

Response to the

**Draft Hobart Waterfront
Urban Design Framework**

May 2004

FOREWORD

This report is the next step in a process of engaging community comment on the future for the Hobart Waterfront. It responds to the comment that Hobartians and visitors to Sullivans Cove provided about the draft Urban Design Framework over a 15-week period between December 2003 and February 2004.

Attendance at an exhibition of the draft Urban Design Framework was strong. The volume of written submissions and the sheer number of questionnaires returned by an interested and well-informed community speak for how important a place our waterfront is.

This report explains how feedback from the community consultation process has influenced the final Urban Design Framework.

ACKNOWLEDGEMENTS

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1.0 INTRODUCTION

1.1 Background

1.1.1 The Hobart Waterfront Project

The Hobart Waterfront Project is about improving the waterfront for locals and visitors.

Our waterfront is a special place that is enjoyed by Hobartians and all Tasmanians. It is also among the State's 'must-see' destinations for visitors. This makes it vitally important to ensure that future development is thoughtfully planned, in a way that respects the waterfront's special qualities.

The Hobart City Council, Tasmanian Government and Hobart Ports Corporation initiated the Hobart Waterfront Project in 2003. Collectively, they own and manage a large slice of the waterfront. Some of this is currently under-utilised yet has considerable redevelopment potential.

The project builds on the directions already identified in the Sullivans Cove Planning Review 1991, the Sullivans Cove Planning Scheme 1997 and subsequent investigations, reviewing strategic directions only where changing circumstances dictate that this is necessary.

The project has two key components:

- developing an Urban Design Framework to give guidance and direction to new development; and
- coordinating and marketing investment opportunities to bring suitable development to fruition.

This distinguishes the project from any preceding studies and investigations undertaken for the waterfront, which tended to focus on planning and design aspects without focusing on actively seeking investment.

1.1.2 The Urban Design Framework

An urban design approach brings together ideas about form, activity and movement. These are dimensions of any urban environment and because they are closely interrelated must be considered together, not in isolation from each other.

Taking an urban design approach is not new. In 1991 the Sullivans Cove Planning Review provided a very detailed urban design analysis of the Cove. This has been the cornerstone of the current planning regime and

underpins the Sullivans Cove Planning Scheme of 1997.

Through the development of an Urban Design Framework, the project partners can take a more strategic perspective on the redevelopment of individual sites. This better ensures that:

- improvement of public spaces between individual sites is coordinated with any redevelopment; and
- individual sites are considered within the context of the whole of the Cove.

It is fairly clear that some misunderstanding of the concepts in the draft UDF has arisen because the UDF is a further layer on previous work. In several instances, explanation of the urban design principles that underpin the draft UDF are found in the 1991 Review and the 1997 Planning Scheme. As a consequence, the rationale for the draft UDF may seem invisible – 'buried' in the earlier work that received wide local support and national recognition at the time.

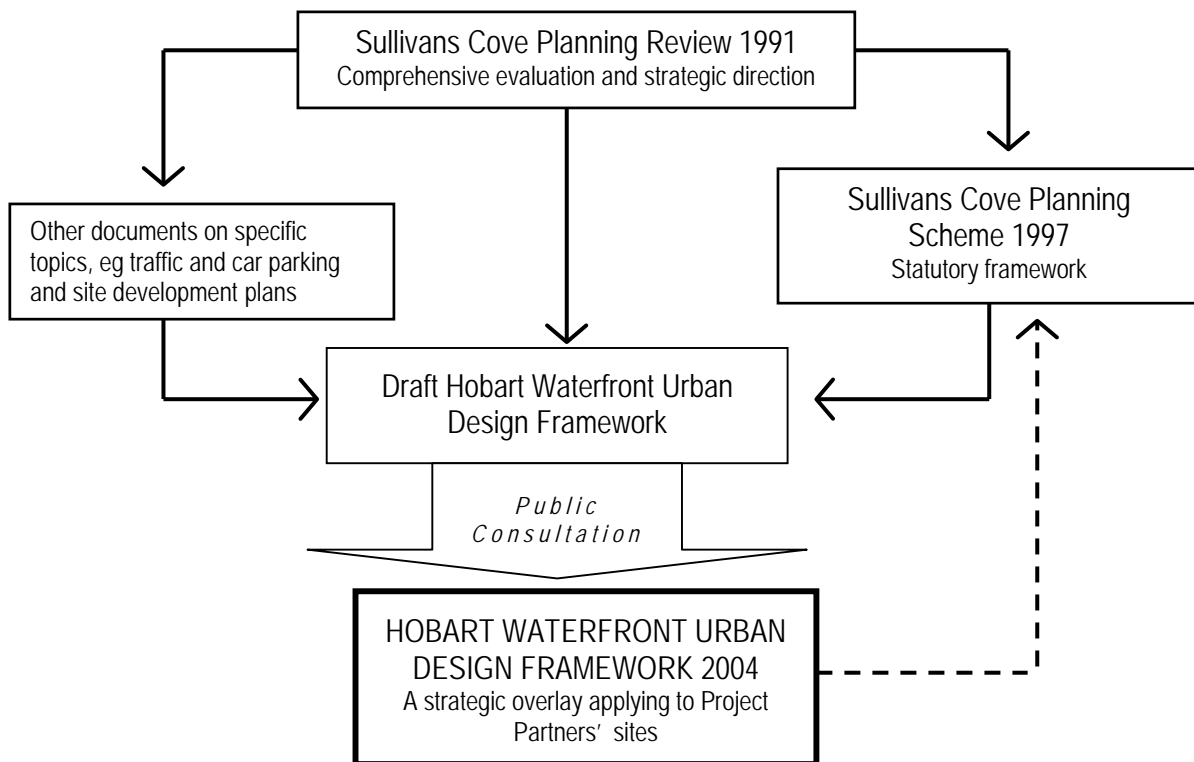
For example, the terms 'wall' and 'floor' as the means of understanding the structure of the Cove's built form, were sometimes misunderstood. These terms have received extensive explanation, illustration and use in previous documents and have become accepted terminology in the planning of the waterfront. However, some further explanation of these and similar points may be necessary, and will occur in the relevant 'discussion' sections of this report.

The draft UDF is intentionally brief, as the 1991 Review and 1997 Planning Scheme provide ongoing points of reference. The draft UDF focuses on the key principles and main strategies for the future of the waterfront. This leaves room for creativity and innovation while articulating the limits. While it contemplates the Cove as a whole, it has no statutory status and therefore does not apply to private land within the Cove, only to sites owned by the project partners.

Choosing this path to unlocking the future for the waterfront is a deliberate choice. It balances the need for a strategic, coordinated approach with the desire for design excellence on the Hobart Waterfront.

Figure 1 below shows the context in which the Urban Design Framework was prepared.

Figure 1 – Urban Design Framework



1.2 What you told us about the Draft Urban Design Framework

A draft Urban Design Framework was developed and released for broad consultation in December 2003. The public was invited to comment on the draft UDF by responding to a questionnaire or making a written submission. This feedback has been analysed and is included in an appendix to this report.

Public interest in the draft UDF has been high. More than 1000 responses to the questionnaire and nearly 200 submissions have been received. Analysis of this feedback has identified some key themes and specific issues that require response as part of finalising the Urban Design Framework.

While feedback was broad, the community's key

concerns centred on:

- The suggestion that the draft UDF focused too much on development opportunities and not enough on public space. Within this issue there was debate about whether public space needed to be green, whether more was needed in the Cove and how it could be improved.
- The concept of a new Dunn Street Axis was questioned, including the suggestion of a building on the Dunn Place car park and a proposed new pier, and whether the axis was artificially aligned with Market Place rather than Campbell Street.
- There was criticism that the draft UDF lacked an overarching Vision to give direction to the future of the Cove. Having a Vision to strive for was seen as being fundamental.

1.3 About this Report

The purpose of this report is to provide a considered response to the issues raised through the consultation about the draft UDF. It also highlights where changes will be made to the draft UDF. Where page numbers are cited, they refer to the relevant page in the draft version.

This report explores the key themes and specific issues, using a structure similar as to the draft UDF. The report focuses first on the whole-of-Cove issues associated with form, activity and movement, and then on other matters raised, including the need for an overarching Vision. Lastly, it concentrates on the response to comments about the strategic axes – the Murray Street, Elizabeth Street, Dunn Street and Franklin Wharf Axes.

2.0 FORM, MOVEMENT AND ACTIVITY

The draft UDF begins with broad whole-of-Cove concepts. It presents the key strategies for form, movement and activity, building on the very detailed analysis of these qualities that was undertaken in the 1991 Review. This section explains responses to those strategies and concludes with a series of Cove-wide principles.

2.1 Form (Reinforcing Form)

Feedback on the draft Urban Design Framework highlights four main issues that relate to form across the whole of the waterfront. These are:

- the concept of a 'wall' and 'floor';
- public open space;
- scale and height of buildings; and
- views.

These issues are discussed in the following part.

2.1.1 'Wall' and 'Floor' of the Cove

Some submissions questioned the validity of the concepts of 'wall' and 'floor'. Others suggested that ideas for the Dunn Place site did not apply the concept appropriately. These comments are addressed later in the report where the Dunn Place Axis is addressed (see page 38).

What did the draft UDF say?

The concept of a 'wall' (indicating an edge to the Cove) and flat 'floor' as components of the Cove structure first appeared in the 1987 Sullivans Cove Urban Detail Study. They were further developed and explained in the 1991 Review, and are incorporated into the Sullivans Cove Planning Scheme 1997.

The draft UDF accepts and applies the concept as a basic structuring device for the waterfront district albeit with one significant change. The draft UDF extends the line of 'the wall' across the front of Dunn Place, rather than allowing the 'floor' and space of the Cove to extend back across this open space to City Hall.

Principles for the whole of the Cove then give direction on the type of building forms for 'wall' and 'floor' buildings, buildings on the wharf edge and views.

Discussion

The recognition of a 'wall' and 'floor' arose out of a careful historical and spatial study of the waterfront. This helps us understand how the Cove is structured, which is integral to what makes it the special place that it is.

The 'wall' is a more or less continuous line of buildings that forms an edge and gives some sense of entry and departure to and from the main space of the Cove. This latter space is made up of the water, wharves, and perimeter roads (from Salamanca Place around to Hunter Street) and is essentially flat in nature, hence the term 'floor'.

The 'wall' marks a line around the Cove that is historically important (and therefore of considerable heritage value) as it approximates to the water's edge or shoreline of the original landform. This is where waterfront buildings were first established. Significantly, the buildings along this line stand closely side-by-side, with façades that align with the street edge, hence the term 'wall'.

This helps us differentiate between those buildings, which are components of the 'wall', from those that are freestanding on the 'floor' of the Cove. Many comments do not seem to have appreciated the significance of the terms in this urban design context, and indeed some even seem to have taken the notion of a wall literally to mean a lengthy new construction.

However, many comments were directed not at the whole concept of the 'wall' but to the changes envisaged to it at Dunn Place, suggesting that these were inappropriate.

This space, presently used for car parking, has in previous documents been viewed as an open space (an extension of the Cove 'floor'). It is the point at which the

space and waters of the Cove once reached back to Macquarie Street and even beyond, via the estuary of the Hobart Rivulet, to the area which is occupied today by the main city street grid. Thus, the Dunn Place and City Hall blocks were in part water sites. The Rivulet turned westwards in the vicinity of Collins Street, where it is still to be seen. This was Hobart's water gate and the low ground of the city: the open space of Dunn Street is a consequence and reminder of this natural landform.

While some critics of the Dunn Street proposal were simply concerned with the loss of open space, others offered more complex arguments that were rooted in these historical and structural dimensions of the city's form. They supported the concept of 'wall' and 'floor' but suggested that it is inappropriate to continue the wall along Davey Street, by building on Dunn Place. Dunn Place was seen as an extension of the Cove 'floor' – that is, as open space.

The draft UDF also saw this stretch of low ground as the 'natural' entry point to the city centre and as the place for a new pedestrian-friendly connection between the Cove and city centre – part of the proposed Dunn Street Axis. To encourage movement along the axis would require an active street edge.

It also recognised Dunn Place as a strategic point between a major gallery-museum (TMAG), a significant node within the Cove (around the Mure's building), a major convention-recreation-accommodation centre (Grand Chancellor) and an events venue (City Hall). Therefore, it was viewed as a development site with the potential to provide the nexus between all these sites to their mutual benefit.

The qualities of Dunn Place as an open space were regarded as compromised due to heavy traffic flows on three of its four sides. As a result, Dunn Place was proposed for development as a street block with a building that would continue the line of Davey Street.

Response

- 1. The concept of 'wall' and 'floor' remains valid as it assists our understanding of the structure and heritage of the Cove's built form. It is an enduring concept that helps guide development and does not require change.*
- 2. The questions raised about the application of the concept in the vicinity of Dunn Place are well founded and a review of this aspect of the draft UDF is warranted. The issue is discussed in the section about the Dunn Street Axis (see page 24,) where a number of changes are suggested.*

- 3. Some changes will be necessary to all plans depicting the 'wall' concept in the vicinity of Dunn Place. Also, a new plan and explanatory text will be included to highlight the Dunn Place site and its complexities – its position within the city street grid and the Cove.*

2.1.2 Public Space

Feedback on the draft UDF strongly suggested a need for:

- more public space;
- green space; and
- a mix of well-designed open spaces for events and family activities.

The need for more public space was a strong theme in comments received on the draft UDF, with the suggestion that not all of the key sites need be developed with buildings.

What did the draft UDF say?

The principles for activity identify the need for a range of spaces to cater for a mix of cultural, community and commercial events and activities.

An urban detail principle identifies that spaces external to buildings should not 'privatise' public space through their design.

Franklin Wharf Axis includes a well-defined walk giving water's edge experiences for the length of the wharf, and connecting the two ends of the Cove as a key strategy. This is essentially a public space, although it would continue to include short-term car parking.

Discussion

How much public space and where?

The 1991 Review provided a thorough analysis of the Cove's spatial characteristics. It identified a series of urban gardens within and on the perimeter of the Cove. These are Princes Park, Salamanca Lawns, Parliament Square, St Davids Park and Franklin Square. The Cenotaph and Domain are slightly further away but within sight of the Cove.

Within the Cove, the main space is centred on the harbour and docks but there are also street spaces and courtyards. It is important to recognise that this amounts to quite an extensive area of space. Of the space contained within the Cove 'floor', only 11.5% ($\pm 134,000\text{m}^2$) is taken up by buildings – the rest is public space (including the docks, streets, wharf areas). This is

in the order of 20 Franklin Squares.

The focus of the draft UDF was to improve the space within the Cove. For example, significant areas are currently inaccessible due to car parking. Improvements can also be made by activating the space or the edges of the space, sometimes using commercial activities to do this.

In a broader context, Council's Open Space and Landscape Strategy (1994) for the entire municipality promotes a different approach to open space in inner-city areas compared to areas that are further out.

It highlights the importance of the Domain as a principal open space, and the role of the city centre and Cove in providing open spaces for community activities associated with retail, residential and tourism use.

Following the development of the strategy, Council considered where the acquisition of further open space was needed. No additional areas were proposed within the Cove.

The priority is for flexible, robust open areas that can cater for a variety of activities, including community and cultural events and programs. There is little opportunity to provide any expansive public open space within such a highly developed urban setting as the Cove.

Links between the Cove and the city's broader open space network are important in this context – particularly with the Domain, Botanic Gardens and Cenotaph, and the even closer spaces of Princes Park, Franklin Square and St Davids Park. These areas are all relatively close.

Does space have to be green?

To some, public space should be both open and green. But because the Cove has evolved as a semi-industrial area, large tracts are under concrete or some other hard surface. It must be remembered that the area is still a working port and that this quality is in itself highly valued.

The 1991 Review promoted the maintenance of a hard-edge style, as does the planning scheme. The Review explicitly discouraged connecting the urban gardens with corridors of 'green' as this would weaken the spatial character of the Cove.

There are also practical considerations. Additional measures are likely to be required to sustain greenery in such a man-made environment and there are maintenance issues such as the potential for leaves to foul the docks.

Most of all, it must be remembered that the hard surfaces mark the reclaimed area of ground to serve a working

port and distinguish this small part of the city from the rest that stands more firmly on natural terrain. This is an important factor in reading the structure of the city, in appreciating the heritage of the waterfront and in understanding and facilitating its function as a working port.

However, there is no doubting that green spaces rank amongst the most successful public spaces. They are comfortable to use – lawns can be sat upon and trees provide shade.

