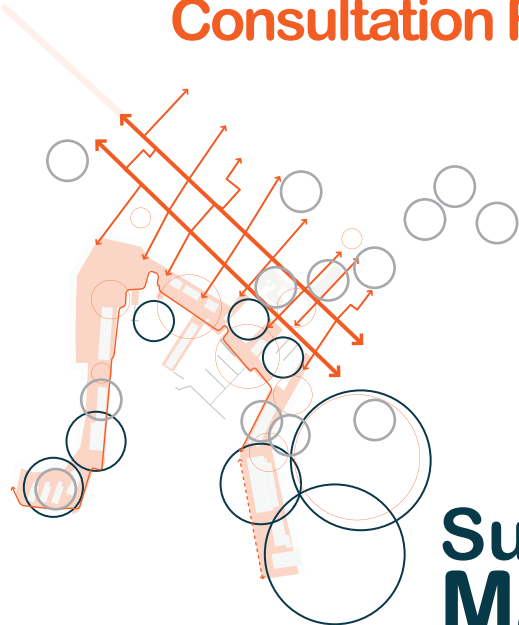


Consultation Feedback Report

AUGUST 2010



for the **Draft**
Sullivans Cove
Master Plan

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Introduction



This Feedback Report documents and analyses the feedback received in response to the public release and exhibition of the draft Sullivans Cove Master Plan.

2. Background

The project to develop the Sullivans Cove Master Plan was instigated at the request of the Premier, David Bartlett, who, in his address at the Hobart Waterfront Breakfast on Friday 18 July 2008, announced a review of planning and development on the Hobart waterfront and expressed a desire for a Sullivans Cove Master Plan.

The report from the Secretaries of the Departments of Premier and Cabinet, Treasury, and Justice, released on 10 October 2008, outlined the results of the review and reiterated the need for a Master Plan, noting that it would be a critical factor in addressing a range of issues arising from historical and current governance arrangements for the waterfront.

The project to develop the Sullivans Cove Master Plan commenced in May 2009 and was led by Peter Poulet, the Tasmanian State Architect, on behalf of the State Government.

The purpose of the Master Plan is to establish a strategic planning framework that will guide change in a holistic and sympathetic manner without precluding opportunities.

The draft Sullivans Cove Master Plan addressed the whole of the Sullivans Cove planning area and considered the relationship between the waterfront, the city and beyond. It emphasised improvements to public places, and provided high-level information about specific sites and their potential future redevelopment.

On 22 December 2009, the Premier formally launched the draft Sullivans Cove Master Plan, and the document commenced a period of public exhibition and consultation, which concluded on 12 March 2010.

The submissions received during the consultation period, and analysed within this report, contributed to the finalisation of the Sullivans Cove Master Plan.



3. Consultation Approach

3.1 Opportunities for Participation

The draft Sullivans Cove Master Plan was developed collaboratively, and is the result of extensive consultation, including expert advice from a number of reference groups and ongoing engagement with individual stakeholders.

A list of reference group members is at Appendix 6.1.

The draft Sullivans Cove Master Plan was released for public comment on 22 December 2009 with a closing date for submissions of 12 March 2010.

Key stakeholders and members of the Project reference groups were mailed a copy of the draft Sullivans Cove Master Plan and invited to provide comments for consideration during the finalisation of the document.

The document was also the subject of an exhibition installed on Franklin Wharf, as shown in Figure 1.

Large panels highlighting key aspects of the draft Sullivans Cove Master Plan were fixed to the exterior of a shipping container as shown in Figures 2 and 3.

The exhibition was in-situ for the duration of the consultation period, and the site was chosen for its high visibility and with regard to public safety and cross-Cove movement.

The exhibition was advertised on the Department of Justice website and its launch by the Premier received extensive local television and newspaper coverage.

Visitors to the exhibition were invited to submit their comments either in writing or by email, and for those unable to visit the exhibition, the complete draft Master Plan document along with additional background information was published on the Department of Justice website.



Figure 1: Exhibition Site.

3.2 Level of Response

In total, 21 submissions were received on the draft Sullivans Cove Master Plan during the consultation period.

A list of those who provided a submission is at Appendix 6.2.

3.3 Data Analysis Approach

The submissions provided qualitative information, which included critical analysis, comments on elements that respondents liked or disliked, as well as suggestions for how the document could be improved.

The submissions were collated, and the comments were structured in relation to the individual sections of the draft Master Plan or the particular issue.

