



Central Hobart Precincts Plan

UNDERSTANDING CENTRAL HOBART
BASELINE REPORT FEBRUARY 2020

The project is conducted in partnership between
the City of Hobart and the Tasmanian Government.

SUPPORTED BY

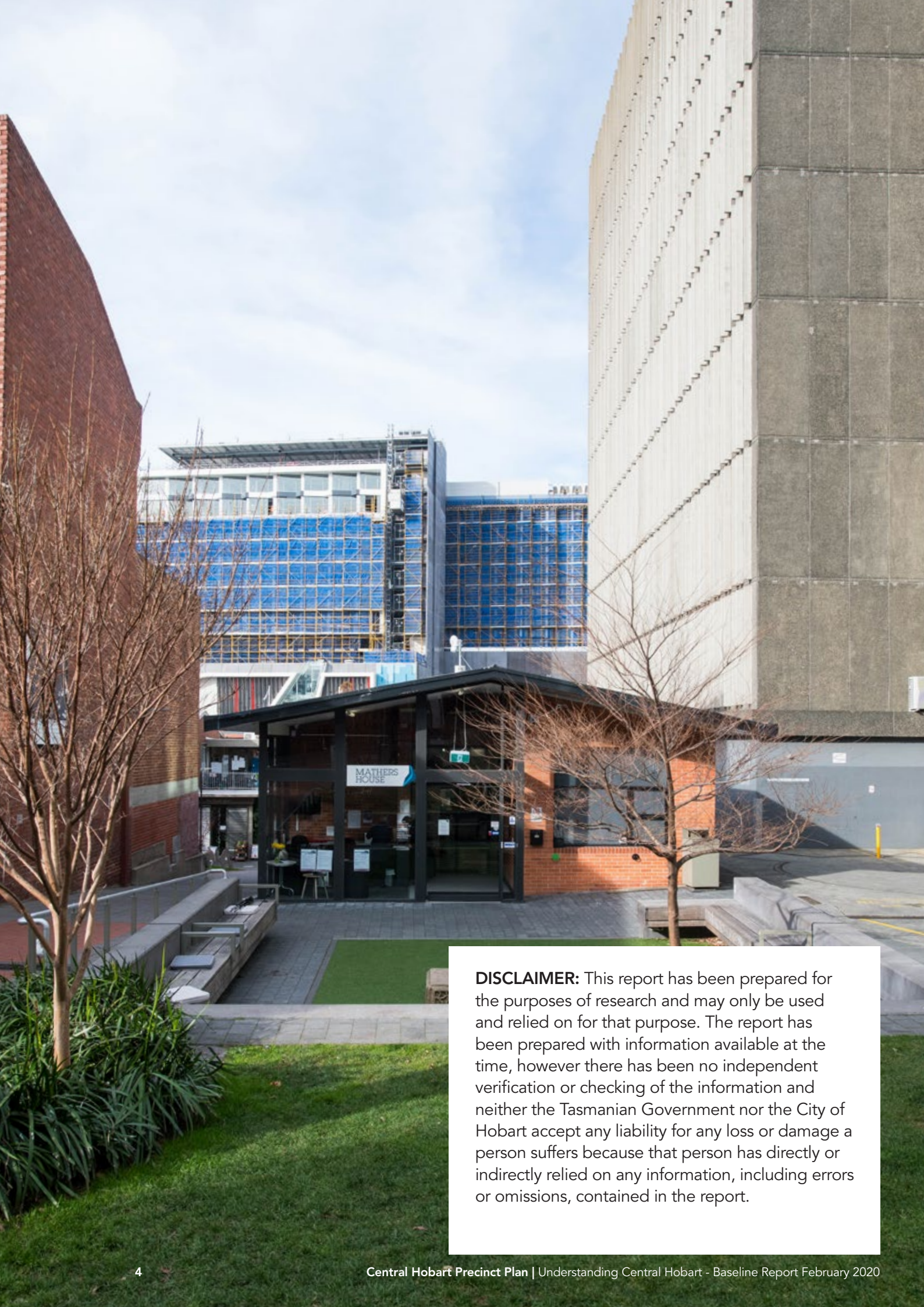


City of **HOBART**



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1. INTRODUCTION

WHAT IS CENTRAL HOBART?

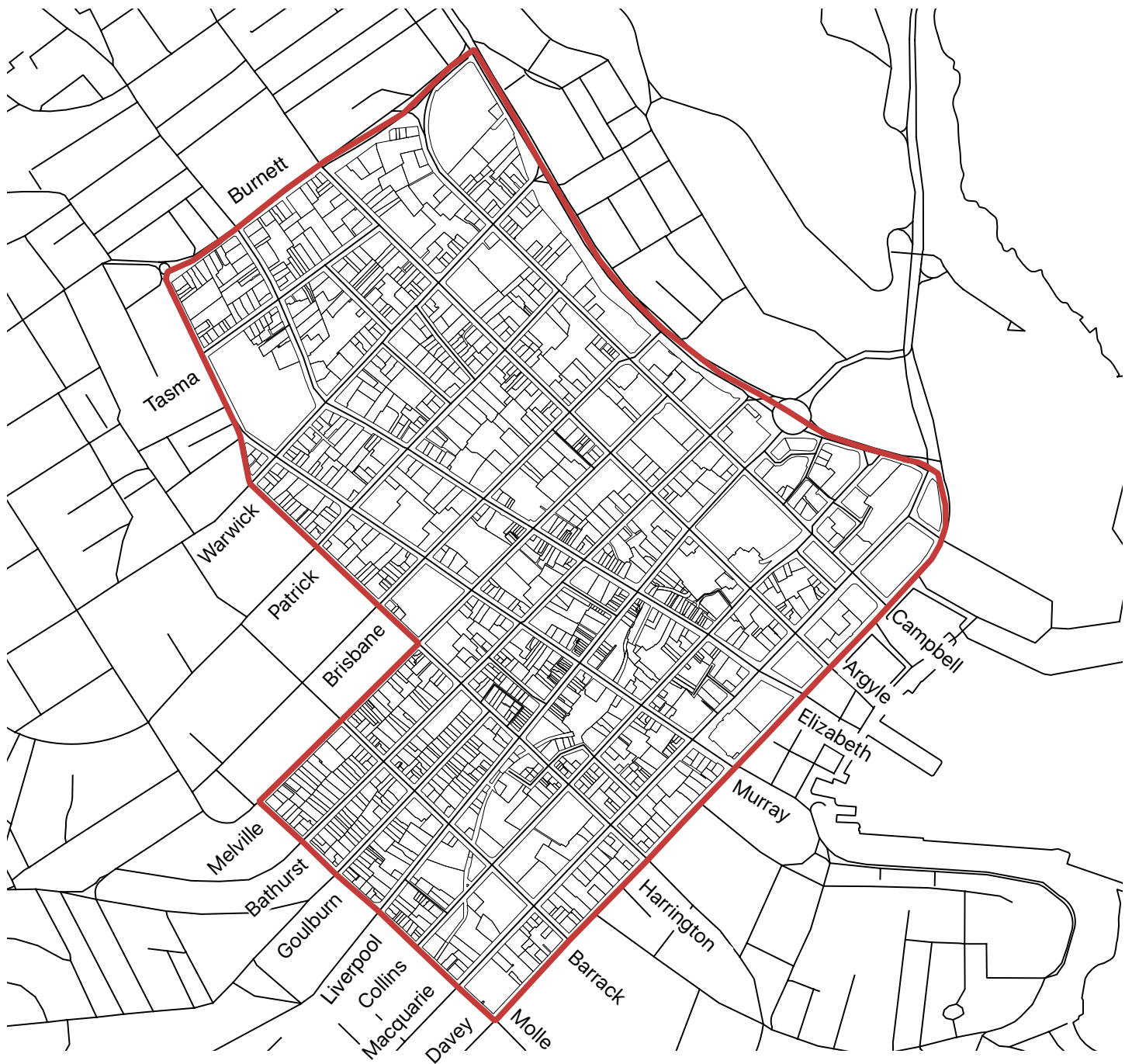
Central Hobart is the primary activity centre for the southern region and the State of Tasmania. It is the centre of commerce, administration and community and cultural activity. It is strategically linked to other parts of Greater Hobart, particularly the Elizabeth Street to Main Road corridor and the northern suburbs transit corridor, which is identified as a key component of the City Deal and Macquarie Point development.

Central Hobart covers 64 city blocks (referred to in this report as 'the study area') bounded by Davey Street to the south, Burnett Street to the north, the Brooker Highway in the east and Molle and Harrington Streets to the west. The majority of Sullivans Cove is not included in this planning project as there is limited capacity for significant new development in the Cove with the exception of the Macquarie Point site, for which a master planning exercise has recently been completed.

This area was home to the Muwinina people who cared for the country for more than 40 000 years. We acknowledge and actively work with Tasmanian Aboriginal people as the contemporary custodians.

WHAT IS A PRECINCTS PLAN?

The purpose of a precincts plan is to ensure that Central Hobart continues to develop as a great place to live, work and visit into the future; a place that supports the community's growth. A precincts plan sets out a vision for the area to guide planning and sustainable growth, translating wider policies and strategies into a precinct specific framework. It addresses land use, built form, transport integration, open space provision and infrastructure. It includes recommendations for policies, development controls and projects to achieve the vision.



Study Area - The study area covers 64 blocks, containing 1364 lots of land bounded by Davey Street to the south, Burnett Street to the north, the Brooker Highway in the east and Molle and Harrington streets to the west

WHY DO WE NEED A PLAN?

Hobart is experiencing rapid change and growth in our economy and population and this growth is projected to continue.

The *Central Area Zoning Review* (GHD 2005) and the *Central Area Review Background Report* (CoH 2013) informed the current planning controls for the area. Subsequent increased economic activity, population, visitor and student growth and the relocation of the University of Tasmania into the city is driving change within the study area. Former commercial sites are being redeveloped for more intensive residential,

hotel, education and mixed uses. It has also been identified that Central Hobart has significant scope to accommodate medium density residential development, which has the potential to increase the supply of housing and reduce pressure for urban sprawl.

A new plan is needed to update the strategic vision for the area and to ensure that future development and public infrastructure provision and funding in Central Hobart is guided by an appropriate planning framework.

WHAT ARE THE PLAN'S OBJECTIVES?

The objectives of the Central Hobart Precincts Plan project are to:

- establish a shared vision and framework for the future growth, development and character of Central Hobart
- identify a suite of places or precincts across the study area based on locational advantages, key opportunity sites, or the relationships between character, built form, landscape, heritage and future use
- outline a vision for each precinct, which:
 - provides guidance for future development, considering the need to provide for alternative housing options for the future population
 - takes into account existing use and development patterns including existing constraints
- identify opportunities:
 - for a range of housing types and increased residential densities, and the implications for social and physical infrastructure, commercial and community services and facilities
 - to increase accessibility and permeability of the area, access to public transport and provide support for sustainable travel behavior
- support detailed precinct planning and potential synergies with other Hobart City Deal commitments
- identify the preferred urban form and scale of development for precincts based on a range of urban design, heritage, economic and social considerations
- ensure that community infrastructure, open space and transport provision meet the needs of a growing permanent and visitor population, recognising the key role of the city centre in meeting transport and movement needs at a sub-regional and regional level
- ensure the ongoing viability of Central Hobart as Tasmania's key administrative and commercial activity centre with a concentration of the key business, retail, administrative, professional, community, cultural and event activities
- identify a set of actions to deliver the vision and framework for the growth of Central Hobart, likely to include planning scheme amendments and capital works proposals.

HOW ARE WE PREPARING THE PLAN?

The City of Hobart and the Tasmanian Government are working together, along with the community, to prepare a new precincts plan for Central Hobart. The process features three separate phases of engagement.

The first phase will help to identify key issues and opportunities for the project and help establish a future vision for Central Hobart.

A second phase will offer the community and other stakeholders the chance to review emerging key opportunities, which have been established through extensive background analysis and community feedback from the first phase engagement.

This feedback will be used to draft the precincts plan. The community will be invited to comment on the draft plan during third phase of engagement.

The project plan and brief is provided in Appendix A.

WHAT IS THE ROLE OF THIS REPORT?

This report is intended as a resource document to support informed discussion about Central Hobart's future and preparation of a new precincts plan, identifying issues and opportunities to guide change over the next few decades. To do this, it summarises:

- wider strategies, policies and objectives to be translated into Central Hobart's particular context
- an analysis of the current conditions in Central Hobart
- the conclusions of the *Economic, Demographic and Employment Study* (HillPDA Feb 2020).

PRECINCTS PLAN - PROJECT TIMELINE



PLANNING AND POLICY CONTEXT

The preparation of the Central Hobart Precincts Plan is being informed and guided by a number of key strategic documents:

Southern Tasmania Regional Land Use Strategy

Tasmania is divided into three planning regions: South, North and North-West. Each region is guided by a separate land use strategy, which sets a vision and supporting principles and policies for managing land use and development within the region. The southern region is guided by the *Southern Tasmania Regional Land Use Strategy 2010-2035* (STRLUS). The regional vision for Southern Tasmania is:

‘A vibrant, growing, liveable and attractive region, providing a sustainable lifestyle and development opportunities that build upon our unique natural and heritage assets and our advantages as Australia’s southern most region’.

The Hobart city centre and immediate surrounds are identified within the STRLUS as the Primary Activity Centre, and is described as being the primary hub for Tasmania in terms of employment, business, government administration, leisure, entertainment and tourism services. The STRLUS specifies that a significant proportion of all employment within the region should continue to be focused in the Primary Activity Centre, and that a high level of public amenity and high quality urban design should be provided. The STRLUS encourages an integrated planning approach for the Primary Activity Centre under the following regional policy:

AC2.3 Undertake master planning for the Primary and Principal Activity Centres taking into account this Strategy. These should examine issues of urban amenity, economic development, accessibility, urban design and pedestrian movement.

Hobart: A community vision for our island capital

The community vision – called *Hobart: A community vision for our island capital* – is the City’s highest-level strategic document. It articulates community values about and aspirations for Hobart now and into the future based on in-depth engagement. The overall vision statement for Hobart is:

Hobart breathes.

Connections between nature, history, culture, businesses and each other are the heart of our city.

We are brave and caring. We resist mediocrity and sameness.

As we grow, we remember what makes this place special.

We walk in the fresh air between all the best things in life.

The vision document identifies eight ‘Pillars’ that represent major parts of city life and are intended to guide strategic thinking about Hobart and what it will become. The pillars are supported by focus area statements that detail specific ways in which the pillars should guide strategic thinking. They underpin *Hobart’s Capital City Strategic Plan*.

Capital City Strategic Plan 2019–29

The *Capital City Strategic Plan 2019–29* is the City of Hobart's ten-year strategic plan, as required under the *Local Government Act 1993*. The plan guides the City of Hobart's strategic framework and identifies strategies for achieving the community's main priorities and aspirations for the future. The plan puts into action the community vision (*Hobart: A community vision for our island capital*), using the eight pillars to guide outcomes. The desired outcomes for each pillar are as follows:

PILLAR 1: SENSE OF PLACE

- Hobart keeps a strong sense of place and identity, even as the city changes.
- Hobart's cityscape reflects the heritage, cultural and natural environment that make it special.
- In City decision-making, we consider how different aspects of Hobart life connect and contribute to sense of place.

PILLAR 2: COMMUNITY INCLUSION, PARTICIPATION AND BELONGING

- Hobart is a place that recognises and celebrates Tasmanian Aboriginal people, history and culture, working together towards shared goals.
- Hobart is a place where diversity is celebrated and everyone can belong, and where people have opportunities to learn about one another and participate in city life.
- Hobart communities are active, healthy and engaged in lifelong learning.
- Hobart communities are safe and resilient, ensuring people can support one another and flourish in times of hardship.

PILLAR 3: CREATIVITY AND CULTURE

- Hobart is a creative and cultural capital where creativity is a way of life.
- Creativity serves as a platform for raising awareness and promoting understanding of diverse cultures and issues.
- Everyone in Hobart can participate in a diverse and thriving creative community, as professionals and hobbyists.
- Civic and heritage spaces support creativity, resulting in a vibrant public realm.

PILLAR 4: CITY ECONOMIES

- Hobart's economy reflects its unique environment, culture and identity.
- People have a range of opportunities to participate in the economic life of the city.
- Diverse connections help Hobart's economy, businesses and workers thrive.
- Hobart is a place where entrepreneurs and businesses can grow and flourish.
- Hobart's economy is strong, diverse and resilient.

PILLAR 5: MOVEMENT AND CONNECTIVITY

- An accessible and connected city environment helps maintain Hobart's pace of life.
- Hobart has effective and environmentally sustainable transport systems.
- Technology serves Hobart communities and visitors and enhances quality of life.
- Data informs decision-making.

PILLAR 6: NATURAL ENVIRONMENT

- The natural environment is part of the city and biodiversity is preserved, secure and flourishing.
- Education, participation, leadership and partnerships all contribute to Hobart's strong environmental performance and healthy ecosystems.
- Hobart is a city with renewable and ecologically sustainable energy, waste and water systems.
- Hobart is responsive and resilient to climate change and natural disasters.
- Hobart's bushland, parks and reserves are places for sport, recreation and play.

PILLAR 7: BUILT ENVIRONMENT

- Hobart has a diverse supply of housing and affordable homes.
- Development enhances Hobart's unique identity, human scale and built heritage.
- Infrastructure and services are planned, managed and maintained to provide for community wellbeing.
- Community involvement and an understanding of future needs help guide changes to Hobart's built environment.

PILLAR 8: GOVERNANCE AND CIVIC INVOLVEMENT

- Hobart is a city of best practice, ethical governance and transparent decision-making.
- Strong partnerships and regional collaboration make Hobart a thriving capital city.
- City leadership is accessible and reflects Hobart communities.
- People are involved in civic life, and the City's communication and engagement with Hobart communities are proactive and inclusive.
- Quality services are delivered efficiently, effectively and safely.

Hobart City Deal

The *Hobart City Deal* is intended to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city. It is a ten-year partnership that will provide the framework to guide and encourage further investment in the city by embracing opportunities for growth and addressing key strategic and infrastructure challenges. The *Hobart City Deal* was signed on 24 February 2019 and the Implementation Plan was released in October 2019.

One of the key actions in the Implementation Plan is to undertake precinct planning with a view to implementing Specific Area Plans for strategic urban renewal across the region along with the preparation of precinct planning guidelines.

Greater Hobart Act 2019

The *Greater Hobart Act 2019* provides a framework to support collaborative decision-making between the Clarence, Glenorchy, Hobart and Kingborough councils and the Tasmanian Government.

The legislation is a key commitment identified in the Hobart City Deal and builds on the vision identified through that partnership.

The Greater Hobart Act:

- contains objectives that identify priority areas for collaboration
- requires the establishment of a work program identifying actions to achieve the prescribed objectives
- provides for the establishment of governance arrangements to support the development and implementation of the work program.

The preparation of the Central Hobart Precincts Plan and the associated medium density residential standards are being developed in keeping with this framework. The Central Hobart Precincts Plan will develop a model to better understand existing urban conditions and maximise future opportunities that can be applied to other activity centres across the greater Hobart region.

A consistent approach to precinct planning across our urban centres will support informed and timely adjustments to the STRLUS, noting the importance of doing this collaboratively, particularly in partnership with the other three central councils – Clarence, Glenorchy and Kingborough.

THE COMMUNITY TODAY

WHO LIVES AND WORKS HERE?