Perhaps one of the difficulties for the Cove is that there are few good examples of hard-edged spaces. Relatively few of the Cove's public spaces have been deliberately designed and built for public purposes. While there is public access to much of the Cove, these areas are essentially used primarily for car parking and as roads, so that recreational use is residual.

The Mawson Place 'make-over' has had some critics. Submissions to the draft UDF indicate that this area has no activity or attraction that draws people either in itself or on its edges, it has a harsh micro-climate with no shelter and the modern design elements are not favoured.

On the other hand, Salamanca Square, behind Salamanca Place, is a popular family space that also happens to be substantially hard-edged. Relatively little comment was made in reference to this area, but its high use speaks for itself. Unlike Mawson Place, the retail, restaurant, arts and other attractions around the Square provide a focus and generate activity. The aspect and enclosure of the site (in effect, a very large courtyard) provide an ideal micro-climate, also making the area safer for children. While the design of the area incorporates grass, the grass has more aesthetic benefits than practical ones.

The draft UDF includes a proposal to expand green space by joining two currently disconnected segments of the Salamanca Lawns. Closure of Montpelier Retreat between Salamanca Place and Castray Esplanade will allow a longer expanse of lawn running from the Silos to the edge of Parliament Square. This concept was generally supported and many submissions commented on the value and desirability of the Salamanca Lawns area as a public space.

Links with nearby open space should also be considered. Princes Park, the Domain and the Botanical Gardens are amongst the city's premier green spaces and could be better connected to the Cove. This would meet some of the demand for specifically green space.

The Quality of Open Space

Many of the submissions demanded better quality design and greater provision of public facilities in public places around the Cove. There was a call for a range of spaces that can accommodate a mix of events and particular mention was made of family activities.

It is acknowledged that some basic criteria apply for any successful public space. These include:

Access:	accessible to everyone;
Activity:	a wide range of activities, both necessary (work, shopping, etc) and optional (walking, entertainment, eating out, etc);
Comfort:	defined local character that is welcoming (heritage, identity, safety, shelter, cleanliness);
Social interaction:	opportunities to meet people and be amongst social opportunity.

One of the reasons the draft UDF is viewed by some as unresponsive to this issue is its focus on broad principles and strategies, leaving further detail to the next stage. In fact, one of the key strategies is to improve Franklin Wharf, creating a well-defined, attractive, water's edge walk to connect the two sides of the Cove. At present this area is not consciously designed for public use – it is essentially a wharf that has been put to use as a car park.

One of the next tasks in the Project is to 'drill down' and develop more detailed guidance for the future re-development of the area as a predominantly public space.

There is unreserved support for the public spaces in the Cove to be of the highest quality. This is one of the iconic destinations for locals and visitors to Hobart and southern Tasmania. It is acknowledged that essential amenities are required in convenient locations across the Cove, such as public toilets, telephones, shelter, seating, and so on. These need to be provided as part of an overall strategy and not on an ad hoc basis. (see 'Coordination and Management', p 18).

The need for family-friendly public spaces is supported but this must occur within the overarching strategic context for the provision for open space in Hobart. Recreation opportunities that exist in other parts of the city need not be replicated in the Cove. It is important to capitalise on what the Cove has to offer that distinguishes it from other places, not to make it the same as other places.

Response

- 1. Despite pressure for more green space within the Cove, the nature of the Cove as a working port and essentially man-made environment is key to its character. Well-designed public spaces can be successful without extensive greenery. Therefore, with the exception of the Salamanca Lawns extension and reconsideration of the Dunn Place site, no other green spaces are proposed.*
- 2. Improvements to public space can be achieved through a coordinated approach to the design of the public domain, introducing essential amenities and employing leading edge design. Many of the public spaces in the Cove are currently not consciously designed for public use and represent what is 'left over' from other use or activity. Rectifying this can make the current quantum of space much more useable and accessible to the public.*
- 3. Priority should be given the design and implementation of a first class water's edge walk across the entire length of Franklin Wharf that provides a safe and direct route, as well as special places along the way that offer shelter, views and the immediate experience of the water.*
- 4. Connections between the waterfront and other significant open spaces – such as the Domain, Botanical Gardens, Princes Park, Franklin Square and the Cenotaph – should be encouraged to satisfy the demand for a diversity of recreational experiences and green open spaces.*
- 5. The draft UDF should be amended to address public space in the section that deals with form. This should clarify that the Cove is an extensive public space and that a key strategy is to improve the quality and connection of that space to make it more accessible and useable.*

2.1.3 Building Height and Scale

Building height and scale were topical issues. Many submissions cited examples of developments having inappropriate height and scale, ranging from the Marine Board Building dating from the 1970s to the most recent of developments – 15 Hunter Street (Zero Davey), which is still under construction. Concerns about height and

scale focused on the need to respect heritage values, the amphitheatre setting of the Cove and to maintain a people-friendly place of human scale.

What did the draft UDF say?

The draft UDF talks about height and scale at both whole-of-Cove and site-specific levels.

It contains a principle that requires building height to take account of the stepped effect created by the landscape setting of the Cove (like an amphitheatre) and also the height of adjacent buildings.

Under the strategies for each axis, the draft UDF suggests conceptual building forms for the key sites. These are grey voids that give generalised ideas about the height and scale of buildings rather than being specific about maximum height dimensions. For example, in the case of Princes Wharf No. 2, the redeveloped site envisages a building with a slightly wider footprint and height but with a new space between the No. 2 and No. 3 sheds to reinforce the free-standing nature of those buildings that stand on the Cove 'floor'.

What is obvious from these conceptual forms is that no new development should be high-rise or large scale.

Discussion

Many comments on building height were influenced by the development currently under construction at Zero Davey, which is widely known to have required the exercise of Council's discretion to vary the planning scheme's height controls.

Most comments referring to Zero Davey were critical of its height and concerned that Council may make similar decisions about building height in the future, to the detriment of the Cove.

It was also clear that what the draft UDF was saying about building height was not generally well understood. It deliberately avoids setting fixed limits but gives consistent direction that all redevelopment will be relatively low-rise, complementing adjoining buildings, or much the same height as the current building form where a building is to be redeveloped.

Setting fixed height limits is avoided because the purpose of the UDF is to guide preferred development. The height of buildings depicted in the draft UDF is also

generally consistent with the height provisions of the planning scheme.

More detailed analysis of some sites has taken place through the preparation of site development plans. Only the Site Development and Conservation Plan for Princes Wharf No. 1 and No. 2 has been subject to an objective evaluation process involving public input. As further site-by-site investigation occurs, this may be used to provide more specific parameters for building height and scale.

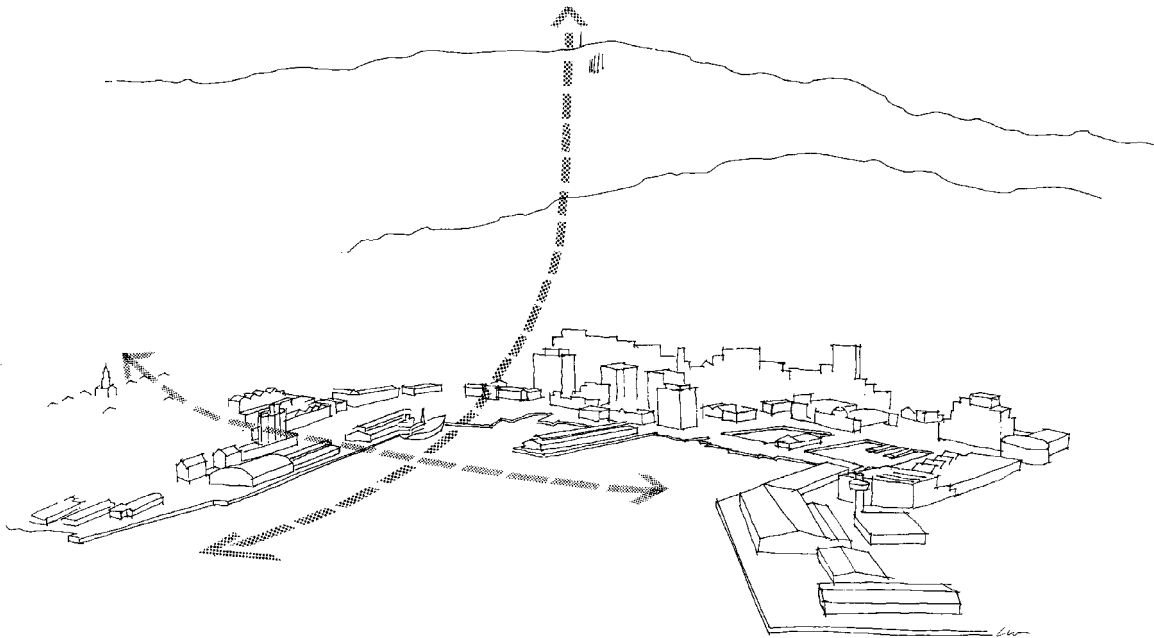
The most critical limitation on height is the need to maintain a layered effect and so contribute to the stepped nature of the amphitheatre-like landscape. Buildings on the 'floor' must not obscure the next layer. For example, any reuse of Princes Wharf No. 1 shed should not entail raising the roof to the extent that it obscures the stepping of the Salamanca Place buildings, the Battery Point skyline, etc that are the back-drop when viewed from Macquarie Wharf, Hunter Street and the Cenotaph. Such views are taken into account in a very precise manner in the Princes Wharf Site Development and Conservation Plan. The context of adjoining buildings is important but this does not mean opportunistically using inappropriately scaled buildings as precedents. This issue is not exclusive to Sullivans Cove and the concept of determining building height according to nearby buildings is misused widely in planning. Success relies on both clear guidelines and expert assessment. In a special place, such as the Cove, this amplifies the need for particularly rigorous and objective assessment processes.

Another key implication of height is the impact it has on views. This is discussed in the following part.

Response

- 1. The draft UDF does not require substantial change but more detail on the rationale for height requirements is needed to clarify what is intended. This will require illustration of the Principle relating to height on page 09 to show the stepped nature of the landscape.*
- 2. More specific height and scale parameters can be given where these have been established through further investigation, such as for the Princes Wharf No.s 1 and 2.*

Figure 2 - Natural Rise



This shows how natural ground rises from the flat 'floor' of the Cove.

Source: Final Draft Site Development and Conservation Plans – Princes Wharf No.s 1 and 2, Barrie Shelton & Leigh Woolley, April 2000

2.1.4 Views

Many comments have been received about the need for views to be protected. Concerns were expressed at the potential for views to be impacted upon by the mass, height and location of new buildings.

Numerous comments were also received on Zero Davey Street, particularly its impact upon the 'gateway' to the Cove as a result of its height.

What did the draft UDF say?

Under the principles on form there is one that specifically requires buildings to be sited and modelled to enhance sight-lines. It is specific about the sight-lines of concern – ie across the 'floor', from within the Cove to external landmarks and from outside vantage points into the Cove.

A further principle reinforces the need for building heights

to respect the layered amphitheatre setting of the Cove. This supports the protection of sight-lines.

Discussion

In the Cove the views of the water are important because the water is integral to the setting and sense of place. Water is also intrinsically appealing and is an attraction in many other locations the world over. Views of other landmarks and characteristic features are also important, whether they are views into the Cove or views from the Cove to the outside. They also capture the essence of the place.

It is also important to recognise that views are constantly changing. They are obviously impacted upon by the introduction of new buildings but also more subtly by trees growing taller or denser, the season of the year, boats being moored in a different location and so on.

Views can contribute significantly to our experience of a

place. They are enjoyed for a wide range of reasons. While our appreciation of views is quite subjective, some general principles can be agreed:

- Building heights for new and redeveloped buildings should generally be low-rise and in context with adjoining buildings (see 'Building Height and Scale').
- The location and grouping of buildings should be sensitive to views. This can be addressed through siting and design – eg allowing gaps between buildings for glimpses of the water or by designing buildings that allow glimpses through.

As with building height, a rigorous assessment process is required to ensure that principles are not compromised.

Response

1. *The draft UDF does not require change in respect of views.*

2.2 Movement (Connecting the Cove)

Comments about movement recognised the impact of the Davey/Macquarie Street couplet on movement to and from the Cove. Many comments highlighted the need for further detailed parameters to be established to bring about improvements to pedestrian linkages across the Cove. Pedestrian connection across the Cove was widely accepted.

2.2.1 Crossing the Couplet

The obstacle created between the CBD and the Cove as a result of the Davey/Macquarie Street couplet was mentioned in many submissions. Numerous suggestions were made about how to overcome the problem.

What did the draft UDF say?

The draft UDF explicitly identified the connections between the CBD and Cove as being both vitally important to the success of these two areas but also fraught with difficulty because the couplet is a long-established arterial connection of regional importance.

The draft UDF promoted pedestrian mid-block crossings to give more options for crossing the couplet. This included specific suggestions in relation to Macquarie Street (at Trafalgar Place and Franklin Square), Davey Street (from Franklin Square to Brooke Street steps) and from Dunn Place to between the docks.

A whole-of-Cove principle reinforces the need to improve connection not only within the Cove but also between the

CBD and Cove.

Discussion

The observations that the couplet is a major impediment to connection between the CBD and Cove, and the importance of this connection for the 'health' of both of these areas are valid. Over the years, numerous traffic and movement studies have identified this.

The draft UDF also acknowledged this as a major issue. However, relatively minor intervention was suggested on the basis that substantial change to the couplet was outside the project brief – and would require significant investigation of options in its own right.

Modest change could improve the current situation but connections will still be less than ideal. This could include measures such as introducing mid-block pedestrian crossings (ie signals triggered by pedestrians) and considering changes to the timing of traffic signals to better cater for CBD/Cove movement. Physical changes, such as over-passes or under-passes require careful consideration as pedestrians are easily deterred where the route is more difficult, circuitous or perceived to be unsafe.

There would need to be a clearly articulated desire to change the status quo by the State Government, Hobart City Council and key road users for more substantial intervention to occur. This would require considerable further analysis of options specifically relating to moderating the impact of the couplet on movement between the CBD and Cove – ie a project in its own right.

Response

1. *The draft UDF should be revised to better represent the opportunities for connection between the CBD and Cove, other than the strategic axes.*
2. *Major change to the couplet to overcome the obstacles to free movement between the CBD and the Cove would be beneficial in the long term to both areas but is outside the scope of the current project.*

2.2.2 Pedestrian Movement

Improving the pedestrian environment was of key interest. Many submissions were in tune with what the draft UDF said about pedestrian movement, and others suggested it needed to go further – either in terms of detailed requirements or a broad suggestion that a car-free Cove would be better.

What did the draft UDF say?

The draft UDF requires that pedestrians be given priority when improving the road network or designing public spaces. They need well-defined routes, signs, shelter and the like. It expressly states that vehicular traffic should not be excluded but that the potential conflict between cars and pedestrians should be better managed.

Sub-themes are the need to improve connections between the CBD and Cove (see 2.2.1 above) and promote access to the water's edge. A water's edge walk could be established, beginning with Franklin Wharf.

Discussion

Numerous studies and reports about traffic conditions in the Cove acknowledge how poorly pedestrians are catered for. Creating a safe, attractive and comfortable pedestrian environment is an essential improvement for public space in the Cove.

The draft UDF highlights the key attributes of the pedestrian environment that need attention but with the exception of the road closure (extending Salamanca lawns) at Morrison Street/Montpelier Retreat, it does not show detailed changes for pedestrian routes, etc. This was envisaged as part of the next stage of the project.

Much of the comment received emphasises the missing elements of a better pedestrian environment – shelter, unobscured routes, signs, catering for special needs users such as those with wheel chairs, prams, and the like. This is entirely consistent with the draft UDF.

However, some question was raised over the suggestion in the draft UDF that traffic should not be eliminated altogether as it makes an essential contribution to the vitality of the place. Some respondents preferred a car-free environment.

Measures to exclude vehicles, such as road closures, have been considered before. Some idea of the impact of road closures can be gained when closures are necessary for major events. While the added safety and amenity is valuable for pedestrians, the economic impact on adjoining activities and those just beyond the Cove can be significant. It would also be impossible to eliminate all vehicle movements as port operations would demand access for service and emergency vehicles.

The 1991 Review did not recommend any road closures, with the exception of the temporary closure of Castray Esplanade and Argyle Street (Mawson Place) for major events. This position is still favoured and the draft UDF includes the additional proposal that Hunter Street be re-

opened to assist in rejuvenating this side of the Cove.

