



CITY OF HOBART

# **SUPPORTING INFORMATION**

**CITY PLANNING COMMITTEE MEETING**

**OPEN PORTION OF THE MEETING**

**MONDAY, 4 OCTOBER 2021**

**AT 5:00 PM**

**VENUE: COUNCIL CHAMBER, TOWN HALL**

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**Town Planning report**  
**Proposed new 'Buildings' comprising Installations**  
**and Interpretative Signage**  
**For Australian Antarctic Division (AAD)**  
**To be located at: 3 Argyle Street, Hobart (CT-40751/1) and**  
**Lot 1 Franklin Wharf, Hobart (CT-170475/1)**

22 September 2021

Gray Planning 2021



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22 September 2021

Mr Ben Ikin  
Senior Statutory Planner  
Hobart City Council  
GPO Box 503  
Hobart TAS 7001

Dear Mr Ikin,

Please see attached a town planning report to accompany a planning application to Council seeking planning approval for multiple installations 'buildings' incorporating interpretative signage to be located in various locations on the waterfront at 3 Argyle Street and also Lot 1 Franklin Wharf, Hobart.

Portal installation elements will also be located as temporary exhibits internally within the City of Hobart Service Centre as well as internally within the TMAG building at 40 Macquarie Street. As the Portals will be temporary exhibits (much like a temporary piece of furniture) located within a building, no planning approval is required for these.

It is intended that the information contained therein will assist Council in making a decision to approve the proposed development.

Should you have any questions about the content of the report or require any further information, please do not hesitate to contact me on 0439 342 696.



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Yours faithfully



Danielle Gray B.Env.Des. MTP. MPIA  
Principal Consultant, Gray Planning  
On behalf of Australian Antarctic Division (AAD)



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## 1 Introduction

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### 1.1 Purpose

The purpose of this report is to provide planning responses against applicable use and development standards in the *Sullivans Cove Planning Scheme 1997* with respect to the proposed development comprising 'building' installations incorporating interpretative signage in multiple locations within the subject site at 3 Argyle Street Hobart (title reference CT-40751/1) and Lot 1 Franklin Wharf Hobart (title reference CT-170475/1).

### 1.2 Copyright

The report is subject to copyright the owner of which is Danielle Gray Planning, trading as Gray Planning. All unauthorised copying or reproduction of this report or any part of it is forbidden by law and is subject to civil and criminal penalties as set out in the *Copyright Act 1968*. All requests for permission to reproduce this report or its contents must be directed to Danielle Gray.

Last updated: 22 September 2021

Report Author: Danielle Gray



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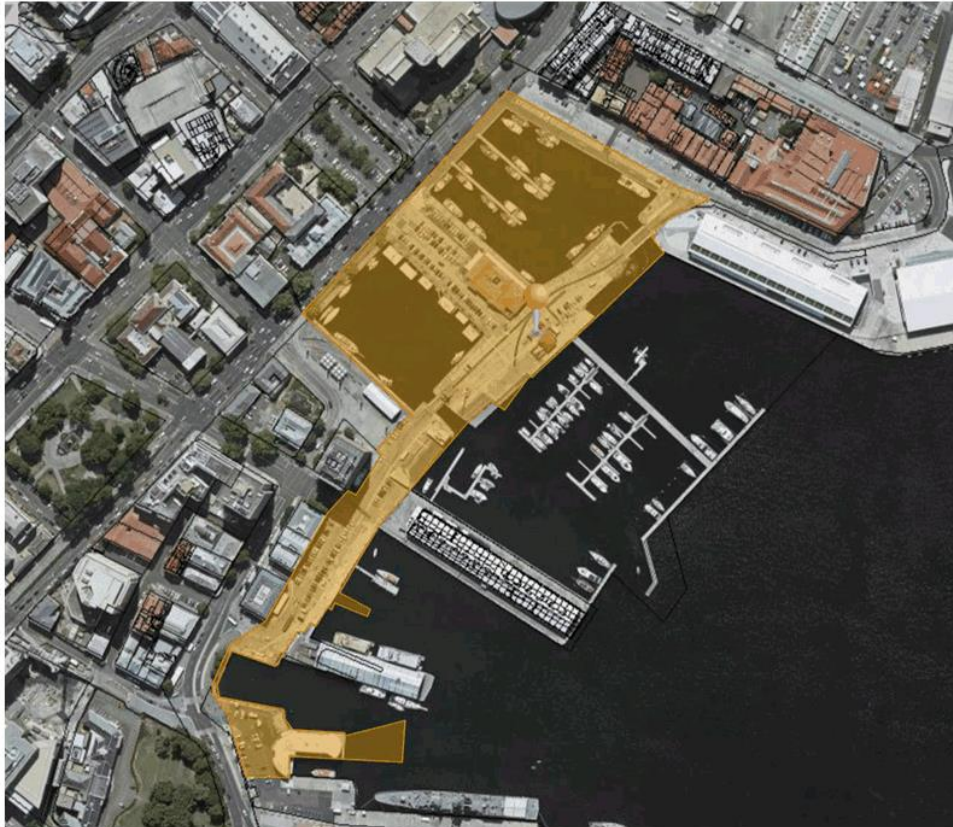
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## 2 The subject site

### 2.1 The subject site

The subject site comprises two parcels of land located on the Hobart waterfront. These are:

Lot 1 Franklin Wharf, Hobart (CT-170475/1):



**Figure.1.** Lot 1 Franklin Wharf, one of the titles that make up the subject site shown highlighted with surrounding commercial and residential development. Source: TheLIST, sourced September 2021. No nominated scale.

Lot 1 Franklin Wharf, Hobart (CT-170475/1) is owned by the Tasmanian Ports Corporation Pty Ltd (TasPorts).



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The subject site also comprises 3 Argyle Street, Hobart (CT-40751/1):



**Figure.2.** 3 Argyle Street, one of the titles that make up the subject site shown highlighted with surrounding commercial and residential development. Source: TheLIST, sourced September 2021.

3 Argyle Street, Hobart (CT-40751/1) is owned by Hobart City Council.

One of the proposed elements (a Portal) is also proposed to be located within the City of Hobart Service Centre as a temporary and internal display as part of the Tasmanian Travel and Visitor Information Centre.



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A further element (a Portal) is proposed to be located within the TMAG building, as part of the *Islands to Ice* permanent exhibition space inside the building. While the Portal is shown on the submitted site plan as being in the courtyard, the Portal will in fact be located within the TMAG entrance within the building itself as a temporary display. Given this internal location, planning approval is not required for this Portal and its location within the TMAG building will be subject to private discussions between TMAG and the AAD.

This site is addressed as 40 Macquarie Street, Hobart (CT-33845/1) and is owned by the Crown.



**Figure.3.** The TMAG site at 40 Macquarie Street where one of the proposed Portal elements will be located internally within the public area of the museum in the *Islands to Ice* permanent exhibition space inside the building. Source: TheLIST, sourced September 2021.



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## 2.2 Titles for the subject site

Title documents have been submitted for both properties that make up the subject site.

Neither CT-40751/1 or CT-170475/1 have a Schedule of Easements. Neither property is subject to any covenants or Part 5 Agreement. Lot 1 Franklin Wharf is subject to a pipeline easement. Title plans are included as Figures 4 and 5 of this report.



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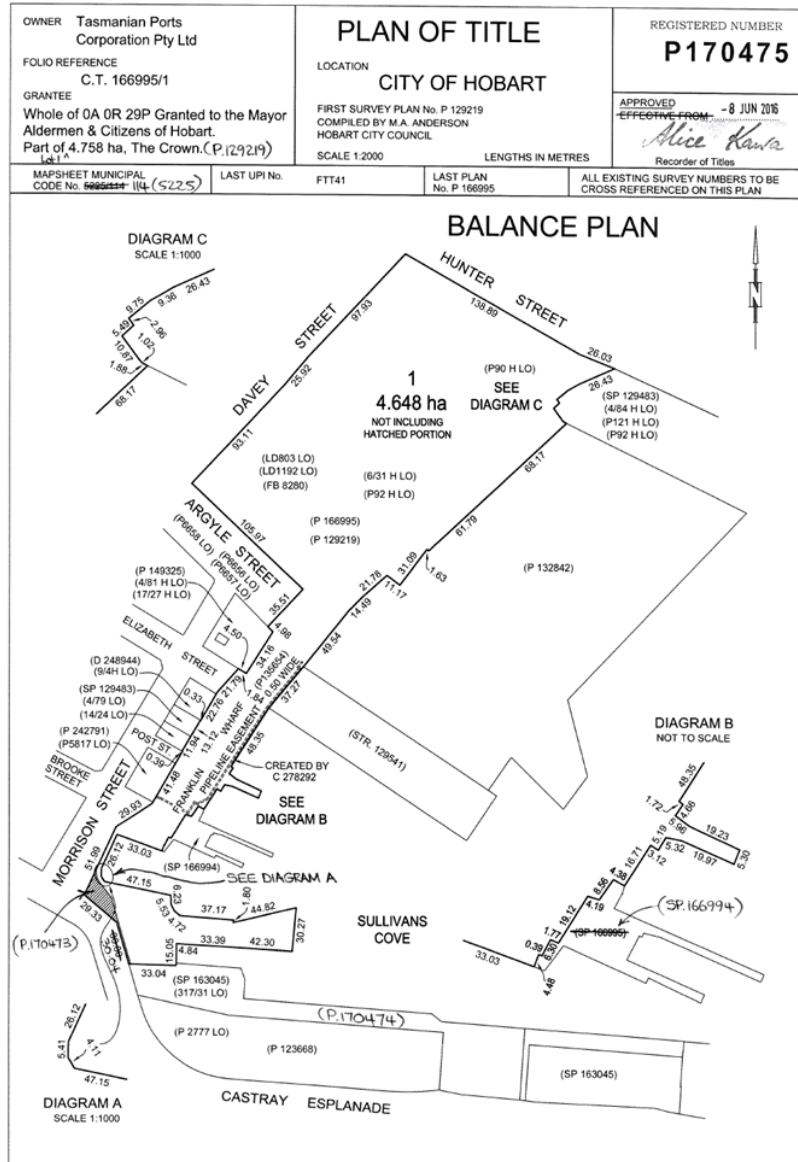


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**FOLIO PLAN**  
RECORDER OF TITLES  
Issued Pursuant to the Land Titles Act 1980



**Figure.4.** Title plan for Lot 1 Franklin Wharf which shows a 0.5m wide Pipeline Easement. All development will be located clear of this easement. Source: TheLIST, sourced August 2021. No nominated scale.



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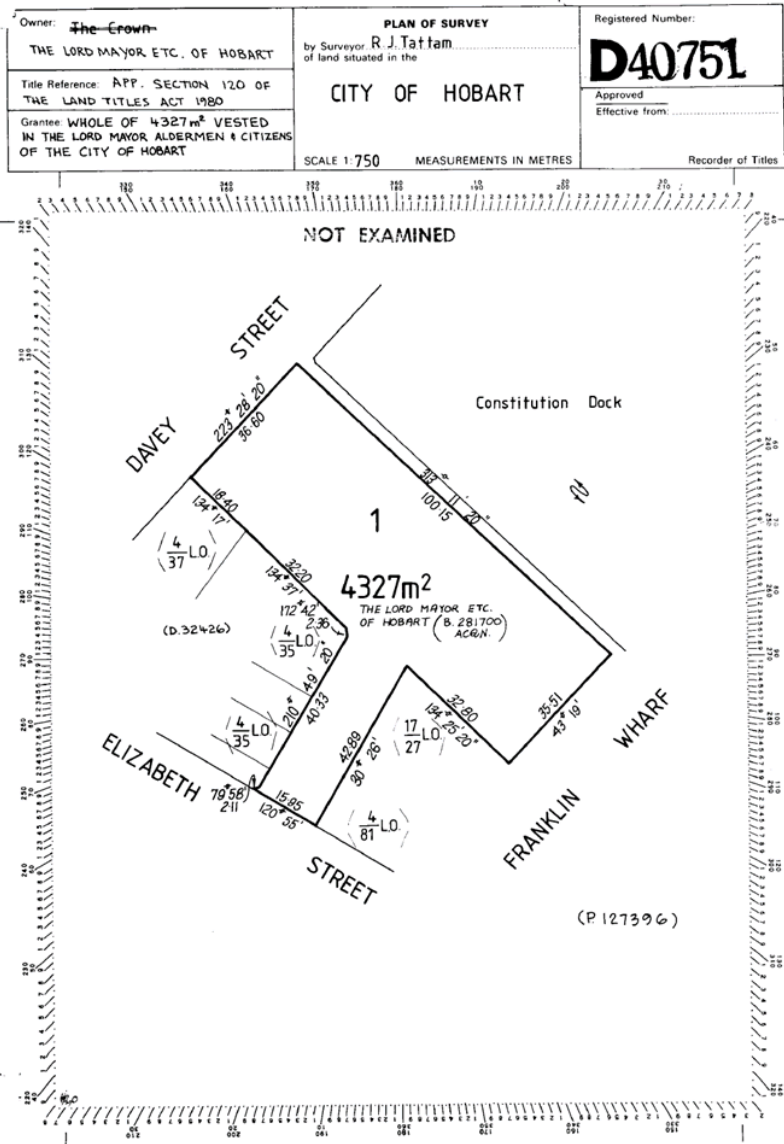
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**FOLIO PLAN**  
RECORDER OF TITLES  
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**Figure.5.** Title plan for 3 Argyle Street that also comprises a portion of Morrison Street and Argyle Street as well as Mawson Place and Waterside Pavilion. Source: TheLIST, sourced September 2021.