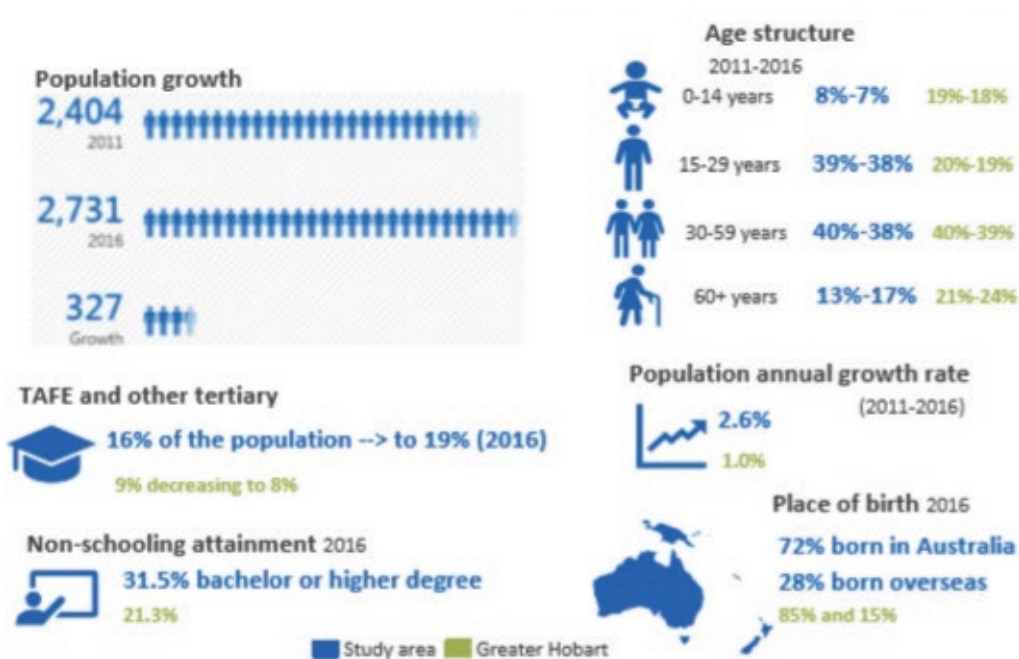
An Economic, Demographic and Employment Study of Central Hobart has been undertaken by HillPDA Consulting (Feb 2020). The information in this section is a summary of the key findings of that study. For more detailed information and analysis the HillPDA report should be consulted.

An estimated 2731 people lived within the study area in 2016, this was an increase of 327 persons or 14 per cent from 2011. This represents an annual compound growth rate of 2.6 per cent, which is around two and a half times that recorded for greater Hobart (1 per cent per annum), highlighting the study area's growing popularity as a place to live.

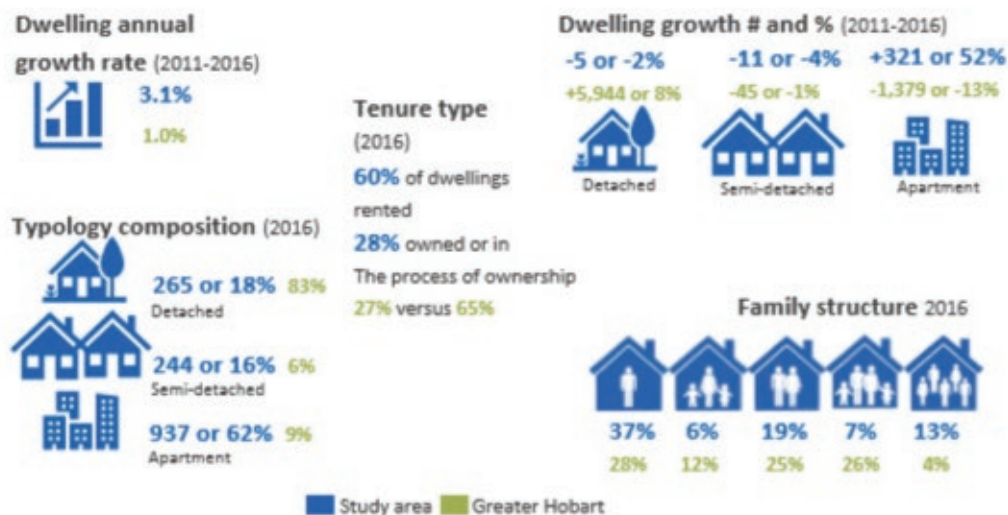
The median age in the study area is 32 years, compared to 40 years in greater Hobart.

The study area has a highly educated population when compared to greater Hobart. In 2016, around 32 per cent of the study area's population had obtained a bachelor or higher degree, compared to 21 per cent across greater Hobart. This highlights its attractiveness to young professionals seeking the benefits that inner-city living provides.

The study area's population was also highly diverse, with 28 per cent of its residents having been born overseas, compared to 15 per cent across greater Hobart. A key driver of this diversity is the university, TAFE and other further educational institutions, with 28 per cent of people born overseas attending such institutions.



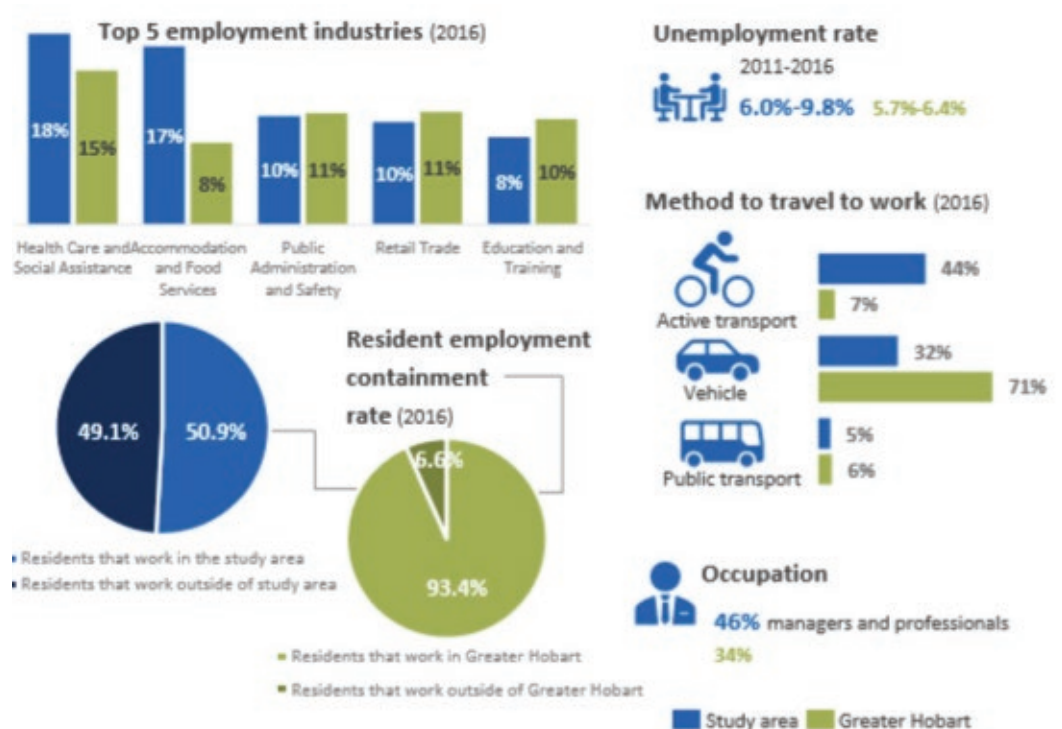
In 2016, the study area contained around 1510 private dwellings, with apartments being the dominant dwelling type in the study area. The family household structure is significantly skewed towards lone persons and group households (37 per cent and 13 per cent respectively) when compared to greater Hobart (28 per cent and 4 per cent respectively in 2016).



In 2016, the study area contained an estimated 27 255 jobs, which was around 855 or 3 per cent greater than that estimated in 2011. This is 27 per cent of all the jobs in greater Hobart.

The top five industries in 2016 were as follows:

- Public Administration and Safety – 6109 jobs or 22 per cent of employment
- Health Care and Social Assistance – 5212 jobs or 19 per cent of employment
- Retail Trade – 2662 jobs or 10 per cent of employment
- Professional, Scientific and Technical Services – 2243 jobs or 8 per cent of employment
- Accommodation and Food Services – 1960 jobs or 7 per cent of employment



WHAT ARE THE TRENDS?

There is an increasing number of dwellings in the study area. Between 2011 and 2016, the number of dwellings increased by 230. This is an annual growth rate of around 3.1 per cent, which was significantly higher than that recorded across greater Hobart (1 per cent per annum or an additional 4820 dwellings). The number of additional dwellings required to cater for the estimated population growth within the study area is between 1835 and 2310 by 2041 (approximately 83-105 dwellings per year).

The population of the study area has increased at a rate of 2.5 times that of greater Hobart's rate. This is led by older residents, although young professionals and students account for the greatest overall proportion of the population. The population of the study area is forecast to reach 5785 (112 per cent increase) by 2041 under a medium-growth scenario, or 6590 (141 per cent increase) under a high-growth scenario.

The university has also contributed to the increasing numbers of residents in the city through new student accommodation developments. Currently there are 680 student accommodation rooms within the study area. This will increase to 1570 by 2023. The number of students studying within the study area is estimated to increase to between 12 889 and 13 218 by 2041. The number of additional student accommodation beds required to cater for the student growth within the study area is between 79 and 125 by 2041 (approximately 4 to 7 per year).

Given the redevelopment of the Royal Hobart Hospital and the university's move into the city, it is likely that the concentration of knowledge-intensive uses will increase in coming years, and will likely cluster in the areas around major institutions. In particular, there is likely to be a significant increase in the concentration of knowledge-intensive uses around Melville Street and Campbell Street, in close proximity to university sites.

The number of additional hotel rooms required to cater for the increase in tourist visitor nights (accounting for hotel rooms already approved or in development) is approximately 1465.

The number of jobs generated in the study area is forecast to be 40 570 by 2041 (an increase of 28 per cent).

The daily population of the study area (including residents, students and workers) is anticipated to increase by 13 270 by 2041.

For more information refer to the *Central Hobart Precincts Plan – Economic, Demographic and Employment Study*, HillPDA Consulting (Feb 2020).



2. COMMUNITY AND CULTURAL FACILITIES

Wherever people come together to live in towns and cities, those places are as much defined by their shared sense of identity and community as their physical form. Central Hobart is currently experiencing higher levels of reported loneliness and isolation as a result of a more fragmented society. In response to this, there is a desire to build resilience by way of fostering inclusive, healthy, interconnected and culturally enriching communities.

Community and cultural facilities are places, spaces, organisations and services that provide a means for people to meet their social and wellbeing needs and strengthen the individual and communal interests and interconnectivity of society. These include:

- cultural and event facilities
- libraries and museums
- recreational facilities
- religious and interest groups

- youth and aged services
- health and disability facilities
- educational facilities
- child care facilities
- social assistance facilities
- shops, cafes, bars and cinemas
- culturally important buildings and precincts.

Given the role of Hobart as the state capital, many of the facilities that exist within the boundaries of the study area have wide catchments and deal with the needs of the community on a city, region and even state wide basis. These include both major community facilities and institutions, such as the Royal Hobart Hospital and University of Tasmania, as well as smaller, more specialist facilities, such as The Theatre Royal or the Hobart Real Tennis Club.



Conversely, many important and interconnected facilities on which the residents, workers and students of the study area rely, lie beyond its boundaries. While physically not forming part of the study area, facilities such as those that provide adequate spaces for childhood development and education play a fundamental role in supporting the community of the study area.

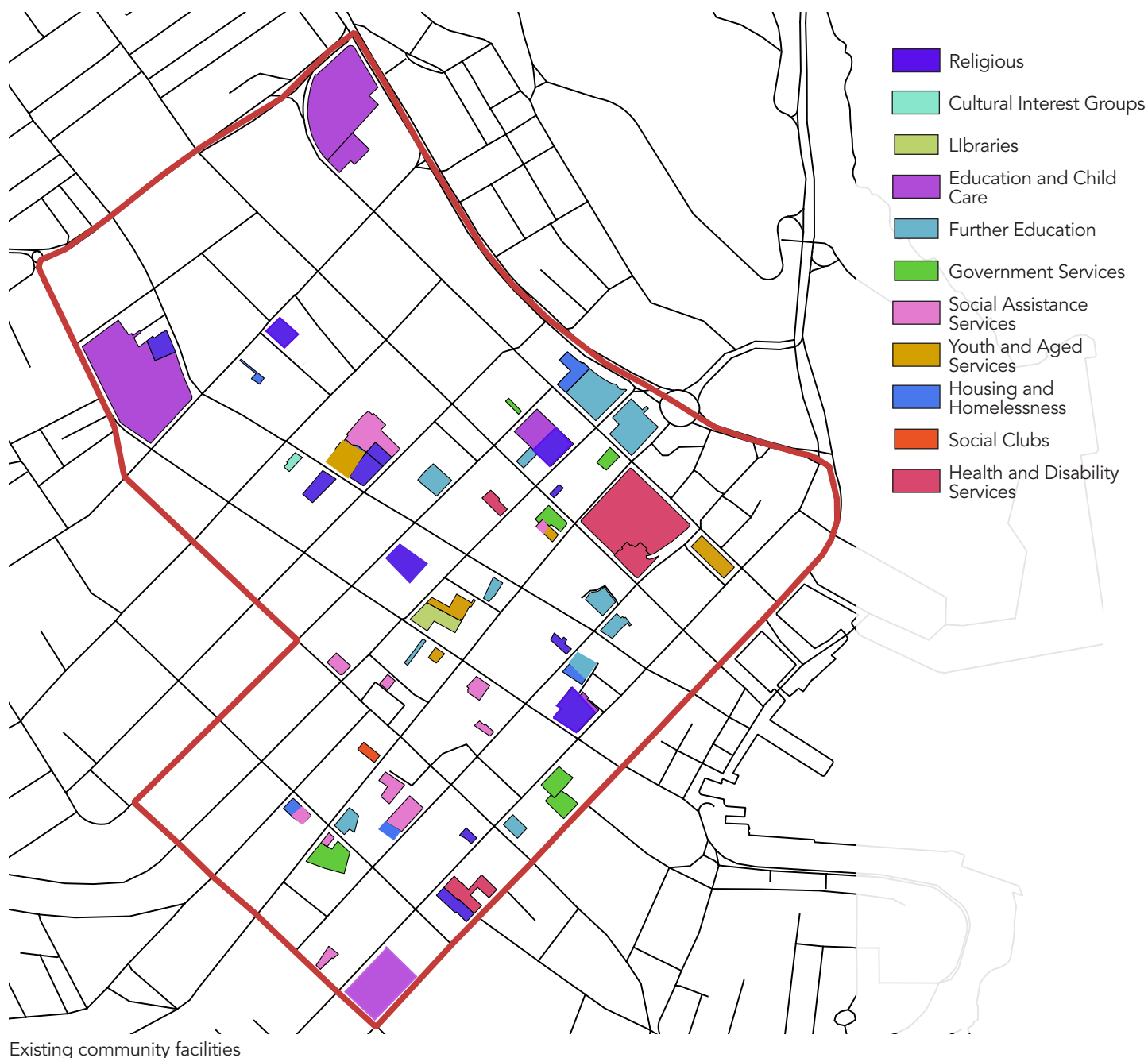
Improved connectivity can alleviate pressures where these facilities are not provided within the study area to a degree. However, the *Economic, Demographic and Employment Study of Central Hobart* undertaken by HillPDA Consulting (Feb 2020) on behalf of the City of Hobart has identified that between 2011 and 2016, the rate of increase in population of the study area was two and half times greater than that of greater Hobart. The Tasmanian Department of Treasury and Finance 2019 'Medium' population forecast scenarios, based on current trends, project that the population of the study area will reach 5785 by 2041 – a growth of 3050 people or 112 per cent increase over this period. Under a 'High' population scenario, based on the most recent trends, which saw stronger than usual growth, this would rise to 6590 people by 2041, a growth of 141 per cent. As such, the pressure to provide such facilities within the study area itself may become ever more pronounced. At the same time, increased pressure on land availability and values may place stress on equitable access to basic resources and essential human needs, such as affordable housing and food.

It is noted that local government has a role in providing evacuation and recovery centres as part of an emergency response. Several of the city's community facilities are named as evacuation/recovery centres and would be utilised if Hobart was to be impacted by an emergency event

STRATEGIC FRAMEWORK

The role of providing community and cultural facilities is variously the responsibility of the City of Hobart, state and federal agencies, non-government not-for-profit organisations, religious groups and private businesses. All have a role to play in influencing the strategic planning of the study area, meeting both these service pressures and adapting to the emerging themes within the community and cultural sectors into the future.

Hobart – A community vision for our island capital provides a broad framework for the expressed expectations of the community as to the future development of the city. This is actioned by the *Capital City Strategic Plan 2019–29*. All emerging and future strategic, divisional and unit plans and, most pertinently, the *City of Hobart's Social Inclusion Strategies*, *Creative Hobart Strategy*, *Public Art Framework* and *Hobart Cultural Facilities Development Vision* (undertaken jointly with the Department of State Growth), sit within this strategic framework. The framework also facilitates associated policies relating to monitoring, facilitating and, where appropriate, provision of community and cultural facilities.



COMMUNITY THEMES

The *Capital City Strategic Plan 2019–29* recognises community inclusion and participation as one of the central ‘pillars’ of the Vision Statement. The strong sense of community and social connectivity of the city are considered to be one of its tangible strengths, and one at risk as the city grows and changes.

As the city welcomes an expanded and more culturally and demographically diverse populous, the ability of the study area and the wider Hobart area to retain and expand its community facilities and programs is considered a vital component of maintaining its rich history of social networks, inclusivity and resilience. Greater Hobart contains many of the services and agencies that provide assistance to the region’s growing multicultural population. However, many of the existing facilities, such as the Migrant Resource Centre – South, are outside of the study area and are external

organisations to the City of Hobart. Strategies within the *Capital City Strategic Plan 2019–29* are aimed at providing accessible programs, promoting social networks and activities celebrating the various cultures and diversity, as well as providing internal support for staff. The ongoing funding and resources to deliver community programs is a key element to continue this work. The challenge for the City of Hobart will be that recognising and addressing the wider needs of its growing diverse population will only be possible in partnership with relevant external stakeholders. Building and maintaining these relationships is, therefore, likely to be of vital importance.

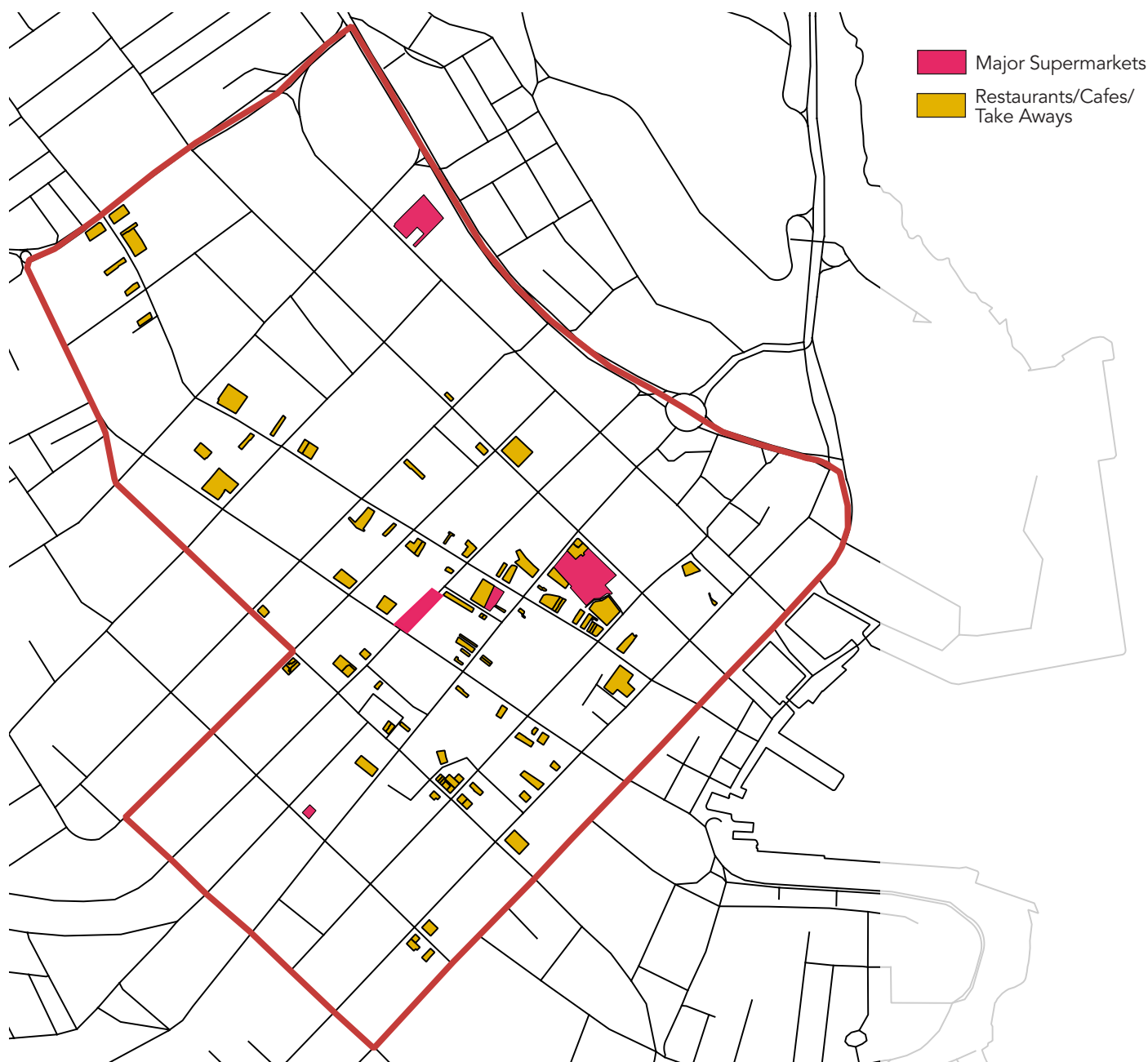
Acknowledgment of the region's Aboriginal heritage has steadily grown and, with it, the importance of having a strong Aboriginal presence in the city through facilities such as the Tasmanian Aboriginal Centre. The draft *City of Hobart Aboriginal Commitment and Action Plan 2020–22* aims to build, strengthen and maintain relationships with Aboriginal people and organisations, supporting local Aboriginal cultural events and initiatives.