Response

1. *No change is required to the draft UDF.*
2. *Further work earmarked for the Franklin Wharf Axis, which includes a pedestrian walk, should commence as soon as possible.*

2.3 Activity (Extending & Intensifying)

Feedback about activity tended to focus on specific activities, such as the port, tourist accommodation, residential development and car parking. Other themes highlighted included the potential oversupply of some activities, competition with the CBD and the need to maintain authentic activities with a local flavour. Discussion on these follows.

2.3.1 Working Port

Comments on the working port included broad support for continued use of the Cove as a working port, managing new activities to minimise conflict with maritime operations, and specific comments about particular aspects of the port's operations – such as cruise shipping.

What did the draft UDF say?

The draft UDF identifies the working port as central to the authenticity of the waterfront and requires other activities to be compatible with port operations.

It shows a cruise ship terminal at Princes Wharf No. 2 (as well as other berthing), a single integrated ferry pier at Brooke Street, retention of the fishing fleet in Victoria Dock and use of the wharf edge on Macquarie Wharf for berthing.

The retention of maritime activity is a Cove-wide principle. A further principle reinforces the need for any activities to provide authentic experiences.

Discussion

While there was broad acceptance of the importance of retaining the working port, the provision of a terminal for cruise ships received a mixed reception. Some considered that provision of a permanent facility for such an activity was not required because cruise ships use the wharf for one day a fortnight at the most. Others felt that cruise ships make a valuable economic contribution and should be provided for.

The draft UDF suggests that a facility should be provided at Princes Wharf No.2 because cruise ship passengers will require more formalised arrangements for coming ashore as port security is upgraded across Australia. Cruise ships will still berth at Macquarie Point when their length or depth precludes berthing at Princes Wharf, or if more than one cruise ship is in port.

A significant implication of providing a cruise ship terminal is that there is potential for the other activities within the development to be affected by security arrangements. In addition, the sheer size of ships will have an impact, albeit temporary, on the amenity of other activities (either in the new development or adjacent to it).

The terminal facility is likely to be modest in area, since it is primarily for processing passengers who will disembark/re-embark with only hand luggage. The ability to provide convenient transport connections once off the ship is a greater issue than the size of the terminal facility itself.

From an activity perspective, because the facility could be provided on an upper floor, active uses can still be accommodated on the ground floor of a development. However, security requirements may prevent access to the wharf edge when a ship is in, restricting activities such as outdoor dining.

Clearly, there are pros and cons for the location of a cruise ship terminal on either side of the port. A possible way forward is to proceed with an Expressions of Interest (EoI) process for the redevelopment of Princes Wharf No. 2 shed, allowing the development market to show that a cruise ship terminal could successfully be incorporated in a mixed commercial development on the site. Development proposals should be able to demonstrate economic viability over time, despite the constraints of the site, such as port security arrangements. In the event that no suitable proposals are received, the location of a cruise ship terminal should be further investigated.

Response

1. *Consideration should be given to starting an EoI process for the redevelopment of Princes Wharf No. 2 shed be started. EoIs should incorporate a cruise ship terminal, the proponents demonstrating consistency with the draft UDF and making a proposal for an economically viable development over time, taking into account the potential constraints imposed by the berthing of cruise ships, particularly port security arrangements.*

2. *If no proposals are received that meet the criteria established by the EoI process, review of the preferred location for a cruise ship terminal should follow. (See also Murray Street Axis – Princes Wharf No 1 and No. 2, p. 21).*
3. *The draft UDF requires no further changes to its principles and strategies for the working port.*

2.3.1 Car Parking

Many comments mentioned the need for car parking to be reduced on the Cove 'floor'. Often these same submissions gave support for the development of peripheral car parking as proposed in the draft UDF, in Montpellier Retreat and in Evans Street.

Some comments supported the need to remove long-term car parking but retain short-term car parking on the waterfront, including the provision of car parking for disabled people.

Some specific comments were made about the design of structures for car parking on the Montpellier Retreat and Evans Street sites.

Comments both supported and rejected the continued use of Dunn Place and the area between Constitution and Victoria Docks for car parks.

What did the draft UDF say?

At a whole-of-Cove level the draft UDF includes two principles that specifically address car parking. These relate to the provision of car parking away from prime waterfront areas and to the need to provide short-term car parking to support activities on and around the 'floor'.

A principle establishing that active uses should be located in the ground floor of buildings specifically notes that this includes multi-storey car parks.

Under the Franklin Wharf Axis, car parking is shown for the Montpellier Retreat site (along with a mix of other activities) and at the edge of Evans Street.

Discussion

The concept of reducing the car parking on the Cove 'floor' has been proposed before, in the 1991 Review and in a number of specific traffic and car parking studies.

The 1991 Review indicated that there were opportunities for car parking to be provided at the periphery of the Cove. Potential opportunities for multi-storey car parking at the time were at Evans Street, adjoining the Grand Chancellor (where the Concert Hall has been built),

Wapping and Montpelier Retreat. Since then, car parking has been built at Montpelier Retreat (on the Salamanca Square side) and at Market Place. The only remaining opportunities for peripheral car parking are at Evans Street and Montpelier Retreat, as identified in the draft UDF.

There are few other opportunities adjacent to the Cove that better lend themselves to car parking than the two sites indicated in the draft UDF. It is therefore important to identify these sites as strategically important for this purpose and avoid losing the opportunity to develop the required number of car parking spaces to relieve parking pressure on the Cove 'floor'.

The obvious benefit of reducing car parking on the 'floor' is a reduction of the visual impact of expansive areas of car parking. This will free up some of these areas for other activities, particularly for a pedestrian route along Franklin Wharf.

It is acknowledged that car parking is required to support nearby commercial activities. A smaller expanse of car parking than that currently provided can adequately cater for patrons if it is managed on a short-term basis.

It is also acknowledged that by retaining short-term car parking throughout the Cove the interface between vehicular traffic and pedestrians will need to be managed through good design.

Comments about the design of car parking structures were relevant and the draft UDF should reinforce the design parameters that apply to multi-storey car parking.

Response

1. *The draft UDF requires minimal change. The principles in relation to car parking (page 09) should be supplemented by some specific design parameters for multi-storey car parking developments:*

- *car parking structures should be capable of housing active ground-floor activities with frontages to the street;*
- *the impact of entrances/exits on pedestrian movement along the street frontages should be minimised through the siting and design of these features;*
- *the overall height of the of the development should not exceed the appropriate height for the site, ie it must obey the Cove-wide design principles.*

2.3.2 Visitor Accommodation

Comments suggested that the draft UDF provides for too much visitor accommodation, either because there is already enough visitor accommodation or because additional visitor accommodation will detract from the local flavour and working port atmosphere of the Cove.

What did the draft UDF say?

A whole-of-Cove principle specifically states that visitor accommodation can be considered in any suitable location. (This contrasts with the position that permanent residential accommodation should not be located on the Cove 'floor').

Visitor accommodation is consequently mentioned as a possible activity under each of the specific sites considered under each strategic axis.

Discussion

The perception that there would be visitor accommodation on all the sites under the draft UDF is inaccurate. The draft UDF provides that visitor accommodation could occur on any site that is suitable but it does not direct that this should occur.

Both visitor accommodation and permanent residential accommodation are important ingredients in a mixed-use setting. Collectively they are substantial generators of activity beyond the working day and can significantly influence the economic success of commercial activities, such as restaurants, cafes and entertainment.

The draft UDF treats visitor accommodation and permanent residential development differently. The permanent occupancy of residential development tends to impose higher criteria for site suitability, including provision of car parking and levels of amenity (quiet, in particular). Valet parking and the often more relaxed amenity expectations of short-stay visitors allow visitor accommodation to be provided in a wider range of locations but not necessarily in all of them. The location, siting and design of the development can considerably moderate or exacerbate potential conflict with other activities.

Suggestions that too much visitor accommodation could eventuate and that this could damage enjoyment of the Cove as a place for locals as well as visitors, needs further consideration.

Clearly from a commercial yield perspective, developers will be attracted to developments targeting the tourist market. Hobart has a modest population in the order of 200,000 and the State has more than 700,000 visitors a year. Most visitors (500,000) include Hobart on their

itinerary and 80% stay overnight for an average length of stay of 2.5 nights (source: Tourism Tasmania 2002/2003).

However, one of the Cove's drawcards is the authenticity of experiences it offers, in which local use of the area is implicit. For example, Salamanca Market is a major tourist attraction but at the same time it is strongly patronised by locals.

Achieving a balance is key. There will inevitably be interest in developing further tourist accommodation in this premier waterfront location and economic returns will be required to fund improvements to the public domain. But care must be taken to ensure that the Cove does not become just a tourist district. In addition to public spaces that locals can enjoy, there will also need to be a local appeal to commercial activities that are developed; for example, food and entertainment outlets will need to market to locals as well as visitors.

There is scope to review the draft UDF to ensure that visitor accommodation is provided more judiciously.

Response

- 1. Require proponents who include tourist accommodation as a component of their proposals to demonstrate through market analysis that there is a demand for visitor accommodation of the type proposed.*
- 2. Review the draft UDF to more judiciously provide for tourist accommodation. This will require change to the Cove-wide principles on page 09 and to the preferred activities identified on a number of other pages.*

2.3.3 Permanent Residential

Comments reacted to a perceived potential for high-end residential development on the waterfront. Some comments suggested that low-cost accommodation should also be provided, that luxury accommodation should not be allowed and that permanent residential development should be limited to the periphery rather than being centre stage on the waterfront. There was an implicit concern that permanent residential development can have the effect of privatising or alienating public spaces.

What did the draft UDF say?

The draft UDF includes a principle that suggests permanent residential accommodation should not be located on the Cove 'floor'.

Correspondingly, under the strategic axes, only those sites set back from the 'floor' include permanent residential developments as possible activities.

Discussion

In recent years there has been a significant increase in the extent of permanent residential development on or near the waterfront. As a result of the prime location and consequent land values, these developments are at the high end of the market.

Provision of low-cost residential development would not occur naturally in the market. Government intervention to make low-cost residential opportunities available would need to deliver broad public benefits to justify redevelopment of a public asset at substantially less than its market potential. Generally, lower cost residential development could be more effectively achieved in other city locations.

The main issues that led to the draft UDF limiting residential development to areas away from the 'floor' of the Cove are:

- The 'floor' of the Cove is still a working port and an important public space that provides for active uses such as events, entertainment and other commercial activities. Introducing permanent residential development would heighten the potential for conflict with these activities because residential development demands a high level of amenity.
- Residential development can privatise public areas as a result of its location, siting and design. However, this can occur for other forms of development too and is not just an issue for residential development.

While the Cove-wide principle that residential development should not be located on the Cove 'floor' remains valid, it is also recognised that a residential component within a mixed development can improve the overall viability of a proposal.

Response

- 1. Comments received do not require any change to the draft UDF.*

2.3.4 Visitor Information Centre

While there was some suggestion that a visitor information centre should be located elsewhere in the city other than the Cove, many supported the idea of a visitor information centre in a central location within the

Cove.

What did the draft UDF say?

The draft UDF indicated that a visitor information centre was a potentially suitable activity in the landmark pavilion and on the Elizabeth/Davey/Argyle and Morrison Street block.

Discussion

Statistics on visitors to the State indicate that the Cove is a highly visited destination. This makes location of the visitor information centre in a central part of the Cove highly desirable and preferable to an alternative location in the city.

Other sites than those mentioned may also be suitable, such as part of the integrated ferry pier, at the foot of the Marine Board Building, or in any other central location with shop front potential. The visitor information centre does not necessarily need to be located within one of the project's key sites if other appropriate floor space is available.

Response

1. *The draft UDF should be revised to reflect a broader range of sites that may be appropriate for the visitor information centre within the Cove.*

2.3.5 Other Activities

Comments were received about a range of other activities proposed for the Cove. These included statements that:

- there is already an oversupply of commercial development, like cafes and restaurants;
- franchise retail should be excluded and a diversity of small retailers encouraged, including those marketing Tasmanian products, such as fish and produce;
- if the CBD and Cove compete with each other it will be to the detriment of both;
- there should be greater emphasis on the Cove as a public area with an arts and culture flavour.

What does the draft UDF say?

The draft UDF includes principles stating that:

- retail and commercial activities should be complementary to those available in the CBD;

- activities that provide authentic experiences are encouraged.

Under each of the sites mentioned in each Axis, there is a list of possible activities. In many instances, these include commercial activities like cafes, restaurants, etc.

Discussion

The draft UDF does not require particular activities to occur on particular sites – rather it gives an acceptable range of activities that may occur. The market will determine what is economically feasible, having regard to the current supply.

The 1991 Review and the 1997 Planning Scheme recognise that the CBD and Cove must not compete for the same activities. Different types of retail activities tend to occur in the CBD as a consequence of floor area requirements and the tendency for like forms of retailing to locate close to each other, making comparison shopping easier.

Other than indirectly influencing the likelihood of franchise retail locating on the waterfront through measures such as floor area, it is difficult for the planning system to preclude franchise retailing. This is because planning focuses on the physical use and development of land, and businesses may come and go, occupying the same development for different purposes over time.

The concept that the waterfront should focus on those activities that differentiate it from the CBD is strongly supported and was probably undersold in the draft UDF. Creating a vibrant cultural hub, building upon the existing critical mass of cultural activities in the Cove and its importance as a public space, could provide a unifying direction for the future of the Cove.

A cultural focus should not be exclusive but it should embrace and promote Tasmanian life in its broadest sense. This could extend to our local produce – such as local fish, fruit and vegetables, the Cove as an events venue, Tasmanian craftsmanship and more.

The cultural hub emanates from that area bounded by the Tasmanian Museum and Art Gallery, City Hall, the Federation Concert Hall and the Art School but reaches much further. This does much to support the key strategy of spreading activity across the Cove and elevates the Cove as the people's place.

While this idea is contained within the draft UDF, feedback suggests it should be more overtly stated. It is essentially a vision for the Cove (see A Vision for the Cove, p 15). This can greatly assist in evaluating the relative merits of a whole range of potential activities.

Particular proposals could then be measured against criteria such as: Is the activity complementary to the cultural flavour of the Cove? Does it provide a public benefit?

Response

1. *The draft UDF should be revised to give greater emphasis to an emerging cultural hub that is centred on the Dunn Street Axis.*
2. *Changes to the draft UDF will be required both in relation to Activity (p. 10) and to the Dunn Street (City Hall) Axis (p. 24).*

2.4 Summary – Form, Movement, Activity

Form is of crucial importance in the Cove. The physical patterns created by settlement and building over time are integral to our enjoyment of the Cove. Because buildings and spaces are enduring but activities come and go, getting form right is vital.

Movement connects activities, buildings and spaces both within the waterfront and between the waterfront and surrounding districts.

Activity is one of the major drawcards – it is what makes the Cove a people place, attracting locals and tourists to a diverse range of activities throughout the day, week and year.

The main concepts conveyed at this broad level in the draft UDF build on previous work – the 1991 Review and the 1997 Planning Scheme.

Feedback on this part of the draft UDF has required review in several areas. Two key themes are:

- The Cove is one of this State's premier public spaces. Specific reference to public space should be made in the UDF, with particular emphasis on improving accessibility to public space and the quality of public space.
- There should be greater emphasis given to the emerging cultural flavour of the Cove, promoting this special 'brand' and further distinguishing the Cove from other parts of the city, the wider region and the State. This could be centred on the new axis headed by City Hall but filter through the whole of the Cove.

These are powerful themes and together create a vision for a highly successful, distinctly Tasmanian place for people.

3.0 OTHER ISSUES

A number of other issues were raised that were not specifically covered in the preceding part. In many instances these were matters outside the scope of the UDF.

3.1 A Vision for the Cove

Some feedback criticised the draft UDF for not having a clearly stated Vision for the future of the area. Having a Vision to strive for was seen as being fundamental to the UDF, the purpose of which is to give strategic direction.

Discussion

As already discussed, the draft UDF adds a strategic layer to the planning regime that already exists. The strategic basis for this earlier work was generally considered sound. Therefore the draft UDF was able to avoid duplication of either the strategic direction or details contained in the 1991 Review, the 1997 Planning Scheme and various other documents.

The inclusion of a Vision early in the UDF greatly assists its application. For example, by including an overarching Vision, the Expressions of Interest process for the redevelopment of particular sites could require proponents to demonstrate how their proposals would further the achievement of the Vision.

In addition, the process of preparing the draft UDF and the consultation have highlighted some of the more subtle changes to the waterfront since the earlier body of work was undertaken and inclusion of a Vision could reflect these subtleties.

