

PRINCIPLES

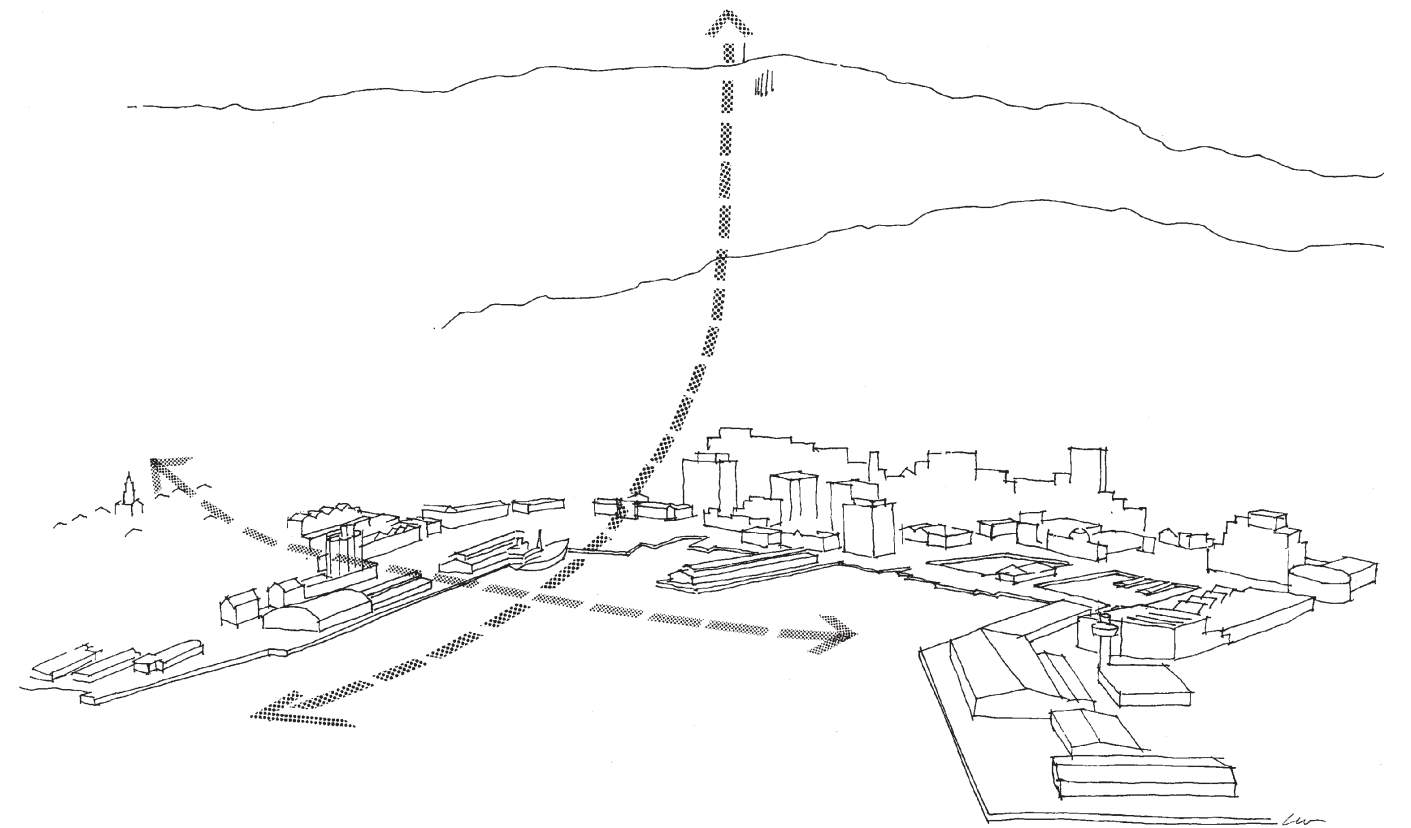
The following principles apply across the waterfront. They are to be read in conjunction with the more detailed principles and requirements that follow for each of the strategic axes.

Form

1. Buildings on the 'floor' of the Cove must be free-standing 'island' forms with an 'all round' orientation to the surrounding space.
2. Space-defining buildings (those that face and are aligned with the street) must reinforce the 'wall' of the Cove and the grid of streets adjoining the Cove.
3. Buildings adjacent to the wharf edge must be set back from and parallel with the wharf edge.
4. Buildings are to be sited and modelled to enhance sightlines:
 - across the 'floor' of the Cove;
 - from within the Cove to surrounding landmarks; and
 - from surrounding vantage points (Franklin Square, The Cenotaph, Battery Point)
5. Building heights must reinforce the stepped amphitheatre setting of the Cove and adjacent buildings.

Activity

1. The whole of the waterfront must be activated through the development of sites on all three sides of the Cove.
2. A diversity of activities that bring people to the waterfront on weekdays and weekends, and around the clock, is encouraged.
3. Active uses must be located in the ground floors of buildings, with street-addressing shops or other active frontages.
4. Waterfront retail and commercial activities should be complementary to those available in the CBD.
5. Activities that provide authentic experiences of the Hobart waterfront are encouraged.
6. External spaces including streets, wharfs and courtyards shall be designed to accommodate a range of small and large-scale cultural, community and commercial events and activities.



THE STEPPED AMPHITHEATRE SETTING OF THE COVE

Source: *Final Draft Site Development and Conservation Plan – Princes Wharf Nos. 1 and 2*, Barrie Shelton & Leigh Woolley, April 2000, Figure 9

PRINCIPLES

HOBART WATERFRONT URBAN DESIGN FRAMEWORK

7. Maritime activity is critical to the waterfront's vitality and attraction. This includes continuing use as a working port, including use for cruise, naval and general shipping, a fishing fleet, ferries and recreational vessels.

8. Permanent residential development should generally not be located on the Cove 'floor'.

Movement

1. Improvements to the pedestrian and road network must increase the ease and directness of movement, sightlines, legibility and safety within the Cove and between the Cove and the CDB.

2. Vehicular movement through the waterfront is critical to its vitality and its economic success and must be maintained but managed to minimise conflict with pedestrian movement.

Car Parking

1. Multi-storey car parking will be developed away from prime waterfront areas (beyond the 'wall'). It will be designed to ensure that:

- the structure is capable of housing ground-level activities with frontages to the street;
- the impact of entrances/exits on pedestrian movement along the street frontages is minimised through their siting and design;
- the overall height of the development does not exceed the appropriate height for the site, ie obeys the Cove-wide height principles.

2. New and existing waterfront activities will be supported by convenient short-term car parking within and adjacent to the 'floor' (but consistent with Movement principles).

Urban Detail

1. Spaces external to buildings on the 'floor' of the Cove shall be open to public access and use. The public spaces external to buildings shall not be 'annexed' by private interests through the design and siting of permanent features and structures. For example, permanent café furniture.

2. The inherently flat nature of the 'floor' of the Cove must be maintained or restored. It should be uncluttered and contain a minimum of necessary structures, fixtures and other interrupting elements.