

written by George Clarke, Oct '67

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THE BATTERY POINT STATUTORY PLANNING SCHEME
REPORT AND RECOMMENDATIONS TO THE COUNCIL
OF THE CITY OF HOBART

OCTOBER 26, 1967.

Council's City Planning Consultants have now completed ten months of work on the evolution of this Planning Scheme. We are now able to place before Council a statement of the major elements and characteristics of the proposals which have evolved from our long discussions with many authorities, organisations and ratepayers. We now recommend that Council formally resolved to approve and adopt this report and the statement contained herein of the major elements and characteristics of the Planning Scheme, and further, that Council resolves to instruct the City Planning Consultants to proceed with the detailed documentation of the Scheme in accordance with this decision.

A. Participation of Authorities and Citizens in the evolution of the Scheme.

The recommended Scheme hereby submitted has been evolved over months of investigations and conferences with many Local, State and Commonwealth Authorities, Citizens Organisations, businessmen, ratepayers and residents. Those who have contributed to the recommendations, or who have been consulted for information and opinion, include :-

(a) Commonwealth Authorities

The Department of the Army
The Bureau of Census and Statistics
The Bureau of Meteorology

(b) State Authorities

The Transport Commission and Department
The Metropolitan Transport Trust
The Tourist Bureau and Department of Tourism



The Department of Housing
 The Department of Education
 The Town Planning Commissioner
 The Valuer's Department
 The Hydro-Electric Commission

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(c) Local Authorities

The Marine Board, Hobart.
 The Southern Metropolitan Master Planning Authority
 The Officers of the Hobart City Council

(d) Citizen Organisations and Independent Bodies

The National Trust, Tasmania
 The Battery Point Progress Association
 The Rector and Churchwardens of St. George's Church,
 Battery Point.
 The City Development Association
 The Lady Gowrie Child Nursery
 The Queen Alexandra Maternity Hospital
 The Department of Geography, University of Tasmania

(e) Businessmen, Ratepayers and Residents

Mr. Barry Fisher, Architect
 Mr. Barry McNeill, Architect
 Mr. Paul White, Architect
 Messrs Bush, Parkes, Shugg and Moon, Architects.

L.J. Hoker and Edney Moore Pty. Ltd.
 Myer (Hobart) Ltd.
 Port Huon Fruitgrowers Ltd.
 The Magnet Court Shopping Centre
 South Eastern Builders Pty. Ltd.
 Purdon and Featherstone



Mr. & Mrs. C. Brewster
Mr. Neil Batt
Mr. George Brown
Mr. & Mrs. Farmer
Mr. & Mrs. John Foster
Mr. & Mrs. B. De Jersey
Dr. John Large *wife Diana*
Mr. McKay
Mr. Geoffrey Stilwell
Mr. Peter Stops
Mr. John White
Mr. Ken Wilkinson

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B. Statement of Major Elements and Characteristics of the
Statutory Planning Scheme.

(a) General Port Zone.

This is to remain unchanged, except for the addition of the foreshore south of the A.N.L. Terminal down to the Northern boundary of the Port Huon Factory, and the deletion of the approximately ten residential properties along Kelly's Street between the Kirksway Place Extension and the top of Kelly's Steps. This small section of the existing Port Zone is atop the cliff edge which elsewhere marks the natural division between the Port Zone and the traditional residential areas of Battery Point.

(b) Restricted Port Zone.

This zoning is to be applied to the roughly triangular block bounded by Harrington Street, Kirksway Place and Montpelier Retreat.

(c) Suburban Retail Zone.

A suburban retail zone is to be centred on the Magnet Court Shopping Centre, stretching along Sandy Bay Road between Russell Crescent and Queen Street, extending in depth to 130' from the Sandy Bay Road alignment. →

(d) Public Open Space Reservations.

These are to include existing parks, with the addition of:-

- (i) that section of Castray Esplanade which presently abuts Princes Park, which is to be closed and added to the park.
- (ii) a strip of the Estuary foreshore between 10 and 20 feet wide between Findlay Street and the Marieville Esplanade.
- (iii) a new park at the foot of Cromwell Street, linking Napoleon Street to the Estuary foreshore.
- (iv) public pathways linking the foot of Trumpeter Street to the Estuary foreshore, and linking the foot of Mona Street to the Estuary foreshore.
- (v) new small rest parks created by the full closure of Russell Crescent, Montpelier Retreat, and Queen Street where they presently intersect with Sandy Bay Road, and the partial closure of the intersection of Quayle Street with Sandy Bay Road.
- (vi) the lower part of the unbuilt section of Colville Street at its intersection with Bath Street, together with a small section of Sloan Street at its intersection with Colville Street.
- (vii) various other minor rest parks wherever suitable areas can be made available following street or carriageway realignment.

(e) The Historic Village Residential Zone.

Generally bounded by the rear boundaries of properties fronting Hampden Road, De Witt Street, St. George's Terrace, Colville Street and Arthur Circus, Within this zone, building heights are to be restricted to $2\frac{1}{2}$ floors in height, all setbacks are to be minimal, and the infilling and redevelopment of townhouses and garden apartments fronting directly onto footpaths and pedestrian ways is to be given every encouragement.