A number of the comments received expressed similar viewpoints, and, where appropriate for the purposes of discussion, these have been amalgamated to single statements.

All submissions were included in the data analysis and received equal weighting.



Figures 2 & 3: Exhibition Panels.



4. What We Heard

4.1 Introduction

Feedback on the draft Sullivans Cove Master Plan was generally positive, with the majority of respondents supportive of the proposed Vision, Principles and Directions.

Some aspects of the draft Master Plan however, received a mixed response, generating feedback that strongly agreed or disagreed.

The feedback has been discussed below in accordance with the relevant sections of the draft Sullivans Cove Master Plan. At the end of each section, responses to the feedback are outlined.

Where the feedback addressed the draft Master Plan in a general sense, or focused on issues outside the document's structure, it has been discussed under Other Issues (4.6).

4.2 Vision

There was general support for the three part Vision for the Cove, although one respondent suggested the addition of a fourth 'pillar', that of a 'vibrant, business, tourism and commercial precinct'.

It was also suggested that the introduction to the Vision recognise the Cove, which is Tasmania's most visited attraction, as a 'destination' of significance and that its iconic status be emphasised.

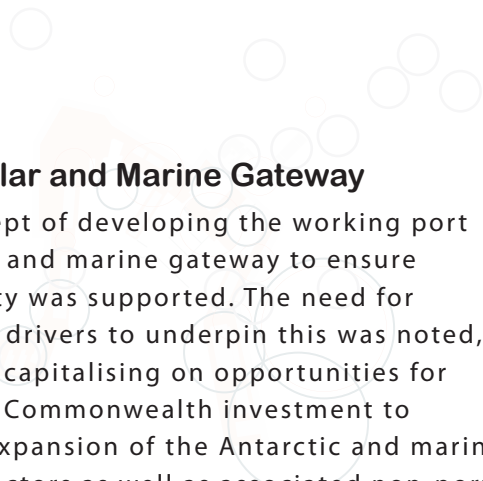
In addition, it was noted that practical considerations related to the security and access requirements of the working port may preclude the Cove becoming in its entirety: "above all a place for people".

Response:

The idea of adding a fourth part to the vision was not supported. The suggested addition reflects the Cove's current attributes and was already clearly outlined in the Vision's introduction. The three part Vision identifies new opportunities for how the Cove could evolve.

The Master Plan's introduction includes recognition of the Cove's iconic status and role as a tourist hub, and 'destination' of significance.

The Vision was revised slightly to qualify the suggestion that the Cove is "above all a place for people".



4.2.1 Knowledge and Living City

This proposal was supported, although it was noted that it will be important that developments are located and managed in a way that is compatible with desired outcomes. For example: contributing to Cove activity, facilitating public access, and ensuring that institutional developments do not become monocultures.

It was also noted that any new developments should consider the proximity to, and the inherent characteristics of, the working port. Developments should be designed so that areas of potential conflict are mitigated and the integrity of working port activities is not impinged upon.

Response:

It was determined that no changes would be made to this section.

4.2.2 Polar and Marine Gateway

The concept of developing the working port as a polar and marine gateway to ensure its viability was supported. The need for economic drivers to underpin this was noted, including capitalising on opportunities for State and Commonwealth investment to support expansion of the Antarctic and marine science sectors as well as associated non-port activities.

It was also noted that in pursuing the polar and marine gateway it will be important that options for other future port activities are not precluded.

It was noted that the wharf areas signified in the map as being for the berthing of Antarctic and Southern Ocean vessels are also used for naval vessels, international fishing vessels and cruise ships amongst others. It was suggested that the map key be modified to reflect the diversity of vessels that use the wharves.

Response:

The Polar and Marine Gateway map was modified to reflect the diversity of vessels that are berthed at the various wharves.



4.2.3 Integrating Urban Space

The emphasis on improving the quality of the streets and the places people meet was generally supported.

The proposed broad waterside walk was also supported, however, it was noted that in some areas, public access may be constrained by the requirements of port operations.

The proposal to reduce speed limits to 40kph in the central area of the city grid and along sections of Macquarie and Davey Street polarised respondents, being either enthusiastically supported or vehemently opposed, with some expressing the belief that reducing the speed limit would cause major flow-on traffic problems, especially during busy periods.

The proposed 30kph zone on the Cove floor also received a mixed response, with some feedback suggesting that the limit should be further reduced to 20kph, while others felt that 40kph would be more appropriate.

