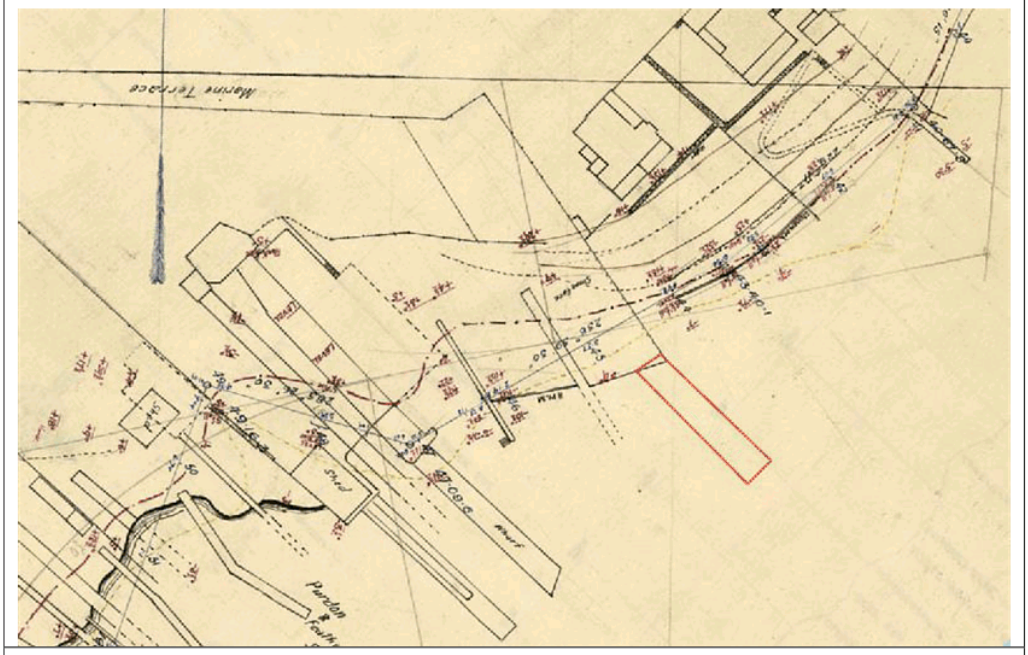
Following the suburbanisation of the surrounding Battery Point area largely a result of the subdivision of the Kermode Estate, by 1890 the streets surrounding the subject site have been formalised. Adjacent to the subject site, the first generaiton of shipyards have been established, although there is still no development within the subject site.

Figure 3.6 - 1908 Metropolitan Drainage Board maps (Sheet 35, Libraries Tasmania TL.MAP 881.11).



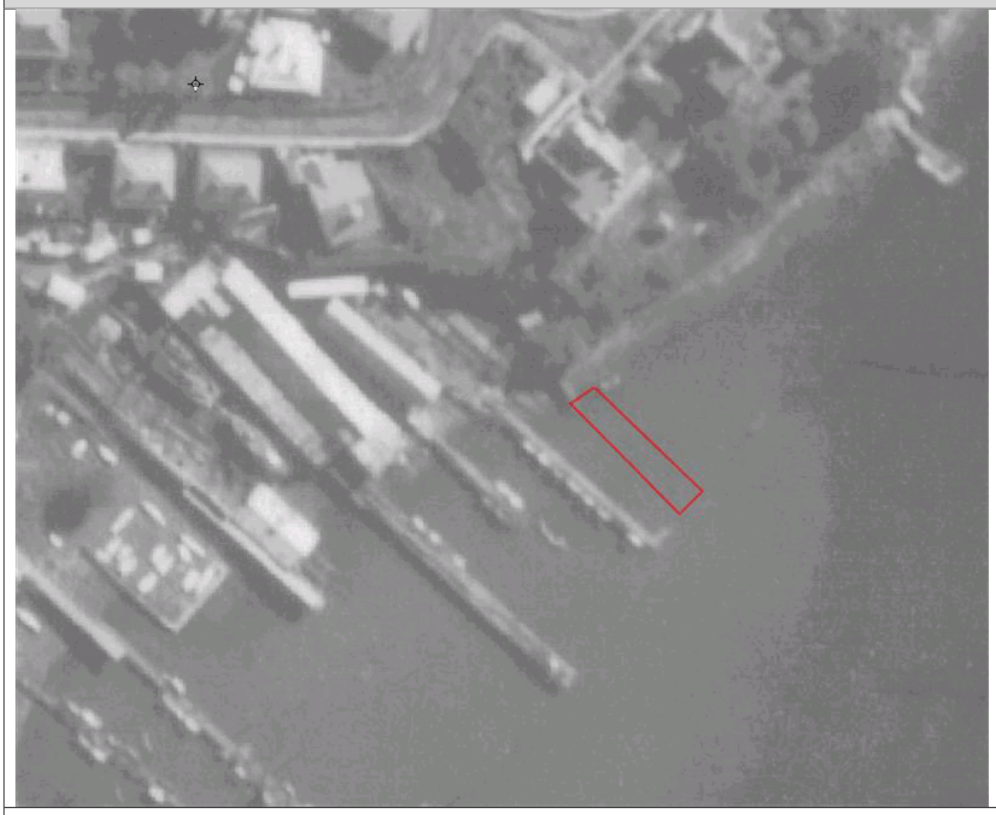
The 1908 Metropolitan Drainage Board survey of Hobart (State Library of Tasmania) shows that by that time the surrounds of the subject site had been subdivided and it appears that some reclamation had occurred on the foreshore, probably associated with the adjacent shipyards. The land portion of what is now 11 Marine Terrace appears to be associated with the wider shipyards area. A series of piers and slipways had been established to the south (probably also shown in less detail on the 1890 map) however the subject site is still devoid of any development, however what may be a retaining wall is depicted on the northern edge.

Figure 3.7 – 1922 Huon Railway survey, National Archives of Australia, P1330:9536 (record 7812488-1).



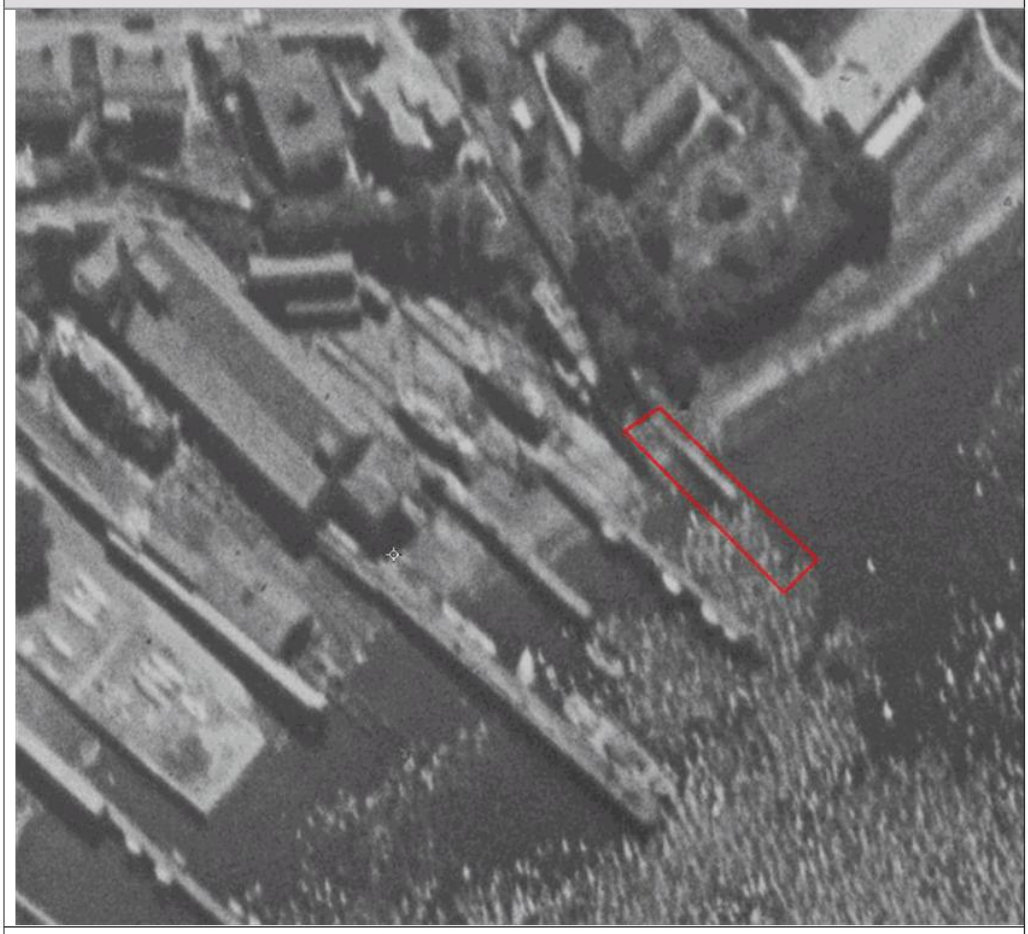
The 1922 Huon Railway survey shows the subject site and possible retaining wall on the northern portion in the same form as per the 1908 survey. Intensive slips and ship building yards are shown to the south, however the subject site is still devoid of any development.

Figure 3.8 – 1946 aerial photograph survey, DPIPWE 1946 Hobart Run 1, 10893.



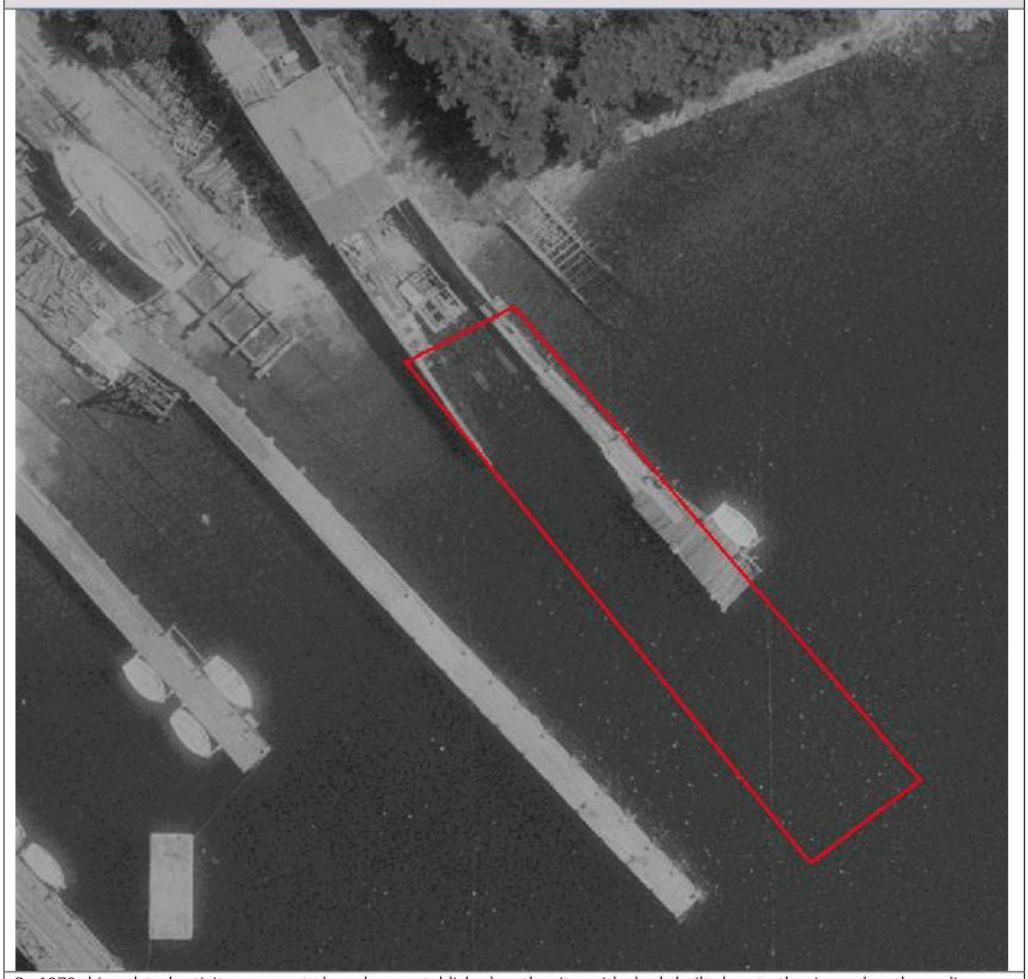
The 1946 aerial photograph of the area still shows the subject site devoid of development. Again, adjacent shipbuilding/slipyard activity appears to be intensive.

Figure 3.9 – 1957 aerial photograph survey. Lands Tasmania 0326-121.



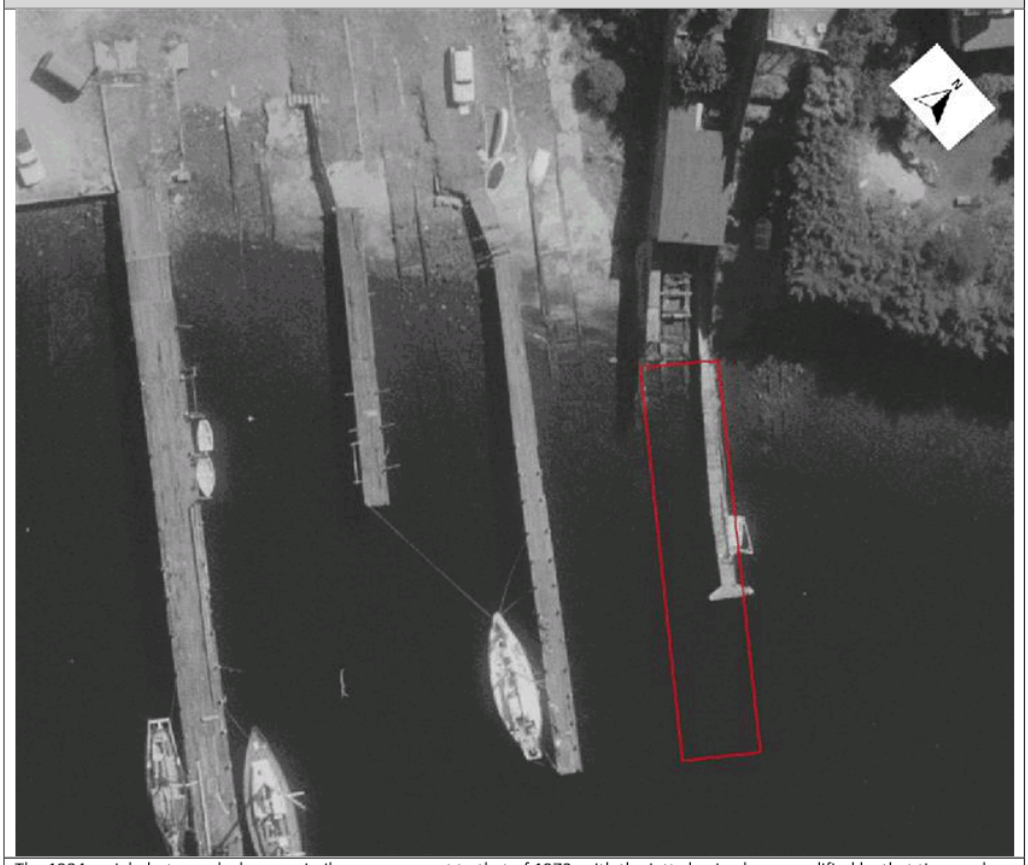
The 1957 aerial photograph of the area shows that a jetty had been established in the line of that existing (albeit shorter) and that the existing residence on the Marine Terrace frontage of the site had been built. It is unclear whether this jetty was related to shipping activities or a private jetty for the new residence. Again, adjacent shipbuilding/slipyard activity appears to be intensive.

Figure 3.10 – 1973 aerial photograph. Lands Tasmania 0635-120.



By 1973 ship-related activity appears to have been established on the site, with sheds built close to the river edge, the earlier jetty extended and a slip installed in the centre of the water frontage of the site. Note that the projection of the adjacent Purdon and Featherstone slip to the west is unlikely to intersect the subject site.

Figure 3.11 – 1984 aerial photograph. Lands Tasmania 0995-124.



The 1984 aerial photograph shows a similar arrangement to that of 1973, with the jetty having been modified by that time and the continuation of shipping activity on the shore side of the subject site.

From the above historical overview of the environs of the subject site, the following can be summarised:

- The subject site has always been within the Derwent River or inter-tidal zone, probably pushed more towards inter-tidal with the reclamation of land in the last half of the c19th.
- Subdivision surrounding and including the subject site to an urban form occurred during the 1860s and surrounding domestic development occurred from that time, however the site itself was not developed until the mid-c20th.

- What was to become the Purdon and Featherstone shipyards/slipway was developed adjacent to the subject site in the 1860s and operated for over a century. The subject site appears to have never had a direct working association with those yards, or if so that was not until around 1970.

4. Site observations

The above historical overview shows that the first apparent major cultural activity on the subject site was the small area of foreshore reclamation that appears to have occurred during the late c19th or early c20th. This reclamation appears to extend just to the northern edge of the subject site.

The foreshore reclamation area consists of a very inconsistent fill of boulders and cobblestones, which have been roughly bound (probably at a later time) by a thick concrete render. A small jetty of mid-c20th origins (but with later modifications) projects off this area with a mortared rubble infill on the land end. Overall, this reclamation is unremarkable and probably represents an evolving area of fill that would have been maintained, filled and modified during its 130+ year life. The nature of the fill, being coarse rubble, is not contusive to the survival of any archaeological deposition and there is no substantial built infrastructure in this area.

There is a pair of rails extending from the shed to the water with a central (displaced) winch (slip) track. These are likely to be contemporary with, or later than the c1970 boatshed adjacent and are not considered to be of any particular merit. Whilst these may be of historical interest to the evolution of this site, their archaeological significance or potential is limited.

Observation within the inter-tidal zone does not reveal any item of archaeological merit, however the deeper water was not observed as part of this assessment. A natural Values Assessment report was reviewed as part of this project, which notes the 'old infrastructure' close to the shore and does not note any such infrastructure further offshore. Although not the focus of that assessment, the presence of any major submerged infrastructure is likely to have been noted as that may provide habitat for species which were the subject of the survey.[3]

Overall, site observations concluded that the area of reclamation and any infrastructure associated with that later c20th shed are not of any historical nor archaeological interest. These merely represent a typical example of opportunistic foreshore access not uncommon around the waterfront. Historically these do not appear to have any association with the adjacent (and likely archaeologically significant) former Purdon and Featherstone shipyard, or if there was an association that was during a later period of operation (i.e. c1970 or after).

[3] Marine Solutions Tasmania Pty. Ltd. *Marine NVA for 11 Marine Terrace, Battery Point.* June 2025.

Overall, site observations do not indicate any obvious significant archaeological potential within the subject site.

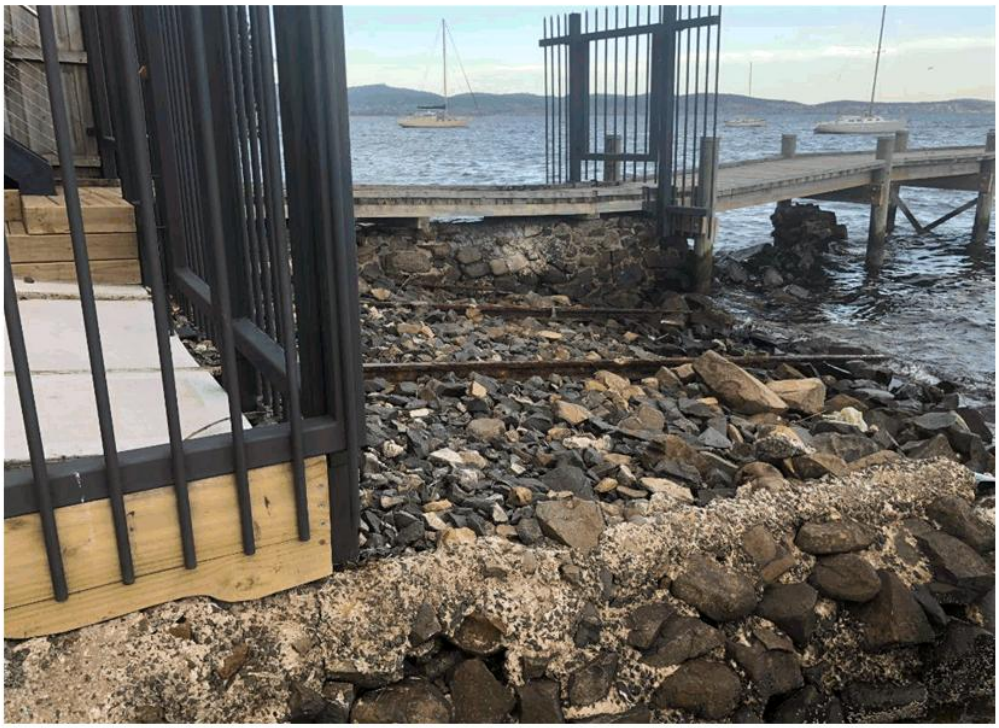


Figure 4.1 – Detail of the nature of the reclamation fill. Note the slip rails.

5. Archaeological potential of the subject site

The Tasmanian Heritage Register datasheet for *Battery Point Shipping Activity – Part 5* includes 11 Marine Terrace. The statements of significance as articulated on that datasheet include:

A) The place is important to the course or pattern of Tasmania's history.

> *The Battery Point Shipping Activity Places - Part 5 at 11 Marine Terrace, is of historic cultural heritage significance for its ability to demonstrate the development of the shipbuilding industry of the area in the nineteenth century. The area is significant for its representation of the slipyard activity and shipbuilding at Battery Point.*

C) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

> *The subsurface deposits of the Battery Point Shipping Activity Places - Part 5 are artefacts in the archaeological sense of being the tangible products of human behavior. As such they have the potential to yield information that will contribute to a greater understanding of Tasmania's history. This site has the potential to explore sequences of construction and the shipbuilding industry during the 19th century, and changes in technology. Such tangible evidence has the potential to create new knowledge and to expand on existing knowledge. The potential information from this site may also contribute to wider research frameworks within or outside Australia.*

The datasheet attributes that significance to association with the Purdon and Featherstone shipyards. The research undertaken here as presented in Section 3 has determined that most of the subject site was never a part of those shipyards, despite being the direct neighbor, or if there was any association this was during a later period (i.e. c1970 or later) when the earliest shipping activities began on that part of the shore. The only possible association appears to be the possible peripheral use of the rough rubble reclaimed area at the edge of the shipyards directly on the shore frontage of 11 Marine Terrace, which may have occurred as an informal or opportunistic arrangement. This reclamation appears to have occurred between 1890 and 1908, therefore does not represent the earlier phase of the nearby shipyard activities. All early depictions of the Purdon and Featherstone shipyards place major infrastructure off this part of the subject site and there is nothing to suggest that any intensive shipyard activity occurred on the subject until the later phases of peripheral shipyard use. The 1920s-60s depictions of the reclaimed area (i.e. the time of Purdon and Featherstone's peak operations) do not indicate any infrastructure in that area (except for a c1950s jetty, which may have merely been for domestic use), accordingly the archaeological potential is considered to be low.

As stated above, the in-situ rails and slip mechanism are more likely to be associated with the later c20th domestic boatshed use, or later smaller-scale shipyard use of the site and not the more significant Purdon and Featherstone activities nearby.

It is concluded that the subject site has low archaeological potential. The only archaeological significance attributed to the subject site is the notion of land reclamation peripheral to more intensive nearby shipyard activities.

6. Archaeological impact assessment

It is proposed to demolish the shore-end of the existing jetty, with retention of the seaward end, and to redirect the shore end further south-west to meet the retained portion. The rationale of this modification is to resolve the fact that part of the existing structure occupies submerged land owned by 13 Marine Terrace. The documentation relied upon this assessment is that which is included in DA PLN-HOB-2025-0291 as submitted with the application.

The potential impact to any archaeological remains would be limited to the removal of the sections of existing jetty, piling for the new jetty, and removal of some rubble structure on the shore-end of the existing jetty. As per the assessment in Section 4, it is not considered that the subject site has any high degree of archaeological potential and it is concluded that the proposal **is unlikely to result in any adverse archaeological impact.**

Tasmanian Government

Department of Natural Resources and Environment Tasmania

GPO Box 44, Hobart, TAS 7001 Australia
Ph 1300 TAS PARKS / 1300 827 727 Fax 03) 6223 8308
www.parks.tas.gov.au

Enquiries: Tanya Simm
Phone: 6165 4691
Email: tanya.simm@parks.tas.gov.au
Our ref: 25/1851

25 July 2025

Mr James Wilson
Tas Vestments Pty Ltd
11 Marine Terrace
BATTERY POINT TAS 7004

E: jim.multi@yahoo.com.au
jen@arencoholdings.com.au

Dear Mr Wilson,

LODGEMENT OF PLANNING APPLICATION
JETTY RELOCATION
MARINE TERRACE, BATTERY POINT

This letter, issued pursuant to section 52(1B) of the *Land Use Planning and Approvals Act 1993* (LUPAA), is to confirm that the Crown consents to the making of the enclosed Planning Permit Application, insofar as the proposed development relates to Crown land managed by the Department of Natural Resources and Environment Tasmania.

Crown consent is only given to the lodgement of this application. Any variation will require further consent from the Crown.

This letter does not constitute, nor imply, any approval to undertake works, or that any other approvals required under the *Crown Lands Act 1976* have been granted. If planning approval is given for the proposed development, the applicant will be required to obtain separate and distinct consent from the Crown before commencing any works on Crown land.

If you need more information regarding the above, please contact the officer nominated at the head of this correspondence.

Yours sincerely,

Jesse Walker
Unit Manager (Assessments)

Instrument of Revocation and Delegation

DELEGATION OF THE DIRECTOR-GENERAL OF LANDS' FUNCTIONS UNDER THE *LAND USE PLANNING AND APPROVALS ACT 1993*

I, JASON JACOBI, being and as the Director-General of Lands appointed under section 7 of the *Crown Lands Act 1976*, hereby revoke any previous delegation made pursuant to section 52(1E) of the *Land Use Planning and Approvals Act 1993* ("the Act") and, acting pursuant to section 52(1E) of the Act, I hereby delegate the functions described (by reference to the relevant provision of the Act and generally) in Schedule 1, to the persons respectively holding the offices of Deputy Secretary (Parks and Wildlife Service) (position number 700451), General Manager (Park Operations and Business Services) (position number 708581), Manager (Property Services) (position number 707556), Unit Manager (Operations) (position number 702124) and Unit Manager (Assessments) (position number 334958) in accordance with the functions delegated to me by the Minister administering the *Crown Lands Act 1976,* by instrument dated 9 November 2023.

SCHEDULE 1

Provision	**Description of Functions**
Section 52(1B)	Signing, and providing written permission for, applications for permits in relation to Crown land.

Dated at HOBART this 29 day of July. 2024

.....
Jason Jacobi
DIRECTOR-GENERAL OF LANDS

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
150155	2
EDITION	DATE OF ISSUE
2	06-Jun-2017

SEARCH DATE : 19-Jun-2025
SEARCH TIME : 02.03 PM

DESCRIPTION OF LAND

City of HOBART
Lot 2 on Plan 150155
Being the land described in Conveyance No. 66/4951
Excepting thereout Part of Lot 1 (25.4m2) P150154
Derivation : Part of 90 Acres Located to W. Sorell
Prior CT 47358/2

SCHEDULE 1

M631266 TRANSFER to HUTCHEON HOLDINGS PTY LTD Registered 06-Jun-2017 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
E93051 MORTGAGE to Commonwealth Bank of Australia Registered 06-Jun-2017 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

the LIST

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

OWNER GUY STEPHEN MONTAGUE GREEN
PATRICIA MARY HOSKING

FOLIO REFERENCE 47358/2 & 47358/3

GRANTEE PART OF 90A-0R-0P LOC. TO WILLIAM SORELL.

PLAN OF TITLE

LOCATION
CITY OF HOBART

FIRST SURVEY PLAN No. 13/22 DO

COMPILED BY DAVID B MILLER

SCALE NIL. LENGTHS IN METRES

REGISTERED NUMBER
P150155

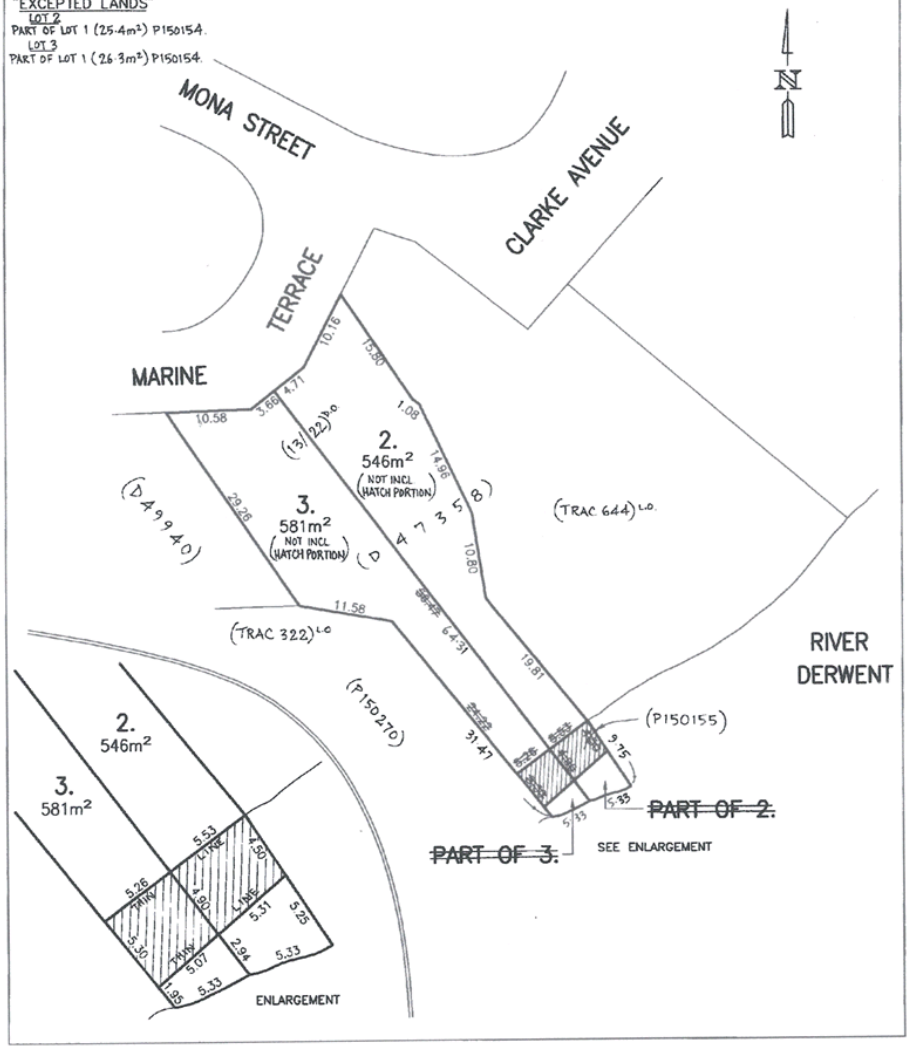
APPROVED 17 AUG 2007
Alice Kawa
Recorder of Titles

MAPSHEET MUNICIPAL CODE No.	LAST UPI No.	LAST PLAN No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
114 (5225-52)	2119602 .GCK19.	D 47358	

SKETCH BY WAY OF ILLUSTRATION ONLY

BALANCE PLAN

"EXCEPTED LANDS"
LOT 2
PART OF LOT 1 (25.4m²) P150154.
LOT 3
PART OF LOT 1 (26.3m²) P150154.



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
150154	1
EDITION	DATE OF ISSUE
1	19-Sep-2007

SEARCH DATE : 19-Jun-2025
SEARCH TIME : 03.03 PM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 150154
Derivation : Part of 90 Acres Located to W. Sorell
Prior CTs 47358/2 and 47358/3

SCHEDULE 1

C765834 C765837 HOBART CITY COUNCIL Registered 19-Sep-2007 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

the LIST

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

OWNER GUY STEPHEN MONTAGUE GREEN
PATRICIA MARY HOSKING

FOLIO REFERENCE 47358/2 & 47358/3

GRANTEE PART OF 90A-0R-0P LOC. TO WILLIAM SORELL.

PLAN OF SURVEY

BY SURVEYOR DAVID B MILLER

LOCATION

CITY OF HOBART

SCALE 1: 100 LENGTHS IN METRES

REGISTERED NUMBER
P150154

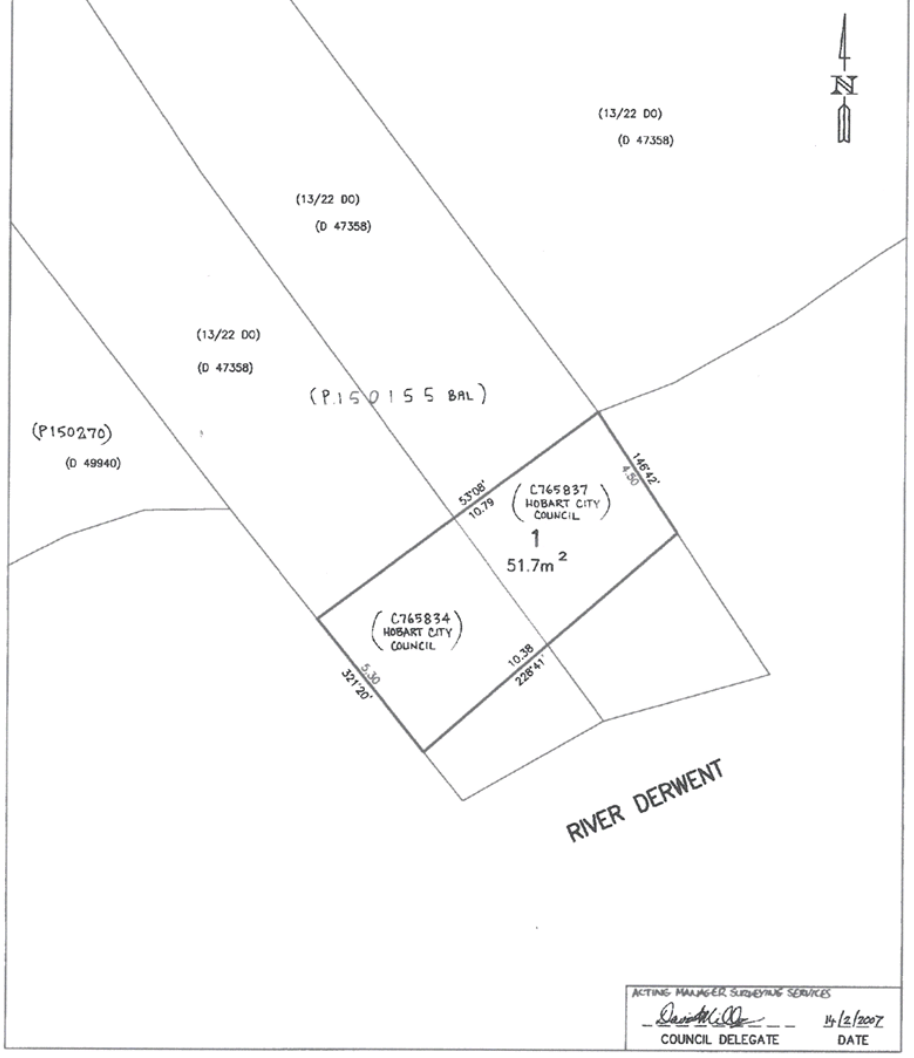
APPROVED 17 AUG 2007
~~EFFECTIVE~~ FROM
Alice Kawa
Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 114 (5225-52)

LAST UPI No. 2119602, GCK19

LAST PLAN No. D 47358

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



ACTING MANAGER, SURVEYING SERVICES
COUNCIL DELEGATE 14/2/2007 DATE

CERTIFICATE OF TITLE

LAND TITLES ACT 1980

TASMANIA

TORRENS TITLE

VOLUME	FOLIO
150155	3
EDITION	DATE OF ISSUE
5	24-Aug-2021
Page 1	of 1

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

Recorder of Titles

RECORDER OF TITLES TASMANIA

DESCRIPTION OF LAND

City of HOBART
Lot 3 on Plan 150155
Being the land described in Conveyance No. 68/2070
Excepting thereout Part of Lot 1 (26.3m2) P150154
Derivation : Part of 90 Acres Located to W Sorell
Derived from Statement No. Y.15,821
Prior CT 47358/3

SCHEDULE 1

M565458 & E163380 TRANSFER to JAMES SUTTER WILSON
Registered 29-Mar-2021 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

11 Marine Tce
Battery Point

WARNING: BEFORE DEALING WITH THIS LAND SEARCH THE CURRENT FOLIO OF THE REGISTER

26 June 2025

Mr Stewart Hutcheon
Director
Hutcheon Holdings Pty Ltd
13 Marine Terrace
BATTERY POINT TAS 7004

Dear Stewart,

NOTICE OF PROPOSED WORKS – DEVELOPMENT APPLICATION

I write to advise that I am in the process of submitting to the Hobart City Council a Development Application which relates to my jetty.

As you are aware there is a small triangular section of the constructed jetty which currently sits on part of your title at 13 Marine Terrace. The proposed works and the precise area of your land which is affected by those works are shown in the plan annexed to this letter.

I am advised that because the works affect part of your title (as shown on the plan) I am required to provide a formal notice to you as the property owner of the intention to proceed with the Development Application with respect to the subject work. Accordingly I ask that you treat this letter as a formal notice. Further details can be found in the Development Application which will be advertised and you will receive as an adjoining owner a separate notice from Council.

Yours sincerely,

Jim Wilson

Licence

[DPIPWE Ref: 021189]

Date 4 JANUARY 2018

The Honourable Guy Barnett MP
(being and in his capacity as the Minister administering the *Crown Lands Act 1976* (Tas))
(Licensor)

and

Tas Vestments Pty Ltd (ACN 052 408 492)
(Licensee)

and

The person or entity (if any) named in Item 1
(Guarantor)

THE CROWN SOLICITOR OF TASMANIA
Executive Building
15 Murray Street Hobart Tasmania 7000
GPO Box 825 Hobart Tasmania 7001
Telephone: (03) 6165 3650
Facsimile: (03) 6173 0265
File Ref: 009682-18
Doc Ref: sandr535.docx

Licence

Details and recitals

Date: 4 JANUARY 2019

Parties:

Name	**The Honourable Guy Barnett MP** (being and in his capacity as the Minister administering the *Crown Lands Act 1976* (Tas))
Short form name	**Licensor**
Notice details	C/- Department of Primary Industries, Parks, Water and Environment, GPO Box 44, Hobart, Tasmania 7001 Telephone:(03) 6169 9015 Email: Not stated Attention: Secretary, Department of Primary Industries, Parks, Water and Environment

Name	**Tas Vestments Pty Ltd**
ACN/ARBN/ABN	052 408 492
Short form name	**Licensee**
Notice details	PO Box 832, Morningside, Queensland 4170 Telephone: (07) 3890 1213 Email: jen@arencoholdings.com.au Attention: Not applicable

Name	**The person or entity (if any) named in Item 1**
Short form name	**Guarantor**
Notice details	Refer Item 1

Recitals:

A. Pursuant to the provisions of the Act, the Licensor as Minister may licence Crown land to any person on such terms as the Licensor thinks fit.

B. The Licensor acting under the powers conferred by the Act (and in particular the Section of the Act) has agreed to grant the Licensee a licence of the Licensed Area in accordance with this Licence and the Act.

C. The Licensee has agreed to accept a licence of the Licensed Area in accordance with this Licence and the Act.

Information Table

Item 1 Page 1:	Guarantor's details
Name: ACN/ARBN/ABN: Notice details:	Not Applicable.

Item 2 (clause 1.1): Licensed Area
All that area of Crown land situated at 11 Marine Terrace, Battery Point in Tasmania identified by Property Identification Number 5599286 being approximately 80m^2 shown outlined in red on the Plan.

Item 3 (clause 1.1): Improvements
Jetty and slipway on the Licensed Area as owned by the Licensee.

Item 4 (clause 1.1): Commencement Date
1 September, 2018.

Item 5 (clause 1.1): Expiry Date
31 August, 2043.

Item 6 (clause 1.1): Term
The period of twenty five (25) years.

Item 7 (clause 3): Licence Fee
$1,440.00.00 per annum as adjusted in accordance with the Special terms and conditions.

Item 8 (clause 3.1): Fixed Licence Fee
Not Applicable.

Signing

Signing by Licensor

Signed as a deed for **The Crown in Right of Tasmania** (acting through the Minister administering the *Crown Lands Act 1976* (Tas)) by the person named below in the presence of the witness named below:

Signature: →

*Print name: KATHRYN JANET CLARK

*Position and Position Number: MANAGER, CROWN LAND SERVICES 707556

Please complete: Acting pursuant to an instrument of DELEGATION dated 21ST NOVEMBER 2018

*Use BLOCK LETTERS

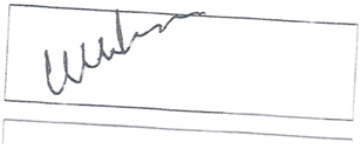
Witness' signature: →

*Witness print name and position: ASHLEY MCQUEEN SENIOR CROWN LAND OFFICER

*Witness print address: 8/134 MACQUARIE ST HOBART TAS 7000

Signing by Licensee

Executed as a deed by **Tas Vestments Pty Ltd** (ACN 052 408 492) in accordance with section 127(1) of the *Corporations Act 2001* (Cwlth):

Signature: →		Signature: →	
*Print name and office held:	James Sutter Wilson Sole Director and Sole Company Secretary	*Print name and office held:	

*Use BLOCK LETTERS

Note: In the case of a company that has only one director and one secretary, show the office held as 'SOLE DIRECTOR AND SOLE COMPANY SECRETARY'

MAP OF SUBJECT AREA
LOCALITY: 11 MARINE TERRACE, BATTERY POINT

PLAN IS FOR ILLUSTRATION PURPOSES ONLY

Licence Area

Hobart City Council Title

Wilson Title to High Water Mark

Locality Point

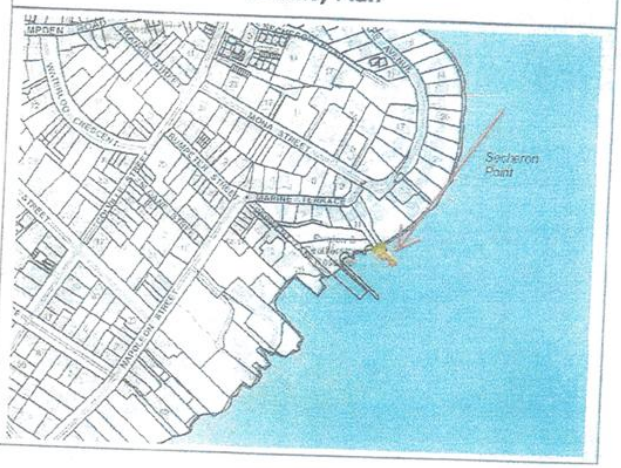
File No: LM-LM-CW-021189

Area: ± 80m²

PID: 5599286

Licensee: Tas Vestments Pty Ltd

Locality Plan



PLANNING ASSESSMENT REPORT

Type of Report:	Committee
Committee:	05 November 2025
Expiry Date:	06 November 2025
Application No:	PLN-HOB-2024-0621
Address:	63 DAVEY STREET HOBART TAS 7000, 61 DAVEY STREET HOBART TAS 7000, 186 MACQUARIE STREET HOBART TAS 7000 AND ADJACENT ROAD RESERVE
Applicant:	Yiannis Tellyros 346 Tranmere Road, Tranmere, Tasmania, Australia, 7018
Proposal:	Demolition, New Building for Visitor Accommodation and Hotel Industry (Bar), and Associated Infrastructure Works
Representations:	Three (3)
Performance criteria:	Zone Development Standards; Road and Railway Assets Code; Parking and Access Code; Stormwater Management Code; Historic Heritage Code

1. Executive Summary

1.1. Planning approval is sought for Demolition, New Building for Visitor Accommodation and Hotel Industry (Bar), and Associated Infrastructure Works at 63 DAVEY STREET HOBART TAS 7000, 61 DAVEY STREET HOBART TAS 7000, 186 MACQUARIE STREET HOBART TAS 7000 AND ADJACENT ROAD RESERVE.

1.2. The proposal includes:

- the demolition of the existing building and the construction of a six-storey hotel, an associated bar and on-site valet parking for up to 38 cars within two basement levels.
    - The proposed building presents as a three-storey podium at the street edge, behind which a six-storey component rises.
    - Proposed external materials and the form of the building differ between the front podium with its more traditional proportions and design elements and the six-storey component extending behind

and above, where a more modern design approach has been taken.

- The front podium incorporates brick clad walls and a custom-orb clad hipped roof with a more traditional but contemporary pattern of fenestration, while the rear component combines precast concrete, large areas of glazed panelling and brass window surrounds.

- Infrastructure works to support the development extending onto the adjacent properties at 186 Macquarie Street and 61 Davey Street.

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

1.3.1. Setback – D22.4.2 P1

1.3.2. Residential and Visitor Accommodation Amenity – D22.4.9 P1

1.3.3. Waste Storage and Collection – D22.4.10 P3

1.3.4. Existing Road Accesses and Junctions – E5.5.1 P3

1.3.5. Number of Bicycle Parking Spaces – E6.6.4 P1

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

1.3.7. Number of Vehicle Accesses – E6.7.1 P1

1.3.8. Layout of Parking Areas – E6.7.5 P1

1.3.9. Lighting of Parking Areas – E6.7.7 P1

1.3.10. Stormwater Drainage and Disposal – E7.7.1 P1; P2

1.3.11. Demolition – E13.8.1 P1

1.3.12. Buildings and Works, other than Demolition – E13.8.2 P1

1.3.13. Building, Works and Demolition – E13.10.1 P1

1.4. Three (3) representations objecting to the proposal were received within the statutory advertising period between 25/09 and 09/10/2025.

1.5. The application was considered by the Urban Design Advisory Panel at its meeting of 13 May 2025. In the context of the provisions on which they were asked to comment, aside from some concerns regarding a lack of side and rear setback and some finer detailing of various elements, the Panel was broadly supportive of the application.

1.6. The proposal is recommended for approval subject to conditions.

1.7. The final decision is delegated to the Planning Committee because the application is for a major development.

2. Site Detail

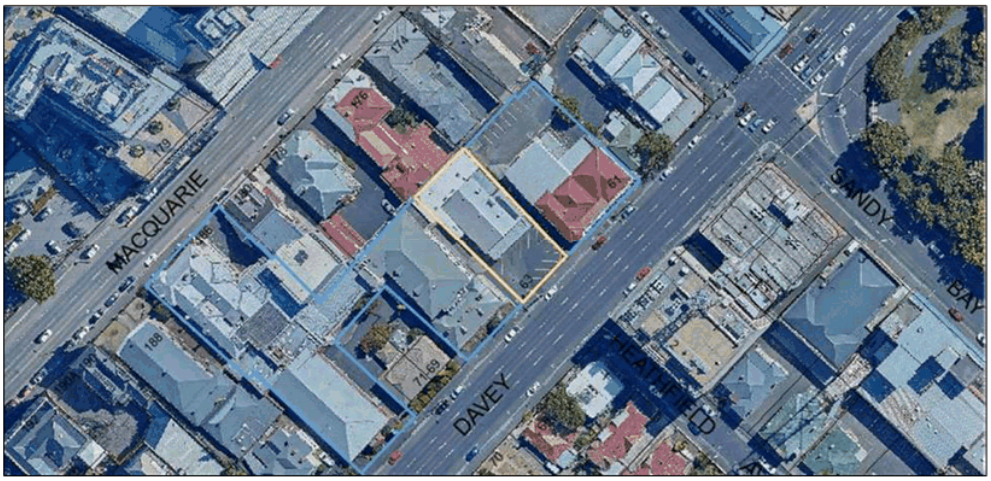


Figure 1: The primary development site 63 Davey Street is outlined in yellow, with the adjoining 61 Davey Street and 186 Macquarie Street outlined in blue (Source: Council ArcGIS).

2.1. 63 Davey Street, Hobart (Figures 1 and 2) has an area of approximately 810m² and contains a single storey brick building that has in the past been used by the Navy Club of Tasmania and more recently as an antiques dealership (the Sullivans Cove Emporium), and then as a dance studio. The site has a south-easterly facing frontage to Davey Street. The adjacent properties at 186 Macquarie Street and 61 Davey Street are included in the description of the site as sewer infrastructure works within 186 Macquarie Street's basement car parking level and 61 Davey Street's open rear carpark are proposed in order to adequately cater for the servicing of the proposed development.

Figure 2: The site's existing Davey Street frontage (Source: Google Streetview).

2.2. The property and the land to the north-east and south-west is within the Hobart 1 Heritage Precinct. The adjoining properties (61 Davey Street, and 174, 176, and 186 Macquarie Street) are also individually listed as heritage places within the Historic Heritage Code of the *Hobart Interim Planning Scheme 2015*. The adjoining properties are also listed on the Tasmanian Heritage Register and the site is mapped as having archaeological potential (Figure 3).

2.3. The adjacent property to the north-east (at 61 Davey Street) contains a substantial two storey building that is used for consulting rooms and also includes the Royal Australian Air Force Museum/RAAF Association. The adjacent property to the south-west (part of 186 Macquarie Street) contains one of the several buildings that make up the St Helens Hospital complex. The properties to the rear of the site with frontage to Macquarie Street are used as consulting rooms and offices.

2.4. Under the *Hobart Interim Planning Scheme 2015*, the site is located within the Central Business Zone and lies within the Central Business Core Area for height (Figures 4 and 5). The site is not within the Active Frontage Overlay and Davey Street is not a Solar Penetration Priority Street. The site's Davey Street frontage faces south-east.

Figure 3: Showing heritage listings for the site and area. Burgundy denotes both Tasmanian Heritage Council and Hobart Interim Planning Scheme 2015 heritage listing. Light purple denotes a Tasmanian Heritage Council listing only. Red denotes Hobart Interim Planning Scheme 2015 heritage listing only. Light blue denotes a Heritage Precinct. The hatching indicates the area of archaeological potential (Source: Council ArcGIS).

Figure 4: Showing the zoning of the site under the Hobart Interim Planning Scheme 2015 and surrounding area. The site is bordered in light blue. The blue denotes the Central Business Zone, the grey denotes the Urban Mixed Use Zone, and the green denotes the Open Space Zone (Source: Council ArcGIS).

Figure 5: The site is bordered blue. The light blue highlighting is the Central Business Core Height Area, the yellow is the Central Business Fringe Height Area, the orange indicates a solar penetration priority street (Source: Council ArcGIS).

3. Proposal

3.1. Planning approval is sought for Demolition, New Building for Visitor Accommodation and Hotel Industry (Bar), and Associated Infrastructure Works at 63 DAVEY STREET HOBART TAS 7000, 61 DAVEY STREET HOBART

TAS 7000, 186 MACQUARIE STREET HOBART TAS 7000 AND ADJACENT ROAD RESERVE.

3.2. More specifically the proposal is for the demolition of the existing single storey building at 63 Davey Street and associated on-site parking spaces in the forecourt to allow for the development of a six-storey boutique hotel providing 67 one-bedroom guest rooms, an associated bar and on-site valet parking for up to 38 cars within two basement floor levels.

- The proposed building presents as a 3-storey podium within 15m of the street frontage suggested to draw upon the dominant characteristics of the various 2-3 storey heritage buildings evident along the street and reintroduce a strong street-edge.
- The entrance to the ground floor, parking area and Levels 1 and 2 are incorporated into the front podium form, with a hipped roof design reminiscent of the built form elements within the local streetscape.
- The ground level of the building, aside from the entrances, includes a lobby, bar, storage and servicing spaces.
- Levels 1 and 2 extend from within and behind the podium element, each accommodating 18 guest rooms.
- Level 3 is set approximately 15m back from the frontage behind the podium, accommodating 13 guest rooms and incorporating a green roof and guest balcony behind the hipped roof of the podium.
- Level 4 is also set 15m back from the frontage and accommodates 13 guest rooms.
- Level 5 includes a green roof and glass atrium, with the solid form of the services core set back approximately 25m from the frontage to Davey Street. This floor supports 5 guest rooms, along with the glass atrium.
- Proposed external materials, and the form of the building differ between the front podium with its more traditional proportions and design elements and the levels extending behind and above, where a more modern design approach has been taken. The front podium incorporates brick clad walls and a custom-orb clad hipped roof with a more traditional but contemporary pattern of fenestration, while the rear element combines precast concrete, large areas of glazed panelling and brass window surrounds.
- What appears to be stone-clad garden beds up to a maximum height of just over 1m are set forward of the building and to either side of the main pedestrian access stairs. These incorporate fire and water services infrastructure and also provide for a level of consistency between the building and the front boundary line where, similar to adjacent properties elevated, stepped garden bed boundary walls, and solid brick fences adjacent to pedestrian entrances are a prevailing characteristic.

- Infrastructure works are also proposed within the basement car parking level and open rear parking area of the adjacent properties at 186 Macquarie Street and 61 Davey Street.

- The proposed building has a maximum height of 41.8m AHD (approximately 19 metres above natural ground level) measured to the top of its central-left rooftop plant.

- The total gross floor area of the proposed building is approximately 4,630m^2, including the area of the two basement parking levels.

3.3. Notably and although representing a taller building on the site and as compared to many of those upon surrounding properties, the proposed development does not exceed and therefore complies with permitted height standards (acceptable solutions) for the Central Business Zone.

3.4. Images and plan excerpts of the proposed development:

Figure 6: Davey Street elevation of proposal, highlighting the immediate, front podium element. The six-storey component rises behind (Source: JAWS Architects).

Figure 7: North-eastern side elevation of proposed development (Source: JAWS Architects).

Figure 8: South-western side elevation of proposed development (Source: JAWS Architects).

Figure 9: North-western, rear elevation of proposed development (Source: JAWS Architects).

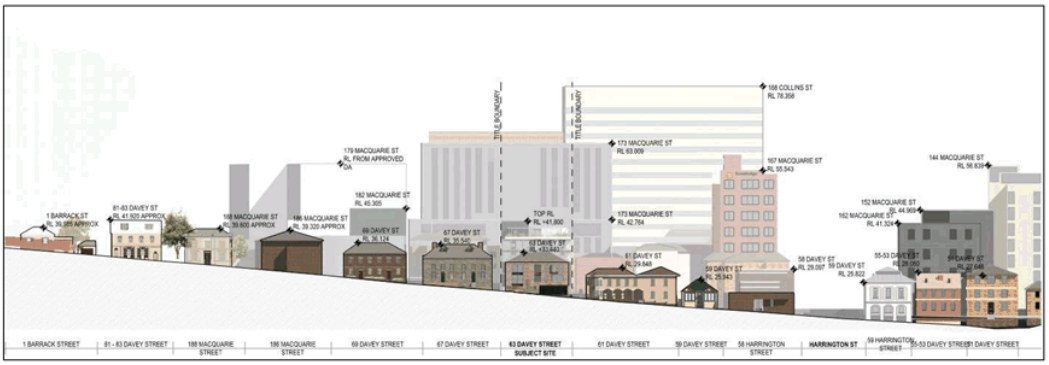


Figure 10: The proposed development (centre) inserted into the Davey Street streetscape context, highlighting the front podium element in the immediate streetscape (Source: JAWS Architects).

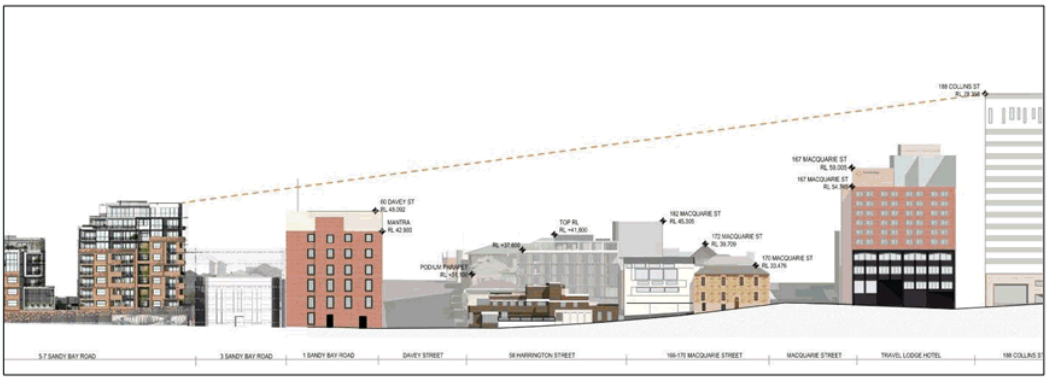


Figure 11: The proposed development inserted into the background of the Sandy Bay Road/Harrington Street streetscape context (Source: JAWS Architects).

Figure 12: Render of the proposed development (middle right) as viewed from down Davey Street adjacent to St Davids Park (Source: JAWS Architects).

Figure 13: Render of the proposed development as viewed from slightly downhill and across Davey Street (Source: JAWS Architects).

Figure 14: Render of the proposed development as viewed from slightly uphill and across Davey Street (Source: JAWS Architects).

4. Background

4.1. In November 2020 Council refused an application for a new building housing 30 Multiple Dwellings and 21 Student Accommodation Units on the site due to non-compliant and unsupportable height and heritage impacts. This refusal was appealed, with the design eventually revised to reduce its height so as to meet permitted Planning Scheme standards, and also to adjust its design appearance in an attempt to appease heritage concerns. The revision halved the number of multiple dwellings to 15. Despite negating the refusal ground on height due to now being compliant, Council's refusal of the proposal was upheld by the Resource Management and Planning Appeal Tribunal on the grounds of heritage impact, which remained as a concern.

4.2. The current, redesigned proposal was considered by the Council's Urban Design and Advisory Panel in May 2025. The Panel noted that considerable work had been done since previous designs were presented, and thought that the proposal showed improved proportion, scale and rhythm in response to the streetscape, and was on balance acceptable and respectful towards the significant heritage precinct it sits within, notwithstanding some finer detail being lacking.

4.3. There was some concern raised by the Panel however about the proposal's townscape response, and how it may impact the visual link between significant public open space and the city's landform horizons. It was deemed that the

proposal would impact view lines defined within the *Hobart Interim Planning Scheme 2015* and the Central Hobart Plan.

4.4. There was also concern raised that the proposal would insert a prominent form in the pattern of the surrounding townscape resulting in the loss of a sense of topographic layering.

4.5. Overall however, the Panel acknowledged the proposal's townscape character was much more responsive through its reduction in building height, than what had previously been submitted, and whilst firm in their townscape concerns, did not see this as an aspect that alone would challenge the Panel's support for the proposal.

4.6. Nonetheless, the Panel did perceive the design of the building being built to the limits of the site as problematic and noted that in particular there is no proposed setback of the building on the North-eastern boundary. Whilst height and street setback of the building appear satisfactory, the Panel fell the proposal fell short on providing reasonable setback and articulation and interfacing with the northeast boundary.

4.7. The Panel had strong concerns about approving a building with significant areas of glazing, necessary for hotel rooms, to the edge of the site as a precedent for future developments for this area. Overlooking on to the adjoining site, and the impact on the rear of the neighbouring site (61 Davey Street) would be significant. Noting as well that the impact would be in both directions i.e. overlooking the neighbouring site and looking back into the rooms.

4.8. The Panel felt the rear building component was less nuanced and didn't fully achieve the sense of "lightness, elegance and rhythm" that the proponents described as their design intent. In comparison, the street-facing building is more successful in its intent to "repair the streetscape".

4.9. Overall, the Panel thought the proposal fitted into the current and future Central Hobart Plan proposed building envelope and had addressed the previous proposal's detrimental visual and spatial impact. In detail though, the Panel had concerns; the Central Hobart Plan would seek the use of a setback or party wall to the side and rear boundaries. This proposal typically had neither. The Panel was generally concerned by the lack of setback from boundary to the proposed building facades on the North-eastern and upper North-western boundaries and emphasised that, whilst technically acceptable, this is not a preferred design response for a tower building form boundary interface within an inner-city context. The Panel also thought that there were some ideas that remained unresolved that could have a greater contribution to the overall project. For instance, the proposal shows conceptual urban greening elements including two green roof terraces, however landscape design is not included in the documentation, leading to a concern that the design intent of the green roofs may not be fully realised.

4.10. The full minutes of the Urban Design Advisory Panel meeting where the proposal was considered can be found at Attachment C to this report.

4.11. GMC for proposed works in Council's Road Reserve (up to face of kerb) was granted for the current proposal in February 2025.

5. Concerns raised by representors

5.1. Three (3) representations objecting to the proposal were received within the statutory advertising period between 25/09 and 09/10/2025.

5.2. The following 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.

1. Heritage and Character of the Area The block is predominantly made up of heritage buildings. New developments should match the height and scale of existing structures. The proposed building is too tall and has a blocky appearance that clashes with the surrounding architecture. 2. Inappropriate Comparisons The hospital site and building should not be used as a precedent due to its unique community benefits, which justify different planning allowances. 3. Architectural Style All roof structures should be hipped to preserve the character of the block. 4. Visual Impact The proposed structure is too large and obstructs views to the mountain, which are protected under the planning scheme's urban amphitheatre provisions.
1. Impact on Heritage Values The height of the rear section of the proposed development is seen as overwhelming and detrimental to the heritage significance of: - 67 & 61 Davey Street - 174, 176, and 178 Macquarie Street A reduction of at least one storey is recommended to preserve the character of this heritage precinct. 2. Support for the Proposal's Streetscape Compatibility The podium infill is supported as it appears to respect and enhance the existing streetscape along Davey Street.

1. Access and Parking Disruption

Sewer Pipe Upgrade: Will affect parking and access for staff, tenants, and RAAFA members at 61 Davey Street.

Driveway Access: The only access to 61 Davey Street must remain open and safe at all times during demolition and construction.

Street Parking: Limited due to existing bike lanes; further reduced by construction vehicles and proposed hotel operations.

Disabled Access: Essential for elderly clients and veterans; a previous request for a disabled parking space was denied.

2. Noise, Dust, and Operational Impact

Hearing Clinic Sensitivity: Cannot operate with noise or vibration; lacks soundproof facilities.

General Business Disruption: Excessive noise and dust would affect all tenants and increase maintenance costs.

Museum Preservation: Dust could damage irreplaceable memorabilia housed in the Tasmanian RAAF museum.

3. Structural and Excavation Concerns

Excavation Risks: Two basement levels may cause vibration and structural damage to 61 Davey Street.

Condition Surveys: RAAFA requests pre- and post-construction surveys to assess and address any damage.

4. Economic and Tenancy Risks

Property Valuation: Long-term construction may negatively affect the value of 61 Davey Street.

Tenant Stability: Disruption could lead to loss of tenants, financial hardship, and reduced income for RAAFA.

5. Traffic and Safety Issues

Traffic Volume: Already high; construction and hotel operations would worsen congestion and crash risk.

Valet Parking System: Could cause traffic queuing and block access to 61 Davey Street.

Waste Removal: Proposed use of public parking for waste collection contradicts policy and adds safety concerns.

6. Heritage and Archaeological Impact

Colonial Heritage: Site has high archaeological potential; excavation should be preceded by an impact assessment.

Aboriginal Heritage: No registered Aboriginal relics found, but scope of assessment was limited.

Conclusion

RAAFA Management strongly opposes the development unless all concerns are addressed with guarantees of no impact on 61 Davey Street during and after construction.

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.

6.2. This site is located within the Central Business Zone of the *Hobart Interim Planning Scheme 2015*.

6.3. The previously approved use of the site is General Retail and Hire, although this use has been ceased for some time. No use appears to currently occur on the site. A General Retail and Hire use is a No Permit Required Use in the zone. The proposed uses are Visitor Accommodation and Hotel Industry. Both proposed uses have Permitted use status in the zone.

6.4. The proposal has been assessed against

6.4.1. D22.0 Central Business 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. E13.0 Historic Heritage Code

6.5. The proposal relies on the following performance criteria to comply with the applicable standards:

6.5.1. Setback – D22.4.2 P1

6.5.2. Residential and Visitor Accommodation Amenity – D22.4.9 P1

6.5.3. Waste Storage and Collection – D22.4.10 P3

6.5.4. Existing Road Accesses and Junctions – E5.5.1 P3

6.5.5. Number of Bicycle Parking Spaces – E6.6.4 P1

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

6.5.7. Number of Vehicle Accesses – E6.7.1 P1

6.5.8. Layout of Parking Areas – E6.7.5 P1

6.5.9. Lighting of Parking Areas – E6.7.7 P1

6.5.10. Stormwater Drainage and Disposal – E7.7.1 P1; P2

6.5.11. Demolition – E13.8.1 P1

6.5.12. Buildings and Works, other than Demolition – E13.8.2 P1

6.5.13. Building, Works and Demolition – E13.10.1 P1

6.6. Each performance criteria is assessed below:

6.7. Setback – D22.4.2 P1

6.7.1. The Acceptable Solution A1 at clause D22.4.2 requires that building setback from frontage must be parallel to the frontage and must be no more than 0 m.

6.7.2. The façade of the proposed building includes a non-parallel front setback ranging from approximately 2.6m to 2.9m from the alignment of the front boundary of the site.

6.7.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied upon.

6.7.4. The performance criterion P1 at clause D22.4.2 provides as follows:

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

The Desired Future Character Statements provided for the area at clause 22.1.3 addressing the nominated Objectives for Townscape and Streetscape Character are:

(a) That the Central Business Zone provides a compact built focus to the region, reflecting an appropriate intensity in its role as the heart of settlement.
(b) That the Central Business Zone develops in a way that reinforces the layered landform rise back from the waterfront, having regard to the distinct layers of the landform, respecting the urban amphitheatre, including the amphitheatre to the Cove, while providing a reduction in scale to the Queens Domain, the Domain and Battery Point headlands and the natural rise to Barracks Hill (see Figures 22.7 and 22.8).
(c) That the Central Business Zone consolidates within, and provides a transition in scale from, its intense focus in the basin, acknowledging also the change in contour along the Macquarie Ridge, including both its rising and diminishing grades, including to the low point of the amphitheatre to the Cove (see Figures 22.7, 22.8 and 22.9).
(d) That the historic cultural heritage values of places and precincts in the Central Business Zone be protected and enhanced in recognition of the significant benefits they bring to the economic, social and cultural value of the City as a whole.

As the proposed development is located entirely within the Amenity Building Envelope (and does not exceed permitted height limits) within the Central Business Zone Building Height standards of the scheme, the Desired Future Character Statements regarding Building Siting, Bulk and Design at clause 22.1.3.2 do not apply.

6.7.5. Regarding the proposal's degree of consistency with the Desired Future Character Statements for townscape and streetscape character for the Central Business Zone area, it is considered that the development positively contributes to the intent to achieve a compact built focus in the city centre. It occupies what is an underdeveloped site and promotes the preferred scale of development by way of its compliant height. Accordingly, the proposal is considered to promote the reinforcement of the Central Business Zone's role as a regional focal point.

The proposed development adds to the layered landform as it rises back from the waterfront without becoming individually prominent. The taller part of the development complements the natural rise in the landform between Davey Street and the Macquarie Ridge. The front podium and recessed upper levels promote this transition in height from Davey Street to Macquarie Street, and vice versa back down toward the Cove amphitheatre.

The front podium's setback from the street demonstrates a level of consistency with the prevailing frontage setback of neighbouring

heritage buildings, allowing for a continuation of the theme of landscaped frontages and in doing so assisting to maintain a degree of visual harmony in the immediate streetscape.

The integration of the lower front podium element of the development with a more traditional hipped roof form promotes a dominant but also complementary streetscape element, assisting to reinforce the sense of traditional scale along this section and side of Davey Street, filling what is currently a gap in the otherwise consistently developed street edge. This design and the use of more traditional materials in proposal's podium sympathetically promotes the historic heritage values of the immediate area and wider Central Business Zone, whilst avoiding any unsavoury mimicry.

As mentioned, the front podium element of the development re-introduces and complements the existing street edge established by the remaining older buildings on this side of the Davey Street block. There is a distinct local pattern of a small front building setback allowing for areas of forecourt landscaping around pedestrian access points and this character has been incorporated into the front of the proposed development, particularly to either side of the pedestrian access steps and landing. The existing building on 63 Davey Street is an outlier in this regard, and the proposal therefore demonstrates a greater degree of consistency with the scheme standard than what is currently evident.

The proposed front setback of the development continues the street front alignment of the existing building uphill to the left on the adjacent property at 186 Macquarie Street (Davey Street frontage). Consequently, the proposed development and its frontage setback is well-integrated and therefore appropriate in this respect.

The front of the proposed development incorporates the previously mentioned garden beds, steps and landing, as well as entrance doors and vehicle access. There is minimal opportunity evident for the creation of entrapment spaces and no large variations to the building alignment are proposed.

6.7.6. The proposal complies with the performance criterion.

6.8. Residential and Visitor Accommodation Amenity – D22.4.9 P1

6.8.1. The Acceptable Solution A1 of clause D22.4.9 requires that Residential or visitor accommodation development must demonstrate that design elements are able to achieve internal noise levels in accordance with relevant Australian Standards for acoustics control (AS3671:1989 – Road Traffic Noise Intrusion (Building Siting and Construction) and AS2107:2016 – Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors)).

6.8.2. The proposal does not include a development-specific acoustic report to demonstrate that permitted levels will not be exceeded.

6.8.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied upon.

6.8.4. The performance criterion P1 at clause D22.4.9 provides as follows:

Residential or visitor accommodation development must demonstrate that design elements are able to achieve internal noise levels in accordance with relevant Australian Standards for acoustics control (including AS3671:1989 – Road Traffic Noise Intrusion (Building Siting and Construction) and AS2107:2016 – Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors)), unless:
(a) alterations required to meet these standards would negatively impact on historic cultural heritage values of an existing building listed as a place, or within a precinct, in the Historic Heritage Code; or
(b) external alterations of an existing building that are required to meet these standards would negatively impact on the streetscape.

6.8.5. The application has also been assessed by Council's Environmental Development Planner, who advises:

> While an acoustic assessment has not been submitted with the application, I am confident that appropriate selection of windows, doors and external cladding can ensure the relevant criteria of the Australian Standards can be satisfied.
>
> The proposal relates to a new building, rather than an existing building, so no alterations to a cultural heritage building would be required. The new building must therefore comply with the Australian Standards.
>
> The submitted planning report states the following:
>
> *The site has frontage to Davey Street, which is a category 1 road and carries significant volumes of traffic, including heavy vehicles which can generate significant noise emissions.*
>
> *Whilst an acoustic report has not been undertaken for this proposal, advice provided for similar developments along Macquarie Street (which also carries significant traffic volumes), have recommended windows/doors be designed as follows, to achieve the requirements under A1:*
>
> *• Glazed windows / doors should be designed with:*
> *o 6mm float class / 12mm gap / 6mm float glass Any operable windows/doors, including sliding doors, will require full perimeter seals.*
>
> *• For façade construction using lightweight external cladding:*
> *o 90 mm cavity with insulation, and 10 mm standard plasterboard internal linings is appropriate.*

However, any masonry construction is appropriate and can meet the required rating.

It is expected the above recommendations will be accommodated to ensure compliance with P1.

A condition is recommended for any permit granted requiring confirmation from a suitably qualified person of the required design elements to achieve compliance with the relevant criteria of the Australian Standards, and the implementation of the design elements when the building is constructed. Subject to condition, the proposal meets the performance criteria.

6.8.6. Subject to a condition, the proposal meets the performance criteria.

6.9. Waste Storage and Collection – D22.4.10 P3

6.9.1. The Acceptable Solution A3 at clause D22.4.10 requires that bulk waste bins must be collected on site by private commercial vehicles, and access to storage areas must:
(a) in terms of the location, sight distance, geometry and gradient of an access, as well as off-street parking, manoeuvring and service area, be designed and constructed to comply with AS2890.2:2018: Parking Facilities – Off Street Commercial Vehicle Facilities;
(b) ensure the vehicle is located entirely within the site when collecting bins; and
(c) include a dedicated pedestrian walkway, alongside or independent of vehicle access ways

6.9.2. The proposal includes servicing of and waste collection from the site by way of a private contractor utilising a revised on street parking area directly outside the hotel signed as a loading zone for parts of the day on weekdays and a no parking zone for all other times of the day and week.

6.9.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied upon.

6.9.4. The performance criterion P3 at clause D22.4.10 provides as follows:

A waste collection plan demonstrates the arrangements for collecting waste do not compromise the safety, amenity and convenience of surrounding occupants, vehicular traffic, cyclists, pedestrians and other road and footpath users, having regard to:
(a) the number of bins;
(b) the method of collection;
(c) the time of day of collection;
(d) the frequency of collection;
(e) access for vehicles to bin storage areas, including consideration of gradient, site lines, manoeuvring, direction of vehicle movement and pedestrian access;
(f) distance from vehicle stopping point to bins if not collected on site;

(g) the traffic volume, geometry and gradient of the street; and the volume of pedestrians using the street and whether it is a pedestrian priority street (Figure E6.7.12).

6.9.5. A Waste Management Plan has been prepared to support the development. The submitted planning consultant's report summarises that:

To ensure efficiency and avoid unnecessary turning manoeuvres, the waste collection vehicle will utilise the proposed on-street loading area.
It is anticipated bins will be transferred from the waste storage area, along the driveway and out to the on-street loading area. The distance between the storage and loading area is approximately 35m. This will be undertaken by the waste contractor at collection times, generally occurring between 7am and 8am.
Given the on-site parking area is to be valet managed and will occur prior to the standard guest check-out time (10am), these arrangements are considered appropriate.
The traffic flow along Davey Street is one-way and the loading area will ensure waste can be collected without unnecessary turning and reverse movements or impacts on the flow of traffic.
Davey Street is not a pedestrian priority street. However, waste collection will only occur 1 or 2 times per week between 7am and 8am, during which time pedestrian activity is likely to be low.
These arrangements reflect commercial waste collection across the city.

The proposed method of waste collection/site servicing is also addressed in and supported by the submitted Traffic Impact Assessment. Furthermore, the proposed arrangement as it involves and affects the kerbside operation of Davey Street has been reviewed and endorsed by the Department of State Growth, along with further consideration and endorsement by the Council's Transport and Traffic Engineer and Road Services Engineer.

The Department of State Growth's Traffic Engineering Technical Officer advises that:

The Department notes that the proposal requires the removal of one parking space (#1953) in order to permit 2-way vehicle access to the hotel and recommends the adjoining parking space (#1954) be signed as a Loading Zone between 7am-9am and 1pm-3pm Monday-Friday and a no parking zone for all other times to allow pick-up and drop-off of people.

The Department is not opposed to this arrangement and notes COH may be best placed to manage day-to-day parking arrangements.

The Department has recommended several standard conditions addressing access design and the installation of appropriate signage, as well as the need for works permits for works in the state road

reserve.

Standard conditions around the waste management and servicing of the development would also be included in any permit issued for the development.

6.9.6. The proposal complies with the performance criterion.

6.10. Existing Road Accesses and Junctions – E5.5.1 P3

6.10.1. The Acceptable Solution A3 at clause E5.5.1 requires that 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.

6.10.2. The proposal results in the annual average daily traffic (AADT) of vehicle movements, to and from a site increasing by more than 20% or 40 vehicle movements per day.

6.10.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied upon.

6.10.4. The performance criterion P3 at clause E5.5.1 provides as follows:

Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:
(a) the increase in traffic caused by the use;
(b) the nature of the traffic generated by the use;
(c) the nature and efficiency of the access or the junction;
(d) the nature and category of the road;
(e) the speed limit and traffic flow of the road;
(f) any alternative access to a road;
(g) the need for the use;
(h) any traffic impact assessment; and
(i) any written advice received from the road authority.

6.10.5. The application has also been assessed by the Council's Transport and Traffic Engineer and Senior Development Engineering Officer, who advise:

- Existing carpark served nine (9x) carparking spaces on-site.
- Proposed carpark will serve thirty eight (38x) carparking spaces on-site.
- Existing traffic activity estimated at < 50 vehicles/day.

The submitted Traffic Impact Assessment stated the following;

"With the vehicle turnover the same as indicated in the NSW Guide, the traffic generation can be expected to be:
- 93 vehicles/day; and

- 13 vehicles/hour during peak hours, mostly around the 9:00-10:00am during the main morning departure period and around the 3:00-4:00pm during the main afternoon arrival period.
At 100% car park occupancy levels, the proportional traffic activity would be 114 vehicles/day and 15 vehicles/hour at peak times."

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

(a) the increase in traffic caused by the use;
- Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment;

"In considering the relevant performance criteria, it has been concluded the proposed development will not have any impact or bearing on any outdoor activity while the use and activity resulting from the proposed development will not have any adverse effects on air quality or environmental health.
The proposed parking supply, with the additional 17 car parking spaces, will not result in any adverse traffic amenity, safety or environmental outcomes and the proposed car parking supply is therefore supported."

(b) the nature of the traffic generated by the use;
- Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment;

"the traffic generation by the proposed hotel development (using the driveway into and out of the hotel building) is expected to be around 114 vehicles/day, 15 vehicles/hour during the peak hour for the hotel and 13 vehicles/hour during the peak hour for the road network (Davey Street). This would be much the same as was using the existing driveway to the development site when St Helens Hospital was operational."

(c) the nature and efficiency of the access or the junction;
- Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment;

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

An assessment has been undertaken of the available sight distances at the junction of the development site driveway with Davey Street. The available sight distances are more than sufficient to meet AS 2890.1 requirements and hence the planning scheme. It is normally possible to see along Davey Street well beyond the Harrington Street intersection, i.e. distances of over 100m.

Consideration has been given to the proposed layout and design of the internal driveway, traffic circulation provisions and parking arrangements, having regard to accepted practices and relevant Australian Standards.

It has been concluded the design is satisfactory in meeting the requirement of AS 2890.1 and therefore the Planning Scheme."

(d) the nature and category of the road;
- Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment.

(e) the speed limit and traffic flow of the road;
- Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment;

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

Vehicles entering and exiting the development site driveway will turn right to and from the right-hand traffic lane in Davey Street which carries up to around 550 vehicles/hour in peak traffic periods.

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

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

An assessment has been undertaken of the available sight distances at the junction of the development site driveway with Davey Street. The available sight distances are more than sufficient to meet AS 2890.1 requirements and hence the planning scheme. It is normally possible to see along Davey

Street well beyond the Harrington Street intersection, i.e. distances of over 100m."

(f) any alternative access to a road;
- Not applicable

"Consideration has been given to the proposed layout and design of the internal driveway, traffic circulation provisions and parking arrangements, having regard to accepted practices and relevant Australian Standards."

(g) the need for the use;
- Acceptable, documentation submitted to date can meet these requirements by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report;

There is an ongoing demand for short-stay accommodation in Hobart, which has led to a surge in private dwellings being converted for short-stay accommodation, contributing to a lack of available and affordable housing stock for permanent and medium/long term residential use.

(h) any traffic impact assessment; and
- Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment;

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

Overall, it has been concluded that the proposed hotel development can be supported on traffic grounds as it will not give rise to any adverse safety or operational traffic issues with the implementation of the proposed measures."

(i) any written advice received from the road authority.
- General Manger's Consent granted by the road authority.

- Acceptable, documentation submitted to date can meet these requirements by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report;

"(a) As outlined in the accompanying TIA, the proposal will generate approximately 114 vehicles trips per day, to and from

the access. A further 14 – 20 taxi and service vehicle movements/day can be expected to and from available parking on Davey Street outside the hotel.

(b) & (c) The traffic generated by the use will be primarily private guest vehicles and pick-up / drop-off occurring along Davey Street.

As outlined in the TIA, intersections and junctions reach capacity when the total conflicting approach traffic volumes are around 1,500 vehicles/hour. The conflicting traffic volume at the new driveway will be around half to one third of this volume, so that there will not be an operational issue.

The two-way traffic activity generated by the proposed development will not cause any change in intensity of traffic activity or impact on the Davey Street traffic flow.
(d) & (e) Davey Street is a Category 1 road with a speed limit of 50km/hr. Whilst the road supports a high number of vehicle movements per day, speed and traffic flow is controlled by traffic lights at the intersection between Davey and Harrington Street and Sandy Bay Road. Therefore, the increase in traffic generated by the use is unlikely to result in any unreasonable impacts on the efficiency of the road.

(f) n/a

(g) There is an ongoing demand for short-stay accommodation in Hobart, which has led to a surge in private dwellings being converted for short-stay accommodation, contributing to a lack of available and affordable housing stock for permanent and medium/long term residential use.

The proposal will contribute to the availability of purpose-built short-stay accommodation, alleviating demand without impacting the supply of residential properties for residential purposes.

(h) Please refer to the attached TIA for details.

(i) Whilst Davey Street is managed by Hobart City Council, it is owned by the Department of State Growth. As such, both Council and Crown landowner consent has been sought for all works occurring within the road reservation.

The proposal complies with P3."

Based on the documentation submitted to date and given the above assessment, the proposed access is accepted as meeting *Performance Criteria P3:E5.5.1* of the Planning Scheme.

6.10.6. The proposal complies with the performance criterion.

6.11. Number of Bicycle Parking Spaces – E6.6.4 P1

6.11.1. The Acceptable Solution A1 at clause E6.6.4 requires that the number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2, which for Visitor Accommodation use is one space for each 40 accommodation rooms plus for visitors one space for each 30 accommodation rooms, and for Hotel Industry use is one space for each 25m^2 bar floor area plus one for each 100m^2 for each lounge/beer garden area and for visitors one space for each 25m^2 bar floor area plus one for each 100m^2 lounge, beer garden area.

6.11.2. The proposal does not include any on site bicycle parking. At the scale proposed and taking into account the ratio specified in Table E6.2, the total on site bicycle parking requirement is seven (7) spaces (3.9 for the Visitor Accommodation, and 2.5 for the Hotel Industry, totalling 6.4, rounded to 7).

6.11.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied upon.

6.11.4. The performance criterion P1 at clause E6.6.4 provides as follows:

The number of on-site bicycle parking spaces provided must have regard to all of the following:
(a) the nature of the use and its operations;
(b) the location of the use and its accessibility by cyclists;
(c) the balance of the potential need of both those working on a site and clients or other visitors coming to the site.

6.11.5. The submitted planning consultant's report states:

The proposal is for a boutique hotel, for which demand for visitor/guest bicycle parking is expected to be very low. This is similarly the case with staff, given the proximity of the site to key public transport routes along Davey Street, Sandy Bay Road and Macquarie Street, the availability of e-scooters and the location of the site within walking distance of the CBD and nearby residential areas.

It is noted that the planning consultant has based their assessment of bicycle parking requirements on the Visitor Accommodation use only, and not the Hotel Industry use as well. As a result, they have only considered a shortfall of four spaces. It is likely however that the Visitor Accommodation use would be the greater generator of demand for bicycle parking than the Hotel Industry use in the development, particularly since the bar in the building will cater primarily for guests. Realistically therefore the consultant's justification remains sufficiently accurate, although it is considered given the proposed form of use that staff would more likely drive demand for bicycle parking rather than visitors/guests.

Access to the site by bicycle is relatively easy with bicycle lanes nearby (one runs opposite up Davey Street). However the design and function of the site being a valet parking service with a relatively constrained design for parking and access would likely present a challenge for those arriving by bicycle to be safely accommodated on site.

As has been pointed out the site is relatively well-located for access by other means of transport not requiring on-site parking. In an overall sense, the parking requirement for bicycles for the development is relatively low and the likely demand lower still. In conclusion therefore, although it is preferable generally that new development does provide for on-site bicycle parking, the lack of on-site bicycle parking spaces in this case can be accepted.

The application was also assessed by the Council's Senior Development Engineering Officer, who has accepted the conclusions of the submitted planning consultant's report.

6.11.6. The proposal complies with the performance criterion.

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

6.12.1. The Acceptable Solution A1 at clause E6.6.5 requires that:
(a) No on-site parking is provided; or
(b) on-site parking is provided at a maximum rate of 1 space per 200m^2 of gross floor area for commercial uses; or
(c) on-site parking is provided at a maximum rate of 1 space per dwelling for residential uses; or
(d) on-site parking is required operationally for an essential public service, including, hospital, police or other emergency service.

6.12.2. The proposal includes 38 parking spaces on site within the two basement levels of the building. Based on the gross floor area of the development, the total being for commercial uses, the maximum number of spaces permitted at the rate specified in E6.6.5 A1(b) is 23.15 (24).

6.12.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied upon.

6.12.4. The performance criterion P1 at clause E6.6.5 provides as follows:

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

6.12.5. The application has also been by the Council's Transport and Traffic Engineer and Senior Development Engineering Officer, who advise:

The applicant's traffic engineer stated within the Traffic Impact Assessment;

- *"a proposed multi-storey 67 room hotel building;*
- *there will be parking on-site for 38 cars, located on two basement parking level;*
- *under the planning scheme, the site is exempt from the requirement to provide car parking on the site. However, it is proposed there be 38 car parking spaces in basement parking areas, to reduce the demand for car parking elsewhere within the Hobart city centre;*
- *With 67 rooms and 38 car parking spaces, there will not be a car parking space for every room. However, it is not expected all guests will have a car, given the location of the hotel within the Hobart city centre. Guests will use other forms of transport to and from the site while staying at the hotel, as will employees; and options exist for possibly use of other parking facilities. "*

Proposed development will have 14 additional car parking spaces more than the maximum rate.

Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report and by the applicant's traffic engineer contained within the Traffic Impact Assessment;

"The proposal does not meet A1. Therefore, a response to the performance criteria has been provided.
(a) not applicable.
(b) Please refer to the accompanying Traffic Impact Assessment, which demonstrates the on-site car parking can be accommodated and will not compromise pedestrian or traffic safety, amenity or convenience.

There are no 'al fresco' dining or other outdoor activities undertaken in the immediate vicinity of the site and the number, type and frequency of vehicle movements are unlikely to result in any additional air quality or environmental health impacts.

The proposal complies with P1."

and

"In regard to P1(b), this TIA report has addressed the matters referred to in (i) and (iv).

Pedestrian safety matters are addressed below, and traffic safety is considered in different sections of the report which discuss the

expected traffic generation, mix of conflicting traffic movements, intersection sight distances and driveway access to Davey Street, all of which have been found to be totally satisfactory."

and

"In regard to P1(b) (ii) and (iii):
- *the proposed development will not have any impact or bearing to any outdoor activity; and*
- *the use and activity resultant from the proposed development will not have any adverse effects on air quality or environmental health.*

The additional 17 car parking spaces proposed in this development will not result in any adverse traffic amenity, safety or environmental outcomes. The proposed car parking supply is therefore supported."

- Council's City Transport and Roads Groups did not express concerns with the statements provided by the applicant's traffic engineer contained within the Traffic Impact Assessment.

Based on the documentation submitted to date and given the above assessment, the parking provision is accepted as meeting the *Performance Criteria P1:E6.6.5* of the Planning Scheme. This is particularly due to the actual parking demands that will be generated by the development.

6.12.6. The proposal complies with the performance criterion.

6.13. Number of Vehicle Accesses – E6.7.1 P1 and P2

6.13.1. The Acceptable Solution A1 at clause E6.7.1 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.

The Acceptable Solution A1 at clause E6.7.1 A2 requires that in the Central Business Zone and Particular Purpose Zone 10 (Royal Hobart Hospital) no new vehicular access is provided unless an existing access point is removed.

6.13.2. Two crossovers are proposed – one new and one existing.

6.13.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied upon

6.13.4. The performance criteria P1 and P2 at clause E6.7.1 provide 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.

In the areas covered by the Active Frontage Overlay (Figure 22.1) and Pedestrian Priority Street Overlay (Figure E6.7.12) and in Particular Purpose Zone 10 any new vehicular access point must not compromise any of the following:
(a) pedestrian safety, amenity and convenience;
(b) traffic safety;
(c) streetscape;
(d) cultural heritage values if the site is subject to the Historic Heritage Code;
(e) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity

6.13.5. The application has also been assessed by the Council's Transport and Traffic Engineer and Senior Development Engineering Officer, who advise:

> Referred to the State Growth (Davey Street) for comment, determination and conditioning for new access / crossover(s).
>
> - Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report and by the applicant's traffic engineer contained within the Traffic Impact Assessment;
>
> *"The existing crossover and access to the site services both 63 Davey Street and 186 Macquarie Street, for which there is a benefiting right of way (appurtenant to 186 Macquarie Street).*
>
> *The siting of the proposed building will preclude the continued use of the access to 63 Davey Street.*
>
> *Under the current conditions, vehicles entering and exiting 63 Davey Street are required to cross over the burdening right of way and potentially across the adjoining title, as the width of the access to 63 Davey Street is only 3m between the title boundary*

and the existing brick/concrete wall which frames the driveway, with a portion covered by the burdening right of way.

Given the additional traffic movements generated by the proposed use/development, the existing access to Davey Street would not provide the required width for two-way entry and exit and would not be safe or efficient.

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

Notwithstanding, it is our view that P2 is intended to provide additional constraints which apply to sites fronting a Pedestrian Priority Street, or those within the Particular Purpose Zone 10, but does not form a prohibition against new crossovers for all remaining areas within the zone."

- Council's City Transport and Roads Groups did not express concerns with the statements provided by the applicant's traffic engineer contained within the Traffic Impact Assessment.

Based on the documentation submitted to date and given the above assessment, the number of vehicle accesses is accepted as meeting the *Performance Criteria P1/P2:E6.7.1* of the Planning Scheme.

6.13.6. The proposal complies with the performance criteria.

6.14. Layout of Parking Areas – E6.7.5 P1

6.14.1. The Acceptable Solution A1 at clause E6.7.5 requires that 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.

6.14.2. The proposal does not meet the standard referenced in clause E6.7.5. Two car lifts will provide access from the Ground Floor Level to the car parking spaces on the two Basement Floor Levels, B1 and B2 – Car lifts are not referenced in AS/NZS 2890.1:2004.

6.14.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied upon

6.14.4. The performance criterion P1 at clause E6.7.5 provides as follows:

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

6.14.5. The application has also been assessed by Council's Senior Development Engineering Officer, who advises:

> Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment;
>
> *"The Ground Floor Level of the building will include the driveway into the building off Davey Street, a reception/staff area, a small bar and seating area, two car lifts and stairwell, plus storage, waste and equipment rooms."*
>
> and
>
> *"The car parking spaces on floor levels B1 and B2 will be used only by valet parking attendants at all times. Therefore, the exacting requirements of AS 2890.1 for car parking areas would not be totally necessary in this case because there will not be any vehicle manoeuvres by any guests, closer and multi-point vehicle turns by valet parking attendants will not give rise to any adverse incidents, with tighter parking being typical with valet parking.*
>
> *Notwithstanding this, all the parking spaces on the site will be compliant with AS 2890.1.*
>
> *The required turning spaces for vehicles have been checked and found to be adequate for three-point turns by B85 cars for all manoeuvres to and from all parking spaces."*
>
> Based on the documentation submitted to date and given the above assessment, the layout of parking areas is accepted as meeting the *Performance Criteria P1:E6.7.5* given the parking module configuration.

6.14.6. The proposal complies with the performance criterion.

6.15. Lighting of Parking Areas – E6.7.7 P1

6.15.1. The Acceptable Solution A1 at clause E6.7.7 requires that parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.

6.15.2. The proposal includes a statement that parking and vehicle circulation, roadways and pedestrian paths are provided with lighting that will satisfy the Performance Criteria, if it is not in accordance with the Acceptable Solution. This lighting has not been further detailed to demonstrate compliance.

6.15.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied upon

6.15.4. The performance criterion P1 at clause E6.7.7 provides as follows:

Parking and vehicle circulation roadways and pedestrian paths used outside daylight hours must be provided with lighting to a standard which satisfies all of the following:
(a) enables easy and efficient use of the area;
(b) minimises potential for conflicts involving pedestrians, cyclists and vehicles;
(c) reduces opportunities for crime or antisocial behaviour by supporting passive surveillance and clear sight lines and treating the risk from concealment or entrapment points;
(d) prevents unreasonable impact on the amenity of adjoining users through light overspill;
(e) is appropriate to the hours of operation of the use.

6.15.5. The application has also been assessed by Council's Senior Development Engineering Officer, who advises:

> Accepting the statement provided by the applicant's planning consultant contained within the submitted planning report. Documentation submitted to date indicates E6.7.7 is able to be met. Condition on Planning Permit to ratify timing.

6.15.6. Subject to a condition the proposal complies with the performance criterion.

6.16. Stormwater Drainage and Disposal – E7.7.1 P1

6.16.1. The Acceptable Solution A1 at clause E7.7.1 requires that stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.

6.16.2. The proposal includes a combination of gravity and pumped drainage for the disposal of stormwater.

6.16.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied upon.

6.16.4. The performance criterion P1 at clause E7.7.1 provides as follows:

Stormwater from new impervious surfaces must be managed by any of the following:

(a) disposed of on-site with soakage devices having regard to the suitability of the site, the system design and water sensitive urban design principles
(b) collected for re-use on the site;
(c) disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council.

6.16.5. The application has also been assessed by the Council's Program Leader Stormwater & Waterways Services, who advises:

> Application proposes to drain stormwater from the site to two kerb connections (down from the existing three), using one unmodified and one modified existing connection, which would typically satisfy A1. However, basement is pumped.
>
> Meets Performance Criteria, however further detail to confirm the appropriateness of this design will be required at CEP.

6.16.6. Subject to a condition for detailed design the proposal complies with the performance criterion.

6.17. Stormwater Drainage and Disposal – E7.7.1 P2

6.17.1. The Acceptable Solution A2 at Clause E7.7.1 requires that a stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply:
(a) the size of new impervious area is more than 600m^2;
(b) new car parking is provided for more than 6 cars;
(c) a subdivision is for more than 5 lots.

6.17.2. The proposal includes new parking for more than 6 cars.

6.17.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied upon.

6.17.4. The performance criterion P2 at clause E7.7.1 provides as follows:

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

6.17.5. The application has also been assessed by the Council's Program Leader Stormwater & Waterways Services, who advises:

> Application creates more than six new parking spaces, however they are underground. Site is 809m^2 and currently fully sealed, works proposed largely replace existing roof area with roof area,

with the amount of asphalt converted to roof significantly less than 600m^2.

Meets Performance Criteria, however some comment on treatment for the carpark will be required.

6.17.6. Subject to a standard condition regarding treatment the proposal complies with the performance criterion.

6.18. Demolition – E13.8.1 P1

6.18.1. There is no Acceptable Solution for demolition occurring within a Heritage Precinct.

6.18.2. The proposal includes complete demolition of the existing building on the site, as well as the associated car park and front fence.

6.18.3. There is no acceptable solution; therefore assessment against the performance criterion is relied upon.

6.18.4. The performance criterion P1 at clause E13.8.1 provides as follows:

Demolition must not result in the loss of any of the following:
(a) buildings or works that contribute to the historic cultural heritage significance of the precinct;
(b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct; unless all of the following apply;
(i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;
(ii) there are no prudent or feasible alternatives;
(iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.

6.18.5. The application has also been assessed by Council's Senior Cultural Heritage Officer, who advises:

The proposal is for the demolition of the 1953 Naval Memorial House building with 1971 and 1979 additions on the subject site. It is a structure that makes no contribution to the heritage precinct and is not identified in the heritage values/statements of significance of the Hobart 1 Heritage Precinct as defined in Table E13.2. Therefore there is no loss of heritage significance through the demolition of the building.

The proposal is considered to satisfy E13.8.1 P1.

6.18.6. The proposal complies with the performance criterion.

6.19. Buildings and Works, other than Demolition – E13.8.2 P1

6.19.1. There is no Acceptable Solution for buildings and works within a Heritage Precinct.

6.19.2. The proposal includes the new building and associated works on the site within the Hobart 1 Heritage Precinct.

6.19.3. There is no acceptable solution; therefore assessment against the performance criterion is relied upon.

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

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

6.19.5. The application has also been assessed by Council's Senior Cultural Heritage Officer, who advises:

> The proposed design of the front 3 storey building in brick cladding has been designed to reflect the Victorian Georgian sandstone buildings on the up hill side of the street. The eaves and RL of the roof of the new front building demonstrate a 'stepping down' effect in the street, which is an important consideration in this section of Davey Street where the rhythm of the architecture is considered and modest. The width of the proposal also reflects the width of the existing plot and as such is considered acceptable.
>
> The new 6 storey (including the ground floor) rear structure will be visible over the roof of the new 3 storey front building, from vantage spots in Davey Street, opposite the subject site and also from Davey St adjacent to and within St Davids Park. It will, however read as a secondary layer and with the front building being a more prominent structure and having primacy in the streetscape. While not a relevant heritage consideration the scale of backdrop of buildings in Macquarie St assists in achieving this goal. Within the Heritage Precinct the fact that the proposed building has a lesser RL (41.800) than the tallest structure in the same precinct at 180 Macquarie Street (aka Nurses and Midwifery Federation) is a consideration as it has always been expressed that the height of any new structure should also reflect the changing topography and not be the same height as that structure but be lower or lesser in height. This result is achieved.
>
> Clause E13.8.2 P1 requires consideration of whether or not the design and siting of the building or works results in detriment to the precinct and any assessment needs to be considered in terms of the TASCAT decision (104/20P) and particularly consideration of the meaning of detriment which is given below.

Detriment should be given its ordinary meaning. 'Detriment is "damage or loss to such value or thing" It requires something more than a miniscule or trifling damage or loss. (cl.19)

The applicant has considered a reduction in height of the rear element such that it is considered that any detriment is lessened and now acceptable.

The proposal is considered to satisfy E13.8.2 P1.

6.19.6. The proposal complies with the performance criterion.

6.20. Building, Works and Demolition – E13.10.1 P1

6.20.1. The Acceptable Solution A1 at clause E13.10.1 requires that, on a place of archaeological potential, building and works must not involve excavation or ground disturbance.

6.20.2. The proposal includes significant excavation and ground disturbance, notably to accommodate the two basement parking levels.

6.20.3. The proposal does not comply with the acceptable solution; therefore assessment against the performance criterion is relied upon.

6.20.4. The performance criterion P1 at clause E13.10.1 provides as follows:

Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to: (a) the nature of the archaeological evidence, either known or predicted;
(b) measures proposed to investigate the archaeological evidence to confirm predictive statements of potential; (c) strategies to avoid, minimise and/or control impacts arising from building, works and demolition; (d) where it is demonstrated there is no prudent and feasible alternative to impacts arising from building, works and demolition, measures proposed to realise both the research potential in the archaeological evidence and a meaningful public benefit from any archaeological investigation; (e) measures proposed to preserve significant archaeological evidence 'in situ'.

6.20.5. The application has also been assessed by Council's Senior Cultural Heritage Officer, who advises:

The Praxis report identifies areas of high and low/no archaeological potential and recommends that an archaeological impact assessment and if necessary an archaeological method statement must be prepared. This can be achieved through a condition of permit. In addition, there is additional excavation proposed as part of excavation for services which will require a condition for an archaeological watching brief. Other conditions requiring the interpretation or incorporation of any significant archaeological measures can be included in any permit issued

and ensure there is 'meaningful public benefit' as required under E13.10.1 P1 (d).

6.20.6. Subject to a condition the proposal complies with the performance criterion.

7. Discussion

7.1. Planning approval is sought for Demolition, New Building for Visitor Accommodation and Hotel Industry (Bar), and Associated Infrastructure Works at 63 DAVEY STREET HOBART TAS 7000, 61 DAVEY STREET HOBART TAS 7000, 186 MACQUARIE STREET HOBART TAS 7000 AND ADJACENT ROAD RESERVE.

7.2. The application was advertised and received three (3) representations. Concerns raised in the representations addressed issues such as impact upon the heritage and archaeological values and character of the area; the visual impact and scale of the development; incompatibility with surrounding buildings, impacts upon the access to, amenity and function of adjoining properties, including during and post construction; as well as the impact of the development upon the function and safety of Davey Street through additional traffic, the proposed valet parking system, and use of the proposed loading zone.

7.3. Support was received for the front podium's compatibility with the local streetscape.

7.4. Heritage, archaeology, visual impact and scale have been considered and addressed where necessary elsewhere in this report. Notably in terms of scale, the proposal is fully compliant with permitted scheme standards governing height, both in general and also where adjacent to heritage properties. Beyond the consideration of heritage, for which the proposal has been deemed acceptable, there are no further specific controls for visual impact applicable to the proposed development.

7.5. The Council's Senior Cultural Heritage Officer provides the following in response to the concerns raised in the representations received:

The form of the rear structure has been modified and reduced in height over a number of iterations. While it is not disputed that there will be some visibility, assessment considers if the visual primacy of the streetscape is maintained and if detriment results.

The archaeological documentation submitted as part of this application provides guidance and a process for managing archaeological evidence. Conditions of permit are required.

Aboriginal heritage is not assessed under the Historic Heritage Code. Should any Aboriginal heritage be uncovered during excavation, the provisions of the Aboriginal Heritage Act 1975 are applicable to this place outside of the planning process. There are procedures for the management of unanticipated discoveries that must be adhered to.

7.6. Regarding the various concerns raised around direct impacts upon adjoining properties, these were received from the occupier of one adjoining property. It is acknowledged that these concerns are not without merit and this property may indeed be most directly impacted by the physical development of the proposal. A number of these concerns are however not related to matters specifically required to be assessed under or controlled by the Planning Scheme. They relate to matters associated with the physical act of development. Council's Transport and Traffic Engineer has separately considered and responds to some of these concerns as follows:

Access to the rear of 61 Davey Street (Memorial Centre)

- *Should not be totally restricted as is the only available access for some of the offices.*

Access to parking on Davey Street and Disruption

- *Davey Street is a DSG control road. The reason for the disabled parking (as applied for by the RAAFA) being refused is the impossibility of meeting the Australian Standards(AS 2890.6). The change in the use of the parking bays was requested by City Transport and approved by the City of Hobart and DSG, the financial decision does not pertain to City Transport to comment. Also, it is essential to say that the Loading Zone will not be an exclusive use of the Hotel and will serve all the surrounding businesses.*

Traffic

- *Managing large construction projects on Hobart's key road network is always a challenge, especially given how important these roads are to keeping traffic flowing. To minimise disruption, lane closures or restrictions should be avoided during peak times—morning and evening. The Department of State Growth (DSG), as the authority responsible for Davey St, sets the conditions to help reduce any traffic impacts. As for the expected increase in traffic and access needs for the new development, City Transport doesn't anticipate the issues mentioned in the representation. The existing road infrastructure is considered suitable for the added demand, as confirmed in the Traffic Impact Assessment (TIA).*

7.7. As stated a number of the concerns raised by the occupier of the adjoining property are not matters expressly governed by the Planning Scheme. The concerns primarily reflect practical considerations around the physical act of development and the construction of new buildings, and how this process might impact those adjoining. Where appropriate and generally for a development of the scale as the one proposed, standard conditions are included on planning permits to address matters pertaining to construction and traffic management as a mechanism to try and provide some direction, awareness and control over how developments can proceed without undue impacts upon adjoining properties and their occupiers, the function of the adjacent road etc. The influence of these planning permit conditions and the amount of control they can have over the construction process is however limited. There are further rights

and responsibilities of developers and agreements between land owners that come into effect via separate laws and legislation not associated with planning controls. It is expected and accepted that all development proceeds in accordance with all relevant laws and legislation beyond any planning permit granted, with all appropriate post planning controls and permits in place when and where necessary throughout the process.

7.8. As far as has been deemed possible, appropriate construction management conditions have been recommended for inclusion on any permit issued for the proposal.

7.9. The proposal has been assessed against the provisions of the *Hobart Interim Planning Scheme 2015* and is considered to perform well.

7.10. The proposal has been assessed by other Council officers, including the Council's Senior Cultural Heritage Officer, Senior Development Engineer, Road Services Engineer, Transport and Traffic Engineer, Program Leader Stormwater & Waterways Services, and Environmental Development Planner. The officers have raised no objection to the proposal, subject to conditions.

7.11. The proposal is recommended for approval.

8. Conclusion

8.1. The proposed Demolition, New Building for Visitor Accommodation and Hotel Industry (Bar), and Associated Infrastructure Works at 63 DAVEY STREET HOBART TAS 7000, 61 DAVEY STREET HOBART TAS 7000, 186 MACQUARIE STREET HOBART TAS 7000 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 Council approve the application for Demolition, New Building for Visitor Accommodation and Hotel Industry (Bar), and Associated Infrastructure Works at 63 DAVEY STREET HOBART TAS 7000, 61 DAVEY STREET HOBART TAS 7000, 186 MACQUARIE STREET HOBART TAS 7000 AND ADJACENT ROAD RESERVE for the reasons outlined in the officer's report and a permit containing the following conditions be issued:

GEN - General

The use and/or development must be substantially in accordance with the documents and drawings that comprise PLN-HOB-2024-0621 - 63 DAVEY ST HOBART TAS 7000 - Final Planning Documents except where modified below.

