



CITY OF HOBART

# **AGENDA**

## **Finance and Governance Committee Meeting**

### **Open Portion**

**Tuesday, 13 August 2019**

**at 4:30 pm**

**Lady Osborne Room, Town Hall**

## THE MISSION

**Working together to make Hobart a better place for the community.**

## THE VALUES

**The Council is:**

<b>People</b>	We value people – our community, our customers and colleagues.
<b>Teamwork</b>	We collaborate both within the organisation and with external stakeholders drawing on skills and expertise for the benefit of our community.
<b>Focus and Direction</b>	We have clear goals and plans to achieve sustainable social, environmental and economic outcomes for the Hobart community.
<b>Creativity and Innovation</b>	We embrace new approaches and continuously improve to achieve better outcomes for our community.
<b>Accountability</b>	We work to high ethical and professional standards and are accountable for delivering outcomes for our community.



---

## ORDER OF BUSINESS

---

**Business listed on the agenda is to be conducted in the order in which it is set out, unless the committee by simple majority determines otherwise.**

### **APOLOGIES AND LEAVE OF ABSENCE**

<b>1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY .....</b>	<b>4</b>
<b>2. CONFIRMATION OF MINUTES.....</b>	<b>4</b>
<b>3. CONSIDERATION OF SUPPLEMENTARY ITEMS .....</b>	<b>4</b>
<b>4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST .....</b>	<b>5</b>
<b>5. TRANSFER OF AGENDA ITEMS.....</b>	<b>5</b>
<b>6. REPORTS .....</b>	<b>6</b>
6.1 Battery Point Slipyards Masterplan - Conclusion of Consultation .....	6
6.2 Local Government Association of Tasmania - Amendment of Rules .....	167
6.3 ARRB Parking Review - Off Street, Residential and Commuter Parking - Results from Workshop .....	172
6.4 Procurement - Quotation Exemption Report.....	178
6.5 Southern Tasmanian Extreme Weather Event Update.....	186
6.6 Grants and Benefits Listing as at 30 June 2019 .....	191
<b>7. COMMITTEE ACTION STATUS REPORT .....</b>	<b>207</b>
7.1 Committee Actions - Status Report.....	207
<b>8. RESPONSES TO QUESTIONS WITHOUT NOTICE.....</b>	<b>220</b>
8.1 Electric Charging Stations.....	221
8.2 Elector Poll.....	223
8.3 Staffing Numbers - Restructure .....	225
8.4 Administration and Service Delivery Costs .....	227
<b>9. QUESTIONS WITHOUT NOTICE .....</b>	<b>229</b>
<b>10. CLOSED PORTION OF THE MEETING.....</b>	<b>230</b>

**Finance and Governance Committee Meeting (Open Portion) held Tuesday, 13 August 2019 at 4:30 pm in the Lady Osborne Room, Town Hall.**

**COMMITTEE MEMBERS**

Zucco (Chairman)  
Deputy Lord Mayor Burnet  
Sexton  
Thomas  
Dutta

**Apologies:**

**Leave of Absence:**

**NON-MEMBERS**

Lord Mayor Reynolds  
Briscoe  
Denison  
Harvey  
Behrakis  
Ewin  
Sherlock

**1. CO-OPTION OF A COMMITTEE MEMBER IN THE EVENT OF A VACANCY**

---

**2. CONFIRMATION OF MINUTES**

---

The minutes of the Open Portion of the Finance and Governance Committee meeting held on [Tuesday, 16 July 2019](#), are submitted for confirming as an accurate record.

**3. CONSIDERATION OF SUPPLEMENTARY ITEMS**

---

Ref: Part 2, Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*.

**Recommendation**

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the General Manager.

#### **4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST**

---

Ref: Part 2, Regulation 8(7) of the *Local Government (Meeting Procedures) Regulations 2015*.

Members of the committee are requested to indicate where they may have any pecuniary or conflict of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the committee has resolved to deal with.

#### **5. TRANSFER OF AGENDA ITEMS**

---

Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

A committee may close a part of a meeting to the public where a matter to be discussed falls within 15(2) of the above regulations.

In the event that the committee transfer an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

## **6. REPORTS**

---

### **6.1 Battery Point Slipways Masterplan - Conclusion of Consultation File Ref: F19/104949; 16/213**

---

Memorandum of the Manager Legal and Governance of 5 August 2019  
and attachments.

Delegation: Council



City of **HOBART**

## MEMORANDUM: FINANCE AND GOVERNANCE COMMITTEE

### Battery Point Slipyards Masterplan - Conclusion of Consultation

The purpose of this report is to present the final version of the Battery Point Slipyards master plan following the conclusion of the public consultation period.

The Council resolved to undertake a masterplan for the Battery Point Slipyards site. It engaged ERA Planning as a consultant to prepare a master plan. This was completed and in May 2018 the Council endorsed the draft masterplan.

Consultation was undertaken with the tenants on the site in relation to the content of the draft master plan and their feedback considered by ERA Planning. Some minor amendments were subsequently made to the master plan, although there is not universal support for the master plan from tenants.

The master plan was released during May and June 2019 seeking public feedback. Engagement was undertaken online through Your Say Hobart and in hard copy format at the City's offices. Promotion of the engagement was across multiple platforms.

A total of 68 people completed the online survey provided via Your Say. The majority of the responses collected by community members indicated they were either supportive (34%) or somewhat supportive (51%) of plan, 15% were unsupportive. In addition to the online survey, a number of written submissions were made to the City.

**Attachment A** to this report is the Community Engagement Summary Report which includes copies of the submissions made, with personal information redacted.

Some of the feedback provided requires a response given the issues they raised. Appropriate responses will be arranged.

All feedback was considered by ERA Planning and a report responding to the feedback was subsequently prepared. No substantive changes to the draft master plan were required.

**Attachment B** to this report is a copy of the report provided by ERA Planning in response to the community engagement feedback.

**Attachment C** to this report is a copy of the final Battery Point Slipyards master plan.

It is proposed that the Council adopt the final version of the master plan. It is also proposed given the nature of the recommendations contained in the master plan these be addressed as part of relevant Divisional work plans and therefore no specific implementation plan is required with funding considered by the Council as part of its annual budget preparation process.

## **RECOMMENDATION**

**That:**

- 1. That the Council adopt the Battery Point Slipyards master plan included as Attachment C to this report.**
- 2. Implementation be progressed over future years as budget funding is secured within relevant Council program areas.**

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



Paul Jackson  
**MANAGER LEGAL AND  
GOVERNANCE**

Date: 5 August 2019  
File Reference: F19/104949; 16/213

Attachment A:	Community Engagement Report - Battery Point Slipyards - July 2019 ↓
Attachment B:	ERA Planning Report Responding to Community Engagement Feedback ↓
Attachment C:	Battery Point Slipyards Masterplan ↓

## Community Engagement Summary Report

### Battery Point Slipyards Draft Masterplan – July 2019

#### Introduction

The City has developed a draft Master Plan for the Battery Point Slipyards to provide an opportunity to re-imagine the Slipyards and their operation, moving into the future.

The draft Master Plan was prepared by a multi-disciplinary team of consultants following a comprehensive research and engagement process in 2017-2018. The document identified a number of key values and opportunities that are important to the community and lease holders. Some of them include:

- making the slipyards a more inviting environment
- providing greater pedestrian connectivity and access
- raising awareness about the site's history
- improving park infrastructure and playground facilities
- opening up view lines through the site

#### Community Engagement Objectives

To core objective of this project was to understand the level of support for the City's Battery Point Slipyards Draft Masterplan within the community and draw out any key issues, ideas and feedback relating to the document. The engagement was on the **consult** level in the IAP2 spectrum.

#### How we engaged

Between 20 May and 14 June 2019, the City of Hobart undertook a four week period of community engagement for the Battery Point Slipyards – draft Masterplan. The draft Masterplan and associated survey was made available online at Your Say Hobart and in hard copy format at the City's Council Centre reception area.

Home » Battery Point Slipyards Draft Master Plan

### Battery Point Slipyards Draft Master Plan

Submissions for this master plan are now closed. We will report back soon with the results of this engagement.

The City has developed a draft Master Plan for the Battery Point Slipyards to provide an opportunity to re-imagine the Slipyards and their operation, moving into the future.

The draft Master Plan was prepared by a multi-disciplinary team of consultants following a comprehensive research and engagement process in 2017-2018. The document identified a number of key values and opportunities that are important to the community and lease holders. Some of them include:

- making the slipyards a more inviting environment
- providing greater

[Continue reading](#)

SURVEY

BACKGROUND

#### SURVEY

The City has developed a [draft Master Plan](#) for the Battery Point Slipyards to provide an opportunity to re-imagine the Slipyards and their operation, moving into the future.

SIGN UP. LET'S CONNECT!

**Life Cycle**

**Under Review**

Contributions to this consultation are closed for evaluation and review. The Project team will report back on key outcomes.

**Document Library**

[Battery Point Slipyards - Draft Master Plan \(8.68 MB\) \(pdf\)](#)

**FAQ**

Will the maritime uses continue on the site?

Will the public still have access to the site?

Is this Master Plan to enable the walkway?

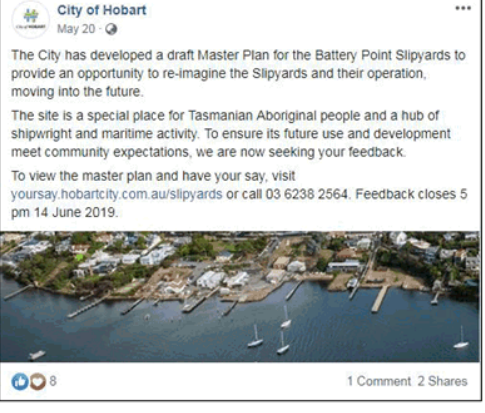


Can we introduce Visitor Accommodation to the site?

[more...](#)

City of HOBART

### Promotion

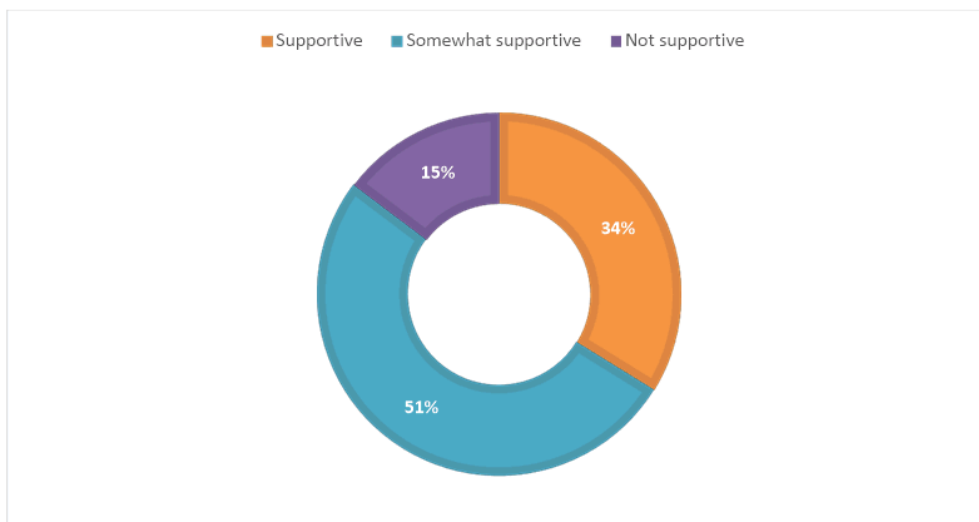
The opportunity to engage on this project was promoted in the following ways:

<p><b>Social Media</b></p> <p>The engagement opportunity was posted on the City of Hobart Facebook page on 20 May 2019 with a link to Your Say Hobart.</p>	
<p><b>On site signage</b></p> <p>Two signs were placed at public entrances to the site on Napoleon Street, Battery Point</p>	
<p><b>Your Say Hobart e-newsletter</b></p> <p>On the 24 May, an e-newsletter detailing the community engagement opportunity was sent to all 1,932 registered users on Your Say Hobart.</p>	
<p><b>Direct Email</b></p> <p>An email detailing the community engagement opportunity was sent to the current slipways tenants, key stakeholders, as well all those that had previously participated in the community workshops to develop the Masterplan.</p>	



### Community Engagement Results

A total of 68 people completed the online survey provided via Your Say. The majority of the responses collected by community members indicated they were either supportive (34%) or somewhat supportive (51%) of plan, 15% were unsupportive. See distribution of responses below:



Of those that were somewhat supportive, a prominent concern that surfaced from the feedback was in relation to the omission of the Battery Point foreshore walkway/cycleway from the Masterplan.

In addition to the online survey, a number of written submissions were made to the City (see Appendix 1).

## Key Themes

### 1. Support for the Masterplan

Theme	Support for the Masterplan
What you said	<p>“The elements of the plan will address current gaps in this important but currently rather peripheral and under-recognized area of Battery Point. Altogether the implemented plan will value-add and transform the area into an interesting precinct of considerable historical and current significance for both businesses and also visitors.”</p> <p>“I am a Battery Point resident, I walk in this area every day and I approve of the Master Plan. I think it is important to have safe and open public access to historical features of the area e.g. Ross Patent Slip, while retaining the historical industrial feel of the area which is part of its charm....I like the viewing platform and public toilet improvements”</p> <p>“The draft plan reflects well the sentiments expressed on the consultation day – which represent the views of the residents and business in the nearby area. The plan is sensitive to the historical values of the area, while allowing some (minor) “change/development” to enhance public access and facilitate greater appreciation of the significance of the area. Strongly endorsed.”</p> <p>“Thank you for allowing the public to comment on this most important maritime heritage site. I very much support the issues and proposal as listed on your master plan and wish to further emphasize the importance of keeping the entire site as a working precinct of state and national historic significance.”</p> <p>“I’ve always been fascinated by this part of Battery Point and would enjoy having greater and enhanced access to the area”</p>
What we heard	<ul style="list-style-type: none"> <li>• There is a high level of support within the community for the Battery Point Slipyards Draft Masterplan.</li> <li>• Respondents cited the following reasons for their support: <ul style="list-style-type: none"> <li>○ Improved public access and amenity to the site</li> <li>○ The preservation of history and enhanced interpretation</li> <li>○ Improved recreational and tourism opportunities</li> </ul> </li> </ul>

2. Infrastructure, amenity and use

Theme	Battery Point shared pathway
What you said	<p>“Bicycle Network Tasmania is concerned that the slipyards master plan makes no mention of the Battery Point foreshore pathway. We were under the impression this was still a live project for the council, with \$6.8 million being put into the 10-year capital works program in 2017. When this money was reallocated to cost overruns on the two pedestrian/cycling bridges in 2018, there was no announcement that anything had changed regarding the council's commitment to pursuing the pathway. In the original plans for stage 1 of the pathway, there is a connection from the slipyards through to Napoleon Street. While these design plans may change to address the RMPAT appeal judgment, until the council presents the public with new plans it's difficult to know what areas of land should be reserved for connections. The slipyards master plan should explicitly address the prospect of a foreshore path and how it may interact with the site.”</p> <p>“I would also urge the Aldermen to include the Battery Point Walkway in the Masterplan. This is important public infrastructure, acknowledged as such in the Gehl Report to the Hobart City Council that will help link the city to Sandy Bay and encourage an increase in walking and cycling.”</p> <p>“What about the plans for the building of the Battery Point shared pathway, which is supposed to land in the Slipyards and connect through onto Napoleon Street? If this is still a high priority, shouldn't the Slipyards Plan note the likely new pathway and consider how it would contribute to improving public access to the area?”</p> <p>“\$300k for a toilet, \$100k to upgrade the playground, \$100k for upgrading paths and car parking.... to complete the masterplan you are well on your way to spending \$1m. Without the battery point walkway it is a difficult site to justify this type of expenditure.”</p> <p>“It is surprising that it does not make reference to the Battery Point coastal walkway, or "Battery Point shared pathway". There seems to me to be such obvious impact by each project on each other.”</p>
What we heard	<ul style="list-style-type: none"> <li>• Of those that completed the survey, 44% voiced concerns around the omission of the proposed shared walkway/cycleway within the Masterplan.</li> <li>• The community would like clarification on the status of this project.</li> </ul>

Theme	Active transport and cycling infrastructure
What you said	<p>“there appears to be little consideration given to promoting alternate means of accessing the site by improving facilities for public/active transport options (bus-routes, foreshore pathway, bike paths, walking routes) which can (and must) provide a viable and effective contribution to the solution. Finally, I find it appalling that the Master Plan makes no mention of bike parking facilities (let alone bike access) – this is an oversight which I feel needs to be urgently addressed...”</p> <p>“I believe that HCC must provide better bike paths for Hobart. We are in a climate emergency, and we need to do everything we can to reduce Hobart’s carbon emission.”</p> <p>“The draft master plan notes that ‘The site is located on a well-used cycling and pedestrian commuter route and there is a great deal of interest in improving accessibility through and from this site to elsewhere.’ I question why the response to this is framed in terms of enhanced way-finding rather than improved cycling infrastructure.”</p>
What we heard	<ul style="list-style-type: none"> <li>• Some respondents would like to see improved infrastructure for active transport including improved paths and bike and kayak parking facilities.</li> <li>• These comments were closely related to the inclusion of the shared walkway/cycleway.</li> </ul>

Theme	Parking
What you said	<p>“Parking limits of say three hours would be better, as not all business transactions can be done in less – planning meeting with boat builder, working on your own boat afloat nearby, even having a family picnic in the new and better park. But four hours is too long”</p> <p>“Overdevelopment is destroying the city. Traffic and parking is a nightmare.”</p> <p><i>“I support the move away from commuter parking. However I would like to see many of the parks for cars converted into parks for people”</i></p> <p>“We already have issues with commuter parking in BP. This will exacerbate things.”</p> <p>“The Gehl Report observed wryly that many of Hobart’s best waterfront sites are given over to car parking, and that Hobart’s cars enjoy the best water views of cars anywhere in the world. We have an opportunity now with this Masterplan to fix this. Let’s do it.”</p>
What we heard	<ul style="list-style-type: none"> <li>• There is general support from the community to better manage commuter parking in the area.</li> <li>• Some would like to see some car parking spaces converted to spaces for people.</li> <li>• Some tenants would like to see some of the open space converted to additional tenant and visitor parking</li> </ul>

Theme	Community Access and Amenity
What you said	<p>"I am also supportive of maintaining and increasing community access. This helps people understand the history but it's also a beautiful location that would otherwise be lost to big business."</p> <p>"I think it is important to have safe and open public access to historical features of the area e.g. Ross Patent Slip, while retaining the historical industrial feel of the area which is part of its charm.... I think the Mariner's Cottages should definitely be utilised in a way that is accessible to the public. I like the viewing platform and public toilet improvements."</p> <p><i>"I've always been fascinated by this part of Battery Point and would enjoy having greater and enhanced access to the area."</i></p> <p>"I am also supportive of maintaining and increasing community access. This helps people understand the history but it's also a beautiful location that would otherwise be lost to big business."</p> <p>"The plan is very thorough, and certainly improved my awareness of the sites historic values, and that there was access to the foreshore (I never knew!). I support the provision of a public toilet and improved pedestrian linkages."</p>
What we heard	<ul style="list-style-type: none"> <li>There is strong support in retaining and improving public access to the site including improved facilities and interpretation.</li> </ul>

### 3. Preservation of history and heritage

Theme	Preservation of heritage
What you said	<p><b>Support for heritage preservation</b></p> <p>"Please continue to allow the public access to enjoy this unique site.... Hobart 's most valuable asset is heritage, heritage, heritage."</p> <p><i>"The elements of the plan will address current gaps in this important but currently rather peripheral and under-recognized area of Battery Point. Altogether the implemented plan will value-add and transform the area into an interesting precinct of considerable historical and current significance for both businesses and also visitors."</i></p> <p>I'm supportive of the opportunity for sites such as Muir's Boatyard to provide interpretation of their own history. As it fits into a local heritage &amp; Indigenous cultural context. There is very important maritime heritage in this location which is threatened to be lost without investment in preservation."</p> <p>"I love how it recognises Aboriginal history."</p> <p>"I would like to see more information available... regarding their (original inhabitants) presence, their cultural practices, their language, their habits and rituals pertinent to the areas around Hobart Town. "</p> <p><b>Maritime Heritage</b></p> <p>"This site is critical to the Maritime Heritage of both the state and Hobart. It should be maintained as such. It should also be part of our maritime industry and organisations place of meeting and practice. As such it can become a showcase of maritime skills and house a museum and meeting areas for organisations that are involved in both the maritime industry and heritage.</p> <p>"it would seem an excellent opportunity to create a marine technology park, rather than enabling an outdated active shipyard, or a simple arts precinct....By drawing on the past history of boat/shipbuilders on site, and keeping an eye firmly on the future, this site could be an amazing site of past / present / but most importantly continuing the marine history into the future."</p>
What we heard	<ul style="list-style-type: none"> <li>• There is generally strong support from the community regarding the preservation of the site's heritage – Aboriginal, European and Maritime and improving interpretation on site.</li> <li>• Some would prefer the heritage to be preserved by leaving the site untouched while others would like to see a more modern approach.</li> <li>• The Cultural Heritage Practitioners of Tasmania raised a concern that they were not consulted in the development of the Masterplan and that the heritage significance of the site has not been articulated. See written submission attached.</li> </ul>

#### 4. Use of the site

Theme	Commercial use of the site
What you said	<p>"The area should become a vital and active commercial, business and nautical precinct, accessible by road, footpath and water, and with at least one of each of the following: restaurant, cafe, and bakery. This is a great opportunity; don't blow it."</p> <p>"There should be just enough commercial development and/or rent increases to make the site cost neutral or positive for council with rate income. A café for instance should be a restaurant so that the site also makes money in the evening. Council should not subsidise this site."</p> <p>"I take objection to the report values/HCC around 'economic sustainability', in terms of monetary values only. I think the site brings far more asset and value to the community and visitors and city than just rental income."</p>
What we heard	<ul style="list-style-type: none"> <li>Some respondents would like to see further commercial activity in the site, with a desire to make the site cost neutral.</li> <li>Others note that the site holds far more value than just commercial gain.</li> </ul>

Theme	Ongoing maritime use of the site
What you said	<p>"It (the site) should also be part of our maritime industry and organisations place of meeting and practice. As such it can become a showcase of maritime skills and house a museum and meeting areas for organisations that are involved in both the maritime industry and heritage"</p> <p><i>"It is accepted that the slipyards have a minor maritime role compared to past activities on the site, nevertheless the possibility of heightened maritime activities as an outcome of the Master Plan should not be foreclosed for the future use of the site."</i></p> <p>"This Draft Master Plan misses the golden opportunity to build on the maritime heritage of this area by developing a marina... The nearby marinas are substantially full and may be interested in managing the marina. This would provide income for the City of Hobart."</p> <p>"I am very supportive of maintaining the area as a working slip yard and acknowledging Battery Point's maritime history."</p> <p>"I'm supportive of the general thrust of the plan particularly towards promoting a continuation of the maritime/boat building scenario."</p>
What we heard	<ul style="list-style-type: none"> <li>Many support the site continuing to operate in the maritime context and the provision of maritime infrastructure such as a public jetty or marina.</li> </ul>



### 5. Level of Development

Theme	A lack of boldness
What you said	<p>"The Plan is not very adventurous. It protects the maritime precinct (good), but is limited in its historical context. E.g. the Ross Patent shipyard is barely discernible now, and the plan doesn't have much in store for it....Don't allow existing tenants (worthy as they are) to dictate future use.</p> <p><i>"I understand the "grittiness" heritage of the maritime aspects but look at TMAG for an example of keeping glimpses of the past with gorgeous modern dynamics of 'Today'. Surely the locale deserves more than what is proposed?...I do think we're moving in the correct direction: but too slowly and too little. Let her rip. This could literally be a focal hub bringing many aspects of Hobart life together."</i></p> <p>It's pretty well a do-nothing plan. The site has some noteworthy archaeology and colonial heritage (which should definitely be preserved) but most of the existing buildings/sheds are feeble, with very limited pedestrian access. The area should become a vital and active commercial, business and nautical precinct, accessible by road, footpath and water, and with at least one of each of the following: restaurant, cafe, and bakery. This is a great opportunity; don't blow it."</p>
What we heard	<ul style="list-style-type: none"> <li>Some feel that the plan does not go far enough and that the site deserves a more aspirational approach to development.</li> </ul>

Theme	Less development
What you said	<p>"I wish the slips to stay and the area to be historically retained."</p> <p>"Overdevelopment is destroying the city. Traffic and parking is a nightmare and reminds me of Hong Kong. I moved to Hobart to get away from such madness. There are far too many boats coming as it is these would be better shared with Burnie."</p> <p><i>"My overall feeling is that Battery Point Slipways are best left as is and that Hobart City Council developments are unnecessary and risk spoiling the charm of the area."</i></p> <p>"The restoration and accessibility within this programme is well thought through however there is over reach when it comes to providing facilities and access in excess that will detract from the heritage of the site. Provision of toilets, wide pathways and views from the street are not necessary."</p> <p>"The loss of the original slips including Purdon and Featherstone was criminal. Leave the place as it is."</p>
What we heard	<ul style="list-style-type: none"> <li>Some believe that the best way to preserve the heritage value of the site is to leave it as is. Additional facilities are not necessary.</li> </ul>



#### 6. Other items raised

Theme	Trees
What you said	"The Draft Master Plan (p.51) shows the proposed location of the new public toilet to be on the site of a particularly beautiful gum tree. The removal of the tree, one of the only large native trees in Battery Point, to build a public toilet would be a very negative outcome."
What we heard	<ul style="list-style-type: none"> <li>One respondent raised concerns that the mature trees on the site were not recognised in the Masterplan and that any development should protect the mature trees on the site.</li> </ul>

Theme	Arts, activation and community use
What you said	<p>"Where possible it would be great to see artists of varying kinds utilising the space and renting studio areas.</p> <p>"I would love to see this area used in interesting ways such as an event venue during Dark Mofo....The local artisans should be encouraged and accommodated within any development, in the same way as fine artists are encouraged and supported within Salamanca Arts Centre - they are the 'beating heart' of this area."</p>
What we heard	<ul style="list-style-type: none"> <li>Some respondents identified the site as an opportunity artist studios, as well as temporary activations.</li> <li>One respondent would like to see some space set aside for youth in the area and a community function space.</li> </ul>

\*Please note – not all comments have been included in the above report. See Attachment 2 for full survey responses

#### Number of comments made by participants

Subject	Number of comments
Battery Point shared pathway	30
Preservation of heritage	25
Active transport and cycling infrastructure	11
Community access and amenity	8
Aboriginal heritage	6
Ongoing maritime use	5
Parking issues	5
Less development	5
Lack of boldness	4
Commercial use	3
Artist studios	2
Trees	1

#### Attachments

- Written submissions
- Survey responses – names redacted

[Written submissions](#)[Battery Point Community Association](#)

**From:** Blackburn, Sue (NCMI, Hobart) [mailto:Susan.Blackburn@ncmi.tas.gov.au]  
**Sent:** Monday, 10 June 2019 12:52 PM  
**To:** Carmen Salter <salterc@ncmi.tas.gov.au>; caroline@ncmi.tas.gov.au  
**Cc:** [redacted]  
**Subject:** Battery Point Slipyards Draft Master Plan comment - Battery Point Community Association

Dear Carmen and Caroline,

I am writing to you to express support by the Battery Point Community Association (BPCA) for the Hobart City Council's Battery Point Slipyards Draft Master Plan. The elements of the plan will address current gaps in this important but currently rather peripheral and under-recognized area of Battery Point. Altogether the implemented plan will value-add and transform the area into an interesting precinct of considerable historical and current significance for both businesses and also visitors.

The BPCA has had an interest in improved signage in Battery Point for some time and has engaged with Hobart City Council on this in the past. We would be very interested in having input into proposed signage as part of the Slipyards Master Plan to reflect and enhance the significant heritage importance of the Slipyards and associated structures such as the Mariners' Cottage.

We look forward to further communications as the draft plan moves forward to implementation.

Kind regards,

Susan

[Dr Susan Blackburn](#)

[Battery Point Community Association Committee Member](#)

[\[redacted\]](#)



Wooden Boat Guild of Tasmania, INC

PO Box 28, Battery Point TAS 7004

Mariners' Cottages 42 Napoleon Street Battery Point

<https://www.woodenboatguildtas.org.au/wp/>

info@woodenboatguildtas.org.au

General Manager

City of Hobart

Attention Paul Jackson

Dear Paul

#### **Battery Point Slipways - Draft Master Plan**

Thank you for the opportunities afforded the Guild to comment on the Master Plan over the stages of its development. The Guild supports the Council's initiative to have a master plan finalised for the slipways.

The Guild has been a willing participant in the preparation of the Master Plan and this comes from the benefits the Guild has gained from holding the lease on the Mariners' Cottages.

In terms of how we respond to the draft Master Plan it is firstly in relation to the references to the Cottages and secondly the Master Plan's response to the site.

#### **Mariners' Cottages**

Reference to the Cottages is primarily on page 49 under the heading '*Utilising the Mariners Cottage*' where the thrust of the Master Plan is that our occupancy is one that we are only on the site on limited occasions and this 'doesn't provide the greatest opportunities for public and community use or understanding of the site'.

The intent of the master plan, to open the cottages to greater public use, was addressed in the Guild's earlier comments on the draft master plan (submission of 24 June 2018).

At that time we commented as follows:

*. 'in terms of the size and arrangement of spaces and standard of facilities the scope to providing extended public and community use of the Cottages is not readily apparent.'*

*. The Guild is open to other users of the Cottages as a meeting space for compatible activities. Compatible activities would be those that respect the integrity of the Cottages, furthered the desired future character statements for the Particular Purposes zone for the Slipways and did not disrupt Guild activities.'*

The Guild continues to hold its view that there are constraints to providing for *'greater community access into the site.'*


A further constraint on the greater use of the cottages is the need to upgrade the kitchen and bathroom to contemporary standards. This has been a matter raised in a separate submission to Council (Maintenance and improvements to the Mariners Cottages Battery Point, 28 September 2017).

The Guild requests a number of corrections to the Master Plan where on pages 31 & 49 we are identified as the Wooden Boat Guild of Tasmanian (sic) Inc and on page 49 the claim that we use half the space (the northern cottage) for storage. The northern cottage is partly used for storage, but a greater area is used for our library, model boat work space and meetings (in addition to the main meeting space in the southern cottage). In addition to corrections related to the Guild the master plan at many places refers to the 'Mariners Cottage'. According to the Tasmanian Heritage Register the place is 'Mariners' Cottages'. The Master Plan should be corrected accordingly.

#### The Master Plan

The Guild's general response to the Master Plan was detailed in our submission of 24 June 2018 and the Guild continues to hold to the comments then made. In particular the Guild reiterates our final comment that *'it is accepted that the slipyards have a minor maritime role compared to past activities on the site, nevertheless the possibility of heightened maritime activities as an outcome of the Master Plan should not be foreclosed for the future use of the site. Council's continued ownership of the site allows this outcome to be realised'.*

Yours sincerely



Guild President



14 June 2019

**Anne D. McConnell**GPO Box 234  
HOBART, Tas, 7001  
ph (03) 6239 1494  
email annemc@aaa.net.au14<sup>th</sup> June 2019Carmen Salter  
Hobart City Council,  
GPO Box 503  
Hobart Tas 7001

By email: salterc@hobartcity.com.au

**BATTERY POINT SLIPYARDS DRAFT MASTER PLAN - COMMENT**

Dear Carmen

Please accept this letter as comment on the *Battery Point Slipyards Draft Master Plan* (2018) that has been available for public comment over recent weeks.

I am making comment as both a resident of Hobart and as a cultural heritage practitioner who works in Tasmania and has undertaken several pieces of work in the Battery Point Slipyards Master Plan area.

**1. Consideration of Historic Heritage Generally**

A Master Plan process is a useful approach to determining long term use of an area with multiple uses and values, and it is important that community views are properly canvassed and listened to, as appears to have been done in relation to the current master Plan process for Battery Point Slipyards. However, where, as in this case, the Master Plan area has considerable cultural heritage that is recognised as significant, is listed on various registers and schedules (in this both the Tasmanian Heritage Register and Hobart Interim Planning Scheme 2015 Heritage Code), and has two Conservation Management Plans (CMP) in place, then the Master Plan needs to give much greater consideration this heritage, including to the existing policy and obligations for conservation and management, than is the case in the *Battery Point Slipyards Draft Master Plan 2018*.

In relation to this –

- I saw no reference to any heritage report related to the Battery Point Slipyards other than the 2008 CMP, although there is a CMP for the Ross Patent Slip and several reports by myself in relation to excavation of that site and adjacent areas (I have provided a list of these in Attachment 1).
- The policy and recommendations from the 2008 CMP appear to be only partly used in the *Battery Point Slipyards Draft Master Plan 2018*, with no explanation of why this is so and why some policy, which is clearly relevant, appears to have been ignored.
- There is no clear or full statement of the existing policy and obligations for historic heritage management and conservation at the site. The obligations arising from the 2008 CMP and Tasmanian Heritage Register listing are not included at all.

**Recommendation:** The above matters all need to be included in the *Battery Point Slipyards Master Plan*. They should be referenced at minimum in the main report, and if they are considered too lengthy to include in the main body of the Master Plan, then including these matters in an Appendix should be considered. A more detailed discussion of the historic heritage, which is the key value of the Battery Point Slipyards and the key constraint and opportunity for this place, must be fully articulated in the Master Plan.

## 2. Consideration of the Archaeological Values of the Battery Point Slipways

The archaeological values of the Battery Point Slipways appear to have been entirely omitted from consideration in the *Battery Point Slipways Draft Master Plan 2018*. This is inexcusable for a heritage place whose historic heritage values are largely archaeological and where these values have been assessed and have been articulated in various reports, including the 2008 CMP. It is not possible to adequately protect these values without considering them in the Master Plan.

**Recommendation:** That the archaeological values of the Battery Point Slipways are included in the *Battery Point Slipways Master Plan*. The archaeological values appear to be relatively well assessed and provided for in the 2008 CMP and I would have thought translated relatively easily into the Master Plan. At minimum the *Battery Point Slipways Master Plan* should incorporate the 2008 CMP data, including the mapping of the zones of archaeological sensitivity (as they have done with the built heritage sensitivity mapping).

## 3. Master Plan Consultation Process

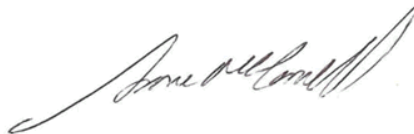
Although I commend the HCC and Consultants for what appears to be broad based community consultation in relation to this project, and there appears to have been broad based consultation with the Aboriginal community in relation to Aboriginal values, there appears to have been no consultation with heritage practitioners in relation to the historic heritage values. This seems an extraordinary omission (and a significant departure from existing standard practice) given the importance of the historic heritage of the Master Plan area, the not inconsiderable number of heritage practitioners in Tasmania (including Hobart) with significant relevant expertise, and the otherwise quite broad stakeholder consultation that has been undertaken.

I also find it of interest that the one public consultation opportunity for the *Battery Point Slipways Draft Master Plan 2019*, appears to be only via a HCC web based survey, with no apparent interest by the HCC in accepting more substantive comment.

**Recommendation:** Although it is now too late to improve the stakeholder consultation with respect to the *Battery Point Slipways Master Plan*, in future all planning for places with cultural heritage values should include consultation with the cultural heritage profession and relevant specifically expert practitioners as part of the stakeholder consultation; and allow for detailed written submissions on draft documents.

I do not have significant disagreement with the proposed Master Plan principles or recommendations, but there are some matters that need to be reviewed and clarified or amended in the light of the above. I trust that this will be done. I assume that there will be no opportunity for public comment on a revised draft Master Plan, however if there is, I would like to have an opportunity comment further. If there is not, then I would hope that the revised Master Plan is provided to the HCC Heritage Section for final review prior to finalisation of the Master Plan.

Yours sincerely,



**Anne McConnell**

Copy: Brendan Lennard, Senior Cultural Heritage Officer, Heritage Section, HCC

## ATTACHMENT 1

HISTORIC HERITAGE REFERENCES FOR THE BATTERY POINT  
SLIPYARDS WHICH SHOULD BE CONSIDERED IN THE BATTERY POINT  
SLIPYARDS MASTER PLAN

HLCD 2008 *Battery Point Slipways Conservation Management Plan*. Report to the Hobart City Council by HLCD Pty Ltd, Carlton, Victoria.

McConnell, A. 2006 *Ross Patent Slip Headwall Repairs Archaeological Sensitivity Assessment*. Report for Tecton Projects, Hobart City Council, Hobart, Tasmania.