Note: a 30kph speed restriction has recently been implemented on the apron of Franklin Wharf as part of a joint project between the Sullivans Cove Waterfront Authority and Tasports.

The draft Sullivans Cove Master Plan focused on reclaiming Macquarie Street as a means of reuniting the city and the Cove. Many respondents however, noted that the issues that affect Macquarie Street apply equally to Davey Street. It was considered that mitigation actions should also be developed for Davey Street.

Response:

The proposal to reduce speed limits was discussed with traffic experts from the Department of Infrastructure, Energy and Resources during the development of the draft Master Plan.

The Master Plan's Implementation Strategy will recommend that extensive traffic modelling is conducted to confirm that disruptions to traffic flow will be minimal.

Davey Street, and the issues affecting it, was given additional prominence.

4.3 Master Plan Principles and Directions

4.3.1 Active Waterfront

The retention of the working port and the proposed principles and directions were supported.

One respondent however, felt that the draft Master Plan inadequately addressed the importance of the working port and the contribution made by business, tourism and commercial activities in the Cove.

It was also suggested that a clear definition of the working port be included in the Master Plan, the following was proposed:

“Any area of land (including the water thereon) and infrastructure, the primary purpose of which is to:

- *berth marine vessels*
- *provide for the safe and secure navigation of marine vessels*
- *load and unload cargo of whatever kind, including water supply and waste*
- *transit of passengers and crew*
- *house the storage of cargoes and goods of whatever kind*
- *servicing and maintenance of marine vessels.*

The environment of a working port includes 24 hours per day, seven days per week use and activity, widespread safety and security issues, noise and odours, and includes impacts on visual amenity.”

There was broad support for the development of a cruise ship terminal and upgraded ferry infrastructure.

Other suggestions included moving the Tasmanian wooden boat school and relocating the maritime museum to more prominent positions on the Hobart waterfront.

Response:

The importance of the working port and its contribution to the Cove is embedded throughout the Master Plan.

Additional recognition of business, tourism and commercial activities was included in the introduction to the Active Waterfront section.

A definition of ‘working port’ was included as a footnote within the Master Plan.



4.3.2 Spaces and Buildings

The possibility of developing the City Hall as a public reading room met with general support, although it was suggested that this be framed as one of many potential options for the site.

The proposal to incrementally reduce car parking on the Cove floor while increasing car parking opportunities on the periphery of the Cove, met with a mixed response.

While many respondents felt that reduced parking would enhance the amenity of the Cove as a public space, some interpreted this principle to mean that all car parking would be removed from the Cove floor, which would severely impact upon the viability of the Cove's businesses.

It was suggested that the Master Plan's urban design principles be amended to include an emphasis on health, active living and well being: creating an urban environment that encourages walking, cycling, social interaction and other physical activity.

Response:

The Direction to redevelopment City Hall as a public reading room was rewritten.

It is proposed that the total amount of car parking within the Cove is reduced. However, it is intended that adequate car parking will be retained to meet the needs of the Cove's businesses. The Principle was revised to clarify this.

A Principle encouraging urban design outcomes that support active living was included.

4.3.3 Making Connections

It was suggested, that this section's opening statement: 'the Cove's connections to the city centre have historically been less important', is technically incorrect, and that the connecting streets (Murray, Elizabeth, Argyle and Campbell) have also been critical to the growth patterns of the city.

It was noted that these streets, which historically all ended in piers, provide both visual and physical connections between the city centre and the waterfront.

There was general, but not unanimous, support for the principle of giving increased priority to the ease and safety of pedestrian movement within the Cove, although one respondent questioned the concept of 'shared space' suggesting that the needs of vehicles, cyclists and pedestrians were inherently incompatible.

It was noted that opportunities for additional seating, shade and shelter, including trees, should be considered along desired walking routes to increase amenity and address microclimate issues, particularly during the winter months.

The issue of creating additional cycling paths also received a mixed response, with some respondents questioning the need for extra facilities, given Hobart's aging population and hilly landscape.

Others however, were supportive of the concept and noted that the development of an integrated network would be expected to increase the level of use on existing cycle paths.

The retention of the rail corridor was supported, and several respondents noted the need for a greater emphasis on the use of public transport to support the desired increase in the use of sustainable transport. It was proposed that redevelopment of the Hobart Railyards could incorporate a public transport hub, potentially including a terminus for a light rail service from the northern suburbs.