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## 2.3 Existing Site Development at the subject site

The subject site comprises a mix of use and development.

Lot 1 Franklin Wharf contains Constitution Dock immediately adjacent to the Waterside Pavilion and Mawson Place. Also within this property is Victoria Dock which is the larger of the two docks and located east of Mures restaurant and fishmongers.

Lot 1 Franklin Wharf also contains public roads, public metered parking administered by TasPorts, Mures restaurant and multiple fish punts selling takeaway seafood and meals that are anchored in Constitution Dock.

3 Argyle Street comprises Mawson Place and Waterside Pavilion as well as small sections of Morrison Street and Argyle Street, both public roads.

Waterside Pavilion is a public display venue and is available for hire from Hobart City Council and frequently hosts public exhibitions.

Both properties that make up the subject site have very high public patronage rates and form an integral part of the Hobart Docks which is surrounded by a dynamic mix of commercial and residential use, commercial accommodation and food establishments interspersed with passive recreation, tourism, public festivals and events, educational establishment (the University of Tasmania at Evans Street) and docking for private fishing vessels in Victoria Dock.

The TMAG complex is adjacent to the Dunn Street carpark and the proposed location of a Portal internally within the building as a temporary display exhibit comprises the primary public pedestrian internal entrance and access to the Tasmanian Museum and Gallery complex.

The Portal will be located as a temporary internal exhibit display within the Museum and therefore planning approval is not required.

Likewise, the Portal to be located internally within the Tasmanian Travel and Visitor Information Centre to be moved to the City of Hobart Service Centre in Elizabeth Street is intended to be a temporary internal exhibit.

## 2.4 The Planning Scheme for the subject site

The applicable Planning Scheme for the subject site is the *Sullivans Cove Planning Scheme 1997*, which has been referred to as 'the Planning Scheme' throughout this report.



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### 3 Consent from relevant property owners

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Lot 1 Franklin Wharf, Hobart (CT-170475/1) is owned by the Tasmanian Ports Corporation Pty Ltd (TasPorts).

TasPorts have provided a letter of consent to the proposed development dated 20 September 2021 that has been included as part of application documentation submitted to Council for planning approval.

3 Argyle Street, Hobart (CT-40751/1) is owned by Hobart City Council. Consent from the General Manager has been requested as part of this development application seeking planning approval.

The TMAG complex is part of the property 40 Macquarie Street, Hobart (CT-33845/1) and is owned by the Crown. The AAD have been in discussions with TMAG about a Portal being located inside the *Islands to Ice* permanent gallery building. An application for Crown consent for the lodgement of the application is not required as the Portal element will be located inside the TMAG building, much like a piece of furniture, and therefore does not require any planning approval.

#### 3.1 Consultation for the proposed development

The proponent for the proposed development is the Australian Antarctic Division (AAD) and has undertaken extensive consultation on affected stakeholders prior to the lodgement of the development application to Hobart City Council.

Stakeholders consulted with as part of the initial design process include:

- Hobart City Council (staff and elected members);
- TasPorts;
- Cruising Yacht Club of Australia (as Sydney to Hobart Organisers);
- TMAG;
- Tasmanian Travel and Visitor Information Centre.



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## 4 The proposed development

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### 4.1 Outlined of the proposed development

The proposed development comprises the installation of multiple public art installations (called 'elements') with some of these elements also comprising signage at multiple locations around the subject site.

The project comprises the temporary installation of the 'elements' comprising size different forms of elements that have been developed to promote the arrival to Hobart of the new Antarctic Icebreaker RSV Nuyina as well as Hobart's link with Antarctic exploration and heritage around the Hobart waterfront and as Australia's Antarctic Gateway city and home of the Australian Antarctic Program.

### 4.2 Location of the proposed development

The exact location and arrangement of the display elements around the waterfront is shown in an overall site plan (see Figure 6) and also multiple zoomed in site plans showing where elements are to be located within each area of the subject site at 3 Argyle Street.

One element will be located internally within the City of Hobart Service Centre in Elizabeth Street while another is proposed to be located internally within the TMAG complex, near the public access and service counter within the building.

The elements will be pre fabricated off site at the AAD in Kingston and at Red Arrow in Cambridge and individual elements that require anchoring (the Stereoscopic Viewers) will be bolted into their proposed position, as per the proposal plans, onto existing concrete pavements within the subject site.

There will be no excavation.

The installation of the elements is temporary only and will be from the end of October 2021 (approximately and only when a planning permit is received from Hobart City Council) with all elements being removed by the end of February 2022.

The stereoscopic viewers need to be anchored to the ground and will be bolted into the existing concrete pavement.

For TasPorts, Council and the Crown, the AAD will undertake an underground services scan done of the proposed installation sites where elements will be installed, prior to installation. Noting that this cannot be done until there is confirmation of a planning permit of approval and then following on from this, dates will be confirmed for installation as per a permit of approval from Council.



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**Figure.6.** The location of the proposed elements to be installed at 3 Argyle Street and Lot 1 Franklin Wharf. Source: AAD, sourced August 2021. Not to nominated scale.



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### 4.3 Individual elements that make up the proposed development

The development comprises a total of six different elements to be installed as public art and passive recreation installations that also incorporate signage as part of their overall concept, design and construction.

The smaller elements are grouped together and have a common theme in their displays and interpretation material.

The elements are:

#### The Container

The Container comprises a Shipping container pop up display/shop and information booth that forms the hub for the Hobart waterfront with a shop and detailed interpretation to highlight the arrival of the RSV Nuyina. The Container has been located centrally on Franklin wharf opposite the Marine Board building at lot 1 Franklin Wharf.

The container measures 2.9 x 2.4 in width with doors closed and 4.7m in width with doors open and 2.5m in height. A single container is proposed as part of the proposed development.



**Figure.7. Artist's impression of The Container element. Source: AAD, sourced August 2021. Not to nominated scale.**



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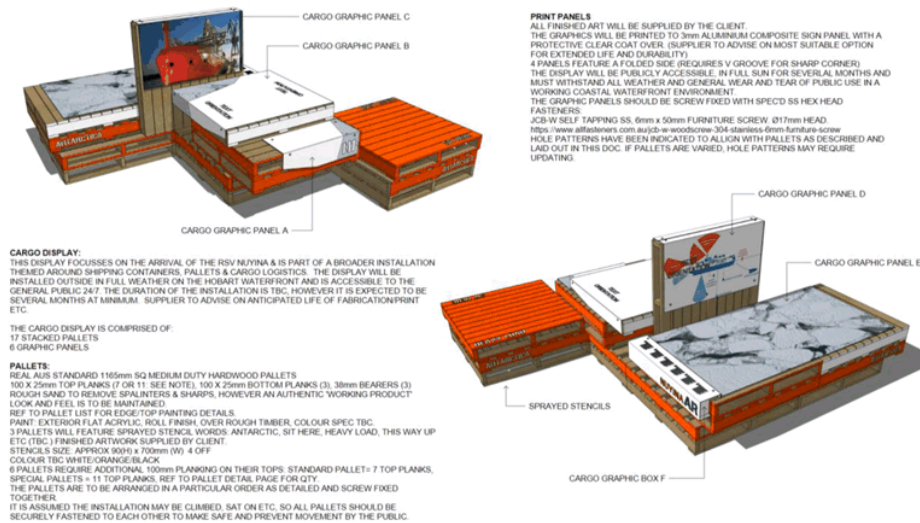
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**The Cargo:**

The Cargo comprises a Pallet and Crate flexible installation & display.

The Cargo installation is to be located immediately adjacent to the Container, and has been located centrally on Franklin wharf opposite the Marine Board building at lot 1 Franklin Wharf.

The Cargo measures 3.6m x 3.2m and up to 1.4m in height. A single Cargo element is proposed as part of the proposed development.



**Figure.8. Artist's impression of The Cargo element.** Source: AAD, sourced August 2021. Not to nominated scale.



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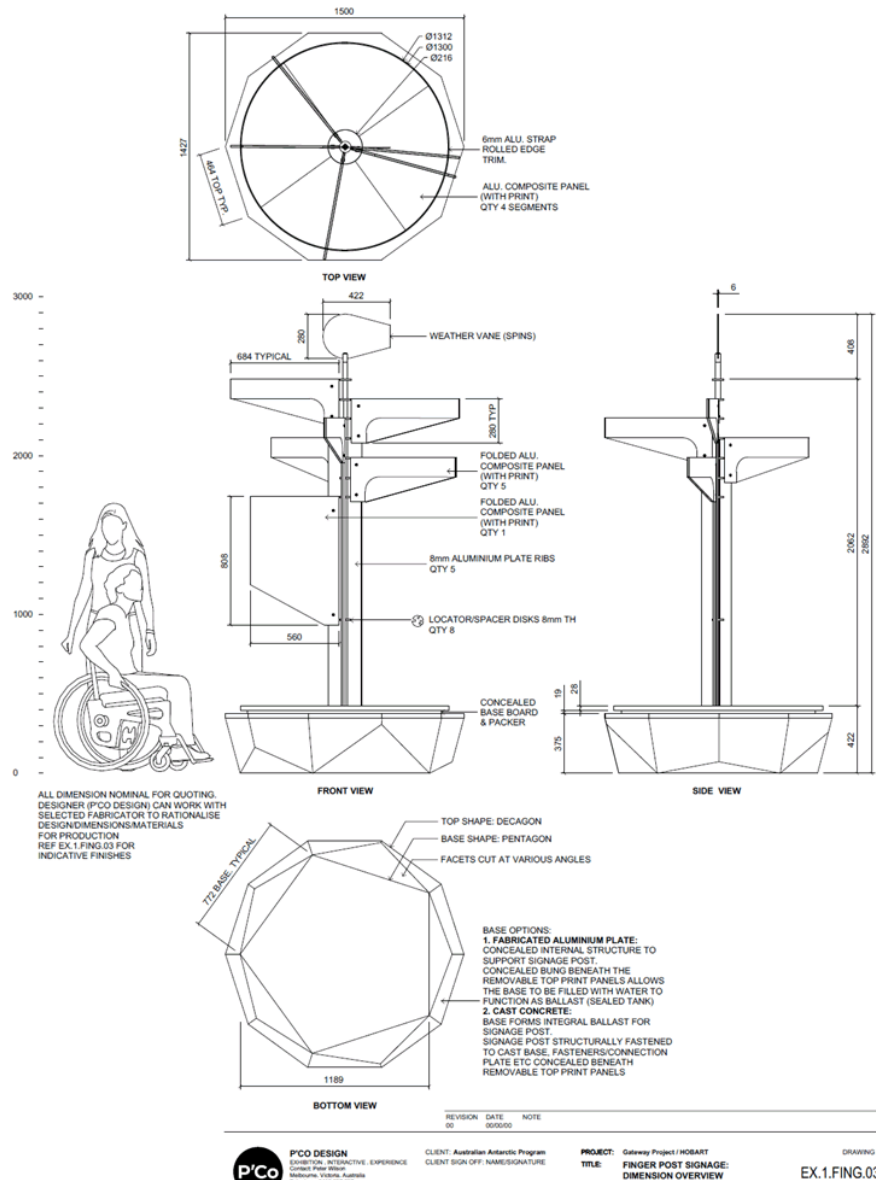
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**The Fingerpost Sign**

The Fingerpost Sign comprises a traditional multi sign post installation & display.

The Fingerpost Sign is to be located within Mawson Place.

The Fingerpost Sign measures 1.1m x 1.1m and up to 2.8m in height. A single Fingerpost Sign element is proposed as part of the proposed development.



