

HOBART RIVULET PARK STRATEGIC MASTER PLAN

Prepared for the Hobart City Council



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Hobart City Council



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CONTENTS

Executive Summary	i
Section 1 Introduction	1
1.1 Background	1
1.2 Purpose	3
1.3 Approach	7
1.4 Project Management	8
1.4.1 Key Stakeholder Group	8
1.4.2 Council Project Management	8
Section 2 Values and Significance	9
2.1 Natural Values	9
2.1.1 Physical Values	9
2.1.2 Biological Values	11
2.2 Cultural Values	14
2.2.1 Aboriginal Cultural Heritage	14
2.2.2 European Cultural Heritage	14
2.2.3 Aesthetic and Landscape Values	18
2.3 Use Values	19
2.3.1 Social	19
2.3.2 Recreation	19
2.3.3 Tourism	20
2.3.4 Water Supply	21
2.3.5 Flood Mitigation	21
2.4 Significance of the Hobart Rivulet Park	21
Section 3 Planning Context	23
3.1 Review of Existing Policies and Plans	23
3.2 Community Views	24
3.2.1 Experience Workshop	26
3.2.2 Household and On-line Survey	27
3.2.3 Rivulet Trail User Survey	28
3.2.4 Community Open Day	30
3.2.5 Private Residential Landowners (Upper Rivulet Park Area)	33
3.2.6 Gore Street Observation Survey	34
3.2.7 Summary	35
Section 4 Strategic Directions for the Hobart Rivulet Park	37
4.1 Vision Statement	37
4.2 Management Principles	38
4.3 Strategic Goals and directions	39
4.3.1 Goal 1 : To improve Accessibility, Safety and Amenity	39
4.3.2 Goal 2 : Strive for Sustainable Management	50

4.3.3 Goal 3 : Create a Distinctive and Appealing Experience.....	55
4.4 Master Plan	57
4.4.1 Overall Master Plan	57
4.4.2 Concept Plans	57
4.4.3 Hobart Rivulet Management Guidelines.....	83
Section 5 10 Year Action Plan	91
5.1 Introduction.....	91
5.2 Action Plan	91

Attachment 1 Experience Workshop Results

Attachment 2 Household, Landowner and Community Survey

Attachment 3 Household, Landowner and Community Survey Results

Attachment 4 Summary of Comments on Draft Hobart Rivulet Park Strategic Master Plan

Attachment 5 Interpretation Directions

EXECUTIVE SUMMARY

BACKGROUND TO PROJECT

The purpose of this project is to develop a Hobart Rivulet Park strategic master plan to guide the future development and management of the parkland and open space along the rivulet. The project considers the entirety of the rivulet but focuses primarily on the section of the Hobart Rivulet Park between Molle Street to the Wellington Park boundary. It also considers the links in open space and use to surrounding areas such as the city centre area, Knocklofty and West Hobart.

The preparation of the plan has involved extensive community consultation including meetings with key stakeholders, holding an experience workshop, a mail-out and web survey to landowners adjoining the Rivulet, an 'open day' and walks for the community, a survey of Hobart Rivulet Park users and contact was also made with individual landowners along the Hobart Rivulet where the master plan was considering the options for improving the connectivity of the open space and trail.

SIGNIFICANCE OF THE HOBART RIVULET PARK

The Hobart Rivulet Park is a diverse, layered landscape of natural processes intersecting with long human occupation by Tasmanian Aborigines and European settlers, historic land use patterns and on-going activity as part of the City's daily life of work and play.

As a landform and watercourse it connects the City to its Mountain both perceptually and physically. Vistas to the macro landscape of Wellington Park or the City centre and the harbour are enhanced by the Rivulet's micro-scenery of fine textured, multi-coloured vegetation, rock-outcroppings, and the sight of filtered and dappling light, intensified at times by ephemeral weather conditions. These visual perceptions, made more intense by the smells of the bush and earth and the aural experience of running water and the sounds of the wind that together mask the background noise of city-life.

As a natural corridor the Rivulet is home to a range of plant and animal species – some remnants of earlier functioning native ecosystems, others more recently and purposefully introduced as part of European settlement of the area or invasive from elsewhere.

For the residents of the City, the Hobart Rivulet Park, with its developed path network and open spaces, provides a functionality for commuting and space

for recreation, all within a soft, naturalistic setting in contrast to the developed built landscape of the adjacent suburbs and the City centre.

As a venue the Hobart Rivulet Park has provided a base for play, engagement, art, education, tourism, etc. where residents and visitors are able to access safe and enjoyable spaces. As a result, the Hobart Rivulet Park is highly valued by the community, with strong emotional attachments to it. Further, the community and Council share an aspiration for Hobart Rivulet Park to showcase sustainable living practices, encourage a healthy life-style and to effectively manage bushland and heritage values.

At a global scale, the Cascades Female Factory Historic Site has world significance through its listing as a World Heritage Area. Other portions of the Hobart Rivulet Park and South Hobart are regarded as having State heritage significance as evidenced by their listing on the Tasmanian Heritage Register – with over 100 properties being designated as of heritage importance. The Hobart City Council also recognises the value of the Hobart Rivulet to an understanding of the history of settlement and industrial development of the City through inclusion of portions of the study area in Schedule F, the Heritage Overlay to the *1982 City of Hobart Planning Scheme*.

SUMMARY OF COMMUNITY VIEWS

The values and strengths that the community and key stakeholders associated with the Hobart Rivulet Park most strongly were the:

importance of the rivulets' role in the historical development of Hobart, and the strong cultural heritage stories and fabric that can still be seen along its length;

strength of the 'naturalness' of the rivulet and surrounds, including the wildlife, native plants, and connection to Wellington Park;

significant opportunities for enhanced recreation, art, education, interpretation, and tourism along the Rivulet; and

the importance of the rivulet parkland and track in the daily lives of Hobart residents, including for exercise and relaxation, walking with dogs, commuting, play and gatherings.

The main issues, or challenges associated with the Hobart Rivulet Park were the:

need to improve the general appearance and maintenance;

desire for improved connections between the Hobart Rivulet Park and surrounding community facilities, services and residential areas, to Wellington Park, and through the C3 site;

need to improve safety, including key road crossing points (e.g. Molle Street and McRobies Road), at night (e.g. lighting along heavily used sections), and resolve real and perceived conflict between pedestrians and cyclists;

need to improve environmental management, including weed removal, water quality, and revegetation;

need for improved track conditions, in particular an all weather surface; and

occurrence of anti-social behaviour, and the need for improved surveillance.

VISION STATEMENT AND MANAGEMENT PRINCIPLES

The vision statement is a synthesis of the values, ideas and aspirations generated by the community and other stakeholders who took part in the consultation process. The vision statement is intended to provide Council and the community with an aspirational focus, to guide the planning, development, management and promotion of the Hobart Rivulet Park.

The Hobart Rivulet Park will provide visitors and residents with a range of outstanding experiences including the opportunity to enjoy a remarkable 'city to summit' trail experience. It will be a park:

where the diverse 'layers' of values are celebrated and show-cased;

that connects the city to the mountain – both conceptually and physically;

that provides a 'sense' of the natural in a largely urban environment;

that facilitates safe alternative transport, passive and active recreation, and safe linkages to surrounding community facilities and services;

where art, education, interpretation, and tourism are actively planned, implemented and promoted; and

where both residents and visitors are welcomed, feel safe and enjoy the environs and facilities.

The vision encompasses conservation and sustainability principles, aspirations for physical improvements, as well as the implementation of new experience elements, including art, education and interpretation.

The following management principles further reinforce the vision statement, and are intended to aid in its realisation – that is to guide future planning, development, use, and management.

The Hobart Rivulet Park will be managed:

as a well-connected public space, with a strong focus on community access, enjoyment, and education;

for a diversity of uses, with a focus on health and wellbeing (recreation, relaxation and play), contributing to the 'liveability' of Hobart as a safe, inviting and active space;

as a unique Hobart and Tasmanian visitor experience;

as an exemplar of sustainable design and management, where natural and cultural values are respected and enhanced;

engage visitors through information, interpretation and activities that create an understanding of the rivulets integral role in the development of Hobart; and

as a functional element of Hobart's stormwater system, with improvements to bring into line with contemporary stormwater management principles (e.g. Water Sensitive Urban Design).

GOALS AND STRATEGIES

The goals for the Hobart Rivulet Park are:

Goal 1 : To improve accessibility, safety and amenity.

Goal 2 : To strive for sustainable management.

Goal 3 : To create a unique and memorable experience.

A set of strategies have been identified for each goal and a 10 Year Action Plan indicates recommended actions for implementation.

GOAL 1: TO IMPROVE ACCESSIBILITY, SAFETY AND AMENITY

STRATEGIES	ACTIONS	PRIORITY
1.1. Develop a continuous open space corridor and shared trail along the Hobart Rivulet Park, between the Hobart CBD and Wellington Park – ‘a city to the mountain’ experience.	1.1.1 Enhance Collins Street for bicycle and pedestrian priority	Moderate
	1.1.2 Improve trail safety and connectivity between the Molle Street entrance and Cascade Brewery	High - Anglesea Street Parklands adjacent to C3 land, Degraes Street between Cascade Gardens to Tara Street and Cascade Gardens to the Cascade Brewery Moderate – Molle Street – McKellar Street, McKellar Street – Wynyard Street, Wynyard Street – Anglesea Street, C3 site to Tara Street
	1.1.3 Negotiate with some landowners near McKellar Street, Wynyard Street, Tara Street and the Upper Rivulet to improve trail alignment, the linkage of open space and experience values.	Ongoing
	1.1.4 Negotiate a partnership with the Cascade Brewery for opportunities to upgrade and formalise public access connection to Wellington Park.	Moderate —High
	1.1.5 Construct walking trail link along Ross Rivulet to link Forest Road and Knocklofty Reserve with Hobart Rivulet Park	High
1.2. Separate pedestrians and cyclists where possible.	1.2.1 Define separate trails for pedestrians and cyclists where possible between Molle Street and Cascade Gardens, with use of designated shared zones and some shared trail sections as shown in the Master Plans and Concept Plans	High - Moderate

STRATEGIES	ACTIONS	PRIORITY
1.2. Separate pedestrians and cyclists where possible.	1.2.2 Upgrade the cycle surface to a sealed surface	High – Molle Street – McKellar Street, Anglesea Street Parklands Moderate – Gore Street – Wynyard Street, Wynyard Street – Anglesea Street, Anglesea Street Parklands – Tara Street, McRobies Road – Cascade Brewery
	1.2.3 Upgrade the pedestrian trail with high quality compacted gravel	High – Molle Street – Gore Street, Anglesea Street Parklands Moderate – Gore Street – Wynyard Street, Wynyard Street – Anglesea Street, Anglesea Street Parklands – Tara Street, Low – Upper Rivulet between Cascade Brewery to Strickland Avenue Bridge
	1.2.4 Install on-road bike lanes where possible to improve safety for cyclists e.g. McKellar Street, Degraeves Street	Moderate
1.3. Develop the Hobart Rivulet Park trail primarily as a recreational experience, but with a low-speed commuting function.	1.3.1 Avoid the development of wide and straight trails that facilitate high speed cycle commuting within Hobart Rivulet Park	Ongoing
	1.3.2 Investigate options for on-road bike lanes on Macquarie Street and Cascade Road to cater for high speed cycle commuting	High - Moderate
1.4. Actively manage road-crossing points.	1.4.1 Review the safety of pedestrian and cyclist crossing on Molle Street given expressed community concerns about public safety and traffic speeds	High
	1.4.2 Install a pedestrian path of Gore Street bridge and narrow the intersection with McKellar Street to improve safety concerns on Hobart Rivulet Park trail	Moderate
	1.4.3 Upgrade the bridge to the C3 site on Anglesea Street to provide a safe pedestrian path	High
	1.4.4 Improve pedestrian and cycle safety on Degraeves Street and McRobies Road as shown in the concept plan for this area	High

STRATEGIES	ACTIONS	PRIORITY
1.4. Actively manage road-crossing points.	1.4.5 Improve pedestrian and cycle safety at western end of Cascade Gardens to Cascade Road	Moderate
	1.4.6 Improve pedestrian safety at Cascade Road between the Brewery offices and reception centre	High
	1.4.7 Continue existing footpath past Cascade Brewery along the top side of the lower car park to a safe crossing point at Old Farm Road with a connection to the Cascade Track.	Moderate
	1.4.8 Upgrade the safety for pedestrians and cyclists crossing Strickland Avenue to access the Rivulet Track	Low
1.5. Install lighting along heavily used sections of the Hobart Rivulet Park trail.	1.5.1 Install lighting on the trail between Molle Street and McKellar Street to help provide a safer connection to Gore Street	Moderate
	1.5.2 Investigate the need and value of installing lighting along other sections of the trail (e.g. Gore Street to Anglesea Street) in the longer term.	Low
1.6. Improve connectivity between the Hobart Rivulet Park and surrounding community services, facilities, amenities and residential areas.	1.6.1 Improve the connectivity between the CBD, Queens Domain, Sullivans Cove and the Molle Street entrance to Hobart Rivulet Park including improved visual treatment and directional signage consistent with the recommendations in the City Plan (Gehl 2010)	High
	1.6.2 Retain and maintain the existing steep track around the C3 site for alternative trail use	Ongoing
	1.6.3 Construct a new footbridge over the rivulet to Glen Street to improve accessibility to South Hobart shops and community facilities	Low

STRATEGIES	ACTIONS	PRIORITY
1.6. Improve connectivity between Hobart Rivulet Park and surrounding community services, facilities, amenities and residential areas (cont.)	1.6.4 Improve Cascade Gardens parking (eastern end of Gardens) to improve shared access and safer use (refer to Concept Plan 6)	Moderate
	1.6.5 Construct pedestrian link from the Hobart Rivulet to Saunders Crescent in South Hobart	Low
	1.6.6 Install street signs at the end of each street that connects with Hobart Rivulet Park	Low
	1.6.7 Consider installing bike lanes along Cascade Road and improving both pedestrian and cyclist safety past the Cascade Brewery site (northern side of road)	Moderate
	1.6.8 Consult with Cascade Brewery to investigate the potential to formalize pedestrian and bike access to the existing track between Marlyn Road and Old Farm Road	High
	1.6.9 Construct the missing section of footpaths along Strickland Avenue to improve safety for pedestrians	Low
	1.6.10 Improve pedestrian and cycling access through Cascade Gardens (i.e. widening shared path) and connection to Cascade Road and Cascade Brewery car park at the western end	Moderate
	1.6.11 Support further joint initiatives by Council, Cascade Brewery and community for development and management of authorized and safe trail connections with Hobart Rivulet Park, Wellington Park and residential areas	Ongoing
	1.6.12 Investigate opportunities to link Hobart Rivulet Park to other nearby reserves including Ridgeway Park, Wellesley Park and Wentworth Park	Moderate
	1.6.13 Consider bike trail connections from Hobart Rivulet Park along McRobies Road to bushland areas buffering the landfill site given the interest for mountain bike riding access and use of this area	Low
	1.6.14 Work with Cascade Brewery to determine the best location to provide improved parking for users of the Cascades Track	Moderate

STRATEGIES	ACTIONS	PRIORITY
1.7. Improve opportunities for passive recreation, including picnicking, barbeques, community gathering and events, and relaxation.	1.7.1 Implementation of the concept plans for key open space nodes along Hobart Rivulet Park : entry off Molle Street (Concept Plan 1) area at the start of the Hobart Rivulet Park (Concept Plan 2) area at the end of Wynyard Street (Concept Plan 3) Anglesea Street Parklands site (Concept Plan 4) Degrares Street (Concept Plan 5) Cascades Gardens – Cascade Brewery (Concept Plan 6).	High – Concept Plans 4 and 5 Moderate – Concept Plans 2,3 and 6 Low – Concept Plan 1
	1.7.2 Investigate the potential to develop a community orchard on the grassed bank below McKellar Street	Low

GOAL 2: TO STRIVE FOR SUSTAINABLE MANAGEMENT

STRATEGIES	ACTIONS	PRIORITY
2.1. Maintain and enhance the environmental and cultural values of the Hobart Rivulet Park.	2.1.1 Further investigate and document the natural and cultural values, to improve knowledge and identify management priorities (e.g. creation/enhancement of wildlife corridors, threatened species management)	Ongoing
	2.1.2 Implement water sensitive design solutions as new development and redevelopment opportunities arise.	Ongoing
	2.1.3 Prepare a Catchment Management Plan for the Hobart Rivulet	High
	2.1.4 Improve stormwater practices for the McRobies Gully Waste Management Centre including application of WSUD principles	High
	2.1.5 Develop progressive rehabilitation plans for the Hobart Rivulet banks that identify the progressive removal of declared weed species and recognised environmental weeds such as crack willow and sycamore and preparing planting/landscaping plans for revegetation.	Ongoing

STRATEGIES	ACTIONS	PRIORITY
2.1. Maintain and enhance the environmental and cultural values of the Hobart Rivulet Park.	2.1.6 Regularly monitor the water quality, to create a base-line data set, and better understand conditions affecting water quality (e.g. pollutant sources);	Ongoing
	2.1.7 Document and protect the historical fabric within and adjacent to Hobart Rivulet Park, and incorporate into the interpretive program	High - Moderate
	2.1.8 Work with the Cascades Female Factory Historic Site and Cascade Brewery as the major cultural sites adjacent to the Hobart Rivulet, to contribute to the cohesive delivery of interpretation, and therefore, Hobart Rivulet Park experience	High
	2.1.9 Work with adjoining landowners to improve environmental management practices, maintain and enhance visual values, whilst ensuring the privacy and security of private residents and business owners is maintained.	Ongoing
	2.1.10 Protect the Cascade Brewery water supply near the entry to the Rivulet Track	Ongoing
2.2. Develop management partnerships between land managers responsible for land within, and surrounding the immediate Hobart Rivulet Park.	2.2.1 Continue to co-ordinate bushfire planning and management between Council, Cascade Brewery, and the Wellington Park Management Trust)	Ongoing
	2.2.2 Encourage joint management arrangements for cross-tenure recreational trails (e.g. between Council, Cascade Brewery, Wellington Park Management Trust, and private residential land owners in some cases), connecting the mountain to the city	Ongoing

STRATEGIES	ACTIONS	PRIORITY
2.2. Develop management partnerships between land managers responsible for land within, and surrounding the immediate Hobart Rivulet Park (cont.)	2.2.3 Foster consistent approaches to design (signage, trail construction), interpretation and information provision	Ongoing
	2.2.4 Facilitate tourism development and community event opportunities associated with the Hobart Rivulet Park.	Ongoing
2.3. Continue to support community partnerships to contribute to the environmental management of the Hobart Rivulet Park.	2.3.1 Council support and where possible resource groups such as the South Hobart Bushcare Group to undertake environmental works such as weeding, revegetation, rehabilitation of eroded sections of the Rivulet, water quality monitoring and wildlife monitoring.	Ongoing
	2.3.2 Develop a Working Group involving key stakeholders along the Hobart Rivulet Park and Council officers to monitor improved management, implementation and review of the Strategic Master Plan actions	High
	2.3.3 Council work with the Climbers Club of Tasmania to improve climbing amenity in the Fruehauf area including help with the cleaning up of past waste e.g. old wrecks, cables, broken glass, weeds and other rubbish.	Ongoing
	2.3.4 Support the opportunity for the role of a Friends of Hobart Rivulet Group to be formed and assist with the management of Rivulet environs.	Moderate

GOAL 3: CREATE A DISTINCTIVE AND APPEALING EXPERIENCE

STRATEGIES	ACTIONS	PRIORITY
3.1. Develop and implement an Interpretation Plan for the Hobart Rivulet.	3.1.1 Prepare a three-year Interpretation Plan based on the interpretation directions outlined in the Master Plan including new interpretation opportunities at TMAG/Dunns Street, Elizabeth Street Mall, Barrack Street Bridge, near 208 Collins Street and as identified in the Concept Plans 1-4	Moderate
3.2. Package and promote the Hobart Rivulet Park as an integrated experience.	3.2.1 Develop a unifying marketing concept to use in promoting the Hobart Rivulet Park and ensure that it is aligned to interpretation	Moderate
	3.2.2 Ensure that promotion highlights the linkages to Cascade Brewery, the Cascade Female Factory Historic Site and Mount Wellington	High
	3.2.3 Promote the Hobart Rivulet Park experience on-line via tourism websites, including www.discovertasmania.com , Hobart City Council and Wellington Park Management Trust's website	Moderate
3.1. Develop and implement an Interpretation Plan for the Hobart Rivulet.	3.2.4 As part of the initial effort to position the Hobart Rivulet experience more strongly, develop a brochure for distribution via tourism providers and the Hobart Visitor Centre, as well as potential partners such as the Tasmanian Museum and Art Gallery	Moderate
3.2. Package and promote the Hobart Rivulet Park as an integrated experience (cont.)	3.2.5 Promote the modified Hobart Rivulet Waterways Tour	Moderate
	3.2.6 Update publications promoting local walks, such as HCC's <i>Hobart Walks: A Guide to Hobart's Tracks and Trails</i> , to reflect the new focus on a unified experience.	High - Moderate
3.3. Support the development of tourism products that encourage visitors to make a connection with the significance of the Hobart Rivulet Park.	3.3.1 In conjunction with stakeholders and partners, Hobart City Council to foster the development of tourism products based on the Rivulet's natural and cultural heritage and its contemporary use and community significance	Ongoing
	3.3.2 Undertake infrastructure planning to take into account any identified requirements that support tourism product development	Ongoing

MASTER PLANS AND CONCEPT PLANS

The report includes Master Plans covering the rivulet and Site Concept Plans showing more detailed recommendations at the following five sites:

entry off Molle Street;

area at the start of the Hobart Rivulet Park;

area at the end of Wynyard Street;

Anglesea Street Parkland near the Christian City Church site;

Degraves Street; and

Cascades Gardens - Cascade Brewery.

SECTION 1

INTRODUCTION

1.1 BACKGROUND

The Hobart Rivulet emerges from below The Springs in Wellington Park at an altitude of 700m to flow naturally over the Strickland Falls to South Hobart and into the city centre, where it is mainly underground before finally reaching the River Derwent near the Hobart Regatta grounds. The rivulet flows a distance of 9.5km into the Derwent Estuary.

Map 1.1 shows the location of the Hobart Rivulet Park and the links to the CBD and other key parks and reserves within the City.

The rivulet has been an important asset to all those that have lived within its catchment. For many thousands of years the Mouheneenner band of the South East tribe sourced fresh water and used the rivulet as a trail. The Rivulet was crucial to the early settlement and development pattern of Hobart. It provided a good water supply, the source of power for running local mills and also a convenient dumping place for waste. However, the polluted waters aided the spread of disease and eventually led to measures for improving sanitation, redevelopment of land and diversion of the rivulet beneath the city centre. The rivulet also provided suitable flat land for local industries, commercial activities and residential living. One of the main purposes of the Rivulet has been and continues to be conveying stormwater and floodwaters to the Derwent River.

There are many historic features of past use still evident today. This includes the Cascade Brewery, Cascade Female Factory, Cascade Gardens, old mill buildings, other industrial buildings, residences and infrastructure such as bridges and the constructed water diversion tunnels.

Today, the rivulet provides a valuable connection between the city and two of its greatest natural and recreational assets – the River Derwent and Mt Wellington. The Council manages considerable public open space along it, which is designated as the Hobart Rivulet Linear Park and provides a haven for many users. The Hobart Rivulet Linear Park¹ (here after referred to as the Hobart Rivulet Park) forms part of the community open space for residents living in central Hobart and South Hobart, whilst also an accessible parkland

¹ Whilst the word linear implies the length of the park, it is recommended that the name Hobart Rivulet Park will be better for promoting and marketing the values and experience found along its route. This recommendation was accepted by Council during the course of the project.



for city centre workers during the day. The Hobart Rivulet Park has a shared trail along much of the rivulet course and this attracts strong use from walkers, bike riders, dog walkers and joggers for either commuting, recreational or fitness purposes.

The landscape along the Hobart Rivulet Park is diverse and inter-changing from the natural bushland prevalent above Cascade Brewery, to a mix of exotic and natural plantings, and escaped garden and other species through South Hobart, to a concrete surfaced urban environment from Molle Street to the river. Along the Hobart Rivulet Park, users can find small enclaves of developed parkland that cater for relaxation, play and picnics.

It is no surprise that the Hobart community place great value on the Hobart Rivulet Park as an open space corridor linking the city hub to the South Hobart residential area and bushland setting of Wellington Park. This study provides the opportunity to address the need for the Hobart Rivulet Park to provide a cohesive and integrated experience.

1.2 PURPOSE

The impetus for preparing the strategic master plan came from Council support for a successful submission by the Mountain Festival and South Hobart Progress Association to address the environmental, social, cultural, historical and economic potential of the Hobart Rivulet Park. The vision expressed in the submission was:

“to transform the existing Hobart Rivulet Park from Collins St (Molle St) to Wellington Park into a permanent, civic and tourist trail including walking and bicycling tracks. This will include a series of landscapes of indigenous flora, a permanent sculpture trail that reflects the natural settings, as well as supporting amenities and facilities, by the year 2025.”

The timing for preparing a master plan also coincided well with major initiatives by Council to purchase land along the Hobart Rivulet Park from the City Christian Church in late 2009. Development of this land will overcome a major obstacle to the ease of movement along the trail between Anglesea and McFarlane Streets². The Council has been working closely with Cascade Brewery to construct a new walking track that will extend over Brewery land along Guy Fawkes Rivulet to Wellington Park. Both these projects will

² Currently there is a steep trail that traverses around the City Christian Church site and this has been a deterrent for some people to access the Rivulet on a regular basis. The acquisition of public open space along the Rivulet will allow convenient trail access at grade along the rivulet in the future.

substantially improve the accessibility of the rivulet to the community and the connectivity to the city's open spaces for recreational use.

The purpose of this project is to develop a Hobart Rivulet Park strategic master plan to guide the future development and management of the parkland and open space along the rivulet. The project considers the entirety of the rivulet but focuses primarily on the section of the Hobart Rivulet Park between Molle Street to the Wellington Park boundary. It also considers the links in open space and use to surrounding areas such as the city centre area, Knocklofty and West Hobart. Map 1.2 conceptually shows these important within the City.

The project brief outlines three key outcomes:

the identification of the values and significance of the Hobart Rivulet Park, which will guide the development of a vision;

policies and principles through which the vision will be realised; and

strategic actions to develop and upgrade the area over a 10 year period.