McConnell, A. 2007 *Ross Patent Slip Headwall Repairs Archaeological Monitoring Report*. Report for Tecton Projects, Hobart City Council, Hobart, Tasmania.

McConnell, A. 2014 *Ross Patent Slip West Wall Repairs Final Archaeological Monitoring Report*. Report for the Hobart City Council, Hobart, Tasmania.

McConnell, A. & Evans, K. 2017 *Hobart Coastal Heritage Study - History, Heritage and Analysis of Risk from Sea Level Rise Induced Coastal Change along the City of Hobart Coastline*. Report to the Hobart City Council, Hobart, Tasmania.

McConnell, A., Robertson, D. & Baird, A. 1996 *Ross Slip Site - Archaeological Excavations for Proposed Interpretation and Landscaping Works, April-May 1996, Hobart*. Report to Colony 47 and the Hobart City Council, Tasmania.

Vincent, R., Hudspeth, A., McConnell, A., Spratt, P. & Small, S. 1995 *Ross Patent Slip & Environs (Battery Point Slipyard, Napoleon Street) Conservation Plan*. Prepared for the Hobart City Council and Colony 47



Hobart City Council  
Planning Department

13/07/19

Dear Sir/Madam,

I am writing to you on behalf of Cultural Heritage Practitioners of Tasmania (CHPT), concerning the Master Planning Project for the Battery Point Slip-yards.

CHPT is a non-profit group comprising heritage practitioners from a range of disciplines. Among our core activities are the identification of heritage issues within Tasmania and advocacy for the recognition and protection of Tasmania's historic and Aboriginal cultural heritage. Formed in 1995, CHPT has an expert and long term perspective on cultural heritage management in Tasmania. The CHPT membership represents a significant number of active heritage practitioners in the State and includes various disciplines within the cultural heritage sector (eg, archaeologists, historians, architects, and museum curators) and expertise in various areas of cultural heritage (eg, built heritage, landscape based heritage, intangible heritage, heritage planning and conservation).

Whilst we in support of the development of a Master Plan for this important site, we are disappointed that there has been no consultation with Cultural Heritage Practitioners regarding the heritage values for this area. ed.

Our core concerns are that –

1. The heritage significance and existing management framework are not fully articulated (ie, it is not clear that the bulk of the plan area is listed on both the Tasmanian Heritage Register and in the local Planning Scheme Heritage Code, and with the exception of the Planning Scheme Heritage Code, the policy and statutory obligations for heritage management are not set out in the draft Plan),
2. There appears to be no consideration of the archaeological value of the plan area, although these are detailed.
3. The range of relevant policy and recommendations in the current Battery Point Slipyards CMP (HLDC 2008) are not included, and in some cases there would appear to be some conflicts between the CMP and the draft Plan (eg, in relation to the treatment of the jetties)
4. This information is summarized in *McConnell & Evans 2017, vol 2 – HCC Report*.
5. The condition of the heritage has not been considered, although this has implications for presentation and should be part of the ongoing management. There are a number of existing reports pertaining to heritage feature condition, risks and conservation which have been carried out for HCC, including in the Battery Point Slipyards CMP (HLDC



2008), in *A. McConnell (2006, 2007, 2014) and in McConnell & Evans (2017)*. We encourage HCC to utilize this information to inform the final draft of the Master Plan.

6. It is important that the historical fabric of the site be protected whilst allowing for safe community access, consequently proposed new development such as a viewing platform needs to be located on the Master Plan, and based on a careful evaluation of the siting to ensure that conservation values are fully considered prior to development.

Additional concerns with the treatment of the cultural heritage in the draft Plan include:

- There is no consideration of the broader context of the Battery Point Slip-yards within Battery Point and the suite of shipping activity areas that extend from Secheron Bay to the area covered by the Master Plan. (Listed on THR and in Local Planning Scheme.) This has implications for the significance assessment and treatment of the Battery Point Slip-yards.
- There is no consideration of the broader context of the Battery Point Slip-yards within Battery Point and the suite of shipping activity areas that extend from Secheron Bay to the area covered by the Master Plan. (Listed on THR and in Local Planning Scheme.) This has implications for the significance assessment and treatment of the Battery Point Slip-yards. This information is summarized in *McConnell & Evans 2017, vol 2 – HCC Report*.

It is important that the historical fabric of the site be protected whilst allowing for safe community access, consequently development such as a viewing platform needs to be located on the Master Plan to ensure that conservation values are fully considered prior to development.

In brief, we believe that input from Heritage Consultants is a critical part of stakeholder consultation; and we trust that our comments will be taken on board to help safeguard the heritage values that are an integral part of the area.

Kind regards

Jane Becker (Archaeologist)

Spokesperson

On behalf of Cultural Heritage Practitioners Tasmania.

**From:** Alister [REDACTED]  
**Sent:** Thursday, 6 June 2019 9:41 AM  
**To:** caroline@eraplanning.com.au; Carmen Salter <salterc@hobartcity.com.au>  
**Subject:** Battery Point Slipways - Kayak launching area?

Hi Carmen and Caroline

Sorry I haven't read the Draft Masterplan for the Slipways, but I was wondering if any consideration had been given to a kayak launching area?

We recently saw some interesting examples in the US integrated with water trails – see pp 7-8 in attached.

Apparently Huon Valley council have installed some on the Huon River.

In places in the US they also have racks co-located with the launching ramp where kayaks can be locked up.

Al

Survey Responses

13 May 2019 - 30 June 2019

SURVEY

Your Say Hobart

Project: Battery Point Slipyards Draft Master Plan

engagement

hq

by Bong the Table

VISITORS					
177					
CONTRIBUTORS			RESPONSES		
68			72		
3	0	65	6	0	66
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous



Respondent No: 1

Login: Anonymous

Email: n/a

Responded At: May 20, 2019 12:25:32 pm

Last Seen: May 20, 2019 12:25:32 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

Yes, I'm supportive of this plan

Q3. Why do you feel this way?


The draft plan reflects well the sentiments expressed on the consultation day - which represent the views of the residents and business in the nearby area. The plan is sensitive to the historical values of the area, while allowing some (minor) "change/development" to enhance public access and facilitate greater appreciation of the significance of the area. Strongly endorsed.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]

	Respondent No: 2	Responded At: May 20, 2019 16:03:09 pm
	Login: [REDACTED]	Last Seen: May 20, 2019 05:50:24 am
	Email: [REDACTED]	IP Address: [REDACTED]
	[REDACTED]	

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?


I like the idea of sustaining heritage and public spaces. Unsure about the types of businesses that may show interest in the area.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



**Respondent No:** 3

**Login:** Anonymous


**Email:** n/a

**Responded At:** May 20, 2019 19:15:36 pm

**Last Seen:** May 20, 2019 19:15:36 pm

**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?	Yes
Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?	Yes, I'm supportive of this plan
Q3. Why do you feel this way?	I love how it recognises aboriginal history.
Q4. Name	not answered
Q5. Email address	not answered



**Respondent No:** 4

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 21, 2019 08:17:21 am

**Last Seen:** May 21, 2019 08:17:21 am

**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?	No
Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?	Yes, I'm supportive of this plan
Q3. Why do you feel this way?	Sounds like a plan 😊
Q4. Name	
Q5. Email address	not answered

**Respondent No:** 5**Login:** Anonymous**Email:** n/a**Responded At:** May 21, 2019 15:55:30 pm**Last Seen:** May 21, 2019 15:55:30 pm**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways? Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways? Yes, I'm supportive of this plan

Q3. Why do you feel this way?

I am a Battery Point resident, I walk in this area every day and I approve of the Master Plan. I think it is important to have safe and open public access to historical features of the area e.g. Ross Patent Slip, while retaining the historical industrial feel of the area which is part of its charm. I would love to see this area used in interesting ways such as an event venue during Dark Mofo. The Ross Slip is just rusting away and is inaccessible behind a tin shed that is ugly, has no historic value and floods when it rains. The local artisans should be encouraged and accommodated within any development, in the same way as fine artists are encouraged and supported within Salamanca Arts Centre - they are the 'beating heart' of this area. I think the Mariner's Cottages should definitely be utilised in a way that is accessible to the public. I like the viewing platform and public toilet improvements

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



**Respondent No:** 6**Login:** Anonymous**Email:** n/a**Responded At:** May 22, 2019 10:21:11 am**Last Seen:** May 22, 2019 10:21:11 am**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

there should be just enough commercial development and/or rent increases to make the site cost neutral or positive for council with rate income. A café for instance should be a restaurant so that the site also makes money in the evening. Council should not subsidise this site. Please build a walkway/bikepath around the battery point foreshore.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]

**Respondent No:** 7**Login:** Anonymous**Email:** n/a**Responded At:** May 22, 2019 11:19:26 am**Last Seen:** May 22, 2019 11:19:26 am**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?


I am, in general, supportive of the Draft Master Plan and feel that the marine industry sensitivity to the site is being respected. However, in some ways I feel the outlook is looking backward to the past, rather than forward thinking; Being in the Yacht Design business, I am in a valid position to offer some newer ideas to further invigorate the nature of the businesses on site. For example it would seem an excellent opportunity to create a marine technology park, rather than enabling an outdated active shipyard, or a simple arts precinct. With Tasmania's rich marine heritage and current very active shipbuilding industry, and along with the Tasmanian University (AMC) connection, the waterfront site could accommodate and be designed to offer immense connection to the past, and creativity for future ideas, to it's occupants. By drawing on the past history of boat/shipbuilders on site, and keeping an eye firmly on the future, this site could be an amazing site of past / present / but most importantly continuing the marine history into the future.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



**Respondent No:** 8

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 22, 2019 11:47:14 am

**Last Seen:** May 22, 2019 11:47:14 am

**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?	Yes
Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?	Yes, I'm supportive of this plan
Q3. Why do you feel this way?	History
Q4. Name	not answered
Q5. Email address	

**Respondent No:** 9**Login:** Anonymous**Email:** n/a**Responded At:** May 22, 2019 11:52:33 am**Last Seen:** May 22, 2019 11:52:33 am**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

This Draft Master Plan misses the golden opportunity to build on the maritime heritage of this area by developing a marina. This would need a sea wall to protect against the southerly weather. If designed well, the sea wall could double as a walkway, allowing foot traffic the opportunity to enjoy the area. A tunnel would provide access for boats without having to open and close the wall. The nearby marinas are substantially full and may be interested in managing the marina. This would provide income for the City of Hobart.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



Respondent No: 10

Login: Anonymous

Email: n/a

Responded At: May 22, 2019 12:31:58 pm

Last Seen: May 22, 2019 12:31:58 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

Not really keen on removing the shed in front of the Ross Slip. Perhaps a transparent front and rear wall so that one could see through the shed, thereby being able to identify the change in methods etc over the years. However, being able to get down to the Slip area and read all about it is very important. With visitors, perhaps a dotted trail would help to keep them in line? Similarly, property/leased area outlines may give some idea of where to not go. I am suggesting using line-marking but with just a 25mm width and 75mm length and a 200mm spacing,. Colours to be blue, green, yellow. Not red, white or orange, in an attempt to have them meld in to the overall scene. Parking limits of say three hours would be better, as not all business transactions can be done in less - planning meeting with boat builder, working on your own boat afloat nearby, even having a family picnic in the new and better park. But four hours is too long.

Q4. Name


[REDACTED]

Q5. Email address

[REDACTED]

**Respondent No:** 11**Login:** Anonymous**Email:** n/a**Responded At:** May 22, 2019 12:42:47 pm**Last Seen:** May 22, 2019 12:42:47 pm**IP Address:** n/a

- 
- Q1. Have you read the Draft Master Plan for the Battery Point Slipways? Yes
- 
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipways? I'm somewhat supportive but I have some questions or concerns
- 
- Q3. Why do you feel this way?  
There would appear to be no consideration of the oft discussed Battery Point Walkway / Cycleway into the plan
- 
- Q4. Name not answered
- 
- Q5. Email address not answered
-



**Respondent No:** 12

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 22, 2019 12:43:17 pm

**Last Seen:** May 22, 2019 12:43:17 pm

**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?	Yes
Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?	No, I don't support this plan
Q3. Why do you feel this way?	
Where is the Battery Point Walkway ?	
Q4. Name	not answered
Q5. Email address	not answered

**Respondent No:** 13**Login:** Anonymous**Email:** n/a**Responded At:** May 22, 2019 12:47:28 pm**Last Seen:** May 22, 2019 12:47:28 pm**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways? Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways? Yes, I'm supportive of this plan

Q3. Why do you feel this way?

Looks better than the existing messy space. Better public access and amenity. Still looking for the walkway all around the waterfront though!

Q4. Name not answered

Q5. Email address not answered





Respondent No: 14

Login: Anonymous

Email: n/a

Responded At: May 22, 2019 13:15:11 pm

Last Seen: May 22, 2019 13:15:11 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways? Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways? Yes, I'm supportive of this plan

Q3. Why do you feel this way?

The DMP-BP S seems a pretty comprehensive document, I appreciated the detail. While there is recognition of the original (nomadic) inhabitants-and some consultation, I would like to see more information available, visually and perhaps with a smart-phone app, regarding their presence, their cultural practices, their language, their habits and rituals pertinent to the areas around Hobart Town. What did the Mouheneener people call the local area? In fact what did they call the Derwent? Has the language survived? I take objection to the report values/HCC around 'economic sustainability', in terms of monetary values only. I think the site brings far more asset and value to the community and visitors and city than just rental income. The report makes us aware of the outgoings on the site and particularly when more investment/development is made. Where possible it would be great to see artists of varying kinds utilising the space and renting studio areas. I have been to and go to the site regularly, despite having lived in a few locations now- B.Point, Taroona, Sandy Bay and now Geilston Bay. I would love to learn about the maritime history and usage of the area in more detail. It was actually thru a novel describing this very area that took me to explore B.P as my first stop, on my first visit to Hobart in 2006. (I moved here in 2016). I would love to see some purpose created space set aside for the youth of the local area, and community function useage.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]

**Respondent No:** 15**Login:** Anonymous**Email:** n/a**Responded At:** May 22, 2019 13:40:35 pm**Last Seen:** May 22, 2019 13:40:35 pm**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

The objective to preserve and restore rather than modernise is to be commended. The need for a viewing platform, toilet and removal of buildings purely to increase viewing potential is unnecessary and inconsistent with the area. If a jetty is to be restored for public access then views are accessible.

Q4. Name


not answered

Q5. Email address

not answered

**Respondent No:** 16**Login:** Anonymous**Email:** n/a**Responded At:** May 22, 2019 13:54:21 pm**Last Seen:** May 22, 2019 13:54:21 pm**IP Address:** n/a

- 
- Q1. Have you read the Draft Master Plan for the Battery Point Slipyards? Yes
- 
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards? I'm somewhat supportive but I have some questions or concerns
- 
- Q3. Why do you feel this way?  
Will there be a public boat ramp? Will there be a public jetty?
- 
- Q4. Name not answered
- 
- Q5. Email address not answered
-



**Respondent No:** 17

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 22, 2019 16:16:27 pm

**Last Seen:** May 22, 2019 16:16:27 pm

**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?


Yes, I'm supportive of this plan

Q3. Why do you feel this way?

I live at 17 Secheron rd so know this site quite well . So would like to have my say about your proposal. Your plan seems a good one to me.

Q4. Name

Q5. Email address



**Respondent No:** 18

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 22, 2019 19:17:20 pm

**Last Seen:** May 22, 2019 19:17:20 pm

**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?


Yes, I'm supportive of this plan

Q3. Why do you feel this way?

It covers all appropriate bases. It is an important area and the proposal being option 3 is sympathetic to all interests. Nice work!

Q4. Name

Q5. Email address



**Respondent No:** 19

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 22, 2019 20:02:52 pm

**Last Seen:** May 22, 2019 20:02:52 pm

**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?	Yes
Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?	No, I don't support this plan
Q3. Why do you feel this way?	I wish the slips to stay and the area to be historically retained.
Q4. Name	not answered
Q5. Email address	not answered

**Respondent No:** 20**Login:** Anonymous**Email:** n/a**Responded At:** May 22, 2019 21:39:16 pm**Last Seen:** May 22, 2019 21:39:16 pm**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways? Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways? No, I don't support this plan

Q3. Why do you feel this way?

Overdevelopment is destroying the city. Traffic and parking is a nightmare and reminds me of Hong Kong. I moved to Hobart to get away from such madness. There are far too many boats coming as it is these would be better shared with burnie.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



Respondent No: 21

Login: Anonymous

Email: n/a

Responded At: May 23, 2019 07:20:45 am

Last Seen: May 23, 2019 07:20:45 am

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

Yes, I'm supportive of this plan

Q3. Why do you feel this way?

Keeps the integrity of the area but makes it accessible to tourists and locals. Encourages learning of history of important area

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



**Respondent No:** 22**Login:** Anonymous**Email:** n/a**Responded At:** May 23, 2019 23:02:13 pm**Last Seen:** May 23, 2019 23:02:13 pm**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways? Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways? Yes, I'm supportive of this plan

Q3. Why do you feel this way?

The Battery Point Slipways provide a significant amenity for the local residents, visitors and leaseholders to enjoy and participate in an historical element of Hobart. This asset will be lost forever if not retained and marginally improved at minimal cost to the council. The slipways will become even more popular with the addition of the over water walkway between Castray Esplanade and Errol Flynn Park.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]

**Respondent No:** 23**Login:** Anonymous**Email:** n/a**Responded At:** May 26, 2019 09:59:48 am**Last Seen:** May 26, 2019 09:59:48 am**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways? Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways? Yes, I'm supportive of this plan

Q3. Why do you feel this way?

Thank you for allowing the public to comment on this most important maritime heritage site. I very much support the issues and proposal as listed on your master plan and wish to further emphasize the importance of keeping the entire site as a working precinct of state and national historic significance. By all means have the site cleaned up and the rubbish removed but please continue to allow the public access to enjoy this unique site. Ingo Kleinert PS Hobart 's most valuable asset is heritage, heritage, heritage.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]

**Respondent No:** 24**Login:** Anonymous**Email:** n/a**Responded At:** May 26, 2019 18:00:12 pm**Last Seen:** May 26, 2019 18:00:12 pm**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the Battery Point Slipways? Yes

Q2. Are you supportive of the Draft Master Plan - Battery Point Slipways? Yes, I'm supportive of this plan

Q3. Why do you feel this way?

Im a tour guide with Hobart Historic Tours which offer 3hr walks around cbd and Battery Point every day in summer, 5 days in winter. I support Plan Principles 1-5 as enhancing the tourist experience and understanding of the European and indigenous history, and offering toilet and resting facilities much appreciated on a long walk. I suggest that the Battery Point Assoc brochures of Bobby's Footsteps and the HCC sculpture trail could eventually be coordinated with the slipways attraction to provide an excellent and comprehensive self-guided walk thru Battery Point.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]

**Respondent No:** 25**Login:** Anonymous**Email:** n/a**Responded At:** May 26, 2019 20:29:03 pm**Last Seen:** May 26, 2019 20:29:03 pm**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?


I'm concerned that the master plan does not include consideration for the previously proposed shared foreshore pathway.  
This is an important piece of infrastructure to link pedestrians/cyclists from the south to the CBD. Stakeholder consultation  
for this precinct master plan should therefore include cycling bodies and cycling commuters.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



**Respondent No:** 26

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 26, 2019 21:55:41 pm

**Last Seen:** May 26, 2019 21:55:41 pm

**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?


Yes, I'm supportive of this plan

Q3. Why do you feel this way?

I've always been fascinated by this part of Battery Point and would enjoy having greater and enhanced access to the area.

Q4. Name

Q5. Email address



**Respondent No:** 27

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 28, 2019 12:17:25 pm

**Last Seen:** May 28, 2019 12:17:25 pm

**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?


Yes, I'm supportive of this plan

Q3. Why do you feel this way?

I am particually supportive of the access visually to Ross Patent Slip and the remkval of buildings blocking its access. A viewing platform is important.

Q4. Name

Q5. Email address



**Respondent No:** 28

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 28, 2019 20:17:44 pm

**Last Seen:** May 28, 2019 20:17:44 pm

**IP Address:** n/a

- Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?

Yes
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns
- Q3. Why do you feel this way?

Why not incorporate the long awaited pedestrian / bike path around Battery Point in the plan?
- Q4. Name

not answered
- Q5. Email address

not answered



Respondent No: 29

Login: Anonymous

Email: n/a

Responded At: May 29, 2019 09:15:33 am

Last Seen: May 29, 2019 09:15:33 am

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

G'Day- The in-depth and well-researched plans come across secular, secluding and highly isolated(ing). There is no mention of further connectivity with the Battery Point village, Merrivale Esplanade, indeed the CBD Waterfront, etc. Why? The tourists' number sculpture tour links the lot, why cannot this development/refurbishment take that awesome trail to the next level? I understand the "grittiness" heritage of the maritime aspects but look at TMAG for an example of keeping glimpses of the past with gorgeous modern dynamics of 'Today'. Surely the locale deserves more than what is proposed? \$300,000 toilets? A few more benches and signage? Playground upgrade, but confined to some sort of "scale"? I apologise for sounding negative, and I do think we're moving in the correct direction: but too slowly and too little. Let her rip. This could literally be a focal hub bringing many aspects of Hobart life together. I live in the area and frequent the playground weekly with my young family. We bump into tourists (and locals alike) regularly, and we struggle to explain directions/history/landmarks/etc... from the Casino to Town, this little destination deserves a lot more. I really liked the aboriginal history explanations. I feel that's an issue that warrants far more information than the "cutting" into the hill, the Ross Patent blah blah blah. Sure, showcase the old slipyard tracks/cutting, but it shouldn't be number 1. 200-odd years versus 1,000's? There are other "boat things" a stone's throw away. In conclusion, good luck. Be bold. Do more and great work so far. Cheers-

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]





Respondent No: 30

Login: Anonymous

Email: n/a

Responded At: May 29, 2019 12:43:09 pm

Last Seen: May 29, 2019 12:43:09 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the Battery Point Slipways? Yes

Q2. Are you supportive of the Draft Master Plan - Battery Point Slipways? I'm unsure / neutral

Q3. Why do you feel this way?

Bicycle Network Tasmania is concerned that the slipways master plan makes no mention of the Battery Point foreshore pathway. We were under the impression this was still a live project for the council, with \$6.8 million being put into the 10-year capital works program in 2017. When this money was reallocated to cost overruns on the two pedestrian/cycling bridges in 2018, there was no announcement that anything had changed regarding the council's commitment to pursuing the pathway. In the original plans for stage 1 of the pathway, there is a connection from the slipways through to Napoleon Street. While these design plans may change to address the RMPAT appeal judgment, until the council presents the public with new plans it's difficult to know what areas of land should be reserved for connections. The slipways master plan should explicitly address the prospect of a foreshore path and how it may interact with the site. [REDACTED]

Q4. Name [REDACTED]

Q5. Email address [REDACTED]

**Respondent No:** 31**Login:** Anonymous**Email:** n/a**Responded At:** May 30, 2019 14:33:54 pm**Last Seen:** May 30, 2019 14:33:54 pm**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

The restoration and accessibility within this programme is well thought through however there is over reach when it comes to providing facilities and access in excess that will detract from the heritage of the site. Provision of toilets, wide pathways and views from the street are not necessary.

Q4. Name

not answered

Q5. Email address

not answered



Respondent No: 32

Login: Anonymous

Email: n/a

Responded At: May 30, 2019 14:56:46 pm

Last Seen: May 30, 2019 14:56:46 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?


We already have issues with commuter parking in BP. This will exacerbate things

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



**Respondent No:** 33

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 30, 2019 15:16:34 pm

**Last Seen:** May 30, 2019 15:16:34 pm

**IP Address:** n/a

- Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?

Yes
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?

I'm unsure / neutral
- Q3. Why do you feel this way?

I think the walkway is the most important infrastructure development for this area.
- Q4. Name
- Q5. Email address



Respondent No: 34

Login: Anonymous

Email: n/a

Responded At: May 30, 2019 15:32:52 pm

Last Seen: May 30, 2019 15:32:52 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?


The Plan is not very adventurous. It protects the maritime precinct (good), but is limited in its historical context. eg the Ross Patent shipyard is barely discernible now, and the plan doesn't have much in store for it. What is "Ross Patent"? Mariners Cottages are critical. They would not exist without the restoration work done by Cruising Yacht Club of Tasmania. While the Wooden Boat Guild are good tenants, they were invitees of CYCT when it grew to outsize the Cottage. The Cottages deserve more opportunities for the public to share them - particularly the more intact nor-Western one. Don't allow existing tenants (worthy as they are) to dictate future use.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



**Respondent No:** 35

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 30, 2019 15:37:42 pm

**Last Seen:** May 30, 2019 15:37:42 pm


**IP Address:** n/a

- Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?

Yes
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?

No, I don't support this plan
- Q3. Why do you feel this way?

It's pretty well a do-nothing plan. The site has some noteworthy archaeology and colonial heritage (which should definitely be preserved) but most of the existing buildings/sheds are feeble, with very limited pedestrian access. The area should become a vital and active commercial, business and nautical precinct, accessible by road, footpath and water, and with at least one of each of the following: restaurant, cafe, and bakery. This is a great opportunity; don't blow it.
- Q4. Name
- Q5. Email address



**Respondent No:** 36

**Login:** Anonymous

**Email:** n/a

**Responded At:** May 30, 2019 15:54:06 pm

**Last Seen:** May 30, 2019 15:54:06 pm

**IP Address:** n/a

- Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?

Yes
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?

Yes, I'm supportive of this plan
- Q3. Why do you feel this way?

Makes an important part of Hobart's history accessible to locals and tourists alike
- Q4. Name
- Q5. Email address



Respondent No: 37

Login: Anonymous

Email: n/a

Responded At: May 30, 2019 22:14:08 pm

Last Seen: May 30, 2019 22:14:08 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

I support the move away from commuter parking. However I would like to see many of the parks for cars converted into parks for people. I would recommend therefore that the large space presently used for cars to the rear of the buildings B15 - B17 be transformed into an extension of the park and gardens with BBQ facilities and seating that takes advantage of the remarkable views over the industrial buildings, jetties and Derwent estuary. The Gehl Report observed wryly that many of Hobart's best waterfront sites are given over to car parking, and that Hobart's cars enjoy the best water views of cars anywhere in the world. We have an opportunity now with this Masterplan to fix this. Let's do it. I would also urge the Aldermen to include the Battery Point Walkway in the Masterplan. This is important public infrastructure, acknowledged as such in the Gehl Report to the Hobart City Council, that will help link the city to Sandy Bay and encourage an increase in walking and cycling.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



**Respondent No:** 38**Login:** Anonymous**Email:** n/a**Responded At:** Jun 01, 2019 16:40:26 pm**Last Seen:** Jun 01, 2019 16:40:26 pm**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways? Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways? Yes, I'm supportive of this plan

Q3. Why do you feel this way?

local residents and users of this area seem to have a restrictive approach to public access - but given its location and proximity to the heritage precincts and CBD - it does seem untenable to keep it as it is for a select few

Q4. Name not answered

Q5. Email address not answered

**Respondent No:** 39**Login:** Anonymous**Email:** n/a**Responded At:** Jun 06, 2019 20:48:08 pm**Last Seen:** Jun 06, 2019 20:48:08 pm**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

\$300k for a toilet, \$100k to upgrade the playground, \$100k for upgrading paths and car parking.... to complete the masterplan you are well on your way to spending \$1m. Without the battery point walkway it is a difficult site to justify this type of expenditure. From the FAQ I understand that this is a totally unrelated projects. Perhaps investing in further planning on a walk way would be a better way to spend the \$1m

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



Respondent No: 40

Login: Anonymous

Email: n/a

Responded At: Jun 11, 2019 17:53:59 pm

Last Seen: Jun 11, 2019 17:53:59 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the Battery Point Slipways? Yes

Q2. Are you supportive of the Draft Master Plan - Battery Point Slipways? No, I don't support this plan

Q3. Why do you feel this way?

I am amazed that with all the background research no-one discovered the Council's own plan for a shared path coming around the water frontage of Battery Point from Marieville Esplanade and landing in this location on the southern side of building B17. This has been a priority for Council and a very public project which has been under consideration for many years. Surely this Master Plan should at least pencil in the expected location of the Battery Point Pathway as Council states that it expects that this will be built in several years' time. The Battery Point shared path is very important to cater for tourists and locals visiting the area and travelling between Sandy Bay and Salamanca Place.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



Respondent No: 41

Login: Anonymous

Email: n/a

Responded At: Jun 11, 2019 21:53:47 pm

Last Seen: Jun 11, 2019 21:53:47 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways? Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways? No, I don't support this plan

Q3. Why do you feel this way?


No mention of cycleway spanning the slipways site. There is a strong need for a planned cycle route between Marieville Esplanade and Battery point, enabling cyclists to avoid transiting through Sandy Bay, or via Napoleon or Bath Streets. Such a path would provide an ideal recreational waterfront accessible path for cyclists of all abilities, and other pedestrians and path users. Seems to be major oversight this is not considered in the draft master plan for the slipways site.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



**Respondent No:** 42

**Login:** Anonymous

**Email:** n/a

**Responded At:** Jun 11, 2019 21:53:50 pm

**Last Seen:** Jun 11, 2019 21:53:50 pm

**IP Address:** n/a

- Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?


Yes
- 
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns
- 
- Q3. Why do you feel this way?

The plan makes absolutely no reference to the Council's own plans for the building of the Battery Point shared pathway, which is supposed to land in the Slipyards and connect through onto Napoleon Street. Council has stated that this project is still a high priority, so we think any plans for the Slipyards should note the likely new pathway and consider how it would contribute to improving public access to the area.
- 
- Q4. Name

██████████
- Q5. Email address

████████████████████



**Respondent No:** 43

**Login:** Anonymous

**Email:** n/a

**Responded At:** Jun 11, 2019 21:54:32 pm

**Last Seen:** Jun 11, 2019 21:54:32 pm

**IP Address:** n/a

- Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?


Yes
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?

No, I don't support this plan
- Q3. Why do you feel this way?

The loss of the original slips including Purdon and Featherstone was criminal. Leave the place as it is.
- Q4. Name

not answered
- Q5. Email address

not answered



**Respondent No:** 44

**Login:** Anonymous

**Email:** n/a

**Responded At:** Jun 11, 2019 21:54:55 pm

**Last Seen:** Jun 11, 2019 21:54:55 pm


**IP Address:** n/a

- Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?

No
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?

I'm unsure / neutral
- Q3. Why do you feel this way?

I don't know about the slip yard plan - but I believe that HCC must provide better bike paths for Hobart. We are in a climate emergency, and we need to do everything we can to reduce Hobart's carbon emission. If bike paths are available, and safe for people - then many will opt to ride rather than drive a carbon polluting car a short distance to their destination.
- Q4. Name
- Q5. Email address



**Respondent No:** 45

**Login:** Anonymous

**Email:** n/a


**Responded At:** Jun 11, 2019 22:08:04 pm

**Last Seen:** Jun 11, 2019 22:08:04 pm

**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?	No
Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?	I'm unsure / neutral
Q3. Why do you feel this way?	Not aware of the plan
Q4. Name	not answered
Q5. Email address	not answered





**Respondent No:** 46

**Login:** Anonymous

**Email:** n/a

**Responded At:** Jun 11, 2019 22:50:11 pm

**Last Seen:** Jun 11, 2019 22:50:11 pm

**IP Address:** n/a

- Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?

Yes
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?

No, I don't support this plan
- Q3. Why do you feel this way?

The plan makes no mention of the proposed foreshore cycle/walkway, even though this has been considered high priority by the city council
- Q4. Name
- Q5. Email address



Respondent No: 47

Login: Anonymous

Email: n/a

Responded At: Jun 11, 2019 23:06:19 pm

Last Seen: Jun 11, 2019 23:06:19 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

I think there may be other ways to get round Napoleon street without spoiling the waterfront or the slipway

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



Respondent No: 48

Login: Anonymous

Email: n/a

Responded At: Jun 11, 2019 23:21:42 pm

Last Seen: Jun 11, 2019 23:21:42 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

Wondering why there is no mention of the Battery Point Pedestrian / Cycle Path which was mooted to use this site?

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]

**Respondent No:** 49**Login:** Anonymous**Email:** n/a**Responded At:** Jun 12, 2019 07:28:35 am**Last Seen:** Jun 12, 2019 07:28:35 am**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

There is mention of people cycling to the community engagement session, however no mention anywhere else of bicycle transport through the area. What about the plans for the building of the Battery Point shared pathway, which is supposed to land in the Slipyards and connect through onto Napoleon Street? If this is still a high priority, shouldn't the Slipyards Plan note the likely new pathway and consider how it would contribute to improving public access to the area?

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]

**Respondent No:** 50**Login:** Anonymous**Email:** n/a**Responded At:** Jun 12, 2019 08:50:20 am**Last Seen:** Jun 12, 2019 08:50:20 am**IP Address:** n/a

- Q1. Have you read the Draft Master Plan for the Battery Point Slipways? Yes
- 
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipways? No, I don't support this plan
- 
- Q3. Why do you feel this way?
- Not a single mention of bicycles or the promised bike path. Why release this plan without it? Surely this is a pivotal part of the plan?
- 
- Q4. Name not answered
- 
- Q5. Email address not answered
-



Respondent No: 51

Login: [REDACTED]

Email: [REDACTED]

Responded At: Jun 12, 2019 09:47:46 am

Last Seen: Jul 31, 2019 01:35:16 am

IP Address: [REDACTED]

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

Yes, I'm supportive of this plan

Q3. Why do you feel this way?

I was involved with the workshop and most of the items discussed have been addressed

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



Respondent No: 52

Login: [REDACTED]

Email: [REDACTED]

Responded At: Jun 12, 2019 10:30:54 am

Last Seen: Jul 31, 2019 01:35:16 am

IP Address: [REDACTED]

- Q1. Have you read the Draft Master Plan for the Battery Point Slipyards? Yes
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards? Yes, I'm supportive of this plan
- Q3. Why do you feel this way?

I am writing to you to express support by the Battery Point Community Association (BPCA) for the Hobart City Council's Battery Point Slipyards Draft Master Plan. The elements of the plan will address current gaps in this important but currently rather peripheral and under-recognized area of Battery Point. Altogether the implemented plan will value-add and transform the area into an interesting precinct of considerable historical and current significance for both businesses and also visitors. The BPCA has had an interest in improved signage in Battery Point for some time and has engaged with Hobart City Council on this in the past. We would be very interested in having input into proposed signage as part of the Slipyards Master Plan to reflect and enhance the significant heritage importance of the Slipyards and associated structures such as the Mariners' Cottage. We look forward to further communications as the draft plan moves forward to implementation. Kind regards, Susan Dr Susan Blackburn Battery Point Community Association Committee Member E

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]

**Respondent No:** 53**Login:** Anonymous**Email:** n/a**Responded At:** Jun 12, 2019 11:17:20 am**Last Seen:** Jun 12, 2019 11:17:20 am**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

Nothing mentioned about the bike path walkway through battery point that I can see


Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]





**Respondent No:** 54

**Login:** Anonymous

**Email:** n/a

**Responded At:** Jun 12, 2019 11:27:04 am

**Last Seen:** Jun 12, 2019 11:27:04 am

**IP Address:** n/a

- Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?

Yes
- 
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns
- 
- Q3. Why do you feel this way?

Although the plan mentions pedestrians and cyclists, I note it doesn't mention the Council's proposed pedestrian-cycling pathway around Battery Point. I think the Slipyards plan should note the proposed pathway and consider how it would tie into improving public access to the area.
- 
- Q4. Name
- Q5. Email address

**Respondent No:** 55**Login:** Anonymous**Email:** n/a**Responded At:** Jun 12, 2019 11:44:35 am**Last Seen:** Jun 12, 2019 11:44:35 am**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

The draft master plan notes that "The site is located on a well used cycling and pedestrian commuter route and there is a great deal of interest in improving accessibility through and from this site to elsewhere." I question why the response to this is framed in terms of enhanced way-finding rather than improved cycling infrastructure, and does not make mention of the Council's own plans for the building of the Battery Point shared pathway, which is supposed to land in the Slipyards and connect through onto Napoleon Street. Adding consideration of this to the Master Plan would provide more clarity in future planning.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]

**Respondent No:** 56**Login:** Anonymous**Email:** n/a**Responded At:** Jun 12, 2019 11:54:22 am**Last Seen:** Jun 12, 2019 11:54:22 am**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

No

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?


I've heard that there is no mention of the Battery Point shared pathway on the plans? This is a great concern, having a pathway connecting Sandy Bay/ Battery Point and the city would be a huge asset to this city.