DEMOGRAPHIC PROFILE

The City is experiencing a change in its demographic profile. The HillPDA Consulting study (Feb 2020) established that since 2011, half of the increase in the population within the study area comprised people aged over 60 years, with an increasing number of people living alone. The study speculated that the increase in older residents was due to emerging trends relating to downsizing, and the desire to be closer to service facilities, such as medical facilities. Based on the population trends, it goes on to forecast that by 2041, social infrastructure requirements would include around 40 additional hospital beds, a new dedicated medical centre and 93 aged care/senior housing places.

Existing facilities include the programs and activities for older people at Mathers House through the City's Positive Ageing program. Maintaining and improving access to health services and community facilities that promote an active and engaged lifestyle are considered vital in addressing issues associated with ageing, such as isolation, health and mental problems.

To ensure a balanced expansion of the residential population of Central Hobart, consideration must also be given to provision of facilities for young people and families. As identified in the HillPDA Consulting study, although the increase in elderly members of the population is notable, the bulk of the populous remains the young professional and tertiary students, with the median age of the study area being 32 years as opposed to 40 in the greater Hobart area.



Food related businesses

REQUIRED SOCIAL INFRASTRUCTURE

While the study area has a number of schools close by, there is only one state primary school within its boundaries and limited child care spaces. There is no state high school within or nearby the study area, aside from the current Elizabeth College, which is for years 11 and 12 only. There is one private school that has the majority of its campus within the study area (St Michael's Collegiate in Macquarie Street). Based on a projected rise in both resident population and student and worker population within the study area, the HillPDA Consulting study forecasts that by 2041, an additional 38 long day care places, equating to around 180 m² of indoor space, and 270 m² of outdoor space will be required, along with 23 out-of-school care places. Based on population benchmarks, the study notes that the increase in population would represent around 20 per cent of that required to trigger the need for a dedicated public primary school, and around

30 per cent for a new public secondary school. While existing facilities, such as the City of Hobart's Youth Arts and Recreation Centre (ARC) and associated youth programs provide a valuable resource, access to education, early years services and support for young adults as well as access to community centre space, additional library space and sport/leisure facilities, would require strengthening and expansion within or nearby the study area.

HOUSING STRESS AND HOMELESSNESS

Policies aimed at equitable residential growth must also be framed with regard to addressing both housing stress and homelessness. The HillPDA Consulting study established that in the five years leading up to 2016, the number of dwellings within the study area increased by 230, reaching a total of 1510. This is a growth of some 3.1 per cent, or around three times higher than that recorded for greater Hobart. All of this recent growth has taken the form of apartments, with rental properties constituting 60 per cent of all the dwellings, compared to just 27 per cent in the greater Hobart area. The HillPDA Consulting study concludes that this demonstrates the increasing popularity of the study area as a place to live.

By 2016 however, the number of dwellings within the study area occupied by people living with housing stress (that is, households where 30 per cent or more of the income accounts for rent) stood at 44 per cent. When linked to factors such as the historically lower median weekly household income in comparison to the greater Hobart area (9 per cent lower when measured in 2019); higher rate of unemployment within the study area in comparison to greater Hobart, rising 13.6 per cent in the past three years; the rise in Airbnb establishments within the study area to around 178 properties; and a larger number of students having to enter the private market due to shortfalls within university provided accommodation, pressure on affordable housing has increased. The study suggests that housing supply is not keeping pace with demand, artificially pushing up prices. The study estimates that an additional 1835 to 2310 dwellings will be required between 2019 and 2041, or roughly some 83 to 105 dwellings per annum during this period. It advises that a mixture of bedroom numbers should be achieved. Of particular concern, the study identifies that the study area is popular with those employed in the health care and social assistance sectors, and that the need to provide increased

dwelling options to ensure affordability for such essential key workers is important.

The City of Hobart's strategic priorities and organisational activities in relation to housing and homelessness are identified in the *Housing and Homelessness Strategy 2016 – 2019*. The strategy serves as a point of reference for making informed and strategically beneficial decisions to ensure the best possible outcomes for the people of Hobart.

The *Housing and Homelessness Strategy 2016 – 2019* is currently being reviewed to reflect the latest data on housing and homelessness situation in Hobart with a view to developing a new framework that will guide the City's decisions in years to come.

Additionally, working closely with the not-for-profit sector and the Tasmanian and Commonwealth governments, the City of Hobart undertakes a range of actions to address housing affordability and homelessness issues, as well as to promote socially mixed communities and housing diversity.

Following the Homelessness Crisis Forum held on 20 June 2019, which included more than 60 stakeholders, state and federal housing ministers and mayors of all southern Tasmanian councils, the City of Hobart convened the Greater Hobart Homelessness Alliance. As part of the Alliance's actions, the City has hosted a number of workshops on best practice in developing solutions to homelessness, inviting input from various organisations nationally.

In early 2019, the City of Hobart established a Housing with Dignity Reference Group to offer an opportunity to people with a lived experience of homelessness to have a voice and a place to be heard. This group has the crucial role of supporting the Council in the review of its Housing and Homelessness Strategy, being a vital reference point for Council decisions about homelessness, and identifying priorities to advocate and lobby state and federal governments.

FOOD SECURITY

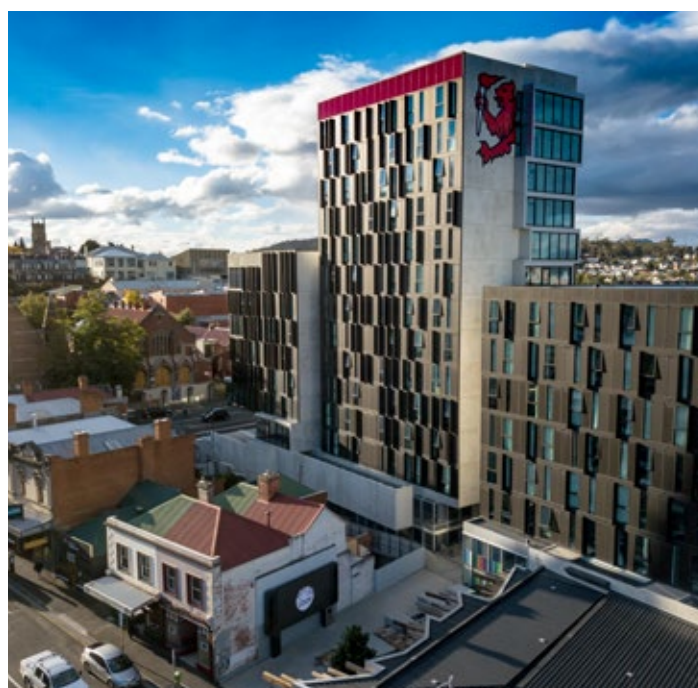
Access to food (food security) is a critical consideration in building a connected and inclusive community. Although well served by restaurants and takeaway food establishments, Central Hobart contains only a relatively small number of supermarkets and major grocery outlets, with one farm gate market also being staged every Sunday in Bathurst Street. While the provision of such establishments is largely market-driven, there is clearly benefit to an expanded residential population to be able to purchase food and groceries within close proximity to where they live. Similarly, there are currently no community gardens or shared growing spaces within the study area. There would appear to be limited opportunities for the provision of such facilities within the small number of public open spaces. However, there may be an opportunity for the City of Hobart to operate as an advocate for such facilities in the private realm as part of its role in promoting resilience and food security.

STUDENT POPULATION

The city is experiencing an unprecedented rise in the number of people involved in education, living and studying within the city centre. This is predominantly due to the decision by the University of Tasmania to relocate the majority of its faculties and student accommodation into the study area. Between 2013 and 2018 there has been a 15 per cent increase in the number of students attending UTAS across Tasmania, rising from 18 367 to 21 197. Based on projections supplied by UTAS, such unprecedented growth will slow considerably going forward into the next 20 years. Based on the university's intended growth rate of 0.2 per cent and a slightly higher rate of 0.31 per cent based on the annual compound growth rate for Tasmania as forecasted by the Department of Treasury and Finance, the HillPDA study estimates that the number of students within the study area will rise in the next 20 years from 12 310 to between 12 889 and 13 218 respectively. To meet this projected growth,

the study estimates that accommodation providing an additional 79 to 125 beds will be required by 2041. This projected figure, however, is solely based on the intended expansion of those enrolled at UTAS, and doesn't take into account new or possible expansion of existing private colleges and universities. As such, the actual additional dwellings aimed at student occupation is likely to be notably higher.

While many of these new students may experience Hobart for a limited period of time, others may choose to make it their permanent home. The potential economic and cultural contribution each can make to the life of the city is substantial. Although organisations like the University of Tasmania, TAFE and the Tasmanian Government provide student wellbeing facilities, community facilities and programs can play a significant role in both supporting and engaging people within further education to play a role and contribute to the wider social fabric of the city. The impact of the increased number of students residing in the city is already being felt by support organisations such as Headspace and The Link youth health services.



SOCIAL SUPPORT

As the state capital, Hobart is the location of many of the government agencies, charities and community organisations that play a pivotal role in improving the social and economic outcomes for those struggling with social issues. This include homelessness, unemployment and underemployment, health, mental health and dependency issues support. These facilities provide opportunities for those most vulnerable members of society, who often struggle to secure even basic human rights such as permanent accommodation and ability to provide food for themselves, as well as the risk of exclusion. With pressures on land values and office accommodation, it may be harder for charity organisations in particular to remain within their city centre or inner suburb locations. The retention of such services and programs within the city centre, and the benefits this provides to the most vulnerable, is therefore of importance not just to the city itself, but to those within the wider southern Tasmanian region.

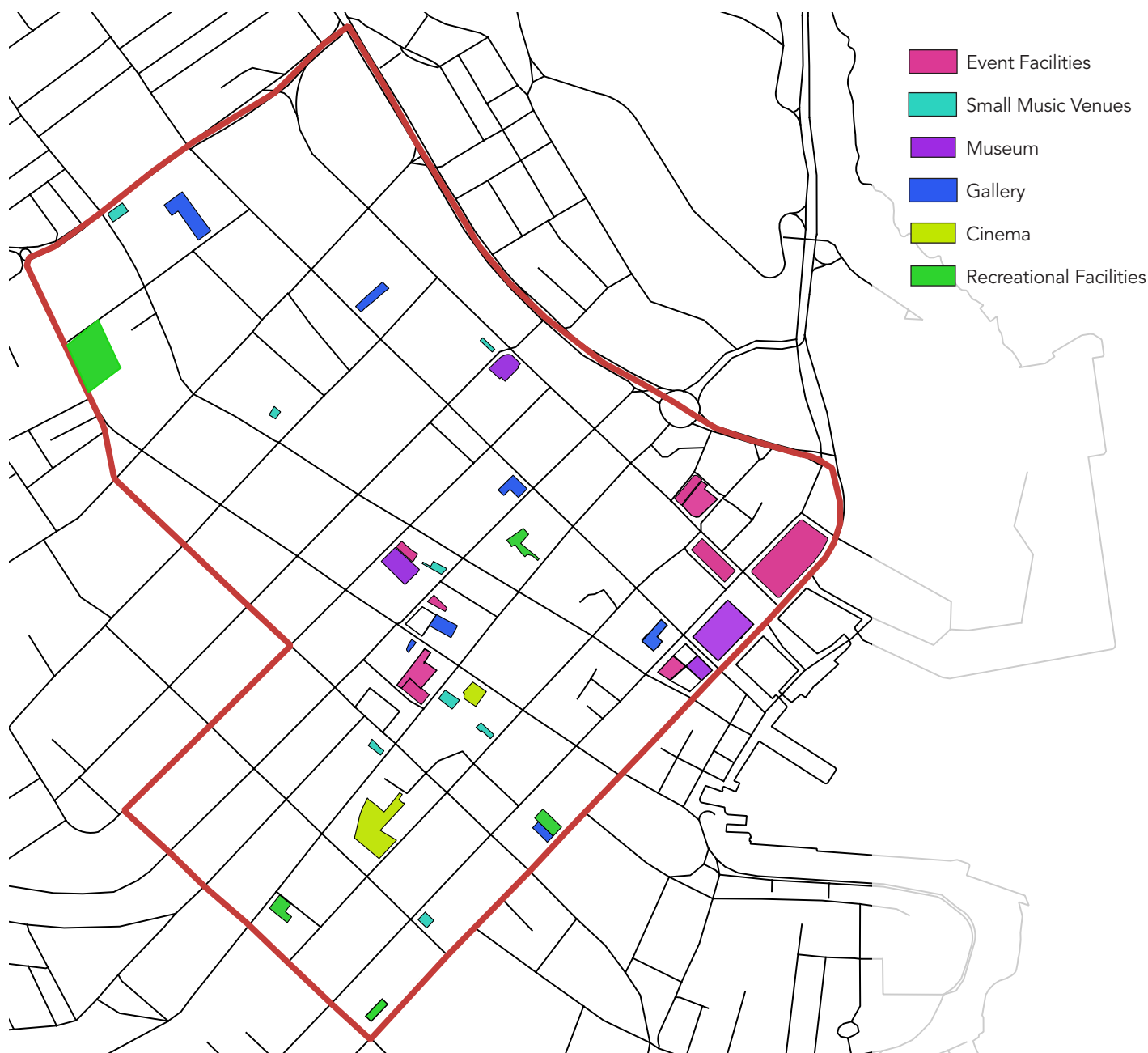
CULTURAL THEMES

The importance of creativity and culture within various aspects of city life is recognised within the *Capital City Strategic Plan 2019–29*, which designates it as one of the central ‘pillars’ of the Vision Statement.

As the state capital, Hobart has traditionally been the home of the state’s principal institutions of civic culture, such as the Tasmanian Museum and Art Gallery and the State Library. However, it is also becoming increasingly recognised as a creative centre, built upon its reputation as a place supportive of artists and creative people. Those involved in the creative industries, both professional and enthusiastic hobbyist, have until now enjoyed access to affordable studio spaces, invaluable supportive ‘grassroots’ networks and an appreciative and engaged audience. However, it is recognised that the ability for artists to continue to find affordable studio space may become problematic in the future.

Maintaining an energetic creative sector is seen as both economically important and a vital component of the fabric of the civic life of the city. As such, the strategic plan seeks to promote creative art programs. This may include establishing arts residencies and the use of the public realm as the city’s canvas and performance space, acting as a platform for the promotion of beauty, diversity, Aboriginal history and culture and discussion of social issues.

The community vision and strategic plan recognise that the ability to share in civic cultural events plays a vital role in helping to build strong, resilient and diverse communities. While many of the larger events occur beyond the boundaries of the study area, such as the Taste of Tasmania, the study area does contain a significant number of spaces and facilities of various sizes and characteristics. These include Federation Concert Hall, Odeon and the Theatre Royal, as well as smaller venues like the Avalon Theatre. As the multi-event program of Dark Mofo has demonstrated, existing facilities and



'found' spaces all have the potential to host a range of events, festivals and programs. This provides valuable opportunities to bring local, national and global artists to Hobart, reinvigorating the city's public and private spaces, and helping to build strong, resilient and diverse communities.

The growing identification of Hobart as a cultural centre, coupled with a growing understanding of the economic opportunities that exist within the creative sector, is reflected in the adoption of the *Hobart City Council's Creative Hobart Strategy*. The overarching vision of the document is to maximise Hobart's public spaces as a platform for cultural expression and creative participation by utilising the city's unique range of urban and natural environments; nurturing creativity; investing in innovation; and acting as an incubator of creativity.

Three key principles are considered:

- The city is a platform for cultural expression and creative participation.
- The city is an incubator of creativity, innovation, excellence and diversity.
- The city is a connector of people, information and knowledge

The strategy is designed to:

- support expressions of diversity and Aboriginal cultural identity,
- promote and activate City facilities
- facilitate a creative industrial development program as a potential significant contributor to the economic and employment base of the city
- showcase the city's art and creative practitioners
- act as a connector of people, both inside the sector and within the wider population, to allow the community to culturally express itself.

A creative 'hub' is emerging along the Campbell Street spine as the UTAS Hedberg development takes shape. With the existing Theatre Royal, City Hall, Youth ARC and Federation Concert Hall located within close proximity, the City is conscious of the possibilities associated with fostering and enhancing ties between these organisations and facilities, and how this might be extended to the wider community. Such a synergetic approach is mirrored in the City's cooperation with the Department of State Growth in commissioning a *Hobart Cultural Facilities Development Vision*. There is a clear desirability to plan and coordinate the use and development of the existing cultural facilities to meet current and future needs of the region's residents, while recognising the economic benefit of fostering the City's cultural credibility and its ability to host a range of local, national and international events.

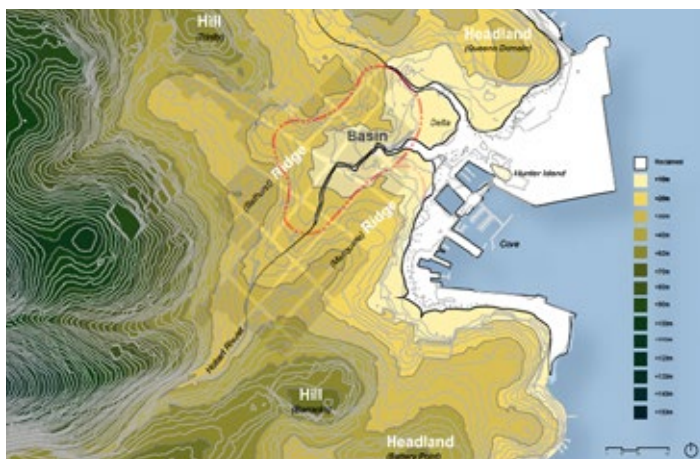






3. URBAN STRUCTURE, PUBLIC REALM, CHARACTER AREAS AND PUBLIC LIFE

Central Hobart's spatial structure and form is distinctive and geographically influenced. The city is constrained by its relationship with the surrounding landscape and the river. This chapter discusses the way the landscape, urban structure and built form create places of distinctive character within Central Hobart. It also considers our streets and public spaces, the way we experience them, and how this is reflected in the public life of the city.



