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Pharmaceutical Society of Australia's 2012 Lifetime Achiever  
**"Beau Monde" 41 Runnymede Street**  
**Arthur Circus**  
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## **A submission to The Legislative Council Sessional Committee Government Administration B Heritage Tourism Sub-Committee.**

**In accordance with Sessional Order 4 (14) Government Administration Committee B has this day resolved to form a Sub-Committee in order to initiate an inquiry on the following Terms of Reference:**

*To inquire into and report upon the management, preservation, tourist marketing and promotion of built heritage assets in Tasmania, with particular reference to:*

- 1. The current and future potential contribution that built heritage makes to tourism in Tasmania;*
- 2. The role of Government;*
- 3. The role of tourism organisations;*
- 4. The role of heritage organisations;*
- 5. Any relevant considerations in other jurisdictions;*
- 6. Any other matters incidental thereto.*

**Without respect for our tangible built heritage we lose our traditional sense of belonging and being products of our history and culture.**

This submission concerns the precinct of **Arthur Circus in Battery Point** as a **Tasmanian Built Heritage Tourism asset** in terms of the sixteen (16) built cottages and the village green, all of which are separately heritage listed. *(See appendix A for listing details).*

I declare I own, in partnership with my wife, one of the sixteen (16) Arthur Circus cottage properties which includes two off street parking spaces.

This submission is predicated on two distinct and different issues with some ancillary matters plus comments and observations as a resident of this precinct

- 1. The management, preservation, tourist marketing and promotion of Arthur Circus is threatened by the scrapping of the current Battery Point Planning Scheme 1979 (BPPS) as amended with its Heritage Schedule E (see Appendix A) in favour of a soon to be introduced single state-wide planning scheme which to date, does not appear to provide the same level of protection to Arthur Circus built heritage as provided in the BPPS.** *(See Appendix D for case study examples)*
- 2. Unresolved motor vehicle traffic management issues adversely limits the tourist experience of visitors to Arthur Circus wishing to immerse themselves in a bygone era and is likely to worsen if not resolved.**

In 1939, Arthur Circus became a part of Runnymede Street in Battery Point. Previous to 1939 Arthur Circus properties were numbered 1 to 16. Arthur Circus currently consists of sixteen (16) Cottages and a Village Green, 41-55, 30-44 Runnymede St, Battery Point, TAS 7004. Prior to 1939, our home was known as Number 1 Arthur Circus whereas it is now 41 Runnymede Street. *(See Appendix C for current plan and 1908 plans of Arthur Circus showing numbering variations)*

Each property is in private ownership and maintained, so far as I know, without government assistance. Hobart City Council maintains the central Village Green. Currently, there is a Battery Point Planning Scheme 1979 (BPPS) as amended, governing any proposed development. Currently, of the 16 properties, seven (7) are owner occupied, seven (7) are tenanted by lease and two (2) have interstate owners and are essentially unoccupied. Nine (9) properties have at least one off street parking space while the other seven (7) have no off street parking facility.

The precinct of Arthur Circus is a very popular tourist location – arguably the focal point of Battery Point, particularly in tourist terms and mentioned in virtually all tourist focused information. (*See appended extracts in Appendix B*).

I estimate more than 50,000 tourists a year visit Arthur Circus to experience a valid representation of a bygone era by virtue of the architecture, residence facades, picket fences, no electricity wires (hidden underground) and discreet additions that make the cottages suitable for 21<sup>st</sup> century habitation.

For 17 years before moving to Arthur Circus, I lived three streets away in Napoleon Street. I thought I knew all about the tourist appreciation of Arthur Circus. I was amazed at the immense volume of pedestrian tourists who specifically visited Arthur Circus to view the precinct as a result of word of mouth recommendation or tourist focused material stimulating their interest. Their appreciation is universally positive.

The majority are clearly enchanted and want to know more about how the area has remained so unique and what dangers exist to maintain such an exceptional asset. They look at the 1960's built apartment blocks at 22, 24, 26 Runnymede Street and 11, 13, 15 Battery Square, as well as Empress Towers in Battery Square, all visible from Arthur Circus, and delight that the same fate has not befallen Arthur Circus. (*See Appendix D*)

**I submit, for the Committee's consideration, using The Terms of Reference, suggestions to further develop the built heritage tourist experience experienced by visitors to Arthur Circus.**

## **Term of Reference.**

*To inquire into and report upon the management, preservation, tourist marketing and promotion of built heritage assets in Tasmania, with particular reference to:*

### **1. The current and future potential contribution that built heritage makes to tourism in Tasmania;**

The value of Heritage Tourism to Tasmania has not been quantified. A greater understanding is needed of the financial benefit of heritage tourism in relation to the economy.

#### My Recommendation 1.

A financial benefit study of the value of Heritage Tourism to the Tasmanian economy should be commissioned by the Tasmanian Government to determine a current value and the model created be capable of being regularly maintained to provide a current heritage tourism value.

There have been studies to find the value of Heritage Tourism in other jurisdictions.

The report, **Valuing the Priceless: the Value of Historic Heritage in Australia** Research report 2 (The Allen Consulting Group, 2005), suggests that 93% of Australians see heritage as forming a vital part of the country's identity. In addition, 62% of the people interviewed across Australia believe that too little is being done to support heritage conservation. See <http://www.environment.gov.au/heritage/info/pubs/valuing-priceless.pdf>

As an example of quantifying Heritage Tourism, an Economic Value of Tourism to Places of Cultural Heritage Significance was jointly funded by the Cooperative Research Centre for Sustainable Tourism and the Australian Heritage Commission when commissioning a study of three Australian Mining towns and conducted by researchers in the Tourism Program at the University of Canberra. See <http://www.environment.gov.au/system/files/resources/0375dcba-a6e5-4036-85a7-59cbaabd69df/files/economic-value-heritage-tourism.pdf> .