Q4. Name

not answered

Q5. Email address

not answered



**Respondent No:** 57

**Login:** Anonymous

**Email:** n/a

**Responded At:** Jun 12, 2019 17:55:02 pm

**Last Seen:** Jun 12, 2019 17:55:02 pm

**IP Address:** n/a

- Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?

Yes
- 
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns
- 
- Q3. Why do you feel this way?

There is mention of improved access to the site but no mention of the proposed battery point shared pathway. Is this a deliberate decision or an oversight?
- 
- Q4. Name
- Q5. Email address

**Respondent No:** 58**Login:** Anonymous**Email:** n/a**Responded At:** Jun 12, 2019 21:24:28 pm**Last Seen:** Jun 12, 2019 21:24:28 pm**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

I am very supportive of maintaining the area as a working slip yard and acknowledging Battery Point's maritime history. Should some buildings be repurposed it would be good for indigenous history and usage of the area to be similarly recognised. I am also supportive of maintaining and increasing community access. This helps people understand the history but it's also a beautiful location that would otherwise be lost to big business. My only concern is that there is no mention of bicycle access - I had thought the site would link to the proposed boardwalk and I'm keen to see cycle tracks through battery point improved (along with walking). It's a beautiful area and allowing people to enjoy the beauty and its rich history is imperative.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



Respondent No: 59

Login: Anonymous

Email: n/a

Responded At: Jun 12, 2019 22:03:51 pm

Last Seen: Jun 12, 2019 22:03:51 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

After being alerted by the Bicycle Network Tasmania State Committee I have looked through the Plan and also searched it for walking, walkway and cycling. It is surprising that it does not make reference to the Battery Point coastal walkway, or "Battery Point shared pathway". There seems to me to be such obvious impact by each project on each other.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]

**Respondent No:** 60**Login:** Anonymous**Email:** n/a**Responded At:** Jun 13, 2019 08:54:09 am**Last Seen:** Jun 13, 2019 08:54:09 am**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

Fine plan in many ways but cannot find any reference to the words bicycle or cyclists. What does this say about the place of cycling in Council planning. Is it fair to say its ad hoc and piecemeal, but that this is not a piece the Council thought about?

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



Respondent No: 61

Login: Anonymous

Email: n/a

Responded At: Jun 13, 2019 12:14:18 pm

Last Seen: Jun 13, 2019 12:14:18 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

Archeological values of this site not clearly stated and no consultation with Cultural Heritage Practitioners. A letter outlining these concerns will be forwarded shortly on behalf of Cultural Heritage Practitioners of Tasmania (CHPTers) Jane Becker (Archaeologist)

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]





Respondent No: 62

Login: Anonymous

Email: n/a

Responded At: Jun 13, 2019 12:15:53 pm

Last Seen: Jun 13, 2019 12:15:53 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

In general the Draft Master Plan looks much like the outcome expected from the community engagement day on 1st July 2017. There are a couple of points that need to be made however. 1. On page 12 of the plan under "Historic Cultural Code" it states that the Ross Patent Slip is at number 16 Napoleon St. This is not so. 16 Napoleon St is our address and between us and the Ross Patent Slip there were nos 18, 20 and 22. Behind them were nos 24 and 26, so the Ross Patent Slip should have a number no less than 28. 2. No mention seems to be made of "Tucker Abel's Shed", part of the building labelled "B1" which has some considerable historical significance. Under "Historic Recommendations" (p49) there is a recommendation that the building be extended to the rear. It appears the people living there have already commenced this development in spite of its significance and its being in the high zone of the Coastal Erosion Hazard Overlay (p13). To our knowledge the excavation work being done there has no approval as we, being the immediate neighbours, have not received any notification. Under the 1995 Hobart City Council Ross Patent Slip & Environs Conservation Plan, no excavation work should be undertaken unless under the supervision of an appropriately qualified archaeologist.

Q4. Name

Q5. Email address

**Respondent No:** 63**Login:** Anonymous**Email:** n/a**Responded At:** Jun 13, 2019 14:14:57 pm**Last Seen:** Jun 13, 2019 14:14:57 pm**IP Address:** n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

Yes, I'm supportive of this plan

Q3. Why do you feel this way?

Better use of public assets

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



Respondent No: 64

Login: Anonymous

Email: n/a

Responded At: Jun 13, 2019 22:31:07 pm

Last Seen: Jun 13, 2019 22:31:07 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

The plan is very thorough, and certainly improved my awareness of the sites historic values, and that there was access to the foreshore (I never knew!). I support the provision of a public toilet and improved pedestrian linkages. The omission that has me concerned is why the plan makes no reference to the Council's plan for the building of the Battery Point shared pathway. The most recent version of the pathway was supposed to land in the Slipyards and connect through onto Napoleon Street. As recently as 2017, Council stated the project was still a high priority. Therefore, I suggest this be foreshadowed in the plan. I consider it would contribute to improving public access to the area. I suggest referencing it in p.46 Provide new Pedestrian Routes" - i.e. adding a sentence after second paragraph to effect of "Council's plans for shared pathway to connect Sandy Bay to the city waterfront include provision of a elevated structure along the foreshore to souther of the slipyards, and will include access through the slipyards. This potential development will offer significant benefits for both local residents and commuters and ensure the daily vitality of the site is maintained through active transport. I suggest also adding on p. 48 "Review of Leases" and adding it as an action in p.56 "Movement and Access" - i.e. Ensure review of leases continues to allow for shared public pathway to pass through the site. I look forward to seeing the final document, and trust these comments can be incorporated.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



Respondent No: 65

Login: Anonymous

Email: n/a

Responded At: Jun 13, 2019 23:42:37 pm

Last Seen: Jun 13, 2019 23:42:37 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?


If I recall correctly a few years back this site was a key part of a proposed Battery Point foreshore/shared pathway before a handful of Battery Point residents scuttled the plan with legal action that caught Council out on a technicality. I'm not sure why the Master Plan makes no reference to the Battery Point foreshore/shared pathway? And I strongly believe that it should. I would also like to note my disappointment that despite all the space and discussion given to parking in the Master Plan, there appears to be little consideration given to promoting alternate means of accessing the site by improving facilities for public/active transport options (bus-routes, foreshore pathway, bikepaths, walking routes) which can (and must) provide a viable and effective contribution to the solution. Finally, I find it appalling that the Master Plan makes no mention of bike parking facilities (let alone bike access) - this is an oversight which I feel needs to be urgently addressed and applied across ALL Council development/planning processes if we are ever to actually effectively address the ever-worsening traffic disaster that is rapidly choking our city.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



**Respondent No:** 66

**Login:** Anonymous

**Email:** n/a

**Responded At:** Jun 14, 2019 09:47:19 am

**Last Seen:** Jun 14, 2019 09:47:19 am

**IP Address:** n/a

- Q1. Have you read the Draft Master Plan for the Battery Point Slipyards?

Yes
- 
- Q2. Are you supportive of the Draft Master Plan - Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns
- 
- Q3. Why do you feel this way?

The plan makes no reference to the Battery Point shared pathway, which is supposed to land in the Slipyards and connect through onto Napoleon Street. I think any plans for the Slipyards should note the likely new pathway and consider how it would contribute to improving public access to the area.
- 
- Q4. Name
- Q5. Email address



Respondent No: 67

Login: Anonymous

Email: n/a

Responded At: Jun 14, 2019 13:29:16 pm

Last Seen: Jun 14, 2019 13:29:16 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways? Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways? Yes, I'm supportive of this plan

Q3. Why do you feel this way?

This site is critical to the Maritime Heritage of both the state and Hobart. It should be maintained as such. It should also be part of our maritime industry and organisations place of meeting and practice. As such it can become a showcase of maritime skills and house a museum and meeting areas for organisations that are involved in both the maritime industry and heritage.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



Respondent No: 68

Login: [REDACTED]

Email: [REDACTED]

Responded At: Jun 14, 2019 14:31:10 pm

Last Seen: Jun 14, 2019 04:24:18 am

IP Address: [REDACTED]

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways? Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways? Yes, I'm supportive of this plan

Q3. Why do you feel this way?

I'm supportive of the general thrust of the plan particularly towards promoting a continuation of the maritime/boat building scenario. However I would like to have had something said about the concept of the Battery Point walking and cycle way connection that I also support. there are inherent conflicts between the walkway and the slipways, which should have been recognised in the master plan. My preference is for the walkway to be well seaward of the slipways such that the operation of the slipways is not fettered by the use of the walkway.

Q4. Name [REDACTED]

Q5. Email address [REDACTED]



Respondent No: 69

Login: Anonymous

Email: n/a

Responded At: Jun 14, 2019 15:31:13 pm

Last Seen: Jun 14, 2019 15:31:13 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the Battery Point Slipways? Yes

Q2. Are you supportive of the Draft Master Plan - Battery Point Slipways? No, I don't support this plan

Q3. Why do you feel this way?

I don't support the Draft Master Plan for the Battery Point Slipways because it doesn't recognise the importance of the mature trees in the dog exercise area and the playground/park area. These areas are one of the few public green spaces with mature trees in Battery Point. The Draft Master Plan needs to recognise this and include provisions to protect the trees from being removed if developments are undertaken. I am a member of the local community who has lived in Battery Point for most of my life. The street I live on in Battery Point has no trees on it at all. I use the Battery Point Slipways several times a week for exercise because it is a green space with trees. Of particular significance are the two large trees in the dog exercise area, and the relatively large gum tree adjacent to the Mariners Cottage (on the side of the Ross Patent Slip). Please do not remove the gum tree adjacent to the Mariners Cottage to build a public toilet. The Draft Master Plan (p. 51) shows the proposed location of the new public toilet to be on the site of a particularly beautiful gum tree. The removal of the tree, one of the only large native trees in Battery Point, to build a public toilet would be a very negative outcome. Additionally, the proposed location of the public toilet on the Draft Master Plan (p. 51) appears to be too close to the Mariners Cottage and would detract from the heritage value of the cottage. I support the removal of the storage building (B3) in the Ross Patent Slip. However, my overall feeling is that Battery Point Slipways are best left as is and that Hobart City Council developments are unnecessary and risk spoiling the charm of the area. At present, the word 'tree' is not used once in the Draft Master Plan for Battery Point Slipways. Please update the plan to recognise the importance of the area as a green space with mature trees that need to be protected if developments are undertaken.

Q4. Name [REDACTED]

Q5. Email address [REDACTED]





Respondent No: 70

Login: Anonymous

Email: n/a

Responded At: Jun 14, 2019 15:38:04 pm

Last Seen: Jun 14, 2019 15:38:04 pm

IP Address: n/a

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

I'm concerned about the lack of reference to the Battery Point Shared Pathway, identified as a high priority to the council. I believe it's an important consideration in contributing to the site's accessibility. The draft master plan itself states that "The site is located on a well used cycling and pedestrian commuter route and there is a great deal of interest in improving accessibility through and from this site to elsewhere". Considering the future of the shared pathway directly relates to these accessibility improvements.

Q4. Name

not answered

Q5. Email address

not answered



Respondent No: 71

Login: [REDACTED]

Email: [REDACTED]

Responded At: Jun 18, 2019 14:06:04 pm

Last Seen: Jul 31, 2019 01:35:16 am

IP Address: [REDACTED]

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipways?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipways?

I'm somewhat supportive but I have some questions or concerns

Q3. Why do you feel this way?

I needed to submit the same 20 pages this time and in 2018. We appear to be going over again as per 2018. There are certain issues: - No slipway car park spaces for tenants - In almost 2 years there has been no progress with signage for visitors/tourists - In Muir's case no direct response to our/my concerns has been forthcoming since 2018 - Hence I wish to make an appointment with council in July 2019 - In almost 2 years, contact has been limited

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]



Respondent No: 72

Login: [REDACTED]

Email: [REDACTED]

Responded At: Jun 18, 2019 14:11:21 pm

Last Seen: Jul 31, 2019 01:35:16 am

IP Address: [REDACTED]

Q1. Have you read the Draft Master Plan for the  
Battery Point Slipyards?

Yes

Q2. Are you supportive of the Draft Master Plan -  
Battery Point Slipyards?

Yes, I'm supportive of this plan

Q3. Why do you feel this way?

I'm supportive of the opportunity for sites such as Muir's Boatyard to provide interpretation of their own history. As it fits into a local heritage & Indigenous cultural context. There is very important maritime heritage in this location which is threatened to be lost without investment in preservation. I have been involved in the signage and branding of Muir's Boatyard from 2015 and would be keen to be involved in any interpretive.signage projects.

Q4. Name

[REDACTED]

Q5. Email address

[REDACTED]





## MEMO

**To:** Paul Jackson and Carmen Salter  
**From:** Caroline Lindus  
**Date:** 17 July 2019  
**Re:** Battery Point Slipyards Masterplan Community Engagement Report

---

**1. COMMUNITY ENGAGEMENT PROCESS**

On 20 May 2019 City of Hobart commenced a 4 week period of community engagement for the Battery Point Slipyards Masterplan. The engagement period finished on 14 June 2019. City of Hobart collated the feedback and found that 56 people completed the online survey with the majority of the survey responses in support of the Masterplan. In addition, six separate written responses were received via email to Council.

The key themes were:

- Access and a desire to see a future Battery Point Walkway/cycleway incorporated into the plan;
- Support for the approach of preserving and restoring the heritage characteristics on the site and maintaining the linkages to the maritime history;
- Support for the approaches to improve accessibility and activation of the site through improved facilities, improved signage and interpretation;
- A desire to see the carparking have time limitations to reduce the commuter parking in the area.

Some concerns were raised in relation to the Masterplan such as:

- The lack of reference to the walkway and cycleway in the plan, this was considered an oversight and provision should be made for this to be included;
- Concerns that inadequate reference was made to the cultural heritage and archaeological significance on the site and that further engagement should have happened with cultural heritage practitioners;
- Additional bike parking facilities or kayak storage facilities should be provided;
- The place should be left as it is;
- The importance of the mature trees within the park area is not recognised and should be with protections put in place to ensure they are not removed;

**2. MASTERPLAN RECOMMENDATIONS**

In analysing the comments in relation to the masterplan, consideration must be given to whether any changes need to be made. This is considered in greater detail in Table 1 below.

**Table 1      Summary of Battery Point Slipyards Masterplan and Responses**

Concern Raised	Response provided
The walkway/cycleway around the Battery Point Foreshore should have been included. The concern is that to make the park viable, and justify the expense of upgrades, the walkway must be included.	It is not the intention of Council to incorporate the walkway within this Masterplan. This is not a comment on the viability or suitability of the walkway, rather the walkway exists as a separate development and can not be incorporated within this project. However, the approach taken with the Masterplan does not preclude the potential for a walkway to link into the site in the future.
Provision of public facilities remaining open to the public, including facilities for young people	The Masterplan meets this objective and intends to continue to maintain public access throughout the site. There are no specific facilities for young people (such as a skate park or similar) beyond the small playground that is there. It is important that the park remains a local park and the introduction of additional facilities remains at a scale consistent with that. Whilst providing facilities that are attractive for the 12-18yr old age bracket may be achievable in any subsequent playground design, the scale of potential facilities may inhibit their inclusion.
Commercial/economic sustainability, inclusion of a range of businesses including food services; need for the site to become cost neutral or positive for council.	The site has had small scale café's and maritime museums proposed in the past and the proposed masterplan will not inhibit this occurring in the future. The desire for the site to run at cost neutral is a matter for Council as landowner, not for the Masterplan.
Desire to preserve heritage values both Aboriginal and European	For the most part the feedback is supportive of the recognition of both Aboriginal and European heritage on the site. There are mixed views about proposals to enhance the heritage on site, as opposed to leaving the site as it currently is. The Masterplan seeks to improve interpretation of the Aboriginal and European history on the site by working closely with both the Aboriginal community, as well as European heritage experts, to provide interpretation that is informative and sensitive to the site. It is not considered necessary to alter any aspects of the Masterplan.
Ongoing maritime use on site, also provision of maritime infrastructure such as a public jetty. Some views wanted to see the modernisation of the site.	A public jetty will be retained on site. Some views indicated that they wanted to see a modernisation of the site to being a marine technology park, but usage of the site for maritime industries and organisations for meetings and practice should also continue. The Masterplan supports this approach.
Viewing platform and toilets, some believe it is critical and others believe it is unnecessary. In addition there are concerns	To assist in the activation of the park and area more generally, the provision of a viewing platform with associated interpretation and toilet is still considered important. Detailed analysis should occur at the

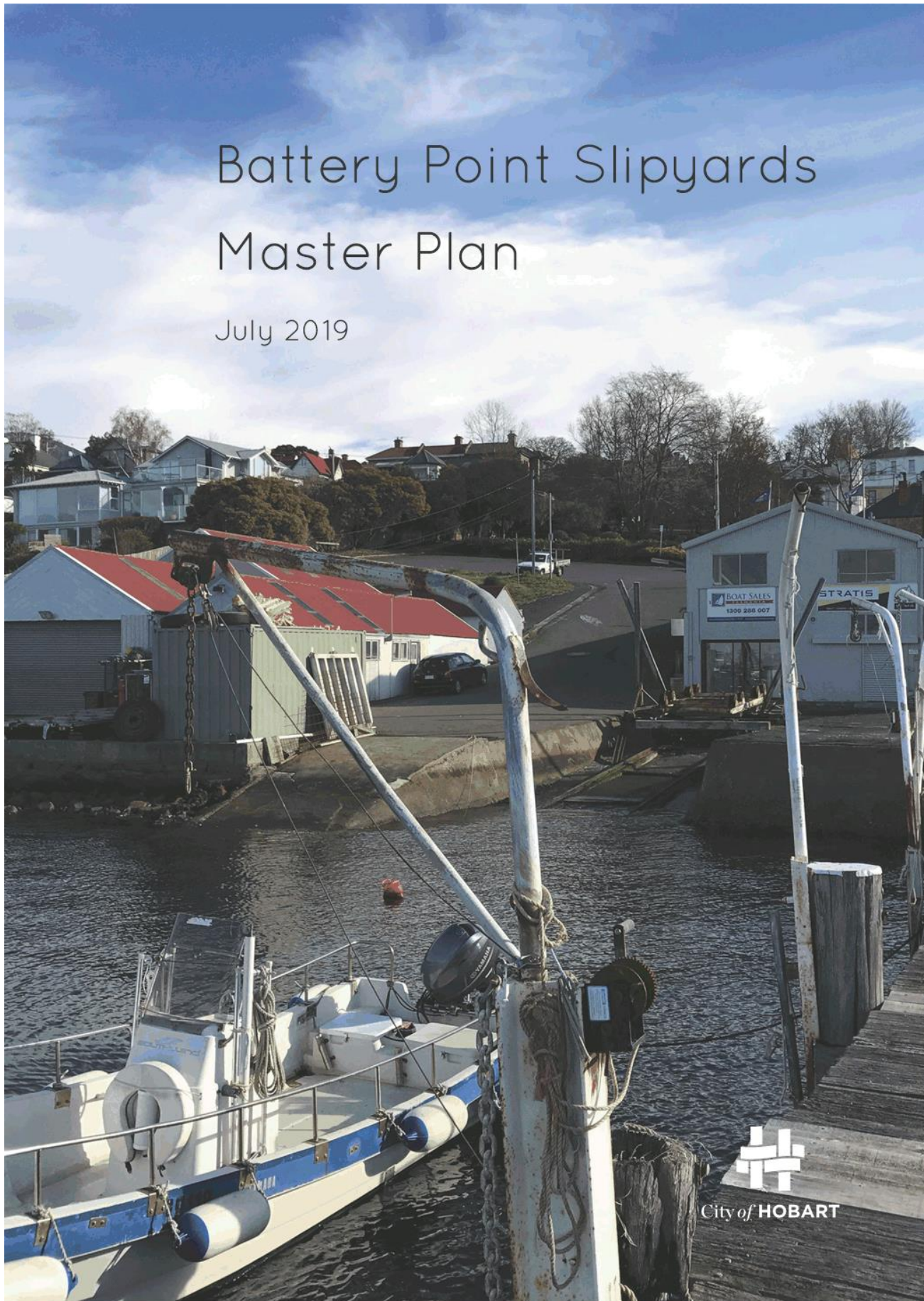
regarding the loss of a gum tree for the provision of a public toilet.	design stage to consider locations of infrastructure such as toilets and whether there is an impact upon existing vegetation values.
Parking in the area being used for commuter parking should be managed. Also some parking should be given over to public space.	The plan makes recommendations that timed parking spaces should be implemented to manage the use of the site. This approach would address the concerns that the community has raised, and should be implemented. In terms of providing further open space, this is not considered necessary. There is a reasonable sized park for the area, and the car parking that is on site is important for the operation of businesses on site and also to assist in activating the area more broadly through providing parking for visitors to the open space and heritage areas. It is not recommended that further car parks are turned into open space.
Improved signage and interpretation needs to reflect the heritage importance of the site	The intention of the Masterplan is that the signage will enable an improved level of interpretation and information on the history of the site and its significance. Given this, no further changes are necessary following this feedback.
Lack of Boldness – need to consider more adventurous options	The Masterplan came out of a process of community engagement. One of the critical messages that was given by the community is that the masterplan should not sanitise the site, and should enable the site to continue being used for the semi-industrial maritime uses. The intention of the plan is to enable enhancement of public areas of the site and their interpretation, including the Ross Patent Slip – which should improve the relationship of the Slip to the site more generally and enable greater use by the community. No changes to the Masterplan are recommended.
Lack of engagement with Cultural Heritage Practitioners in developing the masterplan. The archaeological values are not clearly stated.	The Masterplan clearly articulates that consultation occurred with Tasmanian Heritage Council and City of Hobart's Cultural Heritage Officers, and was in part drafted by Paul Davies, a Cultural Heritage practitioner. No changes to the Masterplan are recommended.
Missing Bike Parking and Kayak storage facilities	The community engagement identified that many people cycle in this area of Battery Point, however it is unclear how many stop at the site and would utilise the bicycle parking. Nevertheless, the inclusion of bicycle parking would easily work with the other public facilities in the area and can be easily implemented by Council. The inclusion of kayak storage facilities was recommended by a staff member of Council with suggestions that this would link in well with the movement towards the river being used as an alternative means of transport with other facilities provided in other municipal areas. Currently kayaks and dinghy's are stored close to the waters edge at the east of the site. Further investigation could be undertaken by Council staff to consider whether more formal storage solutions could be provided in this place. Consideration would need to be given to whether the storage would be

	for temporary use, or whether it would represent permanent storage for nearby residents kayaks. It is recommended that bicycle parking facilities and kayak storage facilities be considered further.
Editing errors	Two representations highlighted some editorial changes that needed to be made. These represent minor spelling errors, as well as the reference to how half of the Mariners Cottage is used. These changes should be made in the final Masterplan version.




# Battery Point Slipyards Master Plan

July 2019







The City of Hobart engaged ERA Planning & Environment to lead a multidisciplinary consultancy team to develop the master plan which comprised:

ERA Planning & Environment (Principal Consultant)  
Master Planning & Land Use Planning

SGS Economics & Planning  
Economic Planning

Paul Davies Heritage Architect  
Historic Cultural Heritage

Nea Group  
Community Engagement

© City of Hobart, July 2019

This work is copyright. Apart from any use as permitted under Copyright Act 1963, no part may be reproduced without written permission of the City of Hobart.

#### Photography

All photographs unless otherwise referenced have been provided by Emma Riley & Caroline Lindus.

#### Disclaimer

This master plan has been prepared for the City of Hobart for the specific purpose to which it refers. While every responsible effort has been made to ensure that this document is accurate and complete the City of Hobart, ERA Planning and Environment and its sub consultants do not warrant or represent that the information contained is free from errors or omissions and disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance or upon the whole or any part of this document

Battery Point Slipways Master Plan

## Contents

<b>1.</b>	<b>Introduction</b>	<b>3</b>
1.1	About the project	4
1.2	Project objectives	5
<b>2.</b>	<b>Context</b>	<b>7</b>
2.1	Site context	8
2.2	Site details	10
2.3	Policy context	10
	2.3.1 The Objectives of the Planning Scheme	11
	2.3.2 State Coastal Policy	12
	2.3.3 State Policy on Water Quality Management	12
	2.3.4 Regional Land Use Strategy	13
	2.3.5 Hobart Interim Planning Scheme 2015	13
	2.3.6 Historic Cultural Heritage Code	14
	2.3.7 Inundation Prone Areas Code	15
	2.3.8 Coastal Erosion Hazard Area	15
	2.3.9 Hobart Strategic Plan	16
	2.3.10 Conservation Management Plan	16
<b>3.</b>	<b>Stakeholder Engagement</b>	<b>19</b>
3.1	The approach	20
3.2	Results of engagement process	22
3.3	Comment period on draft master plan	22
<b>4.</b>	<b>Existing Conditions</b>	<b>23</b>
4.1	Aboriginal heritage values	24
4.2	European heritage values	24
4.3	Historic heritage significance	25

Battery Point Slipways Master Plan

4.4	Open spaces	32
4.5	Current development activity	33
4.6	Tourism activity	34
4.7	Car parking and access	34
4.8	Character	34
4.9	Reticulated infrastructure	35
4.10	Economic situation	35
4.11	Leaseholder arrangements	36
<b>5.</b>	<b>Opportunities and Constraints</b>	<b>37</b>
5.1	Opportunities	38
5.1.1	Community support	38
5.1.2	Improved park facilities	38
5.1.3	Way-Finding	38
5.1.4	Ross Patent Slip	38
5.1.5	Heritage	38
5.1.6	Interpretation of the site	39
5.1.7	Improved parking and access	39
5.1.8	Movement through and off the site	39
5.1.9	Redevelopment opportunities	39
5.2	Constraints	41
5.2.1	Community involvement	41
5.2.2	Retention of public open space	41
5.2.3	Heritage	41
5.2.4	Natural hazards	41
5.2.5	Land use conflicts	41
5.2.6	Economic sustainability	41
5.2.7	Parking and vehicular access	42

Battery Point Slipways Master Plan

---

<b>6.</b>	<b>The Master Plan</b>	<b>43</b>
6.1	The Vision	44
6.2	Master plan principles	45
6.3	Planning recommendations	48
6.4	Heritage recommendations	51
6.5	Master plan map	53
6.6	Summary of master plan recommendations	54
6.7	Conclusion	55
	<b>References</b>	<b>56</b>

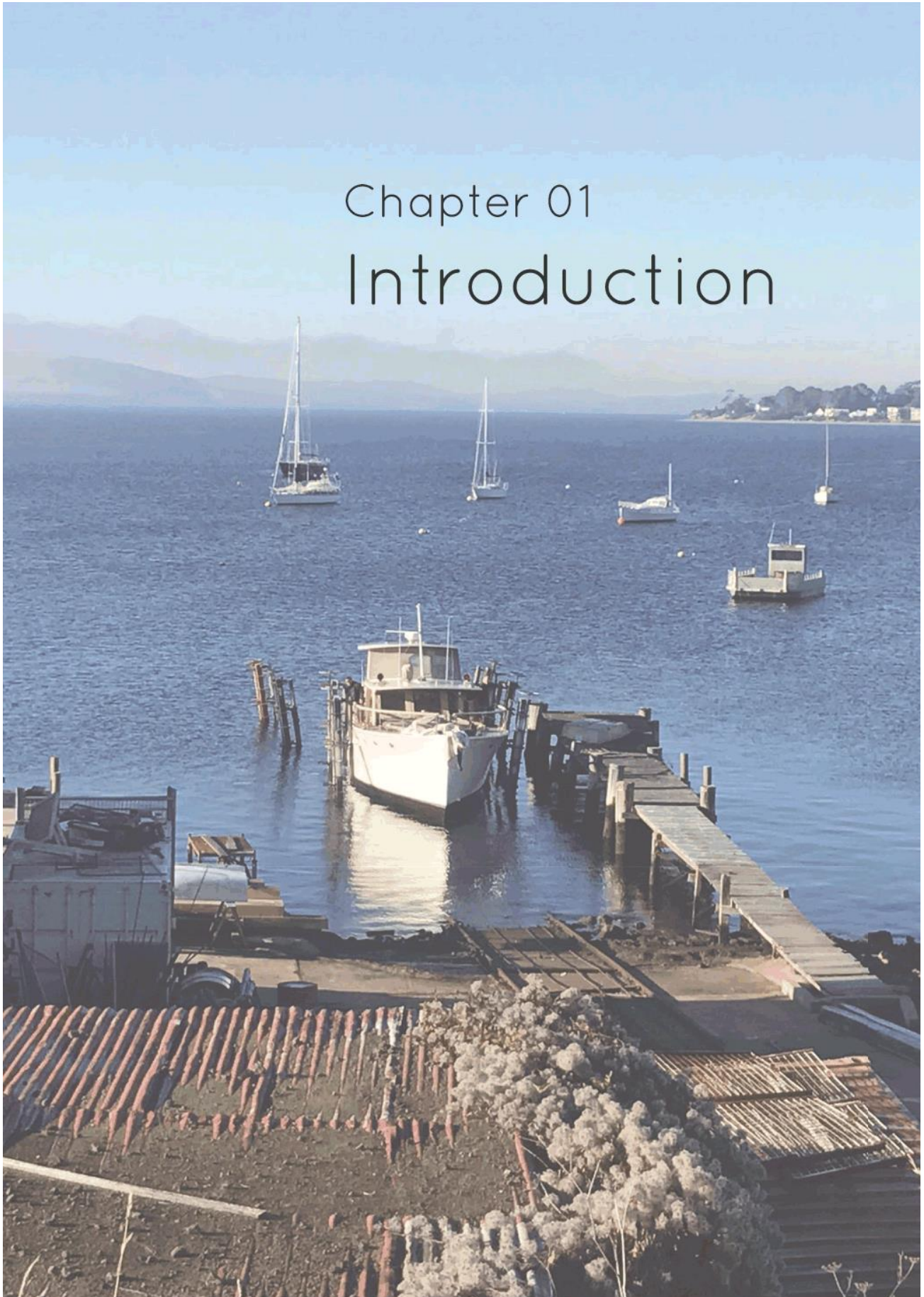
Battery Point Slipways Master Plan

---

This page is intentionally blank



# Chapter 01 Introduction



## 1. Introduction

The Battery Point Slipyards is a special place. It has a rich maritime history and significant heritage values. Its continued uninterrupted use for shipwright and maritime activity is unique as are many of the business's historical connections to the place. It is also an important public asset both in terms of community use and local recreational value.

### 1.1 About the project

ERA Planning (ERA), in conjunction with Campbell+Jones, SGS Economics and Paul Davies Architect and Heritage Consultants have been engaged by the City of Hobart to prepare a master plan for the Battery Point Slipyards site at Napoleon Street.

The slipyards site is owned by the City of Hobart with a number of privately held leaseholds.

The site has been occupied by the Mouheneener people for many thousands of years and Aboriginal Tasmanians continue to have a connection to place in this area.

Following European settlement it has been used predominantly for maritime purposes with formal ship building operating at the site since 1835. The high point of the ship building industry was between 1849 and 1853 during the whaling period. Many of the businesses on the site have been there in some form since the 1930s. The site has a strong maritime heritage focus, whilst incorporating an important area of public open space. The businesses on the site have leases that extend through to 2040.

The City of Hobart has in recent years received permit applications from a number of different lease holders for different proposals on the site, varying from minor maintenance works and signage, to more significant changes of use. This has highlighted a need for a strategic vision to guide the future use of the site to ensure it meets with the expectations of the Council, community and lease holders.

This report presents the endorsed recommendation for the development of the master plan based on the findings of the research and engagement process.

The report provides a summary of previous studies, research and the engagement process. It identifies key constraints and opportunities for the site, highlights planning principles and provides a recommended master plan.



## 1.2 Project Objectives

The objective of the master plan is to provide direction for future land use and development on the site. The project aims to identify values that are important to the community whilst recognising constraints on the site. These include the changing nature of the maritime and slipping industry, changing expectations of the community, and Council's expectations as landlord.

The master plan will provide Council with direction for the future use and management of the slip area, as well as the open space which makes up a significant proportion of the site. Opportunities for sensitive use of this area, that remain consistent with the community's expectations, have been identified.

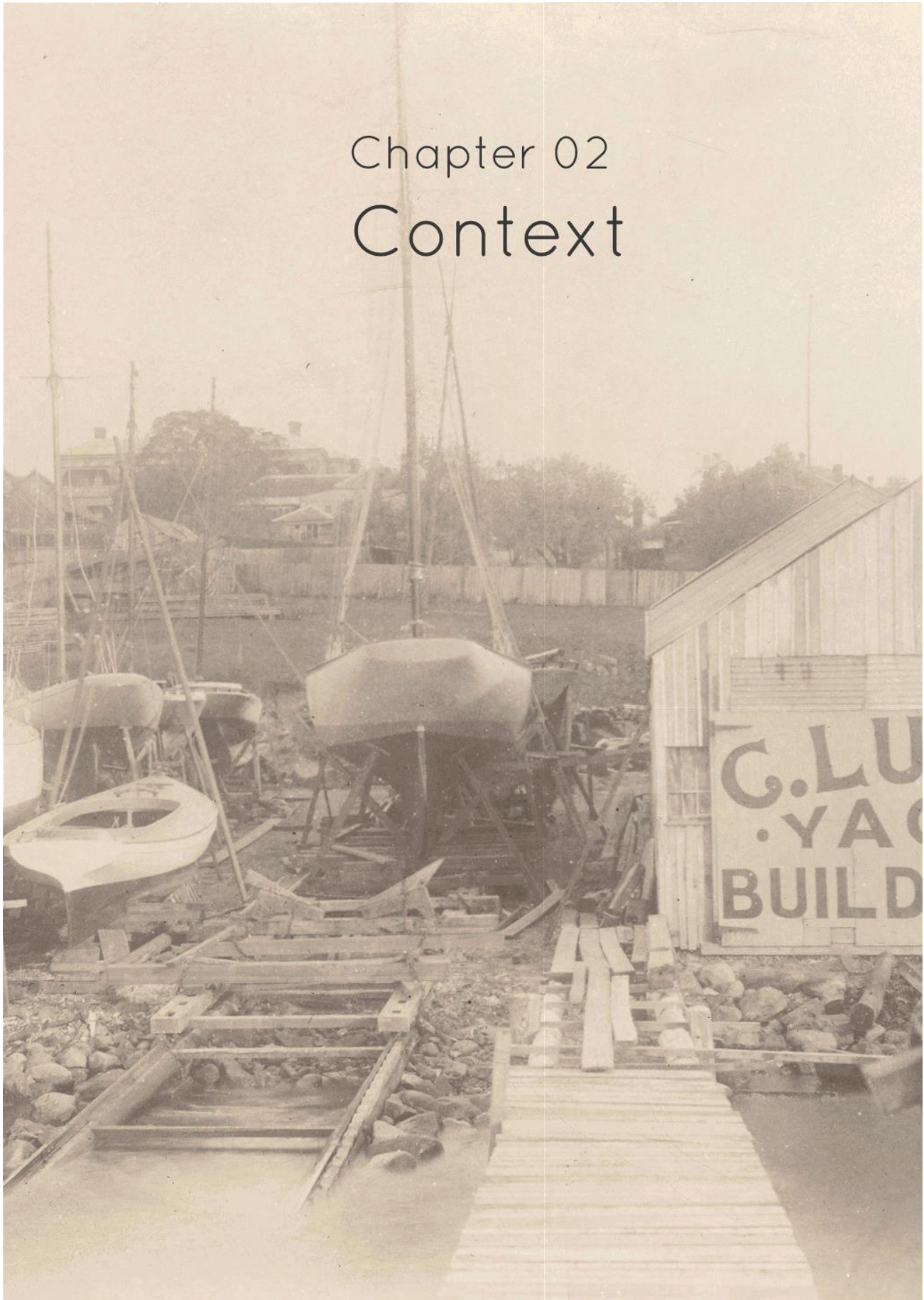


*The Study Area*

This page is intentionally blank

## Chapter 02

# Context





## 2. Context

### 2.1 Site context

The site is nestled in the residential area of Battery Point, a short walk from Marieville Esplanade to the south, and CSIRO and Salamanca to the north. Due to its proximity to the city, its heritage attractions and "village" feel, the broader area experiences high levels of pedestrian and cycling traffic, much of which passes along the north west of the site.

The waterfront area of the site is well used by the local community as a location for accessing the water with an established collection of watercraft stored adjacent to the beach. Some of these dinghies also provide access for the owners of the yachts moored off the coast in this location.

The area was first used by the Mouheneener band of the South East nation of Aboriginal Tasmania. Tasmanian Aboriginal people continue to connect with this site and the surrounding waterways, its food, rituals and spiritual values. Whilst there is little tangible evidence of their occupation, their links to the waterfront and coastal environment remain strong.