**Figure.9.** Submitted drawings of the Fingerpost element. Source: AAD, sourced August 2021. Not to nominated scale.



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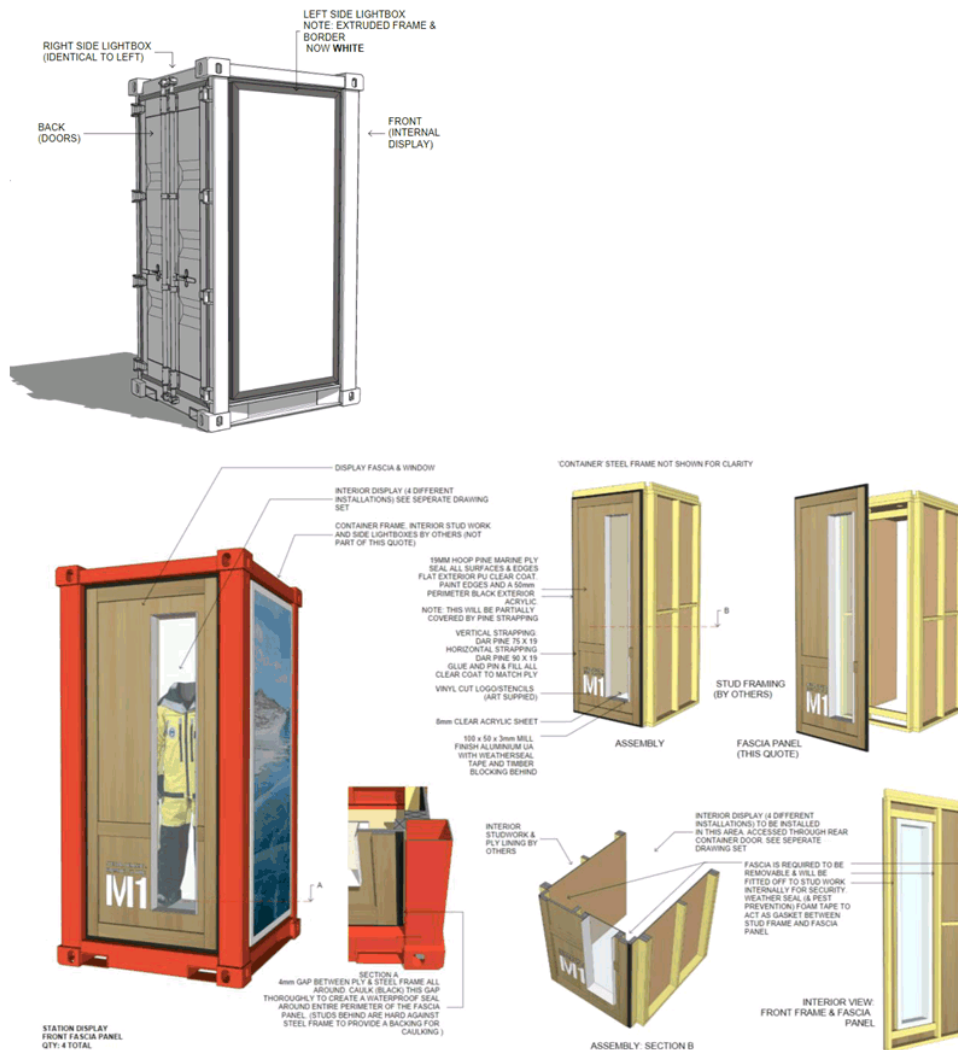
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**The Stations**

The Stations a total of four (4) large freestanding “mini” container displays. The 4 Stations form key moments of a walking trail around the waterfront and provide introductory themed displays on the AAD & its scope of activities while also guiding people onwards toward the main Container. The Stations have been specifically located at the primary entrances to the docks and waterfront area. Three of the containers are located within lot 1 Franklin Wharf while one is located within Mawson Place within 3 Argyle Street. The Stations measure 1.2m x 1.4m and 2.5m in height.



**Figure.10 and Figure.11.** Submitted drawings and artist's impression of the Station element showing indicative images. Source: AAD, sourced August 2021. Not to nominated scale.



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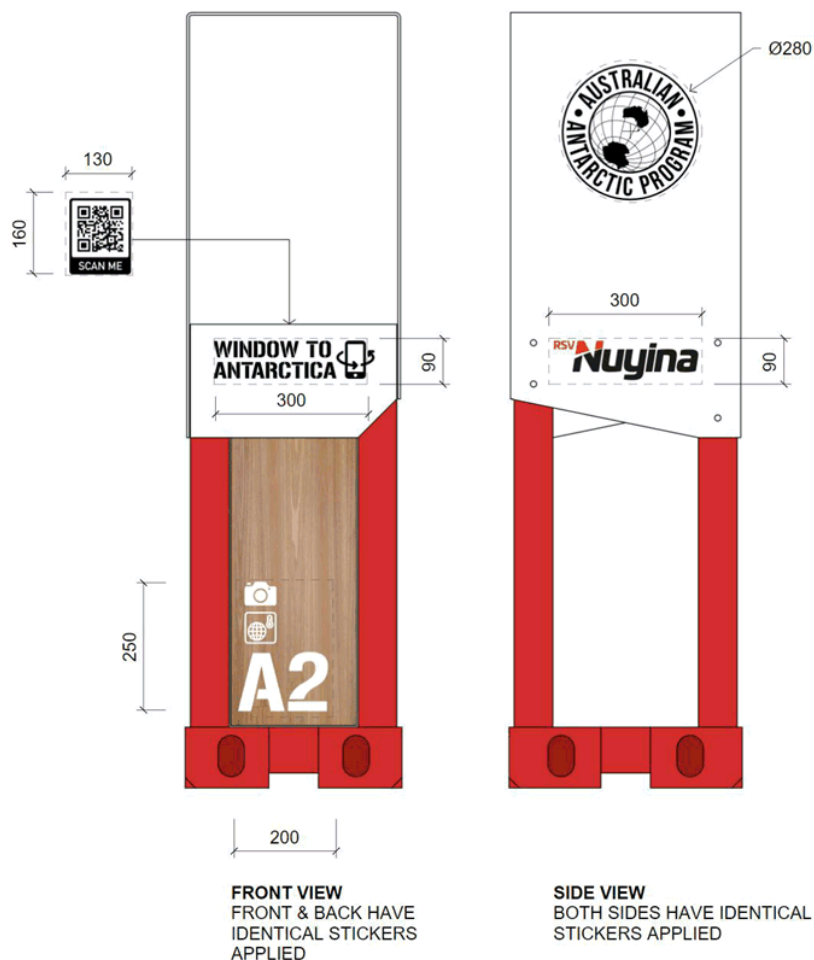
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**The Portals:**

The Portal are small free standing AR windows. The proposed development seeks approval for a total of five (5) Portals.

The Portals feature AR images or video viewed through their open frames. This content focusses on the Antarctic environment and wildlife and activities of the Australian Antarctic Program and the challenging conditions for RSV Nuyina crew and AAD staff stories. The Portals are located adjacent or near to each of the four proposed Station and act as “breadcrumb” displays.

The Portals measure 0.4m x 0.4m and 1.5m high.



**Figure.12.** Submitted artist's impression of a Portal element showing indicative images.

Source: AAD, sourced August 2021. Not to nominated scale.



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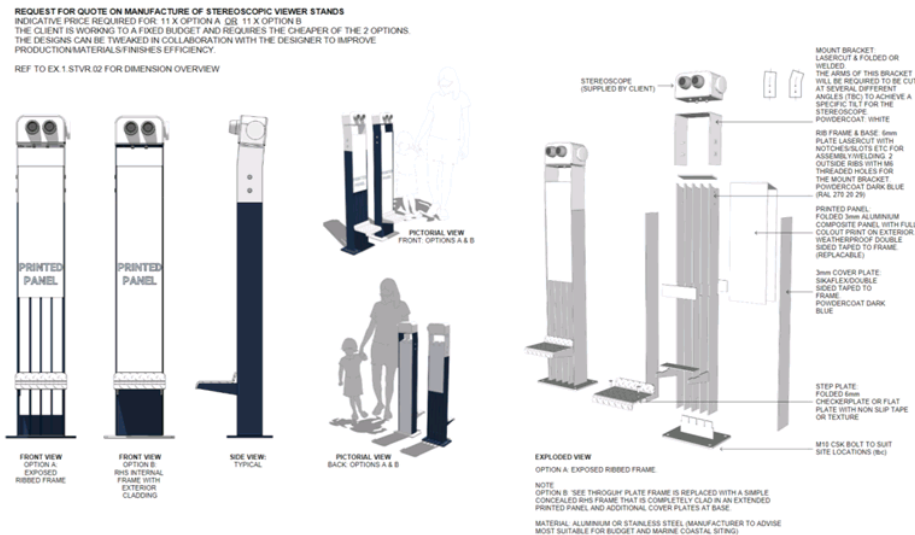


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### The Stereoscopic Viewers

The stereoscopic viewers would be located in various locations throughout Franklin Wharf, Morrison Street and Mawson Place. These are to be “themed” with graphics to be to align with AAD themes. There will be a total of ten (10) Stereoscopic viewers with nine of these to be located within lot 1 Franklin Wharf and one to be located within Mawson Place at 3 Argyle Street.

The Stereoscopic viewers measure 0.18b x 0.17m and 1.1m high.



**Figure.13.** Submitted artist’s impression of a Stereoscopic Viewer element. Source: AAD, sourced August 2021. Not to nominated scale.

**Banner signs along Morrison Street, in existing light and signage poles**

The proposed development also includes temporary fabric banner flags to be affixed to existing light poles along Morrison Street that are also regularly used for affixing fabric banner signs, typically to highlight an event in the Sullivans Cove area.

The Banner signs would be made of a durable fabric and measure approximately 2.2m high x 1.0m wide and be double sided with graphics as shown below.

Signage would be temporary only, replace existing and previous banner signs in the light poles and would not be illuminated.



**Figure.14.** Submitted artist's impression of Banner signs to be affixed to existing light poles along Morrison Street that have signage anchor points. Source: AAD, sourced August 2021. Not to nominated scale.



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**Image.1.** Existing TasPorts Banner signs located affixed to existing light poles along Morrison Street. The proposed Banner signs to highlight the arrival of the RSV Nuyina would be of the same construction materials and dimensions and would temporarily replace the TasPort Banner signs during the installation of the elements. Source: Gray Planning, taken 22 September 2021.



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## 5 Site inspection images

The following images were taken of the proposed locations of the elements within lot 1 Franklin Wharf and also 3 Argyle Street.

**Site map for 3 Argyle Street:**



**Figure.15.** Submitted site plan of the elements to be located within Council owned land at 3 Argyle Street. Source: AAD, sourced August 2021. No nominated scale.



**Image.2.** Submitted artists impression view of the elements to be located within Council owned land at 3 Argyle Street. Source: AAD, sourced August 2021. No nominated scale.



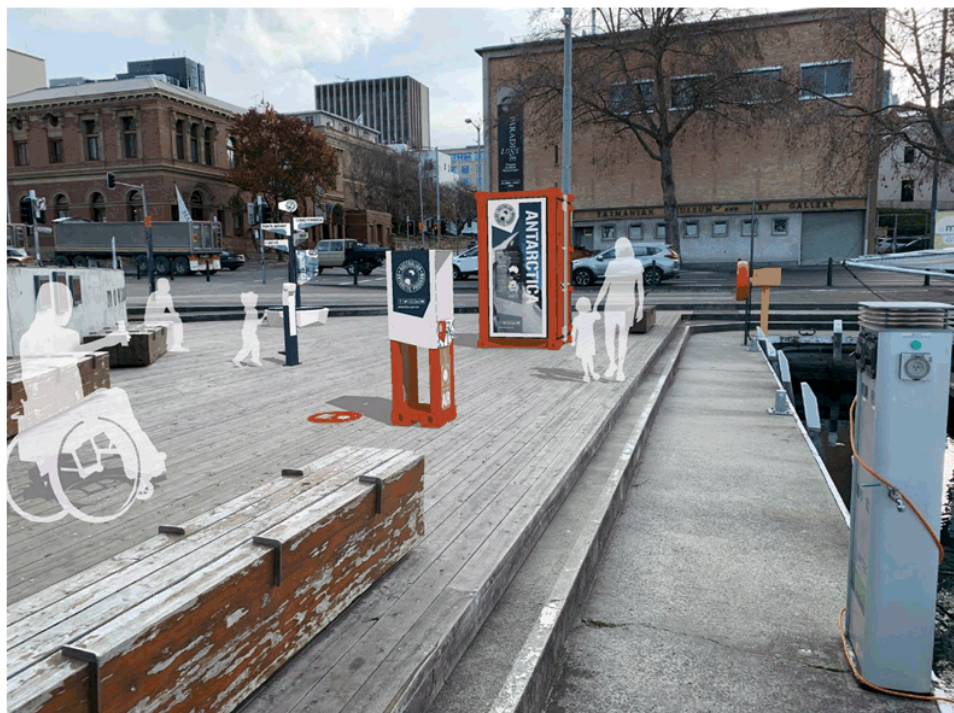
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**Image.3.** Submitted artists impression view of the elements to be located within Council owned land at 3 Argyle Street. Source: AAD, sourced August 2021. No nominated scale.



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**Image.4.** Photograph of the location of four (4) of the elements to be located within Council owned land at 3 Argyle Street. Source: Gray Planning, taken 22 September 2021.



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**Image.5.** Photograph of the location of four (4) of the elements to be located within Council owned land at 3 Argyle Street. Source: Gray Planning, taken 22 September 2021.



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Site map for lot 1 Franklin Wharf, in Morrison Street for the siting of a Portal element:






	10' Container Info pop up/Shop	1	Power
	Cargo: Pallet based display	1	
	Station: Mini Container display	4	Power
	Portals: AR windows to Antarctic	6	
	Stereoscopic viewers	11	



Figure.16. Submitted site plan showing proposed location of the Portal element to be located within TasPorts owned land at lot 1 Franklin Wharf. Source: AAD, supplied August 2021. No nominated scale.



