

# **GUIDELINES**

## **Integrated Impact Statement**

**For the Proposal to Develop an International  
Cruise Liner Complex at Princes Wharf, Hobart**

A PROJECT OF STATE SIGNIFICANCE

February 1998

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Complex at Princes Wharf, Hobart

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# The Resource Planning and Development Commission

The Resource Planning and Development Commission (“the Commission”) is a statutory body established by the *Resource Planning and Development Commission Act 1997*.

The *Resource Planning and Development Commission Bill 1997* was passed by Parliament on 10 December 1997. From 1 January 1998 the Commission assumed the functions of the Public Land Use Commission, Sustainable Development Advisory Council and Land Use Planning Review Panel.

The formation of the Commission represents a move towards the further integration of the Resource Management and Planning System (RMPS). The RMPS is driven by the following objectives:

- (a) *to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and*
- (b) *to provide for the fair, orderly and sustainable use and development of air, land and water; and*
- (c) *to encourage public involvement in resource management and planning; and*
- (d) *to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and*
- (e) *to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.*

Membership of the Commission represents a range of community, industry, conservation and Local and State Government interests. The Commission is headed up by a full-time Executive Commissioner, Bruce Leaver, and five part-time Commissioners.

## ***Executive Commissioner***

Bruce Leaver

## ***Commissioners***

Julian Green (*experience in public administration*)

Bruce Davis (*management experience in resource conservation*)

Andrew Edwards (*experience in industry and commerce, and planning*)

Lia Morris (*experience in planning representing community interests*)

Geoff Davis (*experience in planning*)

Major tasks in the coming year for the Commission will include the ongoing assessment of Oceanport Hobart’s project of State significance, the Regional Forest Agreement process, the finalisation of the Draft State Policy on the Protection of Agricultural Land and the assessment of the Model Planning Scheme.

All tasks inherited by the Commission will be continued without compromise to the originally agreed processes.

The Commission is responsible for the functions prescribed under the following Acts:

- *Land Use Planning and Approvals Act 1993*
- *Public Land (Administration and Forests) Act 1991*
- *State Policies and Projects Act 1993*

The Commission also has minor functions assigned to it under the following Acts:

- *Aboriginal Lands Act 1995*
- *Conveyancing and Law of Property Act 1884*
- *Forestry Act 1920*
- *Local Government (Building and Miscellaneous Provisions) Act 1993*
- *Marine Farming Planning Act 1995*



## Foreword

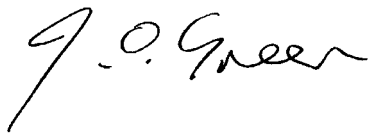
On 20 November 1997 both Houses of the Tasmanian Parliament approved an order made by the Governor declaring the proposal by Oceanport Hobart Pty Ltd to be a project of State significance. Oceanport Hobart proposes to develop and operate an international cruise liner complex with associated facilities at Princes Wharf in Sullivans Cove, Hobart.

This document marks the end of the first stage of the project of State significance assessment process. It contains the amended - and finalised - Integrated Impact Statement Guidelines which have been forwarded to the Proponent. It is now the task of the Proponent to prepare its Integrated Impact Statement (IIS) in accordance with these Guidelines.

On behalf of the Resource Planning and Development Commission I would like to thank the many people who made submissions on the Draft Guidelines. The 282 public submissions received during the nine week public comment period represents a significant response to this first stage of public participation in the assessment process. All the submissions were closely scrutinised and provided a store of information and ideas which helped shape the final form of the Guidelines.

It is my belief that these amended Guidelines better reflect the architectural, conservation, historical, as well as the heritage, context of Sullivans Cove. These and other matters in the Guidelines are integral to the comprehensive assessment of the Oceanport project.

The issuing of the Guidelines does not mark the end of the public's opportunity to have input into the process. On the completion and submission of the Integrated Impact Statement by the proponent, a Draft Integrated Assessment Report will be prepared by the Commission and both documents be placed on public display and comment invited. Public hearings will also be held to clarify issues arising before the Commission finalises its assessment and reports to the Premier.



**J O GREEN**  
**CHAIRMAN**  
**Standing Committee**  
**on Projects of State Significance**

# Abbreviations

DIAR	Draft Integrated Assessment Report
DOT	Department of Transport
IIS	Integrated Impact Statement
POSS	Project of State significance
RMPS	Resource Management and Planning System
RPDC	Resource Planning and Development Commission
SDAC	Sustainable Development Advisory Council

# Contents

	Page No.
<b>FOREWORD</b>	i
<b>ABBREVIATIONS</b>	ii
<b>PART I - INTRODUCTION</b>	
1.0 Introduction	2
1.1 Background	2
1.2 Purpose of this Document	2
2.0 Invitation to Make a Submission	2
2.1 Introduction	2
2.2 Public Notification	3
2.2.1 Advertising	3
2.2.2 Distribution of Draft Integrated Impact Statement Document	3
2.2.3 Media Coverage	3
2.3 Transparency	3
3.0 Submissions Received	4
4.0 What Next?	4
5.0 Further Opportunities for Public Participation	4
<b>PART II - GUIDELINES - INTEGRATED IMPACT STATEMENT</b>	5
<b>APPENDICES</b>	
Appendix 1 Explanation of Analysis of Submissions	34
Appendix 2 Submission Number and Submitter Name	35
Appendix 3 Analysis of Submissions and Recommended Amendments to the IIS Guidelines	42

# **PART I**

## **INTRODUCTION**

## **1.0 Introduction**

The Resource Planning and Development Commission (“the Commission”) is responsible for undertaking an integrated assessment of the proposal by Oceanport Hobart Pty Ltd (“the Proponent”) to develop and operate an international cruise liner complex with associated facilities at Princes Wharf, Hobart (“the Project”)<sup>1</sup>. The (then) Sustainable Development Advisory Council received a written direction from the Premier dated 17 November 1997 to undertake an integrated assessment of the Project. The order made by the Governor declaring the Project to be a project of State significance was approved by both Houses of Parliament on 20 November 1997.

## **1.2 Background**

As part of the assessment process the Proponent is required to prepare an Integrated Impact Statement (IIS) which is a study of the environmental, social, economic and community impacts. It will enable the Commission to carry out an independent integrated assessment of all likely impacts of the project. An IIS is a document which describes to the Commission and the community what the Proponent wants to do, what the environmental impacts will be and how the Proponent plans to manage the Project. It will also demonstrate how negative social, economic and community impacts can be avoided, remedied or mitigated and how the positive impacts can be enhanced.

The Commission, with the assistance of independent consultant, Beca Simons Pty Ltd, prepared a document containing Draft Guidelines for the IIS. The document was made available to the public on 27 November 1997 and submissions on the Draft Guidelines were invited.

## **1.3 Purpose of this Document**

Part II of this document contains the IIS Guidelines as amended by the Commission after the public comment period. These finalised Guidelines represent the framework upon which the Proponent will prepare the IIS.

Appendix 3 contains the Commission’s analysis and evaluation of the public submissions received on the Draft IIS Guidelines, sets out the views of the Commission on suggested amendments and identifies the amendments that the Commission has adopted. The submissions are bound separately and are available for inspection at the offices of the Commission.

This document should be read in conjunction with the ‘Draft Guidelines for an Integrated Impact Statement (Environmental, Social, Economic and Community Impact Statement) on the proposal by Oceanport Hobart Pty Ltd to develop and operate an International Cruise Liner Complex with Associated Facilities for Hobart at Princes Wharf’ (“the Draft IIS Guidelines”) published by the Commission in November 1997.

It should be noted that while every attempt has been made to ensure that these Guidelines address all of the major issues associated with the Project, they are not necessarily exhaustive and should not be interpreted as excluding from consideration matters deemed to be significant but not incorporated or matters (currently unforeseen) that may emerge as important or significant from studies or otherwise during preparation of the IIS.

## **2.0 Invitation to Make a Submission**

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<sup>1</sup> Part 3 of the *State Policies and Projects Act 1993* (as amended)

## **2.1 Introduction**

The Commission is committed to an open, transparent assessment process that offers the public ample opportunity to submit representations in relation to the Project to the Commission for consideration. This is consistent with the view that the assessment process, which excludes rights of appeal, must ensure that public consultation is thorough, and people are given a real and tangible opportunity to express their views in relation to the Project.

Public consultation is essential in informing the Commission of public opinion and of allowing all interested parties, groups, agencies and individuals an opportunity to contribute to the overall assessment process. Such consultation will continue during subsequent phases of the assessment process.

Accordingly, a comprehensive public communications process was commenced as set out below.

## **2.2 Public Notification**

The public comment period for the Project commenced on the 27 November 1997 when the Draft IIS Guidelines document was made available to all members of the public for a period of nine weeks. The closing date for submissions of 2 February 1998 was selected by the Commission to provide adequate time for submissions to be prepared in consideration of the Christmas and New Year holiday periods.

Written submissions, including submissions by email, were invited on the Draft IIS Guidelines - to be received by no later than 4:30 pm on Monday 2 February 1998. Public comment was specifically invited on Part III of the document which comprised the Draft IIS Guidelines.

### **2.2.1 Advertising**

Public notices were placed in all three major Tasmanian newspapers (*The Mercury*, *The Advocate*, *The Examiner*) on 22 November and 26 November 1997 notifying the community that (the then) Sustainable Development Advisory Council had received a written direction from the Premier to undertake an integrated assessment of the Project and that Draft IIS Guidelines would be available for public comment from 27 November 1997. A further public notice advertising the public comment period appeared in the same three newspapers on 10 January 1998.

### **2.2.2 Distribution of Draft IIS Guidelines Document**

- A total of 1500 documents were printed and the document was also available on the internet.
- 309 documents were sent out in the initial mail-out and a further 71 documents were mailed out on request from the Commission's offices.
- Boxes of documents were delivered to public access points at the Tasmapi Centre in Hobart, Henty House in Launceston and to the Hobart City Council.
- Approximately 150 documents were hand delivered to a cross section of businesses in the Salamanca area.

### **2.2.3 Media Coverage**

- There were three media releases during the public comment period - the first at the onset of the public comment period (27 November 1997), and a further two during January (12 and 30 January) reminding people of the 2 February deadline.
- A press conference was held on Friday 30 January by the Commission's Executive Commissioner outlining the process ahead and encouraging last minute submissions from the community.

### 2.3 Transparency

All written submissions were available for public inspection at the Commission's offices throughout the public comment period and will remain available for the duration of the assessment process.

Staff from the RPDC have been, and will continue to be, available to anybody with questions about the project of State significance assessment process.