There was support for the development of mid-block crossings, although concerns were expressed about pedestrian safety and the impact on traffic flows. As an alternative, one respondent suggested that overhead walkways be installed to reduce the impact of the couplet on pedestrians, while others suggested that scatter crossings be installed at the major intersections, where Elizabeth and Murray Streets cross Davey and Macquarie.

Response:

This section's opening statement was revised.

Investigation of opportunities to include additional seating, shade and shelter along desired walking routes was included as a new Direction in this section.

The Direction proposing improved cycle connections was amended to note that any new cycle paths should be consistent with the Hobart Regional Arterial Bicycle Network Plan.

Increased emphasis was placed on public transport opportunities and the potential for a public transport hub on the Hobart Railyards site was noted in the relevant section of the Appendices.

The Master Plan's Implementation Strategy will recommend that modelling be undertaken to evaluate the potential for mid-block and/or scatter crossings.



4.3.4 A Place for People

There was general support for focusing on a more people oriented Cove and it was suggested that equity of access be included as an underpinning principle in order to prevent gentrification, and the Cove becoming only a place for the elite.

The proposal to promote a variety of inner city living opportunities was also supported. It was noted that the creation of urban recreation opportunities should also be encouraged.

The principle of encouraging outdoor dining received mixed support, with some respondents noting that the current arrangements often obstruct the ease of pedestrian movement along Salamanca Place. It was suggested that the road reservation be reduced and the footpath be widened to alleviate this issue.

The principle of promoting opportunities for public art in the Cove was generally supported, although some respondents expressed concerns over the 'type' of art that might be considered. It was noted that the Cove's roles as an artistic hub should be emphasised, including a principle of protecting existing art spaces, studios and activities.

It was also suggested that the Direction to develop a policy for public art be expanded to include interpretative features, and it was noted that a policy to regulate commercial signage, including sandwich boards should also be developed.

Response:

The Master Plan's Implementation Strategy will recommend that traffic experts from the Department of Infrastructure, Energy and Resources, in conjunction with Hobart City Council, evaluate potential changes to the width of the road reservation and footpath on Salamanca Place.

Recognition of the Cove's role as an artistic hub has been included in the Principle to promote opportunities for public art in the Cove.

The Sullivans Cove Planning Scheme 1997 already contains statutory provisions to guide the installation of commercial signs within the Cove.

4.4 The Master Plan

The Master Plan diagram was generally supported as an effective visual summary of the draft Master Plan document. Several respondents however, took issue with aspects of the map.

As noted in section 4.2.3 (above), the draft Master Plan's focus of Macquarie Street was seen by several respondents as an anomaly. It was noted that Davey Street is equally significant and problematic, and should be indicated as such. It was suggested that similar mitigation and remediation measures should be proposed for both streets.

Also noted previously (4.2.3), the proposed reduction in speed limits to 40kph in the city grid, and along a section of Macquarie and Davey Streets, received a mixed response. Some respondents felt that the couplet's role as Hobart's principle arterial route precluded any speed reduction, as the impact upon traffic flows throughout the city centre would be significant.

Other respondents were supportive of the proposal, and it was noted that during peak periods traffic rarely moves at more than 40kph, and the primary impact of speed limit reductions would be during non-peak times. It was felt that the reduced vehicle speeds would also provide greater opportunities, through extended 'walk' periods, for pedestrians to cross the road.

It was also suggested that the proposed area of reduced speed limit on Davey and Macquarie Streets be extended to end at Hunter or Evans Street rather than at Campbell Street.

The map's key indicates that the Hobart Railyards site could be remediated as a mixed use development, potentially including, amongst other uses, hotel accommodation. While many respondents noted their support for this proposal, others disputed the need for additional hotel accommodation on the waterfront.

Respondents suggested some minor changes to the map, including:

- extending the rail corridor graphic closer to Evans Street
- reviewing the colour palette
- inserting a more prominent North point.

Response:

The Master Plan diagram and key were amended to accord Davey Street additional prominence

The Master Plan's Implementation Strategy will recommend that extensive traffic modelling is conducted to confirm that disruptions to traffic flow will be minimal.

The potential for hotel accommodation on the Hobart Railyards site has been retained.

The proposed area of reduced speed limit on Davey and Macquarie Streets was extended to end at Evans Street.

The Master Plan diagram's colour palette was revised and the rail corridor graphic was extended.