TW - General

The use and/or development must comply with the requirements of TasWater as detailed in the form Submission to Planning Authority Notice, Reference No. TASWASPAN-HOB-2025-0173 dated 09/09/2025 as attached to the permit.

PLN 14 - Noise Attenuation

All dwellings must be built to achieve the building interior noise levels in accordance with Australian Standard AS/NZS 2017:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors.

Prior to occupancy or the commencement of the use (whichever occurs first), revised plans and documentation must be submitted and approved demonstrating compliance with the above requirement.

All works required by this condition must be undertaken in accordance with the revised plans and documentation. On completion, documentation from a suitably qualified expert certifying that the works have been completed in accordance with the Australian Standard must be submitted.

PLN 8 - Hours of Operation

The hours of operation of the approved Hotel Industry use (Bar) must be within 7:00am to 12:00am.

HER 1

All archaeological management policies in the Praxis Environment Statement of Historical Archaeological Potential (p.50) must be carried out in full.

This includes the preparation of an Archaeological Impact Assessment and Archaeological Method Statement covering all excavation on the subject site including those sites adjacent where excavation for servicing is proposed.

All onsite excavation and disturbance must be monitored by a qualified archaeologist. 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 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 2. above must be complied with in full; and

4. All features and/or deposits discovered must be reported to the Council with 1 day of the discovery; and
5. A qualified archaeologist must undertake an audit of bulk archaeological materials such as worked sandstone blocks, 19th century bricks or cobblestones suitable for reuse.
6. A qualified archaeologist must prepare an audit of artefacts of high interpretative value/or rare or other significance for incorporation into an on site interpretation and history for any future approval for development on this site.
7. A copy of the archaeologist's advice, assessment and recommendations obtained in accordance with 2. 3. 5. And 6. above must be provided to Council within 60 days of receipt of the completion of archaeological works and prior to the issue of a certificate of completion.
8. Excavation and/or disturbance must not recommence unless and until approval is granted from the Council.

   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.

HER 2

All artefacts of high interpretative value and/or rare or otherwise significant as determined by the qualified archaeologist engaged in accordance with Condition HER 1 must be incorporated into an on-site interpretation and history.

An interpretation plan must be prepared and submitted and approved by Council prior to the issue of a certificate of completion.

The on-site interpretation must be:

- in accordance with the approved interpretation plan,
- incorporate the artefacts described in HER 1,
- incorporate historical information such as text, photographs, drawings or other images relating to the history of the site,\
- located in a publicly accessible space, and,
- installed prior to the issue of a certificate of completion.

HER 3

The external colours, materials and finishes including the proposed green roof and landscaping of the approved development must be substantially in accordance with the approved plans. Any substantial change in the colours, materials and finishes requires further approval.

ENG s1 - Development Engineering - Special

Testing and commissioning certificates or equivalent supporting

documentation relating to the vehicle lifts and any traffic/queuing control devices must be submitted and approved as a Condition Endorsement, prior to the commencement of use.

The documentation must:

1. Be prepared by a suitably qualified person.
2. Demonstrate any traffic/queueing control devices within the property boundary have been installed and tested and will operate to the manufacturer's specifications and all relevant Australian Standards.
3. Demonstrate that the vehicle lifts have been installed and tested and will operate to the manufacturer's specifications and all relevant Australian Standards as detailed within the Traffic Impact Assessment prepared by Milan Prodanovic Traffic Engineering & Road Safety dated November 2024.
4. Provide for emergency breakdown plans and contingency options, including the change of any traffic/queueing operation, required in the event the vehicle lifts become temporarily disabled or non-operational.

Advice: This condition requires further information to be submitted as a Condition Endorsement. Refer to the Condition Endorsement advice at the end of this permit.

ENG s2 - Development Engineering - Special

The vehicle lifts and any traffic/queueing control devices must be maintained so as to operate to the standard and specification identified in the relevant documentation submitted, approved and referred to by condition ENG s1 for the life of the building.

If, in the opinion of a suitably qualified person, the vehicle lifts and/or traffic/queueing control devices are no longer able to be maintained so as to operate to the approved standard and specification (end of service life), they must be replaced with devices which are able to perform to the equivalent standard and specification identified in the relevant documentation submitted, approved and referred to by condition ENG s1 within 14 days.

If the vehicle lifts and any/or traffic/queuing control devices are replaced in accordance with the above, revised documentation must be submitted in accordance with the requirements of condition ENG s1.

ENG s4 - Development Engineering - Special

Approval from the Department of State Growth in accordance with Section 16 of the Roads and Jetties Act 1935 (Works Permit) must be obtained prior to the issue of any consent under the Building Act 2016 (excluding demolition or excavation) for any access (or other) works in the state road reserve (Davey Street).

Advice: Application for permits can be found at https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings

Applications must be received by the Department of State Growth at least 20 business days before the expected start date for works, to allow enough time to assess the application.

ENG s3 - Development Engineering - Special

Approval from Council's Strategic and Regulatory Services Network must be obtained prior to the issue of any consent under the Building Act 2016 (excluding demolition or excavation) for any changes to the existing on-street parking arrangements in Davey Street.

Advice: All works will be at the developer's expense. Please contact Council's City Transport Group Manager with regard to the application process for any changes to the on-street parking arrangements in Davey Street.

TR 1 - Development Engineering - Construction Management

A construction management plan (CMP) must be implemented throughout the construction works.

A CMP must be submitted and approved as a condition endorsement prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The CMP must be prepared by a suitably qualified expert and must include:

1. a communications plan to advise the wider community of the traffic impacts (including heavy vehicles, earthmoving, other construction machinery, and, associated cars, public transport vehicles, service vehicles, pedestrians and cyclists) during construction;
2. a start date and finish dates of various stages of works;
3. times that traffic associated with the works will be allowed to operate;
4. the name of a superintendent, or the like, to advise the City of Hobart of the progress of works in relation to the traffic management with regular meetings during the works;
5. measures to mitigate and control mud, dust and sediment within and around the site;
6. fencing which is proposed to secure and protect the site during construction.

All work required by this condition must be undertaken in accordance with the approved construction management CMP.

ENG 7 - Development Engineering - Waste Management

A construction waste management plan must be implemented throughout

construction.

A construction waste management plan must be submitted and approved as a Condition Endorsement, prior to commencement of work on the site. The construction waste management plan must include:

- Provisions for commercial waste services for the handling, storage, transport and disposal of post-construction solid waste and recycle bins from the development; and
- Provisions for the handling, transport and disposal of demolition material, including any contaminated waste and recycling opportunities, to satisfy the above requirement.

All work required by this condition must be undertaken in accordance with the approved construction waste management 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.

It is recommended that the developer liaise with the Council's Waste & Circular Economy Team regarding reducing, reusing and recycling materials associated with demolition on the site to minimise solid waste being directed to landfill. Further information can also be found on the Council's website.

ENG 4 - Development Engineering - Parking and Access Design

The access driveway and parking module (car parking spaces, aisles and manoeuvring areas) 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.

ENG 5 – Development Engineering - Number of Car Parking Spaces and Line Marking

The number of car parking spaces approved for use is thirty-eight (38).

Car parking spaces (including) must be line marked and delineated in accordance with the Australian Standard AS/NZS AS2890.1:2004 – Off-street Car Parking prior to the First Occupation.

All small car parking spaces (< 5.4m but no less than 5.0m in length) must be designated as a space for small cars and signage in accordance with Australian Standards AS/NZS1742.11:2016, must be erected at each small parking space to indicate the parking space is for a small car only prior to first occupation.

The guest drop off / pickup spaces must be delineated by means of white or

yellow pavement lines including any suitable signage / pavement stencils.

All car parking spaces must be used in accordance with the use of the building approved by this planning permit.

ENG 3C - Development Engineering - Parking and Access Design

Prior to the first occupation, a suitably qualified engineer must certify that the access driveway and parking areas have been constructed in accordance with design drawings approved by condition ENG 3A.

Advice: We strongly encourage you to speak to your engineer before works begin so that you can discuss the number and nature of the inspections they will need to do during the works in order to provide this certification. It may be necessary for a surveyor to also be engaged to ensure that the driveway will be constructed as approved.
The reason this condition has been imposed as part of your planning permit is that the driveway is outside the Australian Standard gradients or design parameters. If the driveway is not constructed as it has been approved then this may mean that the driveway will either be unsafe or will not function properly.

An example certificate is available on our website.

ENG 3A - Development Engineering - Parking and Access Design

The access driveway and parking areas must be constructed in accordance with the following documentation which forms part of this permit: MILAN PRODANOVIC TRAFFIC ENGINEERING & ROAD SAFETY documentation received by the Council on the 18th November 2024 and approved as part of the Final Planning Documents set associated with this permit

Any departure from that documentation and any works which are not detailed in the documentation must be either:

1. approved by the Director Strategic and Regulatory Services, via a condition endorsement application; or
2. designed and constructed in accordance with Australian Standard AS/NZ 2890.1:2004.

The works required by this condition must be completed prior to first occupation.

R 3 - Road infrastructure - Design

Prior to occupancy or the commencement of the use (whichever occurs first), the proposed driveway crossover and the modified crossover within the Davey Street highway reservation must be designed and constructed

generally accordance with the Local Government of Tasmania, Tasmanian Standard Drawings (the version which applies at the time the relevant works), as varied by the City of Hobart's published departures from those drawings:

1. Urban: TSD-R09-v2 – Urban Roads Driveways and TSD R14-v2 Type KC vehicular crossing; and
2. Footpath - Urban Roads Footpaths TSD-R11-v3.

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

Advice: Local Government Association (LGAT) Tasmanian Standard Drawings (TSD) can be viewed electronically via the LGAT Website.

It is advised that designers consider the detailed design of the crossover, 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.

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 Program Leader Road Services and may require further planning approvals. It is advised to place a note to this affect on construction drawings for the site and/or other relevant engineering drawings to ensure that contractors are made aware of this requirement.

Please contact the Council's City Infrastructure Unit to discuss approval of alternate designs.

You are likely to require a Permit to Open Up and Temporarily Occupy a Highway (for work within the highway reservation).

ENG s5 - Development Engineering - Special

The lighting of parking areas and vehicle circulation roadways and pedestrian paths used outside daylight hours must be designed and constructed in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.

Prior to the issuing of any approval under the *Building Act 2016* or commencement of works (whichever occurs first), detailed design drawings must be submitted and approved as a Condition Endorsement.

The detailed designs must;

1. be prepared by a suitably qualified person;
2. be designed and constructed in accordance with clause 3\.1 "Basis of Design" and clause 3\.6 "Car Parks" in AS/NZS1158\.3\.1:2005

Lighting for roads and public spaces Part 3\.1: Pedestrian area \(Category P\) lighting; and
3. include certification\, signed by a suitably qualified person\, stating that the design complies with the above requirements\.

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

ENG 6 - Development Engineering - Parking and Access Design

The valet parking arrangement detailed within the Traffic Impact Assessment prepared by Milan Prodanovic Traffic Engineering & Road Safety dated November 2024 must be implemented prior to the commencement of the use and maintained for the duration of the use.

ENG 1A - Development Engineering - Protection of Council Assets

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 should 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.

ENG SW1 - Development Engineering - Stormwater

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 a lawful point of discharge to the public stormwater system prior to occupancy or commencement of use (whichever occurs first).

SW 6 - Stormwater - Design

The new stormwater infrastructure must be designed and constructed prior to occupancy or the commencement of the approved use (whichever occurs first).

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 and approved as a condition endorsement. The detailed engineering drawings must be certified by a suitably qualified and experienced civil engineer and must:

1. be substantially in accordance with the Local Government Association of Tasmania: Tasmanian Municipal Standard Drawings (the version which applies at the time the relevant works), as varied by the City of Hobart's published departures from those Drawings, and the Local Government Association of Tasmania, Tasmanian Subdivision Guidelines (October 2013);
2. clearly distinguish between public and private infrastructure;
3. show in both plan and long-section the proposed stormwater mains, including but not limited to, connections, flows, velocities, hydraulic grade lines, clearances, cover, gradients, sizing, material, pipe class, adequate working platforms around manholes, easements and inspection openings;
4. include the associated calculations and catchment area plans. The stormwater system (including defined overland flow paths) must cater for all 1% AEP event flows as at 2100 (i.e including climate change loading) from a fully developed catchment. The main itself must be sized to accommodate at least the 5% AEP event flows from a fully-developed catchment;
5. include provision for future development within the catchment to be adequately and efficiently serviced, i.e via appropriate easements;
6. include a construction program demonstrating how services to external land will be maintained.

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

Advice: While the application contains detail of stormwater systems including long sections, calculations and determinations to confirm their suitability mentioned in the covering letter do not appear to have been included with the submission. Please submit these items as part of CEP detail.

SW 9 - Stormwater - Design

Prior to occupancy or the commencement of the approved use (whichever occurs first), stormwater detention for stormwater discharges from the development must be installed.

A stormwater management report and design must be submitted and

approved as a condition endorsement, prior to the issue of any approval under the *Building Act 2016* or the commencement of work on the site (whichever occurs first). The stormwater management report and design must be prepared by a suitably qualified engineer and must include:

1. Detailed design and supporting calculations of the detention tank showing:
   (a) detention tank sizing such that there is no increase in flows from the developed site up to 5% AEP event and no worsening of flooding;
   (b) the layout, the inlet and outlet (including long section), outlet size, overflow mechanism and invert level;
   (c) the discharge rates and emptying times; and
   (d) all assumptions must be clearly stated,

2. include a supporting maintenance plan, which specifies the required maintenance measures to check and ensure the ongoing effective operation of all systems, such as: inspection frequency; cleanout procedures; descriptions and diagrams of how the installed systems operate; details of the life of assets and replacement requirements.

   All work required by this condition must be undertaken and maintained in accordance with the approved stormwater management report and design.

ENV 2 - Environmental Planning - Erosion and Sediment Control Plan

Prior to the issue of any approval under the *Building Act 2016* or the commencement of work (whichever occurs first), a Erosion and Sediment Control Plan (ESCP) must be submitted and approved as a condition endorsement. The ESCP must be prepared by a suitably qualified expert and must:

1. specify sediment and erosion control measures sufficient to prevent sediment from leaving the site, during both the construction phase and post-construction; and
2. be consistent with the Erosion and Sediment Control - The Fundamentals for Development in Tasmania, published by the Derwent Estuary Program and the Tamar Estuary and Esk Rivers Program.

The approved control measures in the ESCP must be installed prior to any disturbance of any soil or vegetation, be regularly inspected and maintained during the construction/demolition period to prevent soil and other materials entering the local stormwater system, waterways, roadways or adjoining properties. The approved control measures must remain in place until such time as all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the City of Hobart.

All works must be undertaken in accordance with the approved ESCP.

Advice:

For guidance on preparing the Erosion and Sediment Control Plan, please

refer to the the Derwent Estuary Program and Tamar Estuary and Esk River Program, Erosion and Sediment Control Plan - the Fundamentals for Development in Tasmania.

ENVHE 5 - Environmental Health - Construction Management

A Demolition and Construction Environmental Management Plan must be submitted and approved as a condition endorsement prior to the commencement of works and prior to the issue of any approval under the *Building Act 2016*.

The plan must include, but is not limited to, the following:

1. Details of the proposed demolition and construction methodologies and expected likely timeframes.
2. The proposed days and hours of work and proposed hours of activities likely to generate significant noise emissions (including volume and timing of heavy vehicles entering and leaving the site, rock breaking and concrete pouring).
3. Details of potential environmental impacts associated with the demolition and construction works including noise, vibration, erosion and pollution (air, land and water).
4. Details of proposed measures to avoid or mitigate all identified potential environmental impacts during demolition and construction works including, but not limited to:
   (a) A noise and vibration management plan certified by a suitably qualified person as being generally consistent with AS 2436-2010 - Guide to Noise and Vibration Control on Construction, Demolition and Maintenance Sites and the Interim Construction Noise Guidelines (New South Wales Department of Environment and Climate Change, July 2009), and with any relevant guidelines or standards referenced by those documents.
   (b) A soil and water management plan including:
   (i) measures to minimise erosion and the discharge of contaminated stormwater off-site,
   (ii) measures to minimise dust emissions from the site,
   (iii) measures to manage the disposal of surface and
   (iv) groundwater from excavations (if relevant); and
   (v) measures to prevent soil and debris being carried onto the street.
5. Details of proposed responsible persons, public communication protocols, compliance, recording and auditing procedures and complaint handling and response procedures.

A copy of the approved Demolition and Construction Environmental Management Plan must be kept on site for the duration of the works and be available for inspection. The whole or a summarised version of the Demolition and Construction Environmental Management Plan must be provided to surrounding land owners and occupiers prior to the commencement of works.

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 through PlanBuild. Detailed instructions can be found here.

Once approved, the Council will respond to you via PlanBuild 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.

Fees for Condition Endorsement are set out in Council's Fees and Charges.

BUILDING PERMIT

You may need building approval in accordance with the *Building Act 2016*, further details are available on the Council's website, which may assist you in understanding the relevant requirements.

A checklist has also been developed by Consumer, Building and Occupational Services (CBOS) to help property owners understand their responsibilities before, during, and after building work. It outlines the key steps in the building work approval process for notifiable (medium risk) and permit (high risk) work under the *Building Act 2016.* This resource is designed

to support owners in meeting their obligations and ensuring a smooth approvals process. You can access the checklist here.

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. Further details are available on the Council's website, which may assist you in understanding the relevant requirements.

A checklist has also been developed by Consumer, Building and Occupational Services (CBOS) to help property owners understand their responsibilities before, during, and after building work. It outlines the key steps in the building work approval process for notifiable (medium risk) and permit (high risk) work under the *Building Act 2016*. This resource is designed to support owners in meeting their obligations and ensuring a smooth approvals process. You can access the checklist here.

OCCUPATION OF THE PUBLIC HIGHWAY

You may require a permit for the occupation of the public highway for construction or special event (e.g. placement of skip bin, crane, scissor lift etc.). Click here for more information.

You may require a road closure permit for construction or special event. Click here for more information.

You may require a Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve). Click here for more information.

STATE GROWTH

Prior to undertaking any access (or other) works in the state road reserve a Works Permit is required from the Department of State Growth in accordance with Section 16 of the *Roads and Jetties Act 1935*.

Application for permits can be found at https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings

Applications must be received by the Department of State Growth at least 20 business days before the expected start date for works, to allow enough time to assess the application.

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.

CBD AND HIGH VOLUME FOOTPATH CLOSURES

Please note that the City of Hobart does not support the extended closure of public footpaths or roads to facilitate construction on adjacent land.

It is the developer's responsibility to ensure that the proposal as designed can be constructed without reliance on such extended closures.

In special cases, where it can be demonstrated that closure of footpaths in the CBD and/or other high volume footpaths can occur for extended periods without unreasonable impact on other businesses or the general public, such closures may only be approved by the full Council.

For more information about this requirement please contact the Council's City Transport Group on 62382711.

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.

WASTE MANAGEMENT

Future Visitor Accommodation and Hotel Industry uses are encouraged to include Food Organics and Garden Organics (FOGO) services as part of their operations. 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 subject to Council approval of the design. Click here for more information.

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.

FOOTPATH LEVELS

Please note that the agreement of the Council's Manager City Infrastructure is required to adjust footpath levels to suit the design of any proposed floor levels or entrances to the development.

GENERAL EXEMPTION (TEMPORARY) PARKING PERMITS

You may qualify for a General Exemption permit for construction vehicles i.e. residential or meter parking/loading zones. Click here for more information.

FEES AND CHARGES

Click here for information on the Council's fees and charges.

BEFORE YOU DIG

Click here for before you dig information.

Cameron Sherriff

Development Appraisal Planner

Michael Mclenahan

Senior Statutory Planner

As a 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: 30 October 2025

Attachments(s):

Attachment B – CPC Agenda Documents

Attachment C – Urban Design Advisory Panel Meeting Minutes

Attachment D – Planning Referral Officer Cultural Heritage Report

Attachment E – Planning Referral Officer Development Engineering Report

Tasmanian Heritage Council

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-HOB-2025-0049
THC WORKS REF:	8607
REGISTERED PLACE NO:	2262
APPLICANT:	Yiannis Tellyros
DATE THC RECEIVED:	20 June 2025
DATE OF THIS NOTICE:	23 June 2025

NOTICE OF INTEREST

(*Historic Cultural Heritage Act 1995*)

Address:	61 Davey St, Hobart
THR Place:	RAAF Memorial Centre, 61 Davey St, Hobart
Proposed Works:	Excavation associated with adjoining hotel development

Under s36(3)(a) of the *Historic Cultural Heritage Act 1995* the Tasmanian Heritage Council provides notice that it has no interest in the discretionary permit application because the proposed heritage works are consistent with what is eligible for a Minor Works Approval under Section 11.1 of the *Works Guidelines*.

A Minor Works Approval need not be issued where a discretionary planning permit is issued.

The planning authority is required to notify the Heritage Council of its determination of this application, or if a discretionary planning is no longer required, or the application is withdrawn, in which case an application must be made to the Heritage Council for a Minor Works Approval in order to obtain heritage approval.

Any further information provided in relation to the permit application must be forwarded to the Heritage Council as soon as practicable (and in any event within 5 days). The Heritage Council may issue a new Notice where there is a substantial change to the heritage works.

Please contact Erin Rockliffe on 1300 850 332 if you would like to discuss any matters relating to this application or this notice.

Erin Rockliffe

Erin Rockliffe
Heritage Advisor – Heritage Tasmania
Under delegation of the Tasmanian Heritage Council

SUBMISSION TO PLANNING AUTHORITY NOTICE - SPAN

Reference
TASWASPAN-HOB-2025-0173

Application Reference
PLN-HOB-2024-0621

Address
63 DAVEY ST HOBART TAS 7000

Titles
54396/1

Applicant

Name	Email	Phone	Address	Involvement
Yiannis Tellyros	johntellyros@hotmail.com	0409018021	346 Tranmere , Tranmere, Tasmania, Australia, 7018	Applicant Owner

Owner

Name	Email Address	Address
Yiannis Tellyros	johntellyros@hotmail.com	346 Tranmere , Tranmere, Tasmania, Australia, 7018

Relevant Property Title/s

Selected Titles Total Area: 3255m^2

54396/1 110411/1

Council Description of Use and/or Development

Council Proposed Use or Development Description
Demolition, New Building for Visitor Accommodation and Hotel Industries (Bar), and Associated Infrastructure Works

Response

Pursuant to the Water and Sewerage Industry Act 2008 (TAS)
Section 56P(1) - TasWater imposes the following conditions on the permit for this application:

Conditions

#	Condition	Origin
1	**Connections, Metering, Backflow - connections** 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. **Advice:** TasWater will not accept direct fire boosting from the network unless it can be demonstrated that the periodic testing of the system will not have a significant negative effect on our network and the minimum service requirements of other customers serviced by the network. To this end break tanks may be required with the rate of flow into the break tank controlled so that peak flows to fill the tank do not also cause negative effect on the network.	Water and Sewerage Industry Act 2008
2	**Connections, Metering, Backflow - Removal/installation** 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.	Water and Sewerage Industry Act 2008
3	**Connections, Metering, Backflow** 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.	Water and Sewerage Industry Act 2008

4	**Asset creation Infrastructure works - Locate** Prior to applying for Engineering Design Approval, the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.	Water and Sewerage Industry Act 2008
5	**Asset creation Infrastructure works - Plans** Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.	Water and Sewerage Industry Act 2008
6	**Asset creation Infrastructure works - EDA** Prior to applying for a Permit to Construct new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.	Water and Sewerage Industry Act 2008
7	**Asset creation Infrastructure works - Permit to construct** Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.	Water and Sewerage Industry Act 2008
8	**Asset creation Infrastructure works - Markers** Prior to undertaking any works related to water and sewerage, physical markers must be in place that clearly identify where water and/or sewer connections are to be made in accordance with any approved plan to TasWater's satisfaction.	Water and Sewerage Industry Act 2008
9	**Asset creation Infrastructure works - Qualified person** In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.	Water and Sewerage Industry Act 2008
10	Prior to the issue of a Certificate of Water and sewerage Compliance (Building and/or Plumbing) all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings/documents and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.	
11	**Asset creation Infrastructure works - Connect to infrastructure** After testing, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.	Water and Sewerage Industry Act 2008
12	**Final Plans, Easements Endorsements - Completed transfer for infrastructure** Prior to the issue of a Certificate of Practical Completion from TasWater, the applicant must submit a copy of the completed Transfer for the provision of a Pipeline and Services Easement(s) over 61 Davey St, CT 208274/1 to cover existing and proposed TasWater infrastructure.	Water and Sewerage Industry Act 2008
13	**Asset creation Infrastructure works - Cert of Practical Completion** At practical completion of the water and sewerage works and prior to applying to TasWater for a Certificate of Water and Sewerage Compliance (Building and/or Plumbing), the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion: • Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved,* A request for a joint on-site inspection with TasWater's authorised representative must be made,* Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee,* As constructed drawings must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.	Water and Sewerage Industry Act 2008
14	**Asset creation Infrastructure works - Liability period** After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.	Water and Sewerage Industry Act 2008
15	**Asset creation - Infrastructure works - Protect infrastructure** The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.	Water and Sewerage Industry Act 2008

16	**Asset creation - Infrastructure works - Ground level** Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.	Water and Sewerage Industry Act 2008
17	**Asset creation Infrastructure works - Access plan** An access management plan must be submitted with the application for Engineering Design Approval. The access management plan must detail how the new TasWater infrastructure will be accessed at any time, day or night, for repairs and maintenance while maintaining current levels of service provided by TasWater to the community. The management plan must be to the satisfaction of TasWater prior to Engineering Design Approval being issued.	Water and Sewerage Industry Act 2008
18	**Asset creation Infrastructure works - Construction Management plan** A construction management plan must be submitted with the application for TasWater Engineering Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.	Water and Sewerage Industry Act 2008
19	**Developer Charges (Water)** Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling $39,198.67 to TasWater for water infrastructure for 22.31 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.	Water and Sewerage Industry Act 2008
20	**Developer Charges (Sewerage)** Prior to TasWater issuing a Certificate(s) for Certifiable Work (Building) and/or (Plumbing), the applicant or landowner as the case may be, must pay a developer charge totalling $59,860.99 to TasWater for sewerage infrastructure for 34.07 additional Equivalent Tenements, indexed by the Consumer Price Index All groups (Hobart) from the date of this Submission to Planning Authority Notice until the date it is paid to TasWater.	Water and Sewerage Industry Act 2008
21	**56W Consent** Included with the application for a Certificate for Certifiable Work (Building) and/or (Plumbing) must be an application to TasWater, pursuant to section 56W of the Water and Sewerage Industry Act 2008, for its consent in respect of that part of the development which is built within a TasWater easement or over or within two metres of TasWater infrastructure.	Water and Sewerage Industry Act 2008
22	**Fees payment required** The applicant or landowner as the case may be, must pay a development assessment fee of $1353.71 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater. The payment is required within 30 days of the issue of an invoice by TasWater.	Water and Sewerage Industry Act 2008
23	**Declaration** The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.	Water and Sewerage Industry Act 2008
24	**Advice - General** For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form	
25	**Advice - Service Locations** Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure. A copy of the GIS is included in email with this notice and should aid in updating of the documentation. The location of this infrastructure as shown on the GIS is indicative only. • A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater • TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies • TasWater will locate residential water stop taps free of charge • Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.	Water and Sewerage Industry Act 2008
26	**Water Submetering** As of July 1 2022, TasWater's Sub-Metering Policy no longer permits TasWater sub-meters to be installed for new developments. Please ensure plans submitted with the application for Certificate(s) for Certifiable Work (Building and/or Plumbing) reflect this. For clarity, TasWater does not object to private sub-metering arrangements. Further information is available on our website (www.taswater.com.au) within our Sub-Metering Policy and Water Metering Guidelines.	Water and Sewerage Industry Act 2008
27	**Advice - Boundary Trap Area** The proposed development is within a boundary trap area and the developer will need to provide a boundary trap that prevents noxious gases or persistent odours back venting into the property's sanitary drain. The boundary trap is to be be contained within the property boundaries and the property owner remains responsible for the ownership, operation and maintenance of the boundary trap.	Water and Sewerage Industry Act 2008

28	**Advice - 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, • Existing pipe depth and proposed finished surface levels over the pipe,* 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,* A note on the plan indicating how the pipe location and depth were ascertained.	Water and Sewerage Industry Act 2008
29	**Advice - Developer Charges** For information on Developer Charges please visit the following webpage - https://www.taswater.com.au/building-and-development/developer-charges	

Referral Documents

Version	Document Date	Document Type	Description	Prepared By
1	14 Apr 2025	General	Owner Notification - 61 Davey Street	Phil Gartrell
1	14 Apr 2025	Planning Assessment Report	Planning Report	Phil Gartrell
1	14 Apr 2025	Architectural Plans	Architectural Plans	Phil Gartrell
1	22 Sept 2025	Engineering Drawings	Concept Services Plan	Aldanmark

Schedule of Drawings/Documents

Schedule of Drawings/Documents

Prepared By	Drawings / Document No.	Revision No.	Date of Issue
Aldanmark	18E51-3/C104	B	07/11/2024
Aldanmark	18E51-3/C105, C106	C	05/05/2025
Aldanmark	18E51-3/C201	B	22/08/2025
JAWS	Floor and Carpark Plans	05	28/05/2025

TasWater Details

Officer Name	Officer Title	Officer Contact Number
Al Cole	Senior Assessment Officer	0439 605 108

Submitted on **09/09/2025**

Form published: 18/06/2025 13:58

Tasmanian Government PlanBuild TASMANIA

PLANNING APPLICATION

Status: Submitted

Reference
PLN-HOB-2024-0621
Address
63 DAVEY ST HOBART TAS 7000
Titles
54396/1

Application Checklist

As part of the preliminary review of the application, at a minimum, please check:

- ☐ The right title and schedule of easements have been provided.
- ☐ The right fee has been paid.
- ☐ The plans are legible.
- ☐ The information provided by the applicant is correct/sufficient.
- ☐ Does it adjoin Council owned land? If so, please refer to Parks.

Please also don't forget to check for:

- ☐ TasWater
- ☐ TasNetworks
- ☐ Archaeology
- ☐ Contaminated sites
- ☐ Is it a Major Project?
- ☐ Who has delegation to determine the application

Checked By

Pre-Application Advice

Have you spoken with anyone at Council about this application?

- ☐ Yes - enter details below
- ☑ No - continue to the next section

If yes, provide the name of the person you contacted

Applicant

Name	Email	Phone	Address	Involvement
Yiannis Tellyros				

Owners

Name	Email Address	Address
Yiannis Tellyros		

Relevant Property Title/s

Selected Titles Total Area: 3255m^2

54396/1 110411/1

Owner Notification

Are you the sole owner of the land?

- [ ] Yes - continue to the next section
- [x] No - answer question below

If no, have you notified all owners, joint or part owners of your intention to submit this application?

- [x] Yes - enter owner details below
- [ ] No - you must notify all owners before proceeding with this application

List all owners, joint or part owners as recorded on the Title documents notified:
Proposal may require access/minor works on 186 Macquarie Street - Owner details: HEALTHSCOPE LIMITED

Enter the date that the last owner, joint or part owner was notified
18/11/2024

Declaration

- [x] I declare that all land owners, joint or part owners have been notified of this planning application.

Crown Land Consent

Is Crown Land involved in the proposed use or development?

- [x] Yes - complete question below
- [ ] No - continue to the next section - see further information below
- [ ] Unsure

If yes, has written Crown Land consent been obtained?

- [ ] Yes - upload written consent
- [x] No - application will not be progressed until consent has been provided

General Manager Consent

Is Council-owned or administered land involved in the proposed use or development?

- [x] Yes - complete question below
- [ ] No - continue to the next section
- [ ] Unsure

If yes, has written consent been obtained from the Council General Manager?

- [ ] Yes - upload written consent
- [x] No - application will not be progressed until consent has been provided

Proposed Use or Development

What is the reason for your planning application?

- [ ] I want to change how the property is used
- [ ] I want to use the property for visitor accommodation
- [ ] I want to subdivide
- [x] I want to undertake a new development or alteration
- [ ] I want to do a minor boundary adjustment
- [ ] I want to put up a sign(s)
- [x] I want to demolish
- [ ] I want to do works only
- [ ] Other

If your application is to subdivide, please enter the number of proposed lots.
0

If your application is for signage, please enter the number of signs.

Is the property a Tasmanian Heritage Listed Property?

- [ ] Yes
- [x] No

Is the application for an EPA Activity under the Environmental Management and Pollution Control Act 1994?

- [ ] Yes

- [x] No
- [ ] Unsure

Is the proposed use or development permitted or discretionary?

- [x] Permitted
- [ ] Discretionary
- [ ] Unsure if permitted or discretionary

Provide a full description of the proposed use or development
Boutique Hotel (Visitor Accommodation) and associated Bar, on-site carparking and associated works.

Will the proposed use or development involve a road reserve?

- [x] Yes - complete the section below
- [ ] No - continue to the next section
- [ ] Unsure

If yes, enter the address(es) or locations below:
Davey Street

If yes, how will the road reserve be affected?
Adjustments to crossover(s), service connections and on-street parking.

Value of Work

What is the estimated value of the works?
4975000.00

Assessment Documents

Version	Document Date	Document Type	Description	Prepared By
1	18 Nov 2024	Planning Assessment Report	Planning Report	Phil Gartrell
1	20 Nov 2024	General	Planning Application - redacted	Maree Damon
1	18 Nov 2024	Property Title Document	FolioPlan-54396-1.pdf	Phil Gartrell
1	18 Nov 2024	Property Title Document	FolioText-54396-1.pdf	Phil Gartrell
1	18 Nov 2024	Property Title Document	FolioText-110411-1.pdf	Phil Gartrell
1	18 Nov 2024	Property Title Document	FolioPlan-110411-1.pdf	Phil Gartrell
1	8 Nov 2024	General	Traffic Impact Assessment	Milan Prodanovic
1	14 Nov 2024	Heritage Impact Assessment	Heritage Impact Assessment	Bryce Raworth
1	30 Oct 2024	Cover Letter	Council Landowner Consent Request	Phil Gartrell
1	7 Nov 2024	Concept Servicing Plan	Civil Plans	Aldanmark Engineers
1	28 Oct 2024	Architectural Plans	Architectural Plans	JAWS Architects
1	7 July 2018	Archaeological Report	Statement of Historic Archaeological Potential	Praxis Environment

Council Description

Council Proposed Use or Development Description
Demolition, New Building for Visitor Accommodation and Bar, and Associated Infrastructure Works

Assessment Timeframe

Assessment Timeframe
42 council business days

Requests / Referrals

Created On	Reference	Referral	Recipient	Current Due Date	Completed Date	Status
20 Nov 2024, 9:48:43 am	PLANNA-HOB-2024-1986	General Information Request	Yiannis Tellyros	20 Nov 2024, 9:52:47 am		Request
26 Feb 2025, 1:37:17 pm	INV-HOB-2025-0095	Request Payment	Phil Gartrell	20 Mar 2025, 8:10:06 am	27 Feb 2025, 8:09:29 am	Paid

20 Nov 2024, 9:44:30 am	INV-HOB-2024-0203	Request Payment	Yiannis Tellyros			Withdrawn
20 Feb 2025, 11:33:02 am	PLANNA-HOB-2025-0602	General Information Request	Phil Gartrell		26 Feb 2025, 11:07:26 am	Completed

Form published: 18/09/2024 13:46

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
54396	1
EDITION	DATE OF ISSUE
3	29-Aug-2013

SEARCH DATE : 18-Nov-2024
SEARCH TIME : 09.06 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Diagram 54396
being the land described in Conveyance No. 28/1098
Derivation : Part of 1A-2R-4Ps Gtd to D Lord
Prior CT 4877/14

SCHEDULE 1

M428321 TRANSFER to YIANNIS TELLYROS and VASILIOS KLONIS
Registered 29-Aug-2013 at 12.02 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
B786232 BURDENING EASEMENT: a right of carriageway (appurtenant to Lot 1 on Plan No. 110411) over the "Right of Way Variable Width" on Diagram No. 54396
Registered 20-Mar-1995 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

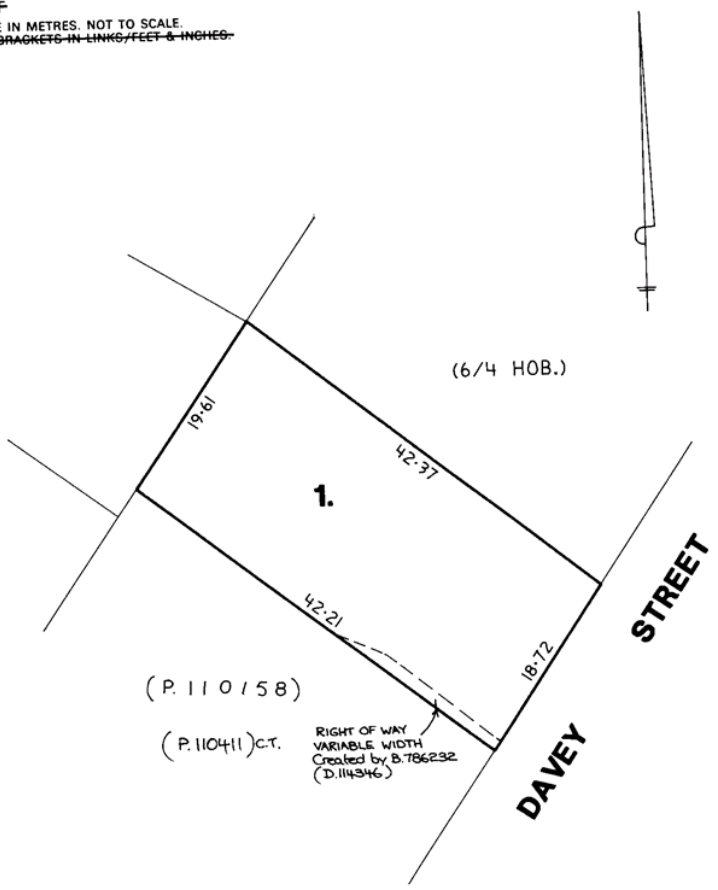
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

APPROVED 29 APR 1992 RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 28/1098	REGISTERED NUMBER D.54396
FILE NUMBER A.10566	GRANTEE: PART OF 1-2-4 GTD. TO DAVID LORD	DRAWN S.J.G. 15-4-92

SKETCH BY WAY OF ILLUSTRATION ONLY

CITY/~~TOWN~~ OF **HOBART (SEC.B)**
~~LAND DISTRICT OF~~
~~PARISH OF~~
LENGTHS ARE IN METRES. NOT TO SCALE.
~~LENGTHS IN BRACKETS IN LINKS/FEET & INCHES.~~



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
110411	1
EDITION	DATE OF ISSUE
10	29-Jun-2023

SEARCH DATE : 18-Nov-2024
SEARCH TIME : 09.06 AM

DESCRIPTION OF LAND

City of HOBART
Lot 1 on Plan 110411
Being as to the land marked EXYZF on P110411 the land formerly described in Conveyance 60/8687
Derivation : part ot 1a 2r 4ps and part of 34.5ps gtd to D Lord & R Officer (respectively) and whole of lot 35610 gtd to St Helens Hospital P/L
Derived from A14739
Prior CTs 110158/1, 110158/2, 3395/57 and 80982/1

SCHEDULE 1

C453465 TRANSFER to HEALTHSCOPE LIMITED Registered 09-Jul-2003 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT: Right of Way (appurtenant to the land marked ABCDHJK on P110411) over the Right of Way shown on P110411
BENEFITING EASEMENT: Right of Drainage (appurtenant to the land marked ABCDEFGHJRLMK on P110411) over the Drainage Easement shown on P110411
SP5246 FENCING PROVISION in Schedule of Easements (relating to the land marked DEFGH on P110411)
B786232 BENEFITING EASEMENT: a right of carriageway over the "Right of Way Variable Width" on Diagram No. 54396 Registered 20-Mar-1995 at noon
B786233 BENEFITING EASEMENT: a right of carriageway over the "Right of Way" on Plan No. 114191
B786233 BENEFITING EASEMENT: Pipeline Rights over the "Pipeline Easement 1.50 wide" and over the "Oxygen Storage Compound Easement" on Plan No. 114191 Registered 20-Mar-1995 at 12.01 PM
B730150 ADHESION ORDER under Section 477A of the Local Government Act 1962 Registered 11-Mar-1994 at noon

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER

FOLIO REFERENCE C.T 3395-57 & F.R 80982-1 & 110158-142

~~GRANTEE~~

CAUTION --- COUNCIL APPROVAL REQUIRED FOR FURTHER SUBDIVISION

PLAN OF TITLE

LOCATION HOBART

FIRST SURVEY PLAN No. SP.5246, 505/30D, P.110158

COMPILED BY L.T.D.

SCALE 1: 500 LENGTHS IN METRES

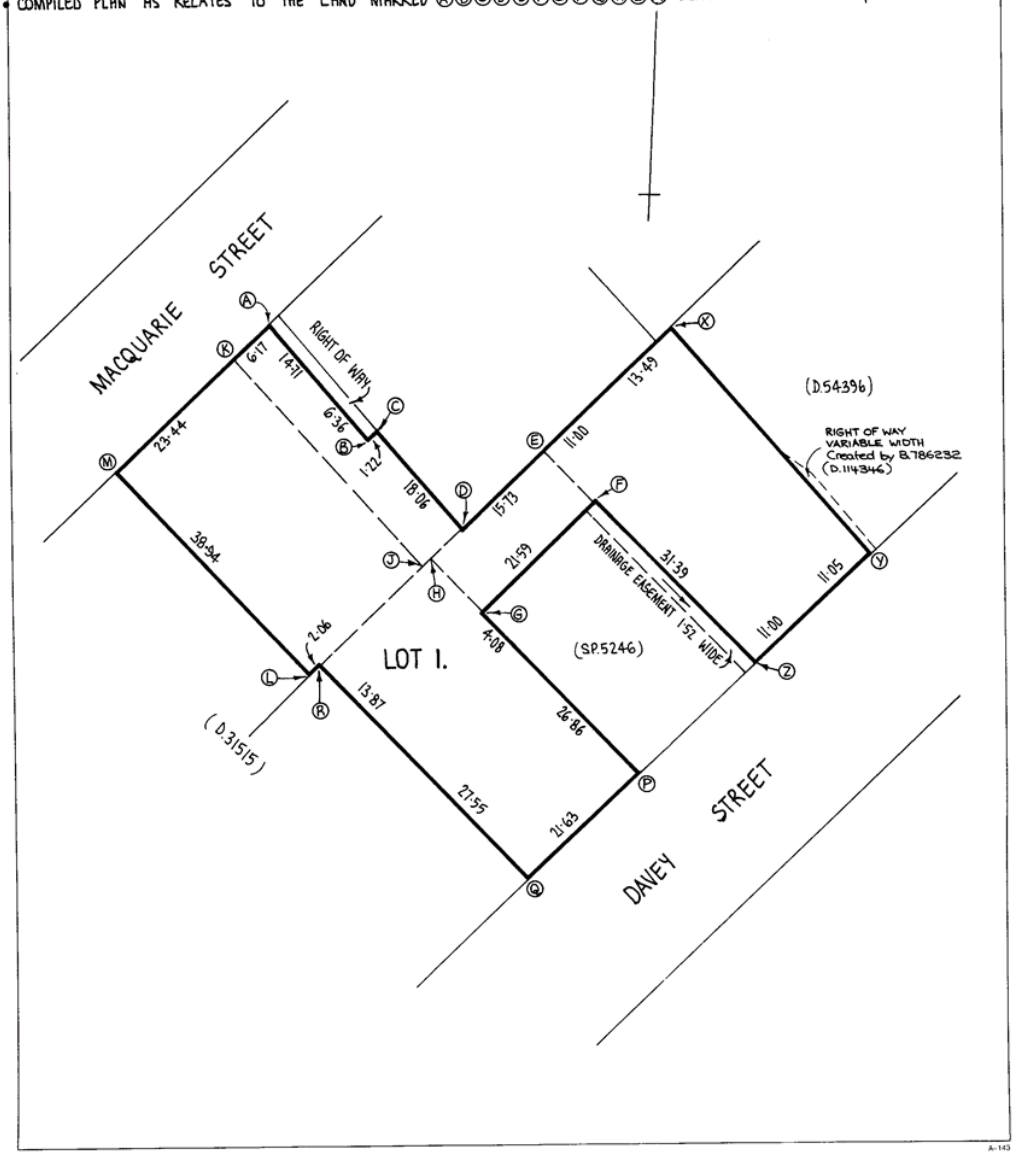
REGISTERED NUMBER P. 110411

APPROVED 10 MAR 1994.

Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 21	LAST UPI No	LAST PLAN No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

- SKETCH BY WAY OF ILLUSTRATION ONLY AS RELATES TO THE LAND MARKED ⒺⓍⓎⓏⒻ DERIVED FROM F/R 110158/1&2
- COMPILED PLAN AS RELATES TO THE LAND MARKED ⒶⒷⒸⒹⒺⒻⒼⓅⓆⓇⓁⓂ DERIVED FROM C.T.3395-57 & F.R.80982-1



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

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

SEARCH DATE : 02-Apr-2025
SEARCH TIME : 11.09 AM

DESCRIPTION OF LAND

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

SCHEDULE 1

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

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OS-D 435

ANNEXURE TO CERTIFICATE OF TITLE

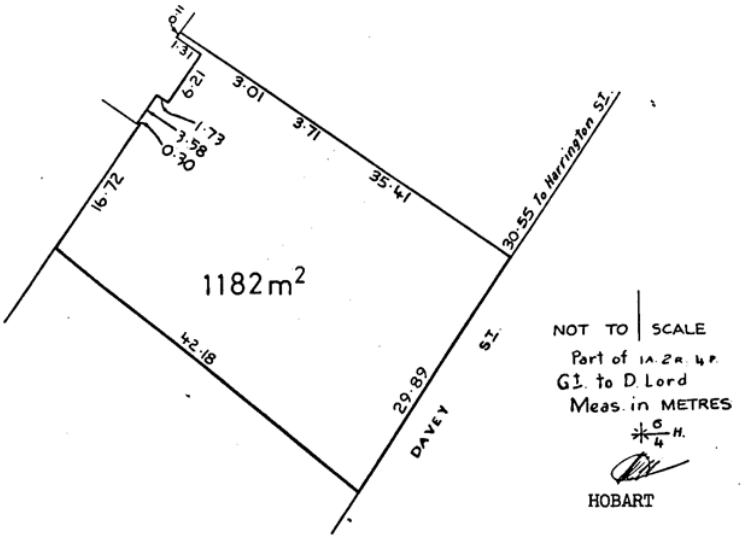
VOL. 2392 FOL. 97

Recorder of Titles

REGISTERED NUMBER

208274

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



NOT TO SCALE

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HOBART

ireneinc
PLANNING & URBAN DESIGN

15 April 2025

Australian Flying Corps & Royal Australian
Airforce Associated Tasmania
61 Davey Street
HOBART, TAS 7000

To the landowner,

OWNER NOTIFICATION - 61 DAVEY STREET, HOBART

Ireneinc Planning & Urban Design have been engaged to act on behalf of Tellyros/Klonis Unit Trust Pty Ltd, to lodge a development application for a boutique hotel on the site at 63 Davey Street, Hobart.

The development will require upgrades to an existing sewer pipe that runs beneath the subject site and along the rear of your property at 61 Davey Street.

We are currently liaising with TasWater to determine the extent of works required, which may require upgrades to a section of the pipe located within your property at 61 Davey Street.

In the event these works are necessary, your property at 61 Davey Street is required to form part of the abovementioned planning application.

As the owner of the subject land, we are required to notify you that we have submitted the abovementioned application to Hobart City Council, in accordance with S.52 of the *Land Use Planning and Approvals Act 1993*.

If you would like to discuss the above, please contact me on 6234 9281.

Yours faithfully,

P. Gartrell

Phil Gartrell
Senior Planner
Ireneinc Planning & Urban Design

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

63 DAVEY STREET, HOBART

ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN

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

63 DAVEY STREET, HOBART

Planning Submission to Hobart City Council, for development of a boutique hotel (visitor accommodation)

Last Updated - May 2025
Author - Phil Gartrell

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ireneinc PLANNING & URBAN DESIGN

CONTENTS

1. INTRODUCTION

Planning Tas trading as Ireneinc Planning and Urban Design have prepared the following assessment on behalf of Tellyros Klonis Unit Trust to accompany an application for the use and development of land at 63 Davey Street, Hobart providing for a boutique hotel.

This report has been prepared in response to plans prepared by JAWS Architecture.

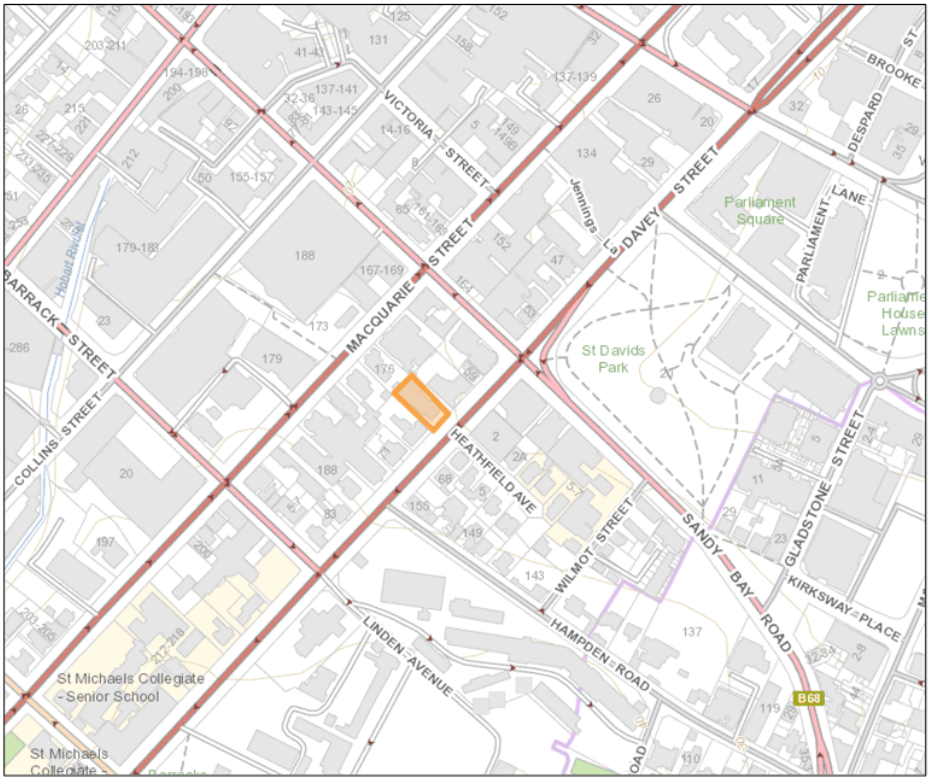

Figure 1: Site location (source: www.thelist.tas.gov.au © State of Tasmania)

1.1 SUBJECT SITE

1.1.1 63 DAVEY STREET

The site is known as the 'Old Navy Club' and is located at 63 Davey Street, Hobart (CT54396/1), with a site area of 809m^2.

The site supports an existing single storey building brick building, which is built to the side and rear boundaries and setback approximately 13m from the frontage to Davey Street. The building is currently used as a furniture store with on-site carparking within the front setback.

63 Davey Street is currently accessed via a shared 4m (approx.) wide entry from Davey Street. This access also includes a right of way easement benefitting the land at 186 Macquarie Street.

1.1.2 186 MACQUARIE STREET

The application also includes the former St. Helens Private Hospital at 186 Macquarie Street, which adjoins 63 Davey Street to the south-west (CT 110411/1) and 61 Davey Street (CT 208274/1).

This is due to a requirement to maintain an existing vehicle access and to undertake works to upgrade existing sewer infrastructure which runs beneath all three properties.

1.1.3 61 DAVEY STREET

The application also includes the adjoining site at 61 Davey Street (CT 208274/1), for access to upgrade a portion of an existing sewer line that runs through the rear of the properties.

Access may also be required during construction.

Following the issue of a planning permit, a detailed construction management plan will be prepared to detail how construction will be managed, to minimise disruption and ensure access to/from the rear car park is maintained.

Further detail regarding the infrastructure works is provided in section 2.2 of this report, and the associated civil plans.

Figure 2: Aerial image of the subject site (red), adjoining site at 186 Macquarie Street (blue) and 61 Davey Street (yellow) (source: www.thelist.tas.gov.au © State of Tasmania)

1.2 SITE SURROUNDS

The former St. Helens Private Hospital at 186 Macquarie Street immediately adjoins the site to the southwest and entertains frontage along both Davey Street and Macquarie Street. The Davey Street frontage of the hospital incorporates a 2-3 storey sandstone heritage building. The upper floor is formed by dormer windows within the roof space, which is a common design feature. As with many other buildings along the Davey Street, the setback to the street is minimal, allowing for a small landscape area.

This building is adjoined by another three-storey brick heritage building identified as 69 and 71 Davey Street. This building exhibits similar design elements with a small setback and landscaping, generally providing a strong and consistent street-edge. It is noted this building also forms part of the former hospital complex.

This building is adjoined by a contemporary portion of the broader hospital complex, presenting as a 2-3 storey brick building with little façade articulation or fenestration.

To the rear of these buildings is a larger contemporary hospital building, including several levels of parking below. The remainder of the street through to Barrack Street is characterised by 2-3 storey buildings, almost all of which are heritage listed.

To the northeast, the site is adjoined by 61 Davey Street which supports a two-storey heritage building (RAAF Association Memorial Centre). East of this is a single storey heritage cottage at 59 Davey Street and the art deco Welcome Stranger Hotel on the corner at 58 Harrington Street.

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

Figure 3: View looking north-east along Davey Street (source: Ireneinc)

Figure 4: View looking south-west along Davey Street (source: Ireneinc)

Figure 5: View looking south-west toward the site, from the edge of St. David's Park (source: Ireneinc)

2. PROPOSAL

2.1 BOUTIQUE HOTEL & BAR

The proposal involves the demolition of the existing single storey building at 63 Davey Street and associated on-site parking spaces in the forecourt.

The new works seek to construct a 6-storey boutique hotel (visitor accommodation), providing 67 x 1 x bedroom guest rooms, associated bar and on-site valet parking for up to 38 cars.

The site and existing building currently present a void in the streetscape, which is a notable departure from the strong street-edges evident along the street. The proposed building presents a contemporary 3-storey podium within 15m of the street frontage, along with a variable 2.8m setback. The podium has been designed to draw upon the dominant characteristics of the various 2-3 storey heritage buildings evident along the street and reintroduces a strong street-edge.

The front façade is articulated with window openings reflecting the proportions and rhythm of the adjoining heritage buildings, expressed in a contemporary manner. The entrance to the ground floor, parking area and Levels 1 and 2 are incorporated into the podium form, with a hipped roof design which reinforces key built form elements within the streetscape.

Level 3 is setback approximately 15m from the frontage, to accommodate a green roof and guest balcony located behind the hipped roof below.

Level 4 is also setback 15m from the frontage and accommodates 13 guest rooms.

Level 5 supports 5 guest rooms along with a green roof and glass atrium (guest only access). The solid form of the services core is setback approximately 25m from the frontage to Davey Street.

The treatment of the building facade above Level 4 is distinguished from the lower podium. The design, finish and materials are clearly contemporary, while also still integrated with the treatment of the lower level and have been articulated for greater visual interest and to minimise the expansive blank facades. The vehicular access to the site is to be reconfigured to the northeast side of the frontage allowing two way traffic flow. Basement carparking is accessed from car lifts located internally within the building. Bicycle storage and motorbike parking has also been accommodated internally within the building.

2.2 INFRASTRUCTURE WORKS

Investigations have been made with TasWater to accommodate an existing sewer main currently located along the rear boundary of the property. The proposal will require upgrades to the main, which will require access and works on the adjoining properties at 186 Macquarie Street and 61 Davey Street.

Further details are provided in the accompanying civil documentation, which also outlines the scope of works required in the road reservation (i.e. modifications to kerbs, crossovers, service provision and on-street parking arrangements).

It is noted these works were discussed and considered in detail under the former application PLN-19-319.

3. PLANNING SCHEME REQUIREMENTS

The following is an assessment of the proposal in response to the standards of the *Hobart Interim Planning Scheme 2015* (HIPS 2015).

The site is located within the Central Business Zone and associated Central Business Core Area under the HIPS 2015, as shown in the figure below.

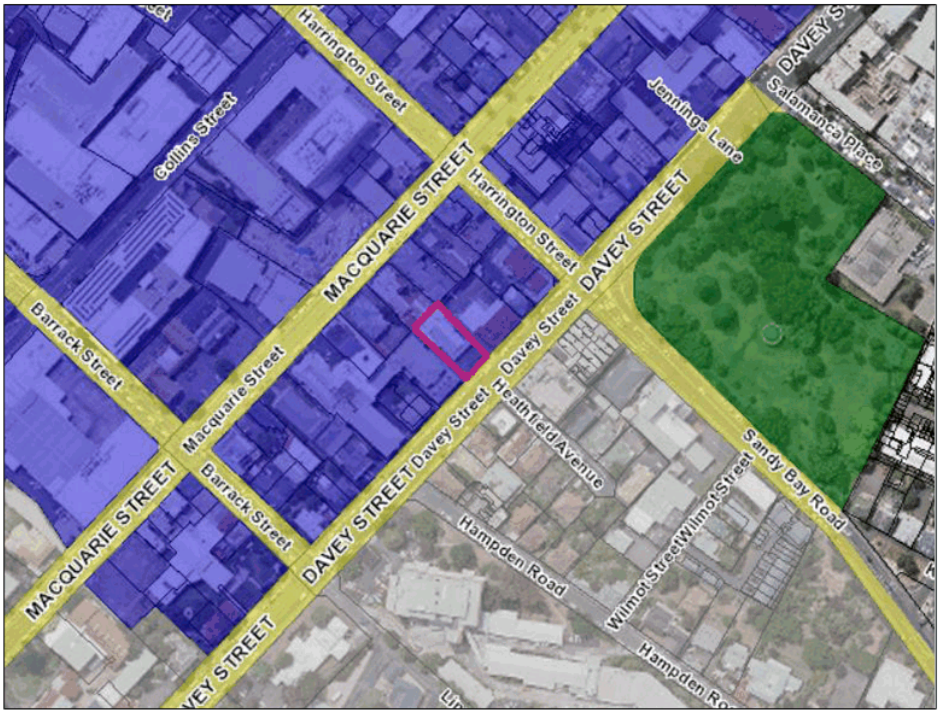

Figure 6: Site Zoning (source: www.thelist.tas.gov.au © State of Tasmania).

3.1 CENTRAL BUSINESS ZONE

3.1.1 ZONE PURPOSE STATEMENTS

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

22.1.1.1 *- To provide for business, civic and cultural, community, food, hotel, professional, retail and tourist functions within a major centre serving the region or sub-region.*

22.1.1.2 *- To maintain and strengthen Hobart's Central Business District and immediate surrounds including, the waterfront, as the primary activity centre for Tasmania, the Southern Region and the Greater Hobart metropolitan area with a comprehensive range of and highest order of retail, commercial, administrative, community, cultural, employment areas and nodes, and entertainment activities provided.*

The proposal is for a boutique hotel offering, consistent with the purpose of the zone. A small bar is also proposed on the ground floor and whilst it will be open to the public, it will primarily serve guests.

Visitor Accommodation is a permitted use (being above ground floor - except for access), as is Hotel Industry. Both uses contribute to the vibrancy of the city by providing additional accommodation options and amenities in close proximity to the CBD and key tourist areas such as Salamanca Place and broader Sullivan's Cove.

***22.1.1.3** - To provide a safe, comfortable and pleasant environment for workers, residents and visitors through the provision of high quality urban spaces and urban design.*

The relationship that the building has to the street frontage has been given a considerable degree of attention to ensure that urban design cues are taken from the historic values of the neighbouring buildings.

The façade will fill the existing void within the streetscape with high quality finishes and contemporary design that integrates with the existing form of the street. The orientation of the site and proposed building ensures ample access to sunlight throughout the day, whilst limiting impacts from prevailing winds to the north-west.

***22.1.1.4** - To facilitate high density residential development and visitor accommodation within the activity centre above ground floor level and surrounding the core commercial activity centre.*

The proposal is consistent with this statement.

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

Being located within the CBD, the site is well connected to a variety of transport options along key routes such as Davey Street and Macquarie Street. Parking within the building is limited in acknowledgement of the site's location within walking distance of key services, entertainment and tourist areas.

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

The edge of Davey Street is not traditionally an active retail area of the city. This is a product of the existing form of buildings on the street and the high vehicle traffic of the main arterial way. Notwithstanding this, the proposal provides a frontage that is respectful of the existing qualities of the heritage precinct without the activity of street frontages, with detailing at a pedestrian scale. The street setback and landscaped area have been included within the design with respect to the heritage qualities and to enhance the street level experience.

***22.1.1.7** - To encourage a network of arcades and through-site links characterised by bright shop windows, displays and activities and maintain and enhance Elizabeth Street Mall and links to it as the major pedestrian hub of the CBD.*

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

***22.1.1.8** - To respect the unique character of the Hobart CBD and maintain the streetscape and townscape contribution of places of historic cultural heritage significance.*

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

The accompanying heritage report specifically addresses the heritage values of the streetscape and heritage precinct. Specifically, the report confirms that identified values are respected by scaling the building to the frontage and the use of the materials that respond to the character of the street frontage.

The proposal responds by creating a complimentary street edge condition to complete the streetscape form, the recessive use of materials and the siting the upper levels of the building well back from the streetscape.

> ***22.1.1.9** - To provide a safe, comfortable and enjoyable environment for workers, residents and visitors through the provision of high-quality spaces and urban design.*

The proposal has been designed within the limitations presented by the site. The building is in close proximity to St. David's Park and Salamanca Place which provide high quality urban spaces. Guests will have access to the atrium on Level 5 and the terrace on Level 3 and the site is within 100m of St. David's Park and well within reasonable walking distance of key sites within the CBD and Sullivan's Cove, thus providing a safe, comfortable and enjoyable environment.

3.1.2 DESIRED FUTURE CHARACTER STATEMENTS

Consideration of the Desired Future Character Statements (DFCS) is triggered in relation to standard 22.4.2 Setback P1 (a).

> ***Townscape and Streetscape Character -***
>
> ***22.1.3.1 - Objectives:***
>
> *(a) That the Central Business Zone provides a compact built focus to the region, reflecting an appropriate intensity in its role as the heart of settlement.*

The proposed development reinforces the role of the zone as a focus to the region with development that is at a scale consistent with existing development within the city centre.

> *(b) That the Central Business Zone develops in a way that reinforces the layered landform rise back from the waterfront, having regard to the distinct layers of the landform, respecting the urban amphitheatre, including the amphitheatre to the Cove, while providing a reduction in scale to the Queens Domain, the Domain and Battery Point headlands and the natural rise to Barracks Hill (see Figures 22.7 and 22.8).*
>
> *(c) That the Central Business Zone consolidates within, and provides a transition in scale from, its intense focus in the basin, acknowledging also the change in contour along the Macquarie Ridge, including both its rising and diminishing grades, including to the low point of the amphitheatre to the Cove (see Figures 22.7, 22.8 and 22.9).*

The proposed development is reflective of the underlying natural rise of the landform between Davey Street and the Macquarie Street ridge.

The positioning of the podium and recessed upper levels allow the podium to respond to heights along Davey Street, whilst the upper levels respond to, and provide a transition in height toward the Macquarie ridge. These setbacks and height transition can also be read in reverse, responding to the transition down toward the amphitheatre to the Cove.

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

The setback of the podium from the street frontage has been carefully designed to reflect the setback pattern of neighbouring heritage buildings and allow for small areas of landscaping. Incorporating a hipped roof as part of the podium also serves to reinforce a dominant element within the streetscape, whilst also filling a void in the otherwise consistent street-edge. These considerations respond and respect the heritage values of the precinct.

22.1.3.2 - Building Siting, Bulk and Design

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

...

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

3.1.3 USE STATUS

The proposed development is for a boutique hotel which falls under the Visitor Accommodation use classification, defined as follows:

Visitor Accommodation

> *use of land for providing short or medium term accommodation, for persons away from their normal place of residence, on a commercial basis or otherwise available to the general public at no cost. Examples include a backpackers hostel, bed and breakfast establishment, camping and caravan park, holiday cabin, holiday unit, motel, overnight camping area, residential hotel and serviced apartment.*

Visitor accommodation is a permitted use within the zone.

The proposed ground floor bar will be open to the public but will primarily serve guests. The use falls under the Hotel Industry definition, as outlined below.

Hotel Industry

> *use of land to sell liquor for consumption on or off the premises. If the land is so used, the use may include accommodation, food for consumption on the premises, entertainment, dancing, amusement machines and gambling. Examples include a hotel, bar, bottle shop, nightclub and tavern.*

Hotel Industry is a permitted use in the zone.

3.1.4 USE STANDARDS

22.3.1 - Hours of Operation

Objective: *To ensure that hours of operation do not have unreasonable impact on residential amenity on land within a residential zone.*

SCHEME REQUIREMENTS

A1 - Hours of operation of a use within 50 m of a residential zone must be within:

(a) 6.00 am to 10.00 pm Mondays to Saturdays inclusive;

(b) 7.00 am to 9.00 pm Sundays and Public Holidays.

except for office and administrative tasks.

RESPONSE

The site is not within 50m of any residential zone.

22.3.2 Noise

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

SCHEME REQUIREMENTS

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

(a) 55dB(A) (LAeq) between the hours of 7.00 am to 7.00 pm;

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

(c) 65dB(A) (LAmax) at any time.

Measurement of noise levels must be in accordance with the methods in the Tasmanian Noise Measurement Procedures Manual, issued by the Director of Environmental Management, including adjustment of noise levels for tonality and impulsiveness. Noise levels are to be averaged over a 15 minute time interval.

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

RESPONSE

The only activity that may generate noise is the bar on the ground floor. This space is located entirely within the building and is expected to primarily cater to hotel guests, given the limited capacity of the bar. In addition, the building is oriented to the south-east, in the opposite direction of the nearest residential zone, located approximately 350m to the northwest of the site.

Therefore, it is considered unlikely that any noise generated by the proposal would exceed the levels outlined under A1.

22.3.7 - Hotel Industries

Objective: *To ensure that impacts on the amenity of surrounding areas resulting from late night operation of hotel industry uses are kept to a minimum.*

SCHEME REQUIREMENTS

A1 - Hours of operation must be within 7.00am to 12.00am.

...

RESPONSE

The bar will operate in accordance with the hours specified under A1.

3.1.5 DEVELOPMENT STANDARDS

22.4.1 - Building height

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

SCHEME REQUIREMENTS

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

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

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

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

unless an extension to an existing building that:

(i) is necessary solely to provide access, toilets, or other facilities for people with disabilities;

(ii) is necessary to provide facilities required by other legislation or regulation.

...

RESPONSE

The proposed building complies with both acceptable solution (a) and (b), as the podium within 15m of the frontage is less than 15m in height and the maximum overall height is approximately 19m at the highest point above natural ground level - as illustrated below.

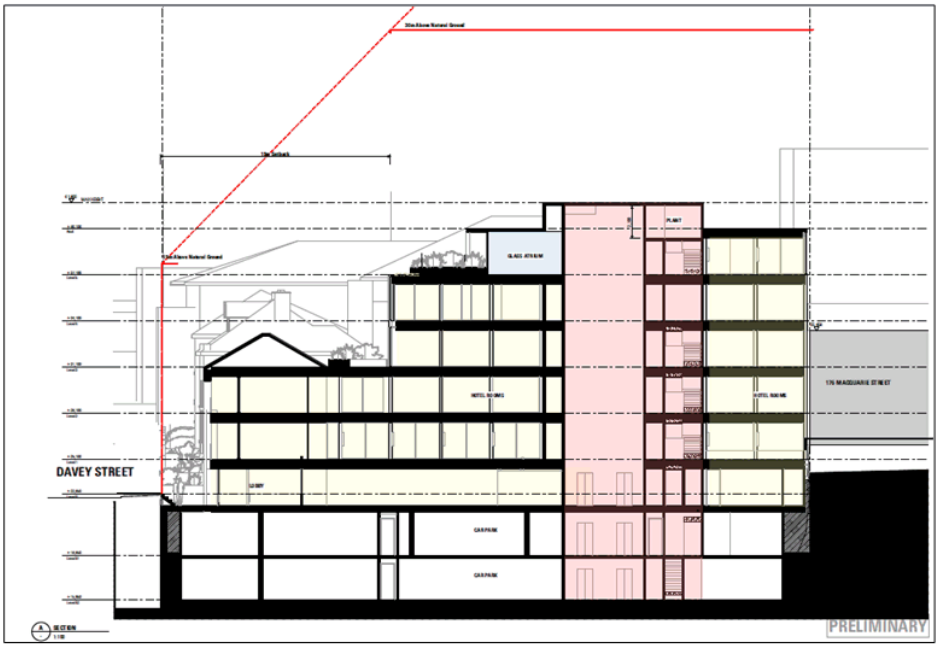

Figure 6: Section view of the proposal, illustrating compliance with the amenity building envelope (source: JAWS Architects)

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

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

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

or

(c) comply with the building height in Clauses 22.4.1 A1 and A2;

whichever is the lesser.

...

RESPONSE

The building is located between two lots which are listed in the Historic Heritage Code, as follows:

- 'St Helens Private Hospital' at 186 Macquarie Street to the southwest; and
- 'RAAF Association Memorial Centre' at 61 Davey Street.

A5 (a) The proposed 3 storey podium within 15m of the frontage is one-storey (and less than 4m) higher than the façade building height of the heritage building at 61 Davey Street, as illustrated below.

Figure 7: Façade height difference between the proposed building and the lower heritage building at 61 Davey Street (source: JAWS Architects)

(b) The façade height of the podium also does not exceed the façade height of the higher heritage building at 186 Macquarie Street, as illustrated below.

Figure 8: Façade height difference between the proposed building and the lower and higher heritage buildings on the same street frontage (source: JAWS Architects)

Notwithstanding the above, the proposal also complies with A5(c) as the building meets the relevant tests under A1 to Clause 22.4.1 and A2 is not applicable, as the site is not within 10m of a residential zone.

22.4.2 - Setback

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

SCHEME REQUIREMENTS

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

0m.

P1 - Building setback from frontage must satisfy all of the following:

(a) be consistent with any Desired Future Character Statements provided for the area;

(b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;

(c) enhance the characteristics of the site, adjoining lots and the streetscape;

(d) provide for small variations in building alignment only where appropriate to break up long building facades, provided that no potential concealment or entrapment opportunity is created;

(e) provide for large variations in building alignment only where appropriate to provide for a forecourt for space for public use, such as outdoor dining or landscaping, provided the that no potential concealment or entrapment opportunity is created and the forecourt is afforded very good passive surveillance.

RESPONSE

The proposal incorporates a small area of landscaping and associated walls between the frontage and the building façade. To accommodate these elements, the façade is setback approximately 2.7m and requires consideration against the performance criteria.

P1

(a) The Desired Future Character Statements have been responded to in section 3.1.1 of this report, which demonstrates the proposal is consistent.

(b) The setback variation allows for access to the site and provision of landscaping, which is consistent with adjoining buildings along Davey Street. The setback variation is minor and ensures a continuous building line with respect to the requirements of the Heritage Precinct in which the site is located.

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

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

(e) No large variations to the building alignment is proposed.

The proposal complies with P1.

22.4.3 - Design

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

SCHEME REQUIREMENTS

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

(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;

(b) for new building or alterations to an existing facade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level facade ;

(c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 30% of the length of the facade;

(d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces;

(e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof;

(f) not include security shutters over windows or doors with a frontage to a street or public place;

P1 - Building setback from frontage must satisfy all of the following:

(a) be consistent with any Desired Future Character Statements provided for the area;

(b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape;

(c) enhance the characteristics of the site, adjoining lots and the streetscape;

(d) provide for small variations in building alignment only where appropriate to break up long building facades, provided that no potential concealment or entrapment opportunity is created;

(e) provide for large variations in building alignment only where appropriate to provide for a forecourt for space for public use, such as outdoor dining or landscaping, provided the that no potential concealment or entrapment opportunity is created and the forecourt is afforded very good passive surveillance.

...

RESPONSE

The proposal responds to the acceptable solution as follows:

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

(b) The ground floor façade is comprised of openings with a surface area in excess of 40%.

(c) there is no single expanse of a blank wall greater than 30% on the front façade.

(d) Plant equipment will be located on the roof of the building and will be screened from the street and public places.

(e) The lift over run is incorporated into the building through the design of the roof. Further services are located in the basement levels.

(f) no security shutters over windows or doors with a frontage to a street are included in the proposal.

The proposal complies with A1.

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

...

RESPONSE

The nearest residential zone is approximately 349m to the north-west of the development site, as such the provision does not apply.

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

(a) include building articulation to avoid a flat facade appearance through evident horizontal and vertical lines achieved by setbacks, fenestration alignment, design elements, or the outward expression of floor levels; and

(b) have any proposed awnings the same height from street level as any awnings of the adjacent heritage building.

...

RESPONSE

The proposal is adjoined to the east and west by heritage places.

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

These elements ensure the podium and additional levels behind are appropriately articulated and respond to the dominant heritage characteristics of the street whilst presenting a contemporary form.

(b) no awnings are proposed.

The proposal complies with A3.

22.4.4 - Passive Surveillance

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

SCHEME REQUIREMENTS

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

(a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site;

(b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade;

(c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30% of the surface area of the ground floor level facade;

(d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces;

(e) provide external lighting to illuminate car parking areas and pathways;

(f) provide well-lit public access at the ground floor level from any external car park.

...

RESPONSE

The proposal addresses the Acceptable Solution as follows:

A1

(a) The main pedestrian entrance to the buildings is clearly visible from Davey Street.

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

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

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

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

The proposal complies with the acceptable solution.

22.4.5 Landscaping - does not apply.

22.4.6 - Outdoor Storage Areas - does not apply.

22.4.7 - Fencing - does not apply.

22.4.8 - Pedestrian Links - does not apply.

22.4.9 - Residential and Visitor Accommodation Amenity

Objective: *To ensure that buildings for residential or visitor accommodation uses provide reasonable levels of amenity and safety in terms of noise, access to daylight and natural ventilation, open space and storage.*

SCHEME REQUIREMENTS

A1 - Residential or visitor accommodation development must demonstrate that design elements are able to achieve internal noise levels in accordance with relevant Australian Standards for acoustics control (AS3671:1989 - Road Traffic Noise Intrusion (Building Siting and Construction) and AS2107:2016 - Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors)).

P1 - Residential or visitor accommodation development must demonstrate that design elements are able to achieve internal noise levels in accordance with relevant Australian Standards for acoustics control (including AS3671:1989 - Road Traffic Noise Intrusion (Building Siting and Construction) and AS2107:2016 - Acoustics (Recommended Design Sound Levels and Reverberation Times for Building Interiors)), unless:

(a) alterations required to meet these standards would negatively impact on historic cultural heritage values of an existing building listed as a place, or within a precinct, in the Historic Heritage Code; or

(b) external alterations of an existing building that are required to meet these standards would negatively impact on the streetscape.

RESPONSE

The site has frontage to Davey Street, which is a category 1 road and carries significant volumes of traffic, including heavy vehicles which can generate significant noise emissions.

Whilst an acoustic report has not been undertaken for this proposal, advice provided for similar developments along Macquarie Street (which also carries significant traffic volumes), have recommended windows/doors be designed as follows, to achieve the requirements under A1:

- Glazed windows / doors should be designed with:
    - 6mm float class / 12mm gap / 6mm float glass

  Any operable windows/doors, including sliding doors, will require full perimeter seals.
- For façade construction using lightweight external cladding:

- 90 mm cavity with insulation, and 10 mm standard plasterboard internal linings is appropriate.

However, any masonry construction is appropriate and can meet the required rating.

It is expected the above recommendations will be accommodated to ensure compliance with P1.

22.4.10 - Waste Storage and Collection

Objective: *To ensure the storage and collection of waste provides for a reasonable level of amenity and safety for surrounding occupants and for traffic, cyclists, pedestrians and other road and footpath users.*

SCHEME REQUIREMENTS

A1 - Bulk waste bins that are commercially serviced must be provided for sites:

(a) with more than one commercial tenancy;

(b) with one commercial tenancy that is greater than 100m2;

(c) with more than 4 dwellings or visitor accommodation units (or 3 if a mixed use site); and

(d) with more than 2 dwellings or visitor accommodation units (or 1 if a mixed use site) if fronting a pedestrian priority street (Figure E6.7.12);

unless:

(i) there are no more than 4 individual bins for kerbside collection at any one time per commercial site or any site fronting a pedestrian priority street (Figure E6.7.12);

(ii) There are no more than 8 individual bins for kerbside collection at any one time per residential or mixed use site not fronting a pedestrian priority street (Figure E6.7.12); or

(iii) Individual bins are commercially serviced without being placed on the kerbside for collection.

P1 - Bulk waste bins that are commercially serviced must be provided unless kerbside collection would not unreasonably compromise the amenity of the surrounding area or the flow and safety of vehicles, cyclists and pedestrians, and:

(a) the frontage of the site has a width equivalent to 5m for each dwelling, accommodation unit or tenancy with individual bins; or

(b) bulk waste bin storage and collection cannot reasonably be provided on site due to:

(i) impacts on historic cultural heritage values of a place or precinct listed in the Historic Heritage Code; or

(ii) site constraints, if for an existing building.

RESPONSE

Given the only commercial component is the small ground floor bar, the extent of commercial waste will predominately be recycling and rubbish collected during the servicing of rooms.

It is anticipated that bulk waste bins will be utilised and serviced commercially. Further information is being prepared and will be provided through the subsequent further information process.

A2 - An on-site storage area, with an impervious surface (unless for compostables), must be provided for bins that:

(a) ...

(b) If for bulk waste bins:

(i) is located on common property;

(ii) includes dedicated areas for storage and management of recycling and compostables;

(iii) is not less than 5.5m from any dwelling or accommodation unit unless within a fully enclosed building;

(iv) is set back not less than 4.5m from a frontage if fronting a pedestrian priority street (Figure E6.7.12);

(v) is screened from any public road, dwelling or accommodation unit by a wall to a height not less than 1.8m above the finished surface level of the storage area;

(vi) is accessible to each dwelling, accommodation unit or tenancy without the requirement to travel off-site; and

where the development is mixed use, have separate storage spaces for commercial and residential bins with separate access to each.

P2 - A storage area for waste and recycling bins must be provided that is:

(a) capable of storing the number of bins required for the site;

(b) of sufficient size to enable convenient and safe access and manoeuvrability for occupants, and waste collection vehicles where relevant;

(c) in a location on-site that is conveniently and safely accessible to occupants, without compromising the amenity and flow of public spaces;

(d) screened from view from public spaces and dwellings or accommodation units; and

if the storage area is for common use, separated from dwellings or units on the site to minimise impacts caused by odours and noise.

RESPONSE

As outlined in the accompanying architectural plans, the bin storage area is able to comply with A2(b) as follows.

(i) not applicable, as no strata or common property is proposed.

(ii) the storage area will have dedicated recycling and waste bins that are clearly marked.

(iii) the storage area is within a fully enclosed building and is e

(iv) not applicable.

(v) the waste storage area is not visible from the street and all accommodation rooms are located at level 1 and above.

(vi) access to the waste storage area will by staff only.

The proposal complies with A2.

A3 - Bulk waste bins must be collected on site by private commercial vehicles, and access to storage areas must:

(a) in terms of the location, sight distance, geometry and gradient of an access, as well as off-street parking, manoeuvring and service area, be designed and constructed to comply with AS2890.2:2018: Parking Facilities - Off-Street Commercial Vehicle Facilities;

(b) ensure the vehicle is located entirely within the site when collecting bins; and

(c) include a dedicated pedestrian walkway, alongside or independent of vehicle access ways.

P3 - A waste collection plan demonstrates the arrangements for collecting waste do not compromise the safety, amenity and convenience of surrounding occupants, vehicular traffic, cyclists, pedestrians and other road and footpath users, having regard to:

(a) the number of bins;

(b) the method of collection;

(c) the time of day of collection;

(d) the frequency of collection;

(e) access for vehicles to bin storage areas, including consideration of gradient, site lines, manoeuvring, direction of vehicle movement and pedestrian access;

(f) distance from vehicle stopping point to bins if not collected on site;

(g) the traffic volume, geometry and gradient of the street; and

(h) the volume of pedestrians using the street and whether it is a pedestrian priority street (Figure E6.7.12).

RESPONSE

To ensure efficiency and avoid unnecessary turning manoeuvres, the waste collection vehicle will utilise the proposed on-street loading area. As this does not comply with A3 (b), a response to the performance criteria is required.

P3

(a) Advice is being sought from a waste consultant, to confirm the number of bins required.

(b) It is anticipated bins will be transferred from the waste storage area, along the driveway and out to the on-street loading area. The distance between the storage and loading area is approximately 35m. This will be undertaken by the waste contractor at collection times, generally occurring between 7am and 8am.

Given the on-site parking area is to be valet managed and will occur prior to the standard guest check-out time (10am), these arrangements are considered appropriate.

(g) The traffic flow along Davey Street is one-way and the loading area will ensure waste can be collected without unnecessary turning and reverse movements or impacts on the flow of traffic.

(h) Davey Street is not a pedestrian priority street. However, waste collection will only occur 1 or 2 times per week between 7am and 8am, during which time pedestrian activity is likely to be low. These arrangements reflect commercial waste collection across the city.

The proposal is able to comply with P3.

4. CODES

4.1 ROAD AND RAILWAY ASSETS CODE

4.1.1 USE STANDARDS

E5.5.1 - Existing road accesses and junctions

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

SCHEME REQUIREMENTS

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

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

(a) the increase in traffic caused by the use;

(b) the nature of the traffic generated by the use;

(c) the nature and efficiency of the access or the junction;

(d) the nature and category of the road;

(e) the speed limit and traffic flow of the road;

(f) any alternative access to a road;

(g) the need for the use;

(h) any traffic impact assessment; and

(i) any written advice received from the road authority.

RESPONSE

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

P3

(a) As outlined in the accompanying TIA, the proposal will generate approximately 114 vehicles trips per day, to and from the access. A further 14 - 20 taxi and service vehicle movements/day can be expected to and from available parking on Davey Street outside the hotel.

(b) & (c) The traffic generated by the use will be primarily private guest vehicles and pick-up / drop-off occurring along Davey Street.

As outlined in the TIA, intersections and junctions reach capacity when the total conflicting approach traffic volumes are around 1,500 vehicles/hour. The conflicting traffic volume at the new driveway will be around half to one third of this volume, so that there will not be an operational issue.

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

(d) & (e) Davey Street is a Category 1 road with a speed limit of 50km/hr. Whilst the road supports a high number of vehicle movements per day, speed and traffic flow is controlled by traffic lights at the intersection between Davey and Harrington Street and Sandy Bay Road. Therefore, the increase in traffic generated by the use is unlikely to result in any unreasonable impacts on the efficiency of the road.

(f) n/a

(g) There is an ongoing demand for short-stay accommodation in Hobart, which has led to a surge in private dwellings being converted for short-stay accommodation, contributing to a lack of available and affordable housing stock for permanent and medium/long term residential use.

The proposal will contribute to the availability of purpose-built short-stay accommodation, alleviating demand without impacting the supply of residential properties for residential purposes.

(h) Please refer to the attached TIA for details.

(i) Whilst Davey Street is managed by Hobart City Council, it is owned by the Department of State Growth. As such, both Council and Crown landowner consent has been sought for all works occurring within the road reservation.

The proposal complies with P3.

4.1.2 DEVELOPMENT STANDARDS

E5.6.1 - Development adjacent to roads and railways

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

(a) ensures the safe and efficient operation of roads and the rail network;

(b) allows for future road and rail widening, realignment and upgrading; and

(c) is located to minimise adverse effects of noise, vibration, light and air emissions from roads and the rail network.

SCHEME REQUIREMENTS

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

(a) new buildings;

(b) other road or earth works; and

(c) building envelopes on new lots.

...

RESPONSE

The development is located within 50m of Davey Street, which is a category 1 road. However, the speed limit is 50km/hr. Therefore, A1.1 and A1.2 are not applicable.

E5.6.2 - Road accesses and junctions

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

SCHEME REQUIREMENTS

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.

P2 - For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:

(a) the nature and frequency of the traffic generated by the use;

(b) the nature of the road;

(c) the speed limit and traffic flow of the road;

(d) any alternative access to a road;

(e) the need for the access or junction;

(f) any traffic impact assessment; and

(g) any written advice received from the road authority.

RESPONSE

On completion, the vehicle access to the site will be relocated to the north-east and read as an extension to the existing crossover to 61 Davey Street.

The existing vehicle access to the site also services 186 Macquarie Street, with a portion subject to a right-of-way. This crossover must be retained and will be for the exclusive use of 186 Macquarie Street.

Given the above, the arrangements are considered to comply with A2 - as vehicle access to 63 Davey Street will be via one access, providing entry and exit.

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

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

SCHEME REQUIREMENTS

A2 - Sight distances at:

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

(b) ...

...

RESPONSE

The applicable sight distance for streets with a speed limit of 60km/hr or less is 80m in either direction.

As per the accompanying TIA, the rise in topography along Davey Street toward the intersection with Barrack Street provides additional sight distance to the east when exiting the site. Given Davey Street is one-way, the only applicable sight distance is that to the east toward the intersection with Harrington Street and Sandy Bay Road. The available sight distance in this direction is over 80m.

A single on-street loading / no-stopping area will be provided between the new access point to the west and the existing access to the former St Helens Private Hospital. This area currently supports 2 x on-street public parking spaces.

Given the topographical changes detailed above, the repurposing of this area will not impact on sight distances for the new/revised access.

Therefore, the proposal complies with A1(a).

4.2 PARKING AND ACCESS CODE

4.2.1 USE STANDARDS

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

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

SCHEME REQUIREMENTS

A1 *-*

(a) No on-site parking is provided; or

(b) on-site parking is provided at a maximum rate of 1 space per 200m2 of gross floor area for commercial uses; or

(c) on-site parking is provided at a maximum rate of 1 space per dwelling for residential uses; or

(d) on-site parking is required operationally for an essential public service, including, hospital, police or other emergency service.

P1 *- Car parking provision:*

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

(b) must not compromise any of the following:

(i) pedestrian safety, amenity or convenience;

(ii) the enjoyment of 'al fresco' dining or other outdoor activity;

(iii) air quality and environmental health;

(iv) traffic safety.

RESPONSE

The proposal does not meet A1. Therefore, a response to the performance criteria has been provided.

P1

(a) not applicable.

(b) Please refer to the accompanying Traffic Impact Assessment, which demonstrates the on-site car parking can be accommodated and will not compromise pedestrian or traffic safety, amenity or convenience.

There are no 'al fresco' dining or other outdoor activities undertaken in the immediate vicinity of the site and the number, type and frequency of vehicle movements are unlikely to result in any additional air quality or environmental health impacts.

The proposal complies with P1.

E6.6.2 - Number of accessible car parking spaces for people with a disability

OBJECTIVE: *To ensure that a use or development provides sufficient accessible car parking for people with a disability.*

SCHEME REQUIREMENTS

A1 *- Car parking spaces provided for people with a disability must:*

(a) satisfy the relevant provisions of the Building Code of Australia;

(b) be incorporated into the overall car park design;

(c) be located as close as practicable to the building entrance.

P1 *- No performance criteria.*

RESPONSE

No disabled car parking spaces are required.

E6.6.3 - Number of Motorcycle parking spaces

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

SCHEME REQUIREMENTS

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

...

RESPONSE

The proposal provides 38 on-site car parking spaces. After the first 19 spaces are excluded, less than 20 spaces remain. Therefore, no motorcycle parking spaces are required.

E6.6.4 - Number of Bicycle parking spaces

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

SCHEME REQUIREMENTS

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

P1 *- The number of on-site bicycle parking spaces provided must have regard to all of the following:*

(a) the nature of the use and its operations;

(b) the location of the use and its accessibility by cyclists;

(c) the balance of the potential need of both those working on a site and clients or other visitors coming to the site.

RESPONSE

As per Table E6.2, visitor accommodation requires 1 space per 40 rooms for employees and 1 space per 30 for visitors.

The proposal includes 67 rooms, which requires a total of four (4) bicycle parking spaces, two for employees and two (rounded to the nearest whole number) for visitors. As no on-site bicycle parking is provided, a response to P1 is provided below.

P1

The proposal is for a boutique hotel, for which demand for visitor/guest bicycle parking is expected to be very low. This is similarly the case with staff, given the proximity of the site to key public transport routes along Davey Street, Sandy Bay Road and Macquarie Street, the availability of e-scooters and the location of the site within walking distance of the CBD and nearby residential areas.

4.2.2 DEVELOPMENT STANDARDS

E6.7.1 Number of Vehicular Accesses

OBJECTIVE: *To ensure that:*

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

(i) the number of vehicle access points; and

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

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

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

SCHEME REQUIREMENTS

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

P2 - In the areas covered by the Active Frontage Overlay (Figure 22.1) and Pedestrian Priority Street Overlay (Figure E6.7.12) and in Particular Purpose Zone 10 any new vehicular access point must not compromise any of the following:

(a) pedestrian safety, amenity and convenience;

(b) traffic safety;

(c) streetscape;

(d) cultural heritage values if the site is subject to the Historic Heritage Code;

(e) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity.

RESPONSE

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

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

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

Given the additional traffic movements generated by the proposed use/development, the existing access to Davey Street would not provide the required width for two-way entry and exit and would not be safe or efficient.

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

Notwithstanding, it is our view that P2 is intended to provide additional constraints which apply to sites fronting a Pedestrian Priority Street, or those within the Particular Purpose Zone 10, but does not form a prohibition against new crossovers for all remaining areas within the zone.

E6.7.2 - Design of Vehicular Accesses

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

SCHEME REQUIREMENTS

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

(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;

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

P1 - Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:

(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;

(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;

(c) suitability for the type and volume of traffic likely to be generated by the use or development;

(d) ease of accessibility and recognition for users.

RESPONSE

A1 (a) The TIA indicates that based on AS2890.1, the desirable driveway sight distance for the site is 69m for approach vehicle speeds of 50km/hr from a point 2.5m back from the edge of the road and 76m for approach speeds of 55km/hr.

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

Therefore, the proposal complies with A1(a).

E6.7.3 - Vehicular Passing Areas Along an Access

***OBJECTIVE:** To ensure that:*

(a) the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists;

(b) use or development does not adversely impact on the safety or efficiency of the road network as a result of delayed turning movements into a site.

SCHEME REQUIREMENTS

A1 - Vehicular passing areas must:

(a) be provided if any of the following applies to an access:

(i) it serves more than 5 car parking spaces;

(ii) is more than 30 m long;

(iii) it meets a road serving more than 6000 vehicles per day;

(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;

(c) have the first passing area constructed at the kerb;

(d) be at intervals of no more than 30 m along the access.

...

RESPONSE

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

E6.7.4 - On-Site Turning

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

SCHEME REQUIREMENTS

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

(a) it serves no more than two dwelling units;

(b) it meets a road carrying less than 6000 vehicles per day.

RESPONSE

Each parking space and access aisle has been designed in accordance with AS 2890.1 to ensure vehicles can manoeuvre on-site and exit the site in a forward direction.

It is noted the parking areas will be managed via a valet system, meaning that guests will not be required to navigate the parking area or utilise the car lifts to/from the basement levels.

With regard to waste disposal vehicles, the TIA indicates that larger vehicles will be able to reverse into the driveway, collect waste and then exit the site in a forward direction. Alternatively, waste collection can be undertaken using the parking lane, with bins wheeled out from the bin storage area. Given that this will occur outside of peak traffic periods, this is deemed to be acceptable.

Therefore, it has been determined that this can be achieved in compliance with AS 2890.2.

E6.7.5 - Layout of Parking Areas

OBJECTIVE: To ensure that parking areas for cars (including accessible parking spaces), motorcycles and bicycles are located, designed and constructed to enable safe, easy and efficient use.

SCHEME REQUIREMENTS

A1 - The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.

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.

RESPONSE

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

Therefore, the proposal complies with A1.

E6.7.9 - Surface Treatment of Parking Areas

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

SCHEME REQUIREMENTS

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

(a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;

(b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.

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.

RESPONSE

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

The proposal complies with the acceptable solution.

E6.7.7 - Lighting of Parking Areas

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

(a) enables easy and efficient use;

(b) promotes the safety of users;

(c) minimises opportunities for crime or anti-social behaviour; and

(d) prevents unreasonable light overspill impacts.

SCHEME REQUIREMENTS

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

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

(a) enables easy and efficient use of the area;

(b) minimises potential for conflicts involving pedestrians, cyclists and vehicles;

(c) reduces opportunities for crime or anti-social behaviour by supporting passive surveillance and clear sight lines and treating the risk from concealment or entrapment points;

(d) prevents unreasonable impact on the amenity of adjoining users through light overspill;

(e) is appropriate to the hours of operation of the use.

RESPONSE

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

E6.7.9 - Design of Motorcycle Parking Areas

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

SCHEME REQUIREMENTS

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

(a) be located, designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;

(b) be located within 30 m of the main entrance to the building.

RESPONSE

No motorcycle parking spaces are required, as the number of on-site car parking spaces is less than 20, after the first 19.

E6.7.10 - Design of Bicycle Parking Facilities

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

SCHEME REQUIREMENTS

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

(a) be provided in accordance with the requirements of Table E6.2;

(b) be located within 30 m of the main entrance to the building.

P1 - The design of bicycle parking facilities must provide safe, obvious and easy access for cyclists, having regard to all of the following:

(a) minimising the distance from the street to the bicycle parking area;

(b) providing clear sightlines from the building or the public road to provide adequate passive surveillance of the parking facility and the route from the parking facility to the building;

(c) avoiding creation of concealment points to minimise the risk.

RESPONSE

As no bicycle parking is proposed and a response to E6.6.4 P1 has been provided, E6.7.10 is not applicable.

E6.7.11 - Bicycle End Trip Facilities

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

SCHEME REQUIREMENTS

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

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

(a) the location of the proposed use and the distance a cyclist would need to travel to reach the site;

(b) the users of the site and their likely desire to travel by bicycle;

(c) whether there are other facilities on the site that could be used by cyclists;

(d) opportunity for sharing bicycle facilities by multiple users.

RESPONSE

The proposal does not generate a requirement for more than 5 bicycle parking spaces for employees. Therefore, this clause is not applicable.

E6.7.12 - Siting of Car Parking

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

SCHEME REQUIREMENTS

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

(a) new vehicular access points are not provided;

(b) an active street frontage is retained;

(c) parked cars are not visible from the street.

RESPONSE

No parking for the development is proposed on the street frontage, in accordance with A1.

E6.7.13 - Facilities for Commercial Vehicles

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

SCHEME REQUIREMENTS

A1 - Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2: Commercial. Vehicle Facilities AS 2890.2:2002, unless:

(a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site;

(b) the use is not primarily dependent on outward delivery of goods from the site.

RESPONSE

As per A1(a), delivery of goods for the proposed bar will be accommodated in the proposed on-street loading area directly in-front of the site. Regarding A1(b), the development is not primarily dependent on the outward delivery of goods.

Waste removal will also occur from the street, via the loading area. This will be undertaken outside of peak traffic periods thereby reducing any impacts on parking or vehicle movements along Davey Street or from the site. The proposal complies with A1.

E6.7.14 - Access to a Road

***OBJECTIVE:** To ensure that access to the road network is provided appropriately.*

SCHEME REQUIREMENTS

A1 - Access to a road must be in accordance with the requirements of the road authority.

RESPONSE

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

4.3 STORMWATER MANAGEMENT CODE

4.3.1 DEVELOPMENT STANDARDS

E7.7.1 - Stormwater Drainage and Disposal

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

SCHEME REQUIREMENTS

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

P1 - Stormwater from new impervious surfaces must be managed by any of the following:

(a) disposed of on-site with soakage devices having regard to the suitability of the site, the system design and water sensitive urban design principles

(b) collected for re-use on the site;

(c) disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council.

RESPONSE

As shown in the concept servicing plans, basement level stormwater will be pumped to the existing public stormwater infrastructure. All other impervious areas will be disposed via gravity to public infrastructure.

However, due to the pump system for the basement level, a response to the performance criteria is required.

P1

(c) The basement stormwater system proposed is considered capable of meeting P1(c) through a pump system that is capable of being designed, maintained and managed to the satisfaction of Council.

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

(a) the size of new impervious area is more than 600 m2;

(b) new car parking is provided for more than 6 cars;

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

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

RESPONSE

A2 (a) The area of new impervious surfaces is less than 600m^2.

(b) As discussed in Section 3 of the accompanying Stormwater Report, new car parking is underground and does not contribute to the stormwater system on the site due to the parking areas being below ground and not subject to rainwater runoff which is the primary method of hydrocarbons entering the stormwater system. Refer to attached stormwater report for further detail.

(c) No subdivision is proposed.

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

A2 - A minor stormwater drainage system must be designed to comply with all of the following:

(a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;

(b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.

RESPONSE

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

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

The proposal complies with A3.

4.4 HISTORIC HERITAGE CODE

The site and existing building are not identified as a heritage place on the HIPS or the Tasmanian Heritage Register.

However, the site is located within the H1 Heritage Precinct and is mapped as a Place of Archaeological Potential. A heritage place is located on either side of the site as listed in Table E13.1 of the Heritage Code. The listings are included in the Scheme as follows:

Ref. No.	*Name*	*Street No.*	*Street/Location*	*C.T.*	*General Description*
808	*'RAAF ASSOCIATION MEMORIAL CENT'*	*59-61*	*Davey Street*	*208274/1*	
1890	*St Helens Hospital*	*186*	*Macquarie Street*	*110411/1*	*Original portion (previously known as 184-186 Macquarie Street, also includes that part of the address previously known as 65-67 Davey Street)*

The adjacent heritage place at 186 Macquarie Street is also listed on the Tasmanian Heritage Register, as per the following:

Ref. No.	*Name*	*Street No.*	*Street/Location*	*C.T.*	*General Description*
2,263	*Johnsons Edghill Terrace*	*186*	*Macquarie Street*	*110411/1*	

The following figure identifies the site (blue) and the adjoining heritage listed buildings (orange).

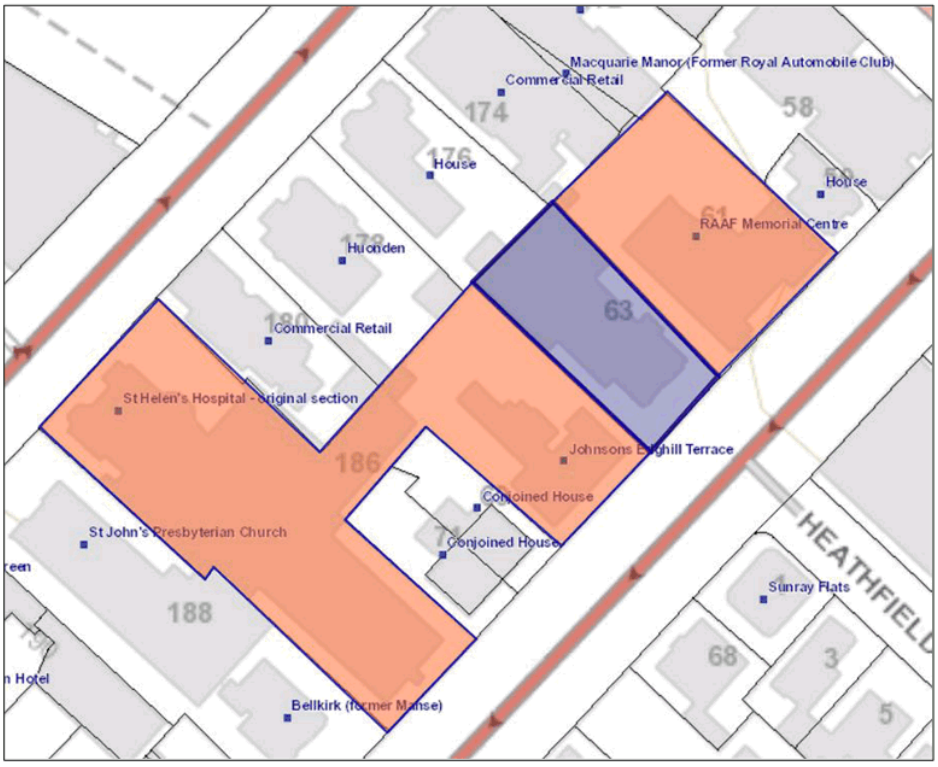

Figure 9: HIPS 2015 & Tasmanian Heritage Register heritage listing (source: www.thelist.tas.gov.au © State of Tasmania)

As the site is within the H1 Heritage Precinct, the following Statement of Historic Cultural Heritage Significance applies:

H1 - City Centre

This precinct is significant for reasons including:

1. It contains some of the most significant groups of early Colonial architecture in Australia with original external detailing, finishes and materials demonstrating a very high degree of integrity, distinctive and outstanding visual and streetscape qualities.

2. The collection of Colonial, and Victorian buildings exemplify the economic boom period of the early to mid nineteenth century.

3. The continuous two and three storey finely detailed buildings contribute to a uniformity of scale and quality of street space.

4. It contains a large number of landmark residential and institutional buildings that are of national importance.

5. The original and/or significant external detailing, finishes and materials demonstrating a high degree of importance.

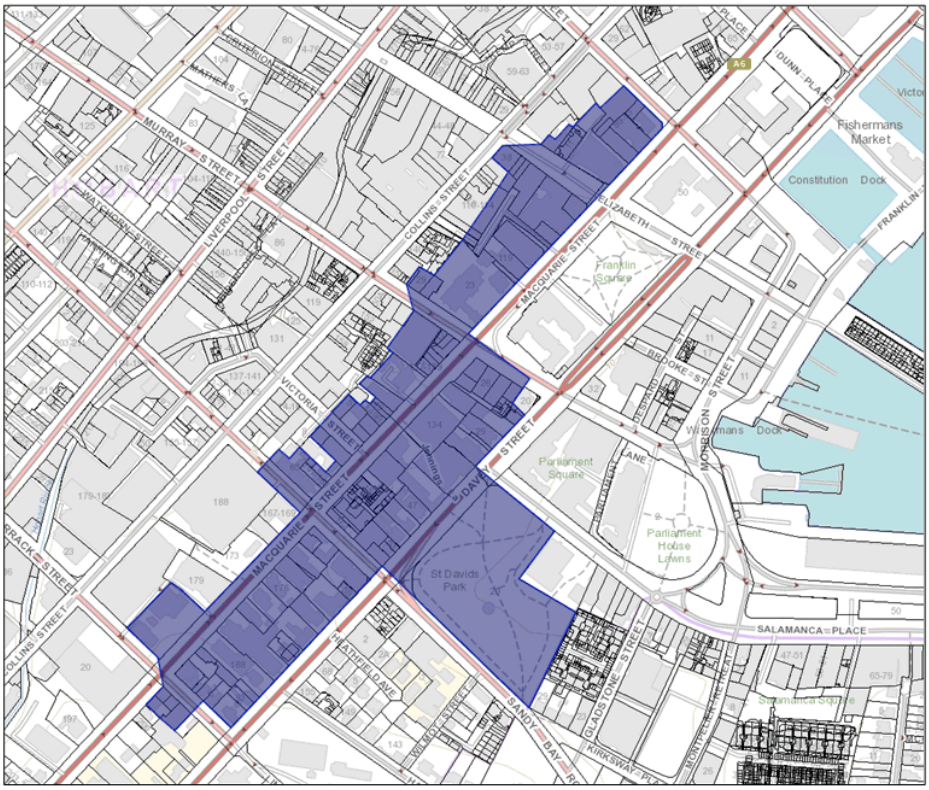

Figure 10: Extents of Heritage Precinct H1 - City Centre (Source: The LIST)

4.4.1 DEVELOPMENT STANDARDS FOR HERITAGE PLACES

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

4.4.2 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.*

SCHEME REQUIREMENTS

A1 *- No acceptable solution.*

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

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

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

unless all of the following apply;

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

(ii) there are no prudent or feasible alternatives;

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

RESPONSE

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

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

Therefore, the proposed demolition works will not result in the loss of any buildings or works, fabric or landscape elements that contribute to the historic cultural heritage values of the precinct. Further assessment is provided in the accompanying Heritage Report.