The brief also identifies a spectrum of key issues that are addressed in the Master Plan, including:

identification of the context - the role and status of the Hobart Rivulet Park experience within the wider context of the City of Hobart;

establishing a vision - to recognise the significance of the Hobart Rivulet Park, and provide a foundation for future development and management;

protection of core values - identification of the values, and how they can be protected;

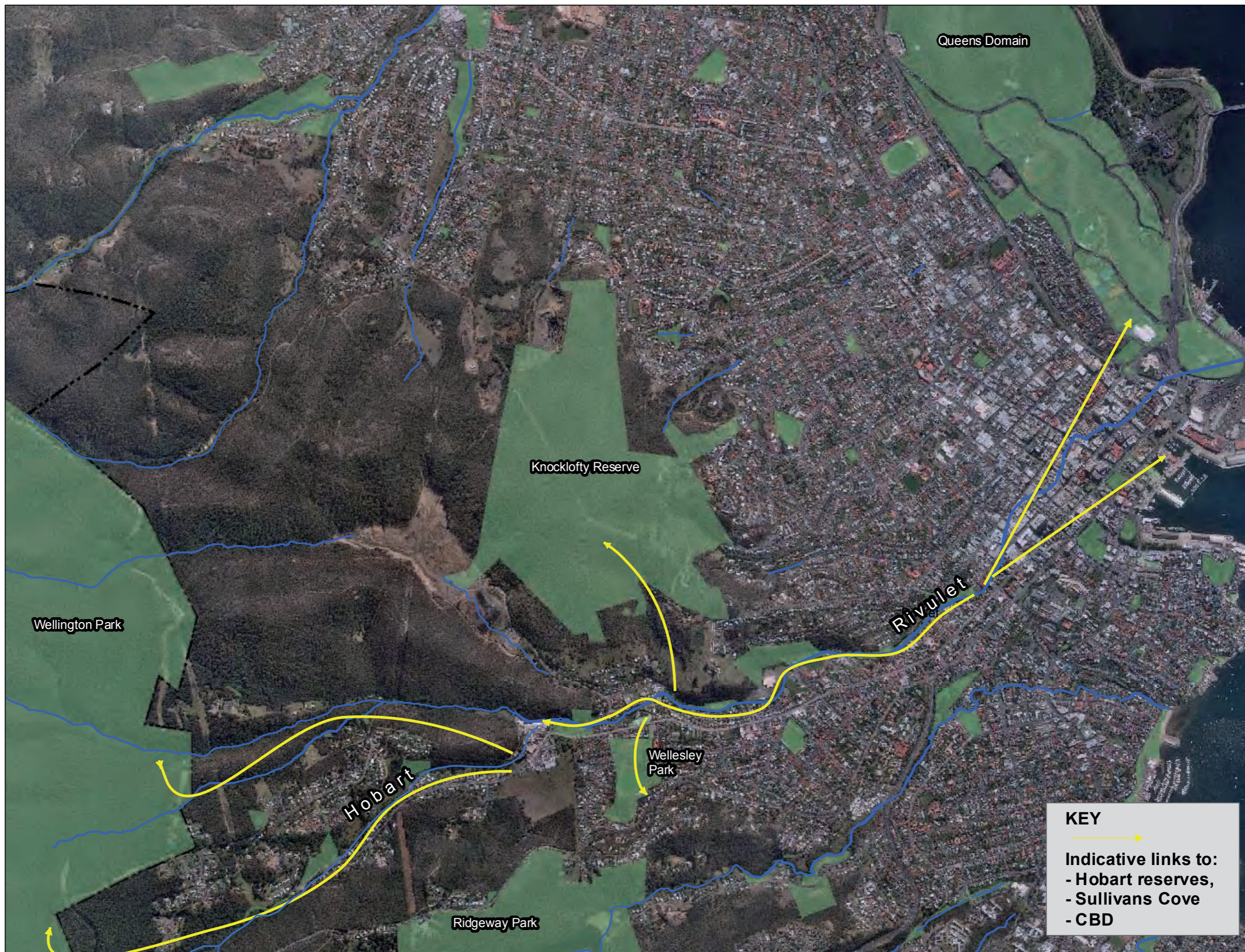
attraction - identification of key opportunities, priority actions, experiences and facilities;

design – development of design guidelines/criteria, to inform and provide a consistent design framework for the Hobart Rivulet Park; and

Map 1.2:
Hobart Rivulet Links

0 125 250 500
Metres

1:19,000



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access – consideration of how access to the Rivulet can be improved, including linkages to surrounding areas and attractions, extension of the linear park from Cascades Gardens to Wellington Park, and improvements for universal and shared access.

1.3 APPROACH

The project was undertaken in seven main stages:

Stage 1 - Project start-up;

Stage 2 - Initial site assessment and research;

Stage 3 - Key stakeholder consultation program;

Stage 4 - Strategic assessment of the values, significance and opportunities;

Stage 5 - Community consultation event;

Stage 6 – Preparation of the draft Master Plan; and

Stage 7 – Preparation of the *Final Hobart Rivulet Park Strategic Master Plan*.

Consultation was an important component of the project. Stage 2 involved meetings with key stakeholders, holding an experience workshop, and a mail-out and web survey to landowners adjoining the Hobart Rivulet Park. Stage 5 involved an ‘open day’ and walks for the community where people could identify the issues and opportunities that should be tackled within the master plan process. A survey of Hobart Rivulet Park users was also conducted on a working day and weekend in early December to canvas views about the park. Contact was also made with individual landowners along the Rivulet where the master plan was considering the options for improving the connectivity of the open space and trail. The draft master plan was placed on public exhibition and Council’s website inviting community review and comment. In addition two community forums were organised in South Hobart to allow for a presentation and discussion of the draft plan. A total of 48 written submissions were received and these were reviewed and discussed with the Council Project Management Group and the Key Stakeholder Group (refer to Attachment 4 for a summary of the public submissions).

1.4 PROJECT MANAGEMENT

1.4.1 Key Stakeholder Group

An external key stakeholder group was established to assist with guiding the preparation of the plan. The group consisted of representatives from key stakeholders including the Cascade Brewery, Cascade Female Factory Historic Site, City Christian Church, Mountain Festival Committee, South Hobart Bushcare Group, South Hobart Progress Association and the Wellington Park Management Trust. The group was involved in the initial briefing, experience workshop, community consultation events and reviewing the draft master plan.

1.4.2 Council Project Management

The Council also established an Internal Reference Group of Council staff covering a wide range of expertise and responsibilities that were relevant to the preparation of the master plan (e.g. recreation, bushland management, transport, environment services, engineering, heritage, public art, community development, planning and architecture).

A Project Management Group was formed with core Council staff from the Internal Reference Group to oversee the preparation of the master plan.

The Project Manager from Hobart City Council was Jill Hickie, the Senior Park Planner.

SECTION 2

VALUES AND SIGNIFICANCE

This Section of the report summarises the natural, cultural and use values of the Hobart Rivulet Park based on a review of existing range of information sources, community consultation and site visits. It provides an overview of the social, economic and environmental significance of the Hobart Rivulet Park.

2.1 NATURAL VALUES

The following information has been compiled from the review of the background documents listed in Section 3.1, in addition to information gained from site visits, internet research, and discussions with Council staff and others. In particular, the report *Upper Hobart Rivulet Natural Area Action Plan* prepared for Cascades Landcare Group in 2000, was particularly useful in its summary of the natural values of the Upper Hobart Rivulet Park. It should be noted that this report focuses on the section of the rivulet from Cascade Brewery to the Wellington Park Boundary (the 'upper' Rivulet).

The natural values are discussed in terms of the physical values and biological values.

2.1.1 Physical Values

CLIMATE

The climate of Hobart and the study area, in combination with prevailing western winds, is strongly influenced by the topography of Mt Wellington. As expected, the immediate catchment and upper reaches of the Hobart Rivulet Park experience higher annual rainfall, lower temperatures and reduced sunlight, in comparison to the lower, urbanised reaches of the Rivulet. For example, the catchment receives ~1335mm annually³, whilst the lower reaches receive ~567mm⁴. The Rivulet, therefore, passes through a gradient of micro-climates on its journey from the mountain to the estuary.

³ http://www.bom.gov.au/climate/averages/tables/cw_094066.shtml Accessed 26th October 2010 (Mt Wellington – The Springs).

⁴ http://www.bom.gov.au/climate/averages/tables/cw_094030.shtml Accessed 26th October 2010 (Hobart Botanical Gardens).

GEOLOGY AND SOILS

The geology of the Rivulet is characterised by Permian bedrock, including fine sandstone, coarse siltstone, fossiliferous mudstone, and some thin deposits of conglomerate and limestone. Smaller areas are underlain with Triassic sandstone and mudstone, and a section of the upper Rivulet, in the area of the Wellington Park boundary, is underlain by Dolerite talus⁵.

Soils are predominately Permian-derived thin, yellow-grey silty sand and gravels, overlaying thick yellow clay/gravel⁶. The smaller sections of the study area underlain with Jurassic Dolerite are characterised by thin black clay soils, with a transition to exposed Dolerite bedrock⁷. Tertiary derived yellow-grey sand overlaying yellow-white clay is found in the southern section of the study area⁸.

The Permian and Tertiary-derived soils, being shallow, are prone to sheet, rill, gully and tunnel erosion on slopes, and level drainage flats prone to waterlogging⁹. Dolerite-derived soils are less susceptible to erosion, however, landslides and 'soil creep' can occur in steep areas following heavy rainfall.

HYDROLOGY AND WATER QUALITY

The Rivulet has a drainage area of ~2,190 ha¹⁰. The major tributaries of the Rivulet are the Guy Fawkes Rivulet to the north of the Hobart Rivulet Park, and Featherstone Creek to the south. A number of other small creeks and drainage lines feed into the Hobart Rivulet.

The source of drinking water for the early colony, the Rivulet quickly became polluted as the settlement expanded (see Section 2.2.2). Moves were made to create an alternative water supply to provide clean drinking water for the town. Today, water quality mirrors the on-going use of the Rivulet as an urban stormwater drain with improvements in recent years through the introduction of greater litter and sediment controls. Nonetheless, bacterial pollution remains and from time to time, the rivulet is a seeming source of undesirable odour, noticeably at times of low flow. Flows into McRobies Creek from the McRobies Gully tip also contribute to odour and pollution concerns.

⁵ Sinclair Knight Merz (2000) *Cascades Landcare Group: Upper Hobart Rivulet Area Action Plan*, page 3, Hobart, Tasmania.

⁶ Ibid

⁷ Sinclair Knight Merz (2000) *Cascades Landcare Group: Upper Hobart Rivulet Area Action Plan*, page 3, Hobart, Tasmania.

⁸ Ibid

⁹ Sinclair Knight Merz (2000) *Cascades Landcare Group: Upper Hobart Rivulet Area Action Plan*, page 4, Hobart, Tasmania.

¹⁰ Ibid

The Rivulet has a history of natural flooding that is evidenced by the presence of sandy bars at its outlet at the time of first settlement. Various beds of prehistoric shingle and other sediments are likely to occur in profiles along the lower course of the river where the topography flattens and water speeds drop.

As development of the settlement occurred localised flooding increased, impacting on development along the course of the Rivulet. As early as 1824, work on the 'New Cut' began¹¹, altering the natural course of the Rivulet away from the area now occupied by the Grand Chancellor Hotel and the Town Hall, and its outlet at Victoria Docks. The stone-lined 'New Cut' diversion is visible today at the rear of the Royal Hobart Hospital in Collins Street and continues eastwards to the Hobart Regatta grounds.

Despite channelisation, flooding still occurs at various locations, the most significant flooding being in 1968 when debris from the fires the year previous built up at various locations along the course of the Rivulet where it then breached its banks and caused major damage to various areas in the city centre. Since that time, 'trash racks' have been installed along the rivulet to capture debris and alleviate similar flooding issues.

The Rivulet is a principle stormwater disposal facility and as such is required to carry a high volume of water. The 'time of concentration' within the catchment is short, meaning that stormwater rises and falls quickly in a rainfall event, returning rapidly to a 'normal flow' once rainfall stops. This 'run of river' environment, i.e. the quick build up of high volumes of water, means that there are on-going concerns for flooding in the CBD during significant rainfall events. Council maintain the course of the Rivulet to reduce this potentiality, with particular emphasis on the quick discharge of water through the system but increasingly with a view to retarding the volume of water entering the system from upstream through the use of water sensitive urban design principles applied to public and private developments.

2.1.2 Biological Values

NATIVE VEGETATION

Remnant native vegetation along the Hobart Rivulet provides a number of benefits, including a habitat corridor, connecting urbanised environments to other 'islands' of native vegetation in South Hobart and surrounds, allowing the movement of native plants and animals. Remnants of native vegetation along sections of the Rivulet are representative of the forest communities once more

¹¹ City of Hobart (1988) *Hobart Rivulet Historical Study*, page 11.

wide-spread in the area, and contribute to water quality and stormwater management where present, particularly in the upper catchment.

The *Flora and Fauna Habitat Identification and Assessment Process 2004* report¹² (North Barker & Associates) lists seven vegetation communities located in the study area. Native vegetation extends from Liverpool Crescent through to Wellington Park. Three are listed as threatened vegetation communities under Schedule 3A of the *Nature Conservation Act 2002*. Another vegetation community is under review and it is considered that it may also be listed as vulnerable. Four flora species listed under the Threatened Species Act have also been located in the catchment.

Habitat corridors, or 'green' corridors are often described as the 'lungs' of a city, bringing nature to urban spaces, with aesthetic and restorative benefits for urban-dwellers. Hobart residents referred to the importance of the vegetation of the 'green' corridor, in providing habitat for native species, connecting the city of Hobart to nature, and acting as a corridor to 'wilder' areas.

Native vegetation has been invaded by weeds, dissected by trails, roads and other development, and is generally fragmented. Despite this, there is a contiguous connection of native vegetation from the Cascade Brewery area through the South Hobart foothills to Wellington Park, and north to Knocklofty Reserve.

EXOTIC VEGETATION

Whilst the remnant vegetation of the Rivulet is important for its habitat value – primarily for ubiquitous native species adapted to urban environments – the 'perceived naturalness' of the Rivulet corridor appears to outweigh ecological values in a broader conservation context. Importantly that 'naturalness' is threaded through by substantive areas of exotic vegetation, much of the biomass of which is from a suite of ubiquitous environmental weeds such as gorse, broom, blackberries, blue periwinkle, ivy, hawthorn and crack willow.

Whilst some of these species may have been introduced for their ornamental (periwinkle), functional (hawthorn) or food values (blackberries), they have affected a much greater environmental and visual change in the landscape than they were intended to in the limited purposeful plantings from which they might have originated. Importantly, these weeds, in combination with clearing and on-going disturbance have created conditions where they can out compete the diversity of native species that were present in the area at the time of settlement and those that remain today.

¹² North Barker & Associates *Flora and Fauna Habitat Identification and Assessment Process 2004*

Over time the dominance of some of these weeds, particularly the hawthorn and crack willows has created a sentiment of attachment on the part of some residents who favour their colour and form and the bio-engineering role they play in bank stabilisation. Nonetheless, crack willows is identified as a weed of National significance (WONS) as it can create long term and on-going environmental impact, displacing native plant species and smothering native stream fauna with massive autumn leaf drop. It can also change stream dynamics and form with their water hungry matted root stock choking the creek-banks.

Apart from the willows, there is a fairly consistent feeling that weed species along the Rivulet should be replaced with either native vegetation or appropriate exotic species that are not invasive and in keeping with the European heritage character of the corridor such as fruit trees (reminiscent of the orchards in the area).

F A U N A

Habitat fragmentation, disturbance and competition with exotic species are likely to be factors affecting presence and frequency of occurrence of native species. No comprehensive survey of native fauna species within the study area has been undertaken to date. An indicative list of species – both known and likely to occur, is included in the *Upper Hobart Rivulet Natural Area Action Plan*. The species list includes 14 mammals, 28 birds¹³, 4 reptiles, 2 amphibians, and 4 fish species.

Ten species of conservation significance known or thought to occur within the study area, are included in the *Upper Hobart Rivulet Natural Area Action Plan*. North Barker and Assoc (2004) provides supplementary information on potential and known habitat of threatened fauna. Species include the grey goshawk, swift parrot, Eastern barred bandicoot, and the Mount Mangana stag beetle.

Several native species are expected to be present within the Upper Rivulet area, such as Bennetts wallabies¹⁴ have been seen but other species such as wombats, Tasmanian devils, and eastern quolls are rarely seen. Platypus have been recorded as far downstream as the hospital, albeit this sighting followed heavy river flows where individuals would have been washed downstream. Nonetheless, higher up in the catchment where there is adequate habitat, sightings are more frequent.

¹³ This number is likely to be significantly under estimated. Don Knowler, for instance has identified 84 native species in the Waterworks Valley, the conditions of which would not be dissimilar to those in the Hobart Rivulet valley. See <http://waterworksvalley.com/wp-content/uploads/2010/02/Fauna-List.pdf>

¹⁴ For example, wallabies have often been seen near the South Hobart Primary School –(source pers. comms).

Aquatic organisms include the common froglet, brown tree frog, common jollytail (common galaxis), mountain galaxis, shortfin eel and the brown trout.

Other native species are likely to be present, typically including those that are adapted to urban environments and common elsewhere.

Common introduced species include ducks, rats (often in plague proportions), blackbirds, swallows, and mice. Feral cats are also occur, especially in large numbers around McRobies Gully landfill site.

2.2 CULTURAL VALUES

2.2.1 Aboriginal Cultural Heritage

The Mouheneenner band of the South East tribe inhabited the area that is now known as Greater Hobart. Ryan¹⁵ describes the seasonal movements of the South East tribe as taking place up and down the coast – between the Derwent Estuary and as far south-east as Maatsuyker Island, with occasional ventures inland. The Hobart Rivulet would have provided an important source of fresh water for the people of the Mouheneenner band.

The Hobart Rivulet Park trail is believed to follow a pathway possibly used by Tasmanian Aboriginal people for generations prior to European arrival.

2.2.2 European Cultural Heritage

Much has been discovered, recorded and surmised about the European history of the Hobart Rivulet Park. The following discussion is not intended to be comprehensive, but provides a summary of the function and reincarnation of the Hobart Rivulet throughout the various stages of Hobart's evolution. Further detail regarding the post-European history of the Rivulet can be found in the documents listed in Section 3.1.

The report - *Hobart Rivulet Historical Study*, lists six interpretive themes¹⁶, which briefly encapsulate the historical importance and function of the Rivulet following European occupation:

it's critical importance to early industry (in particular flour milling, distilling and brewing);

the town water supply;

¹⁵ Ryan, L. (1996) *The Aboriginal Tasmania*, Allen and Unwin Pty Ltd, NSW

¹⁶ City of Hobart (1988) *Hobart Rivulet Historical Study*, page 3.

the Rivulets function as a drain and a sewer long before Hobart had considered other methods of disposing of wastes;

the development of major residences (particularly those like Milton and Vaucluse immediately adjacent to Gore Street);

the connections which link the Rivulet to the convict heritage of Tasmania, particularly through the Female Factory in South Hobart; and

the development of small holdings close to the city – some of which functioned as dairy farms up until the Second World War.

CRITICAL IMPORTANCE TO EARLY INDUSTRY

Breweries and distilleries were attracted to the rivulet from very early on. The Dudgeon and Bell Derwent Brewery at the South Hobart end of Collins Street is known to have been in operation as early as 1822¹⁷, and Wood and Spencers situated next the Rivulet at the end of Victoria Street was still operating in 1872¹⁸. The Cascade Brewery is the most well-known brewery associated with the Rivulet, and the only extant example remaining. The Cascade Brewery was predated on the same site by Degraives saw mill. Degraives diversified into brewing and flour milling in 1824, when timber supplies in the area were decreasing.¹⁹ The brewery and associated operations relied on the clean mountain water of the upper Rivulet. It appears that Degraives was accused of monopolising the water supply by other business owners and residents, reliant on the Rivulet.

Other industries located along the Rivulet included timber mills (Upper Rivulet), tanneries, quarries and flour mills. The last tannery situated beside the Rivulet between Wynyard and Weld Streets in South Hobart, operated up until 2009. Flour mills were prevalent, and included the 'Old Mill' located 150m beyond the end of Collins Street and was in operation in the early 1800's. Government Mill was located on the corner of Barrack and Collins Street and Johnstone Brothers Mill covering 3 acres along Liverpool Street.

Some points of heritage interest that are identified by Tony Raynor in his heritage walks along the Hobart Rivulet²⁰ include:

¹⁷ City of Hobart (1988) *Hobart Rivulet Historical Study*, page 11.

¹⁸ City of Hobart (1988) *Hobart Rivulet Historical Study*, page 10.

¹⁹ City of Hobart (1988) *Hobart Rivulet Historical Study*, page 35.

²⁰ Mountain Festival Submission – Proposed City to Pinnacles Natural History and Sculpture Trail

Government Mill – near Barrack St

Dudgeon and Bell Brewery

Johnston Brothers Woollen Mill - Molle St

The Old Mill

Vaucluse

Milton

Gore St Mill

Rayners Sorell Mill

Elphinstone Tannery

Elliot's Tannery

Anders Dairy Farm

Midwoods Distillery

Dynnyrne Mills / Hobart Town Woollen Mill

Lowes Distillery/ Cascade Female Factory

Reservoirs

Cascades Tea Gardens

Degraves Sawmill / Cascade Brewery

Stace's Mill – south of the Strickland Ave crossing

TOWN WATER SUPPLY

The reliable supply of fresh water provided by the Hobart Rivulet dictated the siting of European settlement in southern Tasmania, and the beginnings of the city of Hobart. The Rivulet was critical to Hobart's growth and development, and was the main source of domestic water up until the 1860's, when it became a supplementary supply to the new Waterworks reticulated system. Prior to the 1860's, water was piped from the Rivulet directly to residences along its length. Poorer residents continued to rely on the Rivulet for drinking and washing. The Badminton Centre in South Hobart was built over an original reservoir that had a water course route through South Hobart, that extended down the south side of Davey Street to Anglesea Barracks.

Increasing residential and industrial density resulted in poor water quality, not suitable for consumption. Poor water quality and waste disposal was an issue associated with the Rivulet almost from the beginning of the settlement.

FUNCTION AS A DRAIN AND A SEWER

The Hobart Rivulet was officially proclaimed a sewer in 1843²¹, and continued to be the main sewer for the city up until the turn of the century. It is recorded that in excess of 500 toilets emptied directly into the Rivulet in the 1890's²², and continued to do so until the installation of a drainage and sewerage system in 1912. The polluted Rivulet was associated with the outbreak of a number of chronic health diseases that led to pressure for improved sanitation. The paving of the Rivulet along its lower reaches was undertaken over many years in an attempt to improve the flow of debris through residential areas.

In addition to sewerage and other domestic waste, the Rivulet was once polluted with the raw waste from the numerous industries located along its length, including tanneries, breweries, and distilleries.

The Rivulet also has a history of floods exceeding the Rivulet's capacity, likely to have been exacerbated by alterations to the natural course of the lower Rivulet. Historical evidence suggests that a significant flood event has occurred every 7-10 years since settlement, with major floods occurring in 1854, 1872, and 1960²³.

Major floods inundated down stream business and residential areas, in particular Wapping and the CBD.

DEVELOPMENT OF MAJOR RESIDENCES, AND SMALL-HOLDINGS CLOSE TO THE CITY

The original Vaucluse residence was built in 1830 as a substantial private residence with extensive pleasure gardens extending to the Rivulet banks, including an ornamental lake, hothouse and conservatory. Vaucluse signalled the arrival of independently wealthy to the settlement of Hobart. Vaucluse was converted to an Infectious Disease Hospital, and continues its role as a care institution today being the Vaucluse Gardens Retirement Village. Other substantial residences along the Rivulet included the two-story Georgian home known as Milton located between McKellar and Liverpool Streets.

²¹ City of Hobart (1988) *Hobart Rivulet Historical Study*, page 12.

²² City of Hobart (1988) *Hobart Rivulet Historical Study*, page 12.

²³ City of Hobart (1988) *Hobart Rivulet Historical Study*, page 13.

A number of small dairies and orchards were associated with the Rivulet, which supplied the city with milk and other perishable goods before refrigeration. Ander's Farm being the most well-known, was situated on the bank of the Rivulet at the end of Glen Street (up until recently the site of the Boags warehouses). Water from the Rivulet was used for irrigation. The farmhouses and agricultural infrastructure were destroyed in the 1967 bushfires. There is a row of old apple trees on this site and it is uncertain as to whether these are remnants of the Anders small-holding or cider based apples planted during use of the site by Cascade Brewery.

LINKS WITH THE CONVICT HERITAGE OF TASMANIA

The Cascades Female Factory Historic Site on the Rivulet is one of eleven heritage places that make up the recently recognised, Australian Convict Sites World Heritage Area as listed by UNESCO. During the 50 years of convict transportation (1803-1853), the Female Factory was where convict women were sent for punishment. By 1853 the site had expanded to encompass five major 'Yards' surrounded by high walls.

2.2.3 Aesthetic and Landscape Values

Up until the 1950's, the Hobart Rivulet was often seen in a negative light:

"The Hobart Rivulet today is a blot on the landscape. It is a ready-made and used means of access for thieves to stores, shops and offices in the main city blocks, a constant worry to the police, a breeding ground for scores of large rats, which invade buildings along its course, a handy place to throw refuse and destroy unwanted animals, and an evil smelling playground for children"²⁴.

However Council's progressive development of a park along much of the Hobart Rivulet has improved the safety, quality of the environment, use and enjoyment of the rivulet environs. The development of the park was facilitated by funding from the Bicentennial Year (1998), and input by the South Hobart Progress Association.

The Hobart Rivulet Park provides an attractive and changing landscape that is enjoyed by residents and visitors. The aesthetic beauty varies along Hobart Rivulet Park and is influenced by the local topography, vegetation type (both native and exotic), remnant buildings and structures, prominent view-lines (e.g. Mt Wellington, Cascade Brewery, bushland), running waters, rocky outcrops

²⁴ Extract from the Saturday Evening Mercury 1955, in Leary, R. (1997) *The Creation and Recreation of the Hobart Rivulet*, (thesis), page 34.

and the 'openness' of the parkland space. Temporal changes of lighting, climate and atmospheric effects further reinforce those qualities.

Many residents and users enjoy their experience along the Rivulet due to its perceived naturalness – this was the highest value listed in the household and web survey conducted as part of this project (refer to Section 3.2.2). Importantly the Rivulet provides opportunities for connection to other places through more natural environs – for instance connections to attractive open space, city centre, local schools, shops and the bushland of Wellington Park.

Over the years the Rivulet has become regularly used as a place for learning and inspiration. Schools traverse the Rivulet trail for a variety of educational reasons – study of the natural environment, heritage values, water conservation, art and as a recreational link between the city centre and Wellington Park. The appeal of South Hobart and the Rivulet is also likely to have helped attract a number of artists and other creative designers to living and working within the area.

2.3 USE VALUES

2.3.1 Social

The community, and especially the South Hobart community will have social values associated with their use and enjoyment of the Rivulet. Some would have strong connections from their childhood play, attending local schools, having families grow up in the area, regular walks exercising the dog, walking to work along the rivulet, walking or bike riding to the mountain.