### 3.0 Submissions received

A total of 282 submissions were received by the Commission. A consolidated list of submitters is contained in Appendix 2.

A total of 23 submissions were received after the close of the public comment period. Late submissions, while unable to be formally analysed and evaluated by the Commission, have nevertheless been forwarded to the Proponent for their consideration, together with the 282 submissions lodged in time.

The widely publicised notification process has resulted in lodgement of submissions of a high standard. They can be categorised as follows:

<b>Non-Government Interest Group</b>	<b>Government Agencies</b>	<b>Individuals</b>	<b>Total</b>
22	11	249	282

Of the total 249 submissions from individuals, some 128 (51%) of these were lodged on proforma standard forms. One petition was received, signed by 25 individuals.

### 4.0 What next?

The Proponent is now required to prepare an IIS in accordance with the IIS Guidelines.

On the completion of an IIS by the Proponent the Commission will assess the IIS and prepare a Draft Integrated Assessment Report (DIAR). The written direction from the Premier requires that the DIAR be prepared by 27 April 1998. Both the DIAR and the Proponent's IIS documents will be placed on public exhibition. Submissions will be invited and hearings held to clarify points arising before the Commission recommends on whether the Project should proceed and if so, the conditions that should apply.

The RPDC must submit a report to the Premier by 26 June 1998.

### 5.0 Further opportunities for public participation

There are still two more stages of the assessment process where the public are invited by the Commission to submit representations on the Project. The first stage occurs after the Proponent has submitted the IIS to the Commission. The Commission will consider the IIS

and prepare and place on public exhibition its Draft Integrated Assessment Report (DIAR) and the IIS for public comment. In relation to the second stage, the Commission will hold hearings and witnesses will be invited to present their views to better inform the Commission on issues raised in submissions or on any other matter.

**PART II**

**GUIDELINES**

**INTEGRATED IMPACT STATEMENT**

**(as approved by the Resource Planning and Development  
Commission on 15 February 1998)**

# Contents

	Page No.
Frontispiece/Project Information Bulletin	8
Executive Summary	8
<b>1. INTRODUCTION</b>	<b>8</b>
1.1 The Proposal	8
1.2 The Assessment Process	8
1.3 Statutory and Non-Statutory Framework	9
1.4 Public Consultation and Participation	10
<b>2. THE SITE AND ALTERNATIVE DESIGNS CONSIDERED</b>	<b>10</b>
2.1 The Site Choice	10
2.2 Alternative Designs Considered	10
2.3 Need for Proposal	10
<b>3. DESCRIPTION OF PROPOSAL</b>	<b>11</b>
3.1 Project Development	11
3.2 Use and Development of Infrastructure	13
3.3 Construction	14
<b>4. EXISTING ENVIRONMENT</b>	<b>14</b>
<b>5. ENVIRONMENTAL MANAGEMENT AND ASSOCIATED PHYSICAL IMPACTS</b>	<b>16</b>
5.1 General	16
5.2 Performance Standards/Criteria	16
5.3 Measures to Control Impacts	16
5.4 Contingencies	16
5.5 Visual and Urban Design Assessment	17
5.6 Cultural, Conservation & Historical Assessment	17
5.7 Effects on Surrounding Land Uses	18
5.8 Health Impact Assessment	18
5.9 Emissions from the Development and On-Site Environmental Management Issues	18
5.10 Waste Reduction	20
5.11 Off-Site Facilities and Infrastructure Development and Use	21
5.12 Construction Phase	23
<b>6. ECONOMIC IMPACTS</b>	<b>24</b>
6.1 Impacts on Public Revenue and Expenditure	24
6.2 Broad Economic Impacts	25
6.3 Employment Impacts	25
6.4 Impacts on the Business Sector	26
<b>7. SOCIAL AND COMMUNITY IMPACTS</b>	<b>26</b>
7.1 General	26
7.2 Social and Community Impacts to be Addressed	27
7.3 Consistency with State Policies	27
7.4 Impact of Project Not Proceeding	27
<b>8. MONITORING</b>	<b>27</b>

<b>9. CONCLUSION</b>	28
<b>10. COMMITMENTS</b>	28
<b>11. REFERENCES</b>	28
<b>12. APPENDICES</b>	28
<b>APPENDICES</b>	
Appendix I Integrated Assessment Timeframe	29
Appendix II <i>State Policies and Projects Act (1993)</i> , Schedule (1), Objectives of the Resource Management and Planning System	31

## **FRONTISPIECE / PROJECT INFORMATION BULLETIN**

This should briefly outline the assessment and approval process, and explain the function of the Integrated Impact Statement (IIS) in this process.

The opportunity for the public to comment on the IIS should be made clear. Information should be provided on:

- how to lodge a submission on the IIS;
- the date by which submissions must be received;
- how the submissions will be considered; and
- that the Resource Planning and Development Commission (RPDC) will regard submissions as being public documents unless an argument is put to the contrary by the submitter.

This section should be designed in an easy to read manner and be useable as a public information bulletin to explain all opportunities for public participation including the fact that the IIS will be available for public inspection and comment. The timetable for the preparation of the IIS, public participation and comment, preparation of the Draft Integrated Assessment Report (DIAR) and the RPDC's hearing of submissions is set out in Appendix I.

## **EXECUTIVE SUMMARY**

This should be designed to be easily read in conjunction with the frontispiece and therefore suitable for wide distribution to communities and interest groups. At the same time it must convey a thorough understanding of the proposal and its environmental, social, economic and community implications. It should contain headings which correspond to the main chapter headings and subheadings of these guidelines.

### **1. INTRODUCTION**

#### **1.1 The Proposal**

Information should be provided on the:

1.1.1 Title of the proposal;

1.1.2 Names and addresses of the proponent(s) and relevant background information in terms of experience and environmental record;

Details of corporate structure, corporate history, public or private nature of company and proposed project ownership structure (e.g. Australian subsidiary, joint venture, linkages with other Australian or overseas corporations), and environmental track record including details of any breaches of statutory requirements.

1.1.3 Objectives of the Proposal;

This should comprise a broad statement of the objectives which have led to the proposal, including a summation of the rationale and need for the proposal.

1.1.4 Scope of the Proposal;

This should include:

- (1) a history of the events leading up to the formulation of the proposal including the Government's tendering process for the site;
- (2) the time-frame for implementation of the proposal;
- (3) the anticipated establishment costs;
- (4) likely markets for the proposal both in and outside the cruising season; and
- (5) a brief outline of the principal project elements.

1.1.5 Possible future physical and business development of the proposal.

## **1.2 The Assessment Process**

1.2.1 This section should provide a description of the assessment process, including all licences and approvals required and the legislative powers to enforce standards and environmental outcomes. Particular attention will be required to be given to explaining the nature, scope and extent of public consultation programs undertaken and any proposed to be undertaken. Further, the provision of adequate data on environmental, social, economic, community and heritage issues will be the responsibility of the proponent based on the detailed knowledge of the project that will emerge through the preparation of this IIS. The RPDC will critically analyse the data provided and once satisfied of its validity, will use it to assess the social, economic, environmental and community impacts of the proposal as part of the integrated assessment report.

## **1.3 Statutory and Non-Statutory Framework**

1.3.1 Outline the Commonwealth and State legislative provisions that a proposal of this nature would be expected to comply with including the legislative powers to enforce standards set and environmental outcomes.

In particular, the proponent must comment on the following in relation to the project:

- the Tasmanian *State Policies and Projects Act 1993* requirement that the Integrated Assessment must seek to further the objectives of the Resource Management and Planning System (Appendix II);
- other relevant Commonwealth and State legislation including the *Historic Cultural Heritage Act 1995* and the *Sullivans Cove Planning Act 1995*;
- Tasmanian Sustainable Development Policies including the State Coastal Policy 1996 and the State Policy on Water Quality Management 1997;
- all relevant Local Government legislation including the City of Hobart Planning Scheme 1982 and the Battery Point Planning Scheme 1979 and the extent to which the proposal complies or otherwise with these planning instruments; and
- any pending Local Government legislation, including the Draft Sullivans Cove Planning Scheme and the statement made by the Hobart City Council under Section 26 of the

*Land Use Planning and Approvals Act 1993* and the extent to which the proposal complies or otherwise with these planning instruments.

Note: the references to the legislation in these guidelines are those that are current at the date of issue of these guidelines. The project proponent is to have regard to possible changes.

- 1.3.2 Briefly outline the environmental standards and guidelines that will be applicable.
- 1.3.3 There are a number of non-statutory reference documents that should be referred to by the Proponent and these include the Sullivans Cove Planning Review (1991); the Sullivans Cove Traffic and Parking Study (1994); the Sullivans Cove Traffic and Parking Implementation Study (1995); the Sullivans Cove Urban Detail and Bicentennial Walking Trail Study (1987); the Sullivans Cove Marketing and Development Strategy (1993); the Outline Development Plan and Asset Management Plan for the “New Wharf” Basin (1994); the (Hobart) Central Area Strategy Plan Topic Reports and Strategy Report (1991) and the Hobart Street Tree Master Plan (1997).

## **1.4 Public Consultation and Participation**

Details should be given on the form, level, nature and results of public consultation which took place in the proposal formulation, project planning and in the preparation of the IIS, as well as any proposals for further public participation in and beyond project implementation. Consultations should include organisations representing interests which may be affected by the project as well as the general public. The consultation program for the IIS shall be clearly explained.

## **2. THE SITE AND ALTERNATIVE DESIGNS CONSIDERED**

### **2.1 Site Choice**

This section must provide details to demonstrate clear strategic justification for the chosen location of the proposal. There is a need to demonstrate that sound strategic planning principles have been adopted in determining that Princes Wharf is the most appropriate site within Tasmania generally, and the Derwent River area specifically, for the nature of the project proposed.

- 2.1.1 Describe the reasons why the Princes Wharf site is the most suitable site. Such reasons should include but are not limited to:
- commercial opportunities;
  - proximity to land, water and marine uses and associated infrastructure;
  - proximity to areas of tourism, conservation or ecological significance, including places of natural, historic or Aboriginal heritage significance;
  - transport and access requirements;
  - location or availability of essential materials and facilities; and
  - social and community interaction advantages and disadvantages.

- 2.1.2 Consider and comment on statutory and strategic planning issues in relation to site choice.