Since the strategic directions established in the 1991 Review, there has been much 'outside' interest in Tasmania with a growth in visitor numbers spurred by the three new 'Spirit of Tasmania' ferries, and the recent real estate boom. Like other ports the world over, the Hobart Ports Corporation has begun to rely less on traditional port customers (freight and supply vessels) and more on new customers (cruise ships) and non-port revenue.

These circumstances lend weight to suggestions made during the consultation period that there is potential to create cultural focus in the Cove. This would build on the concentration of cultural activities already in the Cove (the TMAG, Art School, Concert Hall, Carnegie Gallery, etc) and promote Tasmanian culture in its broadest sense, including local fish, fresh produce, Tasmanian craftsmanship and events.

Provided this is not emphasised at the expense of

retaining a working port in the Cove, a Vision that builds on an emerging centre or hub for Tasmanian culture can complement and add context to the strategies and principles conveyed in the draft UDF.

A Vision for the Cove could include:

- The Cove as 'home' to an outstanding concentration of cultural activities in a remarkable setting;
- A better integrated and connected city – between the traditional centre and the 'new' rejuvenated waterfront;
- A better connected Cove with mixed activity spread across its breadth;
- The waterfront as a memorable place for community events;
- The Cove as a vital contributor to the economy of the State.

Response

1. *The draft UDF should be revised to introduce an overarching Vision. This will require minor changes to the early part of the document.*

3.2 Boundaries of the Project Area

A number of comments were received expressing concern at the boundary of the project area. The majority of these comments suggested that the current boundary was arbitrary and that an extended boundary was preferred. It was argued that an extended boundary would allow inclusion of areas of strategic importance, such as the Tasrail site or the street block (or specific sites on the street block) between Macquarie Street and Davey Street.

Discussion

The boundaries of the project area are shown in the introduction to the draft UDF.

The boundaries of the project were established largely to include the under-utilised sites potentially available for redevelopment in the Cove.

Matching the project boundary with the planning scheme boundary was thought misleading. This may have given the impression that the project was another planning scheme review when in fact, the project focuses on specific sites on the waterfront and not the broader reaches of the 1997 Planning Scheme (which includes areas such as Wapping).

A conscious decision was made to exclude the substantial Tasrail site adjoining Evans Street, with the exception of identifying potential for a multi-storey car park fronting Evans Street.

The strategic importance of this site is recognised and the area has previously been considered as a potential multi-modal transport hub, capitalising on its proximity to the port. Given the lack of certainty about the future of this area, and the likely range of suitable land uses if it were to be redeveloped, it is considered better dealt with through a separate process.

It is acknowledged that this approach presents an obstacle to improving linkages outside the Cove, to the Cenotaph, bike track and other features of the city's broader open space network. These linkages must be considered if the Tasrail site is ever redeveloped, if not before.

There are a number of important public assets in the Macquarie/Davey Street block such as Franklin Square, TMAG and Treasury that make a civic and cultural contribution to the Cove. What happens on this street block is also important in terms of connecting the Cove with the CBD. These sites should be considered contextually where they are relevant but do not necessarily need to be included in the project boundary.

Response

1. *Comments received do not require any change to the draft UDF.*

3.3 The Tram Proposal

A considerable number of comments were received about the Hobart City Council's proposed waterfront Tramway. The majority of comments were negative and quite a number expressed a preference for an alternative route, either elsewhere on the waterfront or to destinations beyond the waterfront.

What did the draft UDF say?

The draft UDF did not include any reference to the Tram Proposal.

Discussion

The Hobart City Council initiated the Tram Proposal before the project commenced and the Tram Proposal was never part of the project.

Response

1. *No response is required in the UDF.*

3.4 Land Tenure

Comments were received seeking that the Government retain ownership of land on the waterfront, rather than disposing of it permanently. This is based on a view that the waterfront is a commonly owned asset that should not be privatised.

Discussion

There have always been two key components to the Hobart Waterfront Project. The first is the Urban Design Framework and the second, the implementation of the Framework by releasing land for redevelopment.

There has been a very strong suggestion in feedback to the draft UDF that waterfront sites must remain in public hands and that leasehold tenure is preferable to freehold for these sites.

The suggestion that freehold tenure should not be allowed is based on the belief that over time the public could be alienated from the waterfront, despite the intention that public accessibility be enhanced. There is also a fear that developers will enjoy a 'windfall' at taxpayers' expense as the real value of sites is difficult to determine.

Leasehold tenure would allow the community a future opportunity to consider the performance of any development and evaluate whether it should continue. However, the term of leasehold tenure will need to be responsive to investor demands, allowing adequate returns on capital investment if sites are to remain viable.

Public accessibility is less of an issue for some sites than others. Generally, waterfront sites are of most concern because water's edge experiences are an important ingredient in what makes the Cove an attractive public space. They will also be amongst the most sought after development opportunities.

Response

1. *When considering project implementation, further consideration should be given to whether leasehold tenure is more appropriate on particular sites, such as those on the Cove 'floor'.*

This does not require any change to the draft UDF.

3.5 Design Assessment

Many submissions noted that the special qualities of the

Cove and its iconic importance to Hobartians and visitors demanded that only the very best design be allowed – implying that higher than normal standards should be applied to ensure its integrity is maintained.

Some suggestions were made about the models for doing this, including design competitions and expert assessment panels.

Discussion

This issue is certainly valid, although the draft UDF itself need not contain the administrative arrangements for an assessment process. The need for truly excellent design in the redevelopment of the sites included in the draft UDF is unchallenged. It is essential that this occur.

Without pre-empting the outcome of the next stage of the project that will consider implementation of the UDF through release of sites for development, it was always envisaged that preferred proponents would be selected based on expert assessment of proposals for development.

The suggestion that certain sites be the subject of an international design competition also has merit. This approach is most usefully applied to sites that demand a creative response to complex design issues.

The new Dunn Street Axis presents the most obvious opportunity. This is a key strategy in the draft UDF that contributes to the spread of activity across the whole of the waterfront and includes some of the most challenging sites both in terms of constraints and opportunities. This axis is also potentially rich in opportunities for public domain improvements.

A competition could put the Hobart Waterfront on the world map but the cost of conducting a competition of international standing is considerable. Therefore other models for stimulating a winning design should also be considered.

It is important to recognise the value of engaging the public during the assessment process. This should occur through the statutory planning process.

Response

1. *As part of developing the implementation strategy for the UDF:*
 - *Investigate the establishment of an expert urban design panel to assess and advise on particular proposals subject to the UDF as part of the implementation stage of the project. This should identify the composition, role and function of the panel.*

- *Investigate the feasibility and desirability of a design competition for the Dunn Street Axis.*

3.6 Coordination and Management

Comments were received expressing concern at the present lack of coordination and management of the area generally. In the main, these comments were about a lack of consistency in the provision and maintenance of facilities and amenities that are in the public domain – seating, shelter, rubbish bins, and the like.

This was largely an observation about the practical difficulties that arise when a single area is managed by three different authorities.

Discussion

While this issue is outside the scope of the UDF, it is an important one. Over time, as the UDF is implemented through the incremental redevelopment of sites and initiation of public domain improvements, ongoing coordination and management of the area will remain an issue. The benefits of good redevelopment could be eroded by a fragmented approach to the day-to-day management of the greater area.

As with some other issues raised by the public, this issue is one that was envisaged to progress with the implementation of the project. Without pre-empting the outcome of this next step in the project, the need to ensure a coordinated approach to the redevelopment of the Cove should be given priority, with further investigation of potential models for coordination and management.

Response

1. *No change is required to the draft UDF.*

3.7 Heritage

Numerous comments highlighted the special cultural heritage values of the Cove and the contribution these make to appreciation of the place. These comments came from heritage professionals and the broader public.

Discussion

The draft UDF does not include a separate section on heritage. Rather, it addresses the issue of heritage through a respectful approach to form based on a well-established understanding of the city structure and setting of the Cove. Principles about height, views, and

whether a building form should be free standing or street defining are sympathetic to the heritage values of the Cove.

It is important to remember that the UDF overlays the existing planning regime that already includes considerable heritage protection measures for particular sites of known heritage value. This includes the Planning Scheme, site development plans, and heritage legislation that lists sites on a State register. These instruments can be updated as more information comes to light.

Response

1. *Comments do not require any change to the draft UDF.*

4.0 STRATEGIC AXES

The second part of the draft UDF presents a series of axes as a strategy that gives effect to the Cove-wide principles that were established in the first part of the draft UDF.

This concept was frequently misunderstood in feedback received and should be clarified.

The axes are a key strategy that responds to many general concerns. Buildings shape the axes and house activities. At the same time, axes connect spaces, buildings and activities. The axes only work if the buildings have appropriate activities at street level. This promotes lively streets and therefore good connections between spaces.

The axes described in the draft UDF are strategically key. Other connections made by street spaces, buildings and activities complement the key axes, such as Argyle and Campbell Streets.

Of the axes described in the draft UDF, the Murray Street and Elizabeth Street Axes are already quite established. The Franklin Wharf Axis exists but is not well developed. The Dunn Street Axis is new and introduces the idea of a cultural hub that capitalises on the synergies offered by nearby civic, arts and cultural activities at the same time as generating a new connection between the CBD and the Cove.

Each of the axes is discussed in more detail below.

4.1 Franklin Wharf Axis

The Franklin Wharf Axis is vital to the overall strategy of balancing and activating the Cove. Franklin Wharf connects the two 'bookends' of the Cove and is a key element in the network of public spaces found in the

Cove.

The main strategy here is to improve connection, particularly through creating a continuous, clear and unobstructed walk near the water's edge. This experience is currently fragmented and poorly presented.

4.1.1 Franklin Wharf Walk

Many could see the value of a well-defined walk close to the water's edge along Franklin Wharf. There was criticism that this concept was not further developed with specific comments being about traffic and car parking encroaching on a walk, ideas for design details, and reactions (both positive and negative) to the suggested foot bridge across Watermans Dock.

Discussion

The concept of a continuous, legible walk along Franklin Wharf is not new. Until now there has been a lack of impetus to invest in major public space improvements but now that a spread of activity is happening and is to be further encouraged, the walk makes more sense and should have a greater priority.

The draft UDF probably undersold the importance of this strategy because it was presented at a very conceptual level. However, further investigation has always been envisaged for the next stage in the process.

The draft UDF encapsulates some of the core principles for the further investigation of a pedestrian route along the wharf edge, for example maintenance of vehicular movement across the Cove. Managing traffic and car parking rather than excluding it, will ensure that the area is well frequented.

The draft UDF suggests a walkway across Watermans Dock. This provides a direct connection between Franklin Wharf and Salamanca but retains the option of a water's edge experience if pedestrians prefer the more circuitous route around Watermans Dock.

A number of comments emphasised the importance of Watermans Dock as the only public berth in Cove. The open entrance to the Dock also affords great views of the Cove. While an engineering solution may be able to overcome any physical barrier a footbridge poses to berthing vessels, visual impact is harder to address. These are valid concerns and warrant further consideration before proceeding with the idea.

Response

1. *Further development of design principles for a well defined water's edge walk along Franklin*

Wharf should be commenced as soon as possible, reflecting the priority of this important strategy to improve one of the most important public spaces in the Cove. The principles should supplement the finalised UDF.

2. *The concept of a crossing should be further considered when Franklin Wharf is considered in more detail. It may be possible to trial a prototype (eg a pontoon crossing) to better evaluate its merits before committing to a more permanent structure.*

4.1.2 Montpelier Retreat Car park

Responses to the proposed Montpelier Retreat car park development were mixed. The concept of a peripheral multi-storey car park was generally supported but particular comments in relation to this site highlighted the need for sensitive building design and acknowledgment of the heritage value of the site.

Discussion

This site is owned by the Hobart City Council and is currently used for surface car parking. In the 1991 Review it was earmarked as a potential site for multi-storey car parking. The draft UDF simply takes this concept forward with more direction on how the site may be developed.

Some of the issues raised about the actual design of the development probably reflect the inability to better illustrate the design principles.

The issue of cultural heritage values is valid and should be further investigated as part of any proposal for development or detailed site development plan.

Since the draft UDF was released for consultation the Council has approved a site development plan for the site.

Response

1. *The draft UDF does not require change in light of the recently approved Site Development Plan for the site.*

4.1.3 Brooke St Ferry Pier

Comments responding to the idea of a single, integrated ferry pier were mixed. There was some support for a new ferry pier and some opposition on the basis that the current piers have heritage value and that smaller ones are better than a single large pier.

Discussion

The draft UDF proposes a single well-designed and constructed ferry pier, giving back a stretch of Franklin Wharf that is to some extent 'privatised' by a series of small piers. To meet the requirements of more than one operator and the changing cruise fleet (catamarans, as well as traditional ferry boats), the new pier would be larger than any of the existing examples.

The attraction of this concept is the ability to build a facility that meets the current needs of ferry operators and to provide better treatment of the interface between the ferry pier and Franklin Wharf, to which public access is key.

Response

1. *The comments raised do not require any changes to the draft UDF.*

4.1.4 Visitor Transport Hub

The visitor transport hub shown in the same general vicinity as the current location for this activity (near Brooke Street Pier) drew comment about whether this location is able to accommodate the volume of traffic that could result if there is further growth in tourism.

Discussion

The draft UDF identifies synergies between the ferry pier and a visitor transport pick-up and drop-off point. To some extent this reflects the status quo because tourist buses currently put down and pick up by the ferry piers, and there is an ATM and visitor information board nearby.

If a visitor transport hub is consciously developed in this area there will be greater opportunity for other elements to be incorporated (shelter, telephones, etc) and for better design treatment than is currently the case.

The concern that this area is constrained by its size is quite valid. The area available will be unavoidably constrained but the need for a central, visible location remains. This will need to be managed. For example, the limited space for coach parking should be reserved for the set down and pick up of passengers and not for standing.

Response

1. *The comments raised do not require any changes to the draft UDF.*

4.1.5 Hunter Street (car park)

Several comments questioned the draft UDF's suggestion that this site should be developed with a building. Some were concerned at the impact on the Art School façade and could see limited need and opportunity for development of this site. Some suggestions were made about the types of activities considered suitable, such as use for student accommodation.

Discussion

This site is currently used as a small surface car park. Compared to other sites available for redevelopment within the Cove, this site is not central but is still highly visible as an element in the 'wall'.

More prestigious sites will be in higher demand for redevelopment. This site sits at the boundary with the more industrialised operations of the port. It also has limited development yield being a relatively small site.

However, once car parking is provided in Evans Street, the use of this site for surface car parking will not be necessary and the site could be redeveloped. Because it is limited in area and is located next to a road that carries heavy vehicles, it has little to offer as an open space.

As a potential redevelopment site it requires a building form that fits in with the adjoining building. This suggests a building of about the same height and built to the street edge, like the Art School. The façade of the end of Art School will not be obscured because a laneway will be required between the two sites to provide connection between Hunter and Evans Streets. The site, as an end-piece, offers the opportunity for strong design.

Appropriate activities may be associated with the adjoining university building or completely unrelated. They will need to be able to cope with the proximity of the site to the industrial side of the port and potential new activity at Macquarie Wharf No.1. Student and/or budget tourist accommodation may be appropriate.

Response

1. *The draft UDF (page 15) should be amended to give some indication of the activities that may be appropriate and to more clearly state the building form requirements.*

4.1.6 Macquarie Wharf No. 1 Shed

Comments suggested a potential for a wide range of new activities from port-related, to arts and culture and tourist attractions for Macquarie No.1. There was mixed support for retention/reuse of the building with some preferring demolition, particularly to improve views.

Some considered there should be no tourist accommodation on this site.

Discussion

The draft UDF recognises the significance of building height in this location. The recycling or redevelopment of the site within the same building envelope will protect views.

The existing building form lends itself to a wide range of activities. Those that support the fishing fleet and maritime activities of the port should be given preference to others that may potentially cause conflict. Tourist accommodation may not be suitable in this location for this reason.

Expansion of the shed's current function as a fish processing centre, to the retail of fish and other fresh produce may have merit. Certainly, it would promote local patronage of the Hunter Street side of the Cove that is currently dominated by tourist accommodation.

Response

1. *Revise the draft UDF by removing reference to tourist accommodation.*

4.1.7 Evans Street Car Park

Concerns were expressed about the height of a multi-storey car park in Evans Street and whether this was a good use of the site.

Discussion

The concept of a car park on this side of the Cove is not new and was documented in the 1991 Review. There are now few or no other alternative sites for multi-storey car parking on this side of the Cove. Providing car parking on this side of the Cove will support the strategies of rolling back long-term car parking on Franklin Wharf and spreading activity across the whole of the Cove. People will arrive at this side of the Cove when parking their cars.