The Rivulet has also been a meeting place for local residents and users, a place for relaxation and for community events. Wedding photographs have long been associated with the Cascade Gardens. Children from the South Hobart Primary School use the rivulet trail for commuting to school and cross-country training. The Mountain Festival has used part of the rivulet as a temporary culture trail in past years when the event was held.

2.3.2 Recreation

There is a strong recreational history reaching back to the early 1800's for users accessing the Rivulet, particularly the Upper Rivulet in South Hobart behind the Cascade Brewery to gain access through to the mountain park. Walking was a popular recreational activity and was linked to the development of a network of trails on the mountain and development of support infrastructure including tea gardens. Whilst many of the trails are located on public land managed by the Council or the Wellington Park Management

Trust, some of the trails still remain on privately owned land. The installation of trams increased recreational access to the bushland.

Today the rivulet continues to provide a valuable connection for a diverse range of trail users – recreational walkers, bushwalkers, bike riders, people exercising dogs, runners, commuters to and from work places, children getting to schools and lunch-time walkers. Some of the open space areas along the rivulet also attract other users, for example:

climbers regularly use the bolted routes on the sandstone cliff-face near the Elliotts Bros Pty Ltd site;

the whole of the trail within Hobart Rivulet Park is popular for people walking their dogs on lead;

an off-leash dog exercising area located within a larger open space area off Macfarlane Street; and

the Molle Street end of the rivulet often attracts people for eating their lunch, meeting friends and some anti-social behaviour (e.g. youth drinking alcohol).

2.3.3 Tourism

There are some tourism products that have been developed or are associated with the Hobart Rivulet Park. These include:

the Hobart Rivulet Tours run by the HCC that offered visitors the opportunity to view the colourful history (including underground graffiti art), construction and heritage sites²⁵;

group heritage tours at the Cascades Female Factory Historic Site including the option of mini tours of Matron's Cottage;

Louisa's Walk is a guided historic journey into the life of convict Louisa Regan that is performed at the Cascades Gardens, Hobart Rivulet Park and the Cascades Female Factory Historic Site;

tours inside the working of the Cascade Brewery, a walk through Woodstock Gardens, to the Cascade museum and tastings of the beer produced locally; and

²⁵ The underground Rivulet tours have ceased but above ground tours still occur.

occasional use of the trail through the Hobart Rivulet Park by bike riding groups or walking groups.

2.3.4 Water Supply

The Cascade Brewery draws water supply directly from the Hobart Rivulet.

2.3.5 Flood Mitigation

The Hobart Rivulet allows for an outlet for stormwater and conveyance of flood waters. Council has in place flood gauges and a flood warning system as well as an Emergency Action Plan when a flood occurs.

2.4 SIGNIFICANCE OF THE HOBART RIVULET PARK

The Hobart Rivulet Park is a diverse, layered landscape of natural processes intersecting with long human occupation by Tasmanian Aborigines and European settlers, historic land use patterns and on-going activity as part of the City's daily life of work and play.

As a landform and watercourse it connects the City to its Mountain both perceptually and physically. Vistas to the macro landscape of Wellington Park or the City centre and the harbour are enhanced by the Rivulet's micro-scenery of fine textured, multi-coloured vegetation, rock-outcroppings, and the sight of filtered and dappling light, intensified at times by ephemeral weather conditions. These visual perceptions, made more intense by the smells of the bush and earth and the aural experience of running water and the sounds of the wind that together mask the background noise of city-life.

As a natural corridor the Rivulet is home to a range of plant and animal species – some remnants of earlier functioning native ecosystems, others more recently and purposefully introduced as part of European settlement of the area or invasive from elsewhere.

For the residents of the City, the Rivulet, with its developed path network and open spaces, provides a functionality for commuting and space for recreation, all within a soft, naturalistic setting in contrast to the developed built landscape of the adjacent suburbs and the City centre.

As a venue the Rivulet has provided a base for play, engagement, art, education, tourism, etc. where residents and visitors are able to access safe and enjoyable spaces. As a result, the Rivulet is highly valued by the community, with strong emotional attachments to it. Further, the community and Council share an aspiration for the Rivulet to showcase sustainable living

practices, encourage a healthy life-style and to effectively manage bushland and heritage values.

At a global scale, the Cascades Female Factory Historic Site has world significance through its listing as a World Heritage Area. Other portions of the Rivulet and South Hobart are regarded as having State heritage significance as evidenced by their listing on the Tasmanian Heritage Register – with over 100 properties being designated as of heritage importance. The Hobart City Council also recognises the value of the Rivulet to an understanding of the history of settlement and industrial development of the City through inclusion of portions of the study area in Schedule F, the Heritage Overlay to the *1982 City of Hobart Planning Scheme*.

SECTION 3

PLANNING CONTEXT

This section of the report outlines the background policies and plans that were reviewed in the process of preparing the master plan (Section 3.1). Section 3.2 documents the views expressed by the community through a range of consultation opportunities provided in the process.

3.1 REVIEW OF EXISTING POLICIES AND PLANS

The Master Plan has been developed within the context of relevant statutory and non-statutory documents, including Council strategies and plans:

City of Hobart 2025 Strategic Framework;

City of Hobart Planning Scheme (1982);

City of Hobart Open Space and Landscape Strategy (1994);

Hobart City Council Bushland Management Strategy (2007-2017);

Hobart Recreation Management Plan Review (2009); and

Draft Hobart Public Spaces and Public Life 2010 – Pedestrian Movement report.

State strategies:

Premier's Physical Activity Plan (2007-2010); and

Trails Tasmania Strategy (2007).

Historical studies:

The Hobart Rivulet – An historical study (1998);

A Thematic History of South Hobart (1999);

A Thematic History of Hobart's City Fringe (2003);

The Rise and Fall of the Hobart Town Rivulet (1978); and

The Creation and Re-creation of the Hobart Rivulet (1997).

Natural values assessments:

Cascades Landcare Group: Upper Hobart Rivulet Natural Area Action Plan (2000);

Flora and Fauna Habitat Identification and Assessment (2004), North Barker and Associates

Riparian Vegetation and Erosion Hazard Survey of the Urban Rivulets in the Hobart City Municipality (2005); and

Environmental Management Plan: construction of sewer and stormwater drain through the Hobart Rivulet Linear Park (2004).

Recreation reports:

Issues and Options Relating to Mountain Bike Trail Development and Use in Cascade Brewery Land on and Around the Rivulet Track (2003).

Wellington Park Documents:

Wellington Park Management Plan 2005 ;

Wellington Park Walking Track Strategy 2003;

Wellington Park Bike Strategy 2005; and

Wellington Park Values, Use and Management Inventory 1995

Other policies, legislation, standards and research have been considered where required.

3.2 COMMUNITY VIEWS

Community consultation was an important element in the development of the Strategic Master Plan. A number of consultation methods were employed, in an attempt to capture a cross section of users and adjacent residents to the Hobart Rivulet Park, as well as the broader community, and ensure ample opportunities for involvement were provided at different stages of the planning process.

The main consultation opportunities during the preparation of the draft master plan were:

Internal workshop and walk with key Hobart City Council staff involved in the management of the Rivulet environs;

holding individual meetings with key stakeholders such as Cascade Brewery, Cascade Female Factory, City Christian Church, Mountain Festival Committee, South Hobart Bushcare Group, South Hobart Progress Association (which now includes the Cascade Progress Association) Wellington Park Management Trust and the Hobart City Council;

a targeted experience workshop, involving a range of key stakeholders and community members with a special interest in the Hobart Rivulet Park;

an on-line public survey available on Councils website;

a household survey mailed to residences (approximately 600) with property along the Rivulet corridor;

an on-site user survey conducted on a weekday and weekend day;

observational survey of users at Gore Street intersection with the Rivulet Park;

an interactive community open day, including 'walks and talks', surveys, and other interactive activities;

discussions with landowners along the Rivulet where there were missing gaps in connecting the trail (Upper Rivulet area) or long term prospects for improving public access if public land or access was available; and

one-on-one meetings with stakeholders where required or requested.

The following summarises the main consultation findings, and provides a basis for the identification of the key issues discussed in Section 3.3.

3.2.1 Experience Workshop

A workshop was held at Xavier Hall, St Francis Church, in South Hobart on the 26 October 2010 to identify the strengths of the experience and ways it could be improved, as well as key messages for how it should be presented to locals and tourism visitors. Participants included a cross-section of public and private land managers, Council staff, selected community members, and representatives from community groups.

The workshop identified a critical need to present the Rivulet area as one cohesive and integrated experience containing a range of choices for access, type of experience, activities and duration of use. This is addressed in the *Hobart Rivulet Interpretation Directions* document that accompanies this Master Plan.

It is also carried forward in recommendations for marketing the Rivulet area.

The workshop also scoped a range of messages that show the rich layering of the Rivulet's historic and contemporary significance. These are outlined in *Hobart Rivulet Interpretation Directions*.

In considering the current experience against a Tasmanian experience model consisting of four layers – interpretation, services, infrastructure and place – it was noted that the particular strengths currently are:

- the area's community and recreational values;

- its low-key and relatively undeveloped appeal; and

- attractive destinations found along the Rivulet such as the Cascade Brewery, Cascade Gardens, Cascades Female Factory Historic Site and other historic features.

Participants also identified improvements to further enhance the experience. They included:

- upgrading of open spaces and improvements to the management and maintenance of natural and cultural values along the Rivulet;

- better connections between public spaces along the Rivulet and between the Rivulet Park and local shops, cafés, services and surrounding reserves;

greater safety for users with different needs (such as walkers vs cyclists), as well as better trail surfaces and improved road safety at key intersections;

infrastructure requirements including lighting, and the need for additional services, such as toilets in at least one high-use location, directional signage and seating;

interpretation opportunities that are non-intrusive and highlight the fact that the area is “lived in and not just historic”.

3.2.2 Household and On-line Survey

Council distributed a survey to 400 residences located adjacent to the Hobart Rivulet Park located above Molle Street. A further 200 surveys were sent to owners of property along the Rivulet who did not reside at that location. In addition an on-line survey was posted on Councils website for four weeks. Copies of the survey were also made available at the community day event. A total of 228 responses were received. A copy of the survey is provided in Attachment 2 and a more detailed summary of the findings is provided in Attachment 3..

The findings from the household and on-line survey can be briefly summarised as:

more than 50% of respondents indicated that they most valued the natural or bushland setting, the recreational walking trail and safety of the Hobart Rivulet Park;

the top five activities undertaken nearly everyday within the Hobart Rivulet Park, in order of popularity were: bike riding to work, short recreational walks, walking to shops, schools and community facilities, walking to work, and jogging/fitness/exercise;

respondents noted the following reasons for not using the Rivulet: not a resident of the immediate area, muddy tracks, speed of cyclists, dog issues (e.g. un-controlled), and the steep hill behind the C3 site;

~60% of respondents indicated that there are issues that affect or detract from the enjoyment of the Rivulet, the top five being: steepness of the hill behind the C3 site, the speed of cyclists, anti-social behaviour, rubbish/litter, and muddy and slippery tracks;

the top five improvements to the Rivulet were, in order of popularity were: more planting and native trees, improved walking track links to Wellington Park, wider path to allow shared use for walking and cycling, more frequent removal of rubbish along the Rivulet banks and track, and where possible separate trails for walking and biking; and

the 'Middle Rivulet' area (Anglesea St-Cascade Gardens) had the highest reported use rate by survey respondents (49.8%), followed by the 'Lower Rivulet' (Molle St-Anglesea St) with 40.4%, with a significantly lower number of respondents regularly using the 'Upper Rivulet' (Cascade Gardens-Wellington Park) with a 9.9% response.

3.2.3 Rivulet Trail User Survey

User surveying took place at the Molle Street entrance on Thursday 9th December, and Saturday 11th December 2010. The weekday surveying was undertaken in three one hour timeslots; 8-9 am, 12.30-1.30 pm, and 4.30-5.30 pm. Weekend surveying took place in the morning between 10-12 am, around lunch time (12-2 pm), and in the afternoon (2-4 pm). A total of 139 surveys were completed on the Thursday, and 65 on the weekend. The survey presented three questions:

What was your main reason for visiting the Rivulet today?;

How often do you use the Rivulet? and

Which section of the Rivulet will you be using today?
(respondents were asked to mark their route on a basic map.

The findings from the user survey are provided in Attachment 3 and can be briefly summarised as:

75% of weekday morning respondents indicated that their main reason for visiting was to walk to work - lunchtime respondents cited recreational walking (53%), and afternoon respondents cited, walking to/from work (56%);

the majority of respondents across all time slots indicated that they visited the Rivulet nearly everyday, followed by 2-3 times a week; and

the most popular sections of the Rivulet for weekday users were:

morning users – Molle Street-Anglesea Street (33%);

lunchtime users – Molle Street-Cascade Gardens (10%); and

afternoon users - Molle Street-Anglesea Street (20%).

71% of weekend users were visiting the Rivulet primarily for recreational walking, followed by recreational cycling (12%), and walking to work (8%);

24% of weekend users visited the Rivulet nearly everyday, followed by 2-3 times/week and one/month (18%), and 15% indicated that they did not visit often; and

the most popular section of the Rivulet for weekend users was Molle Street-Cascade Gardens (24%).

In addition to the user surveys, observations of user numbers and type were also recorded. The observations that can be made include:

a total of 315 users were recorded on Thursday (combined total of the three timeslots), 74% of which were walkers, 19% cyclists, and 7% runners;

before and after work were the busiest times, with 40% of the 315 users counted in the afternoon, 36% in the morning, and 24% during lunchtime;

a total of 142 users were recorded on Saturday, 75% of which were walkers, 24% cyclists, and only 1% runners;

the highest user numbers were observed during the lunch time slot (46%), followed by the afternoon (30%), and the morning (24%);

the observations indicate that walkers – both recreational and commuter, are the predominant user group of the Rivulet at the Molle Street entrance, followed by a significant number of recreational and commuter cyclists; and

the weekday observations show a stronger commuting pattern (e.g. higher use during the mornings and afternoon), whilst the weekend observations reflect a stronger recreational trend, with the highest number of users observed during the middle of the day.

3.2.4 Community Open Day

A community open day was held at the C3 site (formally the Boags Warehouse) off Anglesea Street on Saturday 6th November between 2-4pm. The community day provided an informal setting for interested people to engage with the consultants and Council staff, participate in a 'walk and talk' along the Rivulet, fill in a survey, locate particular issues and ideas, and identify them on maps or in writing. The majority of people who attended the community day were residents of South Hobart.

It is estimated that about 100+ residents participated in the community day and 47 surveys were completed on the day²⁶. Participants were asked to mark on the survey map the section/s of the Rivulet that they used the most, and their main activity:

40% of survey participants indicated that they regularly use the entire length of the Linear Park/trail, between the Cascade Brewery and Molle Street;

the main activity participated in was recreational walking (31%), followed closely by commuter walking (26%);

14% of participants indicated that dog exercise was their main activity undertaken within the Linear Park; and

10% were commuter cyclists.

Large maps of the Rivulet were also provided for participants to place coloured dots on, to record an issue or something that needs fixing, and/or locate particular ideas, opportunities or improvements. The spread of the comments received reflect where the majority of participants live (e.g. South Hobart).

Table 3.1 summarises the sorts of issues that were raised for each of the map areas at the community open day:

²⁶ Some residents may have completed the survey from the household mail-out or by accessing the Council website where the survey was listed.

Section of the Rivulet	Issues
1 – Lower Rivulet (Molle St-Waterfront)	HCC Rivulet underground tours ceased operation
2 - Molle St-Wynyard St	Unsafe road crossing point at Molle St-Collins St Lighting to improve safety during winter months Anti-social behaviour (e.g. underage drinking)
3 – Wynyard S-C3 site	Lack of public access through the C3 site Uncertainty surrounding the Elliott Brothers site Spread of weeds (e.g. willows, blackberries) Safety concerns in the Gore St/McKellar St area (e.g. high vehicle speeds) Need for extra footbridges from adjacent residential areas (e.g. Glen St) Poor condition of sections of the track following rain (e.g. muddy, erosion) Unsafe road crossing point across McRobies Rd, and along Degraives St User conflict issues (cyclists and pedestrians – particularly on steeper section of the track) Rubbish/litter
4 – C3 site to Cascade Brewery	Unpleasant smells associated with the Rivulet after heavy rain (relates to McRobies Gully landfill) Pollution of Rivulet at the junction with McRobies Rivulet
5 - Upper Rivulet (Cascade Brewery-Lower Strickland Avenue)	Unsafe conditions in the area of Cascade Brewery (e.g. combination of trucks, buses, bikes, children, tourists)
6 – Upper Rivulet (Lower Strickland-Wellington Park boundary)	No comments received at the community open day

Table 3.1. Summary of Community Comments from the Community Open Day – Issues/Needs Fixing

Table 3.2 summarises the sorts of ideas and improvements suggested for each of the map areas on the community open day:

Section of the Rivulet	Ideas/improvements
1 – Lower Rivulet (Molle St-Waterfront)	Develop new underground tours Increase number of areas in inner city where people can view the Rivulet Rehabilitate the Rivulet outfall, and convert to parkland
2 - Molle St-Wynyard St	More footbridges from surrounding area into Linear Park Seal park and delineate shared use Improve safety of Molle St-Collins St crossing (e.g. Council to purchase land to install bike path) Install net to capture rubbish in the Gore St bridge area Implement 'no parking' in the Gore St area
3 – Wynyard S-C3 site	Remove crack willows Public access through the C3 site Interpretation of historic features Expand areas for off-leash dog walking Sculpture/art (permanent and ephemeral), including artists in residence Council to purchase Elliott Brother site for public open space Clean up rubbish Protect wildlife and wildlife corridors Maintain privacy and amenity of residents Improve track conditions to better cater for shared use Maintain steep section of track above C3 site Maintain sheds within the C3 site for artists Provide access from Rivulet to Knocklofty Reserve Replace track lighting (e.g. between Gore and Weld Streets) Undertake weed management Extend track through to Cascade Gardens Resurface track with 'all weather' surface (discourage high speeds) Playground Public toilet half way along the track Install bi-directional bike lane along Degraives St
4 – C3 site to Cascade Brewery	No comments received at the community open day
5 – Upper Rivulet (Cascade Brewery-Lower Strickland Avenue)	Connection from Cascades Garden to new Cascade Brewery track to Wellington Park Track connection from Wellington Park to Regatta Grounds Develop 'park and ride' facilities
6 – Upper Rivulet (Lower Strickland-Wellington Park boundary)	No comments received at the community open day

Table 3.2. Summary of Community Comments from the Community Open Day – Ideas/Improvements

3.2.5 Private Residential Landowners (Upper Rivulet Park Area)

One of the recommendations from the *City of Hobart Open Space and Landscape Strategy 1994* Hobart was that the council should continue to obtain land and develop facilities that adds to Hobart Rivulet Park becoming a major linear park between the Mountain and the City centre.

Master Plan 4 shows the existing Council land and land recently obtained as a result of an approved subdivision of land at 123A Strickland Avenue. It shows that there is a missing link in connecting public owned open space to the eastern side of 123A Strickland Avenue.

A letter with the map was sent to 9 residential landowners seeking their views about the possible opportunities and potential issues for achieving a connection of public open space along the Rivulet in the upper rivulet area. The letter was followed up with a telephone call.

Some of the points raised in the consultation with these landowners were:

- general support for a shared trail but some concern about possible loss of privacy and that anti-social activities could occur without the capacity to properly manage these problems if they arise;

- the course of the Rivulet was altered by Council after heavy floods over 30 years ago and there remains some uncertainty over land ownership for one land parcel;

- priority should be given to installing safe footpaths on Strickland Avenue as it is dangerous for pedestrians;

- the link should be primarily for a trail given there is now a larger open space on the rivulet at 123A Strickland Avenue (this might offer some scope to Council to negotiate with landowners about the use of the balance land given current uses being made of this land);

- make sense to utilise the existing public open space along the Rivulet;

- preference that the trail not remove or impact on some existing uses including 20 year old walnut trees, children's playing areas and planned future development sites; and

- to avoid areas of steepness along the Rivulet.

3.2.6 Gore Street Observation Survey

It was recognised that Gore Street was a significant entry and exit point for people into Rivulet Park, and that there may be a need to upgrade the lower section of the trail from Gore Street to Molle Street to cater for this use.

Movement and use of the Rivulet at Gore Street was observed over a 4 hour period from 12-2pm and 4-6pm on a weekday in fine weather. Between 12-2pm, 118 people used the Rivulet trail and between 4-6pm, 206 people passed by the observation point.

Whilst not statistically valid, a number of interesting observations can be made about use of the Rivulet trail at this location.

As might be expected there was a rough balance between those walking upstream and downstream at lunch time and a preponderance of upstream users at the end of the day. Additionally it was observed that:

Gore Street accounts for a significant percentage of use by walkers either as an entry or exit point to the Rivulet trail (roughly 20%);

people using the Rivulet for exercise make up over 50% of all users between 12-2pm and ~10% of users between 4-6pm; and

>25% of users from 4-6pm were bikes with that number dropping at lunchtime to 15%.

In the evening, a noticeable number of walkers turned off the trail and went up Cosgrove Street and returned in their vehicles shortly thereafter, suggesting that they are commuters parking their car in that area.

Walkers and cyclists exercise great caution at the Gore Street intersection. Conflicts with vehicles were observed. Vehicles tended to accelerate down Gore Street with a wide intersection McKellar Street and Cosgrove Avenue. The breadth of pavement and the lack of footpaths on both sides of the bridge contribute to the observed safety hazards at this location. Surveys of users and discussions with trail users and Vacluse Retirement Village also indicated concern with the safety of pedestrians at this intersection and on Gore Street.

Although not documented, there was a relatively high volume of pedestrian traffic between the Vacluse sites in Gore Street, suggesting there may be a

need for the identification of safer crossing points or slower speeds in that area.

3.2.7 Summary

The values and strengths that the community and key stakeholders associated with the Hobart Rivulet Park most strongly were the:

importance of the rivulets' role in the historical development of Hobart, and the strong cultural heritage stories and fabric that can still be seen along its length;

strength of the 'naturalness' of the rivulet and surrounds, including the wildlife, native plants, and connection to Wellington Park;

significant opportunities for enhanced recreation, art, education, interpretation, and tourism along the Rivulet; and

the importance of the rivulet parkland and track in the daily lives of Hobart residents, including for exercise and relaxation, commuting, play and gatherings.

The main issues, or challenges associated with the Hobart Rivulet Park were the:

need to improve the general appearance and maintenance;

desire for improved connections between the rivulet and surrounding community facilities, services and residential areas, to Wellington Park, and through the C3 site;

need to improve safety, including key road crossing points (e.g. Molle Street and McRobies Road), at night (e.g. lighting along heavily used sections), and resolve real and perceived conflict between pedestrians and cyclists;

need to improve environmental management, including weed removal, water quality, and revegetation;

need for improved track conditions, in particular an all weather surface; and

occurrence of anti-social behaviour, and the need for improved surveillance.

SECTION 4

STRATEGIC DIRECTIONS FOR THE HOBART RIVULET PARK

This section of the report sets out the way forward for the future planning, development and management of the Hobart Rivulet Park. It builds a vision statement based on study findings so far (Section 4.1), then presents the management principles to under-pin achieving the vision (Section 4.2).

The report identifies a range of the strategic directions required to tackle the main issues involved with the future planning, development and management of the Hobart Rivulet Park (Section 4.3). It also provides the rationale for each of the recommended strategies.

Section 4.4 outlines the master plan for the Rivulet showing how the identified strategies have been applied across the length of the Rivulet. It also introduces concept plans for selected open space nodes at:

the entry area off Molle Street;

the start of the linear park;

Wynyard Street connection with the Rivulet;

the public land acquired by Council along the Rivulet at the C3 site (end of Anglesea Street); and

Degraves Street to improve safety of pedestrians and cyclists.

4.1 VISION STATEMENT

The vision statement is a synthesis of the values, ideas and aspirations generated by the community and other stakeholders who took part in the consultation process. The vision statement is intended to provide Council and the community with an aspirational focus, to guide the planning, development, management and promotion of the Hobart Rivulet Park.

The Hobart Rivulet Park will provide visitors and residents with a range of outstanding experiences including the opportunity to enjoy a remarkable ‘city to summit’ trail experience. It will be a park:

where the diverse ‘layers’ of values are celebrated and show-cased;

that connects the City to the Mountain – both conceptually and physically;

that provides a ‘sense’ of the natural in a largely urban environment;

that facilitates safe alternative transport, passive and active recreation, and safe linkages to surrounding community facilities and services;

where art, education, interpretation, and tourism are actively planned, implemented and promoted; and

where both residents and visitors are welcomed, feel safe and enjoy the environs and facilities.

The vision encompasses conservation and sustainability principles, aspirations for physical improvements, as well as the implementation of new experience elements, including art, education and interpretation.

4.2 MANAGEMENT PRINCIPLES

The following management principles further reinforce the vision statement, and are intended to aid in its realisation – that is to guide future planning, development, use, and management.

The Hobart Rivulet Park will be managed:

as a well-connected public space, with a strong focus on community access, enjoyment, and education;

for a diversity of uses, with a focus on health and wellbeing (recreation, relaxation and play), contributing to the ‘liveability’ of Hobart as a safe, inviting and active space;

as a unique Hobart and Tasmanian visitor experience;

as an exemplar of sustainable design and management, where natural and cultural values are respected and enhanced;

engage visitors through information, interpretation and activities that create an understanding of the rivulets integral role in the development of Hobart; and

as a functional element of Hobart's stormwater system, with improvements to bring it into line with contemporary stormwater management principles (e.g. Water Sensitive Urban Design).

4.3 STRATEGIC GOALS AND DIRECTIONS

The strategic goals for the Hobart Rivulet Park are:

Goal 1 : To improve accessibility, safety and amenity.

Goal 2 : To strive for sustainable management.

Goal 3 : To create a unique and memorable experience.

The strategic goals and associated strategies set up the detailed actions illustrated on the Master Plan and Site Concept Plans (presented in Section 4.4).

4.3.1 Goal 1 : To improve Accessibility, Safety and Amenity

The strategies for improving the accessibility, safety and amenity along the Hobart Rivulet Park are:

1. Develop a continuous open space corridor and shared trail within the Hobart Rivulet Park, between the Hobart CBD and Wellington Park – 'a city to the mountain' experience.
2. Separate pedestrians and cyclists where possible.
3. Develop the rivulet trail primarily as a recreational experience, but with a low-speed commuting function.
4. Actively manage road-crossing points.
5. Install lighting along heavily used sections of the trail within Hobart Rivulet Park.

6. Improve connectivity between Hobart Rivulet Park and surrounding community services, facilities, amenities and residential areas.
7. Improve opportunities for passive recreation, including picnicking, barbecues, dog exercising, community gathering and events, and relaxation.