### **2.2 Alternative Designs Considered**

The alternative architectural styles, building forms, height, bulk locations and interlinkages investigated on the site shall be explained and the comprehensive rationale for the selection of the nominated building form, style, linkages, beneficial visual impact and so on shall be outlined. This explanation should address the issue of the scope for a design for the site involving a series of more discrete buildings (design and construct packages). Further and specific attention must be given to the compatibility and acceptability of the proposed development from the following perspectives:

- the heritage and conservation character of Sullivans Cove;
- the landscape and visual character of the area;
- the maritime and functional character of the uses in the area;
- the spatial typologies of the existing buildings in the Cove relative to the urban design principles selected by the Proponent; and
- the mix of existing and proposed uses in the Cove and their associated juxtaposition.

The analysis required to be undertaken in this Section shall be related to other relevant requirements of the Guidelines, in particular Sections 5.5, 5.6 and 5.7.

### **2.3 Need for Proposal**

2.3.1 The consequences (including social, environmental, economic, community and cultural heritage impacts) of not proceeding with the proposal and of prudent and feasible alternatives to the proposal should be examined. This should include the implications of not being able to provide for the Antarctic cruising opportunities as well as other cruising opportunities in and around Tasmanian and Australian waters. This section should also provide an analysis of the consequences of not including the various component parts of the proposal. The analysis should include the impact of omitting certain buildings and functions from the overall proposal on the physical form, social and community activities and the economic viability of the project.

2.3.2 The growth in demand for tourism, tourist accommodation, inner city apartments, tourist facilities, recreational facilities, conference facilities and entertainment in the Hobart region should be discussed, including:

- definition of planning horizons for project feasibility purposes;
- discussion of a range of forecasts of demand to the planning horizons;
- analysis of the basis of these forecasts;
- discussion of consequences for Hobart and Tasmania of not meeting the demand; and
- the reasons why the particular range and type of uses have been chosen for inclusion in the overall project.

2.3.3 The reasons for discarding other alternative uses which were suggested during the period of consultation on the scope of these guidelines shall also be outlined.

## **3. DESCRIPTION OF PROPOSAL**

The proponent is required to provide sufficient information on all aspects of the proposal in order to allow RPDC to complete an integrated assessment. Where appropriate and necessary, the proponent must identify those principles, constraints and limitations which dictate critical design features, configurations or dimensions.

Further information may be sought on issues set out as the proposal description is finalised. On the basis of further information obtained, additional details may be required in Sections 3. to 11. within the scope of these guidelines.

### 3.1 Project Development

#### 3.1.1 Technical Aspects

- (1) There must be a full description of the use and the types of activities envisaged in the proposed project development, including a staged development program together with a construction methodology and a capital cost estimate schedule of all the major component parts.
- (2) This project description must be accompanied by:
  - plans drawn to scale which show:
    - the boundaries and dimensions of the site
    - the floor plan layout and purpose of existing and proposed buildings and works on the site
    - the location, height and purpose of buildings and works on adjacent land
    - a site plan including a plan view of a major cruise liner berthed alongside, as well as an elevation drawing and cross section drawing of the midships showing the same
    - relevant ground levels using Australian datum levels
    - all driveway, car parking and loading areas
    - all points of existing and proposed public access
    - all existing and proposed infrastructure services
    - proposed landscape areas
    - all external storage and waste treatment areas
    - areas not required for immediate use
    - adjoining roads.
  - elevation drawings to scale showing the colour and materials of all proposed buildings and works.
  - elevations for all four buildings should incorporate buildings on immediately adjacent sites.
  - up to three cross section drawings of the proposed buildings from the waters edge through to Castray Esplanade and Salamanca Place.
  - construction details of all drainage works, driveways, vehicle parking and loading areas.
  - a landscape layout plan.
  - sunlight plane and shading drawings of existing and proposed conditions for mid winter, mid summer and equinox conditions.
  - photo montages of the proposed development as viewed from at least six recognised viewing positions on Salamanca Place, Battery Point, Elizabeth Pier, from the Tasman Bridge, from the River and across the Cove.
  - a scale model of the proposed development and the immediate surrounding area.
- (3) Further to the drawings set out above, the site plans to be prepared must be provided of a scale sufficient to clearly show the boundaries of the site and vehicle access in and around the site.
- (4) Energy requirements for the project must be outlined and analysed to demonstrate resource efficiency.

- (5) The types, quantities, characteristics of protection systems and storage arrangements (including location) for any dangerous and environmentally hazardous materials including fuel storage on the site must be identified. Where such materials are not anticipated or cannot be quantified at this stage, outline the contingent principles and standards to be applied in their management.
- (6) All major sources of wastes (e.g. liquid, atmospheric, or solid) must be identified and the wastes characterised and quantified (flow rates, mass loads, concentrations etc as appropriate). Where such wastes cannot be quantified at this stage, outline the contingent principles and standards to be applied in their management.
- (7) Facilities, processes and mechanisms to treat, store and transfer wastes should be described. Management of solid wastes such as recyclables and non-recyclables should also be described.
- (8) The locations of all points at which wastes will be emitted or discharged must be shown.
- (9) Major sources of noise must be identified and quantified.

#### 3.1.2 Development Control Requirements

Sullivans Cove is one of the most studied areas in Tasmania including detailed urban design and heritage assessments. Therefore to facilitate the assessment of the proposal a number of 'heritage', 'design' and 'construction' matters must be considered. This information must also be provided for any off-site ancillary facilities. In this context, the following issues must be addressed:

- (1) demonstrate visual impact of the development in relation to the skyline traditional views, vistas and heritage character of the area and establish how the development is able to be integrated with, and complement the existing visual ambience of, the Sullivans Cove area;
- (2) address the landscaping, floodlighting and other exterior lighting, including the location and direction of light sources and the strength of illumination effects and glare issues;
- (3) discuss proposed means of vehicular and pedestrian access to the site, including any proposed road works required;
- (4) discuss and demonstrate the parking provisions to be made, including public parking;
- (5) evaluate the capacity of all existing infrastructure in the locality likely to be affected by the proposal and the effect of the proposal on such capacity;
- (6) discuss any anticipated changes to microclimate conditions eg winter shading and wind conditions. The latter may require wind tunnel testing to verify any or no impact;
- (7) evaluate the impacts of the mass of the building heights including all structures above roof level nominated on surrounding areas; and
- (8) discuss the mechanisms and approaches to be used to provide for ongoing public access to the wharf areas and pedestrian linkages across, through and around the site.

#### 3.1.3 Dangerous Goods Requirements

Demonstrate that obligations under the *Dangerous Goods Act 1976*, specifically, the requirements invoked under the *Dangerous Goods Regulations 1994* will be met for the construction and operational phases of the project.

#### 3.1.4 Building Design Requirements

Demonstrate that requirements under the *Disability Discrimination Act 1992* (Commonwealth and associated standards), Worksafe Australia National Standard for Plant [NOHSC:1010 (1994)], requirements under the (proposed) *Workplace Health and Safety Regulations 1996*, the Building Code of Australia including the Tasmanian Appendix, called up by the *Local Government (Building and Miscellaneous Provisions) Act 1993* and the *General Fire Regulations 1975* will be met for both the construction and operational phases of the project, and whether any variations through the Building Appeal System will be sought.

#### 3.1.5 Application to Take Water

Describe any applications that would normally be required under the *Water Act 1957* or the *Groundwater Act 1985* to take water.

### **3.2 Use and Development of Infrastructure and Off-Site Ancillary Facilities**

3.2.1 Any new infrastructure or off-site ancillary facilities required to allow the proposal to proceed must be described. In this context, the following issues must be addressed:

- (1) The method of, and routes for, the transport of goods and supplies, and solid waste from the site. Requirements for new transport infrastructure, and specifically for upgraded or new road links must be identified. For road transport and traffic generation, the estimated frequency of vehicle movements and the times of day must be specified and the implications discussed.
- (2) Any foreseeable changes in the pattern of use of transport infrastructure which might occur during the life of the project should also be identified.
- (3) Any foreseeable changes in the pattern and distribution of commuter parking in the area.
- (4) The extent to which short, medium and long term changes to the existing traffic management system in the area will take place and the extent to which the project requires immediate changes to such a system.
- (5) New or altered infrastructure required to supply power for the project.
- (6) New or altered infrastructure required to supply water for the project (including water storage facilities).
- (7) New or altered port facilities which will be required as a consequence of the project (including any dredging) and any interlinked storage facilities.
- (8) Any need for approvals related to the use of public roads and public road transport shall be identified.
- (9) Public pedestrian access to and from the complex and the means of access for complex users to be provided to and from the Salamanca Place area.

- (10) The impact of any changes to road and water transport movements on existing and any planned operations such as tourist cruises, tram, shuttle buses and cycle paths.
- (11) New or altered telecommunication infrastructure required for the project.

### **3.3 Construction**

#### 3.3.1 This section should describe:

- (1) The site preparation works involved.
- (2) The time-frame and staging for construction.
- (3) Estimates of quantities of aggregate/fill and other materials etc. which will be required, and likely sources.
- (4) Estimates of quantities and quality of excavated material (landside and in the harbour) to be disposed of, and methods of extraction, disposal and disposal sites. Specific consideration of the potential impacts of disturbing sediments on the seabed and the impact of any heavy metal contamination on the health of the Derwent River and Sullivans Cove.
- (5) Description of underground carpark construction methodology to be employed.
- (6) The numbers of heavy vehicle movements and other traffic likely to be generated by construction activities, and the routes on which increased traffic volumes will occur.
- (7) The number of construction workers required in the various stages of construction, and sources of labour.
- (8) The proposed working hours per day and days per week of construction activities, likely construction noise levels, lighting, and effects on public access and parking.
- (9) Provision for parking of construction site workers' vehicles.

## **4. EXISTING ENVIRONMENT**

- 4.1 This section should provide a description of the existing environment, both local and regional, to establish the “baseline” for the evaluation of environmental, social, economic and community impacts and the formulation of environment protection measures. It must include details of the salient features of the existing environment and, where appropriate, provide maps, figures and diagrams.

Any detailed technical information should be included in the appendices to the IIS.