**Image.6.** Photograph of the location of one of the elements (a Portal) to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate location of Portal Shown arrowed. Source: Gray Planning, taken 22 September 2021.



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**Image.7.** Photograph of the location of one of the elements (a Portal) to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate location of Portal shown arrowed. Source: Gray Planning, taken 22 September 2021.



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Site map for lot 1 Franklin Wharf, in Morrison Street for the siting of a Station element:

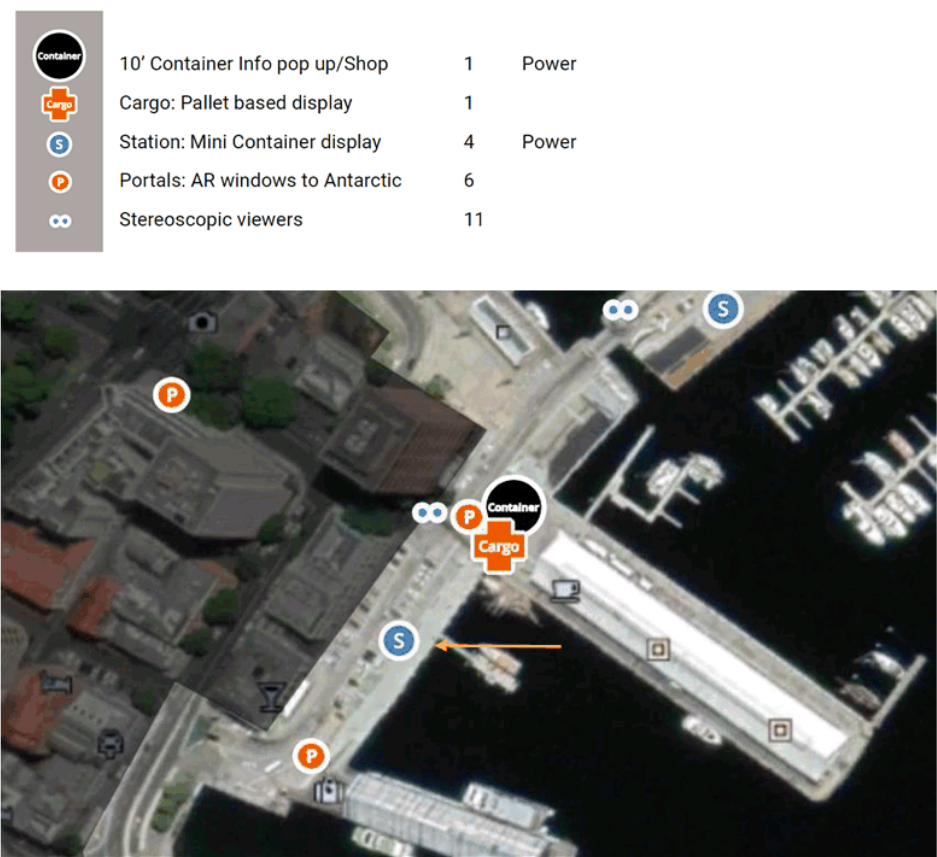


Figure.17. Submitted site plan showing proposed location of the Station element to be located within TasPorts owned land at lot 1 Franklin Wharf. Source: AAD, supplied August 2021. No nominated scale.



**Image.8.** Photograph of the location of one of the elements (a Station) to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate location of the Station shown arrowed. Source: Gray Planning, taken 22 September 2021.



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Site map for lot 1 Franklin Wharf, in Morrison Street for the siting of four elements:  
Portal, Cargo, Container and Stereoscopic elements:

	10' Container Info pop up/Shop	1	Power
	Cargo: Pallet based display	1	
	Station: Mini Container display	4	Power
	Portals: AR windows to Antarctic	6	
	Stereoscopic viewers	11	



**Figure.18.** Submitted site plan showing proposed location of four elements (Portal, Cargo, Container and Stereoscopic elements) to be located within TasPorts owned land at lot 1 Franklin Wharf. Source: AAD, supplied August 2021. No nominated scale.



**Image.9.** Photograph of the location of four elements (Portal, Cargo, Container and Stereoscopic elements) to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate location of the Station shown arrowed within the Elizabeth Street pier forecourt area. Source: Gray Planning, taken 22 September 2021.



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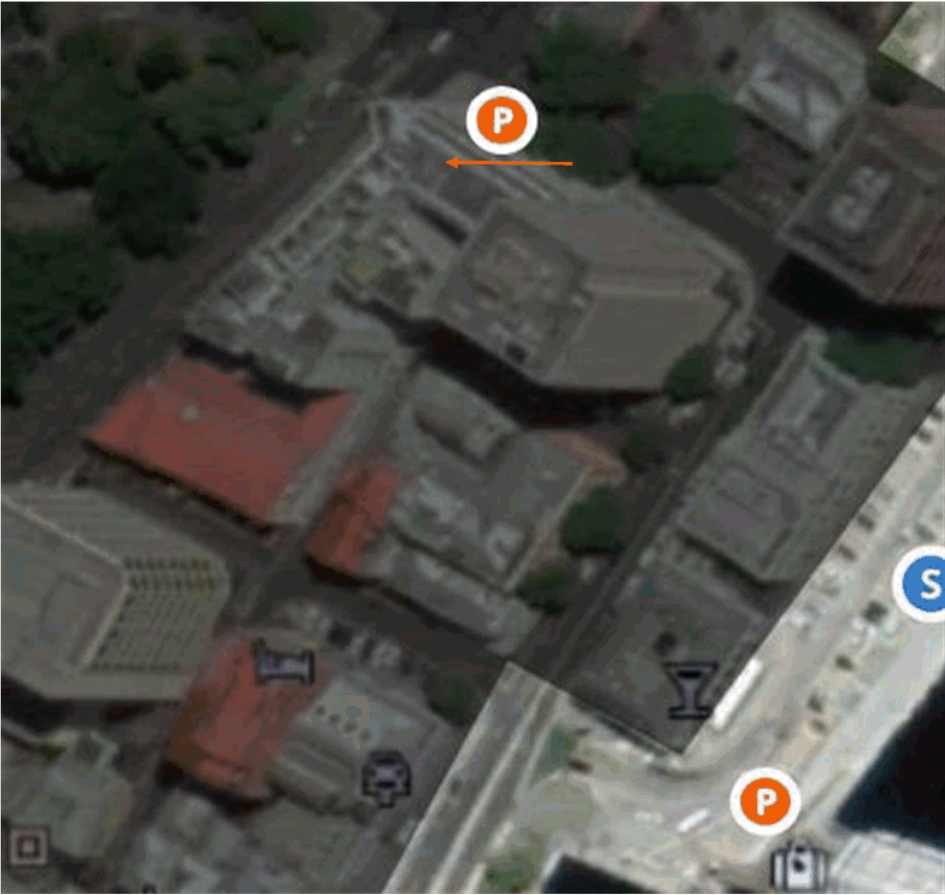


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Site map for HEC Service Centre in Elizabeth Street for the siting of one element (a Portal) internally within the building as a temporary display:

	10' Container Info pop up/Shop	1	Power
	Cargo: Pallet based display	1	
	Station: Mini Container display	4	Power
	Portals: AR windows to Antarctic	6	
	Stereoscopic viewers	11	



**Figure.19.** Submitted site plan showing proposed location of a Portal element internally within the City of Hobart Service Centre building in the Tasmanian Travel and Visitor Information Centre area proposed to be relocated to this building. Source: AAD, supplied August 2021. No nominated scale.

Site map for TMAG for the siting of one element (a Portal) internally within the building as a temporary display:











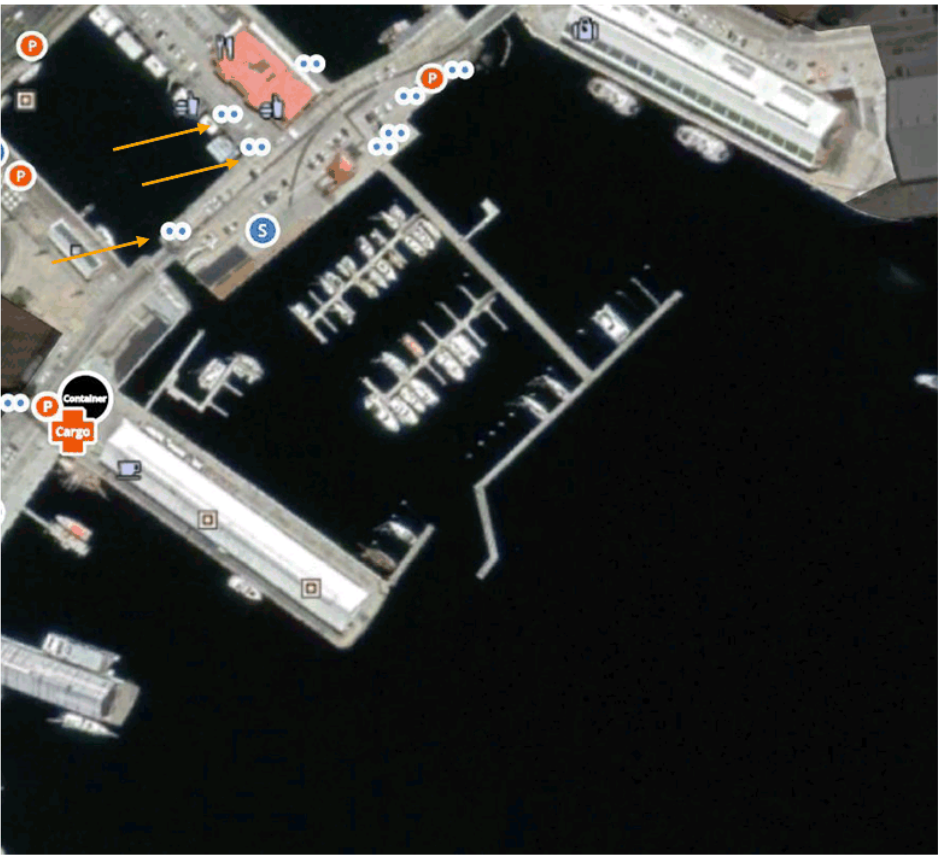
	10' Container Info pop up/Shop	1	Power
	Cargo: Pallet based display	1	
	Station: Mini Container display	4	Power
	Portals: AR windows to Antarctic	6	
	Stereoscopic viewers	11	



Figure.20. Submitted site plan showing proposed location of a Portal element internally within the TMAG building in the permanent gallery space of this building. Source: AAD, supplied August 2021. No nominated scale.

Site map for lot 1 Franklin Wharf for the siting of three elements: Three (3) Stereoscopic elements:

	10' Container Info pop up/Shop	1	Power
	Cargo: Pallet based display	1	
	Station: Mini Container display	4	Power
	Portals: AR windows to Antarctic	6	
	Stereoscopic viewers	11	



**Figure.21.** Submitted site plan showing proposed location of three (3) Stereoscopic Viewers located adjacent to the Mures building, approximate locations arrowed. Source: AAD, supplied August 2021. No nominated scale.





**Image.10.** Photograph of the location of one element (Stereoscopic Viewer element) to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate proposed location of the Viewer shown arrowed within the pedestrian walkway area. Source: Gray Planning, taken 22 September 2021.



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**Image.11.** Photograph of the location of one element (Stereoscopic Viewer element) to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate proposed location of the Viewer shown arrowed within the pedestrian walkway area, near Mures.  
Source: Gray Planning, taken 22 September 2021.



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**Image.12.** Photograph of the location of one element (Stereoscopic Viewer element) to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate proposed location of the Viewer shown arrowed within the pedestrian walkway area, near Mures.  
Source: Gray Planning, taken 22 September 2021.



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Site map for lot 1 Franklin Wharf for the siting of three elements: Three (3) Stereoscopic elements:

	10' Container Info pop up/Shop	1	Power
	Cargo: Pallet based display	1	
	Station: Mini Container display	4	Power
	Portals: AR windows to Antarctic	6	
	Stereoscopic viewers	11	



**Figure.22.** Submitted site plan showing proposed location of three (3) Stereoscopic Viewers located adjacent to the Mures building and opposite Kings Pier entrance, approximate locations arrowed. Source: AAD, supplied August 2021. No nominated scale.





**Image.13.** Photograph of the location of one element (Stereoscopic Viewer element) to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate proposed location of the Viewer shown arrowed within the pedestrian walkway area, near Mures.  
Source: Gray Planning, taken 22 September 2021.



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**Image.14.** Photograph of the location of two elements (two Stereoscopic Viewer elements) to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate proposed location of the Viewers shown arrowed within the pedestrian walkway area, opposite Mures. Source: Gray Planning, taken 22 September 2021.