The physical character of this area is however strongly defined by its historical slipping activities. The area was first used as a slipyard in 1835 with booms between 1849-1853 during the whaling period. In 1866 the Ross Patent Slip was relocated from Secheron Bay to the Battery Point site with at least 7 major slip owners and shipbuilders operating in the Battery point area.

The Ross Patent Slip was one of the longest slips in the southern hemisphere for part of the 19th century and was reported as having a lifting capacity of 1000 tons. Shipbuilding continued steadily until the 1880s. Whilst the intensity of slipping activities has changed over time and other uses introduced, the focus of the site remains predominantly maritime in nature.

The site is surrounded on three sides by established residential activity. The pattern of development was established in the 1830s when Battery Point was predominantly a working class area although with the inclusion of officers of the penal colony and local merchants building grand houses in the suburb (Swinson et al, 2016).

The streets were laid out in the 1830s and 1840s and were narrow to accommodate the dominant form of transport which was walking and horse drawn carts. This resulted in the unusual circumstance whereby a semi industrial use of the slipyards and associated maritime industries, are located close to what are now high quality residential properties, at reasonably high densities.







Battery Point Slipyards Master Plan

## 2.2 Site details

The site is made up of a number of separate titles all under the ownership of the City of Hobart:

Address	Title Reference	Land Area
18-44 Napoleon St	33913/1	1890m <sup>2</sup>
	33913/2	1590m <sup>2</sup>
	99319/3	815m <sup>2</sup>
	33913/4	2240m <sup>2</sup>
	33913/5	675m <sup>2</sup>
	33913/6	2818m <sup>2</sup>
	33913/7	5071m <sup>2</sup>
Roadway	33913/8	463m <sup>2</sup>

In addition, there are a number of foreshore leases on the site where the land is owned by the Crown, but leased to varying leaseholders as part of the operation of their maritime business.

On some titles, there are rights of way for vehicular access, and footways in some instances, recognising the historical use of the site, and the linkages that exist across the site. There are also drainage easements.

The site falls under two distinct zonings within the Hobart Interim Planning Scheme 2015.

The lease hold area of the slips is covered by Particular Purpose Zone 7 for the Battery Point Slipyards. The two parcels of land which are used for open space, are zoned Open Space. The zonings do not follow the cadastral boundaries in this regard.

## 2.3 Policy context

The master plan sits within a complex policy context which involves both state and local regulatory instruments.

As a document which will be used to inform planning controls established by the City of Hobart as a Planning Authority, it is important that the master plan:

- Further the objectives of the Resource Management and Planning System (RMPS);
- Be consistent with relevant State Policies; and
- Be consistent with the Southern Tasmanian Regional Land Use Strategy.

In addition, Council's strategic plan is relevant to the master plan.

Battery Point Slipways Master Plan

### 2.3.1 Objectives of the Planning System

The objectives under Part 1 of the *Land Use Planning and Approvals Act 1993* (the Act) are:

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

The objectives under Part 2 of the Act are:

- (a) to require sound strategic planning and co-ordinated action by State and local government; and*
- (b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and*
- (c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and*

*(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and*

*(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and*

*(f) to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania; and*

*(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and*

*(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and*

*(i) to provide a planning framework which fully considers land capability.*

The master plan is considered an opportunity to further the objectives of Tasmania's Resource Management and Planning System (RMPS), particularly in relation to public participation through the engagement process. Consideration of the values of this site, and how these can be enhanced whilst maintaining economic gains is a critical part of the project. In addition, the protection of the public spaces and community infrastructure is a high priority.

### 2.3.2 State Coastal Policy

There are three main principles that guide *Tasmania's State Coastal Policy 1996*. These are:

- Natural and cultural values of the coast should be protected.
- The coast shall be used and developed in a sustainable manner.
- Integrated management and protection of the coastal zone is a shared responsibility.

The slipyards site has been significantly altered over a period of almost 200 years and as such, the natural values are limited.

It is of note that the policy does give precedence to uses that are reliant upon their coastal location, such as a slipyard. It further states that new industrial developments will be encouraged to be located in specific industrial zones.

Public rights of access to and along the coast should be maintained, particularly in areas where there is no impact on sensitive natural values. There is a need for shared responsibilities and management of coastal areas and for Councils to provide for strategic plans for their significant coastal areas in their municipality.

### 2.3.3 State Policy on Water Quality Management

The objectives of the *State Policy on Water Quality Management* are to achieve sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of the RMPS.

The most critically relevant aspect of this is the treatment of runoff into stormwater, but also the treatment of runoff that may not be collected into stormwater but enters the River Derwent directly. There are no specific objectives related to the runoff that enters the Derwent but, similarly to the State Coastal Policy, there is an obligation on leaseholders and users of the slipyards to meet all environmental regulations. Likewise, any future development must meet any pollution emission requirements, but also ensure that any waters entering the reticulated stormwater system are pre-treated as necessary.

### 2.3.4 Regional Land Use Strategy

The Southern Tasmanian Regional Land Use Strategy (Regional Land Use Strategy) was declared by the Minister for Planning on 27 October 2011. It was last updated in September 2016.

The Regional Land Use Strategy provides little direct guidance on the slipyards site. It is not identified as significant at a regional level as an industrial site, or as a significant parcel of open space. Nor was it identified as being appropriate for a significant investment for retail activity through the regional Activity Centre hierarchy.



Battery Point Slipways Master Plan

### 2.3.5 Hobart Interim Planning Scheme 2015

The slipways part of the site is subject to Particular Purpose Zone 7 – Battery Point Slipways, under the Hobart Interim Planning Scheme 2015. The rationale for a Particular Purpose Zone is to recognise the site's unique characteristics and mix of uses.

Desired Future Character Statements have been identified within the Particular Purpose Zone:

*Conservation of the significant elements of the Battery Point Slipways should continue as the leading priority in the future use and development of the zone. Existing structures and slipways which are of historic or visual importance should be retained.*

*It is desirable that the primary use of the buildings and land should remain as small scale slipyard related activities i.e. boat building, repair and maintenance. It is recognised however that boat building and slipyard uses have been in decline for some time and are unlikely to remain significant uses in the longer term.*

*Given this situation it is proposed that other compatible uses can occur. Examples of compatible uses include the use of the workshops and sheds as working spaces for craftsmen or artists.*

*Uses that encourage appreciation and interpretation of the slipways and its significant features may also be suitable. These include a boat building museum, exhibition space or a small cafe to encourage visitation and service visitors and tenants on the site.*

*Traditional boat building as an educational or leisure activity is also encouraged to ensure that the links to the historic function of the slipways are maintained.*

*A restored jetty may also be used for mooring small recreational vessels. A marina type or scale of use where yachts would be moored is not appropriate as it would not suit the small scale use and appearance of the site.*

*The reuse of the existing buildings of significance for compatible purposes is encouraged in preference to the construction of new buildings. Any new buildings should not render an existing building of significance (as shown in figure 38.1) redundant.*

*A daily use of the buildings is preferable to maintain an active, working site. The use of buildings on site primarily for storage is not appropriate, although the use of smaller buildings for some ancillary storage is acceptable.*

*It is important that the traditional scale, openness and general informality of buildings, slipways and work spaces is maintained and that new building or structures do not detract aesthetically from the character and appearance of the area.*

*Continued public access to the foreshore should be accommodated within the constraints of protecting public safety and providing an adequate level of security for property.*

The key values identified through the engagement process are consistent with the desired future character statements for this site.

#### Battery Point Slipyards Master Plan

Passive recreation is a no permit required use and the only permitted use is for boat building or slipyard related use. While there are a broad range of discretionary uses, qualifications (broadly speaking) limit uses to those related to slipyard activity and ensuring that there is not a duplication of uses on the site.

Use standards are either focused on ensuring boat building or slipyard activities are of a scale compatible with adjacent residential activity, or on ensuring that other uses maintain the traditional industrial character or its heritage significance.

Existing development standards specifically aim to protect the historic significance of the site, both in terms of those buildings that are heritage listed (such as the Mariners' Cottage) but also in terms of ensuring the pattern of development on the site is maintained. This is reflected in Figure 38.1 within the Particular Purpose Zone (see page 16) which identifies significant view lines to be retained and areas appropriate for redevelopment.

### 2.3.6 Historic Cultural Heritage Code

Two titles comprising the site are listed within Table E13.1 as Heritage Places: 18-44 Napoleon Street, CT 39913/6, being the Ross Patent Slip, and 18-44 Napoleon Street, CT 39913/7, being the Mariners' Cottage title. The titles are also listed under the Tasmanian Heritage Register. The remaining titles are not listed specifically however the complete site is listed within Heritage Precinct BP1.

Listing within the Historic Heritage Code requires consideration against the heritage significance of the site. This generally requires an assessment to be undertaken by a suitably qualified heritage consultant addressing the performance criteria of the code. This may take the form of a conservation plan, a statement of significance, heritage impact statement, statement of compliance, archaeological potential and impact assessment. It may include an assessment for why a proposal is of greater significance than the retention of heritage fabric on the site.

Heritage Listed Place



Heritage Area Overlay



#### Battery Point Slipways Master Plan

The code does not provide use standards, so there is no recognition of, in this instance, the maritime use of the site and their significance to the ongoing character of the site. This has resulted in the inclusion of such character requirements within the Particular Purpose Zone.

### 2.3.7 Inundation Prone Areas Code

Parts of the site are vulnerable to a 1% AEP storm event in 2050 as shown below. Most of these areas are at medium risk of inundation which means that any works (including changes of use from non-habitable buildings to habitable buildings) must meet certain floor levels for habitable rooms, to limit the risk of inundation on buildings.

In addition, there are specific provisions related to works dependent upon a Coastal location such as jetties, marinas and slipway facilities.

### 2.3.8 Coastal Erosion Hazard Area

Parts of the site are located within the Coastal Erosion Hazard Area as shown below. The risk is considered Low (as defined under the Interim Planning Scheme) however with some resilience because of artificial protection (storm bite/near-term recession zones).

Notwithstanding the low risk level and the resilience existing on the site, any development or changes of use to habitable buildings, requires consideration against the risks that such erosion will incur on the site. To support development on this site, reports from a suitably qualified person may be required, including a coastal vulnerability report, coastal works management plan, or erosion risk management plan to adequately assess the risk.

*Inundation Prone Area Overlay*



*Coastal Erosion Hazard Overlay*



Battery Point Slipways Master Plan

### 2.3.9 Hobart Strategic Plan

The City of Hobart has prepared a 10 year Capital City Strategic Plan 2015 – 2025.

This strategic plan highlights, amongst other things, the Goals and Strategic objectives for the City for the years 2015 to 2025.

Particularly relevant Goals and Strategic Objectives include:

*Goal 1 – Economic development, vibrancy and culture, City growth, vibrancy and culture comes when everyone participates in city life.*

*1.3 – Vibrant city centre and suburban precincts;*

*1.4 – An enriched visitor experience;*

*1.5 – Cultural and creative activities build community wellbeing and economic viability.*

*Goal 2 – Urban Management, City planning promotes our city's uniqueness, is people-focused and provides connectedness and accessibility*

*2.4 – Unique heritage assets are protected and celebrated*

*Goal 4 – Strong, Safe and Healthy Communities, Our communities are resilient, safe and enjoy healthy lifestyles.*

*4.2 – City facilities, infrastructure and open spaces support healthy lifestyles.*

The master plan is required to further Council's Strategic Vision to 2025.

### 2.3.10 Conservation Management Plan

As a site of historic heritage significance a Conservation Management Plan was prepared for the Battery Point Slipways in 2008 by HLDC Pty Ltd.

This plan considers the European history of the site but is silent on the Aboriginal history of the site. It divides the site into precincts, identifying different management responses dependent on the characteristics of those precincts.

Many of these precincts have significant archaeological values with footings of previous buildings, as well as evidence of rubbish associated with the slipways use found on the foreshore and on the sea floor adjacent to the jetties. The conservation management plan addresses both the heritage values of the existing buildings on site and their ongoing uses, as well as the archaeological values of the site and whether the research potential for these various values is high.

This plan also references the cultural significance of the site, identifying it as being significant in terms of the role it played in the industrial development of Tasmania and Hobart in particular. The site demonstrates a response to changing techniques in construction of slipways operation in Tasmania over a period of 160 years. It also represents several important phases in Tasmania's development, particularly in relation to ferries, river steamers and recreational sailing.

The findings resulted in a Statement of General Conservation Policy being that:

*Battery Point Slipways should be recognised as a site of cultural significance, of importance to the State of Tasmania, with historical, aesthetic, archaeological and landscape significance.*



## Battery Point Slipyards Master Plan

The plan made recommendations that retaining the ongoing use of the buildings for a maritime focus was critical, recognising the link with ship building families on the site, and the demonstration of the changing technologies and requirements of a slipyard over this period of time.

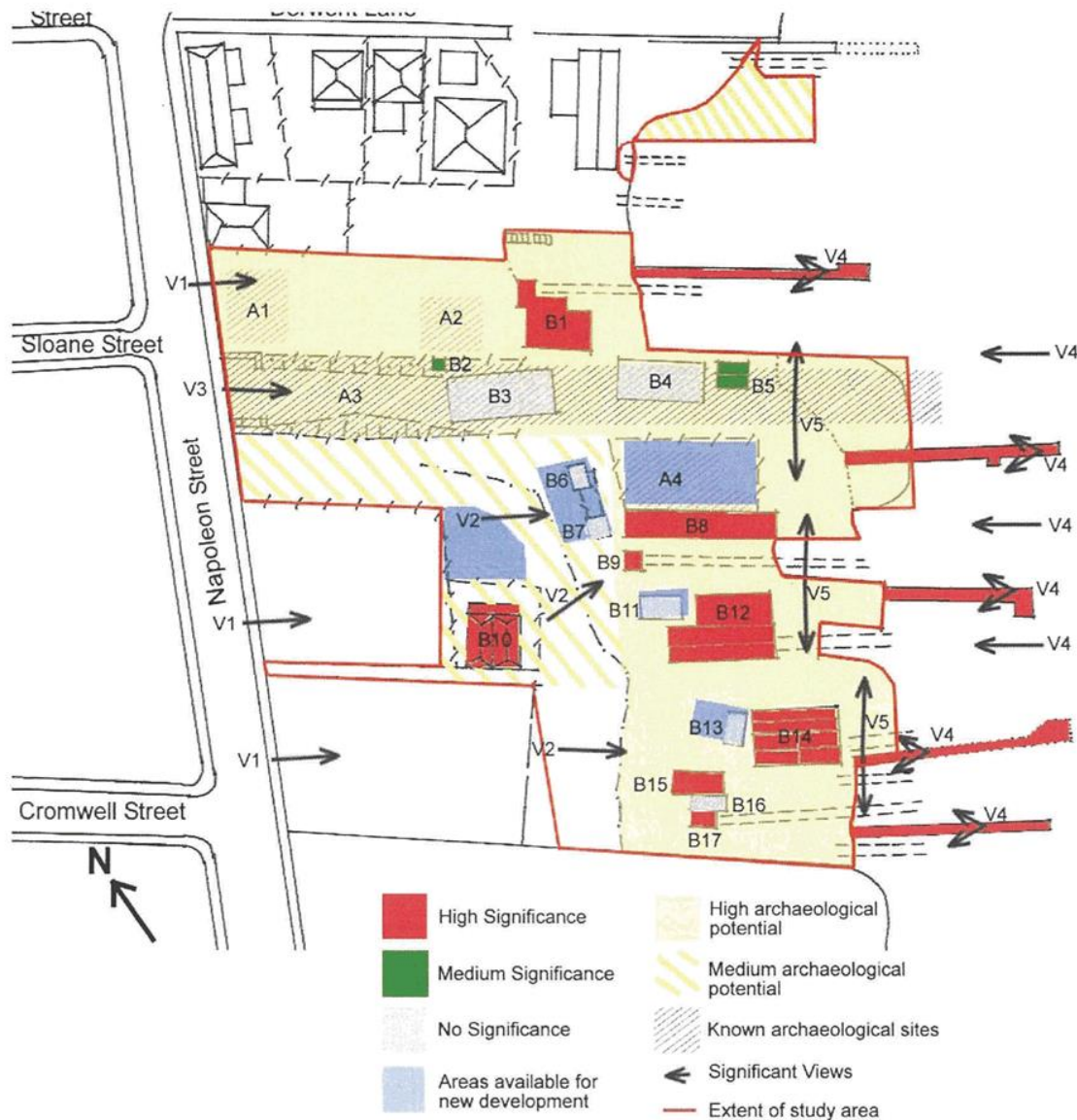
The retention of a number of buildings was also considered critical. However, the use of these buildings was considered more important than retention, in some instances.

In the event of maritime uses not being able to continue on the site, other compatible uses may be appropriate which could include a workshop/studio that continue to allow appreciation and interpretation of the site.

Interpretation was highlighted as being valued on such a site. Interpretation material should provide appropriate interpretive methods and techniques to assist public access and appreciation of the place's significance. It may include the deconstruction of some buildings to "expose" the existing Ross Patent slip and re-establish views across the site. There would be benefit in setting aside an interior space to contain interpretation material. Provision of signage adjacent to each historically separate slipyard is desirable and should be linked to a trail that leads visitors through the site.

*An artistic installation providing interpretation at the Port Arthur Historic Site dockyards. This is accompanied by a sound installation providing both a visual and aural experience (source: [www.portarthur.org.au](http://www.portarthur.org.au))*



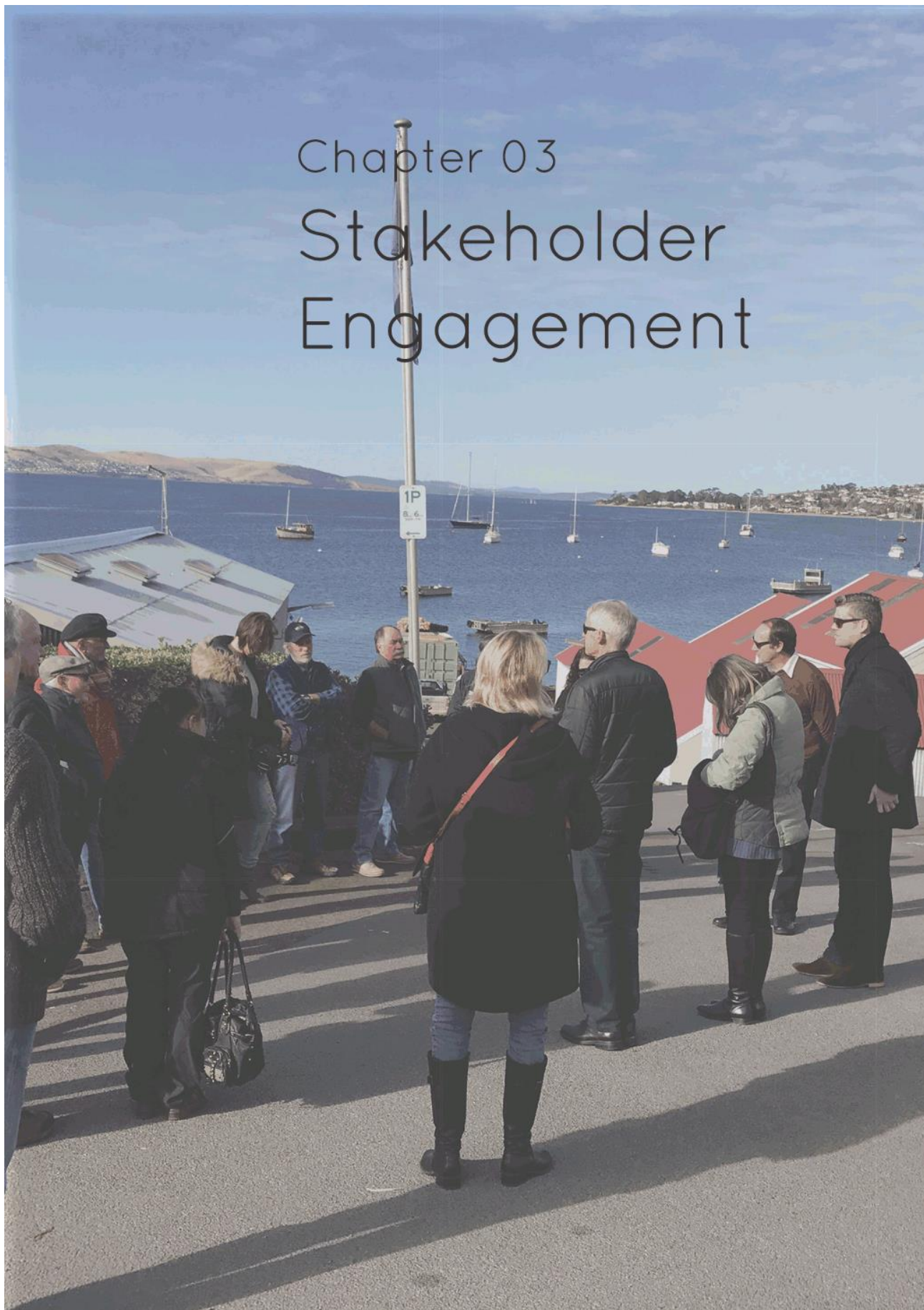


Significance Plan from the Conservation Management Plan

Existing development standards within the planning scheme seek to protect significant buildings, areas of archeological value and view lines



# Chapter 03 Stakeholder Engagement



### 3. Stakeholder Engagement

#### 3.1 The approach

Initial stakeholder engagement has formed a critical component of input in relation to the preparation of this master plan and has involved the following:

- Initial stakeholder engagement including:
  - o A planning to plan workshop;
  - o Aldermanic briefings;
  - o A community workshop;
  - o One on one dialogue
- Formal comment period on the draft master plan

#### 3.2 Initial stakeholder engagement

##### 3.2.1 Planning to plan workshop

A workshop was held between the consultant team and relevant staff from the City of Hobart.

The focus of the workshop was establishing the approach to the community engagement as well as to explore potential consideration based on the experience of Council officers.

##### 3.2.2 Aldermanic Briefing

Following from the planning to plan workshop with Council staff, an Aldermanic briefing was held to gauge their ideas on the approach to be taken moving forward. This ensured early input from the Alderman, whilst also providing an opportunity to brief them on the project and the approach to be taken.

##### 3.2.3 Community engagement day

A community engagement day was held on Saturday 1 July 2017. The day commenced with a walk-through of the site following by a workshop at the Battery Point Community Hall.

The walk through was led by the consultants but ably assisted by Mr. John Muir whose family has a long history of ongoing use of the site and manages one of the more substantial leases on the site. The workshop had over 40 attendees.

##### 3.2.4 Drop in sessions

The consultant team made themselves available at the Mariners' Cottage for two days of drop in sessions following the community workshop so that those who were unable to attend the workshop had an opportunity to discuss their interest in the site.

These sessions resulted in input from leaseholders at the slipways, from nearby community members, as well as people who lived further afield but walked or cycled through the area.

##### 3.2.5 One on One Dialogue

Individual meetings with stakeholders, government departments and other interested parties have also been held to find out specific information in relation to the site and its future, including:

- Crown Land Services;
- Tasmanian Heritage Council;
- Aboriginal Heritage Tasmania;
- Environmental Health Officers at the City of Hobart;



Preferred Future Statements from the Community Engagement Day

*It is a public asset, which must be retained as part of Australia's maritime heritage.*

*That we help to retain and maintain the integrity of its heritage as a working maritime and community precinct.*

*That it is a living, working example of maritime heritage that must be retained.*

*The public embraces the importance of the past, present and future maritime usage and activity.*



Battery Point Slipways Master Plan

- Senior Cultural Heritage Officer, City of Hobart;
- Leaseholder of the Creese's Boatyard, Muirs Boatyard, Taylors Bros Boatyard and Doyle's sailmakers.

### 3.2.6 Results of initial engagement process

For the most part, the results of the engagement process were consistent despite the different interests in the site. Several overall guiding principles were identified which have informed the key directions outlined in Section 8.2.

The main responses by theme are outlined below.

### 3.3 Comment period on draft master plan

A draft master plan was made available for public comment via the City of Hobart 'Your Say' website from the 20 May to 14 June 2019. This included an opportunity to complete a survey as well as provide more detailed written surveys.

Five (5) written submissions were received and a total of 56 people completed the online survey provided via Your Say. Most of the responses collected (approximately 90 per cent) indicated they were supportive of plan. This final version has incorporated some changes arising from comments received.

Movement and Connections	Commercial Activities	Public Spaces and Facilities	Identity and Character
<p>Define a pedestrian route through the site that avoids intrusion into the operational spaces of businesses.</p> <p>Improve the loading, unloading and vehicle maneuvering areas in operational areas.</p> <p>Consider further parking controls to discourage commuter parking and make more space available for businesses and visitors.</p> <p>Provide direct pedestrian access to the Ross Patent Slip cutting and add to the existing interpretation.</p>	<p>The existing mix of businesses continue and uncertainties around lease tenure and future zoning be resolved.</p> <p>Address the lease and maintenance issues around jetties on the site.</p> <p>Consider allowing a food/coffee van access to the precinct to provide café services preferably adjacent or near the Mariners' Cottages.</p>	<p>Remove unwanted materials and rubbish to clean the site up.</p> <p>Consider providing facilities like toilets, rubbish bins and table seating in the open space areas.</p> <p>Ensure play equipment is updated to meet contemporary standards.</p> <p>Consider a boat racking structure for the beach area.</p> <p>Any new structures should reflect the semi-industrial maritime character of the site and be of similar height.</p>	<p>Tell the maritime and community stories of the place</p> <p>Build a site-viewing platform off the top road, which incorporates interpretation.</p> <p>Find contemporary ways to tell these stories. A smart phone application would eliminate the need for signage.</p> <p>Use the Mariners' Cottages to tell more of the story of the site.</p> <p>Plan and implement a restoration program for the cottages and surrounding gardens.</p>





## 4 Existing Conditions

### 4.1 Aboriginal heritage values

The semi-nomadic Mouheneener band of the South East Nation of Tasmanian Aborigines used this area as a camping site rich in fish and shellfish, animals and plants. Evidence of their occupation of this area has been found dating back some 5000 years and they continue to use this site for many years after the first European settlers arrived in Sullivans Cove in 1804.

The site has been heavily modified since its inception as a slipyard, with very little consideration at that time of heritage values pre 1804. Advice from Aboriginal Heritage Tasmania indicates that there are no Aboriginal heritage sites recorded within or close to the site and that the area has a low probability of Aboriginal heritage being present.

Intangible values linked to the ongoing relationship that Aboriginal Tasmanians have with this area continue to exist. The waterways, its food, rituals and spiritual values link Tasmanian Aboriginal people to this environment and will continue to do so into the future.

In addition to Aboriginal Heritage Tasmania, a number of Aboriginal groups were consulted with and requested to provide feedback which has been incorporated within the document. Moving forward it is critical that this engagement be continued over any future interpretation strategy and to ensure that it accurately reflects the Aboriginal community's connection to this area.

### 4.2 European heritage values

The European heritage values of the place are more tangible and understood by the local and broader community. They revolve around the history of boat building and maritime use but have extended to include more contemporary use as parkland and public open space.

The local community is very aware of the European heritage value. They use the site and are articulate (as seen in the consultation process) about the value and future of the site. They are less aware of the site's Aboriginal heritage and values of the area, and physical reminders of this are limited.

The business operators on the site are also aware of the European heritage and functional value of the site but are cognisant of the increasing difficulty of operating water based businesses with issues of aging facilities and increasing compliance requirements.

Anecdotally, the site is considered to have growing visitation numbers from tourists and other visitors in recognition that it is an increasingly rare and accessible (both physically and in terms of public access) remnant site related to a key aspect of Hobart's waterfront history and European settlement. It is one of the most intact (noting that it is actually quite modified) waterfront sites in Hobart, the other being HMAS Huon.

The site has a quality that is appreciated by many in that it represents a working waterfront site that, while not necessarily all of high significance, demonstrates how such sites operated and looked in the past. It is not neat, planned, nor is it all in good condition, but it has benefitted from retaining its authenticity as a working area which in turn is part of its appeal. Some structures and



Battery Point Slipways Master Plan

features are intrusive and incompatible with the site, but they also add to the character of the site. Overall, it is a site that works as a whole.

From a European heritage perspective the site falls into distinct sub-precincts:

1. Public open space
2. The operating slipways, jetties, sea walls, boatsheds and associated workshop areas
3. The cottages
4. Parking areas and access roadways
5. The Ross Patent Slip site with remains of the slip overlaid with more recent industrial buildings

In recent years the site and the adjoining sites were used solely for boat building and waterfront activities and the intensity of development and use was high. Public access was not readily available. As boat building and associated uses have reduced, public access has increased and other uses have become established.

#### 4.3 Historic heritage significance

Significance can be found in a range of ways across the site.

Aboriginal heritage is of significance to the site as a whole but is not well known. It is unclear what level of research into this has occurred, however the site has been substantially modified which would have undoubtedly impact on the presence and visibility of artefacts and other areas of significance. While this significance may not be tangible, the relationship between the Aboriginal community to the site is spiritual, significant and ongoing.

Conversely, the European archaeological significance that is well researched across the area.

The level of historic heritage significance attributed to the buildings on the site varies. Some, such as the Mariners' Cottages are more highly valued than others. However, some such as the operating boatsheds, have significance and value for their ongoing use. More importantly, they have a high collective value that exceeds for the most part their individual significance.

The Patent Slip is of very high significance.

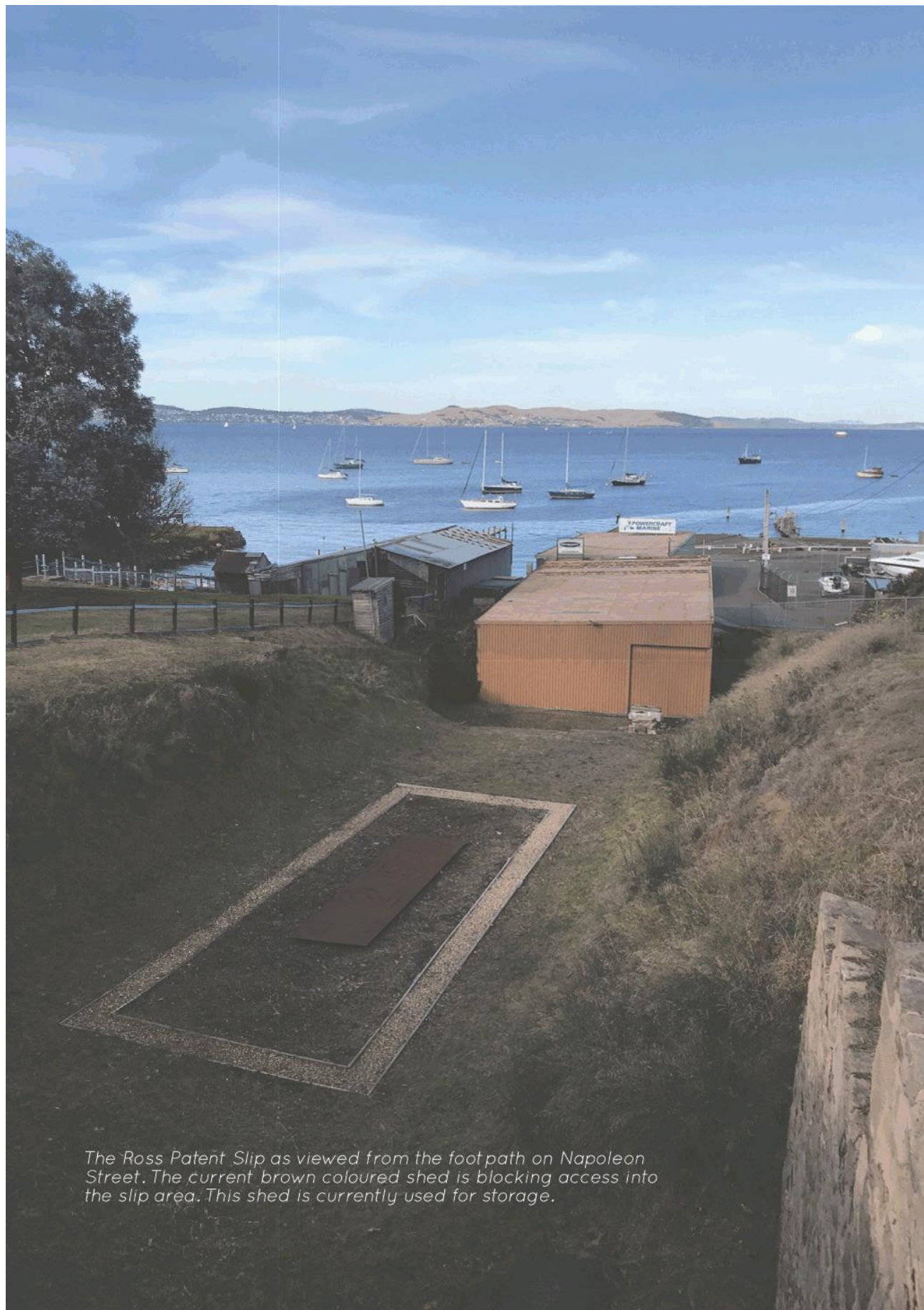
Seawalls, jetties, slips and the associated elements are of varying significance but as a group, are of high significance even if not every element is of the same significance. They are important as key elements of the function and character of the site.

Battery Point Slipways Master Plan  
.....

The open space is significant to the community as recreational space apart from any other historic or related values those areas have to the site as locations of former buildings or activities.

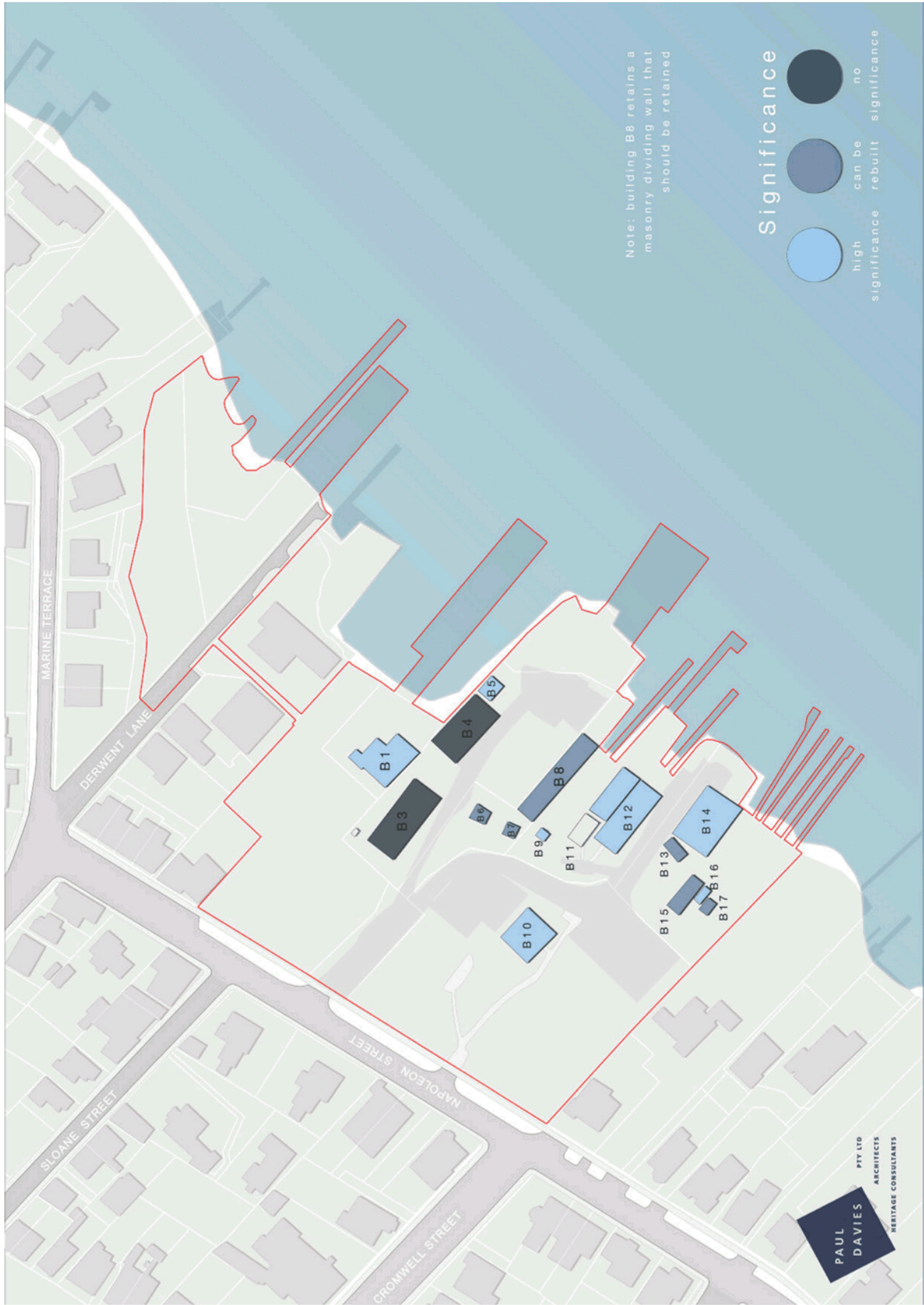
The parking areas are not of particular significance but are necessary elements of a working site. The access roads are awkward but reflect the development of the site and should be retained as a reflection of the intrinsic, almost accidental, character of the site.