- 4.2 The following details must be included:

- (1) title description of subject land;
- (2) locality of site;

- (3) area of subject land (in hectares);
- (4) plan demonstrating the location of the subject site in relation to Sullivans Cove;
- (5) the land use and planning history of the site, water and wharf use and any site contamination from refuelling, pumpout or waste disposal;
- (6) the ownership of the subject land and surrounding land;
- (7) plan showing the subject land and its relationship to surrounding land use and development;
- (8) any rights-of-way, easements and covenants affecting the land;
- (9) existing access to the site (road, rail, etc);
- (10) plan of the subject land showing location of buildings and significant structures, including seawalls;
- (11) plan showing the zoning of the subject land and surrounding land under the Battery Point Planning Scheme and the Draft Sullivans Cove Planning Scheme;
- (12) topography;
- (13) geology, hydrology including drainage lines and natural water features such as springs, geomorphology of development site and surrounds, as well as the position, nature, depth and engineering properties of any reclaimed land;
- (14) present condition of the adjacent environment, including physio-chemical parameters of water quality and composition of resident flora and fauna;
- (15) vegetation and soils of the development site and surrounds;
- (16) description of existing landscaping and planting in the development site and surrounds;
- (17) transport infrastructure and present and future use in the vicinity of the site as well as the future use of existing port facilities as can be reasonably determined at this time;
- (18) existing utility services (power, water etc) and the availability and capacity of these services;
- (19) acoustic environment in the vicinity of the site;
- (20) landscape, aesthetic, architectural, cultural, heritage, community and historical values of, or in the vicinity of, the site including a description of any places which are listed on the Tasmanian Heritage List, Interim List or in the Register of the National Estate or in the Battery Point Planning Scheme and the Draft Sullivans Cove Planning Scheme or have potential heritage values. All building heights, ground levels and the like are to be defined using Australian height datum;
- (21) any Aboriginal and cultural heritage significance of the site;
- (22) a summary of the social/demographic characteristics of the population living permanently in the vicinity of the site;

- (23) a description of the public space use and associated characteristics of areas adjacent to the site; and
- (24) an assessment of the risks and vulnerability of the site to natural risks (e.g. flooding, earthquake, sea-level rise and storm surge etc.).

## **5. ENVIRONMENTAL MANAGEMENT AND ASSOCIATED PHYSICAL IMPACTS**

### **5.1 General**

- 5.1.1 In Sections 5, 6 and 7 the environmental, social, economic and community issues associated with the Oceanport project development and infrastructure use must be addressed. The measures which will be taken to avoid or reduce potential adverse environmental and related impacts associated with the project must be outlined. Unavoidable residual impacts, and net benefits likely to result from the project must be clearly identified.
- 5.1.2 Predictions of environmental and associated impacts should be based on technically supportable data where available. The methodologies used or relied on should be referenced, together with the relevant research and investigations supporting them. Assumptions and scientific judgements should be stated clearly and the nature and magnitude of uncertainties should be clearly defined. Reasons for non-availability of data shall be stated.

### **5.2 Performance Standards/Criteria**

- 5.2.1 Performance standards required by the Tasmanian Government should be identified and evidence provided to demonstrate that these can be complied with.
- 5.2.2 As the proposal must be assessed in the context of the Resource Management and Planning System objectives contained in Schedule 1 of the *State Policies and Projects Act 1993* (Appendix II), specific attention must be paid, as appropriate, to demonstrating that the project is consistent with these objectives.
- 5.2.3 Performance standards to avoid health risks must address the provisions of the *Public Health Act (1962)*.
- 5.2.4 Compliance to the extent necessary with ISO 9000 (standards to promote consistent quality practices across international borders and to facilitate the international exchange of goods and services) and ISO 14000 series (the internationally recognised standards for how an organisation should structure and manage its environmental aspects) and British Standard BS 7750 (Environmental Management System) as applicable should be demonstrated.

### **5.3 Measures to Control Impacts**

- 5.3.1 Where environmental or associated impacts are unavoidable, the proposed safeguards, e.g. noise controls etc. should be described in detail and should indicate the extent to which they will overcome the anticipated risks and impacts.
- 5.3.2 Where measures to control impacts are necessary, but are not the responsibility of the proponent, this should be indicated together with any information regarding the commitment by the responsible party to implement the measures. Any influence the proponent may bring to bear to ensure that the necessary measures are put in place should be identified. This shall be taken to include matters such as noise attenuation of heavy vehicles travelling through the area and possible restrictions on night time activities of such vehicles.

### **5.4 Contingencies**

- 5.4.1 Where pollution control equipment and treatment processes for ballast water, on board sewage treatment, for example, are key factors in achieving satisfactory environmental performance, contingencies in the event of breakdown or malfunction of the equipment or processes must be discussed.
- 5.4.2 A quantitative risk assessment should be undertaken to assess the impacts of contingencies including community disasters on individual and societal risk levels; the development and implementation of emergency plans; and identification and provision of emergency resources.

## **5.5 Visual and Urban Design Assessment**

Further to the requirements of Section 2.2 of these Guidelines, this section shall contain a comprehensive visual and urban design assessment of the Oceanport complex within the Sullivans Cove area.

- (1) The visual assessment shall take account of the appearance of the complex from significant vantage points required in Section 3.1.1(2) and with vessels berthed alongside and evaluate the following issues:
- scale of the project, shape and form.
  - bulk, mass and height of particular and individual structures.
  - colour, texture detailing.
  - degree of unity of scale, form and materials of new structures as compared to the present built environment.
  - effect of sequential structures on the existing landscape, axial and framing potential.
  - loss/gain of existing view shafts.
  - wall-edge effects.
  - landscape value of a place.
  - opportunities to mitigate negative impacts.
- (2) The urban design assessment shall review the initial design solution proposed in Section 2 in the context of the built environment assessment contained in Section 4 and in terms of the following:
- scale of the project, shape and form.
  - bulk, mass and height of particular and individual structures.
  - colour, texture detailing.
  - lighting, shading, screening effects.
  - degree of unity of scale, form and materials of new structures as compared to the present built environment.
  - wall-edge effects.
  - synergy with existing design themes in the Cove.
  - opportunities to mitigate negative impacts by redesign, reorientation, reconfiguring, material use, colour co-ordination for example.
  - relationship of ground floor design and activities with “public” spaces at the waters edge and onto Salamanca Place.

## **5.6 Cultural, Conservation and Historical Assessment**

- (1) In the context of the initial built environment assessment set out in Section 4 this section will evaluate the impacts of the Oceanport project on the historic fabric and cultural

heritage values of Sullivans Cove. (In addition, the Proponent shall consider the relevant implications of the Burra Charter).

- (2) Opportunities available to minimise any adverse impact on the cultural heritage values of the Sullivans Cove area must be documented.
- (3) The analysis of such impacts must take account of the changing function of the historic buildings, the context of these changes and other changes in open space, port function and built form relationships.
- (4) Where appropriate, this assessment shall apply similar evaluation criteria to that set out in Section 5.5 above.

## **5.7 Effects on Surrounding Land Use-**

- (1) The effect of the project in terms of any constraints it may place on the future use of surrounding land (i.e. outside the land controlled by the proponent) including, but not limited to, the heritage features, tourism and recreation uses and use of the marine environment must be discussed. The extent of any limitations due to public health, glare, light spill and noise from the Oceanport complex must be specifically addressed.
- (2) The effect of the building forms on prevailing microclimate conditions, in particular, wind velocities shall be carefully studied and, if necessary, appropriate wind tunnel testing undertaken.
- (3) The effect of the project in terms of potential summer and winter shading on adjacent public spaces shall be evaluated.
- (4) The proponent will be required to demonstrate that potentially incompatible use and development has been identified and measures developed to minimise ongoing, new and cumulative effects on the surrounding area, including specifically adverse effects on the surrounding area and structures, such as seawalls. This also includes the effects on natural drainage and the viability of the London Plane trees on the Salamanca lawns. Methods to be used for dewatering and the need for stabilisation of surrounding land during and after construction are to be addressed.

Note: The management and, if necessary, redesign of the adjacent traffic network is likely to be a key issue that the proponent will need to carefully address for example, as specified in Section 5.11 of these Guidelines.

## **5.8 Health Impact Assessment**

- 5.8.1 Where relevant, this section should include a review and evaluation of the potential effects of aspects of the project on the health of persons, including those working at the project site, and those living, working and travelling in the vicinity of the project site.
- 5.8.2 Demonstrate that occupational health and safety issues have been taken account of in planning of the proposal, including the analysis of alternatives, and that compliance with the *Workplace Health and Safety Act 1995* will be achieved. The proponent will be required to demonstrate that it has designed and will put in place a comprehensive Safety Management System - refer to *Safety Management Systems - ANZ Hazardous Industry Taskforce 1995*.

## **5.9 Emissions from the Project and On-Site Environmental Management Issues**

### **5.9.1 Wastewater discharge**

This section should discuss the net impact of effluent from the project on the receiving waters in the Derwent River harbour, in the event that the proposal includes a design discharge into those waters. The analysis should take account of existing levels of pollutants in the receiving environment as discussed in Section 4, 'Existing Environment', and an analysis and critique of wastewater disposal alternatives. The following information must be provided.

- (1) All major sources of liquid effluents and means of disposal must be identified.

- (2) The characteristics of the effluent following treatment if on site must be predicted, and compared with required performance standards.
- (3) The potential for the effluent to cause environmental and health impacts must be evaluated in terms of:
  - the potential for the deposition of suspended solids and the accumulation of pollutants on the sea floor in the vicinity of an outfall, if one is necessary, or from cruise liners in port;
  - possible impacts on the survival, breeding, and migration of invertebrates, fish, birds, marine mammals, marine plants and other aquatic wildlife with particular reference to commercial, recreational fish and endangered species;
  - a review of the best available information on diseases or other health impacts which might result from cumulative, direct or indirect exposures to pollutants in the effluent, and the potential for such impacts to occur; and
  - an analysis of whether and how the treatment and disposal of wastewaters might affect populations of pests or disease vectors, and the health implications of any such effect.
- (4) Details of the following must be included:
  - collection, treatment, disposal and impact of stormwater runoff on the marine environment;
  - sewage treatment, disposal and impact on receiving waters including the marine environment; and
  - back up systems in the event of failure.

#### 5.9.2 Atmospheric emissions

In the event that atmospheric emissions are anticipated this section should discuss the net impact of the project on the local and regional airshed. The analysis should take account of existing levels of pollutants in these airsheds as discussed in Section 4, 'Existing Environment'. The following information must be included.

- (1) All sources of emissions must be identified and the pollutant loadings in each stream before treatment must be stated (cross-reference to Section 3 'Description of Project').
- (2) The measures to be taken to treat and control the level of emissions shall be outlined including the extent to which access to the site by means other than private vehicles will be encouraged and facilitated, and parking managed in order to reduce vehicle emissions.
- (3) The effect of any atmospheric emissions, including odours from the complex and the vessels berthed alongside, on surrounding populations, land uses and environmental values should be reviewed. This should include consideration of normal operating conditions and during periods when pollution control equipment may be shut-down or fail.