The rationale and potential actions to respond to each of these strategies is outlined below.

Strategy 1.1. Develop a continuous open space corridor and shared trail within the Hobart Rivulet Park, between the Hobart CBD and Wellington Park – ‘a city to the mountain’ experience.

R A T I O N A L E

Connecting the city to the mountain along the corridor of the Hobart Rivulet Park was a common theme raised throughout the community consultation and has been recognised in previous reports²⁷ and submissions²⁸.

The development of a continuous ‘city to mountain’ trail can be broken into the following stages:

defining a pedestrian (e.g. footpath on Collins Street) and cycling (e.g. on-road bike lanes on Collins Street) route between the Hobart CBD and the Molle Street entrance;

improving trail safety and connectivity between the Molle Street entrance²⁹ and Cascade Brewery;

negotiating with private landowners to address the missing open space connections along the upper part of the rivulet, between Cascade Brewery and the main bend (at the bridge) in Strickland Avenue³⁰; and

creating, in partnership with Cascade Brewery, a trail connection between lower Strickland Avenue, along the upper rivulet, to connect to upper Strickland Avenue and Wellington Park.

²⁷ City of Hobart Open Space and Landscape Strategy 1994,

²⁸ Mountain Festival Submission – Proposed City to Pinnacles Natural History and Sculpture Trail

²⁹ The community consultation program identified this crossing as a major safety concern for users of the Hobart Rivulet.

³⁰ Consideration should be given to the potential for developing a shared trail catering for both pedestrians and cyclists.

Currently, the section of the rivulet corridor between the Molle Street and Cascade Brewery can be navigated relatively safely by pedestrians and cyclists – although improvements are required. Council’s recent purchase of the strip of land along the rivulet in front of the C3 site will significantly improve accessibility, by providing a level alternative route to the steep hill, which currently acts as a barrier for some users.

P O T E N T I A L A C T I O N S

Over the last year the Council has been working closely with Cascade Brewery to construct a new public walking track that extends from Guy Fawkes Rivulet to Wellington Park near the end of Old Farm Road. The project is the result of a successfully negotiated collaboration between Council, Cascade Brewery and the community to establish an authorised and safe trail connection between the upper rivulet and Wellington Park.

Many of the other existing connections between the upper part of the Hobart Rivulet Park and Wellington Park are poorly defined and require unauthorised crossing of private land owned by Cascade Brewery. The Brewery has raised its concerns, through the consultation, about unauthorised public access across their land. Their concerns include environmental degradation (especially impacts from mountain bike riding), the safety of users, its public liability exposure in the event someone is injured on their land and the potential risk of contamination of their water supply.

The tension arising from unauthorised use of their land is long-standing and requires resolution, that if possible, would meet the interests of users for such linkages and those of the Brewery as landowner. Continued collaboration between Council, the Wellington Park Management Trust and the Brewery is encouraged so that a win-win-win solution for all parties can be found as has been done for the new track along Guy Fawkes Rivulet described above.

Council should also consider the opportunities to negotiate with other property owners for improving the trail alignment and experience within the Hobart Rivulet Park in the future. This may include discussions with some property owners near McKellar Street, Wynyard Street, Tara Street and the upper part of the Hobart Rivulet Park (to the east of 123A Strickland Avenue).

In the latter location there is no connection of public open space for about 150m along the northern side of the Rivulet or 20-60m along the southern

side³¹. The potential options for trail alignment will need to be determined involving consultation with local landowners.

Strategy 1.2. Separate pedestrians and cyclists where possible.

R A T I O N A L E

This strategy responds to the concern expressed by regular trail users, as well as observations regarding the real and perceived safety issues associated with the existing shared use. It should be noted that both user groups cited safety and experience-related issues, including:

- the speed and quiet approach of some cyclists;
- the narrowness and poor lines of sight along some sections of the trail;
- the unpredictability of dogs off leash (not allowed), or on long leashes (e.g. running in front of cyclists); and
- the tendency for groups of pedestrians to walk side-by side, sometimes taking up the width of the trail.

Comments were also expressed about bike riders not using bells to warn pedestrians. Equally bike riders indicated that some pedestrians on the trail have headphones and do not hear bells.

Recreational and commuter cyclists are a significant user group, with numbers likely to increase in coming years, as the 'bike culture' continues to grow in popularity - partly in response to environmental concerns and fuel prices. Supporting the development of safe cycling and walking infrastructure is an important element of a 'liveable' city.

P O T E N T I A L A C T I O N S

The Master Plan and Concept Plans indicate where separate 'twin' trails can be accommodated, where streets can be safely designated 'shared zones' suitable for cycling, and where shared sections of trail are required.

The Master Plan indicates that 'twin' trails can be accommodated between Molle Street and Cascade Gardens, with small sections of pedestrian boardwalk at 'pinch points', where the Rivulet Park is particularly narrow. The construction of 'twin' trails means that the two main user groups (pedestrians

³¹ This distance is dependent upon land ownership as there is some land of unknown ownership at the current time.

and cyclists) can be better catered for, whilst maintaining the values of Hobart Rivulet Park. It is envisaged that there will be a wider shared path to accommodate both bike riders and pedestrians, but at some locations along the Rivulet, as shown in the master plans and concept plans, there will also be the opportunity for a separate path for pedestrian access only.

Currently the trail in Hobart Rivulet Park is surfaced with compacted gravel. Shady sections of the trail (e.g. adjacent to South Hobart Primary School) remain damp for extended periods, particularly in the winter, resulting in a muddy, slippery and sometimes icy surface. This is exacerbated by the high clay content in the existing surface material. The soft gravel surface is also difficult for cyclists with road, or commuting bikes with narrow tyres. The muddy and slippery trail conditions were repeatedly raised as an issue throughout the community consultation – by both pedestrians and cyclists.

It is proposed that the cycle trail surface be upgraded to a sealed, or bitumen, surface and will include a centre line to accommodate shared use between cyclists and pedestrians. The ‘hardened’ surface will be maintenance rational and hard-wearing, and facilitate use by both recreational and commuter cyclists.

There are also opportunities to install bi-directional on-road bike lanes on some streets such as McKellar Street.

It is recognised that sealed trails can appear urban, alter the character of a natural setting, and are not generally favoured by walkers and joggers. It is recommended, therefore, that the pedestrian trail be surfaced with a high quality compacted gravel, incorporating good drainage and appropriate aggregate size/gravel components to facilitate recreational and commuter walking. The compacted gravel surface is considered appropriate to the bushland setting, and will aid in ‘softening’ the appearance of the sealed cycle trail. Twin trails with differing surface treatments are considered preferable to a shared trail, which would need to be in the order of 3m in width, both from a safety and visual impact perspective.

Strategy 1.3. Develop the trail in Hobart Rivulet Park primarily as a recreational experience, but with a low-speed commuting function.

R A T I O N A L E

The linear nature of the Hobart Rivulet Park or, and the desire to maintain the natural, low-key setting, mean that it is difficult, and undesirable, to accommodate wide and straight trails, suitable for high speed cycle commuting. This Strategy recognises the importance of facilitating safe

cycling access, whilst maintaining the natural setting, and ensuring safety for other users, including families, beginners or visitors undertaking recreational rides.

POTENTIAL ACTIONS

Cycling speed can be managed by designing in flowing curves, and keeping the width of the trail to a minimum suitable for bi-directional use (e.g. 2m). The trail will support, and provide a safe, lower-speed, and scenic alternative to busy Macquarie Streets and Cascade Road, where on-road bike lanes should be investigated in the future, where experienced road cyclists will continue to ride.

The proposed sealing of the cycle trail within Hobart Rivulet Park will facilitate use of bikes for commuting and also for recreational bike riding for a wider cross-section of the community. The opportunity to separate pedestrian movement from the cycle trail will allow cyclists to continue to ride at reasonable speed whilst reducing the risk of conflict with other users. This is considered to allow for a more managed outcome given expectations that there will be continuing growth in both pedestrian and cyclists using the Hobart Rivulet Park trail in the future.

Strategy 1.4. Actively manage road-crossing points.

RATIONALE

The unsafe conditions at key road crossing points along the trail within Hobart Rivulet Park were also raised throughout the community consultation. The issues associated with road crossings included high vehicle speeds, poor sight-lines, the wide road surface to cross (that facilitate higher vehicle speeds), and lack of designated pedestrian/cycle crossing points.

POTENTIAL ACTIONS

The priority road crossing points in need of improvements for trail safety are considered to be the:

Molle Street crossing;

Gore Street crossing and bridge;

McRobies Road crossing, including access along Degraeves Street' and

Brewery car park adjoining the Cascade Gardens and providing a safe pedestrian access across Cascade Road from the Brewery offices to the Brewery Reception Centre.

Site Concept Plans (1, 4 and 6) and Master Plan (2 and 3) illustrate the proposed treatment of the priority crossing points. Treatments include formalisation of crossing points (e.g. surface colour and texture, raised pavements) at locations with good sight lines/visibility, improved warning signage, narrowing of road surfaces where appropriate, and ensuring that pedestrian and cycling trails connect safely to designated crossing points.

Council has recently installed crossing points on Molle Street along with marked bike lanes. Whilst this has improved safety there still remains concern amongst the Hobart Rivulet Park users as to the safety for crossing the road given the traffic speeds.

The Gore Street intersection with McKellar Street is also recognised as being unsafe for trail users given the width of the road to cross, vehicle speeds and lack of any footpath on the eastern side of the bridge.

Some residents in Degraeves Street indicated concern about the speed of vehicles travelling one-way down the street, especially use by heavy vehicles and trucks leaving McRobies Road from the refuse tip. There is no provision for bike lanes and the footpaths are generally narrow and lead to the intersection and island on McRobies Road, which appears to be relatively unsuitable as a safe crossing point.

Currently there is no safe connection at the western end of Cascade Gardens between the entry/exit point of the trail and the existing footpaths on Cascade Road and the Cascade Brewery car park area. Issues also arise in this area for pedestrians wishing to cross from the Gardens or Cascade's offices to the Reception Centre opposite. Resolution of these connections, line marking and pavement width will go some way to improving the situation.

The provision of safe road crossings will also need to be considered as the development of the trail progresses (e.g. crossing Strickland Avenue) along Hobart Rivulet Park to access the Rivulet Track.

1.5. Install lighting along heavily used sections of the trail within Hobart Rivulet Park.

R A T I O N A L E

Lack of lighting appears to be a barrier to evening use of the rivulet trail, and limiting commuting use in winter. Trail users indicated that they felt unsafe and vulnerable using the trail after dark.

P O T E N T I A L A C T I O N S

The priorities for lighting are considered to be:

installation of pedestrian scale lighting between the Molle Street entrance and Gore Street, in the shorter-term – this will provide users with a safe after dark connection through to Macquarie Street and Cascade Road; and

investigate the need to install lighting along other sections of the trail within the immediate South Hobart urban area (e.g. between Gore Street and Anglesea Street) – this could be staged in response to demand and funding availability.

Lighting should provide adequate luminance for safe pedestrian and cycling use, and be of a robust design, to withstand vandalism. Lighting was previously installed along a section of the trail adjacent to Wynyard Street, but was destroyed by vandals. The electrical infrastructure still exists along this section, and can be utilised.

Council would need to consider the potential impacts of introduced lighting near residences and where anti-social behaviour activity may occur.

Strategy 1.6. Improve connectivity between the Hobart Rivulet Park and surrounding community services, facilities, amenities and residential areas.

R A T I O N A L E

Improved connectivity between the Hobart Rivulet Park and surrounding community services, facilities, amenities, and residential areas will facilitate safe and efficient pedestrian and cycling commuting and recreational access, further activate the Hobart Rivulet Park, enhance the inter-relationships between Hobart's open space network.

POTENTIAL ACTIONS

The desirable connections identified include:

- clearer definition of the connection between the Molle Street entrance and the Hobart CBD;

- linkage to Liverpool Crescent and surrounding residential areas;

- installing street signs at the end of each street that connects with Hobart Rivulet Park;

- improved linkage to the South Hobart shopping and services precinct, and surrounding residential areas;

- a safe link to Darcy Street - Wentworth Street Park in South Hobart, being an important community facility, incorporating sports grounds, community hall, play facility and parkland;

- consideration of a link to Wellesley Park in South Hobart;

- a link to Knocklofty Reserve, suitable for pedestrians and mountain bike riders;

- a pedestrian link from the Hobart Rivulet to Saunders Crescent in South Hobart;

- linkages to Wellington Park;

- working with the Brewery to formalise and upgrade the pedestrian and bike link between Old Farm Road, the Brewery, and lower Marlyn Road.

- potential future linkages to McRobies Gully area.

Connectivity between the Hobart CBD and the Molle Street entrance to the Hobart Rivulet Park can be enhanced by:

- interpretation and information (e.g. signage, printed and electronic media);

- special treatment to footpath surface, and installation of bike lanes along Collins Street; and

- improved 'street presence' of the Molle Street entrance.

There is an existing pedestrian track from Liverpool Crescent through the bushland bordering the steep section of trail above the C3 site. This track

should be retained following the completion of the new connection through the C3 site. In addition there is another open space connection to be developed as part of the approved subdivision off Thelma Drive and Forest Road. It is intended that a shared recreational link will be developed to facilitate public access from the new subdivision along Ross Rivulet to Tara Street and onto the Hobart Rivulet Park trail, which allows a new connection from both Forest Road and Liverpool Crescent.

The development of trails along the Rivulet at the C3 site will dramatically improve access for users of the Hobart Rivulet Park trails. Concept Plan 5 shows the potential for providing a more direct link to South Hobart shops and Wentworth Park via a footbridge connection to Glen St. This connection would also provide a safe and less congested connection than using Anglesea Street during drop-off and pick-up times at the two schools.

Wellesley Park is located to the south of McRobies Road intersection with Cascade Road and improvement of safety and crossing points on both Degraeves Street and McRobies Road will be beneficial for people seeking to access Wellesley Park. There is the opportunity to formalise access through the overflow carpark for the Southern Tasmania Badminton Centre (located on the southern side of Cascade Road) to improve pedestrian access to Wellesley Park.

Some existing options for trail users to use the Hobart Rivulet Park trail to gain access to Wellington Park are to walk or ride along Old Farm Road or Strickland Avenue or unauthorised access over Cascade Brewery land (including bush trails and the track leading to Marlyn Road). Cascade Brewery indicated safety concerns with the high level of trucks entering onto Old Farm Road. The opportunities for improving access in the future include:

- upgrading the existing footpath and constructing a new footpath along Strickland Avenue to reach the Hobart Rivulet Park Track at the main bend (at the bridge);

- acquire public open space along the upper part of the Rivulet to allow users to reach the Rivulet Track at bus-stop bend on Strickland Avenue; and

- supporting other joint initiatives by Council, Cascade Brewery and the community for the development of authorised and safe trail connections to improve safety, ensure weed management, address other management issues and provide good connection with Wellington Park.

The McRobies Gully refuse site will cease to be an active landfill in 2017 but there will be some continued operations on site. The site will continue to operate a Waste Transfer Station, a composting operation and resource recovery operations that will take up a significant amount of space on site. This will reduce the number of large trucks using the site and there will be continued use by residents. The future long-term uses for the McRobies Gully land area have yet to be determined but there is strong interest being expressed by mountain bike riders having access and to develop additional trails within the area. If this were to occur, then there would need to be consideration for having a bike trail link along McRobies Road and connections to Wellington Park trails.

The Site Concept Plans illustrate some of the proposed solutions to enhance connectivity of trails with the Hobart Rivulet Park.

Strategy 1.7. Improve opportunities for passive recreation, including picnicking, barbeques, community gathering and events, and relaxation.

R A T I O N A L E

The Hobart Rivulet Park supports a regular flow of recreational and commuting walkers and cyclists, as well as dog walkers, joggers, picnickers, and people relaxing and playing. Some areas, however, are underutilised, such as some of the open grassed spaces and picnic/seating locations in the shade. There are opportunities to enhance passive recreation, create inviting spaces, and further activate under-utilised areas along the Hobart Rivulet Park.

At a visionary level, improvements to water quality management throughout the catchment, might one day mean that waters could be made safe for primary contact. Such an achievement would further extend the recreational opportunities within the Rivulet Park.

P O T E N T I A L A C T I O N S

Under-utilised spaces can be activated by:

development and/or enhancement of open space 'nodes' along the length of the Hobart Rivulet Park (see Site Concept Plans 2-5) and Section 4.5 below), including actions such as:

relocation of picnic areas from shady spaces into sunny and light locations (refer to Concept Plans 2 and 3);

installation of new seating;

opportunities to develop community gardens and public orchards as a focal point of community activity (refer to Concept Plan 2);

improvements to the existing barbeque area between Gore Street and Wynyard Street (e.g. to improve the privacy);

improvements to the existing dog off-leash area with the construction of a low fence to separate the area from other users including the shared trail;

realigning the trail to increase open grassed space suitable for passive recreation, including unstructured play, and events;

investigation of the potential to develop a community orchard on the grassed bank below McKellar Street;

improved maintenance of the Hobart Rivulet Park e.g. weed removal, increased maintenance regime for mowing of grassed areas; and

expanded application of WSUD solutions throughout the catchment (see Strategy 2.1).

4.3.2 Goal 2 : Strive for Sustainable Management

The strategies for sustainable management are:

1. Maintain and enhance the environmental and cultural values of the Hobart Rivulet Park;
2. Develop management partnerships between land managers responsible for land within, and surrounding the immediate Hobart Rivulet Park; and
3. Continue to support community partnerships to contribute to the environmental management of the Hobart Rivulet Park.

Strategy 2.1. Maintain and enhance the environmental and cultural values of the Hobart Rivulet Park.

R A T I O N A L E

The statement of significance in Section 2.5, recognises the natural and cultural values (both Aboriginal and European) of the Hobart Rivulet Park, as being integral to the experience of the rivulet, and important at state, national and international levels (e.g. historic cultural heritage values of the Female Factory). The remains of other historic sites can also be seen at other locations along Hobart Rivulet Park (e.g. quarries, stone walls etc), and are 'props' for the stories of the development of Hobart. This strategy also encompasses contemporary social values associated with the rivulet, including recreation, commuting, a 'refuge' within the city, as well as residential and commercial uses.

The natural values are strongest along the upper rivulet, where there is a contiguous connection of native vegetation between Cascade Brewery and Wellington Park. Native mammals, birds, reptiles, amphibians and fish are known to occur in and surrounding the upper rivulet, and to a lesser extent, in lower sections.

Remnant vegetation along lower sections is also important for wildlife habitat. Remnants are generally fragmented and dominated by weeds and exotic vegetation in some places, but act as a representation of vegetation that was once more widespread in the area. Importantly, remnant native vegetation provides a 'sense of the natural' for residents living in urban environments along its length, and for visitors escaping the city environs. The aesthetics and restorative benefits associated with the rivulet's natural environment were cited as important values by people who attended the consultation.

Water quality management was also identified as a significant opportunity within the Rivulet Park given that it covers a large part of the overall catchment. Within the Park there are significant opportunities to treat water and remove pollutants through a range of measures, often referred to as Water Sensitive Urban Design or WSUD. Catchment-wide application of WSUD solutions in a planned manner (i.e. via a Catchment Management Strategy) would lead to significant improvements in water quality, potentially to the extent that a visionary goal of water being suitable for primary contact could be achieved. In the absence of a catchment-wide strategy, opportunities for WSUD solutions should be investigated as development and re-development proposals are advanced.

The need to improve the environmental management of the rivulet, including weed removal, and native vegetation rehabilitation also came through in the consultation strongly.

POTENTIAL ACTIONS

The opportunities to improve the management of the natural and cultural values of the Hobart Rivulet Park include:

- further investigate and document the natural and cultural values, to improve knowledge and identify management priorities (e.g. creation/enhancement of wildlife corridors, threatened species management);

- expand application of water sensitive urban design (WSUD) solutions throughout the catchment including 'hard' (e.g. replacement of old pipes, gross pollutant traps, etc.) and 'soft' solutions (e.g. rain gardens, bio-swales, stormwater retention, domestic water tanks, green roofs) in a holistic approach to improving water quality;

- replace old pipe infrastructure and address at-source opportunities for water treatment as part of the implementation of a Catchment-wide Management Plan;

- improve stormwater management practices from McRobies Gully Waste Management Centre (e.g. application of WSUD principles and construct the Western Gully diversion drain);

- regular monitoring of the water quality, to create a base-line data set, and better understand conditions affecting water quality (e.g. pollutant sources);

- document and protect the historical fabric within and adjacent to the reserve, and incorporate into the interpretive program;

- work with the Cascades Female Factory Historic Site as the major cultural site adjacent to the rivulet, to contribute to the cohesive delivery of interpretation, and therefore, Hobart Rivulet Park experience;

- work with Cascade Brewery to improve weed management of Brewery lands contained within the Hobart Rivulet catchment;

work with adjoining landowners to improve environmental management practices, maintain and enhance visual values³², whilst ensuring the privacy and security of private residents and business owners is maintained; and

protect the Cascade Brewery water supply site located along the upper Rivulet.

Strategy 2.2. Develop management partnerships between land managers responsible for land within, and surrounding the immediate Hobart Rivulet Park.

The linear open space of Hobart Rivulet Park is bounded by residential and other privately owned land. Being narrow and constrained in width, the environmental, aesthetic, and recreational integrity of the Hobart Rivulet Park is easily influenced by the surrounding land uses. Similarly, the activities of organisations operating along, or adjacent to the rivulet, such as the Cascade Female Factory, can influence the experience of the rivulet, and how visitors and residents perceive it.

P O T E N T I A L A C T I O N S

The development of management partnerships will be beneficial in continuing and developing:

bushfire planning and management (e.g. between Council, Cascade Brewery, and Wellington Park Management Trust);

joint management arrangements for cross-tenure recreational trails (e.g. between Council, Cascade Brewery, Wellington Park Management Trust, and private residential land owners in some cases), connecting the mountain to the city;

consistent approaches to design (signage, trail construction), interpretation and information provision; and

facilitating tourism development and community event opportunities associated with Hobart Rivulet Park.

³² The South Hobart Progress Association indicated the need to protect vistas along the Hobart Rivulet including the management of trees to retain vistas to key features such as the All Saints precinct, Keens Curry sign and Mount Wellington skyline.

A formal management partnership arrangement through the formation of a working group and development of an agreement would help set out responsibilities, tasks, and timelines on an annual basis.

Strategy 2.3. Continue to support community partnerships to contribute to the environmental management of Hobart Rivulet Park.

R A T I O N A L E

The South Hobart Bushcare Group assists Council in the management of bushland areas in South Hobart, primarily in the Wellesley/Wentworth parks. The Group helps to manage environmental impacts resulting from recreational and other use, with an aim to maintain and enhance environmental, and to some degree, aesthetic, values.

P O T E N T I A L A C T I O N S

The South Hobart Bushcare Group and other community groups should be supported to continue:

- undertaking weeding, revegetation and rehabilitation works (planned with Council staff and other land managers) within Hobart Rivulet Park;

- extending environmental works to other sections of Hobart Rivulet Park (e.g. closer to the city);

- undertaking regular water quality monitoring, including monitoring of aquatic fauna;

- undertaking regular wildlife monitoring; and

- investigating the potential to rehabilitate the banks of the rivulet between the Collins Street and Cascade Brewery.

The Climbers Club of Tasmania indicated an interest in working together with Council to cleanup the waste located near the Fruehauf climbing area – this waste includes old wrecks, cables, broken glass, weeds and other rubbish.

Community feedback during the project indicated there may be some interest for forming a Friends of the Hobart Rivulet Group that could work in collaboration with the Council.

Section 4.4.3 of this report sets out guidelines for the management of the Hobart Rivulet Park including acquisition of open space, maintenance of the open space and the design of park furniture and facilities.

4.3.3 Goal 3 : Create a Distinctive and Appealing Experience

1. Develop and implement an Interpretation Plan for the Hobart Rivulet Park.
2. Package and promote the Hobart Rivulet Park area as an integrated experience.
3. Support the development of tourism products that encourage visitors to make a connection with the significance of the Hobart Rivulet Park.

Strategy 3.1 Develop and implement an Interpretation Plan for the Hobart Rivulet Park.

R A T I O N A L E

The broad directions for interpretation of the Hobart Rivulet Park experience are outlined in Attachment 5. It indicates the audiences for targeting interpretation, the big ideas/themes that could be developed as the interpretation or communication messages and the locations where interpretation could be undertaken within the Hobart Rivulet Park. It sets out the principles to guide interpretation planning and the need for marketing the Hobart Rivulet Park experience.

P O T E N T I A L A C T I O N S

The development of a three-year Interpretation Plan and implementation, which can be staged incrementally if necessary, will ensure that the Hobart Rivulet Park experience is presented in a consistent way that is targeted to its key audiences, while allowing for the area's many historic and living dimensions.

The Master Plan and associated *Hobart Rivulet Interpretation Directions* document set the over-arching direction for development of interpretation. However, an Interpretation Plan will provide for site-specific planning and the next level of strategic decisions regarding presentation of the Hobart Rivulet Park.

The Interpretation Plan should also be developed in conjunction with marketing planning for packaging and promotion.

Strategy 3.2 Package and promote the Hobart Rivulet Park as an integrated experience.

R A T I O N A L E

While the Hobart Rivulet Park is well known to many South Hobart residents, its scope and extent is not widely understood or appreciated by those who live in the greater Hobart metropolitan area.

In addition, it is not presented currently as a potential experience to holiday visitors, despite its physical and cultural heritage links to three key tourism attractions – Mount Wellington, Cascade Brewery and the South Hobart Female Factory – and to the CBD.

P O T E N T I A L A C T I O N S

Its current name, Hobart Rivulet Park, fails to convey a compelling reason to visit or explore the park. Packaging it in terms of the strength of the experience it offers and promoting it in print materials and on-line will help to position it with tourism visitors, as well as locals.

It is important to develop a unifying marketing concept to use in promoting the Hobart Rivulet Park and ensure that it is aligned to interpretation. This should ensure that promotion highlights the linkages to Cascade Brewery, the Cascades Female Factory Historic Site, and Mount Wellington.

The Hobart Rivulet Park experience can be promoted on-line via tourism websites, including www.discovertasmania.com, Hobart City Council and Wellington Park Management Trust's website. As part of the initial effort to position the Hobart Rivulet Park experience more strongly, Council should develop a brochure for distribution via tourism providers and the Hobart Visitor Centre, as well as potential partners such as the Tasmanian Museum and Art Gallery. As indicated in the *Hobart Rivulet Interpretation Directions* document, the brochure could serve combined promotional and interpretive functions.

Council should update publications promoting local walks, such as HCC's *Hobart Walks: A Guide to Hobart's Tracks and Trails*, to reflect the new focus on a unified experience.

Strategy 3.3 Support the development of tourism products that encourage visitors to make a connection with the significance of Hobart Rivulet Park.

R A T I O N A L E

The values, location and strength of stories relating to the Rivulet provide the basis for commercial tourism products, such as guided walks, within easy access of the city.