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**Image.15.** Photograph of the location of two elements (two Stereoscopic Viewer elements) to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate proposed location of the Viewers shown arrowed within the pedestrian walkway area, opposite Mures. Source: Gray Planning, taken 22 September 2021.



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Site map for lot 1 Franklin Wharf for the siting of one element: A Station element:



**Figure.23.** Submitted site plan showing proposed location of a single Station element located opposite the Mures building and near the Kings Pier entrance, approximate locations arrowed. Source: AAD, supplied August 2021. No nominated scale.



**Image.16.** Photograph of the location of a single element (a Station) to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate proposed location of the Viewers shown arrowed within the pedestrian walkway area, opposite Mures and near the Kings Pier pedestrian entrance. Source: Gray Planning, taken 22 September 2021.



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Site map for lot 1 Franklin Wharf for the siting of one element: A Portal element:



**Figure.24.** Submitted site plan showing proposed location of a single Portal element located opposite Constitution Dock and adjacent Davey Street, approximate location arrowed. Source: AAD, supplied August 2021. No nominated scale.



**Image.17.** Photograph of the location of a single element (a Portal) to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate proposed location of the Portal shown arrowed within the pedestrian walkway area, opposite Davey Street and Constitution Dock. Source: Instant Street View, sourced 22 September 2021.



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Site map for lot 1 Franklin Wharf for the siting of three (3) elements: A Portal element and two (2) Stereoscopic Viewer elements:

	10' Container Info pop up/Shop	1	Power
	Cargo: Pallet based display	1	
	Station: Mini Container display	4	Power
	Portals: AR windows to Antarctic	6	
	Stereoscopic viewers	11	



**Figure.25.** Submitted site plan showing proposed location of a single Portal element and two Stereoscopic Viewer elements to be located adjacent to Kings Pier, approximate locations arrowed. Source: AAD, supplied August 2021. No nominated scale.



**Image.18.** Photograph of the location of a single element (a Portal) and two Stereoscopic Viewers to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate proposed location of the Portal and the two Stereoscopic Viewers shown arrowed within the pedestrian walkway area. Source: Gray Planning, taken 22 September 2021.



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Site map for lot 1 Franklin Wharf for the siting of two (2) elements: A Station element and a single Stereoscopic Viewer element:






	10' Container Info pop up/Shop	1	Power
	Cargo: Pallet based display	1	
	Station: Mini Container display	4	Power
	Portals: AR windows to Antarctic	6	
	Stereoscopic viewers	11	



Figure.26. Submitted site plan showing proposed location of a single Station element and a single Stereoscopic Viewer element to be located adjacent to Hunter Street, approximate locations arrowed. Source: AAD, supplied August 2021. No nominated scale.



**Image.19.** Photograph of the location of a single element comprising a Stereoscopic Viewer to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate proposed location of the Stereoscopic Viewer shown arrowed within the pedestrian walkway area. Source: Gray Planning, taken 22 September 2021.



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**Image.20.** Photograph of the location of a single element comprising a Station to be located within TasPorts owned land at lot 1 Franklin Wharf. Approximate proposed location of the Station shown arrowed within the pedestrian walkway area. Source: Gray Planning, taken 22 September 2021.



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## 6 Use Classification of the proposed development under the Planning Scheme

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The proposed development for the six different elements to be located throughout the subject site is considered to fall within the use definition of 'passive recreation'.

Passive recreation is defined in the Planning Scheme as:

*the use of land for a park, garden, playground or reserve for leisure activities including Informal Outdoor Recreation. It does not include Major Sport and Recreation or Minor Sport and Recreation.*

Passive recreation is an existing use within the subject site and therefore the proposed development does not seek approval for any new use or any partial change of use.

In most Activity Areas in the Planning Scheme, the use 'Passive Recreation' is an exempt use that does not require a planning permit in and of itself.

In terms of the proposed elements themselves, Council input prior to the lodgement of the application, determined that the elements are defined as 'buildings' as per the definition of 'building' in the Act. On that basis, assessment of the proposed development structures (the 'elements') has been undertaken against development standards for buildings in the Planning Scheme.

The graphic and written material to be provided on the elements is defined as 'signage' and therefore has been assessed under relevant signage requirements in the Planning Scheme.



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## 7 Existing development in Sullivans Cove with Antarctic themes

The proposed development will have an Antarctic theme that picks up the history of polar and Antarctic exploration and research and link this with the impending arrival of the new Icebreaker RSV Nuyina (due late October).

The proposed development is not the first Antarctic themed development to be considered and approved and then developed within Sullivans Cove.

The following images show other existing examples of development that highlight Hobart's role as the gateway to the Antarctic as well as Hobart's long history and connection to polar expeditions and research.



**Image.21.** Mawson Place wall with name place lettering. Source: Gray Planning, taken 22 September 2021.



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**Image.22.** Mawson Place wall brass plaques commemorating early 20<sup>th</sup> century Antarctic explorers and lives lost in early expeditions 1911-1914. Source: Gray Planning, taken 22 September 2021.



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**Image.23.** Mawson's Hut Replica Museum and adjacent bronze husky statue opposite Place in Morrison Street. This Museum building was originally a temporary installation but has now been approved as a permanent building. Source: Gray Planning, taken 22 September 2021.



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**Image.24.** Bronze fur seal and penguin statues near the MACq 1 building. Source: Gray Planning, taken 22 September 2021.



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**Image.25.** Bronze husky and explorer statues near the MACq 1 building, commemorating the historic links between Hobart, the Southern Ocean and Antarctica. Source: Gray Planning, taken 22 September 2021.



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**Image.26.** Bronze husky and gull statues with commemorative plaque near the MACq 1 building, commemorating the historic links between Hobart, the Southern Ocean and Antarctica. Source: Gray Planning, taken 22 September 2021.



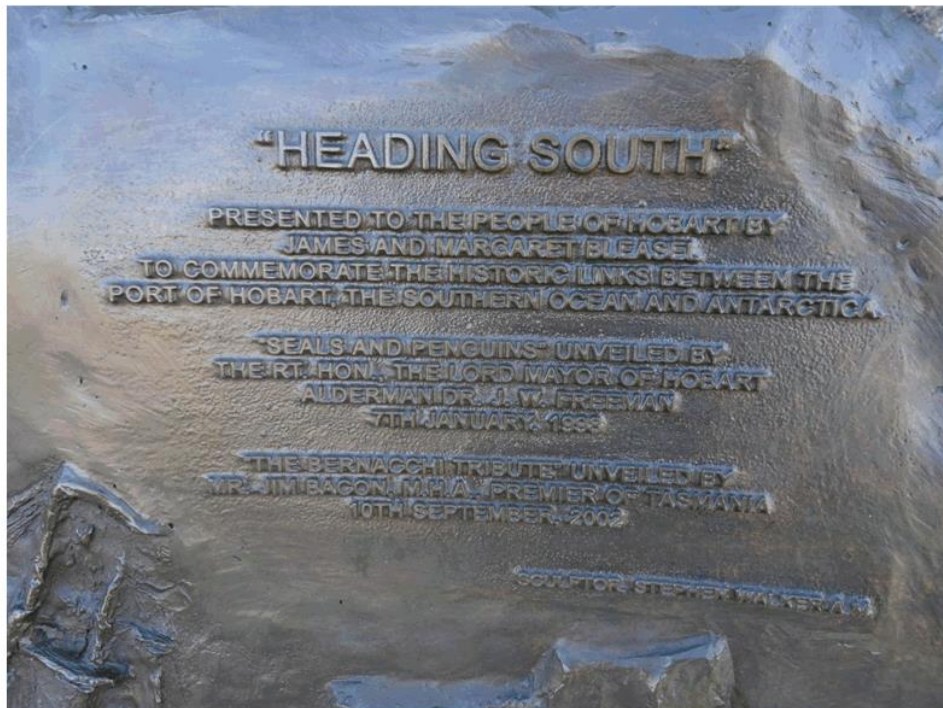
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**Image.27.** Bronze commemorative plaque near the MACq 1 building, commemorating the historic links between Hobart, the Southern Ocean and Antarctica. Source: Gray Planning, taken 22 September 2021.



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**Image.28.** Bronze commemorative plaque near the MACq 1 building, commemorating the historic links between Hobart, the Southern Ocean and Antarctica. Source: Gray Planning, taken 22 September 2021.



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## 8 Planning Scheme mapping of the subject site

The Planning Scheme for Sullivans Cove is unique in that it does not have zones, but rather 'Activity Areas'.

The following Figure shows the Planning Scheme Activity Areas of the subject site.

- 1.0 Inner City Residential(Wapping)
- 2.0 Sullivans Cove Mixed Use
- 2.1 Domain Open Space
- 3.0 Sullivans Cove Gateway & Trans.
- 4.1 Macquarie Point Wharf
- 4.2 Regatta Point
- 4.3 Sullivans Cove Working Port



**Figure.27.** Sullivans Cove Activity Area zoning with 3 Argyle Street (arrowed) being 2.0 Sullivans Cove Mixed Use (pink) and lot 1 Franklin Wharf being 4.3 Sullivans Cove Working Port (aqua green). Source: TheList, sourced September 2021. Not to nominated scale.



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## 9 Sullivans Cove Strategic Framework, Part B of the Planning Scheme

The *Sullivans Cove Planning Scheme 1997* is a Performance Based Planning Scheme that relies on Performance Criteria to satisfy Activity Area standards and Performance Criteria in Planning Scheme Schedules.

The following comments are made against Part 5 of the Planning Scheme with respect to the strategic management and objectives of the Cove.

### 9.1 The Strengths and Values of the Cove

Sullivans Cove is recognised as having:

- An intact historic waterfront;
- City landscape settings of fine detail;
- A place for people;
- A cultural, artistic and festive focus for the City of Hobart;
- A working port;
- A transport link for the city; and
- A dynamic mix of uses.

#### Planning Comment:

The proposed development has been intentionally located in Sullivans Cove due to this port being the home port of Icebreakers linked to Antarctic research, exploration and development for decades.

The proposed development seeks to recognise, highlight and celebrate the arrival of the RSV Icebreaker Nuyina which is due to arrive in Hobart in late October 2021.

The development has been strategically located in pedestrian entrance points into the waterfront area and elements will be located in existing concrete pedestrian areas to enhance use and amenity of these areas.

The themes of the elements proposed as part of the development seek to educate, enlighten and enhance the public's knowledge of Hobart's historic link to Antarctic and polar exploration and research, which is one of the Cove's historic and cultural values already recognised in other existing development such as Mawson's Hut and Mawson's Place.

The elements are intended to be temporary in nature and will be installed for around 4 months over the 2021-2022 late Spring and Summer period to coincide with the arrival of the RSV Nuyina.

The elements will have no impact on traditional working port uses and development and will enhance tourism and recreational activity in the Cove during their installation.



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They have been designed to be accessible to all pedestrians including wheelchair bound and are pedestrian in scale, robust in nature and while eye catching in their graphics and design, it compliments the working port character.

### 9.2 A Preferred Future of the Cove: An Economic Base

The Planning Scheme recognises that the Cove will continue to be an economic base which focusses on port functions whilst also balancing emerging residential, commercial, retail, cultural and maritime industry activities.

#### Planning Comment:

The proposed development centres on themes of historical maritime uses as well as working port activity that continues to this day as the home port of the RSV Nuyina and previously the Aurora Australis.

The proposed development comprising multiple elements for passive recreational use will enhance tourism and cultural use in the Cove and enhance the understanding of cultural and historic values of the Cove in terms of its link with polar exploration and research.

### 9.3 A Preferred Future of the Cove: Designing the Future Urban Form

The Planning Scheme highlights the amphitheatre form and setting of the Cove with the form and setting of the Cove a direct product of the historic and cultural heritage values of the place.

The urban form of the Cove should be maintained and enhanced and spatial characteristics of the Cove likewise respected.

Views and vistas to and from the Cove should be protected.

#### Planning Comment:

The proposed development comprises multiple small, pedestrian scale individual elements in various locations in the Cove where pedestrian traffic is encouraged and facilitated.

The very small scale and extent of the proposed development will not impact upon any views to and from the Cove or within the Cove itself.

The elements are located in the floor of the Cove and has been intentionally designed to be small in scale and form and also importantly, temporary in nature.



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## 9.4 A Preferred Future of the Cove: An Ecologically Sustainable Future

The Cove is recognised as being part of an important ecosystem and therefore use and development should not impact upon environmental health.

### Planning Comment:

The proposed development enables passive recreation and will not result in any emissions and will not involve any excavation or invasive construction. The elements will be prefabricated offsite and some will require installation by way of bolting to existing concrete surfaces to anchor them.

It is expected there will be no environmental impact whatsoever from the proposed development.

## 9.5 A Preferred Future of the Cove: Creating a Place for People

The Planning Scheme recognises and seeks to protect the high pedestrian amenity of the Cove and preserve and enhance linkages to and from the Cove.

Pedestrian amenity is key to the Cove as are physical and visual links to the City, Battery Point and Greater Hobart.

Cultural Heritage is very important and makes the Cove an interesting and attractive place to visit.