Within this zone, the carriageways of Waterloo Crescent, De Witt Street, Hampden Road and Cromwell Street are to be reduced in width to accommodate not more than two lanes of moving traffic, with all excess carriageway transformed into parking bays or landscaped footpaths or rest areas. Hampden Road between De Witt Street and Arthur Circus is to be planned for transformation in stages into a pedestrian mall, as alternative means of vehicular access are provided to properties fronting the mall.

Within this Historic Village Residential Zone, Council will assume powers of architectural and aesthetic control over the design and materials of structures.

(f) Medium Density Residential Zone 2.

This Zone is to generally extend between the Historic Village Zone down to the Estuary on the East, the Port Zone on the North and Quayle Street on the South, but not further West than the Western boundary of the Historic Village Zone. Within this Zone, control codes will generally limit the height of buildings to the general range of 3,4 or 5 stories, allowing for the development of flats at plot ratios as high as are consistent with preserving the amenity of the Historic Village Zone which it surrounds.

(g) High Density Residential Zone 3.

This Zone covers the remainder of the Planning Scheme area not included in other Zones so far mentioned, generally covering the Southern section of the Scheme Area, and the Western section fronting Sandy Bay Road. Here the control codes will encourage amalgamation of sites and the redevelopment of high density residential projects, including tall structures of the Empress Towers type, but with higher standards of open space around the buildings than exhibited at Empress Towers.

(h) Techniques for the Preservation of Architectural & Historic Character.

- (i) Within the Historic Village Residential Zone, Council will exercise general aesthetic and



architectural controls over the design and materials of all structures.

(ii) With respect to certain specified buildings within the Historic Village Zone, in Arthur Circus, Hampden Road, De Witt Street, Cromwell Street and St. Georges Terrace, Council will seek and consider advice from the National Trust before reaching a decision on consent to alterations, additions or redevelopment of those specified buildings.

(iii) In order to give a greater measure of protection to a small number of major monuments within the Port Zone, the Historic Village Zone and the Medium Density Residential Zone 2, Council will test its powers by issuing Preservation Orders over St. George's Church, Narryna, Beaumaris, Secheron, 23-29 Kirksway Place, the stone facades of the Salamanca Place warehouses, and the S & T Depot and the P.M.G. Store fronting Princes Wharf.

(j) Small shops, restaurants, home crafts and entertainment uses in Residential Zones.

The Scheme will encourage the concentration of these uses along the Hampden Road Pedestrian Mall, but Council may grant consent to small shops and home craft uses of not more than 800 square feet floorspace anywhere within the Residential Zones, and restaurants and entertainment uses will also be permissible with consent.

(k) The Rationalisation and Improvement of Vehicular Traffic facilities.

Princes Wharf Road and Castray Esplanade will be retained solely for wharf traffic and Castray Esplanade will be closed to other traffic at its Eastern end.

Within the Northern half of the Scheme area, traffic will be collected onto a loop system comprising Sandy Bay Road, St. Georges Terrace, Colville Street, Lower Hampden Road linked across Prince's Park to Salamanca Place and Gladstone Street. Kirksway Place will be extended only

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as far as Kelly's Street to serve a new Tourist Car Park at the rear of the already proposed Hotel Car Park between Kelly's Street and South Street, behind the proposed Pedestrian Mall along Hampden Road.

The collector loop system in the Southern section of the Scheme Area will run along Ashfield and Margaret Streets, a section of Marieville Esplanade, Queen Street, Princes Street and King Street.

Major intersections with Sandy Bay Road will only occur at Gladstone Street and Kirksway Place, St. Georges Terrace, King Street, and Ashfield Street. Every effort

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will be made to close, partially close or diminish the importance of all other intersections with Sandy Bay Road from the scheme area. Intersections of Montpelier Retreat, Queen Street and Russell Crescent with Sandy Bay Road will be closed.

Apart from the Northern and Southern loop systems specified above and the major entry along Kirksway Place to the proposed Tourist Car Park, the Scheme will elsewhere provide for the discouragement of through traffic, and the slowing down of vehicular traffic within the purely residential service streets of the precincts. This preservation of local amenity will be affected through such measures as the Pedestrian Mall in Hampden Road, the narrowing of carriageways generally and the closing wherever feasible of certain minor intersections.

The major street widening and realignment projects will be the construction of Kirksway Place extension to Kelly's Street, and the associated development of the Tourist Car Park, together with the widening and realignment of Colville Street and the lower section of Hampden Road, between Findlay Street and Battery Square.

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This concludes the statement of Major Elements and Characteristics of the Battery Point Planning Scheme.

Recommendation.

It is recommended that Council resolves to approve and adopt this Report and the statement of the major elements and characteristics of the Planning Scheme for Battery Point, and that Council resolves to instruct the City Planning Consultants to proceed with the documentation of the Scheme in accordance with this Statement.

Respectfully submitted

Clarke, Gazzard and Partners
October 26, 1967.

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for scanning, e-mailing & faxing

— George Clarke 5 Sept 2000.