The Hobart Rivulet Park provides a natural connection, via its current and historic watercourse, from the foothills of the mountain to the waterfront at the Tasmanian Museum and Art Gallery. The Hobart Rivulet originally entered the Derwent River alongside the museum.

Tourism products currently include tours of Cascade Brewery, tours at the Female Factory and a 'Morning Tea With the Matron' interaction, as well as a 'walking theatre' production that uses part of the Female Factory's grounds. There may also be opportunities under the provisions of the City of Hobart planning scheme for the development of small scale visitor accommodation within close proximity of the Hobart Rivulet Park.

POTENTIAL ACTIONS

It is noted that, notwithstanding any direct role that Hobart City Council can play directly, adoption more broadly of the *Hobart Rivulet Strategic Master Plan* and associated improvements will improve the capacity of the Hobart Rivulet Park to support tourism.

In conjunction with stakeholders and partners, Hobart City Council should foster the development of tourism products based on the Hobart Rivulet's natural and cultural heritage and its contemporary use and community significance. This may include the need for infrastructure planning to take into account any identified requirements that support tourism product development.

4.4 MASTER PLAN

4.4.1 Overall Master Plan

The overall master plan is presented in five plans. Master Plan 1 shows the extent of the Hobart Rivulet and the extent of the Hobart Rivulet Park areas covered by each of the Master Plans 2-5.

4.4.2 Concept Plans

Concept Plans have been prepared for several nodes along Hobart Rivulet Park where more detail on the future planning, development and management will be required. The six sites along the Rivulet are:

entry off Molle Street (Concept Plan 1);

area at the start of the Hobart Rivulet Park (Concept Plan 2);

area at the end of Wynyard Street (Concept Plan 3);

Anglesea Street Parklands site (Concept Plan 4);

Degraves Street (Concept Plan 5); and

Cascades Gardens – Cascade Brewery (Concept Plan 6).

CONCEPT PLAN 1 : ENTRY OFF MOLLE STREET

The entry to the Hobart Rivulet Park off Molle Street is poorly developed and does little to entice visitors to access and use the Park. Council has a right-of-way over private land between Molle Street and the park entrance but the current line markings on the roadway are not reflective of the actual right-of-way location. Consequently users are walking along a shared roadway with cars parked on either side with vehicle access to the car parking areas and building (e.g. ramp down to wash-down area, ramp-up to auto repair workshop). The safety issues are reduced by the slow traffic speed of vehicles and that vehicle movements for the car parking use is generally occurring at the start and end of the working day.

The concept plan shows the proposed improvements to the entry area including the realignment of the right-of-way past the ramp-up to the workshop to improve the amenity of users. This would provide better alignment with the Molle Street pedestrian crossing facilities and improve the safety by reducing the vehicle entry width and not including the public space within the vehicle turn-in area. The treatment of the surface of the shared pathway would also provide a strong visual link for users and greater safety for bike riders traversing the car park area.

The proposed changes will require negotiation with the current landowner and investigation of the current right-of-way arrangements.

CONCEPT PLAN 2 : AREA AT THE START OF THE HOBART RIVULET PARK

This area provides the first major space for the entry to Hobart Rivulet Park and trail. The Council has been improving the site through tree plantings, creation of large grassed areas, provision of some seating and tables, paths and interpretation. However it remains essentially an unattractive passive area that does not attract a high level of use, other than trail users on the main trail. The area has also been used on occasions by some youth for drinking sessions, given it is an area without a high level of passive surveillance by residents.

The concept plan indicates a number opportunities to bring life and activity to the area through the upgrading of city-end as a better parkland space,

improving the trail, adding community gardens and orchard trees. It also recommends creating a stronger sense of entry to the Hobart Rivulet Park through surface treatment of the trail, greater use of stone walls, landscaping, signs and interpretation.

CONCEPT PLAN 3 : AREA AT END OF WYNYARD STREET

This area receives limited use as the existing picnic table and seating is located in the shade of the existing trees and consequently remains damp and uninviting. The area adjacent to the Hobart Rivulet is more appealing and captures greater sunlight and thus would be a more preferable location for relaxation, picnics and play.

CONCEPT PLAN 4 : ANGLESEA STREET PARKLANDS SITE

The Council has acquired the land along the Hobart Rivulet from the Christian City Church (C3) and this will provide a more accessible link for all trail users on the Hobart Rivulet Park trail. The concept plan shows the proposed location of a bike path and pedestrian path whilst maintaining a useable grassed area in between for informal community use. The plan also shows the proposal for a pedestrian bridge to Glen Street, which would provide a convenient and direct link to shops and community facilities in South Hobart on Macquarie Street. It is proposed that the bridge be designed as the public facility space with the inclusion of seating, public art, interpretation and viewing of the Hobart Rivulet.

CONCEPT PLAN 5 : DEGRAVES STREET

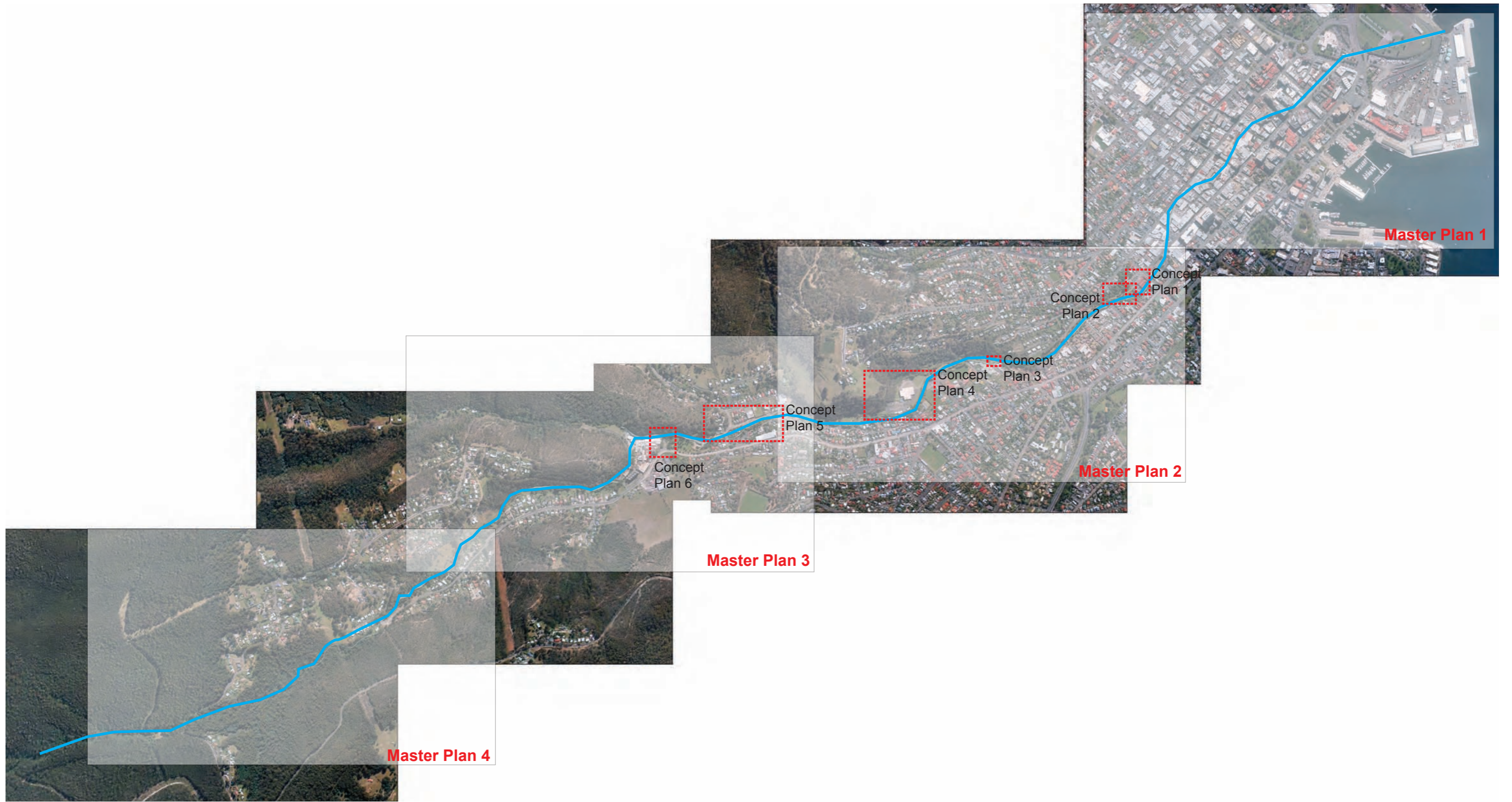
Degraves Street does not provide a well-connected and safe link for users within the Hobart Rivulet Park. Local residents consider the traffic speed, vehicle dust and truck use associated with McRobies Gully refuse site detracts from residential amenity. There is no identified safe crossing point for trail users and cyclists are left to ride up a one-way street without bike lanes.

The concept plan indicates the potential to address the safety concerns through the installing of safer crossing points on both Degraves Street and McRobies Road, introducing bike bi-way lanes along Degraves Street, a pedestrian footpath on the bridge and designation of shared space for vehicles and other users. The concept plan also shows improvements to car parking arrangements for Cascade Gardens to allow for a safer pedestrian and cycle path connection.

CONCEPT PLAN 6 : CASCADES GARDENS – CASCADE
BREWERY


Concept Plan 6 illustrates proposed changes to connections and footpaths at the interface between Cascade Gardens and the Brewery. The plan shows a realignment of the path at the top of the Gardens along the boundary to the Brewery linking to Cascade Road. From there, path improvements have been made to widen the footpath to a shared trail width. A new crossing point has been created with a traffic island that enables safe passage for tour groups (up to 25 people at a time) across the road between the Cascade Reception Centre and the Brewery site³³. Signage, line-marking and additional fencing are proposed to further improve the safety and amenity of the area.

³³ The Cascade Brewery indicated the option of pedestrian lights should be considered by DIER and Council on Cascade Road.

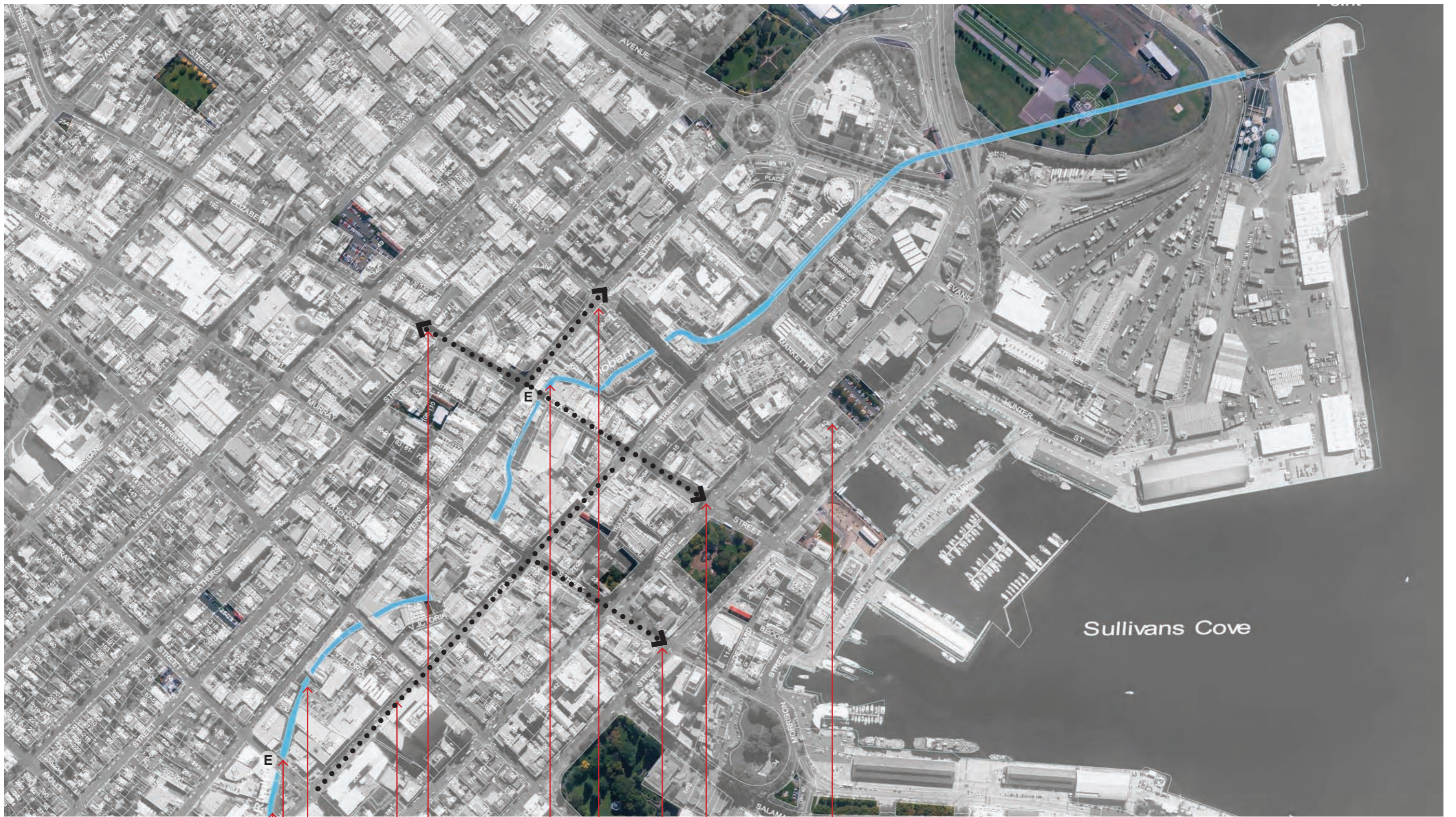


Hobart Rivulet Master Plan

Key Plan

Scale: NTS 

Intentionally blank



Consider interpretation of the Rivulet near 208 Collins Street, where the natural alignment and rock bed remains

Consider interpretation of the Rivulet at the Barrack Street Bridge

Promote the modified Hobart Rivulet Waterways tour

Enhance Collins Street as a bicycle and pedestrian priority street

Key pedestrian route to CBD and North Hobart areas

Consider ways to enhance the existing interpretation of the Rivulet at Wellington Bridge in the Elizabeth Street Mall


Key pedestrian route to Queens Domain

Key pedestrian route to Sullivans Cove

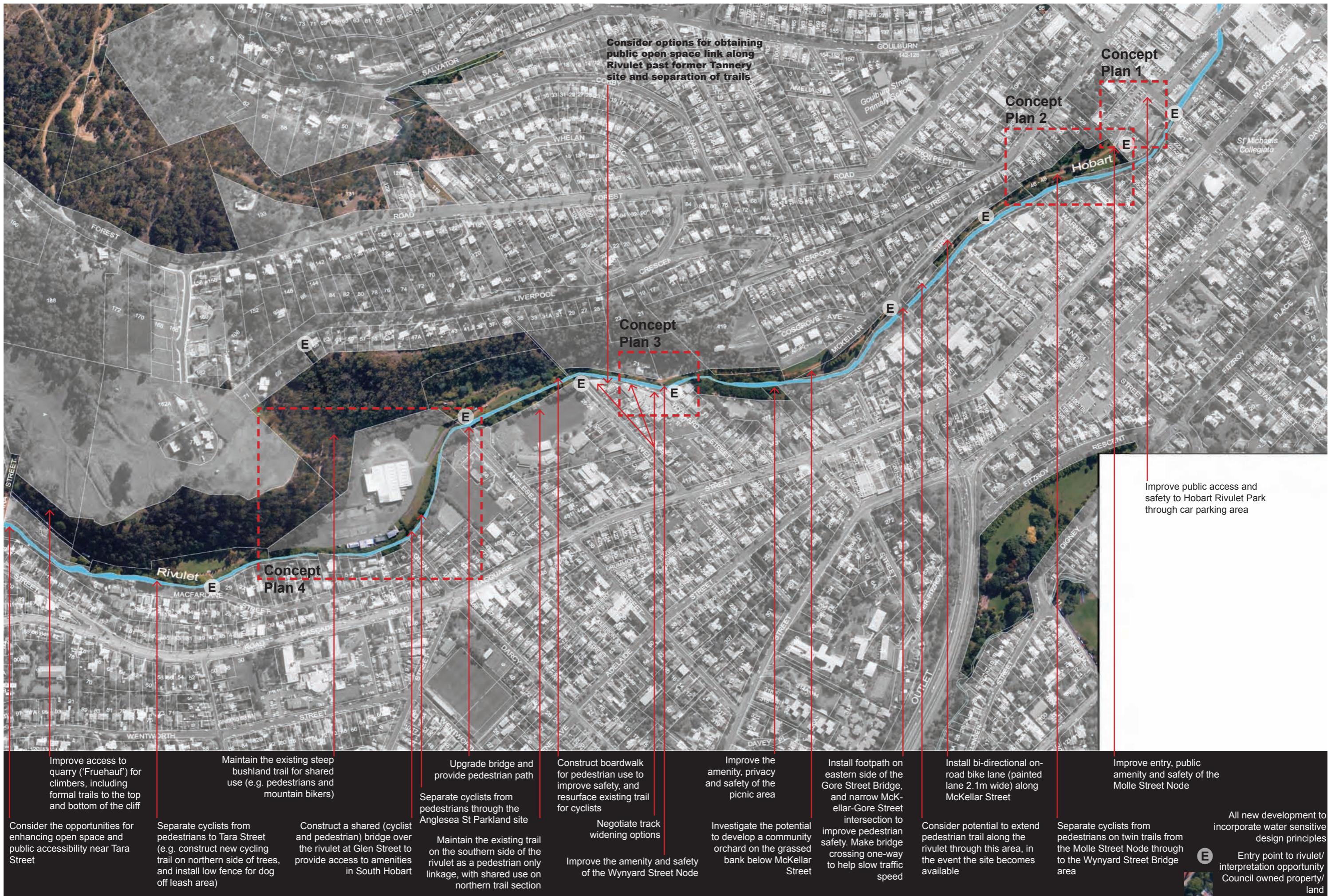
Consider interpretation opportunities at TMAG/Dunns Street, given that this was the original alignment of the Rivulet

All new development to incorporate water sensitive design principles

E Entry point to rivulet/ interpretation opportunity

 Council owned property/ land

Intentionally blank



Consider options for obtaining public open space link along Rivulet past former Tannery site and separation of trails

Concept Plan 1

Concept Plan 2

Concept Plan 3

Concept Plan 4

Improve public access and safety to Hobart Rivulet Park through car parking area

Improve access to quarry ('Fruehauf') for climbers, including formal trails to the top and bottom of the cliff

Maintain the existing steep bushland trail for shared use (e.g. pedestrians and mountain bikers)

Upgrade bridge and provide pedestrian path

Construct boardwalk for pedestrian use to improve safety, and resurface existing trail for cyclists

Improve the amenity, privacy and safety of the picnic area

Install footpath on eastern side of the Gore Street Bridge, and narrow McKellar-Gore Street intersection to improve pedestrian safety. Make bridge crossing one-way to help slow traffic speed

Install bi-directional on-road bike lane (painted lane 2.1m wide) along McKellar Street

Improve entry, public amenity and safety of the Molle Street Node

Consider the opportunities for enhancing open space and public accessibility near Tara Street

Separate cyclists from pedestrians to Tara Street (e.g. construct new cycling trail on northern side of trees, and install low fence for dog off leash area)

Construct a shared (cyclist and pedestrian) bridge over the rivulet at Glen Street to provide access to amenities in South Hobart

Separate cyclists from pedestrians through the Anglesea St Parkland site

Maintain the existing trail on the southern side of the rivulet as a pedestrian only linkage, with shared use on northern trail section

Negotiate track widening options

Improve the amenity and safety of the Wynyard Street Node

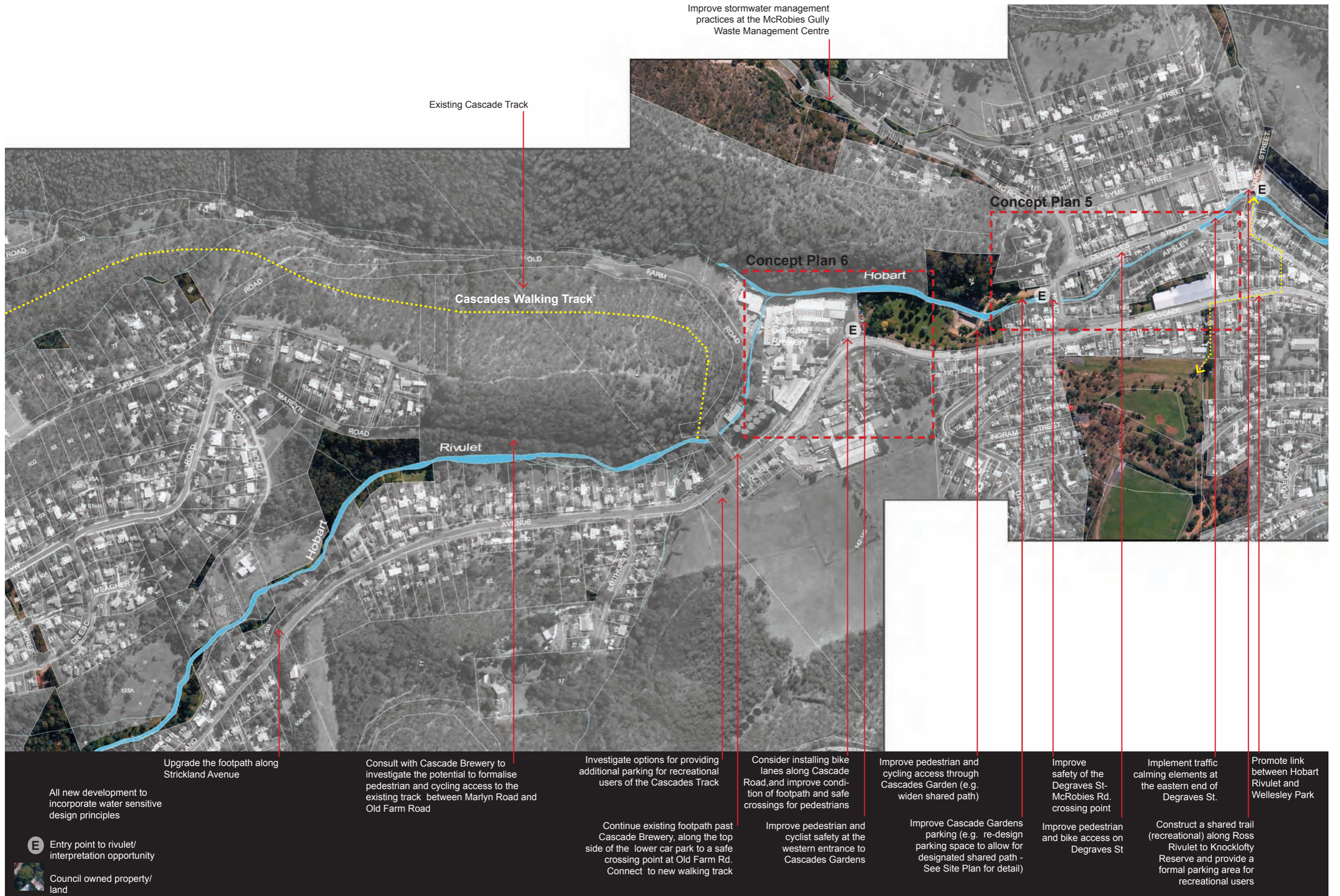
Investigate the potential to develop a community orchard on the grassed bank below McKellar Street

Consider potential to extend pedestrian trail along the rivulet through this area, in the event the site becomes available

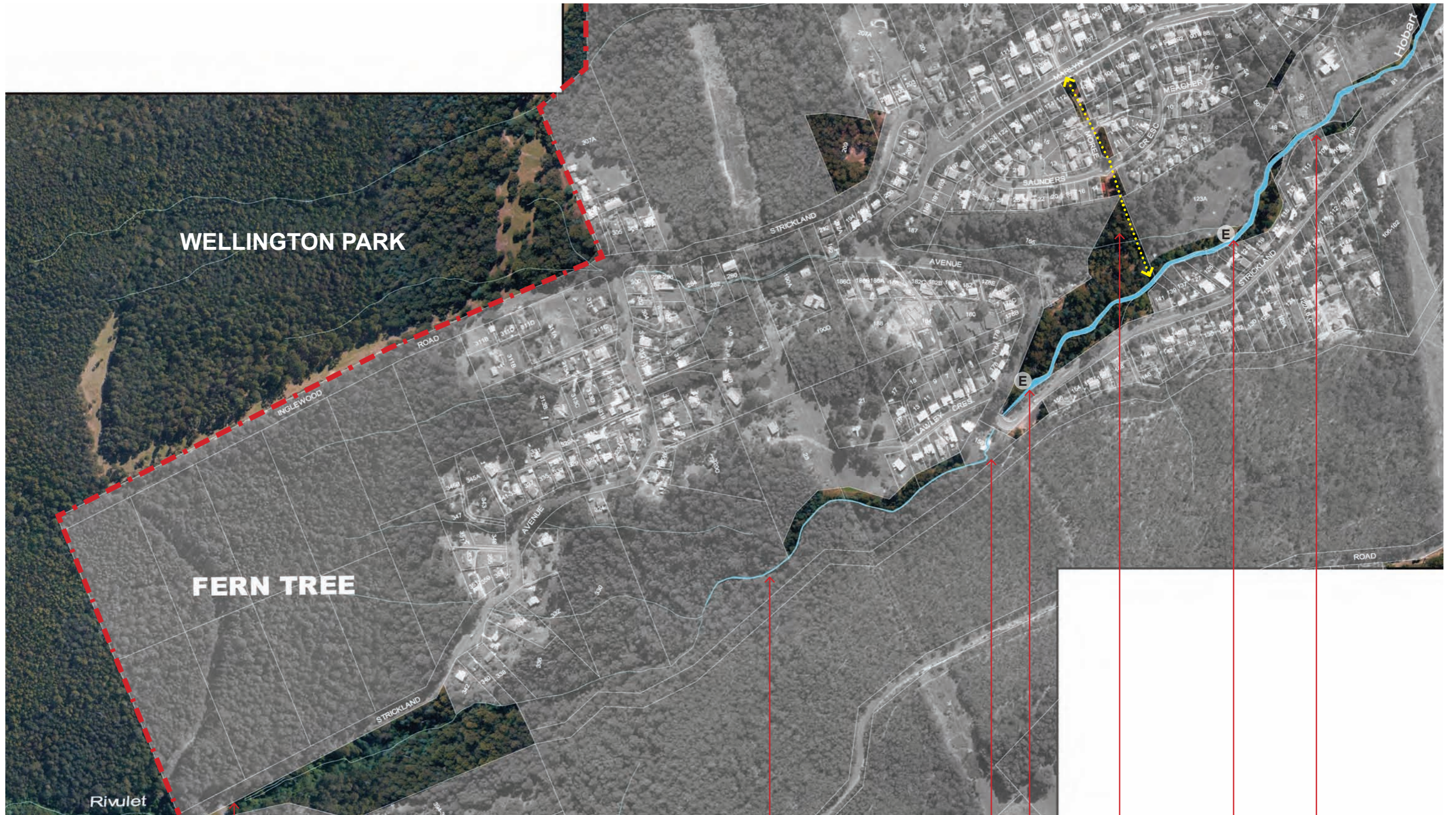
Separate cyclists from pedestrians on twin trails from the Molle Street Node through to the Wynyard Street Bridge area

All new development to incorporate water sensitive design principles
 E Entry point to rivulet/interpretation opportunity Council owned property/land

Intentionally blank



Intentionally blank



WELLINGTON PARK


FERN TREE

Rivulet

All new development to incorporate water sensitive design principles

Link Rivulet track to Wellington Park

E Entry point to rivulet/ interpretation opportunity

 Council owned property/land

Consult with the Cascade Brewery to investigate the potential to upgrade and formalise public access connection to Wellington Park and address land management issues.