### Planning Comment:

The proposed development is intended to provide interesting information and experiences to enhance users' understanding of the Cove's cultural and historic heritage values with respect to maritime and polar activities.

The elements proposed are intended to enhance existing pedestrian spaces throughout the Cove.

## 9.6 Strategic Planning Principles: Guiding Principles

*Sullivans Cove shall continue as a dynamic and evolving working port, also as a fishing and yachting harbour, cultural centre, recreation and entertainment district, centre of government and a place for commerce and living. 11*

*It shall continue to cater for public activities in streets and in buildings at street level.*

*It shall display its history, and have a life beyond 'nine-to-five' hours.*

*The activities in the Cove should positively contribute to the character of the Cove and not detract from the operations of a working port. Activities and associated development should*



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*not adversely impact on pedestrian and other forms of movement through the Cove, access to the water edge, views, and the human scale environment.*

*The water environment of the Cove shall continue to fulfil a significant role in the cultural life of the City, and shall continue to cater for community events such as boat races and festivals. The Cove should be promoted as Hobart's centre for cultural and recreational activities. Such activities shall be encouraged across the Cove, with an emphasis on cultural activities in the main Cove, including between Hunter Street and Salamanca Place and the Theatre Royal, Museum and Art Gallery.*

Planning Comment:

The proposed development does not impede any of the principles and seeks to enhance pedestrian experiences that highlight the historic use of the Cove as a working port and a centre for Australian polar exploration and research.

## 9.7 Strategic Planning Principles: Cultural Resource Principles

### *Cultural Heritage*

*To facilitate use and development which is compatible with conservation of the Cove's cultural heritage values.*

*To encourage the recycling of existing buildings through the promotion of new uses, particularly in buildings of identified cultural heritage value.*

*The recognisable historic character of Sullivans Cove is not to be compromised by new development which overwhelms the historic spaces and buildings, or, by new development which reduces the apparent authenticity of the historic places by mimicking historic forms.*

Planning Comment:

The proposed development involves passive recreation use that is compatible with the historic maritime and polar exploration history linked to the Cove providing a port for explorers and ships.

### *Urban Character*

*Changes to urban character will be consistent with conservation of cultural significance and maritime and historic character of Sullivans Cove.*

*No new development or part of a development is to be individually prominent particularly when viewed from Sullivans Cove or the River Derwent. Exceptions include cranes and similar development relating to the essential operating requirements of the Tasmanian Ports Corporation.*

*The distinctive urban form of Sullivans Cove is to be reinforced in development areas.*



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*Civic details are to be complementary to the existing different characters of the parts of Sullivans Cove.*

*The commercial and community use of the footpaths is to be encouraged where it can safely be provided and in locations suitable for outdoor uses.*

*The aggregate number of signs in the Cove is to be kept to a minimum.*

Planning Comment:

The proposed development is small in scale and will not impact prevailing urban form or built characteristics of the Cove.

While there are a number of interpretative signs associated with the design of the elements, the elements are temporary in nature.

The project has provided and been guided by an extensive risk assessment to ensure there is no risk to pedestrians associated with temporary installation of the elements within existing public spaces.

## 9.8 Strategic Planning Principles: Natural Resource Values

*The ecologically sustainable development of the Cove's natural and physical resources and the maintenance of ecological processes and genetic diversity shall be an integral part of the management of human activities within the Cove.*

Planning Comment:

The proposed development will not produce any emissions, does not require any invasive construction or management and does not require any excavation. The proposed development will have no adverse environmental impact.

## 9.9 Strategic Planning Principles: Efficiency Principles

*The promotion of pedestrian and cycle movement, amenity and safety is the primary planning objective for movement within the Cove.*

*The pavements, carriageways and parks of the Cove shall be improved to increase pedestrian circulation and safety, enhance the pedestrian's experience of the historic character, reduce pedestrian/vehicular conflict, yet maintain vehicular access (including parking and the movement of freight) to serve the diverse activities within the Cove.*

*The operational requirements for safe and efficient vehicle movement related to the activities of the working port shall be facilitated.*

*Parking supply within the Cove should be designed and administered to facilitate visitor access, rather than CBD commuters and other long-term parking space users. Long term commuter parking within the Cove should be discouraged.*

*The visual dominance of car parking throughout the Cove should be reduced, particularly in the Central Cove area.*



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Planning Comment:

The proposed development will not negatively impact upon pedestrian movement, amenity and safety within the Cove.

Indeed, the project is intended to (temporarily) enhance the pedestrian use of the Cove and their understanding of the historic and cultural values of the Cove.

The working port activities will not be affected at all by the proposed development.

Parking supply will remain unaffected as the proposed development is intended to be used by existing Cove visitors, not draw large crowds.

## 9.10 Strategic Planning Principles: Economic Development Principles

*The future economic development potential of the Cove is recognised as being closely tied to the protection and development of the Cove's unique character – its cultural heritage, pedestrian amenity, community focus, accessibility and aesthetics.*

*The State and National economic significance of the port is recognised and supported.*

*Integration between land and water based cargo handling and transport nodes is supported.*

*The Cove shall continue as a government, administrative, financial and judicial focus for the State.*

*A mix of retail activities, catering for the needs of tourists, visitors, workers and local residents is encouraged.*

Planning Comment:

The proposed development seeks to provide for passive recreation for all users of the Cove but is considered to particularly cater for tourists, visitors and local residents.

## 9.11 Strategic Planning Principles: People in the Cove

*The Cove is to be promoted and developed as an attractive pedestrian environment.*

*The further development of the residential and visitor accommodation in the Cove is encouraged in locations where the residential amenity will not constrain the economic functionality of the ports and other preferred industrial and commercial uses.*

*New use and development should ensure that pedestrian amenity and safety is not unreasonably compromised (having regard to the nature of the surrounding land uses). In particular the enhancement of pedestrian amenity and safety along the central pedestrian spine (Hunter Street to Salamanca Place) and along routes which connect the Cove to the CBD should be promoted.*



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*Pedestrian access to the waters edge should be facilitated and pedestrian and vehicle spaces should be more clearly delineated in this part of the Cove. Such activities need to be managed with the operational, security and public safety requirements of the port in mind.*

*Developments which incorporate convenience facilities, retailing, recreational activity, pedestrian amenity and visual interest will be encouraged at street level. Activities such as offices, residential accommodation and studios on major pedestrian routes through the Cove should be located at first floor or above.*

*A range of public transport options within the Cove will be supported, including tramways and light rail facilities.*

*In its consideration of all applications for use or development the Planning Authority must be satisfied that the use or development: - Reduces opportunities for crime to occur; - Provides safe, well designed and maintains buildings, facilities and public spaces; - minimises the potential for vandalism and anti-social behaviour; and - Promotes safety on neighbouring public and private land.*

Planning Comment:

The proposed development will not adversely impact upon existing pedestrian access to the Cove and is considered to enhance existing pedestrian amenity within the Cove.

The proposed development will not impact on the safety of those accessing the elements and there will be no expected flow on impacts to operation, security and public safety requirements of the working port.

The proposed development of the elements has been designed to consider and ensure public safety and avoid adverse impacts on pedestrian use of public spaces.



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## 10 Applicable Planning Scheme Activity Area and Performance Criteria for new development

### 10.1 Activity Area 2.0 Sullivans Cove Mixed Use

The subject site contains land zoned Activity Area 2.0 Sullivans Cove Mixed Use which is restricted to the property 3 Argyle Street where elements are proposed to be located within Mawson Place as per the proposal plans submitted to Council.

The following Performance Criteria are applicable to the proposed development and comments have been provided after each.

Objectives	Performance Criteria
(a) To ensure that activities within the Cove respect the cultural heritage and character of the Activity Area.	<p>All use and development within the Activity Area must demonstrably contribute to, and enhance the cultural heritage, built form (bulk, height, volume, urban detail) and spatial characteristics of the activity area.</p> <p>Activities requiring large, undifferentiated floor areas shall be discouraged in the activity area, except where such activities can be accommodated within existing buildings.</p> <p>New development north of Brooker Avenue must be designed in a manner which protects the cultural heritage and landscape qualities of the Domain including the setting of the Cenotaph.</p>
<p><u>Planning Comment:</u></p> <p>The proposed Passive Recreation use of the proposed elements is a use already actively used in Mawson Place and within 3 Argyle Street.</p> <p>The proposed elements are temporary in nature, small in scale (of pedestrian scale) and located clustered together. Mawson Place and adjacent sites already have existing use and development that highlights the links to the waterfront with Antarctic exploration, which is the central theme of the proposed development. There are adjacent heritage buildings adjacent to the subject site but view corridors to and from these buildings will remain entirely unaffected.</p> <p>The proposal does not require or propose any excavation.</p> <p>The development will not comprise a large or undifferentiated floor area. The development will not be located north of the Brooker Avenue.</p>	
(b) To ensure that the amenity, character and cultural heritage values of the Cove's roads and other public spaces are conserved and enhanced.	<p>Use and development on road reserves, public parks and other public spaces within the activity area shall only be 'permitted' where they do not detract from the space's amenity or heritage value.</p>



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Planning Comment:

The proposed development is temporary only. The public space that the elements will be located in will have their use enhanced as the intention of the elements is to encourage passive recreation and enhance the use of the public space they are to be located in.

It is considered that the placing of the elements in Mawson Place will enhance the amenity and use of that public space and have no impact on any adjacent heritage building or area.

*(c) To encourage use and development which generate pedestrian movement through the activity area.*

*Outdoor dining and other outdoor pedestrian activities are encouraged in appropriate locations.*

*Activities which generate pedestrian traffic are to be encouraged particularly along Salamanca Place, Hunter Street, the western side of Morrison Street and the block bounded by Davey, Elizabeth, Morrison and Argyle Streets.*

*All use and development shall facilitate pedestrian access, circulation, amenity and safety within the Cove.*

*All use and development must facilitate access for the disabled and other pedestrians with restricted mobility.*

*Parking and vehicle movement within public urban spaces intended primarily to facilitate pedestrian movement shall be discouraged where it conflicts with pedestrian movement and safety.*

Planning Comment:

The intention of the proposed development is to generate pedestrian activity by passive recreational use of the elements which further serve to enhance members of the public's understanding of Hobart's polar links and early Antarctic exploration.

Numbers of public pedestrian generation would not be excessive and not comparable to events such as Dark MOFO etc.

The proposed development has been designed to enable interaction with disabled as shown in the drawings of elements submitted as part of application documentation.

Those using the elements or interacting with them would use existing parking available in the surrounding area.

*(d) To encourage the further development of the Activity Area as a tourist destination.*

*The existing mix of tourist-oriented uses and facilities, including shops, restaurants and hotels shall continue to be encouraged.*



<p><u>Planning Comment:</u></p> <p>The proposed development would provide interest to tourists in the area and provide an additional form of (albeit temporary) of passive recreation that explores themes and history of the Cove that would be on interest to tourists and visitors.</p>	
<p><i>(e) To promote the use of the roads, other public spaces and buildings within the area for festivals and other public gatherings.</i></p>	<p><i>Markets and Cultural and Community Events shall be encouraged in spaces designated as having a primarily 'pedestrian' function.</i></p>
<p><u>Planning Comment:</u></p> <p>The proposed elements would not generate activity of the scale of a festival or large public gathering but is considered to be in accordance with using the Activity Area for cultural events of a pedestrian nature.</p>	
<p><i>(f) To ensure that the Activity Area's primary function as a place for a range of arts, cultural, civic, recreational and entertainment activities, is strengthened together with its role as a shop window for quality Tasmanian produced goods.</i></p>	<p><i>Arts and Cultural Activities:</i></p> <p><i>Arts and Cultural activities, including small 'in-shop' artist workshops, shall be promoted throughout the Activity Area. In particular, such activities will be encouraged along primary pedestrian routes in the Cove. Retail Activities:</i></p> <p><i>A diverse, but balanced, mix of retail activities including art and craft centres, shops and eating establishments shall be promoted, especially in the Salamanca area, to reinforce the role of the Cove as the City's 'cultural precinct'.</i></p>
<p><u>Planning Comment:</u></p> <p>Of the proposed elements, one of them (the Container) may offer small scale sale of items related to the new Ice Breaker RSV Nuyina and Antarctic themes. However, the Container will not be located in the Activity Area 2.0 Sullivans Cove Mixed Use.</p>	
<p><i>(g) This Criteria is not relevant as it related to Office and Educational activities.</i></p>	<p>N/A</p>
<p><i>(h) This Criteria is not relevant as it relates to Residential, manufacturing, industrial and transport activities.</i></p>	<p>N/A</p>
<p><i>(i) This Criteria is not relevant as it relates to car parking. The proposed development does not involve parking and users of the elements for passive recreation are intended to be visitors already in the Cove area.</i></p>	<p>N/A</p>
<p><i>(j) To ensure sound environmental planning and management for all activities.</i></p>	<p><i>All use and development to demonstrate the minimisation of on and off site energy requirements resulting from the proposed activity.</i></p>



	<i>All use and development must minimise direct and indirect environmental risk or effects and where possible provide a new environmental gain for the wider environment</i>
<b>Planning Comment:</b> Several of the elements will require connect to existing power outlets available but these are located outside of Activity Area 2.0 Sullivans Cove Mixed Use.	
(k) This Criteria is irrelevant as it relates to use and development between the CBD and the Domain. Mawson Place and the affected site at 3 Argyle Street is not in this area.	N/A
(l) This Criteria is irrelevant as it relates to the encouragement of new road access linking Activity Area 3.0 and the Brooker.	N/A

## 10.2 Activity Area 4.3 Sullivans Cove Working Port

The subject site contains land zoned Activity Area 4.3 Sullivans Cove Working Port which is restricted to the property lot 1 Franklin Wharf where the majority of the elements are proposed to be located within the existing pedestrian concrete pavement areas as per the proposal plans submitted to Council.