Other national and international studies can be found on the internet such as the 2011 report on the **Economic Value of Ireland's Historic Environment** at

[http://www.heritagecouncil.ie/fileadmin/user\\_upload/Publications/Corporate/Economic\\_Evaluation\\_of\\_the\\_Historic\\_Environment\\_Ireland.pdf](http://www.heritagecouncil.ie/fileadmin/user_upload/Publications/Corporate/Economic_Evaluation_of_the_Historic_Environment_Ireland.pdf)

Arthur Circus is identified in most Southern Tasmanian tourist brochures, on-line guides and Hobart accommodation locations as a significant place to visit to experience built heritage replicating early colonial residences occupied by people of modest means.

The precinct of Arthur Circus is a very popular tourist location – arguably the focal point of Battery Point, particularly in tourist terms and mentioned in virtually all tourist focused information, printed and electronic. (See Appendix B).

Every time a cruise ship docks in Hobart, Arthur Circus entertains an increased number of tourists indicating its inclusion in the cruise ship's promotional material. Multiple walking and vehicle tours of Arthur Circus are independently conducted daily. Virtually every Battery Point tour includes Arthur Circus. School tours of Arthur Circus regularly occur, educating our youth on the significance of built heritage. The nightly "Battery Point Ghost Tour" spends upwards of 30 minutes in Arthur Circus using the built heritage as a basis for entertaining stories of past inhabitants.

## **2. The role of Government**

**The greatest danger to the built heritage of Arthur Circus lies in any diminution of the current provisions of the Battery Point Planning Scheme 1979 (BPPS) and its Heritage Schedule E.**

### My recommendation 2

The objectives of Schedule E – The Heritage Schedule of the BPPS (*see appendix A*) must be added to or upheld in the soon to be enacted single state-wide planning scheme.

Current Tasmanian Government policy to scrap the BPPS in favour of a single state-wide planning scheme, may not afford the same protection as has allowed Arthur Circus to remain a unique example of early colonial Georgian architecture. Whatever the new planning scheme contains and to be administered by Hobart City Council, the current terms must afford adequate protection and any discretion provisions, reflect general community expectation. So called minor variations to previous conditional approvals must not adversely impinge on the attributes of Arthur Circus built heritage values.

The future potential of Arthur Circus built heritage lies in all development retaining the current elements that makes Arthur Circus a popular destination for tourists keen to view a representation of bygone times.

The tourist experience can be much expanded with sympathetically placed storyboards on the perimeter or along the pathways of the central village green describing the history of how Arthur Circus was created and has remained as it is as well as the various developments the community has resisted by lobbying for the establishment of a Battery Point Planning Scheme.

### My recommendation 3

Storyboards be created and installed in the central Village Green to provide more information to tourists on the way it has survived to date and the tribulations it has overcome to date.

Further information is available to committee members in Appendix A.

### **Appendix A describes**

- i) the heritage listings enjoyed by Arthur Circus as a whole and individually.
- ii) two case study examples of Development Applications considered by Hobart City Council and their outcomes – one adverse which could be described as a market failure and the other where the BPPS objectives were upheld through community pressure.

Market failures occur when the level of heritage protection expected by the community is less than optimal when discretion built into planning schemes is applied without community support.

### **The report on the ‘When’ and ‘How’ of Government Historic Heritage Protection**

Research Report 1 (The Allen Consulting Group, October 2005) was prepared for the heritage chairs of Australia and New Zealand to determine the circumstances when it is appropriate for government to intervene to protect historic heritage places; and the manner in which historic heritage is protected by governments.

### **3. The role of tourism organisations;**

Key personnel of tourism organisations need to personally experience the enjoyment tourists radiate when visiting Arthur Circus to understand the value this precinct delivers to visitors as a unique destination. Arthur Circus should be a focal point of a self-guided walking tour of Battery Point. A self-guided walking tour using an electronic app should be a priority for development by tourist organisations.

A potted factual history of Arthur Circus, produced by an appropriate heritage organisation, should be provided to suppliers of travel apps and other tourist guides and form the basis of informative storyboards.

**More historic information in the form of storyboard signs could be added to the perimeter or either sides of the paths of the Village Green to enhance the tourist experience for those on foot using the shared zone. Tourists want to know more of how this precinct has been preserved and maintained.**

I estimate more than 50,000 tourists a year visit Arthur Circus to experience a valid representation of a bygone era by virtue of the residence facades, picket fences, no electricity wires (hidden underground) and discreet additions that make the cottages suitable for 21<sup>st</sup> century habitation.

For 17 years before moving to Arthur Circus, I lived three streets away in Napoleon Street and thought I knew all about the tourist appreciation of Arthur Circus. When I moved to this location, I was amazed at the immense volume of pedestrian tourists who specifically visited Arthur Circus to view the precinct as a result of word of mouth recommendation or tourist focused material. Their appreciation is universally positive.

The majority are clearly enchanted and want to know more about how the area has remained so unique and what dangers exist to maintain such an exceptional asset. They look at the 1960's built apartment blocks at 22, 24, 26 Runnymede Street and 11, 13, 15 Battery Square, as well as Empress Towers in Battery Square all, visible from Arthur Circus, and delight that the same fate did not befall Arthur Circus.

Arthur Circus is identified in most Southern Tasmanian tourist brochures, on-line guides and Hobart accommodation locations as a significant place to visit to experience built heritage replicating early colonial residences occupied by people of modest means.

The precinct of Arthur Circus is a very popular tourist location – arguably the focal point of Battery Point, particularly in tourist terms and mentioned in virtually all tourist focused information. *(See Appendix B)*

While preparing this submission, I contacted some of well-known Tourist organisations to ask did they have any traffic and parking policies relevant to encouraging tourists to visit and enjoy any tourist attractions. None had any policy of any kind they could supply. Some did not respond. Tourist organisations should lobby HCC to treat Arthur Circus as a special location.