The proposal complies with P1.

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.*

SCHEME REQUIREMENTS

***A1** - No acceptable solution.*

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

RESPONSE

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

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

Notwithstanding the above, the building has been designed to reflect the built form and scale of adjoining heritage buildings along Davey Street with the podium design ensuring that the higher portion of the building is setback from the streetscape, forming a backdrop to the two to three storey street edge (as shown below).

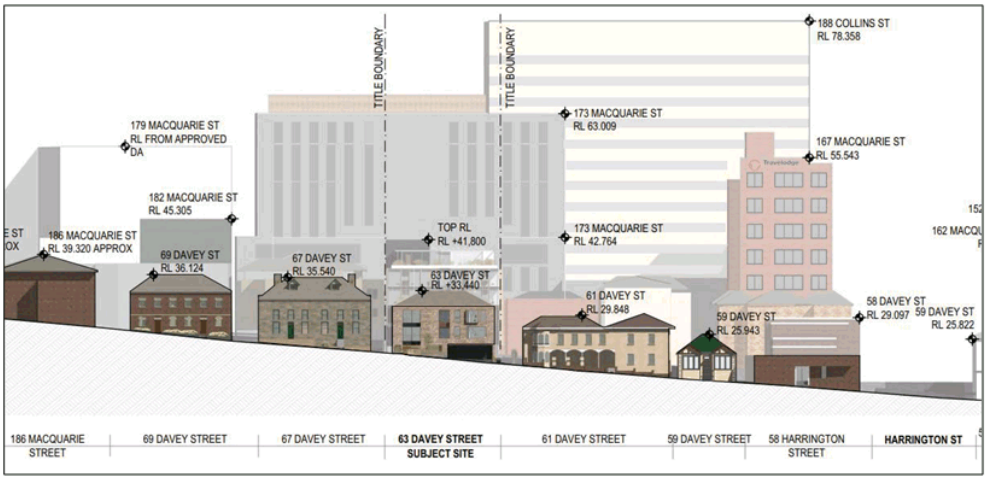

Figure 11: Long section along Davey Street, illustrating the positive impact of the podium element, reintroducing and reinforcing a key element within the streetscape (source: JAWS Architects)

Figure 12: Davey Street (south) elevation, illustrating the form, materiality and fenestration which reflect similar features on adjoining buildings, without mimicking historic features (source: JAWS Architects)

The resulting building will fill the existing void within the street, thereby improving the existing setback pattern and positively contributing the streetscape. The rhythm and scale of penetrations in the building façade, together with the use of recessive materials and the siting of the podium to reinforce the streetscape ensures minimal impacts on the heritage significance of the precinct.

The reduced height of the rear tower (compared to the previous proposal PLN-19-319) ensures an appropriate transition to buildings along Macquarie Street, as illustrated below.

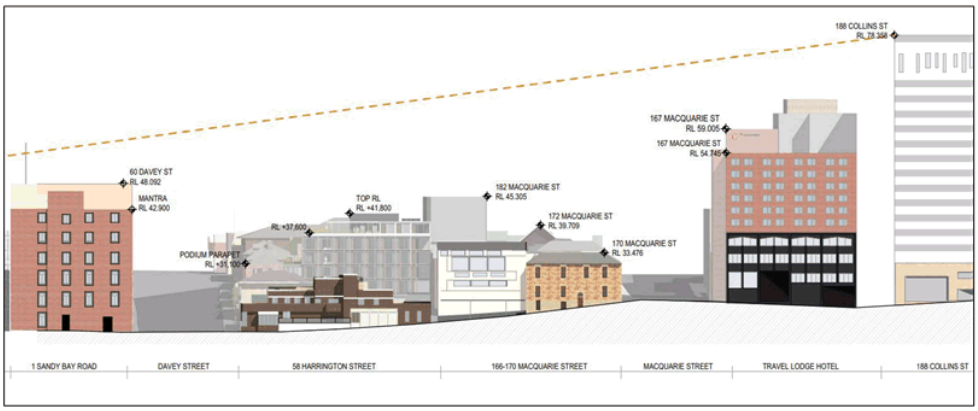

Figure 13: Long section through Harrington Street, demonstrating the height and overall form of the building sits comfortably within the context of the block, whilst also responding to the change in topography toward Macquarie Street.

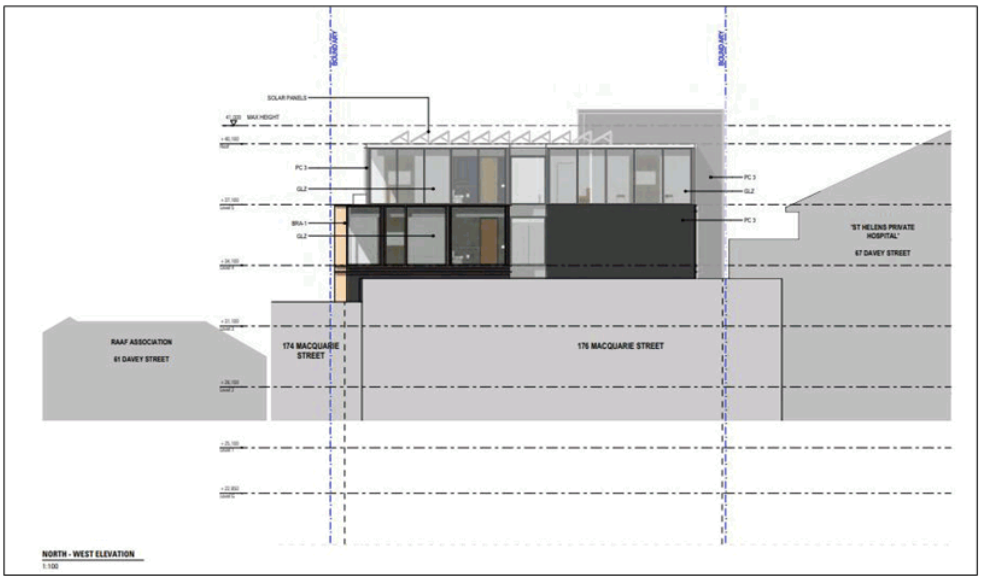

Figure 14: North-west elevation, from Macquarie Street illustrating the upper most levels of the building, sitting just two-storeys higher than the rear of 176 Macquarie Street (source: JAWS Architects)

It is noted that views from Council's 3D city model confirm that views of the proposed building along Macquarie Street (between Barrack and Harrington Street) will be limited to brief glimpses between buildings along Macquarie Street.

A further discussion is provided in the accompanying Heritage Report.

A2 - No acceptable solution.

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

RESPONSE

Clause E13.2 provides a description of the existing heritage precinct, and building qualities of value, but does not identify any relevant design criteria for new buildings, or conservation policy. A further discussion is provided in the accompanying Heritage reports.

A3 - No acceptable solution.

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

RESPONSE

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

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

P4 - New front fences and gates must be sympathetic in design, (including height, form, scale and materials), and setback to the style, period and characteristics of the precinct.

RESPONSE

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

A4 - Areas of landscaping between a dwelling and the street must be retained.

RESPONSE

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

Therefore, complying with A5.

4.4.3 DEVELOPMENT STANDARDS FOR PLACES OF ARCHAEOLOGICAL POTENTIAL

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

SCHEME REQUIREMENTS

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

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

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

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

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

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

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

RESPONSE

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

P1

(a) A Statement of Historic Archaeological Potential (SoHAP) was prepared by Praxis Environment in 2018 as part of a previous application on the site. That application also included two-levels of basement car parking.

The statement provides a detailed analysis of the history of the site and specifies a number of likely historical archaeological remains on the site from previous development. As per Figure 7.1 of the report, there are areas on the site of high archaeological potential.

(b) The SoHAP has recommended that an Archaeological Impact Assessment be undertaken prior to works on site, and if necessary, an archaeological method statement. Council are capable of requesting these documents as part of any subsequent RFI.

However, given the location of the high sensitivity area in the middle of the site, it is unlikely that the remains could be reasonably preserved.

(c) As areas of high archaeological potential cover a large area of the site there is limited opportunity to redevelop the site without impacts on potential archaeology.

(d) As per recommendations of the SoHAP, further archaeological investigations will be undertaken that will include recommendations for appropriate management of evidence for public benefit.

(e) As areas of high archaeological potential cover a large area of the site there is limited opportunity to redevelop the site while retaining archaeological evidence 'in situ'.

The proposal complies with P1.

4.5 SIGNS CODE

No signage is proposed as part of this application.

5. CONCLUSION

The application seeks approval for the demolition of the existing single-storey brick building and redevelopment for a 67-room boutique hotel, including on-site valet managed car parking and a ground floor bar.

The design of the building respects to the cultural heritage values of the adjoining properties by reducing the building height at the frontage, in line with the progressive building height and form of adjoining buildings to the west and east, referencing the changing topography of Davey Street.

The podium element within 15m of the frontage fills a noticeable gap in the streetscape which detracts from the strong street-edge and general heritage character of the street. Without mimicking historical forms, the chosen materials and finishes draw upon the general characteristics of the streetscape and assist in reinforcing the dominant heritage character. The proposal has also been significantly reduced in height, when compared to the previous design proposed under PLN-19-319. As such, the building is now compliant with the permitted height requirement in the Central Business Zone, with a maximum height well below 30m.

The reduced height also ensures a more appropriate transition to adjoining buildings, including those which form part of the city block, but front Macquarie Street.

Although car parking is not required within the Central Business Zone, a total of 38 spaces have been provided on-site. Due to the need for car lifts to access the lower basement level, the parking area will be valet managed, to ensure safety and efficiency.

The proposal will require modifications to the current crossover to the site, along with the provision of a new crossover to improve access arrangements for both the development and the former St. Helen's Private Hospital which utilises a right of way over the existing crossover. These changes are considered to improve access to the rear of the Hospital whilst also ensuring the proposed development can be accessed appropriately.

The changes proposed will require both Council Consent and State Growth Consent, and an application for both has been submitted to both Council and State Growth as part of this application.

10	Information to satisfy the enclosed additional information request from TasWater (TasWater Reference No. TASWASPAN-HOB-2025-0038 dated 06/03/2025). To discuss these points please call TasWater on 13 69 92. Please note that all additional information intended to satisfy these points should be submitted to the City of Hobart, not TasWater.	

Response comments

Response to Request for Further Information
Items 1 & 2 - Please refer to the updated planning report.

Item 3 & 4 - Please refer to the amended architectural set, indicative signage removed and 1:50 section of front boundary elements provided.

Item 5 - The Local Historic Heritage Code includes a general exemption (point x) that allows for the provision, maintenance or repair of electricity, gas, sewer, water and stormwater infrastructure to individual streets, lots or buildings.
However, these exemptions are not necessarily clear, leaving them open to interpretation.
Notwithstanding, the extent of excavation works in the rear car park of 61 Davey Street is limited to upgrading/replacing an existing sewer pipe, located within an existing services trench. Historical works to establish the trench are likely to have already disturbed any archaeological remains along the route of the trench. The works will be restricted to the existing trench, therefore the risk of further disturbance appears unlikely.

Item 6 & 7 - Please refer to the updated civil set. The required 150mm separation from the driveway crossover wing to the stormwater outlet can be conditioned on any subsequent permit.

Item 8 - Stormwater will be directed to the basement treatment device (which also captures water drainage from vehicles entering/exiting the parking area). This will be pumped via a pump station to the ground level outflow (as shown in the civil plans). The system will achieve the State Stormwater Strategy targets.

Item 9 - The stormwater system is designed to accommodate an ARI 20 year event, including provision for a 3,330L detention tank at ground floor level, to capture roof drainage and reduce post-development discharge.

Item 10 - Please refer to the updated civil plans and ET calculations.

Documents

Version	Document Date	Document Type	Description	Prepared By
1	3 Mar 2025	General	Waste Management Plan	LID Consulting
1	28 May 2025	Architectural Plans	Architectural Plans	JAWS Architects
1	6 Mar 2025	TasWater Document	TASWASPAN-HOB-2025-0038	Al Cole
1	11 June 2025	Property Title Document	Titles - 61 Davey Street	Yiannis Tellyros
1	11 June 2025	Property Title Document	Titles - 61 Davey Street	Yiannis Tellyros
1	19 May 2025	General	Civil Plans (rev. C)	Aldanmark Engineers
1	13 June 2025	General	Sewer & water ET demands	Aldanmark Engineers
1	12 June 2025	Planning Assessment Report	Planning Report	Ireneinc Planning & Urban Design

Form published: 28/11/2024 08:21

63 DAVEY ST HOTEL

PRELIMINARY - 28/05/2025

Drawing No:	Description
DA01	COVER PAGE & DRAWING SCHEDULE
DA02	CONTEXT PLAN
DA03	CONTEXT SITE SECTION
DA04	SITE PLAN/ ROOF PLAN
DA05	FLOOR PLANS - BASEMENT 1 & 2
DA06	FLOOR PLANS - GROUND & LEVEL 1
DA07	FLOOR PLANS - LEVEL 2 & 3
DA08	FLOOR PLANS - LEVEL 4 & 5
DA09	ELEVATION - 1
DA10	ELEVATION - 2
DA11	SECTION A
DA12	SECTION B
DA13	3D SITE VIEWS
DA14	3D SITE VIEWS
DA15	3D SITE VIEWS
DA16	3D SITE VIEWS
DA17	3D SITE VIEWS
DA18	3D CONTEXT HEIGHT STUDY
DA19	REDUCTION IN LEVELS DIAGRAMS
DA20	ELEVATION (FENCING)

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NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

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

DRAWING LEGEND

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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

COVER PAGE & DRAWING SCHEDULE

P23071_DA01 | 05

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	[illegible]
PLOT DATE	[illegible]
CAD REF	[illegible]

STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
05	DA RFI 01	[illegible]
04	Client Sign-Off	[illegible]

CONTEXT PLAN 1:500
1:500

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DRAWING LEGEND

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ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyres Klonis Unit Trust

DRAWING

CONTEXT PLAN

P23071_DA02 | 05

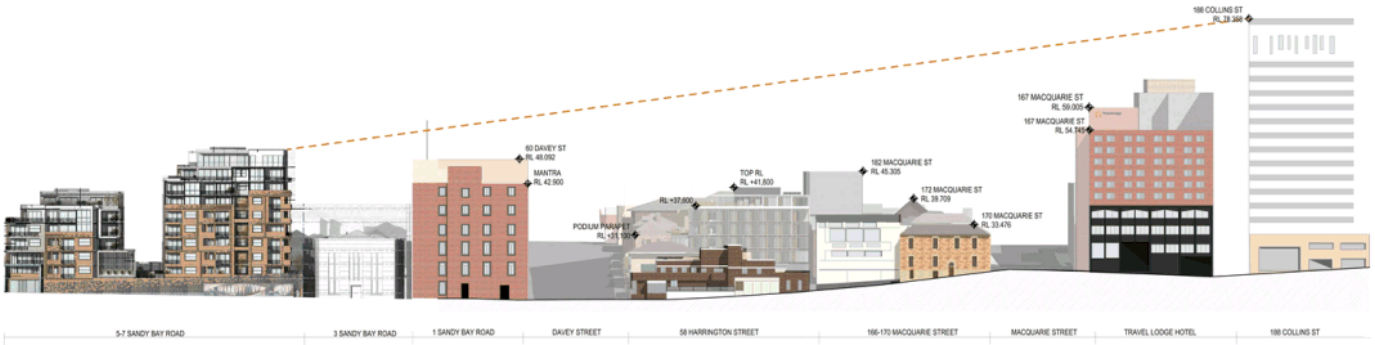
SCALE	AS SHOWN @ A1
DATE	MARCH 2026
DRAWN	TI / IT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5477
PLOT DATE	09/03/2026
CAD REF	

STATUS

CLIENT SIGN-OFF

REVISIONS

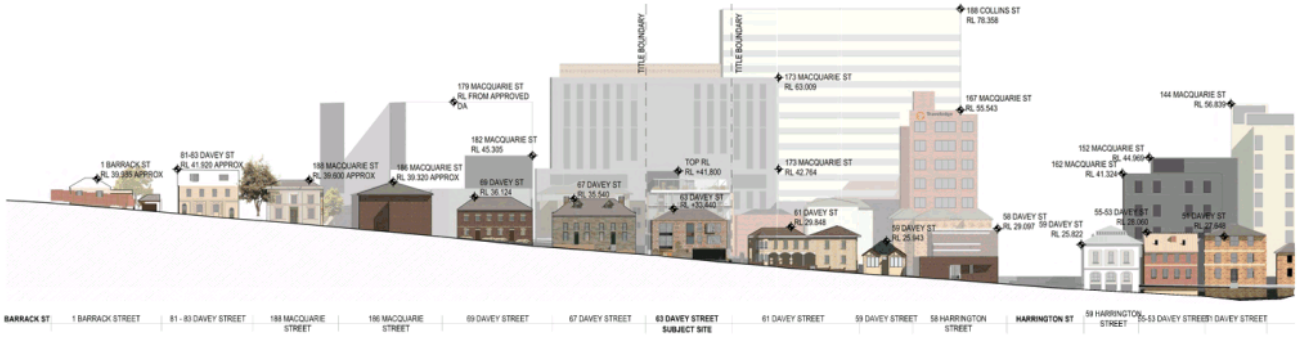
REV	DESCRIPTION	DATE
04	DA RFI 01	24/07/2025
03	Client Sign-Off	19/12/2024



HARRINGTON STREET ELEVATION

SCALE 1:500

NOTE: SURVEY POINTS PROVIDED BY LEARY & COX



DAVEY STREET ELEVATION

SCALE 1:500

NOTE: SURVEY POINTS PROVIDED BY LEARY & COX
186/188 MACQUARIE ST, 81-83 DAVEY ST, & 1 BARRACK ST
HEIGHTS PROVIDED BY HCC CITY MODEL INFORMATION

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DRAWING LEGEND

JACOB ALLOM WADE PTY LTD
ABN 62 009 558 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

CONTEXT SITE SECTION

P23071_DA03 | 05

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / IT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471
PLOT DATE	28/05/2025
CAD REF	

STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
03	DA RFI 01	24/05/2025
04	Client Sign-Off	19/11/2025

SITE PLAN/ ROOF PLAN 1:200
1:200

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

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ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

SITE PLAN/ ROOF PLAN

P23071_DA04 | 05

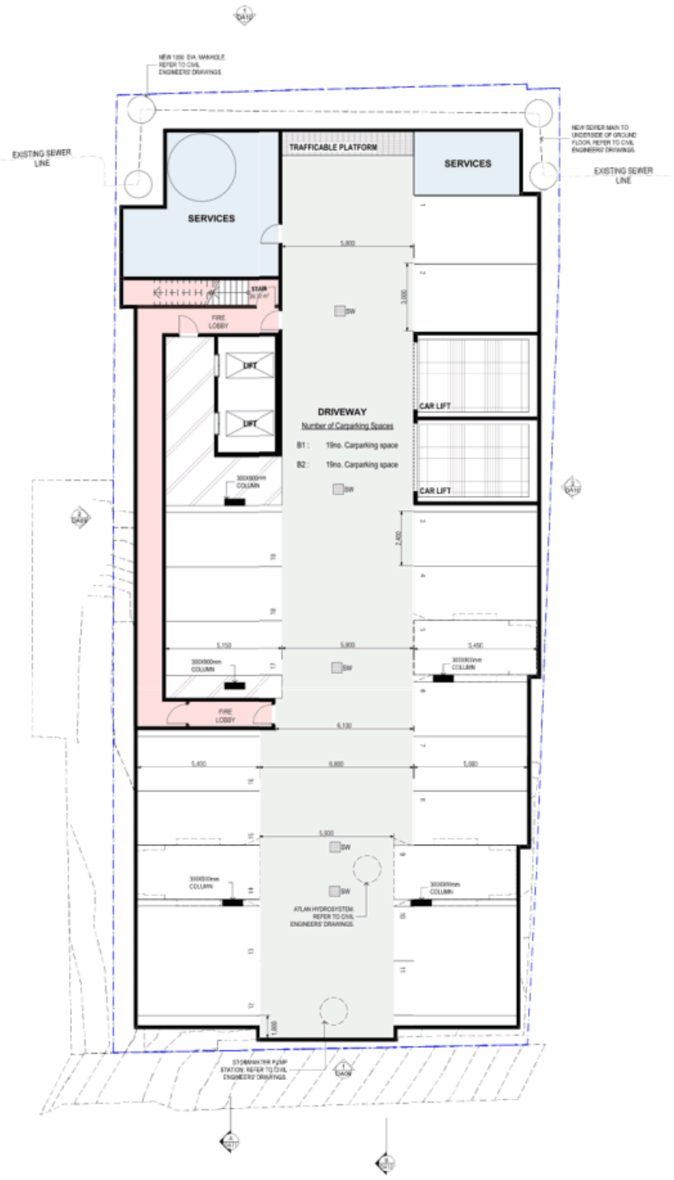
SCALE	AS SHOWN @ A1
DATE	MARCH 2026
DRAWN	TS / TT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5477
PLOT DATE	09/05/2025
CAD REF	

STATUS

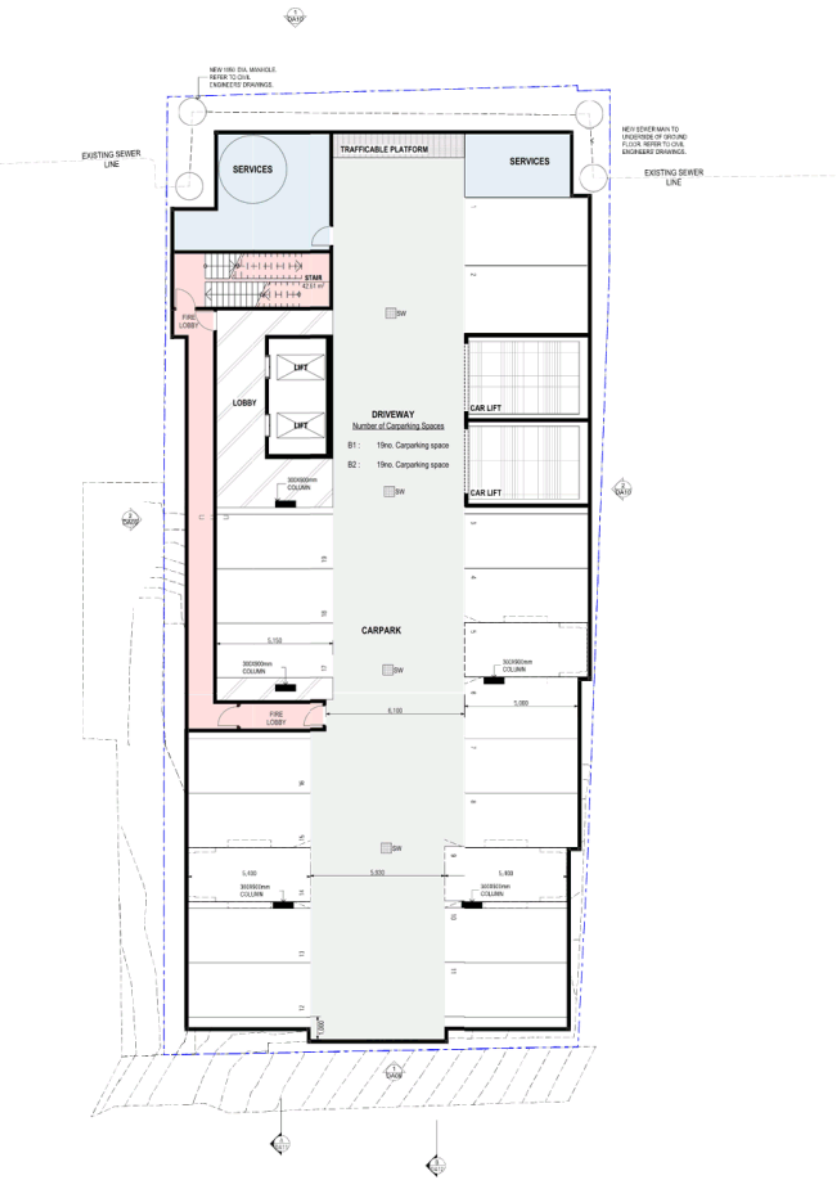
CLIENT SIGN-OFF

REVISIONS

REV.	DESCRIPTION	DATE
05	DA RFI 01	24/04/2026
04	Client Sign-Off	19/12/2025



Level B2 Floor Plan
1:100



Level B1 Floor Plan
1:100

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DRAWING LEGEND

ROOMS	No.
LEVEL 1-	18
LEVEL 2-	18
LEVEL 3-	13
LEVEL 4-	13
LEVEL 5-	5
TOTAL-	67 ROOMS

SW SPS 330mm SQUARE DECK DRAIN WITH VERTICAL 150mm OUTLET

ARCHITECTSJAWS

JACOB ALLOM WADE PTY LTD
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

FLOOR PLANS - BASEMENT 1 & 2

P23071_DA05 | 05

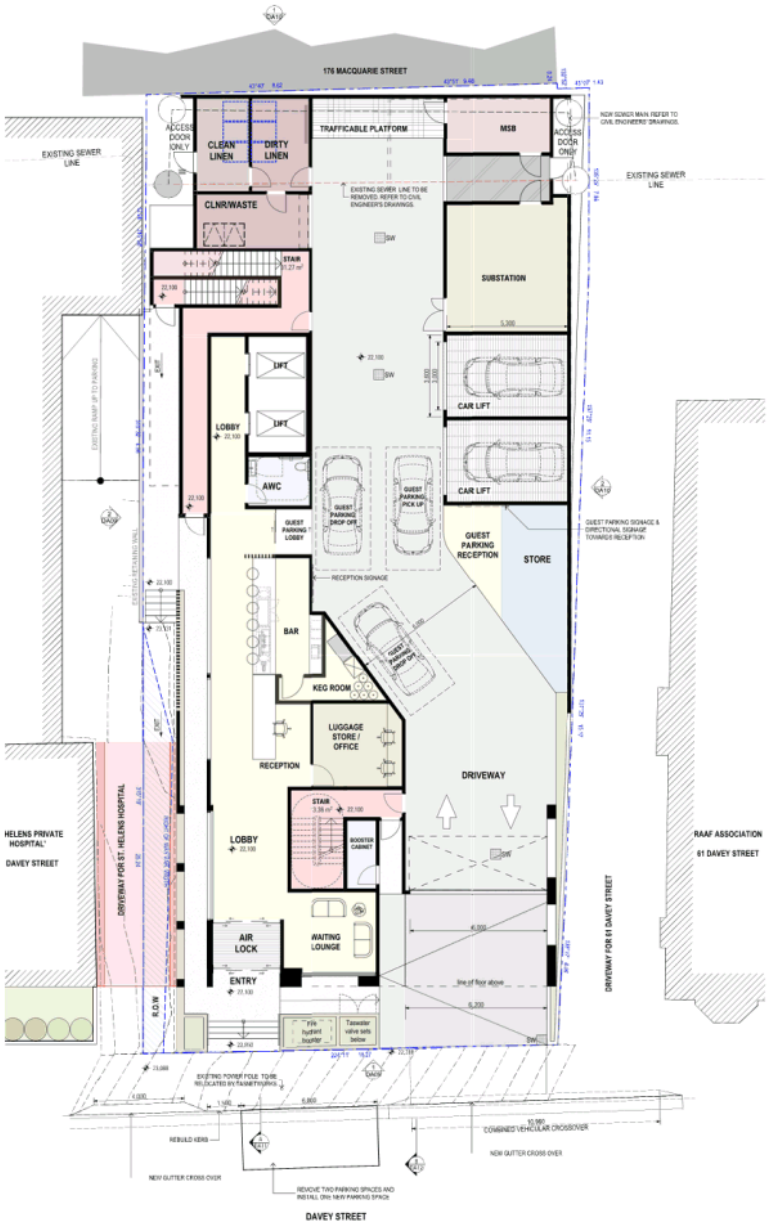
SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I

STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
05	DA RFI 01	[illegible]
04	Client Sign-Off	[illegible]



Ground Floor Plan
1:100

Level 1 Floor Plan
1:100

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DRAWING LEGEND

ROOMS	No.
LEVEL 1-	18
LEVEL 2-	18
LEVEL 3-	13
LEVEL 4-	13
LEVEL 5-	5
TOTAL-	67 ROOMS

SW SPS 330mm SQUARE DECK DRAIN WITH VERTICAL 150mm OUTLET

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AUSTRALIA

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ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

FLOOR PLANS - GROUND & LEVEL 1

P23071_DA06 | 05

SCALE	AS SHOWN @ A1
DATE	MARCH 2026
DRAWN	TI / IT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC54711
PLOT DATE	28/05/2026
CAD REF	

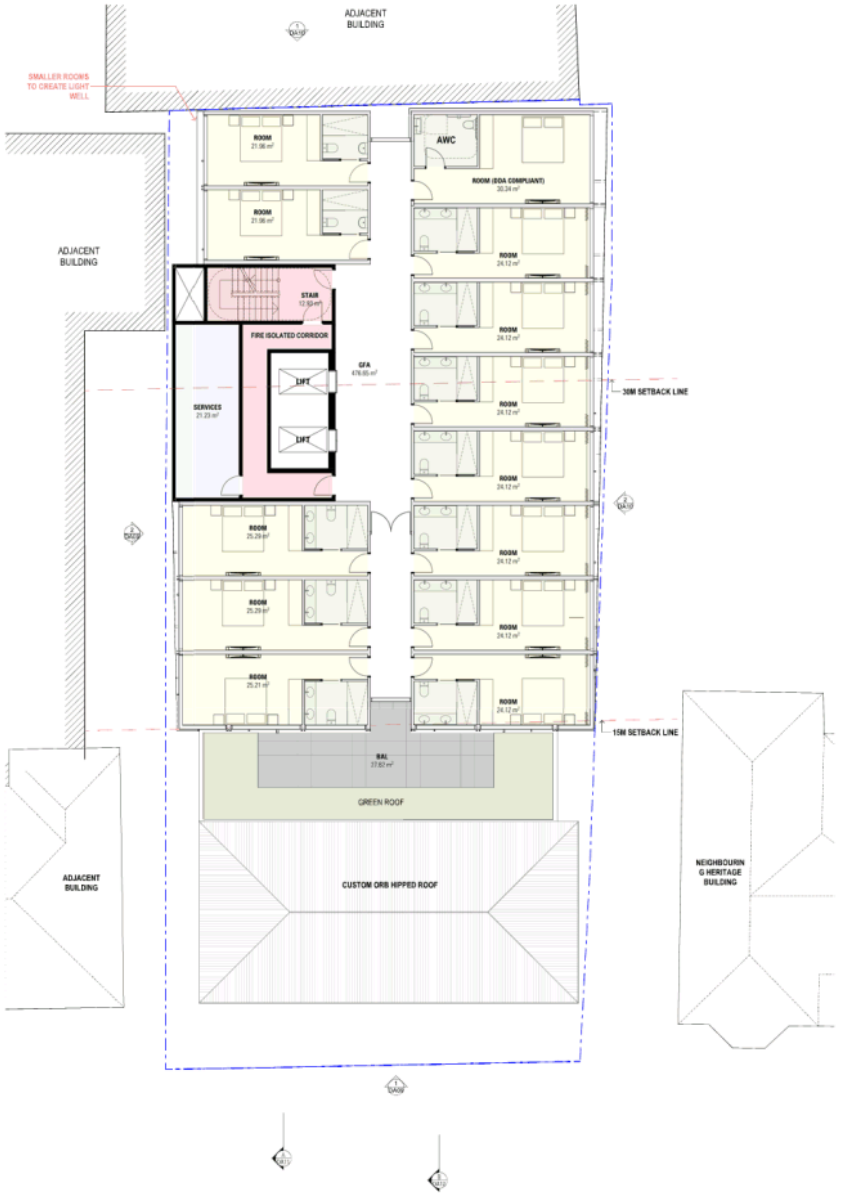
STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
03	DA RFI 01	24/04/2026
04	Client Sign-Off	19/05/2026

Level 2 Floor Plan
1:100



Level 3 Floor Plan
1:100

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DRAWING LEGEND

ROOMS	No.
LEVEL 1-	18
LEVEL 2-	18
LEVEL 3-	13
LEVEL 4-	13
LEVEL 5-	5
TOTAL-	67 ROOMS

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ARCHITECTSJAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

FLOOR PLANS - LEVEL 2 & 3

P23071_DA07 | 05

SCALE	AS SHOWN @ A1
DATE	MARCH 2026
DRAWN	TI / IT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5477
PLOT DATE	28/03/2026
CAD REF	

STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
03	DA RFI 01	24/07/2025
04	Client Sign-Off	19/11/2025

ATTACHMENT B

Level 4 Floor Plan
1:100

Level 5 Floor Plan
1:100

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DRAWING LEGEND

ROOMS	No.
LEVEL 1-	18
LEVEL 2-	18
LEVEL 3-	13
LEVEL 4-	13
LEVEL 5-	5
TOTAL-	67 ROOMS

Metres @ 1:100

JAWS ARCHITECTS

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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

FLOOR PLANS - LEVEL 4 & 5

P23071_DA08 | 05

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	28/05/2025
CAD REF	[illegible]

STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
05	DA RFI 01	28/05/2025
04	Client Sign-Off	18/10/2024

SOUTH - EAST ELEVATION
1:100

SOUTH - WEST ELEVATION
1:100

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DRAWING LEGEND

BAL	BALUSTRADE- STEEL
GLZ	GLAZED PANELS (FRAMELESS)
MWS 1	METAL WALL SHEETING
PC 1	PRECAST CONCRETE PANELS (WHITE)
PC 2	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PC 3	PRECAST CONCRETE PANELS (DARK GREY)
BRK	MASONRY WALL
BRA-1	BRASS MULLION
BRA-2	BRASS WINDOW SHROUD
SCRN	SCREEN (POWDERCOATED ALUMINIUM)
MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

JAWS ARCHITECTS

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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

ELEVATION - 1

P23071_DA09 | 05

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	[illegible]
PLOT DATE	[illegible]
CAD REF	[illegible]

STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
05	DA RFI #1	[illegible]
04	Client Sign-Off	[illegible]

NORTH - WEST ELEVATION
1:100

NORTH - EAST ELEVATION
1:100

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BAL	BALUSTRADE- STEEL
GLZ	GLAZED PANELS (FRAMELESS)
MWS 1	METAL WALL SHEETING
PC 1	PRECAST CONCRETE PANELS (WHITE)
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PC 3	PRECAST CONCRETE PANELS (DARK GREY)
BRK	MASONRY WALL
BRA-1	BRASS MULLION
BRA-2	BRASS WINDOW SHROUD
SCRN	SCREEN (POWDERCOATED ALUMINIUM)
MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

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www.jawsarchitects.com

JAWS ARCHITECTS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

ELEVATION - 2

P23071_DA10 | 05

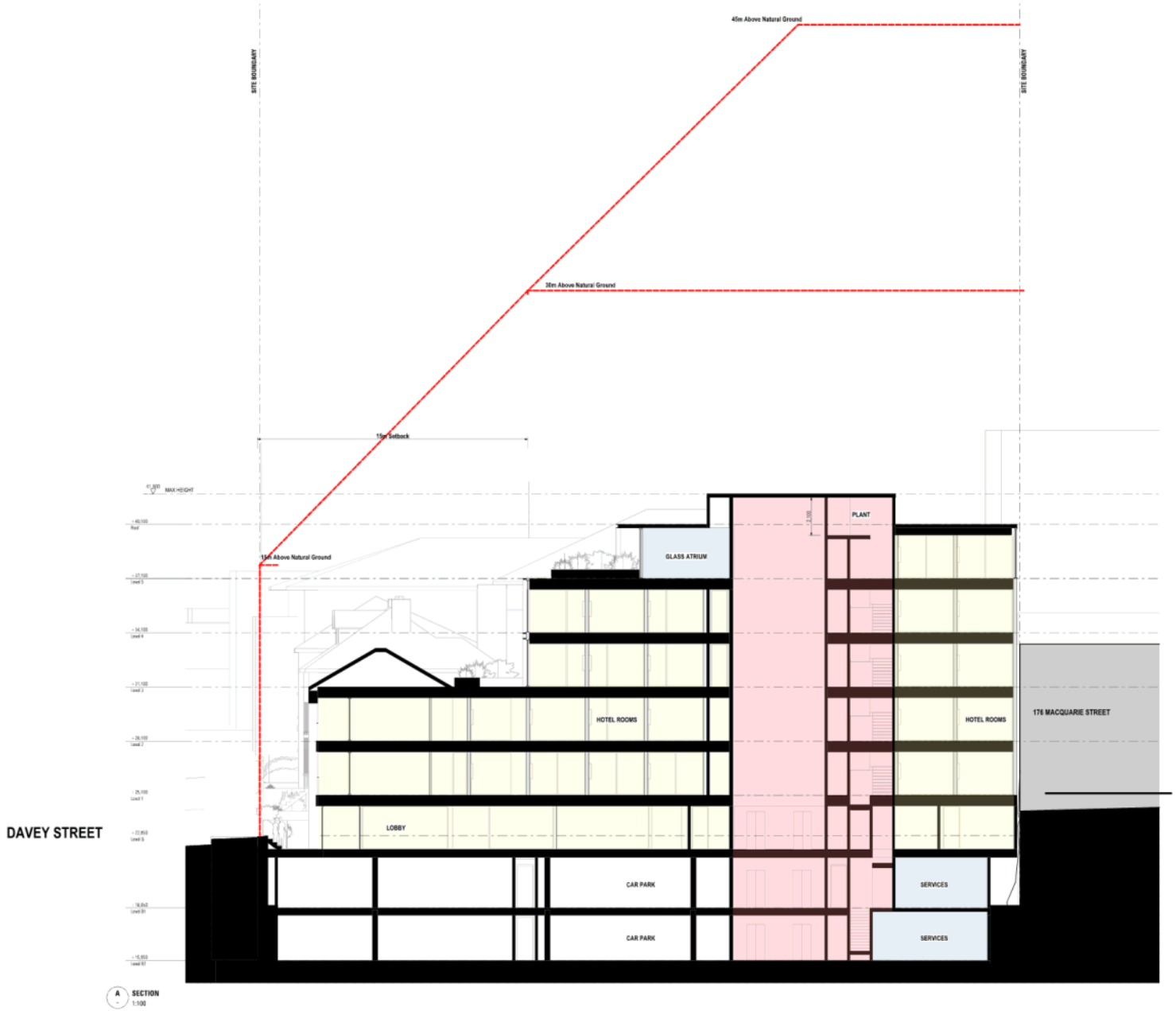
SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC[illegible]
PLOT DATE	[illegible]
CAD REF	[illegible]

STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
05	DA RFI #1	[illegible]
04	Client Sign-Off	[illegible]



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ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

SECTION A

P23071_DA11 | 05

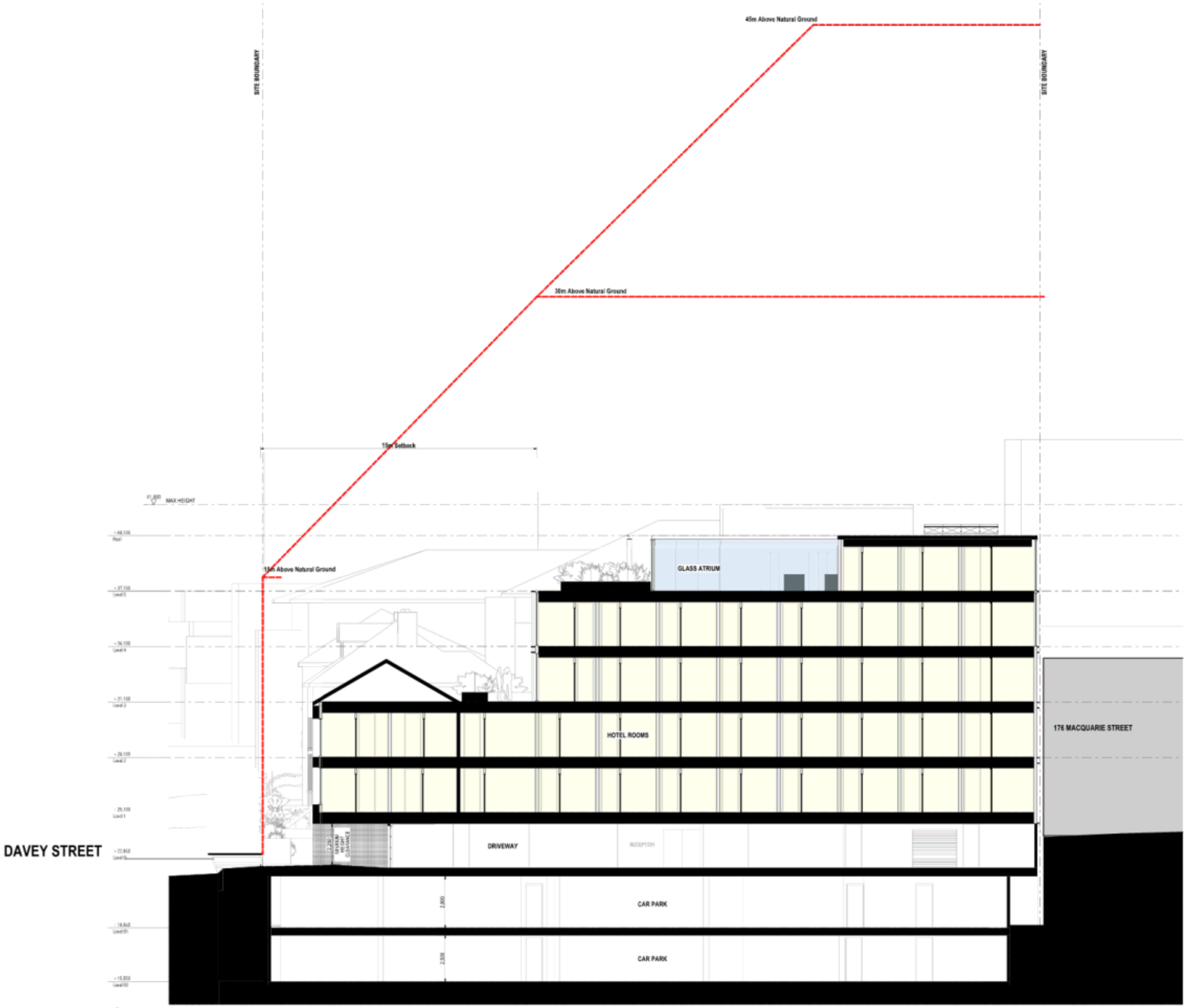
SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / IT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471
PLOT DATE	28/05/2025
CAD REF	C:\Revit\pdf\detached\P23071_Davey St Hotel_DA11.dg5 Lyle

STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
05	DA RFI 01	28/05/2025
04	Client Sign-Off	19/12/2024



B SECTION
1:100

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MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

JACOB ALLOM WADE PTY LTD
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BATTERY POINT TASMANIA
AUSTRALIA 7004

JAWS ARCHITECTS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

SECTION B

P23071_DA12 | 05

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV

STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
05	DA RFI 01	[illegible]
04	Client Sign-Off	[illegible]

BEFORE: Davey Street

PREVIOUS DA: Davey Street

PROPOSED MAY 2023: Davey Street

PROPOSED SETPEMBER 2024: Davey Street

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MWS 1	METAL WALL SHEETING
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BRA-1	BRASS MULLION
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ARCHITECTSJAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA13 | 05

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	[illegible]
CAD REF	[illegible]

STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
05	DA RFI 01	[illegible]
04	Client Sign-Off	18/10/2024

BEFORE: Corner of Davey Street and Sandy Bay Road

PREVIOUS DA: Corner of Davey Street and Sandy Bay Road

PROPOSED MAY 2023: Corner of Davey Street and Sandy Bay Road

PROPOSED SEPTEMBER 2024: Corner of Davey Street and Sandy Bay Road

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AUSTRALIA 7004

JAWS ARCHITECTS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA14 | 05

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I

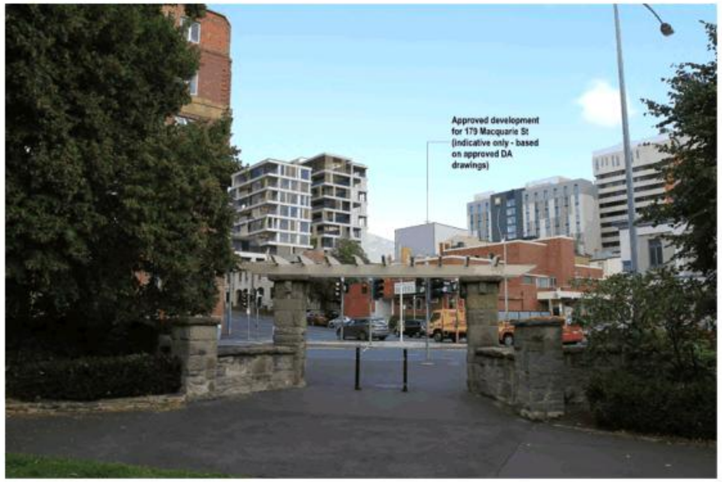
STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
05	DA RFI 01	[illegible]
04	Client Sign-Off	[illegible]

BEFORE: St. David's Park



PREVIOUS DESIGN: St. David's Park

PROPOSED MAY 2023: St. David's Park

PROPOSED SEPTEMBER 2024: St. David's Park

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NOTE :
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FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

DRAWING LEGEND

BAL	BALUSTRADE - STEEL
GLZ	GLAZED PANELS (FRAMELESS)
MWS 1	METAL WALL SHEETING
PC 1	PRECAST CONCRETE PANELS (WHITE)
PC 2	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
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BRK	MASONRY WALL
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SCRN	SCREEN (POWDERCOATED ALUMINIUM)
MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

JACOB ALLOM WADE PTY LTD
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL

For

Tellyros Kionis Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA15 | 05

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV

STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
05	DA RFI #1	[illegible]
04	Client Sign-Off	[illegible]

BEFORE: Davey Street

PREVIOUS DA: Davey Street

PROPOSED MAY 2023: Davey Street

PROPOSED SEPTEMBER 2024: Davey Street

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ARCHITECTSJAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Kloris Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA16 | 05

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI : YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471

STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
05	DA RFI 01	[illegible]
04	Client Sign-Off	[illegible]

BEFORE: Davey Street

PREVIOUS DA: Davey Street

PROPOSED MAY 2023: Davey Street

PROPOSED SEPTEMBER 2024: Davey Street

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ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA17 | 05

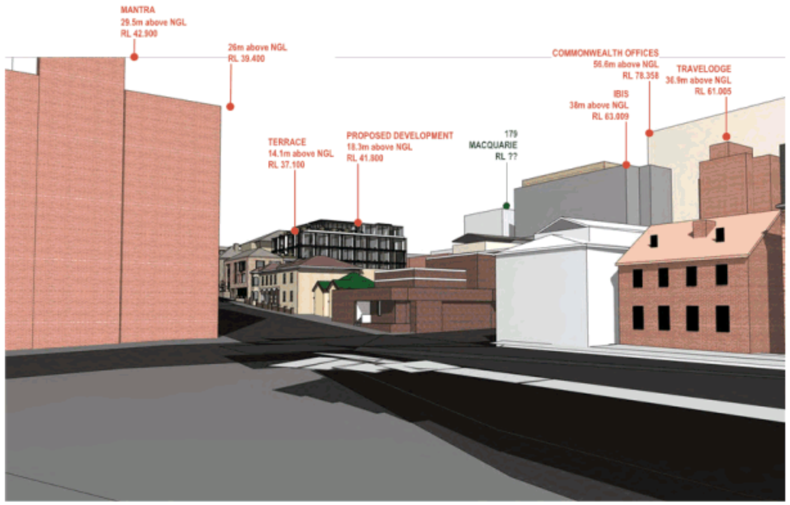
SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471
PLOT DATE	[illegible]

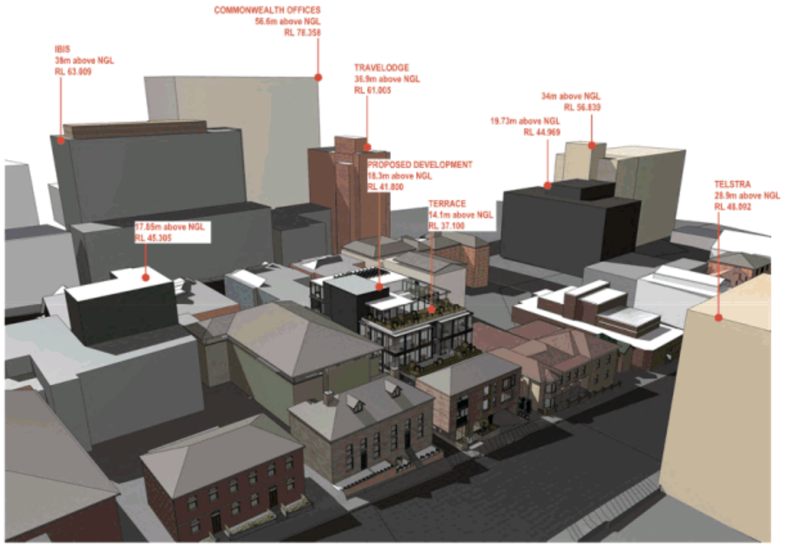
STATUS

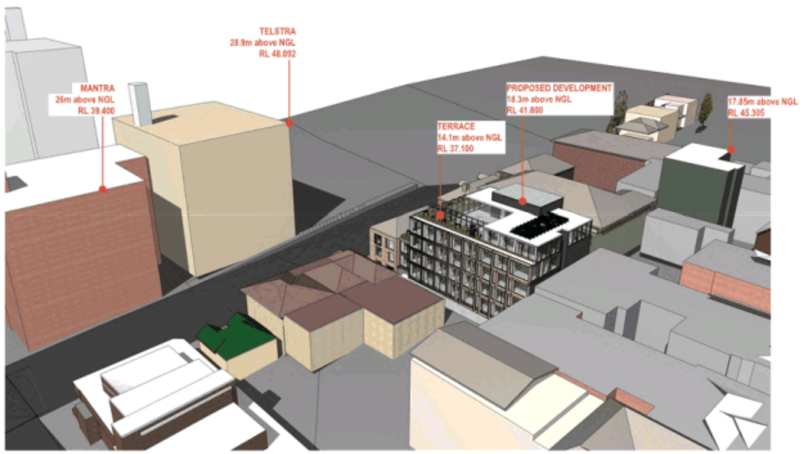
CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
05	DA RFI 01	[illegible]
04	Client Sign-Off	[illegible]







NOTE: SURVEY POINTS PROVIDED BY LEARY & COX

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ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

3D CONTEXT HEIGHT STUDY

P23071_DA18 | 05

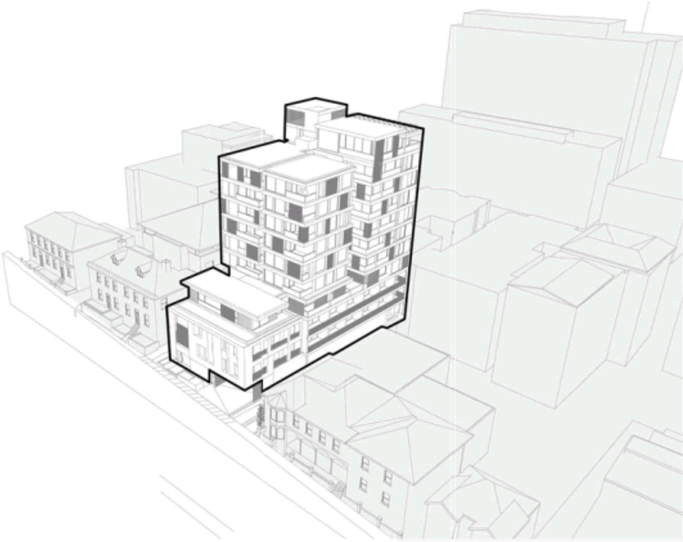
SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	28/05/2025
CAD REF	[illegible]

STATUS

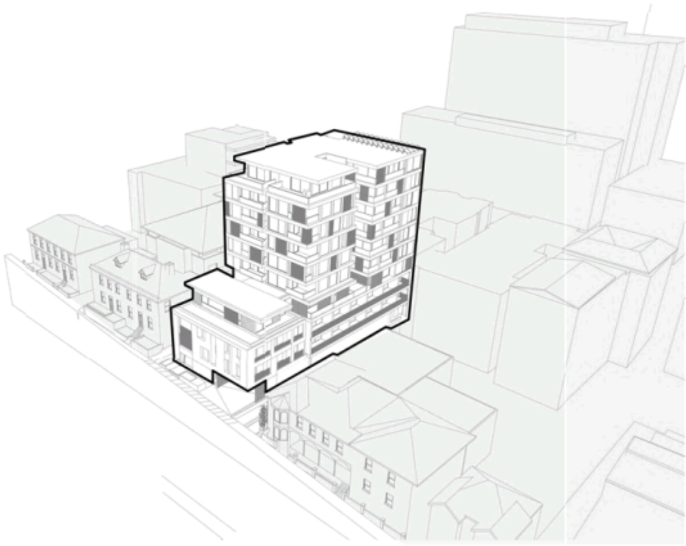
CLIENT SIGN-OFF

REVISIONS

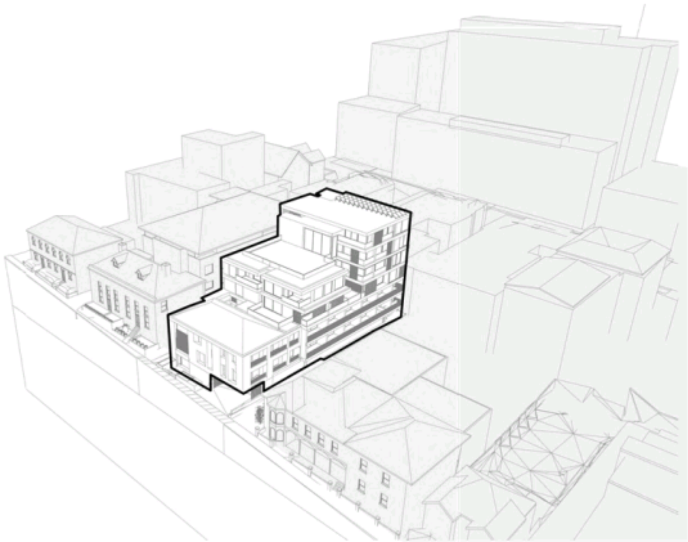
REV	DESCRIPTION	DATE
05	DA RFI 01	28/05/2025
04	Client Sign-Off	18/10/2024



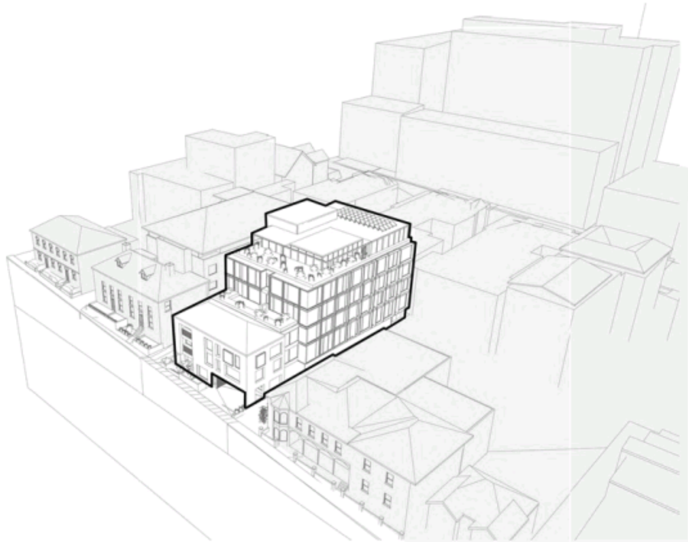
REVISED DESIGN **14/05/2020**



PREVIOUS DA **20/10/2020**



PREVIOUS DESIGN **MAY 2023**



CURRENT DESIGN **SEPTEMBER 2024**

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AUSTRALIA 7004

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For:

Tellyros Klonis Unit Trust

DRAWING

REDUCTION IN LEVELS DIAGRAMS

P23071_DA19 | 05

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV

STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
05	DA RFI 01	[illegible]
04	Client Sign-Off	[illegible]

SOUTH - EAST ELEVATION (FENCING)
1:50

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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

ELEVATION (FENCING)

P23071_DA20 | 05

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	28/05/2025
CAD REF	[illegible]

STATUS

CLIENT SIGN-OFF

REVISIONS

REV	DESCRIPTION	DATE
05	DA RFI 01	28/05/2025

CIVIL DRAWINGS
63 DAVEY STREET HOTEL
63 DAVEY STREET
HOBART

C001	COVER	E	22/08/2025
C002	ENGINEERING NOTES	A	25/09/2024
C101	EXISTING SITE PLAN	A	25/09/2024
C102	DEMOLITION PLAN	A	25/09/2024
C103	CARPARK LEVEL PLAN	C	22/07/2025
C104	ROAD RESERVATION WORKS	B	7/11/2024
C105	DETAIL PLAN - B1 BASEMENT	C	05/05/2025
C106	DETAIL PLAN - B2 BASEMENT	C	05/05/2025
C201	WATER AND SEWER PLAN -SHEET 1	A	25/09/2024
C202	WATER AND SEWER PLAN - SHEET 2	A	25/09/2024
C301	LONGITUDINAL SECTIONS - SHEET 1	A	25/09/2024
C302	LONGITUDINAL SECTIONS - SHEET 2	A	25/09/2024
C303	CROSS SECTIONS - SHEET 1	A	25/09/2024
C401	SEWER AND STORMWATER LONG SECTIONS	B	22/05/2025
C402	WATER LONG SECTIONS	A	25/09/2024

REV	ISSUE	DATE	APPROVAL
E	TASWATER RAI	22/08/2025	DRAWN: NM
D	TASWATER UPDATES	22/07/2025	CHECKED: AJ
C	UPDATED ARCHITECT PLANS	05/05/2025	DESIGN: NM
B	UPDATED ARCHITECT PLANS	7/11/2024	CHECKED: AJ
A	PRELIMINARY	25/09/2024	VERIFIED: MG

ALDANMARK
CONSULTING ENGINEERS

Lower Ground
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: 63 DAVEY STREET HOTEL

ADDRESS: 63 DAVEY STREET
HOBART

CLIENT: TELLYROS KLONIS UNIT TRUST

SHEET: COVER

SCALE: AS INDICATED

TOTAL SHEETS: 15

SIZE: A1

PROJECT No: 18E51-3

SHEET: C001

REV: E

GENERAL NOTES:

1. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL, HYDRAULIC AND STRUCTURAL DRAWINGS AND SPECIFICATIONS. STANDARDS REFERENCED ARE TO BE THE MOST CURRENT VERSION.
2. THESE DRAWINGS SHALL NOT BE USED FOR CONSTRUCTION UNLESS ENDORSED 'FOR CONSTRUCTION' AND AUTHORISED FOR ISSUE ACCORDINGLY.
3. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA/LGAT STANDARD DRAWINGS AND SPECIFICATIONS, AUSTRALIAN STANDARDS, (WSAA SEWERAGE CODE OF AUSTRALIA & WATER SUPPLY CODE OF AUSTRALIA) AND TO THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.
4. IPWEA/LGAT STANDARD DRAWINGS TO BE READ IN CONJUNCTION WITH COUNCIL EXCLUSION SHEETS TSD-S01-v1 & TSD-S02-v1.
5. ALL WORKS ARE TO BE MAINTAINED IN A SAFE CONDITION.
6. CONFIRM ALL LEVELS ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
7. CONTRACTOR TO OBTAIN APPROVALS, SERVICE CLEARANCES AND COORDINATE WORK WITH ALL RELEVANT AUTHORITIES PRIOR TO COMMENCEMENT.
8. A 'START OF WORKS NOTICE' MUST BE OBTAINED FROM COUNCIL PRIOR TO ANY WORKS COMMENCING.
9. SURVEY DATA UNDERTAKEN AND PROVIDED BY VERIS SURVEYORS.
10. ARCHITECTURAL LAYOUT AND SITE LAYOUT UNDERTAKEN AND PROVIDED BY JAWS ARCHITECT.
11. FLOOR LEVELS SET BY ARCHITECT. DRIVEWAY GRADING BASED ON THESE.
12. COUNCIL APPROVED PLANNING PERMIT REFERENCE N/A.
13. TASWATER APPROVED PLANNING AUTHORITY NOTICE N/A.

WORKPLACE HEALTH & SAFETY NOTES:

BEFORE THE CONTRACTOR COMMENCES WORK THE CONTRACTOR SHALL UNDERTAKE A SITE SPECIFIC PROJECT PRE-START HAZARD ANALYSIS / JOB SAFETY ANALYSIS (JSA) WHICH SHALL IDENTIFY IN DOCUMENTED FORM:

- THE TYPE OF WORK;
- HAZARDS AND RISKS TO HEALTH AND SAFETY;
- THE CONTROLS TO BE APPLIED IN ORDER ELIMINATE OR MINIMIZE THE RISK POSED BY THE IDENTIFIED HAZARDS.
- THE MANNER IN WHICH THE RISK CONTROL MEASURES ARE TO BE IMPLEMENTED.

THESE ARE TO BE SUBMITTED TO THE SUPERINTENDENT AND/OR OTHER RELEVANT WORKPLACE SAFETY OFFICERS.

FOR THIS PROJECT, POSSIBLE HAZARDS INCLUDE (BUT ARE NOT LIMITED TO):

- EXCAVATION OF ANY TYPE & DEPTHS
- CONTAMINATED SOILS
- CONSTRUCTION IN GROUND WITH HIGH WATER TABLE
- FELLING / LOPPING &/OR REMOVAL OF EXISTING TREES/VEGETATION
- UNDERGROUND STRUCTURES (MANHOLES / SUMPS / ETC)
- CONFINED SPACES
- OVERHEAD POWER LINES
- UNDERGROUND STORMWATER, WATER AND SEWER PIPES
- TELECOMMUNICATION CABLES - BOTH UNDERGROUND & OVERHEAD
- ELECTRICAL/POWER CABLES - BOTH UNDERGROUND & OVERHEAD
- WORKING AT HEIGHTS
- WORKING WITH ASBESTOS CONTAINING MATERIALS
- TRAFFIC MANAGEMENT

EARTHWORKS & DRIVEWAY NOTES:

1. ALL EARTHWORKS SHALL BE IN ACCORDANCE WITH AS3798 "GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS".
2. ALL VEGETATION AND TOPSOIL SHALL BE STRIPPED AND GRUBBED IN THE AREA OF PROPOSED WORKS.
3. NEW OR MODIFIED DRIVEWAY CROSSINGS SHALL BE IN ACCORDANCE WITH IPWEA STANDARD DRAWING TSD-R09-v2 AND MUST BE INSPECTED AND APPROVED BY COUNCIL.
4. EXCAVATED AND IMPORTED MATERIAL USED AS FILL IS TO BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
5. FILL MATERIAL SHALL BE WELL GRADED AND FREE OF BOULDERS OR COBBLES EXCEEDING 150mm IN DIAMETER UNLESS APPROVED TO BE OTHERWISE.
6. FILL REQUIRED TO SUPPORT DRIVEWAYS INCLUDING FILL IN EMBANKMENTS THAT SUPPORT DRIVEWAYS SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:
   - TOP SOIL AND ORGANIC MATTER SHALL BE STRIPPED TO A MINIMUM OF 100mm.
   - THE SUB GRADE SHALL HAVE A MINIMUM BEARING CAPACITY OF 100 kPa.
   - FILL IN EMBANKMENTS SHALL BE KEYED 150mm INTO NATURAL GROUND.
   - THE FILL SHALL BE COMPACTED IN HORIZONTAL LAYERS OF NOT MORE THAN 200mm.
   - EACH LAYER SHALL BE COMPACTED TO A MINIMUM DENSITY RATIO OF 95% STD, IT IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THIS IS ACHIEVED.
7. WHERE THE ABOVE REQUIREMENTS CANNOT BE ACHIEVED THE ENGINEER SHALL BE CONSULTED AND THE FORMATION SHALL BE PROOF ROLLED (UNDER SUPERVISION OF THE ENGINEER) TO CONFIRM AN APPROVED BASE.
8. CONCRETE PAVEMENTS SHALL BE CURED FOR A MINIMUM OF 3 DAYS USING A CURRENT BEST PRACTICE METHOD.
9. SAWN CONTROL JOINTS SHALL BE CONSTRUCTED AS SOON AS POSSIBLE WITHOUT RAVELLING THE JOINT. GENERALLY THIS SHALL BE WITHIN 24 HOURS.
10. BATTERS SHALL BE CUT TO A SAFE ANGLE OF REPOSE IN ACCORDANCE WITH THE BCA VOL 2 AS INDICATED BELOW:

SOIL TYPE (* REFER BCA 3.2.4)		EMBANKMENT SLOPES H:L	
		COMPACTED FILL	CUT
STABLE ROCK (A*)		2:3	5:1
SAND (A*)		1:2	1:2
SILT (P*)		1:4	1:4
CLAY	FIRM CLAY	1:2	5:1
	SOFT CLAY	NOT SUITABLE	2:3
SOFT SOILS (P)		NOT SUITABLE	NOT SUITABLE

NOTE: WHERE SITE CONDITIONS ARE UNSUITABLE FOR A BATTERED BANK CONSULT THE ENGINEER FOR A SUITABLE RETAINING WALL DESIGN. EMBANKMENTS THAT ARE TO BE LEFT EXPOSED MUST BE STABILISED BY VEGETATION OR SIMILAR WORKS TO PREVENT SOIL EROSION.

DRAINAGE AND SERVICES NOTES:

1. ALL WORKS ASSOCIATED WITH PUBLIC STORMWATER INFRASTRUCTURE IS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA (TAS) LGAT STANDARD DRAWINGS AND SPECIFICATION AND TO THE SATISFACTION OF COUNCIL.
2. ALL WORKS ASSOCIATED WITH PUBLIC SEWER AND WATER ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03 -2011-3.1 VERSION 3.1 MRWA EDITION 9.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA 02- 2014-3.1 MRWA VERSION 2 AND TASWATER'S SUPPLEMENTS TO THESE CODES AND TO THE SATISFACTION OF TASWATER.
3. ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY THE REGULATING AUTHORITY AT COST TO BUILDER UNLESS APPROVED OTHERWISE.
4. HYDRAULIC LAYOUT TO BE COORDINATED WITH OTHER SERVICES. HYDRAULIC LAYOUT AS SHOWN IS NOTIONAL, LAYOUT TO BE CONFIRMED ON SITE.
5. ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
6. GENERAL MATERIALS, INSTALLATION & TESTING SHALL COMPLY WITH AS3500 AND THE NCC VOLUME 3 (PCA)
7. INSTALL ALL SUB-SOIL DRAINS TO THE REQUIREMENTS OF AS3500, PART 3.1.3 OF THE NCC 2019 - VOLUME 2 AND PART 7F2 OF THE NCC 2019 - VOLUME 3.
8. PAVEMENT AND HARDSTAND AREAS SHALL FALL AT A MINIMUM OF 1% (1:100) TOWARD AN APPROVED DISCHARGE POINT.
9. ALL PIPE WORK UNDER TRAFFICABLE AREAS, INCLUDING DRIVEWAYS, IS TO BE BACKFILLED WITH COMPACTED FCR.
10. DRAINAGE PIPES TO BE MIN. uPVC CLASS SN8. PIPES UNDER TRAFFICABLE AREAS TO BE SN8 U.N.O
11. MINIMUM GRADES FOR PRIVATE DRAINAGE PIPES SHALL BE 1% FOR STORMWATER AND 1.67% FOR SEWER U.N.O.
12. MINIMUM COVER FOR PRIVATE DRAINAGE PIPES SHALL BE 300mm FOR STORMWATER AND 500mm FOR SEWER U.N.O.
13. TASWATER SEWER MAINS TO BE MINIMUM DRV CLASS SN8 DN150 RRJ WITH MINIMUM CLASS SN10 DN100 PROPERTY CONNECTIONS.
14. STORMWATER MAINS TO BE MINIMUM DRV CLASS SN8 DN225 RRJ OR APPROVED EQUIVALENT UNLESS NOTED OTHERWISE.
15. WATER PIPES TO BE MIN. 250 POLY PN16 AND FITTINGS TO BE MIN CLASS 16 U.N.O.
16. WATER CONNECTIONS SHALL BE PROVIDED WITH METERAGE AND BACKFLOW PREVENTION AS PER TASWATER STANDARD DRAWING TWS-W-0002.
17. ALL PIPEWORK TO BE INSPECTED BY COUNCIL PRIOR TO BACKFILL.
18. PIT DIMENSIONS SHOWN HAVE BEEN DESIGNED BY PIT CAPACITY TABLES. THESE PITS MAY NEED TO BE INCREASED IN MINIMUM INTERNAL SIZE DUE TO THE DEPTH AS PER AS3500.3 AS PER TABLE BELOW WHICH IS THE CONTRACTORS RESPONSIBILITY TO ENSURE COMPLIANCE TO AS3500

DEPTH TO INVERT OF OUTLET		MINIMUM INTERNAL DIMENSIONS mm	
		WIDTH	LENGTH
	≤900	450	450
>900	≤900	600	600
>900	≤1200	600	900
>1200		900	900

REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: AJ
			DESIGN: NM
			CHECKED: AJ
A	PRELIMINARY	25/09/2024	VERIFIED: MG

ALDANMARK CONSULTING ENGINEERS

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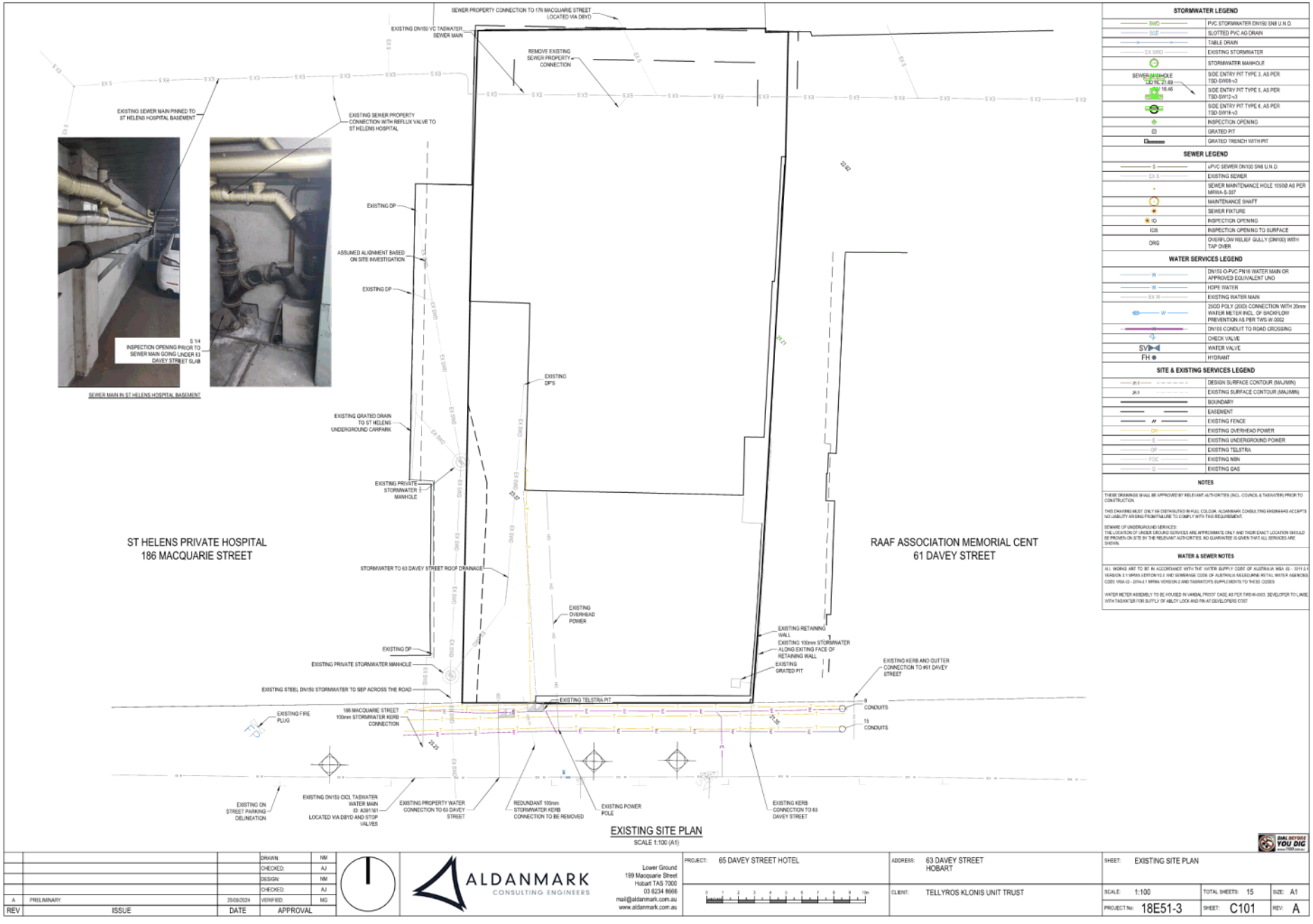
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: 64 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: ENGINEERING NOTES
SCALE: AS INDICATED
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18E51-3
SHEET: C002
REV: A


SEWER PROPERTY CONNECTION TO 176 MACQUARIE STREET LOCATED VIA DBYD
EXISTING DN150 VC TASWATER SEWER MAIN
REMOVE EXISTING SEWER PROPERTY CONNECTION
EXISTING SEWER MAIN PINNED TO ST HELENS HOSPITAL BASEMENT
EXISTING SEWER PROPERTY CONNECTION WITH REFLUX VALVE TO ST HELENS HOSPITAL
INSPECTION OPENING PRIOR TO SEWER MAIN GOING UNDER 63 DAVEY STREET SLAB
SEWER MAIN IN ST HELENS HOSPITAL BASEMENT
EXISTING DP
ASSUMED ALIGNMENT BASED ON SITE INVESTIGATION
EXISTING DP
EXISTING GRATED DRAIN TO ST HELENS UNDERGROUND CARPARK
EXISTING PRIVATE STORMWATER MANHOLE
ST HELENS PRIVATE HOSPITAL
186 MACQUARIE STREET
RAAF ASSOCIATION MEMORIAL CENT
61 DAVEY STREET
STORMWATER TO 63 DAVEY STREET ROOF DRAINAGE
EXISTING OVERHEAD POWER
EXISTING RETAINING WALL
EXISTING 100mm STORMWATER ALONG EXITING FACE OF RETAINING WALL
EXISTING GRATED PIT
EXISTING KERB AND GUTTER CONNECTION TO #61 DAVEY STREET
EXISTING DP
EXISTING PRIVATE STORMWATER MANHOLE
EXISTING STEEL DN150 STORMWATER TO SEP ACROSS THE ROAD
EXISTING TELSTRA PIT
9 CONDUITS
15 CONDUITS
EXISTING FIRE PLUG
186 MACQUARIE STREET 100mm STORMWATER KERB CONNECTION
EXISTING ON STREET PARKING DELINEATION
EXISTING DN150 CICL TASWATER WATER MAIN ID: A391161 LOCATED VIA DBYD AND STOP VALVES
EXISTING PROPERTY WATER CONNECTION TO 63 DAVEY STREET
REDUNDANT 100mm STORMWATER KERB CONNECTION TO BE REMOVED
EXISTING POWER POLE
EXISTING KERB CONNECTION TO 63 DAVEY STREET
EXISTING SITE PLAN
SCALE 1:100 (A1)
STORMWATER LEGEND
SEWER LEGEND
WATER SERVICES LEGEND
SITE & EXISTING SERVICES LEGEND
NOTES
WATER & SEWER NOTES
DIAL BEFORE YOU DIG
DRAWN: NM
CHECKED: AJ
DESIGN: NM
CHECKED: AJ
A PRELIMINARY 25/09/2024 VERIFIED: MG
REV ISSUE DATE APPROVAL
ALDANMARK CONSULTING ENGINEERS
Lower Ground
199 Macquarie Street
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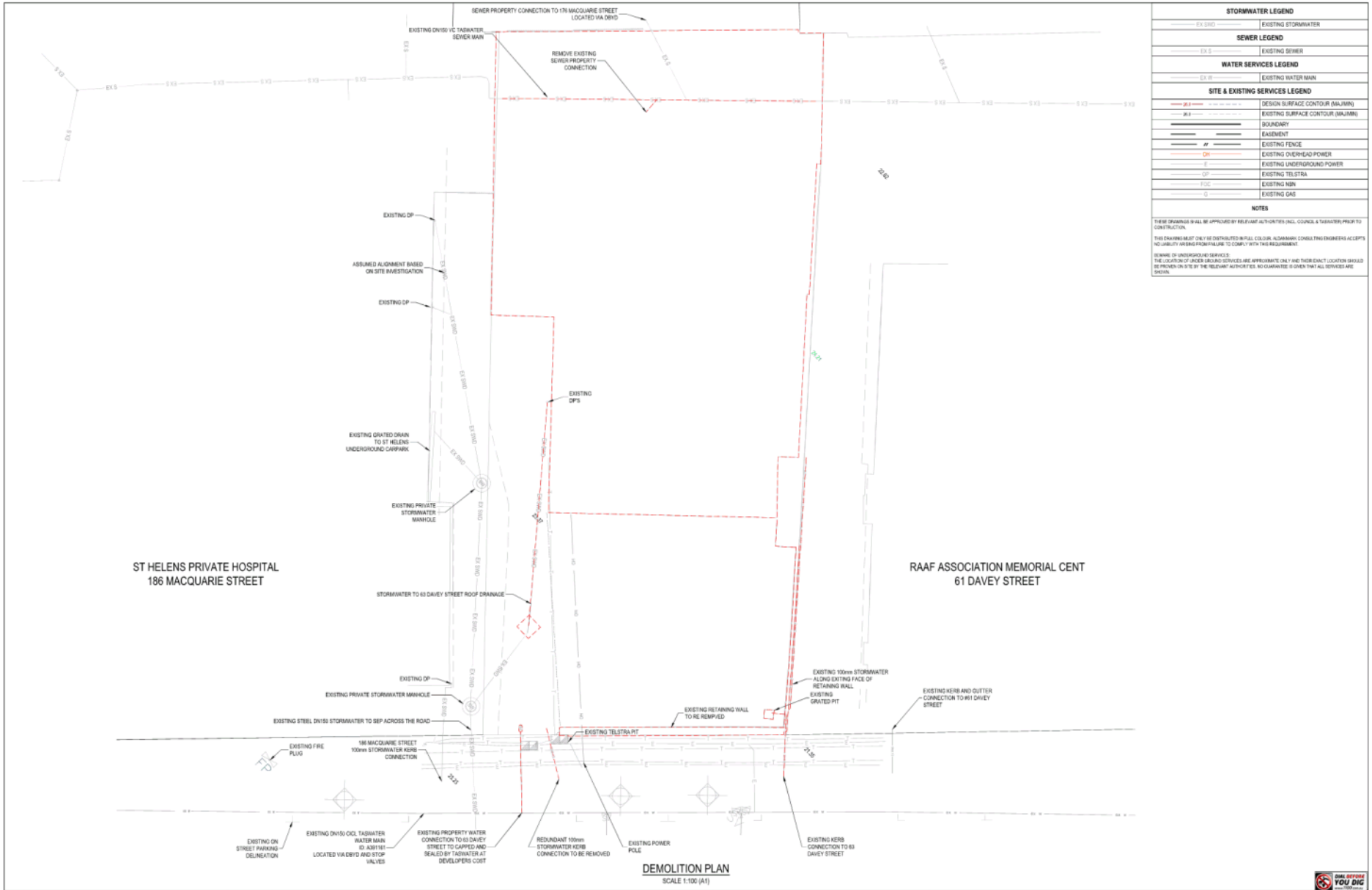
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au
PROJECT: 65 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: EXISTING SITE PLAN
SCALE: 1:100
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18E51-3
SHEET: C101
REV: A



DEMOLITION PLAN
SCALE 1:100 (A1)

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	

DRAWN: NM
CHECKED: AJ
DESIGN: NM
CHECKED: AJ
VERIFIED: MG

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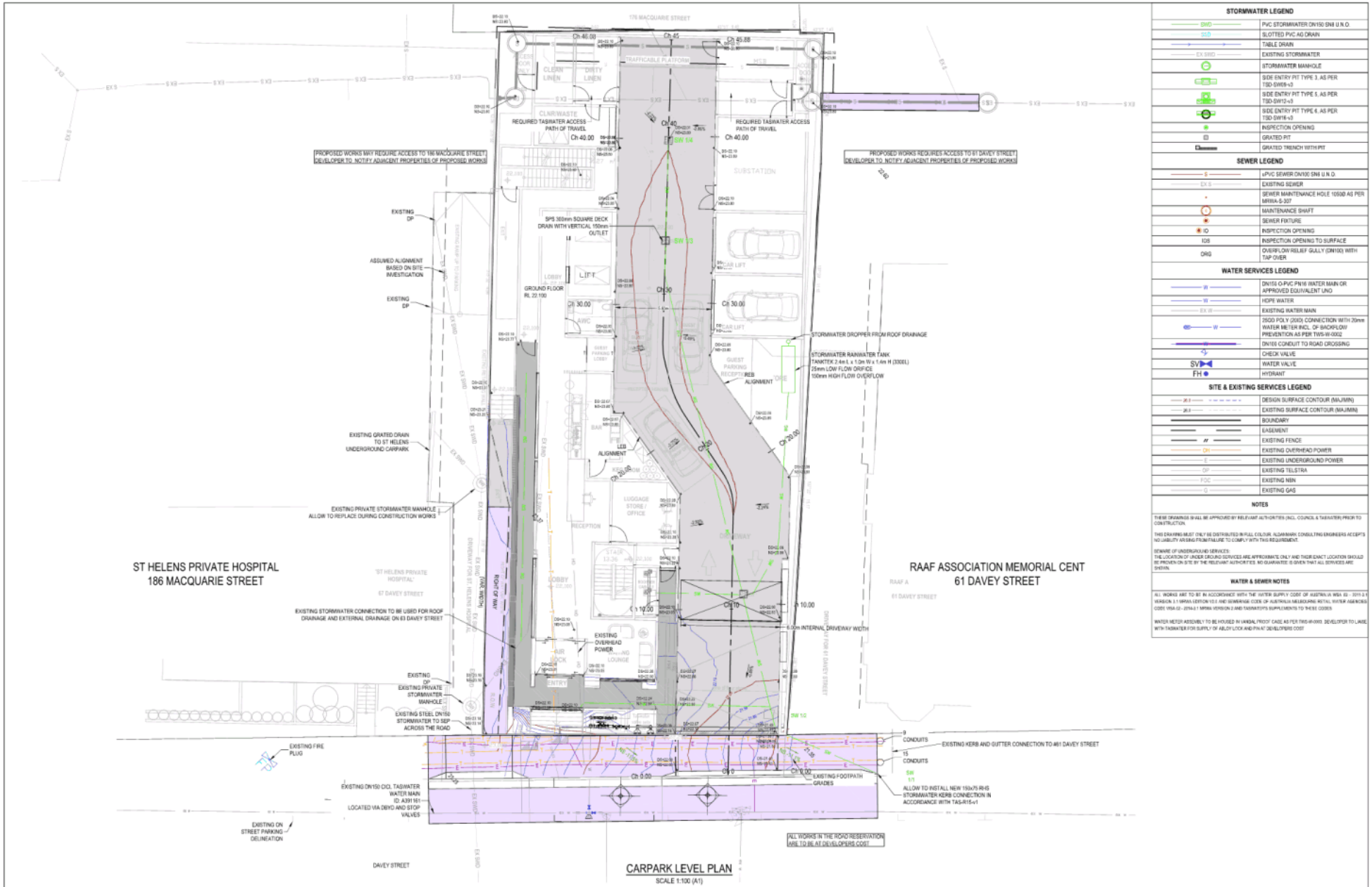
PROJECT: 66 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: DEMOLITION PLAN
SCALE: 1:100
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18E51-3
SHEET: C102
REV: A



STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
SEP	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
SEP5	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
SEP6	SIDE ENTRY PIT TYPE 6, AS PER TSD SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN8 U.N.O.
EX S	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

WATER SERVICES LEGEND

W	DN155 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO
W	HDPE WATER
EX W	EXISTING WATER MAIN
W	25OD POLY (20ID) CONNECTION WITH 20mm WATER METER INCL. OF BACKFLOW PREVENTION AS PER TWS-W-0002
	DN100 CONDUIT TO ROAD CROSSING
	CHECK VALVE
SV	WATER VALVE
FH	HYDRANT

SITE & EXISTING SERVICES LEGEND

20.2	DESIGN SURFACE CONTOUR (MAJ/MIN)
20.2	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
XF	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

NOTES

THESE DRAWINGS SHALL BE APPROVED BY RELEVANT AUTHORITIES (INCL. COUNCIL & TASWATER) PRIOR TO CONSTRUCTION.

THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.

BEWARE OF UNDERGROUND SERVICES:
THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

WATER & SEWER NOTES

ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03 - 2011-3.1 VERSION 3.1 MRWA EDITION V2.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA 02 - 2014-3.1 MRWA VERSION 2 AND TASWATER'S SUPPLEMENTS TO THESE CODES

WATER METER ASSEMBLY TO BE HOUSED IN VANDAL PROOF CAGE AS PER TWS-W-0003. DEVELOPER TO LIAISE WITH TASWATER FOR SUPPLY OF ABLOY LOCK AND PIN AT DEVELOPERS COST

REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: AJ
C	TASWATER UPDATES	22/07/2025	DESIGN: NM
B	UPDATED ARCHITECT PLANS	7/11/2024	CHECKED: AJ
A	PRELIMINARY	26/09/2024	VERIFIED: MG

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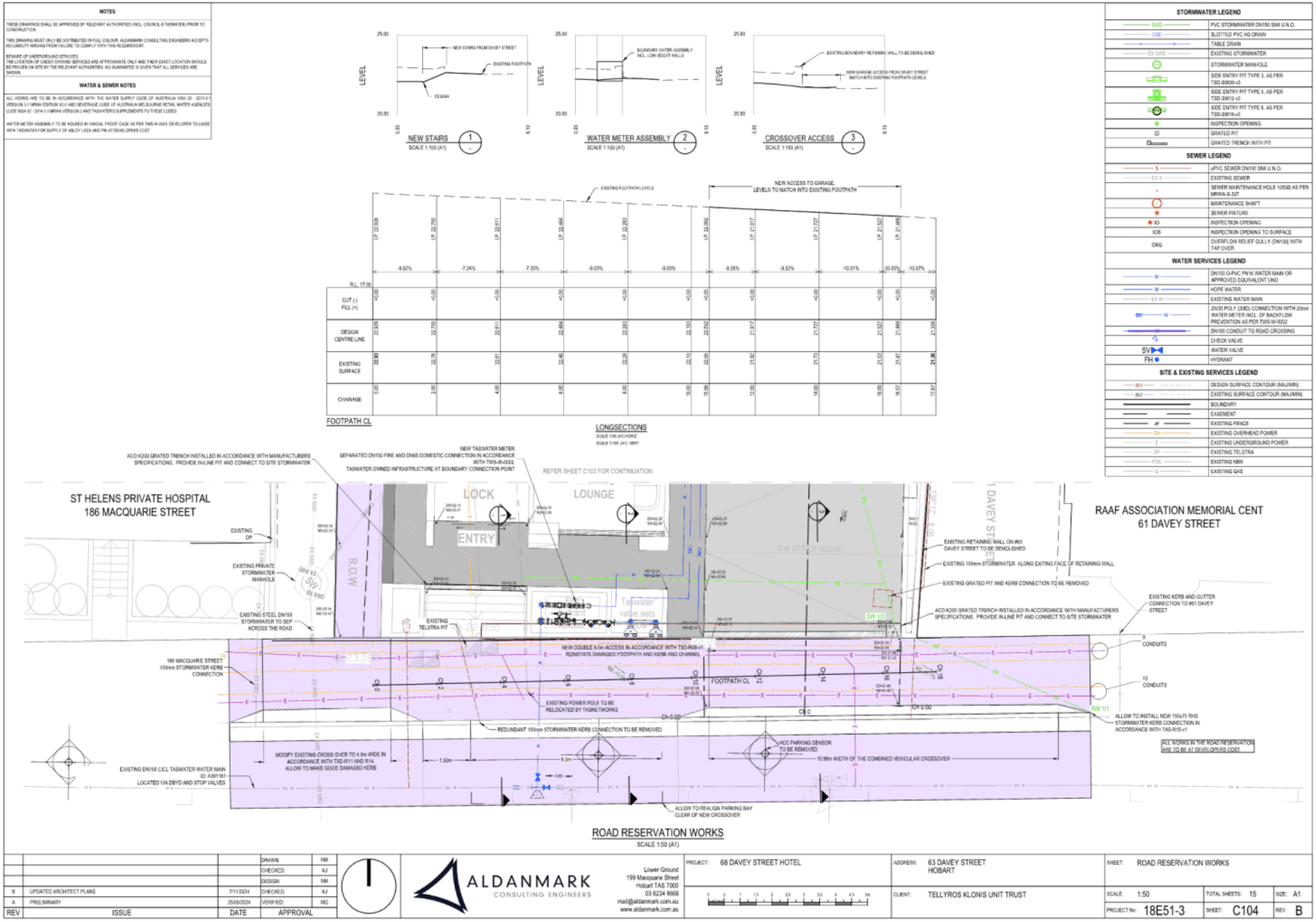
PROJECT: 67 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: CARPARK LEVEL PLAN
SCALE: 1:100
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18E51-3
SHEET: C103
REV: C


NOTES
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WATER & SEWER NOTES
ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03 - 2011-3.1 VERSION 3.1 MRWA EDITION VI.0 AND SEWERAGE CODE OF AUSTRALIA-MELBOURNE RETAIL WATER AGENCIES CODE WSA 02 - 2014-3.1 MRWA VERSION 2 AND TASWATERS SUPPLEMENTS TO THESE CODES
WATER METER ASSEMBLY TO BE HOUSED IN VANDAL PROOF CAGE AS PER TWS-W-0003. DEVELOPER TO LIAISE WITH TASWATER FOR SUPPLY OF ABLOY LOCK AND PIN AT DEVELOPERS COST
NEW STAIRS 1 SCALE 1:100 (A1)
WATER METER ASSEMBLY 2 SCALE 1:100 (A1)
CROSSOVER ACCESS 3 SCALE 1:100 (A1)
LONGSECTIONS
FOOTPATH CL
ST HELENS PRIVATE HOSPITAL
186 MACQUARIE STREET
RAAF ASSOCIATION MEMORIAL CENT
61 DAVEY STREET
ROAD RESERVATION WORKS
SCALE 1:50 (A1)
STORMWATER LEGEND
SEWER LEGEND
WATER SERVICES LEGEND
SITE & EXISTING SERVICES LEGEND
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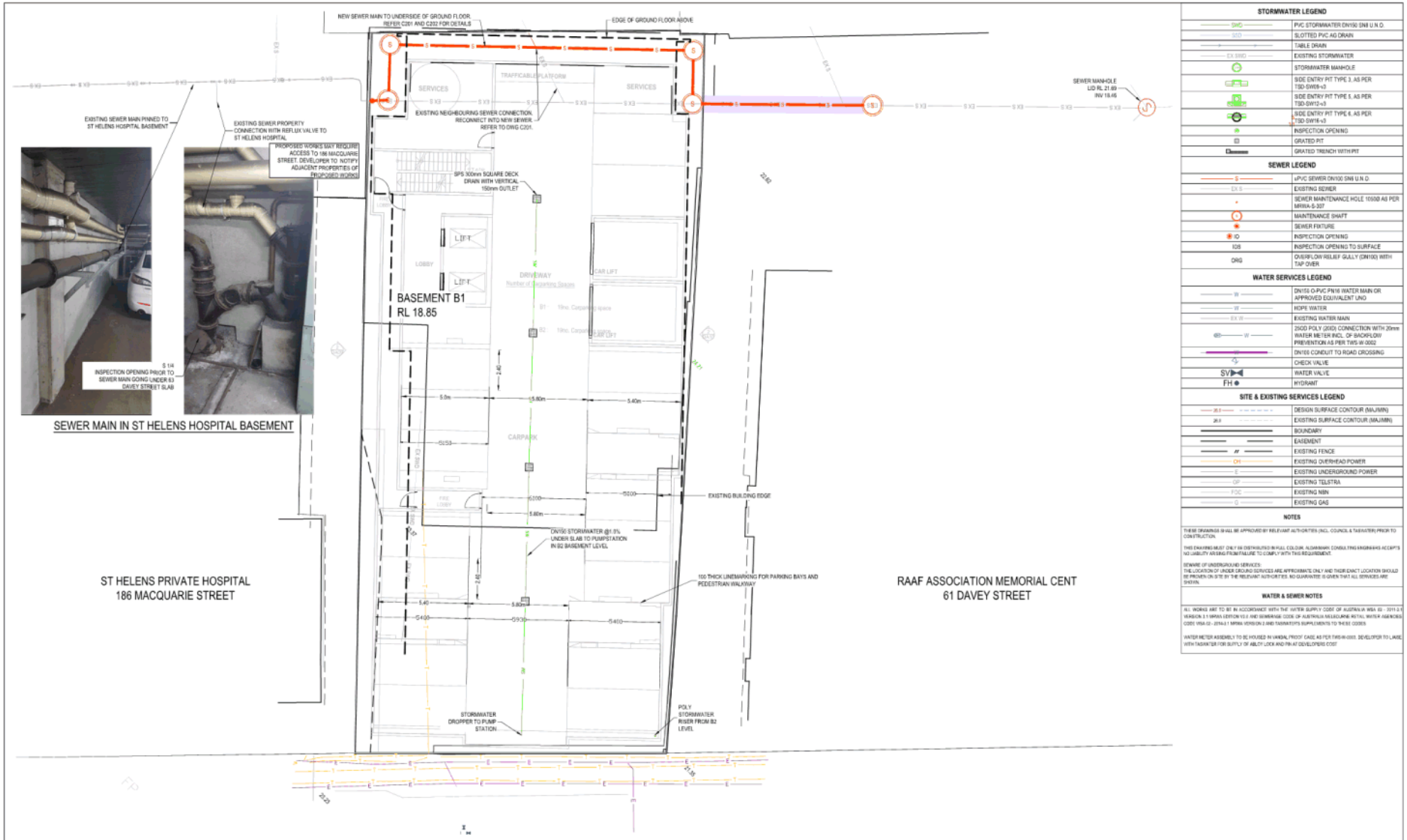
03 6234 8696
mail@aldanmark.com.au
www.aldanmark.com.au
PROJECT: 68 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: ROAD RESERVATION WORKS
SCALE: 1:50
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18E51-3
SHEET: C104
REV: B
B UPDATED ARCHITECT PLANS 7/11/2024
A PRELIMINARY 25/09/2024



REV	ISSUE	DATE	APPROVAL
		DRAWN:	NM
		CHECKED:	AJ
C	UPDATED ARCHITECT PLANS	05/05/2025	DESIGN: NM
B	UPDATED ARCHITECT PLANS	7/11/2024	CHECKED: AJ
A	PRELIMINARY	25/09/2024	VERIFIED: MG

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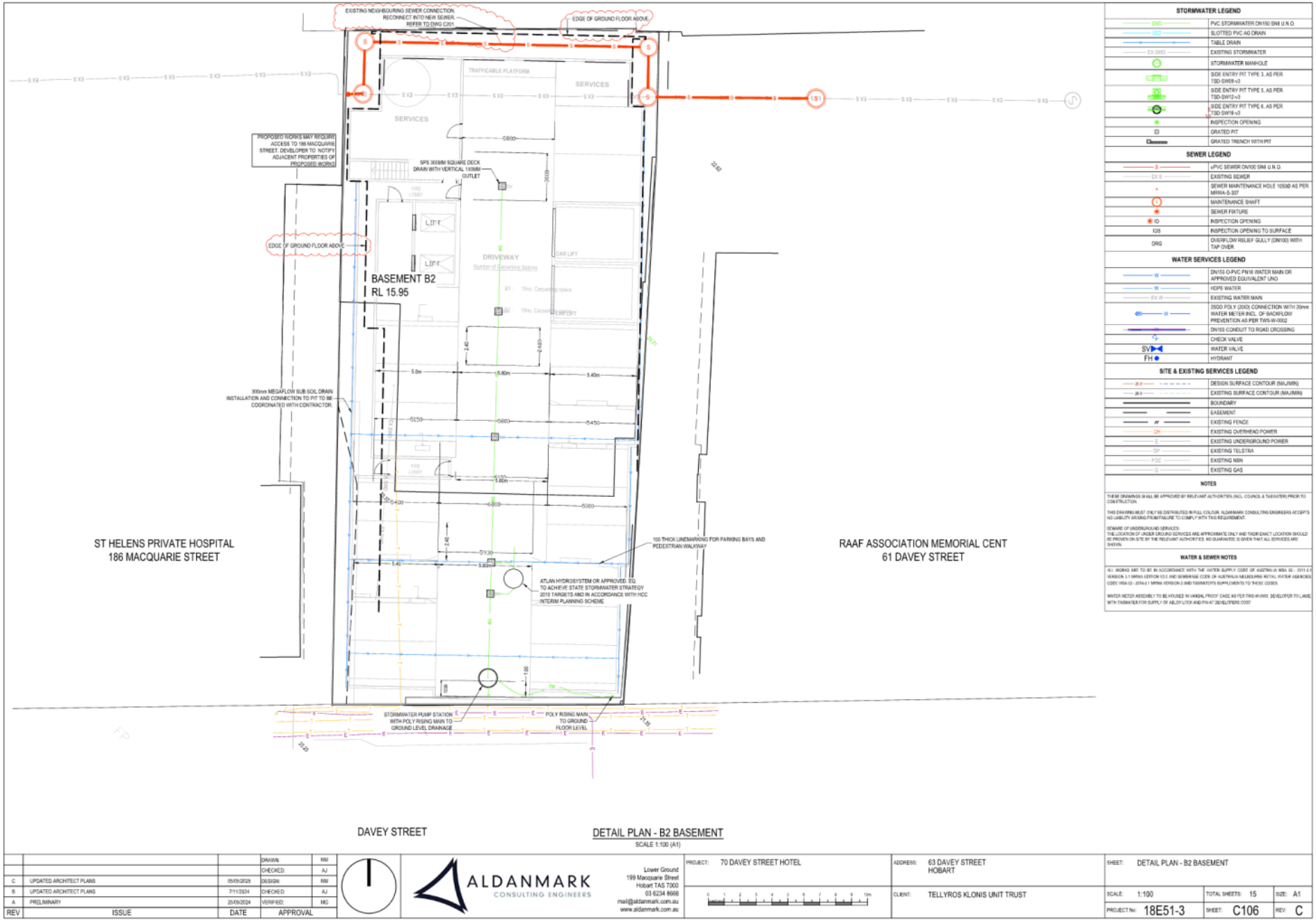
PROJECT: 69 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: DETAIL PLAN - B1 BASEMENT
SCALE: 1:100
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18E51-3
SHEET: C105
REV: C



DETAIL PLAN - B2 BASEMENT

SCALE 1:100 (A1)

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SED	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
SWPIT	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
SWPIT	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
SWPIT	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN8 U.N.O.
EX S	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

WATER SERVICES LEGEND

W	DN150 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO
W	HDPE WATER
EX W	EXISTING WATER MAIN
W	250D POLY (200D) CONNECTION WITH 20mm WATER METER INCL. OF BACKFLOW PREVENTION AS PER TWS-W-0002
	DN100 CONDUIT TO ROAD CROSSING
	CHECK VALVE
SV	WATER VALVE
FH	HYDRANT

SITE & EXISTING SERVICES LEGEND

20.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
20.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
XF	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

NOTES

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WATER & SEWER NOTES

ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03 - 2011-3.1 VERSION 3.1 MRWA EDITION V2.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA 02 - 2014-3.1 MRWA VERSION 2 AND TASWATER'S SUPPLEMENTS TO THESE CODES

WATER METER ASSEMBLY TO BE HOUSED IN VANDAL PROOF CAGE AS PER TWS-W-0003. DEVELOPER TO LIAISE WITH TASWATER FOR SUPPLY OF ABLOY LOCK AND PIN AT DEVELOPERS COST

REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: AJ
C	UPDATED ARCHITECT PLANS	05/05/2025	DESIGN: NM
B	UPDATED ARCHITECT PLANS	7/11/2024	CHECKED: AJ
A	PRELIMINARY	25/09/2024	VERIFIED: MG

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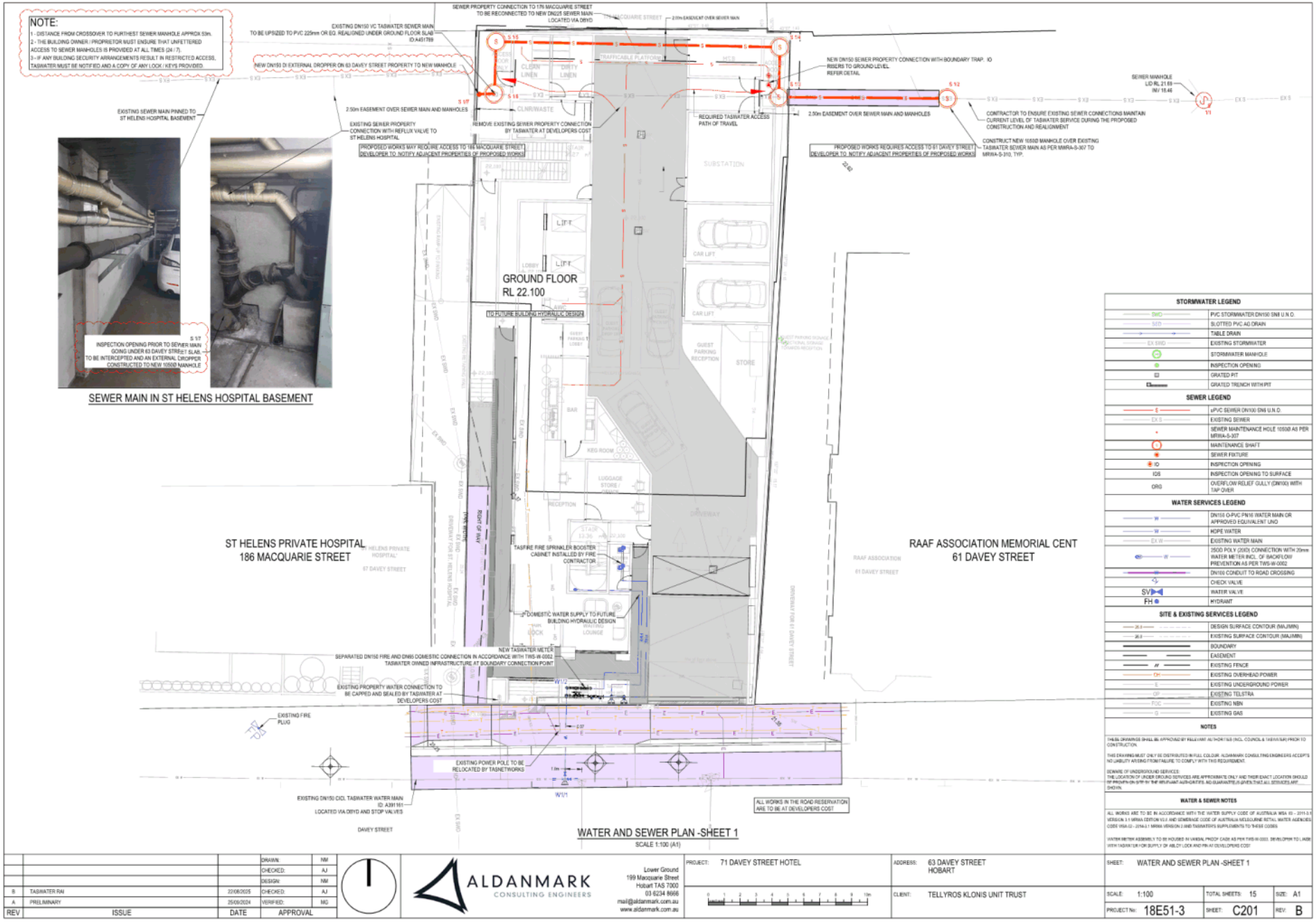
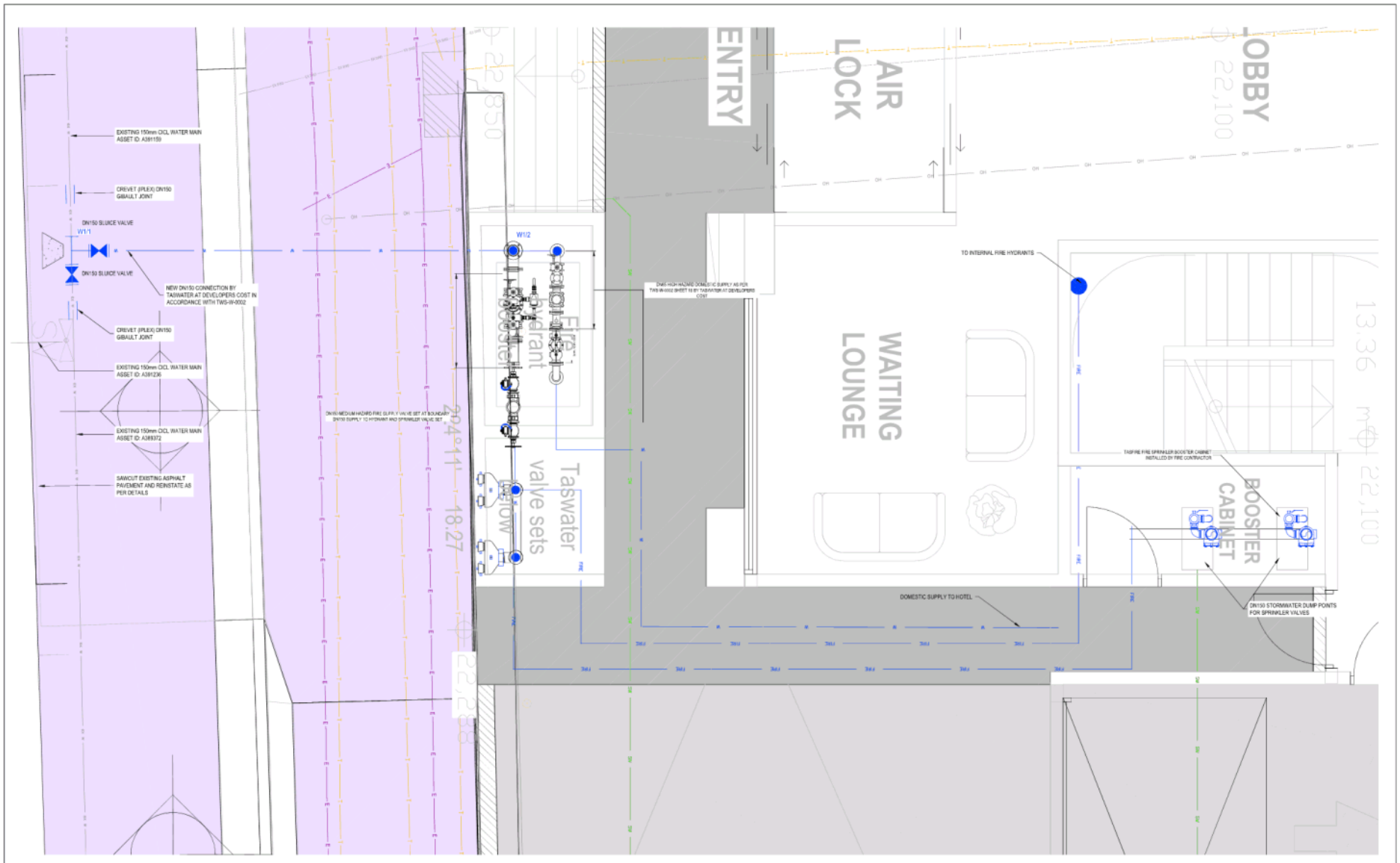
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT:	70 DAVEY STREET HOTEL
ADDRESS:	63 DAVEY STREET HOBART
CLIENT:	TELLYROS KLONIS UNIT TRUST
SHEET:	DETAIL PLAN - B2 BASEMENT
SCALE:	1:100
TOTAL SHEETS:	15
SIZE:	A1
PROJECT No:	18E51-3
SHEET:	C106
REV:	C