Protect the Cascade Brewery water supply

Upgrade safety for pedestrians crossing Strickland avenue

Construct a trail from Saunders Crescent to the Rivulet through the existing open space

Construct trail in newly acquired land

Investigate options for a shared trail alignment to establish link along rivulet between open spaces

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- Enhance Collins St for bicycle and pedestrian priority
- Relocate entry to reduce pedestrian / vehicle conflict and safety concerns for vehicles crossing to Collins St (left turn only)
- Painted concrete to create visual link from Collins St into Hobart Rivulet Park and consider options for installing direction signs
- Existing pedestrian crossing point, extend barrier fence to encourage use of crossing point
- Retain vehicle access into workshop and washing bay
- Realign existing carpark
- Align shared right of way between building and parking to reduce pedestrian/car conflict. Final alignment is subject to negotiations with the owner of the site
- Plant with native vegetation
- Retain vehicle access to car parking and rear of building

All new development to incorporate water sensitive urban design



Molle Street Entry

Concept Plan One

Intentionally blank



Example of community garden in park setting

http://blog.deborah.elizabeth.finn.com/blog/_archives/2010/12/1/4693405.html



Replace weeds with ornamental vegetation on steep bank to stabilise slope

Lighting poles between park entry and McKellar St, spacing to be determined by council

Proposed garden bed, planting as per existing garden beds

New stone wall entry, same style as existing stone walls

Retain existing Eucalypts

Retain existing wall

Rubbish station

Painted concrete entry threshold

Interpretation and trailhead signage for the Hobart Rivulet Park experience

Manage blackberries throughout this area

Shady grassed recreation space and picnic area

Sunny grassed recreation space and seating areas

Existing stone wall

Proposed sculptural seating wall

Retain tree

Seal existing trail as proposed cycle trail, 2m wide

Plant bank and river edge with native vegetation

Retain existing garden beds and blackwood trees

Community gardening plots, shed and facilities

Ensure that park entry aligns with any changes in alignment of adjacent carpark thoroughfare



Scale 1:500

All new development to incorporate water sensitive urban design

Proposed new 1.8m wide compacted gravel pedestrian path to McKellar St then to Gore St

1m high enclosure fence, in keeping with existing park fencing style

Retain existing sculptural elements

Proposed community orchard trees

Retain existing fence



Start of Hobart Rivulet Park

Concept Plan Two

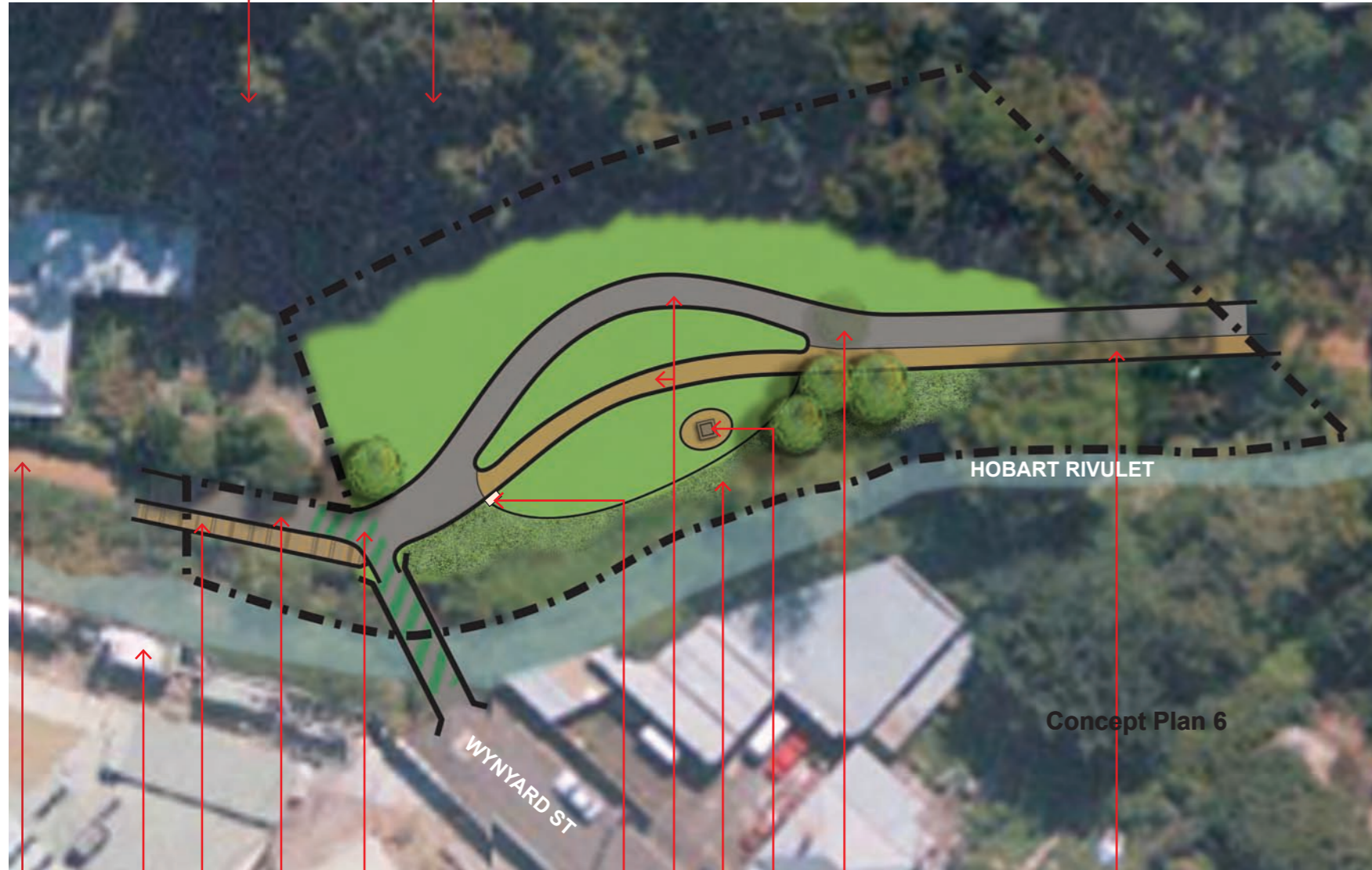
INSPIRING PLACE

Landscape Architecture • Environmental Planning • Tourism • Recreation

Intentionally blank

Resolve stormwater drainage problems coming from Liverpool Crescent

Thin Blue Gums to allow greater light into open space and adjacent residences



HOBART RIVULET

Concept Plan 6

WYNYARD ST

Consider options for widening access of trail

Consider options for obtaining public open space along the Rivulet with future development of the former Tannery site

Interpretation and information sign

Realign path to create an open grassed area adjacent to the rivulet edge where there is better aspect and sunshine

Native vegetation to river edge

Relocate picnic facilities closer to rivulet and locate within a gravel pad

Remove existing willow to open views to Mt Wellington.

Widen path along existing alignment to create a 2m sealed cycle path and a 1.8m gravel pedestrian path

Designated shared zone

Seal existing path as proposed cycle trail, 2m wide

Construct new pedestrian boardwalk 1.8m wide



Scale 1:500

Wynyard Street Area Concept Plan Three



Example where path use delineated by surface material



Example of a divided path through parkland

Source: <http://www.americantrails.org/photoGalleries/cool/4-dual-tread-trail-bike-walk.html>

All new development to incorporate water sensitive urban design



Intentionally blank



Examples of sculptural timber pedestrian bridges

Incorporate WSUD principles in Anglesea Street Parkland development



Scale 1:1000

All new development to incorporate water sensitive urban design

Existing shared gravel path to be retained around the C3 site with link to Liverpool Crescent

Proposed gravel pedestrian path 1.8m wide

Proposed sealed cycle path 2m wide
Cycle path to create edge to Council maintained area

Native vegetation to Rivulet edge

Grassed recreation space for public use
Remove existing sheds and house to provide for parkland and trails
Protect Eucalypt with bridge design and during construction

Proposed pedestrian bridge to link site to South Hobart shops and facilities via Glen St. Bridge design to include seating, interpretation, public art, directional signs and viewing locations

Proposed trail for pedestrians
Designated shared zone for bikes and cars
Maintain remaining orchard trees



Anglesea Street Parkland Area

Concept Plan Four

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All new development to incorporate water sensitive urban design

Investigate opportunities for improving pedestrian/cyclist safety in designated shared zone with low vehicle speed

Existing concrete path



Source: <http://www.bikeblognyc.com/love-your-lanes-or-loose-them/>



Source: <http://www.streetsblog.org/2007/03/29/should-dot-install-separated-bike-lanes-on-9th-street/>

Examples of on road bidirectional bike lanes



Seal existing gravel portion of car park

New asphalt path through car park, 3m wide.

Barrier fence to ensure crossing is used correctly
Consider reducing road width to improve crossing safety but continue to allow large vehicles and heavy machinery to access McRobies Gully.

Remove garden bed to allow for separate pedestrian path through car park

Retain Parking

Relocate footpath to kerb side, 1.8m wide

Contraflow bicycle lane
No standing zone, bike lane

Install pedestrian footpath across bridge and consider options for discouraging vehicle entry into Degraives Street (one way only)

Retain existing park



Scale 1:1000

Incorporate WSUD principles in redevelopment of Cascade Garden parking area

Degraives Street, South Hobart

Concept Plan Five



Intentionally blank

All new development to incorporate water sensitive urban design

Treat car park run-off where possible

New traffic island to direct vehicles upon entry or exit.

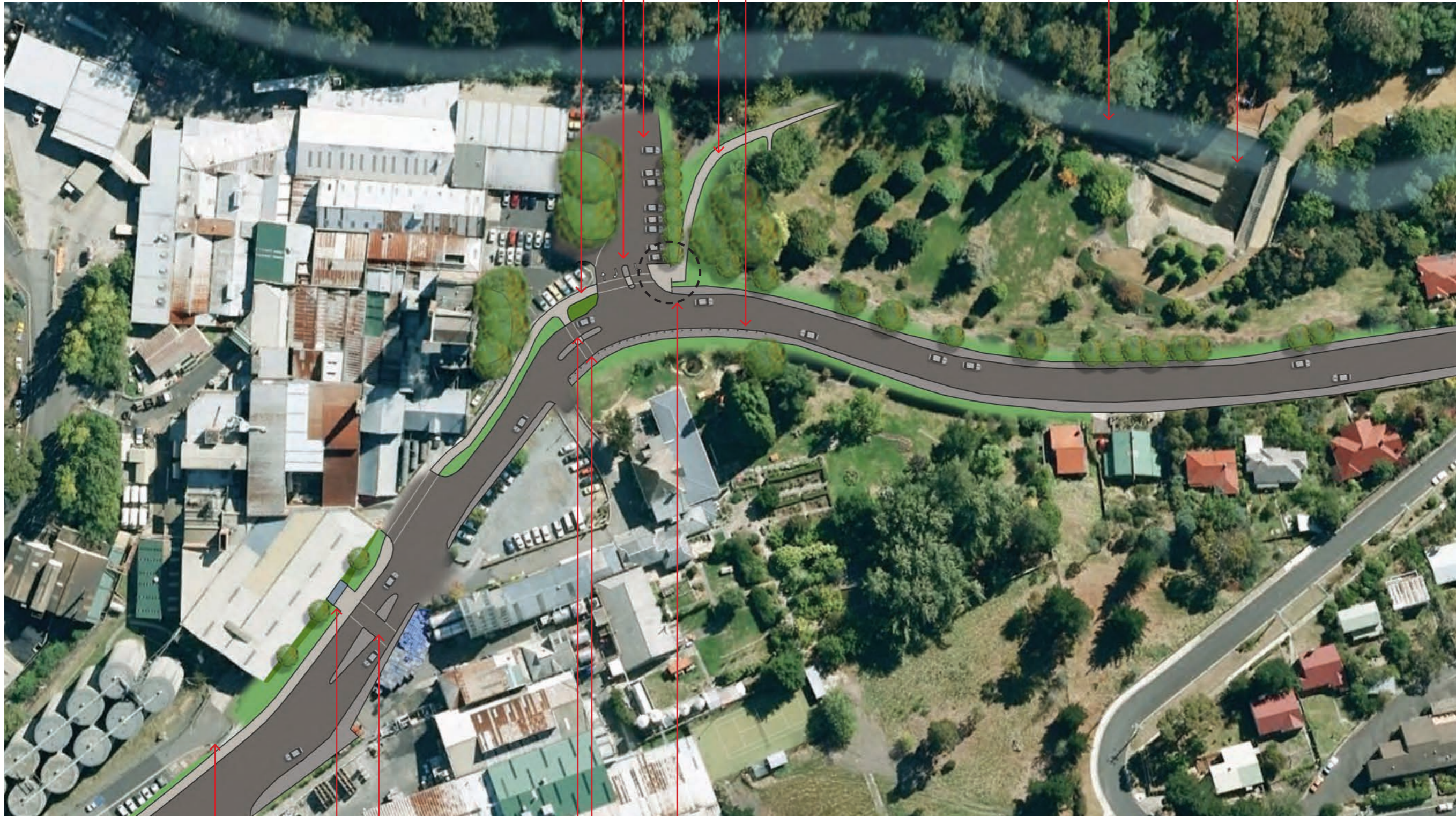
New footpath to continue trail past the Brewery with directional signage.

Consider design features to slow bikes in Cascade Gardens

Chain fence to be continued along footpath for the entirety of the corner, to encourage pedestrians to cross in the designated zones.

Explore better physical connections to the Rivulet from the Gardens

Explore re-purposing of weir to include ecological concerns



Scale 1:1000

Directional signage to facilitate pedestrian navigation along trail.

Directional signage to facilitate pedestrian navigation along trail. Bus stop offset from path.

New traffic island to be trialed for suitability with 4m road pavement either side to allow for future bicycle lane and vehicles

Existing pedestrian crossing to remain

New pedestrian and bike entry (ramp and/or steps) to Cascade Gardens at existing kerb bulb. New path alignment, signage and construction to suit park

Chain fence to be opened in this area as access for pedestrians. Signage and mirrors to make crossing safer for pedestrians and motorists

NOTE: SUBJECT TO CONSULTATION WITH CASCADE BREWERY.



Cascade Brewery, South Hobart

Concept Plan Six

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4.4.3 Hobart Rivulet Management Guidelines

This section provides guidelines for the acquisition of open space, maintenance of the open space including airspace over the rivulet and the design of park furniture and facilities within the Hobart Rivulet Park.

IMPROVING OPEN SPACE LINKAGES

Most Councils in the State obtain open space contributions under the *Local Government Building and Miscellaneous Provisions Act 1993*, in order to ensure developers make an appropriate contribution towards public open space to account for the increased density of residential development when carrying out subdivisions. The *Act* states that Councils have discretion in negotiating for the provision of public open space within new subdivisions. In some situations, Councils have negotiated for open space provision in excess of 5% due to the strategic location of the land and wider value to the community. Given the limited resources available to Councils for managing open space, it is often the case that a 5% cash-in-lieu contribution is preferred for all subdivisions³⁴ (including building estates). The cash contribution is calculated on the valuation of the land area of the new lot(s) created, but excludes the balance lot.

Land can be donated or bequeathed to Council for the creation of a reserve – the agreement for sale could include provision for the land to be declared a reserve, entering into a management agreement or imposing a restrictive covenant that restricts the use of the land. This option would normally require a formal survey plan, application for a development permit for subdivision and registration of the amended title documents and contracts for transfer of the land.

However, community access to private land for open space use may also be achieved through other mechanisms such as leases, covenants and agreements. If landowners wish to retain part of their land, an alternative is for the Council to lease the land to be used for open space. The lease could be subject to provisions restricting use, requiring management actions and assigning responsibility for maintenance costs and liability for injury to the Council. Where land has been identified as having ‘conservation value’ there may be the option to use covenants and agreements.

Council should consider the opportunities to negotiate with some property owners for improving the trail alignment and experience within the Hobart Rivulet Park in the future. This may include discussions with some property

³⁴ The exceptions may include where Council applies discretion, where only a boundary adjustment is involved, where no new lot is created, or where the new lot is not capable of residential development.

owners near McKellar Street, Wynyard Street, Tara Street and the upper part of the Hobart Rivulet Park.

MAINTENANCE OF OPEN SPACE AREAS

All open spaces require regular maintenance to ensure that the values, programs and activities for which they have been designated can operate effectively and safely.

The overall standard of maintenance of the existing open space network within the study area varies from high at prime recreation areas such as the open space nodes and trail to low levels of maintenance of the bushland.

In general the landscape of the Hobart Rivulet Park should incorporate locally indigenous species or be compatible with surrounding heritage landscapes where appropriate. This allows for a mix of native and exotic plantings³⁵, as now occurs between Molle Street and the Cascade Brewery, but beyond the Brewery all plantings within the Hobart Rivulet Park should be locally indigenous species. Crack willows are a declared weed and should be progressively removed as part of a long-term program along the entire length of the Hobart Rivulet Park.

Grassed areas should be maintained within developed parts of the Park although broken by trees and shrub plantings in some locations. To date, soft landscaping has played a limited role in the definition of public open spaces and/or around major facilities or to create an overall appearance of care and stewardship, but has the potential to be utilised to provide shade, wind-breaks or screening.

Maintenance regimes should be managed according to the levels and types of intended uses, the rationalisation of planted versus grassed areas to reduce hand mowing and an emphasis on the standardisation of park furniture and signage to achieve economies of scale.

Greater emphasis could be placed on 'water sensitive urban design'³⁶ in all open spaces managed by Council to encourage better infiltration of stormwater to groundwater, erosion and flood control, capture of sediments, nutrients and toxins, etc. A catchment wide approach to stormwater management greatly improves water quality there, thereby improving water

³⁵ The exception to this is the removal of species listed under the *Weed Management Act 1999* as a declared agricultural and environmental weed in Tasmania.

³⁶ Water sensitive design seeks to reduce the extent of impervious surfaces and mitigate changes to the natural water balance through on-site use of water as well as through temporary storage, and is analogous to principles of Water Sensitive Urban Design, yet the later deals primarily with water management practices in urban environments. Victorian Stormwater Committee, 1999. *Urban Stormwater Best-Practice Environmental Management Guidelines* CSIRO Publishing, Canberra. p.47.

quality, the recreational opportunities in an area, and potentially reducing the long-term maintenance costs associated with flooding events. Council are currently preparing a Catchment Management Plan for the Hobart Rivulet.

Consideration should be given to minimising maintenance regimes where the emphasis is on weed management, the use of fire as a management tool, erosion control and the rehabilitation of disturbed sites. The maintenance focus in these areas should be on the maintenance of natural processes, with a particular emphasis on the control of impacts to avoid disturbance to the self-maintaining cycles at work in natural areas.

Increased concern about the negative health effects of prolonged exposure to the sun has led to a greater emphasis on the provision of shade within open space and recreation areas. Shade is particularly important where visitors to an area are exposed for long periods of time or where use typically occurs during peak daytime periods of ultra-violet radiation. The location of the Rivulet within a gully with sloping land and tree plantings on the northern side provides good natural shade along most of the Rivulet.

Risk management is essential in all open space areas. Council has a duty of care to the people who use its open spaces and must ensure that it has well defined and documented strategies for reducing or eliminating public risk within its open space network. Similarly, Council has a role in directing operators and users of its facilities, programs and services to obtain adequate public indemnity protection. Adequate funding for on-going maintenance is an essential component of risk management.

To cover the long term asset maintenance and replacement budgets, maintenance timetables must be incorporated into management plans for all facilities. As a general principle, an amount equivalent to one-tenth of the current replacement value of a facility should be set aside each year to ensure facilities can be replaced, renovated or upgraded at appropriate intervals.

PROTECTION OF HOBART RIVULET OPEN SPACE VALUES

It is important that the airspace over the Hobart Rivulet be managed as part of the Hobart Rivulet Park natural and cultural experience. Whilst much of the rivulet course through the CBD area is underground, there are a number of locations where the rivulet can be viewed, albeit as a constructed floodway. These locations include near the Royal Hobart Hospital and from Barrack Street and Collins Street. The appreciation and understanding of the history and function of the rivulet is part of the experience story, including where it has been modified over time. The development of the airspace above the rivulet at

these locations would remove this physical connection to the rivulet and should not be permitted.

DESIGN OF PARK FURNITURE AND FACILITIES

Seating and external furniture, appropriately selected and judiciously installed, will add much-needed amenity to the experience of the Hobart Rivulet Park.

Early development of the Hobart Rivulet Park by Council included a limited suite of site furniture and interpretation elements that were inspired by the i-beam/rail sleeper construction of the 'trash racks' and the bedrock geology of the Rivulet. The end result was robust, functional and with a strong industrial aesthetic appropriate to the history of the site yet because of the 'rusty' quality of the steel and the incorporation of stone, the finish is also well suited to the 'naturalistic' surrounds (Photograph 4.1).

As part of the early works, Council also installed lighting. This was, however, vandalised and there is no evidence of what it might have looked like.

Council has also installed an off-the-shelf rubbish and recycling bin system, produced here in Tasmania by Prins Metals, that in some instances incorporates a dispenser for plastic bags for dog waste disposal. Elsewhere, the plastic bag dispensers have been incorporated within the signage system, which is standardised throughout Council's open space system.

Most recently, Council has installed several semi-circular metal benches with timber seating at several locations.

Apart from the latter bench, the existing furniture suite has a coherent and integrated feel that is suited to the standard of presentation that is required for the project. Figure 4.1 shows how these original elements plus additional items could be combined to be the standard suite of furniture used along the Rivulet. The proposed seating builds on the signature materials used in the early development of the Rivulet trail i.e. stone integrated with an off the shelf seating product available from Street Furniture Australia. Where stonewalls are not practical or affordable, well constructed gabion walls can be used to retain or separate spaces.



Photograph 4.1 Existing suite of street furniture at Hobart Rivulet Park entry

Signage is not illustrated and should follow that for the rest of Council's open space system. Alternatively, a reserve specific 'design' language could be developed that builds on the signature materials used in the other furniture.

Application of individual elements to each site is beyond the scope of the current project, but the following considerations should be taken into account:

- some seats should incorporate arm rests;

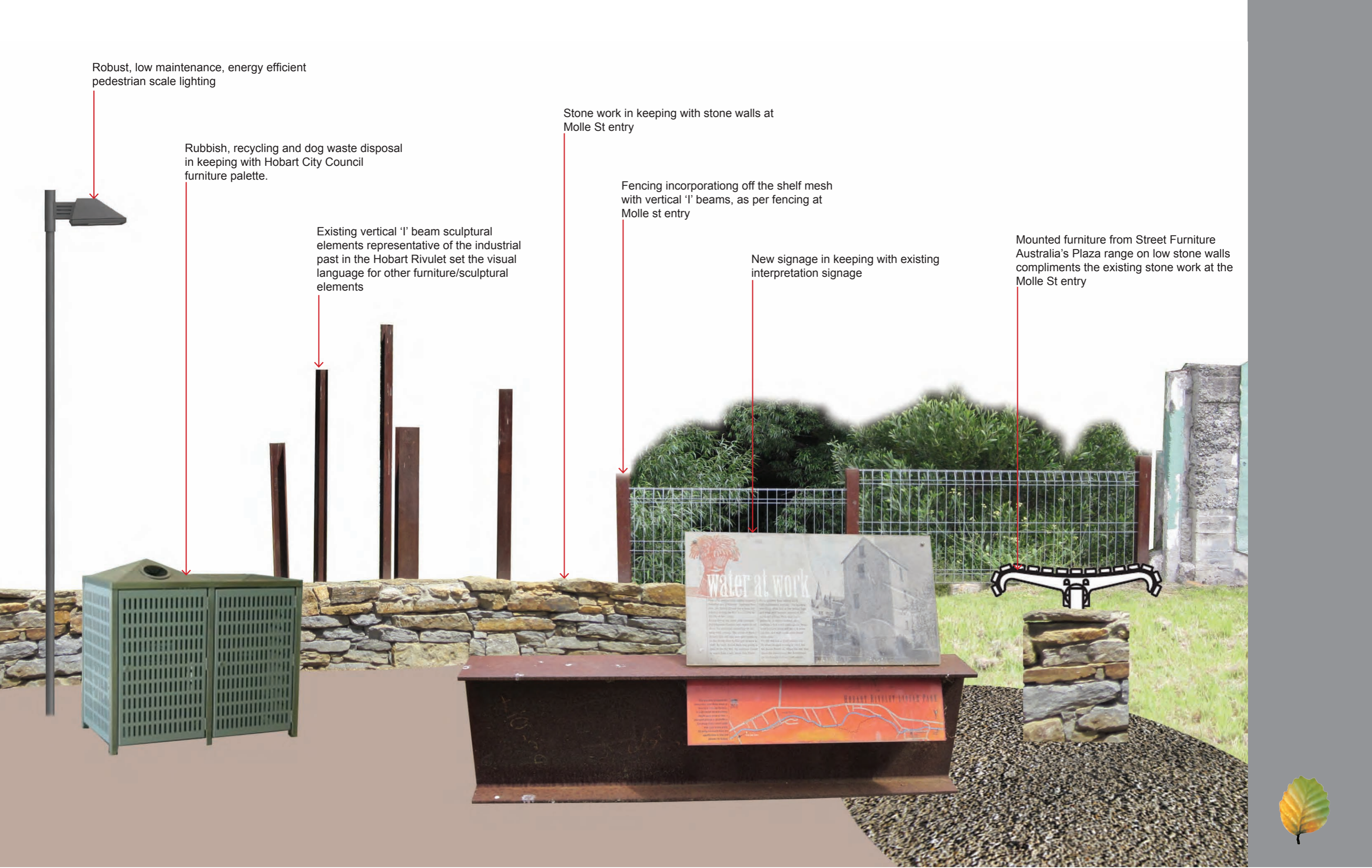
- ensure there is adequate seating at locations where people are likely to gather;

- place seating in both sunny and shady places to provide comfort year-round; and

- minimise clutter and obstructions in the public realm by installing streetscape elements, including seating, rubbish bins, street trees and bicycle racks, in clusters.