The Manager, Traffic Engineering of Hobart City Council hold direct delegation from the State Government, to install traffic and parking controls in Hobart. Arthur Circus is treated by Hobart City Council (HCC) as an ordinary public residential street unworthy of any special traffic or parking arrangements despite its pronounced tourist significance. *(See Appendix D for more on traffic and parking)*

#### **4. The role of heritage organisations;**

A potted factual history of Arthur Circus should be produced and provided to travel app and other tourist guides. There is conflicting history published concerning Arthur Circus that should be refined to reflect its development since March 1847 when the 16 plots were originally marketed. See the sale plan in Appendix

#### **5. Any relevant considerations in other jurisdictions;**

Other factors affecting management and preservation and promotion of Arthur Circus concern traffic flow and parking issues under the control and favour of Hobart City Council (HCC).

#### **I contend excessive through motor vehicle traffic and commuter parking adversely intrudes on the heritage tourism experience.**

I have formed this view after four years occupation as a result of multiple daily conversations with tourists who joyously remark with delight on the circular cottage arrangement but lament the visual obstruction caused by the often fully occupied parking spaces and the volume and or excessive speed of the through traffic. Most tourists photograph or video the area, selectively avoiding filming parked cars and signage. The less parked vehicles, the more filming is undertaken as keepsakes of a visitor's record of Arthur Circus.

Arthur Circus is a 5 metre wide section of roadway in an oval shape that long vehicles cannot negotiate, with 10 motor vehicle parking spaces, two (2) hour time limited Monday to Saturday except for residential permit holders. Parked motor vehicles occupy 2 metres of the roadway leaving a 3 metre sharply curving strip of roadway for motor vehicles to negotiate. There are multiple signs advising the roadway is unsuitable for long or wide vehicles. EVERY day 10's of inappropriate sized vehicles try to negotiate

The Manager, Traffic Engineering of Hobart City Council holds direct delegation from the State Government, to install traffic and parking controls in Hobart. Arthur Circus is treated by Hobart City Council (HCC) as an ordinary public residential street unworthy of any special traffic or parking arrangements despite its pronounced tourist significance.

Previous HCC officers holding this special delegation take the view that by restricting parking to actual Arthur Circus residents, in effect, is privatization of a public asset. However, during Taste of Tasmania, an HCC sponsored special event, HCC has restricted parking to residential permit holders only during daylight hours which can be interpreted as a precedent. This conditions shown on this photo were amended for 2014-15 to be 8am to 8pm.



When special events are conducted in the Salamanca/Sullivans Cove precinct extra traffic flows are generated through Arthur Circus, generally looking for convenient parking. In the streets between Salamanca Place and Hampden Road, virtually all parking spaces are occupied by residential permit holders rendering the search for a parking space a fruitless exercise. Closure of sections of Castray Esplanade and Salamanca Place direct traffic up Runnymede Street and consequently Arthur Circus when the flow should be along Castray Esplanade to link with Hampden Road. *(For further details about residential parking permits see Appendix D)*

If the committee is of the view Arthur Circus is so unique it deserves special treatment, such a recommendation could be established to assist heritage tourism. This would result in minimal parking only by those residents at home at the time.

HCC has a motion to make the commercial section of Hampden Road in Battery Point a shared zone (pedestrians and traffic). Only this week (last week of February 2015) HCC announced a program of revitalization of various shopping zones including Battery Point. If Arthur Circus was closed to through traffic at Hampden Road, it would become a complementary section of this shared zone and cost very little, a few bollards and signs. *(see Appendix D for more detail)*

My Recommendation 4.

Arthur Circus be closed to through traffic at Hampden Road so traffic driving from Salamanca Place up Runnymede Street would loop back to Salamanca or exit via McGregor Street and Battery Square to Hampden Road.

*(See Appendix D for much more detail)*

My recommendation 5.

Parking in Arthur Circus be made one (1) hour parking time limit to deter all day commuter parking with the exception of authorizing Arthur Circus residents who can demonstrate they have no or insufficient off-street parking. In addition each property be issued with a transferable parking permit for their visitor or tradespeople.

*(More on this in Appendix D)*

**In summary, may I suggest the committee consider the following recommendations in view of the foregoing and include them in their report to the Minister and his subsequent action.**

My Recommendation 1.

A financial benefit study of the value of Heritage Tourism to the Tasmanian economy should be commissioned by the Tasmanian Government to determine a current value and the model created be capable of being regularly maintained to provide a current heritage tourism value.

My recommendation 2

The objectives of Schedule E – The Heritage Schedule of the BPPS (*see appendix A*) must be added to or upheld in the soon to be enacted single state-wide planning scheme.

My recommendation 3

Storyboards be created and installed in the central Village Green to provide more information to tourists on the way it has survived to date and the tribulations it has overcome to date.

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*(More on this in Appendix D)*



# Appendix A

## Tasmanian Heritage Register

**Each property has a separate data sheet.**

5949 Conjoined House 30 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5950 Conjoined House 32 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5951 House 34 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5952 Cottage 36 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5954 Cottage 38 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5955 Cottage 40 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5956 Cottage 41 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5957 Conjoined Cottage 42 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5958 Conjoined Cottage 44 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5959 Cottage 45 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5960 Cottage 43 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5961 Cottage 47 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5962 Cottage 49 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5963 Cottage 51 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5964 Cottage 53 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered  
5965 Cottage 55 RUNNYMEDE ST BATTERY POINT 7004 Permanently Registered

### **The Australian Heritage Database.** Details for Arthur Circus include

The resultant townscape of consistently detailed Georgian cottages built in the period 1847-1852 around a small urban park, **is of a very high & unique order.**

The resultant qualities of the tight urban space & unified Georgian housing are possibly not found anywhere else. Fifteen single storey brick Georgian cottages arranged in an irregular manner about a central park.

Regular pitch to iron hip roofs (two have dormers). Cottages at entry from Hampden Road stand right at street front and contain the space of the Circus. Most other cottages stand close to street front with small front gardens. Central park with two light standards.