Hobart's landscape and topography defines the city's sense of place (Image credit: Leigh Woolley)

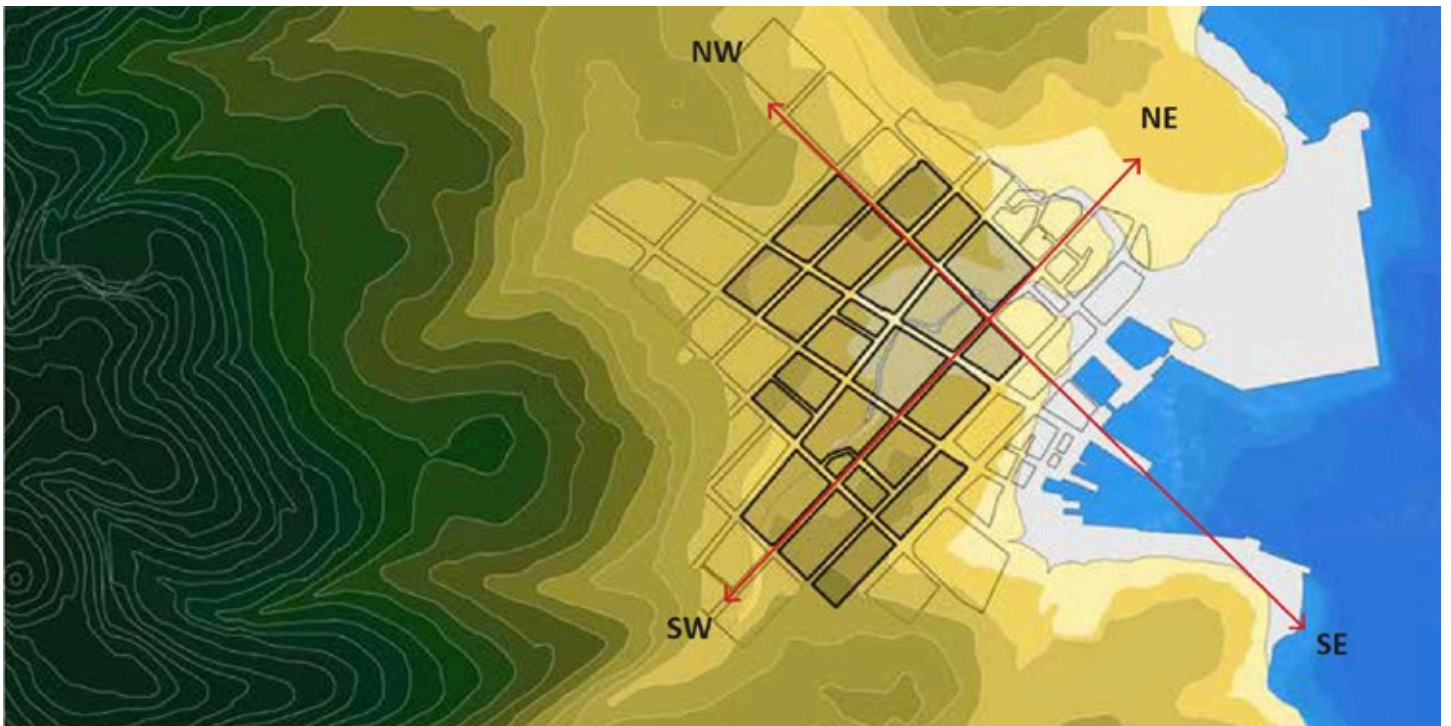
LANDSCAPE AND TOPOGRAPHY

Hobart is defined, recognised and understood by reference to its topography and the dramatic landscape that it sits within. "While all cities are experienced as landscapes, Hobart more than most, and certainly more than any other state capital, is understood as a 'small city in a large landscape'."¹ Views from within the city to the surrounding landscape and river bring a level of 'immediate quality'² to the city.

The topography of Hobart is distinctive and dramatic, with contours rising from Sullivans Cove to the foothills of kunanyi/Mount Wellington. The land is shaped by drainage lines and ridges that direct the flow of water from the mountain toward the river. Before the city was established, the rivulets were living systems supporting a rich diversity of life. The rivulets are now mainly piped and covered beneath the streets and buildings of the city. The shape of the land, however, continues to provide a sense of place and direction in Hobart, with the city located 'downstream' of the residential suburbs that settle into the foothills of kunanyi/Mount Wellington. The shores of the River Derwent provide an important and active edge to Hobart. The Central Hobart precinct area, while not immediately adjacent to river frontage, is influenced by the movement and use patterns that link the waterfront to other parts of the city.

¹ Woolley, L., 2018, *Building Height Standards Review Project*

² Gehl architects, *Hobart: A city with people in mind*, 2009, p16



Street grid layout (Credit: Leigh Woolley)

EXPERIENCE FROM THE GROUND - VIEWS

The topographical diversity of Hobart means that views of the water, the dolerite 'organ pipes' of kunanyi/Mount Wellington and the bushland of Queens Domain form a frame of reference and contribute strongly to the city's distinctive quality, cherished by locals and admired by visitors.

The combination of topography, the street grid and modest building heights maintains view-line access from most parts of the city. Leigh Woolley articulates the significance of these views in forming our sense of place:



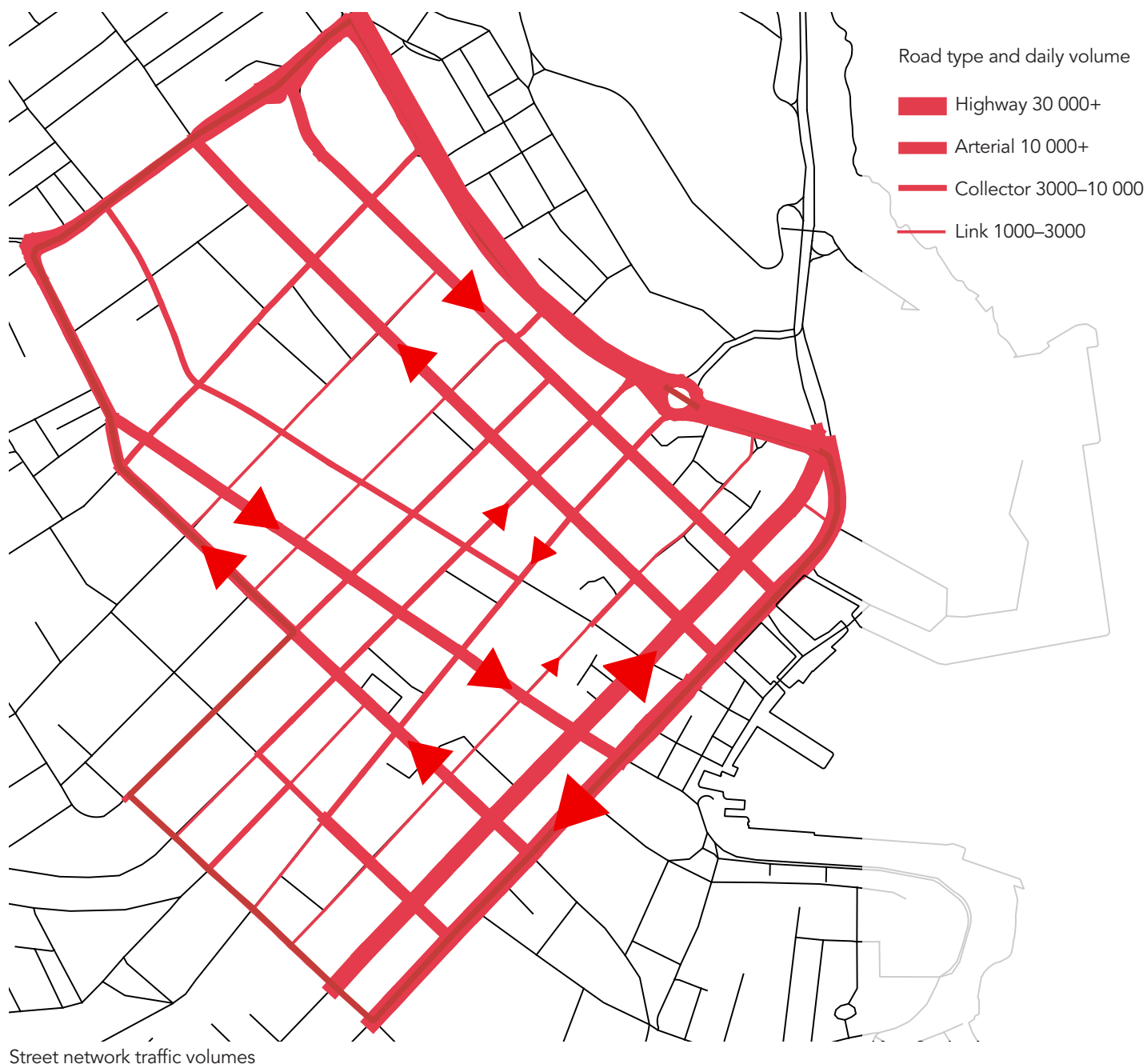
'The diverse and distinctive topography of Hobart, combined with a clear, lucid atmosphere, allows the near and far to have equal prominence, not least from the urban centre. This 'lived' landscape, where distant views are part of the felt experience of place, along with the shifting scale of outreach they offer, ensures that 'landscape' is appreciated as foundation to urban character and form, rather than simply an urban 'back cloth'.'³

EXPERIENCE FROM THE GROUND - ACCESS

The topography affects our experience of the city, and has influenced the way it has developed over time. The city centre basin – a lower-lying area formed by the Hobart Rivulet trough and delta outflow – is bounded by ridges to the south-east (Macquarie Ridge), the north-west (Bathurst Ridge) and other surrounding slopes.

Central Hobart is mostly located on a gently rising ground plane. However, within that plane there exists variations where the contours rise more steeply, creating distinct challenges for accessibility, for walking and for cycling.

³ Woolley, L., 2018, *Building Height Standards Review Project*



STREETS, BLOCKS AND LANEWAYS

Hobart's street grid is skewed in response to features of the topography, dividing the central city into urban blocks that differ in scale and form and vary in area from 10 000–40 000 m².⁴

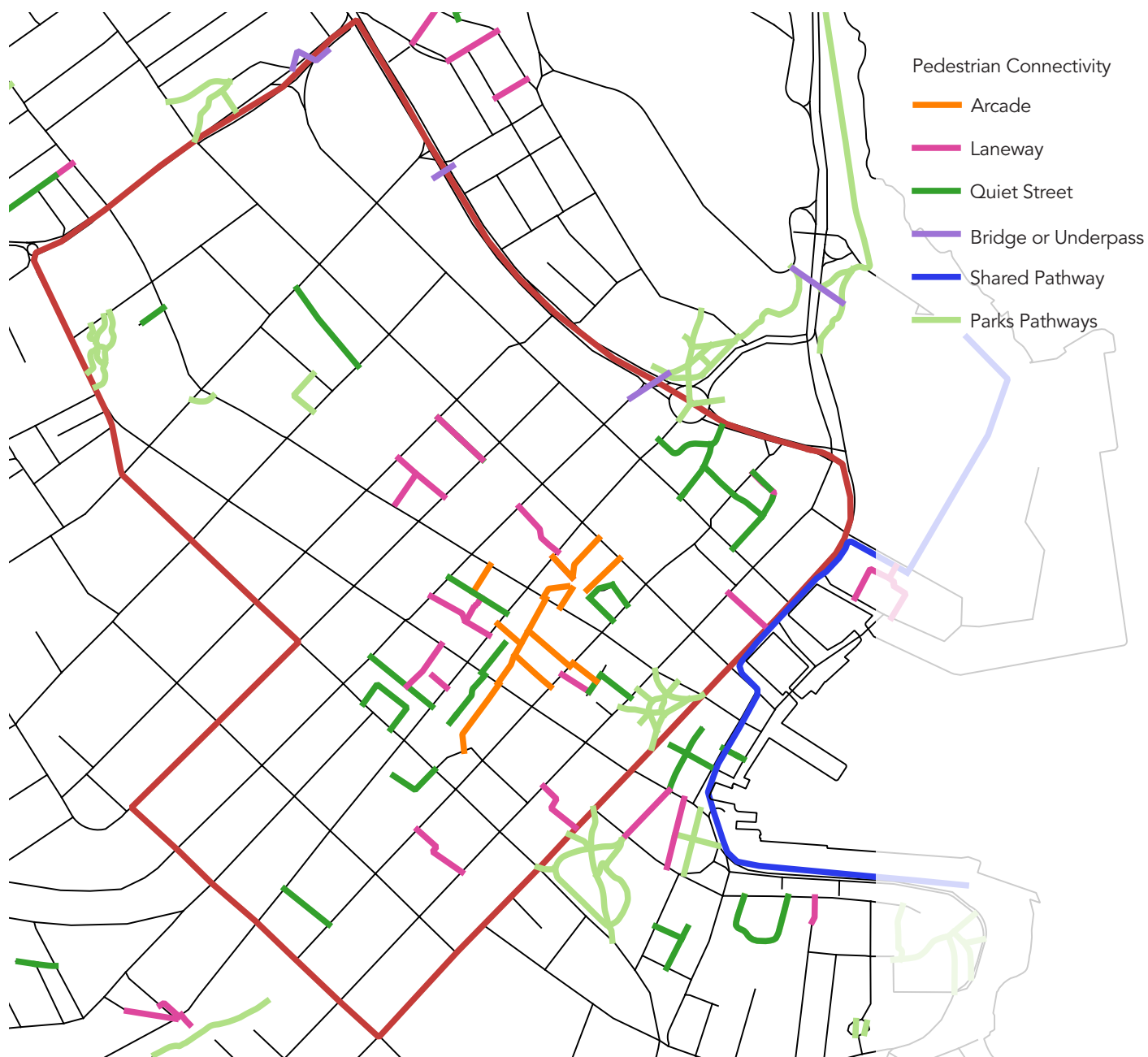
Elizabeth Street has been the city's main commercial street since the early nineteenth century, connecting the state's principal port frontage with its primary vehicular route to the north.

On the other axis, the couplet of Macquarie and Davey streets encloses the Macquarie Ridge and separates the central city from the cove. Macquarie Ridge contains significant civic and historical buildings and places including Franklin Square, Town Hall, Treasury buildings and TMAG.

The Gehl report in 2010 described central Hobart as a 'traffic-dominated city' with streets lacking in diversity and environmental quality.⁵

⁴ Woolley, L., 2018, *Building Height Standards Review Project*

⁵ Gehl Architects, 2010, *Hobart Public Spaces and Public Life: A city with people in mind*

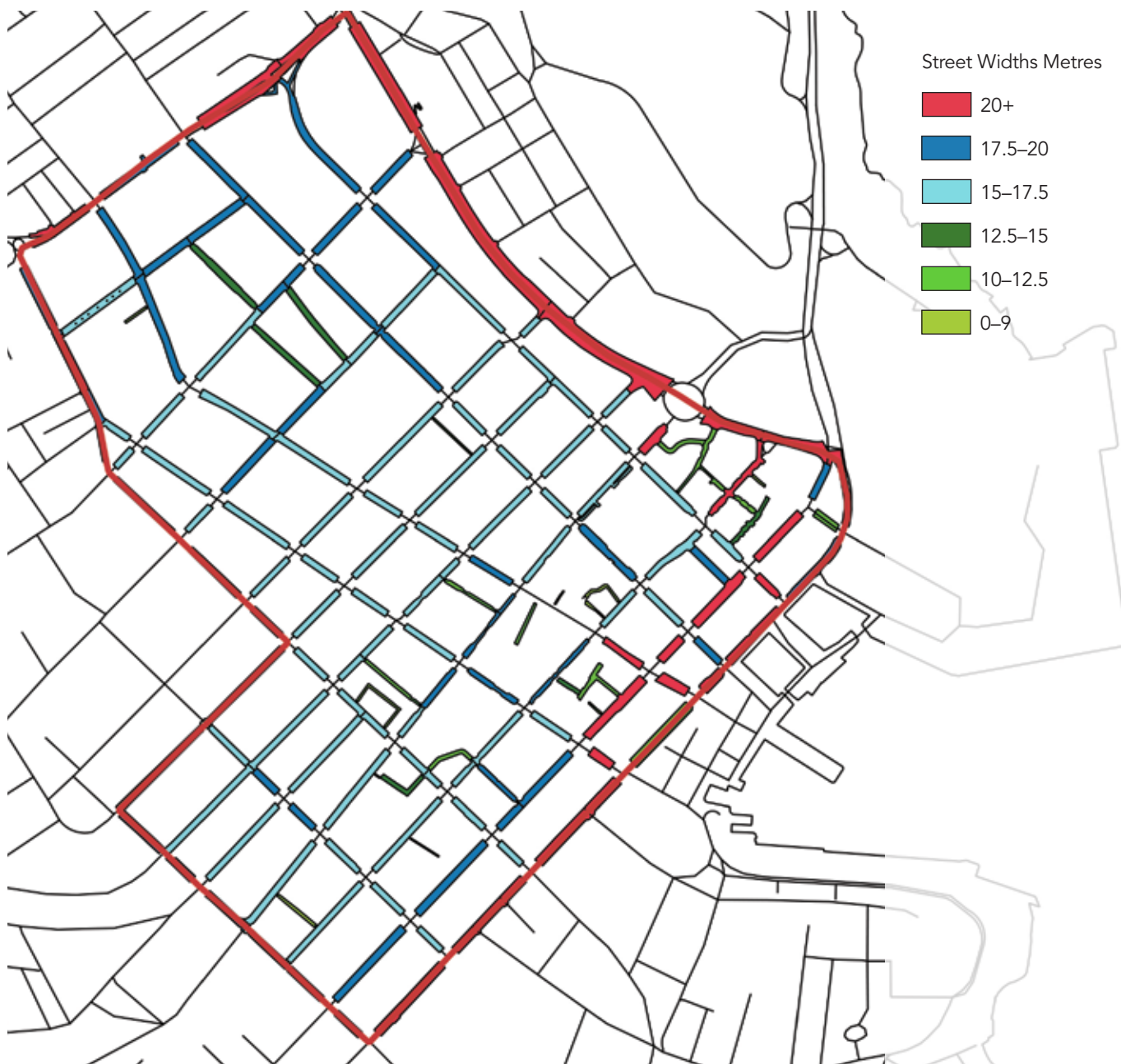


Laneways and pedestrian connectivity

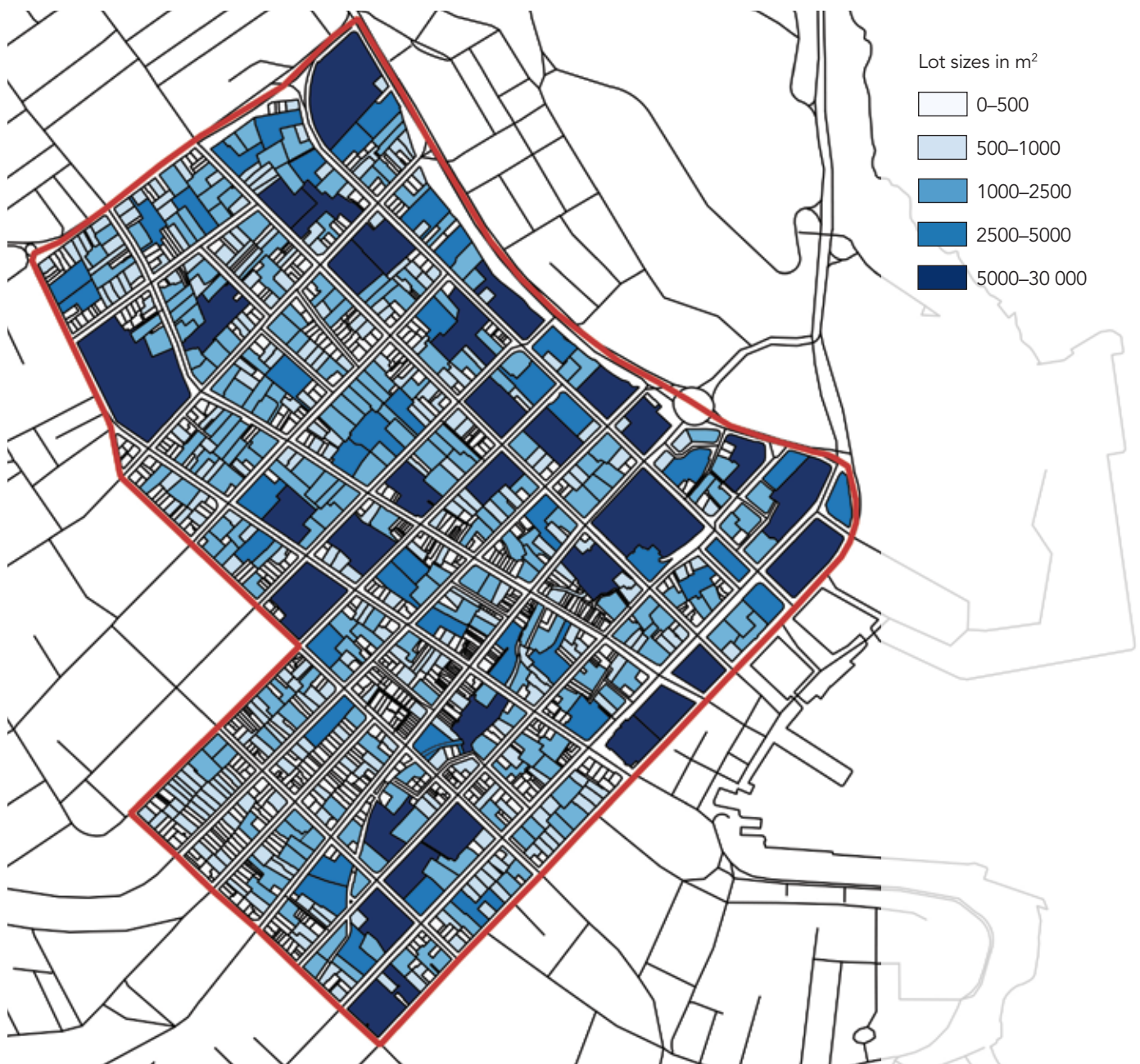
In the decade since, traffic has increased and peak hour congestion has emerged as an issue of significance for the community.