4.5 Where to From Here

Respondents suggested that, given the high-level strategic nature of the draft Master Plan, this section should be expanded to include Directions for next steps to ensure that the document has practical application and will contribute to positive outcomes in the Cove. It was noted that this could include outputs such as:

- an Implementation Strategy for the Master Plan
- a review of the Sullivans Cove Planning Scheme 1997
- a Conservation Policy for the Cove
- social research and economic modelling
- a program for development.

Response:

This section was expanded and a series of next steps and proposed outputs were developed.

The Master Plan's Implementation Strategy will recommend a program of actions to be undertaken, and identify the parties who will be responsible for implementing them.

4.6 Master Plan Appendices

4.6.1 Background

It was suggested that the Settlement section be expanded to include additional historical maps: showing the original shoreline and rivulet course as well as the pattern of settlement growth.

It was felt that these maps would provide valuable contextual information and further emphasise the central role that the Cove has played in the development of the city of Hobart.

It was also suggested that the map, which illustrates places of cultural significance, be amended to include all the sites and places listed on the Tasmanian Heritage Register.

Response:

The Settlement section was expanded to include additional historical maps showing the original shoreline and the pattern of settlement growth.

The map showing places of cultural significance was removed and replaced with photographs of key sites of cultural significance.

4.6.2 Sites and Places

There was general support for the Principles and Directions identified for the sites and public places identified within the draft Sullivans Cove Master Plan.

It was suggested however, that the draft Master Plan focused too intently on identifying opportunities for development and was insufficiently attentive to the areas in between, with the potential for undesirable incremental change.

Respondents also made comments and suggestions about the specific sites and places identified within the draft Master Plan, including the Principles and Directions proposed for those sites.

Princes Wharf No 1 Shed

There was support for the redevelopment of the Shed as a public events space.

It was noted that clarification is required of an apparent contradiction between a Principle, which states that car parking is not an appropriate use for the Shed, and a Direction, which states that car parking will be rationalised.

It was also noted that any redevelopment of either Princes Wharf No 1 or No 2 Shed should not impinge upon secure access to the wharf edge for working port activities.

Response:

The relevant Principle and Direction were amended to clarify the issue of car parking.

Protection of secure access to the wharf edge was emphasised in the relevant Principle for Princes Wharf No 1 and No 2 Shed.



Montpelier Retreat

It was suggested that the Principles for this site could include investigating opportunities for designs that are informed by earlier urban forms, including realigning or narrowing the road reservation of Montpelier Retreat.

Response:

It was decided that no changes would be made to the Principles for this site.

Salamanca Place and Parliament Lawns

Some respondents suggested that the Salamanca Place road reservation be reduced to allow for the footpath to be widened along the edge of the historic warehouses. It was felt that this would resolve current issues with outdoor dining furniture, by creating more space to facilitate the ease of pedestrian movement.

It was also suggested that:

- changes be made to the road network to allow the original semi-circular shape of the Parliament Lawns to be reinstated
- opportunities for improving lighting within the lawns be investigated.

Response:

Implementation of a lighting scheme and reduction of the road reservation along Salamanca Place were included as potential capital works.

Parliament Square

The validity of the Principle that 'new uses should not compete with retail in the city centre' was questioned.

Respondents considered competition to be healthy and it was noted that any resulting shift of the heart of the CBD towards Parliament Square, was not necessarily a bad thing and may help reconnect the Cove and the city centre.

Response:

The Principle that 'new uses should not compete with retail in the city' was deleted.

Brooke Street Ferry Pier

It was suggested that a Principle be added to reduce the number of buses and taxis parking on Franklin Wharf, particularly in the area of Brooke Street. It was felt that Morrison Street was a more appropriate, and not inconvenient, venue for passengers to embark and disembark.

Response:

It was decided that no changes would be made to the Principles for this site.

Mawson Place and Surrounds

Some respondents criticised the current shade structure on Mawson Place, noting that it did not visually fit with the rest of the Wharf Apron.

It was suggested that the Tourist Information Centre be relocated to the ground floor of the Marine Board Building and that opportunities to increase activation within Mawson Place and of the Waterfront Pavilion be investigated.

Response:

It was decided that no changes would be made to the Principles for this site.

Franklin Square

Concerns were expressed over the proposed mid-block crossing of Macquarie Street to Franklin Square, with it being suggested that it could be hazardous for pedestrians.

It was also suggested that this connection would not be consistent with the Franklin Square Conservation Plan (2007) and may compromise the integrity of the Square's original layout.

Response:

Investigation of issues implied by the proposed mid-block crossing will be included as an action in the Master Plan's Implementation Strategy.