The land was once part of Knopwood's property and was eventually acquired by Governor Arthur who divided it into sixteen plots (including some with frontage to Hampden Road) which were sold at public auction in March 1847.

Includes all cottages facing onto the Circus **and the park itself**, 41-55 and 30-44 Runnymede Street, Battery Point.

## Appendix A (continued)

I refer to the central park area of Arthur Circus as a Village Green as the entire Arthur Circus development is founded on the English model. *Village Green* has a specific legal meaning in England and Wales, and also includes the less common term Town Greens. Town and village greens were defined in the [Commons Registration Act 1965](#), as amended by the [Countryside and Rights of Way Act 2000](#), as land:

1. which has been allotted by or under any Act for the exercise or recreation of the inhabitants of any locality
2. or on which the inhabitants of any locality have a customary right to indulge in lawful sports and pastimes
3. or if it is land on which for not fewer than twenty years a significant number of the inhabitants of any locality, or of any neighbourhood within a locality, have indulged in lawful sports and pastimes as of right.

### Heritage Listing for the Arthur Circus Village Green

#### *HCC Survey - Battery Point - September 2000* Reference: **B77**

Name: ***Arthur Circus Recreation Ground Runnymede Street, Battery Point - Hobart***

Original Use: *Recreation* Present Use: *Recreation* Integrity: *Intact*.

**History:** *Arthur Circus was subdivided by the early 1840s, as it is evident on Sprent's survey of Hobart. Allotments were offered for sale in March 1847, and by 1852, all the cottages that now occupy the Circus were built. In 1847, Askin Morrison purchased a block of land which gave the residents of the Circus a right of way to the New Wharf. This access road became known as Runnymede Street. In the early twentieth century Runnymede Street was pushed through the Circus, which for many years had been used by the residents as a recreation ground. The Circus was restored to its original state by the 1950s, and traffic was directed around the ground.*

**Description:** *The recreation ground is a highly significant space, integral to Arthur Circus. This 'common area' has been actively used by residents of Battery Point since its development in the 1840s. The park curtilage should be protected.*

#### **Research Potential:**

*Arthur Circus Recreation Ground is of historical significance as it is an integral part of one of the earliest residential developments within Battery Point.*

#### **Community:**

*Arthur Circus Recreation Ground is of social significance for residents of Battery Point because of its long association with recreational and social activities.*

**Visual:** *The recreation ground is an important visual component of Arthur Circus. This circular ground provides much needed recreation space for an area that is dominated by high density housing.*

## **Appendix A** (continued)

### **Part Extract from the Battery Point Planning Scheme 1979 as amended**

#### **E. HERITAGE SCHEDULE**

##### **E.1 Purpose of Schedule**

*E.1.1 The purpose of this Schedule is to identify places of cultural significance and provide a framework for the control of use and development in order to conserve those buildings or other places which are of scientific, aesthetic, architectural or historic interest or otherwise of special cultural value.*

##### **E.2 Application of Schedule**

*E.2.1 This Schedule applies to use and development upon or adjacent to all places of cultural significance identified in Table E.1. or registered by the Tasmanian Heritage Council.*

*E.2.2 The Council has a discretion to refuse or permit any proposed use and development within or adjacent to a place listed in Table E.1. or registered by the Tasmanian Heritage Council.*

*E.2.3 Those places identified in Table E.1 or registered by the Tasmanian Heritage Council shall be conserved. Any existing building or structure identified in Table E.1 or registered by the Tasmanian Heritage Council shall be retained except where:*

*(i) it clearly detracts from the cultural significance of the place; or*

*(ii) there are overriding environmental, public health, or safety reasons for its removal either wholly or in part and there is no prudent or feasible alternative.*

*E.2.4 Any permit granted for the demolition of a place identified in Table E.1 which is also registered by the Tasmanian Heritage Council shall not be acted upon until the Tasmanian Heritage Council has granted approval for the works and any subsequent appeal has been determined.*

*E.2.5 In its consideration of applications for use and development Council must have regard to the definitions, conservation principles, processes and practices set down in The Burra Charter and any information submitted in accordance with clause E.4.*

*E.2.6 Control of use and development must be exercised to require the conservation of places of cultural significance to the maximum degree Council considers practicable.*

*E.2.7 Any use or development must be consistent with the 'tenor' of the Scheme and the following conditions shall be met:*

*(i) use and development must be designed, sited, arranged, constructed or carried out so that any adverse impact upon places of cultural significance is minimised;*

*(ii) use and development must be in keeping with and shall not detract from those characteristics of the place which contribute to its cultural significance.*

## **Appendix A** (continued)

### **Two case study examples of BPPS in action – the second where it failed due to the application of a discretion provision.**

#### **1<sup>st</sup> case study**

In 2014 a Development Application (DA) was submitted to Hobart City Council (HCC) to add a two storey building extension to Number 45 Runnymede Street. At least seven (7) objections were lodged with HCC, all focusing on the two storey extension as being inappropriate for Arthur Circus and in contravention of the Battery Point Planning Scheme 1979 as amended (BPPS).

Before a decision was finalized, the applicant withdrew the DA after consultation with local residents and HCC staff.

During the period of consideration prior to the applicant withdrawing the initial DA, the Tasmanian Heritage Council (THC) minuted the following.

### **Extract from Tasmanian Heritage Council Committee Meeting Minutes of 16 April 2014**

#### **“8.1.2 45 Runnymede St - Works Application #4426**

Chair informed the Heritage Council that Works Application #4426 was refused by her as delegate due the following reason:

*“The proposed two storey addition is overly dominant in the streetscape when considering the unique setting of Arthur Circus as a group of Georgian cottages arranged around a central park.”*

Chair noted that the statutory time frame would not allow the matter to be considered by the Works Committee and as such she had to use her delegation to make a decision following briefings from HAT and the Director.”

Subsequently, amended plans for a single story extension were submitted and approved without any objections from local residents.