The site landscaping is not significant, it contributes to the public open space aspects of the site, but it has no historical value or relationship to the significant historical site uses.

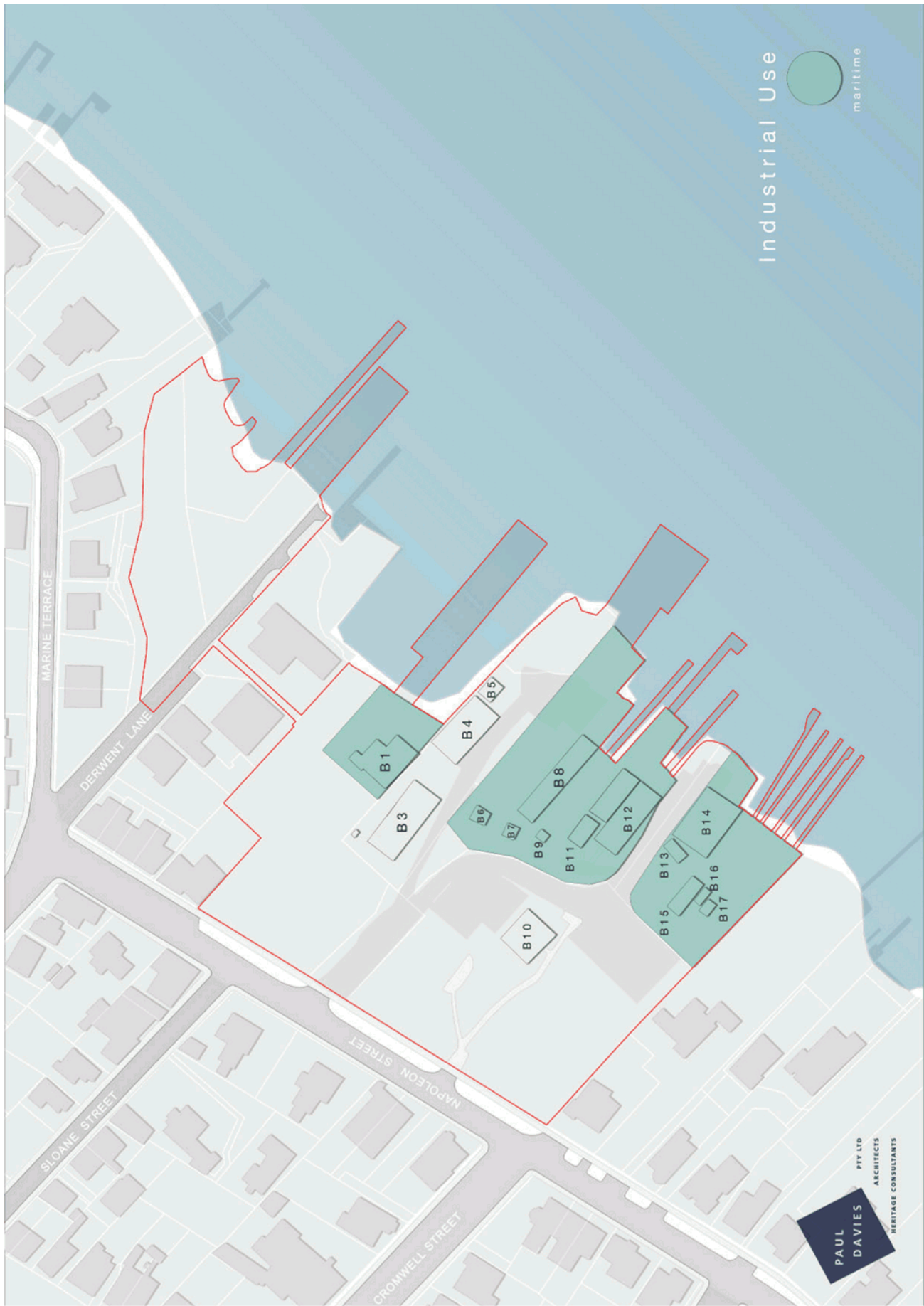


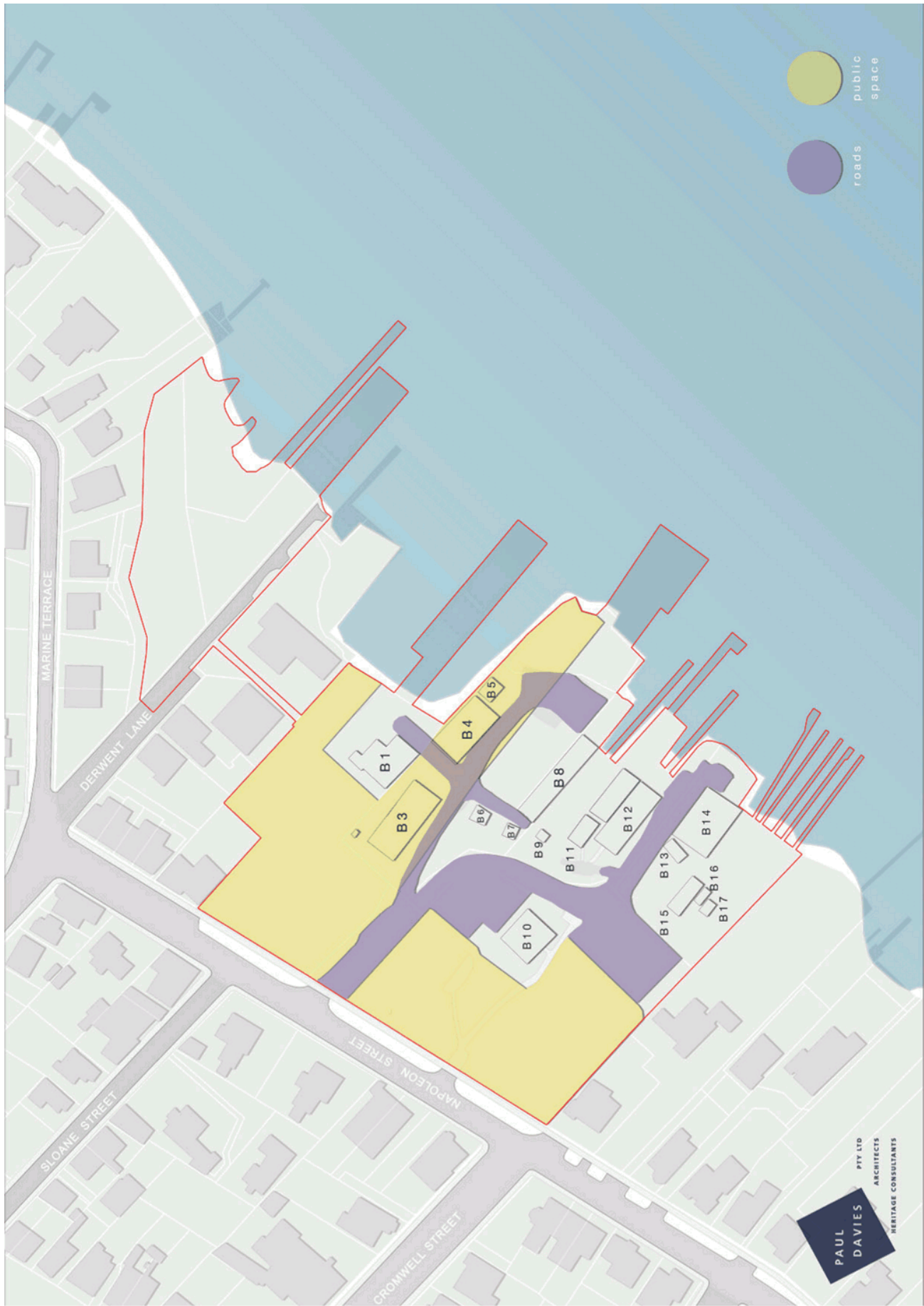
*The Ross Patent Slip as viewed from the footpath on Napoleon Street. The current brown coloured shed is blocking access into the slip area. This shed is currently used for storage.*



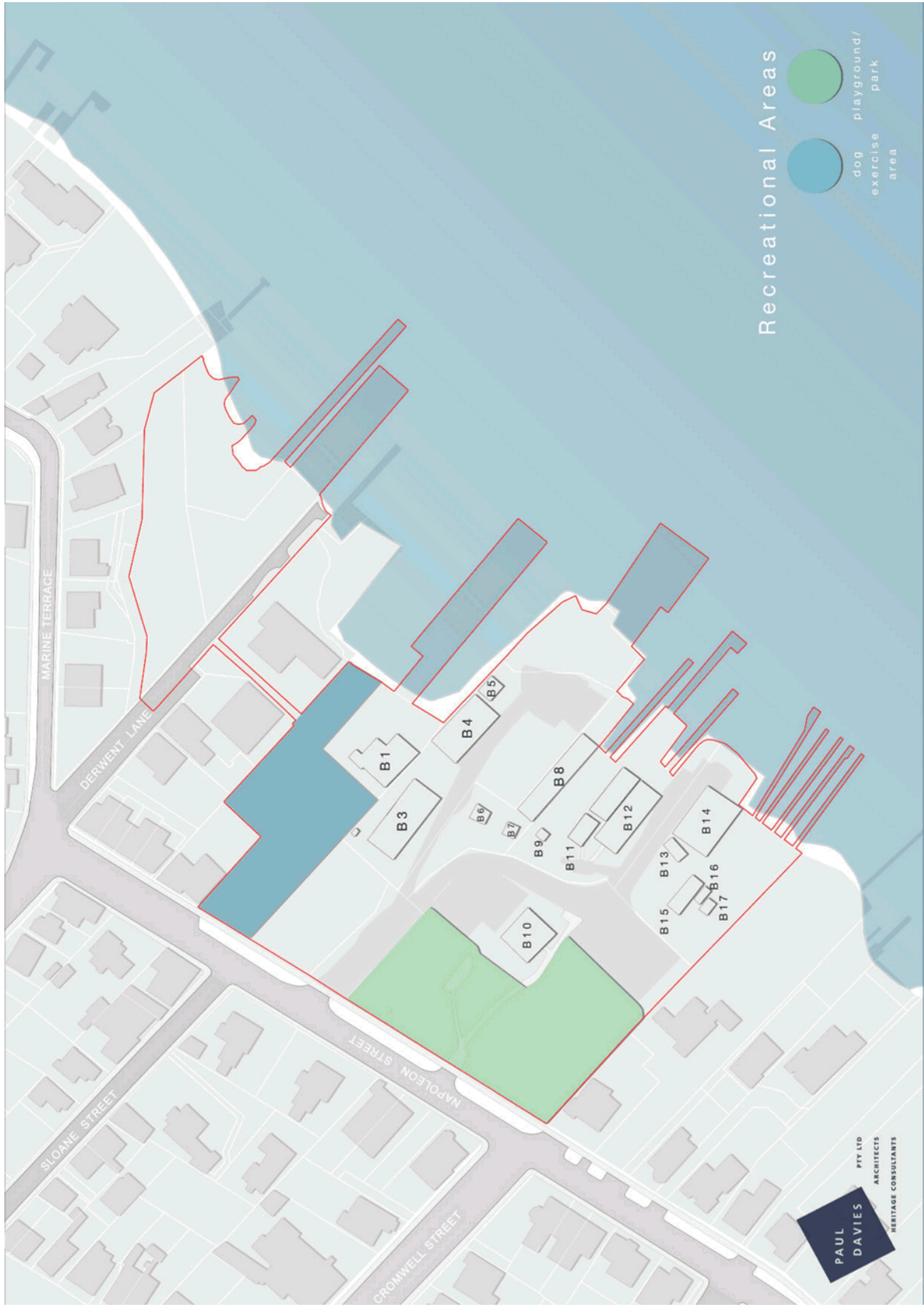












#### 4.4 Open spaces

The site has distinct areas of public open space that are well utilised by the local community. To the north west of the Ross Patent slip is an off lead dog park which is well used, particularly by some older members of the community who are able to run their dogs with ease. This park has limited facilities other than a seat, and plastic bag dispenser and bin. There were mixed views about whether anything beyond these facilities are needed but the general feeling during the community engagement was that the park functioned well as it was and required little else.

This park also provides a walkway down to the beach where many community members leave their dinghies and kayaks. The beach in this area is considered to be a hidden asset with locals knowing of its existence, but it is not well used by people outside of the community. This is also an area where some people, although mainly locals, gain access to the slipyard and walk through the slips.

To the south west is a better maintained park with small playground, separated from the dog park by a road access and the Ross Patent slip. This park is maintained with garden beds, and surrounds the Mariners' Cottages on two sides. Established paths access the small playground as well.

At the edge of this park, close to the carpark, there are two chairs to enjoy the view, as well as access to the Red Light sculpture. All of these features are well hidden by vegetation so it is unclear how much they are used. However anecdotal reports from the leaseholders at the site suggest that the sculpture is visited frequently by tourists utilising a Trip Advisor app.

The Council classifies this park as a local park within their strategic parks hierarchy. This classification informs the level of servicing that should be expected in this park. This hierarchy only focuses on the role of the park in relation to local usage, and does not necessarily take into account the visitor function that the park offers for tourists to experience.

Whilst this may be unexpected, it is documented that tourists are visiting the site, and while they may not be visiting it to use the playground or walk their dog, their own needs in relation to their experience should be considered. In turn this should result in a changed approach to the level of servicing that this park receives. It would be inappropriate to provide facilities for this park that would attract residents from outside of the local catchment such as greatly expanded playground equipment or barbeque facilities. This is in part due to the difficulties with access, but also because of the parks location adjacent to an established residential area and a semi-industrial site. However, providing facilities that can be used by those already visiting the site, such as a toilet or additional seating, is appropriate and is unlikely to attract additional people to the area than what are already attending. This will more appropriately respond to the visitor function that this park plays.

Battery Point Slipways Master Plan

#### 4.5 Current development activity

The site has a range of existing uses. These include:

- Yacht brokerage and sales;
- Shipwrights;
- Sail maker and chandlery;
- Engineering;
- Commercial divers;
- Jewelry makers;
- Wooden Boat Guild of Tasmania Inc;
- Sculpture/blacksmithing/metal working;
- Boat storage;
- Slipyard activities;
- General storage.

Recently planning permits have also been issued for new use and developments on the site, including for an Interpretation Centre, Workshop and Studio, boat building museum, exhibition space, slipyard, offices and a cafe. The purpose of this is to encourage visitation and service visitors and tenants to the site. No works have commenced in relation to these applications and the proponents have indicated that they intend to wait until there is greater clarity from the master plan regarding the future of the site. However, these applications remain valid and can be acted upon at any time over the next two years or a further second extension of time sought.

Activity on the site currently remains predominantly marine/industrial in nature.

Whilst the site is slipping considerably fewer and smaller boats than other key slipyards at the Domain and Prince of Wales Bay, the site remains used. There are three functioning slips with two used at about 30-40% capacity, and a third used at 50% capacity.

The only uses on the site that do not have a maritime function are the sculpture/blacksmithing and metal working workshop and general storage. It is noted that the other lease holders have utilised the blacksmithing operation for their own businesses, and these uses are not incompatible with the maritime uses nearby. The introduction of a café and tourist operation to the site would introduce a new type of use to what is currently existing.

#### 4.6 Tourism activity

Visitation to the site by the consultant team highlighted that a number of tourists visit the site, even in the winter months. This was further confirmed by the various leaseholders on the site who frequently observe tourists visiting the park, and on occasions walking down to the slipyards as well.

Battery Point has high walking and cycling visitation. This is partly a reflection of its close proximity to the City, but also due to its historic attractions. There are a number of walking tours of Battery Point and some of these include the slipyards site. In particular, the Battery Point sculpture trail passes this site and includes two sculptures within the site (the Red Light and the Ross Patent Slip sculpture). Information regarding this Sculpture Trail can be found on the Greater Hobart Trails website as well as linked from the City of Hobart website.

The movement of tourists within the site was highlighted through the engagement process as requiring management. Many tourists walk part way into the park and do not know whether to continue on into the site, or to move away. It is unclear what areas of the site are accessible and how they are accessible, but the view towards the river and prospect of accessing the foreshore attracts people to the slipyards area.

The site also has limited facilities for tourists or the general community. There are no toilets, only one picnic table and in some instances seating is well hidden. There is also little information on the site's history and use on display.

#### **4.7 Car parking and access**

Access to the site is provided from Napoleon Street with a central car parking area located above the slipyards. This car parking is used by leaseholders, customers and commuters. There are some formal parking spaces limited to 2 hour parking, although commuters are using unrestricted parking along the edge of the access road and within the carpark itself. Leaseholders and the community have indicated that as a result there is reduced maneuverability particularly for delivery and service vehicles.

#### **4.8 Character**

The character of the site is strongly linked to the historic heritage significance of the slipyards and their ongoing use.

The site was recognised as being unique in terms of its position, surrounded by high quality residential homes, with an industrial, heritage and open space feel. The scale of development on the site as it currently exists was considered appropriate and whilst there was some appetite to develop the area further, for the most part, the current scale of buildings and intensity of use of the site was supported. Some of the dominant characteristics of the site included:

- Its rustic, gritty maritime character was liked and any new development should be of a style that is consistent with that;

- There were no private spaces, with a sense of community over the site as a whole;
- The views across the buildings were appreciated and wanted to be maintained through limitations on height for any new development;
- The parks were enjoyed by the local community;
- There was a commitment and passion for the site by the tenants and community; and
- There was a desire to see any new industries connect with the previous uses and history of the site.

It was recognised that the site had many stories to tell, and what currently is considered to be important maritime history for Tasmania, is not being shared with the broader community.

To explain the character and identity of the site, interpretation is considered to be important.

#### **4.9 Reticulated infrastructure**

The site is serviced by reticulated sewage, water and stormwater as shown below.

#### **4.10 Economic situation**

SGS Economics undertook an economic analysis of the site, firstly as background to the public consultation phase, and then a subsequent analysis of potential options

Five Options were canvassed, with each of these analysed for their economic viability. These included:



Battery Point Slipyards Master Plan

- Option 1 – Status Quo, where the use and leases remained as they were with some minor works to public spaces. Whilst this option results in minimal public expenditure, it does not enhance the amenity of the site. This option has the second highest net present value, partially due to the lack of capital works costs.
- Option 2 – enhance the existing site and its operations through minor upgrades. This involves investment by Council and also accurately reflects the communities preferred future for the site. This option would have negative net present financial values over the 20 years, however these costs are not significant when compared to the heritage benefits generated.
- Option 3 – This option involves enhancing the site and undertaking more substantial work such as the construction of a viewing platform. This option appropriately responds to the planning principles on the site, but also has negative net present financial values over the 20 years. Similarly, to option 2, if the heritage benefits are considered however, this option is more viable when considering the community benefit and the ability to increase rents on the tenancies.

*Location of reticulated infrastructure*



Battery Point Slipways Master Plan

- Option 4 – This option involves more substantial works with changes to the allowable uses. Given the constraints on site, any allowable changes will be restricted. In addition, Option 4 will result in a positive net income, assuming all tenants remain on the site.
- Option 5 – This involves phasing out businesses from the site over time and reconsidering the strategic uses of the site. This results in the best economic outcome on account of any new tenants being required to pay market rates. However, this doesn't necessarily respond to the communities concerns, or the heritage values of the site.

The final recommended option is Option 3, which had the most substantial negative net present value. However, this option most accurately reflects the communities preferred future, as well as recognising the heritage values that exist on the site. In addition, consideration has been given to the social benefit of this option, and the associated indirect financial benefits that arise through the value of heritage.

When considered with the possibility of reconsidering the existing tenancy rates, this has a positive net present value for the site.

In addition, the economic ramifications of losing a light industrial area in the event of that occurring was considered. Research shows that light industrial areas are often pushed to the margins of communities as the increasing value placed on inner urban land means that low value light industrial areas do not stack up financially. From the perspective of industrial land, this site is not considered so unique as to need to be retained for industrial purposes. Some leaseholders indicated that it would make more business sense to be located elsewhere, however they stay at the site for effectively heritage reasons.

#### **4.11 Leaseholder Arrangements**

As has been indicated through the engagement process, there were conflicting views on whether the site was financially viable. Some leaseholders are of the opinion that greater opportunities for development should be allowed to improve their viability.

At the completion of this master plan process, there may be a benefit in reconsidering the lease arrangements for the various elements of this site.

This would enable the leaseholders to have greater certainty in terms of the length of the lease, particularly in light of any recommended changes. An increase in rents may also be more palatable in the event of their being a greater length of lease.

There may also be a benefit in Council encouraging appropriate development of the lease areas in light of the investment Council may make in the site. This would need to be done sensitively to ensure the identified characteristics, such as the industrial nature of the site, is retained.



# Chapter 05 Opportunities and Constraints



## 5. Opportunities and Constraints

### 5.1 Opportunities

Given the community and leaseholders strong view that the site should continue to operate in the same manner, the opportunities for the ongoing use of the site are restricted to enhancement of the existing open space and business use of the site. These key opportunities can be summarised in the following manner.

#### 5.1.1 Community Support

There was a strong appetite from the community and leaseholders for the site to be "left as it is" without significant further development. There was a sense that some refurbishment and enhancement of the site would be acceptable, but the scale of the site (in so far as it is a local park) was important to retain.

Engagement with the site and a commitment to an agreed vision can represent an opportunity for effective and appropriate redevelopment of the site with an engaged and supportive community.

#### 5.1.2 Improved Park Facilities

The park adjacent to the Mariners' Cottage has a small playground, a table and chairs and a couple of seats. There are also seats adjacent to the Red Light sculpture to admire the view.

An enhancement of the existing facilities through providing better playground equipment, more seating, and a facility like a BBQ would provide for better utilisation of the open space. In addition, the provision of a public toilet would greatly enhance usability of the park by the local community and particularly by families to the park.

An important consideration would be to ensure that the scale of facilities is suited to a local level park.

#### 5.1.3 Way-Finding

To improve accessibility and movement of people, way finding in the form of signage and brief interpretation would be useful as would a space for visitors to the site to view operations from a safe environment, without impacting upon the operation of those businesses. Access into Ross Patent Slip would enable visitors to not only experience the scale of this slipyard, but also to cross the site to the Dog Park and the beach beyond, without accessing the slipyards area or returning up to the street.

#### 5.1.4 Ross Patent Slip

The Ross Patent Slip is a significant historical site. Currently there is some basic signage as part of the Battery Point Sculpture Trail on Napoleon Street, but no opportunities to move into the site. The signage also does not command attention and many people are not aware it is there.

There is an opportunity to respond to the community interest in the slip by providing greater access into the site for the public to experience it more fully. The building currently preventing access into the Ross Patent Slip has been identified as an element which detracts from the overall historic characteristics of the site.

#### 5.1.5 Heritage

The Aboriginal cultural heritage of this site represents an opportunity to tell the stories of place and of the significance of the area to the Mouheneener people.

#### Battery Point Slipways Master Plan

The cultural and historic heritage values of the site can be considered both an opportunity as well as a constraint. It provides a wonderful glimpse to a working slipyard and the ongoing use of a site for close to 200 years. This provides for a sense of place, an understanding of a community's relationship to the site as well as providing the backbone for the community to identify the site's significance.

### 5.1.6 Interpretation of the Site

Currently there is some interpretation on the site which appears to have come about through the Battery Point Sculpture trail. However, it provides incomplete information regarding the history of the site and its significance in the early maritime story in Tasmania, or the historical and ongoing use of the Mariners' Cottage, and the slips.

In addition, there is minimal information regarding Aboriginal history on the site and the Aboriginal community's links to the site.

There are members of the community who have worked and used the site for up to 70 years. In addition, there has been considerable research into the history of the broader Battery Point community since 1804 and into the State's maritime history. Providing greater opportunity for visitors and locals to access this information, as well as information regarding the Aboriginal use of the site, is a key opportunity.

### 5.1.7 Improved Parking and Access

With any works, there is the potential for impacts on the already deficient parking and access arrangements on site. Consideration of managing visitors to the site and commuter parking is important.

A parking analysis of the number of vehicles using the site for commuter parking,

and whether there may be benefit in introducing two hour permit parking to the site in totality (with the leaseholders provided with associated permits) would be useful. Displacement of commuter parking into residential areas is also a relevant consideration.

In addition, there may be benefit in providing better lane markings and parking space markings to try and encourage more ordered use of the car parking area and reduce conflicts between visitors to the site and the leaseholders.

### 5.1.8 Movement through and off the site

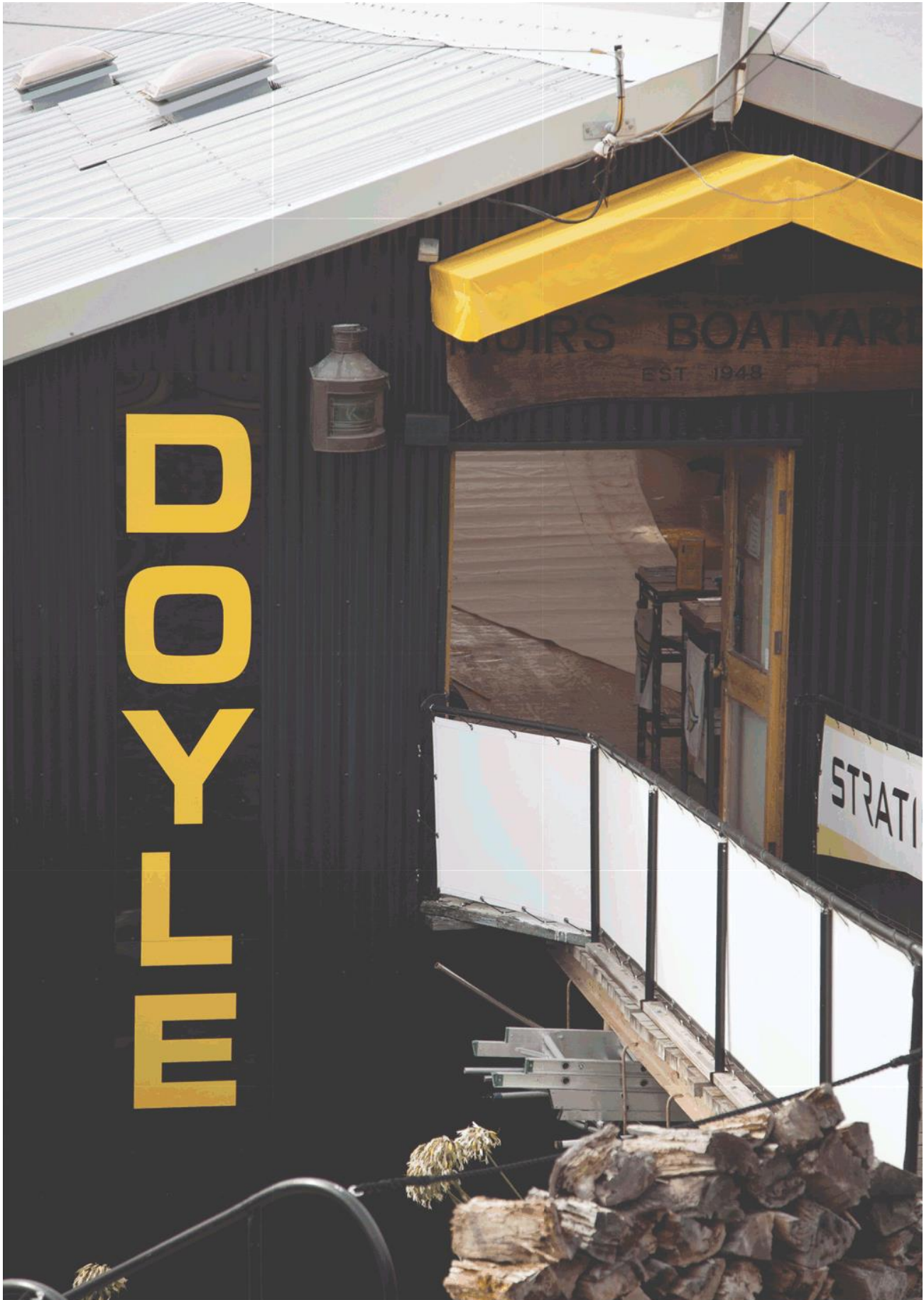
Accessibility through the site is currently poor. The site is located on a well used cycling and pedestrian commuter route and there is a great deal of interest in improving accessibility through and from this site to elsewhere. Undertaking further work to map out movement routes to link in with the way-finding would be of great benefit.

### 5.1.9 Redevelopment opportunities

Whilst there is not a significant appetite for a substantial redevelopment of the site from the community and some leaseholders, it is important to consider this as an opportunity while the master plan is being progressed. Redevelopment of the site could take many forms but is likely to result in a loss of the industrial maritime values of the site, and the characteristics that make it attractive to tourists and the broader community.

Reconsidering the use table and reducing qualifications on allowable uses may encourage further redevelopment of the site. When considering in detail the allowable uses, it is important to ensure that the scale that is appropriate on the site is maintained even if other uses were considered.





Battery Point Slipways Master Plan

## 5.2 Constraints

The work to date has highlighted that the site has a number of key constraints to further development opportunities. These are outlined below:

### 5.2.1 Community involvement

Whilst community involvement and engagement with this project can be considered an opportunity, it conversely can also be considered a constraint to further development of the site. Development projects that are not supported by the community could face significant opposition from engaged and informed community members and groups.

### 5.2.2 Retention of public open space

Linked to the community's interest in the site, a clear outcome of community engagement was that the public open space should not be used for private development. Whilst enhancement of the site could be an opportunity, it is constrained by the strong position that no commercial uses utilise this space.

### 5.2.3 Heritage

The site has significant Aboriginal heritage, built heritage, historic heritage and archaeological value which has been identified through the Conservation Management Plan, regulatory controls and importantly by the community. This element of the site's character must be considered in any subsequent developments or future intentions on the site, both in relation to suitable uses, but also in relation to the built environment on the site.

### 5.2.4 Natural hazards

The site is vulnerable to coastal inundation and erosion. Whilst the site is significantly altered through the construction of concrete slips and bar ways, the risk of inundation in particular remains.

### 5.2.5 Land use conflicts

The existing uses on site, whilst not necessarily being constraints, do inhibit some development opportunities. Any development would need to be cognisant to the potential for conflicts between semi-industrial uses, and sensitive uses such as Residential uses.

Likewise, uses that introduce considerable amounts of foot traffic through the site, unrelated to the businesses that are operating there, may be considered inappropriate as they increase the likelihood of risks with public safety, as well as the potential for visitors to the sites to inhibit the businesses operation.

### 5.2.6 Economic sustainability

At the moment, the site does not generate any real income for Council and there have been suggestions that it is not economically viable to continue to run it in the current manner. Because of the restrictions on the uses allowable on the site, the value of this site is not comparable with other sites on the waterfront in surrounding areas. Whilst there may be sound planning grounds to restrict these uses to those that are associated with the site's industrial maritime past, this in turn has a financial implication in terms of the value of the site, and the expectations of rents that are achievable from the site.

Battery Point Slipways Master Plan  
.....

#### 5.2.7 Parking and vehicular access

The site is accessed via Napoleon Street, and has been used for many years for commuter parking. This was identified by all participants as being a constraint to the efficient operation of the businesses, but also to parking for users of the park and the Mariners' Cottage.

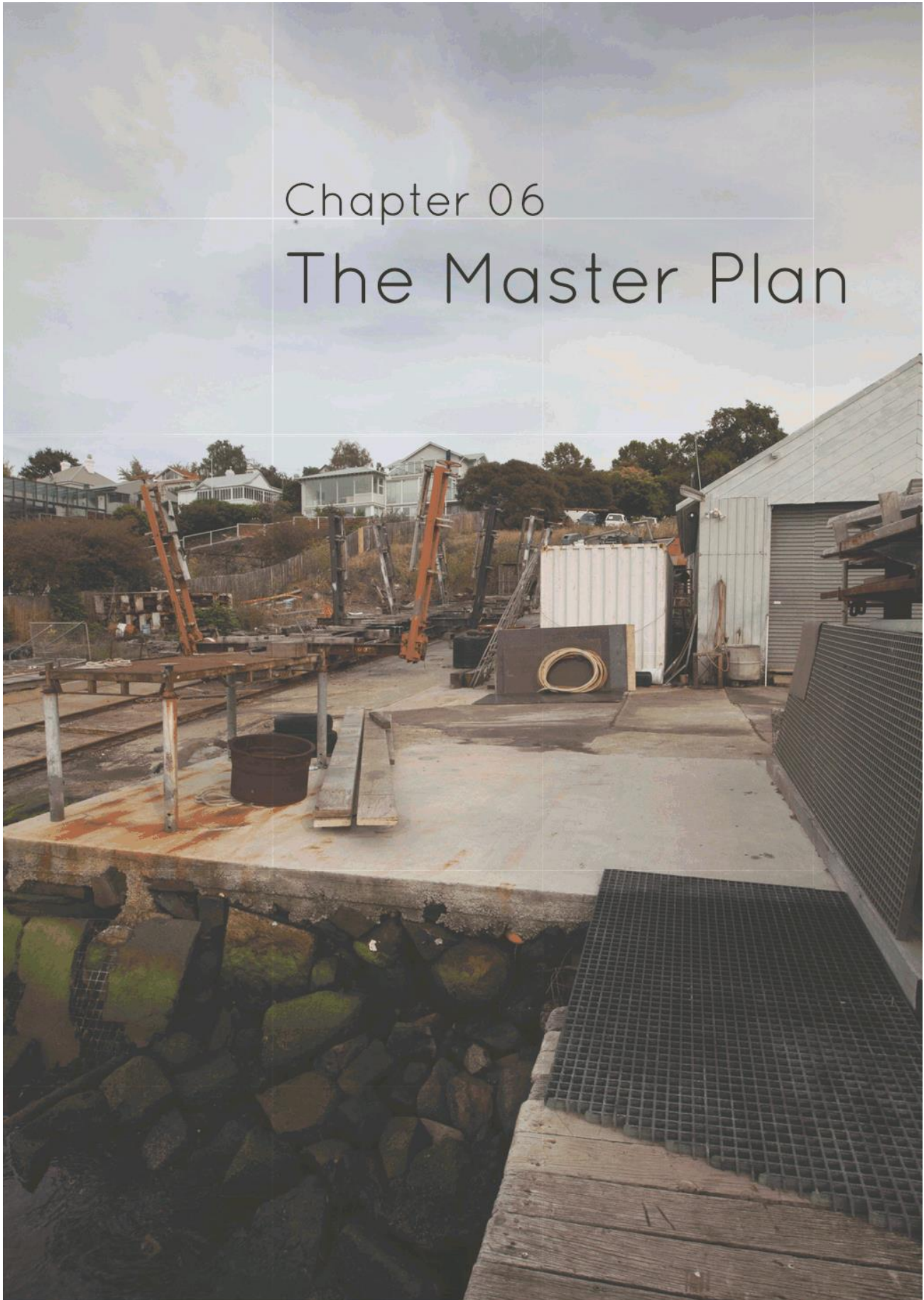
Whilst there is an opportunity to manage parking on the site differently, to enable greater maneuverability to the slips themselves, as well as providing more parking for people visiting the businesses or the park, fundamentally the access and parking arrangements represent a constraint on the site.

A proposed development that would generate significant amounts of traffic would result in more parking and access conflicts that fundamentally are difficult to resolve. As such, any future development or works must continue to be of a scale that enhances the buildings and sites that are there, but that does not represent a use that would become a significant visitor attraction.



## Chapter 06

# The Master Plan





Battery Point Slipways Master Plan

---

## 6. The Master Plan

### 6.1 The Vision

The Battery Point Slipways will be treasured as a maritime heritage precinct that co-exists with the local community.

The use of the slipways for maritime industrial use will be ongoing, furthering its history as the oldest continually operating maritime precinct in Australia.

Its history will be further revealed providing an opportunity for locals and visitors to appreciate its significance through stories of its past occupation with local recreational facilities and the Mariners' Cottage the basis for community use.