It is agreed that the height of the building must be considered. If the building is too high it will protrude above the roof line of Hunter Street when viewed from the Salamanca side of the Cove and from the Cenotaph.

The site is currently on a large title and is used for freight handling, storage and transport. While this could change over time, it is likely to retain strategic importance from a transport perspective. This gives more weight to establishing suitable uses on Evans Street at the edge of two distinctly different areas. A car park is the kind of activity that could act as a buffer.

Response

1. *Revise the draft UDF to ensure that building height is limited to protect the roof line of the Hunter Street warehouses and views to and from the Cenotaph.*

4.2 Murray Street Axis

This axis is already strong and is the main connection between the CBD and the Salamanca side of the Cove. Most comments about this axis focused on individual sites, as opposed to the axis itself.

4.2.1 Princes Wharf No.s 1 and 2 Sheds

The comments about Princes Wharf 1 (PW1) and 2 (PW2) sheds were varied. Some believed that PW1 and PW2 should be demolished and converted to open space. Others considered the buildings valuable and there were many specific comments about the current poor use of the buildings and the potential range of new uses. Specific comments were made about the use of PW1 for the Taste of Tasmania and the inclusion of a cruise ship terminal in PW2.

Discussion

The level of interest in these two sites is not surprising. The Oceanport proposal has heightened public consciousness about the future use of PW1 and 2. These sites are also amongst the most visually prominent sites in the Cove, being close to Salamanca Place and on the wharf edge. Many members of the public have been inside PW1 (such as for the Taste of Tasmania or when the shed was used as a car park), unlike the majority of other wharf sheds.

These two sites have also been subject to very detailed consideration as a result of the Oceanport proposal and the subsequent public process to develop a site development and conservation plan. This makes our understanding of the requirements for these two sites perhaps better than most other sites in the Cove.

As a result, the draft UDF does not explain at length the complexity of issues underpinning the approach to developing these two sites. It provides a very succinct overlay of direction and other supporting documents should be referred to, particularly the site development and conservation plan, for a fuller understanding.

In essence, the location of PW1 on the Cove 'floor' necessitates that any redevelopment be restricted in height. This lends additional weight to reuse of the building, which has heritage value – recycling the

building could open it up more, or to a greater or lesser extent maintain the large interior space.

Decisions about the form of the building are closely related to the purpose for which it can be used. A large open interior exhibition space would allow the interior expanse of the building to be show-cased. However, this is not as practical for commercial use. The redevelopment of Elizabeth Pier shows how a traditional wharf shed can be commercially recycled but does not retain any expansive interior space.

If the shed were retained in dedicated public use, one of the most prominent sites in the Cove could become a 'dead' space. City Hall demonstrates this well. The City Hall is an excellent undercover venue that does little to activate the area because of its occasional use for horticultural shows, exhibitions and the like. The impact of having a passively used site in this prime location has implications beyond the site itself and affects the overall strategy of connecting the whole Cove. The redevelopment of this site needs to house activities that attract people.

Therefore, the draft UDF takes a broader view of the potential activities that may occur on the site, without precluding the development of some component of the site as an event/exhibition space.

The same comments about activity apply to demolition of the shed to provide more public space. Aside from arguments that a further open space of this extent is unwarranted and that some covered space is required for all-day/all-seasons use, there is a high probability that an expansive public space in this area would not work. Unlike Salamanca Square (a former quarry) and the Salamanca Lawns, which are flanked by cafes and retail, the area would lack activity to attract and engage people.

It is also important to remember that the sheds and wharf have evolved in tandem. The wharf has been extended to accommodate new wharf sheds. The pattern of wharf sheds parallel to the wharf edge is part of the inherent structure of the Cove.

The earlier site development and conservation plan identified greater latitude for redevelopment of PW2. This is carried through into the draft UDF.

The most controversial component is the future use of part of the site as a cruise ship terminal (discussed earlier under 'Activity – Working Port', p. 10).

Response

1. *The comments raised do not require any*

changes to the draft UDF.

4.2.2 Landmark Pavilion

The conceptual building form shown for this site drew quite a lot of comment. Some comments were critical of any building in this location, preferring open space, while others focused on the design and use of the potential building itself.

Discussion

The landmark pavilion is not a new concept. The site development and conservation plan developed for Princes Wharf proposed a building in this location that would have pivotal or 'hinge' like qualities. This is why the building form is all-round. This does not mean literally that the building must be circular, but illustrates the principle that the building must be omni-directional.

The forecourt area is currently under-utilised, yet the location is geographically important. It is the point at which Murray Street lines up with Princes Wharf to cross the Franklin Wharf Axis. This is why it has landmark potential. Use of the site for a high intensity activity is preferable to a static landmark. The site will naturally attract people because of its location at a junction of routes.

If used as an open space, as suggested by some, people on the Murray Street or Franklin Wharf routes would arrive at a space, which would not rise to its potential.

While feedback indicated strong feelings about this site, there is little in the argument to suggest that the draft UDF requires review.

Response

1. *The comments raised do not require any changes to the draft UDF.*

4.2.3 Salamanca/Davey/Murray Streets

A number of the comments recognised the heritage value of the buildings on this site. While some suggestions, such as residential or visitor accommodation or extension of the Museum and Art Gallery were made, other people considered these buildings were best retained as Government offices.

Discussion

The comments about the site were generally not inconsistent with the draft UDF:

- The heritage value of the site is recognised and would require further, more detailed investigation

before or as part of any redevelopment.

- The implications of any change to office space for the State Government are also recognised.

These issues, together with the complexities that result because the site is in a single title will require working through in more detail. These are essentially implementation issues and can be addressed in the next part of the project dealing with implementation.

Response

1. *The comments received do not require that any changes be made to the draft UDF.*

4.3 Elizabeth Street Axis

As with the Murray Street Axis, this axis is already evident and there were few comments about the axis itself, though some of the key sites on the axis were topical.

4.3.1 Marine Board Building

There were numerous comments about the Marine Board Building. In particular there were criticisms about its height, the need for its demolition or reduction in height, and the suitability of the current or possible future uses, such as conversion to a hotel, or to have a visitor information centre at the bottom and restaurant at the top.

Discussion

The Marine Board Building was built in 1972 and is a nine-storey office block. It continues to be controversial because of its height although other tall buildings (the Hydro offices and Grand Chancellor) have been built since.

There were numerous suggestions that it should be demolished or reduced in height to be better in context with the general setting of the Cove. Without doubt, a building of its proportions located on the waterfront would not gain approval today. None the less, economic reality suggests it will be with us for some time longer.

The draft UDF suggests opportunities for change that could make the building both more appealing from a commercial perspective and also deliver public benefits by activating this part of the Cove.

Extending and making the lower floors more transparent could create an attractive undercover area capable of drawing people to a part of the Cove that has a harsh microclimate. This use could be different to use made of

the intervening floors, which could remain as offices or be refurbished for some other use. The roof-top has potential for a restaurant that could take advantage of the building's height as the restaurant atop the Casino does.

Suggestions that the ground floor would make a good visitor information centre are valid and are already reflected in the draft UDF. However, there are several potential locations in the central part of the Cove that lend themselves to this purpose.

Some concern has been expressed about car parking for both the ongoing use of the building for offices or for some alternative use, such as a hotel. In both instances, the demand for car parking should and could be provided off-site and is therefore not problematic.

Response

1. *The comments received do not require any change to the draft UDF.*

4.3.2 Mawson Place

While Mawson Place was not included as a site in the draft UDF, it attracted some comment. Many comments highlighted that this public space is not as popular as it could be. There was some criticism of the design treatment and the lack of comfort this affords users.

Discussion

While Mawson Place was not shown as a key site in the draft UDF it may be appropriate to include it. It is surrounded by other key sites and has potential for improvement in concert with the redevelopment of these other sites. For example, the proposed approach to the ground floor of the Marine Board Building would result in some building expansion onto Mawson Place.

The redevelopment of key sites around Mawson Place offer excellent opportunities for activating this site, which currently lacks life. In particular, redevelopment of the site on Argyle and Morrison Street opposite Mawson Place could introduce activities that attract people.

If Mawson Place were added to the potential site for redevelopment, more detailed consideration would be required to determine the preferred treatment of the site, addressing matters such as:

- use of the existing Waterside Pavilion;
- whether additional buildings/structures are desirable or appropriate; and
- what type of design treatment would provide greater comfort for users.

Response

1. *Mawson Place should be included in the UDF and further consideration of its future use and design pursued as an adjunct to further consideration of the Franklin Wharf Axis. Alternatively, the HCC could prepare a site development plan.*

4.3.3 Elizabeth/Davey/Argyle/Morrison Streets

Comments about this site were divided. Some felt it should not be built on and should be retained as open space (green space in some cases). Others were not opposed to a small-scale building on this site.

Discussion

The Hobart City Council has previously canvassed the future use of this site. The fact that the site is neither improved as a public space nor developed as a building site at the present time reflects the level of indecision about its future.

The 1991 Review cited this site as an example of 'lost space' – not a deliberately designed, well-defined open space but a left-over space. A site development plan was subsequently prepared that shows the area as a building site.

The draft UDF builds on this earlier work and shows the site as suitable for development of a building that fits with its neighbours and forms the street corner. Introducing active street frontages in such a development will also enliven Mawson Place.

Response

1. *Comments received do not require that any change be made to the draft UDF.*

4.4 Dunn Street Axis

The Dunn Street Axis attracted a great deal of comment from the general public and from professionals in the disciplines of planning, architecture and heritage. These comments included concerns that:

- The history and heritage of the area were not sufficiently acknowledged.
- The development of Dunn Place as a street block would be to the detriment of the city's (historically informed) structure and did not correctly apply the 'wall' concept.

- Dunn Place should be a green space.
- A new Dunn Street pier building and any new building between the docks would impact on the spaciousness of the Cove.
- Campbell Street provides a more obvious axial connection than the new Dunn Street Axis.

Discussion

Of all the axes the Dunn Street Axis brought the most comment. This is perhaps to be expected as it involves the most extensive package of changes, including a new pier. The axis barely exists at present, although historically it was once much more apparent.

Above all, it is the most complex area in the Cove because it is here that the relationship between land, water, streets, and buildings has changed most since European settlement and these changes may be interpreted in a variety of ways. As previously explained, the axis approximates to the original mouth of the Hobart Rivulet. This stream and the Cove provided the basis of settlement – a combination of fresh water and safe anchorage. As previously highlighted (p. 5), it was Hobart's water gate. It is clearly a very significant site, and the past must inform future development.

It is likely that there are hidden archaeological features of significance although this is largely unknown. It certainly contains and is flanked by important heritage buildings – including City Hall and various TMAG buildings. The City Hall may have limited opportunities for change as a heritage building, yet it occupies a strategic site where the flanking streets require more active frontages if connection between the CBD and Cove is to be truly successful.

At the same time, some of the city's worst traffic conditions are to be experienced across or adjacent to the axis, with three of the busiest roads joining here.

It was not intended to underplay the role of Campbell Street in the draft UDF although this was a consequence of drawing attention to the line of Dunn Street–Market Place as a strategic pedestrian link between city and Cove.

In response, the Dunn Street Axis should not be considered as a singular axial link between the CBD and the Cove in this locality (as inferred in the draft UDF). Rather it should be part of a broad band of space bounded by Market Place and Campbell Streets from Collins Street (including City Hall) to the area occupied by the proposed Dunn Street pier in the draft UDF. This would be better termed the City Hall Axis.

This axis includes a string of sites that collectively offer the most exciting possibilities for connecting the CBD and the Cove, at the same time giving a vibrant cultural focus to Cove. (See 'A Vision for the Cove', p. 15).

The necessity for a strong and safe connection between the CBD and Cove in this locality should not be underestimated. Likewise, a cultural and community role for buildings and spaces along the axis is paramount – a string of outstanding cultural, community and commercial facilities, including public space.

It is not a matter of buildings OR spaces but a carefully considered mix of BOTH, with an emphasis upon the configuration and quality of the public space. This 'site', where water once 'invaded' the city grid and which has the potential to thrust out into the harbour by way of a new pier, is as important to Hobart as the Opera House is to Sydney.

However, to set a single and rigid design and development framework for the site would be to deny its complexities and possibilities. Imagine, for instance, a Dunn Place:

- with an underground level which houses a thoroughly contemporary exposition of the city's history but includes *in situ* archaeological exhibits,
- that is lit partly from natural light entering through surface structures set in a public square,
- that is served by cafes and other facilities, and
- that is connected to the water and city by broad walkways which assert pedestrian priority as they cross the twin barriers of the couplet.

The possibilities for building and spaces are many. More than any other site in the city, the Dunn Street Axis requires further consideration and ultimately imagination.

Response

1. *More detailed work should be undertaken to establish the parameters for design and development of the City Hall Axis. This should explain how it has evolved over time; articulate its place within the city structure; explore its cultural, community and commercial possibilities; and generally explain the complexities and issues of the component sites, collectively and individually, as a basis for design.*
2. *Because tight guidelines are unlikely to achieve the quality of development that the site and city deserve, future guidelines should be developed*

with expert oversight and assessment of proposals for the site should be guided by advice from an expert urban design panel. It is such an important site that serious consideration should be given to a full or limited design competition.

3. *The draft UDF should be revised to reflect a broader City Hall Axis. This should embrace a broad area bounded by Dunn Street–Market Place, Campbell and Collins Streets, plus its extension to include City Hall and that part of the harbour to accommodate the proposed Dunn Street pier. It should explain the need for and scope of further work, and the process of guiding design and development.*

5.0 CONCLUSION

The exhibition of the draft Urban Design Framework stimulated healthy comment from an articulate and informed community. The high level of public interest highlights the importance of the Hobart waterfront as a place for all Tasmanians and visitors to the State.

The feedback canvassed a huge range of issues and this report endeavours to give as comprehensive a response as possible. Responding to the feedback has provided an opportunity to explain the rationale for positions in the draft UDF in greater detail. It is important to recognise that the earlier 1991 Review and the current Planning Scheme remain relevant and that the UDF will add a non-statutory, strategic layer to the planning regime for the Cove. The UDF will be used to give guidance to the redevelopment of sites owned by the Project Partners in a future development process.

The issues of key importance that have been influenced by the consultation are:

A Guiding Vision for the Cove – while the Cove remains a working port, it is beginning to develop as a lively cultural hub. There is enormous potential for positive public benefits to be gained through building on the synergies with existing arts and cultural activities already in, or close to, the Cove, and by taking a broad interpretation of 'culture' as a focus for future development in the Cove. These elements, underwritten by open community access, can be the basis for a Vision for the Cove.

Public Space in the Cove – the Cove is extensively made up of open space. While feedback questioned whether there should be more green space, this is neither consistent with the heritage and landscape character of the Cove nor very practical. The draft UDF focuses on

converting extensive open areas into more attractive, accessible and useable public spaces. More detailed urban design analysis needs to occur as the next step in planning for these public space improvements, giving priority to Franklin Wharf (a water's edge walk), changes to car parking, and the City Hall Axis.

The City Hall Axis – this is an exciting and new strategy that can assist in advancing a Vision of the Cove as a centre for Tasmanian culture. It includes significant possibilities for improvements to the public domain. Feedback has influenced a rethink of the Dunn Place site, with the possibility of including open space. Feedback has also led to broadening the axis to embrace a larger corridor of space between Campbell St and Market Place. A new pier remains a possibility. More detailed urban design analysis is a priority to confirm, refine and further develop the parameters for the Dunn Street Axis.

In a number of instances, the comments received have led to revision of the Urban Design Framework. Some of the issues raised can only be addressed in part in the UDF and will be followed up in the implementation phase of the project, or require actions outside the project. In particular, these include:

- the effect of the Davey/Macquarie Street couplet as a barrier to better connection between the CBD and the Cove; and
- the potential for sites at the edge of the current project boundary, such as Franklin Square and the TMAG, to complement the Vision for the Cove.

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Appendix 1

Community Consultation Report on the

Draft Hobart Waterfront
Urban Design Framework

April 2004

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SUMMARY

A draft Hobart Waterfront Urban Design Framework (UDF) was developed in consultation with the Tasmanian Government, Hobart City Council, Hobart Ports Corporation and key stakeholders in 2003.

The draft UDF contained proposals for form, activity, movement; and strategic axes within the Cove and was released for consultation in December 2003 to gain feedback on these proposals.