However Central Hobart also has a compactness, human scale and fine-grained pedestrian network creating walkable conditions in the central blocks. Streets including Elizabeth Mall, Criterion Street, Victoria Street and a number of laneways and arcades provide an enhanced and engaging experience for pedestrians.

The public space of the road reserve is in demand for people movement by private vehicles, buses, pedestrians, cyclists and those using the public space for social and economic purposes such as outdoor dining and trade. Kerbside space is used for bus stops, loading zones, metered and unmetered car parking, stormwater infrastructure, pedestrian crossing points and vehicle cross overs. As the population of the central city area increases, the quality of the public realm and the walkability of our streets will become increasingly important.



Street widths



Lot size

INDIVIDUAL PROPERTY SIZES

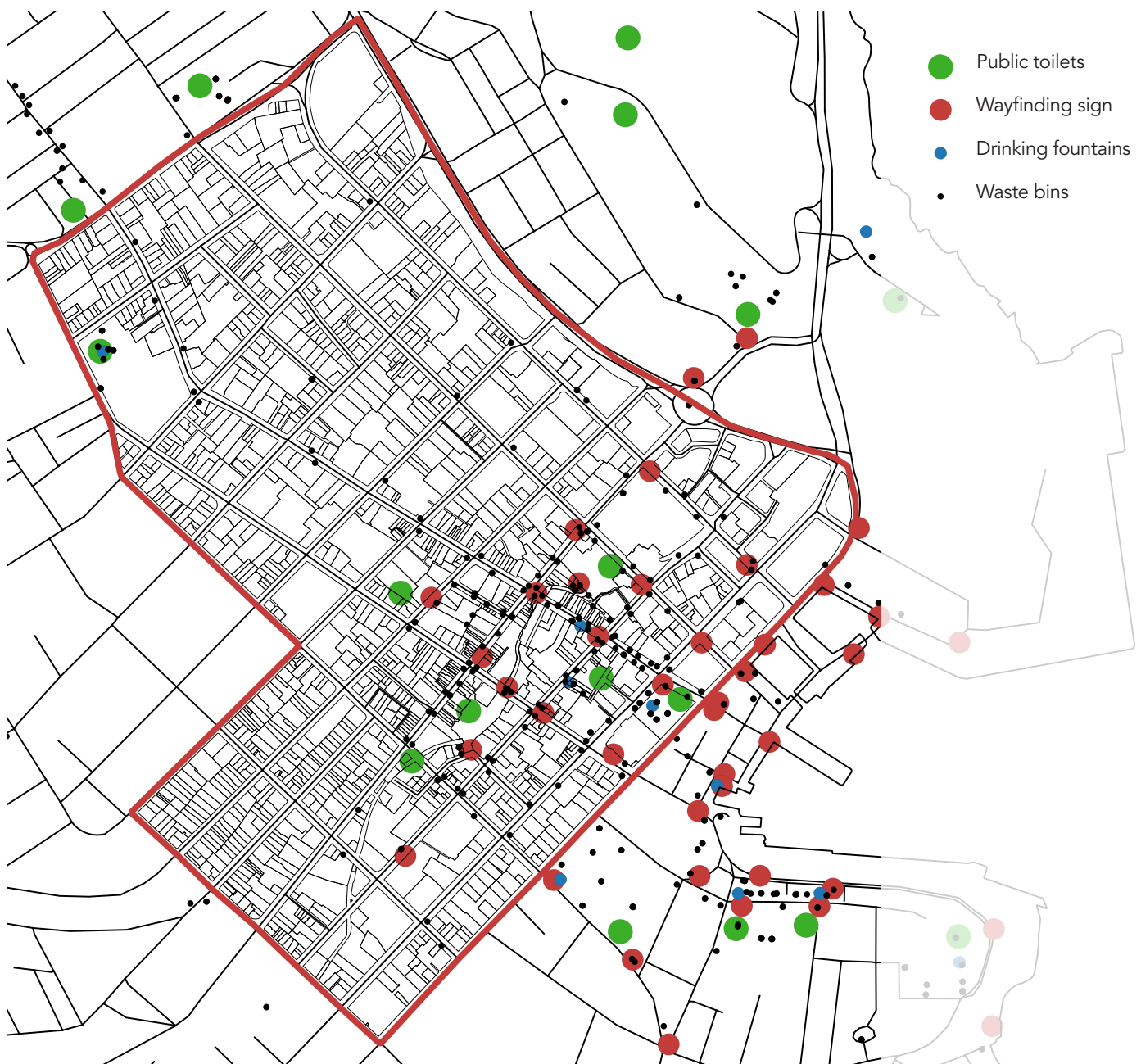
There is a variety of property sizes in Central Hobart that reflect the historical periods of subdivision, land use, and development in the area. For example, the area bounded Argyle Street and Brooker Avenue has larger lots with a coarser grain due to its appropriateness for larger commercial and light industrial uses and for public service facilities such as the hospital, ambulance, fire, police and TAFE facilities. The traditional retail heart of the city has a finer grain of lot sizes and the residential lots of Bathurst Ridge are smaller again and more uniform.

The variety of lot sizes offers diverse opportunities for development and influences the type and scale of development on particular sites.

THE BUILT FORM (MASSING)

As a 'small city in a large landscape', the three-dimensional form of Hobart is modest. Hobart's built form is the result of landform and its unique development history. City mass is a function of building height, setback and site coverage, which – when combined – have significant influence on experience at the human level. The massing of the structures and the occurrence of openness along a city block create a rhythm at street level that influences the activity and the street life that happens there. Visual amenity, built amenity, available light and micro-climates all contribute to the atmosphere and feel of a place.

Within Hobart's Central Business Zone (refer Chapter 5 for zone map) city blocks support a mixture of building heights, building bulk and site coverage. While generally greater in mass, this zone is an assemblage of low-level buildings, some with a high level of site coverage; and higher buildings, some with less site coverage, giving Central Hobart its 'small city' character. Outside of the Business Zone, the mass of other Central Hobart areas is significantly less. Consisting of primarily one and two-storey structures, and greater areas of open space, experiences quickly change from the feel of central business and retail to service and residential.



Bins, wayfinding, toilets, drinking fountains

STREETSCAPE AMENITY

Beyond the higher-quality core of the central city, Central Hobart's streetscapes are optimised for vehicles, with one-way couplets and extensive kerbside parking designed for maximum access and efficiency for motorised traffic. This is at the expense of walking and cycling infrastructure, street trees and spaces for people to be (rather than move through). As Central Hobart grows in density and intensity, the quality of the streetscapes will become increasingly important as environments that support the health and wellbeing of people, and as safe and comfortable places to walk and cycle.

Current streetscape infrastructure that contributes to the pedestrian experience of the city, such as quality paving, public toilets, wayfinding signage and street furniture, is unevenly provided across Central Hobart. There is a relatively high level of provision in the retail centre, between Harrington, Argyle, Macquarie and Melville Streets, and on the waterfront. Other parts of Central Hobart are less well provisioned.



Street tree planting in the city centre

STREET TREES

Hobart’s urban forest comprises trees and other vegetation in the municipality, and the soil and water that supports it. The tree canopy cover of the entire Hobart municipal area is relatively high for a capital city. However, the study area is comparatively sparse with significant gaps in the street tree network.

There are isolated areas of high quality established trees, but many streets are lacking in green infrastructure. Some aspects of street environments, such as awnings, narrow footpaths and underground services, present challenges to street plantings. However, there is a desire among the community to increase trees and other vegetation in the city, and it is known that urban greening can significantly enhance the quality of the pedestrian experience, improving microclimates, traffic calming, and enhancing human health, wellbeing and happiness.



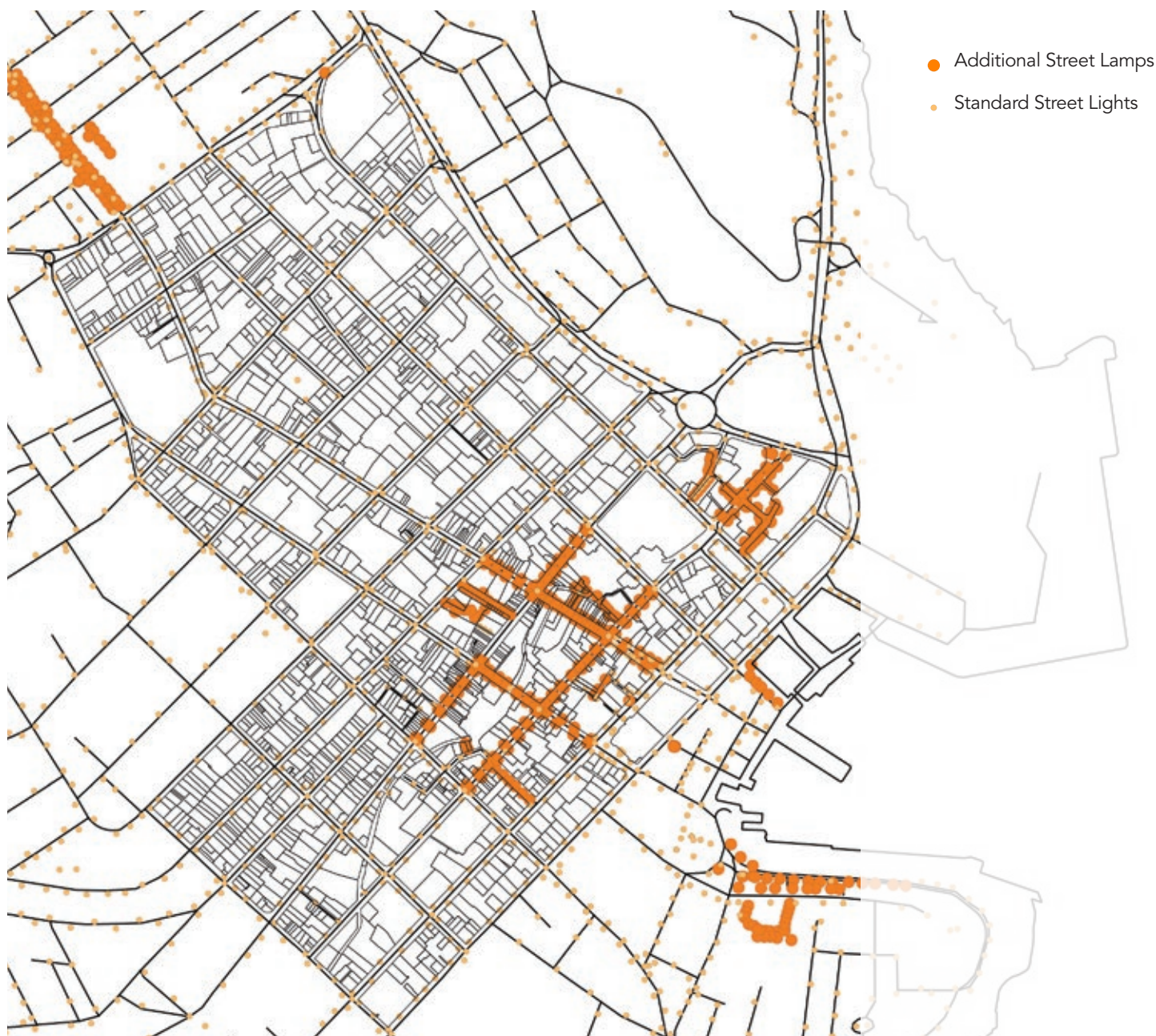
Visual representation of the urban forest (in green) and the central area of Hobart with relatively little cover

As the climate continues to warm, the shading and cooling of the public realm provided by street trees will become increasingly necessary to provide a liveable city.

There are opportunities for street trees to play a more significant role in defining the character of the city. *Hobart's Street Tree Strategy* (2017) outlines a vision, where 'Hobart is a city where tree-lined streets are a valued component of our quality of life – achieved through excellence in planning, design, installation and care by the City's workers and our community.

The Street Tree Strategy estimated in 2017 that city of Hobart's urbanised areas had a tree canopy cover of 16.7 per cent. In adopting the Street Tree Strategy, the Council has committed to an aspirational target of 40 per cent canopy cover by 2046 in the City's urbanised areas.'⁶

⁶ City of Hobart Street Tree Strategy

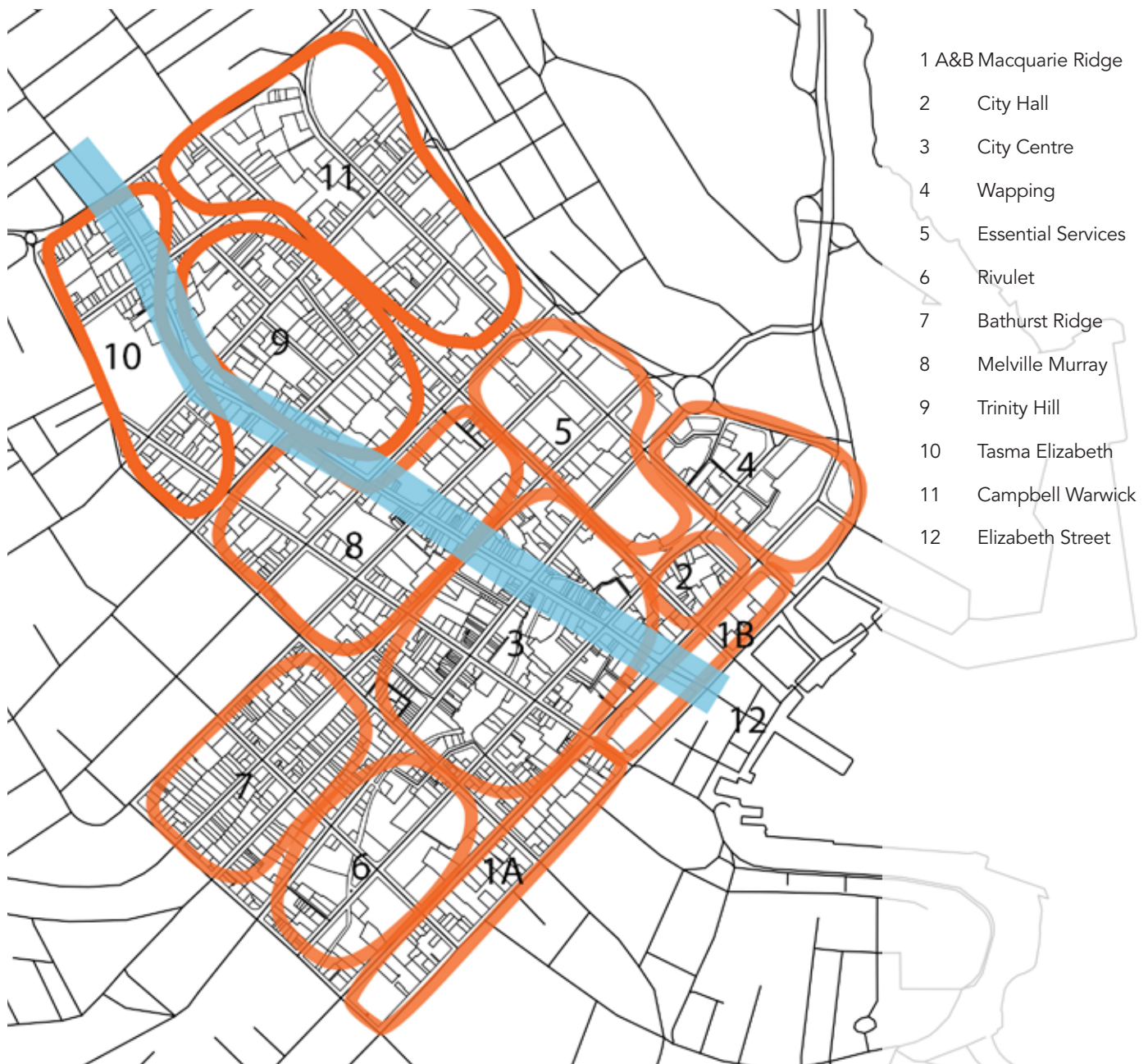


Quality public realm lighting is limited to the central core, wapping, the waterfront and North Hobart

PUBLIC LIGHTING

Lighting is important to the night time use of a city, affecting ambience and perceptions of safety. In Hobart, many poles within the street lighting network are owned by Tas Networks and, therefore, the City has had limited design control. The lighting map above shows that there is a concentration of higher quality lighting within the central retail core.

There is currently no lighting strategy for Central Hobart. However, there is an increasing need and awareness among the community for well-designed lighting to enhance safety, legibility and night time experience of a city. It is also critical to ensure that light pollution is minimised and dark skies preserved where light is not intended.



Character areas

CHARACTER AREAS

While the city as a whole responds to the landscape, some areas within Central Hobart can be identified as distinctive places due to their combination of topography, built form, natural attributes, landmarks and patterns of use. Twelve areas of urban character are identified. Their boundaries both reflect and remain subject to patterns of growth and the development of the city.



Layered building types and heights in the Macquarie Ridge character area

1 A&B - MACQUARIE RIDGE

Macquarie Ridge is Hobart's civic spine – a long narrow strip of the city bounded by Macquarie Street at the top of the ridge and by Davey Street running parallel to it. These two roads serve high traffic volumes, creating an island-like effect. Macquarie Ridge is comprised of smaller lots to the west on the more elevated part of the ridge and larger lots to the east as it flattens into the basin. Historical civic sites provide distinctive character, with almost all lots housing Colonial and Victorian heritage buildings of stone and brick that are closely located and have direct street frontages. Significant sites include the Hobart Town Hall, Treasury building, Franklin Square and the Tasmanian Museum and Art Gallery. Other key uses include office, government, education and heritage townhouses. The area also contains significant urban trees. Macquarie Ridge character area is currently represented by HOB-C6.2.3.1. *City Centre – Hobart*, Statement of Local Historic Heritage Significance, and the H1 *City Centre* Heritage Precinct in the HIPS 2015.



City Hall

2 CITY HALL

The City Hall character area sits within the former delta of the Hobart Rivulet. Its present day built form includes a mixture of office, car park, mixed-use and retail uses with City Hall as the defining structure. Other low-level heritage buildings, such as the Drunken Admiral Hotel, Tom McHugo's Hotel and the old Mercury building, are situated along its edges. These buildings are interspersed by a mixture of building types of varying heights from varying eras. This eclectic character area sits adjacent to the city centre, between the Royal Hobart Hospital, the Tasmanian Museum and Art Gallery, the medium-density residential area of Wapping, and the UTAS Hedberg academy, making it a special place in the urban zone.

3 CITY CENTRE

The city centre character area is the retail and business heart of Hobart and is situated in the relatively flat basin between the Macquarie and Bathurst ridges. It incorporates a mixture of building types and has the highest concentration of the city's tall buildings. The city centre is where multi-level department stores are located. However, traditional main street shop-front buildings with awnings are still retained, giving the area a fine-grained town centre atmosphere. Character at ground level is defined by retail frontages and the high level of foot traffic compared to other areas of the city. It includes the Elizabeth Mall, the only full-width section of street in Hobart that is permanently closed to motor vehicles.



Liverpool Street in the City Centre

4 WAPPING

Wapping is characterised by its density and consistency of multi-residential apartments and hotels. Surrounded by major arterial roads, Wapping feels like an enclave. The area is accessed by smaller streets with low traffic speeds and volumes. Its quiet, narrow streets are bounded by two and three-storey compact multi-unit residences. The public realm features quality surfaces and fixtures, street trees and heritage buildings presenting to the street. There is a human scale to the streets and built form but buildings do not engage well with the street and street activity is minimal. Significant buildings on the edges include the Theatre Royal, UTAS Hedberg academy and the Grand Chancellor Hotel.