## 6.2 Master plan principles



### PP1: Protect the integrity of its maritime heritage through continuing use as a working maritime precinct

It is acknowledged in literature and within the community that the maritime heritage of the site is of great importance. Specifically, its use as a working maritime precinct is what provides its authenticity.

Any development on the site needs to be sensitive to the elements of the site that hold the greatest heritage significance, while also ensuring the authenticity of use of the site is retained.



### PP2: Manage the precinct as a public asset

While the precinct has an established commercial element, there is a sense of ownership by the broader community. This is expressed in the use of the dog park, the playground and park, and in access to the slipyard area. The site is regularly visited by tourists and is a focus of walking tours that occur in Battery Point.

This use and engagement with the site requires a higher level of management and maintenance appropriate for a public asset.

Whilst it may only be a local park, the role the site plays in demonstrating the history of European settlement in Hobart suggests a broader community value. The site tells the stories of Hobart's strong maritime history and this narrative is an opportunity with benefits for the entire city.

Improvement of facilities provides an indirect return to the City. Improving the amenity of the site is more likely to encourage investment and use of an appropriate scale by the leaseholders.

Battery Point Slipyards Master Plan

---



**PP3: Recognise the semi-industrial appearance of the site as a key element in its character**

The site's history of close to 200 years of ongoing European maritime uses has resulted in an authentic semi-industrial space that is valued by the businesses at the site, but also by the community.

There was some desire within the community to "tidy up" the park, but for the most part there was an acceptance and understanding that the "gritty" nature of the slipyards was part of its charm.



**PP4: Maintain and enhance recreational facilities and open spaces appropriate to its local use**

The park is classified as a local park by the Council for a number of reasons, including not encouraging too much visitation from a broad catchment which will further impact on parking issues.

It is not considered appropriate to upgrade its status. However, enhancing the park to reflect the role it plays as a stop over for tourists walking through Battery Point and to recognise the site's historic significance is important.

The site is an important asset to the City of Hobart through its maritime history and the opportunity it represents to tell that story in more detail.

Whilst this may not necessarily result in a direct financial return to Council particularly in the short to medium term, it will result in a broader benefit with potential indirect returns which is of equal importance.



#### PP5: Provide opportunities to tell the maritime and community stories of the place

The site provides an opportunity to tell stories of its use by Aboriginal people as well as the maritime history of the early establishment of Hobart.

In addition, its significance is further enhanced by its ongoing role as a semi-industrial maritime precinct. The site is also home to the Ross Patent Slip which was established in August 1866 and was the largest slip in Tasmania, capable of taking a vessel of 1,250 tons.

Currently there is limited interpretation on the site, and the Ross Patent Slip is unable to be directly accessed, limiting an appreciation of the scale of the site. Any works should respond to the opportunity to allow for interpretation and the telling of the community's stories of the slipways site.

### 6.3 Planning Recommendations

There are a number of planning recommendations that are reflected within the master plan.

These are summarised in the table on page 52 along with relevant implementation timeframes.

#### 6.3.1 Provide new pedestrian routes

The site has disjointed pedestrian access from the park behind the Mariners' Cottage (B10), through to the Ross Patent Slip and to the dog park.

It is important to open up an access route that does not rely upon Napoleon Street, provides better connectivity, and assists in educating the community and tourists about the significance of the Slip. This will provide an opportunity for people to experience the slip more intimately, and provide more opportunities for interpretation.

#### 6.3.2 Provide toilet facilities on site

As part of the City of Hobart Public Toilet Strategy 2015-2025, Battery Point was identified as an area that required an additional public toilet. Indicative costings have been provided by Council at \$300,000.

Given that the slipways site is becoming a tourist destination, as well as being utilised by the local community, the site would benefit from a toilet.

Battery Point Slipways Master Plan

### 6.3.3 Opening up access to Ross Patent Slip

Opening up access to Ross Patent Slip will provide the opportunity to access the slip.

In addition to that, the partial or complete deconstruction of building B3 and B4 means that the viewline from the Slip, down to the water would be opened up again. This would however be subject to negotiations with the lease holder.

This will benefit not only those experiencing the slip but also provide view lines more responsive to the heritage characteristics of the site from Napoleon Street.

### 6.3.4 Construction of a viewing platform

Currently many visitors to the site wander through the maritime industry areas of the slipways and workshops. Whilst the business owners are accommodating, it is not necessarily appropriate to have people walking through industrial sites.

Notwithstanding this, it has been further recognised that maintaining that connection to the maritime industrial nature of the site is critical to its character, its integrity, and its value to the community.

Providing a viewing platform (3) with associated interpretation provides a safe space for people to view and experience the slipways site.

There would potentially be significant infrastructure costs associated with the construction of the viewing platform, and funding would need to be secured.

### 6.3.5 Implementing an interpretation strategy

To support any changes occurring on site, an interpretation strategy should be prepared and implemented. Potential key sites are shown on the master plan.

The interpretation should be contemporary in nature, and should utilise the full wealth of historical information about the site including Aboriginal history right through to contemporary use of the site. This would include current use by maritime industries as well as the Aboriginal community.

### 6.3.6 Formalising the parking area

Currently the parking area close to the Mariners' Cottage is used for commuters (4). This results in limited parking for visitors to the playground, for visitors to the businesses or for visitors to the Mariners' Cottage.

Restricted parking should be applied to this area which enables the business owners to obtain Parking Permits and park all day, but restricts visitors to two hours.

In addition, providing appropriate line markings to formalise the parking would assist in ensuring the area remains trafficable for commercial deliveries and for maneuvering in general.



Battery Point Slipyards Master Plan  
 .....

### 6.3.7 Bicycle parking and kayak storage facilities

Opportunities should be explored to provide bicycle parking facilities at an appropriate and safe location within the site, possibly near the car parking area adjacent to the Mariners' Cottage and park (4).

Kayaks are currently informally stored close to the water edge near the eastern boundary of the site. Options could be explored to provide more formalised kayak storage facilities in this location (7). They could be designed to cater for temporary use by the public and/or more permanent storage for local residents.

### 6.3.8 Sensitively upgrade the playground facilities.

Maintaining the maritime industrial nature of the area is a key planning principle, as is recognising that the site contains a small local park which should retain its size and character.

Notwithstanding this, the playground (5) and the the park are well utilised currently and may experience increased tourist visitation in the future.

The facilities are very basic and could benefit from some upgrades to ensure they are more consistent with contemporary expectations. This could include the provision of extra seating as well as the aforementioned toilet (1).

### 6.3.9 Improve signage and wayfinding

One of the challenges for people visiting the site is that they are not aware of what they are looking at, and where they can go.

As part of an Interpretation Strategy, there is a need to provide better signage that is consistently themed, that indicates what each of the elements of the site are at a basic level, and what people can access. This signage should also provide directions on other key sites around the Battery Point area to assist tourists. There is already the Battery Point Sculpture Trail and this would link in with this established trail.

Appropriate signage locations are reflected on the master plan. These changes are relatively inexpensive and could be implemented immediately.

### 6.3.10 Opening up part of the site for public events

Once some of the more substantial development works have occurred, the site could be used by community groups or festivals for occasional public events. It could also include events by the Aboriginal community.

Festivals such as the Wooden Boat Festival could utilise the Ross Patent Slip for a talk or other events which would assist in explaining the site's significance to a broader audience, whilst also proposing an occasional use that is consistent in scale with the size of the site.

This direction is reflected in the master plan through notation.

Battery Point Slipways Master Plan

Dependent upon the timing of the development works on site, such events could be held there in a time period of 2-5 years, however, critically, access into Ross Patent Slip would need to be achieved, or alternatively a change in lease agreement for the Mariners' Cottage.

### 6.3.11 Redevelopment of Buildings B8

The building referenced as B8 has varying levels of significance. The building to the west is of least significance, however the brick spine wall of that building is an older structure and has greater heritage significance and should be incorporated into any design for development on that site.

This area referenced on the map is suitable for redevelopment (6). Such a redevelopment could incorporate spaces that could be used for community meeting uses, small scale food services use or business and professional services.

The time frame for such works will vary dependent upon the approach taken for redeveloping the site. Currently, there is a lease over this site which would need to be renegotiated. Council may choose to do the development of any new building, or alternatively may allow a private developer to undertake the work. This is expected to be a medium to long term time frame for works to commence.

### 6.3.12 Review the lease arrangements

Separate to any decisions around changing leaseholders, following the master plan there is a timely opportunity to review the lease agreements. This review could consider the costs of the lease, the expectations by Council of the leaseholders, and in turn, a commitment by Council to its schedule of works for the site.

Such expectations could include a requirement that if the lease sites are maintained in a tidy and working fashion, that, in turn, the Council would maintain and enhance the public areas in a more active manner than occurs currently. The Council may also give a commitment to establish a different parking arrangement that would provide better accessibility for the leaseholders and reduce the amount of commuter parking.



Battery Point Slipways Master Plan

## 6.4 Heritage Recommendations

There are a number of heritage recommendations that are reflected within the master plan. These are summarised in the table on page 53 along with relevant implementation time frames.

### 6.4.1 Identifying redevelopment locations

A number of buildings are highlighted as being suitable for either deconstruction, or redevelopment. The process of re-use or deconstruction will be staged and is likely to occur over a long period of time. This provides for opportunities for consultation with stakeholders and leaseholders specifically to achieve the most appropriate outcome on the site. The buildings to be considered for redevelopment or deconstruction include:

- B3 which should be partially or completely removed to provide for better access to the Ross Patent Slip and viewlines to the water;
- B4 which should be removed totally to provide better access and viewlines to the water, but to also assist in the activation of any new buildings proposed adjacent to B8;
- B11 which has been identified as a site suitable for redevelopment but not complete deconstruction;
- B1 as a site can be extended to the rear to enable better utilisation of the lease. The slipway and jetty associated with this building should be retained but the building could benefit from a sensitively designed extension and refurbishment;
- B5 as a building has some architectural merit and a level of historical significance, however its positioning is inappropriate. It could possibly be relocated off site to a site with heritage significance associated with railway use;

- B6 and B7 are a range of sheds in various states of construction. These hold no heritage or architectural merit and accordingly their deconstruction is recommended;
- B8 is a more recent structure built around a much earlier brick wall that is a remnant earlier structure. The shed is adaptable, but the spine wall should be retained and redeveloped as part of the process of activating the site; Such changes are likely to have a 10 year or greater time frame, reflective of the fact that there are existing leases applicable to these buildings that would need to be negotiated with the leaseholders.

### 6.4.2 Utilising the Mariners' Cottage

The Mariners' Cottage is one of the most significant features of the site historically. It is currently utilised by the Wooden Boat Guild of Tasmania Inc. The Guild is very welcoming of interested parties visiting the cottage, however they are only on the site on limited occasions, meaning that it is often closed up.

Providing interpretation about the cottage would assist in enhancing people's understanding of the site. However, considering amending the lease arrangements to enable the cottage to be utilised by more people is another alternative. Currently the Guild uses one half of the Cottage as their main meeting area (and more public space), with the other half for storage, a library, model boat work space and smaller meetings. Whilst this suits their operations, it does not provide the greatest opportunities for public and community use or understanding of the site.

Battery Point Slipways Master Plan  
.....

Investigating the possibility of amending this lease agreement should occur to enable additional community access into the site. The timing of implementing such changes would be dependent upon negotiations with the current leaseholder, so they could be immediately implemented, or it could take much longer.

This element of the master plan does not necessarily require action from Council in terms of investment in Infrastructure. However, the significance of the jetties and the necessary sensitivities around redevelopment of these, should be reflected within any Particular Purpose Zone within the City of Hobart's Local Provisions Schedule. This could occur immediately.

### 6.4.3 Jetties

Many of the jetties are in a poor state of disrepair. However, their location, their ongoing use, and the visual links that they provide to the use and significance of the site, are critical. Having a range of jetties, in varying conditions, typifies a boat yard which is recognised as having such importance on this site.

Notwithstanding this, there would be benefits in at least one of the jetties being upgraded to enable a safe access point for people to view the site from the water.

This should be small scale in character with any proposed construction materials traditional as opposed to modern materials of concrete and steel. Incremental upgrading of the jetties is also supported so that the changes are less visually obtrusive and to ensure these critical characteristics are maintained.

The jetties are notated on the master plan over the page.



LEGEND

- 1 Public toilet (new)
- 2 Opening access to Ross Patent Slip
- 3 Viewing platform
- 4 Formalise parking area and explore options for bicycle parking
- 5 Upgrade playground facilities
- 6 Redevelopment of Building B8

Pedestrian routes

Interpretation panels

Wayfinding signage

Redevelopment opportunities

Buildings to be removed

Open space

Possible kayak storage

Hard stand slipyard area

Roads and access ways

Existing buildings

Jetties

Redevelopment Sites	Opportunities
B1	This site can be extended to the rear.
B8	Redevelopment of this site whilst retaining the brick spine wall.
B11	This site has been identified for redevelopment but not complete removal.

Building Number	Recommendation
B3	Partial or complete deconstruction to enable better viewlines from Ross Patent Slip to the water.
B4	Deconstruct entirely to enable better viewlines from Ross Patent Slip to the water.
B5	Relocation elsewhere.
B6 and B7	Complete deconstruction.
B8	Deconstruction of the more recent structure but retain the brick spine wall in any redevelopment.

## 6.6 Summary of Master Plan Recommendations

Action	Associated Planning Principles	Timing	Responsibility
<b>Movement and Access</b>			
Open up access routes across the site between Mariners' Cottage park and the dog park and in key locations down to the water	2, 4 and 5	Short to Medium Term	Council
Open up access into Ross Patent Slip through the removal of buildings and connectivity to other areas of the site.	2, 3, 4 and 5	Short to Medium Term	Council with support from leaseholders
Improve signage and wayfinding to assist visitors to the site in understanding where they can go	1, 2 and 4	Immediate	Council
<b>Infrastructure</b>			
Provide a toilet facility on a site that can service the area.	2 and 4	Long Term	Council
Construction of a viewing platform to provide a space for people to appreciate and understand the site.	1, 3, 4 and 5	Long Term	Council
Upgrade and formalise the vehicle parking area and implement restricted parking except for permit holders.	2 and 4	Immediate	Council
Sensitively upgrade the playground facilities to contemporary standards, whilst maintaining the scale that they are currently at.	2, 3 and 4	Medium Term	Council
<b>Community use</b>			
Open up the site for community and public events, particularly once access into Ross Patent Slip is achieved.	2, 4 and 5	Short to Medium Term	Council
Prepare an interpretation strategy for the site, with subsequent implementation to tell the stories of the area.	1, 2, 4 and 5	Short to Medium Term	Council
<b>Redevelopment Opportunities</b>			
Redevelopment building B8 while retaining the brick spine wall, which will activate the space in this area.	2 and 5	Medium to Long Term	Council and leaseholders
Review the lease agreements to provide an opportunity for Council to encourage better ongoing maintenance of the site.	1, 2 and 4	Short to Long Term	Council and leaseholders
<b>Heritage Recommendations</b>			
Implement a staged building removal approach in conjunction with the leaseholders to remove non-significant buildings.	1, 4 and 5	Medium to Long Term	Council and leaseholders
Utilise Mariners' cottage to activate that space and provide an opportunity for the broader community to enjoy it.	2 and 5	Ongoing	Council
Incrementally sensitively upgrade jetties to maintain that connection with the maritime history.	1, 2 and 3	Ongoing	Council, State Government and leaseholders

Battery Point Slipways Master Plan

## 6.7 Conclusion

The Battery Point Slipways master plan provides Council with an opportunity to reimagine the Slipways and their operation, moving into the future.

The public consultation process and engagement with stakeholders provided clear directions of what people value. These characteristics include:

- The heritage values of the slipyard, particularly in relation to their ongoing use for maritime purposes;
- The open space, its intimate scale and the opportunity it provides for community interaction;
- The grittiness of the slipyard environment.

However, opportunities to make the slipyards a more inviting environment to be in have been identified. These include:

- Providing greater pedestrian connectivity across the site and providing access into Ross Patent Slip;
- Providing interpretation about the site's history;
- Providing wayfinding for tourists to the site so they understand where it's safe to go, and the areas that are set aside for the semi industrial maritime purposes;
- Providing improved park infrastructure including a possible toilet and upgrade to existing playground facilities while still recognising the local scale nature of the park;
- Enabling deconstruction of select buildings on site to open up view lines through the site and activate the site appropriately; and
- Providing a safe place for people to view the slipyards from, to understand how the space works.

This master plan provides strategic recommendations for the short to longer term, for how the site should develop and function into the future. It aims to respond to the key characteristics and values that the community and stakeholders hold dear. It also recognises that the site is a key public asset for the City of Hobart and the community more broadly and to that end, maintaining and enhancing its value is of importance.



Battery Point Slipways Master Plan

---

## References

- ABS, 2016, Census of Population and Housing
- ATO (2017), Small Business Benchmarks – Restaurants, [www.ato.gov.au/Business/Small-business-benchmarks/In-detail/Benchmarks-A-Z/R-Z/Restaurants/](http://www.ato.gov.au/Business/Small-business-benchmarks/In-detail/Benchmarks-A-Z/R-Z/Restaurants/)
- Australian Government Department of the Environment 'Plan for a Cleaner environment', (DoE, Canberra, 2016)
- The Allen Consulting Group, Valuing the Priceless: The Value of Historic Heritage in Australia (2005):p.1
- HLDC Pty Ltd, Conservation Management Plan, 2008
- Laurent Dalmas, Vincent Geronimi, Jean-Francois Noel, and Jessy Tsang King Sang "Economic evaluation of urban heritage: An inclusive approach under a sustainability perspective" Journal of Cultural Heritage, 16, no. 5 (2015): 681-687. Ibid; Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter. ICOMOS (2013), David Throsby, 'Heritage Economics: A Conceptual Framework' Urban Development Series, The World Bank 2012.
- Pitt and Sherry (2014), Battery Point Foreshore Shared Accessway Traffic Impact Assessment
- Rawlinsons Australian Construction Cost Guide (2017)
- Salamanca Arts Centre, [www.salarts.org.au/about/history/](http://www.salarts.org.au/about/history/)
- Swinson, M., Pajak, G., Mays, N., 2017, Blood, Sweat and The Sea, Forty South Publishing

**6.2 Local Government Association of Tasmania - Amendment of Rules**  
**File Ref: F19/104705**

---

Memorandum of the General Manager of 7 August 2019 and attachment.

Delegation: Council





City of **HOBART**

## **MEMORANDUM: FINANCE AND GOVERNANCE COMMITTEE**

### **Local Government Association of Tasmania - Amendment of Rules**

#### **Introduction**

The purpose of this memorandum is to update the Council on correspondence received from the Local Government Association of Tasmania following the Council's request for an amendment to the Association Rules as they relate to the Southern Electoral District.

#### **Background**

At its 20 May 2019 meeting the Council resolved inter alia as follows:

The Council write to the Local Government Association of Tasmania seeking an amendment to the Rules to provide for eligibility for the Hobart City Council for membership of the General Management Committee as a Southern Electoral District nominee.

Following the Council's decision, correspondence was sent to the Local Government Association of Tasmania (LGAT) seeking their guidance on how best to approach any amendment to the Rules of the Association to allow the City of Hobart to be included in the Southern Electoral District.

A response has been provided to the General Manager which advises what is required to amend the Rules of the Association to allow the Council to be included in the Southern Electoral District (attachment A). This advice states that:

- LGAT Rules can only be amended through a vote of councils at the LGATs Annual General Meeting (held annually in July).
- When a vote is being taken to amend the LGAT Rules, the resolution must be carried by at least two-thirds of the votes capable of being cast by members, whether present at the meeting or not.
- In practice, in-principle support for rule amendments is usually canvassed at one of the LGATs General Meetings. This enables any issues to be fully addressed and amendments to be considered prior to the AGM.

The correspondence also details information relating to the composition of the General Management Committee (GMC). The GMC provides oversight to LGAT operations with members being elected by LGAT member council representatives every two years. It comprises the popularly elected president, Lord Mayor and six

other members elected by regional groupings of councils. The current representatives are:

- President – Mayor Christina Holmdahl
- Lord Mayor Anna Reynolds
- Vice President – Mayor Ben Shaw (Southern Region)
- Mayor Daryl Quilliam (North West Region)
- Mayor Annette Rockliffe (North West Region)
- Mayor Mick Tucker (Northern Region)
- Alderman Brendan Blomeley (Southern Region)

As the Lord Mayor does not face election the GMC the City of Hobart is guaranteed membership to GMC and the Premier's Local Government Council (PLGC). The LGAT Rules do not allow for the possibility of a second seat except through election as President and as the Council would be aware, the Deputy Lord Mayor stood for the recent LGAT President election.

As noted, in the correspondence, LGAT member councils may find it difficult to support a rule change which could provide the Council with potentially three seats on GMC (the 'as of' right seat, a southern large council seat and a President seat). Notwithstanding this, the Council is entitled to test a rule change with the member councils through a General Meeting motion.

### **RECOMMENDATION**

***That:***

- 1. The Council determine whether it wishes to submit a motion to a Local Government Association of Tasmania General Meeting requesting an amendment to the Association Rules to allow the City of Hobart to be included in the Southern Electoral District.***

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



N D Heath  
**GENERAL MANAGER**

Date: 7 August 2019  
File Reference: F19/104705

Attachment A: LGAT Correspondence ↓



Our Ref: KS:CA

24 June 2019

Mr Nick Heath  
General Manager  
City of Hobart  
GPO Box 503  
HOBART 7001

heathn@hobartcity.com.au



Dear Nick

**Local Government Association of Tasmania Rules**

In response to your letter of 18 June, 2019 seeking advice on what is required to amend the Rules of the Association to allow the Council to be included in the Southern Electoral District I provide the following:

**Amending the Rules:**

1. LGAT's Rules can only be amended through a vote of councils at the Annual General Meeting (see Rule 8a(x)).
2. Rule 16f (iii) requires that when a vote is being taken to amend the Rules of the Association, the resolution must be carried by at least two-thirds of the votes capable of being cast by Members, whether present at the meeting or not.
3. In practice, in principle support for rule amendments is usually canvassed at one of the other General Meetings prior to the AGM. This enables any issues to be fully addressed and amendments to be considered prior to the AGM.
4. Members can bring forward any matter for discussion at a General Meeting so long as 35 days written notice is provided to LGAT (allowing the matter to be included in the agenda) (see Rule 12a).

In summary, the City of Hobart would need to convince an absolute majority of members to support an amendment to the rules to allow the Council to be included in the Southern Electoral District.

**Composition of GMC**

Currently the Rules state that the GMC shall comprise the President; the Lord Mayor, or their proxy (so long as the City of Hobart is a Member of LGAT) and six members elected from three electoral districts (see s18 of the Rules).

As the Lord Mayor does not face election, guaranteeing the City of Hobart both membership of GMC and PLGC, the Rules do not allow for the possibility of a second seat except through election as President.

It is my understanding that it has always be viewed as important that the City of Hobart, as the Capital City, is represented on GMC and at PLGC and this is guaranteed under the current arrangements.

It may be hard for members to contemplate allowing the City of Hobart to be afforded the potential for three seats on GMC (the as of right seat, a southern large council seat and a President seat). The City of Hobart is not precluded from nominating a candidate for the LGAT President, as was seen this year.

That being said, as indicated earlier, the best approach might be to test this with the Membership through a General Meeting item.

I hope this advice is of assistance.

Yours sincerely



Dr Katrena Stephenson  
**CHIEF EXECUTIVE OFFICER**

**6.3 ARRB Parking Review - Off Street, Residential and Commuter  
Parking - Results from Workshop  
File Ref: F19/104494**

---

Report of the Manager City Parking and the Director City Innovation of 7 August 2019.

Delegation: Committee

**REPORT TITLE:                   ARRB PARKING REVIEW - OFF STREET,  
RESIDENTIAL AND COMMUTER PARKING -  
RESULTS FROM WORKSHOP****REPORT PROVIDED BY:** Manager City Parking  
Director City Innovation**1.     Report Purpose and Community Benefit**

- 1.1.   The purpose of this report is to present to the Finance and Governance Committee a list of topics for further review resulting from the City Parking Elected Member Workshop held on 16 July 2019, and to seek approval for officers in the City Innovation Division to review each topic and progressively report to Council on each proposed action.

**2.     Report Summary**

- 2.1.   At the recent City Parking Elected Member Workshop, ARRB (Australian Road Research Board) presented a number of outcomes from the Parking Operations review of off street, residential and commuter parking.
- 2.2.   Following this Workshop eight topical areas are being further examined, and further information will be provided back to Council.
- 2.3.   The eight topical areas for City Innovation Divisional officers to review are as follows:
  - (i)    Early bird parking;
  - (ii)   Pensioner voucher parking scheme;
  - (iii)   90-minute free parking in short term car parks;
  - (iv)   On-street rates (floating rates);
  - (v)    Off-street parking technologies;
  - (vi)   Hours of operation of car parks;
  - (vii)   Peripheral parking (commuter shuttle service); and
  - (viii)   Commuter parking in inner city areas.
- 2.4.   A summary of each of the above topical areas is presented below in the background section of this report (refer section 4).
- 2.5.   Officers within the City Innovation Division will undertake a review of each topic and progressively report specific recommendations to Council.

### 3. Recommendation

***That the Finance and Governance Committee note the following eight topical areas to be reviewed by officers within the City Innovation Division, and report back to Council:***

- (a) Early bird parking;***
- (b) Pensioner voucher parking scheme;***
- (c) 90 minute free parking in short term car parks;***
- (d) On-street rates (floating rates);***
- (e) Off-street parking technologies;***
- (f) Hours of operation of car parks;***
- (g) Peripheral parking (commuter shuttle service); and***
- (h) Commuter parking in inner city areas.***

### 4. Background

- 4.1. ARRB were contracted by the City of Hobart in late 2018 to conduct a full review of its Parking Operations. The review included all aspects of parking, from operational staffing to infrastructure, car parks and parking meters.
- 4.2. ARRB presented a draft report to the Director City Innovation in May 2019. The report contained a number of specific recommendations focused on reviewing enforcement staffing, and on- and off-street parking practices.
- 4.3. Initial actions from the report's recommendations were approved by the Council in June 2019, and have commenced or been implemented. These include meter fee increases across the city, extension of operating hours in specific locations including the waterfront and North Hobart, and a restructure of the Parking Operations Unit to support a transition to seven-day operations and shift work for the officers.
- 4.4. On 16 July 2019 an Elected Member Workshop was conducted to present the outcomes of the review of off street, residential and commuter parking.
- 4.5. Following this Workshop eight topical areas are being further examined, and further information will be provided back to Council.



- 4.6. The following is a brief summary of each of the topical areas:

#### Early Bird Parking

- 4.6.1. Early Bird parking was introduced in Hobart Central and Centrepont car parks to fill the void between the number of short-term users and the overall car park capacity. With current demand for short-term parking increasing across, ARRB has recommended the City consider removing early bird parking in order to create additional short-term availability as a way of supporting CBD decongestion.

#### Pensioner Voucher Parking Scheme

- 4.6.2. The pensioner voucher scheme provides free parking for up to 5½ hours one day per week for eligible Tasmanian (state-wide) pensioners. ARRB has recommended a review of the program including limiting or targeting distribution and amending program entitlements.

#### 90-Minute Free Parking

- 4.6.3. The multi-storey car park free parking scheme was introduced in the early 2000's to provide an economic stimulus to CBD traders and compete with suburban shopping centres. When introduced the scheme provided for 60-minutes free then increased to 90 minutes in 2009 following the Myer fire. ARRB has recommended that the City undertake detailed analysis of the scheme to inform reduction or removal of the significant entitlements.

#### On-street rates (floating rates)

- 4.6.4. Floating parking fees, based on demand, are fees that can be adjusted dynamically. It is considered a contemporary best practice for cities to improve the use and efficiency of parking resources, and to reduce road traffic congestion. Prices are set based on a target of achieving one- or two vacant on-street parking bays in any given zone. This maximises parking efficiency and reduces the volume of motorists circulating the city to find available spaces.

#### Off-street Parking Technologies

- 4.6.5. The use of mobile apps such as EasyPark have proven to be very popular with Hobart motorists, with over fifteen per cent of all customers now paying parking meter fees via the mobile, self-service channel. Similar mobile technologies must be expanded for use in the City's short-term car parks to support vacant bay location (on- and off-street) and the automation of fee payment on exit, instead of utilising the aging pay station, cashiering and facility management systems.

#### Hours of Operation of Car Parks

- 4.6.6. Currently Hobart Central and Centrepont multi-storey car parks close at 6.30pm of a weekday, whilst Argyle Street is open until 10pm daily. ARRB has identified that Hobart's increasing night-time economy now requires some or all of these facilities to be operating later into the evening, if not all night.

#### Peripheral Parking (Commuter Shuttle Service)

- 4.6.7. Current data identifies that the city's parking assets are in excess of 80% capacity, five days a week (Tuesday-Saturday) during peak periods. ARRB have ratified that the city will be at parking capacity (of its own assets) within 3 years. Through the early bird and permit parking schemes the CBD has already experienced a dramatic increase in commuter vehicles entering the city in 2019. At the time of writing, all of the City's permit car parks are full, and all early bird car parks are at capacity by around 8am. The creation of a peripheral "park and ride" (or similar) facility and service to provide commuters with city fringe parking options is seen as critical to the operational management of a CBD less reliant on auto-mobility as its primary transport mechanism.

#### Commuter Parking in Inner City Areas

- 4.6.8. In order to create additional short-term parking capacity within the CBD and support alternate options in both transport and parking for commuters outside the central city ARRB has recommended reviewing the number and commercial viability of city-owned and privately operated commuter spaces within the city that are currently set aside for permit holders and early bird commuters.

### **5. Proposal and Implementation**

- 5.1. Following the Elected Member Parking Review Workshop that was held on 16 July 2019, City Innovation Division officers will now begin reviewing the identified key areas arising from the parking operations review and progressively report back to Council.

### **6. Financial Implications**

#### 6.1. Funding Source and Impact on Current Year Operating Result

- 6.1.1. While the known forgone operational revenue to Council of the identified schemes and programs exceeds several million dollars, the financial impact of each of these proposals will vary according to the nature of change or changes that are made to established practices.

6.1.2. Accordingly, each individual topical area, as it is reported back to Council, will contain its own financial impact analysis.

6.2. Impact on Future Years' Financial Result

6.2.1. Each topical area will contain its own future year's financial impact analysis.

6.2.2. It is suggested that increased revenue or returned savings may provide an offset to lost parking revenue as result of proposed future city projects such as separate cycleways.

6.3. Asset Related Implications

6.3.1. These will be identified in each report back to Council.

**7. Legal, Risk and Legislative Considerations**

7.1. There is no impact on existing legislation, however a number of these topical areas if implemented, will require amendments to Council Policies.

**8. Social and Customer Considerations**

8.1. Impacts on customers, including any requirements for community consultation, engagement and communication plans will be addressed separately as each topical area is reported back to Council.

**9. Delegation**

9.1. This matter is delegated to the Committee for determination.

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



Matthew Tyrrell  
**MANAGER CITY PARKING**



Peter Carr  
**DIRECTOR CITY INNOVATION**

Date: 7 August 2019  
File Reference: F19/104494

**6.4 Procurement - Quotation Exemption Report**  
**File Ref: F19/100250; 18/311**

---

Report of the Group Manager Rates & Procurement and the Deputy General Manager of 5 August 2019 and attachment.

Delegation: Committee

**REPORT TITLE: PROCUREMENT - QUOTATION EXEMPTION REPORT****REPORT PROVIDED BY:** Group Manager Rates & Procurement  
Deputy General Manager**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to provide a listing of exemptions from the requirement to seek 3 written quotations granted for the period 1 April to 30 June 2019 for the information of Elected Members as requested by the Finance and Governance Committee.
- 1.2. The community benefit is providing transparency and delivering best value for money through strategic procurement decision-making.

**2. Report Summary**

- 2.1. At its meeting on 19 March 2018, the Council resolved that a report of exemptions granted from the requirement to seek 3 written quotes be presented to the Finance and Governance Committee quarterly as at 31 March, 30 June, 30 September and 31 December each year.
- 2.2. A report is attached for the period 1 April to 30 June 2019.
- 2.3. It is proposed that the Committee note the exemption from the requirement to seek 3 written quotes granted for the period 1 April to 30 June 2019.

**3. Recommendation*****That:***

- 1. The Finance and Governance Committee receive and note the report titled 'Procurement – Quotation Exemption Report'.***
- 2. The Committee note the exemption granted from the requirement to seek 3 written quotations for the period 1 April to 30 June 2019.***

**4. Background**

- 4.1. At its meeting on 19 March 2018, the Council resolved inter alia that:
  - 4.1.1. *A report of exemptions granted from the requirement to seek 3 written quotes be presented to the Finance and Governance Committee as at 31 March, 30 June, 30 September and 31 December each year.*

- 4.2. A report outlining the quotation exemption from the requirement to seek 3 written quotes granted during the period 1 April to 30 June 2019 is attached – **refer Attachment A.**
- 4.3. As outlined in the City's Code for Tenders and Contracts (the Code) where a Council Contract does not exist the City will seek a minimum of 3 written quotes for procurements between \$50,000 and \$249,999.
- 4.4. There may be occasions where, for a number of reasons, quotation(s) cannot be obtained / sought from the market or where doing so would have no additional benefit to the City or the market.
- 4.5. Therefore, exemptions from the requirement to seek written quotes can be sought from the Divisional Director but only if an acceptable reason exists as outlined in the Code, as follows:
  - (a) where, in response to a prior notice, invitation to participate or invitation to tender:
    - no tenders were submitted; or
    - no tenders were submitted that conform to the essential requirements in the tender documentation;
  - (b) where the goods, services or works can be supplied only by a particular supplier and no reasonable alternative or substitute goods, services or works exist for the following reasons:
    - the requirement is for works of art;
    - the protection of patents, copyrights or other exclusive rights or proprietary information; or
    - due to an absence of market competition for technical reasons.
  - (c) for additional deliveries of goods, services or works by the original supplier that are intended either as replacement parts, extensions or continuing services for existing equipment, software or installations, where a change of supplier would result in the purchase of goods, services or works that do not meet requirements of interchangeability with existing goods, services or works;
  - (d) for goods purchased on a commodity market;
  - (e) where there is an emergency and insufficient time to seek quotes for goods, services or works required in that emergency;
  - (f) for purchases made under exceptionally advantageous conditions that only arise in the very short term, such as from unusual disposals, liquidation, bankruptcy or receivership and not for routine purchases from regular suppliers; or
  - (g) for a joint purchase of goods or services purchased with funds contributed by multiple entities, where Council is one of those entities and does not have express control of the purchasing decision.

- 4.6. For the period 1 April to 30 June 2019 there were 3 exemptions granted, where expenditure was between \$50,000 and \$249,999 and therefore 3 written quotations were required to be sought in line with the Code.
- 4.7. Two exemptions were granted on the grounds that the goods or services could only be supplied by one particular supplier and one exemption was granted on the grounds that the goods and services were additional goods and services by the original supplier intended as continuing goods and services for existing equipment.

## **5. Proposal and Implementation**

- 5.1. It is proposed that the Committee note the exemption granted from the requirement to seek 3 written quotes for the period 1 April to 30 June 2019.
- 5.2. As outlined in the Code, quotation exemptions for a value under \$50,000, that is where 1 or 2 written quotations are required to be sought but an exemption from that requirement has been granted by the relevant Divisional Director, have been reported to the General Manager.
- 5.3. All approvals for the exemptions from the requirement to Tender are sought and reported through the formal Committee / Council approval processes.

## **6. Strategic Planning and Policy Considerations**

- 6.1. The City's Code for Tenders and Contracts is referenced in this report as it provides a framework for best practice procurement and sets out how the City will meet its legislative obligations in respect to procurement, tendering and contracting.
- 6.2. This report is consistent with strategic objective 5.1 in the City of Hobart Capital City Strategic Plan 2015-25, being to *deliver best value for money through strategic procurement decision-making*.

## **7. Financial Implications**

- 7.1. Funding Source and Impact on Current Year Operating Result
  - 7.1.1. All expenditure noted in the attached listing of quotation exemptions granted was funded from the 2018-19 budget estimates.
- 7.2. Impact on Future Years' Financial Result
  - 7.2.1. Not applicable.
- 7.3. Asset Related Implications



7.3.1. Not applicable.

## 8. Legal, Risk and Legislative Considerations

- 8.1. Regulation 28 of the *Local Government (General) Regulations 2015* states that the Council's Code for Tenders and Contracts must (j) *establish and maintain procedures for reporting by the general manager to the council in relation to the purchase of goods or services in circumstances where a public tender or quotation process is not used.*

## 9. Delegation

- 9.1. This report is provided to the Finance and Governance Committee for information.