NOTE:
1 - DISTANCE FROM CROSSOVER TO FURTHEST SEWER MANHOLE APPROX 53m.
2 - THE BUILDING OWNER / PROPRIETOR MUST ENSURE THAT UNFETTERED ACCESS TO SEWER MANHOLES IS PROVIDED AT ALL TIMES (24 / 7).
3 - IF ANY BUILDING SECURITY ARRANGEMENTS RESULT IN RESTRICTED ACCESS, TASWATER MUST BE NOTIFIED AND A COPY OF ANY LOCK / KEYS PROVIDED.
SEWER MAIN IN ST HELENS HOSPITAL BASEMENT
GROUND FLOOR
RL 22.100
ST HELENS PRIVATE HOSPITAL
186 MACQUARIE STREET
RAAF ASSOCIATION MEMORIAL CENT
61 DAVEY STREET
WATER AND SEWER PLAN -SHEET 1
SCALE 1:100 (A1)
STORMWATER LEGEND
SEWER LEGEND
WATER SERVICES LEGEND
SITE & EXISTING SERVICES LEGEND
NOTES
WATER & SEWER NOTES
ALDANMARK
CONSULTING ENGINEERS
71 DAVEY STREET HOTEL
63 DAVEY STREET
HOBART
TELLYROS KLONIS UNIT TRUST
WATER AND SEWER PLAN -SHEET 1
1:100
15
A1
18E51-3
C201
B



WATER AND SEWER PLAN - SHEET 2

SCALE 1:20 (A1)

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	VERIFIED: MG
			CHECKED: AJ
			DESIGN: NM
			CHECKED: AJ
			DRAWN: NM

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mail@aldanmark.com.au
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PROJECT: 72 DAVEY STREET HOTEL

ADDRESS: 63 DAVEY STREET HOBART

CLIENT: TELLYROS KLONIS UNIT TRUST

SHEET: WATER AND SEWER PLAN - SHEET 2

SCALE: 1:20

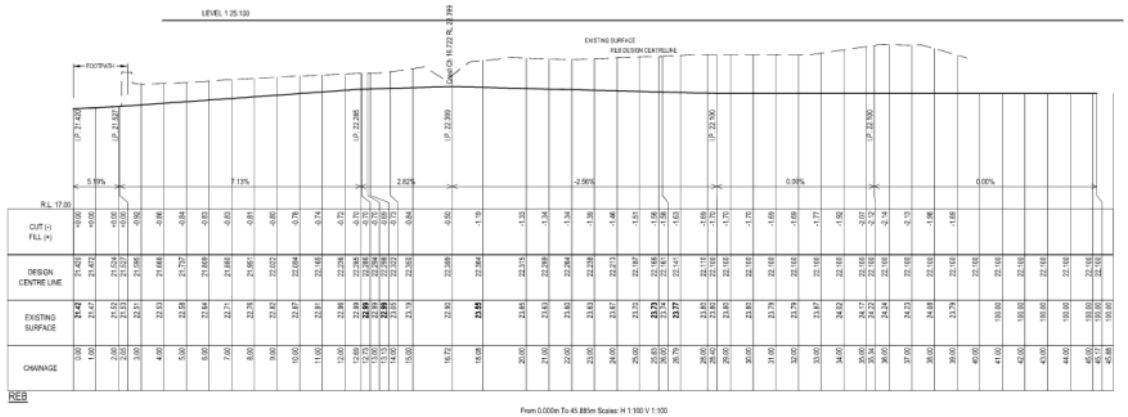
TOTAL SHEETS: 15

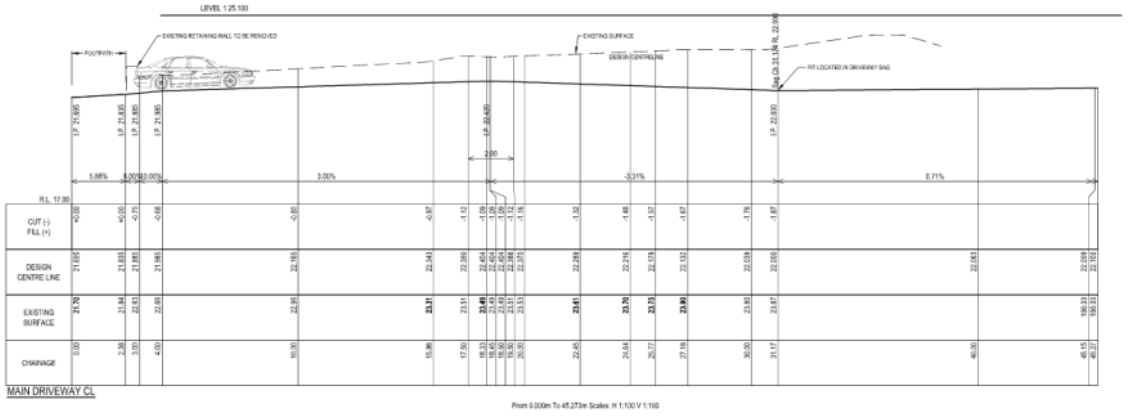
SIZE: A1

PROJECT No: 18E51-3

SHEET: C202

REV: A





LONGITUDINAL SECTIONS - SHEET 1

AS INDICATED

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	

DRAWN: NM
CHECKED: AJ
DESIGN: NM
CHECKED: AJ
VERIFIED: MG

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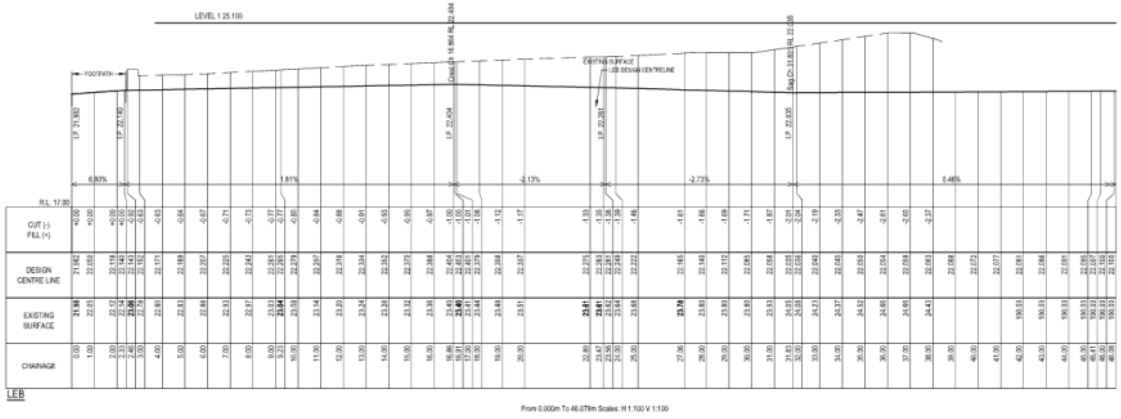
PROJECT: 73 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: LONGITUDINAL SECTIONS - SHEET 1
SCALE: AS INDICATED
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18E51-3
SHEET: C301
REV: A



LONGITUDINAL SECTIONS - SHEET 2

AS INDICATED

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	VERIFIED: MG
			DESIGN: NM
			CHECKED: AJ
			DRAWN: NM

ALDANMARK CONSULTING ENGINEERS

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mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: 74 DAVEY STREET HOTEL

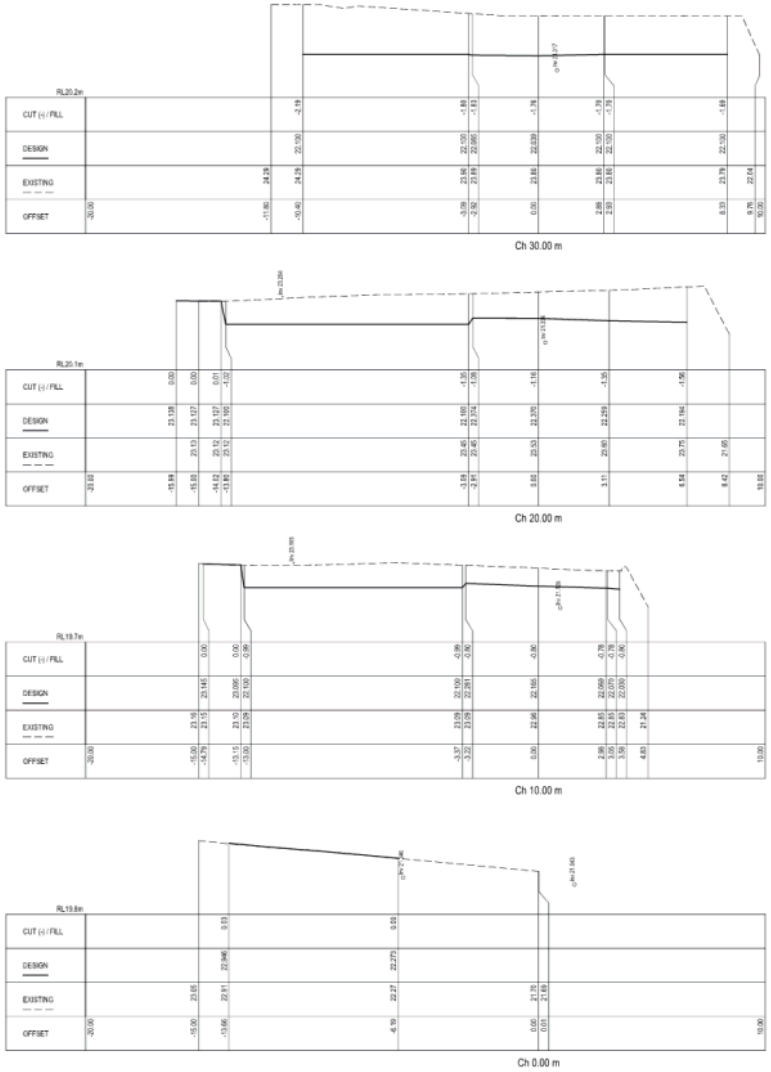
ADDRESS: 63 DAVEY STREET
HOBART

CLIENT: TELLYROS KLONIS UNIT TRUST

SHEET: LONGITUDINAL SECTIONS - SHEET 2

SCALE: AS INDICATED | TOTAL SHEETS: 15 | SIZE: A1

PROJECT No: 18E51-3 | SHEET: C302 | REV: A



MAIN DRIVEWAY CL - CROSS SECTIONS
SCALE 1:100 (A1) HORIZ
SCALE 1:100 (A1) VERT

CROSS SECTIONS - SHEET 1
AS INDICATED

REV	ISSUE	DATE	APPROVAL
		DRAWN:	NM
		CHECKED:	AJ
		DESIGN:	NM
		CHECKED:	AJ
A	PRELIMINARY	25/09/2024	VERIFIED: MG

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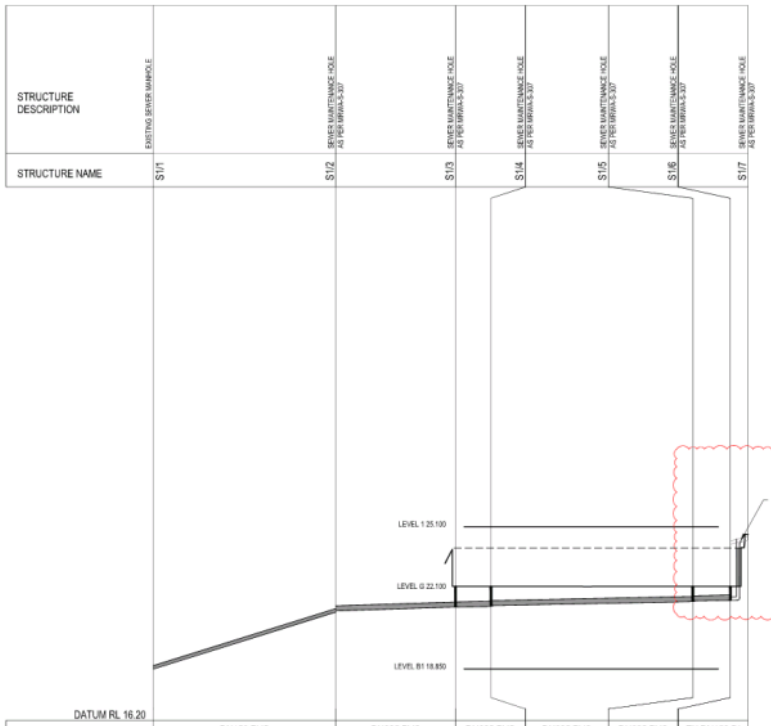
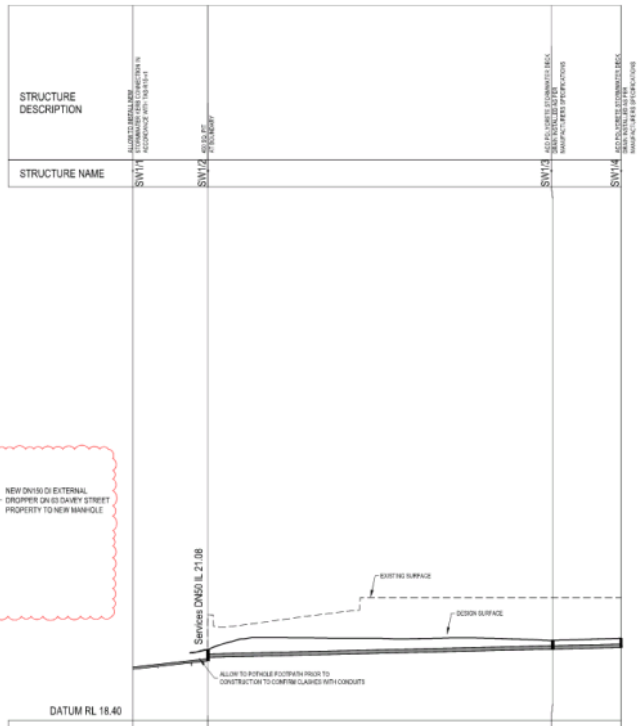
PROJECT: 75 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: CROSS SECTIONS - SHEET 1
SCALE: AS INDICATED
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18E51-3
SHEET: C303
REV: A



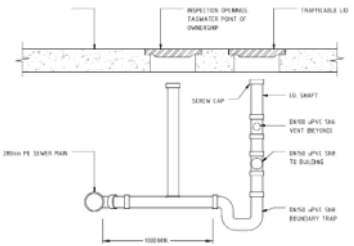
STRUCTURE DESCRIPTION	EXISTING SEWER MANHOLE	SEWER MAINTENANCE HOLE AS PER MRWA-5-307	SEWER MAINTENANCE HOLE AS PER MRWA-5-307	SEWER MAINTENANCE HOLE AS PER MRWA-5-307	SEWER MAINTENANCE HOLE AS PER MRWA-5-307	SEWER MAINTENANCE HOLE AS PER MRWA-5-307	SEWER MAINTENANCE HOLE AS PER MRWA-5-307
STRUCTURE NAME	S1/1	S1/2	S1/3	S1/4	S1/5	S1/6	S1/7
DATUM RL 16.20							
PIPE SIZE / MATRIAL	DN150 PVC	DN225 PVC	DN225 PVC	DN225 PVC	DN225 PVC	EX DN150 DI	
GRADE %	15.60%	1.60%	1.00%	1.00%	1.00%	11.80%	
DEPTH TO INVERT	-18.46 / -20.97	-21.02 / 0.91	0.88 / 0.85	0.67 / 0.64	0.61 / -1.66	0.25	
INVERT LEVEL	18.457 / 20.969	21.018 / 21.187	21.218 / 21.248	21.426 / 21.456	21.489 / 23.956	24.140	
FINISHED SURFACE		22.10	22.10	22.10	22.10	24.39	
EXISTING SURFACE		23.80	23.80	23.80	23.80	24.39	
CHAINAGE	0.00	16.11	26.67	29.79	47.60	50.92	52.48
	16.11m	10.56m	3.12m	17.81m	3.31m	1.56m	

DRAINAGE LONGITUNDINAL SECTION FOR LINE S1
SCALES: HORIZONTAL 1:200 VERTICAL 1:100



STRUCTURE DESCRIPTION				
STRUCTURE NAME	SW1/1	SW1/2	SW1/3	SW1/4
DATUM RL 18.40				
GRADE %	5.59%	1.20%		1.20%
PIPE SIZE / MATERIAL	DN90 PVC	DN150 PVC		DN150 PVC
DEPTH TO INVERT	-20.65 / 0.49	0.34	0.38	0.40
INVERT LEVEL	20.650 / 21.020	21.170	21.535	21.607
FINISHED SURFACE		21.51	21.92	22.01
EXISTING SURFACE		23.05	23.80	23.80
CHAINAGE	0.00	6.62	37.04	43.07
	6.62m	30.43m		6.03m

SEWER LONGITUNDINAL SECTION FOR LINE SW1
SCALES: HORIZONTAL 1:200 VERTICAL 1:100



BOUNDARY TRAP DETAIL
SCALE 1:20

SEWER AND STORWMATER LONG SECTIONS
AS INDICATED

REV	ISSUE	DATE	APPROVAL
B	TASWATER RAI	22/08/2025	AJ
A	PRELIMINARY	25/09/2024	MG

DRAWN: NM | CHECKED: AJ | DESIGN: NM | CHECKED: AJ | VERIFIED: MG

ALDANMARK CONSULTING ENGINEERS
Lower Ground
199 Macquarie Street
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03 6234 8666
mail@aldanmark.com.au
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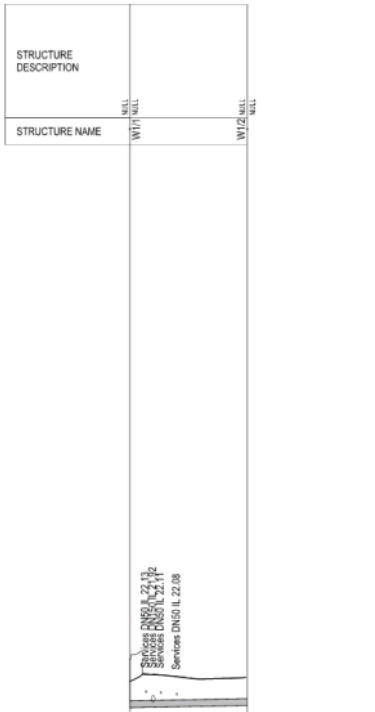
PROJECT: 76 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: SEWER AND STORWMATER LONG SECTIONS
SCALE: AS INDICATED
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18E51-3
SHEET: C401
REV: B



STRUCTURE DESCRIPTION	NULL	NULL	
STRUCTURE NAME	W1/1	W1/2	
DATUM RL 20.60			
GRADE %	1.00%		
PIPE SIZE / MATERIAL	DN150 O-PVC WATER		PROPERTY CONNECTION
DEPTH TO INVERT	1.07		
INVERT LEVEL	21.800	21.852	
FINISHED SURFACE	22.38		
EXISTING SURFACE	22.87		
CHAINAGE	0.00	5.18	
	5.18m		

WATER MAIN LONGSECTIONS
SCALE 1:100 (A1) HORIZ
SCALE 1:50 (A1) VERT

WATER LONG SECTIONS
AS INDICATED

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	

DRAWN: NM
CHECKED: AJ
DESIGN: NM
CHECKED: AJ
VERIFIED: MG

ALDANMARK CONSULTING ENGINEERS

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PROJECT: 77 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: WATER LONG SECTIONS
SCALE: AS INDICATED
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18E51-3
SHEET: C402
REV: A

23/09/2024

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ENGINEERS ADVICE

240922 EA 18E51-3

To:	Phil Gartrell	**IreneInc Planning and Urban Design** tim@ireneinc.com.au	**INSPECTION** ☐
			INSTRUCTION ☐
Cc:	Catherine Williams	**JAWS Architects** catherine.williams@jawsarchitects.com	**MEMO** ☐
	Tellyros Klonis Unit Trust	johntellyros@hotmail.com	**RFI RESPONSE** ☐
			SHOP DRAWING APPROVAL ☐

PROJECT:	63 Davey Street: 63 Davey Street, HOBART
SUBJECT:	TasWater Sewer and Water Demands

RELEVANT DOCUMENTS:

- Architectural/building design drawings by JAWS Architects 63 Davey St Hotel 17.09.2024
- Engineering design documents by Aldanmark 240923 CIV 18E51-3
- Survey Detail Plan provided by: VERIS Detail Survey 301126 D01-1
- TasWater supplement to the Sewerage Code of Australia WSA 02-2014-3.1
- TasWater supplement to the Water Code of Australia WSA 03-2014-3.1

Aldanmark Engineering have been engaged to provide preliminary assessment of the sewer and water demands for the proposed development at 63 Davey Street, HOBART.

PROPERTY ID: 5660959
TITLE REFERENCE: 54396/1

TASWATER SEWERAGE DEMANDS

Sewerage loadings are in accordance with TasWater Sewerage Code Supplement to the Sewerage Code of Australia WSA 02-2014 Version 3.1.

TASWATER SUPPLEMENT

Gross development areas are based on survey documents provided to Aldanmark by <<surveyor>> dated 20/7/2022. The total equivalent (ET's) calculation is provided in tabular form below:

$$DESIGN\ FLOW = PDWF + GWI + RDI$$

Where:

$$Peak\ Dry\ Weather\ Flow = d * Average\ Dry\ Weather\ Flow$$
$$Groundwater\ Infiltration, GWI = 0.025 * A * Portion_{wet}$$
$$Rainfall\ Dependent\ Inflow\ and\ Infiltration, RDI = 0.028 * A_{eff} * C * I$$

23/09/2024

ALDANMARK CONSULTING ENGINEERS

TABLE 1: SEWERAGE EQUIVALENT TENEMENTS

TYPE	COMMENTS	QUANTITY	UNIT RATING	TOTAL SEWERAGE ET'S
AS04 – Hotel Rooms high density	1 bedroom hotel rooms	67	0.45	30.15
			TOTAL APPROXIMATE EQUIVALENT TENEMENTS (ET'S)	30.15

Based on the above information and WSA 02-2014 and 450L/ET/day, the sewerage flows are:

$$Q_{ADWF} = 0.16\ L/s$$
$$Q_{PDWF} = 2.30\ L/s$$
$$Q_{RDI} = 0.10\ L/s$$
$$\mathbf{Q_{TOTAL} = 2.40\ L/s}$$

SEWER CONNECTION POINT

The proposed development has an existing sewer connection point as shown on TasWater Asset Portal from the existing 150mm Vitrified Clay TasWater sewer main (ID A45178)

The existing sewer main through the property will be removed, replaced with a DN225 PVC main and a new DN150 sewer property connection with boundary trap will be installed at ground level. Refer Aldanmark Engineering Drawings.

TASWATER WATER DEMANDS

Water demands have been calculated in accordance with WSA 03-2015-2.0 and TasWater's Supplement to this code.

TASWATER SUPPLEMENT

TABLE 2: TASWATER WATER DESIGN FLOWS

TYPE	COMMENTS	QUANTITY	UNIT RATING (WATER)	WATER ET'S
AS04 – Hotel Rooms high density	1 bedroom hotel rooms	67	0.30	20.1

$$AD = \frac{685\ \frac{L}{ET}}{day}\ X\ 20.1 ET's\ X\ \frac{1}{24X60X60} = 0.16\ \frac{L}{s}$$

$$PD = 2.5\ X\ AD = 0.40\ L/s$$

$$PH = 2.0\ X\ PD = 0.80\ L/s$$

As per Section 3 of AS3500.1:2018 Table 3.2.3, the **PSD = 5.7 L/s** for 67 units
As per Section 3 of AS3500.1:2018 Table 3.2.4, the **PSFR = 2.0 L/s** for 469 Loading Units.

23/09/2024

Total fire demands will not be known until detailed design has commenced. Based on previous projects, Aldanmark anticipate the internal fire supply must take in consideration:

- Attack hydrants 10 L/s @ 350kpa and;
- Sprinkler zones:
  - Hotel – Light Hazard; 4.8L/s per group of six sprinklers, each sprinkler operating @ 70kPa
  - Carpark garage – Ordinary Hazard 2; 17 L/s, each sprinkler operating @ 100kPa

Fire flows from TasWater fire hydrants must complete with Table 3.1.5 of the TasWater Supplement.

To assist Aldanmark with the detailed design of the property connections for each site, can TasWater please provide the following information at each proposed connection point:

- Details on supply zone and supply head
- Connection point elevation in m/AHD & max static pressure
- Residual pressure at boundary without fire flow
- Fire flow residual pressures at the connection point elevation with the reservoir at its lowest operable level for the following fire flow demands: 10 l/s, 20 l/s, 30 l/s, 40 l/s, 50 l/s and Full flow

WATER CONNECTION POINT

The proposed development has an existing water connection point as shown on survey detail and TasWater Asset Portal. The existing water connection will be capped and sealed within the boundary by TasWater at Developers cost.

The proposed hotel will require a DN150 connection from the existing DN150 CICL reticulation main with a DN65 high hazard domestic and minimum DN100 medium hazard fire supply.

Regards,

Nathan Morey BEng (Hons)
Executive & Civil Engineer

TRAFFIC IMPACT ASSESSMENT

PROPOSED

HOTEL DEVELOPMENT

63 DAVEY STREET

HOBART

NOVEMBER 2024

MILAN PRODANOVIC B.E. P Eng
TRAFFIC ENGINEERING & ROAD SAFETY

TRAFFIC IMPACT ASSESSMENT

PROPOSED

HOTEL DEVELOPMENT

63 DAVEY STREET

HOBART

NOVEMBER 2024

3 ASTOR DRIVE, GEILSTON BAY TASMANIA 7015
TEL: (03) 6248 7323 MOBILE: 0402 900 106
EMAIL: milglad@bigpond.net.au ABN: 51 345 664 433

CONTENTS

ATTACHMENTS:

Attachment A - Architectural design drawings of proposed layout of hotel development

- Civil design drawings of driveway access into building and on-street management

REFERENCES:

- Road Traffic Authority NSW – Guide to Traffic Generating Developments, 2002
- Road and Maritime Services (Transport) - Guide to Traffic Generating Developments; Updated traffic surveys (August 2013)
- AUSTROADS – Guide to Road Safety Part 6: Road Safety Audit (2022)
- AUSTROADS – Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings (2019)
- AUSTROADS – Guide to Traffic Management Part 11: Parking (2019)
- AUSTROADS – Guide to Traffic Management Part 12: Traffic Impact of Developments (2019)
- Australian Standard AS 2890 – Parking Facilities, Part 1 – Off-street car parking
- Australian Standard AS 2890 – Parking Facilities, Part 2 – Off-street commercial vehicle facilities
- Hobart Interim Planning Scheme 2015

1. INTRODUCTION

A planning application will be lodged with the Hobart City Council for a multi-storey hotel development, including a lobby/reception/office space and a small bar, at 63 Davey Street in Hobart.

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

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

Consideration is given to the driveway design for the development site off Davey Street and available sight distances along Davey Street to and from the driveway junction. An assessment is also made of the proposed driveway design into the site and building, the internal vehicle traffic circulation and parking provisions within the development site having regard to current applicable Australian standards and guidelines as well as the requirements of the Hobart Interim Planning Scheme (2015).

This report is based on the Department of State Growth publication: *A Framework for Undertaking Traffic Impact Assessments*, with due regard also given to Austroads – Guide to Traffic Management Part 12.

The techniques used in the investigation and assessment incorporate best practice road safety and traffic management principles.

2. SITE DESCRIPTION

The proposed development site is located on the northern side of Davey Street, around 70m to the west of the Harrington Street intersection.

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

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

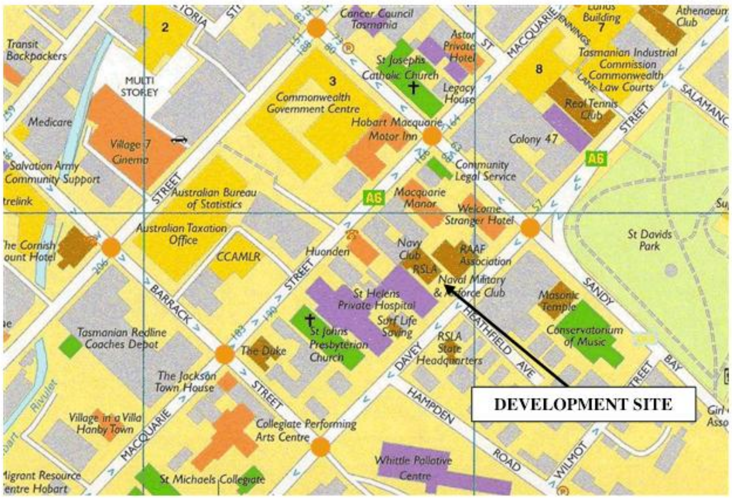


Figure 2.1: Extract of street atlas showing location of proposed hotel development site

3. DEVELOPMENT PROPOSAL

The proposed development at 63 Davey Street is for the construction of a multi-storey hotel building which will have 67 rooms. Two of the rooms will have DDA compliant facilities.

The Ground Floor Level of the building will include the driveway into the building off Davey Street, a reception/staff area, a small bar and seating area, two car lifts and stairwell, plus storage, waste and equipment rooms.

There will be:

- 18 hotel rooms on Floor Levels 1 and 2;
- 13 hotel rooms on Floor Levels 3 and 4; and
- 5 hotel rooms on Floor Level 5.

The total floor area of the building will be around 4,137m^2.

Two car lifts will provide access from the Ground Floor Level to the car parking spaces on the two Basement Floor Levels, B1 and B2. There will be 13 standard and six small car parking spaces on both Floor Level B1 and Floor Level B2. The small car parking spaces are due to the parking bay length of these bays being less than the standard 5.4m length - at 5.0m to 5.15m lengths.

The vehicle access into the site and building will be via a 6.0m wide driveway off Davey Street positioned at the eastern end of the site. There will be a separate pedestrian access into the building off Davey Street next to the driveway as well as the entry from Davey Street into the foyer on the western side of the building.

There is a right of way access along the western side boundary to the proposed development site property which provides vehicle access into the two-level (former) St Helens Hospital car park as well as the current small car park (nine car parking spaces) on the development site. The St Helens Private Hospital closed in June 2023 and the site is currently vacant; the car park is unused.

A view of the development site from Davey Street is seen in Photograph 3.1, and views of the driveway to the site, the right of way access to the (former) hospital car park, and the current car park on the development site are seen in Photographs 3.2 to 3.4.

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

Photograph 3.1: View of development site from Davey Street

Photograph 3.2: View of driveway to development site and (former) car park from Davey Street

Photograph 3.3: View of access to (former) hospital car park at western side of development site

Photograph 3.4: View of current car park on development site

4. EXISTING ROAD AND TRAFFIC ENVIRONMENT

4.1 Road Characteristics

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

In the area of the development site, Davey Street has a straight horizontal alignment on an upgrade to the west of around 11%.

It is a one-way street with four marked traffic lanes, a bicycle lane along the southern side of the road (within what is normally a car parking lane) and a car parking lane along the northern side of the road. There are footpaths along both sides of the street, with the footpath along the development site frontage having a width of 2.65m.

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

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

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

4.2 Traffic Activity

In order to have knowledge of current traffic volume along Davey Street passing the development site, traffic signal loop counts were obtained from DSG for the month of March 2024. This month is one of the peak traffic periods of the year, with the traffic volume possibly only a few percent lower than the busiest month of December.

The traffic volume for the busiest day of this month was chosen for analysis and presentation in this report, therefore a good representation of the current regular highest traffic volume on this section of Davey Street over the year.

The analysis of this traffic data found the traffic volume on Davey Street approaching the Barrack Street intersection to be 31,034 vehicles/day, with daily lane traffic volumes being:

- 7,068 vehicles/day in the left lane;
- 8,971 vehicles/day in the second lane from the left;
- 8,984 vehicles/day in the second lane from the right; and
- 6,011 vehicles/day in the right lane.

The hourly traffic distribution for this location is presented graphically in Figure 4.1.

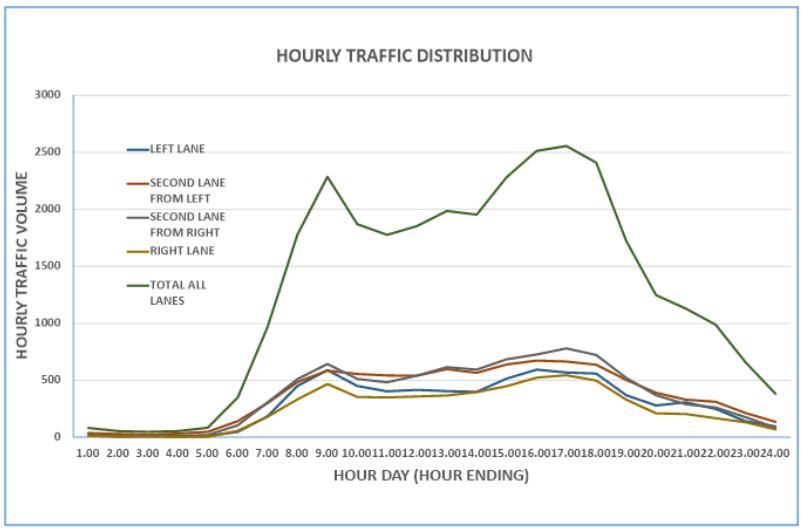


Figure 4.1: Hourly traffic distribution on Davey Street approach to Barrack Street in March 2024

The peak hour total traffic volumes across all lanes were:

- 2,286 vehicles/hour during the 8:00am to 9:00am period; and
- 2,556 vehicles/hour during the 4:00pm to 5:00pm period.

Reference has also been made to the recorded traffic volumes from peak hour turning traffic volume surveys that were undertaken at the development site during the 8:00am – 9:00am and 4:30 – 5:30pm periods on Tuesday 22 May 2018. This survey was undertaken for a TIA report for a different type of development that was proposed on this same site to the currently proposed hotel.

The results from these surveys have been summarised in Figures 4.2 and 4.3.

Those surveys recorded the passing traffic volume in the nearest (right hand) traffic lane on Davey Street, separate from the other three lanes as well as the traffic volume using the driveway to the development site plus (former) hospital car park.

As can be seen from Figures 4.2 and 4.3, the traffic volume along Davey Street past the development site was 2,381 vehicles/hour and 2,657 vehicles/hour, respectively during the morning and afternoon peak hour periods.

Around 13% and 27% of the total Davey Street traffic volume used the right-hand lane in each peak hour period in 2018 compared with 20% and 21% in March 2024.

The peak hour traffic volumes recorded in May 2018, six years ago, are very similar but slightly higher than the loop counts in March 2024. This is not surprising as the loop counts would be slightly less accurate than manual counts plus some small variations would occur through driveway use.

The 2018 surveys also recorded 13 vehicles entering and exiting the shared driveway to the development site and St Helens Hospital during both peak traffic periods. Nearly all the vehicles using the driveway during the survey periods travelled to and from the hospital car park (lower level).

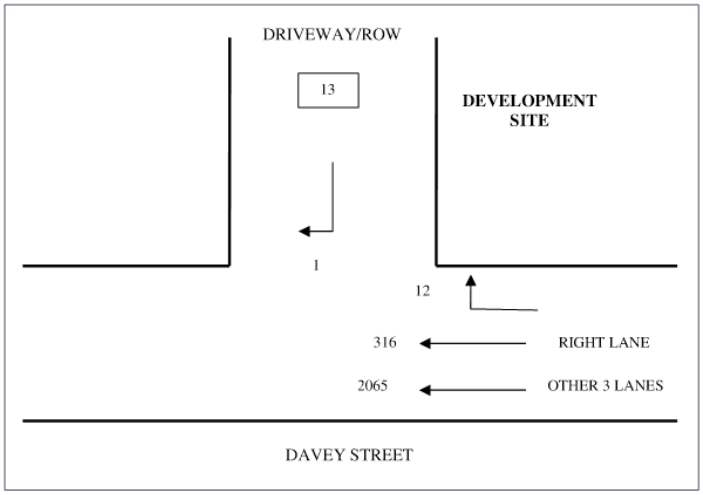


Figure 4.2: Turning traffic volumes at junction of Davey Street and development site driveway - 8:00am to 9:00am

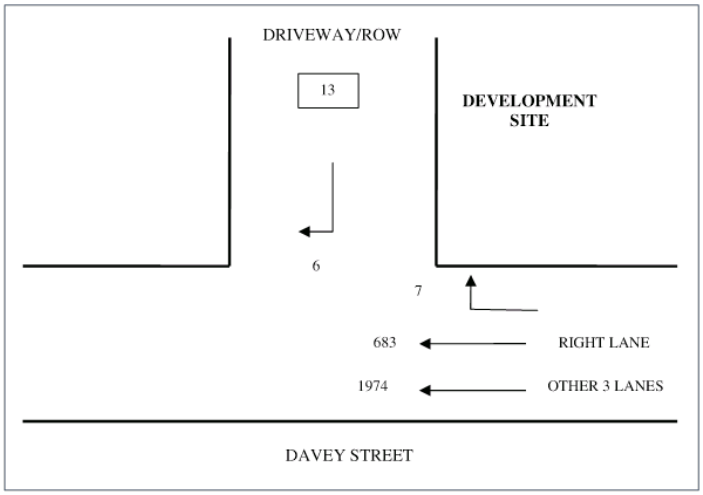


Figure 4.3: Turning traffic volumes at junction of Davey Street and development site driveway - 4:30pm to 5:30pm

4.3 Crash Record

All crashes that result in personal injury are required to be reported to Tasmania Police. Tasmania Police record all crashes that they attend. Any

crashes that result in property damage only, which are reported to Tasmania Police, are also recorded even though they may not visit the site. Details of reported crashes are collated and recorded on a computerised database that is maintained by DSG.

Information was requested from DSG about any reported crashes along Davey Street between Harrington Street and Barrack Street, including the intersections at each end of this section of Davey Street, over the last five and half years since January 2019.

Advice has been received that the crash database has record of 64 reported crashes along this section of Davey Street.

A total of 37 crashes occurred at the Davey Street/Harrington Street intersection. Of these, 17 were angle collisions between vehicles heading straight ahead on the two adjacent legs of the intersection and 8 of these collisions resulted in injury. There were a further 17 rear end or side swipe collisions (collisions involving vehicles travelling in the same direction), all resulting in property damage only. There were two collisions involving a pedestrian, both resulting in minor injury and one collision related to parking manoeuvre.

There have been 12 reported collisions at the Davey Street/Barrack Street intersection. Three collisions were angle collisions, none resulting in injury. A further seven collisions were rear end or side swipe collisions and one of these resulted in injury. The other two collisions were loss of control type crashes with one resulting in serious injury.

There has been one angle collision at the Hampden Road/Davey Street junction resulting property damage only.

The remaining 14 crashes were midblock collisions with three, five and six collisions, respectively in the three successive sections of Davey Street from Harrington Street to Heathfield Avenue, to Hampden Road, and to Barrack Street. 11 crashes were rear end type collisions (one requiring first aid attention), and the other three crashes were parking incidents (one also requiring first aid attention). It is relevant to note eight of these crashes occurred in 2021.

Such a high crash record and severity rate, particularly at the Davey Street/Harrington Street intersection with a fairly consistent crash pattern at this intersection requires investigation by the road and traffic authorities.

The number of crashes along this section of Davey Street in the last five years is as bad and, in some respect, worse than found when preparing a TIA report in 2019 for the different development proposal on this site.

It requires a detail review of the crash details provided on the police reports and also a consideration of interventions with the traffic signal furniture and operation timings plus the vertical aiming angle of the signals in Harrington

Street at the Macquarie Street to remove 'see through' effects along Harrington Street and along Sandy Bay Road far to the south of Davey Street.

There is also a need to address the traffic signal co-ordination settings and offsets as the current set-up could be contributing to the safety problem.

5. TRAFFIC GENERATION BY THE DEVELOPMENT

As outlined in Section 3 of this report, the development under consideration is a proposed multi-storey 67 room hotel building.

The other relevant detail about the proposed development is that there will be parking on-site for 38 cars, located on two basement parking level.

In considering the traffic activity that the hotel will generate when occupied, guidance is normally sought from the New South Wales - Road and Maritime Services (formally RTA) document – Guide to Traffic Generating Developments. The guide is a nationally well accepted document that provides advice on trip generation rates and vehicle parking requirements for new developments.

Under the planning scheme, the site is exempt from the requirement to provide car parking on the site. However, it is proposed there be 38 car parking spaces in basement parking areas, to reduce the demand for car parking elsewhere within the Hobart city centre.

With 67 rooms and 38 car parking spaces, there will not be a car parking space for every room. However, it is not expected all guests will have a car, given the location of the hotel within the Hobart city centre. Guests will use other forms of transport to and from the site while staying at the hotel, as will employees; and options exist for possibly use of other parking facilities.

When considering the expected traffic generation by the proposed development, the guide states that for motels the daily vehicle trip rate is 3 vehicles per unit with afternoon peak hour trips being 0.4 vehicles per room. The Guide also suggests that trip generation rates for such a development should be based on 85 percent occupancy on peak days of the year. It is expected that this would be the same for hotel based on a one car parking space per room allocation.

If at peak times the car parking occupancy is in proportion with the room occupation, with an occupancy of 85%, then there will be 32 car parking spaces that are used by room guests (85% of available car parking spaces). With the vehicle turnover the same as indicated in the NSW Guide, the traffic generation can be expected to be:

- 93 vehicles/day; and
- 13 vehicles/hour during peak hours, mostly around the 9:00-10:00am during the main morning departure period and around the 3:00-4:00pm during the main afternoon arrival period.

At 100% car park occupancy levels, the proportional traffic activity would be 114 vehicles/day and 15 vehicles/hour at peak times.

The small bar on the ground floor level will not be a vehicle traffic generator, expected to be only used by hotel guests.

The hotel is also expected to generate occasional taxis (say 10 - 12 vehicle movements/day) as well as delivery/service/garbage vehicles, possibly up to some 4 - 6 such vehicle movements/day on average over the week, mostly outside peak Davey Street traffic periods.

Having regard to all of the above, the traffic generation by the proposed hotel development (using the driveway into and out of the hotel building) is expected to be around 114 vehicles/day, 15 vehicles/hour during the peak hour for the hotel and 13 vehicles/hour during the peak hour for the road network (Davey Street). This would be much the same as was using the existing driveway to the development site when St Helens Hospital was operational.

A further 14 – 20 taxi and service vehicle movements/day can be expected to and from available parking on Davey Street outside the hotel.

6. TRAFFIC ASSESSMENT AND IMPACT

This section of the report evaluates the impact of the traffic that will be generated by the proposed hotel development on passing Davey Street traffic volumes.

An assessment has been made of the adequacy of available intersection sight distances along Davey Street at the development site driveway junction; consideration has been given to the proposed internal site layout with respect to traffic circulation and parking as well as pedestrian accessibility and safety.

6.1 Operational Impact of Generated Traffic Activity

The proposed hotel development is expected to generate around 114 vehicles/day and 13-15 vehicles/hour to and from the hotel car park, the higher figure expected at peak traffic times of the day for the hotel and lower figure at peak times for Davey Street, with a further 14 – 20 vehicle movements/day expected to and from available parking on Davey Street outside the hotel due to taxis and service vehicles.

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

The traffic volume using the existing driveway which currently serves the development site as well as the adjacent (former) hospital car park will be the same in peak traffic periods as will use the future driveway to the proposed hotel building. As seen in Figures 4.2 and 4.3, there were 13 two-way vehicle movements at the existing driveway during each peak hour traffic period when surveyed in 2018.

Vehicle turning movements using the new driveway to this development site in the future will be to and from the right-hand traffic lane in Davey Street, as they were in the 2018 surveys and since. The right hand lane carries around 500 vehicles/hour in peak traffic periods (based on DSG data) and nearly 700 vehicles/hour when manually surveyed during the afternoon peak traffic period in the 2018.

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

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

6.2 Assessment of Available Sight Distances

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

The view along Davey Street for motorists entering from the location of the proposed driveway are seen in Photograph 6.1 when the driver is at the property boundary, and in Photograph 6.2 when the driver is at the kerb line.

In assessing the adequacy of the sight distance, the requirements of Clause E6.7.2 A1 would apply in this case. It states: *the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking*.

AS 2890.1 details the required sight distances to approaching vehicles on public roads from private driveways, such as is under consideration in this assessment.

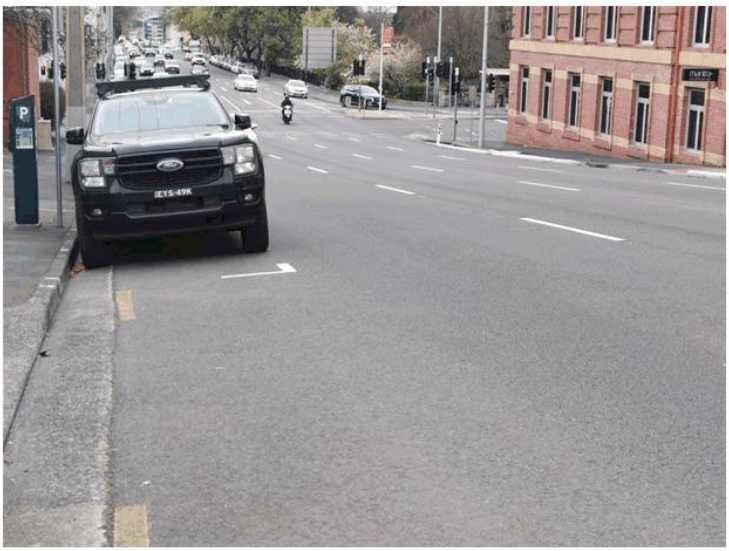
Free vehicle speeds in Davey Street approaching the development site would be around the speed limit of 50 km/h. A short speed survey found the 85%ile speed is around 51km/h.

The desirable driveway sight distance is 69m for approach vehicle speeds of 50km/h from a point 2.5m back from the edge of road (at the property boundary).

A driver exiting the site will be able to see much further than 69m along Davey Street with the advantage of a clearer line of sight due to the presence of the driveway to the adjacent eastern side property as well as the view over the footpath to the right side traffic lane on Davey Street.

As can be appreciated from the view in the Photographs 6.1 and 6.2, it is normally possible to see along Davey Street well beyond the Harrington Street intersection, i.e. distances of over 100m.

Photograph 6.1: View to east along Davey Street from driveway to development site when driver at property boundary



Photograph 6.2: View to east along Davey Street from driveway to development site when driver at kerb line

6.3 Internal Traffic Access, Circulation and Car Parking

Following input into the design of the trafficable areas and having due regard to the requirement of AS 2890, the proposed layout and design of the driveway, circulation area and parking arrangements which will service the hotel building is shown on the development site layout drawings in Attachment A.

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

Access driveway and traffic circulation

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

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

The proposed new driveway off Davey Street will have a width of 6.0m at the frontage boundary and into the building, and 5.8m past the proposed two car lifts. Along the centreline of the driveway into the building from the frontage boundary there will be an up-grade of 3% for a distance of around 16m, then a similar down-grade for around 13m, then a near flat grade for the remaining 13m of driveway to the end of the building.

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

The new driveway will have a security door located some 7m into the site from the frontage property boundary allowing the car to stop, if necessary, clear of the footpath. However, the security door across the driveway will be open during most of the day, especially during the main guest arrival and departure times over the day.

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

The existing driveway on the western side of the development site, which serves the (former) hospital car park will remain and continue to provide access only to that car park.

The hospital car park has two floor levels of parking. The lower level is a secured car park with around 18 car parking spaces and entry and exit movements currently arranged to be via the existing shared driveway with the development site.

The upper level has some 15 car parking spaces. Entry to this level of the car park is also arranged to be via the existing shared driveway and up a ramp into

the car park building, but the exit is via the driveway on the western side of the car park and hospital building.

With the construction of the proposed hotel building on the development site, the gutter crossover to the (former) hospital car park will be reconstructed to a width of 4.0m and driveway width (along the right of way) to the car park will be around 3.5m.

The peak hour surveys in 2018, detailed in Section 4.2 of this report, found the traffic movement using the driveway off Davey Street, in both periods were in one direction, some 13 vehicles entering in the morning peak hour and a similar number of vehicles departing in the afternoon peak hour.

Having regard to the advice in Section 3.2.2 of AS 2890.1, the traffic volume using the driveway during each hour, with the flow being predominantly in one direction throughout the day, will not be high enough to meet AS 2890.1 requirements for driveway passing areas (around 13 vehicles/hour compared with minimum of 30 vehicles/hour before passing areas are required.

However, a future use of the (former) hospital site can significantly increase the car park traffic turnover. Therefore, when considering a future development application for the (former) hospital site, it is recommended that the developer be requested to impose the one way traffic operation such that the eastern hospital driveway is 'entry only' to the two car parking levels.

There will be sufficient manoeuvring space (possibly with minor changes to fencing) for cars exiting the lower car park, to turn left up the ramp to the upper car park level and exit to Davey Street via the western hospital driveway; i.e. effectively operate as a one way traffic flow through the car park site.

Car lift operation

It is a decision of the developer that a valet parking system will operate in the hotel because it will offer a more streamlined and convenient service for guests. It will remove the task of guests operating a car lift and finding their car parking space on either of two car parking floor levels.

Advice has been received through discussions with an Australian supplier of car lifts (Safetech) that the travel speed of the car lift between floor levels depend on the cost outlay; it can vary from 6 metres/minute to 15 metres/minute. The developer has decided to have lifts which will operate at the highest speed of 15 metres/minute.

The supplier of the lifts has also confirmed:

- time for door to open = 5 seconds;
- time for car to either enter or exit lift = 5 seconds;
- time for door to close = 5 seconds.

With a valet parking service, it is expected the lifts will be stationed at the ground floor level when not in use.

The lift travel distance is 3.3m between ground floor to floor level B1, and 6.2m between ground floor to floor level B2.

The lift travel times between floor levels will therefore be:

- 13 seconds between Ground Floor Level and Carpark Level B1 (or vice versa); and
- 25 seconds between Ground Floor Level and Carpark Level B2 (or vice versa).

Based on these times a valet parking attendant will take:

- Around 100 seconds to take a car from the valet car station on Ground Floor Level to a car parking space on Carpark Level B1 (and return to the valet station); and
- Around 120 seconds to take a car from the valet car station on Ground Floor Level to a car parking space on Carpark Level B2 (and return to the valet station);
- Around the same time in each case (100 seconds or 120 seconds) to leave the valet car station on Ground Floor Level and return with a car which is parked on Carpark Level B1 or B2 to return it to the Ground Floor.

It was determined in Section 5 of this report, the development will generate a peak of 13-15 vehicles/hour to and from the hotel car park. This is an average of up to 1 car movement each 4.0 minutes at the busiest times of the day.

With a return travel time for valet parking attendants to park or return cars between the ground floor and the two car parking levels of up to 2 minutes, it is quite clear that one lift will readily service this demand.

Two car lifts with two valet parking attendants at the busiest times of the day will therefore provide a highly efficient service for guest car arrivals and departures. The proposed lift operation will not create any queueing effects or impacts at all on Davey Street traffic.

In addition, having two car lifts provides a redundancy back up in case one lift is down because of a service routine or breakdown; thus, offering least interruption to the traffic flow.

A car lift company such as Safetech is represented by FRM Materials Handling in Hobart. It would play a critical role in installation and ongoing support and maintenance of the lift equipment 24 hours a days 7 days a week, which they do and have done for more than 15 years.

Car parking supply

The development site lies within the Central Business Zone, as defined in the Hobart Interim Planning Scheme2015.

Clause E6.6.5 of the scheme states that for a development in the Central Business Zone, the acceptable solution for the number of car parking spaces on the site is:

A1

(a) No onsite parking is provided; or

(b) onsite parking is provided at a maximum rate of 1 space per 200m2 of gross floor area for commercial uses; or

(c) onsite parking is provided at a maximum rate of 1 space per dwelling for residential uses; or

(d) onsite parking is required operationally for an essential public service, including, hospital, police or other emergency service.

The proposed development will have 38 car parking spaces. Only Clause E6.6.5 A1(b) would be applicable for the proposed hotel development.

The building will have a total floor area of around 4,137m^2, in which case the proposed development will have 17 additional car parking spaces to that specified in this clause.

The performance criteria for Clause E6.6.5 are:

P1

Car parking provision:

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

(b) must not compromise any of the following:

(i) pedestrian safety, amenity or convenience;

(ii) the enjoyment of 'al fresco' dining or other outdoor activity;

(iii) air quality and environmental health;

(iv) traffic safety.

In considering these performance criteria, P1(a) does not apply.

In regard to P1(b), this TIA report has addressed the matters referred to in (i) and (iv).

Pedestrian safety matters are addressed below, and traffic safety is considered in different sections of the report which discuss the expected traffic generation, mix of conflicting traffic movements, intersection sight distances and driveway access to Davey Street, all of which have been found to be totally satisfactory.

In regard to P1(b) (ii) and (iii):

- the proposed development will not have any impact or bearing to any outdoor activity; and

- the use and activity resultant from the proposed development will not have any adverse effects on air quality or environmental health.

The additional 17 car parking spaces proposed in this development will not result in any adverse traffic amenity, safety or environmental outcomes. The proposed car parking supply is therefore supported.

On-site parking area design

The car parking spaces on floor levels B1 and B2 will be used only by valet parking attendants at all times. Therefore, the exacting requirements of AS 2890.1 for car parking areas would not be totally necessary in this case because there will not be any vehicle manoeuvres by any guests, closer and multi-point vehicle turns by valet parking attendants will not give rise to any adverse incidents, with tighter parking being typical with valet parking.

Notwithstanding this, all the parking spaces on the site will be compliant with AS 2890.1.

The required turning spaces for vehicles have been checked and found to be adequate for three-point turns by B85 cars for all manoeuvres to and from all parking spaces.

The specific dimensions that have been assessed include the following:

- All standard parking spaces will be 5.4m long and 2.4m wide in accordance with User Class 1A parking (as detailed in Figure 2.2 of AS 2890.1 for 90-degree parking). Normally hotel parking should be Class 2 with 2.5m wide bays, but with valet parking, 2.4m wide bays are totally acceptable with the same users (attendants) at all times;

- The six small car parking spaces on each parking level will be at least 5.0m long and 2.4m wide, in accordance with Section 2.4.1 (a) (iii) of AS 2890.1. An equal number of bays will have a length of 5.0m and 5.15m. A small car is a 50th percentile car on public roads, which has a length of up to 4.45m; therefore, having 12 of the 38 car parking spaces designated for small cars is quite acceptable (again considering this will be a valet parking system which allows managing the positioning of larger and smaller cars;

- With a valet parking system, there is not a need for any disabled car parking spaces;

- There will be at least a 300mm clearance to the side walls and obstructions for door opening and manoeuvring (as detailed in Figure 2.2 of AS 2890.1) with columns located within required limits adjacent to bays;

- The width of the parking aisle will be at least 5.8m, as required in Figure 2.2 of AS 2890.1 for Class 1A 90-degree parking), with Bays 1 and 2 widened to 3.0m to offset the requirement for a 6.1m aisle width due to a wall opposite;

- The offset in the parking aisle will be sufficient to not compromise the required turning path for entry and exit to adjacent parking spaces;

- There will be at least a 1.0m extension to the ends of the parking aisle for cars to reverse out of parking spaces (as detailed in Figure 2.3 of AS 2890.1);

- The height clearance will be a minimum of 2.25m at the Ground Floor Level driveway entry into the building, then more than this in the trafficable area further along this level as well as the two Basement Levels (where the minimum clearance will be 2.8m and 2.5m on levels B1 and B2). All height clearance dimension will be more than the minimum 2.2m required in Clause 5.3.1 in AS 2890.1 and detailed in AS 2890.6 for the path of vehicular travel of disabled persons vehicles;

With all dimensions meeting the requirements of AS 2890.1, the parking spaces will be compliant with the standard and meet the Acceptable Solution for Clause E6.7.5.

There will be signing and markings on the ground floor driveway within the building which will designate parking areas for guests cars when leaving the car for the valet parking attendant (and car pick-up) as well as direction signs to reception service.

Hotel servicing and waste collection

As has been detailed below, it is proposed that vehicles servicing the hotel (with linen/towelling delivery and collection, bar supply requirements, and waste collection) be provided with a parking bay on Davey Street, directly outside the hotel, signed as a loading zone for parts of the day on weekdays and a no parking zone for all other times of the day and week.

The collection of waste from the hotel will be arranged with a private contractor with an area to be designated just inside the building from where the bins can be easily wheeled to the waste collection vehicles.

On-street parking

The construction of the new driveway to the development site will require the removal of one metered parking bay at the eastern end of the development site to accommodate the driveway.

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

Photograph 6.2: View to east along Davey Street development site frontage, showing location of proposed driveway and required parking meter removal

There will be a remaining 8m length of kerb space between the new driveway and the existing reconstructed driveway at the western end of the development site, which will continue to serve the former St Helens Hospital car parking areas. There is one parking meter space within this kerb length.

It is proposed the parking meter within the 8m section of kerb length be removed and the space be signed to accommodate hotel service vehicle parking (as detailed above), as well as taxis that will visit the hotel to pick up and set down hotel guests.

The 8m kerb length will be sufficient to accommodate the variety of smaller commercial vehicles that would service the hotel, as well as the small garbage truck (7.5m in length).

In order to sufficiently meet this need, it is proposed this 8m length of kerbside parking be signed as:

- a Loading Zone between 7am–9am and 1pm–3pm, Monday to Friday, allowing for waste and service deliveries/collections; and
- a No Parking Zone - all other times to allow pick-up / drop-off of people by taxis {coinciding with general check-out (9am-10am) and check-in (3pm onward} and other permitted use of such a zone.

The attached drawings detail the proposed changes to the parking arrangements along Davey Street outside the hotel development site.

It is proposed the zone be defined with a marked bay on the pavement for the full 8m length and one sign plate with both signs (as shown on the drawings) erected on a pole located at the front of the bay.

Pedestrian Traffic

The development site is located within short walking distance of all services and shopping facilities in the Hobart CBD. Therefore, the building is expected to generate a significant pedestrian movement to and from the site.

Pedestrians will be able to access the hotel block directly from Davey Street, away from the driveway, either through the entry foyer or the side passageway next to the driveway.

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

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

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

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

6.4 Public Transport Services

Metro Tasmania currently operates regular route bus services along Davey Street (outbound) to the southern suburbs and South Hobart area. There is a bus stop for these services in Davey Street on the western side of the Barrack Street intersection, around 200m away, plus bus stops 300m to the east for these as well as additional Sandy Bay services.

However, the Elizabeth Street bus station is around 550m walking distance from the development site. Route bus services to and from all suburbs in the greater Hobart area are available at this bus station.

The main shopping block of the Hobart CBD is some 600mm walking distance for the hotel site.

7. SUMMARY AND RECOMMENDATIONS

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

There will be 67 hotel rooms in the building.

Two car lifts will provide access from the Ground Floor Level to the car parking spaces on the two Basement Levels where there will be a total 13 standard and six small car parking spaces on both Floor Level B1 and Floor Level B2.

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

Davey Street is a one-way street with four marked traffic lanes, a parking lane along the northern side and a bicycle lane along the southern side of the street.

Traffic signal loop counts were obtained from DSG for the month of March 2024 and the traffic volume for the busiest day of this month was chosen for analysis. This analysis found:

- 7,068 vehicles/day in the left lane;
- 8,971 vehicles/day in the second lane from the left;
- 8,984 vehicles/day in the second lane from the right; and
- 6,011 vehicles/day in the right lane.

The peak hour traffic volumes across all lanes were:

- 2,286 vehicles/hour during the 8:00am to 9:00am period; and
- 2,556 vehicles/hour during the 4:00pm to 5:00pm period.

Reference has also been made to the recorded traffic volumes from peak hour turning traffic volume surveys undertaken during the 8:00am – 9:00am and 4:30pm – 5:30pm periods on Davey Street outside the development site on Tuesday 22 May 2018 (this was for a different development proposal at that time). Those surveys found the traffic volume along Davey Street past the development site was 2,381 vehicles/hour and 2,657 vehicles/hour during the morning and afternoon peak hour periods, respectively.

Around 13% and 27% of the total Davey Street traffic volume used the right-hand lane in each peak hour period in 2018 compared with 20% and 21% in March 2024.

The peak hour traffic volumes recorded in May 2018, six years ago, are very similar but slightly higher than the loop counts in March 2024.

The 2018 surveys also recorded 13 vehicles entering and exiting the shared driveway to the development site and St Helens Hospital during both peak traffic periods (the St Helens Hospital is now closed).

The crash database has record of 64 reported crashes along Davey Street between Harrington Street and Barrack Street, including the intersections at each end, over the last five and half years since January 2019.

Of these, 37 crashes occurred at the Davey Street/Harrington Street intersection, there were 12 crashes at the Davey Street/Barrack Street intersection, one angle collision at the Hampden Road/Davey Street junction, and 14 were midblock crashes with 3-6 collisions in each of the three sections of Davey Street from Harrington Street to Heathfield Avenue to Hampden Road to Barrack Street.

Such a high crash record and severity rate, particularly at the Davey Street/Harrington Street intersection with a fairly consistent crash pattern requires investigation by the road and traffic authorities, something that seems to have been neglected for a number of years now.

The number of crashes along this section of Davey Street in the last five years is as bad and, in some respect, worse than found when preparing a TIA report in 2019 for a different development proposal in this site.

It requires a detailed review of the crash details provided on the police reports and also a consideration of interventions with the traffic signal furniture and operation timings plus the vertical aiming angle of the signals in Harrington Street at Macquarie Steet to remove 'see through' effects along Harrington Street and along Sandy Bay Road far to the south of Davey Street, as well as traffic signal co-ordination settings along Davey Street.

It has been estimated that the proposed development, when fully completed and occupied will generate some 114 vehicles/day with around 15 vehicles/hour during the peak hour for the hotel and 13 vehicles/hour during the peak hour for the road network (Davey Street).

A further 14 – 20 taxi and service vehicle movements/day can be expected to and from available parking on Davey Street outside the hotel.

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

With the construction of the proposed building on the development site, the driveway width (including the right of way) to the St Helens Hospital car park, along the western boundary of the development site, will be around 3.5m.

A future use of the (former) hospital site can significantly increase the car park traffic turnover. Therefore, when considering a future development application for the (former) hospital site, it is recommended that the developer

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

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

Vehicles entering and exiting the development site driveway will turn right to and from the right-hand traffic lane in Davey Street which carries up to around 550 vehicles/hour in peak traffic periods.

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

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

An assessment has been undertaken of the available sight distances at the junction of the development site driveway with Davey Street. The available sight distances are more than sufficient to meet AS 2890.1 requirements and hence the planning scheme. It is normally possible to see along Davey Street well beyond the Harrington Street intersection, i.e. distances of over 100m.

Consideration has been given to the proposed layout and design of the internal driveway, traffic circulation provisions and parking arrangements, having regard to accepted practices and relevant Australian Standards.

It has been concluded the design is satisfactory in meeting the requirement of AS 2890.1 and therefore the Planning Scheme.

The proposed two car lifts in the building will efficiently service the movement of cars between the ground floor level and the two Basement Levels by valet parking attendants.

The hotel is expected to generate a peak of 13-15 vehicles/hour to and from the hotel car park. With return travel time for valet parking attendants to park or return cars between the ground floor and the two car parking levels of up to 2 minutes, the service rate with two lifts will be much higher than the traffic movement to and from the site and therefore queueing of more than a car waiting to be moved at the busiest time of the day will be rare.

As the development site is located within the Central Business Zone, the planning scheme has a requirement for maximum parking supply as the acceptable solution. The proposed 38 car parking spaces will exceed this maximum by 17 parking spaces.

In considering the relevant performance criteria, it has been concluded the proposed development will not have any impact or bearing on any outdoor

activity while the use and activity resulting from the proposed development will not have any adverse effects on air quality or environmental health.

The proposed parking supply, with the additional 17 car parking spaces, will not result in any adverse traffic amenity, safety or environmental outcomes and the proposed car parking supply is therefore supported.

The construction of the new driveway to the development site will require the removal of one metered parking bay at the eastern end of the development site.

There is a further parking meter within the remaining 8m length of kerb space between the new hotel driveway and the existing driveway for the (former) St Helens Hospital car parking area, which will need to be removed. It is proposed that this 8m long parking bay, directly outside the hotel on Davey Street, be signed as a loading zone for parts of the day on weekdays and a no parking zone for all other times of the day and week to provide parking for vehicles servicing the hotel (linen/towelling delivery and collection, bar requirements, and waste collection) as well as taxis.

The 8m length will be sufficient to accommodate the variety of smaller commercial vehicles that would service the hotel, as well as the small garbage truck (7.5m in length). The collection of waste from the hotel will be arranged with a private contractor.

The building is expected to generate a significant pedestrian movement to and from the site as it is located within a short walking distance to all services and shopping facilities in the Hobart central business area.

The Elizabeth Street bus station is also around 550m walking distance from the development site from where all route bus services to the greater Hobart region start and finish.

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

Overall, it has been concluded that the proposed hotel development can be supported on traffic grounds as it will not give rise to any adverse safety or operational traffic issues with the implementation of the proposed measures.

ATTACHMENT A

- Architectural design drawings of proposed layout of hotel development
- Civil design drawings of driveway access into building and on-street management

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

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

DRAWING LEGEND

63 DAVEY ST HOTEL

DEVELOPMENT APPLICATION - 28/10/2024

Drawing No:	Description
DA01	COVER PAGE & DRAWING SCHEDULE
DA02	CONTEXT PLAN
DA03	CONTEXT SITE SECTION
DA04	SITE PLAN/ ROOF PLAN
DA05	FLOOR PLANS - BASEMENT 1 & 2
DA06	FLOOR PLANS - GROUND & LEVEL 1
DA07	FLOOR PLANS - LEVEL 2 & 3
DA08	FLOOR PLANS - LEVEL 4 & 5
DA09	ELEVATION - 1
DA10	ELEVATION - 2
DA11	SECTION A
DA12	SECTION B
DA13	3D SITE VIEWS
DA14	3D SITE VIEWS
DA15	3D SITE VIEWS
DA16	3D SITE VIEWS
DA17	3D SITE VIEWS
DA18	3D CONTEXT HEIGHT STUDY
DA19	REDUCTION IN LEVELS DIAGRAMS

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PROJECT

63 DAVEY ST HOTEL
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For

Tellyros Klonis Unit Trust

DRAWING

COVER PAGE & DRAWING SCHEDULE

P23071_DA01 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	28/10/2024
CAD REF	[illegible]

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign Off	18/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024

CONTEXT PLAN 1:500
1:500

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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Kionis Unit Trust

DRAWING

CONTEXT PLAN

P23071_DA02 | 06

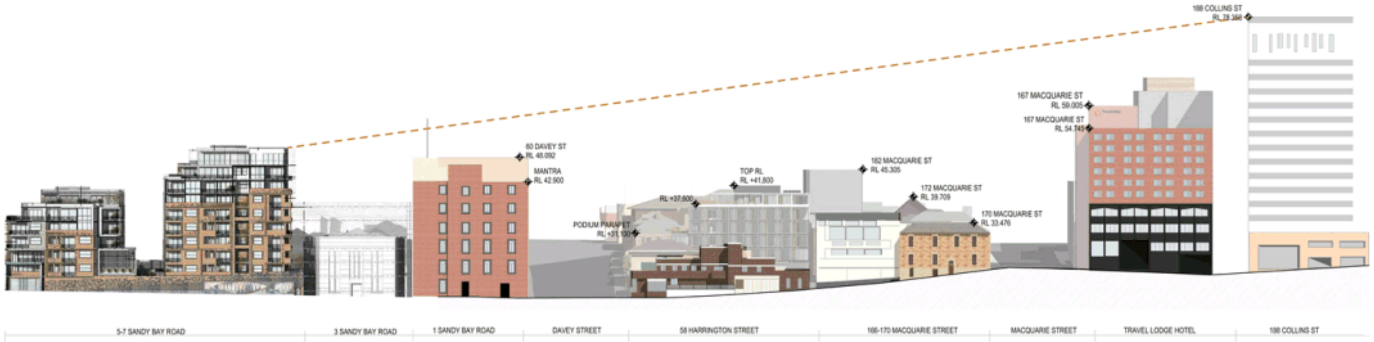
SCALE	AS SHOWN @ A1
DATE	MARCH 2026
DRAWN	TS / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5477
PLOT DATE	28/10/2026
CAD REF	

STATUS

DEVELOPMENT APPLICATION

REVISIONS

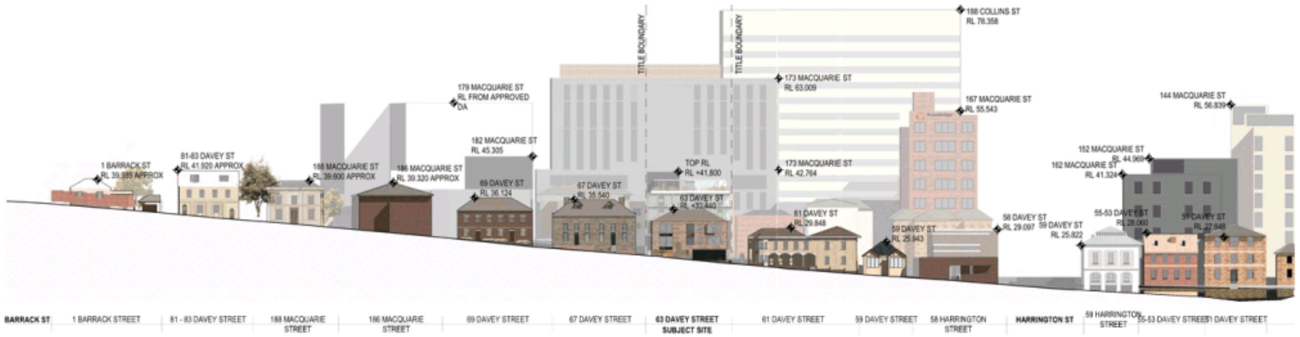
REV.	DESCRIPTION	DATE
04	Client Sign-Off	19/12/2025
05	Development Application	24/12/2025
06	Development Application	28/10/2026



HARRINGTON STREET ELEVATION

SCALE 1:500

NOTE: SURVEY POINTS PROVIDED BY LEARY & COX



DAVEY STREET ELEVATION

SCALE 1:500

NOTE: SURVEY POINTS PROVIDED BY LEARY & COX
186/188 MACQUARIE ST, 81-83 DAVEY ST, & 1 BARRACK ST
HEIGHTS PROVIDED BY HCC CITY MODEL INFORMATION

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
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FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

DRAWING LEGEND

JAWS ARCHITECTS

JACOB ALLOM WADE PTY LTD
ABN 62 009 559 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

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FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

CONTEXT SITE SECTION

P23071_DA03 | 06

SCALE AS SHOWN @ A1
DATE MARCH 2019
DRAWN TI / YT
CHECKED SV

ACCREDITED DESIGNER SV
ACCREDITED NUMBER CC5471I
PLOT DATE [illegible]
CAD REF [illegible]

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	[illegible]
05	Development Application	[illegible]
06	Development Application	[illegible]

SITE PLAN/ ROOF PLAN 1:200

1:200

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ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

SITE PLAN/ ROOF PLAN

P23071_DA04 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2026
DRAWN	TI / IY
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471
PLOT DATE	09/10/2026
CAD REF	

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	16/12/2025
03	Development Application	24/10/2025
02	Development Application	09/10/2025

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DRAWING LEGEND

ROOMS	No.
LEVEL 1-	18
LEVEL 2-	18
LEVEL 3-	13
LEVEL 4-	13
LEVEL 5-	5
TOTAL-	67 ROOMS

SW SPS 330mm SQUARE DECK DRAIN WITH VERTICAL 150mm OUTLET

JAWS ARCHITECTS

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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Kionis Unit Trust

DRAWING

FLOOR PLANS - BASEMENT 1 & 2

P23071_DA05 | 06

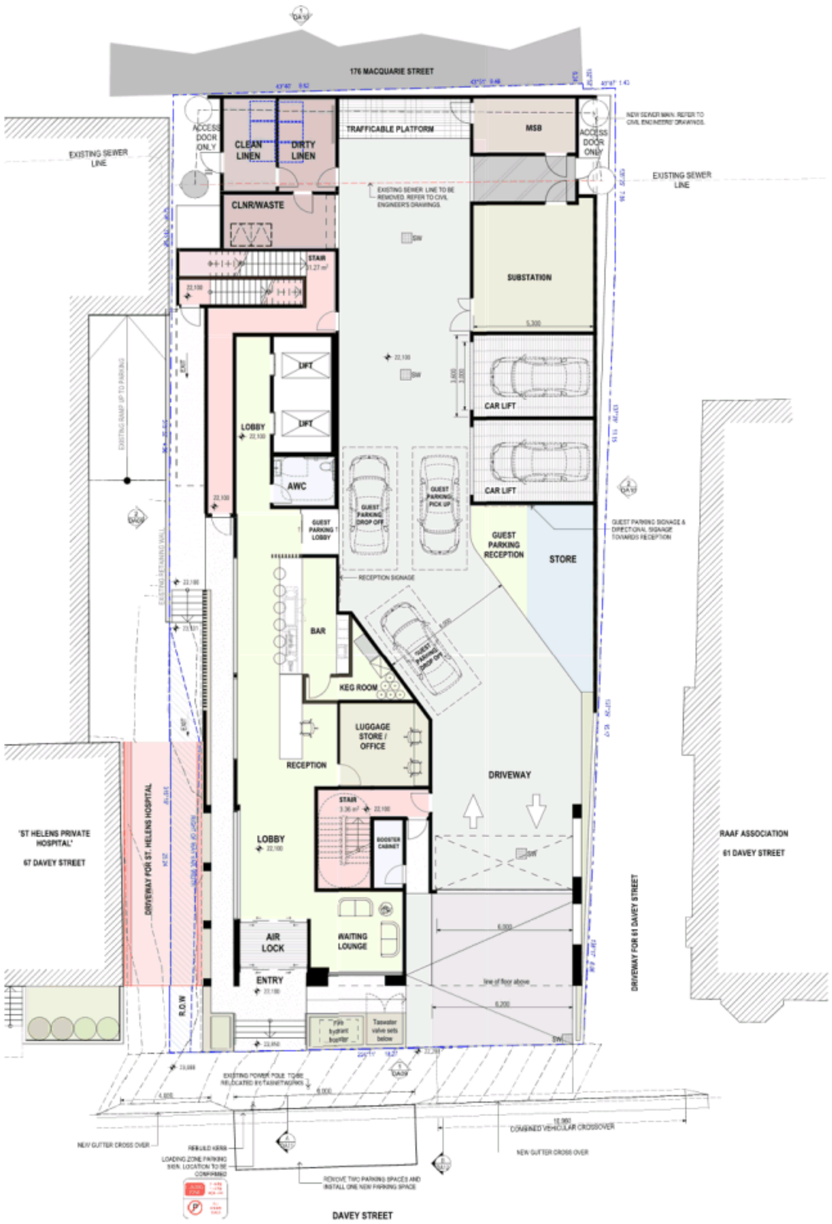
SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5477I
PLOT DATE	28/10/2024

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	18/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024



Ground Floor Plan
1:100

Level 1 Floor Plan
1:100

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DRAWING LEGEND

ROOMS	No.
LEVEL 1-	18
LEVEL 2-	18
LEVEL 3-	13
LEVEL 4-	13
LEVEL 5-	5
TOTAL-	67 ROOMS

SW SPS 300mm SQUARE DECK DRAIN WITH VERTICAL 150mm OUTLET

JAWS ARCHITECTS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

FLOOR PLANS - GROUND & LEVEL 1

P23071_DA06 | 06

SCALE AS SHOWN @ A1
DATE MARCH 2019
DRAWN TI / YT
CHECKED SV

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	[illegible]
05	Development Application	[illegible]
06	Development Application	[illegible]

Level 2 Floor Plan
1:100

Level 3 Floor Plan
1:100

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DRAWING LEGEND

ROOMS	No.
LEVEL 1-	18
LEVEL 2-	18
LEVEL 3-	13
LEVEL 4-	13
LEVEL 5-	5
TOTAL-	67 ROOMS

JAWS ARCHITECTS
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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

FLOOR PLANS - LEVEL 2 & 3

P23071_DA07 | 06

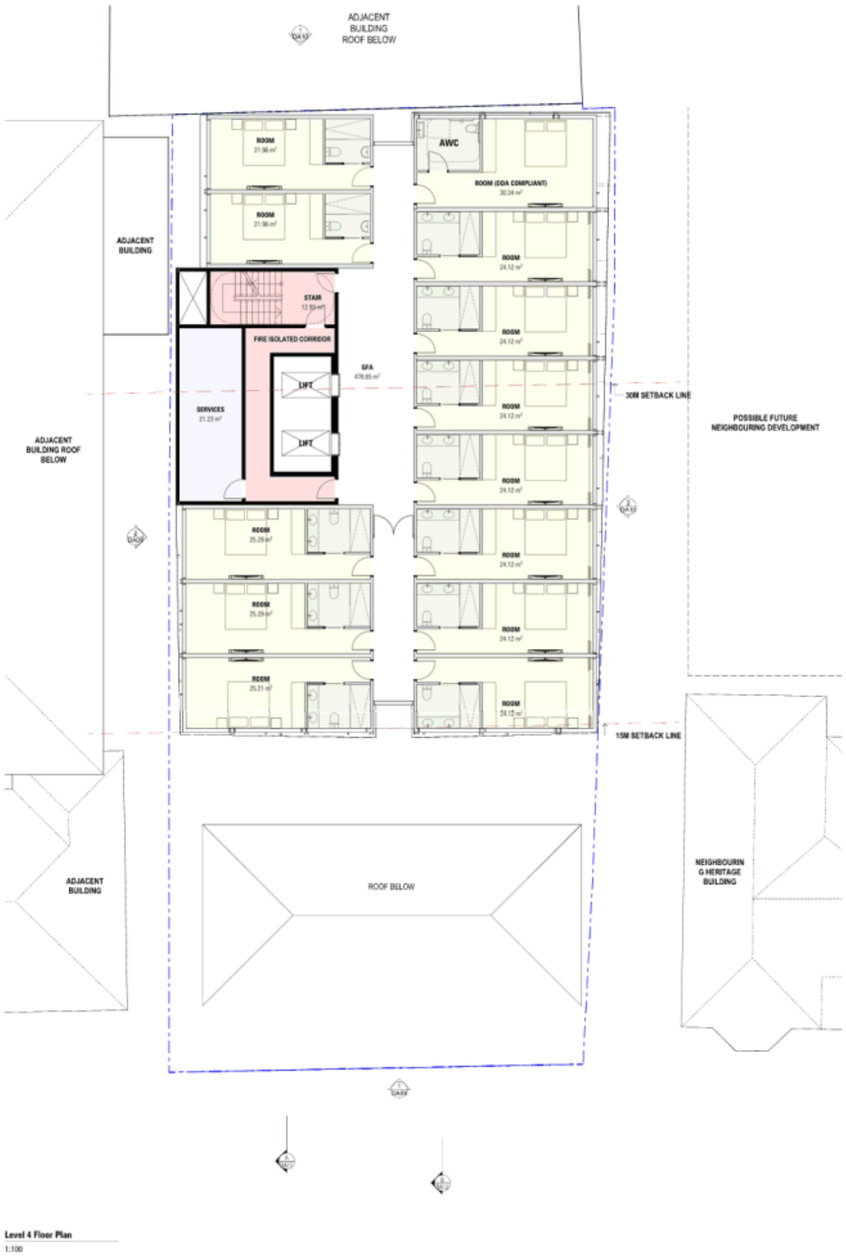
SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	28/10/2024
CAD REF	[illegible]

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	18/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024



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DRAWING LEGEND

ROOMS	No.
LEVEL 1-	18
LEVEL 2-	18
LEVEL 3-	13
LEVEL 4-	13
LEVEL 5-	5
TOTAL-	67 ROOMS

Metres @ 1:100

JAWS ARCHITECTS

JACOB ALLOM WADE PTY LTD
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BATTERY POINT TASMANIA
AUSTRALIA 7004

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Kionis Unit Trust

DRAWING

FLOOR PLANS - LEVEL 4 & 5

P23071_DA08 | 06

SCALE AS SHOWN @ A1
DATE MARCH 2019
DRAWN TI / YT
CHECKED SV

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	[illegible]
05	Development Application	[illegible]
06	Development Application	[illegible]

ATTACHMENT B

SOUTH - EAST ELEVATION
1:100

SOUTH - WEST ELEVATION
1:100

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DRAWING LEGEND

BAL	BALUSTRADE- STEEL
GLZ	GLAZED PANELS (FRAMELESS)
MWS 1	METAL WALL SHEETING
PC 1	PRECAST CONCRETE PANELS (WHITE)
PC 2	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PC 3	PRECAST CONCRETE PANELS (DARK GREY)
BRK	MASONRY WALL
BRA-1	BRASS MULLION
BRA-2	BRASS WINDOW SHROUD
SCRN	SCREEN (POWDERCOATED ALUMINIUM)
MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

JAWS ARCHITECTS
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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

ELEVATION - 1

P23071_DA09 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471
PLOT DATE	28/10/2024
CAD REF	[illegible]

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	18/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024

NORTH - WEST ELEVATION
1:100

NORTH - EAST ELEVATION
1:100

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GLZ	GLAZED PANELS (FRAMELESS)
MWS 1	METAL WALL SHEETING
PC 1	PRECAST CONCRETE PANELS (WHITE)
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BRK	MASONRY WALL
BRA-1	BRASS MULLION
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MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

ELEVATION - 2

P23071_DA10 | 06

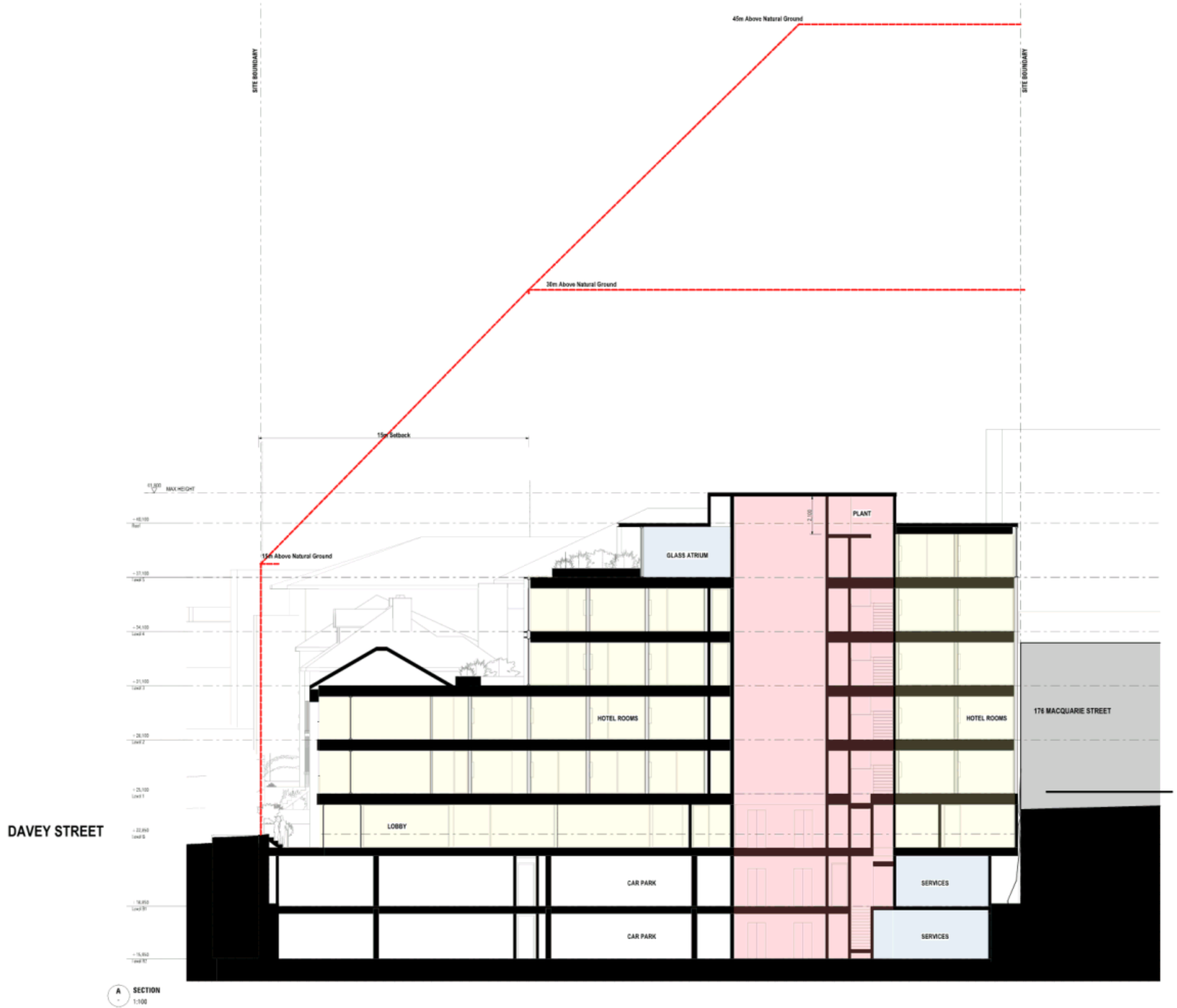
SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5477I
PLOT DATE	[illegible]
CAD REF	[illegible]

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	[illegible]
05	Development Application	[illegible]
06	Development Application	[illegible]



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ARCHITECTS JAWS

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21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

SECTION A

P23071_DA11 | 06

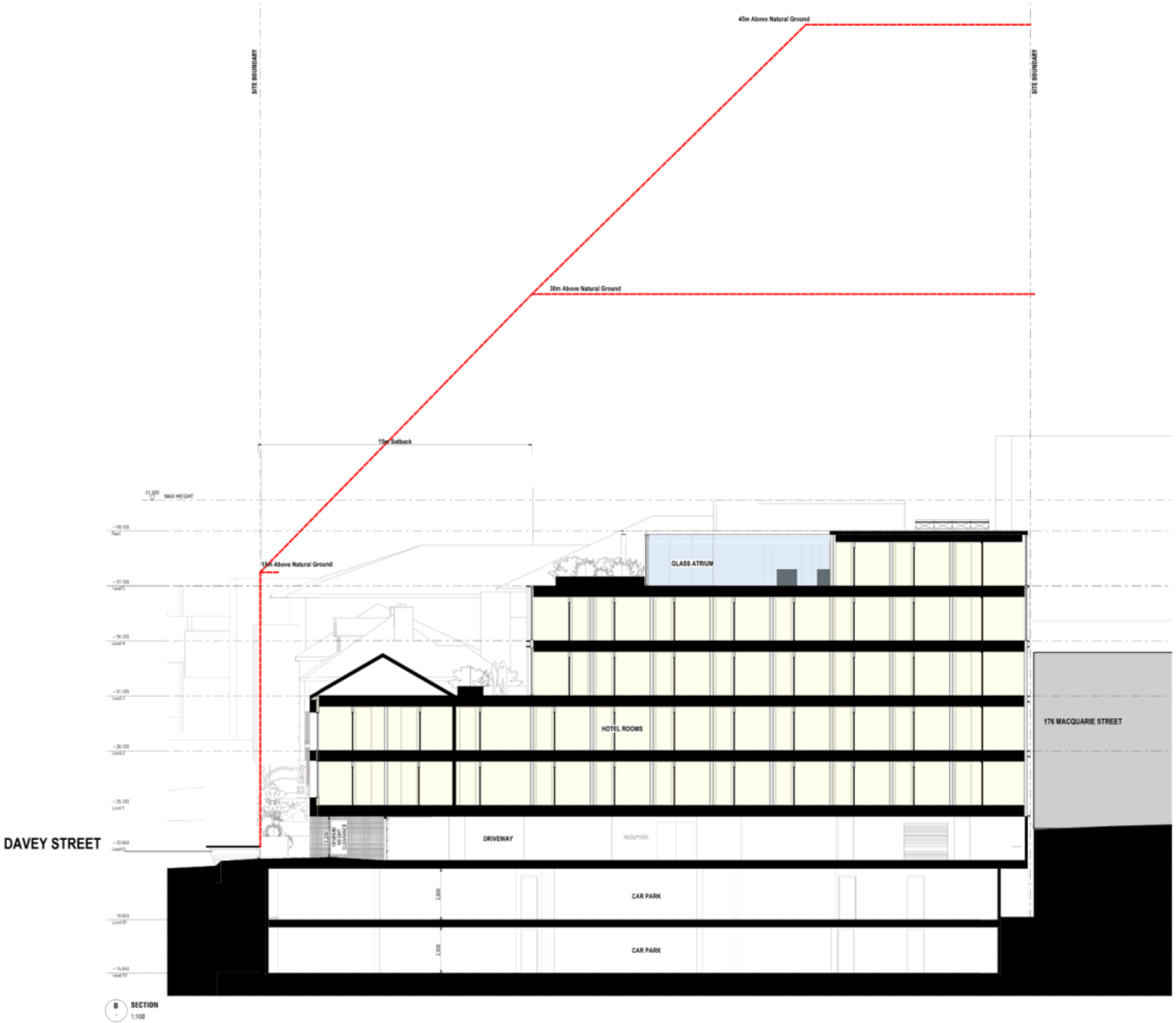
SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	[illegible]
05	Development Application	[illegible]
06	Development Application	[illegible]



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ARCHITECTSJAWS

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THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

PROJECT

63 DAVEY ST HOTEL

For

Tellyros Klonis Unit Trust

DRAWING

SECTION B

P23071_DA12 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	[illegible]
05	Development Application	[illegible]
06	Development Application	[illegible]

BEFORE: Davey Street

PREVIOUS DA: Davey Street

PROPOSED SETPEMBER 2024: Davey Street

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ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Kionis Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA13 | 08

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / IT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5477J
PLOT DATE	28/10/2024
CAD REF	C:\Revit\Local\Downloads\P23071_Davey St Hotel_DA13.rvt

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	19/12/2024
05	Development Application	24/12/2024
06	Development Application	28/12/2024

BEFORE: Corner of Davey Street and Sandy Bay Road

PREVIOUS DA: Corner of Davey Street and Sandy Bay Road

PROPOSED SEPTEMBER 2024: Corner of Davey Street and Sandy Bay Road

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DRAWING LEGEND

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MWS 1	METAL WALL SHEETING
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ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Kionis Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA14 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / IT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471
PLOT DATE	28/10/2024
CAD REF	C:\Revit\ProjectFiles\P23071_Davey St Hotel_DA14.rvt

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	19/12/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024


BEFORE: St. David's Park

PREVIOUS DESIGN: St. David's Park


PROPOSED SEPTEMBER 2024: St. David's Park

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE :
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FINAL LOCATION OF ALL FITTINGS & FIXTURES ARE TO BE COORDINATED AND VERIFIED BY THE CONTRACTOR ONSITE.

DRAWING LEGEND

BAL	BALUSTRADE - STEEL
GLZ	GLAZED PANELS (FRAMELESS)
MWS 1	METAL WALL SHEETING
PC 1	PRECAST CONCRETE PANELS (WHITE)
PC 2	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PC 3	PRECAST CONCRETE PANELS (DARK GREY)
BRK	MASONRY WALL
BRA-1	BRASS MULLION
BRA-2	BRASS WINDOW SHROUD
SCRN	SCREEN (POWDERCOATED ALUMINIUM)
MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

JACOB ALLOM WADE PTY LTD
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ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA15 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471
PLOT DATE	28/10/2024
CAD REF	[illegible]

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	18/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024

BEFORE: Davey Street

PREVIOUS DA: Davey Street

PROPOSED SEPTEMBER 2024: Davey Street

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ARCHITECTS JAWS

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AUSTRALIA 7004

TELEPHONE 03 6223 4566

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA16 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2016
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471
PLOT DATE	[illegible]
CAD REF	[illegible]

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	[illegible]
05	Development Application	[illegible]
06	Development Application	[illegible]

BEFORE: Davey Street

PREVIOUS DA: Davey Street

PROPOSED SEPTEMBER 2024: Davey Street

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AUSTRALIA 7004

ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA17 | 06

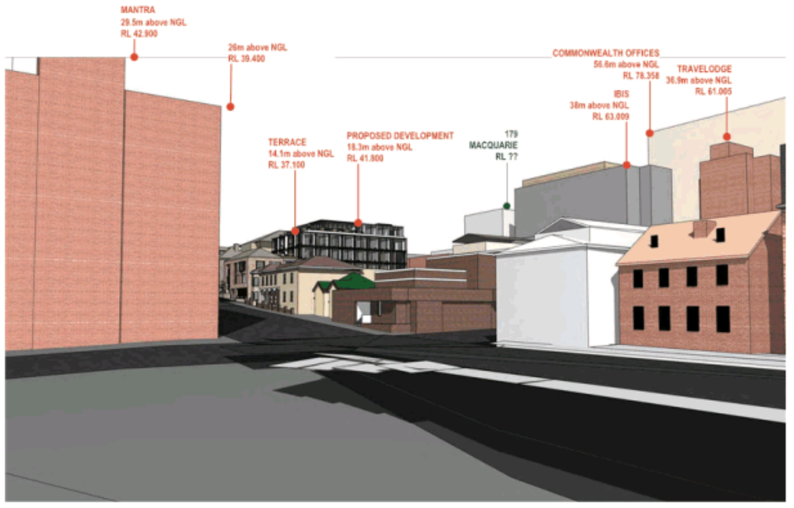
SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	[illegible]
PLOT DATE	[illegible]
CAD REF	[illegible]

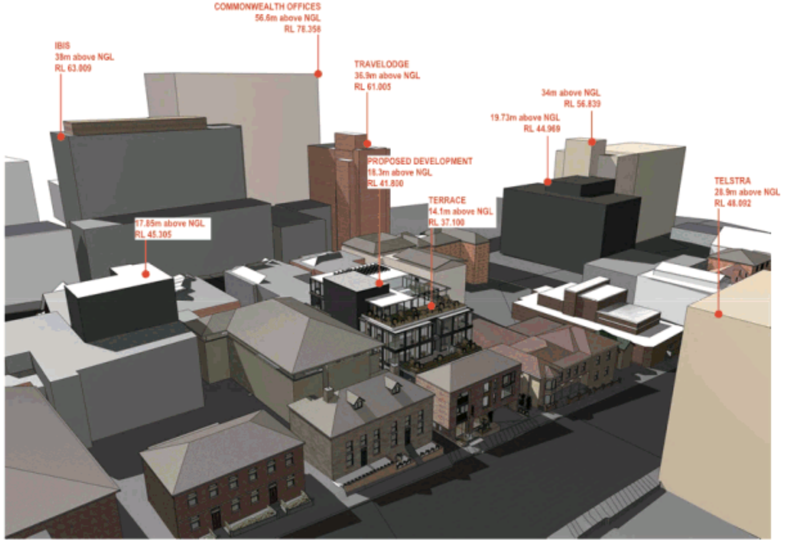
STATUS

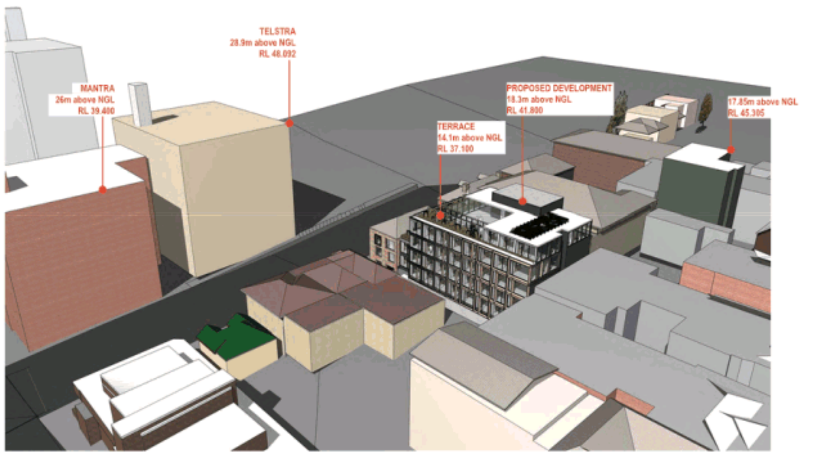
DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	[illegible]
05	Development Application	[illegible]
06	Development Application	[illegible]







NOTE: SURVEY POINTS PROVIDED BY LEARY & COX

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JAWS ARCHITECTS
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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

3D CONTEXT HEIGHT STUDY

P23071_DA18 | 06

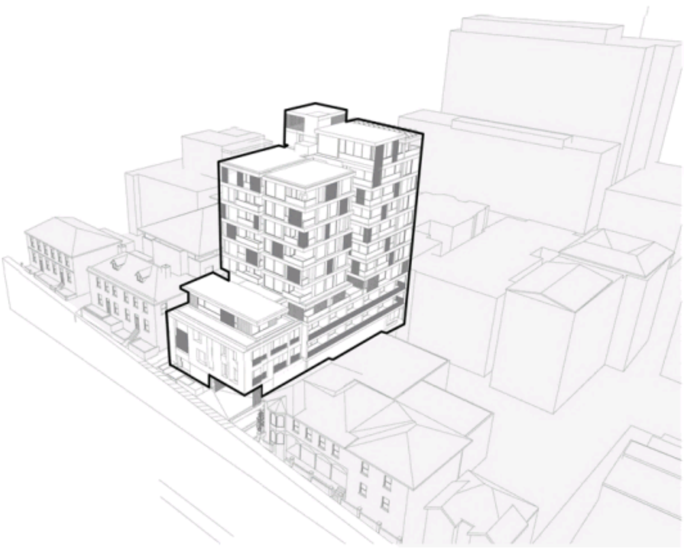
SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	[illegible]
CAD REF	[illegible]

STATUS

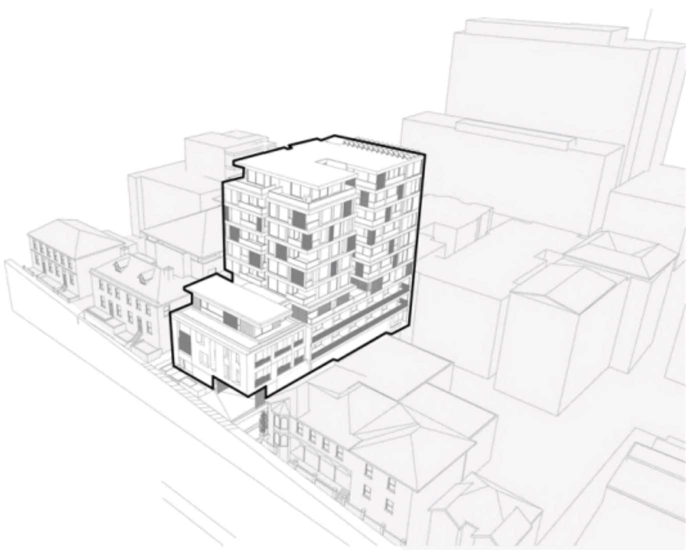
DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	[illegible]
05	Development Application	[illegible]
06	Development Application	[illegible]



REVISED DESIGN **14/05/2020**



PREVIOUS DA **20/10/2020**

CURRENT DESIGN **SEPTEMBER 2024**

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ARCHITECTSJAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

REDUCTION IN LEVELS DIAGRAMS

P23071_DA19 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	28/10/2024
CAD REF	

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	18/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024

CIVIL DRAWINGS
63 DAVEY STREET HOTEL
63 DAVEY STREET
HOBART

C001	COVER	B	7/11/2024
C002	ENGINEERING NOTES	A	25/09/2024
C101	EXISTING SITE PLAN	A	25/09/2024
C102	DEMOLITION PLAN	A	25/09/2024
C103	CARPARK LEVEL PLAN	B	7/11/2024
C104	ROAD RESERVATION WORKS	B	7/11/2024
C105	DETAIL PLAN - B1 BASEMENT	B	7/11/2024
C106	DETAIL PLAN - B2 BASEMENT	B	7/11/2024
C201	WATER AND SEWER PLAN -SHEET 1	A	25/09/2024
C202	WATER AND SEWER PLAN - SHEET 2	A	25/09/2024
C301	LONGITUDINAL SECTIONS - SHEET 1	A	25/09/2024
C302	LONGITUDINAL SECTIONS - SHEET 2	A	25/09/2024
C303	CROSS SECTIONS - SHEET 1	A	25/09/2024
C401	SEWER AND STORWMATER LONG SECTIONS	A	25/09/2024
C402	WATER LONG SECTIONS	A	25/09/2024

REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: AJ
			DESIGN: NM
B	UPDATED ARCHITECT PLANS	7/11/2024	CHECKED: AJ
A	PRELIMINARY	25/09/2024	VERIFIED: MG

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PROJECT: 63 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: COVER
SCALE: AS INDICATED
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C001
REV: B

GENERAL NOTES:

1. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL, HYDRAULIC AND STRUCTURAL DRAWINGS AND SPECIFICATIONS. STANDARDS REFERENCED ARE TO BE THE MOST CURRENT VERSION.
2. THESE DRAWINGS SHALL NOT BE USED FOR CONSTRUCTION UNLESS ENDORSED 'FOR CONSTRUCTION' AND AUTHORISED FOR ISSUE ACCORDINGLY.
3. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA/LGAT STANDARD DRAWINGS AND SPECIFICATIONS, AUSTRALIAN STANDARDS, (WSAA SEWERAGE CODE OF AUSTRALIA & WATER SUPPLY CODE OF AUSTRALIA) AND TO THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.
4. IPWEA/LGAT STANDARD DRAWINGS TO BE READ IN CONJUNCTION WITH COUNCIL EXCLUSION SHEETS TSD-S1+v1 & TSD-S12-v1.
5. ALL WORKS ARE TO BE MAINTAINED IN A SAFE CONDITION.
6. CONFIRM ALL LEVELS ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
7. CONTRACTOR TO OBTAIN APPROVALS, SERVICE CLEARANCES AND COORDINATE WORK WITH ALL RELEVANT AUTHORITIES PRIOR TO COMMENCEMENT.
8. A 'START OF WORKS NOTICE' MUST BE OBTAINED FROM COUNCIL PRIOR TO ANY WORKS COMMENCING.
9. SURVEY DATA UNDERTAKEN AND PROVIDED BY VERIS SURVEYORS.
10. ARCHITECTURAL LAYOUT AND SITE LAYOUT UNDERTAKEN AND PROVIDED BY JAWS ARCHITECT.
11. FLOOR LEVELS SET BY ARCHITECT. DRIVEWAY GRADING BASED ON THESE.
12. COUNCIL APPROVED PLANNING PERMIT REFERENCE N/A
13. TASWATER APPROVED PLANNING AUTHORITY NOTICE N/A

WORKPLACE HEALTH & SAFETY NOTES:

BEFORE THE CONTRACTOR COMMENCES WORK THE CONTRACTOR SHALL UNDERTAKE A SITE SPECIFIC PROJECT PRE-START HAZARD ANALYSIS / JOB SAFETY ANALYSIS (JSA) WHICH SHALL IDENTIFY IN DOCUMENTED FORM:

- THE TYPE OF WORK;
- HAZARDS AND RISKS TO HEALTH AND SAFETY;
- THE CONTROLS TO BE APPLIED IN ORDER ELIMINATE OR MINIMIZE THE RISK POSED BY THE IDENTIFIED HAZARDS.
- THE MANNER IN WHICH THE RISK CONTROL MEASURES ARE TO BE IMPLEMENTED.