#### 5.9.3 Noise emissions

- (1) The level of noise emissions from the total project complex must be estimated at the boundary of land owned or controlled by the proponent, and at the curtilage of the nearest apartment, or other noise-sensitive land uses or the boundary of areas intended for these uses, outside this boundary. Normal and “worst case” case meteorological conditions should be taken into account, and the frequency of worst-case conditions estimated.
- (2) The predicted emission levels should be compared with existing noise levels and the potential for emissions from the complex to cause nuisance must be discussed. The assessment of potential nuisance must take into account:
  - changes in noise frequencies and tonal components;
  - increases in ambient noise levels;
  - the time varying nature of emissions (e.g. impulsive or intermittent noise); and
  - the temporal span of the noise emissions, and its effects on nearby land uses.
- (3) The potential for noise emissions from the project, vessels berthed alongside and heavy transport servicing such vessels to affect human health should be reviewed and evaluated.
- (4) Noise emissions from all vehicles expected in relation to the construction or operation of the project should be evaluated with particular reference to night time noise disturbance and the routing of such vehicles through noise sensitive areas.

#### 5.9.4 Solid, Hazardous and Quarantine Waste Management

- (1) Identify the sources, nature and quantities of all solid wastes likely to be generated and any hazardous wastes which will be collected and disposed of separately from wastewater streams e.g. drummed liquid wastes etc.
- (2) Any hazardous wastes, as defined in the ‘National Guidelines for the Management of Hazardous Wastes’, that will be generated must be identified. The quantities, method of storage and disposal of each such waste must be described.
- (3) Specify the method of use, treatment or disposal of each type of waste.
- (4) The nature and quantities of the materials requiring treatment or disposal must be given. If final use/disposal will be off-site then reference should be made to section 5.3 where management of waste disposal sites is required.
- (5) The potential for human health to be affected by any refuelling facilities and solid wastes from the complex, during handling transport or as a result of disposal, should be reviewed and evaluated.

#### 5.9.5 Hazardous Materials

- (1) Any hazardous materials, as defined in Section 2 of the ‘Australian Code for the Transport of Dangerous Goods by Road and Rail’ to be used at the project complex, and the approximate quantities to be used and stored on site must be identified.
- (2) Describe the means to achieve safe transport and storage of hazardous materials, including compliance with the Australian Code for the Transport of Dangerous Goods by Road and Rail, the *Dangerous Goods Act 1976*, and the *Dangerous Goods Regulations 1994*.

- (3) A plan must be prepared as part of the commissioning program identifying the actions to be taken in the event of a transport or storage emergency relating to hazardous materials and must be approved, in place and operational, prior to fullscale operations commencing.

#### 5.9.6 Occupational Health and Safety Issues

This should review any occupational health and safety issues which have not been addressed in the preceding sections. In particular, any occupational health and safety risks which are known to be specifically associated with the operation of cruise liners should be identified and measures to address these risks described.

### 5.10 Waste Reduction

5.10.1 For each waste (e.g. air, liquid or solid) produced as a result of the project, it must be demonstrated that all practicable measures have been taken or will be taken to avoid producing the waste, or minimise the amount of waste which must be disposed consistent with the waste management hierarchy:

- (1) waste avoidance;
- (2) recycling/reclamation;
- (3) waste re-use;
- (4) waste treatment to reduce potentially degrading impacts (eg consequences of compliance with quarantine provisions); and
- (5) waste disposal.

5.10.2 Where relevant alternatives to waste disposal for each waste stream such as recycling, specifically must be discussed and examined.

### 5.11 Off-Site Facilities and Infrastructure Development and Use

#### 5.11.1 General

- (1) The purpose of this section is to review the potential environmental effects of any significant off-site or infrastructure developments (including increased use of existing infrastructure, eg the surrounding road network). Safeguards to prevent or limit the impacts must be described and refer to the information on controls to be implemented by parties other than the proponent in the introduction to this chapter.
- (2) Impacts associated with the following developments must be specifically addressed:

#### 5.11.2 Water Supply

- (1) The quantity of water required to support the various aspects of the Oceanport operations, and the arrangements for supplying this must be reviewed (cross-reference to Section 3 ‘Description of Project’) including the capacity for treatment and internal or external re-use (if appropriate).

#### 5.11.3 Solid Waste Disposal Site

If a dedicated disposal site to receive solid wastes is required then the following information must be supplied (cross-reference to Section 3 ‘Description of Project’ for site location etc):

- (1) A description of the site preparation works required to establish the facility, and the control of emissions resulting from these works.
- (2) The measures, both in terms of the design of the facility and management prescriptions, to control:
  - leachate (to surface waters, groundwater and marine waters). A description of the pollutants, concentrations etc. likely to be contained in leachate should be included;
  - odour;
  - dust and litter;
  - pests; and
  - fires

should be given.

#### 5.11.4 Transport of Goods and Services to and from the Oceanport site

The extent to which the provisions of the proposal meet all aspects of the following should be described for all relevant transport modes:

- (1) *Traffic Act 1925* and related requirements

All vehicles serving the Oceanport site will need to comply with vehicle standards and driver requirements set down in the *Traffic Act 1925*.

The operation of B-doubles or any vehicle exceeding statutory axle loadings or a gross vehicle load of 42.5 tonnes will only be authorised in accordance with Department of Transport (DOT) business rules for over-dimensional and over-mass permits.

All vehicles serving the Oceanport site will be required to comply with DOT inspection and enforcement practice, including obedience to all lawful instructions of Tasmanian Police and traffic inspectors.

- (2) Works in State road reservations  
*Roads and Jetties Act 1935*, Section 16.
- (3) Drainage of land abutting State roads  
*Roads and Jetties Act 1935*, Section 17B and 17C.
- (4) *Local Government (Highways) Act 1982* and related requirements on local government roads similar to the provisions for State roads above.

- (a) Road Transport/Traffic Generation

- Changes in heavy and light vehicle movements on roads in the vicinity of the site, including the times of the day when the changes will occur, must be identified. The need to limit hours of operation shall also be addressed.
- The need to provide for onsite parking facilities for vehicles servicing vessels berthed alongside should be addressed.

- The potential environmental and health impacts which might arise from changes in the nature, volume and time of traffic movements as a result of the project must be reviewed and assessed where relevant. These must include noise, air pollution, safety, congestion, damage to roads, impacts on areas of heritage value and effect on tourism of vehicle movements associated with the project. Strategies designed to reduce noise, air pollution, safety (such as cycle and pedestrian protection measures), road damage and tourism impacts also should be outlined and assessed. Particular attention must be paid to the effects of traffic in the sensitive Salamanca Place and Battery point areas in and around Sullivans Cove.
- Any new roading or reconstruction and widening or narrowing required and traffic management measures must be described, means of undertaking such work outlined, vehicle use estimated (cross-reference Project Description) and the impacts reviewed. The issues of noise and potential for nuisance impact must be canvassed in this context.

(b) Light Rail

- If a light rail link is proposed, the type of link, frequency and timing of train movements must be given, and the likely environmental effects discussed. The issues of noise and severance of property access must be canvassed and evaluated in this context.

(c) Sea

- The potential for shipping movements associated with the project to introduce exotic organisms in ballast or hull fouling in Tasmanian waters should be evaluated and control strategies developed, consistent with port management plans and in conjunction with the Tasmanian Ballast Water Management Group.
- The strategies should be consistent with the Australian Coastal Voyage Ballast Water Management Guidelines and the IMO Draft Regulations and Guidelines for Preventing the Introduction of Unwanted Aquatic Organisms and Pathogens from Ship's Ballast Water and Sediment Discharges.
- The potential changes to existing portside operations eg servicing of the Antarctic supply ships and research vessels etc must be described and evaluated.

#### 5.11.5 Energy Supply

- (1) The environmental effects of any new power supply infrastructure (transmission lines etc) required specifically as a result of this project must be reviewed and evaluated, including impacts on places of heritage value.

For electricity infrastructure, all provisions of the following legislation must be met:

- *Electricity Supply Industry Act 1995;*
- *Energy Co-ordination and Planning Act 1995; and*
- *Electricity Supply Industry Restructuring (Savings and Transitional Provision) Act 1995.*

- (2) The environmental effects of any new gas supply infrastructure on and offsite.
- (3) The resource efficiency of all relevant energy sources must be analysed and reported on.

#### 5.11.6 Telecommunications

The environmental effects of new or altered telecommunications infrastructure must be reviewed and evaluated in terms of effects on the surrounding areas.

### **5.12 Construction Phase**

#### 5.12.1 General

This section should identify the environmental and health impacts on the ambience of tourism and related activities in the area that are likely to occur during the construction of the proposed development and outline safeguards to limit these including construction of infrastructure (e.g. powerlines and water).

The following issues must be addressed:

#### 5.12.2 Noise

- (1) Major sources of noise arising from construction activities on site must be identified.
- (2) Any increases in ambient noise levels in noise sensitive areas during the construction phase must be predicted. Both day-time and night-time situations must be considered, together with the nature of the noise and its potential to cause nuisance (tonal components, impulsive or intermittent noise etc.).
- (3) Measures to limit/control noise must be described.

#### 5.12.3 Dust

- (1) Evaluate the potential for dust nuisance and health effects arising from demolition of existing buildings, in particular asbestos dust, and new construction.
- (2) If necessary, outline control measures to prevent dust emissions across the boundary of land owned or controlled by the proponent.

#### 5.12.4 Light

- (1) Evaluate the potential for adverse impacts arising from light during the construction phase.
- (2) If necessary, outline control measures to prevent light spillage across the boundary of land owned or controlled by the proponent.

#### 5.12.4 Traffic

- (1) Identify the State and local routes to be used by construction traffic, and the likely volume and nature of traffic and timing of traffic flows (cross-reference project description).

- (2) Evaluate the potential for impacts due to construction traffic, including noise and public health, safety and congestion, and the effect on road pavements, in light of the above.
- (3) Evaluate the potential for impacts due to parking displaced from the site during construction and the impacts of parking by site worker vehicles.
- (4) Describe measures to limit these impacts to acceptable levels and the consultation program to be followed.

#### 5.12.5 Stormwater Control

- (1) Describe measures to control stormwater runoff and limit sediment and other pollutant loads in runoff, (including collection of first flush) entering the sea, both during the construction and operational phases of the project.
- (2) Identify the discharge point for stormwater and likely residual impacts.

#### 5.12.6 Disposal of Excavated Fill

- (1) Identify and quantify any materials excavated during construction which will not be able to be used on site.
- (2) Describe methods to be used to control and minimise sediment contamination of seawater during excavation, during dredging, excavation of the underground carpark and any other associated works.
- (3) Identify the anticipated extent of contamination of excavated material and means of treatment.
- (4) Where relevant identify likely disposal sites and identify the transport requirements to ensure waste disposal.
- (5) Describe procedures to be followed in the event that any archaeological material is discovered.