One method of participating in the consultation process was to complete the Hobart Waterfront Questionnaire, which asked people to rate their agreement with the draft UDF in relation to various proposals. A total of 1038 questionnaires were received.

Of those responding to the questionnaire, over 80% were Tasmanian residents, some of whom also live or work on the Hobart waterfront, and visited the area daily or weekly. Only 2% of responses were received from tourists. Approximately 10% of people did not provide a response to these questions.

These results show that the majority of respondents support 12 of the 14 draft UDF proposals enquired about in the questionnaire, with the exception of the proposals for retail and visitor accommodation.

A lower level of support was expressed for the draft UDF proposal for retail within the Cove, with a significant minority not expressing any support for this proposal.

More than 25% of people did not express any support for the draft UDF proposal for visitor accommodation within the Cove, with a comparable number of people expressing either low level or moderate support for this proposal. This proposal attracted the least support of those queried in the questionnaire.

Overall people expressed medium agreement with the draft UDF.

A considerable amount of feedback was received throughout the consultation period, including many detailed comments relating to waterfront planning and redevelopment, some highly specific comments on people's desires for the Cove, as well as those addressing more specific issues arising from the draft UDF.

Issues of particular relevance to the preparation of the final UDF are listed below:

- the provision of open space

- the Dunn Street axis
- the benchmarks for determining the height of new buildings
- the preservation of views
- visitor accommodation
- the balance of activities
- public access and movement
- the boundary for development
- heritage values
- a vision for the Cove.

These and other issues detailed in the following report have been addressed in the Response to the draft UDF for the Hobart Waterfront.

INTRODUCTION

Background

This document reports the findings of a community consultation process conducted as an integral part of developing a UDF for the Hobart Waterfront, a partnership of the Tasmanian Government, Hobart City Council and Hobart Ports Corporation. The aim of the UDF is to give guidance and direction to new development within the Cove. To deliver this aim, it should be noted that the analysis of data received from the community consultation process has been compiled in keeping with the scope of the project objectives.

A draft UDF was developed in consultation with the Partners and key stakeholders in 2003. This document was released for broad consultation in December 2003 to gain feedback on its proposals for:

- form
- activity
- movement
- strategic axes.

Community Consultation Approach

Opportunities for Participation

An initial and informal period of consultation was conducted prior to the release of the draft UDF. The purpose of the initial phase was to stimulate community interest and participation in the project. A questionnaire seeking community input on issues of value and importance across the Cove was published in the *Mercury* on 22 November and again on 3 December 2003. Public response to the questionnaire provided authors of the draft UDF with an increased knowledge of community opinion and enabled them to ensure that the major themes that emerged from the responses had been incorporated in the draft document.

The feedback was also used as the foundation to the UDF Questionnaire that focused specifically on the content of the draft UDF and its adequacy in addressing the major community themes.

Prior to the public release of the draft UDF, representatives of several interest groups were asked to participate in workshops to identify current issues and priorities within the Cove. The comments generated by the workshops were collated into a document that was

used as qualitative data to guide the draft document and used more fully to inform the content of the final UDF.

The formal phase of consultation commenced on 19 December 2003 with the release of the draft UDF.

The general public was informed about the project through the media (press releases, newspaper ads, Hobart Waterfront website, flyers at the Taste of Tasmania) and encouraged to view the draft UDF by attending a public display held at 2 Salamanca Square from 19 December 2003 to 6 February 2004.

It was a multimedia display consisting of:

- the draft UDF
- a short animated movie, including drive/walk-through scenes within Sullivans Cove and fade transitions between existing and potential new development sites
- a selection of the 'It's Your Waterfront' feedback received from the stakeholder focus groups, community survey, toll-free hotline, email and written submissions.

For those unable to attend the public display, the draft UDF was published in html format on the Hobart Waterfront website.

A touch screen displaying the animation and providing free web access was also located at the Hobart City Council service centre.

Printed and pdf copies of the document were available by request.

Stakeholders and the community were invited to participate in the consultation process through any of five methods:

- completing a questionnaire available at the public display and on the Hobart Waterfront website
- submitting comments by email,
- submitting comments by reply-paid post,
- faxing comments, or
- calling a toll-free hotline.

The consultation period was to conclude on 6 February 2004 with the closure of the public display, however an extension for acceptance of submissions was given until 27 February 2004.

Level of Response

In total, 1223 submissions on the draft UDF, comprising of 1038 questionnaires and 185 written submissions, were received throughout the 10-week consultation period.

The public used the toll-free hotline as a means of enquiry rather than a method of response during this phase of the consultation process.

Data Analysis Approach

The questionnaire collected quantitative information by asking people to rate their agreement with various aspects of the draft UDF as HIGH, MEDIUM, LOW or DISAGREE. The questionnaire also enabled scope for written comments.

Comments were provided on the majority of questionnaires, and together with the written submissions formed the basis of the data analysis, as they contained information on why people agreed or disagreed with various aspects of the draft UDF.

All the data were initially categorised as addressing various aspects of the draft UDF, or 'other' issues. General themes and issues were then identified in a qualitative mode of analysis. The qualitative database NUD*IST 4 was used as a tool throughout this process. Issues were treated with equal importance regardless of the frequency with which they were raised.

A summary of the feedback is presented in the following part.

QUESTIONNAIRE ANALYSIS

One method of participating in the consultation process was to complete the Hobart Waterfront Questionnaire, which asked people to rate their agreement with the draft UDF in relation to various proposals. 1038 questionnaires were received and the quantitative results are presented in Table 1.

Of those responding to the questionnaire, over 80% were Tasmanian residents, some of whom also live or work in the Hobart Waterfront, and visited the area daily or weekly. Only 2% of responses were received from tourists. Approximately 10% of people did not provide a response to these questions.

These results show that the majority of respondents support 12 of the 14 draft UDF proposals enquired about in the questionnaire, with the exception of the proposals for retail and visitor accommodation.

A lower level of support was expressed for the draft UDF proposal for retail within the Cove, with a significant minority not expressing any support for this proposal.

Greater than 25% of people did not express any support for the draft UDF proposal for visitor accommodation within the Cove, with a comparable amount of people expressing either low level or moderate support for this proposal. This proposal attracted the least support of those queried in the questionnaire.

Overall people expressed medium agreement with the draft UDF.

Table 1. Percentage agreement (high, medium, low, disagree or unanswered) with various proposals in the draft UDF

Proposal	High	Medium	Low	Disagree	Unanswered
building height ^b	40.3	24.6	12.0	12.6	10.5
car parking ^b	47.1	27.7	9.4	7.1	8.6
pedestrian movement ^b	47.9	26.4	8.1	7.1	10.5
public access and spaces ^b	26.2	24.8	18.9	19.4	10.8
working port ^a	61.3	18.2	4.4	2.4	13.7
retail ^c	12.1	30.9	25.7	15.0	16.2
visitor accommodation ^d	9.0	22.4	26.7	26.7	15.2
ferry terminal ^a	51.9	24.1	5.1	3.7	15.2
restaurant/café ^b	25.9	36.0	13.6	8.5	16.0
events & exhibitions ^b	37.6	30.0	11.4	5.7	15.4
markets ^b	44.3	25.2	7.5	7.0	15.9
arts/craft ^b	38.0	27.9	9.4	8.2	16.5
visitor information centre ^b	40.8	26.5	6.3	8.9	17.5
residential accommodation ^a	61.1	13.4	7.9	9.1	8.6
draft UDF ^c	10.2	36.4	22.4	18.1	12.9

Please note

^{a, b, c & d} indicate that the majority (> 50%) of people expressed the following level of agreement with the proposals:

^a high agreement

^b high or medium agreement

^c medium or low agreement

^d low agreement or disagree

WHAT WE HEARD — SPECIFIC THEMES & ISSUES

The feedback received from the consultation process is presented under the four draft UDF proposals for reinforcing form, extending and intensifying activity, connecting the Cove and strategic axes. Where feedback fell outside the scope of the draft UDF, it is presented under 'other'.

Themes and issues identified within each area are listed in the following sections, together with an overview of the comments received. The feedback was then used to develop logical questions, which are posed at the end of each section.

Reinforcing Form

Feedback highlights four areas relating to form across the whole of the waterfront. These are:

- public open space
- the Cove 'wall' and 'floor'
- scale and height of buildings
- views.

Open Space

In the Waterfront Questionnaire, the majority (> 50%) of people expressed high or medium agreement with the draft UDF proposals relating to public access and spaces. Feedback received in the questionnaires and written submissions also indicated that a number of people felt the draft UDF did not satisfactorily address their concerns. Reasons for objection to the draft UDF proposal are included in the summary given below.

Themes and issues identified from the feedback were:

- Do not build more buildings, but develop and maximise open space.
- Open space should be people friendly and able to be

occupied in all weather conditions.

- Provide more trees, grass and facilities.
- Put people before profit.
- People generally opposed development that led to a reduction in areas perceived as public open space. There was also suggestion that their needs were not being addressed or given equal consideration to the needs of developers.
- While some people did acknowledge the benefits new developments would bring, there were the associated views that further development is not necessary within the Cove or that open space should be given equal consideration.

Some people expressed a desire for:

- the maintenance of existing and development of additional public open space
- people-friendly open spaces, incorporating desired facilities such as toilets and seating, that are suitable for events and family activities and can be occupied in all weather conditions

Specific locations suggested for open space development are dealt with under the strategic axes.

Questions raised from the feedback were:

How much public open space should be within the Cove and where should it be located?

Should open space be green?

What type and quality of open space should be within the Cove?

'Wall' and 'Floor' of the Cove

The concept of the 'wall' and 'floor' was not assessed in the Waterfront Questionnaire, however comments relating to this topic were received in the submissions.

Themes and issues identified from the feedback were:

- the wall should not be tall buildings that create a canyon effect
- the wall is a barrier and would 'lock out' the CBD
- the wall does not have to be a straight line
- the wall does not have to be completed
- gaps should be left as open spaces.

Some comments questioned the concept of the Cove as being characterised by a distinct 'wall' being surrounded by a flat 'floor'. Concerns addressed the treatment of Dunn Place as a 'street block' and therefore its designation as a potential building site. The merit of completing the 'wall' and its position were debated. Alternative views to that proposed in the draft UDF were:

- an artificial concept is not adequate rationale for constructing a building
- the wall could be completed using a row of trees
- the wall should take into account the original course of the Hobart Rivulet, bordering City Hall rather than Davey Street, thus allowing Dunn Place to remain open space.

Questions raised from the feedback were:

Should the concept of the 'wall' and 'floor' of the Cove be used to guide future development?

Should Dunn Place be treated as a street block or open space?

Scale and Height of Buildings

In the Waterfront Questionnaire, the majority (> 50%) of people expressed high or medium agreement with the draft UDF principle relating to building height. Feedback received in the questionnaires and written submissions also indicated that a number of people felt the draft UDF did not satisfactorily address their concerns. Reasons for objection to the draft UDF principle are included in the summary given below.

Themes and issues identified from the feedback were:

- the principle on building height is non-specific and open to wide interpretation
- the amphitheatre concept is no longer relevant because it has already been compromised by recent developments
- which benchmarks are to be used for determining the height of new buildings
- 'high rise' developments are not appropriate within the Cove
- visual and micro-climatic impacts are associated with the height of new buildings.

Scale and height of buildings is an area of concern. The development of 15 Hunter Street (Zero Davey) was cited as a recent example of inappropriate height and scale. The basis of this concern was the desire to respect

heritage values and to maintain the unique atmosphere of the Cove, created in part by the human scale of historical developments. Building height and scale were stated to impact on views and on the surrounding micro-climate. Important aspects identified as contributing to the atmosphere of the Cove are the vistas from many vantage points and the predominance of sunlight that are not present in built-up cities.

While the amphitheatre concept was acknowledged as reasonable, some argued that the amphitheatre concept should no longer be the method for determining the height of new buildings given that it lacks rigour and it has been compromised by recent developments. Some agree that the concept is suitable provided new developments are not used as benchmarks for determining height. A more rigorous method for determining height was called for. However, the alternative view that variety is essential and that worthy developments should not be rejected on the basis of not meeting strict height guidelines was also expressed.

Questions raised from the feedback were:

Should height be restricted with fixed limits specified?

How can we ensure that appropriate benchmarks will be applied to the assessment of height?

Views

While not directly assessed in the Waterfront Questionnaire, views and vistas were raised under question 8 as vital elements overlooked by the draft UDF. A number of comments relating to this topic were received in the submissions.

Themes and issues identified from the feedback were:

- building heights should be kept low to maximise views from various parts of the city to the water and limit impact on the skyline
- new developments will block views
- filling gaps in the 'wall' will affect views and the connection between the CBD and the Cove
- views should be seen across the Cove, across and down the river and between the CBD and the Cove.

Views and vistas associated with the Cove were an integral part of the debate on many issues, such as building height and the Cove 'wall'. People commented on the desire for protecting or even improving views and voiced concern that the scale, height and location of new buildings could have a negative impact on views. Some people suggested that allowing any development

conflicted with the principle of enhancing sightlines. The Zero Davey development was cited as an example of a recent development destroying the view gained from the 'entrance' to the Cove. Potential developments thought to negatively impact upon important vistas were Dunn Place and Dunn Street Pier. Some comments addressed the desire to enhance views by demolishing existing buildings such as the Princes Wharf sheds and the Marine Board Building.

Questions raised from the feedback were:

Can development occur in a way that is sensitive to views?

Should existing buildings be demolished?

Extending and Intensifying Activity

Activating the Whole of the Waterfront

The need to activate the whole of the waterfront was not assessed in the Waterfront Questionnaire, however comments relating to this topic were received in the submissions.

Themes and issues identified from the feedback were:

- activity does not have to be evenly distributed and continuous
- recycling existing buildings should be the first step in activating the Cove.

There was some support for the draft UDF strategy to activate the entire waterfront around the clock. However, others suggested that this 'activation' is not necessary. Many people felt that recycling existing buildings should be enough to increase activity around the Cove and that new development should only occur if a specific need is identified.

Questions raised from the feedback were:

What are the benefits of activating the whole of the waterfront?

Which areas are important to the activation of the waterfront?

The Waterfront as a Major Events Venue

In the Waterfront Questionnaire, the majority (> 50%) of people expressed high or medium agreement with the draft UDF proposals for events and exhibitions within the

Cove. Feedback received in the questionnaires and written submissions also indicated that a number of people felt the draft UDF did not satisfactorily address their concerns. Reasons for objection to the draft UDF proposal are included in the summary given below.

Themes and issues identified from the feedback were:

- temporary structures should be considered as alternatives for event venues
- events should be supported by infrastructure and barriers/fencing
- open space should be multi-purpose and maximised to cater for more events
- public facilities should be upgraded
- increased traffic-flow and the demand for extra car parking should be considered.

People acknowledged the need for flexible and multi-purpose events space and facilities within the Cove. The standard of public facilities, particularly toilets, was of concern, and many commented that existing facilities should be upgraded and additional facilities provided. Temporary structures were favoured over the construction of new buildings to cater for events, however people recognised a requirement for associated infrastructure such as water and power. Traffic-flow and car parking were raised as issues if the waterfront is to be frequently used for major events.

Questions raised from the feedback were:

How will a requirement for additional events infrastructure be met?

Where will major events be held?

Car Parking

In the Waterfront Questionnaire, the majority (> 50%) of people expressed high agreement with the draft UDF proposals relating to car parking. Feedback received in the questionnaires and written submissions also indicated that a number of people felt the draft UDF did not satisfactorily address their concerns. Reasons for objection to the draft UDF proposal are included in the summary given below.

Themes and issues identified from the feedback were:

- patrons want to park close to their destination
- long-term parking should be kept away from the Cove but short-term parking should continue to be available

- the draft UDF is not specific on what is meant by short-term parking and how it will work within the Cove
- concern that maintaining short-term car parking will not reduce vehicles within the Cove
- short-term car parking should be limited to delivery and emergency vehicles and transport for the elderly and disabled
- if parking is removed then public transport should be introduced within Cove.

The need for addressing car parking within the Cove was acknowledged, comments centring on reducing parked vehicles on the Cove floor. This raised the issue of whether the removal of long-term parking from the area would actually result in a reduction of parking or whether it would be converted to short-term parking, the visual impact of which is regarded as equal to that of long-term parking. Support for the development of peripheral car parking as proposed in the draft UDF was expressed, and issues associated with this are discussed in later sections on Montpelier Retreat and Evans Street.