The following Performance Criteria are applicable to the proposed development and comments have been provided after each.

Objectives	Performance Criteria
(a) To protect and promote public awareness of Sullivans Cove as a unique example of an historic Australian waterfront.	<i>New use and development must demonstrate that it will provide a positive contribution to the character and vitality of the Cove's historic waterfront environs.</i>  <i>New activities must relate to, or at least be complementary to the traditional waterfront port activities of the Cove.</i>
<b>Planning Comment:</b> The proposed Passive Recreation use of the proposed elements highlights the links of the waterfront working port area with Antarctic exploration, which is the central theme of the proposed development. The passive recreation use of the proposed development comprising multiple elements are intended to enable the public to explore and be educated about Hobart's Antarctic and polar activities and history and ongoing link to the Hobart docks and waterfront area. The proposed development compliments other	



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maritime use and development located within Activity Area 4.3. It should also be noted that the installation and use of the elements is for a strictly temporary timeframe only.

*(b) To promote the continued use of Sullivans Cove as a port for shipping, transport and other industries, as well as facilities for fishing, yachting and harbour facilities.*

*New uses and developments within the Cove must not adversely impact the use of the Cove as a port for cargo handling.*

*New uses in the Cove must preferably be associated with commercial port activities, including cargo handling, passenger ferries, Antarctic research activities, commercial fishing, maritime industries, recreational boating, and a range of other maritime related industries.*

*The activities associated with the commercial port facility shall receive preference over recreational maritime activities.*

*A ferry terminal to service trans-Derwent and other passengers seeking to travel to and from the Cove and the Hobart CBD for work, as well as for recreation and other purposes, should be retained in the Activity Area as part of any waterfront development or redevelopment.*

*New development related to the road network should have regard to the potential impact on the opportunity for providing a tram or other light railway through the Cove.*

Planning Comment:

The proposed development will not impact upon the ability of Sullivans Cove to continue as a working port in terms of shipping, transport and other boating and harbour based use and development.

The proposed development is also temporary in nature and will enhance other maritime use and development in the Cove as the themes of the elements explores and highlights Hobart's polar exploration and activities which continues to this day, with Icebreakers using Hobart as a home port.

*(c) To encourage the use and development of a range of cultural, recreational, leisure and entertainment facilities.*

*Land based activities must demonstrate the ability to further enhance the image of the Cove as a centre for cultural, recreational, leisure and entertainment activities.*

*Such activities must be located in proximity to similar emerging activity precincts in adjoining Activity Areas. (For example, cultural activities centred around the emerging arts and education precinct along Hunter Street, and recreational and leisure activities adjoining the Central Cove area and Salamanca Place)*

*Activities which promote large public gatherings in the Cove (markets, festivals etc) will be encouraged.*



Planning Comment:

The intention of the proposed development is to generate pedestrian activity by passive recreational use of the elements which further serve to enhance members of the public's understanding of Hobart's polar links and early exploration.

Numbers of public pedestrian generation would not be excessive and not comparable to events such as Dark MOFO etc but still would generate interest and enhance the recreational and cultural values of the Cove.

*(d) To facilitate the further development of retail, tourist and commercial activities.*

*New retail and other commercial activities must offer goods and services which cater for the needs and interest of tourists, visitors, residents and workers in the Cove area.*

Planning Comment:

The proposed development would provide interest to tourists in the area and provide an additional form of (albeit temporary) of passive recreation that explores themes and history of the Cove that would be of interest to tourists and visitors and in turn, facilitate other existing retail, commercial and tourist uses currently operating.

*(e) To ensure that the area is further developed as an attractive, comfortable and interesting place for pedestrians*

*All use and development of land must incorporate features which enhance pedestrian amenity, safety, comfort and movement across the Cove floor.*

*Use of land for car parking and vehicle movement must only be encouraged in a manner and form which does not adversely affect pedestrian activities as well as the visual and cultural experience of the Cove.*

*New uses and development must provide additional opportunities for pedestrian access and views to the water's edge. (However, public access to the water edge in certain sections of the Cove, and at certain times may be restricted due to the operation requirements of the Port).*

Planning Comment:

The proposed elements will provide interest to pedestrians without impacting on the useability and comfort of pedestrian areas.

The elements are small in scale as they are intended to be used for passive recreation by existing pedestrians in the Cove.

While they are temporary in nature and intended to highlight the arrival of the new Icebreaker RSDV Nuyina, they will provide interesting information and experiences to users as well as educate users about Hobart's Antarctic link which continues to this day.



<i>(f) To ensure that development in the area respects the cultural heritage and built form of the Cove Floor.</i>	<p><i>All new development must be sympathetic to the lowscale bulk and height characteristics of the Cove Floor.</i></p> <p><i>All new development must respect the cultural heritage of buildings, structures and spaces in the Cove.</i></p>
<p><u>Planning Comment:</u></p> <p>The proposed elements are small and pedestrian in scale and most will be less than 2.5m in height above ground level.</p> <p>The elements are temporary and have been clustered together in multiple settings in the Cove with clustered elements sharing a common theme.</p> <p>None of the elements will block access to any buildings or sites of cultural value. Existing views to historic and cultural heritage places and buildings will be maintained.</p> <p>The proposed development does not require any excavation.</p> <p>The small scale and temporary nature of the elements will be of minimal impact to the cultural heritage of the Cove and will not impact upon any uses linked to those values.</p>	
<i>(g) To ensure sound environmental planning and management for all activities.</i>	<p><i>All use and development to demonstrate the minimisation of on and off site energy requirements resulting from the proposed activity.</i></p> <p><i>All use and development must minimise direct and indirect environmental risk or effects, and where possible provide, a net environmental gain for the wider environment.</i></p>
<p><u>Planning Comment:</u></p> <p>Several of the elements will require connect to existing power outlets available.</p> <p>The documentation submitted to Council includes a Risk Assessment.</p>	



## 11 Planning Scheme Schedules

Comment has been provided against the following applicable Schedules in the Planning Scheme.

### 11.1 Schedule 1: Conservation of Cultural Heritage Values

No listed buildings are affected by the proposed development, with the proposal comprising freestanding elements to be located within existing concrete public open space areas.

No excavation is proposed or required for any of the installations. Some of the elements will require bolting into the concrete surface as per the proposal drawings and plans submitted as part of the application to Council.

Some of the elements are located in areas confirmed as being of Archaeological Potential in the Planning Scheme.

However, it is again noted that there is no excavation or invasive construction work or installation required for any of the elements.

On this basis, it is considered that there is no archaeological assessment or report required to be provided as part of supporting documentation.

Preliminary feedback from Council staff has confirmed the elements are defined as 'buildings' as per the Act and therefore require assessment as building also incorporating signage under the Planning Scheme.

The following comments are made against Schedule 1.

#### Discretionary Buildings and Works, 22.5.5

*The following criteria must be taken into consideration in the assessment of all proposals for 'building or works':*

*'Building or works' adjacent to a place of cultural significance must not dominate that place when viewed from the street or any other public space, or be more prominent in the street than the adjacent place of cultural significance.*

#### Planning Comment:

The small pedestrian scale of the elements as well as their temporary nature will not result in the proposed development dominating adjacent heritage buildings. The elements to be installed in Mawson Place are associated with the historic themes and values of the Place and while are clustered together to form a visually prominent group in the Place, are temporary only.



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*The area of a facade of any new building may be permitted to exceed that of the building on an adjacent place of cultural significance where the Planning Authority is satisfied that the visual impact of the apparent disparity of scale is not significant or that historic precedent warrants the scale disparity.*

Planning Comment:

No building façade will be affected by the proposed development.

*'Building or works' must complement and contribute to the specific character and appearance of adjacent places of cultural significance and the historic character of the Cove generally.*

Planning Comment:

The proposed development relates to the history of the working port and Antarctic links of the port. The elements to be installed temporarily celebrate and highlight that history and those values.

Their appearance has been minimised by ensuring the elements themselves are minor in scale and of generally lesser visual impact than many minor Cove forms such as interpretative signage, seating and sculptures that are permanent.

*The location, bulk and appearance of 'building or works' must not adversely affect the heritage values of any adjacent or nearby place of cultural significance.*

Planning Comment:

The design of the elements is intended to be prominent in terms of the colours and graphics used but these are tempered by the small scale of the elements themselves. The elements are not considered to have any unreasonable bulk in terms of the form and extent and have been located in areas within the Cove subject to high levels of pedestrian activity which is important given their intent to provide passive recreational use. None of the proposed elements in their design or intended siting will dominate or obscure historic buildings or views to and from these buildings.

The elements to be located in Mawson Place will compliment the values of the Place by highlighting a link to polar explorers and exploration.

*'Building or works' must not reduce the heritage value of any adjacent places of cultural significance by mimicking historic forms.*

Planning Comment:

The proposed elements are of contemporary design and form and also incorporate traditional utilitarian objects such as crates and shipping containers, in keeping with the working port values. None of the elements employ historical mimicry.



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**Places of Archaeological Sensitivity, 22.7**

The proposed development involves the installation of the proposed elements within areas of Archaeological Sensitivity as mapped in Figure 5a of the Planning Scheme.

However, the proposed development does not require any excavation or site disturbance other than bolting some of the elements into existing concrete pavements.

**11.2 Schedule 2: Urban Form**

The proposed elements are defined as being 'Buildings' and are to be located throughout the Cove Floor within Primary Spaces where there is a maximum height limit of 8m.

None of the elements will be more prominent in the streetscape by contrasts of scale, height, colour and tone with the existing adjacent buildings. None of the elements has been designed and detailed in a manner which is similar to buildings of cultural significance or which adopts an "historic" appearance as the project has intentionally sought to avoid any form of historical mimicry.

None of the elements is close to the maximum height limit of 8m that applies to buildings in the Primary Space portion of the Cove, as mapped in Figures 7 and 8 of the Planning Scheme.

None of the elements will be visible from the Tasman Highway, Brooker Avenue and Liverpool Street extension.

The proposed elements will not result in any interruption of, or unreasonable impact on Key Views in the Cove, that are views to Mount Wellington/kunanyi, Mount Nelson, the Domain or any natural hill face or skyline area.



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### 11.3 Schedule 3: Public Urban Space

All of the elements proposed as part of the proposed development are to be located in the Cove Floor , as per Figure 9 of the Planning Scheme.

Under clause 24.4.2, new 'buildings' in the Cove Floor are Discretionary.

#### Clause 24.4.6 Discretionary Buildings and Works

*All buildings or works nominated in the table to Clause 24.4.2 as 'D' (Discretionary) require a permit, except where the site is within the area identified by Figure 9a, the building or works are 'permitted'. The Planning Authority may exercise its discretion to approve, approve with conditions, or refuse any application. In considering such applications, the Planning Authority must satisfy itself that the proposed buildings or works are compatible with the following:*

*The 'Civic Works and Public Street Furniture' Guidelines outlined in Clause 24.4.8.*

#### Planning Comment:

The proposed development does not seek approval for any civic works or public street furniture.

*The function of the Public Urban Space as described in Clause 24.4.10.*

#### Planning Comment:

Comment has been provided against clause 24.4.10 for the proposed development – see below.

*The provisions of clause 24.4.9 apply where appropriate.*

#### Planning Comment:

Clause 24.4.9 is not applicable to the proposed development does not involve any of the listed buildings or works.

#### Clause 24.4.10 Function of Public Urban Space Types

*The function of the public urban space type must be taken into account in the assessment of all 'discretionary' buildings or works as outlined in Clause 24.4.2.*

*The following functional characteristics of Public Urban Space in the Cove have been identified:*



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Public Urban Space Function 1 – Vehicle Movement	Applicable Streets/ Other Public Spaces
<p>The primary function of this public urban space type is to facilitate major motor vehicle traffic movement. These spaces generally function as primary and secondary arterial roads and they serve a metropolitan transport movement function.</p> <p>The movement of motor vehicles is assigned priority over pedestrian and other movement in these areas. However, the design and layout of these roads must provide for a safe and comfortable environment for pedestrians and cyclists.</p>	<p>Macquarie Street, Davey Street, Campbell Street, Brooker Avenue, Liverpool</p>

Planning Comment:

The proposed development will have no impact on vehicle movement in any of the listed streets.