Lighting has been selected from a robust, low maintenance, energy efficient, high quality system of elements developed by We-ef and used by Council in other reserves. Use of these fixtures consistently through the Hobart Rivulet Park and elsewhere in the City should result in an economy of scale that offsets any concerns for initial capital cost of the fixtures. Council will need to identify the appropriate lighting standards (P-rating) for the site that in turn will determine the appropriate spacing of fixtures.

A number of opportunities have been identified on the sketch plans for the installation of public art that will enhance the streetscape and increase community appreciation of Hobart Rivulet Park. Again, determination of locations or particular artworks is beyond the current project. Importantly, all public art must be of a high standard, robust and appropriate to its setting. Whilst the value of community involvement in the creation of public art is appreciated, appropriate coordination is required to ensure a high standard of outcome expected for the Hobart Rivulet Park.



Robust, low maintenance, energy efficient pedestrian scale lighting

Rubbish, recycling and dog waste disposal in keeping with Hobart City Council furniture palette.

Existing vertical 'I' beam sculptural elements representative of the industrial past in the Hobart Rivulet set the visual language for other furniture/sculptural elements

Stone work in keeping with stone walls at Molle St entry

Fencing incorporating off the shelf mesh with vertical 'I' beams, as per fencing at Molle st entry

New signage in keeping with existing interpretation signage

Mounted furniture from Street Furniture Australia's Plaza range on low stone walls compliments the existing stone work at the Molle St entry

Furniture Palette
Figure 4.1



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SECTION 5

10 YEAR ACTION PLAN

5.1 INTRODUCTION

This Section sets out the basis for implementation of the Hobart Rivulet Park Strategic Master Plan over the next 10 years. It identifies the recommended actions and priorities for each of the strategies identified in Section 4 of the report.

The priority for implementation of each action is based on:

High – should be commenced within the next 2 years;

Moderate - should be commenced within the next 5 years;

Low - should be commenced within the next 10 years; and

Ongoing – this action may be required on an ongoing basis.

The Action Plan lists 64 recommended actions some of which have been further divided into specific sections along the rivulet. 16 actions are high priority, 5 are high-moderate priority, 21 are moderate priority, 10 are low priority and 18 are ongoing actions for implementation.

It is expected that the Council will take the lead role in the implementation of the recommended actions but will seek the support and involvement of other agencies and community groups where this is required to achieve a successful outcome.

The 10 Year Action Plan is considered to be a working tool and it is recognised that the implementation process may vary over time in response to new opportunities to secure funding, the *City of Hobart 2025 Strategic Framework*, the level of support by key stakeholders including the community to progress the recommended actions.

5.2 ACTION PLAN

The recommended actions for each goal are listed in the following Tables.

GOAL 1: TO IMPROVE ACCESSIBILITY, SAFETY AND AMENITY

STRATEGIES	ACTIONS	PRIORITY
1.1. Develop a continuous open space corridor and shared trail along the Hobart Rivulet Park, between the Hobart CBD and Wellington Park – ‘a city to the mountain’ experience.	1.1.1 Enhance Collins Street for bicycle and pedestrian priority	Moderate
	1.1.2 Improve trail safety and connectivity between the Molle Street entrance and Cascade Brewery	High - Anglesea Street Parklands adjacent to C3 land, Degraeves Street between Cascade Gardens to Tara Street and Cascade Gardens to the Cascade Brewery Moderate – Molle Street – McKellar Street, McKellar Street – Wynyard Street, Wynyard Street – Anglesea Street, C3 site to Tara Street
	1.1.3 Negotiate with some landowners near McKellar Street, Wynyard Street, Tara Street and the Upper Rivulet to improve trail alignment, the linkage of open space and experience values.	Ongoing
	1.1.4 Negotiate a partnership with the Cascade Brewery for opportunities to upgrade and formalise public access connection to Wellington Park.	High - Moderate
	1.1.5 Construct walking trail link along Ross Rivulet to link Forest Road and Knocklofty Reserve with Hobart Rivulet Park	High
1.2. Separate pedestrians and cyclists where possible.	1.2.1 Define separate trails for pedestrians and cyclists where possible between Molle Street and Cascade Gardens, with use of designated shared zones and some shared trail sections as shown in the Master Plans and Concept Plans	High - Moderate

STRATEGIES	ACTIONS	PRIORITY
1.2. Separate pedestrians and cyclists where possible.	1.2.2 Upgrade the cycle surface to a sealed surface	High – Molle Street – McKellar Street, Anglesea Street Parklands Moderate – Gore Street – Wynyard Street, Wynyard Street – Anglesea Street, Anglesea Street Parklands – Tara Street, McRobies Road – Cascade Brewery
	1.2.3 Upgrade the pedestrian trail with high quality compacted gravel	High – Molle Street – Gore Street, Anglesea Street Parklands Moderate – Gore Street – Wynyard Street, Wynyard Street – Anglesea Street, Anglesea Street Parklands – Tara Street, Low – Upper Rivulet between Cascade Brewery to Strickland Avenue Bridge
	1.2.4 Install on-road bike lanes where possible to improve safety for cyclists e.g. McKellar Street, Degraves Street	Moderate
1.3. Develop the Hobart Rivulet Park trail primarily as a recreational experience, but with a low-speed commuting function.	1.3.1 Avoid the development of wide and straight trails that facilitate high speed cycle commuting within Hobart Rivulet Park	Ongoing
	1.3.2 Investigate options for on-road bike lanes on Macquarie Street and Cascade Road to cater for high speed cycle commuting	High - Moderate
1.4. Actively manage road-crossing points.	1.4.1 Review the safety of pedestrian and cyclist crossing on Molle Street given expressed community concerns about public safety and traffic speeds	High
	1.4.2 Install a pedestrian path of Gore Street bridge and narrow the intersection with McKellar Street to improve safety concerns on Hobart Rivulet Park trail	Moderate
	1.4.3 Upgrade the bridge to the C3 site on Anglesea Street to provide a safe pedestrian path	High
	1.4.4 Improve pedestrian and cycle safety on Degraves Street and McRobies Road as shown in the concept plan for this area	High

STRATEGIES	ACTIONS	PRIORITY
1.4. Actively manage road-crossing points.	1.4.5 Improve pedestrian and cycle safety at western end of Cascade Gardens to Cascade Road	Moderate
	1.4.6 Improve pedestrian safety at Cascade Road between the Brewery offices and reception centre	High
	1.4.7 Continue existing footpath past Cascade Brewery along the top side of the lower car park to a safe crossing point at Old Farm Road with a connection to the Cascade Track.	Moderate
	1.4.8 Upgrade the safety for pedestrians and cyclists crossing Strickland Avenue to access the Rivulet Track	Low
1.5. Install lighting along heavily used sections of the Hobart Rivulet Park trail.	1.5.1 Install lighting on the trail between Molle Street and McKellar Street to help provide a safer connection to Gore Street	Moderate
	1.5.2 Investigate the need and value of installing lighting along other sections of the trail (e.g. Gore Street to Anglesea Street) in the longer term.	Low
1.6. Improve connectivity between the Hobart Rivulet Park and surrounding community services, facilities, amenities and residential areas.	1.6.1 Improve the connectivity between the CBD, Queens Domain, Sullivans Cove and the Molle Street entrance to Hobart Rivulet Park including improved visual treatment and directional signage consistent with the recommendations in the City Plan (Gehl 2010)	High
	1.6.2 Retain and maintain the existing steep track around the C3 site for alternative trail use	Ongoing
	1.6.3 Construct a new footbridge over the rivulet to Glen Street to improve accessibility to South Hobart shops and community facilities	Low

STRATEGIES	ACTIONS	PRIORITY
1.6. Improve connectivity between Hobart Rivulet Park and surrounding community services, facilities, amenities and residential areas (cont.)	1.6.4 Improve Cascade Gardens parking (eastern end of Gardens) to improve shared access and safer use (refer to Concept Plan 6)	Moderate
	1.6.5 Construct pedestrian link from the Hobart Rivulet to Saunders Crescent in South Hobart	Low
	1.6.6 Install street signs at the end of each street that connects with Hobart Rivulet Park	Low
	1.6.7 Consider installing bike lanes along Cascade Road and improving both pedestrian and cyclist safety past the Cascade Brewery site (northern side of road)	Moderate
	1.6.8 Consult with Cascade Brewery to investigate the potential to formalize pedestrian and bike access to the existing track between Marlyn Road and Old Farm Road	High
	1.6.9 Construct the missing section of footpaths along Strickland Avenue to improve safety for pedestrians	Low
	1.6.10 Improve pedestrian and cycling access through Cascade Gardens (i.e. widening shared path) and connection to Cascade Road and Cascade Brewery car park at the western end	Moderate
	1.6.11 Support further joint initiatives by Council, Cascade Brewery and community for development and management of authorized and safe trail connections with Hobart Rivulet Park, Wellington Park and residential areas	Ongoing
	1.6.12 Investigate opportunities to link Hobart Rivulet Park to other nearby reserves including Ridgeway Park, Wellesley Park and Wentworth Park	Moderate
		1.6.13 Consider bike trail connections from Hobart Rivulet Park along McRobies Road to bushland areas buffering the landfill site given the interest for mountain bike riding access and use of this area
	1.6.14 Work with Cascade Brewery to determine the best location to provide improved parking for users of the Cascades Track	Moderate

STRATEGIES	ACTIONS	PRIORITY
1.7. Improve opportunities for passive recreation, including picnicking, barbeques, community gathering and events, and relaxation.	1.7.1 Implementation of the concept plans for key open space nodes along Hobart Rivulet Park : entry off Molle Street (Concept Plan 1) area at the start of the Hobart Rivulet Park (Concept Plan 2) area at the end of Wynyard Street (Concept Plan 3) Anglesea Street Parklands site (Concept Plan 4) Degrares Street (Concept Plan 5) Cascades Gardens – Cascade Brewery (Concept Plan 6).	High – Concept Plans 4 and 5 Moderate – Concept Plans 2,3 and 6 Low – Concept Plan 1
	1.7.2 Investigate the potential to develop a community orchard on the grassed bank below McKellar Street	Low

GOAL 2: TO STRIVE FOR SUSTAINABLE MANAGEMENT

STRATEGIES	ACTIONS	PRIORITY
2.1. Maintain and enhance the environmental and cultural values of the Hobart Rivulet Park.	2.1.1 Further investigate and document the natural and cultural values, to improve knowledge and identify management priorities (e.g. creation/enhancement of wildlife corridors, threatened species management)	Ongoing
	2.1.2 Implement water sensitive design solutions as new development and redevelopment opportunities arise.	Ongoing
	2.1.3 Prepare a Catchment Management Plan for the Hobart Rivulet	High
	2.1.4 Improve stormwater practices for the McRobies Gully Waste Management Centre including application of WSUD principles	High

STRATEGIES	ACTIONS	PRIORITY
2.1. Maintain and enhance the environmental and cultural values of the Hobart Rivulet Park.	2.1.5 Develop progressive rehabilitation plans for the Hobart Rivulet banks that identify the progressive removal of declared weed species and recognised environmental weeds such as crack willow and sycamore and preparing planting/landscaping plans for revegetation.	Ongoing
	2.1.6 Regularly monitor the water quality, to create a base-line data set, and better understand conditions affecting water quality (e.g. pollutant sources);	Ongoing
	2.1.7 Document and protect the historical fabric within and adjacent to Hobart Rivulet Park, and incorporate into the interpretive program	High - Moderate
	2.1.8 Work with the Cascades Female Factory Historic Site and Cascade Brewery as the major cultural sites adjacent to the Hobart Rivulet, to contribute to the cohesive delivery of interpretation, and therefore, Hobart Rivulet Park experience	High
	2.1.9 Work with adjoining landowners to improve environmental management practices, maintain and enhance visual values, whilst ensuring the privacy and security of private residents and business owners is maintained.	Ongoing
	2.1.10 Protect the Cascade Brewery water supply near the entry to the Rivulet Track	Ongoing
2.2. Develop management partnerships between land managers responsible for land within, and surrounding the immediate Hobart Rivulet Park.	2.2.1 Continue to co-ordinate bushfire planning and management between Council, Cascade Brewery, and the Wellington Park Management Trust)	Ongoing
	2.2.2 Encourage joint management arrangements for cross-tenure recreational trails (e.g. between Council, Cascade Brewery, Wellington Park Management Trust, and private residential land owners in some cases), connecting the mountain to the city	Ongoing

STRATEGIES	ACTIONS	PRIORITY
2.2. Develop management partnerships between land managers responsible for land within, and surrounding the immediate Hobart Rivulet Park (cont.)	2.2.3 Foster consistent approaches to design (signage, trail construction), interpretation and information provision	Ongoing
	2.2.4 Facilitate tourism development and community event opportunities associated with the Hobart Rivulet Park.	Ongoing
2.3. Continue to support community partnerships to contribute to the environmental management of the Hobart Rivulet Park.	2.3.1 Council support and where possible resource groups such as the South Hobart Bushcare Group to undertake environmental works such as weeding, revegetation, rehabilitation of eroded sections of the Rivulet, water quality monitoring and wildlife monitoring.	Ongoing
	2.3.2 Develop a Working Group involving key stakeholders along the Hobart Rivulet Park and Council officers to monitor improved management, implementation and review of the Strategic Master Plan actions	High
	2.3.3 Council work with the Climbers Club of Tasmania to improve climbing amenity in the Fruehauf area including help with the cleaning up of past waste e.g. old wrecks, cables, broken glass, weeds and other rubbish.	Ongoing
	2.3.4 Support the opportunity for the role of a Friends of Hobart Rivulet Group to be formed and assist with the management of Rivulet environs.	Moderate

GOAL 3: CREATE A DISTINCTIVE AND APPEALING EXPERIENCE

STRATEGIES	ACTIONS	PRIORITY
3.1. Develop and implement an Interpretation Plan for the Hobart Rivulet.	3.1.1 Prepare a three-year Interpretation Plan based on the interpretation directions outlined in the Master Plan including new interpretation opportunities at TMAG/Dunns Street, Elizabeth Street Mall, Barrack Street Bridge, near 208 Collins Street and as identified in the Concept Plans 1-4	Moderate
3.2. Package and promote the Hobart Rivulet Park as an integrated experience.	3.2.1 Develop a unifying marketing concept to use in promoting the Hobart Rivulet Park and ensure that it is aligned to interpretation	Moderate
	3.2.2 Ensure that promotion highlights the linkages to Cascade Brewery, the Cascade Female Factory Historic Site and Mount Wellington	High

STRATEGIES	ACTIONS	PRIORITY
3.2. Package and promote the Hobart Rivulet Park as an integrated experience.	3.2.3 Promote the Hobart Rivulet Park experience on-line via tourism websites, including www.discovertasmania.com , Hobart City Council and Wellington Park Management Trust's website	Moderate
	3.2.4 As part of the initial effort to position the Hobart Rivulet experience more strongly, develop a brochure for distribution via tourism providers and the Hobart Visitor Centre, as well as potential partners such as the Tasmanian Museum and Art Gallery	Moderate
3.2. Package and promote the Hobart Rivulet Park as an integrated experience (cont.)	3.2.5 Promote the modified Hobart Rivulet Waterways Tour	Moderate
	3.2.6 Update publications promoting local walks, such as HCC's <i>Hobart Walks: A Guide to Hobart's Tracks and Trails</i> , to reflect the new focus on a unified experience.	High - Moderate
3.3. Support the development of tourism products that encourage visitors to make a connection with the significance of the Hobart Rivulet Park.	3.3.1 In conjunction with stakeholders and partners, Hobart City Council to foster the development of tourism products based on the Rivulet's natural and cultural heritage and its contemporary use and community significance	Ongoing
	3.3.2 Undertake infrastructure planning to take into account any identified requirements that support tourism product development	Ongoing

ATTACHMENT 1
EXPERIENCE WORKSHOP RESULTS

Workshop Notes

HOBART RIVULET EXPERIENCE WORKSHOP

prepared for
Hobart City Council

Inspiring Place



October 2010

Experience Workshop – Hobart Rivulet

Held at St Francis Church Xavier Hall, South Hobart

26th October 2010

Part 1 : What We Love About the Rivulet – Topics/Ideas

- multi-layered nature of the rivulet – cultural and natural settings and values
- the Female Factory site and its connection to the rivulet
- the history – the mills, breweries and industry
- strong essence of connection from the mountain to the river, and the opportunities it presents for a capital city
- linking water quality with public space
- history of water, how it was used, and the opportunities along the rivulet for restoration - urban rivulet restoration
- connection between the river and the mountain – opportunities for locals and visitors to share the history and experience
- excited about the potential of walking from the city to the mountain – or vice versa
- range of values and experiences encapsulated in the rivulet
- potential to highlight urban sustainability – native habitats, living ecosystems, recreation
- important as a storm water channel, as well as aesthetic benefit
- strongly connected to the history of the brewery (including Guy Fawkes Rivulet), and the current function of the brewery – issues associated with recreation and public safety, “pride ourselves in being clean and green” – it has a high portfolio in the breweries operations – the brewery and the rivulet very inter-connected
- growing up with the rivulet – seeing it change over time
- history – walking the route that aboriginal people walked as the main water source of the area – the reason why Europeans landed in this area
- it was the beginning of industry in Hobart – our heritage is very much wrapped up in the rivulet
- 13,000 convict women walked from the docks along the rivulet to the female factory over its history
- water use history – the history of urban development of the city – sewer, disease, industry, source of power – you can tell that it is mountain water – it has a quality about it – soothing sound of the water over the rocks – the peacefulness
- wildlife – fish (trout), platypus, galaxis, birds, ducks, habitat corridor, pademelons, wallabies
- bio-educational opportunities – change in vegetation and micro-climate along its length
- portrayed in many of the works of the colonial artists – Houghton Forrest
- stormwater and land management connections – how we live our daily life's
- floods (1960 and earlier), fires, infrastructure to mitigate floods – boulder trap below cascades garden
- represents all phases of development – intensely urban – suburban – semi-natural – natural – unique in that not many bodies of water do not exhibit - juxtaposition
- quality of the art work in the channels – graffiti – height of urban culture

- events – mountain festival
- flora – representative on south facing slopes of natural bushland – suggestive of a natural setting and connection with the mountain - visually brings the bush down into the city
- fires burnt right down into the city in 1967 – sometimes following the fingers of bush into the urban areas
- opportunities for art
- litter following storm events diminishes the experience
- where exotic meets natural
- 50 birds species – 4-5 endemics
- commuting – importance for human transport – walking and riding, and other recreational activities – picnics, bbq's, dog walking, general health and exercise – wellbeing, climbing
- specific destinations where people gather
- links to other areas and reserves – including Knocklofty, sometimes following tributaries
- wedding, and scenic backdrop for photos
- part of the setting that is marketed by Vaucluse
- primarily a local experience currently – visitors would have trouble finding and understanding what it is – difficulties with access and cohesion
- residences and private properties along the rivulet – what role they can play
- impacts of businesses on the rivulet

Cascade Brewery issues:

- degradation – from mountain bikes
- controlled burn-offs (partnership between Council and Cascade)
- environmental issues – leaching of older sewer drains – older infrastructure
- need to cover off the realities
- general rubbish – butts, etc
- shared responsibility between various land managers and the community

Part 2: Hobart Rivulet Experience Triangle – Current Situation

Interpretation:

- dated historic panels
- limited signage in the city (e.g. in Eliz. Mall)
- Korean war panel
- in Hobart Walks booklet

Services:

- limited signage (e.g. to Female Factory)
- some shelters and bbq facilities - limited
- rivulet guided walks
- Louisa's walk – to Female Factory
- Mount Wellington decent come into rivulet?
- adult education interpretive walks



Infrastructure:

- land ownership issues – e.g. physical impediments
- need physical trail connection to Wellington Park
- rivulet is a drain, with the tip as tributary
- part of the linear park is a road – traffic management issues
- part of the park is very steep
- poor trail service and no lighting
- limited toilets along route
- doesn't meet current best practice for stormwater management

Place:

- open space versus intimate space
- layers of history
- poor water quality and runoff
- safety issues (traffic, narrow streets, conflict with riders)
- access – no real 'front door' – have to know its there first
- some good and poor trail connections
- no official trails beyond the Cascades
- weed infestation
- interaction of different users – segments of society (positive and negative)
- very strong city to mountain connection
- it's there – is a positive – it's an asset and a starting point – we can improve and not starting from scratch
- it has a poor image – storm water

What works well with the experience as a whole?

- commuting and recreation
- 'low-key' feel is important to maintain
- Cascades Gardens
- Female Factory and Brewery (though separate destinations)
- remnant apple orchard

The Rivulet Experience in the Future***Interpretation:***

- no big text panels
- public art
- importance of conveying the layered history
- social media – ipods etc
- multi-sensory
- not intruding on the values of the place, whilst providing potent opportunities for people to access information and interpretation
- convey that it is a lived in place, not just a historic place
- integrated interpretation media and themes
- strong entry points – visitor centre on Molle St
- connect it better with the city – delineate the trail from Molle St into the city
- celebrate the interaction between the urban and natural - community garden



Services:

- link to shops and cafes – signage essential
- eco-hotel or centre on or close to the rivulet – growing market
- guided walks from the city
- bicycle hire
- food and coffee service – links to south Hobart
- markets
- good transport options – public transport to the pinnacle

Infrastructure:

- established linkages/trails to surrounding suburbs, destinations and reserves
- lighting – Molle St to Tara St
- sun shelters
- toilets – Wynyard St, multiple use of services at other facilities along the way – should be associated with some other activities (e.g. event space – where you want people to dwell)
- better signage (e.g. to toilets)
- reasonably spaced seating
- footbridge/s – to link to shops from Church area
- community garden
- rock face area – picnic area
- public art
- formal trail accessible for mountain bikers beyond Cascade
- holistic stormwater and sewerage
- high standard of infrastructure
- World Heritage area – centre for all sites in Tasmania – also incorporate information on the rivulet

Place:

- not over-used or abused
- a must see place in Australia
- clearly linked – integrated – all components – contiguous from the river to the mountain
- cohesively branded
- universal accessible
- multiple recreational uses – not in conflict
- thriving urban ecosystem
- encourages community interaction – strong use from diverse users
- strong sense of community ownership
- a place for events
- clean water
- healthy aquatic systems
- strategic vision for the future
- linked to other spaces – tip site, established linkages to other reserves – Sullivans cove and Museum
- maintain the natural values above Molle St
- re-exposed rivulet channel through the city
- the walk from the city to the top of mount wellington must do walk – could be overnight 5 star experience
- important vistas preserved
- important partnerships established



Hobart Rivulet Experience Workshop - Group Theme Writing

When it comes to the Hobart Rivulet experience, it is really, really, really important that visitors and local users leave the rivulet understanding, thinking or feeling that...

Group 1

- that the rivulet connects the mountain to the sea (✓✓)
- that the rivulet connects the bush to the city (✓)
- that the rivulet is the reason that Hobart is here
- that this is a nice peaceful place
- that the river is a source of replenishment (peace, water)
- that my dog has a good time
- that the rivulet tells the story of water and the story Hobart
- that the rivulet has a rich history – a continuum – Aboriginal, convicts, industry, brewing, water – and tells the story of how our values have changed (✓✓✓✓)
- that the rivulet is improving but still needs our help (✓✓✓)
- that the rivulet is hidden under the CBD
- that the rivulet is valued by the local community (✓)
- that the rivulet has a sad history (convict women and children, sewer and slum, typhoid epidemics)
- that the rivulet is a green corridor and provides habitat for many plants, animals, birds and fish
- that a platypus lives here

Group 2:

- that they are connected to nature (or Hobart is connected to nature)
- that it encapsulates the history of Hobart (✓)
- that every waterway tells a story
- that takes you from the urban to the pristine in one hour (✓✓✓✓)
- that the natural has a place in the urban environment
- that we are 'drawn' from the city to the mountain
- that you get to see a lot of landscapes close at hand
- that the rivulet (and by association the city) belongs to the people
- that the city and the mountain are part of one place (✓)
- that the trail has been well trod (throughout history – Aboriginal, convict, workers/industrial, residents, commuters and recreationalists)
- that the rivulet will be used forever as a trail (available to all) (✓)
- that it shows the best and worst of mankind
- that the trails offer a unique, diverse experience, unmatched elsewhere in the world (one of the great walks) (✓✓)
- that the function of water as life
- that the sound of water evokes sense of peace and tranquillity in an urban environment (softness offsets the hardness of the urban environment)
- that the rivulet is like a secret garden (e.g. haven, special) (✓✓✓✓✓✓)
- that it is a haven of tranquillity



Group 3

- that they're going to have a unique experience
- that you are walking a path used by Tasmanian Aboriginal people hundreds of years ago
- that you can experience nature, peace and quiet, and wildlife close to the city, under the shadow of the mountain
- that links us to the story of our female convicts, through art, and gives us a strong sense of our heritage – a story of hope (✓✓✓✓✓)
- that it was once the life-blood of our city
- that you are walking in the footsteps of female convicts – “tread the steps”, to the only World Heritage site in Hobart
- that the water comes from the mountain, where it is pristine, on its way to the sea (✓)
- that it links a series of historic sites to modern life in our city
- that you can get to the bush on your way to work

Group 4

- that Hobart is one of the most beautiful cities in the world
- that people are living, loving and learning along the rivulet everyday
- that the rivulet is a journey rather than a series of destinations (✓)
- that the journey is a remarkable sensory experience (✓✓)
- that interpretation will help to reveal the diverse layers of meaning
- that it's a corridor to wilder areas (✓✓)
- that both residents and visitors know how to access it
- that they feel connected (✓)
- that's important because it's the front door to wildness on the mountain and wider wilderness
- that co-existence between humans and the natural environment is possible (and desirable) in an urban area (✓)
- that cities can be sustainable (✓✓)
- that you need clean water to make beer (✓)
- that as it changes, what's good about it isn't lost (lovely informal, incidental quality about it – magical)
- that commuters and recreational users can coexist peacefully
- that it has always been central to life
- that it is possible to find peace and tranquillity so close to the city
- that little surprises await beyond every bend
- that it reflects human occupation over time and place
- that it's continually being improved (water quality, revegetation etc)
- that free, low-tech visitor experiences are available
- that this is a thriving ecological system
- that there is an intact corridor linking Tassie's wilderness to Hobart's CBD
- that it has potential for significant social and cultural engagement
- that people leave inspired by the interconnectedness of residential, natural, urban and wilderness (✓✓)
- that the areas between the river and the mountain are spectacular and important in their own right



**ATTACHMENT 2
HOUSEHOLD, LANDOWNER AND
COMMUNITY SURVEY**



HOBART RIVULET STRATEGIC MASTER PLAN SURVEY

October 2010

Please complete and return the survey in the Reply Paid envelope to Hobart City Council or complete it online at www.hobartcity.com.au.