Some considered conveniently located short-term parking a necessity. It was cited as being of benefit to local businesses, particularly to attract patrons who will not visit the Cove unless they can park outside their destination. However, the alternative view that the waterfront should be a pedestrianised area with parking only for service vehicles, disabled people and the elderly was also expressed. There were mixed views on the continued use of potential development sites (Dunn Place and the area between Constitution and Victoria Docks) as car parks and this is discussed in later sections.

Public transport to and within the Cove was identified as an issue to be addressed, particularly if the majority of car parking is removed from the area. Free shuttle buses from the new car parking areas were suggested.

Questions raised from the feedback were:

Will the removal of long-term parking result in a reduction of total parking on the Cove floor?

Will there be adequate provision of short-term parking for businesses?

Will the parking requirements of service vehicles, disabled people and the elderly be addressed in any strategy removing parking from the Cove floor?

Visitor Accommodation

In the Waterfront Questionnaire, the majority (> 50%) of people expressed low agreement or disagreed with the draft UDF proposals relating to visitor accommodation within the Cove. Feedback received in the questionnaires and written submissions was largely negative, although there was some support for visitor accommodation at various sites within the Cove (refer to individual sites). Reasons for objection to the draft UDF proposal are included in the summary given below.

Themes and issues identified from the feedback were:

- additional visitor accommodation is not economically viable
- visitor accommodation conflicts with working port activities
- additional visitor accommodation will have a detrimental impact on the ambience of the Cove
- no direct benefit to the public
- visitor accommodation should not be considered in all suitable locations within the Cove, and is more appropriately developed elsewhere.

Comments suggest the draft UDF principle of considering visitor accommodation in any suitable location is too flexible, allowing for the oversupply of accommodation. Many people felt the current provision of visitor accommodation within the Cove is sufficient to meet increasing demands, and expressed concern over the economic viability of additional accommodation. Concern over potential conflicts with working port activities was also expressed. Visitor accommodation was not a favoured activity as it was seen to detract from the local flavour, the feeling that the Cove is for everyone, and afforded no direct benefit to the public. Some people did not see a difference between the effect visitor accommodation versus permanent residential accommodation would have on the Cove.

Questions raised from the feedback were:

Could the UDF bring about an oversupply of visitor accommodation?

Is there potential for visitor accommodation to conflict with other activities like the working port?

Permanent Residential Accommodation

In the Waterfront Questionnaire, the majority (> 50%) of people expressed high agreement with the draft UDF proposals relating to permanent residential

accommodation within the Cove. Reasons for agreement, together with reasons for lower support or objection to the draft UDF proposal are included in the summary given below.

Themes and issues identified from the feedback were:

- residential accommodation should not limit public access to the Cove
- residents should not be able to alter existing Cove activities to suit their own needs
- there should not be any more residential development within the Cove
- residential accommodation should be affordable, not exclusive developments for the wealthy
- residential development would lift the profile of the Cove and increase property values.

People acknowledged the draft UDF principle that permanent residential development should not be located within the Cove 'floor', but some believed the draft UDF did not go far enough and that no further development of this type should occur anywhere within the Cove. Others believed that people should be allowed to live anywhere within the Cove and that affordable housing should be offered to cater for a range of people, rather than only for the wealthy. There was concern that more residential development would result in privatisation of public spaces, limitations to public access and negative impacts on existing Cove activities.

Questions raised from the feedback were:

Should affordable residential accommodation be provided in the Cove?

What is the best way to manage the potential impact of residential development in the Cove?

The Working Port

In the Waterfront Questionnaire, the majority (> 50%) of people expressed high agreement with the draft UDF proposals relating to the working port. Some people went on to qualify their support for this proposal and this is included in the summary given below, together with reasons for lower support.

Themes and issues identified from the feedback were:

- the draft UDF focuses on commercialising the port, not retaining/protecting the working port
- residential development should not inhibit or phase out activities in the authentic/real working port

- the port should be a combination of cultural and working port activities
- restrict the working port to where it adds value and do not make it the dominant consideration when developing the Cove
- make better provision for cruise ships, ie by building a terminal
- cruise ship visits are seasonal and it is not viable to put money into developing better infrastructure for little gain
- the Marine Security Act has implications for berthing of commercial vessels.

Comments included broad support for continued use of Sullivans Cove as a working port, with the added view that it should be managed together with new activities and development if potential conflicts were minimised. Mixed views were expressed about development of a cruise ship terminal, with some regarding it as a necessity and others regarding it as a low priority. The main reason for opposition was that it isn't regarded as an economically viable development because cruise ships visits are very short and highly seasonal and that passengers do not spend a lot of money while ashore.

There was some debate over the appropriate location for a cruise ship terminal, with the merits and drawbacks of Princes Wharf and Macquarie Wharf being raised. There was also concern over implications of the Maritime Security Act for access and activities within the wharf area.

Questions raised from the feedback were:

Should a cruise ship terminal be developed within the wharf area, and if so where?

How will potential conflicts between new activities and the working port be managed?

Visitor Information Centre

In the Waterfront Questionnaire, the majority (> 50%) of people expressed high or medium agreement with the draft UDF proposals relating to a visitor information centre. Some people went on to qualify their support for this proposal and this is included in the summary given below, together with reasons for lower support or objection to the proposal.

Themes and issues identified from the feedback were:

- the visitor information centre should be located in an existing building

- short-term parking for cars and caravans is desirable
- a new visitor information centre should not be located where it blocks views
- the centre does not have to be located within the Cove.

The draft UDF suggested visitor information as an activity for the proposed Landmark Pavilion and for the site bounded by Elizabeth, Argyle, Davey and Morrison Streets. Comments specifically relating to the Landmark Pavilion are given on page 15.

People generally acknowledged that the existing visitor information centre is too small to cater for the current demand. Some people expressed the view that it should be relocated within an existing building, while others did not object to the development of a new building provided it did not block views. The provision of short-term parking for both cars and caravans was raised as an issue for consideration. Some people also believed that the visitor information centre does not necessarily have to be located within the Cove, and suggested it would be better situated on a major route into the City.

Questions raised from the feedback were:

Will the location and associated facilities of a new visitor information centre be given additional consideration?

Should the visitor information centre be located within the Cove?

Commuter/Tourist Ferry Terminal

In the Waterfront Questionnaire, the majority (> 50%) of people expressed high agreement with the draft UDF proposals relating to a commuter/tourist ferry terminal on a new Brooke Street Pier. Relevant comments, themes and issues are given on page 15.

Other Activities

In the Waterfront Questionnaire, the majority (> 50%) of people expressed high or medium agreement with the draft UDF proposals relating to restaurant/cafés, markets, and arts/craft. Some people went on to qualify their support for this proposal and this is included in the summary given below, together with reasons for lower support or objection to the proposal.

Themes and issues identified from the feedback were:

- there is a potential to overdevelop all activities within the Cove
- there should be enough diversity to attract both locals and tourists

- emphasis should not be given to retail and restaurants/cafés on the waterfront
- activities not suggested in the draft UDF should be considered for the waterfront
- there is concern that more retail and restaurants/cafés will affect current businesses within the Cove and CBD
- the waterfront should be protected from large retail chains, and a diverse range of small retailers should be encouraged not just exclusive boutiques
- Tasmanian-made products, fish and fresh produce markets should be encouraged
- the Cove should be promoted as a community area with emphasis on arts and culture.

People were highly concerned about the potential to overdevelop all activities within the Cove. There was a belief that many businesses, such as cafés and restaurants, are already oversupplied within the Cove. It was therefore felt that emphasis should not be given to the types of businesses that will compete with existing businesses within the Cove and CBD. Among the additional activities suggested for the waterfront were a skating rink, aquarium and outdoor theatre/stage area.

Some activities proposed in the draft UDF were seen to reduce public access, and people expressed the view that they did not want to have to pay for food and drink in order to be able to use outdoor seating areas.

The Cove was not viewed as a suitable location for large retail chains and people thought a range of small businesses that are affordable to all and contribute to the character of the Cove should be encouraged. Fresh produce, fish markets, and Tasmanian-made products were identified as preferred retail activities within the Cove. Quality arts, craft and cultural activities were believed to bring value to the Cove and people felt that more space should be given to these activities. An extension to the museum was also suggested.

Diversity was considered essential, and many were concerned about the potential to turn the Cove into a tourist destination. The Cove is highly valued by locals, and some people felt that an increase in tourist activities would be detrimental to the atmosphere and balance of activities within the Cove. Many people thought that the requirements of locals should take priority over those of tourists.

Questions raised from the feedback were:

Will activities not suggested in the draft UDF be considered on the waterfront?

How will the balance between tourist and local activities be achieved?

Connecting the Cove

Pedestrian Movement within the Cove

In the Waterfront Questionnaire, the majority (> 50%) of people expressed high or medium agreement with the draft UDF proposals relating to pedestrian movement. Some people went on to qualify their support for this proposal and this is included in the summary given below, together with reasons for lower support or objection to the proposal.

Themes and issues arising from the feedback were:

- keep sightlines unobstructed for all pedestrian areas – no solid structures
- make changes to give access for prams, wheelchairs and the elderly
- pedestrian facilities such as seats, lighting and shelter are desired
- consider pedestrian safety when making traffic changes
- remove cars from the area – give pedestrians priority and create pedestrian-friendly areas
- bring down traffic speeds
- include provision for cyclists.

Comments broadly agreed with the draft UDF principles on movement. However, some believed it should contain more specific information on what improvements are to be made. An alternative view was that the Cove should be a pedestrianised area, and some believed that the UDF should do more to cater for cyclists.

Questions raised from the feedback:

Should the Cove be a pedestrianised area?

What specific improvements will be made to make the Cove pedestrian friendly?

Improving Connections between CBD/Cove

The proposal for improving connections between the CBD and the Cove was not directly assessed in the Waterfront Questionnaire, however comments relating to

this topic were received in the submissions and under Question 3 relating to pedestrian movement.

Themes and issues arising from the feedback were:

- access from Franklin Square to Brooke St should be improved
- access from Davey Street to St Davids Park should be improved
- a pedestrian overpass over any street may create visual pollution – an underpass is an alternative
- traffic signals that stop all traffic to allow pedestrians to move freely in all directions at an intersection are desired
- Davey and Macquarie are important streets; disruption would affect the entire working of the city.

There was a general acknowledgment that the pedestrian connections between the CBD and the Cove need improvement. However, many were concerned about the approach in the draft UDF and the potential to disrupt traffic flow. Some people felt the benefit of reducing the walking time between the Cove and CBD was not worth the traffic disruption it would cause.

Improved links across the Davey/Macquarie Couplet were suggested for:

- Davey Street to St Davids Park
- Franklin Wharf to Brooke Street
- Murray Street
- Elizabeth Street.

Improved links at Dunn Street were not considered necessary due to the proximity of the Campbell and Argyle Street crossings. Underpasses and all-stop traffic signals were favourably considered. Some people suggested road alterations to improve the links between the CBD and the Cove, including new bypasses and traffic tunnels or bridges.

Questions arising from the feedback:

How will traffic flow along Macquarie and Davey Street be impacted upon by measures to reduce the barrier between the CBD and the waterfront?

Can major traffic alterations affecting Davey and Macquarie Streets be considered in the redevelopment of the Cove?

Public access

In the Waterfront Questionnaire, the majority (> 50%) of people expressed high or medium agreement with the draft UDF proposals relating to public access and spaces. Some people went on to qualify their support for this proposal, stating that public access should be maintained and improved.

People were mainly concerned about access to the port area and the potential effects of privatisation such as accommodation and commercial development.

Questions arising from the feedback:

Does the draft UDF do enough to protect public access within the Cove?

STRATEGIC AXES

Murray Street, Elizabeth Street, Dunn Street and Franklin Wharf were described as strategic axes in the draft UDF and a number of sites along each axis were proposed for development.

While the Waterfront Questionnaire did not directly assess the strategic axes or proposed development sites, many comments were received in the submissions. Each of these axes is separately discussed in the following part.

Murray Street

Princes Wharf 1

Themes and issues identified from the feedback were:

- the building should remain in public ownership
- public access should be maintained
- the building should be renovated and maintained
- the height should remain low
- views should be maximised from Salamanca to the water
- demolish the building and develop as open space
- the open space could be designed to allow for temporary structures for public events
- it is not viable to use Princes Wharf 1 only for the Taste of Tasmania
- the building could still be used for parking when not in use

- use the building as an extension to Salamanca Market, particularly in winter
- the building should not be developed for accommodation
- no retail should be allowed there.

Maintenance of access and public ownership were central to the discussion about Princes Wharf 1. A general preference for maximising the vista from Salamanca to the water was expressed, leading to suggestions of demolition, low height, and increased transparency. There were mixed views about the building, with agreement that some type of development should occur, be it renovation or conversion to open space. Flexible open space that allowed staging of public events in temporary structures was favourably considered, as was year-round use of the building. An extension of Salamanca Market or parking were cited as potential uses of a retained permanent structure. Use for retail and accommodation were not supported.

Questions raised from the feedback were:

Should open space designed for public events be considered at this site?

Will public access and ownership be maintained?

Should the building be recycled or demolished for redevelopment?

Princes Wharf 2

Themes and issues identified from the feedback were:

- the building should be renovated and maintained
- the building should not be lengthened
- the height should remain low
- demolish the building and develop as open space
- develop as a cruise ship terminal
- value as cruise ship terminal is reduced because large ships cannot berth at Princes Wharf 2
- relevant Security Acts should be considered when determining where to berth ships
- CSIRO have specific concerns relating to the use of Princes Wharf 2
- it would be suitable for further residential accommodation
- it should not be used for accommodation

- no retail, should be allowed there.

There were mixed views about Princes Wharf 2, with some believing it should be renovated, and others favouring its demolition and development as open space. Extension of the structure was generally not supported. Potential use as a cruise ship terminal was central to the discussion, with some support for development, while others promoted the use of Macquarie Wharf for this purpose. Conflict of use was a concern, in light of the Maritime Security Act preventing access to the area during times of berthing. The CSIRO had additional concerns over conflicts with accommodation, however some viewed this as a good location for permanent residential development. Retail use was not supported for this site.

Questions raised from the feedback:

Do potential conflicts with adjoining activities warrant alternative development of Princes Wharf 2?

Salamanca/Davey/Murray Street Buildings

Themes and issues identified from the feedback were:

- these buildings should be renovated
- heritage sites should be considered
- they should remain as Government offices
- develop the buildings for accommodation
- use the buildings as an extension of TMAG.

Comments regarding the potential development of this site included the desire for renovation while respecting the heritage of the area. Suggested uses were Government offices, accommodation and a cultural extension of the Museum and Art Gallery.

Questions raised from the feedback:

What activities are suitable for this site?

Elizabeth Street

Marine Board Building

Themes and issues identified from the feedback were:

- remove the building and replace it with a low-rise building or convert to open space
- an ideal location for visitor information centre
- use for accommodation
- resurface the building

- develop a restaurant on the top floor.

Demolition, resurfacing and height reduction were central to discussion about the Marine Board building. Some preferred conversion to open space, some preferred the development of a low-rise building, while others supported the draft UDF proposal for conversion to mixed usage. Mixed views were also expressed about the transparent ground-level extension. This was thought to be a suitable location for a visitor information centre.

Questions raised from the feedback:

Is demolition among the viable options for the Marine Board Building?

Will proposed activities for this site be reassessed?

Elizabeth, Argyle, Davey and Morrison Streets

Themes and issues identified from the feedback were:

- Not all spaces should be filled in with buildings, some should be developed as open spaces.
- There were mixed views regarding the inclusion of the block bordering Elizabeth, Argyle, Davey and Morrison Streets as a potential development site. While some acknowledged small-scale building would be suitable, others felt it should be developed as a family friendly green open space to contrast with Mawson Place.

Questions raised from the feedback:

Is this site best used as open space?

Dunn Street

Activation of the Dunn Street axis was proposed in the draft UDF.

Themes and issues identified in the feedback were:

- Dunn St is not an axis; Argyle and Campbell Streets are major axes that have not been considered.
- Creating an axis at Dunn St would not improve pedestrian movement and would increase traffic congestion at the Campbell/Davey Street intersection.

The merit of the Dunn Street axis was not conveyed in public comments. Some considered this axis to be unnatural and illogical in comparison to more obvious axes such as Argyle and Campbell Streets.

Questions arising from the feedback:

Should the UDF use Argyle and/or Campbell Street axes to activate the Cove?

Dunn Place

Themes and issues identified in the feedback were:

- this area is currently valued as open space and for the vista from City Hall to the docks
- convert it to a green public open space
- the historical significance of this site should be taken into consideration
- develop a building with a cultural use.