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



Lara MacDonell  
**GROUP MANAGER RATES &  
PROCUREMENT**



Heather Salisbury  
**DEPUTY GENERAL MANAGER**

Date: 5 August 2019  
File Reference: F19/100250; 18/311

Attachment A: Report - Quotation Exemptions Granted (3 Quotes) 1 April to 30 June 2019 ↓

**Purchasing Quotation Exemptions Granted: 1 April to 30 June 2019**

*(Exemptions granted from the requirement to seek 3 written quotations)*

Date	Supplier	Description of Goods / Services	Amount (ex GST)	Policy Exemption Clause	Exemption Reason	Purchasing Officer	Approved by
7 May 2019	TMA Tech Pty Ltd	Preventative maintenance and consumables supply for the City of Hobart's Car Park equipment.	\$80,000	11.1(c)	<p>The exemption was granted on the grounds that the goods and services were for additional deliveries of goods and services by the original supplier for existing installations where a change would not have met the City's requirements.</p> <p>The initial supply of car park equipment in the multi-level car parks was procured as a result of a public tender. TMA Tech Pty Ltd was the successful tenderer. The equipment is now at a stage where it is nearing a point of replacement.</p> <p>The exemption was required to fulfil the requirements of maintaining the hardware and software and the supply of the consumables (S&amp;M Tickets) that are required to ensure the efficient running of the City of Hobart's multi-level car park for the next 12 months at which time the City intends to re-Tender.</p>	Group Manager Parking Operations	Director City Innovation

					The TMA technician is local which enables quick attention to faults and breakdowns and as TMA supplied the car park equipment they have the knowledge that is required to repair and maintain these systems to the standards required with minimal disruption to the car parks operations.		
29 May 2019	Print Mail Logistics (PML)	Bulk mail processing and distribution	\$66,000	11.1(b)	<p>The exemption was granted on the grounds that the services could only be supplied by this particular supplier and no reasonable alternative or substitute services existed.</p> <p>PML is the City's current bulk mail processing and distribution supplier for parking infringement reminders. The arrangement with PML needs to be renewed and this will occur in 12 months' time.</p> <p>The City's new parking infringements module being implemented as part of the Phoenix Project has led to a reconsideration of the future strategy for parking infringement reminders. However, until the post-Phoenix environment is sufficiently established and bedded-in, it will not be possible to determine the optimal approach to</p>	Enforcement Operations Supervisor	Director City Innovation

					<p>deal with Parking infringement reminders, or to develop a tender specification that is guaranteed to align with the evolving needs of the City.</p> <p>An exemption was granted for a period of 12 months to enable continuation of these services to the City whilst the City's system and technological requirements are settled and the new tender process advertised, evaluated and awarded.</p>		
30 May 2019	Southern Lighting & Distribution	Light poles and fixtures for Salamanca Place Upgrade project	\$59,510	11.1(b)	<p>The exemption was granted on the grounds that the goods could only be supplied by this particular supplier and no reasonable alternative or substitute goods existed.</p> <p>Southern Lighting and Distribution are the only supplier of these particular light poles and fixtures required, which are in keeping with the previous stages of work in Morrison Street.</p>	Senior Project Manager - Engineering	Director City Planning

**6.5 Southern Tasmanian Extreme Weather Event Update**  
**File Ref: F19/107610; 18/182-013**

---

Memorandum of the General Manager of 8 August 2019.

Delegation: Committee



City of **HOBART**

## MEMORANDUM: FINANCE AND GOVERNANCE COMMITTEE

### Southern Tasmanian Extreme Weather Event Update

This memorandum provides a further update on activities resulting from the 10-11 May 2018 extreme weather event.

The City continues to undertake remedial works resulting from the May flood. A large number of works have been completed including the initial clean up and repairs to roads, underground stormwater assets, parks and bushland, buildings and within waterways.

The work required for the fire trail repairs has now been completed with the works on walking tracks well underway. Recent rain has assisted works in some areas on kunanyi/Mt Wellington and Knocklofty Reserve by improving soil conditions allowing effective compaction and remediation works.

Flood repair work is expected to continue into 2020.

### Natural Disaster Relief and Recovery Arrangement (NDRRA)

#### *Methodology*

In general terms the NDDRA is separated into a number of measures:

Category	Claimable expenses
Category A	emergency assistance to individuals
Category B	restoration or replacement of essential assets (road, footpath, pedestrian bridge, stormwater, bridges, tunnels, culverts, rivulets, Pinnacle Road, local government offices)
Category C	community recovery packages
Category D	exceptional acts of relief or recovery to alleviate distress or damage.

Following the 10-11 May weather event the affected Councils worked with the Tasmanian Government to obtain a Community Recovery Fund of up to \$9.67 million comprising:

- Reimbursement of expenditure to restore damaged non-essential assets
- Funding of a community recovery officer

- community awareness and resilience-building initiatives (including a grants program)

For City of Hobart the Category C reimbursement is capped at \$2.4M (plus 15% contingency).

Under the NDRRA the Tasmanian Government reimburses the Council 50% of eligible expenditure between the first and second thresholds and 75% of eligible expenditure above the second threshold. The first threshold is 0.225% of the Council's total general rates revenue and general purposes grants receipts two financial years prior to the financial year in which the eligible natural disaster occurred. The second threshold is 1.75 times that amount.

### *Claims*

The City has submitted two claims for reimbursement of eligible repairs to essential and non-essential assets under the Natural Disaster Relief and Recovery Arrangements (NDRRA). Both claims have been assessed by the Tasmanian Audit Office (TAO). Following the audit, the TAO make a recommendation to the Federal Government to reimburse expenditure as per the final claim. It is unknown at this stage when reimbursement will be made.

The initial claim for \$2.34M is for costs incurred up until 30 November 2018, including \$69,454 related to McRobies Waste Management Centre.

The second claim for \$0.855M is for costs incurred from 1 December 2018 to 30 April 2019. \$62,682 of this is related to McRobies Waste Management Centre.

TAO is continuing to review data to support McRobies Waste Management Centre being considered an essential asset under the NDRRA.

### **Expenditure and Financial Recovery**

The following table summarises the expenditure for storm-related repairs:

<b>Financial Year</b>	<b>Claim 1 (including McRobies)</b>	<b>Claim 2</b>	<b>Not yet claimed</b>	<b>Non- claimable</b>
17/18	\$1.31M			\$0.314M
18/19	\$1.03M	\$0.855M	\$0.748M	\$0.201M
<b>Total</b>	<b>\$2.34M</b>	<b>\$0.855M</b>	<b>\$0.748M</b>	<b>\$0.515M</b>

The NDRRA in place at the time of the incident does not allow Councils to claim employee ordinary time, plant depreciation and asset improvements unrelated to meeting current Australian Standards. These costs make up the non-claimable expenditure.



Taking the NDRRA methodology into consideration the likely reimbursement related to the initial two claims is approximately \$2.21M. This is made up of:

- \$1.22M for Category A (Emergency Assistance to Community) and B (Essential Assets); and
- \$0.99M of the possible \$2.4M for Category C (Non-Essential Assets).

## **Insurance**

Settlement has been received from the City's property insurer for City Hall, Youth Arc and a number of leased properties totalling \$542,944.57. This comprises reimbursement for expenses incurred by Council to repair damaged insured assets, as well as a cash settlement in lieu of the floor being sanded at City Hall (\$36,349) and the insurer reinstating Youth ARC (\$264,446). The cash settlement has been used to offset the City Hall floor replacement and the Youth ARC redevelopment.

The insurance excess was \$50,000 for the storm event. The excess has been included on the first NDRRA claim.

The City has selected to take the opportunity to upgrade the damaged leachate pond fence at McRobies Waste Management Centre. This will need to be completed prior to finalising the insurance claim.

## **Repair Progress**

Regular meetings are being held to review progress towards repairing the flood damage. Of the projects yet to be completed, two have been identified as having potential to extend beyond the 30 June 2020 deadline. Applications for extension are being prepared for these projects as a contingency.

All other projects are currently scheduled to be completed prior to the deadline. Some projects, however, may be delayed due to factors outside the Project Managers' control including on-site latent conditions and statutory planning requirements.

## **RECOMMENDATION**

***That:***

- 1. That the information be received and noted.***

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*

A handwritten signature in black ink, appearing to read 'N D Heath', is positioned above the printed name.

N D Heath  
**GENERAL MANAGER**

Date: 8 August 2019  
File Reference: F19/107610; 18/182-013

**6.6 Grants and Benefits Listing as at 30 June 2019**  
**File Ref: F19/106282; 25-2-1**

---

Report of the Group Manager Rates & Procurement and the Deputy  
General Manager of 6 August 2019 and attachments.

Delegation: Committee

**REPORT TITLE: GRANTS AND BENEFITS LISTING AS AT 30 JUNE 2019****REPORT PROVIDED BY:** Group Manager Rates & Procurement  
Deputy General Manager**1. Report Purpose and Community Benefit**

- 1.1. The purpose of this report is to provide a listing of the grants and benefits provided by the Council for the period 1 July 2018 to 30 June 2019.

**2. Report Summary**

- 2.1. A report outlining all grants and benefits provided by Council Committees and Council for the period 1 July 2018 to 30 June 2019 is attached.
- 2.2. It is proposed that the Committee note the listing of grants and benefits provided for the period 1 July 2018 to 30 June 2019, and that these are required, pursuant to Section 77 of the *Local Government Act 1993* ("LG Act"), to be included in the annual report of Council.

**3. Recommendation**

***That the Finance and Governance Committee receive and note the information contained in the report titled 'Grants and Benefits Listing as at 30 June 2019'.***

**4. Background**

- 4.1. A report outlining the grants and benefits provided for the period 1 July 2018 to 30 June 2019 is provided at **Attachment A**.
- 4.2. Pursuant to Section 77 of the LG Act, the details of any grant made or benefit provided will be included in the annual report of the Council.
- 4.3. The listing of grants and benefits marked as Attachment A, has been prepared in accordance with the Council policy titled *Grants and Benefits Disclosure* – refer **Attachment B**.

**5. Proposal and Implementation**

- 5.1. It is proposed that the Committee note the grants and benefits listing as at 30 June 2019.
- 5.2. It is also proposed that the Committee note that the grants and benefits listed are required to be included in the Annual Report of the Council and will be listed on the City of Hobart's website.

## 6. Strategic Planning and Policy Considerations

- 6.1. Grants and benefits are provided to organisations which undertake activities and programs that strongly align with the Council's Strategic Framework – Hobart 2025, the City of Hobart Capital City Strategic Plan 2015-2025 as well as other relevant City of Hobart strategies.
- 6.2. The linkage between the City's grants and benefits provided and the City of Hobart Capital City Strategic Plan 2015-2025 is referenced in Attachment A.

## 7. Financial Implications

- 7.1. Funding Source and Impact on Current Year Operating Result
  - 7.1.1. All grants and benefits provided as at 30 June 2019 were funded from the 2018-19 budget estimates.

## 8. Legal, Risk and Legislative Considerations

- 8.1. The Council provides grants and benefits within the requirements of Section 77 of the LG Act as follows:
  - 8.1.1. **Grants and benefits**
    - (1) *A council may make a grant or provide a pecuniary benefit or a non-pecuniary benefit that is not a legal entitlement to any person, other than a councillor, for any purpose it considers appropriate.*
    - (1A) *A benefit provided under subsection (1) may include:*
      - (a) *in-kind assistance; and*
      - (b) *fully or partially reduced fees, rates or charges; and*
      - (c) *remission of rates or charges under Part 9 (rates and charges)*
    - (2) *The details of any grant made or benefit provided are to be included in the annual report of the council.*
- 8.2. Section 72 of the LG Act requires Council to produce an Annual Report with Section 77 of the LG Act providing an additional requirement where individual particulars of each grant or benefit given by the Council must be recorded in the Annual Report.
- 8.3. Section 207 of the LG Act provides for the remitting of all or part of any fee or charge paid or payable.
- 8.4. Section 129 of the LG Act provides for the remitting of rates.

**9. Delegation**

- 9.1. This report is provided to the Finance and Governance Committee for information.

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



Lara MacDonell  
**GROUP MANAGER RATES &  
PROCUREMENT**



Heather Salisbury  
**DEPUTY GENERAL MANAGER**

Date: 6 August 2019  
File Reference: F19/106282; 25-2-1

Attachment A: Grants and Benefits Listing as at 30 June 2019 ↓  
Attachment B: Council Policy - Grants and Benefits Disclosure ↓

**Grants, Assistance and Benefits Provided as at 30 June 2019**  
**Section 77 (1)**

Detail	Strategic Plan Reference	GST Inclusive Amount
<b>Reduced Fees or Charges</b>		
ABC Radio Hobart - Tasmanian Bushfire Awareness Month - Civic Banners - Remission of Hire Charge	1.1	1,100
Allegrri Ensemble Incorporated - Town Hall and Piano - Remission of Hire Charge	1.3	895
Allegrri Ensemble Incorporated - Remembrance Project - Town Hall - Remission of Hire Charge	1.3	1,100
Amanda King - Live Life Get Active - St David's Park - Remission of Hire Charge	4.2	600
Amanda Ward for Common Ground - Common Ground Project - Waterside Pavilion - Remission of Hire Charge	4.3	2,610
Australian Institute of Architects (Tasmanian Chapter) - Open House - Town Hall - Remission of Hire Charge	4.2	600
Beaker Street - BeakerStreet@TMAG - City Hall - Remission of Hire Charge	4.2	1,650
Bel Canto Australia - The Sound of Music Concert - Town Hall - Remission of Hire Charge	1.3	800
Brown Family Memberships - Doone Kennedy Hobart Aquatic Centre - Reduced Fees and Charges	4.2	1,975
CatholicCare Tasmania - This is Me - Town Hall - Remission of Hire Charge	4.1	1,100
Child Health Association Inc. - Hire of Bean Bags - Remission of Hire Charge	4.2	637
City of Hobart Eisteddfod Society Inc - Town Hall Ballroom and Piano - Remission of Hire Charge	1.3	6,640
Colony 47 Inc. - Mara House Garden - Green Waste Disposal - Reduced Fees and Charges	1.3	200
Constance Ari - Open Space Bliss Artist - Waterside Pavilion Concourse - Remission of Hire Charge	1.3	636
Constance Artist Run Initiative - Constellations Underground - Town Hall Underground - Remission of Hire Charge	1.3	990
Council on the Ageing (COTA) Tasmania - Ageing My Way - Waterside Pavilion - Remission of Hire Charge	1.3	1,231
Cruising Yacht Club of Australia - Waterwide Pavillion - Remission of Hire Charge	1.3	5,444
Designed Made Inc. - Designed Made Makes Market - Town Hall - Remission of Hire Charge	1.3	4,708
FernFest - Hire of Bean Bags - Remission of Hire Charge	1.3	382
Folk Federation of Tasmania Inc. - Town Hall - Remission of Hire Charge	4.2	1,100
Hobart Chamber Orchestra - Town Hall - Remission of Hire Charge	1.3	732
Hobart City Band - Hobart City Band Annual Gala Concert - Town Hall - Remission of Hire Charge	1.3	927
Hobart City Mission - Blokes BBQ Breakfast - Hire of Bean Bags - Remission of Hire Charge	4.2	382
Hutchins Collegiate - Doone Kennedy Hobart Aquatic Centre - Reduced Fees and Charges	4.2	3,283
Identity+ - Waterside Pavilion - Remission of Hire Charge	1.3	1,100
International Day Against Homophobia, Biphobia, Transphobia and Intersexism - Reduced Fees and Charges	4.4	400
Kirilly Crawford - Hobart Blues, Brews and Barbeques - Reduced Fees and Charges	1.3	973
Kirsty Gitterson - Small Stories in the Town Hall - Town Hall - Remission of Hire Charge	1.3	1,280
Lenah Valley ANZAC Day in the Park - Waste and Recycling Bins - Reduced Fees and Charges	3.2	641
Mount Nelson Primary School - Plants - Reduced Fees and Charges	1.3	210
MS Society of Tasmania - Doone Kennedy Hobart Aquatic Centre - Reduced Fees and Charges	4.2	8,621
National Council of Women of Tasmania Inc. - Protecting Women Over 60 Years - Elizabeth Street Conference Room - Remission of Hire Charge and In-kind	4.2	227
National Under 16 Girls Water Polo Championships - Doone Kennedy Hobart Aquatic Centre - Reduced Fees and Charges	4.2	17,011
Nepali Society of Tasmania - New Year Celebration - City Hall - Remission of Hire Charge	4.4	1,100
New Town Cricket Club - Hurricanes Inclusion Cricket Program - New Town Oval - Remission of Hire Charge	4.2	810
New Town Primary School - Waste and Recycling Bins - Reduced Fees and Charges	1.3	541
North Hobart Football Club Limited - Rental Rebate	1.3	5,321
Outside the Box, Earth Arts Rights Inc. - Representing Future Generations Forums - Town Hall - Remission of Hire Charge	1.3	927
Princes Street Primary School - Recycling Bins - Reduced Fees and Charges	1.3	652
Reclink - Doone Kennedy Hobart Aquatic Centre - Remission of Hire Charge	4.2	500



Detail	Strategic Plan Reference	GST Inclusive Amount
Sacred Conversations - One Day Interfaith Festival - Town Hall, Piano Hire and Organ Hire - Remission of Hire Charges	4.4	1,300
Sandy Bay Bowls & Community Club - Garden Mulch - Reduced Fees and Charges	1.3	110
Sandy Bay Sailing Club - National Sailing Championships - Waste and Recycling Bins - Reduced Fees and Charges	1.3	608
School of Creativity & Confidence - School of Creativity & Confidence Workshops - Mathers House - Remission of Hire Charge	1.3	1,100
School Sports Australia Swim Championships - Doone Kennedy Hobart Aquatic Centre - Reduced Fees and Charges	4.2	27,000
Southern Primary Schools Sports Association - Doone Kennedy Hobart Aquatic Centre - Reduced Fees and Charges	4.2	5,927
Stepping Stones Children's Services - Plants - Reduced Fees and Charges	1.3	210
South Hobart Primary School - Plants - Reduced Fees and Charges	1.3	210
Swimming Tasmania - Doone Kennedy Hobart Aquatic Centre - Reduced Fees and Charges	4.2	10,479
Tas Event Inc. - Welcome 2018 & Australia Day Celebration - City Hall - Remission of Hire Charge	4.4	1,100
Tasmanian Ceramics Association - To Have and To Hold - Waterside Pavilion - Remission of Hire Charge	1.3	1,100
Tasmanian Chinese Art and Communication Society - 2018 Hobart Chinese Lantern Festival - City Hall - Remission of Hire Charge	4.4	2,805
Tasmanian Eco Film Festival - 30th Anniversary Celebration - Waterside Pavilion - Remission of Hire Charge	1.3	609
Tasmanian Friends of Palestine - Small Moments of Beauty and Truth - Waterside Pavilion - Remission of Hire Charge	4.4	1,100
Tasmanian National Science Week Committee - Festival of Bright Ideas 2018 - Street Banners - Reduced Fees and Charges	1.3	300
Tasmanian Youth Choirs - Youth Choral Concert - Birds Beasts and a Baby Boy - Town Hall - Remission of Hire Charge	1.3	1,000
Tasmanian Youth Government Association - Council Chambers - Remission of Hire Charge	1.3	560
Tassie Knitting Nannas - Boat People Exhibition - Waterside Pavilion - Remission of Hire Charge	4.4	1,099
Theatre Council of Tasmania - Launch 2019 Tasmanian Theatre Awards - Town Hall and Piano - Remission of Hire Charge	4.2	512
The Clothing Exchange - City Hall - Remission of Hire Charge	4.2	1,100
The Headstone Project (Tas) Inc. - 100 Plus Tasmanian Stories - Waterside Pavilion - Remission of Hire Charge	1.3	893
The Tasmanian Chorale Inc. - Town Hall Ballroom and Piano - Remission of Hire Charge	1.3	550
The Welcome Dinner Project Tasmania - City of Hobart Inaugural Community Welcome Dinner 2019 - Town Hall - Remission of Hire Charge and in-kind	1.3	836
University of Tasmania - Plants - Reduced Fees and Charges	1.3	362
UN Youth Tasmania - State Conference 2018 - Town Hall - Remission of Hire Charge	1.3	600
Van Diemens Band Inc. - Baa-rock and the Three Musketeers - Town Hall - Remission of Hire Charge	1.3	600
Van Diemens Band Inc. - French Baroque Summer Sessions - Town Hall - Remission of Hire Charge	1.3	1,200
Van Diemens Band Inc. - Recovered Treasures of the German Baroque - Town Hall - Remission of Hire Charge	1.3	515
Van Diemens Band Inc. - Van Diemens Band National Tour - Town Hall - Remission of Hire Charge	1.3	820
White Family LTS - Doone Kennedy Hobart Aquatic Centre - Remission of Hire Charge	4.2	570
Yabbo Thompson - Town Hall and Projector Use - Remission of Hire Charge	1.3	419
Remission of hire charges for Council halls, sports fields and parks	4.2	7,673
<b>In-kind Assistance</b>		
Alex Laird - Tabernacle - in-kind	1.3	360
Festival of Voices Inc. - Festival of Voices Bonfire - in-kind	1.3	18,028
<b>Reduced Rates</b>		
E Kalis Properties Pty Ltd - Development Assistance - Rate Remission	1.1	362,409
Native Vegetation Protection Rebate	5.1	453
Stormwater Removal Service Rate Remission	5.1	46,445
Sultan Holdings Pty Ltd - Development Assistance - Rate Remission	1.1	383,210
240L Wheelie Bin Rebate	5.1	4,050
Rate Remissions - Pensioners Net Expenditure	5.1	36,584
<b>Charitable Donations and Gifts</b>		
Free Disposal of Waste - Charities	3.2	73,533

Detail	Strategic Plan Reference	GST Inclusive Amount
Free Entry Weekends at the McRobies Waste Management Centre - Residents	3.2	84,165
<b>Sponsorship / Investment - Economic, Cultural, Festivals and Events</b>		
Alirente Pty Ltd - Development Assistance - Grant	1.1	36,283
Australian Barbershop Convention Management Association Inc - Hobart Barbershop Festival - Festivals and Events Grant	4.4	9,911
Australian Ceramics Triennale Ltd - Holding Place: Fire Sculpture - Creative Hobart Medium Grant	4.4	16,484
Australian Italian Club Festa Italia Sub-Committee - Festa Italia 2019 - Grant and in-kind	4.1	10,469
Australian Wooden Boat Festival Incorporated - Australian Wooden Boat Festival - Grant and in-kind	4.4	103,356
Bicycle Network Incorporated - Sponsorship for Ride2Work Day 2018	1.3	1,000
Blue Cow Theatre Incorporated - Creative Hobart Medium Grant	1.3	10,230
Business Events Tasmania - Annual Grant	1.4	114,620
Chinese Community Association of Tasmania Inc. - 2019 Lunar New Year Festival - Festivals and Events Grant and in-kind	4.4	21,114
Chinese Contemporary Art Tasmania Inc. - Exhibition - Tasmanian Artists Responding to Chinese Oriental Culture - Creative Hobart Medium Grant	4.4	10,000
Concert Organ International - Production of CD & DVD of the Hobart Town Hall Organ - Grant	4.1	5,279
Contemporary Art Services Tasmania - Auspice - Battery Point / Sandy Bay Mural - Jasper Kelly - Grant	1.5	1,100
Contemporary Art Services Tasmania - Awakening Naryi Niara - Creative Hobart Quick Response Grant	1.5	1,100
Contemporary Art Services Tasmania - Drawings for Gaza: a stop motion project from children in Hobart to children in Gaza - Creative Hobart Small Grant	1.5	5,500
Cycling South - 2018-19 Contribution	2.1	13,200
DarkLab Pty Ltd - Dark Mofo and City of Hobart Winter Feast and Dark Path Sponsorship and in-kind	1.1	502,165
Designed Made Inc. - Makers Market 2019 - Creative Hobart Small Grant	1.3	3,900
DRILL Performance Company Inc. - Creative Hobart Grant	1.5	5,000
Festival of Voices Inc. - Festival of Voices 2019 - Festivals and Events Grant	1.3	88,000
Folk Federation of Tasmania Inc. - 2019 Hobart Songmaking Sessions - Creative Hobart Medium Grant	1.3	14,860
Foodweb Education - Megan Floris - Friends Underground - Creative Hobart Small Grant	1.5	2,250
Greek Orthodox Church & Benevolent Society of St George - Estia Greek Festival - Festivals and Events Grant and in-kind	4.4	7,656
Hobart Accueil Inc. - European Christmas Fair - Grant	1.3	530
Hobart Jazz Club Inc. - Hot August Jazz Festival 2019 - Festivals and Events Grant	1.3	8,000
Hobart Men's Barbershop Harmony Club - Youth A Cappella Explosion Workshops - Grant	1.3	980
Hobart Police & Community Youth Club Inc. - Shopfront Improvement Grant	1.3	3,981
Human Rights Week Organising Committee - Human Rights Awards Celebration - Grant	1.3	191
Huonville High School - Huonville Student Delegation - Grant	1.3	15,000
Inflight Ari Inc. - Dear kunanyi (Auspiced on behalf of Respect the Mountain) - Creative Hobart Quick Response Grant	1.5	1,000
Inflight Inc. - Hobiennale 2019 - Event Medium Grant	1.3	13,500
Inscape Tas - Carols at the Royal project - Inscape Tas - Christmas Quick Response Grant	1.3	1,000
Joiningthedots International Tasmania - City of Hobart Inaugural Community Welcome Dinner 2019 - Festivals and Events Grant	1.3	8,400
Kennerley Children's Home Inc. - Kennerley Children's Festival - Festivals and Events Grant and in-kind	1.3	13,186
Kickstart Arts Incorporated - Andy Vagg's Project: The Poseidon Adventure - Creative Hobart Grant	1.5	15,180
Multicultural Council of Tasmania Inc. - Diwali 2018 Towards Project - Grant	4.4	550
Multicultural Council of Tasmania Inc. - Grant	4.4	4,032
Multicultural Council of Tasmania Inc. - Hobart Language Day - Grant	4.4	7,700
Multicultural Council of Tasmania Inc. - Interfaith Festival - Festivals and Events Grant	4.4	3,692
Myer Pty Ltd - Development Assistance - Grant	1.1	962,500
Nepali Society of Tasmania - Nepal Fair - Creative Hobart Quick Response Grant	4.4	500
New Town Primary School Association - A Night on the Green - Grant	1.3	750
North Melbourne Football Club Ltd - Partnership Agreement 2019	1.1	55,000

Detail	Strategic Plan Reference	GST Inclusive Amount
Outside the Box - Earth Arts, Rights Inc. - Book Fair 2018 - Creative Hobart Grant	1.5	1,000
Performing Lines Ltd - Helen Swain - Who Cares - Creative Hobart Small Grant	1.3	5,309
Performing Lines Ltd - Sinsa Mansell's BLACK - Creative Hobart Grant	1.3	5,500
Planning Institute Australia Ltd - Sponsorship of 2018 State Conference	1.3	3,300
Reconciliation Tasmania - Creative Hobart Quick Response Grant	1.5	1,000
Royal Hobart Regatta Association Inc - Royal Hobart Regatta - Grant and in-kind	1.3	17,022
Salamanca Arts Centre - 2018-19 Grant	1.3	33,000
Salamanca Arts Centre - City of Hobart International Residencies - Grant	1.5	10,000
Salamanca Square Inc. - Christmas Event in the Square - Grant	4.1	5,000
Sandy Bay Regatta Association - 2019 Sandy Bay Regatta Grant	1.3	21,250
Second Echo Ensemble Inc. - Let Me Dry Your Eyes - Creative Hobart Medium Grant	1.3	15,000
State Emergency Service - Southern Regional Volunteer SES Unit - Annual Contribution	1.5	22,161
Tamil Association of Tasmania - Tamil Drumming Development Project of TAT - Creative Hobart Grant	4.4	1,000
Tamil Association of Tasmania - Tamil Folk Street Art Ensemble - Creative Hobart Small Grant	4.4	2,500
Tasmanian Aboriginal Corporation - Change the Date March and Rally - Grant	4.4	550
Tasmanian Canine Defence League - Funding Contribution	1.1	92,655
Tasmanian Canine Defence League - Advertisement in 2019 Dogs' Home of Tasmania Calendar - Contribution	1.1	286
Tasmanian Canine Defence League - 10 Days Maintenance - Support	1.1	300
Tasmanian Chamber of Commerce and Industry - Shopfront Improvement Grant	1.3	100
Tasmanian Chinese Art and Community Society - 2019 Hobart Chinese Lantern Festival - Festivals and Events Grant	4.4	10,000
Tasmanian Ethiopian Association Inc. - Ethiopian New Year - Quick Response Grant	4.4	500
Tasmanian Theatre Company - Mental - The Mother Load Stage Two - Creative Hobart Medium Grant	1.3	11,000
Tasmanian Museum and Art Gallery - BeakerStreet@TMAG Event - Event Medium 2019	4.1	22,000
Tasmanian Museum and Art Gallery - Community Development 2018-19 Grant	1.3	38,500
Tasmanian Museum and Art Gallery - TMAG Children's Festival - Festivals and Events Grant	1.3	21,962
Tasmanian Symphony Orchestra - Creative Hobart Major Cultural Grant	1.3	27,500
Tasmanian Symphony Orchestra - Symphony Under the Stars - Festivals and Events Grant	1.3	38,500
Ten Days on the Island - Ten Days on the Island Festival 2019 - Contribution	4.4	55,000
Ten Days on the Island - Women of the Island - Creative Hobart Small Grant	1.3	5,115
The Dead Maggies - trading as Folk 'Til Ya Punk Records - HOBOfOPO - Event Medium Grant	1.3	3,100
The Island Entertainment Trust - Provision of Acts at the Sandy Bay Regatta 2019 - Grant	4.4	2,750
The Royal Australian Institute of Architects - Open House Hobart - Event Medium Grant and in-kind	1.1	18,000
Theatre Council of Tasmania - Creative Hobart Quick Response Grant	1.3	1,000
Theatre Council of Tasmania - Tasmanian Theatre Awards 2019 - Grant	1.1	10,000
Theatre Royal Management Board - Creative Hobart Major Cultural Grant	1.3	11,000
Typeface - Shopfront Improvement Grant	1.3	298
UN Youth Tasmania Inc - State Conference 2019 Sponsorship	1.1	500
	4.1	11,000
University of Melbourne - Nurturing Creativity, Empowerment and Connectedness Among Hobart Youth Through Hip Hop and Beatmaking Workshops - Creative Hobart Medium Grant		
University of Tasmania - Festival of Bright Ideas 2019 - Festivals and Events Grant and in-kind	1.3	22,000
Victoria Walks Inc. - Fee 2019-20	1.3	
Western Sydney University - Antarctic Cities and the Global Commons: Rethinking the Gateways - Funding	1.1	22,000
Wellington Park Management Trust - 2018-19 Contribution	1.1	32,716

Detail	Strategic Plan Reference	GST Inclusive Amount
Wellington Park Management Trust - 2017/18 Administrative and Technical Support	1.1	32,778
West Moonah Community Action Group Inc. - Wellness Expo - Grant	1.3	8,389
Wide Angle Tasmania - South Hobart Cinema - Creative Hobart Medium Grant	4.4	16,500
WIFT Australia - All About Women Event - Creative Hobart Grant	4.4	1,100
Working It Out Inc. - Safe Haven Project - Creative Hobart Quick Response Grant	1.3	1,100
Youth Network of Tasmania - Contribution	1.3	142
<b>Community</b>		
A Paws Up Limited - Operation Santa Paws - Christmas Quick Response Grant	4.1	750
Australian Red Cross Society - Community Quick Response Grant	4.1	935
Battery Point Community Association Inc. - Battery Point Community Christmas Party - Christmas Quick Response Grant	4.1	750
Bethlehem House Tasmania Inc - Carols for the Homeless - Grant	4.1	825
BOFA Film Festival - BOFA Hobart 2019 Project - Grant	1.3	1,100
Brahma Kumaris Australia - Shining a Light on Death Project - Community Small Grant	4.4	5,445
Buddy Up Australia Limited - Budd Up - PT Project - Community Small Grant	4.1	4,000
C3 Church Hobart Inc. - Community Christmas Quick Response Grant	4.1	825
Cancer Council of Tasmania Inc - Hobart Relay for Life - Community Small Grant	4.4	5,500
Child Health Association Inc. - Community Christmas Activation Quick Response Grant	4.1	660
Chinese Community Association of Tasmania Inc. - 50 Year Commemorative Celebrations - Community Small Grant	4.4	2,375
Colony 47 Inc. - National Homelessness Week Sound Scape - Community Grant	4.1	550
Department of Education Tasmania - Elizabeth College Resilience and Wellbeing Project - Community Small Grant	4.1	5,500
Derwent Estuary Program Limited - Member Contribution to the Derwent Estuary Program	4.1	58,003
Derwent Sailing Squadron Inc. - Annual Grant	4.1	2,433
Domain Tennis Centre Hobart - Annual Maintenance Grant 2018-19	1.1	48,998
Down Syndrome Association of Tasmania - Step UP! For Down Syndrome - Community Quick Response Grant	4.1	500
Hobart City Mission - Community Christmas Activation Quick Response Grant	4.1	660
Hobart Harmony Chorus Incorporated - International Women's Day Concert 2019 - Community Small Grant	4.4	1,000
Hockey Tasmania Inc - Annual Maintenance Grant 2018-19	1.1	76,871
Jimmys Skate & Street - 2019 West Hobart Bowl Jam	4.1	1,500
Joiningthedots International Tasmania - Hobart Welcome Campaign 2019 - Grant	4.1	4,364
Korean Full Gospel Church in Hobart - Community Christmas Carols 2018 - Grant	4.4	5,187
Lansdowne Crescent Primary School Community Association - 2018 West Hobart Christmas Carols - Community Christmas Carols 2018	4.1	13,820
Lenah Valley Community Association Inc. - Carols at John Turnbull - Community Christmas Carols 2018 - Grant	4.1	15,000
Migrant Resource Centre Southern Tas Inc. - MRC Tasmania 40 Year Anniversary Celebration - Community Small Grant	4.4	5,500
Mount Stuart Residents Inc. - Community Christmas Carols 2018 - Grant and in-kind	4.1	9,418
Multicultural Women's Council of Tasmania - Internal Women's Day Celebrations	4.4	399
Multicultural Women's Council of Tasmania - Join Us Christmas in the City of Hobart Project - Community Christmas Activation Grant	4.4	657
National Council of Women Tasmania Inc. - Forum - Protecting Women over 60 Years - Community Quick Response Grant	4.1	100
Neighbourhood Watch Tasmania Inc. - West Hobart Neighbourhood Watch Pre-Christmas Barbeque - Christmas Quick Response Grant	4.1	460
New Horizons Club Inc. - Community Quick Response Grant	4.1	550
New Town Community Association Inc. - Community Christmas Carols 2018 - Grant and in-kind	4.1	15,058
New Town High School Association - Scoping Report to Establish a Sustainability Shed, Community Garden and Old Scholars Network - Community Grant	4.1	3,300
Ohlala & Co Inc - Melt in Pot - Community Small Grant and in-kind	4.1	4,605
Onesimus Foundation Limited - Just Desserts' Drug Court Incentive Group - Community Small Grant	4.1	3,850
Parents Beyond Breakup Ltd - Buildign Capacity of Parents Beyond Breakup in Hobart - Community Small Grant	4.1	5,280

Detail	Strategic Plan Reference	GST Inclusive Amount
Playgroup Tasmania Inc. - Christmas Kids under the Milky Way - Grant	4.1	825
Playgroup Tasmania Inc. - Project: Nature Craft Activity and Christmas Party - Grant	4.1	506
Reconciliation Council of Tasmania - Risking Light - Forgiving the Unforgivable Project - Quick Response Grant	4.4	119
Roman Catholic Church Trust Corporation of The Archdiocese of Hobart - Community Christmas Carols 2018 - Grant and in-kind	4.1	16,485
Royal Tasmanian Botanical Gardens - Annual Grant	4.1	22,000
RSL (Tasmania Branch) Inc. - ANZAC Commemorations - Grant and in-kind	4.4	18,553
Salvation Army Housing Common Ground - Common Ground Café - Community Grant	4.1	5,278
SAWA Australia - Project: The Judge, a film of the first female judge in the Middle East - Grant	4.4	200
Sequenza Inc. - 'Christmas with a Twist' - Grant and in-kind	4.1	787
Sisongke Community Choir Hobart Inc. - Community Small Grant	4.1	5,000
South Hobart Living Arts Centre Ltd - Christmas Grant	4.1	660
South Hobart Progress Association Incorporated - Web Redesign - Community Small Grant	4.1	4,550
South Hobart Sustainable Community Inc. - South Hobart Autumn Harvest Fair - Community Quick Response Grant	4.1	500
Southern Tasmanian Netball Association - Annual Maintenance Grant 2018-19	1.1	35,158
Tasmanian Ethiopian Association Inc. - Celebrating Ethiopian New Year	4.4	2,000
Tasmanian Muslim Association Inc. - Peace is Islam and Islam is Peace Project - Grant	4.4	500
The Salvation Army - Street Team Birthday Celebration - Grant	4.1	550
Van Diemen's Band Inc. - Fern Tree Carols - Community Christmas Quick Response Grant	4.1	750
Working It Out Inc. - Making Inclusion Stick - Community Small Grant	4.1	5,313
<b>Environmental and Climate Change</b>		
Australian Youth Climate Coalition Limited - Hobart Climate Justice Summit - Dr Edward Hall Environment Grant	3.1	5,500
Department of Education Tasmania - 'Inside Outside' Project - Dr Edward Hall Environment Grant	3.1	5,500
Greening Australia (TAS) Ltd - Energy Futures Tiny House Fit Out - Dr Edward Hall Environment Grant	3.1	5,500
Hobart Cat Centre Inc. trading as Ten Lives - Ten Lives Kitty Litter Reuse Feasibility Study - Waste Reduction Grant	3.1	3,300
Island Magazine Inc. - Writing the Future: Imagining Climate Change, Adaptation and Resilience - Dr Edward Hall Environment Grant	3.1	5,500
Lansdowne Crescent Primary School Community Association - AquaBubbler Drinking Fountain - Dr Edward Hall Environment Grant	3.1	4,065
Mount Stuart Primary School - SRC - War on Waste - Waste Reduction Grant	3.1	5,500
Salamanca Arts Centre - Dr Edward Hall Environment Grant	3.1	5,500
Southern Tasmanian Councils Authority - Regional Climate Change Initiative	3.1	11,000
Sustainable Living Tasmania Inc. - Beeswax Wraps for Hobart Kids! - Waste Reduction Grant	3.1	3,960
Sustainable Living Tasmania Inc. - Fostering Collaborative Networks to Reduce Waste - Waste Reduction Grant	3.1	5,500
Sustainable Living Tasmania Inc. - Shine Again - Facilitating Solar Panel Reuse and Recycling in the Shadow of the Legacy Feed-in Tariff - Dr Edward Hall Environment Grant	3.1	5,160
University of Tasmania (Institute for Marine and Antarctic Studies) - Waste Reduction Grant	3.1	3,318
University of Tasmania - UTAS Accommodation Waste Reduction Program - Waste Reduction Grant	3.1	1,451
<b>Heritage and Conservation</b>		
Anglican Diocese of Tasmania - St George's Battery Point Anglican Church Stone Work Restoration - Heritage Grant	2.4	74,492
Vincenzo Murdolo - Heritage Grant	2.4	3,000
Wellington Park Management Trust - Contribution to Cultural Heritage Co-ordination	2.4	18,145
<b>TOTAL</b>		<b>4,515,924</b>

City of Hobart

# Policy

**Title:** Grants and Benefits Disclosure

**Category:** Corporate Governance

Date Last Adopted: 7 March 2016

## 1. Objectives

1. To articulate the Council's interpretation of grants and benefits for the purposes of disclosure within the Annual Report under Section 77 of the *Local Government Act 1993* (S77 LGA).
2. This Policy only applies to S77 LGA. There may be other legislative requirements to be considered when assessing grants and benefits.
3. To address the relevant transactions of the Council that meet the definition of the disclosure.
4. To identify the delegations for approval of 'benefits'.
5. To identify the methodology of disclosing amounts in aggregate or individually, and the basis for determining the value of the benefits provided.