THESE ARE TO BE SUBMITTED TO THE SUPERINTENDENT AND/OR OTHER RELEVANT WORKPLACE SAFETY OFFICERS.

FOR THIS PROJECT, POSSIBLE HAZARDS INCLUDE (BUT ARE NOT LIMITED TO):

- EXCAVATION OF ANY TYPE & DEPTHS
- CONTAMINATED SOILS
- CONSTRUCTION IN GROUND WITH HIGH WATER TABLE
- FELLING / LOPPING &/OR REMOVAL OF EXISTING TREES/VEGETATION
- UNDERGROUND STRUCTURES (MANHOLES / SUMPS / ETC)
- CONFINED SPACES
- OVERHEAD POWER LINES
- UNDERGROUND STORMWATER, WATER AND SEWER PIPES
- TELECOMMUNICATION CABLES - BOTH UNDERGROUND & OVERHEAD
- ELECTRICAL/POWER CABLES - BOTH UNDERGROUND & OVERHEAD
- WORKING AT HEIGHTS
- WORKING WITH ASBESTOS CONTAINING MATERIALS
- TRAFFIC MANAGEMENT

EARTHWORKS & DRIVEWAY NOTES:

1. ALL EARTHWORKS SHALL BE IN ACCORDANCE WITH AS3798 "GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS".
2. ALL VEGETATION AND TOPSOIL SHALL BE STRIPPED AND GRUBBED IN THE AREA OF PROPOSED WORKS.
3. NEW OR MODIFIED DRIVEWAY CROSSINGS SHALL BE IN ACCORDANCE WITH IPWEA STANDARD DRAWING TSD-R09-v2 AND MUST BE INSPECTED AND APPROVED BY COUNCIL.
4. EXCAVATED AND IMPORTED MATERIAL USED AS FILL IS TO BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
5. FILL MATERIAL SHALL BE WELL GRADED AND FREE OF BOULDERS OR COBBLES EXCEEDING 150mm IN DIAMETER UNLESS APPROVED TO BE OTHERWISE.
6. FILL REQUIRED TO SUPPORT DRIVEWAYS INCLUDING FILL IN EMBANKMENTS THAT SUPPORT DRIVEWAYS SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:
   - TOP SOIL AND ORGANIC MATTER SHALL BE STRIPPED TO A MINIMUM OF 100mm.
   - THE SUB GRADE SHALL HAVE A MINIMUM BEARING CAPACITY OF 100 kPa.
   - FILL IN EMBANKMENTS SHALL BE KEYED 150mm INTO NATURAL GROUND.
   - THE FILL SHALL BE COMPACTED IN HORIZONTAL LAYERS OF NOT MORE THAN 200mm.
   - EACH LAYER SHALL BE COMPACTED TO A MINIMUM DENSITY RATIO OF 95% STD, IT IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THIS IS ACHIEVED.
7. WHERE THE ABOVE REQUIREMENTS CANNOT BE ACHIEVED THE ENGINEER SHALL BE CONSULTED AND THE FORMATION SHALL BE PROOF ROLLED (UNDER SUPERVISION OF THE ENGINEER) TO CONFIRM AN APPROVED BASE.
8. CONCRETE PAVEMENTS SHALL BE CURED FOR A MINIMUM OF 3 DAYS USING A CURRENT BEST PRACTICE METHOD.
9. SAWN CONTROL JOINTS SHALL BE CONSTRUCTED AS SOON AS POSSIBLE WITHOUT RAVELLING THE JOINT. GENERALLY THIS SHALL BE WITHIN 24 HOURS.
10. BATTERS SHALL BE CUT TO A SAFE ANGLE OF REPOSE IN ACCORDANCE WITH THE BCA VOL 2 AS INDICATED BELOW:

SOIL TYPE (* REFER BCA 3.2.4)		EMBANKMENT SLOPES H:L	
		COMPACTED FILL	CUT
STABLE ROCK (A*)		2:3	5:1
SAND (A*)		1:2	1:2
SILT (P*)		1:4	1:4
CLAY	FIRM CLAY	1:2	5:1
	SOFT CLAY	NOT SUITABLE	2:3
SOFT SOILS (P)		NOT SUITABLE	NOT SUITABLE

NOTE: WHERE SITE CONDITIONS ARE UNSUITABLE FOR A BATTERED BANK CONSULT THE ENGINEER FOR A SUITABLE RETAINING WALL DESIGN. EMBANKMENTS THAT ARE TO BE LEFT EXPOSED MUST BE STABILISED BY VEGETATION OR SIMILAR WORKS TO PREVENT SOIL EROSION.

DRAINAGE AND SERVICES NOTES:

1. ALL WORKS ASSOCIATED WITH PUBLIC STORMWATER INFRASTRUCTURE IS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA (TAS) LGAT STANDARD DRAWINGS AND SPECIFICATION AND TO THE SATISFACTION OF COUNCIL.
2. ALL WORKS ASSOCIATED WITH PUBLIC SEWER AND WATER ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03 -2011-3.1 VERSION 3.1 MRWA EDITION 9.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA 02- 2014-3.1 MRWA VERSION 2 AND TASWATER'S SUPPLEMENTS TO THESE CODES AND TO THE SATISFACTION OF TASWATER.
3. ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY THE REGULATING AUTHORITY AT COST TO BUILDER UNLESS APPROVED OTHERWISE.
4. HYDRAULIC LAYOUT TO BE COORDINATED WITH OTHER SERVICES. HYDRAULIC LAYOUT AS SHOWN IS NOTIONAL, LAYOUT TO BE CONFIRMED ON SITE.
5. ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
6. GENERAL MATERIALS, INSTALLATION & TESTING SHALL COMPLY WITH AS3500 AND THE NCC VOLUME 3 (PCA)
7. INSTALL ALL PLUMBING, DRAINS TO THE REQUIREMENTS OF AS3500, PART 3.1.3 OF THE NCC 2019 - VOLUME 2 AND PART 10.2 OF THE NCC 2019 - VOLUME 3.
8. PAVEMENT AND HARDSTAND AREAS SHALL FALL AT A MINIMUM OF 1% (1:100) TOWARD AN APPROVED DISCHARGE POINT.
9. ALL PIPE WORK UNDER TRAFFICABLE AREAS, INCLUDING DRIVEWAYS, IS TO BE BACKFILLED WITH COMPACTED FCR.
10. DRAINAGE PIPES TO BE MIN. uPVC CLASS SN8. PIPES UNDER TRAFFICABLE AREAS TO BE SN8 U.N.O
11. MINIMUM GRADES FOR PRIVATE DRAINAGE PIPES SHALL BE 1% FOR STORMWATER AND 1.67% FOR SEWER U.N.O.
12. MINIMUM COVER FOR PRIVATE DRAINAGE PIPES SHALL BE 300mm FOR STORMWATER AND 500mm FOR SEWER U.N.O.
13. TASWATER SEWER MAINS TO BE MINIMUM DRV CLASS SN8 DN150 RRJ WITH MINIMUM CLASS SN10 DN100 PROPERTY CONNECTIONS.
14. STORMWATER MAINS TO BE MINIMUM DRV CLASS SN8 DN225 RRJ OR APPROVED EQUIVALENT UNLESS NOTED OTHERWISE.
15. WATER PIPES TO BE MIN. 250 POLY PN16 AND FITTINGS TO BE MIN CLASS 16 U.N.O.
16. WATER CONNECTIONS SHALL BE PROVIDED WITH METERAGE AND BACKFLOW PREVENTION AS PER TASWATER STANDARD DRAWING TWSA-W002.
17. ALL PIPEWORK TO BE INSPECTED BY COUNCIL PRIOR TO BACKFILL.
18. PIT DIMENSIONS SHOWN HAVE BEEN DESIGNED BY PIT CAPACITY TABLES. THESE PITS MAY NEED TO BE INCREASED IN MINIMUM INTERNAL SIZE DUE TO THE DEPTH AS PER AS3500.3 AS PER TABLE BELOW WHICH IS THE CONTRACTORS RESPONSIBILITY TO ENSURE COMPLIANCE TO AS3500

DEPTH TO INVERT OF OUTLET		MINIMUM INTERNAL DIMENSIONS mm	
		WIDTH	LENGTH
	≤900	450	450
>900	≤900	600	600
>900	≤1200	600	900
>1200		900	900

REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: AJ
			DESIGN: NM
			CHECKED: AJ
A	PRELIMINARY	25/09/2024	VERIFIED: MG

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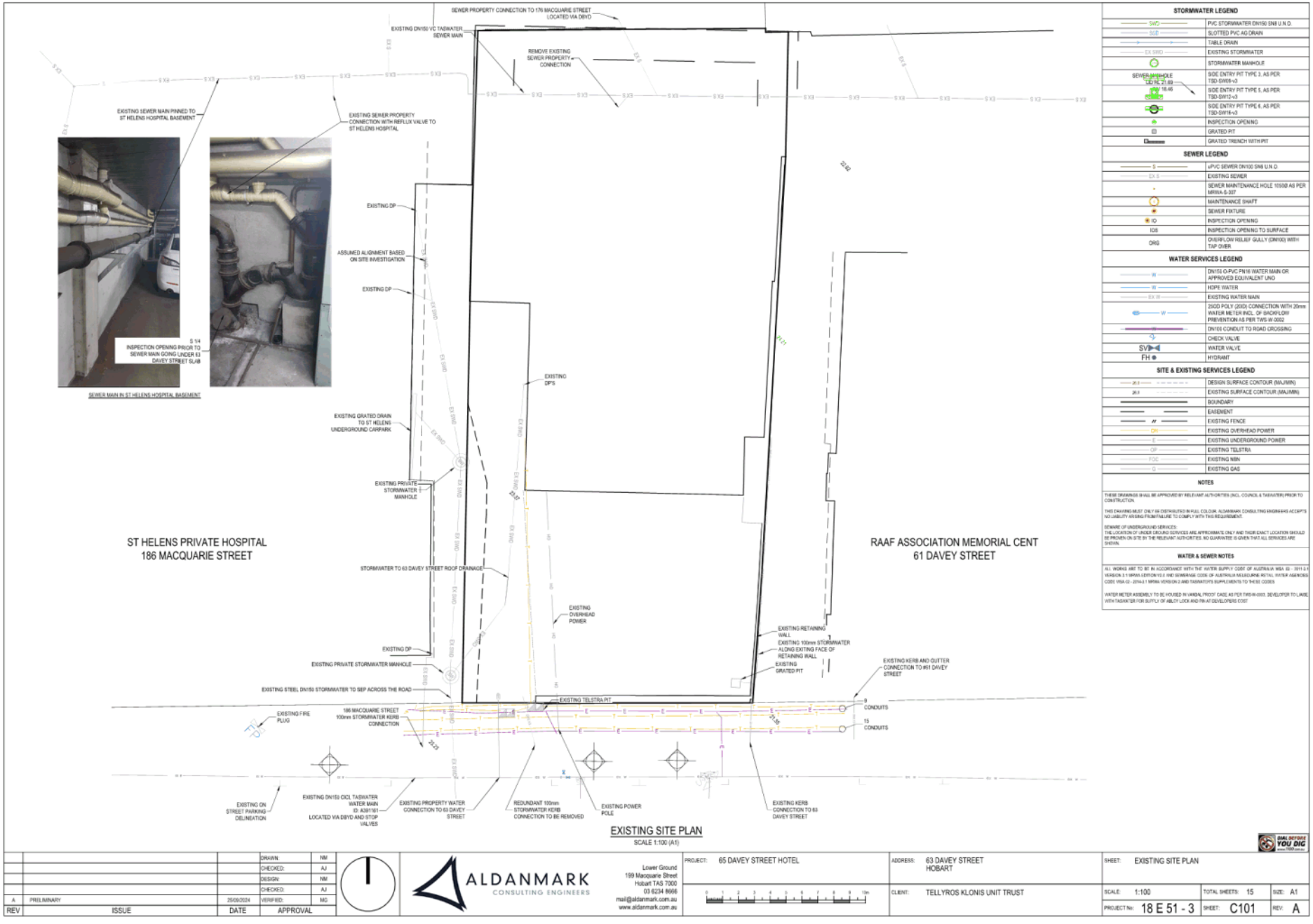
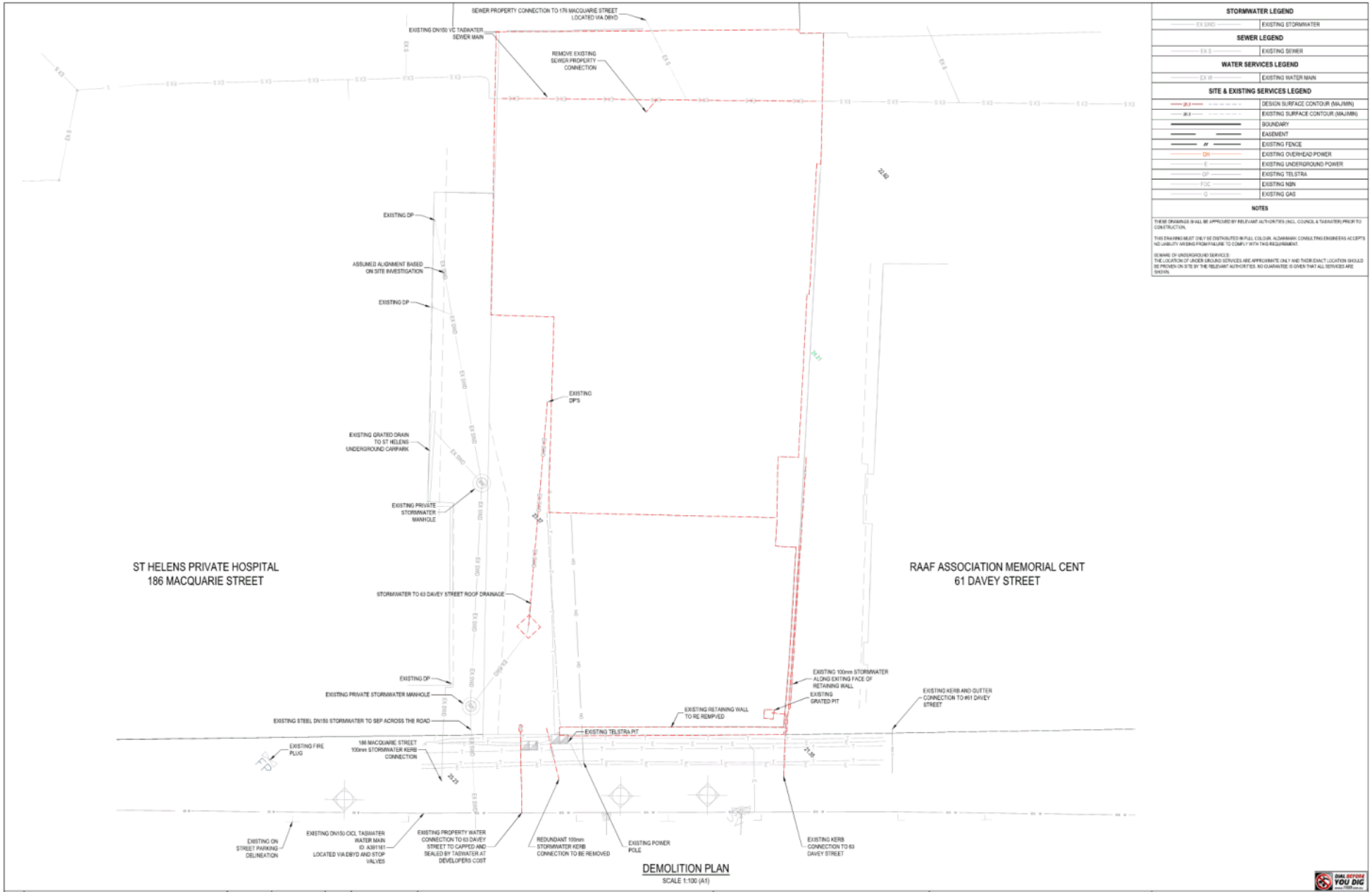
www.aldanmark.com.au

PROJECT: 64 DAVEY STREET HOTEL	ADDRESS: 63 DAVEY STREET HOBART	SHEET: ENGINEERING NOTES	
	CLIENT: TELLYROS KLONIS UNIT TRUST	SCALE: AS INDICATED	TOTAL SHEETS: 15 / SIZE: A1
		PROJECT No: 18 E 51 - 3	SHEET: C002 / REV: A


SEWER PROPERTY CONNECTION TO 176 MACQUARIE STREET LOCATED VIA DBYD
EXISTING DN150 VC TASWATER SEWER MAIN
REMOVE EXISTING SEWER PROPERTY CONNECTION
EXISTING SEWER MAIN PINNED TO ST HELENS HOSPITAL BASEMENT
EXISTING SEWER PROPERTY CONNECTION WITH REFLUX VALVE TO ST HELENS HOSPITAL
S 1/4 INSPECTION OPENING PRIOR TO SEWER MAIN GOING UNDER 63 DAVEY STREET SLAB
SEWER MAIN IN ST HELENS HOSPITAL BASEMENT
EXISTING DP
ASSUMED ALIGNMENT BASED ON SITE INVESTIGATION
EXISTING DP
EXISTING GRATED DRAIN TO ST HELENS UNDERGROUND CARPARK
EXISTING PRIVATE STORMWATER MANHOLE
ST HELENS PRIVATE HOSPITAL
186 MACQUARIE STREET
RAAF ASSOCIATION MEMORIAL CENT
61 DAVEY STREET
STORMWATER TO 63 DAVEY STREET ROOF DRAINAGE
EXISTING OVERHEAD POWER
EXISTING DP
EXISTING PRIVATE STORMWATER MANHOLE
EXISTING STEEL DN150 STORMWATER TO SEP ACROSS THE ROAD
EXISTING RETAINING WALL
EXISTING 100mm STORMWATER ALONG EXITING FACE OF RETAINING WALL
EXISTING GRATED PIT
EXISTING KERB AND GUTTER CONNECTION TO #61 DAVEY STREET
EXISTING TELSTRA PIT
9 CONDUITS
15 CONDUITS
EXISTING FIRE PLUG
186 MACQUARIE STREET 100mm STORMWATER KERB CONNECTION
EXISTING ON STREET PARKING DELINEATION
EXISTING DN150 CICL TASWATER WATER MAIN ID: A391161 LOCATED VIA DBYD AND STOP VALVES
EXISTING PROPERTY WATER CONNECTION TO 63 DAVEY STREET
REDUNDANT 100mm STORMWATER KERB CONNECTION TO BE REMOVED
EXISTING POWER POLE
EXISTING KERB CONNECTION TO 63 DAVEY STREET
EXISTING SITE PLAN
SCALE 1:100 (A1)
STORMWATER LEGEND
SEWER LEGEND
WATER SERVICES LEGEND
SITE & EXISTING SERVICES LEGEND
NOTES
WATER & SEWER NOTES
DIAL BEFORE YOU DIG
DRAWN: NM
CHECKED: AJ
DESIGN: NM
CHECKED: AJ
A PRELIMINARY 25/09/2024 VERIFIED: MG
REV ISSUE DATE APPROVAL
ALDANMARK CONSULTING ENGINEERS
Lower Ground
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au
PROJECT: 65 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: EXISTING SITE PLAN
SCALE: 1:100
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C101
REV: A



DEMOLITION PLAN
SCALE 1:100 (A1)

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	

DRAWN: NM
CHECKED: AJ
DESIGN: NM
CHECKED: AJ
VERIFIED: MG

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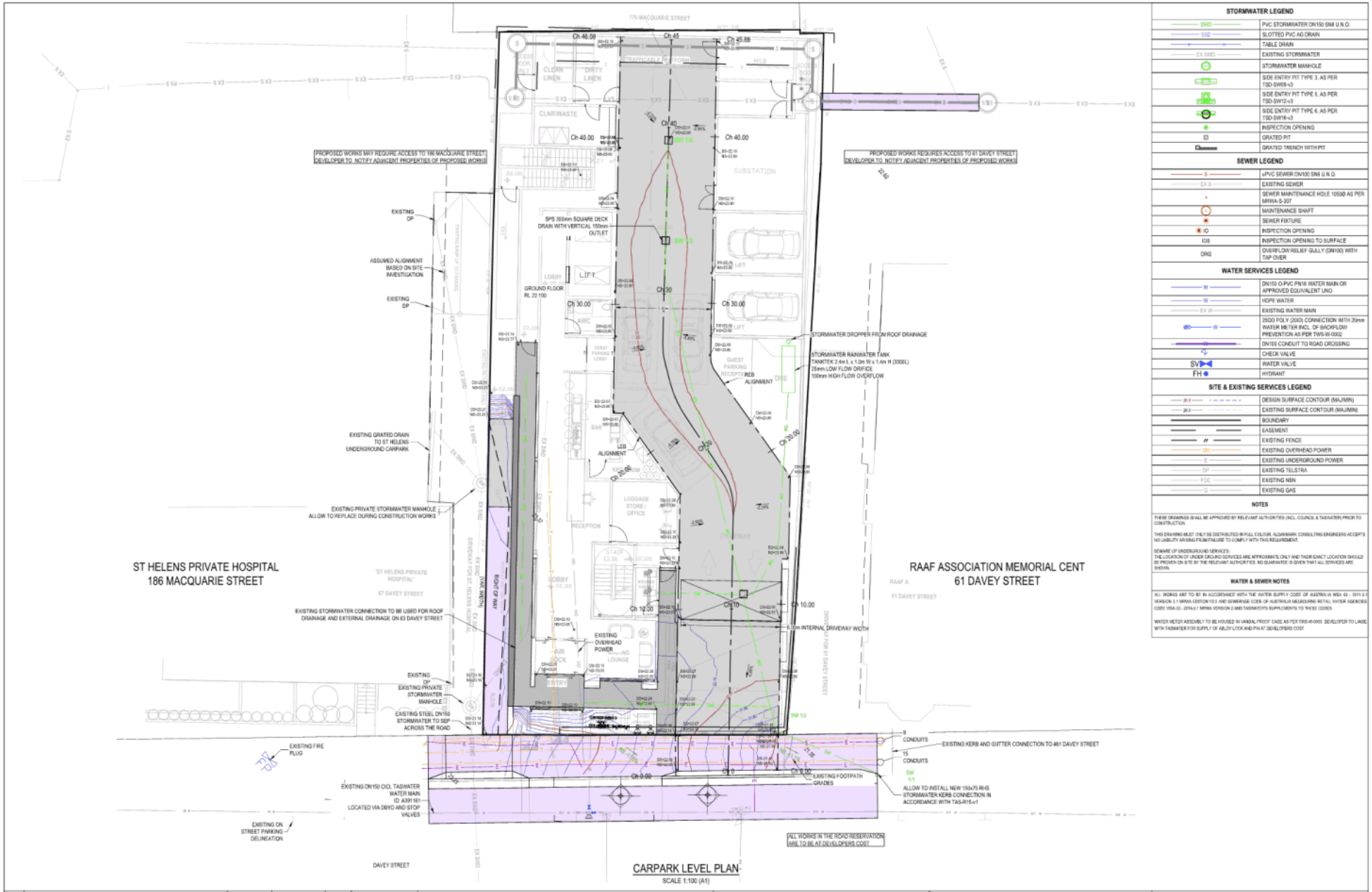
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: 66 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: DEMOLITION PLAN
SCALE: 1:100
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C102
REV: A



STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN8 U.N.O.
EX S	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

WATER SERVICES LEGEND

W	DN150 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO
W	HDPE WATER
EX W	EXISTING WATER MAIN
W	25OD POLY (20ID) CONNECTION WITH 20mm WATER METER INCL. OF BACKFLOW PREVENTION AS PER TWS-W-0002
	DN100 CONDUIT TO ROAD CROSSING
	CHECK VALVE
SV	WATER VALVE
FH	HYDRANT

SITE & EXISTING SERVICES LEGEND

20.0	DESIGN SURFACE CONTOUR (MAJ/MIN)
20.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
XF	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

NOTES

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WATER & SEWER NOTES

ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03 - 2011-3.1 VERSION 3.1 MRWA EDITION V2.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA 02 - 2014-3.1 MRWA VERSION 2 AND TASWATER'S SUPPLEMENTS TO THESE CODES

WATER METER ASSEMBLY TO BE HOUSED IN VANDAL PROOF CAGE AS PER TWS-W-0003. DEVELOPER TO LIAISE WITH TASWATER FOR SUPPLY OF ABLOY LOCK AND PIN AT DEVELOPERS COST

REV	ISSUE	DATE	APPROVAL
		DRAWN:	NM
		CHECKED:	AJ
		DESIGN:	NM
B	UPDATED ARCHITECT PLANS	7/11/2024	CHECKED: AJ
A	PRELIMINARY	25/09/2024	VERIFIED: MG

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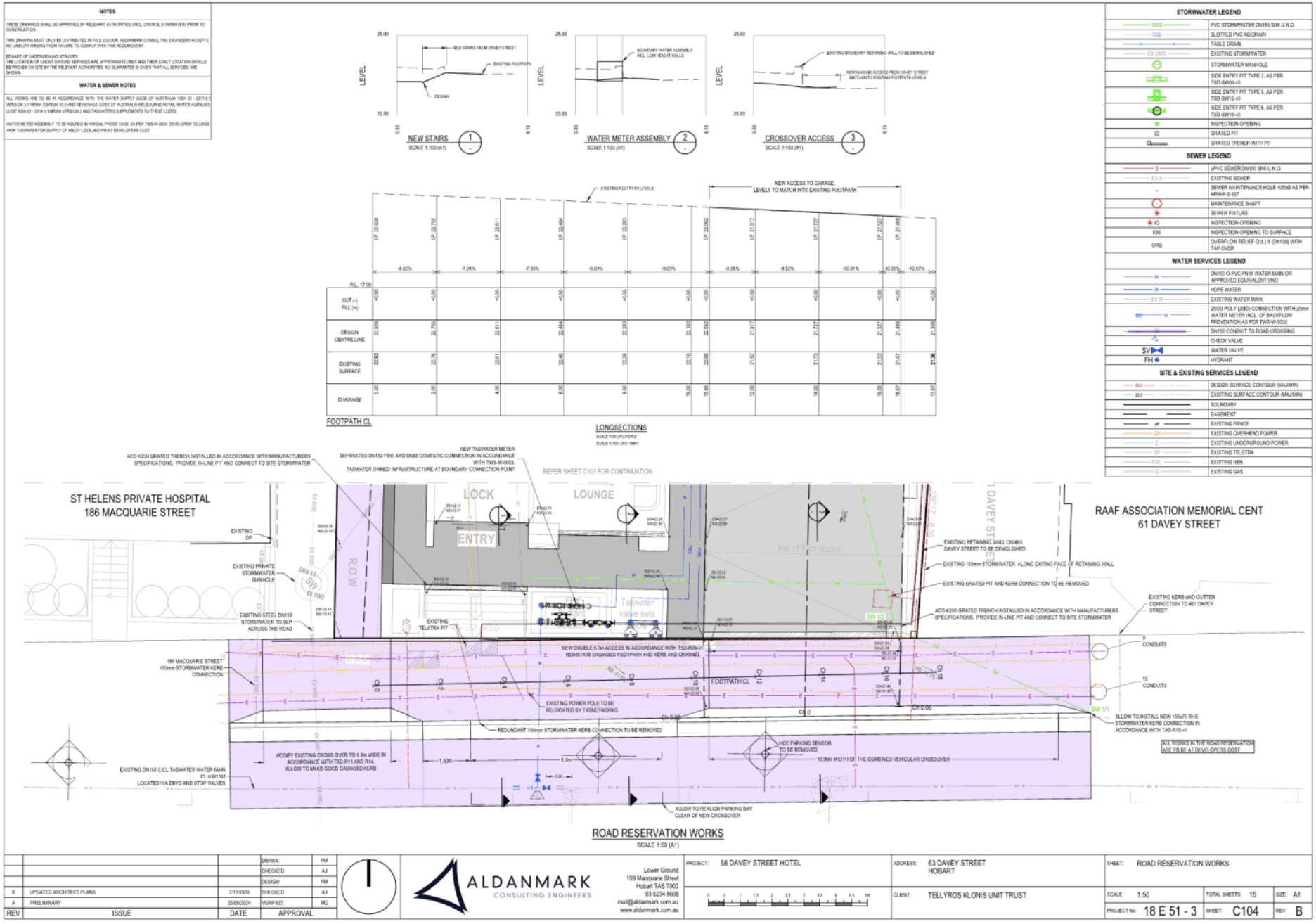
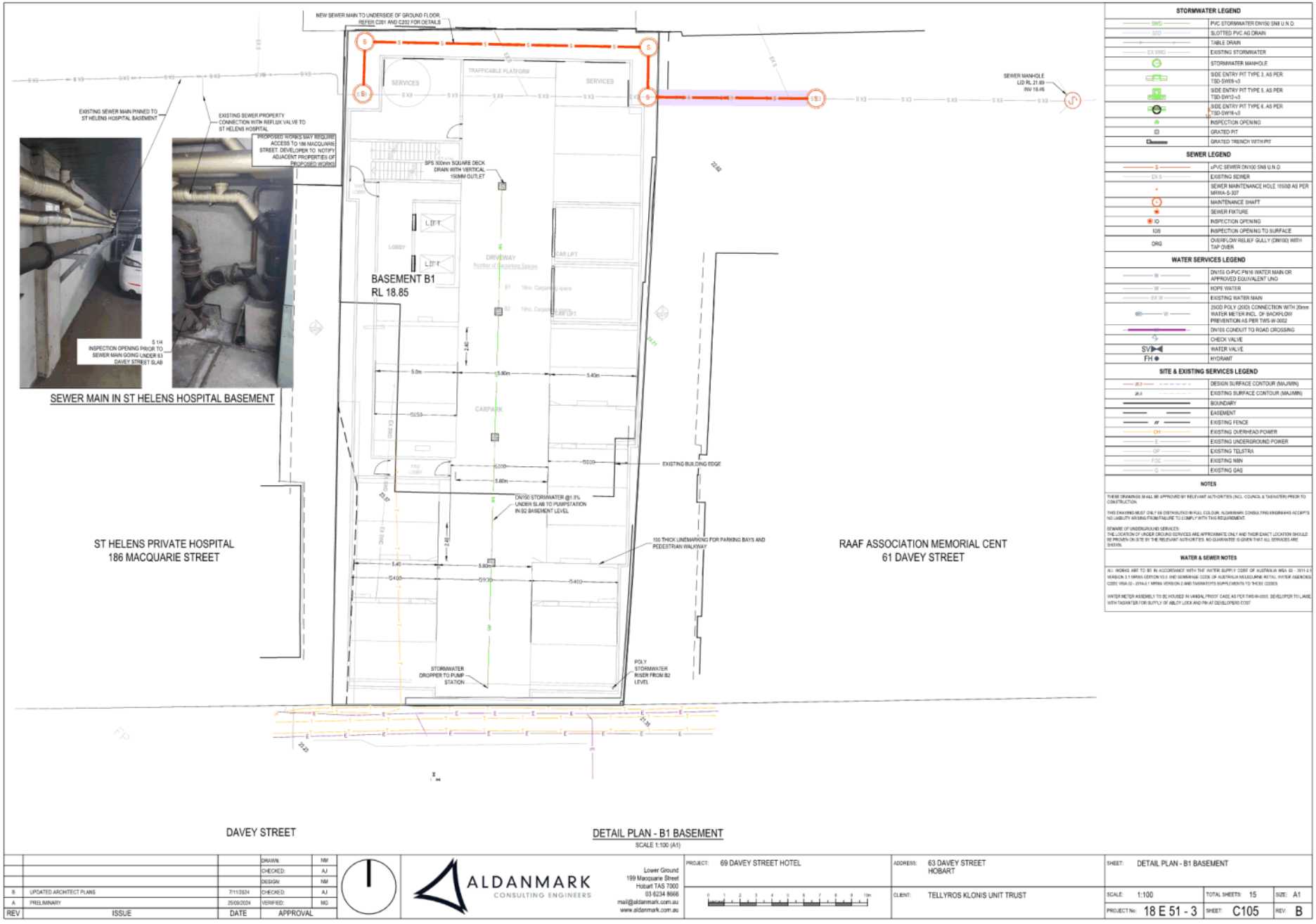
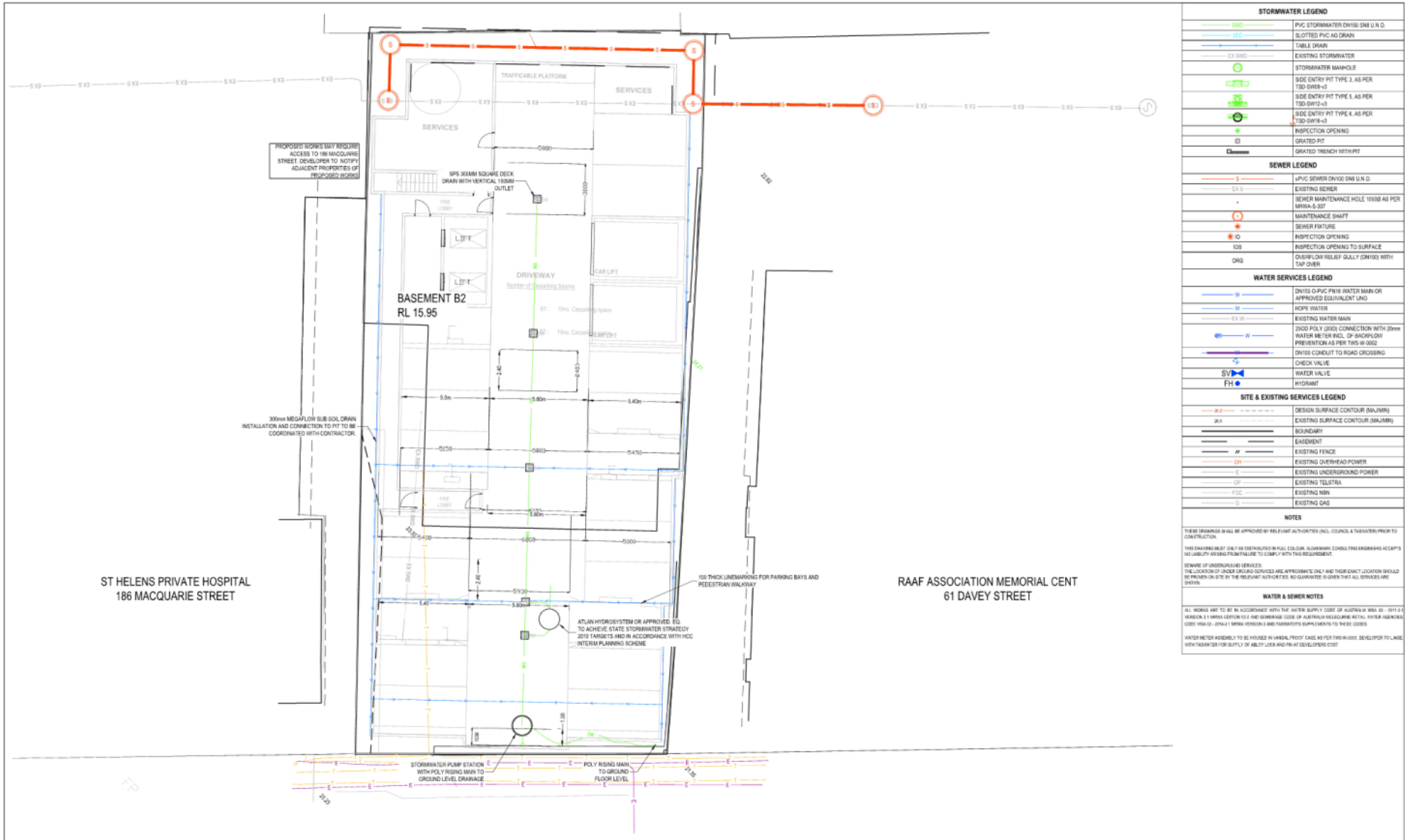
www.aldanmark.com.au

PROJECT: 67 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: CARPARK LEVEL PLAN
SCALE: 1:100
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C103
REV: B


NOTES
WATER & SEWER NOTES
NEW STAIRS
SCALE 1:100 (A1)
WATER METER ASSEMBLY
SCALE 1:100 (A1)
CROSSOVER ACCESS
SCALE 1:100 (A1)
FOOTPATH CL
LONGSECTIONS
STORMWATER LEGEND
SEWER LEGEND
WATER SERVICES LEGEND
SITE & EXISTING SERVICES LEGEND
ST HELENS PRIVATE HOSPITAL
186 MACQUARIE STREET
RAAF ASSOCIATION MEMORIAL CENT
61 DAVEY STREET
LOCK
LOUNGE
ENTRY
ROW
ROAD RESERVATION WORKS
SCALE 1:50 (A1)
ALDANMARK
CONSULTING ENGINEERS
68 DAVEY STREET HOTEL
63 DAVEY STREET
HOBART
TELLYROS KLONIS UNIT TRUST
ROAD RESERVATION WORKS
18 E 51 - 3
C104
B


NEW SEWER MAIN TO UNDERSIDE OF GROUND FLOOR REFER C201 AND C202 FOR DETAILS
EXISTING SEWER MAIN PINNED TO ST HELENS HOSPITAL BASEMENT
EXISTING SEWER PROPERTY CONNECTION WITH REFLUX VALVE TO ST HELENS HOSPITAL
PROPOSED WORKS MAY REQUIRE ACCESS TO 186 MACQUARIE STREET. DEVELOPER TO NOTIFY ADJACENT PROPERTIES OF PROPOSED WORKS
INSPECTION OPENING PRIOR TO SEWER MAIN GOING UNDER 63 DAVEY STREET SLAB
SEWER MAIN IN ST HELENS HOSPITAL BASEMENT
SEWER MANHOLE LID RL 21.69 INV 18.46
SPS 300mm SQUARE DECK DRAIN WITH VERTICAL 150MM OUTLET
BASEMENT B1
RL 18.85
DRIVEWAY
CARPARK
EXISTING BUILDING EDGE
DN150 STORMWATER @1.5% UNDER SLAB TO PUMPSTATION IN B2 BASEMENT LEVEL
100 THICK LINEMARKING FOR PARKING BAYS AND PEDESTRIAN WALKWAY
STORMWATER DROPPER TO PUMP STATION
POLY STORMWATER RISER FROM B2 LEVEL
ST HELENS PRIVATE HOSPITAL
186 MACQUARIE STREET
RAAF ASSOCIATION MEMORIAL CENT
61 DAVEY STREET
DAVEY STREET
DETAIL PLAN - B1 BASEMENT
SCALE 1:100 (A1)
STORMWATER LEGEND
PVC STORMWATER DN150 SN8 U.N.O.
SLOTTED PVC AG DRAIN
TABLE DRAIN
EXISTING STORMWATER
STORMWATER MANHOLE
SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
INSPECTION OPENING
GRATED PIT
GRATED TRENCH WITH PIT
SEWER LEGEND
uPVC SEWER DN100 SN8 U.N.O.
EXISTING SEWER
SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
MAINTENANCE SHAFT
SEWER FIXTURE
INSPECTION OPENING
INSPECTION OPENING TO SURFACE
OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER
WATER SERVICES LEGEND
DN150 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT U.N.O.
HDPE WATER
EXISTING WATER MAIN
250D POLY (200I) CONNECTION WITH 20mm WATER METER INCL. DP BACKFLOW PREVENTION AS PER TWS-W-0002
DN100 CONDUIT TO ROAD CROSSING
CHECK VALVE
WATER VALVE
HYDRANT
SITE & EXISTING SERVICES LEGEND
DESIGN SURFACE CONTOUR (MAJ/MIN)
EXISTING SURFACE CONTOUR (MAJ/MIN)
BOUNDARY
EASEMENT
EXISTING FENCE
EXISTING OVERHEAD POWER
EXISTING UNDERGROUND POWER
EXISTING TELSTRA
EXISTING NBN
EXISTING GAS
NOTES
WATER & SEWER NOTES
ALDANMARK CONSULTING ENGINEERS
Lower Ground
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au
PROJECT: 69 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: DETAIL PLAN - B1 BASEMENT
SCALE: 1:100
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C105
REV: B
B UPDATED ARCHITECT PLANS 7/11/2024 CHECKED: AJ
A PRELIMINARY 25/09/2024 VERIFIED: MG
REV ISSUE DATE APPROVAL
DRAWN: NM
CHECKED: AJ
DESIGN: NM



DETAIL PLAN - B2 BASEMENT
SCALE 1:100 (A1)

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
SEP	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
SEP	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
SEP	SIDE ENTRY PIT TYPE 6, AS PER TSD-SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN8 U.N.O.
EX S	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

WATER SERVICES LEGEND

W	DN150 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO
W	HDPE WATER
EX W	EXISTING WATER MAIN
W	250D POLY (200I) CONNECTION WITH 20mm WATER METER INCL. OF BACKFLOW PREVENTION AS PER TWS-W-0002
	DN100 CONDUIT TO ROAD CROSSING
	CHECK VALVE
SV	WATER VALVE
FH	HYDRANT

SITE & EXISTING SERVICES LEGEND

20.2	DESIGN SURFACE CONTOUR (MAJ/MIN)
20.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
XF	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

NOTES

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WATER & SEWER NOTES

ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03 - 2011-3.1 VERSION 3.1 MRWA EDITION V3.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA 02 - 2014-3.1 MRWA VERSION 2 AND TASWATER'S SUPPLEMENTS TO THESE CODES

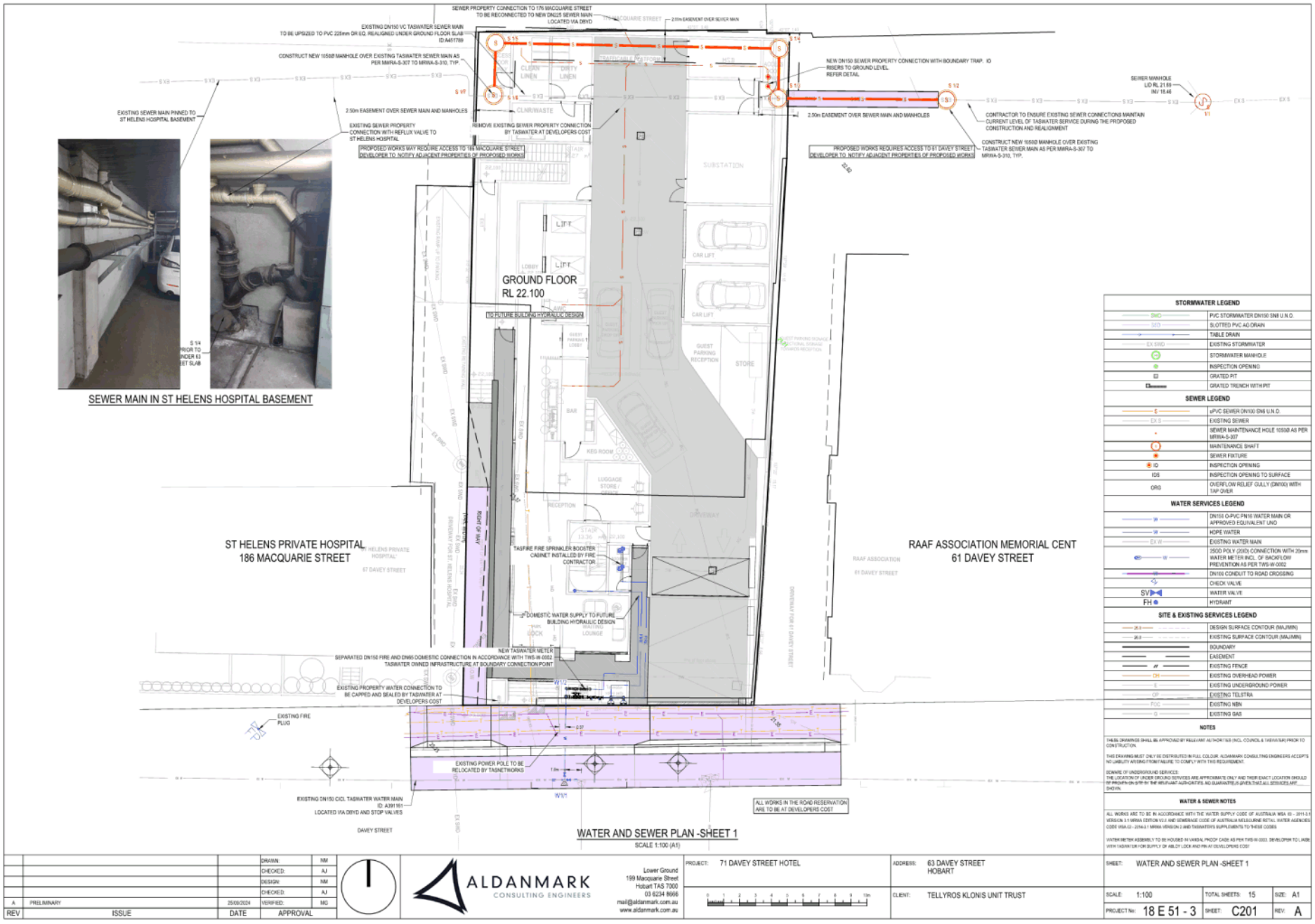
WATER METER ASSEMBLY TO BE HOUSED IN VANDAL PROOF CAGE AS PER TWS-W-0003. DEVELOPER TO LIAISE WITH TASWATER FOR SUPPLY OF ABLOY LOCK AND PIN AT DEVELOPERS COST

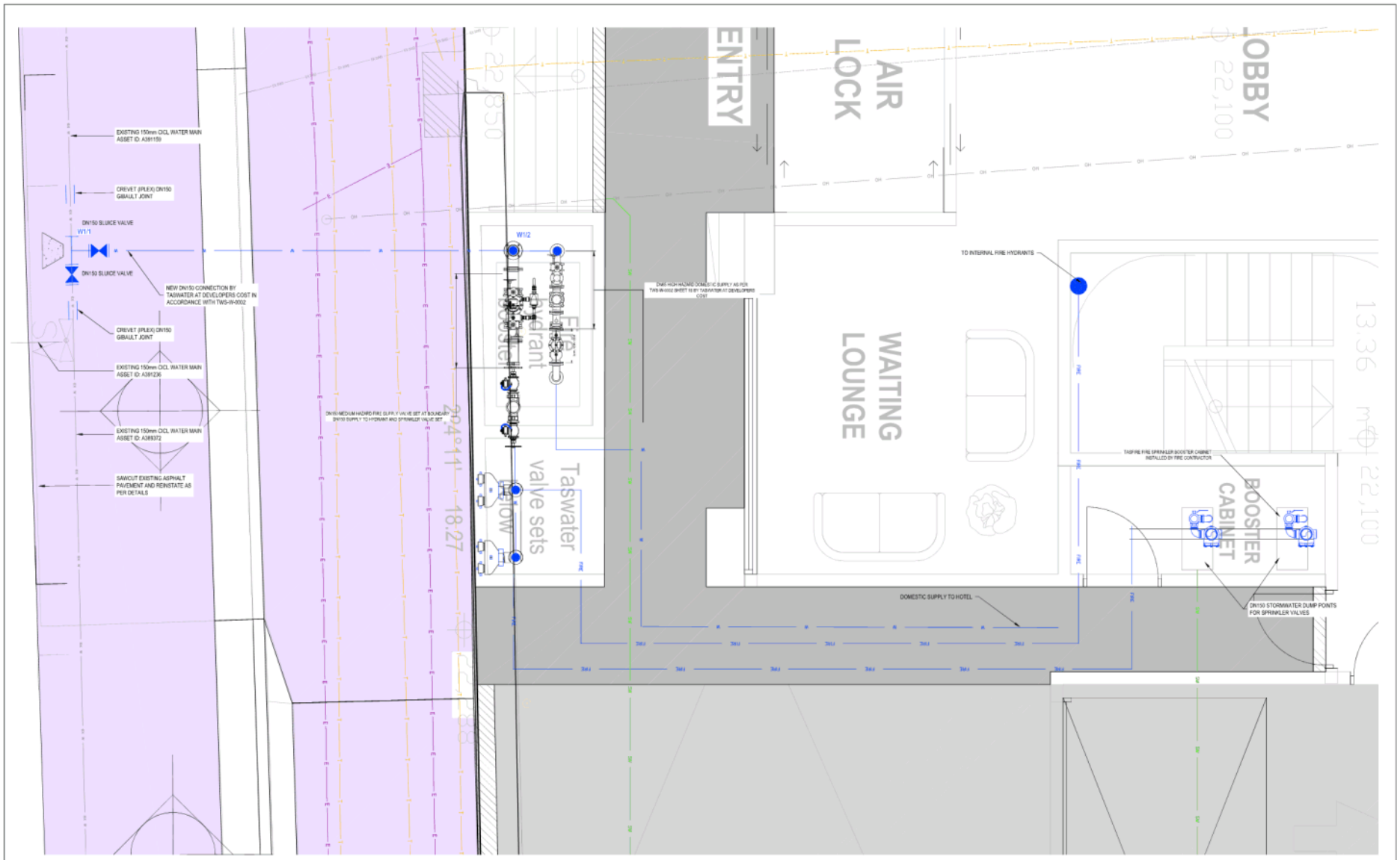
REV	ISSUE	DATE	APPROVAL
		DRAWN:	NM
		CHECKED:	AJ
		DESIGN:	NM
B	UPDATED ARCHITECT PLANS	7/11/2024	CHECKED: AJ
A	PRELIMINARY	25/09/2024	VERIFIED: MG

ALDANMARK CONSULTING ENGINEERS

Lower Ground
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT:	70 DAVEY STREET HOTEL	ADDRESS:	63 DAVEY STREET HOBART
CLIENT:	TELLYROS KLONIS UNIT TRUST	SHEET:	DETAIL PLAN - B2 BASEMENT
SCALE:	1:100	TOTAL SHEETS:	15
SIZE:	A1	PROJECT No:	18 E 51 - 3
SHEET:	C106	REV:	B


SEWER MAIN IN ST HELENS HOSPITAL BASEMENT
GROUND FLOOR
RL 22.100
ST HELENS PRIVATE HOSPITAL
186 MACQUARIE STREET
RAAF ASSOCIATION MEMORIAL CENT
61 DAVEY STREET
WATER AND SEWER PLAN -SHEET 1
SCALE 1:100 (A1)
STORMWATER LEGEND
SEWER LEGEND
WATER SERVICES LEGEND
SITE & EXISTING SERVICES LEGEND
NOTES
WATER & SEWER NOTES
ALDANMARK
CONSULTING ENGINEERS
71 DAVEY STREET HOTEL
63 DAVEY STREET
HOBART
TELLYROS KLONIS UNIT TRUST
1:100
18 E 51 - 3
C201
A



WATER AND SEWER PLAN - SHEET 2

SCALE 1:20 (A1)

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	VERIFIED: MG
			DRAWN: NM
			CHECKED: AJ
			DESIGN: NM
			CHECKED: AJ

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03 6234 8666
mail@aldanmark.com.au
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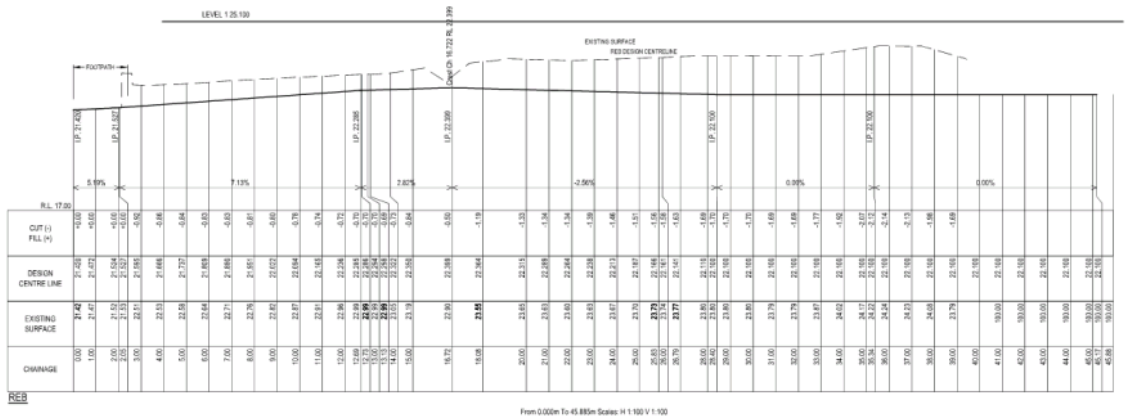
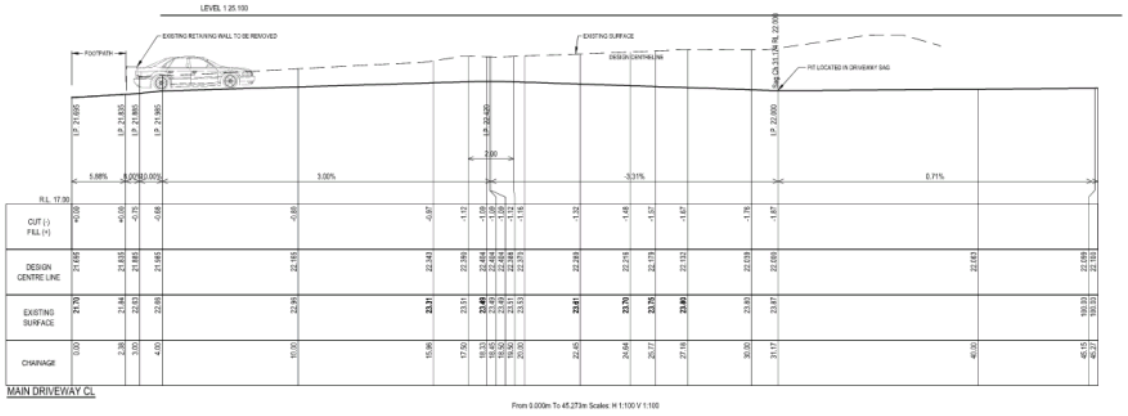
PROJECT:	72 DAVEY STREET HOTEL
ADDRESS:	63 DAVEY STREET HOBART
CLIENT:	TELLYROS KLONIS UNIT TRUST
SHEET:	WATER AND SEWER PLAN - SHEET 2
SCALE:	1:20
TOTAL SHEETS:	15
SIZE:	A1
PROJECT No:	18 E 51 - 3
SHEET:	C202
REV:	A





LONGITUDINAL SECTIONS - SHEET 1

AS INDICATED

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	VERIFIED: MG
			DRAWN: NM
			CHECKED: AJ
			DESIGN: NM
			CHECKED: AJ

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mail@aldanmark.com.au
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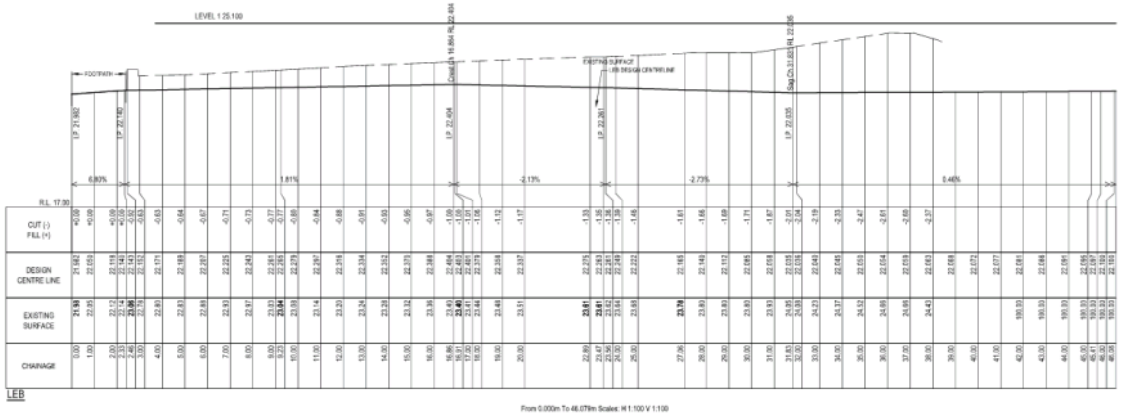
PROJECT: 73 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: LONGITUDINAL SECTIONS - SHEET 1
SCALE: AS INDICATED
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C301
REV: A



LONGITUDINAL SECTIONS - SHEET 2

AS INDICATED

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	VERIFIED: MG
			DESIGN: NM
			CHECKED: AJ
			DRAWN: NM

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PROJECT: 74 DAVEY STREET HOTEL

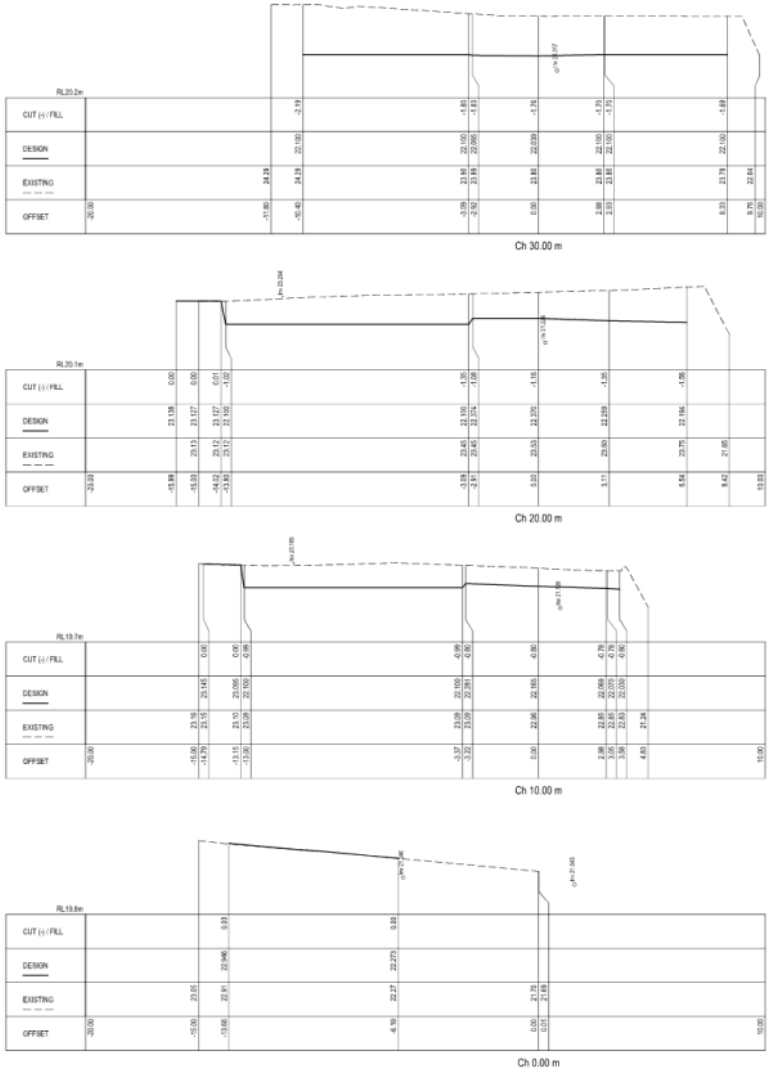
ADDRESS: 63 DAVEY STREET HOBART

CLIENT: TELLYROS KLONIS UNIT TRUST

SHEET: LONGITUDINAL SECTIONS - SHEET 2

SCALE: AS INDICATED | TOTAL SHEETS: 15 | SIZE: A1

PROJECT No: 18 E 51 - 3 | SHEET: C302 | REV: A



MAIN DRIVEWAY CL - CROSS SECTIONS
SCALE 1:100 (A1) HORIZ
SCALE 1:100 (A1) VERT

CROSS SECTIONS - SHEET 1
AS INDICATED

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	DRAWN: NM / CHECKED: AJ / DESIGN: NM / CHECKED: AJ / VERIFIED: MG

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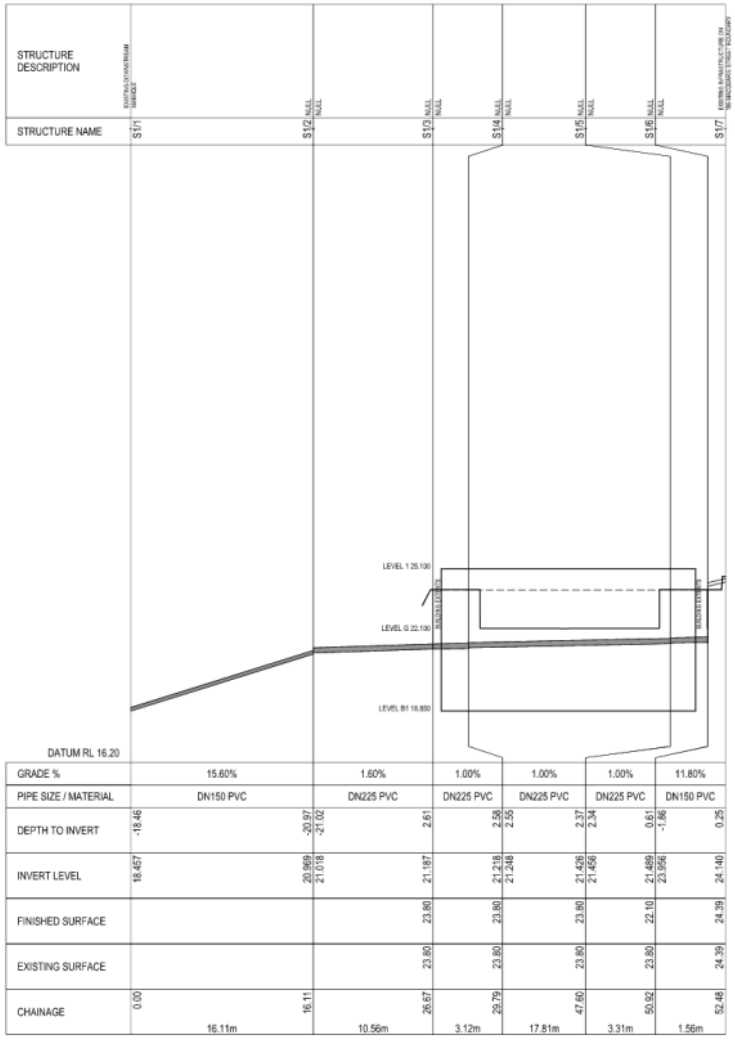
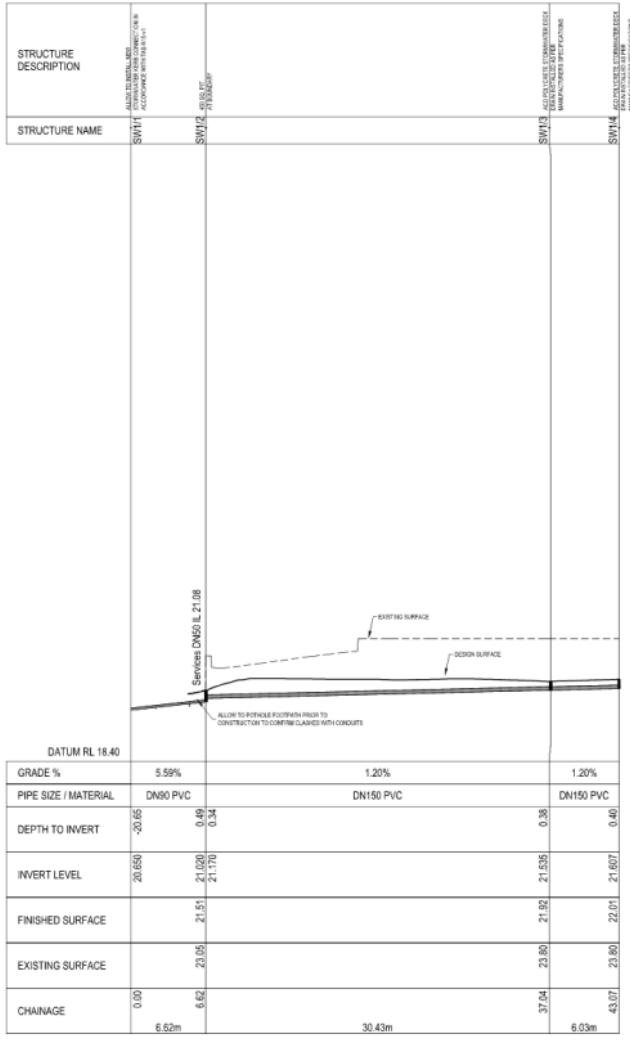
www.aldanmark.com.au

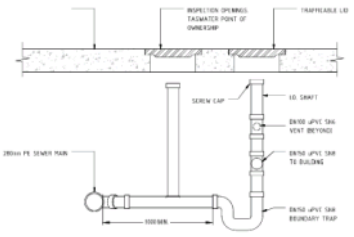
PROJECT: 75 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: CROSS SECTIONS - SHEET 1
SCALE: AS INDICATED
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C303
REV: A



SEWER LONGITUNDINAL SECTION FOR LINE S1
SCALES: HORIZONTAL 1:200 VERTICAL 1:100



SEWER LONGITUNDINAL SECTION FOR LINE SW1
SCALES: HORIZONTAL 1:200 VERTICAL 1:100



BOUNDARY TRAP DETAIL
SCALE 1:20

SEWER AND STORWMATER LONG SECTIONS
AS INDICATED

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	

DRAWN: NM
CHECKED: AJ
DESIGN: NM
CHECKED: AJ
VERIFIED: MG

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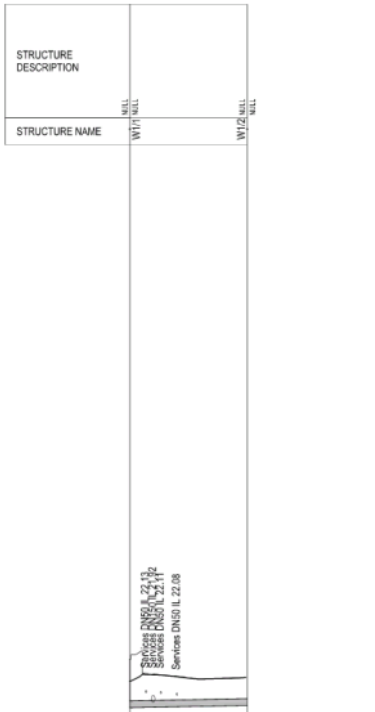
PROJECT: 76 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: SEWER AND STORWMATER LONG SECTIONS
SCALE: AS INDICATED
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C401
REV: A



STRUCTURE DESCRIPTION	NULL	NULL	
STRUCTURE NAME	W1/1	W1/2	
DATUM RL 20.60			
GRADE %	1.00%		
PIPE SIZE / MATERIAL	DN150 O-PVC WATER		PROPERTY CONNECTION
DEPTH TO INVERT	1.07		
INVERT LEVEL	21.800	21.852	
FINISHED SURFACE	22.38		
EXISTING SURFACE	22.87		
CHAINAGE	0.00	5.18	
	5.18m		

WATER MAIN LONGSECTIONS
SCALE 1:100 (A1) HORZ
SCALE 1:50 (A1) VERT

WATER LONG SECTIONS
AS INDICATED

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	VERIFIED: MG
			DRAWN: NM
			CHECKED: AJ
			DESIGN: NM
			CHECKED: AJ

ALDANMARK CONSULTING ENGINEERS

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PROJECT: 77 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: WATER LONG SECTIONS
SCALE: AS INDICATED
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C402
REV: A

MILAN PRODANOVIC B.E. PEng
TRAFFIC ENGINEERING & ROAD SAFETY

15 July 2025

Phil Gartrell
Senior Planner
Ireneinc Planning & Urban Design
49 Tasma Street
NORTH HOBART TAS 7001

Dear Phil

PROPOSED HOTEL DEVELOPMENT
63 DAVEY STREET, HOBART

I refer to the request from the Hobart City Council, dated 23 June 2025, for further information in regard to the above proposed development. The one traffic related item requiring attention is as follows:

Item 2

E6.6.2 - Parking and Access Code - Number of Accessible Car Parking Spaces for People with a Disability

To satisfy the Hobart Interim Planning Scheme 2015 clause E6.6.2, please provide the following:

To comply with the Acceptable Solution A1 (no Performance Criteria)Advice:

Advice:

For the new proposed car parking area(s) please confirm the design satisfies any relevant provisions of the National Construction Code pertaining to clause E.6.6.2 (Number of Accessible Car Parking Spaces for People with a Disability) of the Hobart Interim Planning Scheme 2015 (HIPS 2015) or conversely, affirm that the clause does not apply to this development.

The submitted notation within the traffic impact assessment "With a valet parking system, there is not a need for any disabled car parking spaces" does not adequately address the relevant provisions of the Parking and Access Code as it remains unclear as there is no reference to NCC requirements / provisions.

The Council is of the understanding, in essence, the presence of valet parking does not remove the obligation to provide accessible parking spaces that meet the Australian Standards and NCC requirements. The focus is on ensuring that people with disabilities have equal access to parking facilities, regardless of whether valet services are offered.

3 ASTOR DRIVE, GEILSTON BAY TASMANIA 7015
TEL: (03) 6248 7323 MOBILE: 0402 900 106
EMAIL: milglad@bigpond.net.au ABN: 51 345 664 433

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TRAFFIC ENGINEERING & ROAD SAFETY

The only issue related to traffic considerations about the proposed development that has been raised is the provision of disabled car parking on the development site. Therefore, the issue has been addressed in this letter, rather than in a revised or updated traffic impact assessment report.

In response to council's request, the following advice is provided:

1. The Traffic Impact Assessment (TIA) report that was prepared to address the proposed development, dated November 2024, included advice that:

   - *It is a decision of the developer that a valet parking system will operate in the hotel because it will offer a more streamlined and convenient service for guests. It will remove the task of guests operating a car lift and finding their car parking space on either of two car parking floor levels.*

   - *The car parking spaces on floor levels B1 and B2 will be used only by valet parking attendants at all times. Therefore, the exacting requirements of AS 2890.1 for car parking areas would not be totally necessary in this case because there will not be any vehicle manoeuvres by any guests, closer and multi-point vehicle turns by valet parking attendants will not give rise to any adverse incidents, with tighter parking being typical with valet parking.*

   This advice clearly states there will be a full valet car parking/unparking service for this development. The valet service will not be offered; it will be mandatory for anyone wishing to park on-site, so that no guests will be able to access the two car parking levels of the building to park and unpark their vehicle.

   This will not be discriminatory against car drivers with disabilities because this service will provide the same car parking access for both able-bodied drivers and for people with disabilities.

2. Australian Standard 2890.6 addresses the requirements for off-street parking necessary to provide access for people with disabilities based when disabled persons may need to use a car park; i.e. it is predicated on disabled people actually needing to park their car in the car park which is under consideration or being assessed.

   Hence, in such cases there is a need to provide substantially wider and longer parking spaces with shared areas adjacent to the parking spaces for drivers or passengers with disabilities, compared other parking spaces in a car park.

   The mandatory valet car parking service that will be provided for the proposed hotel development will apply to all car parking and unparking, so that there will not be any guests using either of the two car parking areas on Level B1 and B2 to

MILAN PRODANOVIC B.E. PEng
TRAFFIC ENGINEERING & ROAD SAFETY

park or unpark their vehicle. Therefore, there will be no demand or necessity for the provision of wider or longer car parking spaces with adjacent shared areas.

3. Consideration has also been given to the provisions in the NATIONAL CONSTRUCTION CODE (BUILDING CODE OF AUSTRALIA - 2022) - VOLUME 1 related to requirement for car parking for disabled people.

   Clause D1P8 in the Code clearly addresses the issue raised by council. This clause, seen below, requires the equitable access to car parking for disabled persons to the necessary extent. However, the associated Limitations (exemptions), also seen below, is exactly what will be the case in the proposed development; i.e. no direct access to the car parking spaces on Level B1 and B2 but a parking (valet) service will be available at all times.

   It can also be argued that Clause D4D5 (a) will also be applicable because the basement car parking areas will not be areas that will be accessible to all guests of the hotel to park or unpark their vehicles because of the mandatory valet service and hence also not discriminatory.

   D1P8 Carparking for people with a disability

   Carparking spaces for use by people with a disability must be —

   (a) provided, to the degree necessary, to give equitable access for carparking; and

   (b) designated and easy to find.

   Limitations

   D1P8 does not apply to a building where —

   (a) a parking service is provided; and

   (b) direct access to any carparking spaces by the general public or occupants is not available.

   D4D5 Exemptions

   The following areas are not required to be accessible:

   (a) An area where access would be inappropriate because of the particular purpose for which the area is used.

   (b) An area that would pose a health or safety risk for people with a disability. Any path of travel providing access only to an area exempted by (a) or (b).

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The above advice provides more than sufficient details and facts to demonstrate that there is not a need or justification to provide any disabled car parking bays in the basement car parking areas.

I therefore recommend that the council supports the development application on traffic grounds.

Yours sincerely

Milan Prodanovic

From: Roland Wierenga <rwierenga@pittsh.com.au>
Sent: Thursday, 7 August 2025 2:40 PM
To: Catherine Williams <Catherine.Williams@jawsarchitects.com>; Alana Reyenga <AReyenga@pittsh.com.au>
Subject: EXTERNAL RE: 63 Davey Street Hotel _ Accessible Parking / Vallett service

HI Catherine

If a valet service is provided then you are right – accessible parking is not required

— **D4D6 Accessible carparking**

(1) *Accessible* carparking spaces—

(a) subject to (b), must be provided in accordance with (2) in—

(i) a Class 7a building *required* to be *accessible*; and

(ii) a carparking area on the same allotment as a building *required* to be *accessible*; and

(b) need not be provided in a Class 7a building or a carparking area where a parking service is provided and direct access to any of the carparking spaces is not available to the public; and

(c) subject to (d), must comply with AS/NZS 2890.6; and

(d) need not be identified with signage where there is a total of not more than 5 carparking spaces, so as to restrict the use of the carparking space only for people with a disability.

Kind regards
Roland

pitt&sherry
Building Surveying
Senior Principal Building Surveyor
My days are Tuesday & Thursday

Roland Wierenga
Tas Lic: CC677 J | Vic Registration: BS-U 44122
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lid Low Impact Development Consulting

Waste Management Plan & Operations Guide

Hotel Development

63 Davey Street, Hobart

Prepared for: Tellyros Klonis Unit Trust
Prepared by: AV – Low Impact Development Consulting

Date: 11/03/2025

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Version	Date	Description	Prepared by	Checked by
1.0	11/03/2025	**TP Issue**	**AV**	**PM**

Disclaimer

The content of this document represents the entirety of work output or recommendations offered by LID Consulting for this particular project. This content supersedes all other verbal discussions undertaken by LID Consulting representatives in relation to this project.

Commercial waste calculations are based on rates provided by government organisations and adopted and used as an industry standard. Bin numbers and spatial requirements have been calculated in accordance with these guidelines. The end user requirements may vary from this depending on the business use, type and operational practice.

Contents

LID acknowledges and pays respect to the Australian Aboriginal and Torres Strait Islander people, to their ancestors and elders, past, present and emerging, as the traditional custodians of the lands upon which we work and live. We recognise Aboriginal and Torres Strait Islander people's deep cultural and spiritual relationships to the water, land and sea, and their rich contribution to society.

1 Waste Summary

1.1 Proposed Development

Address: 63 Davey Street, Hobart

Type: Hotel development

The proposed 6-storey development comprises of 67 hotel rooms, ground floor bar and roof top bar over a basement carpark. The main vehicular access into the basement carpark is from Davey Street. A bin store has been located at the back of the development in the ground floor.

Space for the collection, separation and storage of waste and recyclables has been provided, including opportunities for on-site management of food waste as appropriate.

1.2 Waste Collection Summary

A private collection service is proposed to collect the following bins at the indicated frequency.

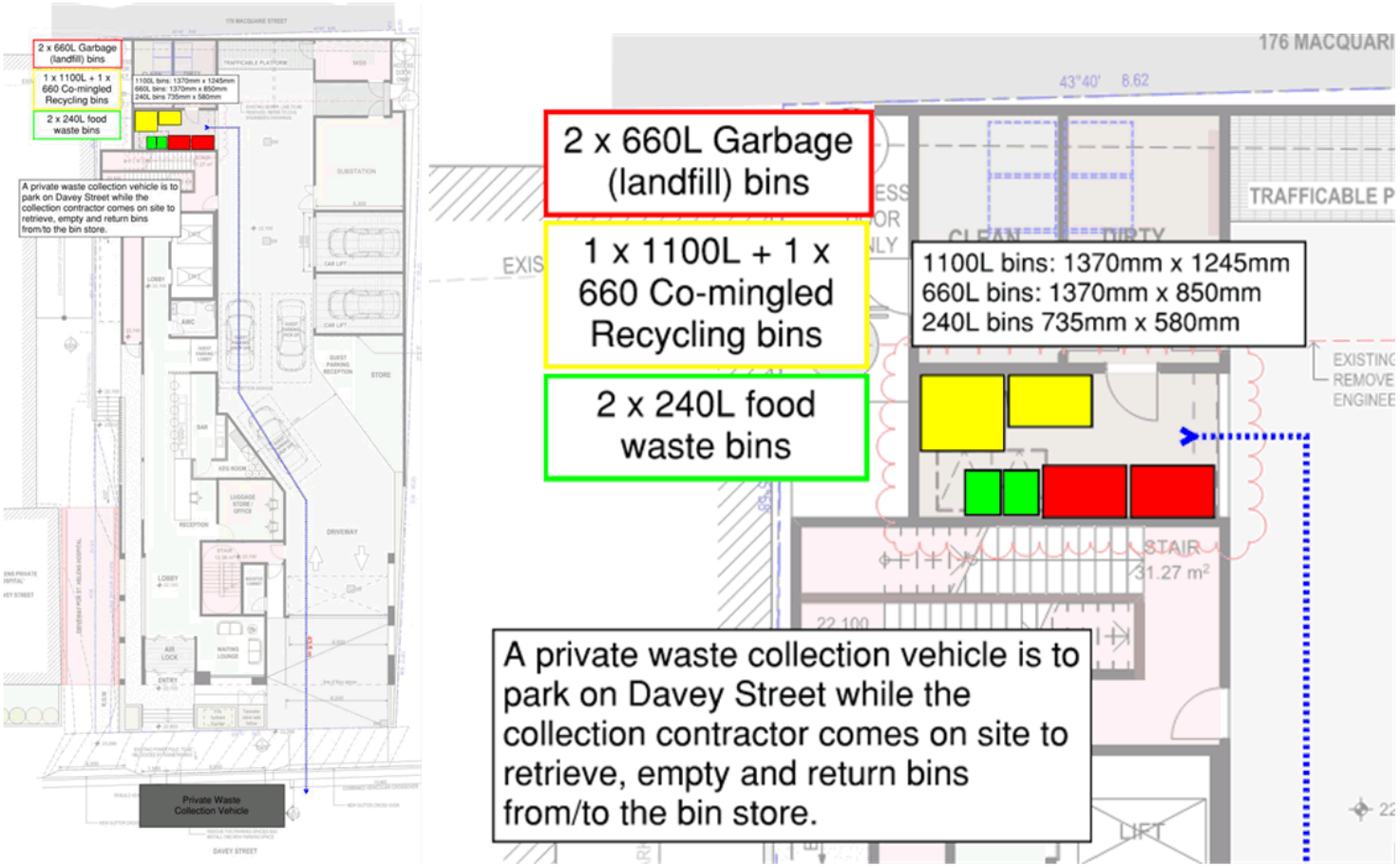
The private waste collection vehicle is to park on Davey Street while the collection contractor comes on site to retrieve, empty and return bins from/to the bin store.

Note a larger bin store could reduce collection frequencies.

Commercial Waste	**Private Collection Service – collection from Davey St**	
Waste streams	**No. of bins and capacity**	**Collection frequency**
Co-mingled Recycling	1 x 1100L + 1 x 660L	Twice weekly
Organic food waste	2 x 240L	Twice weekly
Landfill Waste	2 x 660L	Twice weekly

The approved Waste Management Plan (WMP) will be the model to be adopted for this development. Detailed design and as-built installation must incorporate the design proposed and approved under this WMP. Any revisions of the WMP or changes to the approved waste system of the development may require Council approval and may require a re-submitted Waste Management Plan. More detail is contained within this report.

1.3 Bin Store(s) & Collection Plan



2 Waste Management Functionality

2.1 Planning, Policy, and Drawing parameters

Low Impact Development (LID) Consulting was engaged to assess the proposed development at 63 Davey Street, Hobart to provide a Waste Management Plan (as required by Statutory Planning).

A waste management analysis has been undertaken based on the following documents:

a) Sustainability Victoria Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments 2018;

b) The Victoria Better Practice Guide has been used due to the City of Hobart not having prescribed waste management generation rates/guidelines.

This report is based on the drawing sets:

- DA01-12, Revision 04, dated 14/10/2024 prepared by Jaws Architects

2.2 Collection Solution Logic

The following issues / constraints were key considerations in preparing this waste collection strategy:

a) Every rateable tenement is liable to pay for municipal charges irrespective of the level of collection services provided by Council.

b) Utilizing the Council collection service is not possible in this instance for general waste or recycling due to the large volume of bins to be placed on the kerbside. The volume of commercial waste generated also exceeds the council standard bin allocation for each tenement.

c) The private collection service is to occur on an alternate day to the Council service so that the services are not confused.

2.3 Proposed Commercial Waste Solution

Tenancy/space	**Area/Qty**
Office & Staff areas	36.2m²
Bar	129m²
Hotel rooms	67 rooms
Site Layout:	Refer Bin Store & Collection Plan - **Section 1.4**.
Collection Type:	Private collection service to collect all waste streams.
Collection Location:	From within the development.
Bin Store Location:	Refer Bin Store & Collection Plan - **Section 1.4**.
Base Rates:	Refer to **Appendix 3**
Diversion rates:	Allows 20% of landfill (garbage) diverted to dedicated food waste collections

Commercial	Private collection service		Proposed solution		
	Allowances	Total weekly estimated waste volume	No. of Bins	Bin Size	Collection Frequency
Co-mingled Recycling	Refer □ Waste rates & Calculation	2822L of recycling	1 1	1100L 660L	Twice weekly
Organic Food Waste		564L of FOGO	2	240L	Twice weekly
Landfill		2257L to landfill	2	660L	Twice weekly

2.4 Management Responsibilities where bins are shared

The building management/ caretaker is responsible for all aspects of waste management including implementing adequate safe operating procedures. Items to be addressed by the Building Management include:

a) Requesting a copy of the endorsed Waste Management Plan from Council if the developer has failed to provide the WMP to them.

b) Ensuring minimal contamination occurs between waste streams to maximise recycling. This is to be achieved by:

- Providing separate bins for each waste stream.
- Routine inspection of bins in shared bin stores to ensure their appropriate use.
- Providing information to staff and cleaners with guides of how to using the various bin systems e.g. boxes to be flattened, containers for recycling washed, bins to not be over-full.
- Ensuring building occupants / staff are aware of good recycling practices per **Appendix 4** of this report.
- Providing feedback staff and cleaners if the system is not working properly. Undertaking a waste audit should it be suspected waste is not being placed in the correct bins.

c) Ensuring all staff and cleaners are aware of their responsibility with regard to waste & bin management.

d) The tenancy agreements are to outline a schedule of waste collection dates in accordance with the collection parameters outlined herein.

e) Ensuring the waste contractor has access to the site and bin store area on the days of collection and for also providing information to make building occupants aware that waste vehicles enter the site.

f) Allocation of responsibility to the contractor to retrieve bins directly from the bin store area and return emptied bins at the time of collection. Responsibility should include ensuring the contractor collects any waste that spills from the bins during emptying.

g) Cleaners & staff are responsible for placing waste in the appropriate colour coded bins in provided in work areas and then transferring them to corresponding bin in the bulk bin store to ensure all waste types are collected and recycled where possible.

h) That bins and bins store areas are monitored regularly with regular cleaning of the bins and bin store spaces and clean-up after collection if necessary.

2.5 Individual Occupants Responsibilities

The staff are responsible for their own waste. Items to be addressed in maintaining the system include:

a) Hotel rooms are to be provided with streamed bins (landfill and recycling minimum) so guests can separate waste within each individual room before waste being transferred into the bin store by staff/cleaners. This is to ensure all waste types are collected and recycled where possible and contamination of waste streams is minimised.

b) **Ensuring landfill waste is placed in plastic bags** before placement into bins

c) **Ensuring recycling materials are not bagged** and are to be placed loosely into the recycling bins. (Items in plastic bags in recycling bins are not recycled). Recyclable items in bin collections include:

- Rigid plastic containers
- Paper, cardboard
- Glass bottles and jars
- Steel cans, aluminium cans and aluminium foil are among items that can be recycled.

But exclude:

- Soft plastic bags

d) As of 2019 there is a ban on single-use plastics from sale or supply across Tasmania. These products include:

- Tubs and lids
- Cups and cup lids
- Plastic drinking straws
- Plastic cutlery and drink-stirrers
- Sachets or packets which provide single serves of condiments (i.e. soy sauce, wasabi, tomato sauce.)

City of Hobart is managing compliance monitoring and reports of suspected banned bags. Further information can be found at:
https://www.hobartcity.com.au/Business/Permits-licences-and-registrations/Food-and-beverage-businesses/Single-use-plastics-by-law-information

e) As of 1st November 2013 there was also a ban on lightweight plastic shopping bags. All retailers including restaurants are not permitted to provide or use these plastic bags. The ban applies to all lightweight plastic shopping bags that have a thickness of 35 microns or less at any part of the bag, including degradable, biodegradable and compostable bags.

EPA Tasmania is managing compliance monitoring and reports of suspected banned bags. Further information can be found at:
https://epa.tas.gov.au/Documents/Plastic%20bags%20-%20FAQs.pdf

2.6 Occupational Health & Safety

A preliminary OHS risk assessment has been included to identify potential OHS issues, however this risk assessment does not replace the need for the Management and collection contractors to complete their own OHS assessment for the bin collection process. See **Appendix 1** for further detail.

2.7 Bin Store Area Design

The Bin store area design/location must include the following:

a) All screening should be suitably designed for durability and to blend in with the development. Floor and wall surfaces are to be appropriately durable and easily cleaned.

b) Doors located in the allocated storage areas should be designed for easy access of larger bins sizes and hard waste.

c) Space suitable for bin wash down is to be available in the development. If this is the bin store then the floor is to be graded to a sewer waste outlet with a litter trap and access to a tap and hose is to be available. Alternately, a private contractor can be arranged to swap dirty bins for clean ones on a regular basis.

d) Bin stores or bins should be vermin proof - particularly where food waste is included. Ensure bin lids are closed and lockable if needed or the bin store is an enclosed space and considered to be largely vermin proof.

e) A waterproof power point in or near the bin store.

f) Adequate mechanical or natural ventilation if not outdoors.

g) Ensure adequate lighting is provided in accordance with National Construction Code (NCC) guidelines if to be accessed after hours.

h) Space for a tug or bin lifter if required by the waste contractor(s) / facility management.

2.8 Bin Store Area Access

A layout that allows access to all of the bins with adequate size to allow easy movement/transfer of the required number of bins.

a) There is to be no significant step at any threshold between the bin store area and the point of collection.

2.9 Bin Types & Bin Sizes

Mobile Wheelie Bins (MGBs)

The following sizes are indicative bin sizes based on the Sustainability Victoria Better Practice Guide specified sizes (Appendix 9). These sizes are the size allowances required by most Councils in bin store areas. Allow 100mm between 4 wheel bins and 50mm between 2 wheel bins for movement.

Size	Width	Depth	Height	Footprint
240L	580mm	735mm	1080mm	0.43m²
660L	1370mm	850mm	1250mm	1.16m²
1100L	1370mm	1245mm	1470mm	1.71m²

Standard bin colours (refer AS4123.7)	
Landfill	Red
Co-mingled recycling	Yellow
Food organics	Light Green

* NOTE: size may vary between Councils and contract suppliers

Internal Bins – Commercial

Correct streaming in commercial developments requires consideration by staff, cleaners and visitors. It needs to be clear for all users as to where and how they dispose of their waste.

a) Correct streaming in these areas in the first instance reduces contamination to ensure more effective recycling occurs.

b) Separation of landfill and recyclables is to initially occur in all work areas, communal spaces, kitchenettes and guest rooms and then in bin stores. For this reason, the development will include streamed waste bins on each floor or work area. Cleaners and/or staff would then transfer already streamed waste to the corresponding bin in the main storage area.

c) Commercial waste is to be transferred to the shared bulk bin store with minimal manual handling. The tenancy is to include a trolley to cart bags of waste or wheeled bins to transfer waste.

Examples of streamed commercial waste bins. Larger sizes may be required to suit development

Example of trolley used for moving commercial waste to bulk bin storage location

Example of smaller 60L wheeled bins allow for easier transfer of waste

All bins are to be placed alongside each other to ensure recycling is easy.

2.10 Signage, Education & Safety

It will be the responsibility of the Building Management to ensure all staff, cleaners and guests have all of the material available to them and that they adhere to the required practices regarding waste management, sustainability and promoting waste minimisation.

a) Directional signage should be installed to direct occupants and bin collectors to the bin storage areas.

b) Instructional signage within bin stores is to indicate which bin is for landfill and which is for recyclables or other waste streams.

Simple, brightly coloured signs to quickly communicate what items are acceptable for each bin.

2.11 Waste Vehicle Requirements

a) Davey Street is a typical suburban street and no vehicle size limitation should apply. The waste contractor will confirm if MRV or HRV vehicles are used for this site.

b) The waste contractor will be responsible for retrieving, emptying and returning bins to/from the bin store at the time of collection.

c) The Building Management is responsible for ensuring the waste contactor has access to the site and bin store on the days of collection. If there is a security code or key required for access, the contractor should be provided with these so they may access the bin store on the specified collection days.

Vehicle	Typical size
Rear Loading	8.8m – 10m long x 2.6m wide truck – 4.0m head clearance (Medium Rigid Vehicles)
Rear Hook Loading (compactors)	9.7m long x 2.6m wide – 5.5m head clearance
NOTE: Larger vehicles may need to be assessed for clearances prior to entering the site.	

2.12 Traffic Management

a) Traffic management along Davey Street will not be an issue with the quick emptying times with waste from only 2 bins being collected at any one time. The collection zone is also an appropriate distance from the intersection.

2.13 Collection Times

Collection times: **Commercial waste –** bin collection shall be in accordance with Council and Environmental noise in Tasmania EPA Act 1994 through the Environmental Management and Pollution Control (noise) Regulations 2016, that includes:

- Collections be restricted to the hours of 7am — 6pm Monday to Friday, or 9am – 6pm Saturdays and 10am – 6pm Sundays and public holidays.
- It is recommended that waste collection occurs outside of peak hours.

Waste collection from private services are best suited on an alternate day to the Council service and completed at times of least interference/inconvenience to the local amenity and traffic conditions.

2.14 Noise management

Minimizing noise associated with waste movement and collections include:

a) Locating bin stores and collection points at an appropriate distance from adjoining residences;

b) Minimising the need for the waste vehicle to reverse;

c) Collections occurring during the stipulated collection times restrict the hours of noise from collections.

d) Collection vehicles should not break up bottles at the point of collection, only once off site. Compaction of waste should only be carried out whilst waste vehicles are on the move.

2.15 Response to Increasing Waste

a) The total waste capacity exceeds the required allowance calculation by rounding up to the nearest bin size so there is built in capacity should waste levels increase beyond estimates.

b) A waste audit can be undertaken to understand the content of the waste bins. Audits provide feedback to clients of good or poor recycling practices.

c) If landfill bins consistently overflow, then staff or cleaners are to be directed to educational material as to the appropriate streaming of waste including food and other recyclables.

d) If recycling bins continue to overflow, staff or cleaners should be reminded to crush and flatten all cardboard boxes before placing these in the recycling bin(s). If may also be appropriate to obtain an additional recycling bin.

e) The last choice option is for more regular collections to occur.

2.16 Reducing Odour

Odour from waste primarily emanates from bin store areas. Control of odour must occur in the bin store area with the provision of suitable natural or mechanical ventilation. If installed the mechanical ventilation system for the bin storage area must not cause a public health nuisance (noise and odour generation) and comply with EPA requirements and in accordance with the ventilation requirements of the Building Code of Australia and AS 1668.2.

a) The bin store area and bins are to be monitored and cleaned on a regular basis to remove sources of smells.

2.17 Litter Spread

a) Litter spread is to be managed by ensuring bins are not overloaded, and lids are always closed.

b) Litter spread is to be managed by the system of contractors collecting bins from within the property. As bins are not left outside overnight, the possibility of vandalism is removed.

c) The collection contractor's agreement should require their pickup of any waste that spills from the bins during collections.

Appendix 1 - Preliminary Risk Review

Class 1 Risk = Potential to cause death or permanent injury.	**Class 2 Risk** = Potential to cause injury requiring medical attention.	**Class 3 Risk** = Potential to cause an injury treatable with first aid.

Activity	Steps involved in completing activity & risk	Risk level	Risk mitigating measures	Implementation responsibility
Moving of bins from bin store to collection space	Distance bins to be moved approx. 45m. Risk of manual handling injuries	2	Use max bin sizes of 1100L Minimise distance of travel, with the area kept free of all obstacles including loose gravel or dirt, steps, kerbs, speed bumps, berms, sills or ramps. Ensure all access points have suitably wide doorways and circulation areas.	Building Designer / Waste collection contractor / Building Management
Bin loading on street	Moving bins from temporary collection space to collection vehicle parked on street. Collection may occur at the rear of the truck. Risk of being struck by passing vehicles if step outside the line of the width of the truck	1	Bin collection operator's own safety measures incl training	Bin collection operator
Note this assessment is for consideration during the design phase of the project. It is <u>not</u> to replace a risk assessment / Safe Work Method Statement being completed by the contractor and persons undertaking the waste removal process.				

Appendix 2 - Equipment

Business Recycling Equipment Catalogue

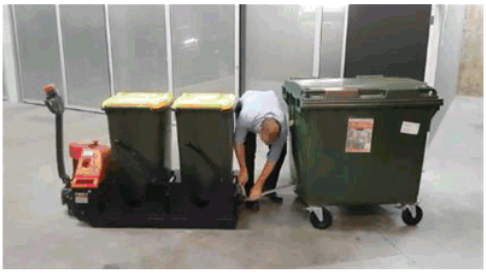
70% or more of general waste placed in commercial Landfill Bins can be recycled or diverted. The quantity and type or waste will vary from business to business. Planet Arc has developed the following catalogue for businesses to access to encourage recycling were possible.
https://equipment.businessrecycling.com.au.

Further links and information of commonly used equipment to aid easy waste management is provided below.

Mechanical Tug and Bin Trolley Details

Multiple options exist for tugs that can move both two wheel and four wheel bins at the same time.

The Sitecraft Logistec tug above is a tug/trailer combined, that can tow 660L and 1100L bins while also moving 120L or 240L bins.



Alternatively two-wheel bins can be loaded onto a trailer/dolly for transportation. Space is required for storage of the tug unit plus trailer, but bins can be stored on the tug/trailer while it is stored. Trailers can vary in size – allow space larger than the bin footprint.

Four-wheel bins can be towed directly by the tug and require less space as only the tug is required to be stored, not a trailer. Towing brackets and directional wheel locks are available from Sulo www.sulo.com.au and can readily be retrofitted to 660-1100L bins for towing. Towing brackets and wheel locks do not project outside of the bin footprint area.

Mechanical tug systems will usually cost in the range of $10,000 - $15,000, with trailer possibly extra. Tugs can be 1-1.5m long x 0.8m wide. Suppliers include:

- www.electrodrive.com.au
- http://www.mastermover.com.au

- www.sitecraft.net.au
- http://www.hercules.com.au/index.php?tug2.

Manual wheelie bin handling trolleys provide assistance with the manual handling of 120L to 360L bins. Various models are available with standard manual trolley as well as an electric boosted trolley to carry up to four 2-wheelie bins. They should be included in case of a longer bin movement distance or for the less abled people to safely move the bins if required. Suppliers include:

- https://www.materialshandling.com.au
- https://www.wheeliesafe.com.au/

Appendix 3 - Waste Generation Calculations

Base Calculations

Commercial Tenancy Type	AREA (m2) / QTY	Days open	Waste Generation Rates (L/100m2/day)		Source	Waste Generated (L/Week)	
			Landfill	Recycling		Landfill	Recycling
Office + other staff areas	36.2	7	10	10	VIC Guidelines	25	25
Hotel	67	7	5	5	VIC Guidelines	2345	2345
Bar	129	7	50	50	VIC Guidelines	452	452
	232.2				**Total Litres per Week**	**2822**	**2822**

Streamed Waste Calculations

Commercial Tenancy Type	Waste Generation Rates (L/100m2/day)		Waste Generated (L/Week)			
	Landfill	Recycling	Landfill (80% of total)	Recycling	Food (20% of landfill)	
Total Waste Allowance	2822	2822	2257	2822	564	
Total Litres per Week			**2257**	**2822**	**564**	

Appendix 4 - Better Practice Waste Minimisation and Recycling

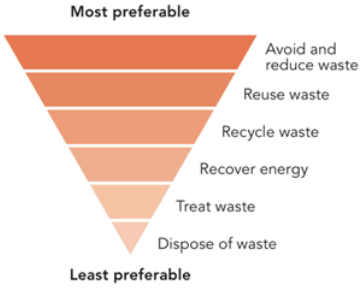
Circular Economy

A circular economy is a system where products and services are designed to be reused or ideally be regenerative i.e. to repair the environment. This differs from the predominantly linear model of "take, make and waste" that we have seen in the last few decades which sees vast numbers of products disposed of in landfill.

Food organics is an example of where waste can be circular and also regenerative. Food waste is now being actively collected in many local government areas and used via composting to improve the quality of soils.

While occupants of buildings are generally limited in how they can impact on the design of products to make them re-useable, they can change their own and others behaviour to minimise waste.

The waste reduction hierarchy is another critical concept and subset of the circular economy concept.



Waste Minimisation

Waste minimisation commences with the design of new buildings/products and decisions of constructers/manufacturers and purchasers.

Key principles of waste minimisation:

- Construct/manufacture or purchase with a strategy in mind for successful re-use at the end of the useful life of a product
- Purchase long lasting products, and only what you need
- Undertake a waste audit to understand what is going to waste
- Set goals and targets for waste minimisation
    - Set waste reduction targets
    - Longer term: Zero Waste to Landfill and zero waste leaving the property.
    - Report on performance against targets.
    - Zero waste supports net zero carbon
- Identify an end location and path to recycling a product or its components
- Provide infrastructure and a storage location to collect waste for each stream prior to recycling a product or its components

- Stream all waste appropriately.

Waste Streaming & Contamination

Managing waste contamination requires the correct separation of products that are recycled differently. This is called waste streaming. Correct streaming requires consideration by stakeholders that generate, dispose of or manage waste.

Good waste streaming reduces contamination to ensure more effective recycling.

Preliminary Waste Streaming

The development should include space internally in kitchens or central hubs for the initial separation/streaming of waste. These cupboards or spaces are to be readily accessible to all occupants are to accommodate separate bins or drawers for the following major waste streams:

1. Co-mingled plastic and paper
2. Food organics
3. Landfill

Food Waste Collections

Food waste is increasingly being collected and treated as a circular economy resource rather than a linear waste item that goes to landfill. In a country such as Australia with a very shallow soil profile, composted food waste provides valuable vegetative matter that re-invigorates soil fertility. The previous alternative was to landfill food waste where it decomposes underground and produces harmful greenhouse gases.

The Better Practice Guidelines[1] stipulates diverting food from landfill waste. This can be achieved in a number of ways including on site composting or off-site commercial composting.

Private contractor collection of dedicated food waste is provided by a number of private waste collection contractors for larger multi-unit, mixed-use and commercial developments. The following may assist with managing food waste collections:

- Large volumes of food waste should ideally be collected 2-3 times per week (depending on the temperature of the bins) to avoid a build-up of odour and unwanted mess.
- Consideration should also be given to end of trip / processing of this waste by the engaged waste contractor to ensure this waste stream is appropriately treated and does not end up in landfill.

Soft Plastic Recycling

Eliminating or reducing the use of single-use plastics can greatly reduce waste volumes both in residential and commercial settings. This includes straws, plastic bags and plastic wraps. Many private waste contractors can commercially collect soft Plastic.

[1] *Better Practice Guide for Waste Management and Recycling in Multi-unit Developments (Sustainability Victoria, 2019)*

a) **Reground** https://www.reground.com.au/ collect soft plastics and coffee grounds. They provide bags or bins, into which soft plastics or coffee grounds are separately emptied. Reground replace bins and/ or bags on a consistent regular basis, depending on how fast they fill up. They then collect the resource and take them to community gardens and home gardeners or local plastics recyclers who put the waste to positive use.

Bulky Hard Waste Collection

Unwanted bulky items, clothes and other consumables should be donated to charities, sold on online or at second-hand market places if in good condition. If repairs are required, seek out repair community centres for re-purposing.

A private waste contractor can be engaged to collect all bulky hard waste and eWaste items at a frequency to maintain the storage space.

E-Waste & Battery Recycling

a) Any item with a plug, battery or cord can be deposited at a designated e-waste drop-off point. Electronic waste includes old mobile phones, computers, audio devices, refrigerators and other white goods, hair dryers, TVs, heaters, and air-conditioners.

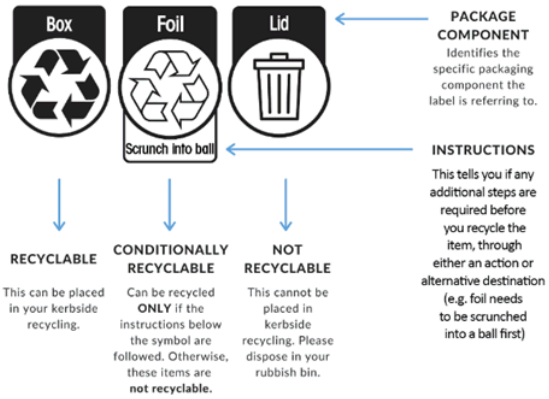
b) A private commercial contractor must be engaged to collect these items.

Australasian Recycling Label

The following actions improve recycling outcomes.