Public Urban Space Function 2 - Mixed	Applicable Street/ Other Public Spaces
<p>The function of this urban space type is to facilitate a mix of vehicle, pedestrian and cycle movement. These spaces are often classed as 'collector roads'. In the Sullivans Cove context, movement of motor vehicles on these roads is regarded as being of equal importance to cycle and pedestrian activities and movements.</p> <p>The future use and development of these roads needs to recognise the spatial and design demands of each type of movement. Installation of pedestrian crossings, footpath widening, outdoor dining facilities and traffic calming facilities are all consistent with the designation of this road type.</p>	<p>Castray Esplanade, Princes Wharf, Morrison Street, Elizabeth Street, Market Place, Collins Street, Sackville Street, Mistral Place, Montpelier Street, Gladstone Street, Salamanca Place (west of Gladstone Street), Argyle Street, Runnymede Street, Murray Street, Regatta Point Road.</p>

Planning Comment:

The proposed development will have no impact on vehicle movement in any of the listed streets and public spaces.



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Public Urban Space Function 3 – Pedestrian Movement	Applicable Streets/ Other Public Spaces
<p>The function of this public urban space type is to primarily facilitate pedestrian movement. Other movements, including public transport, private vehicles and cyclists will not be precluded from these spaces. Nor will vehicle parking. However, priority will be given to the use and development of these roads to improve the safe and efficient movement of pedestrians, and to the creation of a comfortable and aesthetically pleasing pedestrian environment.</p> <p>At certain times, the exclusion of motor vehicles for street festivals, markets, etc is considered appropriate. Vehicle speed in these areas must be restricted to a speed compatible with mixing motor vehicles, cyclists and pedestrians. The total number, siting and design of vehicle parking areas must only be developed after considering their impact on the pedestrian environment.</p>	<p>Salamanca Place, Salamanca Square, Battery Point (east edge), Franklin Wharf, Elizabeth Street Pier, Hunter Street, Brooke Street, Despard Street, Constitution Dock and Victoria Dock edges.</p>

**Planning Comment:**

The proposed development is proposed to locate temporary element installations in Franklin Wharf in various locations as well as in Mawson Place directly adjacent to Constitution Dock.

It is considered the siting of the elements within these spaces will have no adverse impact on pedestrian movement and will contribute to an aesthetically pleasing, interesting and interactive pedestrian environment during the temporary installation of the elements. The installation of the elements will not preclude any other movements such as cyclists or private vehicles as the elements are to be installed in existing pedestrian-only public open space areas.

Public Urban Space Function 4 – Open Space	Applicable Open Spaces
<p>The function of this public urban space type is to facilitate outdoor recreation activities. These spaces are set aside for pedestrian activities, and form an important component of the character and functionality of the Cove. The amenity of these spaces is of utmost importance. Such spaces must be protected from the impacts of overshadowing, traffic noise and other disturbances. Such spaces must also be well connected to other pedestrian oriented spaces in the Cove.</p>	<p>Princes Park, Parliament Square, Franklin Square, Salamanca Lawns, Domain Park, Regatta Point.</p>

**Planning Comment:**

The proposed development will have no impact on vehicle movement in any of the listed public open spaces as these spaces will remain entirely unaffected by the proposed



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development which are located entirely within Franklin Wharf and Mawson place public open spaces only.



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## 11.4 Schedule 4: Signs

The proposed development involving the installation of elements also includes interpretative signage in the form of graphics on some of the elements.

The proposed development also involves the replacement of existing banner sign fascia which is considered to be replacement of existing signage 'like for like' and is exempt.

The interpretative signage on the elements are defined as being 'signage' under the Code definitions and comment has been provided on these as follows:

### Objectives

*The objectives of this Schedule are:*

*To maintain a balance between the established built form and historic character of the Cove and commercial need to advertise goods and services.*

*To ensure that signs do not intrude into and detrimentally affect the visual amenity of the area.*

*To ensure that signs are complementary to the overall character of Sullivans Cove, and complement the historic character of the building on which they are mounted.*

*To prevent visual clutter through the proliferation of signs by encouraging fewer more effective signs.*

*To ensure that signs do not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.*

*To ensure signs on places of cultural significance are responsive to the cultural heritage values and the significance of the building or place, both in terms of impact and by means of attachment, by protecting and enhancing those values.*

*To prevent multiple signs on a single building, unless the cumulative effect of existing and proposed signs will not adversely affect the character and/or cultural heritage values of the building.*

### Planning Comment:

The interpretative signage proposed as part of the elements are intended to be informative, interesting and engaging temporary installations with polar research and historic themes to enhance pedestrian amenity and user's understanding of the maritime values and polar exploration history of the Cove, linked with the impending arrival of the RSV Nuyina.

The signs are temporary in nature and intended to highlight the arrival of the RSV Nuyina as well as draw awareness to the history and use of the Cove since the mid to late 19<sup>th</sup> century to the present day and also highlight awareness of Hobart's role as the gateway to the Antarctic.



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**25.9 'Discretionary' signs**

The proposed signage associated with the elements are considered to be Discretionary Interpretative Signage, to be located on temporary freestanding 'buildings' within existing public open space areas in the Cove Floor.

Some of the signage associated with the elements will be located adjacent to a place of cultural significance as listed in Table 1 of Schedule 1 of the Planning Scheme. All Interpretative Signs are discretion with no Acceptable Solution, as per 25.14.

**25.11 Signs on Places of Cultural Significance**

*A sign on or adjacent to or within a place of cultural significance (as listed in Table 1 of Schedule 1 of this planning scheme) is 'Discretionary'.*

*A sign in the Cove area must not either by its size, design or content detract from the character and heritage value of buildings both individually and collectively including those groups or buildings comprising some which may not be of particular heritage value.*

**Planning Comment:**

The interpretative signs proposed are temporary, very small in scale and intended to be read and attract the attention of passing pedestrians, rather than be visible and attract attention at a distance.

The themes of the signage and interpretative information including a mix of graphics, wording, information and images is intended to provide information on the maritime and polar history and values of the Cove.

The placement of such temporary signage in Mawson's Place is considered to enhance the understanding that users have of this Place and its values, rather than detract or confuse.

*For modern standardised trademark or propriety logo advertising, corporate image requirements such as specific colours must be adapted to suit the individual location and building.*

**Planning Comment:**

The signage proposed as interpretative signage that makes up the elements does not include standardised trademarks or logo advertising other than those associated with the AAD (Australian Antarctic Division) who are proponents of the development.

*A sign to be affixed to any place of cultural significance included in Schedule 1 of the Planning Scheme must maintain or reinstate and not detract from its original architecture, heritage value or character.*

**Planning Comment:**

The proposed interpretative signage will be affixed to freestanding new 'buildings' (the elements) and no affixed to any place of cultural significance included in Schedule 1.



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*Signs must be placed to allow the architectural details of the building to remain prominent.*

Planning Comment:

No architectural details of any building will be affected as the signage will not be affixed to any existing building.

*Signs must be placed in locations on the building or item that would traditionally have been used as advertising areas. Historical documentation may be required to justify the placement of any new signs.*

Planning Comment:

The signage proposed is interpretative signage that is traditionally and typically located in public open space areas of high pedestrian use and function.

*No signs shall dominate or obscure any other signs and in particular an historic sign forming an integral part either of a building's architectural treatment of detailing, or its heritage.*

Planning Comment:

The signage will not dominate or obscure any other signage. The signage in Mawson Place has been located away from the Mawson Place naming wall to ensure this existing place name is not obscured.

It is considered appropriate in particular to locate multiple elements in Mawson Place as this location has other Antarctic themed material existing. Likewise, there are other Antarctic themes art installations and sculptures/museum exhibits located along Franklin Wharf where other elements are proposed to be installed.

*Fixtures must not damage historic building fabric, including but not restricted to attachments to masonry and wood. All signs and related fittings are to be fixed using appropriate non-corrosive fixings inserted in mortar joints.*

Planning Comment:

The signs will not be affixed to any historic building fabric.

*Signs that break an historic parapet or roof line will be prohibited.*

Planning Comment:

The signs will not be located so as to break an historic parapet or roofline.



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*Use of side-walls to locate signs is prohibited if the wall does not form a street frontage, or has not historically been used for signs.*

Planning Comment:

No wall to wall signs are proposed.

*Strings of light bulbs are prohibited.*

Planning Comment:

No strings of light bulbs are proposed.

*Internally illuminated signs attached to a building of cultural significance (excluding contemporary buildings and extensions on a place of cultural significance that are not themselves of cultural significance) are prohibited.*

Planning Comment:

No internally illuminated signs are to be attached to any buildings of cultural significance.

#### **25.14 Requirements for Signs**

As already noted, all Interpretative Signage is Discretionary.

The following Performance Criteria apply to Interpretative Signage:

*Must be capable of forming an integral part of the streetscape without appearing dominant.*

Planning Comment:

The signs proposed are part of temporary installations of pedestrian scaled forms. The signs are intended to compliment existing Antarctic themes around the Cove.

*Must not detract from the cultural or architectural significance or amenity of a place or building.*

Planning Comment:

The signage is temporary in nature and will not result in any confusion or mixed messages about the cultural significance of a Place.

It is considered the installation of the elements and their associated interpretative signage will enhance the amenity of public open space areas for visitors, pedestrians, residents and tourists in the area, without resulting in any safety or access or movement of these public spaces.



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### 11.9 Schedule 9: Telecommunications Infrastructure

This Schedule is not applicable as the proposed development does not seek approval for, or require any telecommunications infrastructure.

### 11.10 Schedule 10: Royal Hobart Hospital Helipad Airspace Protection

This Schedule is not applicable as the proposed development will have no impact on the RHH helipad airspace and continued safe operations of this helipad.



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### 11.5 Schedule 5: Traffic, Access and Parking

The proposed development will not generate the need for any parking per se and will not impact upon existing parking opportunities – public and private – available within the Cove.

#### **Sullivans Cove 'Working Port' Activity Area 4.3**

*Land within this Activity Area must be kept free for pedestrian access and the free movement of port vehicles (cargo handling, loading/unloading of goods, passengers, etc). Car parking in this Activity Area shall be limited to meet the short term parking demands of visitors to the Cove, and only be located in restricted areas throughout the Activity Area. The retention of a public ferry facility is appropriate in this Activity Area.*

#### Planning Comment:

All elements to be installed within the Sullivans Cove Working Port Activity Area 4.3 are to be located within existing pedestrian-only areas.

The proposed development will have no impact whatsoever on the movement of port vehicles or car parking.

### 11.6 Schedule 6: Subdivision

This Schedule is not applicable as the proposed development does not seek approval for, or require any amendment to any title boundary or subdivision.

### 11.7 Schedule 7: Demolition

This Schedule is not applicable as the proposed development does not seek approval for, or require any demolition works.

### 11.8 Schedule 8: Environmental Management

The proposed development will not involve any excavation and will not result in any emissions.

No excavation assessment report has been submitted as part of the development application because no element will require any excavation or site disturbance work other than Stereoscopic Viewers being bolted into the existing concrete pavement.



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## 12 Planning Scheme Key Sites

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The proposed development will not be located on, within or directly adjacent to any of the Key Sites shown in Figure 11 'Key Sites' of the Planning Scheme in Part 31.0.



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## 13 Macquarie Point Site

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The proposed development will not be located on, within or directly adjacent to any part of the Macquarie Point Site as mapped in the Planning Scheme in Figure 4 in Part 32.0.



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## 14 Summary

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The proposed development seeks approval for a total of 23 elements (defined as 'buildings' under the Act) to be located throughout 3 Argyle Street and lot 1 Franklin Wharf.

A further 2 elements are proposed to be located internally within buildings at the City of Hobart Service Centre on the corner of Elizabeth and Davey Streets and within the TMAG building in permanent museum exhibition space.

The proposed elements have been designed to be pedestrian in scale. They will incorporate multiple similarly themed Antarctic images, graphics and interpretative signage and are designed to provide information about Hobart's Antarctic link and history as well as highlight the impending arrival of the RSV Nuyina Icebreaker.

The elements are all proposed to be temporary installations and will be located for a maximum of 4 months from initial installation (which is in line with the consent provided by TasPorts, the owner of lot 1 Franklin Wharf).

None of the elements require any excavation. The Stereoscopic Viewers will require bolting only into existing concrete pavements within the development site.

The proposed development will also involve new Banner signs proposed to be located within existing light poles that have signage fixtures and typically feature TasPort themed fabric banner signage. The temporary replacement of the TasPort banners with the proposed RSV Nuyina signs is considered to be exempt under Planning Scheme standards for signage.

The proposed development is considered to perform well against the applicable Performance Criteria in the Planning Scheme and while there are a total of 23 elements proposed, they will enhance pedestrian areas in the Cove as well as provide information and interpretation of the Cove's link to Antarctica and polar expeditions as well as highlight Hobart being the home port for the Antarctic Icebreaker (previously Aurora Australis, soon to be the RSV Nuyina).



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