## 2. Background

An internal audit of the grants and benefits approval and reporting processes in accordance with S77 LGA has been undertaken by the Council's internal auditors as part of the 2013/2014 internal audit program.

The findings from the audit have resulted in a recommendation to develop a formal policy in relation to 'grants and benefits' and disclosure requirements in accordance with S77 LGA.

## 3. Definition of Grant and Benefit

A "grant" is to give a sum of money to a person or organisation for a specified purpose.

A "benefit" is to provide goods and services free of charge or at reduced rates to people or organisations for which they would otherwise be liable to pay.

#### **4. Policy**

This policy interprets the grants and benefits transactions within the Council; identifies the transaction types which meet the definition for disclosure in accordance with S77 LGA; and determines the requirements and process for disclosing grants and benefits within the Council's Annual Report.

#### **5. Classifications of Grants and Benefits**

Grants and benefits are provided to organisations which undertake activities and programs that strongly align with the Council's Strategic Framework – Hobart 2025, the City of Hobart Strategic Plan 2014-2019 as well as other relevant City of Hobart strategies.

The Council provides the following classifications of grants and benefits:

**1. Reduced fees or charges**

A full or partial reduction in fees or charges imposed by the Council pursuant to Section 205 of the *Local Government Act 1993*, which are published in the Council's Annual Fees and Charges Booklet, for the use of recreational, community or other Council owned facilities or services.

**2. In-kind assistance**

The provision of a Council service, including staff and/or equipment at nil or reduced charge.

**3. Reduced rates**

A full or partial reduction in rates including:

- (i) Pensioner rate remissions (net of reimbursements provided by the State Government and associated bodies).
- (ii) Remissions of rates pursuant to Section 129 of the *Local Government Act 1993*.
- (iii) Rate rebates.

**4. Charitable Donations and Gifts**

A donation or gift is given as cash with no expectation of receiving a benefit.



## 5. Sponsorship/Investment

Any sponsorship/investment provided either as cash or in-kind is considered a grant. There are three types of sponsorship/investment – Economic, Cultural, and Festivals and Events (including sporting events).

Funds are provided as a grant or benefit for which the Council receives recognition for the contribution and the community receives a benefit from these contributions.

In these circumstances, the Council has a strong interest or may be an active partner in the activity for which the sponsorship/investment is given, and/or the activity is strongly aligned with a Council Strategy, such as the Economic Development Strategy or the Creative Hobart Cultural Strategy.

### 4.1 Economic

Assistance to organisations that endeavour to build a strong economic foundation through increased activity in the City that is aligned with the *Economic Development Strategy* or any transactions entered into under the Major Developments Assistance Incentives/Policy (7.06.02) which are captured by S77 LGA.

Such assistance may take the form of reduced fees and charges and/or reduced rates as outlined above.

### 4.2 Cultural

Assistance to support key cultural institutions in the City of Hobart in the delivery of programs and activities that promote the distinctive character of the city and enhance the city's vibrancy and closely align with the Council's Creative Hobart Cultural Strategy.

### 4.3 Festivals and Events

Assistance to support major and community festival and event (including sporting) programs and activities which present the greatest opportunity to leverage quantifiable economic, visitor, city promotional, cultural and community outcomes that align with the Council's strategic objectives to enhance City vibrancy and build healthy communities.

## 6. Community Grants

Assistance through the provision of cash grants to support programs and activities in support of community participation and valuing diversity to support a safe, friendly and compassionate society.

## **7. Environmental and Climate Change Grants**

Assistance through the provision of cash grants or rebates to increase environmental awareness and in supporting ratepayers and organisations to minimise the effects of environmental damage and climate change.

## **8. Heritage and Conservation Grants**

Cash grants for small to medium scale works, heritage studies and conservation plans, education projects on heritage listed places to protect the built heritage and history of the City.

## **9. Interest Free Loans**

Interest which would normally have been payable on interest free loans provided to eligible social enterprises who have a social mission under the Council's Interest Free Loans program.

A combination of the above classifications of grants and benefits may be used at any one time.

# **6. Delegations for approval**

All grants and benefits are approved in accordance with the Council's Delegations Register (Financial Delegations), Council Committee's Terms of Reference and Council Policy Manual.

# **7. Disclosure of all Grants and Benefits**

1. Section 72 of the *Local Government Act 1993*, sets out the mandated requirements for the material to be included in the Annual Report. S77 LGA provides an additional requirement, which is the documenting of individual particulars of each grant or benefit given by the Council being reported in the Annual Report.
2. S77 LGA does not require the disclosure of Council decisions of a commercial nature or the disclosure of reduced rents on Council owned properties.
3. For the purposes of S77 LGA, the following grants and benefits will be disclosed in the Annual Report:
  - (i) Reduced fees and charges;
  - (ii) Established monetary value of in-kind assistance;
  - (iii) Reduced rates;
  - (iv) Charitable donations and gifts;
  - (v) Sponsorship/Investment;

- (vi) Community grants;
  - (vii) Environmental and Climate Change grants;
  - (viii) Heritage and Conservation grants;
  - (ix) Interest free loans; and
  - (x) Reduced Rentals.
4. All grants and benefits requiring disclosure under S77 LGA will be reported on an individual basis in the Annual Report except for the following classifications:
- (i) Reduced fees and charges for Council halls, sports fields, and parks up to an individual value of \$500;
  - (ii) Pensioner rate remissions (net expenditure);
  - (iii) Rate rebates up to an individual value of \$600; and
  - (iv) Ex-Aldermen's entitlements.

which will be aggregated for each individual classification, except where approved under the Major Developments Assistance/Incentives Policy and captured by S77 LGA.

## **8. Financial treatment:**

Accounting treatment of grants and benefits will be undertaken in accordance with the *Audit Act 2008*, and associated standards and requirements issued by the Australian Account Standards Board.

All grants and benefits will be captured and recorded in the financial management system and will be recorded as a total benefit. The total benefit will include cash and in-kind assistance.

## **9. Legislation, Terminology and References:**

Relevant legislation and Council's procedures that should be referred to when interpreting this policy are:

*Local Government Act 1993*, specifically Sections 72, 77, 129 and 205

Procedures for grants and benefits as contained within the Council's Integrated Management System

Delegations Register

Policy Manual



<b>Responsible Officer:</b>	Director Corporate Services
<b>Policy first adopted by the Council:</b>	
<b>History</b>	
Amended by Council	21/9/2015
Amended by Council	7/3/2016
<b>Next Review Date:</b>	March 2017

## **7. COMMITTEE ACTION STATUS REPORT**

---

### **7.1 Committee Actions - Status Report**

---

A report indicating the status of current decisions is attached for the information of Elected Members.

#### ***RECOMMENDATION***

***That the information be received and noted.***

Delegation: Committee

Attachment A: Status Report

## FINANCE AND GOVERNANCE COMMITTEE - STATUS REPORT

### OPEN PORTION OF THE MEETING

July 2019

Ref	Title	Report / Action	Action Officer	Comments
1.	<p><b>CITY HALL – DEVELOPMENT OPPORTUNITIES – VENUES</b> Council, 23/2/2015, Item 12</p> <p><b>CITY HALL RESTORATION</b> Council, 22/02/2016 Item 19</p>	<p>That: 1. A consultant be engaged to develop a business plan for the City Hall, as a matter of urgency to inform long term infrastructure investment, the future management and operational model for the facility, at an approximate cost of \$100,000 to be funded from 2015/2016 operational savings.</p> <p>2. A further report also be prepared that provides details of all Council physical building assets and their current uses including options for maximising community usage for buildings that are underutilised.</p>	Executive Manager City Place Making	<p>1. A report presenting a summary of Draft Master Plan options for the Hobart City Hall was considered in the closed portion of the June 2019 Finance and Governance Committee meeting.</p> <p>2. Officers are currently scoping the preparation of a report detailing Council physical building assets and their current and potential use.</p>

Ref	Title	Report / Action	Action Officer	Comments
2.	<b>NOTICE OF MOTION</b> <b>COUNCIL CAR PARKS -</b> <b>SECURE SHORT TERM</b> <b>BICYCLE FACILITIES</b> Council, 23/05/2016 Item 14	That a report be prepared on options for appropriate secure short-term cycling facilities with a focus on the 42 vacant spaces in the Argyle Street car park along with other Council car parks, for people who choose to cycle into the city.	Director City Innovation	<p>An Elected Member workshop was held on 16 July to discuss a range of strategic options relating to the City's off-street parking facilities.</p> <p>Additionally, an initiative has been included for public consideration in the <i>Connected Hobart Action Plan</i>.</p>
3.	<b>SANDY BAY BATHING</b> <b>PAVILION, LONG</b> <b>BEACH</b> Council, 24/7/2017 Item 15	That proposals associated with the development of a new second floor restaurant above the Sandy Bay Bathing Pavilion be proceeded with and the expenditure of \$16,800 be approved.	General Manager	<p>Upper floor: Architects Terroir have developed a new design in conjunction with the Pavilion's original architect, Mr Dirk Bolt who supports the design.</p> <p>Pre-application advice has been received from City of Hobart Planning and Heritage teams, as well as Heritage Tasmania.</p> <p>Endorsement for the design was granted by Council on 17 June. The next step is to lodge a DA.</p> <p>Ground floor: A new lease has been offered to Surf Life Saving Tasmania for a reduced footprint (this is subject to community consultation).</p> <p>A new proposal for the use of the ground floor of the Pavilion has been submitted to Council for a café. Control over the leasable area for a</p>



Ref	Title	Report / Action	Action Officer	Comments
				café has been retained by the City of Hobart. The next step is to lodge a DA.
4.	<b>ELECTRIC VEHICLES AND CHARGING STATIONS</b> Council, 25/7/2016 Item 20	That: 1. Council officers continue to monitor the types of electric and hybrid vehicles available on the market to determine whether any would be suitable for inclusion in the City's fleet.  2. City employees be canvassed to determine demand for electric bicycle charging stations at the City's corporate buildings. If there is sufficient demand, then power outlets be installed in suitable locations.  3. Appropriate street signage be installed to direct users of electric vehicles (EV) and bicycles to the charging stations located at the Hobart Central Car park.  4. That the Hobart Bicycle Advisory Committee be requested to consider initiatives to encourage the wider use of electric bicycles.	Director City Innovation	1. Officers are monitoring electric and hybrid vehicle models for potential inclusion in the fleet. The range of suitable vehicles available in Australia continues to be very limited, though is expected to improve over the next 12-24 months.  2. Options for canvassing employees are being considered. Charging stations have been installed in the Hobart Central Car Park on a trial basis.  3. Officers are progressing the signage installation.  4. The Committee has provided input into the Connected Hobart development process and will be further consulted on the draft framework and action plan in 2019

Ref	Title	Report / Action	Action Officer	Comments
5.	<b>COUNCIL AND COMMITTEES - STRUCTURE AND GOVERNANCE MATTERS</b>  Council 4/12/2017 Item 21	That further consideration of the strategic realignment of its existing committee structure occur after the completion of the Council's visioning project.	Deputy General Manager	The committee structure will be reviewed following finalisation of the Council's new strategic plan.
6.	<b>SHAPING THE CITIES OF HOBART AND GLENORCHY– DETERMINING THE BENEFITS OF ENHANCED LAND VALUE THROUGH INVESTMENT IN A PUBLIC TRANSIT SYSTEM</b>  Council 9/2/2016 Supp Item 16	That the Council initiate a Public Transit Corridor Urban Utilisation and Economic Benefit project for the current rail corridor, based on the proposal titled 'Shaping the Cities of Hobart and Glenorchy – Determine the Benefits of Enhanced Land Value through Investment in a Public Transit System', subject to the matched support of the Glenorchy City Council.	General Manager	At its 20 August 2018 meeting, the Council resolved that further activities by the Hobart Glenorchy Public Transit Corridor Committee be put on hold pending finalisation of the Hobart City Deal process.
7.	<b>UNIVERSITIES CONFERENCE AND STUDY TOUR</b>  Council 6/2/2017 Item 17.	That a further report be provided to investigate extending an invitation to Gehl Architects to visit the City for the purposes of reviewing the urban transformation work the City has done to date and to provide a public lecture.	General Manager	A suitable opportunity to invite Gehl Architects has not been identified at this time. Investigations on future opportunities is ongoing.
8.	<b>CITY OF HOBART - CUSTOMER SERVICE CHARTER</b>  Council 21/5/2018 Item 31	That the Customer Service Charter be reviewed in the first quarter of 2019 following the implementation of the Council's customer request management system.	Deputy General Manager	Review of the Customer Service Charter is currently underway.

Ref	Title	Report / Action	Action Officer	Comments
9.	<b>REVIEW OF PARKING - NORTH HOBART (UPDATE ON ACTIONS)</b> Council 19/2/2018 Item 15	That 1. The results of the recent North Hobart parking survey be released to the North Hobart Traders Association and other interested parties for their review and comment, for a period not exceeding 30 days.  2. Following the finalisation of the consultation, a Council workshop open to the public be held to review all data collected and to consider all options, and potential costs, including; (a) additional on-street car parking spaces; (b) additional metered parking spaces; (c) development of the Condell Place car park.	Director City Innovation	<p>The results of the parking survey have been provided to the North Hobart Traders Association and other interested parties. An executive summary has now been prepared to provide more clarity around the information provided. This has also been distributed to the Traders Association.</p> <p>Extensions to the operating hours of the following car parks were approved by Council at its 20 May 2019 meeting:</p> <ul style="list-style-type: none"> <li>(i) Dunn Place hours to extend from 8am – 5pm daily to 8am – 8pm daily;</li> <li>(ii) Salamanca Square Car Park to extend its operational days to include Sundays; and</li> <li>(iii) Condell Place and Lefroy Street Car Parks to extend from 8.30am – 7pm daily to 8.30am – 10pm daily.</li> </ul> <p>Parking Officers have commenced patrolling the car parks and restaurant strip of an evening up until 9 pm, where allowable under the current EBA.</p> <p>The time limited parking spaces in Elizabeth Street and surrounding streets were reviewed in order to extend both the operating times and days to match the new enforcement regime.</p> <p>On-street signage updates were completed in February 2019.</p>

Ref	Title	Report / Action	Action Officer	Comments
				In ground sensors were installed in time restricted spaces in Elizabeth Street, between Warwick and Federal Streets in April 2019.
		3. Prior to the conduct of the workshop, the matter be referred back to the Finance and Governance Committee to seek details of further issues it wishes to have pursued by Council Officers for presentation and discussion at the open workshop.		<p>A proposal for the City to lease a property for car parking was approved by Council in December 2018.</p> <p>A project has been initiated within Parking Operations to deliver the outcome. A lease agreement is being prepared with conditions contingent on an assessment by the Tasmanian Planning Commission.</p>
10.	<p><b>CONDELL PLACE CAR PARK - DEVELOPMENT OPPORTUNITIES AND EOI REQUEST</b></p> <p>Council, 23/7/2018 Item 17</p>	<p>That: 1. A report be prepared consolidating information provided in previous reports and any related documents, in relation to the Condell Place site.</p> <p>2. A parking plan be prepared for the North Hobart area.</p> <p>3. The Council consider the future strategic direction and vision for the North Hobart area.</p>	Director City Innovation	<p>A memorandum was placed on the Hub detailing previous work undertaken on Condell Place and Lefroy Street. Complete.</p> <p>The North Hobart Parking Working Group is continuing with the preparation of a parking plan.</p> <p>A decision will be made following the tabling of the report. The City is also currently undertaking a review of Parking Operations to inform its future strategy in relation to capacity and any required changes to underlying business, operational and technology services and functions.</p>

Ref	Title	Report / Action	Action Officer	Comments
11.	<p><b>OUTSTANDING PARKING DEBT</b>  <b>DECEMBER 31, 2017</b>  Finance and Governance Committee 15/5/18  Item 6.1</p>	<p>That: 1. The General Manager investigate owners of vehicles who have at least 3 outstanding infringements of 90 days old having their vehicles clamped.</p> <p>2. Costs associated with the clamping of vehicles and subsequent recoveries be charged to the owner of the vehicle.</p> <p>3. A warning be included in the second infringement notice that the Council will clamp vehicles where 3 or more infringements exceeding 90 days are currently outstanding on a vehicle.</p>	Director City Innovation	<p>The City is currently undertaking a review of Parking Operations to inform its future strategy in relation to capacity and any required changes to underlying business, operational and technology services and functions. A strategy for debt collection, including the capacity to clamp vehicles will be included in the review.</p>
12.	<p><b>OCCUPANCY RATES - MULTI-STOREY CAR PARKS</b>  Finance and Governance Committee, 15/5/18  Item 6.2</p> <p>Finance and Governance Committee, 13/3/19  Item 6.5</p>	<p>That: 1. Additional incentives be investigated for early bird parking and multiple occupancy vehicles in Council's multi-story car parks namely utilisation outside of normal operating hours.</p> <p>2. The City Innovation Division prepare a spatial and digital dashboard that includes near-real-time updates on the occupancy rates of the Council's Multi-storey car parks, along with other key city parking data not addressed in the current report.</p>	Director City Innovation	<p>1. Following completion of the Parking Operations review an Elected Member workshop was held prior to the 16 July FGC to discuss a range of strategic options relating to the City's off-street parking facilities.</p> <p>2. Draft demonstrated at 16 July FGC workshop.  A Proof of Concept (POC) has been developed using contemporary Integration technologies connecting the Council Multi-storey car park Licence Plate Recognition (LPR) systems with a City of Hobart managed cloud database to provide near-real-time occupancy counts for each car park.</p>

Ref	Title	Report / Action	Action Officer	Comments
				The data being collected will allow for the provision of detailed occupancy and dwell time reporting with greatly improved accuracy. Complete
13.	<b>INFORMAL VOTE</b>  Council, 23/7/2018 Item 12  Council, 17/9/2018 Item 21	That the success of promotional activities be measured by an increase in the return rate of ballots and a decrease in the number of informal votes returned during the 2018 elections when compared to the 2014 elections and a report be provided at the appropriate time.	Deputy General Manager	A report will be provided once a final report on the 2018 local government elections is received from the Tasmanian Electoral Commission. This is not yet available.
14.	<b>SOCIAL FOOD SERVICE DELIVERY</b>  Council, 21/1/2019 Item 13  Council, 20/5/2019 Item 24	That: 1. The City of Hobart continue with the implementation of its own enforcement measures to create additional visitor parking spaces and control the use of social food delivery vehicles in the North Hobart, and other suburban restaurant precincts.  2. The General Manager provide a report on the capacity for the Council to provide a by-law to regulate the carriage of food in social food delivery vehicles  3. The Council write to the State Government highlighting concerns	Director City Innovation	Enforcement of the North Hobart precinct using the newly installed sensor has commenced. Enforcement includes daytime and evening patrols both on weekdays and weekends. Council is actively communicating with social food delivery drivers and being asked to move to the dedicated zone as required. Complete.  The matter is under investigation.  A letter was sent in early July 2019. Complete.

Ref	Title	Report / Action	Action Officer	Comments
		of the lack of regulation around social food delivery vehicles.		
15.	<b>NOTICE OF MOTION</b> <b>LOCAL GOVERNMENT ASSOCIATION – MEMBERSHIP</b> Council, 20/05/2019 Item 21	That: 1. The Council remain a member of the Local Government Association of Tasmania.  2. The Council pursue opportunities for the formation of a metropolitan councils association as soon as possible.  3. The Council write to the Local Government Association of Tasmania seeking an amendment to the Rules to provide for eligibility for the Hobart City Council for membership of the General Management Committee as a Southern Electoral District nominee.	Deputy General Manager	Correspondence has been sent to the Local Government Association of Tasmania requesting an amendment to the Rules to provide eligibility for membership of the General Management Committee as a Southern Electoral District nominee. A report is on this agenda.



Ref	Title	Report / Action	Action Officer	Comments
16.	<b>NOTICE OF MOTION JOINING THE ICAN NUCLEAR WEAPONS FREE CITIES APPEAL</b> Council, 15/04/2019 Item 15	<p>That given the lack of action by the federal government on signing the UN Treaty on the Prohibition of Nuclear Weapons (2017), and the ongoing concern of Hobart residents about the threat nuclear weapons pose to communities throughout the world, the City of Hobart:</p> <ol style="list-style-type: none"> <li>1) Ensure that funds administered by the City of Hobart are not invested in companies that produce nuclear weapons.</li> <li>2) Issue a press release announcing that Hobart has joined other cities across the world to call on their governments to sign and ratify the UN Treaty on the Prohibition of Nuclear Weapons.</li> </ol>	Director Community Life	<p>Officers have investigated and concluded that based on those investigations, the City does not invest in institutions that produce nuclear weapons.</p> <p>A press release was issued on 6 August 2019, Hiroshima Day.</p> <p>Completed</p>
17.	<b>SOUTHERN TASMANIAN COUNCILS AUTHORITY MEMBERSHIP</b> Council, 15/04/2019 Item 21	<p>That the Council remain in the Southern Tasmanian Councils Association and a review of the membership be undertaken in 12 months' time.</p>	Deputy General Manager	<p>A review of the membership is scheduled for May 2020.</p>

Ref	Title	Report / Action	Action Officer	Comments
18.	<b>2019-20 FEES and CHARGES – CITY GOVERNANCE</b> Council, 20/05/2019 Item 26	That a fee structure be investigated for hall and venue hire which represents potential full cost recovery or a percentage thereof.	Deputy General Manager	A report will be provided once investigations have been completed.
19.	<b>2019-20 FEES and CHARGES – PARKING OPERATIONS</b> Council, 20/05/2019 Item 27	That: 1. The following parking initiatives be subject of a workshop in July:  (i) Early bird parking; (ii) First 90 minute parking in multi-story car parks; (iii) Pensioner parking scheme.  2. Investigations be undertaken with appropriate hotel and accommodation establishments for the use of the Council's off street parking facilities outside of normal business hours.	Director City Innovation	A Workshop was held on 16 July 2019.  A report is included on this agenda.
20.	<b>NATIONAL REDRESS SCHEME - LGAT</b> Council, 20/05/2019 Item 22	That the Council participate in the National Redress Scheme as part of the Local Government Association of Tasmania's whole-of-sector response.	General Manager	Correspondence has been forwarded to the Local Government Association of Tasmania (LGAT) advising that the Council will participate in the National Redress Scheme as part of the LGATs whole of sector response. Complete

Ref	Title	Report / Action	Action Officer	Comments
21.	<b>NOTICE OF MOTION</b> <b>NOTICES OF MOTION</b> Council, 17/06/2019 Item 16	That section 13, "Notices of Motion" of the Council Policy, Meetings: Procedures and Guidelines be reviewed.	Deputy General Manager	The policy will be included in the upcoming review of the Council's Policy Manual and be reported to the September meeting.

**8. RESPONSES TO QUESTIONS WITHOUT NOTICE**

---

Regulation 29(3) *Local Government (Meeting Procedures) Regulations 2015*.  
File Ref: 13-1-10

**The General Manager reports:-**

"In accordance with the procedures approved in respect to Questions Without Notice, the following responses to questions taken on notice are provided to the Committee for information.

The Committee is reminded that in accordance with Regulation 29(3) of the *Local Government (Meeting Procedures) Regulations 2015*, the Chairman is not to allow discussion or debate on either the question or the response."

**8.1 Electric Charging Stations**  
**File Ref: F19/98423**

---

Memorandum of the Director City Innovation of 8 August 2019.

**8.2 Elector Poll**  
**File Ref: F19/98426**

---

Memorandum of the Manager Legal and Governance of 7 August 2019.

**8.3 Staffing Numbers - Restructure**  
**File Ref: F19/98429**

---

Memorandum of the Deputy General Manager of 7 August 2019.

**8.4 Administration and Service Delivery Costs**  
**File Ref: F19/98998**

---

Memorandum of the Deputy General Manager of 7 August 2019.

Delegation: Committee

*That the information be received and noted.*



City of **HOBART**

**Memorandum:** Lord Mayor  
Deputy Lord Mayor  
Elected Members

## **Response to Question Without Notice**

### **ELECTRIC CHARGING STATIONS**

**Meeting:** Finance and Governance Committee      **Meeting date:** 16 July 2019

**Raised by:** Deputy Lord Mayor Councillor Burnet

#### **Question:**

The first State Government charge smart test electric vehicle charging grant was \$50k of and estimated \$170k, the balance borne by the City of Hobart. This is a huge impost on Council. What other measures can be taken in order to ensure Council(s) do not bear so much of the cost, given the increased demand for electric vehicle fast charge stations?

#### **Response:**

The City is taking a number of measures to ensure the sustainable rollout of electric vehicle charge stations. These include additional third party funding such as through rebates under the TasNetworks Electric Vehicle Fast Charger Scheme, the use of in-situ solar and battery storage solutions, and commercial recovery models involving charging for both parking and electricity use subject to review and prevailing electricity prices.

The comparatively high-cost of the Dunn Place installation comprises an \$85,000 TasNetworks connection fee and \$40,000 for electrical upgrade works that will allow for the installation of additional units in the future. Regardless of these costs, the site was chosen due to its central and very visible location close to the Hobart CBD, being accessible and suitable for Tasmanians and visitors, and for its high-use destination charging (commercial) potential.

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*

A handwritten signature in black ink, appearing to read 'Peter Carr', with a stylized flourish at the end.

Peter Carr  
**DIRECTOR CITY INNOVATION**

Date: 8 August 2019  
File Reference: F19/98423



City of **HOBART**

**Memorandum:** Lord Mayor  
Deputy Lord Mayor  
Elected Members

## **Response to Question Without Notice**

### **ELECTOR POLL**

**Meeting:** Finance and Governance Committee      **Meeting date:** 16 July 2019

**Raised by:** Alderman Behrakis

**Question:**

In regards to the Height Limit elector poll and the \$200k of ratepayers funds spent, can a breakdown be provided from the TEC as to what that money was spent on? What percentage was for advertising, and what forms of advertising were used?

**Response:**

It is not possible to provide advice to the Council in relation to the final expenditure related to the elector poll as final accounts have not been received from the Tasmanian Electoral Commission. It is understood that the TEC is awaiting final accounts relating to its expenditure in order to account to the Council.

Further detail will be provided once final invoices have been received.

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*

Paul Jackson  
**MANAGER LEGAL AND  
GOVERNANCE**

Date: 7 August 2019  
File Reference: F19/98426





City of **HOBART**

**Memorandum:** Lord Mayor  
Deputy Lord Mayor  
Elected Members

## **Response to Question Without Notice**

### **STAFFING NUMBERS - RESTRUCTURE**

**Meeting:** Finance and Governance Committee      **Meeting date:** 16 July 2019

**Raised by:** Alderman Behrakis

**Question:**

In regards to the recent restructure, what were the number of council staff before and after the restructure?

**Response:**

The restructure I undertook in January of this year aimed to realign the organisational structure more effectively with the new Vision and Strategic Plan as well as achieve better alignment of functions and activities within the organisation. In doing so, I realised the opportunity to reduce the previous Executive Leadership Team by three full time positions. While there have been impacts on staff positions at lower levels in the organisation and reviews of the structure of the new Divisions will continue for some time, there was no other impact on total employee numbers.

The City's equivalent full-time employee level for 2018/19 was 629.

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*

Heather Salisbury  
**DEPUTY GENERAL MANAGER**

**Date:** 7 August 2019

**File Reference:** F19/98429



City of **HOBART**

**Memorandum:** Lord Mayor  
Deputy Lord Mayor  
Elected Members

## Response to Question Without Notice

### ADMINISTRATION AND SERVICE DELIVERY COSTS

**Meeting:** Finance and Governance Committee      **Meeting date:** 16 July 2019

**Raised by:** Alderman Behrakis

**Question:**

What percentage of Council expenditure is administrative costs and what percentage is in relation to service delivery? Could that be broken down by department?

**Response:**

Set out below are two cost breakdowns using various definitions of 'administration'.

- For each Division there is a budget function for 'Administration' comprising salaries, on-costs and associated material/equipment costs for the administrative staff in that Division. The breakdown between these costs and other Divisional budget functions is set out in the table below:

	City Planning	Community Life	City Amenity	City Technology	City Governance	Marketing and Comms	GM & LM Office
Administration	695,846	304,889	624,660	403,972	525,339		-
Service Delivery	16,721,516	14,201,119	43,799,950	26,950,796	11,807,135	965,835	1,231,038
	17,417,362	14,506,008	44,424,609	27,354,768	12,332,474	965,835	1,231,038
<b>% Admin</b>	<b>4.00%</b>	<b>2.10%</b>	<b>1.41%</b>	<b>1.48%</b>	<b>4.26%</b>	<b>0.00%</b>	<b>0.00%</b>

Source: 2019/20 Estimates.

Across the organisation the administration functions comprise **2.15 per cent** of the total Divisional costs.

While appearing as separate budget functions in the Council's Annual Plan, it should be noted that these administrative units are responsible for activities that support service delivery. By way of example, the City Planning Administration Unit spends the majority of its processing planning applications and staff in the City Amenity Administration Unit are responsible for booking of all sport and recreation facilities.

Conversely, of course, functions within the Divisions which constitute service delivery will have some administrative components to the work.

2. If the definition of administration is expanded to include areas of Council that undertake work which may be considered as 'governance and administration', including the Council Support Unit, Elected Members allowances and expenses, General Manager, Lord Mayor's Office, Legal, People and Capability, Finance and Rates, the breakdown is as follows:

	City Planning	Community Life	City Amenity	City Technology	City Governance	Marketing and Comms	GM & LM Office
Administration Service Delivery	695,846	304,889	624,660	403,972	11,049,761		1,231,038
	16,721,516	14,201,119	43,799,950	26,950,796	1,808,052	965,835	
	17,417,362	14,506,008	44,424,609	27,354,768	12,857,813	965,835	1,231,038
% Admin	4.00%	2.10%	1.41%	1.48%	85.94%	0.00%	100.00%

Source 2019/20 Estimates

Across the organisation governance and administration constitutes **12.05 per cent** of total costs.

*As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.*



Heather Salisbury  
**DEPUTY GENERAL MANAGER**

Date: 7 August 2019  
File Reference: F19/98998

## **9. QUESTIONS WITHOUT NOTICE**

---

Section 29 of the *Local Government (Meeting Procedures) Regulations 2015*.  
File Ref: 13-1-10

An Elected Member may ask a question without notice of the Chairman, another Elected Member, the General Manager or the General Manager's representative, in line with the following procedures:

1. The Chairman will refuse to accept a question without notice if it does not relate to the Terms of Reference of the Council committee at which it is asked.
2. In putting a question without notice, an Elected Member must not:
  - (i) offer an argument or opinion; or
  - (ii) draw any inferences or make any imputations – except so far as may be necessary to explain the question.
3. The Chairman must not permit any debate of a question without notice or its answer.
4. The Chairman, Elected Members, General Manager or General Manager's representative who is asked a question may decline to answer the question, if in the opinion of the respondent it is considered inappropriate due to its being unclear, insulting or improper.
5. The Chairman may require a question to be put in writing.
6. Where a question without notice is asked and answered at a meeting, both the question and the response will be recorded in the minutes of that meeting.
7. Where a response is not able to be provided at the meeting, the question will be taken on notice and
  - (i) the minutes of the meeting at which the question is asked will record the question and the fact that it has been taken on notice.
  - (ii) a written response will be provided to all Elected Members, at the appropriate time.
  - (iii) upon the answer to the question being circulated to Elected Members, both the question and the answer will be listed on the agenda for the next available ordinary meeting of the committee at which it was asked, where it will be listed for noting purposes only.

## 10. CLOSED PORTION OF THE MEETING

---

### RECOMMENDATION

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- proposals for the council to acquire land or an interest in land or for the disposal of land
- the personal hardship of any person who is resident in, or is a ratepayer in, the relevant municipal area
- information of a personal and confidential nature or information provided to the council on the condition it is kept confidential

The following items are listed for discussion:-

- |              |  |
|--------------|--|
| Item No. 1   | Minutes of the last meeting of the Closed Portion of the Council Meeting                   |
| Item No. 2   | Consideration of supplementary items to the agenda   |
| Item No. 3   | Indications of pecuniary and conflicts of interest   |
| Item No. 4   | Reports  |
| Item No. 4.1 | Lease of Hobart Rivulet - Hobart Private Hospital Site<br>LG(MP)R 15(2)(f)                 |
| Item No. 4.2 | Outstanding Rates as at 30 June 2019<br>LG(MP)R 15(2)(g) and (j)                           |
| Item No. 5   | Committee Action Status Report   |
| Item No. 5.1 | Committee Actions - Status Report<br>LG(MP)R 15(2)(a), (c)(i), (f), (g), (i), (j) and e(i) |
| Item No. 6   | Responses to Questions Without Notice  |
| Item No. 6.1 | Conflicts of Interest<br>LG(MP)R 15(2)(a)  |
| Item No. 7   | Questions Without Notice   |