- Empty containers and bottles of any leftover food or liquid. Ideally rinse them out.
- Generally, keep lids on all bottles even when made from another product or plastic type (as is the case with most plastic drink bottles).
- Don't put anything inside plastic bottles or containers
- Paper – if it can't be ripped, it can't be recycled due to the plastic coating.
- Ensure awareness of the **Australasian Recycling Label (ARL)** which is on an increasing number of products. The ARL indicates which components of packaging are recyclable and helps ensure better recycling of packaging waste.
- For more detail including on the Conditionally recyclable label instructions refer to https://recyclingnearyou.com.au/arl/

- Select packaging products that include the **ARL** – this is particularly relevant for high waste take-way food and beverage businesses. See below from Ward Packaging.



- Be aware that if they are not sure whether an item is recyclable, then it should be placed in the landfill bin(s). Placing incorrect items in recycling is to be avoided as it leads to contamination of recycling streams, and complexity in recycling.
- Understand not all plastic resin codes can be recycled in all states, cities or councils. Many Council areas or waste collection contractors can only recycle a number of the plastics codes. Check with Council publications.

Plastics codes

- Plastic resin codes 1, 2 and 5 are readily recycled and collected by most councils,
- Be aware of whether compostable packaging is home/garden compostable or requires higher temperatures as is available in commercial composting.
- Ensure compostable packaging is not placed in recycling streams. Compostable packaging is not useful as a recycled plastic as it breaks down.
- Check local waste collection / contractor requirements – some recycle all plastic resin codes, some are more restricted. Some want lids on bottles, some want them separate and in landfill.

Symbol	Description
1 PETE	Clear tough plastic such as soft drink, juice and water bottles.
2 HDPE	Common white or coloured plastic such as milk containers and shampoo bottles.
3 V	Hard rigid clear plastic such as cordial bottles.
4 LDPE	Soft flexible plastic e.g. squeezable bottles such as sauce bottles.
5 PP	Hard but flexible plastic such as microwave ware, takeaway containers, some yoghurt/ ice cream/jam containers, hinged lunch boxes.
6 PS	Rigid, brittle plastic such as small tubs and margarine/butter containers.
7 OTHER	All other plastics, including acrylic and nylon. Examples include some sports drink bottles, sunglasses, large water cooler bottles.

Additional good recycling practices

For more details refer to our website pages:

- **Recycling at home and work** https://wastemanagementplan.com.au/better-practice-waste-recycling
- **Commercial food and packaging waste minimisation** https://wastemanagementplan.com.au/commercial-food-and-packaging-waste
- **Plastics, glass and aluminium** https://wastemanagementplan.com.au/plastics-glass-and-aluminium-recycling
- **Other items – Clothes, shoes, nappies / incontinence pads, polystyrene, paint**, https://wastemanagementplan.com.au/other-items

Bryce Raworth
CONSERVATION | HERITAGE

Heritage Impact Statement

63 Davey Street, Hobart

Application for permit – Proposed Development

November 2024

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1.0 Introduction

This Heritage Impact Statement was prepared for IreneInc Planning and Urban Design, on behalf of the owners of the subject site 63 Davey Street, Hobart. It assesses the heritage implications of the proposal to demolish the existing non-contributory building on the site and redevelop the site with a building that will rise to an overall height of six storeys plus two associated basement levels for carparking.

The report provides an assessment of the potential heritage impacts of the proposed works on the appearance, setting and significance of the City Centre Heritage Precinct (H1).

2.0 Sources of Information

The analysis below draws upon a previous site inspection along with a review of the relevant documents and resources including the following:

- Hobart Interim Planning Scheme 2015
- Decision of the Tribunal Tellyros Unit Trust v Hobart City Council and Anor [2021] TASCAT 11.
- Statement of Evidence of RMPAT, Bryce Raworth, October 2021.

It is intended that this report be read in conjunction with the drawings prepared by JAWS architects (dated 28 October 2024) and other documents submitted with respect to the current application for permit.

Regard has been had for the previous schemes prepared for the site as well as the commentary provided by Council and the Tribunal in relation to those schemes.

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3.0 The subject site and its environs

The subject site, 63 Davey Street, Hobart, is located on the northwest side of Davey Street, between Harrington Street to the north east and Barrack Street to the southwest. The land rises towards to the south west of the site. The existing single storey building on the subject site is of face brick construction and was formerly known as the Old Navy Club. It is setback approximately 13 metres from the Davey Street frontage and is built to the side and rear boundaries of the site. To the front of the property is an asphalt car park. The building, currently used as furniture storage, is of no heritage interest.

To the south west of the subject site, 65-67 Davey Street, originally known as the Johnson Edgehill Terraces, is a three storey (including attic) sandstone building now used by St Helens Private Hospital. To the rear of the sandstone building is a five storey contemporary hospital with basement parking. It is noted that 65-67 Davey Street forms part of the wider title boundaries of 186 Macquarie Street, the property to the north. The remainder of Davey Street southwest of the property, through to Barrack Street, is characterised by two and three storey buildings many of heritage value.

Northeast of the subject site, the building at 61 Davey Street – known as the RAAF Association Memorial Centre – is a double storey building with painted brick. Further east at 59 Davey Street is a single storey heritage cottage, and to the corner of Davey and Harrington Street is the Welcome Stranger Hotel, a double storey Art Deco building.

Some larger scale development is located on the opposite side of Davey Street including the Davey Street Telephone Exchange at 60 Davey Street and the Manta Apartments, a six storey brick building at 1 Sandy Bay Road.

Figure 1 *Views toward the subject site, currently occupied by a single storey face brick building of no heritage interest. Image taken July 2021.*

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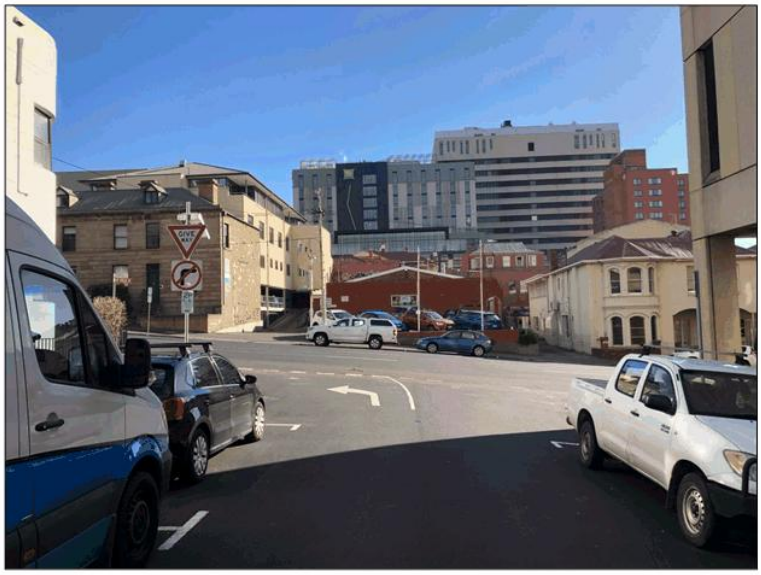

Figure 2 *View north west toward the subject site, with a backdrop of taller built form. Image taken July 2021.*

Figure 3 *Neighbouring building to the west, 65-67 Davey Street, occupied by a double attic storey sandstone structure, known as the Johnson Edgehill Terraces. This place is listed on the Tasmania Heritage Register Place ID 2263. Image taken July 2021.*

Figure 4 *Neighbouring building to the north east, 61 Davey Street, known as the RAAF Association Memorial Centre. This place is listed on the Tasmanian Heritage Register, place ID 2262. Image taken July 2021.*

Figure 5 *Northern side of Davey Street, facing south west with views toward the five storey addition to the rear of 65-67 Davey Street. Image taken July 2021.*

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Figure 6 *Views facing south west along Davey Street, with the subject site indicated by the red arrow. Image taken July 2021.*

Figure 7 *Looking north west from the corner of Harrington and Davey Street (north east of the subject site). The subject site is left of the RAAF Association Memorial Centre, being the cream-coloured building in the far left of image. Photo taken July 2021.*

Figure 8 *Looking north west along the northern side of Davey Street from the corner of Harrington and Davey Street. The subject site is indicated by the red arrow. Image taken July 2021.*

Figure 9 *Looking south east along Harrington Street. Image taken July 2021.*

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Figure 10 *Looking south west from the subject site toward a building that forms part of the Repatriation General Hospital. Image taken July 2021.*

Figure 11 *View of the heritage buildings along the southern side of Macquarie Street, adjacent to the rear of the subject site. The five storey envelope of the addition to the rear of 65-67 Davey Street is partially visible behind these structures. Image taken July 2021.*

Figure 12 *Southern side of Macquarie Street, looking north east. The building in the centre of the image, 176 Macquarie Street, is behind the subject site. Image taken July 2021.*

Figure 13 *Views toward Huonden (c.1895) at 178 Macquarie Street (left in image), and the building at 180 Macquarie Street to the right. Taller development at 182 Macquarie Street can be seen to the rear of 180 Macquarie Street. Image taken July 2021.*

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4.0 Heritage Listings and Controls

The subject site is not identified as a heritage place in the *Hobart Interim Planning Scheme 2015*, thus provisions that apply to individual heritage places do not apply in this particular case. Nor is the place included on the Tasmania Heritage Register.

The site is however located within the broader City Centre Heritage Precinct (H1) and is mapped as a Place of Archaeological Potential. This precinct extends along parts of Davey and Macquarie Streets between Argyle Street to the northeast and Barrack Street to the south west as shown in Figure 12. It also extends along parts of Sandy Bay Road and Salamanca Place

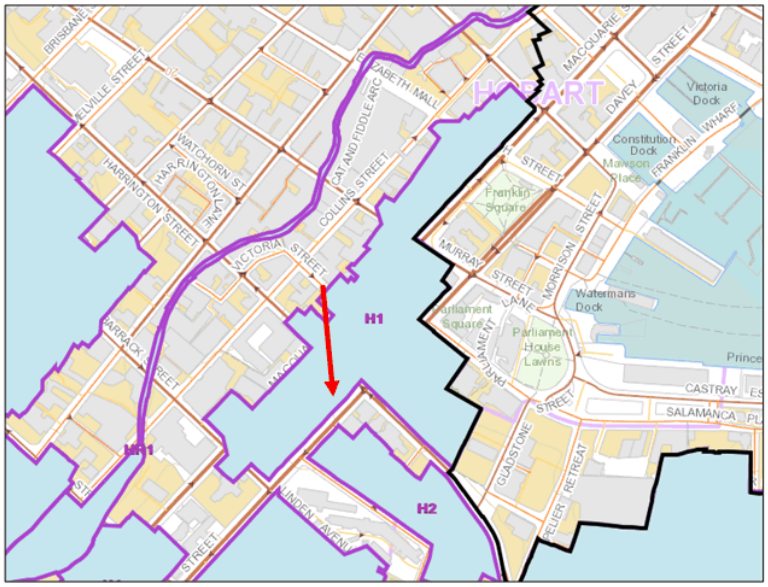

Figure 14 *Extract of a map and the extent of the City Centre Heritage Precinct (H1), in relation to other heritage precincts. The approximate location of the subject site is indicated by a red arrow. Image source: https://hobartcc.maps.arcgis.com/home/index.html*

In addition to being located within the City Centre Heritage Precinct (H1), both of the adjacent properties, to the north east at 61 Davey Street (RAAF Association Memorial Centre, Place ID 2262) and to the south west 65-67 Davey Street (Johnson Edgehill Terraces, although the address is provided as 186 Macquarie Street, Place ID 2263) are listed on the Tasmanian Heritage Register. They are also identified as 'Heritage Places' listen under the Historic Heritage Code.

A number of the properties to the rear of the site, facing Macquarie Street, are also listed on the Tasmania Heritage Register including the commercial premises at 174 Macquarie Street (Place ID 2476), the house at 176 Macquarie Street (Place ID 2477), which is directly behind the subject site, Huonden at 178 Macquarie Street (Place ID 2478), and the commercial premises at 180 Macquarie Street (Place ID 2479).

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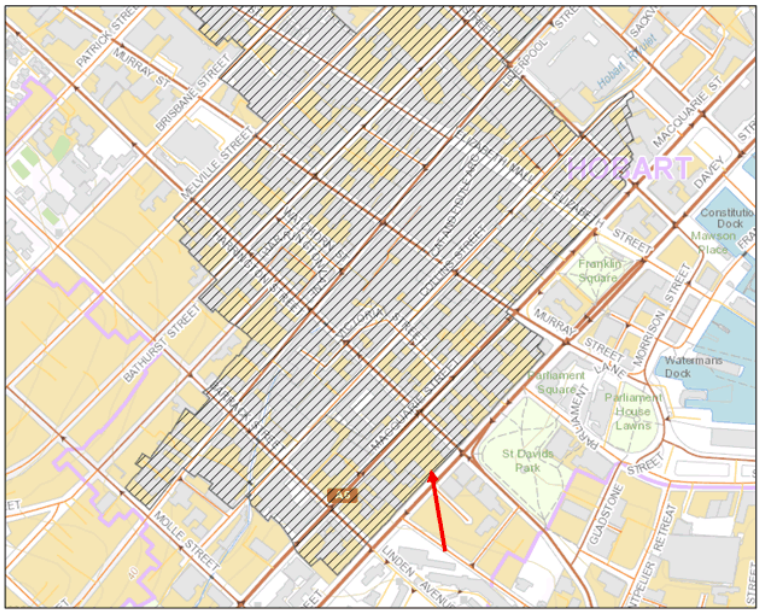

Figure 15 *Extract of a map base showing part of the Centre Business Core Area (hashed), with the subject site indicated with a red arrow.*

In addition to being within a heritage precinct, the site is also within the Central Business Core Area. It is therefore subject to height controls under Clause 22.4 (Development Standards for Buildings and Work). This control specifies a street wall height of 15m if on, or within 15m of, a south east facing frontage, and a height limit of 30m if setback more than 15m from the frontage.

A 'Heritage Precinct' is defined in the Scheme as an area shown on the Scheme maps as such 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*'.

'*Historic cultural heritage significance*' is defined in the Scheme as having the same definition as that set out in the *Historic Cultural Heritage Act 1995* (HCA Act) and '*for precinct, historic cultural heritage significance is informed by the Statement of Historic Cultural Heritage Significance in Table E13.3 and E13.4*'.

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5.0 Statement of Significance

The Statement of Significance for the H1 City Centre Heritage Precinct, as set out in table E13.2 Heritage Precinct, within the *Hobart Interim Planning Scheme 2015*, reads as follows:

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

The above statement is the reference point for assessing the significance of the precinct and its component elements.

6.0 Heritage Policy

As the subject site is located within the City Centre Heritage Precinct (H1), the proposal must be assessed against the provisions of the Historic Heritage Code as set out at Clause E13 of the Scheme as well as the development standards found with Clause 22.4, Development standards for Buildings and Work. The relevant provision in this application concerns Clause E13.8.2, P1.

Clause E13.8.2 – Buildings and Works other than Demolition

Objective	
To ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct.	
Acceptable Solutions	**Performance Criteria**
A1 No Acceptable Solution	**P1** Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.
A2 No Acceptable Solution	**P2** Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.

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A3 No Acceptable Solution	**P3** Extensions to existing buildings must not detract from the historic cultural heritage significance of the precinct.
A4 New front fences and gates must accord with original design, based on photographic, archaeological or other historical evidence.	**P4** New front fences and gates must be sympathetic in design (including height, form, scale, and materials), and setback to the style, period and characteristics of the precinct.
A5 Areas of landscaping between a dwelling and the street must be retained.	**P5** The removal of areas of landscaping between a dwelling and the street must not result in the loss of elements of landscaping that contribute to the historic cultural significance or the streetscape values and character of the precinct

7.0 Proposal

It is proposed to demolish the existing non-contributory building at 63 Davey Street and redevelop the site with a building that will rise to an overall height of six storeys (at varying setbacks) plus two associated basement levels.

A three storey building with a hipped roof form will serve as infill development along the Davey Street interface, with development beyond rising to a height of five storeys, set back a minimum of 15 metres from the front title boundary. The sixth storey will be set back approximately 5 metres behind this, with roof top plant equipment taking up another half level, setback from the front title boundary by approximately 26 metres.

The entrance to the basement levels will be via a ramp accessed along Davey Street, via a new crossover.

The front three storey podium will have a pale brown face brick finish, with several floor to ceiling windows and the basement entry door. The hipped roof will be clad with custom orb sheets, in medium grey. The rear six storey envelope will be finished using precast concrete panels, in a combination of white, warm light grey and dark grey. The fifth story will have a glazed atrium fronting Davey Street, proposed to be used as a roof top bar. Glazing to the rear multi-storey envelope will generally be clear and frameless with window shrouds and mullions to have a brass finish.

8.0 Discussion

It is noted that an application for an eight storey development on the subject site was refused by the City of Hobart in 2021, with the decision being upheld by the TASCAT in December 2021 (Tellyros Unit Trust v Hobart City Council and Anor [2021] TASCAT 11 (1 December 2021).

TASCAT in their written decision in relation to the previous scheme commented '*At the proposed scale and size, its design and siting cause detriment to H1 because of the manner in which it competes with, detracts from and adversely effects the street presence and therefore street space of defined features or*

characteristics of the continuous two and three storey finely detailed buildings. Put another way, the proposal will dominate and detract from buildings in the heritage precinct, and therefore cause detriment. The proximity to and bulk above the group of heritage buildings creates an incongruity of scale, butting up against and over the top of the heritage grouping. This visual and spatial detriment is created primarily by the seven storey section of the building.' (paragraph 88)

The objective of the Clause E13.8.2 is to ensure development within a heritage precinct is sympathetic to the character of the precinct. This clause however does not provide for an acceptable solution relevant to the subject site, therefore compliance with Performance Criteria is required. As outlined in earlier sections, the performance criteria relevant with respect for 'no acceptable solutions' is P1, which stipulates the 'design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct', the heritage precinct in this instance being the City Centre Heritage Precinct (H1).

The previous TASCAT determination as well as the above policy objectives, have been taken into consideration when developing the current scheme. A substantial change to the scheme from the previous iteration has been to reduce the height of the rear envelope, with the previous scheme rising to eight storeys (in comparison to the proposed six in this development application).

It is also noted the front podium element has been altered from the previous development application, with the articulation of fenestration and basement entry having been amended and the materiality now proposed to be light brown face brick, rather than the previous stone/tile cladding. The envelope fronting Davey Street will be three storeys with a hipped roof over to ensure it will be sympathetic in character to the adjacent historic built forms. In terms of its form, the envelope responds to the scale and form of the adjacent heritage buildings, as well as the topography of Davey Street. The overall height of the podium element, including the roof follows the gradient of the street, with the neighbouring building to the southwest at 67 Davey Street having a slightly higher ridge height, and the building to the north east at 61 Davey Street have a slightly lower ridge height. Constructing the podium element closer to the street boundary also improves the setback patterns, with the existing void removed.

The form of the place adopts a traditional approach, however its contemporary detailing will ensure it does not mimic neighbouring historic built form. The podium element will have a light brown face brick finish, with taller window openings to the Davey Street elevation, bronze window shrouds to the south east and north east elevations and metal custom orb roofing to the hipped roof. The palette of proposed materials is appropriately low key and neutral and will complement the sandstone and painted brick finishes of the adjacent heritage buildings as well as the broader streetscape. The fenestration, while clearly contemporary, reflects the vertical format fenestration on the neighbouring heritage building.

The resulting podium design, while still interpretive and recognisably contemporary in character, is nonetheless a stronger response to, and a better fit with, the historic built form to either side and within the streetscape.

As mentioned above, the elevations to the setback upper levels will be articulated with precast concrete panels, with frameless glazed windows. The setback and form of the higher built form will ensure that while the envelope is of greater height than the immediate neighbouring buildings, the adjacent historic buildings will retain their prominence within the streetscape.

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In its current form, the proposal provides a sympathetic and considered response to the Davey Street streetscape and to its immediate neighbours in particularly. Although the scheme incorporates higher built form to the rear, this will have a secondary role in the streetscape due to its substantial setback and the fact it is set behind the frontage of a lower scale built form. While the upper levels will be visible, they are commensurate in height with the rear addition of 67 Davey Street, and views to this section of Davey Street are already seen within a context of existing higher built form along Macquarie Street. The rear envelope will not be visually dominant or have an adverse impact in this context. This is also highlighted in the drawing package which provides photo montages of the current proposed design against earlier iterations.

Similarly, the scheme will not have an adverse impact on adjacent existing buildings of heritage significance through its height. This is most apparent in terms of the streetscape and architectural relationship between the proposed podium with its hipped roof and the hipped roof heritage buildings that are adjacent to either side. This relationship has been rendered more compatible in terms of both height and formal character.

The relationship between the proposed taller rear envelope (and its visual impact) with properties to its rear, particularly 176 Macquarie Street, directly behind the subject site, is a relevant consideration. The Tasmanian Heritage Register documentation described 176 Macquarie Street (Place ID 2477) as being occupied by a two storey Federation Arts and Crafts building with projecting gable, timber balcony and brick and sandstone fence to the street. The proposed works to the subject site will be two storeys taller than the rear of 176 Macquarie Street. The new works will be partially visible via oblique views along Macquarie Street, however it will not be visible when viewed from more directly in front of 176 Macquarie Street. Furthermore, 176 Macquarie Street and the neighbouring properties are relatively deep sites and the proposed new works to the rear of the subject site will not form a dominant background which may draw attention away from the buildings that front Macquarie Street and provide its valued streetscape character. Instead, the heritage built form along Macquarie Street will continue to read as the primary streetscape visual reference, with a backdrop of taller development. The incorporation of glazed elements to the north west elevation will also ensure the rear built form is visually light weight and recessive when viewed from along Macquarie Street.

While it is acknowledged the proposed contemporary expression, scale and form will introduce a degree of change within the streetscape, the proposal will fit comfortably within the range of height and built form typologies already present.

It is also noted that height controls that apply to the area under Clause 22.4 (Development Standards for Buildings and Work) reveal a strategic intention for the Central Business Core Area to be development in a more intensive manner than that of the 'continuous two and three storey' scale set out in the Statement of Significance for the City Centre Heritage Precinct (H1). Given that the Central Business Core Area encompasses the heritage precinct, this provides some indication that both the site itself as well as its broader context can absorb built form with a scale beyond two and three storeys. A primary issue is one of impact rather than height in and of itself, and it is possible to mitigate impact by carefully considered design.

The proposed three built form on the property, fronting Davey Street is also arguable a better design outcome than what is currently on the property, and the podium element will conceal the higher built

form already in evidence to a much greater degree than the existing building on the site due to its closer proximity to the street. It improves upon the design of the podium for the proposal that was previously refused by better articulating the vehicular entry as a 'punched opening' within the facade, and by altering the materiality to include light brown face brick, over the previously proposed grey stone cladding.

The proposed development can also be assessed in detail against each of the points set out in the Statement of Significance for the City Centre Heritage Precinct (H1). These dot points state that the precinct is significant for reasons including:

- *It contains some of the most significant groups of early Colonial architecture in Australia with original external detailing, finishes and materials demonstrating a very high degree of integrity, distinctive and outstanding visual and streetscape qualities.*

The proposed scheme does not have a detrimental impact upon any heritage fabric within the precinct. The design, detailing, finishes and materiality are sympathetic to those of the surrounding heritage places. The streetscape character of the subject site, relative to its neighbours, will be enhanced by the proposed three storey podium when compared to the existing conditions.

- *The collection of Colonial, and Victorian buildings exemplify the economic boom period of the early to mid nineteenth century.*

The proposed scheme will not affect any heritage fabric and will have no impact on the extent to which the heritage places within the precinct exemplify the economic boom period of the early to mid-nineteenth century.

- *The continuous two and three storey finely detailed buildings contribute to a uniformity of scale and quality of street space.*

The scheme proposes a sympathetic three storey podium to the property to help preserve and enhance the uniformity scale and quality of street space over the existing conditions. The present scale, as opposed to the greater height previously refused, responds in an appropriate manner as a backdrop to this uniform streetscape scale.

- *It contains a large number of landmark residential and institutional buildings that are of national importance.*

The proposed scheme has been designed with the taller parts of the building set back from principal view lines so as to preserve the streetscape primacy of the existing historic built form fronting Davey Street as well as Macquarie Street to the rear. This will enable the highly significant residential and institutional buildings within the precinct to remain landmark buildings. The reduced height avoids the detrimental impact identified by the Tribunal with the previous proposal for the site.

- *The original and/or significant external detailing, finishes and materials demonstrating a high degree of importance.*

Similar to dot point 1, the design, detailing, finishes and materials of the proposed building have been selected to be sympathetic to those of the nearby heritage places, particularly in terms of the form and materials of the proposed three storey podium. Owing to the design and siting of the proposed scheme,

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the Davey Street streetscape can absorb the degree of change proposed without adverse impact upon the significance of the street itself or the broader City Centre Heritage Precinct.

9.0 Conclusion

Having regard for all of the above, the current proposed scheme has been designed to ensure it meets the relevant performance measure and will not result in detriment to this historic cultural heritage significance of the Davey Street streetscape or the broader City Centre Heritage Precinct (H1). The design has also appropriately taken into consideration the previous TASCAT determination.

The lower built form provides a polite and contemporary response to the historic built form to either side at street level.

The upper levels are set back to ensure that they are recessed and visually separate from the podium, enabling the podium and the historic adjacent built form to maintain their streetscape primacy. While the upper levels will have some visibility from the public realm, views to the site from Davey Street and the broader surrounds are already seen with a back drop of taller built form along Macquarie Street. The proposed height, lower than that previously rejected by Council and the Tribunal, will be recessive rather than intrusive in views to the street and broader precinct.

The proposal strikes an appropriate balance between heritage controls and other built form and planning policies for the site and the broader urban context. The proposal will not have an adverse impact on the historic cultural heritage significance of the precinct through its design and siting, and therefore meets the performance criterion P1 set out at Clause E13.8.2 of the *Historic Heritage Code* of the *Hobart Interim Planning Scheme 2015*. It should be considered acceptable with respect to heritage considerations in its current form.

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Statement of Historical Archaeological Potential

63 Davey Street

HOBART TASMANIA

For John Tellyros

July 2018

Contents:

This document was written by Brad Williams (BA.Hons Archaeology, G.Dip Maritime Archaeology, MA Cultural Heritage Management, G.Dip Environmental Planning) Historical Archaeologist, Heritage Consultant and Director of Praxis Environment. Praxis Environment is a division of Praxis Synergy Pty. Ltd. ACN 63 700 818.

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

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

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

1. Introduction

1.1. Introduction and brief

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

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

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

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

[1] http://www.heritage.tas.gov.au/media/pdf/2%20Practice%20note%20-%20Archaeology.pdf
[2] http://www.heritage.tas.gov.au/media/pdf/Archae%20ResGlines%20%20FINAL%20-%20June%202009.pdf

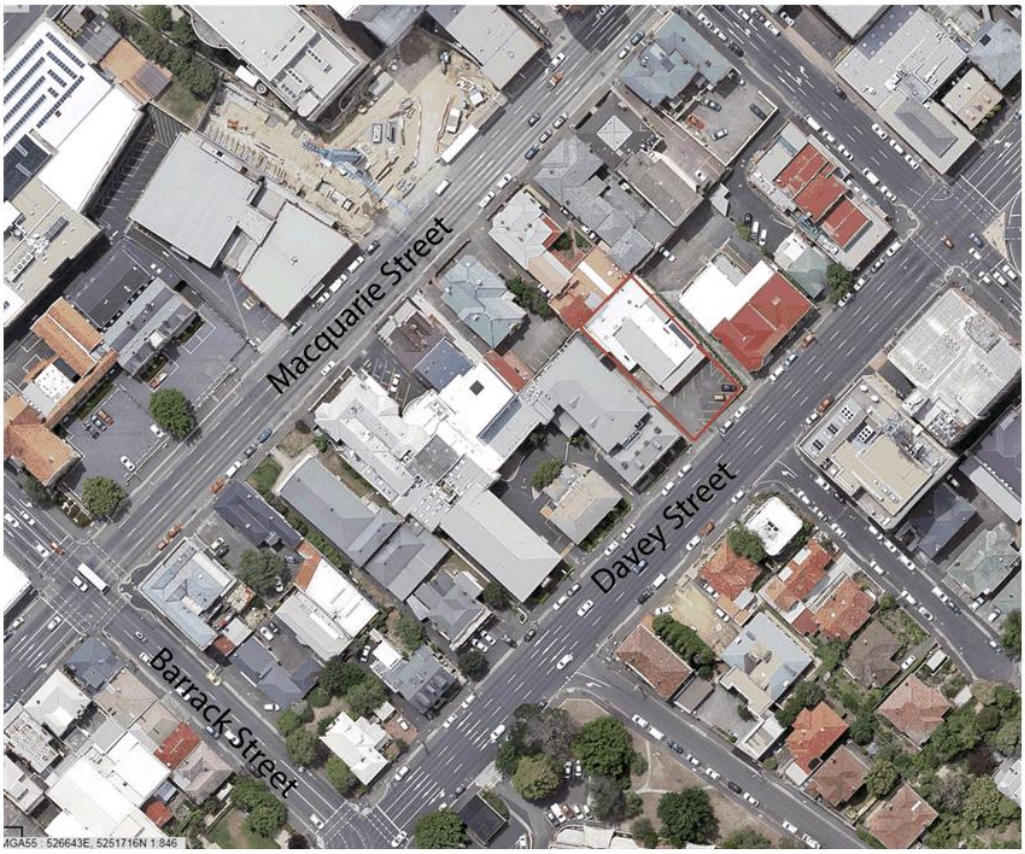

Figure 1.1 – A recent aerial image of the area – the subject site depicted in red. www.thelist.tas.gov.au

Figure 1.2 – Cadastral boundaries of the subject site and surrounds – the subject site depicted in red. www.thelist.tas.gov.au

1.2. Limitations

This document has the following stated limitations:

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

2. Statutory heritage requirements

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

2.1 Hobart Interim Planning Scheme 2015

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

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

> *13.10.1: Building, Works and Demolition: To ensure that building, works and demolition at a place of archaeological potential is planned and implemented in a manner that seeks to understand, retain, protect, preserve and otherwise appropriately manage significant archaeological evidence.*
> *13.10.2: Subdivision: To ensure that subdivision does not increase the likelihood of adverse impact on a place of archaeological potential.*

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

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

Under the definitions of the scheme:

> (f) means:
> a report prepared by a suitably qualified person that includes all of the following:
> a. a written and illustrated site history;

b. overlay plans depicting the main historical phases of site development and land use on a modern base layer;
c. a disturbance history.
d. a written statement of archaeological significance and potential accompanied by an archaeological sensitivity overlay plan depicting the likely surviving extent of important archaeological evidence (taking into consideration key significant phases of site development and land use, and the impacts of disturbance).

(g) means:

a report prepared by a suitably qualified person that includes a design review and describes the impact of proposed works upon archaeological sensitivity (as defined in a statement of archaeological potential).

(h) means:

a report prepared by a suitably qualified person that includes the following where relevant to the matter under consideration:

a. strategies to identify, protect and/or mitigate impacts to known and/or potential archaeological values (typically as described in a Statement of Archaeological Potential);
b. collections management specifications including proposed storage and curatorial arrangements;
c. identification of measures aimed at achieving a public benefit;
d. details of methods and procedures to be followed in implementing and achieving (a), (b) and (c) above
e. expertise to be employed in achieving (d) above;
f. reporting standards including format/s and content, instructions for dissemination and archiving protocols.

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

2.2. Tasmanian Heritage Register

The subject site is not listed on the Tasmanian Heritage Register therefore is not subject to the provisions of the *Historic Cultural Heritage Act 1995.* Nonetheless, the archaeological approach in this document has been developed with regard to the Tasmanian Heritage Council's Practice Note 2 – *Managing Historical Archaeological Significance in the Works Application Process*[3], and the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research on Registered Places*[4] as a means of demonstrating a sound and best-practice approach.

2.3. Other statutory heritage registers/lists

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

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

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

2.4. Aboriginal Heritage Act 1975

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

[3] http://www.heritage.tas.gov.au/media/pdf/2%20Practice%20note%20-%20Archaeology.pdf
[4] http://www.heritage.tas.gov.au/media/pdf/Archae%20ResGlines%20%20FINAL%20-%20June%202009.pdf

3. Archaeological Methodology

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

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

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

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

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

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

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

4. Historical background of the subject site

4.1. Research methodology

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

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

Primary sources

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

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

Secondary sources

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

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

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

4.2. Historical overview

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

The subject area forms part of a 1 acre 2 rood 4 perch lot granted to the prominent Hobart merchant David Lord. David Lord inherited his father's Van Diemen's Land estate in 1824. At the time, it was believed to be worth about £50,000 and included considerable landholdings[5]. For this reason, it is extremely difficult to trace the history of this allotment during Lord's ownership.

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

[5] Susan Allen, 'Lord, David (1785–1847)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, http://adb.anu.edu.au/biography/lord-david-2369/text3111, published first in hardcopy 1967, accessed online 29 July 2018.

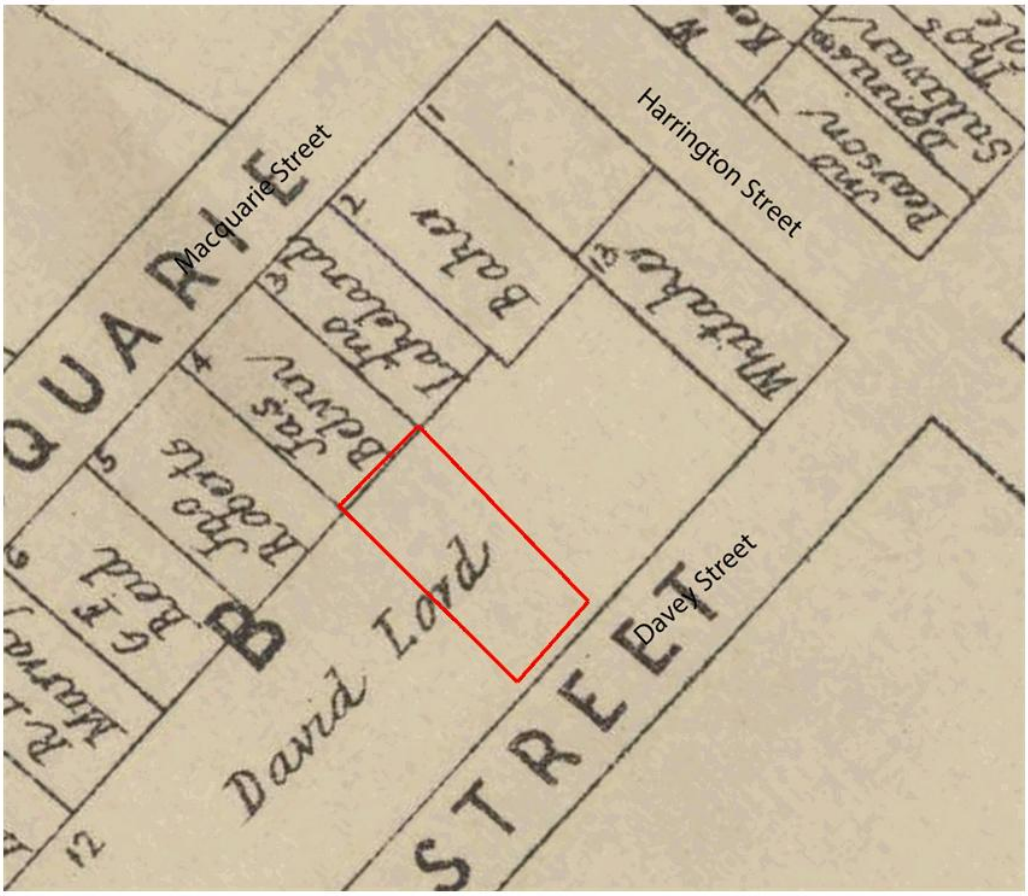

Figure 4.1 – A plan or original lot grants and purchase grants, drawn 1909 which reflects earlier allocations showing the subject site as part of a larger grant to David Lord. Tasmanian Archive and Heritage Office, AF391-1-31.

Figure 4.2 – Excerpt from a c1830s map of Hobart and surrounds. DPIPWE Map Hobart.

Figure 4.3 – Excerpt from the c1825 panorama of Hobart Town by Augustus Earle, showing Heathfield in the foreground with a cluster of smaller buildings near/on the subject site (denoted approximately by the red arrow). State Library of New South Wales a1541002h.

Figure 4.4 – Excerpt from Frankland's 1839 map of Hobart and surrounds. State Library of Tasmania, Allport Stack 912.94661MAP.

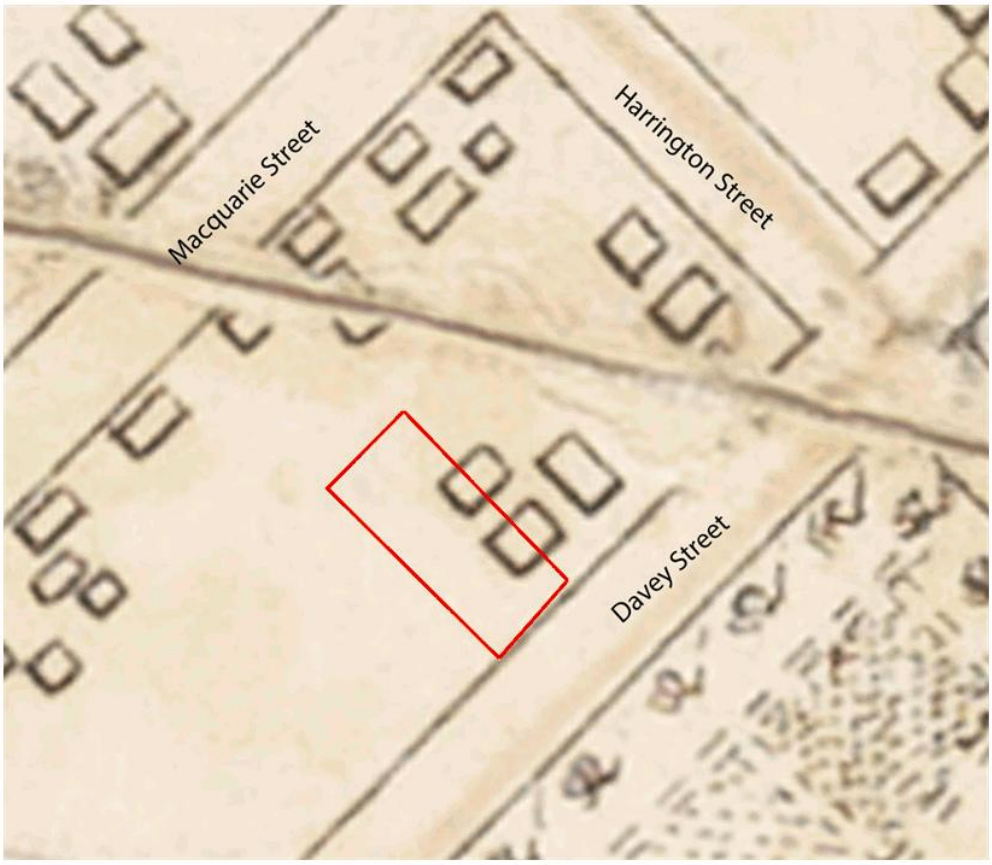

Figure 4.5 - Excerpt from the 1841 census map of Hobart and surrounds. Tasmanian Archive and Heritage Office, CSO8-17-578.

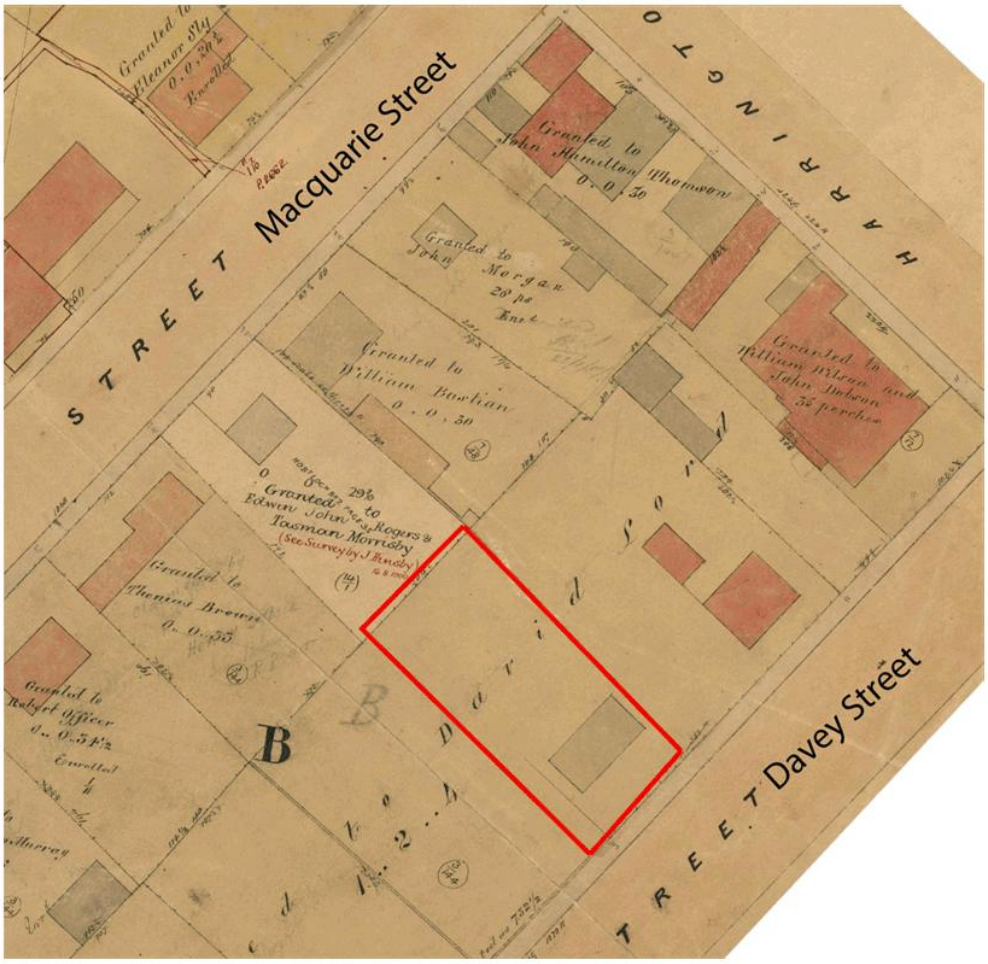

Figure 4.6 - Excerpt from Sprent's c1845 map of Hobart and surrounds (www.thelist.tas.gov.au).

Despite the precise evolution of the Lord landholdings being difficult to trace, land tenure records, cross-referenced with Valuation Roll data for Hobart Town show that by 1871, the property now known as 63 Davey Street was in the possession of John Strange Dandridge, at that time Superintendent at Oyster Cove. Dandridge had married Matilda Prout, daughter of colonial artist John Skinner Prout, in 1848[6]. Later c19th depictions of the building indicate what appears to be a reasonably simple single-storey building with a hipped roof (see Figures 4.7-4.8).

[6] Tasmanian Archive & Heritage Office (TAHO) RGD33/1/3 #833

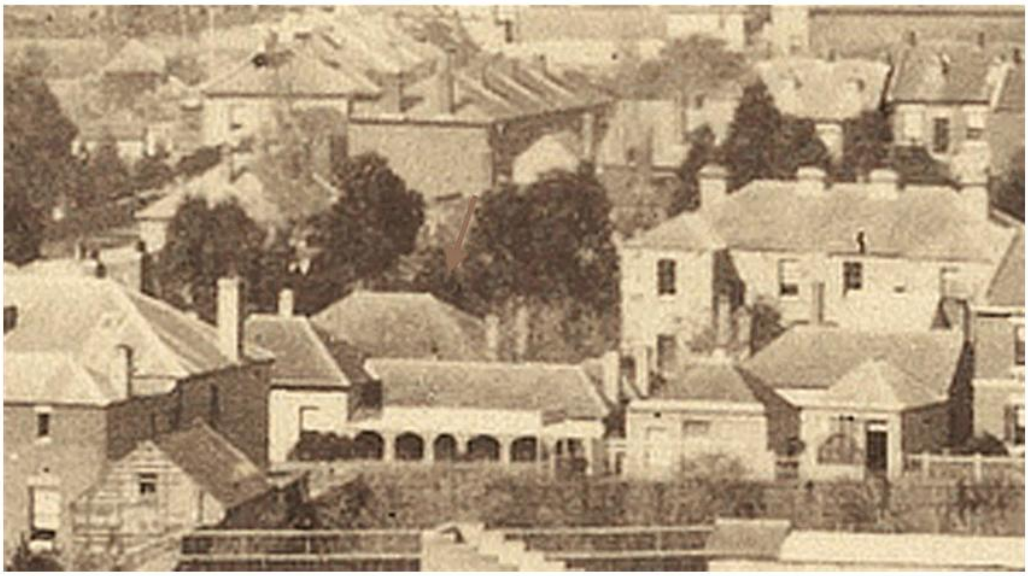

Figure 4.7 - Excerpt from Alfred Abbott's 1878 panorama of Hobart, showing the rear of the subject site (denoted by the red arrow). Tasmanian Archive and Heritage Office AUTAS001136156486

Figure 4.8 – 'Balloons eye view of Hobart' showing the Davey Street frontage of the building within the subject site (denoted by the red arrow). Australasian Sketcher 10 May 1879

Dandridge died in March 1874[7], leaving the bulk of his estate to his children by Matilda[8]. Images of the subject site from that time show a consistent pattern of development to the (likely) pre-1830 building, being a single storey residence with a hipped roof.

The property remained in the hands of Dandridge's trustees, until it was sold by the Public Trustees in October 1916 to Herbert Combes, a surveyor, for £825. Prior to the sale, the house had been occupied by one of Dandridge's trustees, Edwin Cradoc Nowell[9]. It appears that by 1907 the building had been renovated with bay windows installed to the frontage which were not evident in the 1879 sketch and not shown on earlier depictions of the footprint of the building (Sprent's survey would surely have depicted these if present). This survey shows a building to the rear of the main dwelling on the site. It is unclear whether this represents the second building implied by the inaccurate c1830s surveys and may have been omitted from the Sprent survey (Sprent only surveyed buildings which could be seen from the street). That building is best depicted on the 1946 aerial photograph and appears to be at least two phases of building each with a distinct individual roof form and these survived until the 1953 construction of the Navy Club building.

[7] TAHO RGD35/1/8 #1938
[8] Department of State Growth (DSG) Deeds Library Memorial 11/8307
[9] *Tasmanian Government Gazette* 5 December 1910 p.2208

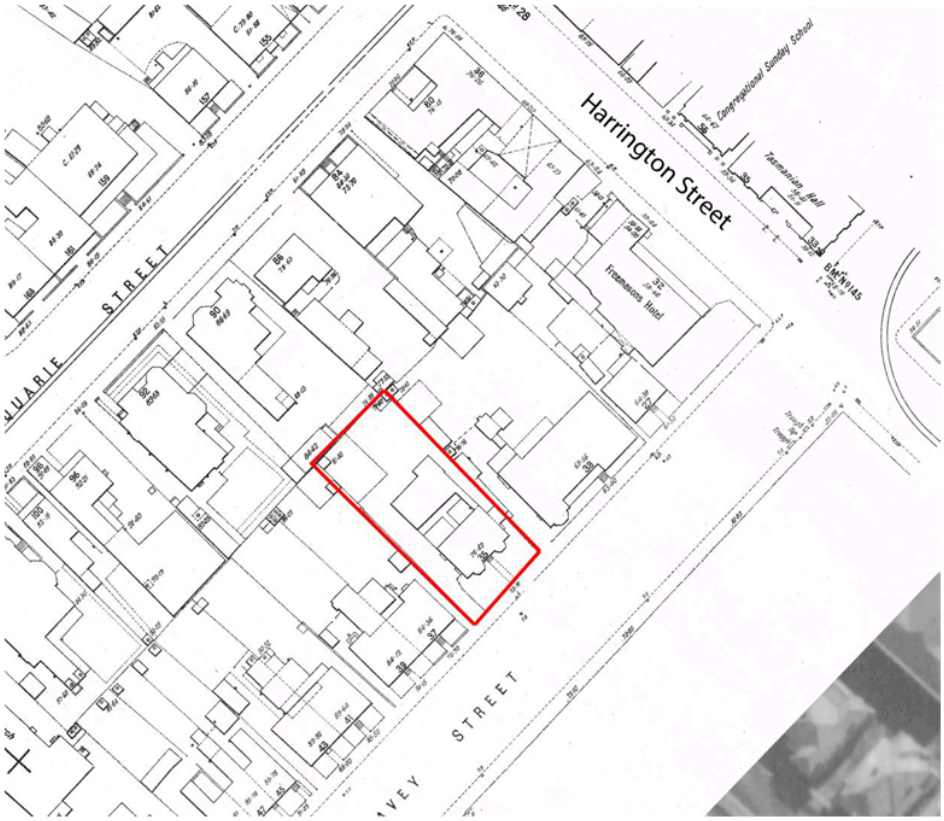

Figure 4.10 – 1907 Metropolitan Drainage Board survey showing the subject site and surrounds (Hobart Sheet 9).

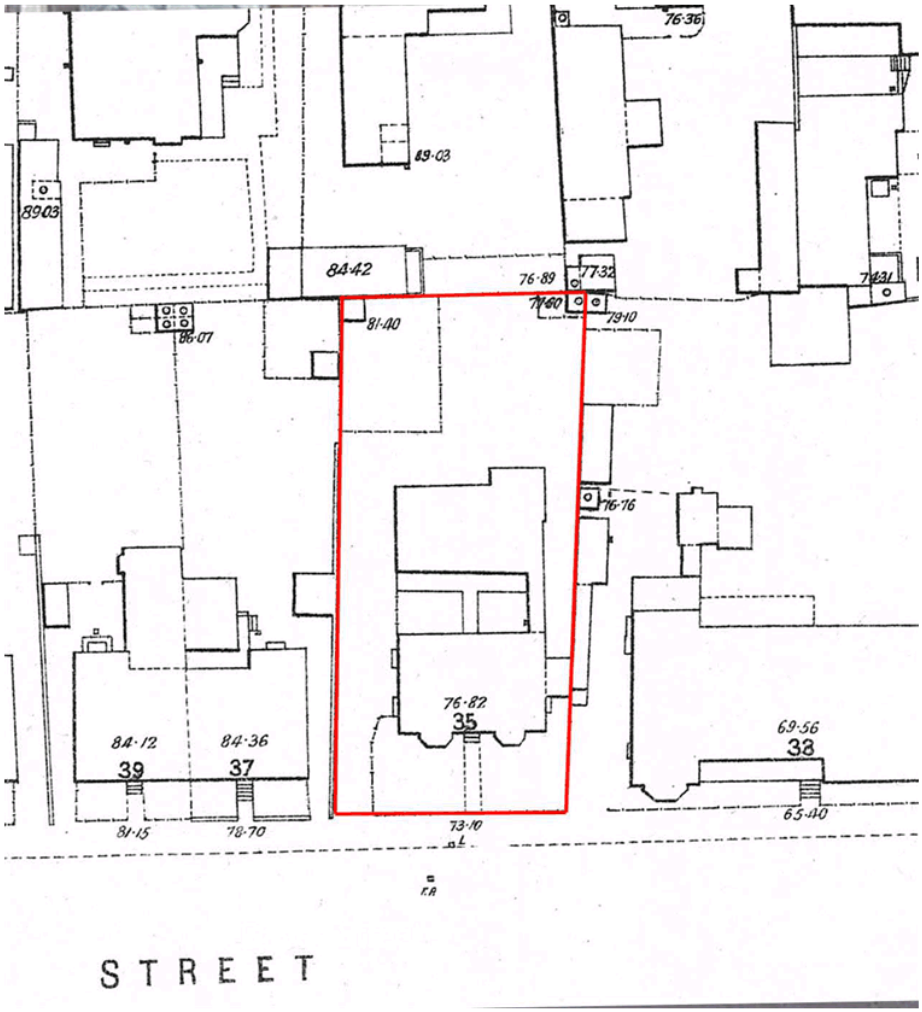

Figure 4.10a – Detail of 1907 Metropolitan Drainage Board survey showing the subject site and surrounds (Hobart Sheet 9).

Combes died in Oct 1919, leaving the property in equal shares to his children Rita and Herbert Combes (junior). The property stayed in the Combes family until May 1949, when Edmund Raymond Fergusson (widower of the late Rita Fergusson nee Combes) sold the property to Bertrand Lucien Dechaineux and Maxwell Ernest Mathers for £2,560[10]. Dechaineux and Mathers purchased the property as trustees of the Ex-Naval Mens' Association of Tasmania Hobart Sub-branch[11]. In July 1954, the trustees transferred ownership to the Naval

[10] DSG Mem 19/1385; Mem23/7496; Mem24/4013; Mem24/4014
[11] DSG Mem 24/4015

Memorial House[12]. Note that the more generic term 'Navy Club' will be used in this document for simplicity – and reflecting the later name of the site.

Figure 4.11 – A c1934 photograph of 63 Davey Street, entitled 'house of Mrs. Furguson'. Tasmanian Archive and Heritage Office NS1298/1/1809.

[12] DSG Mem 28/1098

Figure 4.12 - The subject site taken from the 1946 aerial run of Hobart (Run 1, 10894).

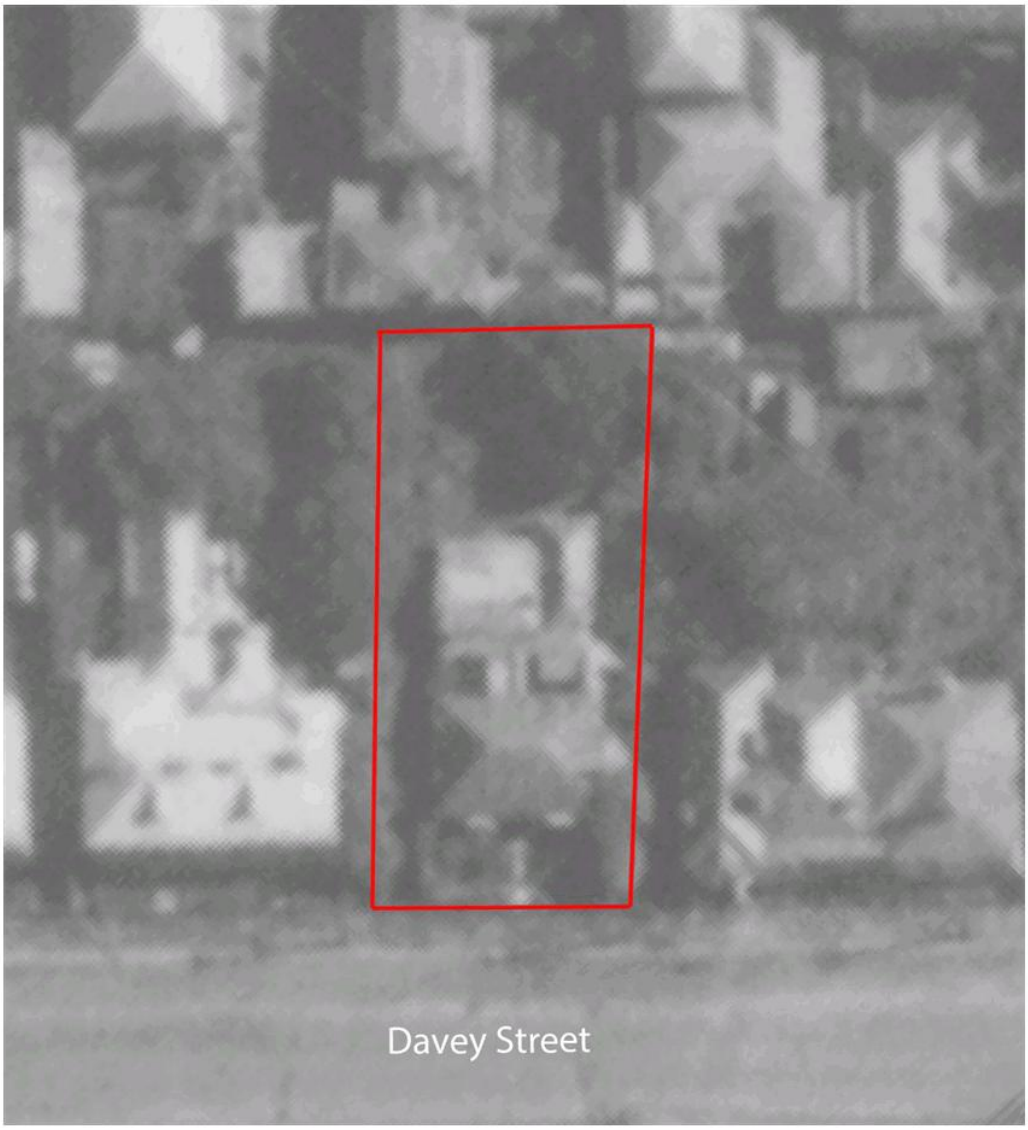

Figure 4.12a - The subject (detail) site taken from the 1946 aerial run of Hobart (Run 1, 10894).

Figure 4.13 – Excerpt from a 1953 oblique aerial photograph of the area, the subject site denoted by red arrow. Tasmanian Archive and Heritage Office PH30-1-5204.

Figure 4.14 – Excerpt from a 1953 oblique aerial photograph of the area, the subject site denoted by red arrow. Tasmanian Archive and Heritage Office PH30-1-5205.

In 1953, plans were approved for a purpose built *Naval Memorial House* at 63 Davey Street which retained the existing dwelling on the streetfront (the outbuilding at rear removed), but involved the addition of a hall at rear, with a terrace to the east and a canteen, kitchen and toilets along the western edge. The building was enlarged in its first few years of life with 1957 plans showing the addition of a billiards room, additional kitchen and ladies lounge. This filled the entire rear portion of the site to the boundaries. That extended area was renovated in 1971 and converted to a member's bar and committee room. At that time a bulk store and foyer was added. The earlier building remained standing at that time and is notated on the plans as a 'rental premises'.

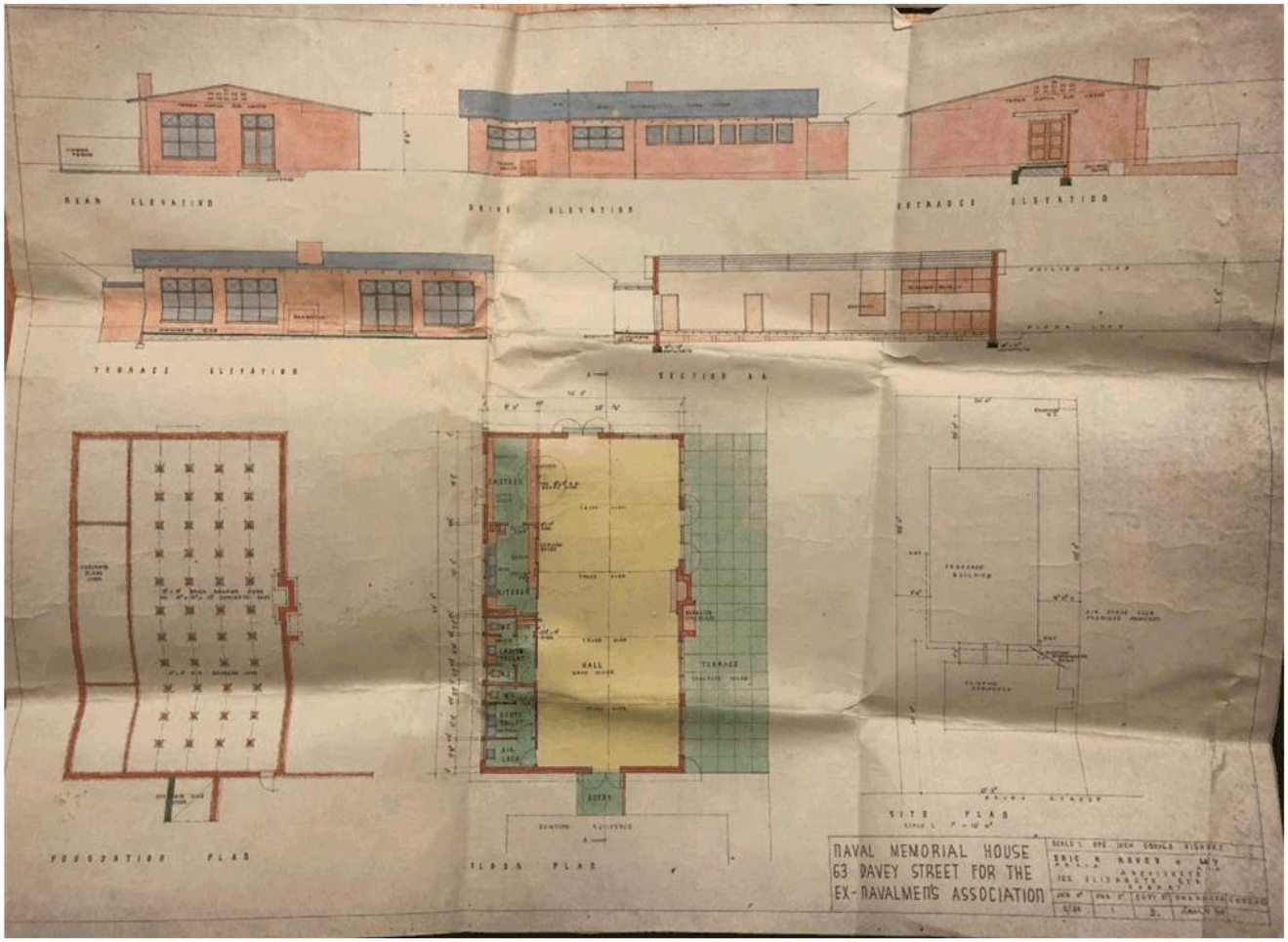

Figure 4.15 – Floor and site plan for the Naval Memorial House, 1953. Tasmanian Archive and Heritage Office AE417/2/4689.

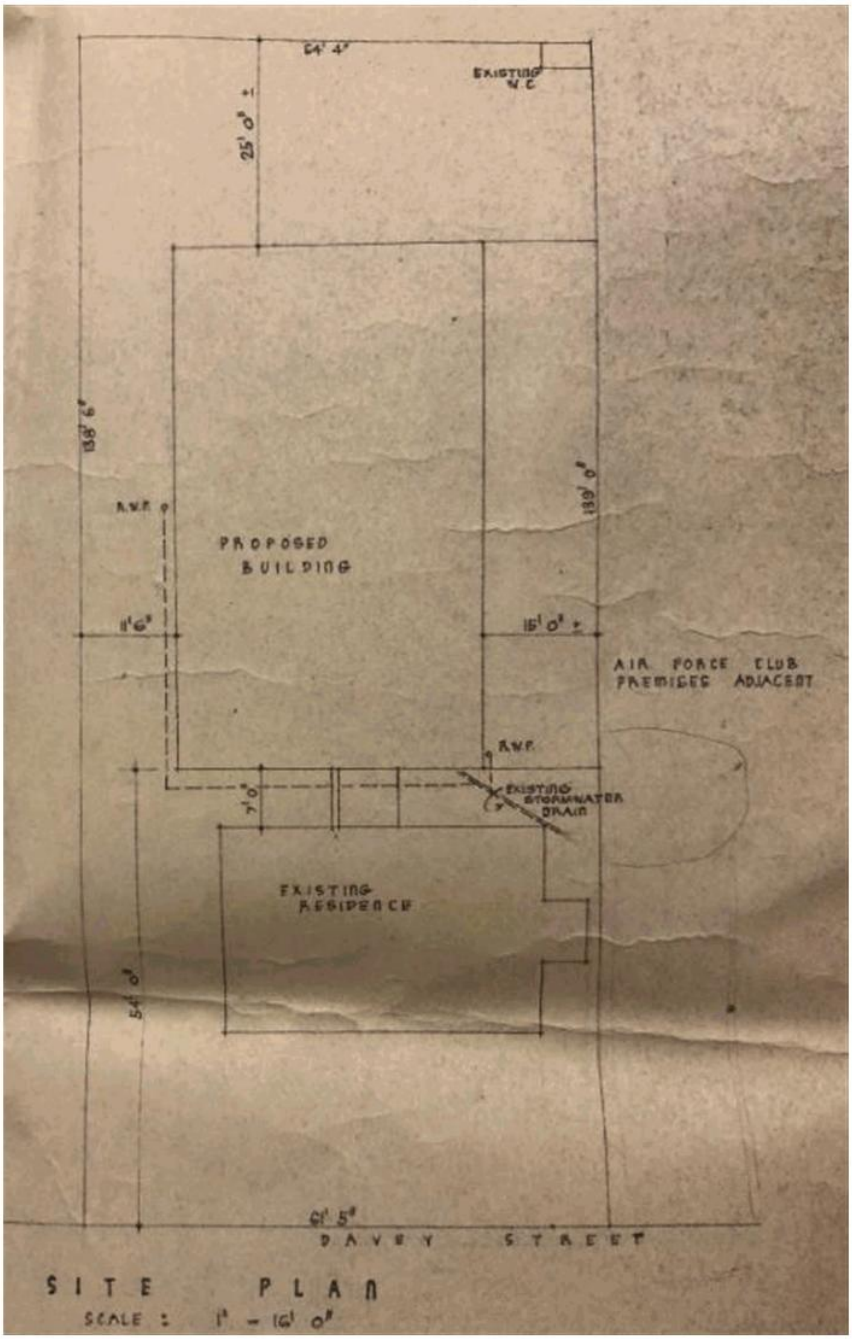

Figure 4.15a – Site plan for the Naval Memorial House, 1953. Tasmanian Archive and Heritage Office AE417/2/4689.

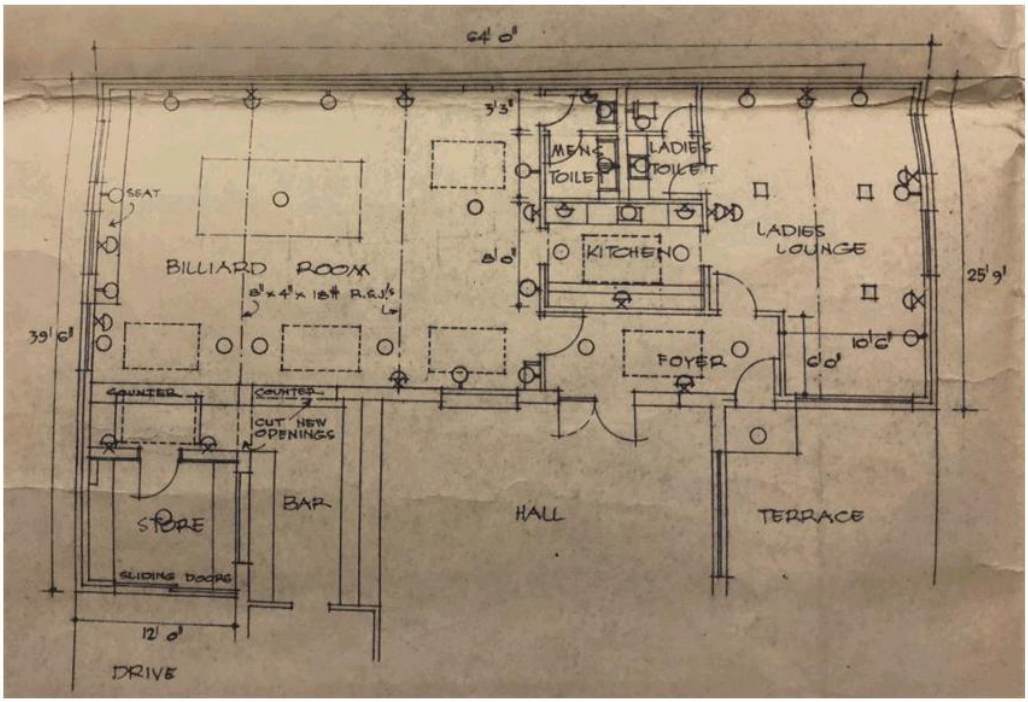

Figure 4.16 – Additions to the Naval Memorial House, 1957. Tasmanian Archive and Heritage Office AE417/2/2454

Figure 4.17 - The subject site taken from the 1958 aerial run of Hobart (Hobart Run 5 T332-12 March 1958).

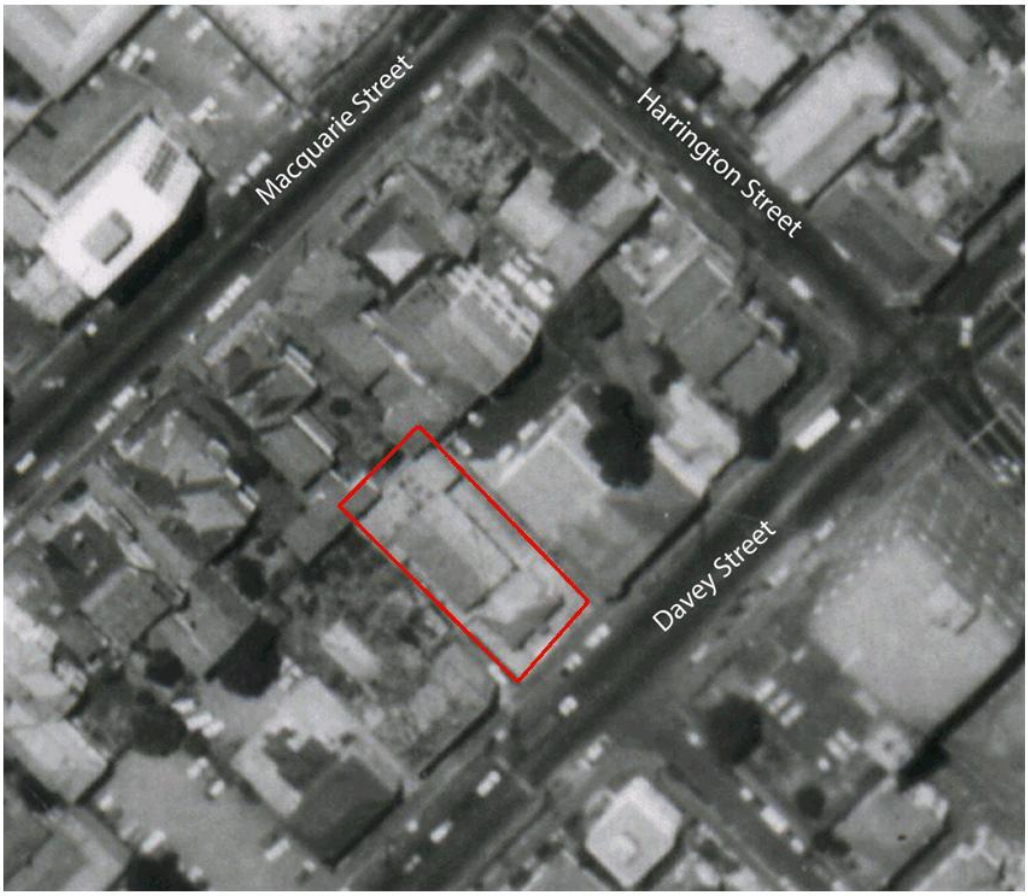

Figure 4.18 - The subject site taken from the 1968 aerial run of Hobart (Hobart Run 6-153 February 1968).

Figure 4.18a - The subject site (detail) taken from the 1968 aerial run of Hobart (Hobart Run 6-153 February 1968).

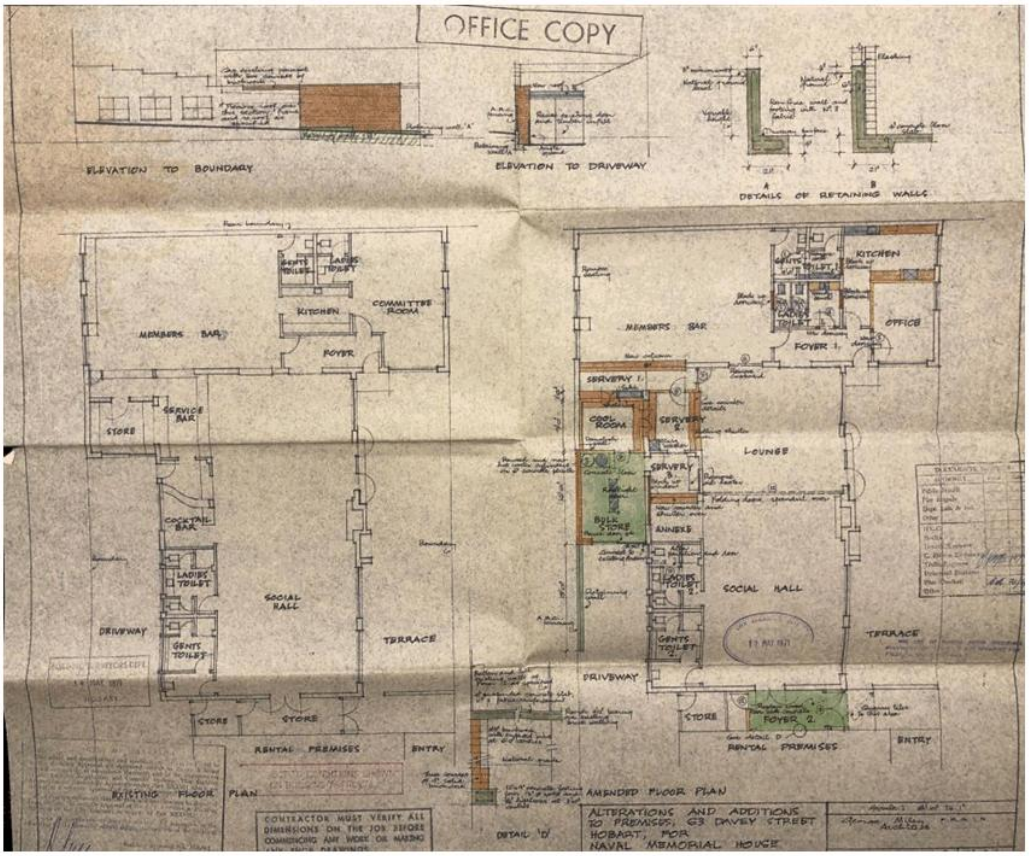

Figure 4.19 – Additions to the Naval Memorial House, 1971. Tasmanian Archive and Heritage Office AE417/5/971.

Further renovations were undertaken in 1979 as a staged development, with a new entrance hall added to the eastern side as the first stage, then demolition of the residence at front to make way for a new stage, secretary's office and store. Those plans indicate that the carpark is to be excavated and four spaces created – although comparison of the site levels currently with that historically (see Section 5) suggests that the carpark was built up – not excavated.

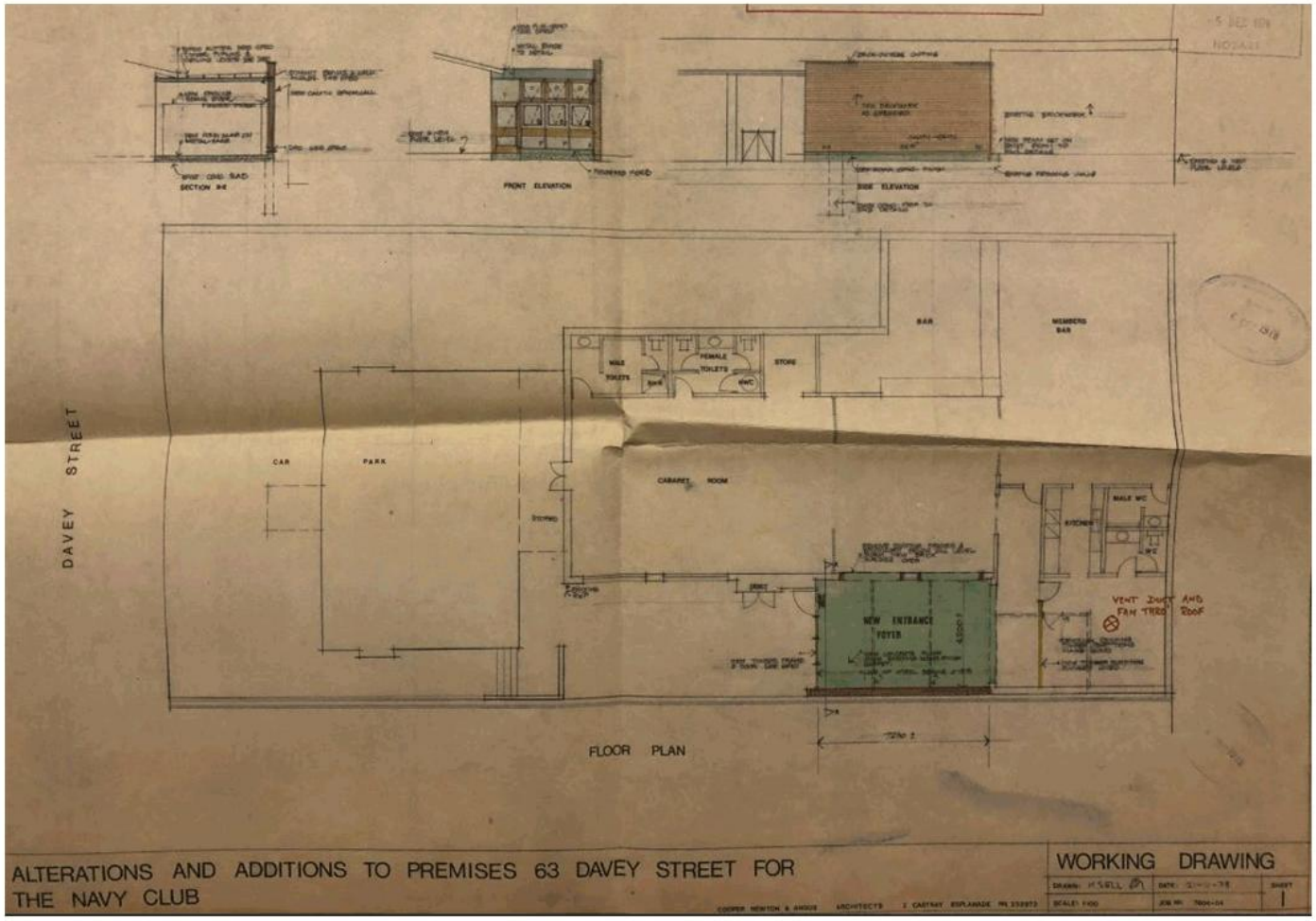

Figure 4.20 – Additions to the Naval Memorial House (Stage 1), 1979. Tasmanian Archive and Heritage Office AE417/6/2955.

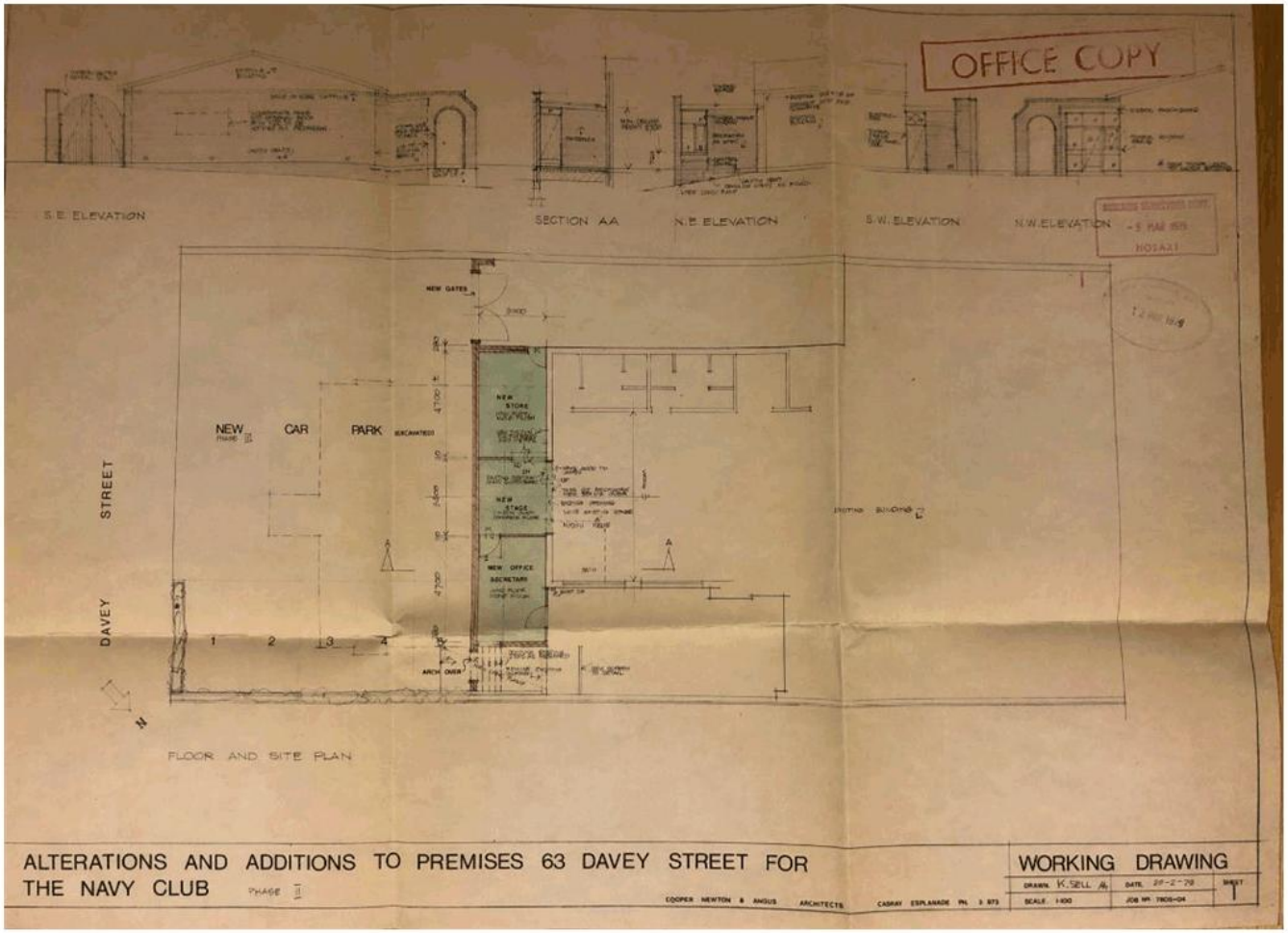

Figure 4.21 – Additions to the Naval Memorial House (Stage 2), 1979. Tasmanian Archive and Heritage Office AE417/6/3134.

Summary of development of the subject site

The above historical summary shows that:

- The site was probably developed around 1830 with a dwelling facing Davey Street and at least one outbuilding near to the rear of that dwelling.
- The site remained largely unchanged until the 1953 construction of the Navy Club (and by later names) building and at that time the outbuildings were removed (but the dwelling retained).
- The Navy Club was enlarged in 1957, 1971 and 1979.
- The residence was retained until 1979 when it was demolished for a carpark and front extension to the Navy Club building.

The following figures show overlay plans of known historic development on the subject site, drawn from the survey plans depicted above which are considered to have the greatest accuracy:

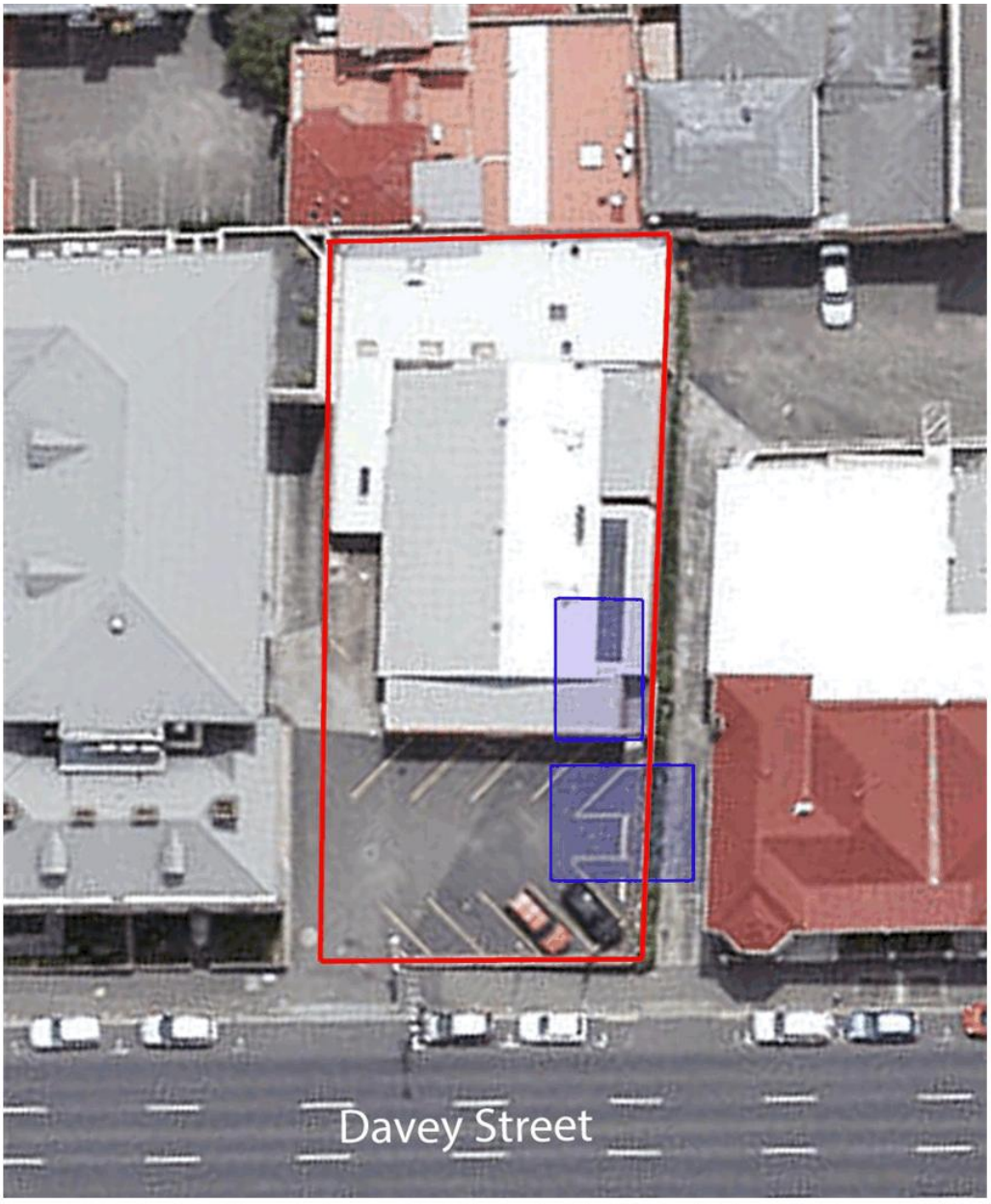

Figure 4.22 – Overlay of the of the c1830s depiction of the buildings on/near the subject site (blue). Note that the accuracy of these surveys is known to be low – merely depicting the *presence of* buildings, rather than necessarily an accurate location.

Figure 4.23 – Overlay of the of the mid-1840s depiction of the buildings on the subject site (green), as per the Sprent survey in relation to the subject site (red). This survey is known to have a very high accuracy but does not necessarily show outbuildings that were not visible from the street.

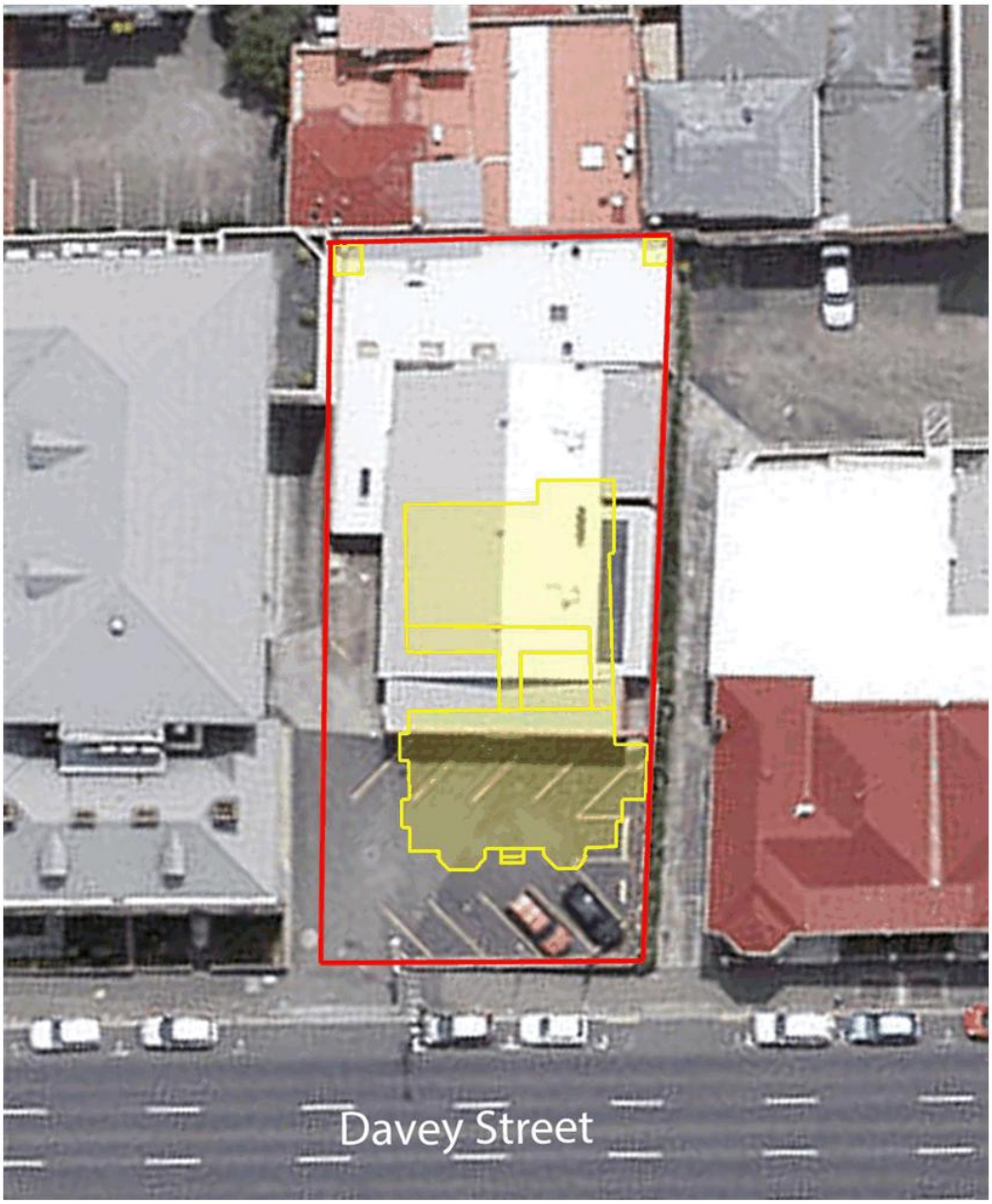

Figure 4.24 – Overlay of the of the pre-1908 depiction of the buildings on the subject site (yellow) in relation to the subject site (red). This survey is known to have a very high accuracy.

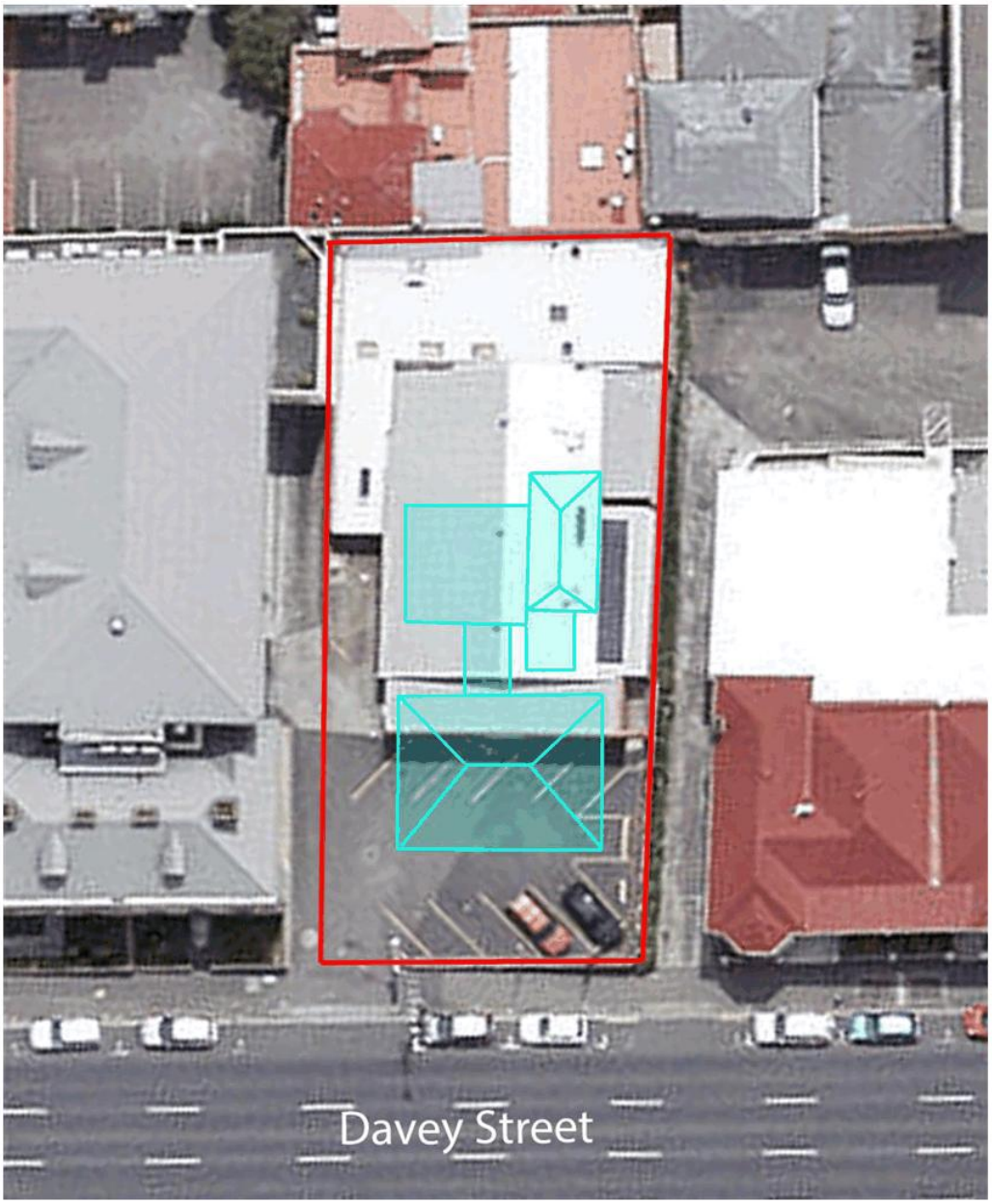

Figure 4.25 - The form of the site during the mid-twentieth century (i.e. pre-1953) based on the 1948 aerial photograph.

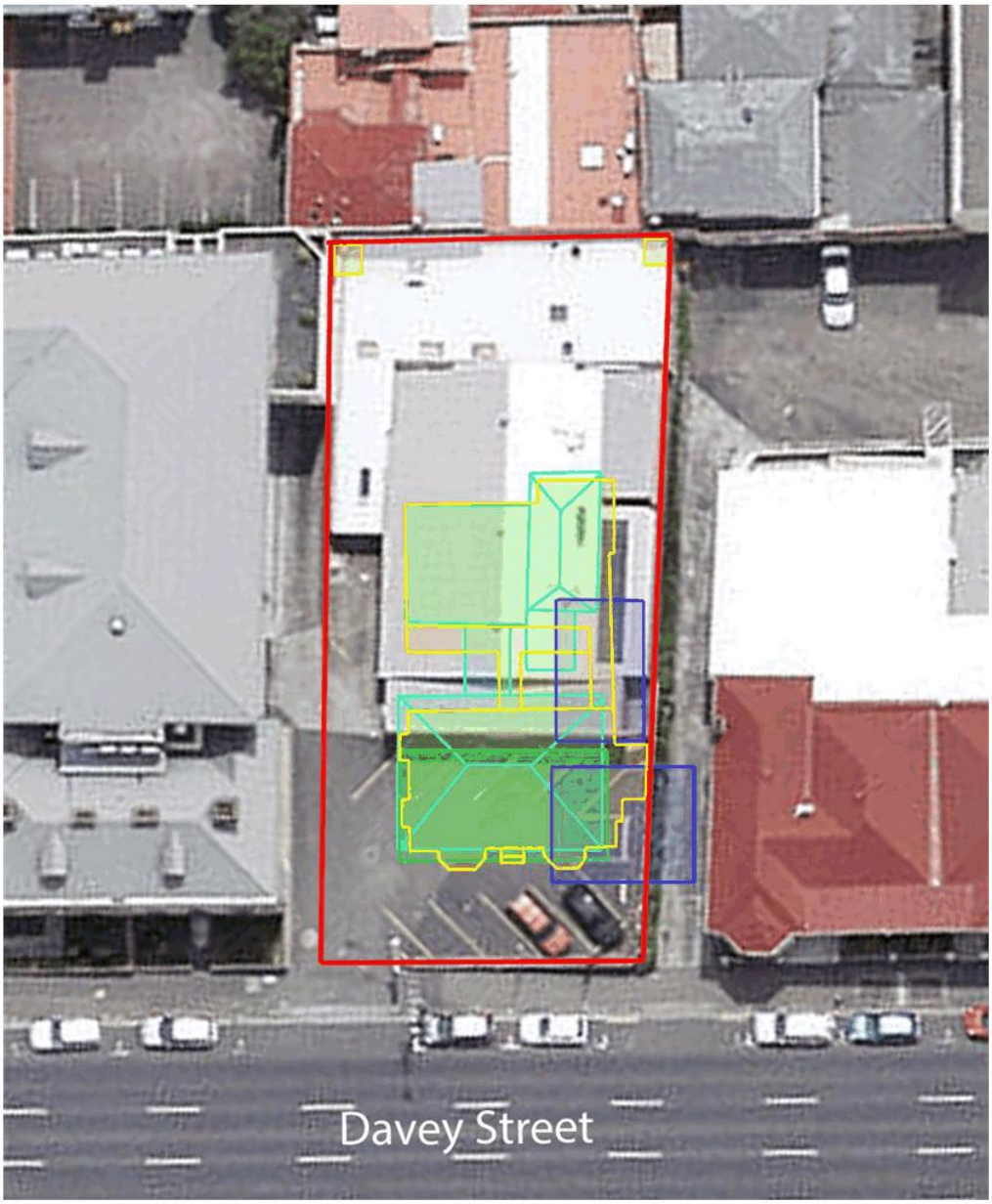

Figure 4.26 – Composite overlay of the footprint of all known pre-1946 buildings and site features (colours as per coding above) in relation to the subject site (red).

5. Current site observations and assessment of prior disturbance

As per the methodology outlined in Section 2.1, Section 3.3 has formed a desktop assessment of the factors which have influenced the development of the possible archaeological resource within the subject site over a 180+ year period.

However, it is critical to understand other factors, in particular site disturbance, which may have impacted upon the archaeological potential of the site and its ability to provide meaningful archaeological remains which answer research questions such as those above.

This section will review site observations and likely scenarios which would have resulted in disturbance, in order to assist in understanding the likelihood of the survival of archaeological remains.

General site observations

Little insight into the archaeological potential of the site can be gained through site observation, given that the site is largely covered with buildings. However, the forecourt (carpark) of the site which was the location of much of the footprint of the house is clear of buildings. Whilst the 1979 plans note that the carpark are is to be 'excavated', the current ground level appears to have been heightened when compared to the 1934 photograph of the building, with a retaining wall on the eastern boundary and the carpark surface some 500mm higher than the footpath level of Davey Street. The 1934 photograph shows that historic ground level within the site followed the natural contour (as evident by the front fence) therefore it is much more likely that this part of the site has been filled rather than cut. The bricks on this retaining wall are consistent with that of the 1979 extension which suggests that the work was all done at that time.

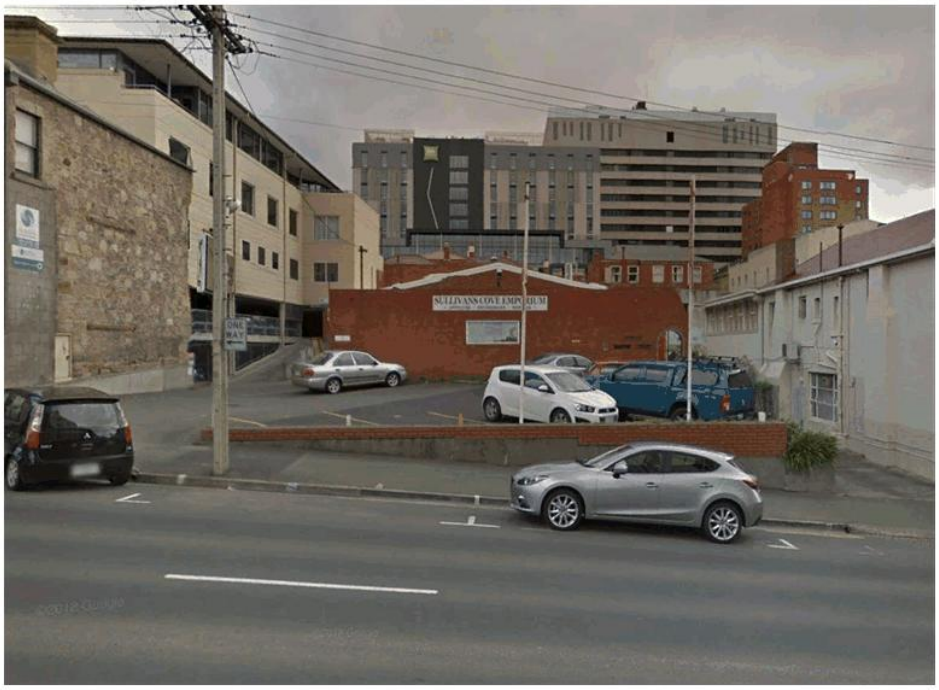

Figure 5.1 – The current Davey Street frontage (Google Streetview).

Figure 5.2 – The same view in 1934. Tasmanian Archive and Heritage Office NS1298/1/1809.

Likely specific disturbance events

Whilst the observations above give little real detail on possible disturbance, a disturbance history can also be built from a desktop assessment - i.e. known events which are likely to have impacted upon archaeological remains. Section 4 has detailed the evolution of the site from the historical information which is available. The possible impact upon archaeological remains deriving from each of these events will be detailed below:

Demolition of the earlier buildings and construction of the current buildings

No information has been found in the historical research undertaken for the current document which gives any clue as to the extent or method of demolition of the earliest buildings on the site – the outbuildings (possibly c1830s) in c1953 and the dwelling itself in 1979. The only hint can be gained from Figures 5.1 and 5.2 which suggest that filling of the site was done, which suggest that demolition of the main dwelling may not have been thorough and there may be foundation remains and occupational debris beneath this fill.

Whilst the method and extent of demolition or removal of subsurface material of the outbuilding c1953 is not known, the foundation design of the portion of the Navy Club building built at that time shows that the building is on strip footings on a 18" wide by 12"deep concrete beam to the perimeter of the building, with 9"x9" brick piers dotted 4-wide for the length of the building on 15" square and 12" deep concrete pads. The structural section of those plans show that the natural ground level of the site appears to have been retained with only localised cutting at the rear of the building (outside the footprint of the earlier building). The building was built up with a substantial underfloor area – again suggesting that the site was not broadly excavated. Whilst this would have had localised impact dotting the site, it would not have required widespread excavation and there may be remains of those earlier buildings and occupational debris beneath the current building.

Subsequent service trenches etc.

A search of underground asset registers (via *Dial Before You Dig*) revealed that there are no major underground assets in the subject site (logical, that site being an extant building) with the exception of a NBN cable crossing the carpark site. There may be minor service assets in the subject site (i.e. services within the building and carpark) or lines of disused/redundant services however it is unlikely that these have caused major disturbance to archaeological remains.

6. The likely significance and research potential of archaeological remains

As depicted above, the subject site has a very simple development history, only one significant historical development phase – the c1830s construction of the dwelling facing Davey Street and outbuildings at rear, all of which survived until around 1953 until gradual demolition by construction and expansion of the Navy Club building to become what it is today.

It is likely that the demolition of those earlier buildings and construction of the current (former) Navy Club buildings has not destroyed all earlier archaeological remains. Given the demolition of the buildings and formation of a carpark over any remains in the late 1970s, any such remains would be limited to low-level structure (i.e. foundations, possible lower courses of the buildings) and any subsurface features such as basements, wells, cesspits etc. – although no such structures have been determined through historical research (i.e. no such structures are described in early accounts of the buildings), although are considered possible. There is also the possibility of artefactual remains relating to the habitation and use of the buildings as per the thematic discussion below.

The site may also yield information on site formation processes which have acted upon the site, both pre and during construction (e.g. alteration of the natural landform, construction rubble), use (e.g. occupation deposits), demolition (e.g. demolition rubble) and post-demolition use (e.g. fill and disturbance).