#### 5.12.7 Public Health and Safety

- (1) Identify any potential hazards to the public during excavation of the underground carpark in the vicinity of the seawalls and other adjacent public space.
- (2) Identify any other potential hazards to public health and safety during the construction phase not identified previously.
- (3) Describe safety management systems to be used during construction.

## **6. ECONOMIC IMPACTS**

### **6.1 Impacts on Public Revenue and Expenditure**

Analyse, quantify (in gross/net terms) and assess both direct and indirect impacts of the project on public revenues and expenditure at Local, State, and Commonwealth Government levels including Government Business Enterprises. Account should be taken of the timing of payments and costs, including costs of additional monitoring, to all levels of Government over the life of

the project and anticipated contributions by the proponent. Any anticipated forms of public subsidy, both direct and indirect, shall be identified and described.

The proponent should distinguish in these matters between the initial construction phase and subsequent operational phases. This part of the study must highlight any major differences in the social, economic and community impacts of alternative development options described in Section 2.2.

Such an analysis should include, amongst other things, consideration of the following:

6.1.1 Provision, maintenance and commercial arrangements with relevant infrastructure suppliers for the provision of supporting infrastructure to specified standards that will serve the project site, including:

- transport including short term and long term costs;
- power;
- water supply;
- sewage and liquid waste disposal; and
- solid waste disposal.

6.1.2 Requirements for additional or enhanced community services and facilities and any impacts on current levels of health, education and housing expenditure.

6.1.3 Payments to governments, including:

- taxes and charges;
- rates;
- tariffs;
- royalties;
- stamp duties;
- rent; and
- fees for access.

## **6.2 Broad Economic Impacts**

Analyse, quantify (in gross/net terms) and assess the broad economic impacts of the project including where the capital expenditure will primarily be invested (local, state, regional levels) both direct and indirect, including the following:

6.2.1 Impact on Tasmania's Gross State Product, in total, by industry sectors, and by region.

6.2.2 Impact on wages and salaries, and Gross Operating Surplus.

6.2.3 Impact on consumption and investment expenditure in Tasmania.

6.2.4 Impact on business, investor and consumer confidence.

6.2.5 Impact of visiting cruise ships on the local Hobart economy.

## **6.3 Employment Impacts**

Analyse, quantify (in gross/net terms) and assess the employment impacts which will arise as a result of the project. Both direct and indirect predicted impacts should be assessed and are expected to include the following:

- 6.3.1 The types of job classified (where possible) in accordance with the major and minor ASCO job classifications as used by the Australian Bureau of Statistics (Catalogue no. 1222.0) that will be generated and the number of jobs of each type.
- 6.3.2 The regional distribution of the employment impact, both in the construction and operational phases of the project.
- 6.3.3 Impact on employment in all industry sectors.
- 6.3.4 The capacity of the Tasmanian workforce to meet the employment needs of the project and jobs created in other sectors as a result of the project.
- 6.3.5 Special attention should be paid to the training and education which is or should be available to maximise the Tasmanian uptake of job opportunities arising from the project, both in its construction and operation.
- 6.3.6 Job categories which cannot or will not be filled by Tasmanians should be specifically identified to the extent possible.

#### **6.4 Impacts on the Business Sector**

Analyse, quantify in gross/net terms and assess the likely social, economic and community impacts of the project on the business sector. Positive and negative impacts are possible and particular attention should be paid to assessing proposed means by which any potential negative effects may be avoided, remedied or mitigated. Particular consideration must be given to the following:

- 6.4.1 The likely effects on business and tourist related activities in the vicinity of the development, in the surrounding area, the Hobart CBD and other locations within the region that may be affected, including the ability to provide a venue for events and activities such as the annual “Taste of Tasmania” and the Tasmanian Symphony Orchestra within the development.
- 6.4.2 The impact on the Tasmanian construction industry, and the capacity of the present industry, at both a regional, State and national level, to meet the needs of the project.

This analysis should include the construction (on-site or off-site) and supply components of the construction industry; the impact on the professional services required for the project; effects on the maintenance sector of the industry; and the extent to which project staging would benefit or otherwise the availability and use of such services.

- 6.4.3 The opportunities the development may offer for the establishment of new business or expansion of existing business in Tasmania, i.e. synergistic or spin-off effects which may become possible due to the size and nature of the project.
- 6.4.4 The extent to which construction materials and related services, and operational goods and services should or could be sourced locally.
- 6.4.5 Possible changes in the pattern of land use, and consequent changes in land values and the viability of existing operations should be explored.

6.4.6 The impact, positive and negative, on transport infrastructure and operators.

## **7. SOCIAL AND COMMUNITY IMPACTS**

### **7.1 General**

Analyse, quantify and assess other social and community effects and issues for both the initial construction phase and the operational phase which are relevant to the evaluation of the project. These should include:

7.1.1 A summary of the social and demographic characteristics of the population living in the vicinity of the Oceanport site.

7.1.2 The likely impacts on the Sullivans Cove community in the vicinity of the development site, the Battery Point area, and the City of Hobart should be examined.

### **7.2 Social and Community Effects to be Addressed**

7.2.1 Separate consideration should be given to the initial construction phase and the operational phase over the staged development of the project. The effects considered should include:

- character of the surrounding urban area;
- demand for land and housing including implications for the Wapping development;
- land values;
- transport and transportation infrastructure;
- shipping, waterfront activity and trans Derwent ferries;
- tourism, recreational and social amenities including the Salamanca Market;
- access for emergency services;
- advice in Crime Prevention Through Environmental Design;
- development of security arrangements; and
- Customs Barrier establishment and protection.

7.2.2 The way of life of the present residents of the region and the overall effect on their lifestyle, particularly with respect to ongoing participation in, and enjoyment of, the Sullivans Cove waterfront.

7.2.3 The need for ongoing consultation with the community on matters such as hours of operation, noise and carparking, should be addressed.

7.2.4 Any other issues of a social, environmental, economic or community nature which become evident as matters of public concern as a result of the public consultation program, and not dealt with elsewhere, should be analysed and assessed.

7.2.5 Analysis of the impacts of any restrictions on public access to the waterfront areas.

### **7.3 Consistency with Government Policies.**

Analyse, quantify and assess in terms of social, economic and community impacts, how this project is consistent with relevant Government policies.

### **7.4 Impact of Project Not Proceeding**

Analyse, quantify (in gross/net terms) and assess any social, economic or community impacts of the project not proceeding which are not already evident from the analysis required in Section 2.3.1. Further, the Proponent is to clarify the status of the Princes Wharf site should the proposed development not go ahead. Discuss the implications of partial or non-completion of major elements of the proposed development. Detail contingency alternative uses in the event of partial completion and, or, the economic failure of one or more major elements of the proposed development.

## **8. MONITORING**

- 8.1 Monitoring programs to ascertain compliance with performance standards, quality assurance and project objectives should be described. A draft environmental management plan for the construction phase and for the operational phase should be prepared and attached as an appendix to the IIS.
- 8.2 The studies and monitoring programs should be designed to meet the following objectives:
- Monitoring compliance with emission standards;
  - Assessing the effectiveness of the emission limits and environmental safeguards in achieving environmental quality objectives;
  - Assessing the effectiveness of measures implemented to meet the social, economic and community objectives of the project;
  - Assessing the extent to which the predictions described in the IIS have eventuated; and
  - Assessing the meeting of commitments as outlined in Section 10. and specifying procedures for ensuring unmet commitments are achieved.
- 8.3 The IIS should outline an appropriate procedure for the periodic review and auditing of the environmental management of the project and the outputs from the monitoring program.
- 8.4 Indication should be given of any provision made in project planning for the tightening of initial environmental standards and further remedial action should monitoring indicate that the project is causing unexpected environmental degradation. A process should be outlined for continuously improving operational performance.
- 8.5 Any plans to achieve ISO 14000 (the internationally recognised standards for how an organisation should structure and manage its environmental aspects) certification should be outlined.

## **9. CONCLUSION**

- 9.1 This should firstly clearly state a commitment to the preparation and application of appropriate Environmental Management Implementation Plans at both the construction and operating phases. Secondly, the conclusion must spell out the reasons why this proposal is an appropriate use of this site and all the critical environmental, health, social, economic and community effects, both positive and negative, of the project. Further, this section must evaluate the extent to which the project furthers the objectives of Tasmania's Resource Management and Planning System. It should present a balanced overview of the net environmental impact of the project and the extent

to which any adverse effects on the environment can be adequately avoided, remedied or mitigated.

## **10. COMMITMENTS**

A consolidated list of all major commitments including building form, structure and finishes, public access to waterfront areas, road building standards and the like made in the IIS for the protection of the environment and means of ensuring compliance with standards set should be provided. This should include specific commitments required to promote sustainable development and to avoid, remedy or mitigate undesirable social, environmental, economic or community impacts and to enhance the benefits which could flow from the project to Tasmania.

## **11. REFERENCES**

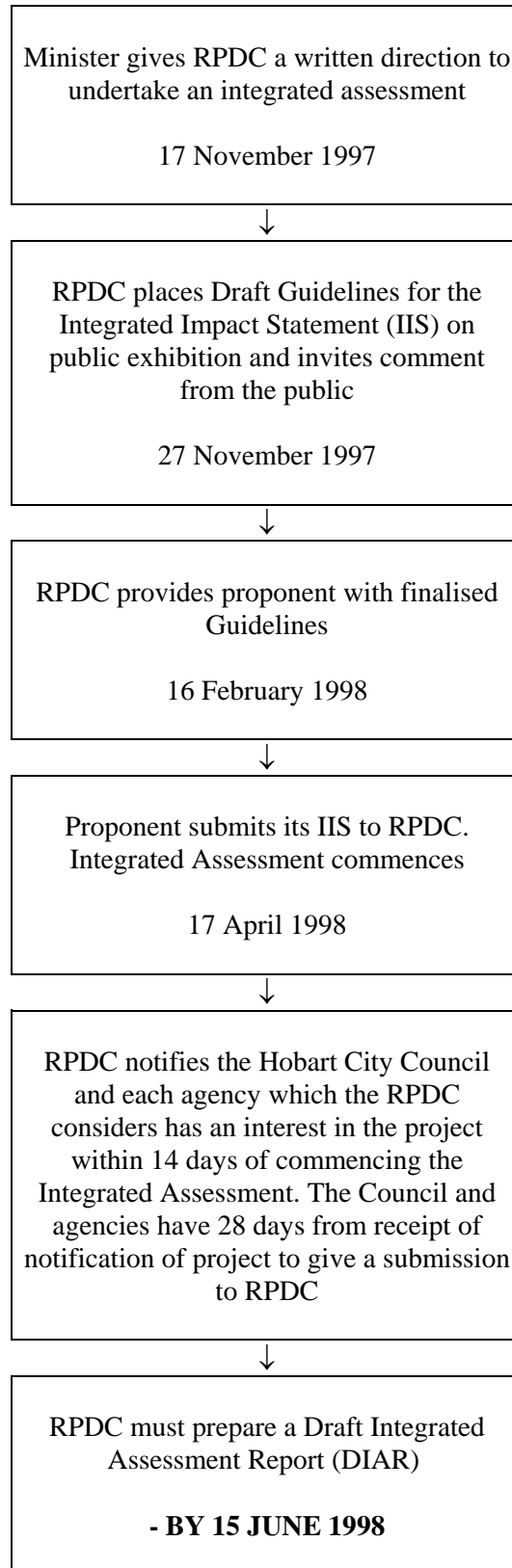
Details of authorities consulted, reference documents etc., should be listed.