## 2<sup>nd</sup> Case Study

The two storey addition to number 34 Runnymede Street in Arthur Circus, pictured below, was approved in 2007. Its **discretionary approval** was heavily influenced by the fact a tree standing in the front garden of number 32 next door obscured it from being seen from Arthur Circus. The tree was cut down to simplify painting of No 32 in 2012. The rub marks on the galvanised roof of No 32 indicate where the lower branches disfigured the iron sheets.



The two storey addition is now exposed to view from Arthur Circus displaying its inappropriate roof shape with the overbearing Empress Towers in Battery Square also in view. Reputedly, the building of Empress Towers from 1964 to 1967 following the construction of blocks of units in Runnymede Street and Battery Square in the mid 1960's prompted the development and adoption of the Battery Point Planning Scheme in 1979 to prevent further erosion of the built heritage stock in Battery Point.



Photo above shows the final stages of building 11 Battery Square which backs on to Runnymede Street and is also known as 26 Runnymede Street. Numbers 22 and 24 Runnymede Street and 13 to 15 Battery Square were already completed after demolishing a significant home and a series of small cottages similar to those in Arthur Circus.

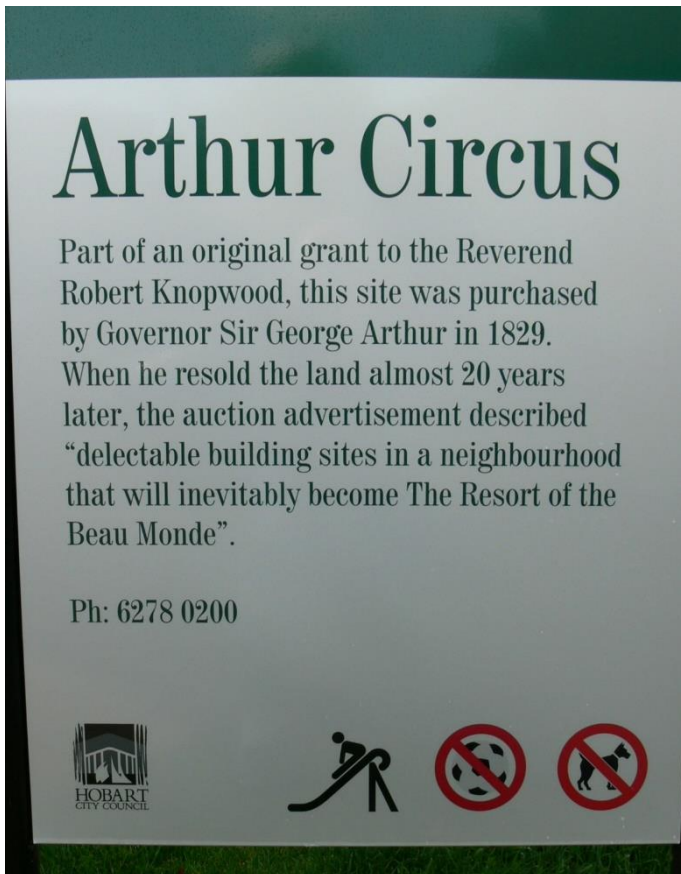
I have yet to meet a tourist who expressed their admiration of the unit blocks and Empress Towers over the charm exuded through their appreciation and enjoyment of the built heritage in Arthur Circus.

I urge the committee to recommend to the Minister that Arthur Circus be protected no less than the current provisions of the

BPPS and possibly with even more substantial protection to avoid clever interpretation by any subsequent developer who may purchase Arthur Circus property.

## Appendix B

There is a single information sign in Arthur Circus. I suggest there is a lot more historic information that could be provided in a series of storyboards to satisfy tourist curiosity. Many tourists wonder how this precinct has retained its delightful and pleasing features in the face of creeping development experiences in adjoining areas. As suggested elsewhere, if a potted history is provided for tourist organisations, the same material could be the basis of extra storyboards to be installed around the perimeter or adjoining the paths in the central Village Green. The sign below is photographed by almost every visitor to Arthur Circus. People thirst for knowledge about this unique area.



Other comments extracted from various tourist information sources.

Extract from an unattributed internet entry

*“Growth in the area of Battery Point turned the farms into a range of houses by the middle of the 1830’s. These ranged from cottages to fine Georgian styled homes, many of which still stand today. Much of the construction was made of sandstone. **Among these homes are the ones built at Arthur’s Circus. These were built for officers of the town and harbor garrison.** Where the other original areas, like the central waterfront location of Wapping and Glebe suffered declines and have been torn down several times and rebuilt for other uses through the years, today one can tour historic Battery Point, wander through the original fine homes, and **step back into time well over a hundred years.**”*

Extract from the Wikipedia’s Battery Point entry.

*“Battery Point has a large number of historic houses dating from the first European settlement of 'Hobart Town'. **Probably the most significant is Arthur Circus with its cottages, mostly originally constructed for the officers of the garrison. Arthur Circus is the only circus in Australia.**”*

A recent quote from a TripAdvisor Review.

*“[Step back in time.](#)” Reviewed 14 January 2015*

*Great old homes, quaint shops and cafés, **Arthur Circus is a delight and a must see when visiting Hobart.**”*

Extract from “On the Convict Trail”

*Battery Point has a large number of historic houses dating from the first European settlement of 'Hobart Town'.*