Comments on this site are linked with the discussion on the Cove 'wall'. Some people gave partial agreement with the draft UDF approach to Dunn Place, with support for a cultural centre incorporating archaeological and heritage values. Alternative views included continued use as a car park and conversion to green public open space. Opposition for building on this site was due to a loss of views from City Hall to the Docks, a loss of open space and the archaeological significance of the site.

Questions arising from the feedback:

Is this the right location for a green space?

How will the heritage and archaeological significance of the area be protected?

Area between Constitution and Victoria Docks

Themes and issues arising from the feedback were:

- removal of short-term parking may have a detrimental effect on businesses such as Mures and the fish punts
- temporary events in this area would interfere with commercial and port activities
- a permanent structure would block the vista from Constitution to Victoria Dock and from Davey Street
- an event and exhibition space could be considered in this area if Mures was relocated
- exhibitions require a permanent structure, and do not need to be in a prime location.

Opposition was voiced against a permanent structure and the preferred activities on this site. However, some support was given for a temporary structure for events. Alternative views to the draft UDF proposals were the continued use as a car park (seen as of great value to

businesses in the area) and the development of a 'village green' area. Some support was conditional on the movement of Mures to an alternative location, thus allowing the area to remain relatively open and minimising the impact on views.

Questions arising from the feedback:

Can potential conflicts be satisfactorily overcome to allow development of this site?

Is there an alternative location for events and exhibitions?

Dunn Street Pier

Themes and issues arising from the feedback were:

- justification for a Dunn Street Pier is not supported
- construction of a pier will block a valued vista across the Cove
- mixed commercial usage proposed for the Dunn Street Pier is not considered economically viable
- develop the pier as a community and events space.

Comments did not support the development of the Dunn Street Pier, especially in light of the justification given in the draft UDF. People did not see why major streets leading to the wharf must end in piers, and stated that just because a pier historically existed in this location does not mean that it should be rebuilt. People did not share the draft UDF view that the development of the pier would improve the linkage between the CBD and the Cove. An additional reason for opposition was the impact the development would have on the vista across the Cove, which was felt to conflict with the draft UDF principle of enhancing sightlines. The preferred activities in the draft UDF were not supported as the current provision of these activities within the area is thought to be adequate. An alternative use for this new pier was a community and events space.

Questions raised from the feedback:

Should Dunn Street Pier be developed?

Are community, cultural activities, and events viable alternatives to the preferred activities in the draft UDF?

Franklin Wharf

Franklin Wharf Walk

Themes and issues arising from the feedback were:

- the proposed walkway is a good idea and should be of substantial width and clearly marked
- the current pedestrian route should be retained
- covered walkways should be constructed to allow pedestrians to walk in all weather
- the proposed Watermans Dock bridge is not necessary
- the Watermans Dock bridge would affect the mooring of boats in the dock.

The Franklin Wharf walk was broadly supported. Concern over potential conflicts with traffic prompted some people to stress the importance of a clearly marked walkway of substantial width. The benefits of Watermans Dock bridge were not acknowledged by some people, and there were comments on the potential conflicts with mooring boats such as the *May Queen*. The natural deviation in the walkway around Watermans Dock was not seen as an impediment, and was preferred to the more direct route proposed in the draft UDF. Those supporting the footbridge were concerned whether it would be wide enough to allow people to stop without interrupting two-way thoroughfare. A themed walk including information panels was suggested, and the desire for shelter and provision of seating and public toilets along its length was also expressed.

Questions arising from the feedback:

Is Watermans Dock footbridge an essential part of Franklin Wharf Walk?

What is the route of Franklin Wharf Walk and will there be activities and facilities associated with it?

Montpelier Retreat Car Park

Themes and issues identified from the feedback were:

- the car park at Montpelier Retreat is a reasonable suggestion providing car parking space is maximised
- there is concern over the height of a multi-storey complex
- impacts on traffic flow within the area are of concern
- this is the site of Reverend Knopwood's house and almond tree; this heritage should be considered in the development.

The car park at Montpelier Retreat was supported in the context of reducing total parking on the floor of the Cove. Some support for mixed usage of the development was given.

Specific areas of concern were height, conflicts with pedestrians and implications for traffic flow within the area. Maximising the car parking spaces, development of underground levels, and setting the entrance back from the street were raised as methods for minimising height and reducing potential conflicts with pedestrians. A traffic study was also suggested to assess the implications for traffic flow in the area.

An additional concern was the heritage aspects of Reverend Knopwood's house and almond tree, which should be considered in the development of this site.

Questions raised from the feedback:

How will heritage, traffic flow, pedestrian conflicts and height concerns be addressed?

Landmark Pavilion

Themes and issues arising from the feedback were:

- leave the area as open space
- the pavilion would obstruct water views
- locate the pavilion between the Princes Wharf Sheds or behind Princes Wharf 2
- the proposed use of the pavilion should be clear.

Many people felt the benefits and intended use of the Landmark Pavilion were not clear, and support for the proposal was mixed. Development of the site as open space was suggested, to enable the preservation of views. Alternative sites were suggested for this development, including between the Princes Wharf Sheds or behind Princes Wharf 2.

Should this site be developed?

What are the benefits of the Landmark Pavilion?

Brooke Street Pier

In the Waterfront Questionnaire, the majority (> 50%) of people expressed high agreement with the draft UDF proposals relating to a ferry terminal. Feedback received in the questionnaires and written submissions also indicated that a number of people felt the UDF did not satisfactorily address their concerns. Reasons for objection to the UDF proposal are included in the summary given below.

Themes and issues arising from the feedback were:

- the current Brooke Street Pier should not be removed

- the proposed development is too big and blocks sightlines
- a single pier is not a viable proposal.

Some people did not agree with the removal of the existing Brooke Street Pier as it would destroy the heritage of the last remaining timber pier within the Cove. Others opposed this development because of the implications of a solid structure on this site for sightlines across the Cove. Many people supported a ferry terminal, but commented that one integrated pier with a number of operators was not a viable option, and proposed a number of smaller piers as an alternative.

Questions raised from the feedback:

How will a single integrated ferry pier result in less impact than a number of smaller piers?

Transport Hub

Themes and issues arising from the feedback were:

- coach traffic may be inappropriate within Franklin Wharf
- is the proposed transport hub large enough to accommodate growth
- location of the transport hub.

While a need for an integrated transport hub within the Cove was generally acknowledged, there was some concern that coach traffic was not appropriate within the wharf area. There was some question over whether general public transport would be offered in conjunction with tourist transport. The location and size were factors people thought needed further consideration in the UDF.

Questions arising from the feedback:

What is the proposed form and location of the visitor transport hub?

Road Closure and Opening

Themes and issues arising from the feedback were:

- opening Hunter St could affect pedestrian and cyclist movement
- road closures are supported but concern is raised at the affect this will have on other roads surrounding the area, eg Davey and Macquarie Streets.

Reopening Hunter Street and closing the connection between Morrison Street and Montpelier Retreat were

broadly supported. Some concern over the implications for pedestrians and cyclist movement at Hunter Street was raised, together with concern over how the road closure would affect traffic on surrounding streets.

Questions raised from the feedback:

What are the implications of opening Hunter Street and closing the connection between Morrison Street and Montpelier Retreat for broader traffic movements?

East End

Macquarie Wharf 1

Themes and issues arising from the feedback were:

- the building should be renovated
- the height should remain low
- the area should remain open to public access
- demolish the building and create open space
- suggested activities for Macquarie Wharf include a cruise ship terminal, deep-water shipping services, a fish market, an aquarium, fishing fleet and small ship berthing, a new TMAG and conservatorium of music
- no accommodation at this site.

While there was broad support for the development of this site, some people believed the structure should be demolished and converted to open space to result in a full vista of Hunter Street. Comments on the development concerned the maintenance of a low height and public access. Additional activities were suggested to those proposed in the draft UDF (see above) and visitor accommodation was not supported in this location. Some people felt that redevelopment of Macquarie Wharf 1 would remove the requirement for the Dunn Street Pier.

Questions raised from the feedback:

Does the development potential of Macquarie Wharf 1 remove the requirement for the Dunn Street Pier?

Art School Car Park

Themes and issues arising from the feedback were:

- do not develop this site
- develop the site as public open space
- develop the site as student accommodation and offer it as tourist accommodation during university holidays

- design of the building is of key concern – it should complement the area
- the proposed use of this site should be clear.

There was mixed support for the inclusion of the Art School Car Park as a potential development site. Some were concerned that it would reduce the light entering the Art School and spoil the facade of existing buildings in Hunter Street. Others felt the site had merit as a student accommodation facility, provided the design complemented the area. An alternative suggestion was development of this site as open space. People did not clearly understand what the UDF proposed for this site.

Questions raised from the feedback:

Should this site be developed?

What activities are preferred for this site?

Evans Street Car Park

Themes and issues arising from the feedback:

- the height of a multi-storey car park is of concern
- the distance of the car park from areas of interest within the Cove and the CBD is of concern
- a car park may not be the best utilisation of this site.

While the proposed Evans Street Car Park was broadly acknowledged as reasonable development for this site, there was concern over height and the distance of the building from areas of interest. Some people believed that it would not be highly utilised unless it was well integrated with public transport to other areas. It was also thought that the UDF had not investigated the alternative development potential of this site as it is considered prime real estate.

Questions raised from the feedback:

Is a car park the best utilisation of this development site?

If this site is developed as a car park, will additional transport options be provided?

OTHER

This section deals with feedback which fell outside the scope of the UDF. These comments were mainly received in the submissions or raised under question 8 of the Waterfront Questionnaire as vital elements overlooked by the draft UDF.

Project Area

Themes and issues arising from the feedback:

- The boundary of the UDF area should be extended.
- Some comments expressed the view that the UDF boundary area was not broad enough. Other sites suggested for inclusion were the CSIRO, the rail yards and Macquarie Point, Battery Park, St Davids Park, Franklin Square, Mawson Place, the Grand Chancellor/Concert Hall block and the Regatta Grounds.

Questions raised from the feedback:

Should the UDF boundary area be extended?

Vision

Themes and issues arising from the feedback:

- the draft UDF lacks vision
- the draft UDF requires a long-term vision that integrates the Cove and extends beyond the Cove.

Some criticism was received over the lack of vision expressed in the draft UDF. People voiced the opinion that a long-term vision was required to preserve the history within the Cove and to integrate future developments within and beyond the Cove.

A vision for a cultural precinct was suggested.

Questions raised from the feedback:

Should the UDF be underpinned by a vision for the Cove?

Consultation Process

Themes and issues arising from the feedback:

- public consultation should not have been held over the summer holiday period
- the consultation period was not long enough
- the consultation process should be transparent and the results should be made available to the public
- Registration of Interest should not have been held at the same time as public consultation
- the questionnaire was weighted towards agreement with the draft UDF
- further consultation is required after the final draft UDF is prepared.

The consultation process was criticised for being too short and for being held at a time of year when results are likely to be biased from an increased tourist and decreased resident population within the Cove. There was a call for results of the consultation to be made public and for future consultation after release of the final UDF. Some were critical of the structure of the Questionnaire, believing it to be weighted towards agreement with the draft UDF, and only inviting comment on the draft UDF's content. The timing of the Registration of Interest process was also criticised.

Questions raised from the feedback:

What communication will there be with the public throughout the remainder of the Project?

Will there be further consultation opportunities?

Timeframe of Development

Themes and issues arising from the feedback:

- the timeframe of development is too rushed
- the timeframe of development is unclear.

Some comments were received on the timeframe of the development, with some people believing it is too rushed, while others were uncertain when development was proposed to begin. An alternative perspective, that the Government should stop procrastinating and just get on with it was also expressed.

Questions raised from the feedback:

What is the proposed timeframe for development within the Cove?

Private Investment

Themes and issues arising from the feedback:

- the waterfront should not be sold off to commercial private investors
- the current real estate boom should not be a factor in determining the fate of the waterfront – as a public asset Sullivans Cove is irreplaceable
- some privatisation should be considered if it provided money to develop public spaces
- there is a lack of trust in private investors, therefore public ownership should be maintained.

Private investment was raised as an issue, with many people concerned over the potential level of private investment within the Cove. Some people felt the

Government's motivation for redevelopment was short-sighted, and driven by the potential to make money by selling off public assets during the current real estate boom. They were particularly concerned that private investment would result in a short-term financial gain that could potentially cause widespread harm to the heritage and atmosphere of the area. Private investors were largely viewed as untrustworthy, changing their plans once approved, not taking the public's views into consideration and restricting access to the area. An alternative perspective was that some private investment could be considered if the money gained from the sale of assets was used in the development of public spaces.

Questions raised from the feedback:

Will private investment be considered for all potential development sites?

Heritage

Themes and issues arising from the feedback:

- heritage issues were not acknowledged in the draft UDF and should be paramount in the redevelopment process
- historic buildings should be preserved
- there should be evidence of past activities and traditional uses within the Cove
- evidence of the original foreshore is desired
- panels displaying information on the history of the Cove are desired
- archaeological significance should be identified and assessed before development occurs
- cultural heritage should be maintained or enhanced.

Some comments suggested that cultural and heritage values had not been adequately addressed by the draft UDF. Heritage values were viewed as an area that should be considered in the development of the waterfront, particularly the preservation of historic buildings and archaeologically significant sites, and providing evidence of past activities. Information panels on the waterfront's unique history such as Aboriginal culture, European settlement, convicts, sealing and whaling, and Antarctic exploration were suggested.

Questions raised from the feedback:

Will cultural and heritage issues be further addressed in the final UDF?

Design Assessment

Themes and issues arising from the feedback:

- design should be sympathetic to the existing streetscape
- design principles should be included in the UDF, new buildings should reflect history and have state-of-the-art efficiency (eg energy efficiency)
- a design committee should assess development proposals.

People were concerned that the design of new developments should be in keeping with the existing architecture within the Cove. It was suggested that principles governing the design of buildings should be incorporated into the UDF and that a committee be established to oversee and approve the design of each development.

Questions raised from the feedback:

How will new developments be assessed to ensure good design?

Amenities

Themes and issues arising from the feedback:

- links with existing facilities and services should be addressed in the UDF
- public toilets with infant facilities are required
- provide more seating, some covered, all around the Cove and particularly at the water's edge
- provide tables, some under cover, to cater for picnics and BBQ facilities are also desirable
- drinking fountains are desired throughout the Cove
- provide more play areas for all ages – kids activities, teenage activities, roller blade lanes, cycling lanes, pram hire and minding, maze games, chessboard tables
- provide better Cove lighting to increase security within the area.

The desire for additional amenities within the Cove was expressed, particularly well-maintained public toilets throughout the entire area, lighting, seating and tables. A desire for more play areas, drinking fountains and BBQs was also expressed. It was suggested that links with existing facilities and services be addressed in the UDF.

Questions raised from the feedback:

Will the provision for improved amenities within the Cove be addressed by the UDF?

Tenure

Themes and issues arising from the feedback:

- ownership of potential development sites
- sites that are currently publicly owned should remain publicly owned
- what will be the nature of sale of development sites.

A number of people wanted to know who owned each of the potential development sites, and whether they would be sold, or leased on a long-term basis.

Questions raised from the feedback:

Will sites be sold or leased?

Zero Davey

Themes and issues arising from the feedback:

- the exercise of discretion to allow approval of additional storeys on Zero Davey
- lack of confidence in regulations guiding future development.

The construction of Zero Davey was very topical. Feedback centred on the approval of additional storeys that resulted in a building considered too high for the area. Many people no longer have confidence in the planning scheme to control building height.

Questions raised from this feedback are addressed in the section relating to building height.

Mawson Place

Themes and issues arising from the feedback:

- Mawson Place is a sterile, uninviting and under-utilised area
- Mawson Place should be redesigned as a more people-friendly area.

A lot of criticism was received on Mawson Place, with many people suggesting it should be included as a potential development site, redesigned as a more people-friendly area. Criticism included that the area is under-utilised, exposed to harsh elements such as wind and sun, and is not comfortable or attractively designed.

Questions raised from the feedback:

Should Mawson Place be included in the UDF as a potential development site?

The Tram

Themes and issues arising from the feedback:

- the tram is largely opposed
- the current proposal for a tram operating within the Cove is opposed, however an alternative route may be feasible.

Many comments were received on the tram. Many people wanted to know why it wasn't incorporated into the UDF, and most expressed their opposition to the tram project. Some people only opposed the tram if it operated within the Cove, and suggested alternative routes where it may be viable.

Questions raised from the feedback:

Why wasn't the tram included in the draft UDF?