Remains associated with the residence and domestic occupation are also considered to be of high archaeological potential due to their earliness and long-use period (some 140+ years) and have the potential to demonstrate 19th century domestic life in the area (and wider Tasmania for that matter).

From a wider regional perspective, archaeological data and remains yielded from the subject site, whether coupled with other Hobart/Tasmanian data, has the potential to strengthen a comparative dataset for research into intra-colonial society through comparison with mainland (and indeed inter-colonial society on an international level). For example early inner-city working-class communities such as Broadway, Cumberland/Gloucester Streets and the Rocks (Sydney) and Little Lonsdale Street (Melbourne) and portside working-class areas such as Port Adelaide, all of which have had substantial archaeological works undertaken which include hotel sites and early inner-city housing and would provide useful datasets for the inter-colonial analysis of any Tasmanian data which would in-turn add to the depth and scope of the analysis of those collections on the range of themes as outlined above (and others).

From a temporal perspective, any remains from the earlier occupation of the early domestic habitation of the housing represent a formative period of the settlement of Hobart and are likely to be of significance when considering their research potential. Archaeological investigations and analysis of the former residential component of the site, dating from c1830, has the potential to add depth to other similar such analyses of early-mid Victorian Hobart domestic sites, including investigations such as that undertaken as part of the Menzies Centre (Liverpool/Campbell Streets) excavations, which investigated several prominent 1820s-onwards inner city residences, including Crowther's (Godden Mackay Logan/Arctas). Similarly, investigations at Peter Degraves house in Collins Street (Hadleys Hotel development, Godden Mackay Logan) and preliminary investigations at the original Hobart Port Officer's residence at 100 Salamanca Place (Praxis Environment) have investigated early inner city residential sites. Forthcoming reports on excavations on other Hobart domestic sites such as Kemp's house (36 Argyle Street), Judge Pedder's house (173 Macquarie Street), Crowther's house/surgery (177 Macquarie Street) will also act to build upon knowledge and provide comparative datasets of early Hobart residences. There have been few examples of archaeological investigations into wider communities around the Hobart CBD, i.e. investigations which cover a wide number of adjacent sites representing different functions (such as the Whale Fishery Inn and adjacent housing). Notable examples however are the range of Wapping investigations (e.g. Austral Archaeology 1996, 1998, 2002, 2009) and the forthcoming report on the Montpelier Retreat excavations undertaken by Austral Tasmania in 2015. Results from the Bathurst/Watchorn Streets site could add to that range of data derived from those other inner city colonial enclaves.

Consistent with the 'Tiered research question' approach outlined in the Tasmanian Heritage Council's *Guidelines for Historical Archaeological Research on Registered Places*[13], the following questions could be investigated in the archaeological remains expected to be present within the subject site:

Tier 1 Questions: These questions outline the essential knowledge base needed for any site research or significance evaluations. Such questions are often empirical in nature, and straightforward answers can be sought and often identified – generally limited to a physical knowledge of that particular place. Questions relevant to the subject site may include:

- How closely did the buildings and site features conform to the historic plans?
- What construction methods were used in the buildings and other infrastructure?

[13] http://www.heritage.tas.gov.au/media/pdf/Archae%20ResGlines%20%20FINAL%20-%20June%202009.pdf

- What evidence of alteration of the natural landscape and cultural interventions to the site is archaeologically determinable (e.g. filling of the site, demolition events, site formation processes etc.).
- Are the distinct use/development phases of the buildings distinguishable?
- Can the layout and function of the buildings, and indeed individual rooms or yard spaces be ascertained?
- How thoroughly were the buildings demolished?

Answers to these questions provide a foundation of information about the structure, type, use and duration of site occupation which enables the researcher to consider a second tier of questions.

Tier 2 Questions: Conclusions that can be drawn about a site that connect the material remains found on a site to specific behavior. For instance, can hotel activities be linked to particular trade, use or entertainment activities on the site. Do artifacts relate to the lifeways of the households that lived and/or worked on the site? For instance, do any artifacts represent class, gender, taste and health/hygiene of those living/working on the site? Particularly if artifacts can be specifically dated, and with supplementary historical research, artifact assemblages from this site may contribute knowledge and provide tangible connectedness to known hoteliers, workers, patrons, inhabitants etc., and how they lived. How do these demonstrate the mix of hospitality, residential and commercial uses of the site?

Tier 3 Questions: These questions represent the highest level of inquiry. Such questions associate the activities and behavior at individual sites with broad social, technological and cultural developments – which can be of interest on local, national or global lines of enquiry. Whilst these questions posed for a single site may not reach conclusions in the short term (as Tier 1 and 2 questions might) – the collection of data can contribute to future research by the provision of a comparable dataset. The goal of such research is to develop increasingly refined and tested understandings of human cultures within broader theoretical or comparative contexts. Lines of wider enquiry that findings from within the subject site may contribute to are:

- Are there class or status differences evident in the material culture of the inhabitants of this area (subject to further historical research) when compared to, say, other early Hobart residential dwellings/enclaves or sites in contemporary rural areas and/or other cities?
- Did any changes in material culture through time in the residences coincide with wider Tasmanian or local events or technology (e.g. urbanisation/development of Hobart, railway/port upgrades, start of rubbish collection etc.)?

7. Archaeological zoning plan and policies

As per the methodology outlined in Section 3, this section has built a chronology of site development which has detailed the physical evolution of the site and events/processes which would have acted to build the archaeological record. Section 6 has discussed the likely significance of those archaeological remains and what they may yield in terms of research potential alongside key historic, regional, thematic and temporal lines of enquiry. Section 6 has provided an assessment of the events which are likely to have impacted upon the integrity of those archaeological remains.

From the above, it is therefore plausible to propose that due to the site being the location of early development, which has probably not been subject to substantial disturbance, it may yield archaeological remains which have the potential to contribute to a knowledge of important Tasmanian heritage themes as per the research framework in Section 6.

The site may yield physical remains of those buildings, as well as artifacts relating to the occupation and use of those buildings, which may yield information which is not readily available (or available at all) from historical sources.

Note that the overlay plans of known early building footprints as depicted in Figures 4.22 - 4.26 do not cover the entire subject site (i.e. are concentrated towards the eastern and northern edges) it is feasible to propose that parts of the subject site have different abilities to yield building remains and remains of concentrated habitation. This is not to imply that archaeological remains are only found within building footprints, but the concentration of such remains is likely to be less the further away from building footprints (noting that there may still be remains of ancillary features and other occupational debris outside building footprints).

Based on the known and likely early building footprints, the following archaeological zoning plan is proposed for the subject site:

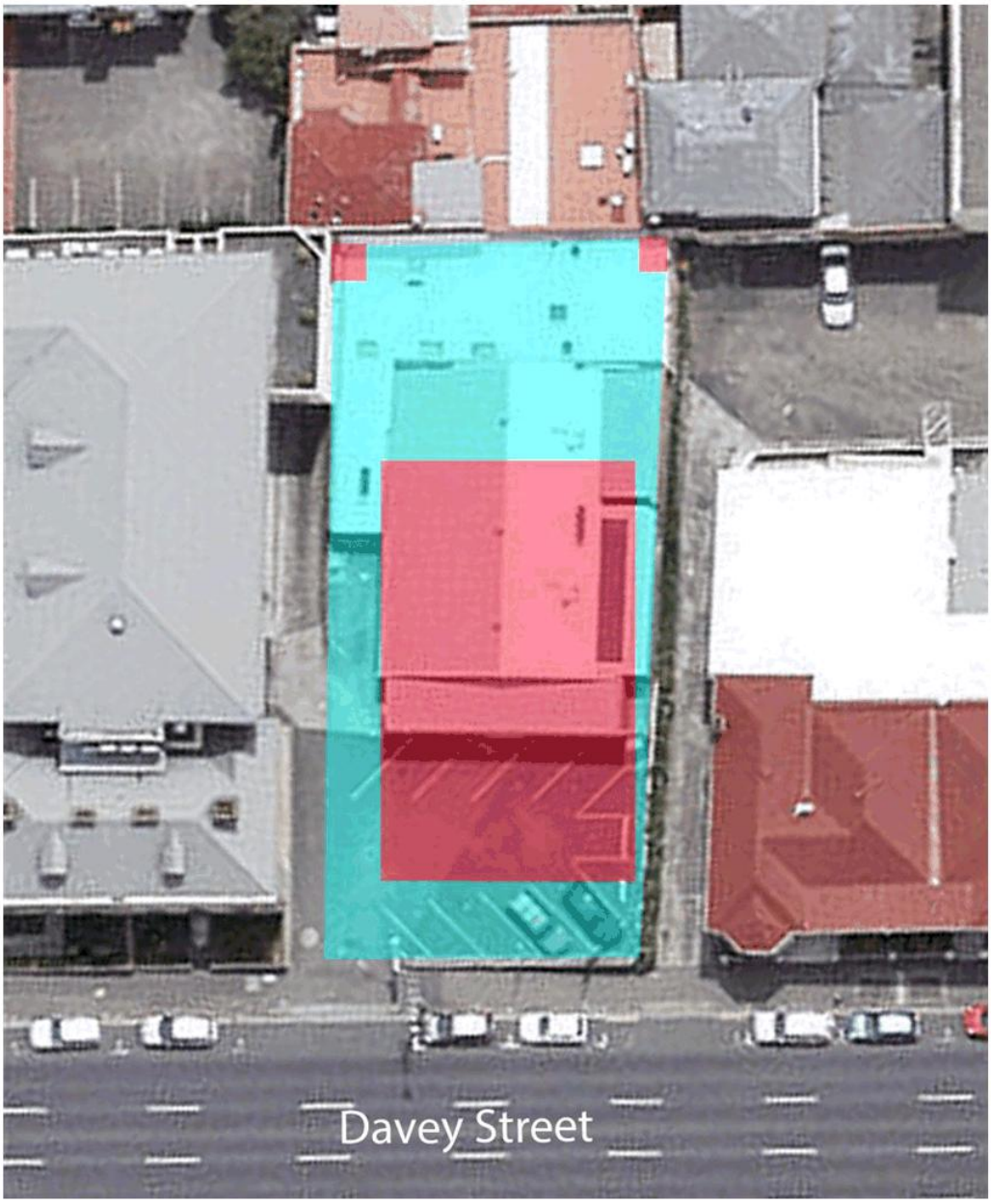

Figure 7.1 – Archaeological zoning plan for the subject site. Red denoting areas of high archaeological potential and blue depicting areas of low archaeological potential.

The following table considers the archaeological remains which may be found within each specific area.

Area	Likely remains	Likely integrity	Significance/potential
Red	Foundations and other structural remains associated with the c1830 dwelling and outbuildings (including what appears to be two privies at the rear of the site). Artifacts relating to the early domestic occupation of those buildings. Deposits and debris which may provide information on site formation processes (e.g. demolition, fill etc.).	Likely to be largely archaeologically intact, given the lack of evidence of any substantial disturbance, except for some localised disturbance at the time of construction of the current buildings.	Of **high archaeological potential** and historical interest in demonstrating the evolution of the site, the layout and construction of the early buildings and the material culture of those using/inhabiting the buildings over some 140+ years.
Blue	Remains likely to be limited only to scant occupational debris or possible landscape elements (e.g. paths, drains etc.) associated with areas of the site limited to open spaces or ancillary/minor development.		Of **low or no archaeological potential** given the lack of any substantial historical development in this area.

Accordingly, the following archaeological management policies are recommended:

1. Any excavation proposed in areas of **high archaeological potential** must be preceded by an archaeological impact assessment, and if necessary an archaeological method statement, which details measures to be taken to avoid or mitigate impact upon the archaeological resource. That method statement must be in accordance with industry standard (e.g. the Tasmanian Heritage Council's Practice Note 2 – *Managing Historical Archaeological Significance in the Works Application Process*) and implemented in the works process.

2. No archaeological input is required for excavation in areas of **low archaeological potential**, however any unexpected finds must be reported to a qualified historical archaeologist who is to assess their significance and deal with any significant finds as per (1) above.

ireneinc

PLANNING & URBAN DESIGN

30 October 2024

The General Manager
Hobart City Council
GPO Box 503
HOBART TAS 7001

Dear Mr Stretton,

GENERAL MANAGER CONSENT REQUEST - 63 DAVEY STREET, HOBART

I am writing to request Council consent to lodge a development application at 63 Davey Street, Hobart (CT 54396/1). The proposed development is for a boutique hotel and requires modifications to the Davey Street road reserve and footpath. The extent of works is outlined below.

- Cap and seal redundant water connection to 63 Davey Street, by TasWater at developers cost.
    - Install new DN150 water connection, in accordance with TWS-W-0002.
- Removal of redundant 100mm stormwater kerb connection.
    - Installation of new 150x75 RHS stormwater kerb connection, in accordance with TSD-R15-v1
- Removal of two (2) on-street parking spaces and associated sensors and provision of one (1) time restricted on-street loading / pick-up and drop-off zone.
    - Loading times between 7am - 9am & 1pm - 3pm. No parking zone (allowing for pick-up/drop-off) at all other times.
- Increase width of existing crossover to 186 Macquarie Street to 4m wide, in accordance with TSD-R11 and R14.
- Provision of one (1) new 6m wide crossover to Davey Street. To be combined with existing crossover to 61 Davey Street (total width approx. 10.96m); and
- Relocation of existing light pole, by TasNetworks at developers cost.

For further information, please refer to the accompanying architectural set (JAWS Architects) and Civil Drawing(s) prepared by Aldanmark Consulting Engineers.

In accordance with s.52 of the *Land Use Planning and Approvals Act 1992*, we request Council Landowner Consent to lodge the abovementioned application. Consent from the Department of State Growth has also been requested.

Yours sincerely,

P. Gartrell

Phil Gartrell
Senior Planner
IRENEINC PLANNING & URBAN DESIGN

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Mob 0418 346 283
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ABN 78 114 905 074

City of HOBART

GENERAL MANAGER CONSENT

Reference
GMC-HOB-2025-0005

Address
63 DAVEY ST HOBART TAS 7000

Titles
54396/1

Applicant

Name	Email	Phone	Address	Involvement
Yiannis Tellyros	johntellyros@hotmail.com	0409018021	346 Tranmere , Tranmere, Tasmania, Australia, 7018	Applicant Owner

Council Reference

Council Proposed Use or Development Description
Demolition, New Building for Visitor Accommodation and Bar, and Associated Infrastructure Works

Consent Information

Information
I advise that pursuant to Section 52 of the Land Use Planning and Approvals Act 1993, I grant my consent on behalf of the Council as the owner/administrator of the above land for you to make application to the Council for a planning permit for the development described above and as per the attached documents. I granted consent pursuant to delegation, a copy of which is enclosed.

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 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 Council as both landlord, land manager, or under other statutory powers (such as other legislation or Council ByLaws) 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 Council's Public Spaces By-Law if the proposal relates to such an area.

Accordingly, I encourage you to continue to engage with the Council about these potential requirements.

Signatory

Signed: Michael Stretton
Signature applied by: Nicole Spooner

Supporting Documents

Version	Document Date	Document Type	Description	Prepared By
1	4 Feb 2025	Architectural Plans	Architectural Plans	JAWS Architects
1	4 Feb 2025	Concept Servicing Plan	Civil Plans	Aldanmark Engineers

Submitted on **19/02/2025**

Form published: 05/07/2024 13:52

63 DAVEY ST HOTEL

DEVELOPMENT APPLICATION - 28/10/2024

Drawing No:	Description
DA01	COVER PAGE & DRAWING SCHEDULE
DA02	CONTEXT PLAN
DA03	CONTEXT SITE SECTION
DA04	SITE PLAN/ ROOF PLAN
DA05	FLOOR PLANS - BASEMENT 1 & 2
DA06	FLOOR PLANS - GROUND & LEVEL 1
DA07	FLOOR PLANS - LEVEL 2 & 3
DA08	FLOOR PLANS - LEVEL 4 & 5
DA09	ELEVATION - 1
DA10	ELEVATION - 2
DA11	SECTION A
DA12	SECTION B
DA13	3D SITE VIEWS
DA14	3D SITE VIEWS
DA15	3D SITE VIEWS
DA16	3D SITE VIEWS
DA17	3D SITE VIEWS
DA18	3D CONTEXT HEIGHT STUDY
DA19	REDUCTION IN LEVELS DIAGRAMS

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

NOTE:
INFORMATION OF OTHER SERVICES INDICATED ON PLAN ARE INDICATIVE ONLY FOR GENERAL COORDINATION.

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

DRAWING LEGEND

JACOB ALLOM WADE PTY LTD
ABN 42 169 556 479
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

TELEPHONE 03 6223 4366
FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

COVER PAGE & DRAWING SCHEDULE

P23071_DA01 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / IT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5477
PLOT DATE	28/10/2024
CAD REF	C:\Revit\...\P23071_Davey St Hotel_24Y.rvt

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	18/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024

CONTEXT PLAN 1:500
1:500

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DRAWING LEGEND

Approved - General Manager Consent Only
63 Davey St 19/02/2025

ARCHITECTSJAWS

THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

PROJECT

63 DAVEY ST HOTEL

For

Tellyros Klonis Unit Trust

DRAWING

CONTEXT PLAN

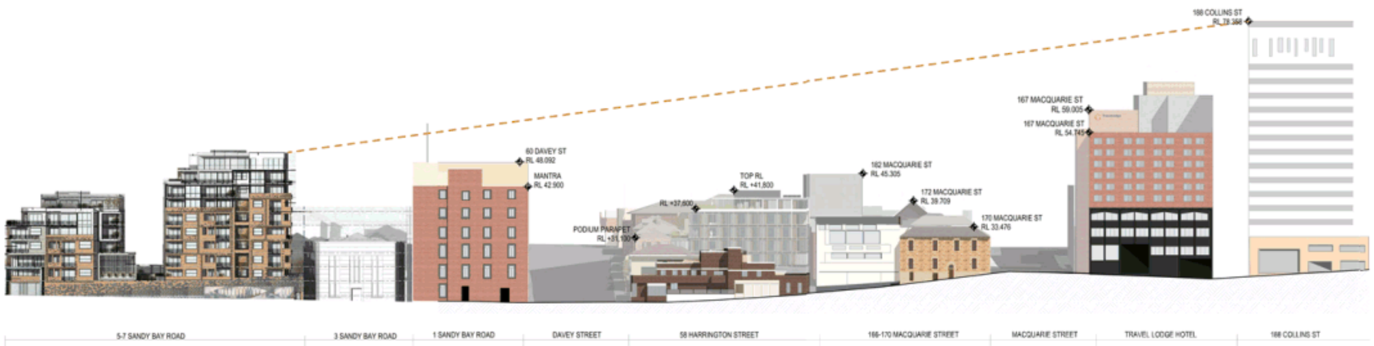
P23071_DA02 | 06

STATUS

DEVELOPMENT APPLICATION

REVISIONS

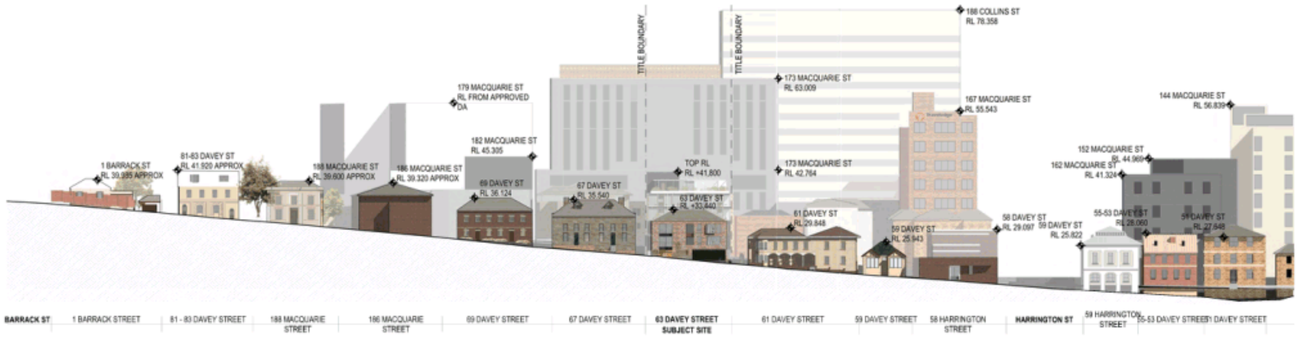
REV	DESCRIPTION	DATE
04	Client Sign Off	[illegible]
05	Development Application	[illegible]
06	Development Application	[illegible]



HARRINGTON STREET ELEVATION

SCALE 1:500

NOTE: SURVEY POINTS PROVIDED BY LEARY & COX



DAVEY STREET ELEVATION

SCALE 1:500

NOTE: SURVEY POINTS PROVIDED BY LEARY & COX
186/188 MACQUARIE ST, 81-83 DAVEY ST, & 1 BARRACK ST
HEIGHTS PROVIDED BY HCC CITY MODEL INFORMATION

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

DRAWING LEGEND

JAWS ARCHITECTS

PROJECT

63 DAVEY ST HOTEL

Tellyros Kloris Unit Trust

DRAWING

CONTEXT SITE SECTION

P23071_DA03 | 06

STATUS

DEVELOPMENT APPLICATION

REVISIONS

SITE PLAN/ ROOF PLAN 1:200
1:200

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

Approved - General Manager Consent Only 63 Davey St 19/02/2025

JAWS ARCHITECTS

JACOB ALLOM WADE PTY LTD
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

SITE PLAN/ ROOF PLAN

P23071_DA04 | 06

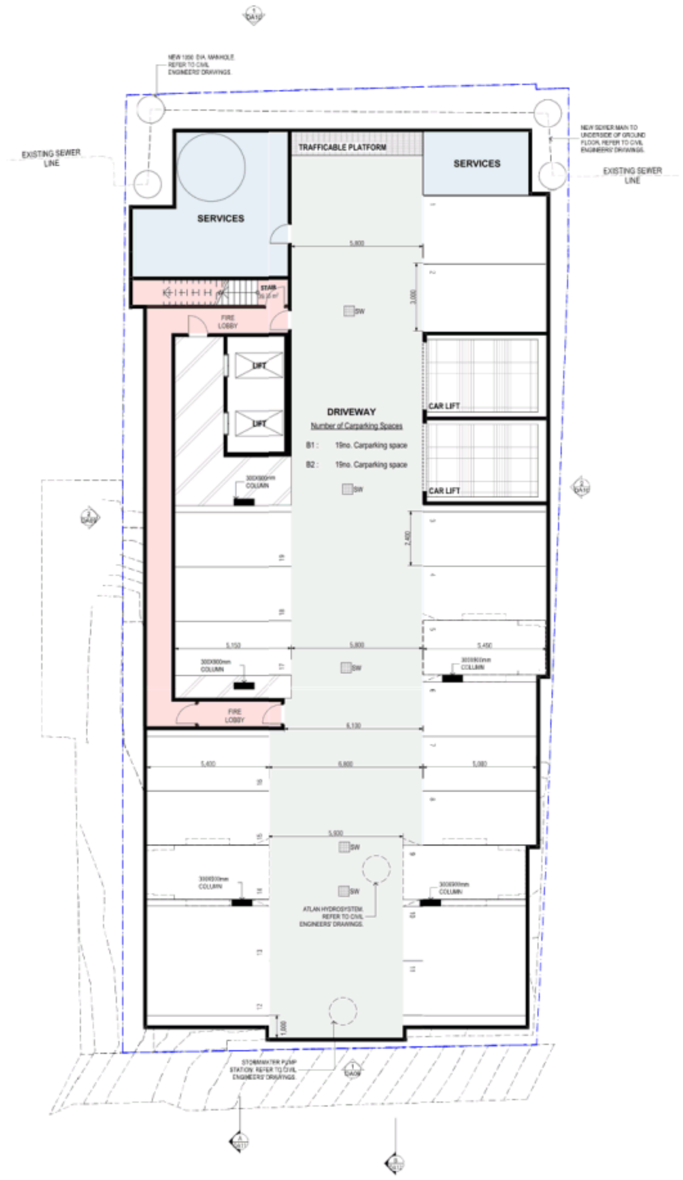
SCALE	AS SHOWN @ A1
DATE	MARCH 2018
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV

STATUS

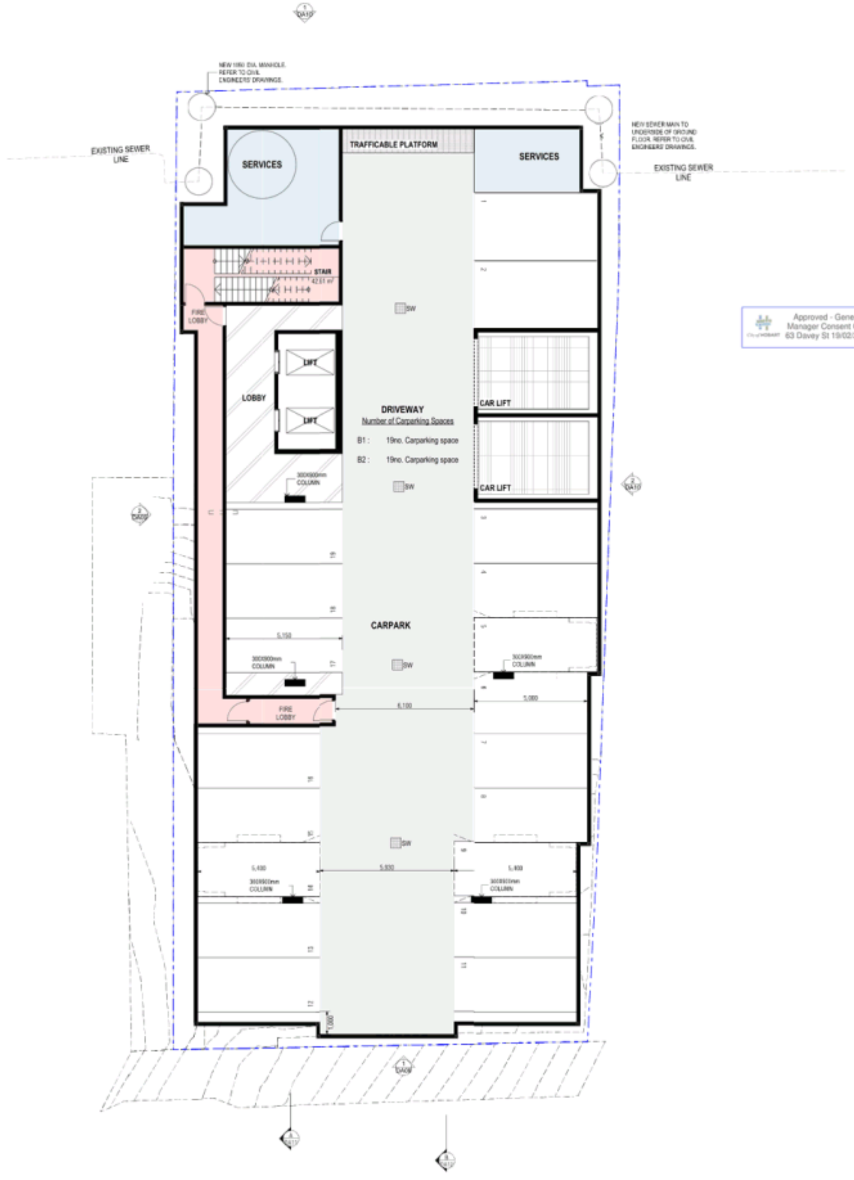
DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign Off	
05	Development Application	
06	Development Application	



Level B2 Floor Plan
1:100



Level B1 Floor Plan
1:100

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

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

DRAWING LEGEND

ROOMS	No.
LEVEL 1-	18
LEVEL 2-	18
LEVEL 3-	13
LEVEL 4-	13
LEVEL 5-	5
TOTAL-	67 ROOMS

SW SPS 300mm SQUARE DECK DRAIN WITH VERTICAL 150mm OUTLET

Approved - General Manager Consent Only 63 Davey St 19/02/2025

JAWS ARCHITECTS
JACOB ALLOM WADE PTY LTD
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BATTERY POINT TASMANIA
AUSTRALIA 7004

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www.jawsarchitects.com

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

FLOOR PLANS - BASEMENT 1 & 2

P23071_DA05 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	28/10/2024
CAD REF	[illegible]

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	18/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024

DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE VERIFIED ON SITE BEFORE PROCEEDING WITH THE WORK. JAWS SHALL BE NOTIFIED IN WRITING OF ANY DISCREPANCIES. THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS.

DRAWING LEGEND

ROOMS	No.
LEVEL 1-	18
LEVEL 2-	18
LEVEL 3-	13
LEVEL 4-	13
LEVEL 5-	5
TOTAL-	67 ROOMS

Approved - General Manager Consent Only 63 Davey St 19/02/2025

JAWS ARCHITECTS

PROJECT

63 DAVEY ST HOTEL

For
Tellyros Kloris Unit Trust

DRAWING

FLOOR PLANS - GROUND & LEVEL 1

P23071_DA06 | 06

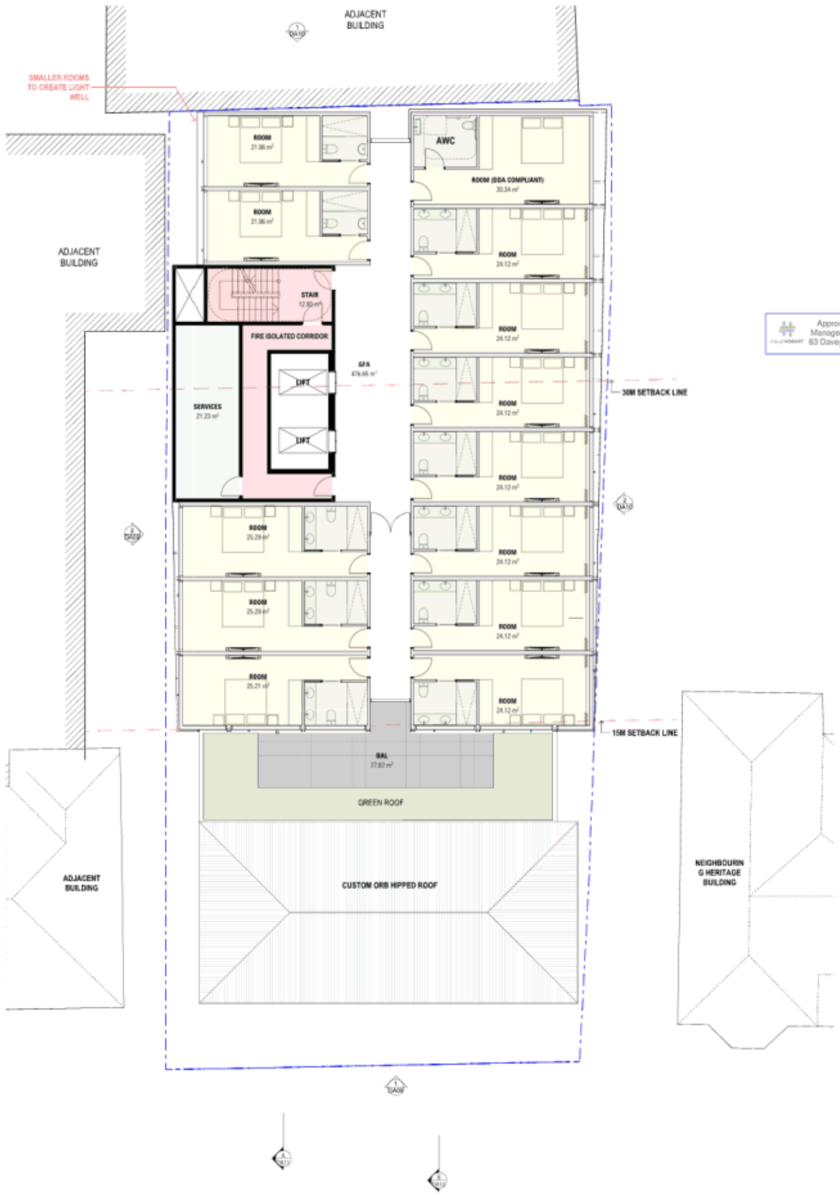
STATUS

DEVELOPMENT APPLICATION

REVISIONS

ATTACHMENT B

Level 2 Floor Plan
1:100



Level 3 Floor Plan
1:100

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DRAWING LEGEND

ROOMS	No.
LEVEL 1-	18
LEVEL 2-	18
LEVEL 3-	13
LEVEL 4-	13
LEVEL 5-	5
TOTAL-	67 ROOMS

Approved - General Manager Consent Only 63 Davey St 19/02/2025

JAWS ARCHITECTS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

FLOOR PLANS - LEVEL 2 & 3

P23071_DA07 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	[illegible]
05	Development Application	[illegible]
06	Development Application	[illegible]

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DRAWING LEGEND

ROOMS	No.
LEVEL 1-	18
LEVEL 2-	18
LEVEL 3-	13
LEVEL 4-	13
LEVEL 5-	5
TOTAL-	67 ROOMS

Approved - General Manager Consent Only 63 Davey St 19/02/2025

JAWS ARCHITECTS

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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

FLOOR PLANS - LEVEL 4 & 5

P23071_DA08 | 06

SCALE AS SHOWN @ A1
DATE MARCH 2019
DRAWN TI / YT
CHECKED SV

ACCREDITED DESIGNER SV
ACCREDITED NUMBER CC5471I
PLOT DATE 28/10/2024

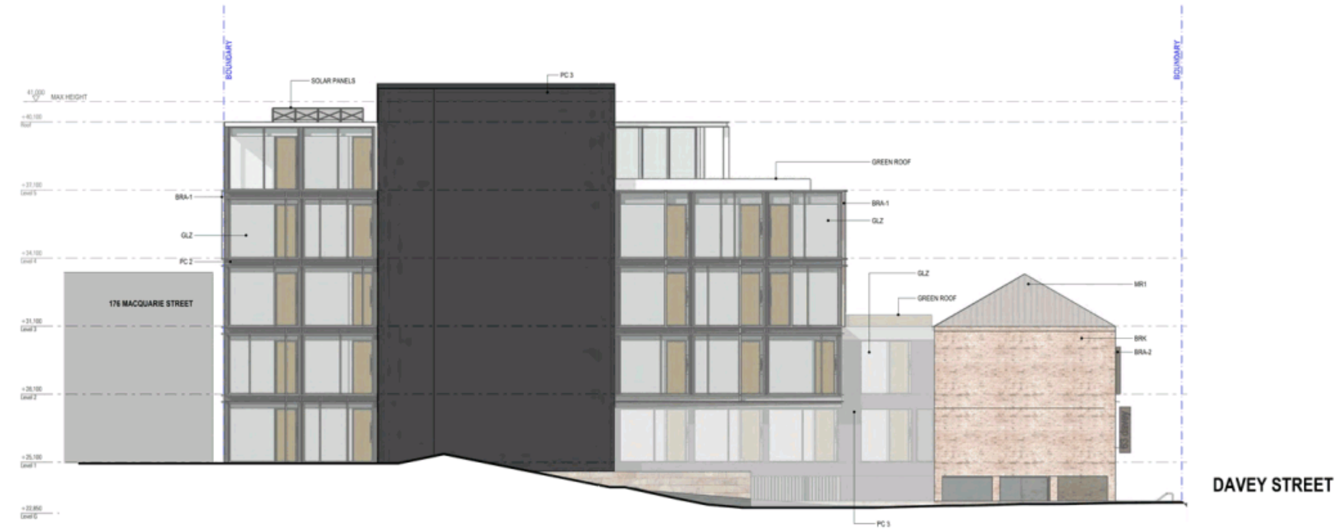
STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	18/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024

SOUTH - EAST ELEVATION
1:100



SOUTH - WEST ELEVATION
1:100

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DRAWING LEGEND

BAL	BALUSTRADE - STEEL
GLZ	GLAZED PANELS (FRAMELESS)
MWS 1	METAL WALL SHEETING
PC 1	PRECAST CONCRETE PANELS (WHITE)
PC 2	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PC 3	PRECAST CONCRETE PANELS (DARK GREY)
BRK	MASONRY WALL
BRA-1	BRASS MULLION
BRA-2	BRASS WINDOW SHROUD
SCRN	SCREEN (POWDERCOATED ALUMINIUM)
MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

Approved - General Manager Consent Only 63 Davey St 19/02/2025

ARCHITECTS JAWS

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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

ELEVATION - 1

P23071_DA09 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	28/10/2024
CAD REF	

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	18/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024

NORTH - WEST ELEVATION
1:100

NORTH - EAST ELEVATION
1:100

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DRAWING LEGEND

BAL	BALUSTRADE- STEEL
GLZ	GLAZED PANELS (FRAMELESS)
MWS 1	METAL WALL SHEETING
PC 1	PRECAST CONCRETE PANELS (WHITE)
PC 2	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PC 3	PRECAST CONCRETE PANELS (DARK GREY)
BRK	MASONRY WALL
BRA-1	BRASS MULLION
BRA-2	BRASS WINDOW SHROUD
SCRN	SCREEN (POWDERCOATED ALUMINIUM)
MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

Approved - General Manager Consent Only 63 Davey St 19/02/2025

JAWS ARCHITECTS

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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

ELEVATION - 2

P23071_DA10 | 06

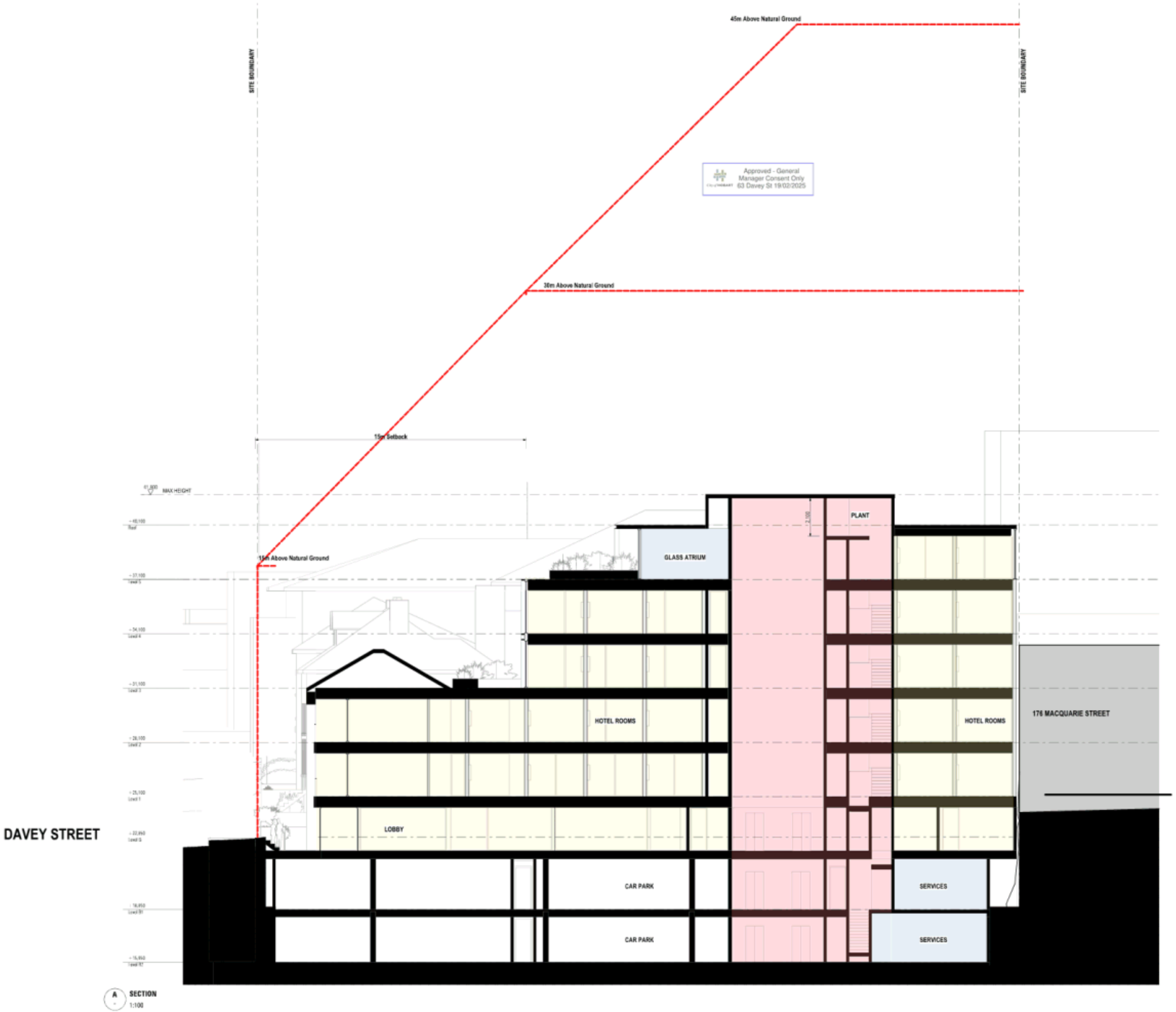
SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	28/10/2024
CAD REF	[illegible]

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	18/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024



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DRAWING LEGEND

BAL	BALUSTRADE- STEEL
GLZ	GLAZED PANELS (FRAMELESS)
MWS 1	METAL WALL SHEETING
PC 1	PRECAST CONCRETE PANELS (WHITE)
PC 2	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PC 3	PRECAST CONCRETE PANELS (DARK GREY)
BRK	MASONRY WALL
BRA-1	BRASS MULLION
BRA-2	BRASS WINDOW SHROUD
SCRN	SCREEN (POWDERCOATED ALUMINIUM)
MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

JACOB ALLOM WADE PTY LTD
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BATTERY POINT TASMANIA
AUSTRALIA 7004

ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

SECTION A

P23071_DA11 | 06

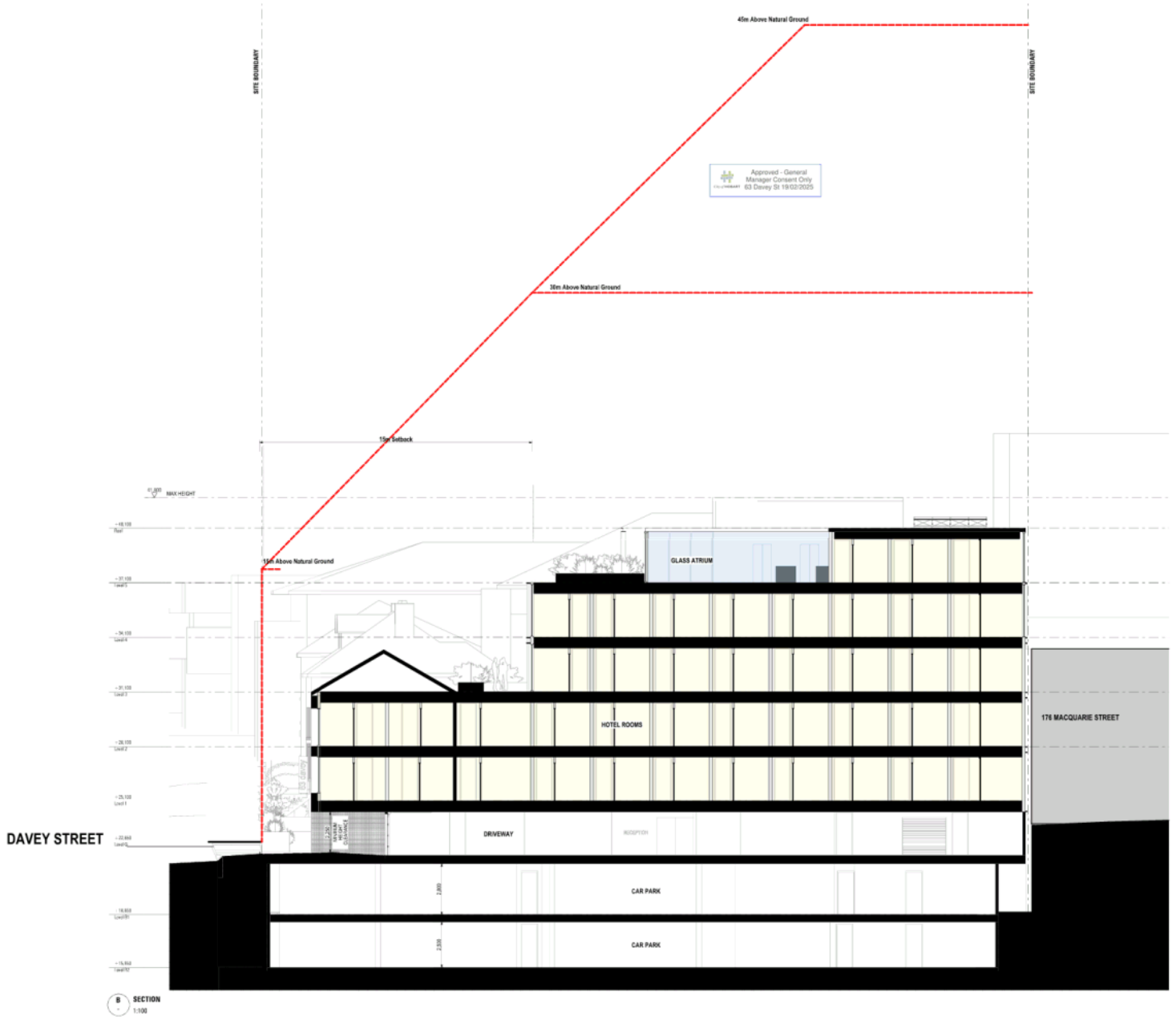
SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	[illegible]
05	Development Application	[illegible]
06	Development Application	[illegible]



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DRAWING LEGEND

BAL	BALUSTRADE - STEEL
GLZ	GLAZED PANELS (FRAMELESS)
MWS 1	METAL WALL SHEETING
PC 1	PRECAST CONCRETE PANELS (WHITE)
PC 2	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PC 3	PRECAST CONCRETE PANELS (DARK GREY)
BRK	MASONRY WALL
BRA-1	BRASS MULLION
BRA-2	BRASS WINDOW SHROUD
SCRN	SCREEN (POWDERCOATED ALUMINIUM)
MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

JACOB ALLOM WADE PTY LTD
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ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

SECTION B

P23071_DA12 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / IT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471
PLOT DATE	28/10/2024
CAD REF	C:\Revit\...\P23071_Davey St Hotel_DA11.rvt

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	28/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024

BEFORE: Davey Street

PREVIOUS DA: Davey Street

PROPOSED SETPEMBER 2024: Davey Street

NOTE :
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DRAWING LEGEND

BAL	BALUSTRADE- STEEL
GLZ	GLAZED PANELS (FRAMELESS)
MWS 1	METAL WALL SHEETING
PC 1	PRECAST CONCRETE PANELS (WHITE)
PC 2	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PC 3	PRECAST CONCRETE PANELS (DARK GREY)
BRK	MASONRY WALL
BRA-1	BRASS MULLION
BRA-2	BRASS WINDOW SHROUD
SCRN	SCREEN (POWDERCOATED ALUMINIUM)
MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

Approved - General Manager Consent Only 63 Davey St 19/02/2025

JAWS ARCHITECTS

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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA13 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	[illegible]
CAD REF	[illegible]

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	[illegible]
05	Development Application	[illegible]
06	Development Application	[illegible]

BEFORE: Corner of Davey Street and Sandy Bay Road

PREVIOUS DA: Corner of Davey Street and Sandy Bay Road

PROPOSED SEPTEMBER 2024: Corner of Davey Street and Sandy Bay Road

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DRAWING LEGEND

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SCRN	SCREEN (POWDERCOATED ALUMINIUM)
MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

Approved - General Manager Consent Only 63 Davey St 19/02/2025

JAWS ARCHITECTS

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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA14 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	28/10/2024
CAD REF	[illegible]

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	18/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024

BEFORE: St. David's Park

PREVIOUS DESIGN: St. David's Park

PROPOSED SEPTEMBER 2024: St. David's Park

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DRAWING LEGEND

BAL	BALUSTRADE- STEEL
GLZ	GLAZED PANELS (FRAMELESS)
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BRA-2	BRASS WINDOW SHROUD
SCRN	SCREEN (POWDERCOATED ALUMINIUM)
MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

Approved - General Manager Consent Only 63 Davey St 19/02/2025

JAWS ARCHITECTS

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BATTERY POINT TASMANIA
AUSTRALIA 7004

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PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA15 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	28/10/2024
CAD REF	[illegible]

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	18/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024

BEFORE: Davey Street

PREVIOUS DA: Davey Street

PROPOSED SEPTEMBER 2024: Davey Street

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DRAWING LEGEND

BAL	BALUSTRADE - STEEL
GLZ	GLAZED PANELS (FRAMELESS)
MWS 1	METAL WALL SHEETING
PC 1	PRECAST CONCRETE PANELS (WHITE)
PC 2	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PC 3	PRECAST CONCRETE PANELS (DARK GREY)
BRK	MASONRY WALL
BRA-1	BRASS MULLION
BRA-2	BRASS WINDOW SHROUD
SCRN	SCREEN (POWDERCOATED ALUMINIUM)
MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

Approved - General Manager Consent Only 63 Davey St 19/02/2025

ARCHITECTSJAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Kionis Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA16 | 06

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
[illegible]	Client Sign-Off	[illegible]
[illegible]	Development Application	[illegible]
[illegible]	Development Application	[illegible]

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

BEFORE: Davey Street

PREVIOUS DA: Davey Street

PROPOSED SEPTEMBER 2024: Davey Street

DRAWING LEGEND

BAL	BALUSTRADE- STEEL
GLZ	GLAZED PANELS (FRAMELESS)
MWS 1	METAL WALL SHEETING
PC 1	PRECAST CONCRETE PANELS (WHITE)
PC 2	PRECAST CONCRETE PANELS (WARM LIGHT GREY)
PC 3	PRECAST CONCRETE PANELS (DARK GREY)
BRK	MASONRY WALL
BRA-1	BRASS MULLION
BRA-2	BRASS WINDOW SHROUD
SCRN	SCREEN (POWDERCOATED ALUMINIUM)
MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

Approved - General Manager Consent Only 63 Davey St 19/02/2025

JAWS ARCHITECTS

JACOB ALLOM WADE PTY LTD
THE ORDNANCE STORE
21 CASTRAY ESPLANADE
BATTERY POINT TASMANIA
AUSTRALIA 7004

jaws@jawsarchitects.com
www.jawsarchitects.com

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

3D SITE VIEWS

P23071_DA17 | 06

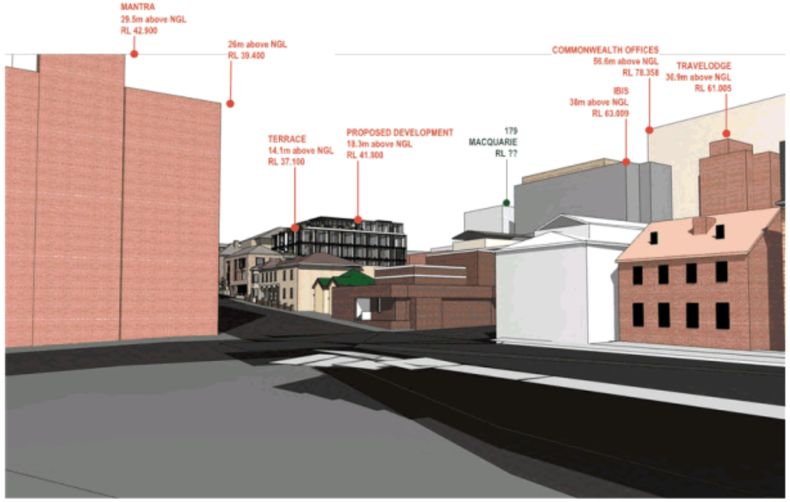
SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471
PLOT DATE	28/10/2024
CAD REF	

STATUS

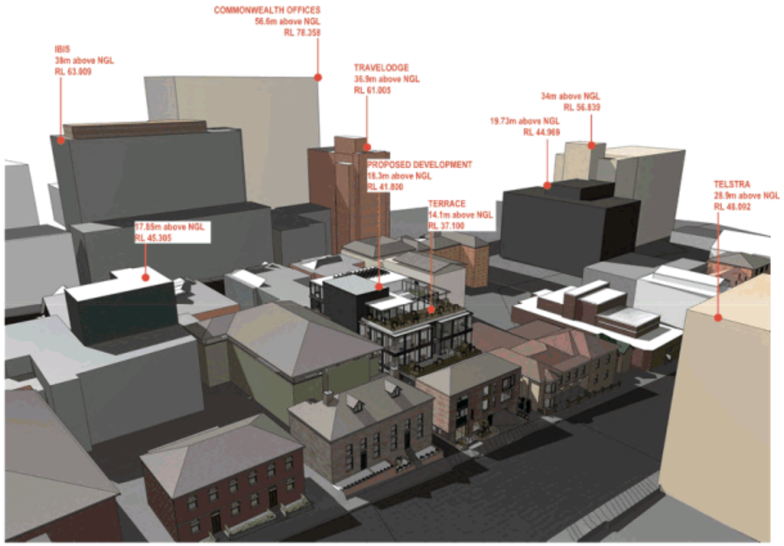
DEVELOPMENT APPLICATION

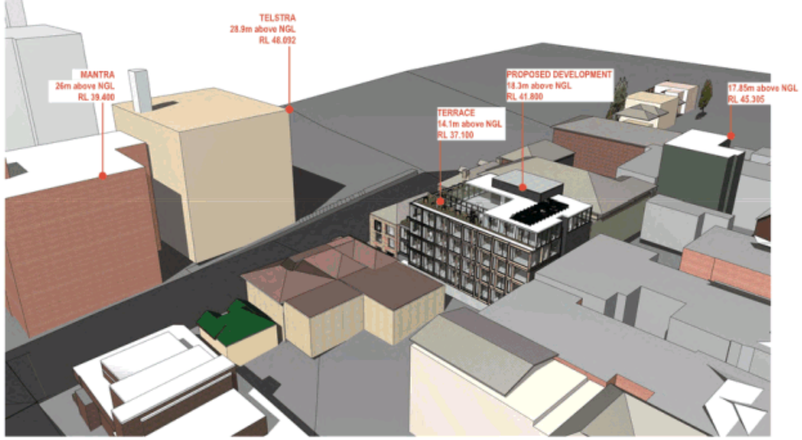
REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	[illegible]
05	Development Application	[illegible]
06	Development Application	[illegible]



Approved - General Manager Consent Only 63 Davey St 19/02/2025





NOTE: SURVEY POINTS PROVIDED BY LEARY & COX

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JAWS ARCHITECTS
JACOB ALLOM WADE PTY LTD
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21 CASTRAY ESPLANADE
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AUSTRALIA 7004

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FAX 03 6223 5726
jaws@jawsarchitects.com
www.jawsarchitects.com

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000
For
Tellyros Klonis Unit Trust

DRAWING

3D CONTEXT HEIGHT STUDY

P23071_DA18 | 06

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / YT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5471I
PLOT DATE	28/10/2024
CAD REF	[illegible]

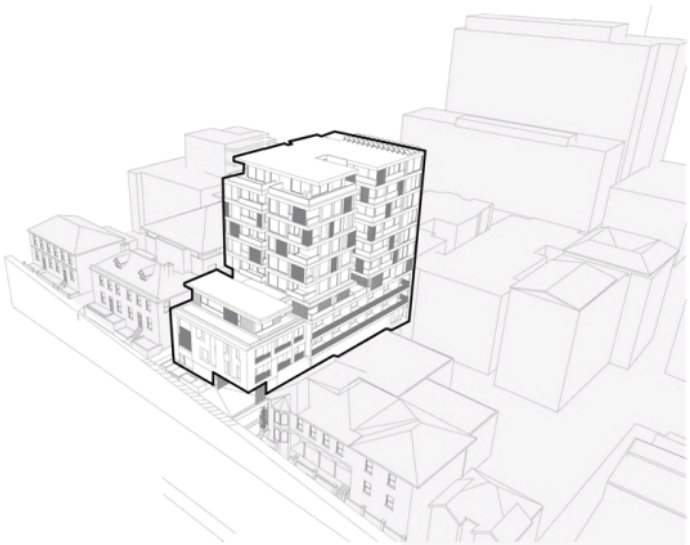
STATUS

DEVELOPMENT APPLICATION

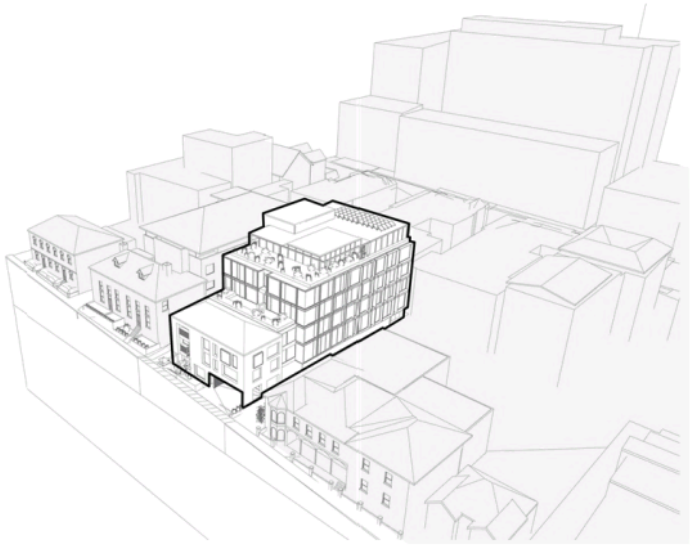
REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	18/10/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024

REVISED DESIGN **14/05/2020**



PREVIOUS DA **20/10/2020**



CURRENT DESIGN **SEPTEMBER 2024**

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MR1	CUSTOM ORB ROOFING (MEDIUM GREY)

Approved - General Manager Consent Only 63 Davey St 19/02/2025

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ARCHITECTS JAWS

PROJECT

63 DAVEY ST HOTEL
63 Davey Street Hobart TAS 7000

For

Tellyros Klonis Unit Trust

DRAWING

REDUCTION IN LEVELS DIAGRAMS

P23071_DA19 | 05

SCALE	AS SHOWN @ A1
DATE	MARCH 2019
DRAWN	TI / IT
CHECKED	SV
ACCREDITED DESIGNER	SV
ACCREDITED NUMBER	CC5477I
PLOT DATE	28/10/2024
CAD REF	C:\Revit\JawsSaved\P23071_Davey St Hotel_24R1.rvt

STATUS

DEVELOPMENT APPLICATION

REVISIONS

REV	DESCRIPTION	DATE
04	Client Sign-Off	19/12/2024
05	Development Application	24/10/2024
06	Development Application	28/10/2024

CIVIL DRAWINGS
63 DAVEY STREET HOTEL
63 DAVEY STREET
HOBART

C001	COVER	B	7/11/2024
C002	ENGINEERING NOTES	A	25/09/2024
C101	EXISTING SITE PLAN	A	25/09/2024
C102	DEMOLITION PLAN	A	25/09/2024
C103	CARPARK LEVEL PLAN	B	7/11/2024
C104	ROAD RESERVATION WORKS	B	7/11/2024
C105	DETAIL PLAN - B1 BASEMENT	B	7/11/2024
C106	DETAIL PLAN - B2 BASEMENT	B	7/11/2024
C201	WATER AND SEWER PLAN -SHEET 1	A	25/09/2024
C202	WATER AND SEWER PLAN - SHEET 2	A	25/09/2024
C301	LONGITUDINAL SECTIONS - SHEET 1	A	25/09/2024
C302	LONGITUDINAL SECTIONS - SHEET 2	A	25/09/2024
C303	CROSS SECTIONS - SHEET 1	A	25/09/2024
C401	SEWER AND STORMWATER LONG SECTIONS	A	25/09/2024
C402	WATER LONG SECTIONS	A	25/09/2024

REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: AJ
			DESIGN: NM
B	UPDATED ARCHITECT PLANS	7/11/2024	CHECKED: AJ
A	PRELIMINARY	25/09/2024	VERIFIED: MG

ALDANMARK CONSULTING ENGINEERS

Lower Ground
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: 63 DAVEY STREET HOTEL

ADDRESS: 63 DAVEY STREET
HOBART

CLIENT: TELLYROS KLONIS UNIT TRUST

SHEET: COVER

SCALE: AS INDICATED

TOTAL SHEETS: 15

SIZE: A1

PROJECT No: 18 E 51 - 3

SHEET: C001

REV: B

GENERAL NOTES:

1. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL, HYDRAULIC AND STRUCTURAL DRAWINGS AND SPECIFICATIONS. STANDARDS REFERENCED ARE TO BE THE MOST CURRENT VERSION.
2. THESE DRAWINGS SHALL NOT BE USED FOR CONSTRUCTION UNLESS ENDORSED 'FOR CONSTRUCTION' AND AUTHORISED FOR ISSUE ACCORDINGLY.
3. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA/LGAT STANDARD DRAWINGS AND SPECIFICATIONS, AUSTRALIAN STANDARDS, (WSAA SEWERAGE CODE OF AUSTRALIA & WATER SUPPLY CODE OF AUSTRALIA) AND TO THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.
4. IPWEA/LGAT STANDARD DRAWINGS TO BE READ IN CONJUNCTION WITH COUNCIL EXCLUSION SHEETS TSD-S1+v1 & TSD-S12-v1.
5. ALL WORKS ARE TO BE MAINTAINED IN A SAFE CONDITION.
6. CONFIRM ALL LEVELS ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
7. CONTRACTOR TO OBTAIN APPROVALS, SERVICE CLEARANCES AND COORDINATE WORK WITH ALL RELEVANT AUTHORITIES PRIOR TO COMMENCEMENT.
8. A 'START OF WORKS NOTICE' MUST BE OBTAINED FROM COUNCIL PRIOR TO ANY WORKS COMMENCING.
9. SURVEY DATA UNDERTAKEN AND PROVIDED BY VERIS SURVEYORS.
10. ARCHITECTURAL UNIT AND SITE LAYOUT UNDERTAKEN AND PROVIDED BY JAWS ARCHITECT.
11. FLOOR LEVELS SET BY ARCHITECT. DRIVEWAY GRADING BASED ON THESE.
12. COUNCIL APPROVED PLANNING PERMIT REFERENCE N/A
13. TASWATER APPROVED PLANNING AUTHORITY NOTICE N/A

WORKPLACE HEALTH & SAFETY NOTES:

BEFORE THE CONTRACTOR COMMENCES WORK THE CONTRACTOR SHALL UNDERTAKE A SITE SPECIFIC PROJECT PRE-START HAZARD ANALYSIS / JOB SAFETY ANALYSIS (JSA) WHICH SHALL IDENTIFY IN DOCUMENTED FORM:

- THE TYPE OF WORK;
- HAZARDS AND RISKS TO HEALTH AND SAFETY;
- THE CONTROLS TO BE APPLIED IN ORDER ELIMINATE OR MINIMIZE THE RISK POSED BY THE IDENTIFIED HAZARDS.
- THE MANNER IN WHICH THE RISK CONTROL MEASURES ARE TO BE IMPLEMENTED.

THESE ARE TO BE SUBMITTED TO THE SUPERINTENDENT AND/OR OTHER RELEVANT WORKPLACE SAFETY OFFICERS.

FOR THIS PROJECT, POSSIBLE HAZARDS INCLUDE (BUT ARE NOT LIMITED TO):

- EXCAVATION OF ANY TYPE & DEPTHS
- CONTAMINATED SOILS
- CONSTRUCTION IN GROUND WITH HIGH WATER TABLE
- FELLING / LOPPING &/OR REMOVAL OF EXISTING TREES/VEGETATION
- UNDERGROUND STRUCTURES (MANHOLES / SUMPS / ETC)
- CONFINED SPACES
- OVERHEAD POWER LINES
- UNDERGROUND STORMWATER, WATER AND SEWER PIPES
- TELECOMMUNICATION CABLES - BOTH (A)BRIDGING & OVERHEAD
- ELECTRICAL/POWER CABLES - BOTH UNDERGROUND & OVERHEAD
- WORKING AT HEIGHTS
- WORKING WITH ASBESTOS CONTAINING MATERIALS
- TRAFFIC MANAGEMENT

EARTHWORKS & DRIVEWAY NOTES:

1. ALL EARTHWORKS SHALL BE IN ACCORDANCE WITH AS3798 "GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS".
2. ALL VEGETATION AND TOPSOIL SHALL BE STRIPPED AND GRUBBED IN THE AREA OF PROPOSED WORKS.
3. NEW OR MODIFIED DRIVEWAY CROSSINGS SHALL BE IN ACCORDANCE WITH IPWEA STANDARD DRAWING TSD-R09-v2 AND MUST BE INSPECTED AND APPROVED BY COUNCIL.
4. EXCAVATED AND IMPORTED MATERIAL USED AS FILL IS TO BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
5. FILL MATERIAL SHALL BE WELL GRADED AND FREE OF BOULDERS OR COBBLES EXCEEDING 150mm IN DIAMETER UNLESS APPROVED TO BE OTHERWISE.
6. FILL REQUIRED TO SUPPORT DRIVEWAYS INCLUDING FILL IN EMBANKMENTS THAT SUPPORT DRIVEWAYS SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:
   - TOP SOIL AND ORGANIC MATTER SHALL BE STRIPPED TO A MINIMUM OF 100mm.
   - THE SUB GRADE SHALL HAVE A MINIMUM BEARING CAPACITY OF 100 kPa.
   - FILL IN EMBANKMENTS SHALL BE KEYED 150mm INTO NATURAL GROUND.
   - THE FILL SHALL BE COMPACTED IN HORIZONTAL LAYERS OF NOT MORE THAN 200mm.
   - EACH LAYER SHALL BE COMPACTED TO A MINIMUM DENSITY RATIO OF 95% STD, I.E IS THE BUILDERS RESPONSIBILITY TO ENSURE THAT THIS IS ACHIEVED.
7. WHERE THE ABOVE REQUIREMENTS CANNOT BE ACHIEVED THE ENGINEER SHALL BE CONSULTED AND THE FORMATION SHALL BE PROOF ROLLED UNDER SUPERVISION OF THE ENGINEER, TO CONFIRM AN APPROVED BASE.
8. CONCRETE PAVEMENTS SHALL BE CURED FOR A MINIMUM OF 3 DAYS USING A CURRENT BEST PRACTICE METHOD.
9. SAWN CONTROL JOINTS SHALL BE CONSTRUCTED AS SOON AS POSSIBLE WITHOUT RAVELLING THE JOINT. GENERALLY THIS SHALL BE WITHIN 24 HOURS.
10. BATTERS SHALL BE CUT TO A SAFE ANGLE OF REPOSE IN ACCORDANCE WITH THE BCA VOL 2 AS INDICATED BELOW:

SOIL TYPE (* REFER BCA 3.2.4)		EMBANKMENT SLOPES H:L	
		COMPACTED FILL	CUT
STABLE ROCK (A*)		2:3	5:1
SAND (A*)		1:2	1:2
SILT (P*)		1:4	1:4
CLAY	FIRM CLAY	1:2	5:1
	SOFT CLAY	NOT SUITABLE	2:3
SOFT SOILS (P)		NOT SUITABLE	NOT SUITABLE

NOTE: WHERE SITE CONDITIONS ARE UNSUITABLE FOR A BATTERED BANK CONSULT THE ENGINEER FOR A SUITABLE RETAINING WALL DESIGN. EMBANKMENTS THAT ARE TO BE LEFT EXPOSED MUST BE STABILISED BY VEGETATION OR SIMILAR WORKS TO PREVENT SOIL EROSION.

DRAINAGE AND SERVICES NOTES:

1. ALL WORKS ASSOCIATED WITH PUBLIC STORMWATER INFRASTRUCTURE IS TO BE CARRIED OUT IN ACCORDANCE WITH IPWEA (TAS) LGAT STANDARD DRAWINGS AND SPECIFICATION AND TO THE SATISFACTION OF COUNCIL.
2. ALL WORKS ASSOCIATED WITH PUBLIC SEWER AND WATER ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03 -2011-3.1 VERSION 3.1 MRWA EDITION 9.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA 02 -2014-3.1 MRWA VERSION 2 AND TASWATERS SUPPLEMENTS TO THESE CODES AND TO THE SATISFACTION OF TASWATER.
3. ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY THE REGULATING AUTHORITY AT COST TO BUILDER UNLESS APPROVED OTHERWISE.
4. HYDRAULIC LAYOUT TO BE COORDINATED WITH OTHER SERVICES. HYDRAULIC LAYOUT AS SHOWN IS NOTIONAL, LAYOUT TO BE CONFIRMED ON SITE.
5. ALL EXISTING SERVICES TO BE LOCATED ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
6. GENERAL MATERIALS, INSTALLATION & TESTING SHALL COMPLY WITH AS3500 AND THE NCC VOLUME 3 (PCA)
7. INSTALL ALL SUB-SOIL DRAINS TO THE REQUIREMENTS OF AS3500, PART 3.1.3 OF THE NCC 2019 - VOLUME 2 AND PART 7F2 OF THE NCC 2019 - VOLUME 3.
8. PAVEMENT AND HARDSTAND AREAS SHALL FALL AT A MINIMUM OF 1% (1:100) TOWARD AN APPROVED DISCHARGE POINT.
9. ALL PIPE WORK UNDER TRAFFICABLE AREAS, INCLUDING DRIVEWAYS, IS TO BE BACKFILLED WITH COMPACTED FCR.
10. DRAINAGE PIPES TO BE MIN. uPVC CLASS SN8. PIPES UNDER TRAFFICABLE AREAS TO BE SN8 U.N.O
11. MINIMUM GRADES FOR PRIVATE DRAINAGE PIPES SHALL BE 1% FOR STORMWATER AND 1.67% FOR SEWER U.N.O.
12. MINIMUM COVER FOR PRIVATE DRAINAGE PIPES SHALL BE 300mm FOR STORMWATER AND 500mm FOR SEWER U.N.O.
13. TASWATER SEWER MAINS TO BE MINIMUM DRV CLASS SN8 DN150 RRJ WITH MINIMUM CLASS SN10 DN100 PROPERTY CONNECTIONS.
14. STORMWATER MAINS TO BE MINIMUM DRV CLASS SN8 DN225 RRJ OR APPROVED EQUIVALENT UNLESS NOTED OTHERWISE.
15. WATER PIPES TO BE MIN. DN20 POLY PN16 AND FITTINGS TO BE MIN CLASS 16 U.N.O.
16. WATER CONNECTIONS SHALL BE PROVIDED WITH METERAGE AND BACKFLOW PREVENTION AS PER TASWATER STANDARD DRAWING TWS-W-0002
17. ALL PIPEWORK TO BE INSPECTED BY COUNCIL PRIOR TO BACKFILL
18. PIT DIMENSIONS SHOWN HAVE BEEN DESIGNED BY PIT CAPACITY TABLES. THESE PITS MAY NEED TO BE INCREASED IN MINIMUM INTERNAL SIZE DUE TO THE DEPTH AS PER AS3963.3 AS PER TABLE BELOW WHICH IS THE CONTRACTORS RESPONSIBILITY TO ENSURE COMPLIANCE TO AS3500

DEPTH TO INVERT OF OUTLET		MINIMUM INTERNAL DIMENSIONS mm	
		WIDTH	LENGTH
	≤900	450	450
>900	≤1800	600	600
>1800	≤3200	900	900
>3200		900	900

Approved - General Manager Consent Only
63 Davey St 19/02/2025

REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: AJ
			DESIGN: NM
			CHECKED: AJ
A	PRELIMINARY	25/09/2024	VERIFIED: MG

ALDANMARK CONSULTING ENGINEERS
Lower Ground
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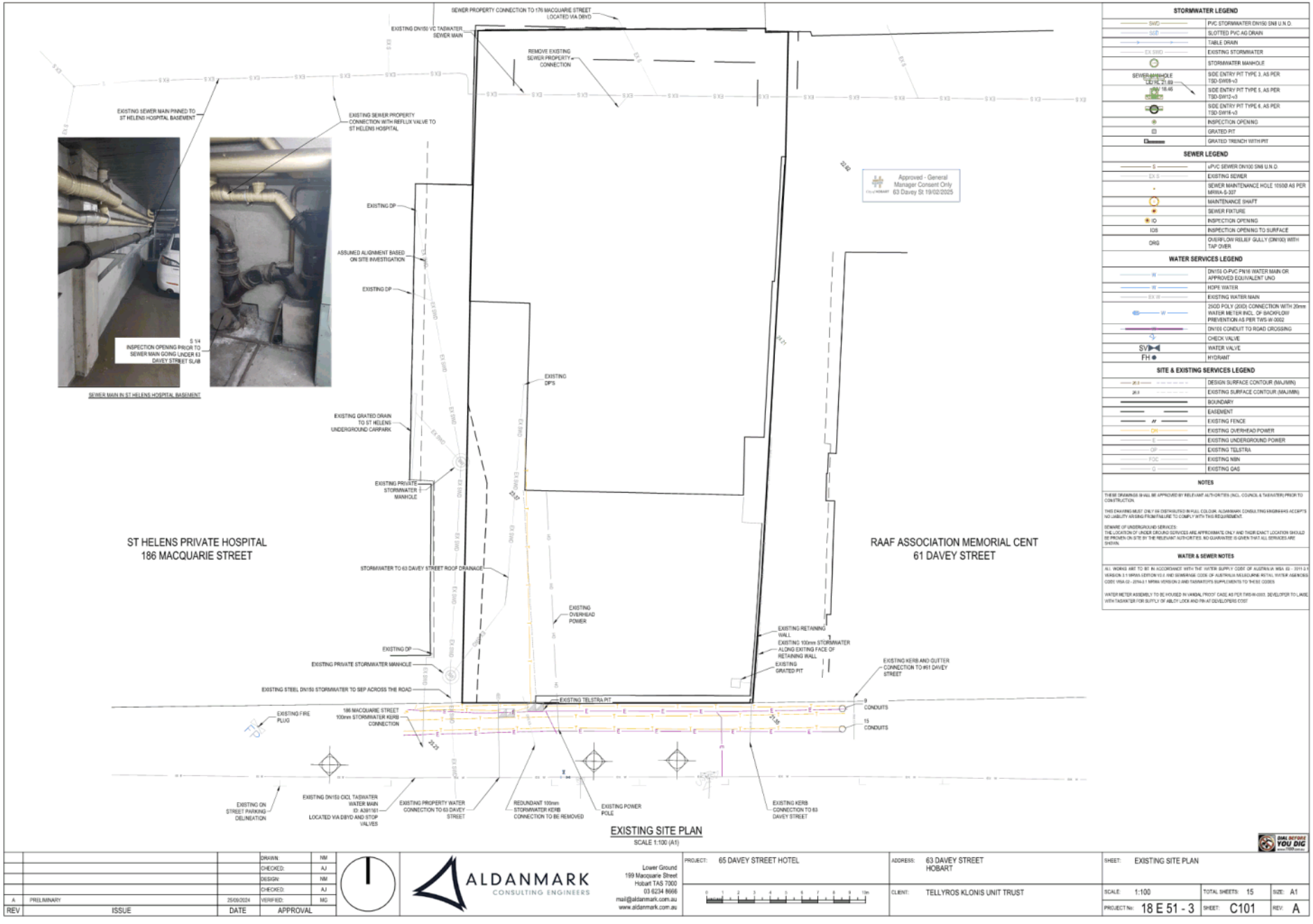
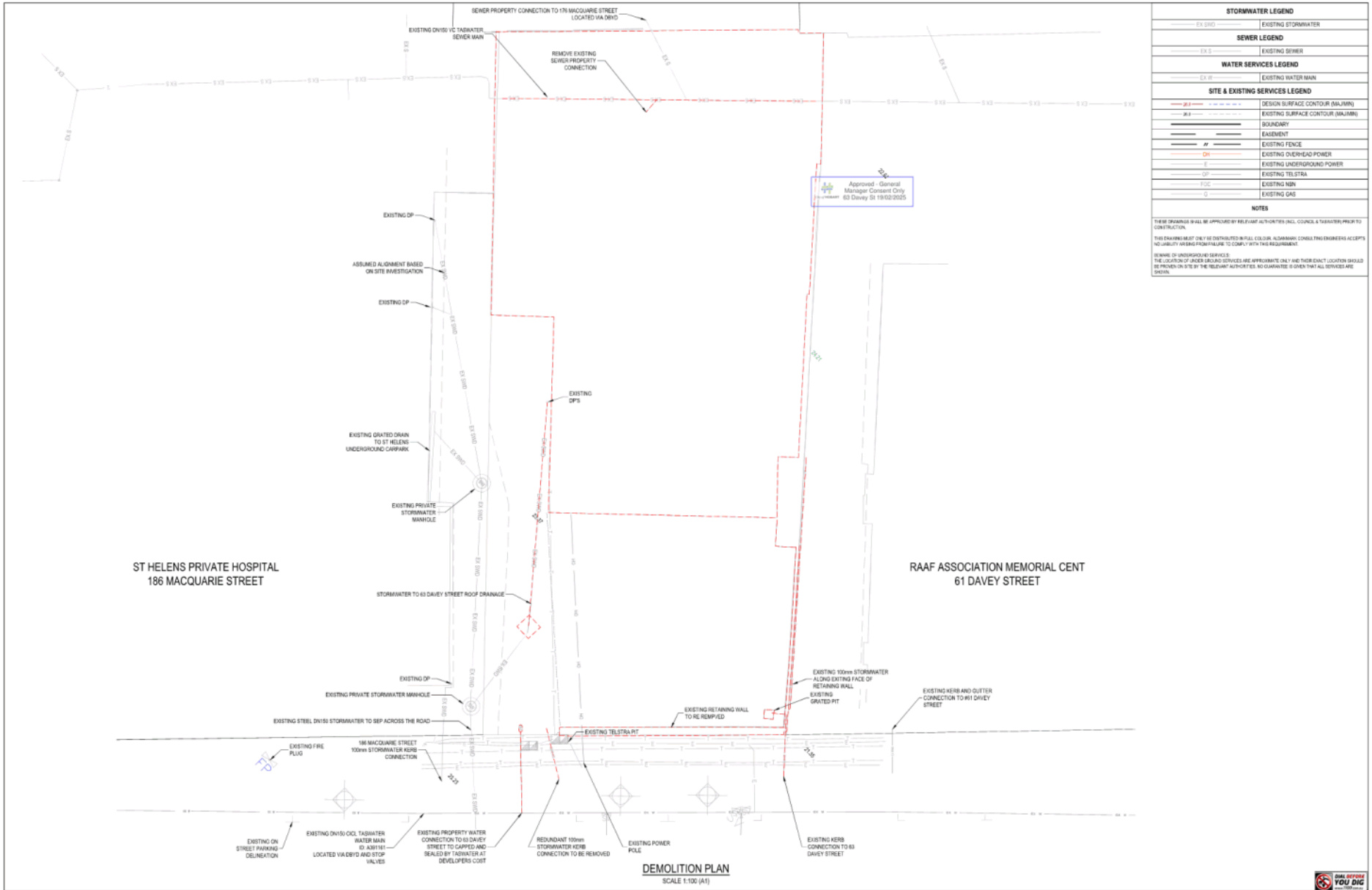
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: 64 DAVEY STREET HOTEL	ADDRESS: 63 DAVEY STREET HOBART	SHEET: ENGINEERING NOTES	
	CLIENT: TELLYROS KLONIS UNIT TRUST	SCALE: AS INDICATED	TOTAL SHEETS: 15 / SIZE: A1
		PROJECT No: 18 E 51 - 3	SHEET: C002 / REV: A


SEWER PROPERTY CONNECTION TO 176 MACQUARIE STREET LOCATED VIA DBYD
EXISTING DN150 VC TASWATER SEWER MAIN
REMOVE EXISTING SEWER PROPERTY CONNECTION
EXISTING SEWER MAIN PINNED TO ST HELENS HOSPITAL BASEMENT
EXISTING SEWER PROPERTY CONNECTION WITH REFLUX VALVE TO ST HELENS HOSPITAL
S 1/4 INSPECTION OPENING PRIOR TO SEWER MAIN GOING UNDER 63 DAVEY STREET SLAB
SEWER MAIN IN ST HELENS HOSPITAL BASEMENT
Approved - General Manager Consent Only 63 Davey St 19/02/2025
EXISTING DP
ASSUMED ALIGNMENT BASED ON SITE INVESTIGATION
EXISTING DP
EXISTING DP'S
EXISTING GRATED DRAIN TO ST HELENS UNDERGROUND CARPARK
EXISTING PRIVATE STORMWATER MANHOLE
ST HELENS PRIVATE HOSPITAL
186 MACQUARIE STREET
RAAF ASSOCIATION MEMORIAL CENT
61 DAVEY STREET
STORMWATER TO 63 DAVEY STREET ROOF DRAINAGE
EXISTING OVERHEAD POWER
EXISTING RETAINING WALL
EXISTING 100mm STORMWATER ALONG EXITING FACE OF RETAINING WALL
EXISTING GRATED PIT
EXISTING KERB AND GUTTER CONNECTION TO #61 DAVEY STREET
EXISTING DP
EXISTING PRIVATE STORMWATER MANHOLE
EXISTING STEEL DN150 STORMWATER TO SEP ACROSS THE ROAD
EXISTING TELSTRA PIT
9 CONDUITS
15 CONDUITS
EXISTING FIRE PLUG
186 MACQUARIE STREET 100mm STORMWATER KERB CONNECTION
EXISTING ON STREET PARKING DELINEATION
EXISTING DN150 CICL TASWATER WATER MAIN ID: A391161 LOCATED VIA DBYD AND STOP VALVES
EXISTING PROPERTY WATER CONNECTION TO 63 DAVEY STREET
REDUNDANT 100mm STORMWATER KERB CONNECTION TO BE REMOVED
EXISTING POWER POLE
EXISTING KERB CONNECTION TO 63 DAVEY STREET
EXISTING SITE PLAN
SCALE 1:100 (A1)
STORMWATER LEGEND
PVC STORMWATER DN150 SN8 U.N.O.
SLOTTED PVC AG DRAIN
TABLE DRAIN
EXISTING STORMWATER
STORMWATER MANHOLE
SEWER MANHOLE
SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
SIDE ENTRY PIT TYPE 6, AS PER TSD SW16-v3
INSPECTION OPENING
GRATED PIT
GRATED TRENCH WITH PIT
SEWER LEGEND
uPVC SEWER DN100 SN8 U.N.O.
EXISTING SEWER
SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
MAINTENANCE SHAFT
SEWER FIXTURE
INSPECTION OPENING
INSPECTION OPENING TO SURFACE
OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER
WATER SERVICES LEGEND
DN150 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO
HDPE WATER
EXISTING WATER MAIN
250D POLY (200I) CONNECTION WITH 20mm WATER METER INCL. OF BACKFLOW PREVENTION AS PER TWS-W-0002
DN100 CONDUIT TO ROAD CROSSING
CHECK VALVE
WATER VALVE
HYDRANT
SITE & EXISTING SERVICES LEGEND
DESIGN SURFACE CONTOUR (MAJ/MIN)
EXISTING SURFACE CONTOUR (MAJ/MIN)
BOUNDARY
EASEMENT
EXISTING FENCE
EXISTING OVERHEAD POWER
EXISTING UNDERGROUND POWER
EXISTING TELSTRA
EXISTING NBN
EXISTING GAS
NOTES
THESE DRAWINGS SHALL BE APPROVED BY RELEVANT AUTHORITIES (INCL. COUNCIL & TASWATER) PRIOR TO CONSTRUCTION.
THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.
BEWARE OF UNDERGROUND SERVICES:
THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.
WATER & SEWER NOTES
ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03 - 2011-3.1 VERSION 3.1 MRWA EDITION V2.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA 02 - 2014-3.1 MRWA VERSION 2 AND TASWATER'S SUPPLEMENTS TO THESE CODES
WATER METER ASSEMBLY TO BE HOUSED IN VANDAL PROOF CAGE AS PER TWS-W-0003. DEVELOPER TO LIAISE WITH TASWATER FOR SUPPLY OF ABLOY LOCK AND PIN AT DEVELOPERS COST
DIAL BEFORE YOU DIG
DRAWN: NM
CHECKED: AJ
DESIGN: NM
CHECKED: AJ
A PRELIMINARY 25/09/2024 VERIFIED: MG
REV ISSUE DATE APPROVAL
ALDANMARK CONSULTING ENGINEERS
Lower Ground
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au
PROJECT: 65 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: EXISTING SITE PLAN
SCALE: 1:100
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C101
REV: A



DEMOLITION PLAN
SCALE 1:100 (A1)

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	

DRAWN: NM | CHECKED: AJ | DESIGN: NM | CHECKED: AJ | VERIFIED: MG

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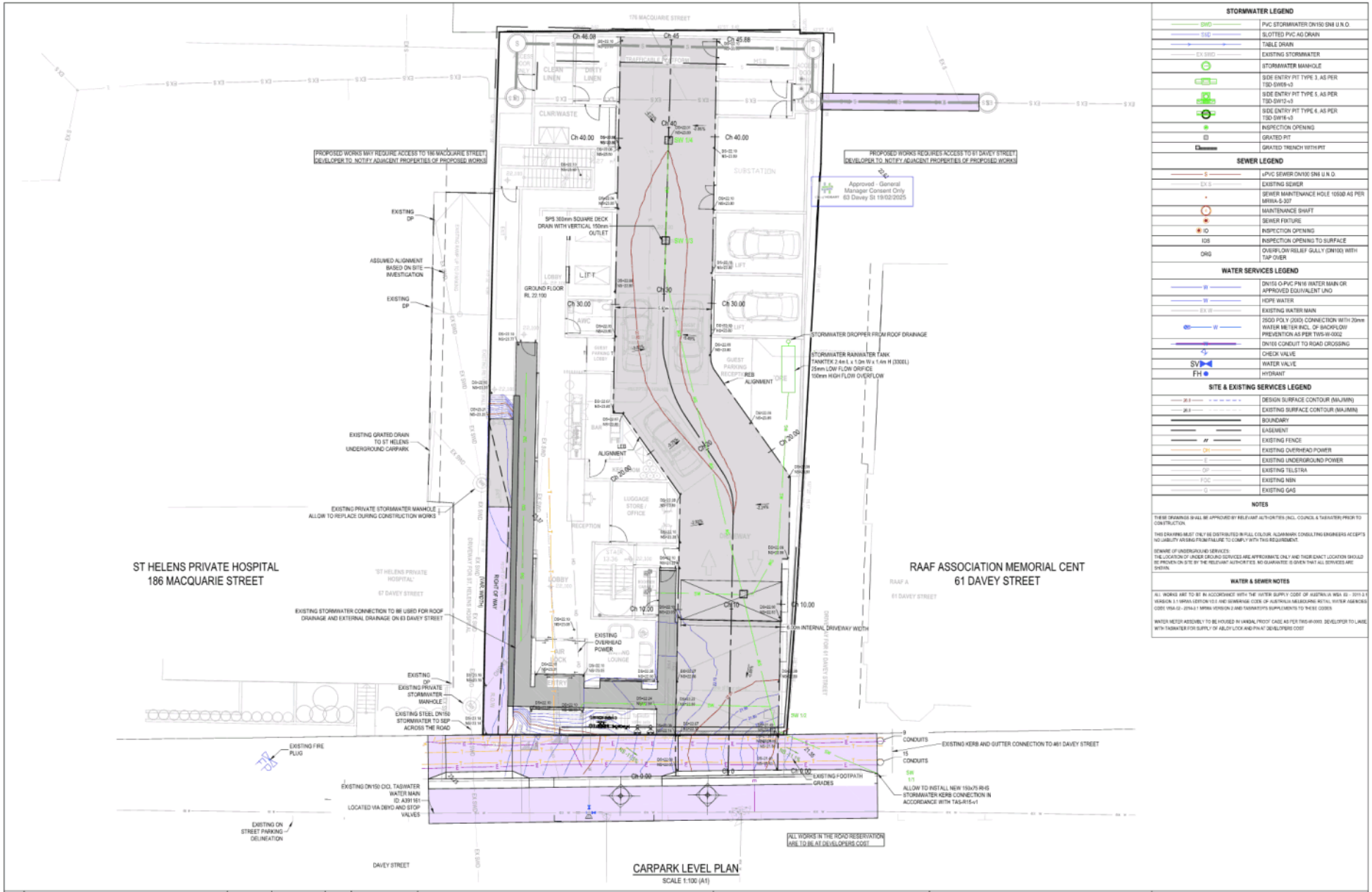
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: 66 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: DEMOLITION PLAN
SCALE: 1:100
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C102
REV: A



REV	ISSUE	DATE	APPROVAL
B	UPDATED ARCHITECT PLANS	7/11/2024	AJ
A	PRELIMINARY	25/09/2024	MG

DRAWN: NM | CHECKED: AJ | DESIGN: NM | CHECKED: AJ | VERIFIED: MG

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PROJECT: 67 DAVEY STREET HOTEL

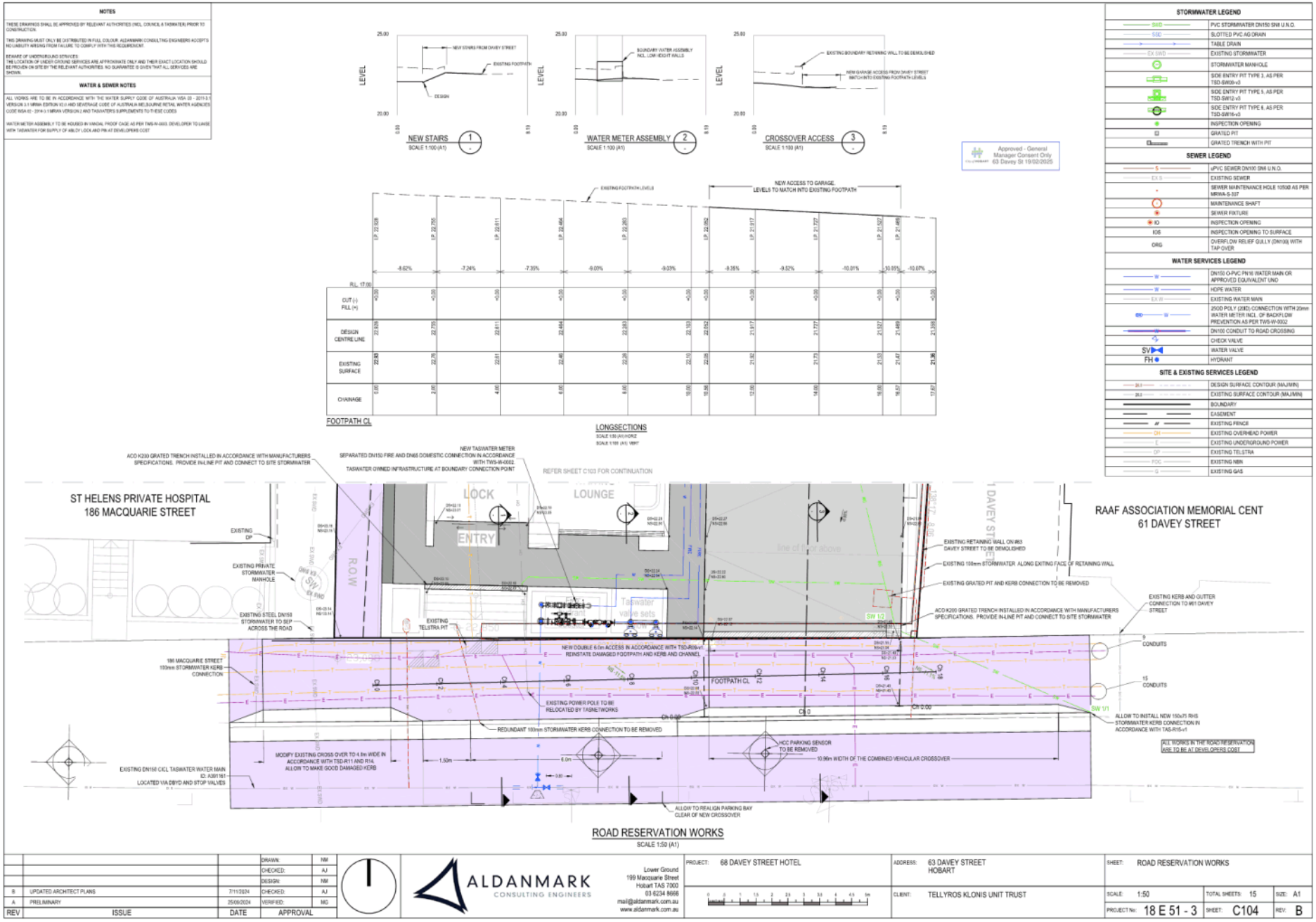
ADDRESS: 63 DAVEY STREET HOBART

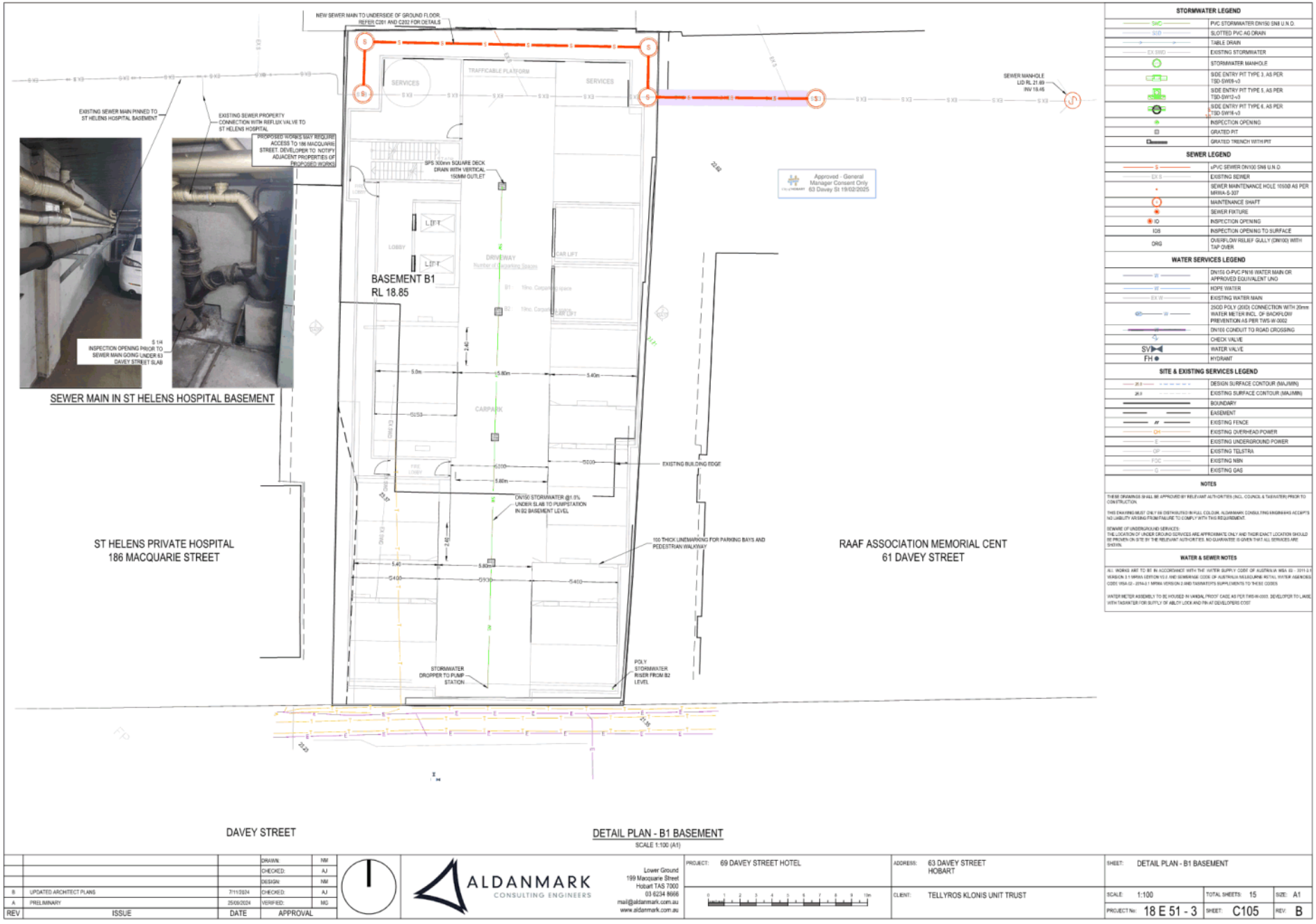
CLIENT: TELLYROS KLONIS UNIT TRUST

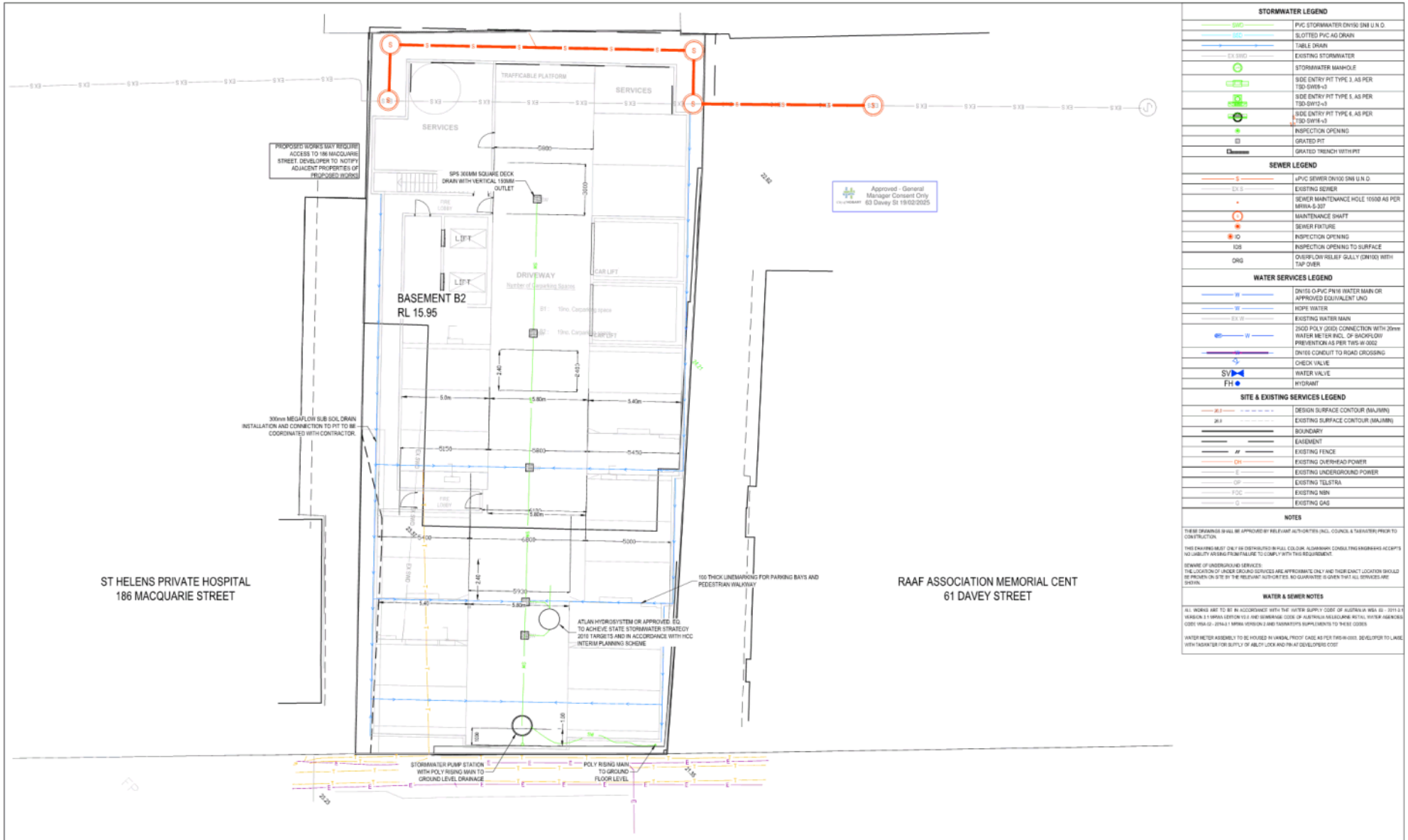
SHEET: CARPARK LEVEL PLAN

SCALE: 1:100 | TOTAL SHEETS: 15 | SIZE: A1

PROJECT No: 18 E 51 - 3 | SHEET: C103 | REV: B


NOTES
WATER & SEWER NOTES
NEW STAIRS
WATER METER ASSEMBLY
CROSSOVER ACCESS
Approved - General Manager Consent Only 63 Davey St 19/02/2025
STORMWATER LEGEND
SEWER LEGEND
WATER SERVICES LEGEND
SITE & EXISTING SERVICES LEGEND
LONGSECTIONS
FOOTPATH CL
ST HELENS PRIVATE HOSPITAL
186 MACQUARIE STREET
RAAF ASSOCIATION MEMORIAL CENT
61 DAVEY STREET
LOCK
LOUNGE
ENTRY
ROW
ROAD RESERVATION WORKS
SCALE 1:50 (A1)
ALDANMARK
CONSULTING ENGINEERS
68 DAVEY STREET HOTEL
63 DAVEY STREET
HOBART
TELLYROS KLONIS UNIT TRUST
ROAD RESERVATION WORKS
1:50
18 E 51 - 3
C104
B


NEW SEWER MAIN TO UNDERSIDE OF GROUND FLOOR. REFER C201 AND C202 FOR DETAILS
EXISTING SEWER MAIN PINNED TO ST HELENS HOSPITAL BASEMENT
EXISTING SEWER PROPERTY CONNECTION WITH REFLUX VALVE TO ST HELENS HOSPITAL
PROPOSED WORKS MAY REQUIRE ACCESS TO 186 MACQUARIE STREET. DEVELOPER TO NOTIFY ADJACENT PROPERTIES OF PROPOSED WORKS
INSPECTION OPENING PRIOR TO SEWER MAIN GOING UNDER 63 DAVEY STREET SLAB
SEWER MAIN IN ST HELENS HOSPITAL BASEMENT
SEWER MANHOLE LID RL 21.69 INV 18.46
SPS 300mm SQUARE DECK DRAIN WITH VERTICAL 150MM OUTLET
Approved - General Manager Consent Only 63 Davey St 19/02/2025
BASEMENT B1
RL 18.85
DRIVEWAY
CAR LIFT
CARPARK
EXISTING BUILDING EDGE
DN150 STORMWATER @1.9% UNDER SLAB TO PUMPSTATION IN B2 BASEMENT LEVEL
100 THICK LINEMARKING FOR PARKING BAYS AND PEDESTRIAN WALKWAY
STORMWATER DROPPER TO PUMP STATION
POLY STORMWATER RISER FROM B2 LEVEL
ST HELENS PRIVATE HOSPITAL
186 MACQUARIE STREET
RAAF ASSOCIATION MEMORIAL CENT
61 DAVEY STREET
DAVEY STREET
DETAIL PLAN - B1 BASEMENT
SCALE 1:100 (A1)
STORMWATER LEGEND
PVC STORMWATER DN150 SN8 U.N.O.
SLOTTED PVC AG DRAIN
TABLE DRAIN
EXISTING STORMWATER
STORMWATER MANHOLE
SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
SIDE ENTRY PIT TYPE 6, AS PER TSD SW16-v3
INSPECTION OPENING
GRATED PIT
GRATED TRENCH WITH PIT
SEWER LEGEND
uPVC SEWER DN100 SN8 U.N.O.
EXISTING SEWER
SEWER MAINTENANCE HOLE 10500 AS PER MRWA-S-307
MAINTENANCE SHAFT
SEWER FIXTURE
INSPECTION OPENING
INSPECTION OPENING TO SURFACE
OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER
WATER SERVICES LEGEND
DN150 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO
HDPE WATER
EXISTING WATER MAIN
25OD POLY (20ID) CONNECTION WITH 20mm WATER METER INCL. DP BACKFLOW PREVENTION AS PER TWS-W-0002
DN100 CONDUIT TO RDAD CROSSING
CHECK VALVE
WATER VALVE
HYDRANT
SITE & EXISTING SERVICES LEGEND
DESIGN SURFACE CONTOUR (MAJ/MIN)
EXISTING SURFACE CONTOUR (MAJ/MIN)
BOUNDARY
EASEMENT
EXISTING FENCE
EXISTING OVERHEAD POWER
EXISTING UNDERGROUND POWER
EXISTING TELSTRA
EXISTING NBN
EXISTING GAS
NOTES
WATER & SEWER NOTES
REV ISSUE DATE APPROVAL
B UPDATED ARCHITECT PLANS 7/11/2024 NM AJ
A PRELIMINARY 25/09/2024 NM AJ
DRAWN: CHECKED: DESIGN: VERIFIED: MG
ALDANMARK CONSULTING ENGINEERS
Lower Ground 199 Macquarie Street Hobart TAS 7000 03 6234 8696 mail@aldanmark.com.au www.aldanmark.com.au
PROJECT: 69 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: DETAIL PLAN - B1 BASEMENT
SCALE: 1:100
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C105
REV: B



DETAIL PLAN - B2 BASEMENT
SCALE 1:100 (A1)

STORMWATER LEGEND

SWD	PVC STORMWATER DN150 SN8 U.N.O.
SSD	SLOTTED PVC AG DRAIN
	TABLE DRAIN
EX SWD	EXISTING STORMWATER
	STORMWATER MANHOLE
SEP	SIDE ENTRY PIT TYPE 3, AS PER TSD-SW09-v3
SEP	SIDE ENTRY PIT TYPE 5, AS PER TSD-SW12-v3
SEP	SIDE ENTRY PIT TYPE 6, AS PER TSD SW16-v3
	INSPECTION OPENING
	GRATED PIT
	GRATED TRENCH WITH PIT

SEWER LEGEND

S	uPVC SEWER DN100 SN8 U.N.O.
EX S	EXISTING SEWER
	SEWER MAINTENANCE HOLE 1050Ø AS PER MRWA-S-307
	MAINTENANCE SHAFT
	SEWER FIXTURE
IO	INSPECTION OPENING
IOS	INSPECTION OPENING TO SURFACE
ORG	OVERFLOW RELIEF GULLY (DN100) WITH TAP OVER

WATER SERVICES LEGEND

W	DN155 O-PVC PN16 WATER MAIN OR APPROVED EQUIVALENT UNO
W	HDPE WATER
EX W	EXISTING WATER MAIN
W	25OD POLY (20ID) CONNECTION WITH 20mm WATER METER INCL. OF BACKFLOW PREVENTION AS PER TWS-W-0002
	DN100 CONDUIT TO ROAD CROSSING
	CHECK VALVE
SV	WATER VALVE
FH	HYDRANT

SITE & EXISTING SERVICES LEGEND

20.2	DESIGN SURFACE CONTOUR (MAJ/MIN)
20.0	EXISTING SURFACE CONTOUR (MAJ/MIN)
	BOUNDARY
	EASEMENT
XF	EXISTING FENCE
OH	EXISTING OVERHEAD POWER
E	EXISTING UNDERGROUND POWER
OP	EXISTING TELSTRA
FOC	EXISTING NBN
G	EXISTING GAS

NOTES

THESE DRAWINGS SHALL BE APPROVED BY RELEVANT AUTHORITIES (INCL. COUNCIL & TASWATER) PRIOR TO CONSTRUCTION.