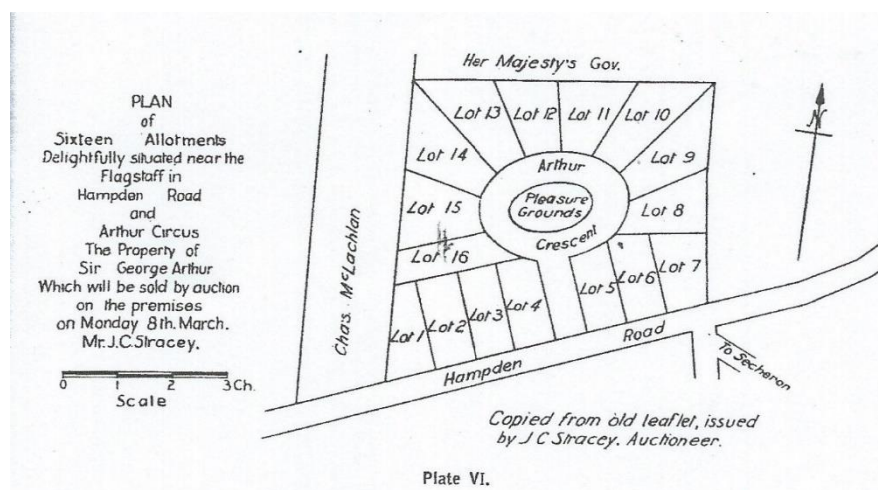
***Probably the most significant is Arthur Circus with its cottages, mostly originally constructed for the officers of the garrison. Arthur Circus is the only circus in Australia.***

UTAS - The Companion to Tasmanian History.

*“With its restored cottages, splendid homes, shipyards and **the draw card of Arthur's Circus**, Battery Point is now a major tourist attraction.”*



## Appendix C



Original representation of a plan of Arthur Circus showing it to be a closed loop with access and egress only via Hampden Road. The actual lots sizes differed from this plan. The sale of these lots took place 8 March 1847.

Later Mr. Askin Morrison who built what is now 33 and 35 Runnymede Street, purchased land, possibly part of Lot 11, to link Arthur Circus to Runnymede Street thus providing access between the Salamanca docks and Hampden Road prior to the establishment of a roadway between Salamanca and Hampden Road via Castray Esplanade.

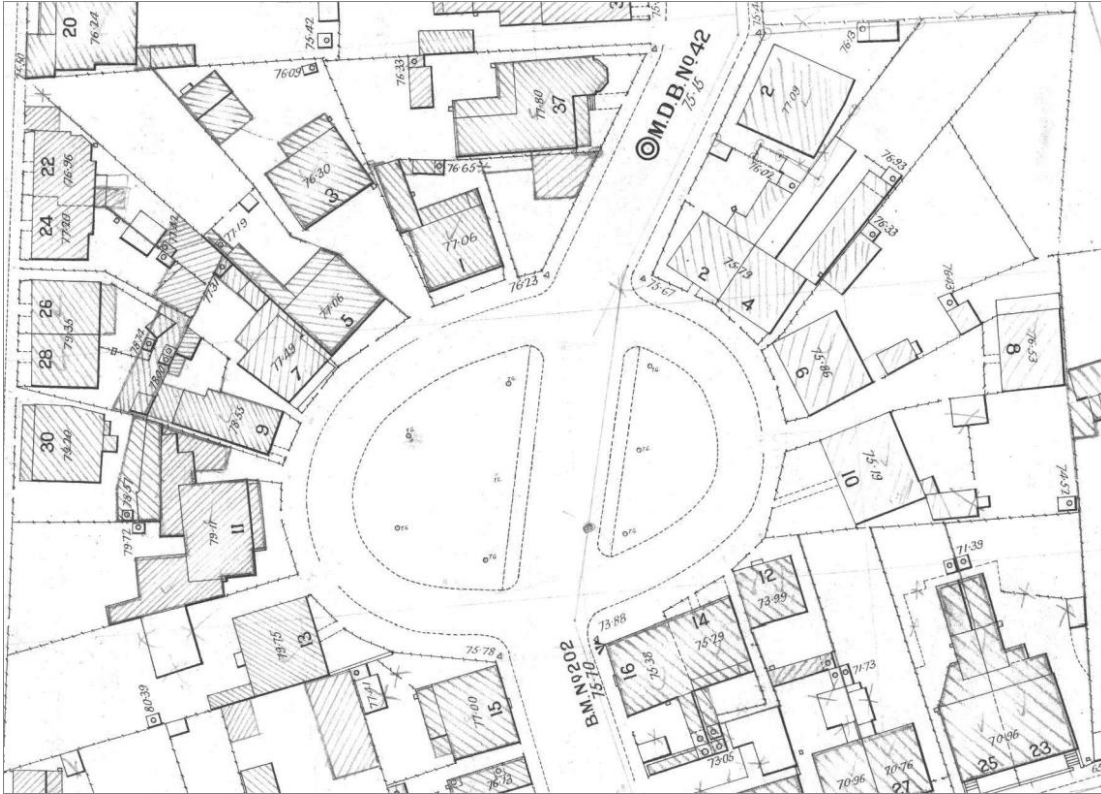
In 1858 according to F. Proeschel's Map, there was no Castray Esplanade and the only eastern access from New Wharf to Hampden Road was via Runnymede Street and through Arthur Circus. Runnymede Street was formed as part of a six acre subdivision of land owned by Askin Morrison. Runnymede was the name of Morrison's Prosser Plains property on the road to the east coast. Morrison also named his ship Runnymede, captained by Bayley, who in turn used the name for his home, later owned by Bishop Nixon and now the National Trust property at New Town.

By 1887, the main thoroughfare from New Wharf to Hampden Road was via Salamanca Place and then on through what today is Princes Park into Hamden Road.

Later again, Castray Esplanade was formed, providing road access around the waterfront and into Hampden Road. This led to two alternatives from the wharves to Hampden Road. Runnymede Street and Arthur Circus or Castray Esplanade. At this stage the Runnymede roadway passed directly through Arthur Circus cutting the central Village Green into two halves.

The diagram below shows detail from Metropolitan Drainage Board – City of Hobart Detail Plan No. 34, c.1908. This plan shows how Runnymede Street ran through the Arthur Circus Village Green. Note the unique street numbering of Arthur Circus. Compare with the current Arthur Circus plan with Runnymede Street numbering further below.

## Appendix C continued



The roadway was still straight through in 1945 as per the following set of photographs from that time with the circular road sections acting as service roads.





