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Heritage Impact Assessment
Hobart Transport Vision Southern Projects

HOBART TASMANIA

s 36

— Heritage Consultant and Historical Archaeologist

For WSP Australia
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1. INTRODUCTION

This document has been commissioned by WSP Australia as part of the Hobart Transport Vision Southern Projects – Macquarie/Davey Upgrades and Fifth Lane Southern Outlet to consider the possible heritage impacts arising from a range of proposed upgrades including widening/reconfiguration of the Southern Outlet, possible reconfigurations of Davey and Macquarie Street and two ‘park and ride’ parking areas at Kingston/Huntingfield.

The background and brief for this project is drawn from the *Request for Tender, by Department of State Growth, for Supply of Consultant Service for Hobart Transport Vision Southern Projects* (RFT Number 3112), issued 31/8/2019. The response to the brief included the following project proposal and understanding of task:

Ahead of the design phase:

1. Review of the Tasmanian Government provided historic heritage assessment and any consequent statutory heritage requirements arising from such [included here as Attachment A].
2. Familiarisation survey of any identified heritage sites.
3. Provision of conservation policy to address any statutory heritage requirements as identified in (1).

During the design phase:

4. Liaison with the project design team and any other relevant stakeholders during the design phase.
5. Preliminary review of design concept(s) to assess likely compliance with any statutory heritage requirements and conservation policy.

Post design

6. Undertake a historic heritage impact assessment of the preferred design against any statutory heritage requirements and the conservation policies. If required, formulate mitigation strategies/recommendations to manage any identified heritage impacts.

Steps 1-3 of this project was provided ahead the design phase in the document *Heritage Management Strategy, Hobart Transport Vision Southern Projects – Praxis Environment*, February 2020. The current document is to be read in conjunction with that document. Since that time there has been consultation with the design team in the design development and review process consistent with Steps 4 and 5. The current document provides the culmination of all heritage input into the project as a heritage impact assessment, as per Step 6.

The project methodology, introduction to the survey corridor and a detailed analysis of the applicable statutory heritage requirements and their possible consequences formed part of the heritage management strategy. That document also provided a series of recommendations to the design team as to how to seek to avoid heritage impact in the process. This document introduces the penultimate/final plans for the proposal and considers possible heritage impact

2. THE PROPOSED UPGRADE WORKS

The proposed works are detailed on the Pitt and Sherry drawing set for Hobart Southern Projects SP01, SP02 and SP03 (Preliminary), Revision B, as per the following schedule:

DRAWING SCHEDULE - HOBART VISION PROJECT

PROJECT DRAWING NO.	DRAWING TITLE	
GENERAL		
HB19415-S-CIV-DRG-00001	COVER SHEET	
HB19415-S-CIV-DRG-00002	DRAWING SCHEDULE	
HB19415-S-CIV-DRG-00003	ALIGNMENT KEY PLAN	
HB19415-S-CIV-DRG-00004	COMPUTER FILE LISTING	
HB19415-S-CIV-DRG-00005	LEGEND AND GENERAL NOTES	
SP1 SOUTHERN OUTLET - TYPICAL SECTIONS		
HB19415-S-CIV-DRG-10101	TYPICAL SECTIONS - SHEET 1	
HB19415-S-CIV-DRG-10102	TYPICAL SECTIONS - SHEET 2	
HB19415-S-CIV-DRG-10103	TYPICAL SECTIONS - SHEET 3	
HB19415-S-CIV-DRG-10104	TYPICAL SECTIONS - SHEET 4	
HB19415-S-CIV-DRG-10105	TYPICAL SECTIONS - SHEET 5	
HB19415-S-CIV-DRG-10106	TYPICAL SECTIONS - SHEET 6	
SP1 SOUTHERN OUTLET - ALIGNMENT PLANS		
HB19415-S-CIV-DRG-11001	ALIGNMENT PLANS - SHEET 1	
HB19415-S-CIV-DRG-11002	ALIGNMENT PLANS - SHEET 2	
HB19415-S-CIV-DRG-11003	ALIGNMENT PLANS - SHEET 3	
HB19415-S-CIV-DRG-11004	ALIGNMENT PLANS - SHEET 4	
HB19415-S-CIV-DRG-11005	ALIGNMENT PLANS - SHEET 5	
HB19415-S-CIV-DRG-11006	ALIGNMENT PLANS - SHEET 6	
HB19415-S-CIV-DRG-11007	ALIGNMENT PLANS - SHEET 7	
HB19415-S-CIV-DRG-11008	ALIGNMENT PLANS - SHEET 8	
HB19415-S-CIV-DRG-11009	ALIGNMENT PLANS - SHEET 9	
HB19415-S-CIV-DRG-11010	ALIGNMENT PLANS - SHEET 10	
HB19415-S-CIV-DRG-11011	ALIGNMENT PLANS - SHEET 11	
HB19415-S-CIV-DRG-11012	ALIGNMENT PLANS - SHEET 12	
HB19415-S-CIV-DRG-11013	ALIGNMENT PLANS - SHEET 13	
HB19415-S-CIV-DRG-11014	ALIGNMENT PLANS - SHEET 14	
HB19415-S-CIV-DRG-11015	ALIGNMENT PLANS - SHEET 15	
HB19415-S-CIV-DRG-11016	ALIGNMENT PLANS - SHEET 16	
SP1 SOUTHERN OUTLET - ROLL PLOTS		
HB19415-S-CIV-DRG-11101	ROLL PLOTS - SHEET 1	
HB19415-S-CIV-DRG-11102	ROLL PLOTS - SHEET 2	
HB19415-S-CIV-DRG-11103	ROLL PLOTS - SHEET 3	
SP2 MACQUARIE STREET/DAVEY STREET - TYPICAL SECTIONS		
HB19415-S-CIV-DRG-20101	ALIGNMENT PLANS - SHEET 1	
HB19415-S-CIV-DRG-20102	ALIGNMENT PLANS - SHEET 2	
HB19415-S-CIV-DRG-20103	ALIGNMENT PLANS - SHEET 3	
HB19415-S-CIV-DRG-20104	ALIGNMENT PLANS - SHEET 4	
HB19415-S-CIV-DRG-20105	ALIGNMENT PLANS - SHEET 5	
HB19415-S-CIV-DRG-20106	ALIGNMENT PLANS - SHEET 6	
SP2 MACQUARIE STREET/DAVEY STREET - ALIGNMENT PLANS		
HB19415-S-CIV-DRG-21001	ALIGNMENT PLANS - SHEET 1	
HB19415-S-CIV-DRG-21002	ALIGNMENT PLANS - SHEET 2	
HB19415-S-CIV-DRG-21003	ALIGNMENT PLANS - SHEET 3	
HB19415-S-CIV-DRG-21004	ALIGNMENT PLANS - SHEET 4	
HB19415-S-CIV-DRG-21005	ALIGNMENT PLANS - SHEET 5	
HB19415-S-CIV-DRG-21006	ALIGNMENT PLANS - SHEET 6	
HB19415-S-CIV-DRG-21007	ALIGNMENT PLANS - SHEET 7	
HB19415-S-CIV-DRG-21008	ALIGNMENT PLANS - SHEET 8	
HB19415-S-CIV-DRG-21009	ALIGNMENT PLANS - SHEET 9	
HB19415-S-CIV-DRG-21010	ALIGNMENT PLANS - SHEET 10	
HB19415-S-CIV-DRG-21011	ALIGNMENT PLANS - SHEET 11	
HB19415-S-CIV-DRG-21012	ALIGNMENT PLANS - SHEET 12	
HB19415-S-CIV-DRG-21013	ALIGNMENT PLANS - SHEET 13	
HB19415-S-CIV-DRG-21014	ALIGNMENT PLANS - SHEET 14	
HB19415-S-CIV-DRG-21015	ALIGNMENT PLANS - SHEET 15	
HB19415-S-CIV-DRG-21016	ALIGNMENT PLANS - SHEET 16	
HB19415-S-CIV-DRG-21017	ALIGNMENT PLANS - SHEET 17	
SP2 MACQUARIE/DAVEY STREET - ROLL PLOTS		
HB19415-S-CIV-DRG-21101	ROLL PLOTS - SHEET 1	
HB19415-S-CIV-DRG-21102	ROLL PLOTS - SHEET 2	
HB19415-S-CIV-DRG-21103	ROLL PLOTS - SHEET 3	
SP3 BROWNS ROAD - ALIGNMENT PLANS		
HB19415-S-CIV-DRG-31001	ALIGNMENT PLANS - SHEET 1	
HB19415-S-CIV-DRG-31002	ALIGNMENT PLANS - SHEET 2	
HB19415-S-CIV-DRG-31003	ALIGNMENT PLANS - SHEET 3	
HB19415-S-CIV-DRG-31011	TURNING PATHS	
SP3 HUNTINGFIELD AVENUE - ALIGNMENT PLANS		
HB19415-S-CIV-DRG-41001	ALIGNMENT PLANS - SHEET 1	
HB19415-S-CIV-DRG-41101	TURNING PATHS	

These have been used in the current assessment to consider possible heritage impacts and statutory heritage triggers as identified in the heritage management strategy.

This assessment has approached the project in three sections, that of:

- Southern Outlet
- Macquarie and Davey Streets
- Browns Road and Huntingfield park and ride areas.