Human scale and high quality streetscapes, yet inactive frontages of Wapping

5 ESSENTIAL SERVICES

The essential services area sits between the city centre and Brooker Avenue. It is defined by the collection of government services headquarters and education functions located there, including the Royal Hobart Hospital (RHH), Hobart Private Hospital, Tasmania Police, Hobart Magistrates Court, Ambulance Tasmania, Tas TAFE, Tasmanian Fire Services and the UTAS Medical Sciences building. These functions occur on large lot sizes and present relatively 'closed' frontages to the street. Buildings are a mixture of types and heights, ranging in scale from heritage sandstone cottages to the 2019 multi-storey addition with helipad to the RHH. Significant heritage buildings include the Hobart Convict Penitentiary, Hobart Fire Station, Scots Memorial Church and the Hobart Synagogue.



Historic Tasmanian Fire Service building is a landmark within the essential services area

6 RIVULET

The Hobart Rivulet wends its way from kunanyi/Mount Wellington, through South Hobart and to the city via a mixture of natural watercourse, open and underground channels. The rivulet character area is characterised by large lots of office, mixed-use, retail and government buildings, and includes areas of dense roof coverage. Many of these buildings are shaped to follow the edges of the rivulet. The area is a mixture of mostly one and two-storey buildings of varied architectural style, with the exception of a few buildings of between ten and 14 storeys nearer to the city centre. Direct and active street frontages, and driveway access to off-street parking are typical of the area.



Character buildings in the Rivulet area



2 storey historic buildings in Goulburn Street

7 BATHURST RIDGE

Bathurst Ridge character area is a hillside of Colonial and Victorian/Federation residences of high architectural quality that forms the current WH5 Heritage Precinct in the *HIPS 2015*. Buildings are primarily brick and sandstone townhouses of two to three storeys, and single-storey workers cottages. Buildings in this area are mostly residential, providing walkable access to the city centre. Deep rear lots with gardens and mature trees give this area a greener residential feel compared to other areas in Central Hobart.



Melville Street is set to see significant change as the central focus of UTAS' city campus

8 MELVILLE MURRAY

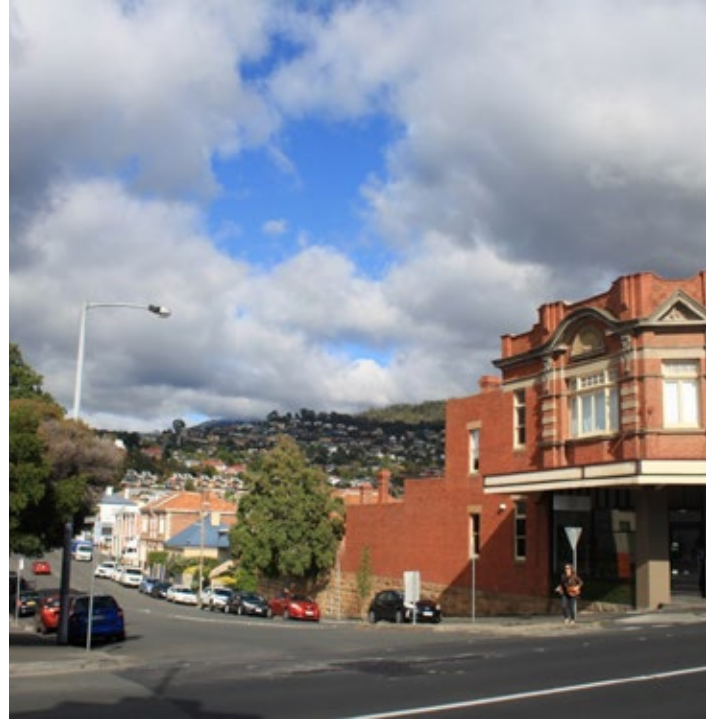
Built form in the Melville Murray character area is representative of city centre edge properties – a mixture of lot sizes and uses including retail, offices, residences, car parks and warehouses. With the exception of a few recent buildings, building heights are mostly two-storey. Many lots have open area, giving the Melville Murray character area a feeling of urban spaciousness. The Mid Town, Elizabeth Street precinct of lively retail and hospitality frontages crosses through this area. Several of the larger lots are now under the ownership of the University of Tasmania and are proposed for multi-storey education and student accommodation use. This area is starting to change.



Historic Trinity Church is a landmark building on the knoll between Elizabeth and Argyle Streets in the north of the study area. The church can be seen from many parts of the city

9 TRINITY HILL

Trinity Hill is an urban residential area, characterised by its location on high ground with Holy Trinity Church at its knoll. The church is reinforced by grand and lesser one to two-storey Colonial mid to late Victorian and Federation houses. The residential character of the area is further enhanced by front gardens and street plantings. Centrally located is St Andrews Park – one of the few inner-city public green spaces and formerly the graveyard attached to the Holy Trinity Church. Trinity Hill is currently identified as the NH12 Holy Trinity Church and Surrounds Heritage Precinct in the HIPS 2015 and as HOB-C6.2.7.11 Trinity Hill and Church Street – North Hobart in the 2019 City of Hobart Statement of Significance.



View down Patrick Street from Elizabeth Street - residential West Hobart visible in the background

10 TASMA ELIZABETH

While incorporating many of the characteristics of city centre edge properties, the Tasma Elizabeth character area integrates a greater number of small lots and a higher number of residences. The area is a transition to the residential suburbs of West and North Hobart. Buildings, both commercial and residential, are primarily two-storey of brick construction. Included is Elizabeth College and its associated public use skate-park. The eastern edge of the character area is defined by the emerging hospitality and retail precinct of Elizabeth Street and the western edge by the transition from commercial use properties to the residences of West Hobart that front Harrington and Murray Streets.



A mix of industrial heritage buildings and city fringe automotive uses in the northern part of the study area

11 CAMPBELL WARWICK

The Campbell Warwick character area is characterised by two-storey building heights and larger lot sizes with smaller building footprints that provide greater site open area. The area has the feel of a city fringe. Its location, immediately adjacent to Brooker Avenue, makes it a favourable location for businesses that demand larger land area and easy road transport access. Several car sales and repair yards, a Woolworths supermarket and Campbell Street Primary School characterise the area, along with a sprinkling of mostly one and two-storey brick townhouses and cottages.



Fine grained shopfronts in part of Elizabeth Street

12 ELIZABETH STREET

The Elizabeth Street character area is made up of the lively and compact retail and hospitality frontages of Elizabeth Street. This character area spine runs from the southern boundary to the northern boundary of Central Hobart, crossing through other character areas. Elizabeth Street is currently the city's only two-way street running from the waterfront to the northern suburbs. Relatively high pedestrian volumes and some fine-grained retail frontages give it a main street feel. However, it also has some underutilised and large inactive frontages. Elizabeth Street is a key public transport route between the city and the north – an important active travel route and connects the city and waterfront with the restaurant precinct of North Hobart. There are opportunities for future infill development in the corridor. Development outcomes should reinforce Elizabeth Street as a key corridor for walking and public life.

PUBLIC LIFE: PATTERNS OF USE IN PUBLIC SPACE

A great strength of Hobart is that the city encourages social connections. People value the chance encounters that seem to occur frequently in the public realm. “They are one of the richest parts of daily life, a sign we are amongst friends. At the same time, we live in a city small enough where we have the chance to run into people not like us and get to know them – growing our own skills and understanding of the world in the process.”⁷

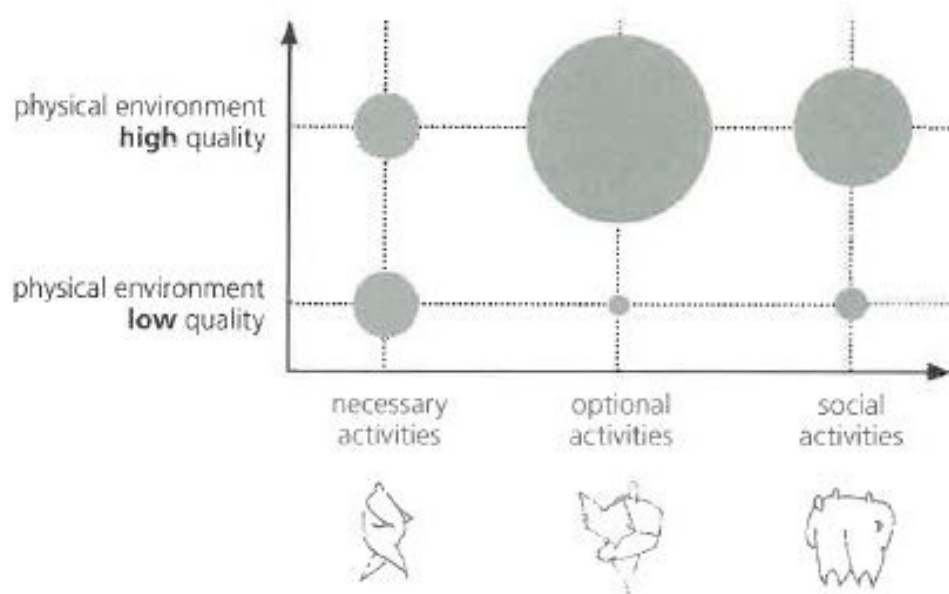
As the city continues to grow, it is considered that fostering opportunities for these random chance encounters and connections is a vital component of the public, social and economic life of the city.

Public life, or the pattern of use of public spaces, is an indicator of a city’s liveability and liveliness. A city that nurtures the physical and social wellbeing of the people who live there (and those who visit) with invitations to interact and spend time outdoors will show strong signs of public life – such as people sitting, reading and relaxing, playing, eating, exercising and working – in public.

Jan Gehl⁸ described the connection between the physical quality and liveliness of a space. When a public space is of high quality, more people will engage in optional and social activities than in a low-quality environment.

When analysing the life of city streets and spaces, we understand this as the degree to which a street, laneway or park is designed for ‘movement’ (with a focus on pedestrian flows, paths of travel, connectivity, traffic efficiency); or ‘exchange’ (with a focus on sociable design, trade, cultural expression, entertainment, spending time). Often in the central city, streets and other public spaces are performing a combination of these roles.

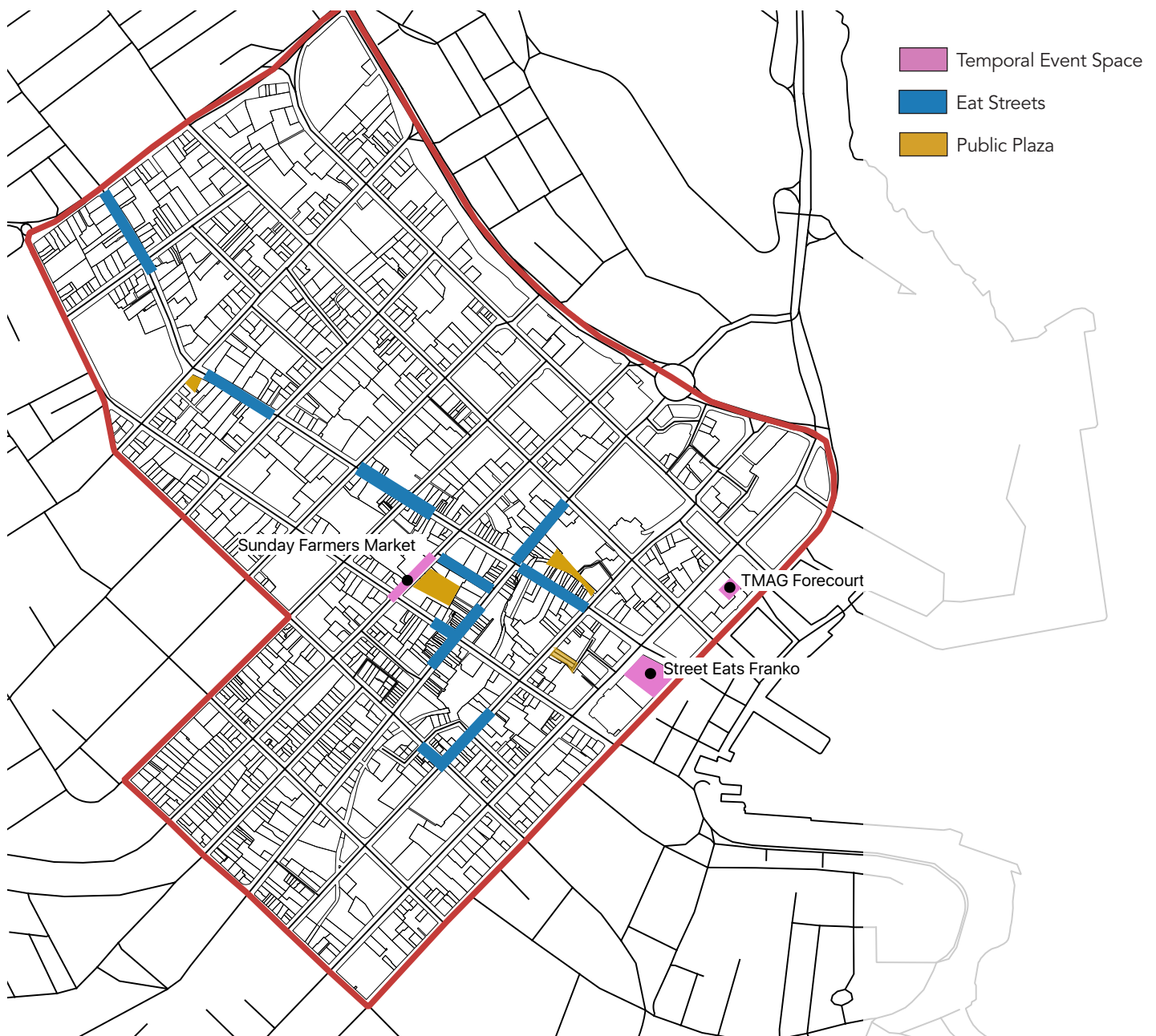
Movement patterns in the central city are covered in Chapter 7, so this section provides some information relating to the ‘exchange’ function of the public realm, exploring patterns and trends where optional and social activities are occurring, and where they are not.



Life between buildings

⁷ Hobart: A vision for our island capital

⁸ Gehl, J., Life Between Buildings



Activation of public space

ACTIVATION IN PUBLIC SPACE-TEMPORAL

Activation in this context is describing the optional and social activity – not the movement – that occurs in our streets and spaces. We can think about activation of individual places with a fine-grained lens. This might include programming, such as buskers and organised activities, or it might include patterns of use that agglomerate without intervention, such as ‘eat streets’ like North Hobart, and shopping destinations.

Hobart’s Waterfront has traditionally been the premier place for events, festivals and recurring drawcards, such as the iconic weekly Salamanca Market and annual Taste of Tasmania festival. The markets are a perfect example of how a space can transform temporally from a movement-oriented to an exchange-oriented place. The effect of this weekly shift in use sees Salamanca’s liveliness, place value and level of exchange increase exponentially.

In recent years, Hobartians are enjoying an increasing number of temporal uses that transform the public life in the central city area. The weekly Sunday Farm Gate Market in Bathurst Street has created a destination and a ritual for many inner-city residents in a part of the city that had a lower level of weekend activation. This has flow-on benefits to businesses in the surrounding areas. The weekly (in season) food and music event Street Eats at Franko has created an outdoor place for people of all ages to relax and meet on Friday nights in Franklin Square. These events provide significant benefits to the life of the city, connecting people, supporting micro businesses, providing opportunities for cultural entertainment and adding life to the streets at otherwise inactive times. They illustrate the important connection between place quality and optional/social uses – both Mathers Place and Franklin Square have been rejuvenated in recent years.

Commercial activity on the streets such as outdoor dining, contributes to city life but must be balanced with space for pedestrian movement



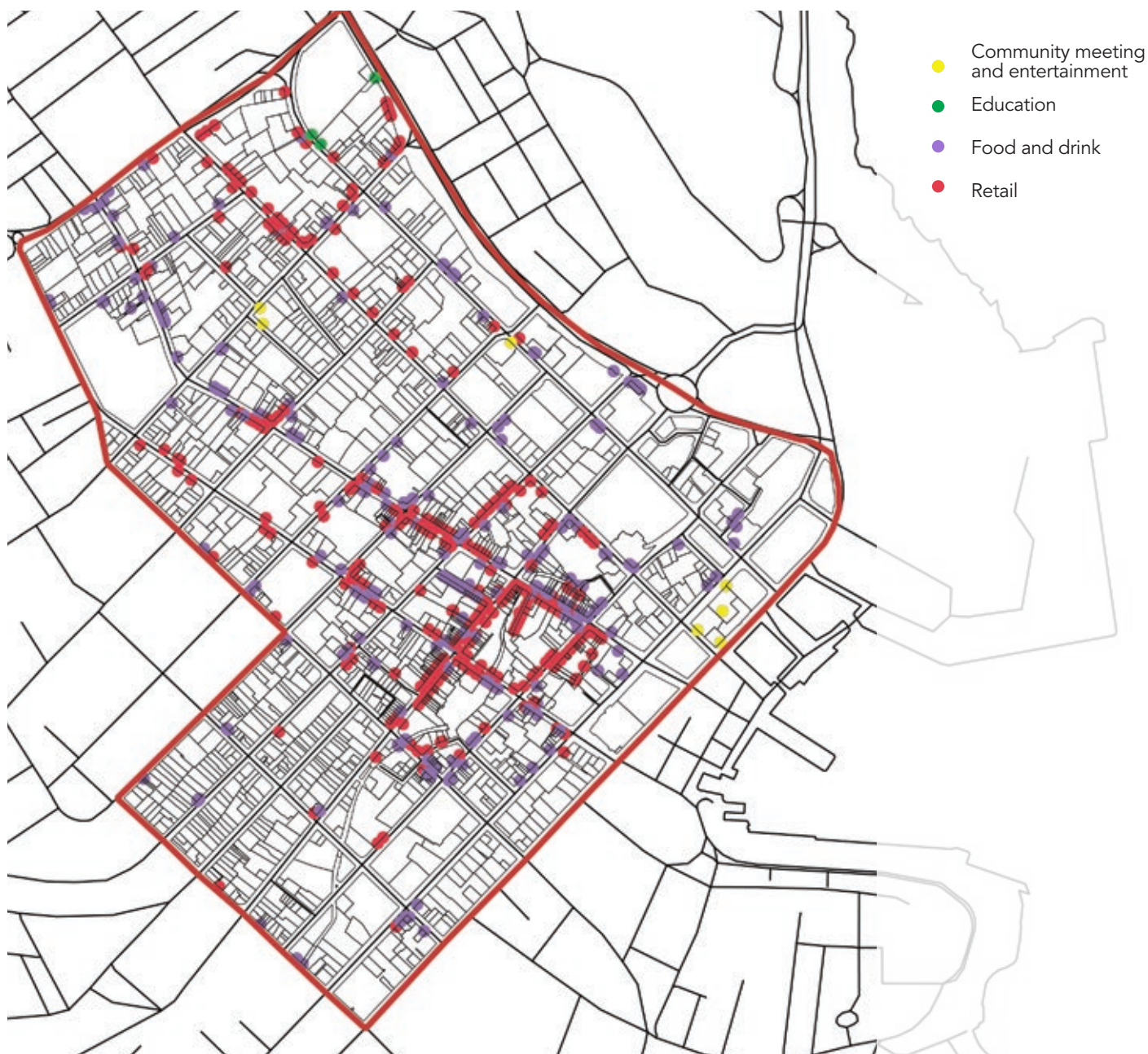
Street Eats at Franko - a transformative temporal activation that brings people into the city every Friday evening in the warmer months

DAY TO DAY ACTIVATION OF PUBLIC SPACE

Aside from these newer events and other adjacent precincts with strong public life, such as the Waterfront and North Hobart, public life is concentrated within the central retail core – roughly bounded by Liverpool, Collins, Elizabeth and Murray streets. Spaces such as Elizabeth Mall, Wellington Court, Mathers Place, Collins Court and Criterion Street are either fully pedestrianised or quiet streets and provide the basis for a compact and walkable environment for city workers, students and shoppers. Outdoor dining, public furniture and art works, ornamental plantings, water features, interpretation and higher quality light fixtures contribute to an environment that supports social exchange and spending time.