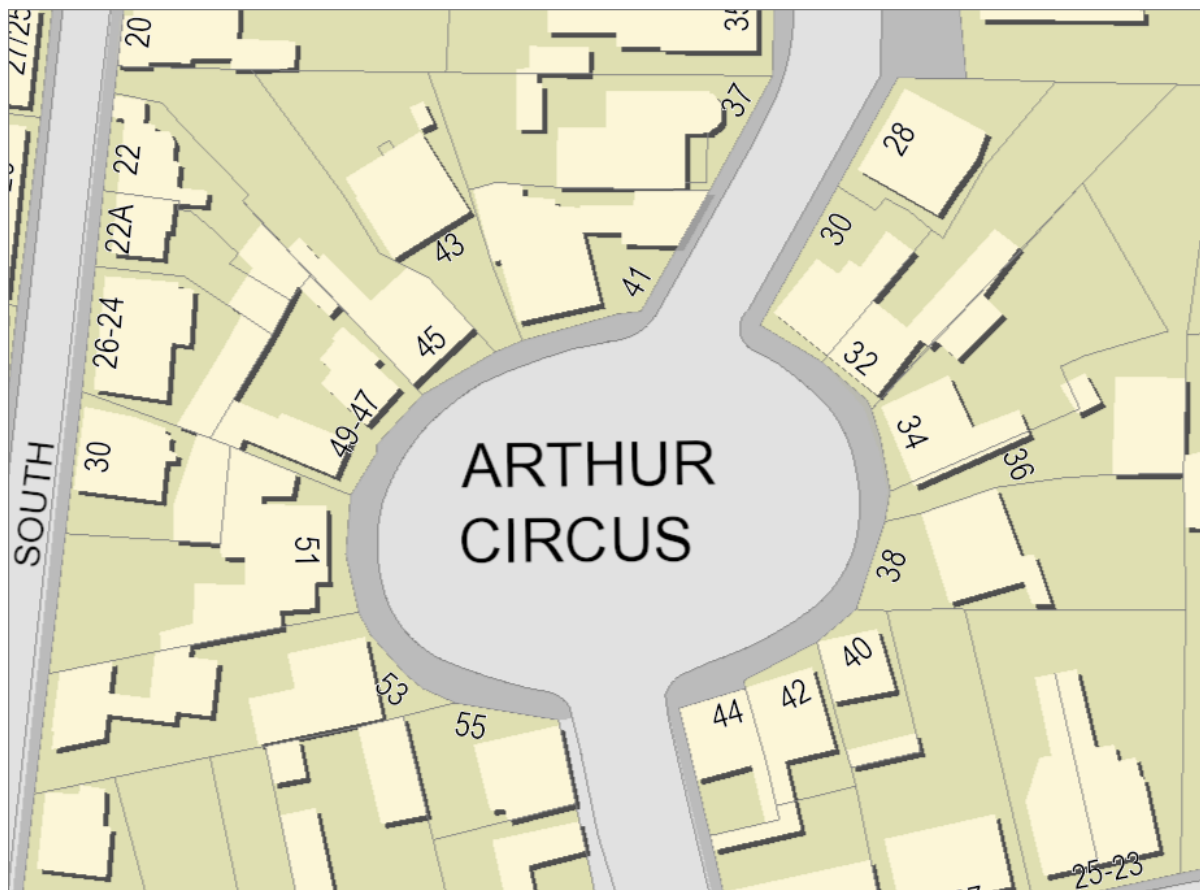
## Appendix C continued



The central Village Green was restored in 1951 to its original form and the roadway through the middle removed in favour of the 5 metre wide roadway circling the central Village Green

## Appendix C continued

Below is detail from a current HCC map, showing street numbers as part of Runnymede Street as changed in 1939 from specific 1 to 16 Arthur Circus numbering to become a part of Runnymede Street. I contend this action causes Hobart City Council to treat Arthur Circus as just another residential street rather than accord it the heritage tourist significance it attracts and deserves.



## Appendix D

Traffic and parking issues impinge on heritage tourist experience in Arthur Circus. Large vehicles continually flout the signage advising the road ahead is not suitable and consequently run over the Village Green.



Arthur Circus should be closed to vehicular traffic by preventing entry from Hampden Road thus making the precinct more pedestrian friendly. This would stop through traffic. Motor vehicle parking should be limited to one hour except for Arthur Circus residents. This would maximize visitor tourist experiences by avoiding commuter parking obscuring photographic recording by tourists of their visual recollection of Arthur Circus. Many visitors lament the presence of parked vehicles spoiling their panorama of

the precinct.

**A shared pedestrian friendly zone is already HCC policy for this area.**

**In a 2012-13 Hobart City Council survey of Battery Point concerning re-development of the commercial section of Hampden Road between DeWitt and Colville Streets, a significant majority of the respondents chose option 4. Arthur Circus joins this section of Hampden Road and could be added at little or no extra cost by closing vehicular entry to Arthur Circus from Hampden Road..**

*The preferred option (Option 4) was for a 'shared space' street concept with widened footpaths. It had the highest level of pedestrian improvements but also the highest cost. The proposal creates a 'shared space' between the building lines of the street. Kerbs and gutters would be removed and replaced with one open shared space which would be more informally delineated as footpath (north side), parking lane (north side), through lanes and footpath (south side). The delineation of the pedestrian, parking and moving lane spaces would be by careful use of materials – different materials, colours and textures. This option was the highest cost of all the options - estimated to be of the order \$1million.*

## Appendix D continued

### HCC Alderman are currently debating the idea of closing Arthur Circus at Hampden Road.

This is from HCC's Alderman Eva Ruzicka.