The structure of the consideration of possible heritage impact will be based upon individual drawings, with Section 3 considering sheet-by-sheet the possibly of heritage impact.

3. CONSIDERATION OF POSSIBLE HERITAGE IMPACT

The following tables consider the possibility of heritage impact arising from the proposed works program. This has been arranged in a 'drawing by drawing' order as per the schedule above. Each drawing was considered in relation to the location/extent of the places affected by statutory heritage considerations as per Section 2 of the heritage management strategy in order to understand whether any works are proposed within those affected areas.

Southern Outlet			
Drawing Title	Statutory heritage requirements in works area	Possible impact	Mitigation strategies required
Alignment Plan Sheet 1	None	None	No
Alignment Plan Sheet 2	None	None	No
Alignment Plan Sheet 3	None	None	No
Alignment Plan Sheet 4	None	None	No
Alignment Plan Sheet 5	None	None	No
Alignment Plan Sheet 6	None	None	No
Alignment Plan Sheet 7	None	None	No
Alignment Plan Sheet 8	None	None	No

Alignment Plan Sheet 9	None	None	No
Alignment Plan Sheet 10	16 and 18 Dynnyrne Road are within the SB7 Heritage Precinct under the Hobart Interim Planning Scheme 2015. Works are proposed to the retaining wall on the Southern Outlet edge of those properties.	Unlikely if limited to realignment of modern retaining walls and no impact upon any significant built structures, key garden features or curtilage.	Depending on scope, it is possible that these works may be considered as 'minor upgrades' by or on behalf of a 'State government' of infrastructure such as roads, footpaths (including widening, making or placing of kerbs, gutters, footpaths, traffic control devices etc.) and may be exempt from requiring planning approval by virtue of Part E.13.4 of the scheme. However if these constituted 'major' works (e.g. structures) they are likely to require an application for assessment against Part E.13.8 to consider impact against the Performance Criteria of that Part and in relation to the statements of significance for the precinct.
Alignment Plan Sheet 11	6, 8, 8A and 12 Dynnyrne Road are within the SB7 Heritage Precinct under the Hobart Interim Planning Scheme 2015. Works are proposed to the retaining wall on the Southern Outlet edge of those properties.		Whilst a Development Application may be likely to be required for these works in order to address Clause E.13.8. (Heritage Precinct provision) in the scheme, it is considered unlikely that the realignment of modern rear retaining walls would result in unreasonable impact upon the heritage values of the precinct, this would need to be considered in more detail and on a case by case basis via a discretionary DA if required.
Alignment Plan Sheet 12	None	None	No
Alignment Plan Sheet 13	None	None	No

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Alignment Plan Sheet 14	None	None	No
Alignment Plan Sheet 15	None	None	No
Alignment Plan Sheet 16 (works limited to the 'bubble' area).	None	None	No

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Davey and Macquarie Streets			
Drawing Title	Statutory heritage requirements in works area	Possible impact	Mitigation strategies required
Macquarie Street Bus Lane, Roll Plot Sheet 1	<p>The proposed bus stop relocations, bus boarders etc. and the proposed signalised intersection on the junction of Salamanca Place and Davey Street are within an Area of Archaeological Potential under the Hobart Interim Planning Scheme 2015.</p> <p>These works are also partially within various Heritage Precincts as per the HIPS15.</p>	<p>It is likely that any associated excavation would be minor and shallow and most likely only involve the excavation of recent road/footpath paving and base as well as modern kerbing/guttering. It is likely that the road reserve is already substantially disturbed from decades of roadworks and services and such minor excavations are not considered to have a high likelihood of disturbing significant archaeological remains.</p>	<p>It is likely that works in these areas relating to 'minor upgrades' by or on behalf of a 'State government' of infrastructure such as roads, footpaths (including widening, making or placing or kerbs, gutters, footpaths, traffic control devices etc.) that are within the Hobart Interim Planning Scheme jurisdiction would be exempt from requiring planning approval by virtue of Part E.13.4 of the scheme.</p>
Macquarie Street Bus Lane, Roll Plot Sheet 2	<p>No works are proposed on the titles of places listed on the Tasmanian Heritage Register or as Heritage Places under the HIPS15, nor are any works proposed in close proximity to any Significant Trees as included on the HIPS15.</p> <p>No works are proposed to any place affected by the areas included as Heritage Places or a Place of Archaeological Potential under the Sullivans Cove Planning Scheme 1997.</p>		<p>In either case it is considered unlikely that any mitigation strategies will be required.</p>
New bus stop shelter adjacent to St Davids	<p>Whilst bus boarders are depicted on the plans assessed here, it has been advised that a pedestrian shelter will also be installed at this location. It is assumed that this will be of a</p>	<p>If such shelters are of a similar tenor to those already precedented in Davey/Macquarie Streets, then these are unlikely to have any major adverse visual/heritage impact. In the</p>	<p>None required.</p>