1. What do you value about the Hobart Rivulet parkland and open space?

Please score and circle each listed value from 1-10; 1= value not important to me; 10 = value very important to me

Natural or bushland setting	1	2	3	4	5	6	7	8	9	10
Commuting to workplace	1	2	3	4	5	6	7	8	9	10
Health and well-being opportunities	1	2	3	4	5	6	7	8	9	10
Recreational walking trail	1	2	3	4	5	6	7	8	9	10
Bike riding trail	1	2	3	4	5	6	7	8	9	10
Exotic trees	1	2	3	4	5	6	7	8	9	10
Heritage use and values associated with past use	1	2	3	4	5	6	7	8	9	10
Place for peace and relaxation	1	2	3	4	5	6	7	8	9	10
Convenient link to other places	1	2	3	4	5	6	7	8	9	10
Rivulet for managing catchment water flows	1	2	3	4	5	6	7	8	9	10
Access to city centre	1	2	3	4	5	6	7	8	9	10
Access to South Hobart shops and community facilities	1	2	3	4	5	6	7	8	9	10
Access to Wellington Park	1	2	3	4	5	6	7	8	9	10
Safe to use	1	2	3	4	5	6	7	8	9	10
Other (please specify)										

2. What activities do you undertake within Hobart Rivulet parkland and open space, and how often?

Please tick the activities that apply to you.

	Nearly every day	2-3 times a week	Once a week	Once a month	Not often	Never
Walking to work						
Walking to shops, schools or community facilities						
Short recreational walks						
Extended bushwalks to other places like Wellington Park						
Bike riding to work						
Bike riding to shops, schools or community facilities						
Jogging/fitness/exercise						
Picnicking						
Play/family/social activities						
Rockclimbing						
Other?.....						

3. If you don't use the Hobart Rivulet parkland and open space, why not?

.....
.....

4. Are there any activities or issues that affect or detract from your enjoyment of living near or using the Hobart Rivulet?

- No
- Yes Please indicate below those activities or issues that concern you?

.....
.....
.....

5. What would improve the quality of the Hobart Rivulet parkland and open space?

Please tick the boxes that apply to you.

- More or better play facilities
- More or better picnic facilities
- Improved trail surface
- More directional signs
- Interpretation/storytelling of the Rivulet
- More planting of native trees
- Keeping the exotic trees (e.g willows, hawthorn)
- Wider path to allow shared use for walking and biking
- Where possible, separate trails for walking and biking
- Lighting between Molle and McKellar Streets
- Community art along the trail
- Upgrading key open spaces e.g. Molle Street entry
- Improved walking trail links to Wellington Park
- Improved biking trail links to Wellington Park
- More frequent removal of rubbish along the rivulet banks and track
- More grassed areas
- Slowing down traffic speed at intersections/trail crossing points
- Other improvements (please specify).....

.....
.....

6. What part of the Hobart Rivulet do you most often use or enjoy?.

Please tick one box only.

- Lower Rivulet - Molle Street to Anglesea Street
- Middle Rivulet - Anglesea Street – Cascade Gardens
- Upper Rivulet – Cascade Gardens to Wellington Park

7. Any other general comments?

.....
.....
.....

Thank you for your comments.

ATTACHMENT 3
HOUSEHOLD, LANDOWNER AND
COMMUNITY SURVEY RESULTS

HOUSEHOLD AND ON-LINE SURVEY RESULTS

Question	Summary of Findings
<p>1. What do you value about the Hobart Rivulet Park?</p>	<p>The values with the six highest values were:</p> <ul style="list-style-type: none"> • Natural or bushland setting (66.2%) • Recreational walking trail (55.9%) • Safe use (53.4%) • Access to city centre (45.5%) • Bike riding trail (44.2%) • Health and wellbeing opportunities (43.7%) <p>The most popular 'other' values listed by participants, in order of occurrence, were:</p> <ul style="list-style-type: none"> • Dog exercise (12 comments) • Naturalness - including wildlife (11) • Play (3) • Walking (3) • Dog issues (3)
<p>2. What activities do you undertake within Hobart Rivulet Park and how often?</p>	<p>The top 5 most popular activities undertaken nearly everyday were:</p> <ol style="list-style-type: none"> 1. Bike riding to work (18.1%) 2. Short recreational walks (16.6%) 3. Walking to shops, schools or community facilities (11.3%) 4. Walking to work (11.3%) 5. Jogging/fitness/exercise (10.5%) <p>The top 5 most popular activities undertaken 2-3 times a week were:</p> <ol style="list-style-type: none"> 1. Walking to shops, schools or community facilities (21.6%) 2. Short recreational walks (18.5%) 3. Walking to work (13.8%) 4. Bike riding to shops, schools or community facilities (8%) 5. Bike riding to work (7.8%) <p>The top 5 most popular activities undertaken once a week were:</p> <ol style="list-style-type: none"> 1. Short recreational walks (20.9%) 2. Walking to shops, schools, or community facilities (19.1%) 3. Jogging/fitness/exercise (18.0%) 4. Bike riding to shops, schools or community facilities (15.0%) 5. Play/family/social activities (12.5%) <p>The most popular top 5 overall activities (combination of the above three categories) were:</p> <ol style="list-style-type: none"> 1. Short recreational walks (56%) 2. Walking to shops, schools, or community facilities (52%) 3. Jogging/fitness/exercise (44%) 4. Walking to work (36%) 5. Bike riding to work (33%) <p>The most popular 'other' activities listed, in order of occurrence were:</p> <ul style="list-style-type: none"> • Dog walking (19 comments) • Photography (3) • Walking children to school (2) • Walking (2)

HOUSEHOLD AND ON-LINE SURVEY RESULTS (CONTINUED)

Question	Summary of Findings
<p>3. If you don't use the Hobart Rivulet Park, why not?</p>	<p>The most common reasons listed for not using the Hobart Rivulet Park, in order of occurrence were:</p> <ol style="list-style-type: none"> 1. Don't live in the immediate area (4 responses) 2. Muddy tracks (3) 3. Speed of cyclists (2) 4. Dog issues (2) 5. Steep hill above the C3 site (2)
<p>4. Are there any activities or issues that affect or detract from your enjoyment of living near or using the Hobart Rivulet Park?</p>	<p>60.2% of respondents answered 'yes', 39.8% answered 'no'. Of those who answered 'yes', the following issues were listed, in order of occurrence:</p> <ul style="list-style-type: none"> • Steepness of the track over the hill behind the C3 site (27 comments) • Speed of cyclists (15) • Anti-social behaviour – such as youth drinking (13) • Rubbish/litter (12) • Muddy/slippery track (9) • Uncontrolled dogs (8) • Elliott's yard – appearance (7)
<p>5. What would improve the quality of the Hobart Rivulet Park?</p>	<p>The top 5 improvements were:</p> <ol style="list-style-type: none"> 1. More planting and native trees (6.5%) 2. Improved walking track links to Wellington Park 3. Wider path to allow shared use for walking and cycling 4. More frequent removal of rubbish along the Rivulet banks and track (46.3%) 5. Where possible, separate trails for walking and biking (45.4%) <p>The most popular 'other' improvements listed, in order of occurrence were:</p> <ul style="list-style-type: none"> • Level track through C3 site to avoid steep hill (11 comments) • Improved surface for cycling (8) • Trimming/removal of willows (6) • Extended dog off-leash exercise area (4) • Address user conflict issues - cycling and walking (4) • Purchase Elliott Bros. site (4)
<p>6. What part of the Hobart Rivulet Park do you most often use or enjoy?</p>	<p>The 'Middle Rivulet' area (Anglesea St-Cascade Gardens) had the highest reported use rate by survey respondents (49.8%), followed by the 'Lower Rivulet' (Molle St-Anglesea St) with 40.4%, with a significantly lower number of respondents regularly using the 'Upper Rivulet' (Cascade Gardens-Wellington Park) with 9.9%.</p>
<p>7. Any other general comments?</p>	<p>The most popular topics of 'other general comments' were, in order of occurrence:</p> <ul style="list-style-type: none"> • Improved trail safety (9 comments) • Track link through the C3 site (8) • Other new linkages (4) • More off-leash dog areas (3), General clean-up (3), Upgrade track surface (3) and Weed removal (3)

USER SURVEY

Weekday

Thursday 9th December 2010 – Molle Street entrance to the Hobart Rivulet Park. Surveyed a total of 315 people with 139 completing surveys over three hours (8-9am, 12.30-1.30pm, and 4.30-5.30pm).

	Morning (8-9 am)	Lunch (12.30- 1.30 pm)	After work (4.30- 5.30 pm)	User Total	Percent	Percent (total for the day)
Walk Up	5	29	83	117	37%	74%
Walk Down	89	15	11	115	37%	
Ride Up	0	11	19	30	10%	19%
Ride Down	21	5	3	29	9%	
Run Up	0	6	5	11	3%	7%
Run Down	0	9	4	13	4%	
Total	115	75	125	315		100%

Weekend

Saturday the 11th of December 2010 – Molle Street entrance to the Hobart Rivulet Park. Surveyed a total of 142 people with 65 completing surveys over six hours (10am – 4pm).

	Morning (10-12 am)	Lunch (12-2 pm)	After- noon (2-4 pm)	User Total	Percent	Percent (total for the day)
Walk Up	8	22	18	48	34%	75%
Walk Down	15	33	10	58	41%	
Ride Up	5	4	10	19	13%	24%
Ride Down	6	6	3	15	11%	
Run Up	0	0	0	0	0	1%
Run Down	0	1	1	2	1%	
Total	34	66	42	142		100%

Weekday

Morning (8-9 am)

Question	Summary
1. What is your main reason for visiting the Hobart Rivulet Park today?	Top three reasons for visiting the Hobart Rivulet Park were: Walk to work – 39 (75%) Cycle to work – 6 (12.5%) Recreational walking – 2 (4%)
2. How often do you use the Hobart Rivulet Park?	The top three answers for frequency of use were: Nearly everyday – 38 (80%) 2-3 times per week – 8 (17%) Once per week – 2 (4%)
3. Which section of the Hobart Rivulet Park will you be using today	The five most popular sections of the Hobart Rivulet Park were: Anglesea St-Molle St- 16 (33%) Gore St-Molle St – 8 (17%) South Hobart Primary School-Molle St – 5 (10%) Wynyard St-Molle St, Weld St-Molle St, and Collegiate Primary School-Molle St – 4 (8%) Cascade Gardens-Molle Street – 3 (6%)

Lunch (12.30-1.30 pm)

Question	Summary
1. What is your main reason for visiting the Hobart Rivulet Park today?	Top three reasons for visiting the Hobart Rivulet Park were: Recreational walking – 19 (53%) Recreational cycling – 4 (11%) Running – 3 (8%)
2. How often do you use the Hobart Rivulet Park?	The top three answers for frequency of use were: Nearly everyday – 12 (33%) Once per week – 9 (25%) 2-3 times per weeks – 8 (22%)
3. Which section of the Hobart Rivulet Park will you be using today	The five most popular sections of the Hobart Rivulet Park were: Molle St-Cascade Gardens – 10 (28%) Molle St-C3 site area – 6 (17%) Molle St-MacFarlane St – 5 (14%) Molle St-Tara St and Molle St-Wynyard St – 4 (8%) Molle St-Gore St and Molle St-Anglesea St – 3 (8%)

After Work (4.30-5.30pm)

Question	Summary
1. What is your main reason for visiting the Hobart Rivulet Park today?	The top three reasons for visiting the Hobart Rivulet Park were: Walking to work – 31 (56%) Recreational walking – 12 (22%) Cycling to work – 8 (15%)
2. How often do you use the Hobart Rivulet Park?	The top three answers for frequency of use were: Nearly everyday – 31 (56%) 2-3 times per week – 15 (27%) Everyday, once per week, once per month, not often – 2 (4%)
3. Which section of the Hobart Rivulet Park will you be using today	The five most popular sections of the Hobart Rivulet Park were: Molle St-Anglesea St – 11 (20%) Molle St-Gore St – 9 (16%) Molle St-Weld St – 8 (15%) Molle St-Cascade Gardens – 7 (13%) Molle St-Wynyard St and Molle St-Collegiate Primary School – 4 (7%)

Weekend

Question	Summary
1. What is your main reason for visiting the Hobart Rivulet Park today?	The top three reasons for visiting the Hobart Rivulet Park were: Recreational walking – 47 Recreational cycling – 8 Walking to work - 5
2. How often do you use the Hobart Rivulet Park?	The top three answers for frequency of use were: Nearly everyday – 16 2-3 time per week and once per month – 12 Not often - 10
3. Which section of the Hobart Rivulet Park will you be using today	The five most popular sections of the Hobart Rivulet Park were: Molle St-McRobies Rd/Cascade Gardens – 16 Molle St-Gore St – 13 Molle St-Cascade Brewery and beyond – 12 Molle St-Macfarlane St (Female Factory) – 9 Molle St-Weld St -7

ATTACHMENT 4

SUMMARY OF COMMENTS ON DRAFT HOBART RIVULET PARK STRATEGIC MASTER PLAN

The draft Hobart Rivulet Park Strategic Plan was placed on exhibition for public review and comment. In addition there were two forums organised to present and discuss the plan with the consultants and to allow the local community to seek further information.

A total of 48 submissions were received. A summary of the comments is provided below. The majority of submissions commended Council for the initiative to prepare the Plan and indicated support for the directions being taken within the report.

The submissions covered a broad spectrum of comments with only a few comment/issues being raised by 3 or more respondents. These comments/issues were:

support for the separation of pedestrians and cyclists in some locations along the Rivulet;

support for the removal of crack willow;

the retention of the dog exercising area off MacFarlane Street;

potential purchase of the Elliott Brothers site as future public open space; and

support for the proposed new footbridge between Anglesea Street parkland and Glen Street.

A number of changes were made to the draft Plan based on the comments received. These changes included:

making reference to the need for a centre line on the shared paths to be used by cyclists and pedestrians;

the opportunity for a Friends of Hobart Rivulet Group to be formed and to work together with the Council;

ensuring sufficient emphasis was given to the use of the Park for exercising dogs and the importance of the off-leash dog exercise area near MacFarlane Street;

retention of the important vistas along the Rivulet e.g. All Saints precinct, Keens Curry, Mt Wellington skyline;

the opportunity for the Climbers Club of Tasmania to work with Council in cleaning up the area near Fruehauf climbing area;

integrating a greater range of the Water Sensitive Urban Design (WSUD) principles into the design of the Rivulet Park;

improving links from the Rivulet to Wellesley Park and Saunders Crescent in South Hobart;

acknowledging the desire of the Cascade Brewery to have pedestrian lights installed on Cascade Road to improve pedestrian crossing safety;

showing the new Cascade Track route between the Cascade Brewery and Wellington Park off Old Farm Road;

including the new public open space land acquired by Council with the approved subdivision of land at 123A Strickland Avenue;

including the option for considering future open space along the Rivulet near the former tannery at Wynyard Street; and

indicating that the options for improving access between Molle Street to the start of the Hobart Rivulet Park will involve further discussions with the land owner.

Summary of public comment on Draft Hobart Rivulet Park Strategic Master Plan	No. Of Submissions referring to issue
GENERAL COMMENTS	
Track conditions	
Track too muddy	1
Disagree with sealing of tracks	2
Support separation of walkers and cyclists	3
Support sealing bike paths	2
Bike paths need centre line	1
Concern about separation of track for bikes and walkers	2
Trees, vegetation and planting	
Maximising solar access	2
Use deciduous plantings not natives	2
Remove crack willows	4
Stop planting willows	1
Retain willows and maintain exotic plantings	2
Thin blue gums around the Wynyard St area	2
Disagree with thinning of blue gums in Wynyard St area	1
Native restoration not weeds along the rivulet	1
Seek Cascade Brewery involvement in restoration of rivulet	1
Planting plans needed	1
Cultural heritage	
Historic inaccuracies need correction	1
Lack of acknowledgement of Aboriginal Heritage/ more detail	1
Facilities	
Playground for 8-12 yr olds needed	1
Skate park needed	1
No skate park	1
More picnic facilities and rubbish bins	1
Summer play areas for wading in the rivulet	1
Education	
Outdoor classroom needed to be shared by both schools	2
Promotion	
Upgrade the current trails brochure -another brochure is not needed	1
Dogs	
Dog walking support - more emphasis needed in the report	2
No more dog-off lead areas - impact on wildlife	1
Retain dog exercise area	4
Better define off-leash area	1
Increase number of dog exercise areas	1
Need dog-off lead areas and signage	1
Safety	
Comment about lighting need & action - needs application	1
CPTED principles need to be applied	1
Suggest solar powered lights	1
Signage	
Need street signage along rivulet track	2
Water Sensitive Urban Design principles and stream ecology	
WSUD principles should be given greater emphasis	2
Prepare catchment management plan	1
Resolve stormwater problem from Liverpool Cres to track	1
Report strategies and action plan	
Reassess no. of High Priority actions	1
Action plan - action repetition, needs consolidation and request strengthening.	1

COMMENTS - RIVULET AREAS AND STREET LOCATIONS

Degraves St

Degraves St - safety issued near Cascades Female Factory Historic Site	1
Concept Plan 5 - Use Syme St for bikes route rather than Degraves as is safer	1

Elliott Bros Land

Fruehauf - improve access to climbing cliff area	1
Purchase Elliott Bros land	4

Glen St bridge & C3 site

Strong support for the open space link along Rivulet	4
Do not support Glen St bridge	1
Glen St bridge should be for both cars and walkers	1
Anglesea bridge for walkers as well	1
Impact on residents	1
Retain blue gum	1
Change name Council's land adjacent to the C3 site	1

Molle St/Collins St

Molle St traffic calming needed	1
Collins St pedestrian route upgrade needed	1
Molle St crossing - suggest building boardwalk along rivulet is better option	1
Molle St safer crossing please	1
proposed different route alignment in car park in Molle St Concept Plan	1

McKellar St

Purchase McKellar street property located along the rivulet	2
Make non-parking street	1
No bike lane in McKellar St - won't work	1

Governance

Form Rivulet Friends group	1
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Cascade Gardens

Detailed comments on design of Cascade Gardens	1
Proposed ramp in CG needs to be clearer	1
Slow down cyclists in Cascade Gardens	1

Upper Rivulet

Higher priority on completing upper rivulet trail and more detail wanted	2
Consider shared trail connection along Upper Rivulet Track	2

Strickland Ave

Bike lane is needed along Strickland Ave above Brewery	1
Pedestrian island above Brewery will be a pinch point for bikes	1
Higher priority for construction of Strickland Ave footpath wanted	1

ATTACHMENT 5
INTERPRETATION DIRECTIONS

1.0 PURPOSE

As part of the process of conducting stakeholder and community consultations as well as developing the *Hobart Rivulet Strategic Master Plan*, the opportunity was taken to establish the direction for interpretation of the Hobart Rivulet Park.

The purpose of this *Interpretation Directions* is to provide a strategic starting point for development of a three-year Interpretation Plan, as recommended in the Master Plan.

This document has been prepared using world best practice Thematic Interpretation methodology, which recognises that the most effective interpretation enables people to readily form conclusions or meanings. It aims to make it easy for interpretive audiences to form meanings and connections to people and place by interpreting through the delivery of themes – sometimes referred to as the ‘big ideas’ or take-home messages.

A fundamental premise of Thematic Interpretation is that once visitors attach meanings to the place being interpreted, then the place matters to them. This leads to outcomes such as high levels of visitor satisfaction, word-of-mouth recommendations about the experience, and repeat visits. For non-tourism visitors, it leads to an enriched sense of community and greater appreciation of their own surrounds.

2.0 AUDIENCES

Groups accessing the Hobart Rivulet Park include recreational users, commuters (those using the trail to walk or cycle to and from work) and tourism visitors. Commuters are using the Hobart Rivulet Park in a time-dependent activity and while they may enjoy its natural and cultural heritage values in the process, they are not likely to be seeking an interpretive experience.

Therefore, the two interpretive audiences are:

Tourism Visitors

This audience includes Tasmanian visitors (including those who are accompanied by friends and relatives who live locally) as well as interstate and international visitors.

It is likely to be the primary audience for interpretation, in the sense that tourism visitors are highly motivated to seek out interpretation and perceive it as a core component of their holiday.

While there is no specific data available on the level of tourism visitation to the Hobart Rivulet Park, the anecdotal evidence is that currently these numbers are minimal. This is largely due to the fact that the Hobart Rivulet Park has not been packaged or promoted in a manner targeted to tourism visitors.

It is expected that visitor access will increase once the area is better presented and promoted to the tourism market.

Recreational Users

This is currently a significant group in terms of both numbers and the range of sites accessed in Hobart Rivulet Park. It includes Rivulet neighbours – those who live in the vicinity.

Interpretation is generally not a key motivation for this audience in accessing the Hobart Rivulet Park. However, Recreational Users are likely to use interpretation that is in situ or available, as a means of enhancing their experience of the area.

3.0 SCOPE OF INTERPRETIVE EXPERIENCE

From a Tourism Visitor perspective, the Rivulet's physical linkages to tourism attractions such as Cascade Brewery, the Cascade Female Factory and the Tasmanian Museum and Art Gallery and associated waterfront are important.

It is recommended that the Rivulet interpretive experience therefore encompasses the city CBD and TMAG, which has a natural fit as the Rivulet flowed into the harbour adjacent to TMAG's current site. It is understood that past archaeological digs in the area have revealed past use of the Rivulet and environs.

The Rivulet is visible at a number of locations in the CBD precinct, with relatively dated interpretation signage currently at a viewing point in the Elizabeth St shopping mall. This interpretation should be replaced with new signage that incorporates a map showing the Hobart Rivulet Park trail, connections to tourism attractions and South Hobart services, and to mountain walking trails.

4.0 PRESERVING AMENITY

A strong view was expressed across consultation forums about the necessity to preserve the natural feel of the experience by avoiding or minimising the intrusion of signage. Art and sculpture were also suggested as potential interpretive media.

Other highly valued aspects of the area included open public spaces, with the capacity for social gatherings and events. It is therefore important that any interpretive installations do not dominate these areas or impede the ability of groups to use them.

Where possible, any static on-site interpretation should be integrated into or attached to infrastructure such as seating, handrails, walls and fences so that it remains minimalist in its impact.

5.0 THEMES

The following three themes or 'big ideas' provide a focus for presentation of interpretation. They have been identified on the basis of a theme development session held as part of a community workshop.

Each theme is presented with a range of underlying ideas that help to illustrate the many ways that each theme could be presented, depending on the medium and the location.

1. From its use as a sewer to current efforts to restore its water quality, the Hobart Rivulet tells a story for our times about learning to value nature.

- The Rivulet's story is the story of the development of a capital city. It encompasses Aboriginal connections, female convicts, industrial development, brewing – and sweeping changes in environmental attitudes.
- Its history demonstrates some of the best and the worst of mankind, in terms of exploiting nature and protecting it.
- The Rivulet's water quality is improving but still needs our help.

2. The Hobart Rivulet trail takes you from the centre of a capital city to a wild mountain in one hour.

- It is a corridor to wild areas and is a habitat in its own right for plants, animals, birds, fish and at least one platypus.
- It connects to trails at Cascade Brewery that lead onto the mountain.
- It is a thriving ecological system at the meeting place of urban and natural places.
- You can have a variety of experiences along the track, from encounters with history and heritage, to natural features, access to cafés and restaurants, and even a beer tasting at Australia's oldest continuously operating brewery.
- Trash racks above Molle St are a sign of the devastation in the aftermath of the 1967 bushfires, which swept into the suburbs of Hobart.

3. The Hobart Rivulet Park and its bushland is an important part of the ties that bind the local community.

- It is valued by locals as a place to retreat for contemplation and replenishment; connect with others; socialise and play; exercise; and an attractive walking and cycling route to work, away from traffic.
- Links to the proposed community garden and sense of community.

6.0 FOUR INTERPRETIVE NODES

The adoption of interpretive nodes at popular social spaces or natural resting points will ensure that static on-site interpretation is in accord with the natural, low-key appeal of Hobart Rivulet Park.

Four nodes in the Rivulet area are recommended:

1. *The vicinity of the entry/exit to the Hobart Rivulet Park trail – off the end of Collins St and the site of the proposed community garden.*

This location is close to the CBD and has historic significance, as the site of a flour mill that was part of the era of industrial use of Rivulet water. Evidence of a water race still exists. Interpretation should include a map of the Hobart Rivulet Park track and clearly identify tourism attractions, features and linkages to the South Hobart shopping, café and restaurant precinct.

2. Picnic and barbecue area above Gore St

Close to shops and services, this is a popular social area, where vertical steel bars – or trash racks – are a dominant observable feature. The racks were installed after the 1967 bushfires, to trap logs and debris washing down the Rivulet from the mountain. They could be interpreted at the site.

3. Proposed Glen St footbridge

The new footbridge will connect the northern end of the shopping, café and restaurant precinct with open space and the Hobart Rivulet Park trail. Interpretation can be integrated into the footbridge design and may include artistic or sculptural features.

4. Zone incorporating the Female Factory, Cascade Gardens and Cascade Brewery – specific site to be identified

It is recommended that a suitable site be identified in this zone to provide orientation to the Hobart Rivulet Park trail, its features and its connection to the city. Interpretation at this site should include a map.

7.0 SEATING FEATURES

Each node should incorporate a seat with an artistic or design component that becomes an integrating motif across the Rivulet experience. This should be applied across all four nodes in such a way that it provides a visually consistent element.

8.0 EPHEMERAL ART

The Rivulet provides an ideal location for installation of temporary or ephemeral art or sculpture, such as the sculpture trail that has been organised in the past in conjunction with the Mountain Festival.

However, as the Rivulet area is particularly appreciated for its natural values, it is less suited to permanent art or sculpture.

9.0 SIGNAGE STRATEGY

A signage strategy should be prepared to provide a consistent visual identity and hierarchy of interpretation and directional signs for the Rivulet experience.

10.0 INTERPRETATION DELIVERY

As part of developing an Interpretation Plan, a full range of delivery options is likely to be considered. However, it is proposed that media selection should include:

Technology

The rich layering of the past and present Hobart Rivulet Park story lends itself to interpretation delivery using technology such as audio podcasts, which could be available for download from tourism websites or Hobart City Council's website, or an on-line virtual Rivulet tour.

Brochure

Due to the initial challenge of establishing the Rivulet as a relevant tourism visitor experience, it is recommended that an interpretive brochure be developed with a planned life span of about two years.

The brochure could be a hybrid product fulfilling a marketing and interpretive function and could be distributed via the Tasmanian Museum and Art Gallery, tourism and accommodation operators, the Visitor Centre in Davey St, Hobart City Council, and on-line.