Macquarie and Connecting Streets

The potential for Macquarie Street to act as a central spine and unify the Cove and the city centre was generally supported.

However, the proposal to implement traffic calming measures, and broaden the width of footpaths met with a mixed response.

A number of alternative measures were suggested, including:

- the construction of tunnels for vehicles on Davey and Macquarie Streets
- re-routing through traffic around the city centre
- building either an overpass or underpass for pedestrians.

As noted previously, the proposed reduction in speed limits to 40kph in the city grid, and along a section of Macquarie and Davey Streets, received a mixed response from respondents.

Also noted previously, it was suggested that additional emphasis should be placed on Davey Street, which poses an equal hazard and barrier to pedestrian movement between the Cove and the city.

Response:

Davey Street, and the issues affecting it, was given additional prominence.

The Master Plan's Implementation Strategy will recommend that extensive traffic modelling is conducted to confirm that disruptions to traffic flow as a result of reduced speed limits will be minimal.



City Hall

Respondents agreed with the need to increase the level of daily activity in City Hall and its central place in the City Hall Axis was noted.

It was suggested that a number of potential options be developed for City Hall rather than the single proposal for a public reading room. Proposed options included: use by the Tasmanian Museum and Art Gallery and as a new site for the maritime museum.

Response:

The Direction was amended to propose that opportunities to increase activation of City Hall be investigated.

Royal Hobart Hospital (Collins Street)

There was support for the proposal to investigate opportunities to reveal the Hobart Rivulet. It was noted that there are also opportunities to consider the heritage implications of the hospital itself.

Response:

It was decided that no changes would be made to the Principles for this site.

Macquarie Wharf No 1 Shed

It was suggested that the Shed would be an appropriate location for a wooden boat museum.

However, it was also noted that there is a project is underway, which is expected to see the Shed redeveloped as a mixed use space. An 'expression of interest' period recently concluded, and Tasports are in the process of assessing the suitability of proposals.

Response:

The current status of Tasports project to redevelop the Shed was included.

Art School Car Park

It has been proposed that the Macquarie Wharf No 2 Shed be redeveloped as a polar and cruise ship facility.

It was noted that any such facility will likely increase the demand for vehicle access, car parking and pedestrian walkways at the junction of the secure port area, requiring a significant redesign and upgrade of the Hunter, Evans Street link, the Art School Car Park and pedestrian routes connecting the Shed, Franklin Wharf and the city centre.

Response:

The Direction to develop urban design principles for the site was amended to include consideration of the relationship to Macquarie Wharf No 2 Shed and the implications of the proposed redevelopment of that Shed.

Hobart Railyards

There was support for the retention of the working port and protection of its boundary and buffer zones.

However, it was suggested that additional emphasis be placed on ensuring the retention of these buffer zones in order to mitigate any interface issues between the working port and any future mixed use redevelopment of the Macquarie Wharf No 1 and 2 Sheds or the Hobart Railyards: including noise, heavy vehicle traffic, dust suppression and spill lighting.

It was suggested that mitigating the externality effects of wharf activities should be considered in the preparation of development options.

Respondents supported retention of the rail corridor, and it was suggested that future uses of the Hobart Railyards should incorporate a public transport hub, potentially including a light rail service from the northern suburbs.

The redevelopment of the Railyards is seen as a major opportunity, although some respondents expressed concerns that it could simply be converted into a car park.

It was noted that, prior to any redevelopment, the relevant section of the Sullivans Cove Planning Scheme 1997 will require amendment. Currently the Planning Scheme contains only a limited range of permitted uses:

- transport terminal
- commercial port operations
- warehouse.

Similarly, the Planning Scheme prohibits a number of potential uses for a redeveloped Railyards site, including:

- education centre
- residential accommodation
- visitor accommodation.

It was noted that major economic drivers will be required to underpin the redevelopment of the Railyards site and also the upgrading of the wharf infrastructure at Macquarie Point, which is required in order to improve capacity.

It was suggested that the proposed expansion of the Antarctic and marine science sectors may provide attractive to Commonwealth investment and generate synergies with associated non-port activities such as relevant University faculties and support industries. There is also the potential for joint projects between the State and Commonwealth Governments as well as commercial investment.

Response:

Additional emphasis was placed on the protection of buffer zones.

A Direction to review the relevant section of the Planning Scheme was included.

A Direction to investigate opportunities for Commonwealth and State investment was included.