## **12. APPENDICES**

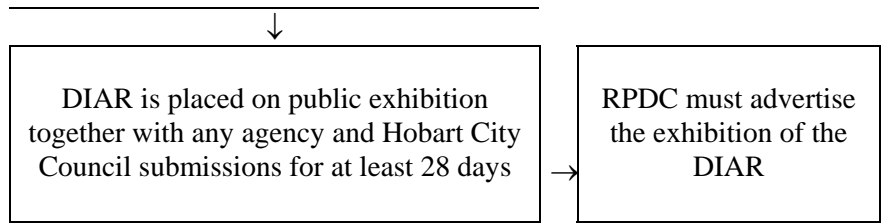
As a means of improving readability, all detailed technical information which provides the basis of the IIS should be included in the appendices. The salient features of the appendices should be included in the main part of the text. In addition, a glossary of the principle terms used and their associated meanings shall be included as an appendix.

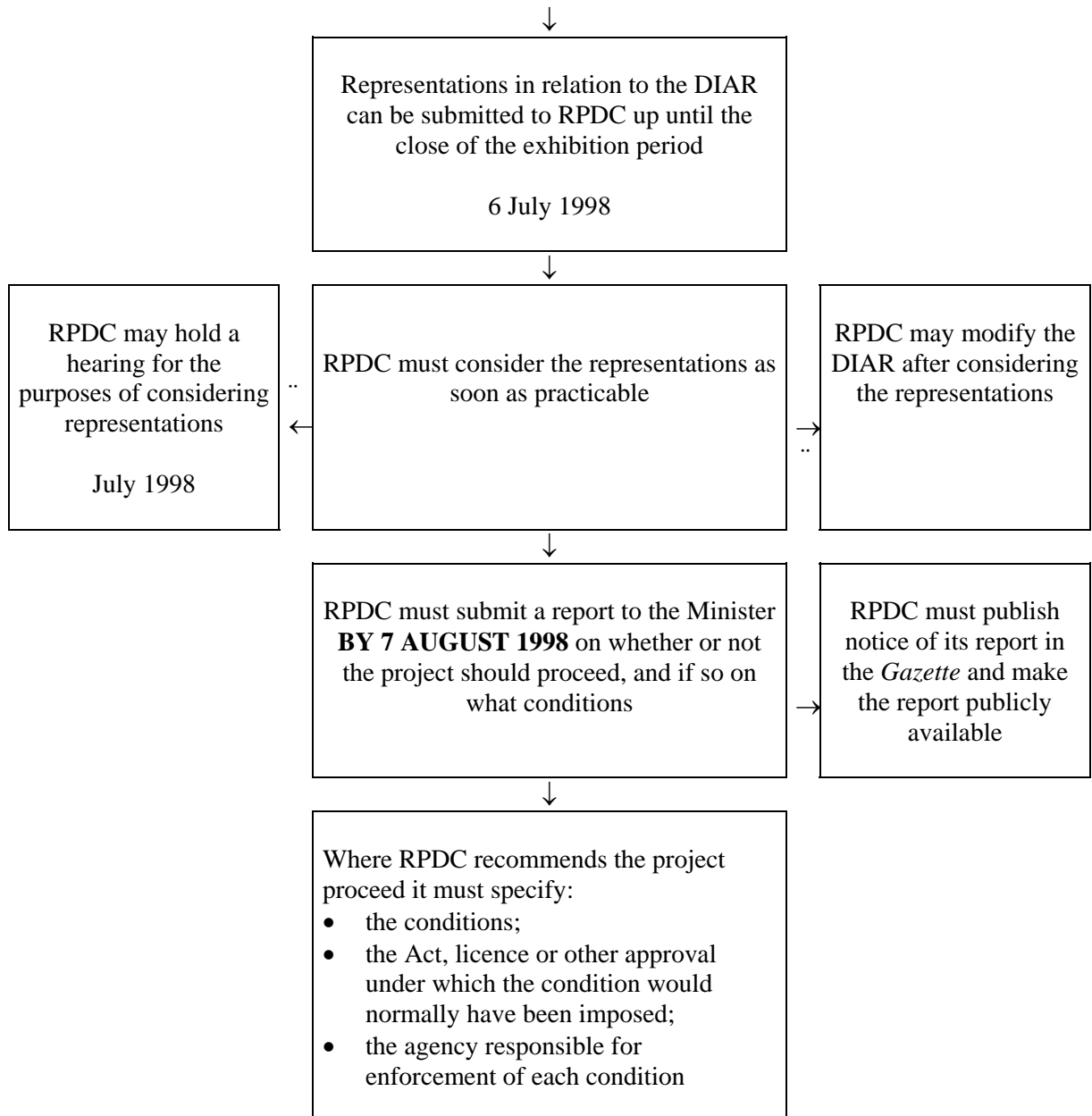
**INTEGRATED ASSESSMENT TIMEFRAME**

Part 3 of the *State Policies and Projects Act 1993* (as amended)



Appendices





***STATE POLICIES AND PROJECTS ACT (1993)***

**SCHEDULE 1**

**OBJECTIVES OF THE RESOURCE MANAGEMENT AND PLANNING  
SYSTEM OF TASMANIA**

- 1 The objectives of the resource management and planning system of Tasmania are -
  - (a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and
  - (b) to provide for the fair, orderly and sustainable use and development of air, land and water; and
  - (c) to encourage public involvement in resource management and planning; and
  - (d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and
  - (e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.
  
- 2 In clause 1(a), "sustainable development" means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety while -
  - (a) sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations; and
  - (b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and
  - (c) avoiding, remedying or mitigating any adverse effects of activities on the environment.

## Appendices

# **APPENDICES**

## EXPLANATION OF ANALYSIS OF SUBMISSIONS

### 1. Classification of Submissions

In order to organise the submissions received, a simple numbering system from 1 to 282 was used. Each submission was then carefully analysed to identify situations where submitters address more than one element or subsection of the Draft IIS Guidelines. Every reasonable attempt has been made to identify and respond to the issues raised. The Commission is therefore satisfied that the general intent and thrust of all submissions received has been identified. Any individual or group who feels aggrieved over the handling of their submission will, for reasons set out in Part I, Section 5, of this document have further opportunity to express their point of view.

### 2. Submissions on Part 2 - Project Description

A considerable number of submitters often made detailed comments on the Proponent's Project Description contained in Part 2 of the Draft IIS Guidelines document. As previously noted all submissions have been copied to the Proponent. Where this has occurred the Commission, in the analysis of the submissions, has specifically used the words "the Project Proponent should note the submitter's concerns" in order to ensure that the Proponent takes notice of such concerns.

### 3. Analysis of the Submissions to the Draft IIS Guidelines

The main points identified in each submission are listed in Appendix 3 in a tabular format. Beside each identified issue is the RPDC decision as to how the issues raised should be dealt with in the IIS Guidelines. The manner in which these decisions have been dealt with in the finalised IIS Guidelines can be ascertained by Reference to Part II of this document which contains the final IIS Guidelines. Appendix 3 refers only to the submitter number, Appendix 2 lists all submitter names in numeric submission.

## SUBMISSION NUMBER AND SUBMITTER NAME

<b>Submission No.</b>	<b>Submitter</b>
1	A McHugh, Tasmanian Audit Office
2	B Holderness-Roddam, Austins Ferry
3	Peter Wilson, Cudlip Investments Pty Ltd
4a	Claudio Alcorso, Berriedale
4b	Claudio Alcorso, Berriedale
5	Ruth Cane, Lindisfarne
6	Mr H D Calvert, Hobart
7	Duncan Kerr MP
8	Damien Mugavin, Battery Point
9	C Brooks, Major Projects
10	Brian Collin, South Hobart
11	Kenneth Phillips, Blackmans Bay
12	Ralph Chapman, Taroon
13	Elizabeth Godfrey, South Hobart
13a	Elizabeth Godfrey, South Hobart
14	Name illegible, 68 Forest Road, West Hobart
15	Fay & Brian Gregory, West Hobart
16	Robert Hill, The Missions to Seamen
17	M Ball, Kingborough Council
18	Bethany Pantalis, Hobart
19	Merris Winter, Dynnyrne
20	Margaret & Eric Smith, West Hobart
21	Peter Alexander, Battery Point
22	Frances Parsons, Sandy Bay
23	Karena Gregory, West Hobart
24	Alan Jetson, Hobart
25	K Hudspeth, Lindisfarne
26	Peter Stevenson, Sandy Bay
27	Mary Knaggs, West Hobart
28	Bruce Haley, Suncoast Agencies
29	Doug Parkinson MLC, Member for Hobart
30	Anne Matz, Bellerive
31	Lesley Alcorso, Berriedale
32	L G Cini, Taroon
33	Michael Fitzgerald, Moonah
34	R McCreadie, Tasmania Police