On the edge of the core, Franklin Square, Central Hobart's primary green space, is a popular park that offers daily respite from the city streets for individuals and informal social gatherings.

In addition to these public spaces, the City of Hobart grants licences for commercial outdoor dining and trade on the streets. This also contributes to an active social life in the city, encouraging people to stop and engage with commercial traders and providing a sense of vibrancy on the streets. Outdoor dining and trading relies on having sufficiently wide footpaths and will work best in streets where traffic volumes and speeds are relatively low.



Active property entrances

ACTIVE STREET/BUILDING INTERFACES

There is a relationship between building use and the way people enter and exit a building on to the adjacent street that indicates current (or potential) street activity. For example, there is likely to be a greater level of public life and activity in a street adjacent to a block that contains a library, cafes and specialty retail shops, compared with a block that contains a wholesale warehouse, a car park and offices.

The map above shows the 'active entrances' observed in city properties. This means a doorway or pedestrian entry that is accessible from the street, and a ground floor use that is public in nature – such as a pub, a school, shop or gallery. The map demonstrates a number of trends relating to active uses of buildings and their likely impact on surrounding streets, noting that:

- there is a concentration of active retail uses in the central core
- active entrances are more dispersed elsewhere
- Elizabeth Street contains food and drink services along its length, but they are interrupted by large lot sizes between Patrick and Brisbane streets
- there are relatively few active property entrances west of Harrington Street, and east of Argyle Street.

ACHIEVING GREATER ACTIVATION AND QUALITY IN THE PUBLIC REALM

The Gehl report aimed to create a city with vibrant city life, an active lived-in city centre with an extended and diverse use of the city. A number of streetscape and open space projects have improved the city environment since then, such as the Liverpool Street upgrade, rejuvenations of Mathers Place and Collins Court, Franklin Square upgrade and improved footpaths and bus shelters in the Bus Mall.

Over the next decade, the City will continue to transform as its resident and visitor population expands. Students and an increased number of people living in the city will shift things away from the commercially dominated 9–5 city that Hobart was when the Gehl report was undertaken in 2009, and Central Hobart will be increasingly a place where people live, learn, work and play. Implementing better public and active transport infrastructure to manage traffic in the city's streets, and continuing to improve the street environment to support optional and social activities, will allow the city's vibrancy and life to expand and develop. It will also be important to ensure that new developments beyond the concentrated city core provide active property entrances to generate a good, energised interface with the public realm.



4. HERITAGE

As Australia's second oldest capital city after Sydney, Hobart's history, location and collection of historic buildings and streets gives a character and scale not found anywhere else.

The key heritage values of Central Hobart are embodied in the street layout and the scale, form and dense layers of historical fabric in the form of buildings and remnant fabric of all types. There are landmark buildings, groups of fine sandstone buildings as well as the unexpected, quirky and most modest of places. Hobart's history is embedded in its fabric, the fine grain and broader scale of heritage listed places, precincts and places of archaeological significance.

Hobart's identity is dependent upon its unique cultural heritage, which is seen as one of our greatest assets. Hobart's form today is a function of rich layers of physical and social history, overlaid onto a unique topography and culture. In order to protect Hobart's character and fabric, many places and precincts have been heritage listed.



Bird's eye view of Hobart produced by A. C. Cooke, 1879, Image courtesy of Tasmanian Archive and Heritage Office, AUTAS001128189651

ABORIGINAL LAND ⁹

Tasmanian Aboriginal people, also known as Palawa people, represent the southernmost, oldest continuous culture in the world. Prior to colonisation, there were nine known Aboriginal nations with close to 50 family groups living across Tasmania. They have cared for land upon which Hobart was built for more than 40 000 years. Aboriginal people were a sovereign people in this Country. This sovereignty was never ceded.

Hobart is now known by many Aboriginal and non-Aboriginal people as Nipaluna (Nibberloonne). This place was home to the Muwinina people of the South-East nation.

The Muwinina people thrived on this country, and were strongly connected to important places such as kunanyi/Mount Wellington, the rivulets and Timtumili Minanya (River Derwent). The riverbanks were used as meeting places for ceremonies, storytelling, and song and dance. The women were renowned divers, collecting abalone, oysters, mussels and other shellfish. The men hunted kangaroo, possum and other marsupials on the land, crafted tools and made bark canoes to travel to offshore islands to harvest mutton birds and seals during summer and autumn.

The living places of the Muwinina, often called middens, comprised large deposits of shells, bones and stone tools. They mark the accumulation of thousands of years of gathering at these places along the coastline. Some middens are still visible but many have been destroyed or covered up, with some being used in mortar in European buildings some of which can still be seen today.

The City of Hobart recognises the devastating impact of colonisation on the Muwinina people, the Traditional Custodians of the land in Hobart, and acknowledges that Aboriginal people across Tasmania now take on a key role as custodians of the land and natural resources.

It was from this place that, in 1832, the Aboriginal survivors of the Tasmanian frontier wars were taken to be imprisoned on Wybalenna, Flinders Island. The majority never returned to their homelands. Despite massacre, dispossession and oppression, Tasmanian Aboriginal people remain strong and resilient. This city continues to be a key meeting place for Aboriginal people and a hub for activism, protest and positive change.

Hobart has many layers of history, built on top of each other. This is our shared history as Tasmanians and we have a responsibility to learn and share it with all who live, work or visit our city.

The City of Hobart's Aboriginal Commitment and Action Plan strives to acknowledge the truth of Tasmania's history and to work collaboratively with Aboriginal people. It provides a policy setting and action plan to guide the City of Hobart's work in relation to Aboriginal people and heritage.

EUROPEAN HERITAGE ¹⁰

THE SHAPE OF THE CITY

Lieutenant Governor Collins and his government officials arrived in Sullivans Cove in 1804, and the natural landscape of the area was cleared by convicts for a basic camp near the Hobart Rivulet. Subsequent growth of the settlement called Hobart Town occurred in a haphazard manner. Order out of chaos was created with a structured grid-like town plan by surveyor James Meehan in 1811, forming Macquarie, Elizabeth, Murray, Harrington, Liverpool, and Argyle streets with land for a town square, church, court house and market place. His legacy also included regulations governing the erection of new buildings, materials, height, lot sizes and the width of streets.

Cadastral boundaries and some buildings from Hobart Town's early period still remain and are recognisable in early paintings, drawings and photographs.

Regulation from the 1850s, following on from fires and flooding disasters, changed how and where buildings were constructed and were followed by more detailed building regulations in the 1880s. Slum clearance around the Hobart Rivulet coupled with the diversion of the rivulet altered lower Collins Street.

Until the 1930s, the tallest buildings were three or four storeys. Steel framing was not widely used in Hobart until quite late, despite it and lift technology being available for many decades. Although there were some later seven-storey buildings, it was not until the 1960s and 1970s that the demolition of nineteenth century buildings occurred and high rise came to Hobart. Community concern about the loss of the city's heritage and character led to the introduction of heritage planning controls.

⁹ City of Hobart Aboriginal Commitment and Action Plan, Walking together towards reconciliation, January 2020 – January 2022, Draft December 2019

¹⁰ Central Hobart - A Thematic History by Lindy Scripps - prepared as part of the Central Area Strategy Plan (CASP) in 1990.



Plan of Hobart 1811 by J Meehan, Image courtesy of Tasmanian Archive and Heritage Office, AF394/2/1

THE RESIDENTIAL POPULATION

Rapid population growth occurred in the 1830s, with emigrants drawn by the widely promoted opportunities in the colony and the availability of land grants.

Three quarters of Hobart Town's population lived in the central area between what is now Molle Street, Warwick Street, the Domain and the waterfront. The male and convict dominated population of the 1830s was followed by changes during the 1850s when a large proportion of the male inhabitants left for the Victorian goldfields. By the 1870s, population growth had virtually stagnated.

Population growth resumed in the 1880s with a mining

boom followed by greater and wider prosperity. Living conditions for the population also began to change from early residents living in 'wretched huts' to more substantial buildings with storekeepers living above commercial premises. Commercial forces resulted in a decline of the number of house and shop combinations from 1901 onwards, such that those who had lived in the central area moved to outer suburbs as transportation improved and more convenient and affordable housing became available. In 1988, a study was conducted revealing that many upper storeys, suitable for residential use, were under-utilised and often vacant, with little interest by property owners in their revitalisation.

GOVERNMENT AND ADMINISTRATION

For the first 20 years of its settlement, Van Diemens Land was officially part of New South Wales, with administration out of Hobart Town. The functions of government became better established from 1824 onwards, with the construction of the present Parliament House (although not originally intended for that purpose), and then the establishment of a local council in Hobart Town. The completion of the construction of the current Town Hall in 1866 represented the wide responsibilities that shaped the city. Buildings associated with government and law and order are located in the study area.

THE PROVISION OF SERVICES

The fresh water in Hobart Rivulet was the deciding factor in the settlement of a camp at Sullivans Cove. Within a short time, warnings were issued about polluting the rivulet and measures were taken to augment and improve the flow of water and provide piped water to households and businesses.

Inadequate sewerage and waste disposal remained a problem throughout the nineteenth century following the outbreaks of diseases, including a typhoid epidemic in 1891. As a result, an underground drainage system was built.

The Hobart Gas Company – one of Australia's earliest gas works – was formed and located at the north east of the central precinct, providing gas for lighting and then for heating and cooking. With the Hydro Electric Commission taking over the Gas Company's electricity plant came a new era of hydro-industrialisation and infrastructure, including substations and new headquarters.

Purpose-built hospitals were a necessity for the treatment of free settlers and convicts and included the Colonial Hospital and the later St Mary's Hospital. Private institutions were set up in former residences and were dotted around the city. By 1938, a new public hospital replaced several earlier structures and today is known as the Royal Hobart Hospital.



Macquarie Street with the Town Hall on the left, photograph by Anson Brothers, Hobart, c.1878, image courtesy of W.L. Crowther Library, Tasmanian Archive and Heritage Office.



Glass Lantern slide prepared by J.W. Beattie, Hobart of Elizabeth Street above Liverpool Street, Image courtesy of Tasmanian Archive and Heritage Office, PH40/1/1807

TRANSPORT AND COMMUNICATION

Sullivans Cove was an isolated outpost of the British Empire, 15 days by boat from Sydney and several months from England. When mail arrived by ship, it was news that was eagerly awaited. The position of Postmaster was created, operating firstly from a house at the corner of Argyle and Macquarie streets and moving multiple times before opening at the current site in 1905.

General orders, gazettes and newspapers were an important means for communication. The longstanding newspaper *The Mercury* was begun in 1854, operating approximately from the same Macquarie Street site next to the GPO. In the early days, ABC radio and television also operated from premises in Elizabeth Street and Harrington Street respectively.

Transport around town was by boat, bullock and then horse-drawn carts. For those without transport, horse-drawn cabs, buses, railways and then trams became part of everyday life, with the first – and rare appearance of a private car in Hobart in 1898. Hobart's first off-street parking station was built in Argyle Street in 1960.



Aerial view of Collins Street and Macquarie Street with the Town Hall, Hobart Rivulet, the GPO and the wharfs. 1920. Image courtesy of Tasmanian Archive and Heritage Office, NS892-1-64

INDUSTRY AND COMMERCE

From an economy of subsistence, Hobart has seen every manner of trading and manufacturing to meet the immediate needs of settlement as a remote outpost. They include candle makers, blacksmiths, timber merchants and flour mills, with shopping confined to Liverpool and Elizabeth streets, all within a small, compact, self-contained locality. The economy during the nineteenth century was fragile with times of prosperity and severe depression. Alongside manufacturing of jam, hat-making, cordials and brewing, were noisy and polluting businesses of woollen mills and tanneries, reliant on their proximity to the rivulet and the wharf and supporting maritime industries.

Employment in manufacturing reached a peak by the 1920s, and then increases in employment were in public administration and the professional sector. According to the 1990 CASP study, the residential function of the city had disappeared, with workers in shops and offices commuting into the city, with only 25per cent using public transport.

EDUCATION AND CULTURE

The first school opened in Lower Collins Street in 1807 and the first government funded schools by 1834. All manner of publicly and privately funded schools, including schools associated with churches and specifically for girls and technical education, were located within Hobart. Tasmania became the first colony to introduce compulsory education. The University of Tasmania was Australia's fourth university to be founded, first occupying a building on the Domain and then in Sandy Bay. Historically, the university has been outside the study area, although there are now plans for its relocation into the city.

As the population grew, so did the number and variety of places for entertainment, concerts, meetings and gatherings of all sorts. The Theatre Royal was purpose-built and, although it has undergone numerous renovations and reconstructions, is Australia's oldest continually operating theatre. Clubs and pubs abounded and in 1854 there were 64 hotels in Hobart. Attempts to balance and moderate drinking brought alternative venues such as coffee palaces, and societies such as the Tasmanian Temperance Alliance with its headquarters in Macquarie Street. Libraries and clubs such as the Mechanics Institute and the Royal Society added to the layers and depth of Hobart life.

RELIGION AND PHILANTHROPY

For the first 14 years of settlement, the Reverend Robert Knopwood, an Anglican clergyman, had no church in which to conduct Divine Service. This was eventually rectified and other clergymen later arrived to meet the spiritual needs of the colony, with the subsequent construction of new places to meet and worship. Today, Hobart has the oldest Methodist Chapel and the oldest Synagogue in Australia. A flurry of building activity in the 1860s resulted in numerous churches, many of which still stand today, recycled for new purposes as the city's population has decreased.

PUBLICATIONS

Published historical research and sources of data about Hobart is comprehensive. In addition to the numerous photographic, architectural and historical books, The City has supported and published a number of heritage studies relevant to the study area.¹¹ These have focused on the systematic review of Hobart's heritage on a suburb-by-suburb basis and the identification of the historical heritage values of places and areas, informed by thematic history, the review of existing heritage lists and areas and further options for promoting the heritage values of places.

A review of the literature reveals there are two areas that require further focus: a review of existing heritage places in the North Hobart area, and identification of heritage places, including preparation of datasheets for each place, and a review of existing twentieth century architecture.

¹¹ *Hobart Urban Conservation Study Stage 2*, by Lester Firth Associates Pty Ltd, October 1982

Central Area Strategy Plan, by Lindy Scripps, 1991

Heritage Topic Report
Central Hobart, A Thematic History, Heritage Topic Paper
Appendix 1 by Lindy Scripps

North Hobart Historical Study, by Kim Pearce, 1992

North Hobart Heritage Areas A, Detailed Assessment by
Katheryn Bennett, 2001

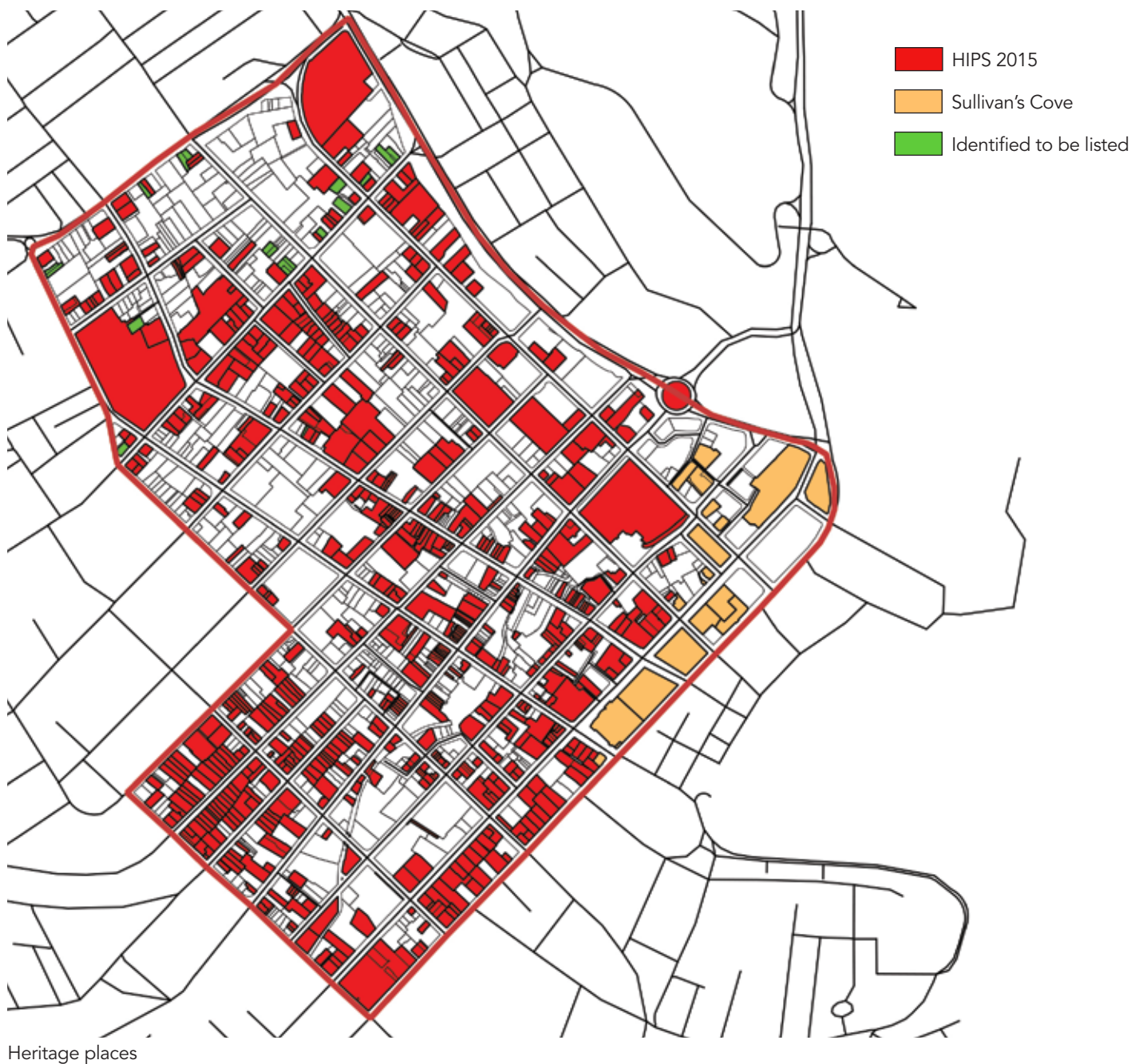
City Fringe Heritage Review (3 volumes), 2001–2002

Volume 1 – Main Report,
Volume 2 – Thematic History,
Volume 3 – Inventory of Significant Heritage Places

Central Area Heritage Review by Katheryn Bennett, 2003

Main Report and Inventory of Significant Heritage Places

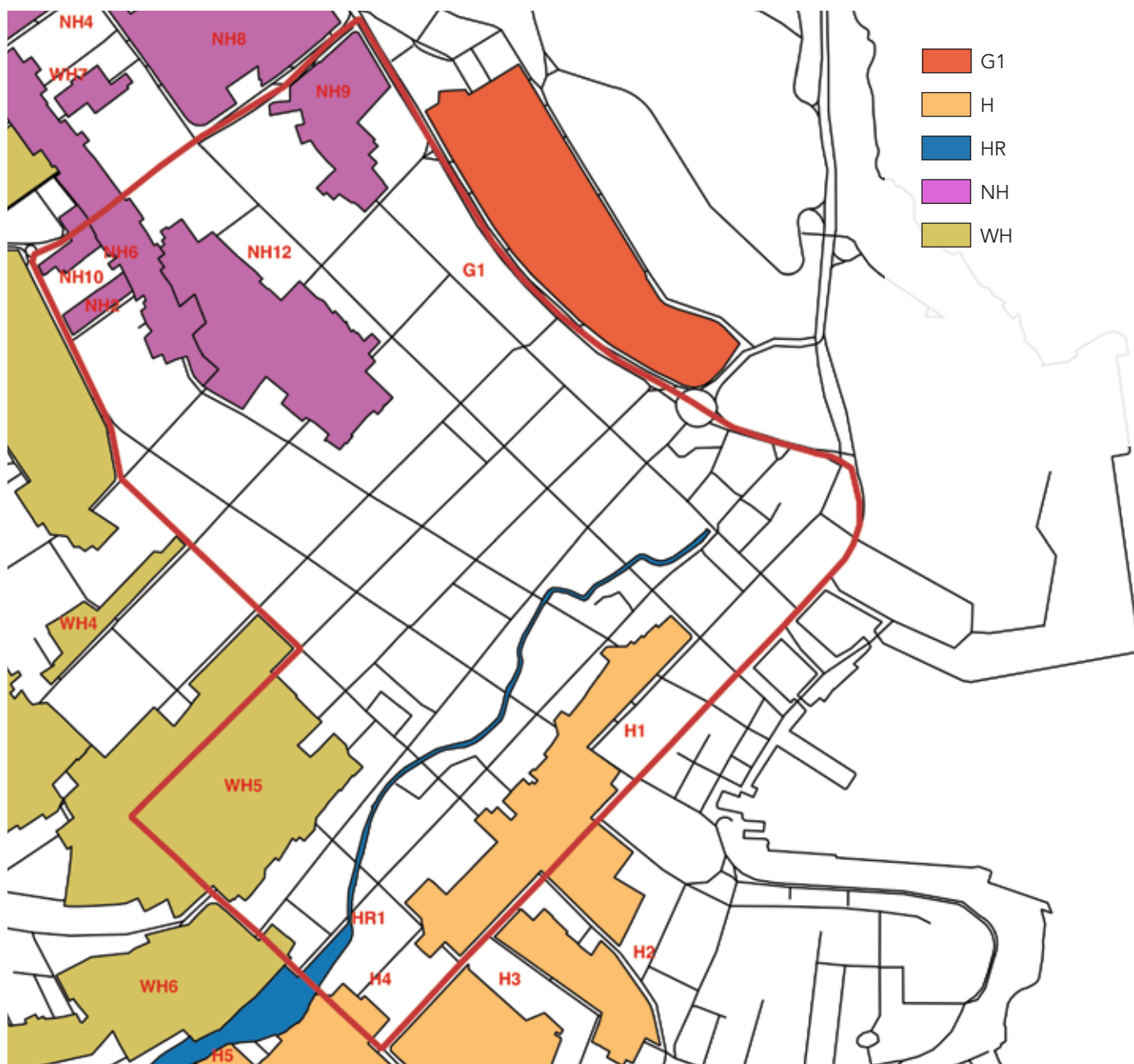
Sullivans Cove Archaeological Zoning Plan (including
Explanatory Notes, Inventory Data Sheets and Historical Land
Use Maps by Austral Archaeology), July 2003



PLANNING CONTROLS

The recognition and protection of historic heritage through the regulation of development is set out in the Hobart Interim Planning Scheme 2015 (HIPS 2015) and the Sullivans Cove Planning Scheme 1997 (SCPS 1997). Within the HIPS 2015, Hobart's heritage is described as follows:

Hobart, as the oldest municipality in the Greater Hobart Area, contains a large number of heritage buildings, including important ecclesiastical ones. The collective value of this diverse stock is one of the City's key assets and a characteristic which needs to be protected, not only for its intrinsic cultural heritage value but also because of the contribution of heritage to the City, through its attraction as a visitor destination and the associated economic value.