<p>Park, Davey Street.</p>	<p>similar tenor to those to be removed further eastward along Davey Street.</p> <p>This location of this shelter is in the H1 Heritage Precinct. Clause E.13.4 of the HIPS15 exempts the following works from requiring a development application:</p> <p><i>(m). minor infrastructure within a road reservation, park, playground or outdoor recreation facility such as, playground equipment, seating and shelters, public art, telephone booths, post boxes, bike racks, fire hydrants, drinking fountains, rubbish bins, traffic control devices and markings, and the like incidental to the function of that road reservation, park , playground or outdoor recreational facility;</i></p> <p>Note that demolition of the existing shelters in front of the former St Marys Hospital are within the Sullivans Cove planning jurisdiction and that demolition may require a development application by virtue of Clause 24.4.2 of the <i>Sullivans Cove Planning Scheme 1997</i> – being <i>development of public transport infrastructure within public open space</i> which is Discretionary under that scheme.</p>	<p>current case it is considered beneficial that the shelters be removed from the front of the former St Marys Hospital and reinstalled in the proposed location – which is a more open space backdropped by St Davids Park – i.e. the visual impact upon significant nearby heritage buildings will be less in the proposed location.</p> <p>This is considered an acceptable heritage outcome.</p> <p>As per above, It is likely that any associated excavation would be minor and shallow and most likely only involve the excavation of recent footpath paving and base as well as modern kerbing/guttering. It is likely that the road reserve is already substantially disturbed from decades of roadworks and services and such minor excavations are not considered to have a high likelihood of disturbing significant archaeological remains.</p>	
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Park and Ride Areas			
Drawing Title	Statutory heritage requirements in works area	Possible impact	Mitigation strategies required
Hobart Southern Projects Park and Ride Browns Road Sheet 1	None	None	No
Hobart Southern Projects Park and Ride Browns Road Sheet 2	None	None	No
Hobart Southern Projects Park and Ride Browns Road Sheet 3	None	None	No
Hobart Southern Projects Park and Ride Browns Road Sheet 4	None	None	No
Hobart Southern Projects Park and Ride Browns Road Turning Paths	None	None	No
Hobart Southern Projects Park and Ride Huntingfield Road Sheet 1	None	None	No
Hobart Southern Projects Park and Ride Huntingfield Road Turning Paths	None	None	No

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4. RECOMMENDATIONS

The above analysis of the proposal has identified that two aspects of the proposal may require consideration against statutory heritage provisions - namely of the Hobart Interim Planning Scheme 2015, against Clauses E.13.8 (Heritage Precinct provisions), and E.13.4 (Places of Archaeological Potential) – namely:

- Any works to the retaining walls on the properties 6, 8, 8A, 12, 16 and 18 Dynnyrne Road may require a development application by virtue of Clause E.13.8 of the Hobart Interim Planning Scheme 2015 as those retaining walls *may* be within a Heritage Precinct as defined on Table E.13.2 of the scheme – unless those works are confirmed by the planning authority as being eligible for exemption under Clause E.13.4 as they constitute to ‘minor upgrades’ by or on behalf of a ‘State government’ of infrastructure such as roads, footpaths (including widening, making or placing of kerbs, gutters, footpaths, traffic control devices etc.). Should subdivision be a part of any acquisition or process relating to those works, then a development application for subdivision would be required for assessment against Clause E.13.8.3 (subdivision of places within a heritage precinct). Consultation with the permit authority must occur once precise specifications for those walls (and any associated proposed property acquisition) are finalised.
 - o In any case, it is considered unlikely that any minor realignment of those modern retaining walls on the back of properties within the heritage precinct would result in detriment to the values of the precinct, provided these retain the major buildings and landscape tenor of those places.

- It is likely that any excavation, realignment of kerbing, rearrangement of lanes, bus boarders, erection of signage etc. within the Area of Archaeological Potential as defined in Table E.13.4 of the HIPS15 and within the Heritage Precincts as defined on Table E.13.2 of the scheme would be exempt from planning approval as they would likely constitute ‘minor upgrades’ by or on behalf of a ‘State government’ of infrastructure such as roads, footpaths (including widening, making or placing of kerbs, gutters, footpaths, traffic control devices etc.. Confirmation should be sought from the planning authority as to the applicability of that exemption.
 - o In any case, it is considered unlikely that the expected minor excavation associated with these works and essential road infrastructure would cause detriment to the archaeological values of the area or heritage values of the precinct(s).