35	C Crawford, Sullivans Cove Advisory Committee
36	Patsy Merhulik, Battery Point
37	R Beedham, Hobart
38	B Audrey Moore, South Hobart
39	B Audrey Moore, South Hobart
<b>Submission No.</b>	<b>Submitter</b>
40	Leonard & Ruth Johnson, Dynnyrne
41	Brian Jones, Sandy Bay
42	H P Simco, Penguin
43	Paul Thomas, Cygnet
44	S E Russell, Lewisham
45	David & Rhondda Elliott
46	Kathy Forward, Battery Point
47	P J M Sale & M Forsyth
48	Jane Walker, North Hobart
49	P A Bell, Spring Bay Chamber of Commerce
50	David Cuthbert, Glenorchy
51	Tim Abey, Tasmanian Chamber of Commerce & Industry
52	Helen Gwilliam, New Town
53	C Lohberger, Sandy Bay
54	Michael Verdouw, Blackmans Bay
55	David Palmer, Kingston
56	Aileen Hickey, West Hobart
57	Roger Wilson, Sandy Bay
58	Amelie Rauner, New Town
59	Jessie Luckman, New Town
60	Steven Warland, Mt Nelson
61	Laura Hill, Mt Nelson
62	G Anderton, Mt Nelson
63	Ted & Dorothy Kennelly, Blackmans Bay
64	Arnold Rowlands, Burnie
65	Evelyn Masterman, Berriedale
66	Jenny Fuller, South Hobart
67	E Casey, Battery Point
68	Patsy Merhulik, Battery Point
69	Janette Lansdowne, West Hobart
70	R H Ikin, Sandy Bay
71	Jean Downie, Sandy Bay
72	J M Kean, New Town
73	Professor Ian Lewis, Mt Nelson
74	Professor & Mrs R Selby Smith, Claremont
75	Karena Gregory, West Hobart

76	Diana Morton, South Hobart
77	A G & D Fenton, Sandy Bay
78	J T Rossiter, Sandy Bay
79	Mary O'Brien, Sandy Bay
80	Ivan & Ilse Sauer, Lindisfarne
81	Berna Freeman, Lenah Valley
82	Kenneth Carroll, Rose Bay
83	Fay & Brian Gregory, West Hobart
84	Mrs B Debnam, Lindisfarne
<b>Submission No.</b>	<b>Submitter</b>
85	Helen Brooks, Claremont
86	W D Parkinson, New Town
87	Michael Lynch, Tas Conservation Trust
88	Kate Loveday, Hobart City Council
89	Jean Paton, Lindisfarne
90	Dr R G Bury, Hobart
91	Jeanette Hyland, Blackmans Bay
92	Melva Truchanas, Blackmans Bay
93	Luise Mitchell, Tarooma
94	Damien Mugavin, Battery Point
95a	J Butler, Glenorchy
95b	J Butler, Glenorchy
96a	C Pyefinch, Lindisfarne
96b	C Pyefinch, Lindisfarne
97	Pat Synge, Cygnet
98	A Ross, New Town
99	Ordnance Store Body Corporate
100a	H Kelsey Aves, Claremont
100b	H Kelsey Aves, Claremont
101	H Finlay, Sandy Bay
102a	T Errey, Fern Tree
102b	T Errey, Fern Tree
103	P Hyland, Lenah Valley
104	Subi Mead, Salamanca Arts Centre
105	D Hodgman, The Master Builders' Association
106	Multi-signed, Battery Point
107	J Picone, Bellerive
108	R Godfrey, South Hobart
109	E Ross, Hobart
110	C Kirkpatrick, Lower Sandy Bay
111	P Walker, New Town
112	S Wills, Geilston Bay

113	P Smith, Lindisfarne
114	B Thompson, Mt Nelson
115	C McLean, Claremont
116	D McLean, Claremont
117	J May, Kingston
118	B May, Kingston
119	H Ockenden, Moonah
120	G Holmes, Berriedale
121	P Ross, New Town
122	P House, Rose Bay
123	U Birrell, Sandy Bay
124	S Cullimore, Lenah Valley
125	D Hanley, East Risdon
<b>Submission No.</b>	<b>Submitter</b>
126	Desmond & Patricia Jackson, Mt Nelson
127	M Washington, Claremont
128	Cathy Hall, Bellerive
129	Christopher Forward, Kingston
130	David Waters, Mt Nelson
131	Michael Hunniford, Hunifords Barristers & Solicitors
132	James Marwood, Hobart
133	Leonard Johnson, Dynnyrne
134	Peter Sands, Taroona
135	Leah Gregory, Hobart
136	Anthony Ashford, Intergrowth Property Group
137	Michael Patchell, CSIRO Corporate Property
138	Ian Terry, Mt Stuart
139	Peter Coad, Tas Building & Construction Industry Training Board
140	Brian Williams, Transport Dept.
141	Richard Bevan, Montagu Bay
142	David Edwards, Battery Point Sullivans Cove Progress Assoc. Inc.
143	Grant Kench, Piggott Wood & Baker
144	Margaret Wood, Moonah
145	Gwenda Sheridan, Kingston
146	R J Downie, Sandy Bay
147	Douglas Nichols & Jane Keble-Williams, South Hobart
148	Elizabeth McQuilkin, Sandy Bay
149	Joanna Dean, Hobart
150	Lilian Grecian, Sandy Bay
151	M Loveridge, Sandy Bay
152	Monty East, Sally East, Pamela & Jock Nickolls
153	J Hale, Sandy Bay

154	P Stevenson & A Wilson
155	Bronwen & Richard Meredith, Glenorchy
156	Barbara Wright, Kingston
157	Nola Rofe, Sandy Bay
158	Kris Utin, Lenah Valley
159	Judith Parkhurst
160	E & H Valentine, Midway Point
161	Dorothy Asten, Claremont
162	Janice & Eric Hall, Sandy Bay
163	Dr Anna Hodgson, Bonnet Hill
164	William Hodgson, Bonnet Hill
165	Elizabeth McCulloch, Dynnyrne
166	Elizabeth McGown, Tinderbox
167	Anne Kay, Montagu Bay
168	W Eastman, Sandy Bay
169	Bernice Eastman, Sandy Bay
170	Stephanie Cahalan, South Hobart
<b>Submission No.</b>	<b>Submitter</b>
171	Richard Wells
172	H F Gulline, Lindisfarne
173	Wayne Daniel, Huonville
174	Nick Truchanas, South Hobart
175	Reanne Jarvis, New Town
176	Hugh Rundle
177	Eva Ruzicka, Fern Tree
178	G Hayward, Taroon
179	Jill Carrington Smith
180	J Gledhill, State Fire Commission
181	M Wells, Tourism Tasmania
182	Kate North, Lenah Valley
183	V A Shelton-Bunn
184	J Pyefinch, G Luttrell, Architects
185	Roger Gibbins, Spiller Gibbins Swan Pty Ltd
186	K A Green, National Trust of Australia (Tasmania)
187	Kim Evans, Dept. of Primary Industry & Fisheries
188	Frank Langley, New Town
189	James Marwood, Hobart
190	Elizabeth Hole, Sandy Bay
191	William Oats, Claremont
192	D Norton, Hydro Electric Commission
193	Scott Morgan & Sharon Moore, Fern Tree
194a	John Burgess, South Hobart

Appendices

194b	John Burgess, South Hobart
195	G A Casimaty & Associates
196	Beth Richards, Geilston Bay
197	Fred Richards, Geilston Bay
198a	Susan Wells, Claremont
198b	Susan Wells, Claremont
199a	Karuna Knights
199b	Karuna Knights
200	Gerald Johnston, Jane Watson, Battery Point
201	Kath McLean, Montrose
202	David Gourlay, Real Estate Consultant
203	G Procter, South Hobart
204	Jean Gilbert, New Norfolk
205	John Gilbert, New Norfolk
206	Terry Martin, Tourism Council Australia (Tasmania Branch)
207	Warwick Dunstan, Mount Rumney
208	Barbara Kile, Heritage Tours of Tasmania
209	Denita Harris, Australian Hotels Association
210a	Graeme Dean, South Hobart
210b	Graeme Dean, South Hobart
211	Lara Giddings, John White, Parliamentary Labor Party
<b>Submission No.</b>	<b>Submitter</b>
212	Tony Smithies, Property Council of Australia
213	Marcus Harvey, South Hobart
214	Linda Harvey, South Hobart
215	Stewart Williams, South Hobart
216	Chris Gurney, South Hobart
217	K Fotheringham, Retro Cafe
218	Georgina Gurney, South Hobart
219	Rebecca Ryan, Battery Point
220	Tom Ryan & Marcus Fitzgerald, Battery Point
221	Mary-Anne Ryan, Battery Point
222	Peter Brain, Citizens for Hobart
223	Keith Drew, Royal Australian Institute of Architects
224	Pamela Balon, South Hobart
225a	Sieneke Martin, Quaker Service Australia
225b	Sieneke Martin, Quaker Service Australia
226	J Ramsay, Dept. of Environment & Land Management
227	Andrew Meers
228	R Pennington, Blackmans Bay
229	F W Hastings, Launceston
230	P C James, Tasmanian Heritage Council

231	S Bannister
232	Amanda Thomson
233	Ross Richardson
234a	Anthony Manley, New Town
234b	Anthony Manley, New Town
235	Petition
236	Angela Tamayo
237	Helene Stewart, Tourism Hobart & Southern Tasmania
238	David Halse Rogers, South Hobart Progress Association
239	Richard Glazebrook, Cambridge
240	Simon Carrant, Hobart
241	Cathryn Hughes, West Hobart
242	Peg Putt MHA, Tasmanian Greens
243	Rodney Evans & Deidre Wilson
244	Rod West, Battery Point
245	Paul Storr, Cygnet
246	Len Page, Forcett
247	Herbert Bauer, Huonville
248	Wilma Hall, Lenah Valley
249	Deborah Christina, South Hobart
250	C Gallagher, New Town
251	Hedy Thomas, Mt Stuart
252	Judy Holubnytschys
253	Julee Bergquish
254	Tim Squires, Lenah Valley
<b>Submission No.</b>	<b>Submitter</b>
255	J Bleach?
256	Claire Perrin, Kingston Beach
257	Margie Law, Cascades
258	Dru Haywood, South Hobart
259	Peter Brain, Hobart
260	J A Hore, Battery Point
261	C Keele, Hobart
262	Jude Sercombe
263	Simone Phillips, Hobart
264	Glen Miltar, Forcett
265	Stephen Rhodes, Flinders Island
266	Michael Evans, Verbalist Editing
267	Jim Casey, Caseys Steam World, Dover
268	Barry McNeill, Architect, Planner, Social Scientist
269	David Reed, Tasmanian Heritage Council
270	D J Male, Sandy Bay

Appendices

271	Denis Pyke, West Hobart
272	Geoffrey Medhurst, Sandy Bay
273	Topsy Evans, North Hobart
274	A G Johnson, Battery Point
275	Jenny Morgan, Battery Point
276	Kim Barker, Detour Design
277	Vincent Barron, Tasmanian Convention Bureau
278	Robert Camm, Tranmere
279	B A Southorn, Battery Point
280	Noel Carroll, New Town
281	Audrey Hudspeth, Lindisfarne
282	Rob Stewart, The Institution of Engineers, Australia

## Appendices