Cenotaph

One respondent suggested that the profile of the Tasman Highway be flattened, so that the land bridge could follow a level path between the Cenotaph and Domain.

Response:

It was decided that no changes would be made to the Principles for this site.

Other Sites and Places

It was suggested that Principles and Directions be developed for the small area of land between the ABC building and the Tasman Highway.

Response:

It was determined that this site would not be specifically identified in the Master Plan Appendices.

4.7 Other Issues

4.7.1 Detail, Modelling and Development Options

Some respondents felt that the draft Master Plan lacked sufficient detail and were critical that it did not contain comprehensive modelling to support the Principles and Directions, nor specific guidelines and proposals about the desired form of developments.

It was suggested that the draft Master Plan should promote investment opportunities within the Cove, providing a greater level of detail and guidance for prospective developers and communicating positive investment signals.

In particular, it was felt that the Principles and Directions for the Hobart Railyards do not sufficiently highlight the area as a future investment site for developers, nor do they outline any anticipated development timeframes for the site.

Similarly, it was suggested that specific sites be identified as opportunities for potential tourist accommodation developments.

Response:

The aim of the draft Sullivans Cove Master Plan is to generate general agreement for the direction in which the Cove will continue to evolve in the future.

Rather than providing a blueprint for development and investment opportunities, the draft Master Plan is a holistic strategic planning document that proposes a broad vision for how change could occur within the Cove.

The introduction of the Master Plan was revised to further clarify this point.

The Master Plan's Implementation Strategy will identify the need for modelling to be undertaken, so as to provide greater detail of investment opportunities and propose potential uses for specific sites and precincts, including for hotel accommodation.



4.7.2 Heritage

Some respondents felt that the draft Master Plan lacked sufficient recognition of the Cove's historic, cultural and archaeological heritage, especially given the extent of the Cove which is included in the Tasmanian Heritage Register, and the area of the Cove that has been nominated for inclusion on the National Heritage List.

It was suggested that the draft Master Plan be revised to explicitly embed heritage issues and values within the document: with Principles being developed to provide guidance for how contemporary development, spaces and buildings should best respond to those values, and new Directions, which could include conducting comprehensive heritage and archaeological surveys to update existing maps and listings.

It was also noted that the Cove's heritage values should be framed as an opportunity and potential design generator, rather than a constraint.

Response:

Recognition of the Cove's heritage values was more explicitly embedded within the Master Plan, and relevant Principles and Directions were developed.

4.7.3 Urban Design Framework

One respondent criticised the draft Master Plan for reflecting many of the same 'philosophical underpinnings' that were articulated in the Hobart Waterfront Urban Design Framework 2004 (UDF).

It was claimed that the draft Master Plan was based on a narrow idealistic vision for the Cove rather than an understanding of how it works, who uses it and how.

Response:

The draft Master Plan was developed through a collaborative and iterative process.

This included, distilling principles from a broad range of existing strategic planning documents, including the UDF, as well as extensive consultation with reference groups and individual stakeholders.

While the draft Master Plan includes a conceptual vision and high-level strategic framework, it also reflects local knowledge and a practical understanding of the Cove and its history, to articulate how the Cove should continue to evolve into the future.



4.7.4 Consultation Process

One respondent was critical of the Master Plan project's governance arrangements and the consultation process undertaken during development of the draft Master Plan. In particular, they cited the lack of business and tourism representatives on the Project Steering Committee and a belief that consultation was merely tokenistic.

Another respondent felt that the transparency and authenticity of the consultation process was undermined by the developments already occurring within the Cove. It was felt that the public should have been given the opportunity to comment, and the Master Plan finalised, prior to these developments commencing.

Response:

Business and tourism groups were represented on the project reference groups, and many individual stakeholders were also consulted.

All comments and views were considered during the development of the draft Master Plan.

There are several development projects underway or planned for Sullivans Cove, and it was not considered desirable that these projects should be put on hold pending the development of the draft Master Plan.

Each of the development projects currently underway conducted its own consultation process, which provided the public with an opportunity to have a say.



5. Next Steps

The information contained in this Feedback Report informed the process of finalising the Sullivans Cove Master Plan.

The document has been finalised and submitted to Cabinet for endorsement.

This marks the conclusion of the Master Plan project.