THIS DRAWING MUST ONLY BE DISTRIBUTED IN FULL COLOUR. ALDANMARK CONSULTING ENGINEERS ACCEPTS NO LIABILITY ARISING FROM FAILURE TO COMPLY WITH THIS REQUIREMENT.

BEWARE OF UNDERGROUND SERVICES:
THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN.

WATER & SEWER NOTES

ALL WORKS ARE TO BE IN ACCORDANCE WITH THE WATER SUPPLY CODE OF AUSTRALIA WSA 03 - 2011-3.1 VERSION 3.1 MRWA EDITION V3.0 AND SEWERAGE CODE OF AUSTRALIA MELBOURNE RETAIL WATER AGENCIES CODE WSA 02 - 2014-3.1 MRWA VERSION 2 AND TASWATER'S SUPPLEMENTS TO THESE CODES

WATER METER ASSEMBLY TO BE HOUSED IN VANDAL PROOF CAGE AS PER TWS-W-0003. DEVELOPER TO LIAISE WITH TASWATER FOR SUPPLY OF ABLOY LOCK AND PIN AT DEVELOPERS COST

REV	ISSUE	DATE	APPROVAL
		DRAWN:	NM
		CHECKED:	AJ
		DESIGN:	NM
B	UPDATED ARCHITECT PLANS	7/11/2024	CHECKED: AJ
A	PRELIMINARY	25/09/2024	VERIFIED: MG

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mail@aldanmark.com.au
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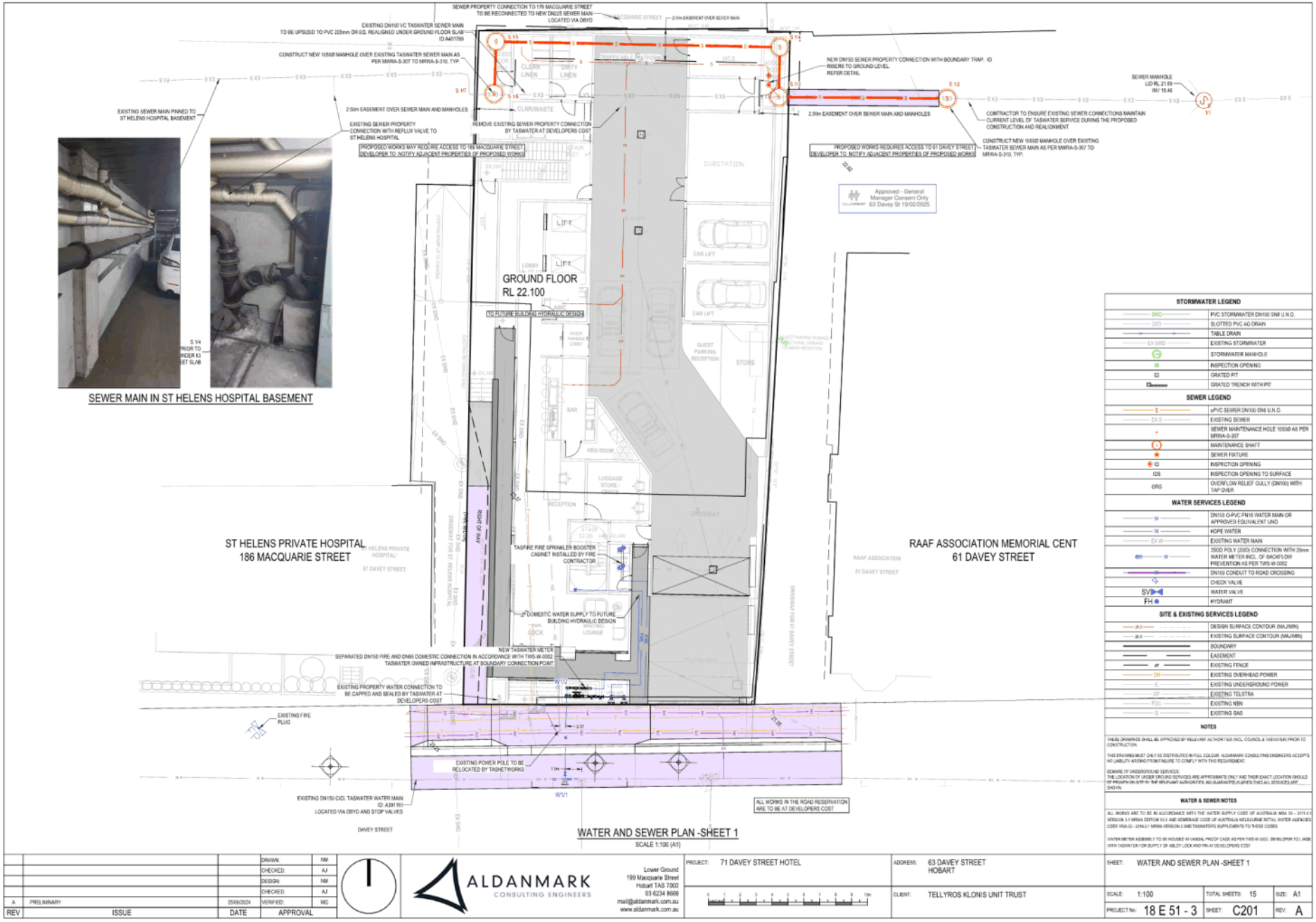
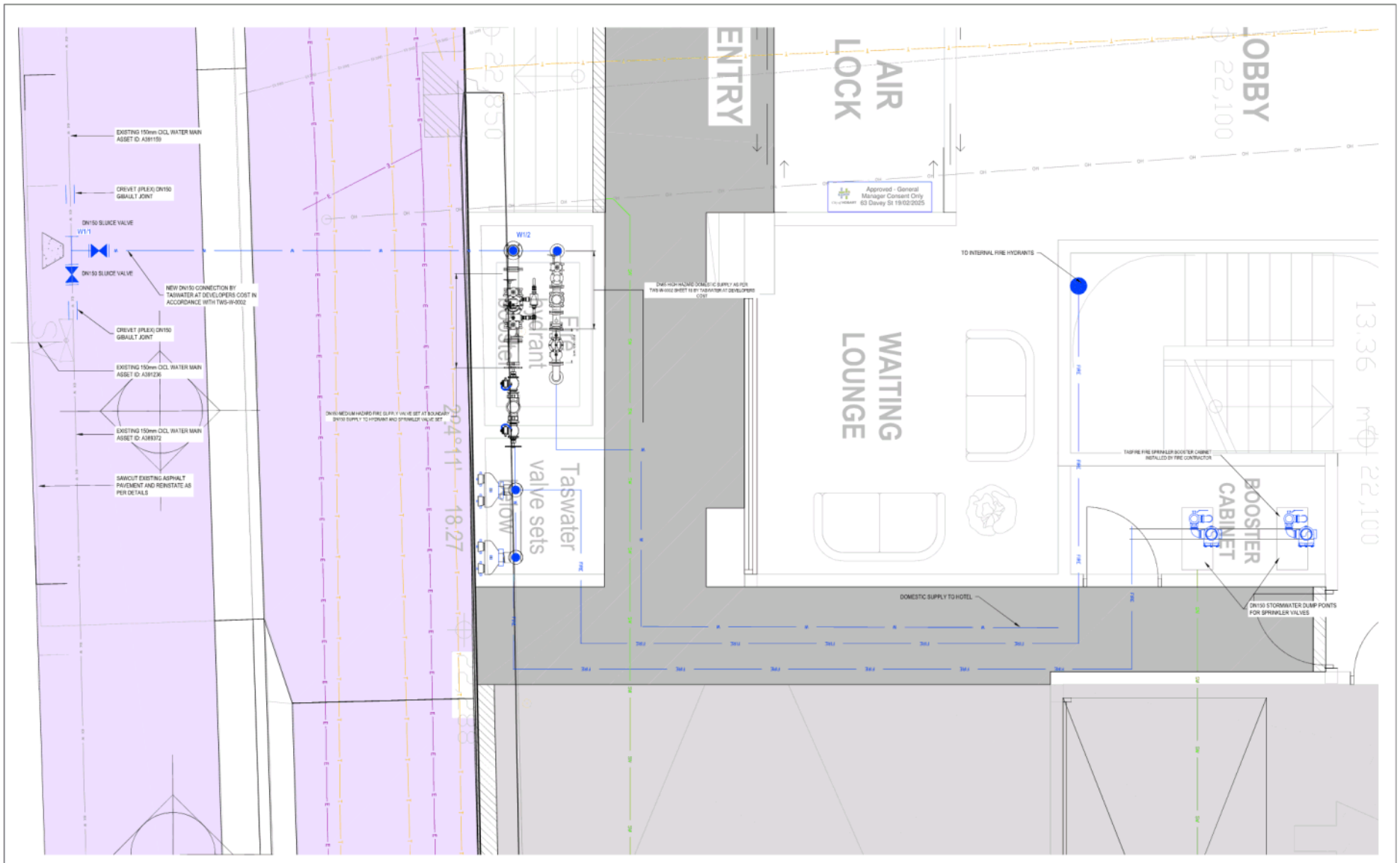
PROJECT:	70 DAVEY STREET HOTEL	ADDRESS:	63 DAVEY STREET HOBART
CLIENT:	TELLYROS KLONIS UNIT TRUST	SHEET:	DETAIL PLAN - B2 BASEMENT
SCALE:	1:100	TOTAL SHEETS:	15
SIZE:	A1	PROJECT No:	18 E 51 - 3
SHEET:	C106	REV:	B


SEWER MAIN IN ST HELENS HOSPITAL BASEMENT
GROUND FLOOR
RL 22.100
ST HELENS PRIVATE HOSPITAL
186 MACQUARIE STREET
RAAF ASSOCIATION MEMORIAL CENT
61 DAVEY STREET
WATER AND SEWER PLAN -SHEET 1
SCALE 1:100 (A1)
STORMWATER LEGEND
SEWER LEGEND
WATER SERVICES LEGEND
SITE & EXISTING SERVICES LEGEND
NOTES
WATER & SEWER NOTES
ALDANMARK
CONSULTING ENGINEERS
71 DAVEY STREET HOTEL
63 DAVEY STREET
HOBART
TELLYROS KLONIS UNIT TRUST
WATER AND SEWER PLAN -SHEET 1
1:100
18 E 51 - 3
C201
A



WATER AND SEWER PLAN - SHEET 2

SCALE 1:20 (A1)

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	

DRAWN: NM
CHECKED: AJ
DESIGN: NM
CHECKED: AJ
VERIFIED: MG

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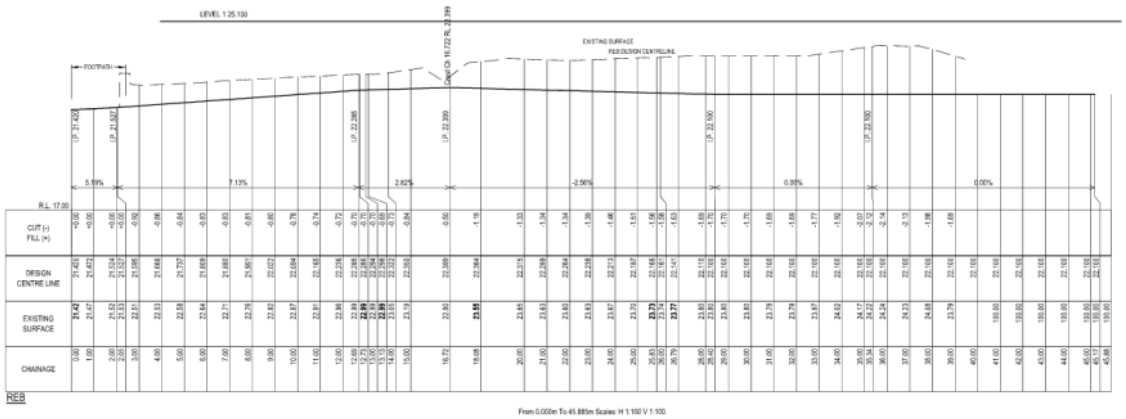
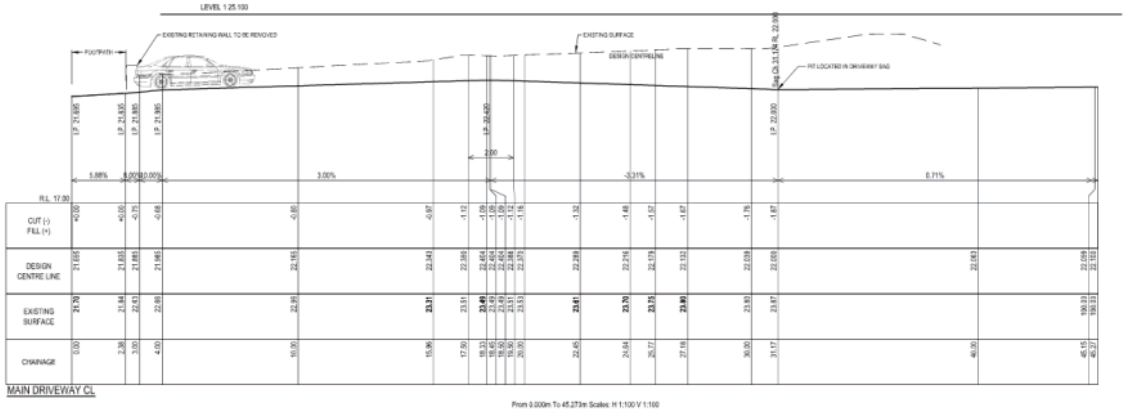
www.aldanmark.com.au

PROJECT: 72 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: WATER AND SEWER PLAN - SHEET 2
SCALE: 1:20
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C202
REV: A





LONGITUDINAL SECTIONS - SHEET 1

AS INDICATED

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	

DRAWN: NM
CHECKED: AJ
DESIGN: NM
CHECKED: AJ
VERIFIED: MG

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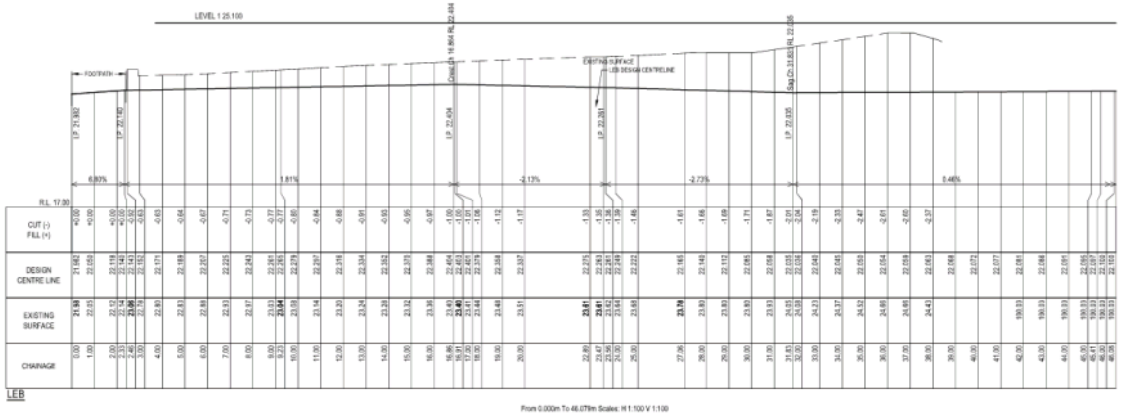
mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: 73 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: LONGITUDINAL SECTIONS - SHEET 1
SCALE: AS INDICATED
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C301
REV: A



LONGITUDINAL SECTIONS - SHEET 2

AS INDICATED

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	VERIFIED: MG
			DESIGN: NM
			CHECKED: AJ
			DRAWN: NM

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mail@aldanmark.com.au
www.aldanmark.com.au

PROJECT: 74 DAVEY STREET HOTEL

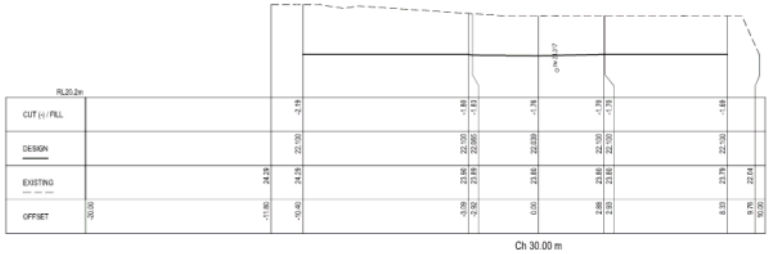
ADDRESS: 63 DAVEY STREET HOBART

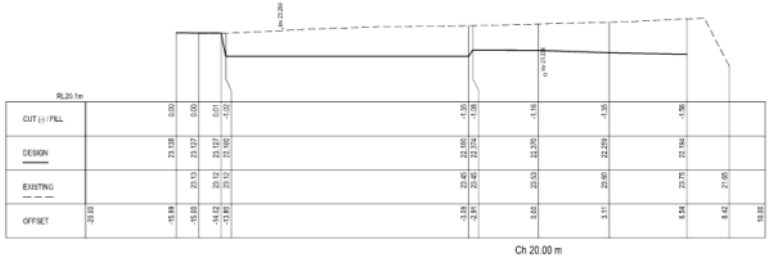
CLIENT: TELLYROS KLONIS UNIT TRUST

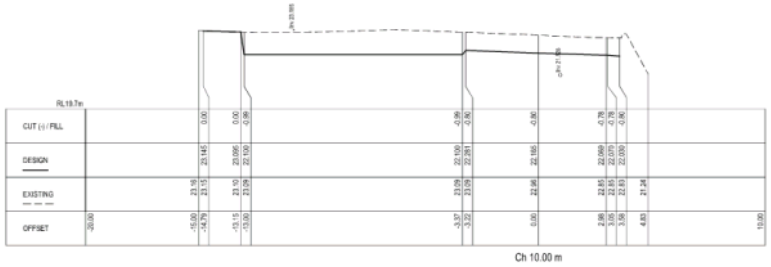
SHEET: LONGITUDINAL SECTIONS - SHEET 2

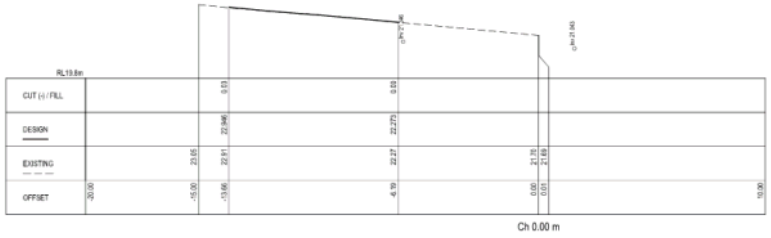
SCALE: AS INDICATED | TOTAL SHEETS: 15 | SIZE: A1

PROJECT No: 18 E 51 - 3 | SHEET: C302 | REV: A









MAIN DRIVEWAY CL - CROSS SECTIONS
SCALE 1:100 (A1) HORIZ
SCALE 1:100 (A1) VERT

CROSS SECTIONS - SHEET 1
AS INDICATED

REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: AJ
			DESIGN: NM
			CHECKED: AJ
A	PRELIMINARY	25/09/2024	VERIFIED: MG

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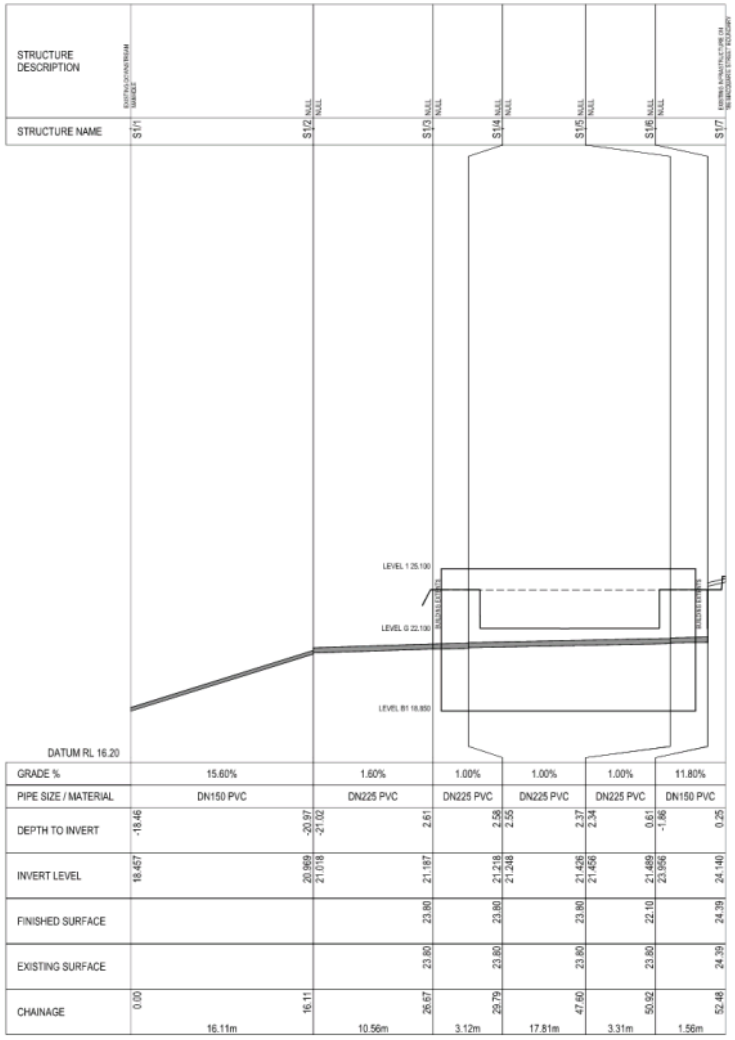
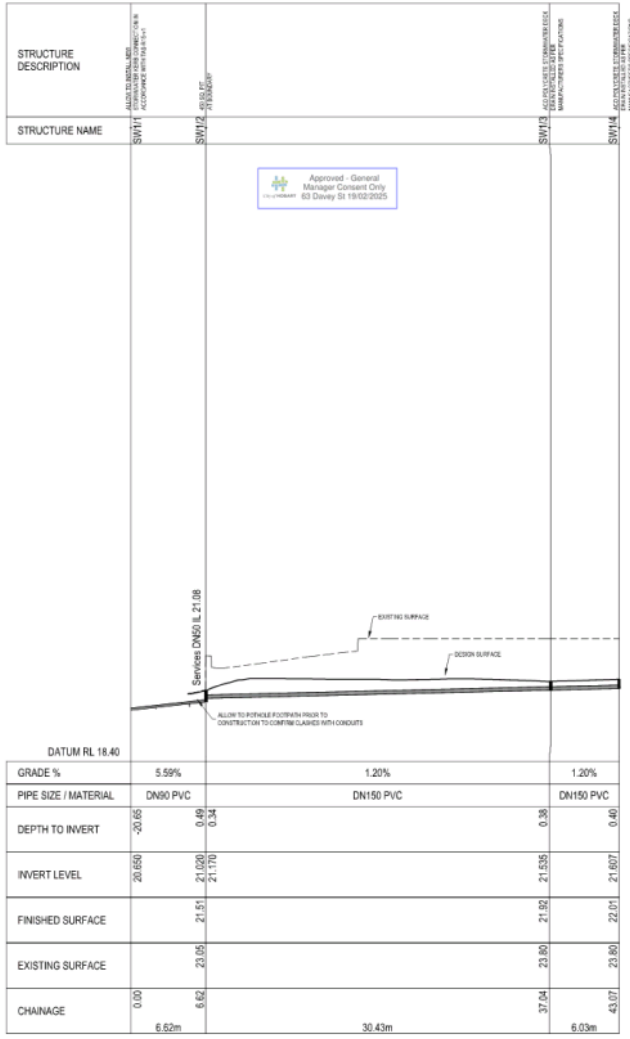
www.aldanmark.com.au

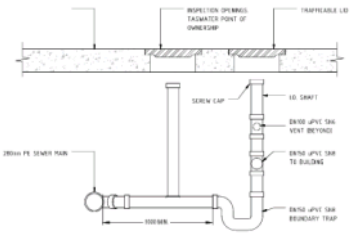
PROJECT: 75 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: CROSS SECTIONS - SHEET 1
SCALE: AS INDICATED
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C303
REV: A



SEWER LONGITUNDINAL SECTION FOR LINE S1
SCALES: HORIZONTAL 1:200 VERTICAL 1:100



SEWER LONGITUNDINAL SECTION FOR LINE SW1
SCALES: HORIZONTAL 1:200 VERTICAL 1:100



BOUNDARY TRAP DETAIL
SCALE 1:20

SEWER AND STORWMATER LONG SECTIONS
AS INDICATED

REV	ISSUE	DATE	APPROVAL
A	PRELIMINARY	25/09/2024	DRAWN: NM / CHECKED: AJ / DESIGN: NM / CHECKED: AJ / VERIFIED: MG

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PROJECT:	76 DAVEY STREET HOTEL
ADDRESS:	63 DAVEY STREET HOBART
CLIENT:	TELLYROS KLONIS UNIT TRUST
SHEET:	SEWER AND STORWMATER LONG SECTIONS
SCALE:	AS INDICATED
TOTAL SHEETS:	15
SIZE:	A1
PROJECT No:	18 E 51 - 3
SHEET:	C401
REV:	A

WATER MAIN LONGSECTIONS
SCALE 1:100 (A1) HORIZ
SCALE 1:50 (A1) VERT

WATER LONG SECTIONS
AS INDICATED

REV	ISSUE	DATE	APPROVAL
			DRAWN: NM
			CHECKED: AJ
			DESIGN: NM
			CHECKED: AJ
A	PRELIMINARY	25/09/2024	VERIFIED: MG

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www.aldanmark.com.au

PROJECT: 77 DAVEY STREET HOTEL
ADDRESS: 63 DAVEY STREET HOBART
CLIENT: TELLYROS KLONIS UNIT TRUST
SHEET: WATER LONG SECTIONS
SCALE: AS INDICATED
TOTAL SHEETS: 15
SIZE: A1
PROJECT No: 18 E 51 - 3
SHEET: C402
REV: A

URBAN DESIGN ADVISORY PANEL

MINUTES

MINUTES OF A MEETING OF THE URBAN DESIGN ADVISORY PANEL
HELD AT 9.30 AM ON TUESDAY 13 MAY 2025
IN THE LADY OSBORNE ROOM

NOTE

THE MINUTES OF ALL URBAN DESIGN ADVISORY PANEL MEETINGS ARE CONFIDENTIAL AND AS SUCH ARE NOT TO BE MADE AVAILABLE OR DISCLOSED IN WHOLE OR IN PART TO ANY PERSON/S WITHOUT THE EXPLICIT PRIOR APPROVAL OF THE PANEL

MEMBERS	
NAME	**POSITION**
Scott Balmforth	Chairperson
Sarah Bendeich	Panel Member
Yvette Breytenbach	Panel Member
Matt Drysdale	Panel Member
Helen Norrie	Panel Member
Leigh Woolley	Panel Member
Jaime Parsons	Panel Member & UDAP Liaison Officer

COUNCIL OFFICERS	
NAME	**POSITION**
Michael McClenahan	Senior Statutory Planner
Sarah Waight	Senior Cultural Heritage Officer
Roy Liu	Graduate Urban Design Officer
Nicole Spooner	Administrative Coordinator

ITEMS

1. **WELCOME**

   The Chair opened the meeting and welcomed Panel members and staff.

2. **ACKNOWLEDGEMENT OF COUNTRY**

   The Chair read an Acknowledgement of Country.

3. **APOLOGIES**

Helen Norrie, Karen Abey and Cameron Sherriff

4. LEAVE OF ABSENCE

Yvette and Sarah will be absent for the meeting of 10th June 2025. Proxies to be arranged.

5. CONFIRMATION OF MINUTES

Minutes from 15th April (Macquarie Point Stadium) were accepted by the Panel and signed by the Acting Chair for that meeting.

6. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

N/a.

7. 63 DAVEY STREET – PLN-HOB-2024-0621

See "Attachment A" for Panel Report.

8. OTHER BUSINESS

i. Jaime advised dates for public and professional forums for public engagement on the draft Hobart Design Guidelines. Email summarising these events was sent to the Panel post meeting for their information / RSVP.

ii. Jaime will present the public engagement findings to the Panel in July, subject to engagement report being finalised in time.

9. NEXT MEETING

Tuesday 10th June 2025 at 9:30am in the Lady Osborne Room

10. MEETING CLOSURE

The Chair closed the meeting at 12 noon.

Chair
16 / 6 / 2025

Attachment A

PLN-HOB-2024-0621 – 63 Davey Street, Hobart

In person:	
Phil Gartrell	IreneInc
Catherine Williams	JAWS Architects

The Panel met to discuss the proposal in detail and the report below is a summary of the Panel's views and is provided for the consideration of the proponents and Council officers.

Description

The proposal is for the demolition of the existing single storey building at 63 Davey Street and associated on-site parking spaces in the open forecourt, to allow for the development of a six-storey boutique hotel providing: 67 one-bedroom guest rooms, an associated bar, landscaped roof terraces, and on-site valet parking for up to 38 cars within two basement floor levels that will use car-lifts for vehicle access. The proposed building presents as a 3-storey podium within 15m of the street frontage. This draws upon the dominant characteristics of the various 2-3 storey heritage buildings along this side of the street and reintroduces a strong and more consistent street-edge.

The entrance to the ground floor, the car parking area, and Levels 1 and 2 are incorporated into the front podium building, with a hipped roof design reminiscent of the built form elements within the local streetscape. The ground level of the building, aside from the entrances, it includes a lobby with access slightly lower than street level, bar, storage and servicing spaces. Levels 1 and 2 extend from within and behind the podium element, each accommodating 18 guest rooms. Level 3 is set approximately 15m back from the frontage behind the podium, accommodating 13 guest rooms and incorporating a green roof and guest balcony behind the hipped roof of the podium. Level 4 is also set 15m back from the frontage and accommodates 13 guest rooms. Level 5 includes a green roof and glass atrium, with the solid form of the services core setback approximately 25m from the frontage to Davey Street. This floor supports 5 guest rooms, along with the glass atrium. The development proposal extends in large part across the full width of the site and hard up against the rear boundary.

Proposed external materials, and indeed the form of the building, differ between the front podium with its more traditional proportions and design elements, and the levels extending behind and above, where a more modern design approach has been taken. The street-front building

incorporates brick-clad walls, and a custom –orb-clad hipped roof with a contemporary pattern of fenestration that generally respects the traditional fenestration of heritage buildings adjacent. The Panel noted however the same façade treatment to the front continued around the northeast side of the street-facing building was inconsistent with the adjacent heritage buildings. The rear element combines precast concrete, large areas of glazed panelling and brass window surrounds. The building is proposed to have a maximum height of 41.8m AHD (approximately 19 metres above natural ground level) measured to the top of its central-left rooftop plant.

Panel Report

Please Note: The Panel's views expressed below include those discussed with the Applicant and those discussed between Panel members in the absence of the Applicant.

The Panel noted that considerable work has been done since a previous scheme was presented to UDAP in 2021. The Panel thought that the current scheme shows improved proportion, scale and rhythm in response to the streetscape, and is on balance, acceptable and respectful towards the significant heritage precinct it sits within notwithstanding some finer detail.

The proposal infills the site with a modular form that steps back within the site so as not to appear overbearing on the street. The Panel noted that the street facing element of the proposed building generally contributes to a positive streetscape experience when walking down or driving up Davey Street, however noting the need for more design refinement. The scale of the vehicle entry is a substantial component of the street façade. When combined with the building entry and service infrastructure, this results in a limited opportunity to achieve active frontage and a landscaped garden edge between the building and public footpath - a characteristic of the adjacent heritage buildings. Neither does it facilitate a strong sense of passive surveillance or engagement with the street given that the proposed entry is set slightly below street level.

However, while the Panel agreed that streetscape was not the main matter of concern for this proposal as it provides an adequate response to the heritage character of the street, the Panel had concerns instead regarding the proposal's townscape response. This particularly relates to the visual link from significant public open spaces to the city's landform horizons. It is

recognised that connection between these public open spaces of the city and the margins of the containing landscape identify both the setting of the city and helps define the scale of the city centre. This is the case for St. David's Park, and the Panel refers to the 2015 Interim Planning Scheme that refers to St. David's Park as open space, and View 14 in Figure 10 of the Central Hobart Plan. This confirms the significance of the view line from the park entry on the corner of Davey Street and Sandy Bay Road to Kunanyi/Mt. Wellington. The proposal's built form will impact this view line.

The Panel also noted that the proposal's cubic form proposed to be sited predominantly to the site boundaries behind the lower street front building, would insert a prominent form in the pattern of the surrounding townscape development. This will result in the loss of a sense of topographic layering through built form rising up the hill to the Macquarie Street ridge line.

On balance, the Panel acknowledged the townscape character was much more responsive through its reduction in building height, than what had previously been submitted, and whilst firm in their townscape concerns, did not see this as an aspect that alone would challenge the Panel's support for the proposal.

None the less, the Panel perceived the design of the building to the limits of the site as problematic and noted that in particular there is no proposed setback of the building on the North-eastern boundary. Whilst height and street setback of the building appear satisfactory, the proposal falls short on providing reasonable setback and articulation and interfacing with the northeast boundary. It is noted that there appears to be on-boundary facade glazing located on levels 4 and 5 of the floor plan facing the rear of 176 Macquarie Street. Again, this is a sub-optimal outcome and may restrict future development opportunities for the adjacent land holder or should the site be developed, create a less-than-ideal boundary interface for this proposal with glazing located directly on boundary. The Panel also noted side boundary interfaces and lack of consideration for neighbouring properties with regards to both their existing condition and with a view to their future development potential. The Panel had strong concerns about approving a building with significant areas of glazing, necessary for hotel rooms, to the edge of the site as a precedent for future developments for this area. Overlooking on to the adjoining site, the impact on the rear of the neighbouring site (61 Davey Street) would be significant. Noting as well that the impact would be in both directions i.e. overlooking the neighbouring site and looking back into the rooms.

The Panel felt the rear building is less nuanced and doesn't fully achieve the sense of "lightness, elegance and rhythm" that the proponents described as their design intent. In comparison, the street-facing building is more successful in its intent to "repair the streetscape".

Overall, the Panel thought the proposal fits into the current and future Central Hobart Plan proposed building envelope and had addressed the previous proposal's detrimental visual and spatial impact. In detail though, the Panel had concerns; the Central Hobart Plan would seek the use of a setback or party wall to the side and rear boundaries. This proposal typically has neither, The Panel is generally concerned by the lack of setback from boundary to the proposed building facades on the North-eastern and upper North-western boundaries and emphasises that, whilst technically acceptable, this is not a preferred design response for a tower building form boundary interface within an inner-city context. The Panel also thought that there were some ideas that remain unresolved, that could have a greater contribution to the overall project. For instance, the proposal shows conceptual urban greening elements including two green roof terraces, however landscape design is not included in the documentation, leading to a concern that the design intent of the green roofs may not be fully realised.

Application Referral Cultural Heritage – Response

Recommendation:	Acceptable Subject to Conditions
Date Completed:	16/10/2025
Address:	63 DAVEY ST HOBART TAS 7000
Proposal:	Demolition, New Building for Visitor Accommodation and Bar, and Associated Infrastructure Works
Application No.:	PLN-HOB-2024-0621
Assessment Officer:	Sarah Waight, Senior Cultural Heritage Officer

Proposal/background:

This site has been the subject of a former application PLN-19-319.

Council issued a Refusal to Grant a Planning Permit on 9 November 2020.

The application was revised and an application for a s.22 amendment was made. During mediation and without any request or prompting by Council, the applicant changed the form of the front building from a flat 4 storey structure to a 3 storey hipped roof structure while keeping the same height of the tower components behind.

Council issued revised grounds of refusal (dated 27 July 2021). The applicant lodged an appeal.

The Tribunal accepted that the front low-rise building that was in the amended proposal was acceptable 'and will improve the streetscape response, along the street frontage.' (Tellyros Unit Trust v Hobart City Council and Anor [2021] TASCAT 11 cl.70). The appeal revolved around the seven (7) and eight (8) storey high building to the rear. The Tribunal decision accepted that the introduction of the building to the rear altered the uniformity of scale in the heritage precinct – a precinct defined in the statements of significance as having 'outstanding visual and streetscape qualities' and uniformity of scale'.

The Tribunal stated that development behind the first 15 metres can form part of the streetscape presentation but it was critical that the elements identified as being significant in the streetscape retained visual primacy and that any new development did not detract from or overpower those features resulting in detriment (cl 78). The Tribunal determined the proposal for the tower development at the rear did not satisfy E13.8.2 P1 of the Historic Heritage Code of the Scheme.

Council's decision to refuse the proposal was upheld by the Tasmanian Civil and Administrative Tribunal in a decision (104/20P) dated 1 December 2021.

This proposal is a further revision of the front low-rise building in which the applicant has adopted a brick style cladding as opposed to the previous off-white cladding. There was a further reduction in the height of the rear tower elements, with a maximum of 6 floors (including the ground floor) being proposed in the rear component.

Heritage Significance:

The subject site is located within the Hobart 1 Heritage Precinct as defined in Table E13.2 and also within a Place of Archaeological Potential as defined in Table E13.4 of E13.0 of the Historic Heritage Code of the *Hobart Interim Planning Scheme 2015*.

The significance of the precinct is described in Table E13.2 and is as follows:

This precinct is significant for reasons including:

1. *It contains some of the most significant groups of early Colonial architecture in Australia with original external detailing, finishes and materials demonstrating a very high degree of integrity, distinctive and outstanding visual and streetscape qualities.*

2. *The collection of Colonial, and Victorian buildings exemplify the economic boom period of the early to mid nineteenth century.*
3. *The continuous two and three storey finely detailed buildings contribute to a uniformity of scale and quality of street space.*
4. *It contains a large number of landmark residential and institutional buildings that are of national importance.*
5. *The original and/or significant external detailing, finishes and materials demonstrating a high degree of importance.*

Some minor works including excavation for service upgrades are proposed outside of the site at 61 Davey Street and 186 Macquarie Street (previously known as St Helens Private Hospital).

The application is supported by:

- Heritage Impact Statement by Bryce Raworth, dated November 2024
- Statement of Archaeological Potential by Praxis Environment, dated July 2018

The following provisions of the Scheme apply:

HIPS 2015 Discretion	**Applicable clause**
Table E13.2 Heritage Precinct E13.8.1 Demolition E13.8.2 Buildings and Works other than Demolition	 E13.8.1 P1 E13.8.2 P1
Table E13.4 Place of Archaeological Potential E13.10.1 Building, Works and Demolition	 E13.10.1 P1
22.4 Central Business Zone Development Standards	The proposal satisfies the acceptable solution of Clause 22.4.1 A5 and 22.4.3 A3.

Subject site: Source Council image

Subject site: Source Council image

Representations:

Three (3) representations were received during the advertising period. The following heritage/streetscape related comments were made:

- 'This block is unique for Hobart as it is mostly historical buildings, any development should be similar in height and scale'
- 'This structure is too tall and its blocky appearance does not blend in well with the surrounding buildings.'
- 'All roof structures should be hipped to maintain the character of the block.'
- 'However, section 2.4 advises that a search of the Tasmanian Aboriginal Heritage Sites register did not identify any registered Aboriginal relics or apparent risk of impacting Aboriginal relics.'
- 'Extensive colonial historical information was provided giving rise to in Section 7, the premise that the foundations and structural remains associated with an 1830's dwelling and outbuildings on the site would be of high archaeological potential and historical interest. Accordingly, the recommendation was that any proposed excavation of that area must be preceded by an archaeological impact assessment.'

- 'We are concerned that the height of the rear section of this proposal will overwhelm the heritage values of 67 & 61 Davey Street and 174, 176 and 178 Macquarie Street. We submit that the rear section should be reduced by at least one storey, to ensure this important precinct's heritage values be maintained. We support the podium infill which seems to us to respect and enhance the streetscape of Davey Street.'

Response:

The form of the rear structure has been modified and reduced in height over a number of iterations. While it is not disputed that there will be some visibility, assessment considers if the visual primacy of the streetscape is maintained and if detriment results.

The archaeological documentation submitted as part of this application provides guidance and a process for managing archaeological evidence. Conditions of permit are required.

Aboriginal heritage is not assessed under the Historic Heritage Code. Should any Aboriginal heritage be uncovered during excavation, the provisions of the *Aboriginal Heritage Act 1975* are applicable to this place outside of the planning process. There are procedures for the management of unanticipated discoveries that must be adhered to.

Assessment:

Demolition is proposed and there are no Acceptable Solutions and therefore the proposal must be assessed against the Performance Criteria.

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.

Response:

The proposal is for the demolition of the 1953 Naval Memorial House building with 1971 and 1979 additions on the subject site. It is a structure that makes no contribution to the heritage precinct and is not identified in the heritage values/statements of significance of the Hobart 1 Heritage Precinct as defined in Table E13.2. Therefore there is no loss of heritage significance through the demolition of the building.

The proposal is considered to satisfy E13.8.1 P1.

Assessment:

Buildings and works are proposed and there are no Acceptable Solutions and therefore the proposal must be assessed against the Performance Criteria.

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.

Response:

The proposed design of the front 3 storey building in brick cladding has been designed to reflect the Victorian Georgian sandstone buildings on the up hill side of the street. The eaves and RL of the roof of the new front building demonstrate a 'stepping down' effect in

the street, which is an important consideration in this section of Davey Street where the rhythm of the architecture is considered and modest. The width of the proposal also reflects the width of the existing plot and as such is considered acceptable.

The new 6 storey (including the ground floor) rear structure will be visible over the roof of the new 3 storey front building, from vantage spots in Davey Street, opposite the subject site and also from Davey St adjacent to and within St Davids Park. It will, however read as a secondary layer and with the front building being a more prominent structure and having primacy in the streetscape. While not a relevant heritage consideration the scale of backdrop of buildings in Macquarie St assists in achieving this goal. Within the Heritage Precinct the fact that the proposed building has a lesser RL (41.800) than the tallest structure in the same precinct at 180 Macquarie Street (aka Nurses and Midwifery Federation) is a consideration as it has always been expressed that the height of any new structure should also reflect the changing topography and not be the same height as that structure but be lower or lesser in height. This result is achieved.

Clause E13.8.2 P1 requires consideration of whether or not the design and siting of the building or works results in detriment to the precinct and any assessment needs to be considered in terms of the TASCAT decision (104/20P) and particularly consideration of the meaning of detriment which is given below.

Detriment should be given its ordinary meaning. 'Detriment is "damage or loss to such value or thing" It requires something more than a miniscule or trifling damage or loss. (cl.19)

The applicant has considered a reduction in height of the rear element such that it is considered that any detriment is lessened and now acceptable.

The proposal is considered to satisfy E13.8.1 P1.

Assessment:
Excavation is proposed and there are no Acceptable solutions and therefore the proposal must be assessed against the Performance Criteria of E13.10.1.

E13.10.1 P1
Buildings, works and demolition must not unnecessarily impact on archaeological resources at places of archaeological potential, having regard to:

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

Response:
The Praxis report identifies areas of high and low/no archaeological potential and recommends that an archaeological impact assessment and if necessary an archaeological method statement must be prepared. This can be achieved through a condition of permit. In addition, there is additional excavation proposed as part of excavation for services which will require a condition for an archaeological watching brief. Other conditions requiring the interpretation or incorporation of any significant archaeological measures can be included in any permit issued and ensure there is 'meaningful public benefit' as required under E13.10.1 P1 (d).

Conclusion:

The proposal is considered to satisfy E13.8.1 P1, E13.8.2 P1 and E13.10.1 of the Historic Heritage Code of the *Hobart Interim Planning Scheme 2015*. Conditions of permit are required.

Conditions:

HER 1
All archaeological management policies in the Praxis Environment Statement of Historical Archaeological Potential (p.50) must be carried out in full.

This includes the preparation of an Archaeological Impact Assessment and Archaeological Method Statement covering all excavation on the subject site including those sites adjacent where excavation for servicing is proposed.

All onsite excavation and disturbance must be monitored by a qualified archaeologist. 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 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 2. above must be complied with in full; and
4. All features and/or deposits discovered must be reported to the Council with 1 day of the discovery; and
5. A qualified archaeologist must undertake an audit of bulk archaeological materials such as worked sandstone blocks, 19th century bricks or cobblestones suitable for reuse.
6. A qualified archaeologist must prepare an audit of artefacts of high interpretative value/or rare or other significance for incorporation into an on site interpretation and history for any future approval for development on this site.
7. A copy of the archaeologist's advice, assessment and recommendations obtained in accordance with 2. 3. 5. And 6. above must be provided to Council within 60 days of receipt of the completion of archaeological works and prior to the issue of any approval under the *Building Act 2016*.
8. Excavation and/or disturbance must not recommence unless and until approval is granted from the Council.

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.

HER 2
All artefacts of high interpretative value and/or rare or otherwise significant as determined by the qualified archaeologist engaged in accordance with Condition HER 1 must be incorporated into an on-site interpretation and history.

An interpretation plan must be prepared and submitted and approved by Council prior to the issue of a certificate of completion.

The on-site interpretation must be:

- in accordance with the approved interpretation plan,
- incorporate the artefacts described in HER 1,
- incorporate historical information such as text, photographs, drawings or other images relating to the history of the site,
- located in a publicly accessible space, and,
- installed prior to the issue of a certificate of completion.

HER 3
The external colours, materials and finishes of the approved development must be substantially in accordance with the approved plans. Any substantial change in the colours, materials and finishes requires further approval.

DEVELOPMENT ENGINEERING

ASSESSMENT SUMMARY:

CLAUSE	DESCRIPTION	ASSESSMENT DECISION
E5.0 Road and railway access code		**DOES APPLY**
E5.5.1	Existing road accesses and junctions	PERFORMANCE CRITERIA
E5.5.2	Existing level crossings	NOT APPLICABLE
E5.6.1	Development adjacent to roads and railways	NOT APPLICABLE
E5.6.2	Road accesses and junctions	ACCEPTABLE SOLUTION
E5.6.3	New level crossings	NOT APPLICABLE
E5.6.4	Sight distance at accesses, junctions and level crossings	ACCEPTABLE SOLUTION
E6.0 Parking and Access Code		**DOES APPLY**
E6.6's	Parking number assessment	PERFORMANCE CRITERIA
E6.7.1	Number of vehicle accesses	PERFORMANCE CRITERIA
E6.7.2	Design of vehicle accesses	ACCEPTABLE SOLUTION
E6.7.3	Vehicle passing area along an access	ACCEPTABLE SOLUTION
E6.7.4	On-site turning	ACCEPTABLE SOLUTION
E6.7.5	Layout of parking areas	PERFORMANCE CRITERIA
E6.7.6	Surface treatment of parking areas	ACCEPTABLE SOLUTION
E6.7.7	Lighting of parking areas	ACCEPTABLE SOLUTION
E6.7.8	Landscaping of parking areas	NOT APPLICABLE
E6.7.9	Design of motorcycle parking areas	NOT APPLICABLE
E6.7.10	Design of bicycle parking areas	NOT APPLICABLE
E6.7.11	Bicycle end trip facilities	NOT APPLICABLE
E6.7.12	Siting of car parking	ACCEPTABLE SOLUTION
E6.7.13	Facilities for commercial vehicles	ACCEPTABLE SOLUTION
E6.7.14	Access to a road	ACCEPTABLE SOLUTION
E6.7.15	Access to Niree Lane Sandy Bay	NOT APPLICABLE
E7.0 Stormwater		**DOES APPLY**
E7.7.1A1/P1	New impervious surfaces	PERFORMANCE CRITERIA / Waterways Group to assess
E7.7.1A2/P2	Treatment	PERFORMANCE CRITERIA / Waterways Group to assess
E7.7.1A3	Minor stormwater system	ACCEPTABLE SOLUTION / Waterways Group to assess
E7.7.1A4	Major stormwater system	NOT APPLICABLE / Waterways Group to assess

DISCRETION SUMMARY:

E5.5.1 Existing road accesses and junctions

The existing road access must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the *Hobart Interim Planning Scheme 2015 (HIPS 2015)*.
Documentation submitted to date does not comply with the Acceptable Solution; therefore assessment against the Performance Criterion is relied on for clause E5.5.1 (A3).

Acceptable Solution A3: - **DOES NOT COMPLY: (The annual average daily traffic (AADT) of vehicle movements, to and from a site increased by more than 20% or 40 vehicle movements per day)**
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

Performance Criteria – P3: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA**
Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road

Based on the documentation submitted to date and given the assessment against the clause, the proposed access is accepted as meeting *Performance Criteria P3:E5.5.1* of the Planning Scheme.

E6.6's Parking number assessment

The parking number assessment must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the *Hobart Interim Planning Scheme 2015 (HIPS 2015)*.
Documentation submitted to date does not comply with the Acceptable Solution, therefore assessment against the Performance Criterion is relied on for clause E6.6.5.

E6.6.5 Number of Car Parking Spaces - Central Business Zone
Acceptable solution - A1: - **DOES NOT COMPLY: (Proposed development will have 17 additional car parking spaces more than the maximum rate)**
(a) No on-site parking is provided; or
(b) on-site parking is provided at a maximum rate of 1 space per 200m2 of gross floor area for commercial uses; or
(c) on-site parking is provided at a maximum rate of 1 space per dwelling for residential uses; or
(d) on-site parking is required operationally for an essential public service, including, hospital, police or other emergency service.

Performance Criteria - P1: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA**
Car parking provision:
(a) is in the form of a public car parking station provided as part of a development which utilises a major existing access; or
(b) must not compromise any of the following:
(i) pedestrian safety, amenity or convenience;
(ii) the enjoyment of 'al fresco' dining or other outdoor activity;
(iii) air quality and environmental health; (iv) traffic safety

E6.6.4 – Number of Bicycle parking spaces

Acceptable solution A1: - **DOES NOT COMPLY: (No on-site bicycle parking is provided – Seven (7x) required)**
The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2.

Performance Criteria - P1: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA**

The number of on-site bicycle parking spaces provided must have regard to all of the following:
(a) the nature of the use and its operations;
(b) the location of the use and its accessibility by cyclists;
(c) the balance of the potential need of both those working on a site and clients or other visitors coming to the site.

Based on the documentation submitted to date and given the assessment against the clause, the parking provision is accepted as meeting the *Performance Criteria:P E6.6's* of the Planning Scheme. This is particularly due to the actual parking demands that will be generated by the development.

E6.7.1 Number of vehicle accesses

The parking number assessment must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the *Hobart Interim Planning Scheme 2015 (HIPS 2015)*.
Documentation submitted to date does not comply with the Acceptable Solution, therefore assessment against the Performance Criterion is relied on for clause E6.7.1.

Acceptable solution A1: - **DOES NOT COMPLY (Two crossovers proposed, one new and one existing)**
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.

Acceptable solution A2: - **DOES NOT COMPLY (New crossover proposed)**
In the Central Business Zone and Particular Purpose Zone 10 (Royal Hobart Hospital) no new vehicular access is provided unless an existing access point is removed.

Performance Criteria - P1: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA**
The number of vehicle access points for each road frontage must be minimised

Based on the documentation submitted to date and given the assessment against the clause, the number of vehicle accesses is accepted as meeting the *Performance Criteria P1:E6.7.1* of the Planning Scheme.

E6.7.5 Layout of parking areas

The layout of the parking area must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).
Documentation submitted to date does not comply with the Acceptable Solution, therefore assessment against the Performance Criterion is relied on for clause E6.7.5.

Acceptable Solution A1: - **DOES NOT COMPLY: (Two car lifts will provide access from the Ground Floor Level to the car parking spaces on the two Basement Floor Levels, B1 and B2. – Car lifts are not referenced in AS/NZS 2890.1:2004)**
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.

Performance Criteria - P1: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA**
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.

Based on the documentation submitted to date and given the assessment against the clause, the layout of parking areas is accepted as

meeting the *Performance Criteria P1:E6.7.5* given the parking module configuration.

E7.7.1/P1 New impervious surfaces

The stormwater drainage and disposal must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).
Documentation submitted to date does not comply with the Acceptable Solution, therefore assessment against the Performance Criterion is relied on for clause E7.7.1 (P1).

Acceptable Solution A1: - **DOES NOT COMPLY (Stormwater pump station proposed)**
Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.

Performance Criteria - P1: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA: Pumped system**
Stormwater from new impervious surfaces must be managed

Based on the documentation submitted to date and given the assessment against the clause, the stormwater disposal is accepted by as meeting the *Performance Criteria E7.7.1 (P1)* of the Planning Scheme.

E7.7.1/P2 Treatment

The stormwater drainage and disposal must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).
Documentation submitted to date does not comply with the Acceptable Solution, therefore assessment against the Performance Criterion is relied on for clause E7.7.1 (P2).

Acceptable Solution A2: - **DOES NOT COMPLY: Water Sensitive Urban Design - WSUD not proposed**
A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater.

Performance Criteria – P2: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA: Mechanical treatment (ATLAN HYDROSYSTEM OR APPROVED. EQ.)**

Based on the documentation submitted to date and given the assessment against the clause, the stormwater disposal is accepted by as meeting the *Performance Criteria E7.7.1 (P2)* of the Planning Scheme.

RECOMMENDATION:

Approval with conditions

REPRESENTATIONS:

Any representations to be directed to the responsible referral Group / officer for a detailed response.

Responses received from Council's City Transport Group pertaining to representations;

Access to the rear of 61 Davey Street (Memorial Centre)

Access to 61 Davey Street is via a driveway adjacent to 63 Davey Street and is the only access to parking at 61 Davey Street. The driveway is also the pedestrian access for staff of the commercial businesses, private renters of long-term car spaces and RAAFA members parking cars to attend activities on site and is used 24 hours a day Monday – Sunday. Vehicular and pedestrian access to the rear of 61 Davey Street must be available and safe at all times.

Section 1.1.3 of the planning application states that Memorial Centre 'access may be restricted during construction'. The RAAFA Management has met with the developer and their planner and raised concerns about the need for the driveway to 61 Davey Street to have unhindered access to and from the rear of the building and have been told any works at 63 Davey Street including boundary works would be caried out from 63 Davey Street.

If the application for the demolition of the current building and proposed development at 63

Davey Street is approved the RAAFA must have a guarantee that the driveway and access to and from the driveway for both vehicles and pedestrians will remain open, unhindered and is not obstructed in anyway at any time during demolition of the current building at 63 Davey Street or during the construction of the new building.

Response from City Transport:

- Not related to City Transport. However, access should not be totally restricted as is the only available access for some of the offices.

Access to parking on Davey Street and Disruption

The commercial businesses at 61 Davey Street have clients that attend their rooms daily and make use of parking in Davey Street. Due to the installation of the bike lane on the opposite side of Davey Street parking is already limited and trucks, cranes and trade vehicles in Davey Street during demolition of the building and the construction of the new building at 63 Davey Street would make parking access outside 61 Davey Street near impossible and create traffic congestion on Davey Street.

One of the commercial businesses at 61 Davey Street is a hearing clinic with a senior age client group and parking outside 61 Davey Street with easy access to the front door is essential. The RAAFA installed ramp access to the front door a number of years ago to assist the veteran members of the Association and the commercial businesses clients.

The RAAFA applied for a disabled parking space outside the Memorial Centre in 2025 but it was refused on safety grounds. The RAAFA notes that the development application for 63 Davey Street proposes the acquisition of two (2) parking spaces on Davey Street in front of the hotel for the collection of waste and delivery of goods thus reducing the number of metered parking spaces close to 61 Davey Street further.

Response from City Transport:

- Davey Street is a DSG control road. The reason for the disabled parking being refused is the impossibility of meeting the Australian Standards(AS 2890.6). The change in the use of the parking bays was requested by City Transport and approved by the City of Hobart and DSG, the financial decision does not pertain to City Transport to comment. Also, it is essential to say that the Loading Zone will not be an exclusive use of the Hotel and will serve all the surrounding businesses.

Traffic

The volume of traffic on Davey Street is a concern. The Traffic Impact Assessment (TIA) at Section 4.2 of the application assessed traffic activity in the right lane of Davey Street to be approximately 6,000 vehicles per day, with approximately 2,300 at 8.00-9.00am and 2,600 in the 4.00-5.00pm period. At Section 4.3, the TIA detailed the number of vehicle crashes in the vicinity in the last five year period as being a total of 64 reported crashes and termed it 'a high crash record and severity rate.'

Demolition and construction equipment and trucks, trade vehicles, delivery and waste removal trucks parking and pulling in and out of the curb in Davey Street during demolition of the building, construction of the new building an operations of a hotel at 63 Davey Street would add further to the traffic numbers and congestion in the right lane of Davey Street with the possible risk of the number of crashes increasing.

At Section 5, based on 100% hotel occupancy the proportional proposed traffic activity would be 114 vehicles a day and 15 vehicles an hour at peak times, plus a proposed additional 14-20 taxi and service vehicles per day. It is proposed that the hotel operates a valet parking service for all guest vehicles and utilise a car hoist system (two hoists) to access the two basement car park levels. Section 6.3 details the timing estimates for a valet to move a vehicle either to or from a parking space as two minutes or under with projections of seconds for every part of the activity. The arrival of guests in a vehicle would not occur evenly spaced throughout the day and would mean the traffic in the right lane of Davey Street could bank up to the Harrington Street/Davey Street intersection and hinder the free flow of traffic on a Category 1 Hobart street. Traffic queuing to enter the proposed hotel at 63 Davey Street would create further problems for the clients of the commercial businesses at 61 Davey Street and the availability of street parking outside 61 Davey Street.

Response from City Transport:

- Managing large construction projects on Hobart's key road network is always a challenge, especially given how important these roads are to keeping traffic flowing. To minimise disruption, lane closures or restrictions should be avoided during peak times—morning and evening. The Department of State Growth (DSG), as the authority responsible for Davey St, sets the conditions to help reduce any traffic impacts. As for the expected increase in traffic and access needs for the new development, City Transport doesn't anticipate the issues mentioned in the representation. The existing road infrastructure is considered suitable for the added demand, as confirmed in the Traffic Impact Assessment (TIA).

COMMENTS:

Due to the scope of the proposal, the application has been referred to the Council's Manager Waterways, Manager City Infrastructure and Manager City Mobility. The delegated officers' responses, including recommendations are inserted in the respective referral reports.

CONDITIONS:

- ENG 1A: Protection of Council assets
- ENG 3A / ENG 3C : Driveways
  MILAN PRODANOVIC TRAFFIC ENGINEERING & ROAD SAFETY documentation received by the Council on the 18th November 2024 and approved as part of the Final Planning Documents set associated with this permit
- ENG 4: Surface treatment
- ENG 5: The number of car parking spaces approved on the site, for use is thirty-eight (38x)

- ENG 6: The valet parking arrangement detailed within the Traffic Impact Assessment prepared by Milan Prodanovic Traffic Engineering & Road Safety dated November 2024 must be implemented prior to the commencement of the use and maintained for the duration of the use.
- ENG 7: A construction waste management plan must be implemented throughout construction.

- ENG s1: Testing and commissioning certificates or equivalent supporting documentation relating to the vehicle lifts and any traffic/queuing control devices must be submitted and approved as a Condition Endorsement, prior to the commencement of use.
- ENG s2: The vehicle lifts and any traffic/queueing control devices must be maintained so as to operate to the standard and specification identified in the relevant documentation submitted, approved and referred to by condition ENG s1 for the life of the building.
- ENG s3: Approval from Council's Strategic and Regulatory Services Network must be obtained prior to the issue of any consent under the Building Act 2016 (excluding demolition or excavation) for any changes to the existing on-street parking arrangements in Davey Street.
- ENG s4: Approval from the Department of State Growth in accordance with Section 16 of the Roads and Jetties Act 1935 (Works Permit) must be obtained prior to the issue of any consent under the Building Act 2016 (excluding demolition or excavation) for any access (or other) works in the state road reserve (Davey Street).
- ENG s5: The lighting of parking areas and vehicle circulation roadways and pedestrian paths used outside daylight hours must be designed and constructed in accordance with clause 3.1 “Basis of Design” and clause 3.6 “Car Parks” in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting.

- TR 1: A construction management plan (CMP) must be implemented throughout the construction works.

- R 3: The proposed driveway crossover and modified crossover within Davey Street highway reservation must be designed and constructed.

- 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 a lawful point of discharge to the public stormwater system. (Waterways Group Imposed)
- SW 6: The new stormwater infrastructure must be designed and constructed prior to occupancy or the commencement of the approved use. (Waterways Group Imposed)
- SW 9: stormwater detention for stormwater discharges from the development must be installed. (Waterways Group Imposed)
- ENV 2: Erosion and Sediment Control Plan (ESCP) (Waterways Group Imposed)

ADVICE:

- Dial before you dig
- Fees and charges
- Building Permit
- Plumbing Permit
- Occupation of the Public Highway
- Driveway surfacing over highway reservation
- Right of Way
- Condition endorsement engineering
- General Exemption (Temporary) Parking Permits
- Crossover Construction
- Footpath Levels

- Work in the highway reservation

DETAILED ASSESSMENT:

E5.0 Road and Railway Assets Code

E5.2 Application of this Code	YES	NO	This Code applies to use or development of land:
	Yes		(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)
Clause E5.5.1: Existing road accesses and junctions **PERFORMANCE CRITERIA**	The existing road access must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the *Hobart Interim Planning Scheme 2015 (HIPS 2015).* **Documentation submitted to date does not comply with the Acceptable Solution; therefore assessment against the Performance Criterion is relied on for clause E5.5.1 (A3).** Acceptable Solution A3: - **DOES NOT COMPLY: (The annual average daily traffic (AADT) of vehicle movements, to and from a site increased by more than 20% or 40 vehicle movements per day)** 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. **- Existing carpark served nine (9x) carparking spaces on-site.** **- Proposed carpark will serve thirty eight (38x) carparking spaces on-site.** **- Existing traffic activity estimated at < 50 vehicles/day.** **The submitted Traffic Impact Assessment stated the following;** *"With the vehicle turnover the same as indicated in the NSW Guide, the traffic generation can be expected to be:* *- 93 vehicles/day; and* *- 13 vehicles/hour during peak hours, mostly around the 9:00-10:00am during the main morning departure period and around the 3:00-4:00pm during the main afternoon arrival period.* *At 100% car park occupancy levels, the proportional traffic activity would be 114 vehicles/day and 15 vehicles/hour at peak times."* Performance Criteria – P3: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA**

	Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to: (a) the increase in traffic caused by the use; - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment** *"In considering the relevant performance criteria, it has been concluded the proposed development will not have any impact or bearing on any outdoor activity while the use and activity resulting from the proposed development will not have any adverse effects on air quality or environmental health.* *The proposed parking supply, with the additional 17 car parking spaces, will not result in any adverse traffic amenity, safety or environmental outcomes and the proposed car parking supply is therefore supported."* (b) the nature of the traffic generated by the use; - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment** *"the traffic generation by the proposed hotel development (using the driveway into and out of the hotel building) is expected to be around 114 vehicles/day, 15 vehicles/hour during the peak hour for the hotel and 13 vehicles/hour during the peak hour for the road network (Davey Street). This would be much the same as was using the existing driveway to the development site when St Helens Hospital was operational."* (c) the nature and efficiency of the access or the junction; - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment** *"There are more than sufficient opportunities and time for vehicles to enter Davey Street once each vehicle platoon has passed (i.e. during the green phase to Harrington Street).* *An assessment has been undertaken of the available sight distances at the junction of the development site driveway with Davey Street. The available sight distances are more than sufficient to meet AS 2890.1 requirements and hence the planning scheme. It is normally possible to see along Davey Street well beyond the Harrington Street intersection, i.e. distances of over 100m.* *Consideration has been given to the proposed layout and design of the internal driveway, traffic circulation provisions and parking arrangements, having regard to accepted practices and relevant Australian Standards.* *It has been concluded the design is satisfactory in meeting the requirement of AS 2890.1 and therefore the Planning Scheme."* (d) the nature and category of the road; - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment** (e) the speed limit and traffic flow of the road; - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment**

	"The proposed new driveway off Davey Street into the proposed hotel development will be sufficient to accommodate the expected traffic activity generated by the hotel. *Vehicles entering and exiting the development site driveway will turn right to and from the right-hand traffic lane in Davey Street which carries up to around 550 vehicles/hour in peak traffic periods.* *Intersections and junctions reach capacity when the total conflicting approach traffic volumes are around 1,500 vehicles/hour. The conflicting traffic volume at the new driveway will be around half this volume and there will not be an operational issue.* *There are more than sufficient opportunities and time for vehicles to enter Davey Street once each vehicle platoon has passed (i.e. during the green phase to Harrington Street).* *An assessment has been undertaken of the available sight distances at the junction of the development site driveway with Davey Street. The available sight distances are more than sufficient to meet AS 2890.1 requirements and hence the planning scheme. It is normally possible to see along Davey Street well beyond the Harrington Street intersection, i.e. distances of over 100m."* (f) any alternative access to a road; - **Not applicable** *"Consideration has been given to the proposed layout and design of the internal driveway, traffic circulation provisions and parking arrangements, having regard to accepted practices and relevant Australian Standards."* (g) the need for the use; - **Acceptable, documentation submitted to date can meet these requirements by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report;** *There is an ongoing demand for short-stay accommodation in Hobart, which has led to a surge in private dwellings being converted for short-stay accommodation, contributing to a lack of available and affordable housing stock for permanent and medium/long term residential use.* (h) any traffic impact assessment; and - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment** *"The driveway design to the development site and a low wall to be constructed along the side boundary, no higher than 600mm will ensure there will be a sufficient pedestrian sight triangle between exiting vehicles and pedestrians on the Davey Street footpath. This wall will also assist in addressing the same issue for users of the driveway to the adjacent property on the eastern side.* *Overall, it has been concluded that the proposed hotel development can be supported on traffic grounds as it will not give rise to any adverse safety or operational traffic issues with the implementation of the proposed measures."* (i) any written advice received from the road authority. **- General Manger's Consent granted by the road authority.** - **Acceptable, documentation submitted to date can meet these requirements by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report;** *"(a) As outlined in the accompanying TIA, the proposal will generate approximately 114 vehicles trips per day, to and from the access. A further 14 – 20 taxi and service vehicle*

	movements/day can be expected to and from available parking on Davey Street outside the hotel. *(b) & (c) The traffic generated by the use will be primarily private guest vehicles and pick-up / drop-off occurring along Davey Street.* *As outlined in the TIA, intersections and junctions reach capacity when the total conflicting approach traffic volumes are around 1,500 vehicles/hour. The conflicting traffic volume at the new driveway will be around half to one third of this volume, so that there will not be an operational issue.* *The two-way traffic activity generated by the proposed development will not cause any change in intensity of traffic activity or impact on the Davey Street traffic flow.* *(d) & (e) Davey Street is a Category 1 road with a speed limit of 50km/hr. Whilst the road supports a high number of vehicle movements per day, speed and traffic flow is controlled by traffic lights at the intersection between Davey and Harrington Street and Sandy Bay Road. Therefore, the increase in traffic generated by the use is unlikely to result in any unreasonable impacts on the efficiency of the road.* *(f) n/a* *(g) There is an ongoing demand for short-stay accommodation in Hobart, which has led to a surge in private dwellings being converted for short-stay accommodation, contributing to a lack of available and affordable housing stock for permanent and medium/long term residential use.* *The proposal will contribute to the availability of purpose-built short-stay accommodation, alleviating demand without impacting the supply of residential properties for residential purposes.* *(h) Please refer to the attached TIA for details.* *(i) Whilst Davey Street is managed by Hobart City Council, it is owned by the Department of State Growth. As such, both Council and Crown landowner consent has been sought for all works occurring within the road reservation.* *The proposal complies with P3."* **Based on the documentation submitted to date and given the above assessment, the proposed access is accepted as meeting *Performance Criteria P3:E5.5.1* of the Planning Scheme.**
Clause E5.5.2: Existing level crossings NOT APPLICABLE	Documentation submitted to date does not invoke clause E5.5.2. No intensification of an existing level crossings proposed.
Clause E5.6.1: Development adjacent to roads and railways NOT APPLICABLE	Documentation submitted to date does not invoke clause E5.6.1. No development adjacent to category 1 or category 2 road proposed.
Clause E5.6.2: Road accesses and junctions	The road and access junctions must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the *Hobart Interim Planning Scheme 2015 (HIPS 2015)*.

ACCEPTABLE SOLUTION	**Documentation submitted to date does comply with the Acceptable Solution for clause E5.6.2.** 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** Acceptable solution - A2 - **DOES COMPLY** 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. - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report and by the applicant's traffic engineer contained within the Traffic Impact Assessment;** *"On completion, the vehicle access to the site will be relocated to the north-east and read as an extension to the existing crossover to 61 Davey Street.* *The existing vehicle access to the site also services 186 Macquarie Street, with a portion subject to a right-of-way. This crossover must be retained and will be for the exclusive use of 186 Macquarie Street.* *Given the above, the arrangements are considered to comply with A2 – as vehicle access to 63 Davey Street will be via one access, providing entry and exit."*
Clause E5.6.3: New level crossings NOT APPLICABLE	Documentation submitted to date does not invoke clause E5.6.3. No new level crossings proposed.
Clause E5.6.4: Sight distance at accesses, junctions and level crossings ACCEPTABLE SOLUTION	The sight distance at access and junctions must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the *Hobart Interim Planning Scheme 2015 (HIPS 2015).* **Documentation submitted to date does comply with the Acceptable Solution for clause E5.6.4.** Acceptable solution - A1: - **DOES COMPLY** Sight distances at: (a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and (b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia. - **N/A** - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report and by the applicant's traffic engineer contained within the Traffic Impact Assessment;** *"As per the accompanying TIA, the rise in topography along Davey Street toward the intersection with Barrack Street provides additional sight distance to the east when exiting the site. Given Davey Street is one-way, the only applicable sight distance is that to the east toward the intersection with Harrington Street and Sandy Bay Road. The available sight distance in this direction is over 80m.* *A single on-street loading / no-stopping area will be provided between the new access point to the west and the existing access to the former St Helens Private Hospital. This area currently supports 2 x on-street public parking spaces.*

	Given the topographical changes detailed above, the repurposing of this area will not impact on sight distances for the new/revised access. *Therefore, the proposal complies with A1(a).”* - **Referred to the State Government (State Growth - Davey Street) for comment, determination and conditioning regarding access to the road;** **- Council's City Transport and Roads Groups did not express concerns with the statements provided by the applicant's traffic engineer contained within the Traffic Impact Assessment.**

E6.0 Parking and Access Code

E6.2 Application of this Code	This code applies to all use and development.
Clause for Assessment	**Comments / Discussion (In Bold)**
Clause(s) 6.6's are all to do with parking number assessment **PERFORMANCE CRITERIA**	The parking number assessment must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the *Hobart Interim Planning Scheme 2015 (HIPS 2015)*. **Documentation submitted to date does not comply with the Acceptable Solution, therefore assessment against the Performance Criterion is relied on for clause E6.6.5.** **- The applicant's traffic engineer stated within the Traffic Impact Assessment;** • *“a proposed multi-storey 67 room hotel building;* • *there will be parking on-site for 38 cars, located on two basement parking level;* • *under the planning scheme, the site is exempt from the requirement to provide car parking on the site. However, it is proposed there be 38 car parking spaces in basement parking areas, to reduce the demand for car parking elsewhere within the Hobart city centre;* • *With 67 rooms and 38 car parking spaces, there will not be a car parking space for every room. However, it is not expected all guests will have a car, given the location of the hotel within the Hobart city centre. Guests will use other forms of transport to and from the site while staying at the hotel, as will employees; and options exist for possibly use of other parking facilities. “* **E6.6.1 - Number of Car Parking Spaces:** *“This provision is not applicable as the site is subject to clause E6.6.5.”* 6.6.1 Acceptable solution - A1: - **The development site lies within the Central Business Zone** 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; except if: (i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (ii) (ii) the site is subject to clauses **E6.6.5**, E6.6.6, E6.6.7, E6.6.8, E6.6.9 or E6.6.10 of this planning scheme **E6.6.2 - Number of Accessible Car Parking Spaces for People with a Disability:**

	- **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report;** *"No disabled car parking spaces are required."* - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment;** *"With a valet parking system, there is not a need for any disabled car parking spaces"* **E6.6.3 - Number of Motorcycle parking spaces:** - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report;** The proposal provides 38 on-site car parking spaces. After the first 19 spaces are excluded, less than 20 spaces remain. Therefore, no motorcycle parking spaces are required. E6.6.5 Number of Car Parking Spaces - Central Business Zone Acceptable solution - A1: - **DOES NOT COMPLY: (Proposed development will have 17 additional car parking spaces more than the maximum rate)** (a) No on-site parking is provided; or (b) on-site parking is provided at a maximum rate of 1 space per 200m2 of gross floor area for commercial uses; or (c) on-site parking is provided at a maximum rate of 1 space per dwelling for residential uses; or (d) on-site parking is required operationally for an essential public service, including, hospital, police or other emergency service. Performance Criteria - P1: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA** Car parking provision: (a) is in the form of a public car parking station provided as part of a development which utilises a major existing access; or (b) must not compromise any of the following: (i) pedestrian safety, amenity or convenience; (ii) the enjoyment of 'al fresco' dining or other outdoor activity; (iii) air quality and environmental health; (iv) traffic safety. - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report and by the applicant's traffic engineer contained within the Traffic Impact Assessment;** *"The proposal does not meet A1. Therefore, a response to the performance criteria has been provided.* *(a) not applicable.* *(b) Please refer to the accompanying Traffic Impact Assessment, which demonstrates the on-site car parking can be accommodated and will not compromise pedestrian or traffic safety, amenity or convenience.* *There are no 'al fresco' dining or other outdoor activities undertaken in the immediate vicinity of the site and the number, type and frequency of vehicle movements are unlikely to result in any additional air quality or environmental health impacts.*

	The proposal complies with P1." **and** *"In regard to P1(b), this TIA report has addressed the matters referred to in (i) and (iv).* *Pedestrian safety matters are addressed below, and traffic safety is considered in different sections of the report which discuss the expected traffic generation, mix of conflicting traffic movements, intersection sight distances and driveway access to Davey Street, all of which have been found to be totally satisfactory."* **and** *"In regard to P1(b) (ii) and (iii):* *- the proposed development will not have any impact or bearing to any outdoor activity; and* *- the use and activity resultant from the proposed development will not have any adverse effects on air quality or environmental health.* *The additional 17 car parking spaces proposed in this development will not result in any adverse traffic amenity, safety or environmental outcomes. The proposed car parking supply is therefore supported."* **- Council's City Transport and Roads Groups did not express concerns with the statements provided by the applicant's traffic engineer contained within the Traffic Impact Assessment.** **E6.6.4 – Number of Bicycle parking spaces** **Use = Visitor accommodation** **Use = Hotel Industry** **- Table E6.2, visitor accommodation requires 1 space per 40 rooms for employees and 1 space per 30 for visitors.** **- Table E6.2, hotel industry requires 1 space for each 25m^2 bar floor area for employees and 1 space for each 25m^2 bar floor area for customers.** **Therefore,** • **Visitor accommodation (67 rooms) = four (4x) spaces; and** • **Hotel industry (31.62m^2) = three (3x) spaces** **A total of seven (7x) spaces required.** Acceptable solution A1: - **DOES NOT COMPLY: (No on-site bicycle parking is provided – Seven (7x) required)** The number of on-site bicycle parking spaces provided must be no less than the number specified in Table E6.2. Performance Criteria - P1: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA** The number of on-site bicycle parking spaces provided must have regard to all of the following: (a) the nature of the use and its operations;

	(b) the location of the use and its accessibility by cyclists; (c) the balance of the potential need of both those working on a site and clients or other visitors coming to the site. - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report;** *"As per Table E6.2, visitor accommodation requires 1 space per 40 rooms for employees and 1 space per 30 for visitors.* *The proposal includes 67 rooms, which requires a total of four (4) bicycle parking spaces, two for employees and two (rounded to the nearest whole number) for visitors. As no on-site bicycle parking is provided, a response to P1 is provided below.* *P1* *The proposal is for a boutique hotel, for which demand for visitor/guest bicycle parking is expected to be very low. This is similarly the case with staff, given the proximity of the site to key public transport routes along Davey Street, Sandy Bay Road and Macquarie Street, the availability of e-scooters and the location of the site within walking distance of the CBD and nearby residential areas."* **Based on the documentation submitted to date and given the above assessment, the parking provision is accepted as meeting the *Performance Criteria P: E6.6's* of the Planning Scheme.**
Clause E6.7.1: Number of vehicle accesses **PERFORMANCE CRITERIA**	The parking number assessment must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the *Hobart Interim Planning Scheme 2015 (HIPS 2015).* **Documentation submitted to date does not comply with the Acceptable Solution, therefore assessment against the Performance Criterion is relied on for clause E6.7.1.** Acceptable solution A1: - **DOES NOT COMPLY (Two crossovers proposed, one new and one existing)** 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. Acceptable solution A2: - **DOES NOT COMPLY (New crossover proposed)** In the Central Business Zone and Particular Purpose Zone 10 (Royal Hobart Hospital) no new vehicular access is provided unless an existing access point is removed. Performance Criteria - P1: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA** 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; and (vi) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity.

	Performance Criteria – P2: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA** In the areas covered by the Active Frontage Overlay (Figure 22.1) and Pedestrian Priority Street Overlay (Figure E6.7.12) and in Particular Purpose Zone 10 any new vehicular access point must not compromise any of the following: (a) pedestrian safety, amenity and convenience; (b) traffic safety; (c) streetscape; (d) cultural heritage values if the site is subject to the Historic Heritage Code; (e) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity **Referred to the State Growth (Davey Street) for comment, determination and conditioning for new access / crossover(s).** - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report and by the applicant's traffic engineer contained within the Traffic Impact Assessment;** *"The existing crossover and access to the site services both 63 Davey Street and 186 Macquarie Street, for which there is a benefiting right of way (appurtenant to 186 Macquarie Street).* *The siting of the proposed building will preclude the continued use of the access to 63 Davey Street.* *Under the current conditions, vehicles entering and exiting 63 Davey Street are required to cross over the burdening right of way and potentially across the adjoining title, as the width of the access to 63 Davey Street is only 3m between the title boundary and the existing brick/concrete wall which frames the driveway, with a portion covered by the burdening right of way.* *Given the additional traffic movements generated by the proposed use/development, the existing access to Davey Street would not provide the required width for two-way entry and exit and would not be safe or efficient.* *Therefore, whilst the existing crossover and burdening right of way will be retained to ensure continued legal access for 186 Macquarie Street, use of the portion of the access to 63 Davey Street will no longer be feasible from this location, and the existing crossover will be reduced from 6m to 4m. Therefore, the existing access to 63 Davey will be removed and replaced by the new proposed crossover, in compliance with A2.* *Notwithstanding, it is our view that P2 is intended to provide additional constraints which apply to sites fronting a Pedestrian Priority Street, or those within the Particular Purpose Zone 10, but does not form a prohibition against new crossovers for all remaining areas within the zone."* **- Council's City Transport and Roads Groups did not express concerns with the statements provided by the applicant's traffic engineer contained within the Traffic Impact Assessment.** **Based on the documentation submitted to date and given the above assessment, the number of vehicle accesses is accepted as meeting the *Performance Criteria P1:E6.7.1* of the Planning Scheme.**
Clause E6.7.2: Design of vehicle accesses	The design of the vehicle access must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the *Hobart Interim Planning Scheme 2015 (HIPS 2015).*

ACCEPTABLE SOLUTION	**Documentation submitted to date does comply with the Acceptable Solution for clause 6.7.2.** Acceptable Solution - A1: - **DOES COMPLY** Design of vehicle access points must comply with all of the following: (a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – "Access Facilities to Off-street Parking Areas and Queuing Areas" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report and by the applicant's traffic engineer contained within the Traffic Impact Assessment;** *"A1 (a) The TIA indicates that based on AS2890.1, the desirable driveway sight distance for the site is 69m for approach vehicle speeds of 50km/hr from a point 2.5m back from the edge of the road and 76m for approach speeds of 55km/hr.* *The available sight distances for vehicles exiting is over 100m, which complies with the requirements outlined in the Australian Standard. The design of the access is considered compliant with the relevant Australian Standards.* *Therefore, the proposal complies with A1(a)."* **and** *"The driveway design to the development site and a low wall to be constructed along the side boundary, no higher than 600mm will ensure there will be a sufficient pedestrian sight triangle between exiting vehicles and pedestrians on the Davey Street footpath. This wall will also assist in addressing the same issue for users of the driveway to the adjacent property on the eastern side."* **and** *"A driver exiting the site will be able to see much further than 69m along Davey Street with the advantage of a clearer line of sight due to the presence of the driveway to the adjacent eastern side property as well as the view over the footpath to the right side traffic lane on Davey Street.* *As can be appreciated from the view in the Photographs 6.1 and 6.2, it is normally possible to see along Davey Street well beyond the Harrington Street intersection, i.e. distances of over 100m."* ***and*** *"Overall, it has been concluded that the proposed hotel development can be supported on traffic grounds as it will not give rise to any adverse safety or operational traffic issues with the implementation of the proposed measures."* **- Council's City Transport Group did not express concerns with the statements provided by the applicant's traffic engineer contained within the Traffic Impact Assessment.**
Clause E6.7.3: Vehicle passing area along an access	Vehicle passing must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the *Hobart Interim Planning Scheme 2015 (HIPS 2015).* **Documentation submitted to date does comply with the Acceptable Solution for clause E6.7.3.**

ACCEPTABLE SOLUTION	Acceptable solution - A1: - **DOES COMPLY** Vehicular passing areas must: (a) be provided if any of the following applies to an access: (i) it serves more than 5 car parking spaces; - **Yes** (ii) is more than 30 m long; - **Yes** (iii) it meets a road serving more than 6000 vehicles per day; - **Yes** (b) be 6 m long, 5.5 m wide, and taper to the width of the driveway; - **Documentation submitted to date can meet this requirement** (c) have the first passing area constructed at the kerb; - **Documentation submitted to date can meet this requirement, the access to the site is for both entry and exit and allows passing of vehicles within the site** (d) be at intervals of no more than 30 m along the access. - **Documentation submitted to date can meet this requirement**
Clause E6.7.4: On-site turning **ACCEPTABLE SOLUTION**	On-site turning must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does comply with the Acceptable Solution for clause E6.7.4.** Acceptable solution - A1: - **DOES COMPLY** On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following: (a) it serves no more than two dwelling units; (b) it meets a road carrying less than 6000 vehicles per day. - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report;** *"Each parking space and access aisle has been designed in accordance with AS 2890.1 to ensure vehicles can manoeuvre on-site and exit the site in a forward direction.* *It is noted the parking areas will be managed via a valet system, meaning that guests will not be required to navigate the parking area or utilise the car lifts to/from the basement levels."*
Clause E6.7.5: Layout of parking areas **PERFORMANCE CRITERIA**	The layout of the parking area must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does not comply with the Acceptable Solution, therefore assessment against the Performance Criterion is relied on for clause E6.7.5.** Acceptable Solution A1: - **DOES NOT COMPLY: (Two car lifts will provide access from the Ground Floor Level to the car parking spaces on the two Basement Floor Levels, B1 and B2. – Car lifts are not referenced in AS/NZS 2890.1:2004)** 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. Performance Criteria - P1: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA** 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.

	- **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment;** *"The Ground Floor Level of the building will include the driveway into the building off Davey Street, a reception/staff area, a small bar and seating area, two car lifts and stairwell, plus storage, waste and equipment rooms."* **and** *"The car parking spaces on floor levels B1 and B2 will be used only by valet parking attendants at all times. Therefore, the exacting requirements of AS 2890.1 for car parking areas would not be totally necessary in this case because there will not be any vehicle manoeuvres by any guests, closer and multi-point vehicle turns by valet parking attendants will not give rise to any adverse incidents, with tighter parking being typical with valet parking.* *Notwithstanding this, all the parking spaces on the site will be compliant with AS 2890.1.* *The required turning spaces for vehicles have been checked and found to be adequate for three-point turns by B85 cars for all manoeuvres to and from all parking spaces."* **Based on the documentation submitted to date and given the above assessment, the layout of parking areas is accepted as meeting the *Performance Criteria P1:E6.7.5* given the parking module configuration.**
Clause E6.7.6: Surface treatment of parking areas **ACCEPTABLE SOLUTION**	The surface treatment must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does comply with the Acceptable Solution for clause E6.7.6**. Acceptable Solution - A1: - **DOES COMPLY** Parking spaces and vehicle circulation roadways must be in accordance with all of the following; (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway; and (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed. - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's planning consultant contained within the submitted planning report;** *"All parking spaces and vehicle circulation roadways will be treated with appropriate pavements and drain to approved stormwater system as shown on the concept stormwater plan.* *The proposal complies with the acceptable solution."* **Documentation submitted to date indicates a concrete surface treatment, able to be drained to an approved stormwater system. Condition on Planning Permit to ratify timing.**
Clause E6.7.7: Lighting of parking areas	The lighting of parking areas must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

ACCEPTABLE SOLUTION	**Documentation submitted to date does comply with the Acceptable Solution for clause E6.7.7**. Acceptable Solution A1: - **DOES COMPLY** Parking and vehicle circulation roadways and pedestrian paths serving 5 or more car parking spaces, used outside daylight hours, must be provided with lighting in accordance with clause 3.1 "Basis of Design" and clause 3.6 "Car Parks" in AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting. **- Accepting the statement provided by the applicant's planning consultant contained within the submitted planning report;** *"Parking and vehicle circulation, roadways and pedestrian paths are provided with lighting that will satisfy the Performance Criteria, if it is not in accordance with the Acceptable Solution."* **Documentation submitted to date indicates E6.6.7 is able to be met. Condition on Planning Permit to ratify timing.**
Clause E6.7.8: Landscaping of parking areas NOT APPLICABLE	The landscaping of parking areas must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does not invoke clause E6.7.8.** Acceptable Solution A1: Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the car park, except in the Central Business Zone where no landscaping is required. NO REQUIREMENT **Located within the Central Business Zone where no landscaping is required.**
Clause E6.7.9: Design of motorcycle parking areas NOT APPLICABLE	The motor bike parking must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does not invoke clause E6.7.9.** Acceptable Solution A1 (E6.6.3): 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. NO REQUIREMENT **- Refer to the applicant's planning consultant analysis / statements contained within the submitted planning report;** *"The proposal provides 38 on-site car parking spaces. After the first 19 spaces are excluded, less than 20 spaces remain. Therefore, no motorcycle parking spaces are required."*
Clause E6.7.10: Design of bicycle parking areas	The bicycle parking must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015).

NOT APPLICABLE	**Documentation submitted to date does not invoke clause E6.7.10.** - **Refer to the applicant's planning consultant analysis / statements contained within the submitted planning report;** *"As no bicycle parking is proposed and a response to E6.6.4 P1 has been provided, E6.7.10 is not applicable."*
Clause E6.7.11: Bicycle end trip facilities NOT APPLICABLE	The bicycle end trip facilities must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does not invoke clause E6.7.11.** Acceptable Solution A1: For all new buildings where the use requires the provision of more than 5 bicycle parking spaces for employees under Table E6.2, 1 shower and change room facility must be provided, plus 1additional shower for each 10 additional employee bicycle spaces thereafter. **Documentation submitted to date indicates no new bicycle parking spaces (> 5 spaces) for employees.** **Refer to the applicant's planning consultant analysis / statements contained within the submitted planning report;** *"The proposal does not generate a requirement for more than 5 bicycle parking spaces for employees. Therefore, this clause is not applicable."*
Clause 6.7.12: Siting of car parking ACCEPTABLE SOLUTION	The siting of car parking must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does comply with the Acceptable Solution for clause E6.7.12.** Acceptable Solution A1: - **DOES COMPLY** Parking spaces and vehicle turning areas, including garages or covered parking areas in the Inner Residential Zone, Urban Mixed Use Zone, Village Zone, Local Business Zone and General Business Zone must be located behind the building line of buildings located or proposed on a site except if a parking area is already provided in front of the building line of a shopping centre. **- Basement carparking proposed.**
Clause E6.7.13: Facilities for commercial vehicles ACCEPTABLE SOLUTION	The facilities for commercial vehicles must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does comply with the Acceptable Solution for clause E6.7.13.** Acceptable Solution A1: - **DOES COMPLY** Commercial vehicle facilities for loading, unloading or manoeuvring must be provided on-site in accordance with Australian Standard for Off-street Parking, Part 2 : Commercial. Vehicle Facilities AS 2890.2:2002, unless: (a) the delivery of all inward bound goods is by a single person from a vehicle parked in a dedicated loading zone within 50 m of the site; and (b) the use is not primarily dependent on outward delivery of goods from the site. - **Acceptable, documentation submitted to date can meet this requirement by accepting the analysis / statements provided by the applicant's traffic engineer contained within the submitted Traffic Impact Assessment;**

	"It is proposed the parking meter within the 8m section of kerb length be removed and the space be signed to accommodate hotel service vehicle parking (as detailed above), as well as taxis that will visit the hotel to pick up and set down hotel guests. *The 8m kerb length will be sufficient to accommodate the variety of smaller commercial vehicles that would service the hotel, as well as the small garbage truck (7.5m in length). The collection of waste from the hotel will be arranged with a private contractor.* *In order to sufficiently meet this need, it is proposed this 8m length of kerbside parking be signed as:* *- a Loading Zone between 7am–9am and 1pm–3pm, Monday to Friday, allowing for waste and service deliveries/collections; and* *- a No Parking Zone - all other times to allow pick-up / drop-off of people by taxis {coinciding with general check-out (9am-10am) and check-in (3pm onward} and other permitted use of such a zone."* **Referred to the State Government (State Growth - Davey Street) for comment, determination and conditioning regarding changes to on-street parking controls.**
Clause E6.7.14: Access to a road ACCEPTABLE SOLUTION	The access to a road must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does comply with the Acceptable Solution for clause E6.7.14.** Acceptable Solution A1: - **DOES COMPLY** Access to a road must be in accordance with the requirements of the road authority. Performance Criteria - P1: **No Performance Criteria** **Documentation submitted to date indicates an access to a road in accordance with relevant LGAT drawings.** **Referred to the State Government (State Growth - Davey Street) for comment, determination and conditioning regarding access to the road.** **Referred to the City Infrastructure Group (Road Services) for determination and conditioning.** **Referred to the City Mobility Group for determination and conditioning.**
Clause E6.7.15: Access to Niree Lane Sandy Bay NOT APPLICABLE	The access to Niree Lane must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does not invoke clause E6.7.15.** **Documentation submitted to date does not indicate any proposed development within Niree Lane.**

E7.0 Stormwater Management Code

E7.2 Application of this Code	This code applies to development requiring management of stormwater. This code does not apply to use.

Clause for Assessment	Comments / Discussion (In bold)
Clause E7.7.1: Stormwater drainage and disposal **PERFORMANCE CRITERIA P1**	The stormwater drainage and disposal must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does not comply with the Acceptable Solution, therefore assessment against the Performance Criterion is relied on for clause E7.7.1 (P1).** Acceptable Solution A1: - **DOES NOT COMPLY (Stormwater pump station proposed)** Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure. **- Unacceptable, submitted plans appear to indicate stormwater from some new impervious surfaces being unable to be disposed of by gravity to public stormwater infrastructure**. **Referred to the Waterways Group for determination and conditioning.** Performance Criteria - P1: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA: Pumped system** Stormwater from new impervious surfaces must be managed by any of the following: (a) disposed of on-site with soakage devices having regard to the suitability of the site, the system design and water sensitive urban design principles; - **Acceptable, documentation submitted to date can meet this requirement** (b) collected for re-use on the site; - **N/A** (c) disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council; and - **Acceptable, documentation submitted to date can meet this requirement and verified by condition(s) on the planning permit.** **Referred to the Waterways Group for determination and conditioning.** **Based on the documentation submitted to date and given the assessment against the clause, the stormwater disposal is accepted by as meeting the *Performance Criteria E7.7.1 (P1)* of the Planning Scheme.**
Clause E7.7.1: Stormwater drainage and disposal **PERFORMANCE CRITERIA P2**	The stormwater drainage and disposal must comply with the Acceptable Solutions or meet the Performance Criteria (where applicable) for each clause of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does not comply with the Acceptable Solution, therefore assessment against the Performance Criterion is relied on for clause E7.7.1 (P2).** Acceptable Solution A2: - **DOES NOT COMPLY: Water Sensitive Urban Design - WSUD not proposed** A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater. **- Unacceptable, documentation submitted to date indicates the proposed stormwater treatment is unable to meet this requirement** Performance Criteria – P2: - **ACCEPTED AS MEETING THE PERFORMANCE CRITERIA: Mechanical treatment (ATLAN HYDROSYSTEM OR APPROVED. EQ.)**

	A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 unless it is not feasible to do so. **- Acceptable, documentation submitted to date indicates the proposed stormwater treatment can meet this requirement** **Referred to the Waterways Group for determination and conditioning.** **Based on the documentation submitted to date and given the above assessment, the stormwater disposal is accepted by as meeting the *Performance Criteria E7.7.1 (P2)* of the Planning Scheme.**
Clause E7.7.1: Stormwater drainage and disposal **ACCEPTABLE SOLUTION A3**	The stormwater drainage and disposal must satisfy the Acceptable Solutions of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does comply with the Acceptable Solution for clause E7.7.1 (A3).** Acceptable Solution A3: - **DOES COMPLY** A minor stormwater drainage system must be designed to comply with all of the following: (a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed; - **Acceptable, documentation submitted to date can meet this requirement** and (b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure. - **Acceptable, documentation submitted to date can meet this requirement** Performance Criteria – P3: **No Performance Criteria.** **Submitted plans indicate proposed detention.** **Referred to the Waterways Group for determination and conditioning.**
Clause E7.7.1: Stormwater drainage and disposal **NOT APPLICABLE A4**	The stormwater drainage and disposal must satisfy the Acceptable Solution of the Hobart Interim Planning Scheme 2015 (HIPS 2015). **Documentation submitted to date does not invoke clause E7.7.1 (A4).** **Submitted documentation to date does not indicate any proposal for construction of major stormwater drainage.**

OVERVIEW:
Demolition, New Building for Visitor Accommodation and Hotel Industry (Bar), and Associated Infrastructure Works

Adjustments to crossover(s), service connections and on-street parking.

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 to the City the drawing, design or detail required by the condition through the condition endorsement submission function in PlanBuild. Detailed instructions can be found here.

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*, further details are available on the Council's website, which may assist you in understanding the relevant requirements.

A checklist has also been developed by Consumer, Building and Occupational Services (CBOS) to help property owners understand their responsibilities before, during, and after building work. It outlines the key steps in the building work approval process for notifiable (medium risk) and permit (high risk) work under the *Building Act 2016*. This resource is designed to support owners in meeting their obligations and ensuring a smooth approvals process. You can access the checklist here.

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. Further details are available on the Council's website, which may assist you in understanding the relevant requirements.

A checklist has also been developed by Consumer, Building and Occupational Services (CBOS) to help property owners understand their responsibilities before, during, and after building work. It outlines the key steps in the building work approval process for notifiable (medium risk) and permit (high risk) work under the *Building Act 2016*. This resource is designed to support owners in meeting their obligations and ensuring a smooth approvals process. You can access the checklist here.

Occupation Of The Public Highway:
You may require a permit for the occupation of the public highway for construction (e.g. placement of skip bin, crane, scissor lift etc). Click here for more information.

You may require a road closure permit for construction. Click here for more information.

You may require a Permit to Open Up and Temporarily Occupy a Highway (for work in the road reserve). Click here for more information.

General Exemption (Temporary) Parking Permits:

You may qualify for a General Exemption permit for construction vehicles i.e. residential or meter parking/loading zones. Click here for more information.

Work Within The Highway Reservation:
Please note development must be in accordance with the Hobart City Council's Infrastructure by law. Click here for more information.

CBD and High Volume Footpath Closures:
Please note that the City of Hobart does not support the extended closure of public footpaths or roads to facilitate construction on adjacent land.

It is the developer's responsibility to ensure that the proposal as designed can be constructed without reliance on such extended closures.

In special cases, where it can be demonstrated that closure of footpaths in the CBD and/or other high volume footpaths can occur for extended periods without unreasonable impact on other businesses or the general public, such closures may only be approved by the full Council.

For more information about this requirement please contact the Council's Mobility Group on 62382711.

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.

Access:
Designed in accordance with LGAT- IPWEA – Tasmanian standard drawings. Click here for more information.

Crossover Construction:
The construction of the crossover can be undertaken subject to Council approval of the design. Click here for more information.

Footpath Levels:
Please note that the agreement of the Council's Manager City Infrastructure is required to adjust footpath levels to suit the design of any proposed floor levels or entrances to the development.

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.

No	Reference Number	Council Description	Property Address	Estimated Cost	Decision	Date Approved
1	PLN-HOB-2024-0339	Partial Demolition, Alterations, Outbuildings and Extension to Driveway	28 OLDHAM AV NEW TOWN TAS 7008	$50,000.00	Approved	15/10/2025
2	PLN-HOB-2025-0229	Alterations and Fencing (including the adjoining property at 78 Lord Street)	76 LORD ST SANDY BAY TAS 7005	$5,000.00	Approved	17/10/2025
3	PLN-HOB-2025-0299	Partial Demolition, Alterations, Extension, Alterations to Parking, and Partial Change of Use to Business and Professional Services and Signage	207 MURRAY ST HOBART TAS 7000	$400,000.00	Approved	16/10/2025
4	PLN-HOB-2025-0338	Partial Demolition, Alterations, Extension and Outbuilding	66 HAMILTON ST WEST HOBART TAS 7000	$500,000.00	Approved	17/10/2025
5	PLN-HOB-2025-0383	Partial Demolition, New Garage, Alterations to Access and Fencing	24 BEDDOME ST SANDY BAY TAS 7005	$350,000.00	Approved	17/10/2025
6	PLN-HOB-2025-0385	Partial Demolition, Alterations and Extension	89 LANSDOWNE CR WEST HOBART TAS 7000	$150,000.00	Approved	22/10/2025

No	Reference Number	Council Description	Property Address	Estimated Cost	Decision	Date Approved
7	PLN-HOB-2025-0408	Alterations (Carport)	6 ADELAIDE ST SOUTH HOBART TAS 7004	$72,000.00	Approved	17/10/2025
8	PLN-HOB-2025-0438	Partial Demolition, Alterations, Landscaping, and Alterations to Parking	224 NEW TOWN RD NEW TOWN TAS 7008	$1,250,000.00	Approved	22/10/2025
9	PLN-HOB-2025-0443	Alterations to a Previously Approved Development (Chimney Demolition)	35 YORK ST SANDY BAY TAS 7005	$5,000.00	Approved	14/10/2025
10	PLN-HOB-2025-0443	Alterations to a Previously Approved Development (Chimney Demolition)	35 YORK ST SANDY BAY TAS 7005	$5,000.00	Approved	14/10/2025
11	PLN-HOB-2025-0451	Dwelling	2 ACUSHLA CT SANDY BAY TAS 7005	$950,000.00	Approved	20/10/2025
12	PLN-HOB-2025-0457	Partial Demolition and Alterations	26 ELPHINSTONE RD MOUNT STUART TAS 7000	$100,000.00	Approved	14/10/2025

No	Reference Number	Council Description	Property Address	Estimated Cost	Expiry Date	Proposed Delegation	Advertising Period Start	Advertising Period End
1	CVO-HOB-2025-0066	Change of Use to Visitor Accommodation	UNIT 17 37-39 CAMPBELL ST HOBART TAS 7000	$0.00	26/11/2025	Director	20/10/2025	04/11/2025
2	PLN-HOB-2024-0672	Partial Demolition, New Garage and Alterations to Driveway	39 PRINCES ST SANDY BAY TAS 7005	$33,000.00	26/11/2025	Director	24/10/2025	07/11/2025
3	PLN-HOB-2024-0707	Demolition, Alterations and Extension and Change of Use to Business and Professional Services and Food Services and Subdivision (Boundary Adjustment)	240-244 MURRAY ST HOBART TAS 7000	$10,000,000.00	16/12/2025	Committee (Major Development)	22/10/2025	06/11/2025
4	PLN-HOB-2025-0177	Partial Demolition, Alterations and Extension (Hotel)	41 SALAMANCA PL BATTERY POINT TAS 7004	$30,000,000.00	21/11/2025	Committee (Major Development)	13/10/2025	28/10/2025
5	PLN-HOB-2025-0359	Change of Use to Two Multiple Dwellings (One Existing and One New)	337 NELSON RD MOUNT NELSON TAS 7007	$804,000.00	10/11/2025	Director	13/10/2025	28/10/2025
6	PLN-HOB-2025-0393	Outbuilding (Garage)	11 DEWRANG PL MOUNT STUART TAS 7000	$95,000.00	26/11/2025	Director	21/10/2025	05/11/2025
7	PLN-HOB-2025-0401	Dwelling and Vegetation Clearance	112 WATERWORKS RD DYNNYRNE TAS 7005	$475,000.00	14/11/2025	Director	14/10/2025	29/10/2025

No	Reference Number	Council Description	Property Address	Estimated Cost	Expiry Date	Proposed Delegation	Advertising Period Start	Advertising Period End
8	PLN-HOB-2025-0428	Partial Demolition, Alterations, Partial Change of Use to Retirement Village and Subdivision (Adhesion)	3 ISPAHAN AV SOUTH HOBART TAS 7004	$495,000.00	5/11/2025	Director	14/10/2025	29/10/2025
9	PLN-HOB-2025-0442	Partial Demolition, Alterations and Extension	16 LORD ST SANDY BAY TAS 7005	$150,000.00	20/11/2025	Director	22/10/2025	06/11/2025
10	PLN-HOB-2025-0445	Demolition, Subdivision (Boundary Adjustment) and Four Multiple Dwellings	6 LIVERPOOL CR WEST HOBART TAS 7000	$1,600,000.00	5/11/2025	Director	17/10/2025	03/11/2025
11	PLN-HOB-2025-0449	New Access, Driveway and Car Parking	19 CROMWELL ST BATTERY POINT TAS 7004	$15,000.00	26/11/2025	Director	27/10/2025	10/11/2025
12	PLN-HOB-2025-0472	Alterations and Signage	65 MACQUARIE ST HOBART TAS 7000	$0.00	19/11/2025	Director	21/10/2025	05/11/2025
13	PLN-HOB-2025-0484	Partial Demolition and Alterations	78 CLARE ST NEW TOWN TAS 7008	$200,000.00	4/11/2025	Director	14/10/2025	29/10/2025