Personally thinking, having observed traffic build up in Battery Point and the often chaotic flows that occur during special events, I've wondered about making Arthur's Circus a one way flow only, in that traffic can only enter from Hampden Road and travel down the hill. It was built for 19<sup>th</sup> century transport, not cars and certainly not both ways. Indeed, I wonder if it is time to completely redraw the traffic flows of Battery Point such that the various rat runs are completely discouraged. You may remember I've raised the idea during the recent local government elections of having part of Hampden Road closed off to all but foot traffic, from the intersections of Hampden Road with Francis Street and Colville Street, effectively making drivers flow from Hampden into Colville, with Hampden Road one way entering off Castray Esplanade. That would make Arthur's Circus a closed loop with the opportunity of the bit of Runnymede Street between the Circus and Hampden Road as part of a landscaped proper village centre. Effectively, drivers would be discouraged from entering into Battery Point unless they really want to go there, and are diverted off onto the main roads or wider streets of Battery Point. This would be further encouraged by making Waterloo and Francis Street one way towards the river.

This from HCC's Alderman Anna Reynolds

### Love this street! Arthur Circus

What do you think about the idea of closing off Arthur Circus in Battery Point to 'rat-run' traffic? It's an idea that's been raised and debated in Council recently.

Arthur Circus is unique – it's the only circular road of its kind in the nation. Historically, Arthur Circus was originally a closed circle with entry and exit only from Hampden Road. Mr Askin Morrison purchased land in Arthur Circus to provide wharf access to Hampden Road through Runnymede Street. This was prior to Hampden Road and Castray Esplanade being formed.

Now that section of roadway is available, perhaps Arthur Circus should be returned to a non-through road? Howl it down, or cheer from the rooftops...I'm interested to hear your reaction.

## Appendix D continued

The following is extracted from HCC's policy document relevant to commuter parking in residential areas '**A PARKING STRATEGY FOR THE FUTURE 2012–2017**'

**"Commuter parking must be managed and regulated where it is causing negative impacts on visitor experience and important park values."**

"The Hobart City Council began the process of managing parking demand in its CBD when it became the first city in Australia to install parking meters in 1955."

"In the years following 1955, the Council continued to make innovative parking management decisions such as installing voucher machines in Salamanca Place, adopting multi-bay parking meter technology and installing some of Australia's earliest resident parking schemes in streets where 19th and early 20th century housing did not include sufficient off-street parking space to meet the demand from residents in the age of the motor car. The residents' problems were compounded by the growth of commuters seeking parking space in residential streets."

## Appendix D continued

**Authorised Residential Parking Permit holders** pay \$35 for a permit.

The following is HCC's current policy. Alderman have told me this policy is due for a review to include permits to be attached to a property to allow for visitors and tradespeople working on their property. More restrictions should apply to people who build on off street spaces who then demand an on-street permit. Also require permit holders to move their vehicle at least once in every 24 hours. All these would be beneficial to reducing unnecessary vehicular presence in Arthur Circus.

## Hobart

### Residential Parking (On streets where parking meters are not installed)

Residential parking zones (on non-metered streets) give residents a better opportunity of obtaining on-street parking in the vicinity of their property where those streets are heavily used by commuters. Residents with no available off-street parking for their vehicle may be able to purchase a permit that entitles them to unrestricted parking within their designated zone. Drivers of all vehicles without a resident parking permit may park in the resident parking zone but are subject to the parking restriction periods (usually one or two hours) shown on the parking signs. Permits may be purchased from the Hobart Council Centre on production of current registration papers and proof of residence.

For Enquiries, phone (03) 6238 2780 or (03) 6238 2781.

### Conditions Under Which Permits Are Issued

1. All initial enquiries should be made to the Customer Services Centre and to obtain permit(s) a resident (or residents' representative must visit the Customer Services Centre in person.
2. Residents need to provide the following information at the counter to verify vehicle ownership and residency:
  - **Vehicle**
    - Copy of current registration or a bill of sale bearing the vehicle registration number.
    - If the vehicle is not registered in the resident's name, a letter of authority is required from the owner as well as a copy of current registration papers (e.g. company cars).
  - **Residency**
    - Driver's licence bearing applicants name and address which will then be checked by officers against Council Rate Register and the State Electoral Roll.
    - A copy of Contract of Sale if applicant is purchaser of the property and is yet to have the address changed on documents.
    - Leased properties to be verified by a copy of lease or tenancy agreement, current rent receipt bearing applicant's name and address or a letter of tenancy from the landlord.

The number of permits that can be issued to a household depends on both the number of vehicles registered to the household and on the number of off-street spaces available to the household.

3. The number of permits to be issued is reduced by one (1) for each off-street parking space at that address. For example, if the household has two (2) vehicles and has one (1) off-street space then the household may be entitled to on (1) resident parking permit.

## Appendix D continued

A maximum of two (2) permits per household can be issued. (Household being a house, flat/self-contained residence).

The number of off-street parking spaces for a residence is to be determined from the Scheme. If a resident disagrees with the assessment then the resident must put the request in writing to the General Manager.

Under exceptional circumstances the number of permits granted to a household may be increased to three (3) or more at the discretion of the Council.

The resident must make the written application to the General Manager outlining the reasons for the request.

4. The cost of the permit is per the Council's [Fees & Charges](#). No refunds or discounts apply.
5. Resident parking permits are for use in close vicinity of the permit holders residence only.
6. The issue of a permit does not guarantee the availability of a space to the permit holder.
7. Permit is valid if affixed to the left-hand side of the windscreen of the vehicle with the registration number the same as that shown on the permit and to which the permit was originally issued.
8. Residents must remove permit labels if they dispose of the vehicle.
9. Permits are issued subject to the above conditions and may be revoked by Council at any time. A temporary resident parking permit may be available for monthly issue for a fee. Refer to the Council's [Fees & Charges](#) for pricing. The temporary permit issued to the resident for use by the
10. resident or, with Council's approval, for use by the resident's nominated visitor, trades person etc. The permit is not transferable.  
A permitted vehicle shall not remain parked in a manner to cause inconvenience or obstruction to other
11. residents in a residential parking zone in the same location for 7 or more consecutive days without being removed.
12. A residential parking permit may be cancelled by the General Manager or his nominee for non-compliance of permit conditions.