To undertake further work will require the allocation additional resources and funding. Subject to their availability, the proposed next steps may include:

- undertaking a review of the relevant statutory planning documents to ensure that they are consistent with the Vision, Principles and Directions proposed by the Master Plan
- developing an Implementation Strategy, which will add detail to the broad principles and guidelines developed in the Master Plan and develop recommendations for further work: including economic and traffic modelling, investment opportunities and potential uses for specific sites, places and precincts.

6. Appendices

6.1 Reference Groups

Key Stakeholders Reference Group

- Bill Lawson & John Brennan, Polar Network
- David Quinn, Waterfront Business Association
- Neil Stump, Tasmanian Fishing Industry Council
- Mark Painter, Group Manager, Engineering Services, Hobart City Council
- Jennifer Storer, Redevelopment Project Manager, Tasmanian Museum and Art Gallery
- Simon Buxton, Director, Traffic and Infrastructure, Department of Infrastructure Energy and Resources (Shane Gregory, Acting Director)
- Peter Sheldon-Collins, Assistant General Manager, Resource and Infrastructure, Industry Development Division, Department of Economic Development and Tourism
- Pete Smith, Director, Heritage Tasmania, Department of Primary Industries, Parks, Water and the Environment.
- Katherine Hough, Director, Arts Tasmania
- Louise Wilson, Assistant Director, Policy, Department of Premier and Cabinet
- Bill Blaik, Parliament Square Project Manager, Department of Treasury and Finance
- Paul Kingston, Princes Wharf No 1 Shed Project Manager, Department of Treasury and Finance
- John Toohey, Manager: Property, Tasports
- Sue Chapple, Director Policy and Services, Information and Land Services Division, Department of Primary Industries, Parks, Water and the Environment.

Urban Design and Planning Reference Group

- Peter Fischer, State Planning Adviser, Department of Justice
- Barry Holmes, Manager Development Planning, Hobart City Council
- Rob McGauran, Head, Sullivans Cove Design Panel
- Nigel Bertram, Member, Sullivans Cove Design Panel
- Sandra Hogue, Member, Sullivans Cove Design Panel
- Leigh Woolley, Member, Sullivans Cove Design Panel.

Heads of Agency Reference Group

- Don Challen, Secretary, Department of Treasury and Finance
- Kim Evans, Secretary, Department of Primary Industries, Parks, Water and Environment
- Mark Kelleher, Secretary, Economic Development and Tourism
- Norm McIlpatrick, Secretary, Department of Infrastructure, Energy and Resources
- Rhys Edwards, Secretary, Department of Premier and Cabinet.

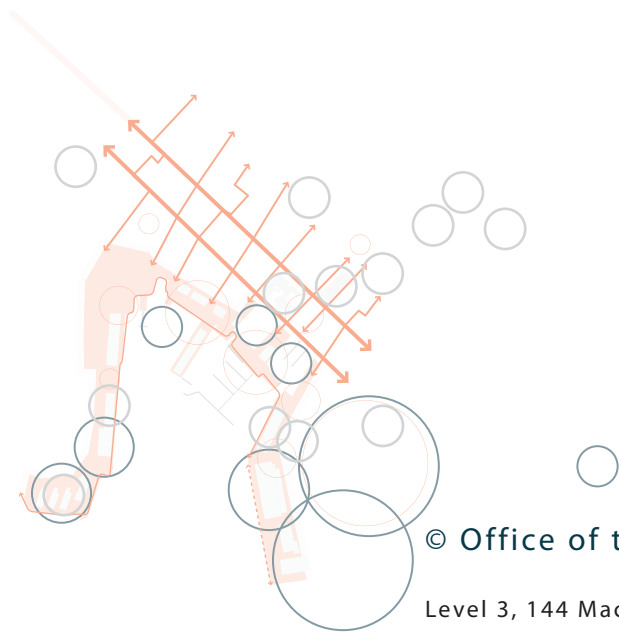
6.2 Submissions Received

Individual Submissions

- Keith Anderson
- John Latham
- Andrew Kerr
- Indulis Jekimovics
- Brian Hodgson
- Ian Addison

Organisational Submissions

- Hobart City Council
- Tasports
- Sullivans Cove Waterfront Authority
- Heritage Tasmania
- Tasmanian Heritage Council
- Department of Infrastructure, Energy and Resources
- Department of Economic Development, Tourism and the Arts
- Australian Institute of Landscape Architects
- Australian Institute of Architects
- Tasmanian Polar Network
- Tasmania Maritime Network
- Pedestrian Power
- Waterfront Business Community
- Wooden Boat Guild of Tasmania
- Hobart Northern Suburbs Rail Action Group.



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