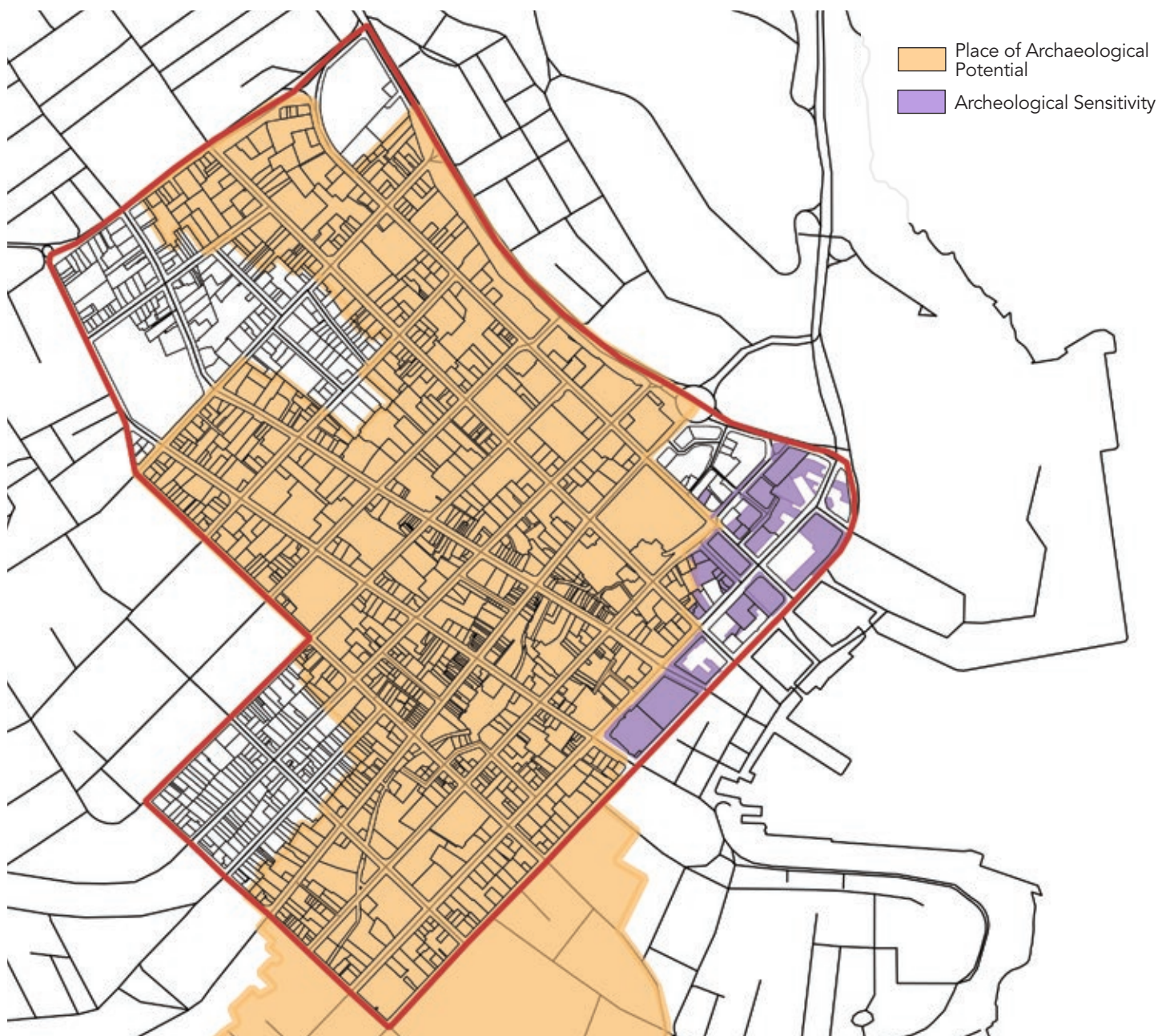


Heritage precincts

Heritage Areas cover 19.4 per cent of Hobart's urban area and 7.2 per cent of the municipality overall. It is within these that most of the individually listed 'places' of cultural heritage significance are located.

The Historic Heritage Code E13.0 of the HIPS 2015 and Schedule 1 – Conservation of Cultural Heritage Values of the SCPS 1997 regulate development on land that is designated as a Heritage Place, Heritage Precinct, Cultural Landscape Precinct or Place of Archaeological Potential, to ensure heritage values and characteristics are not lost.

Within the study area, there are about 650 heritage places that are individually listed items, either under the HIPS 2015 or the SCPS 1997. There are ten (either in part or in whole) Heritage Precincts within the study area. In addition, many places within the study area are also listed on the Tasmanian Heritage Register, an inventory of places identified as being of state heritage value. Under the proposed new Tasmanian Planning Scheme, any place listed on the Tasmanian Heritage Register will not be subject to the Local Historic Heritage Code except in regard to significant trees.



Heritage archaeological significance

Under the HIPS 2015, there is a single large area designated as a 'Place of Archaeological Potential' (shown on the above plan in orange shading). Under the SCPS 1997, some individual sites are identified as Places of Archaeological Sensitivity (shown on the above plan in purple shading).

A detailed review of each of the Heritage Precincts has been undertaken for the proposed Hobart Local Provisions Schedule, which will be incorporated into the Tasmanian Planning Scheme. This work has been endorsed by Council and includes detailed new statements of significance and guidelines.



FUTURE WORK

A number of further studies or reviews are considered to be required to underpin and strengthen the protection of heritage values within the study area and beyond:

- Ongoing review and fine tuning of the Heritage Precincts within and beyond the study area, especially the Statements of Significance.
- Ongoing preparation and review of datasheets for heritage places.
- Focus on a review of North Hobart precincts and heritage listings.
- Focus on providing planning controls that encourage adaptation and well-mannered, well-scaled and sympathetic change to the historic environs.
- Focus on understanding and interpreting the history of Hobart.
- Focus on further identification of twentieth century heritage places, such as mid-century modern.

Centrepoint

Victoria Street



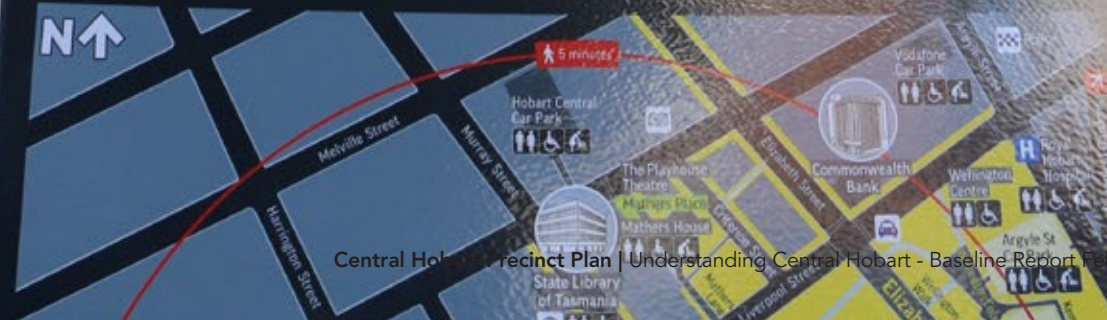
City of **HOBART**

↑ State Library of Tasmania 6 min

↗ City Centre 2 min

Elizabeth Mall 5 min

Royal Hobart Hospital 10 min



5. BUILT FORM AND PLANNING CONTROLS

The built form within the study area varies widely, from single-storey detached dwellings to multi-storey office and hotel buildings and low, large floor plate commercial buildings. The tallest completed building within the study area is the new Royal Hobart Hospital 'K Block' building, which is over 61m to the top of

the roofline, and 75 m to the top of the large plant room, in height. A new hotel in the Elizabeth Street bus mall will be 62.2 m to the roofline. In general terms, height transitions down from the centre of the Central Business Zone to surrounding areas. This form reflects the history of settlement, zoning and land



Building floor levels

use, as well as the natural topography of Hobart. The central business district of Hobart is compact, and the townscape form has evolved generally in response to the natural landform between the waterfront and the mountain, with taller buildings generally concentrating within the natural low-lying basin of land behind Macquarie Ridge. There are a number of examples of individually bulky buildings within the central city and towards the waterfront, however, that are out of context with the surrounding streetscape and townscape and do not reflect the topographical setting of the city.

A detailed analysis of built form in Central Hobart can be found in Appendix B - Extract from Central Business Zone Height Standards –Performance Criteria Review (2016, L Woolley):

DEVELOPMENT TRENDS

Development pressure in Hobart has increased in recent years as a consequence of economic and population growth, leading to rising interest in higher and denser development. Increasing tourism and housing shortages have contributed to this pressure. Over the whole of the Hobart municipal area, the number of applications in 2019 compared to 2012 increased by 13 per cent and the estimated value of those applications increased by 65 per cent.

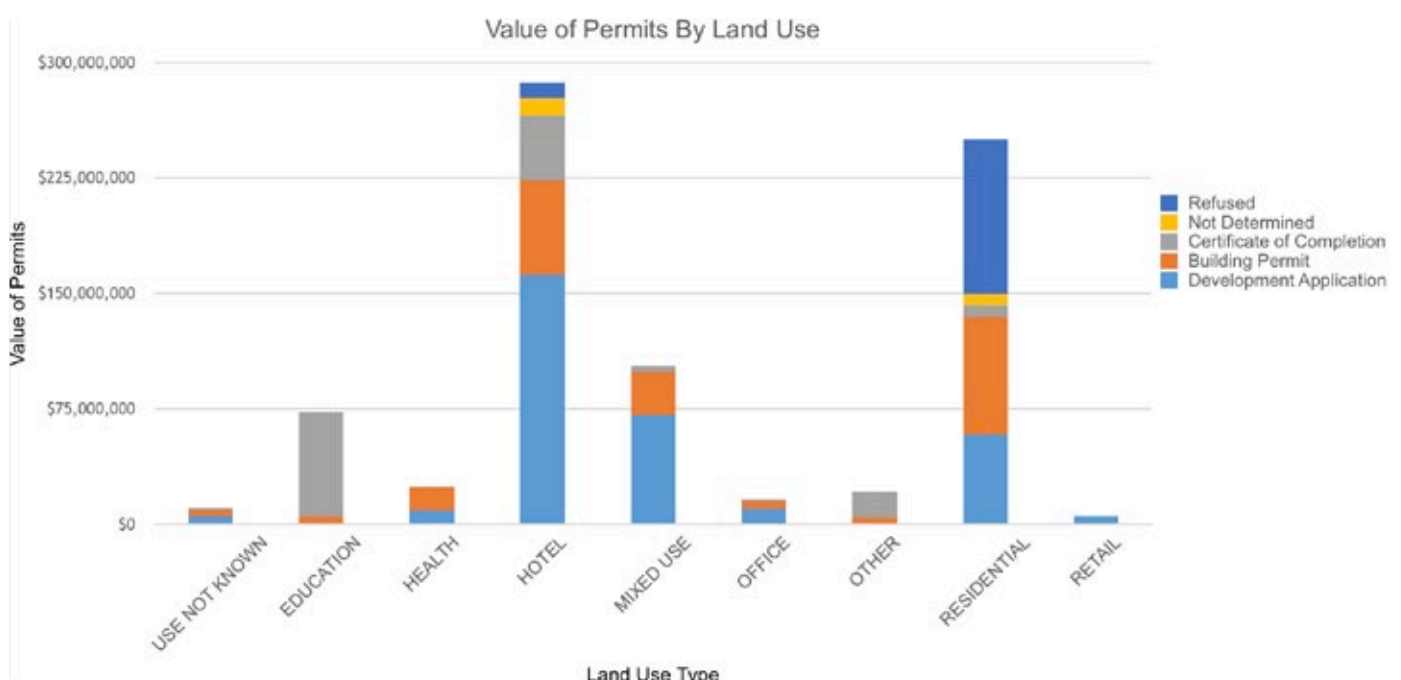
Within the boundaries of the study area, development application numbers and values over the past five years have remained high. In 2014, 82 development applications were submitted within the subject area, totalling \$117 million, and in 2018, 92 applications were submitted, totalling \$120 million. Application numbers and values within the study area have generally been increasing each year over this time, although there was a dip in application numbers in 2016.

An emerging interest in residential apartment and hotel developments are notable themes arising, demonstrated by these uses contributing to the highest value of works in the study area over the past five years. Mixed use and education developments have also seen a notable amount of activity within the past five years. Conversely, interest in developing new office buildings is declining. Office and retail developments accounted for only a small amount of development value within the study area.

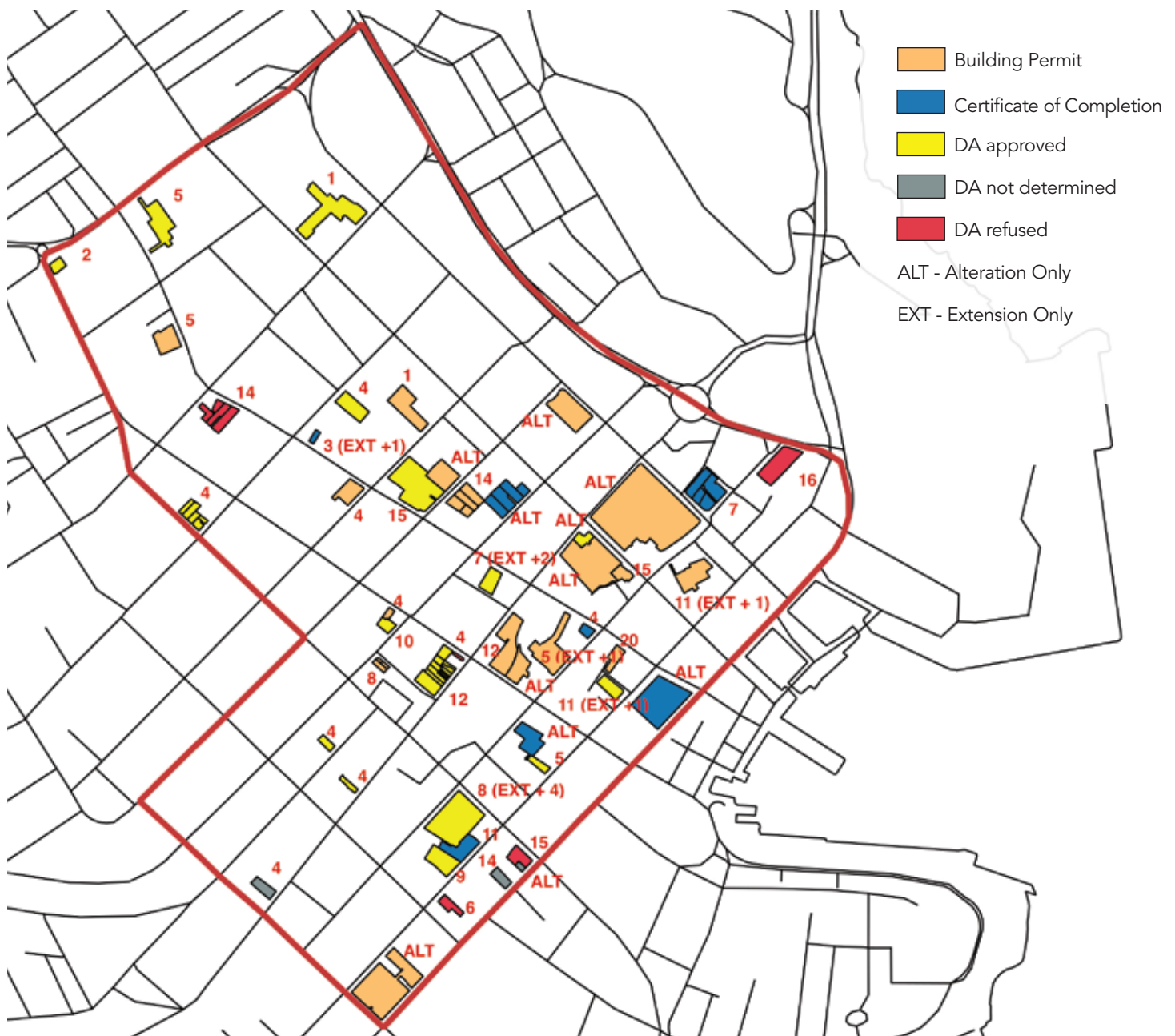
The predominant form of new development in the CBD follows a podium-tower typology, which is largely a response to building envelope provisions that are intended to retain a human scale at street level, protect sunlight to public spaces, and reduce wind tunnelling effects. Recent development pressure, after a long period of modest development interest in Hobart, has led to uncertainty in the community around the future of development in central Hobart. This has been exacerbated by various development applications proposing buildings significantly higher than permitted under the planning scheme. Community interest in providing mandatory maximum height limits within the planning scheme has increased as a consequence, and has been the basis of two commissioned townscape reports and subsequent amendments to the planning scheme. The issue of providing absolute maximum heights in the city has not yet been resolved, and will be considered as part of the Precincts Plan.

While there have been some high-value developments approved in the Commercial and Mixed Use Zones as well as the Sullivans Cove area, the majority of major development activity in the study area within the past five years has been within the Central Business Zone. This reflects the higher capacity for development density in this zone under the planning scheme.

Three significant developments were refused within the study area in the past five years, specifically a 16-storey hotel and function centre on the corner of Collins Street and Brooker Avenue, a 13-storey residential apartment development at the corner of Davey and Harrington streets, and a 13-storey hotel on Elizabeth Street near the border of the Central Business Zone and Mixed Use Zone. These three proposed developments were all tall in the context of Hobart and located on the fringes of the city, therefore being individually prominent amongst surrounding development and not reflecting a transition from the centre of the city to surrounding areas.



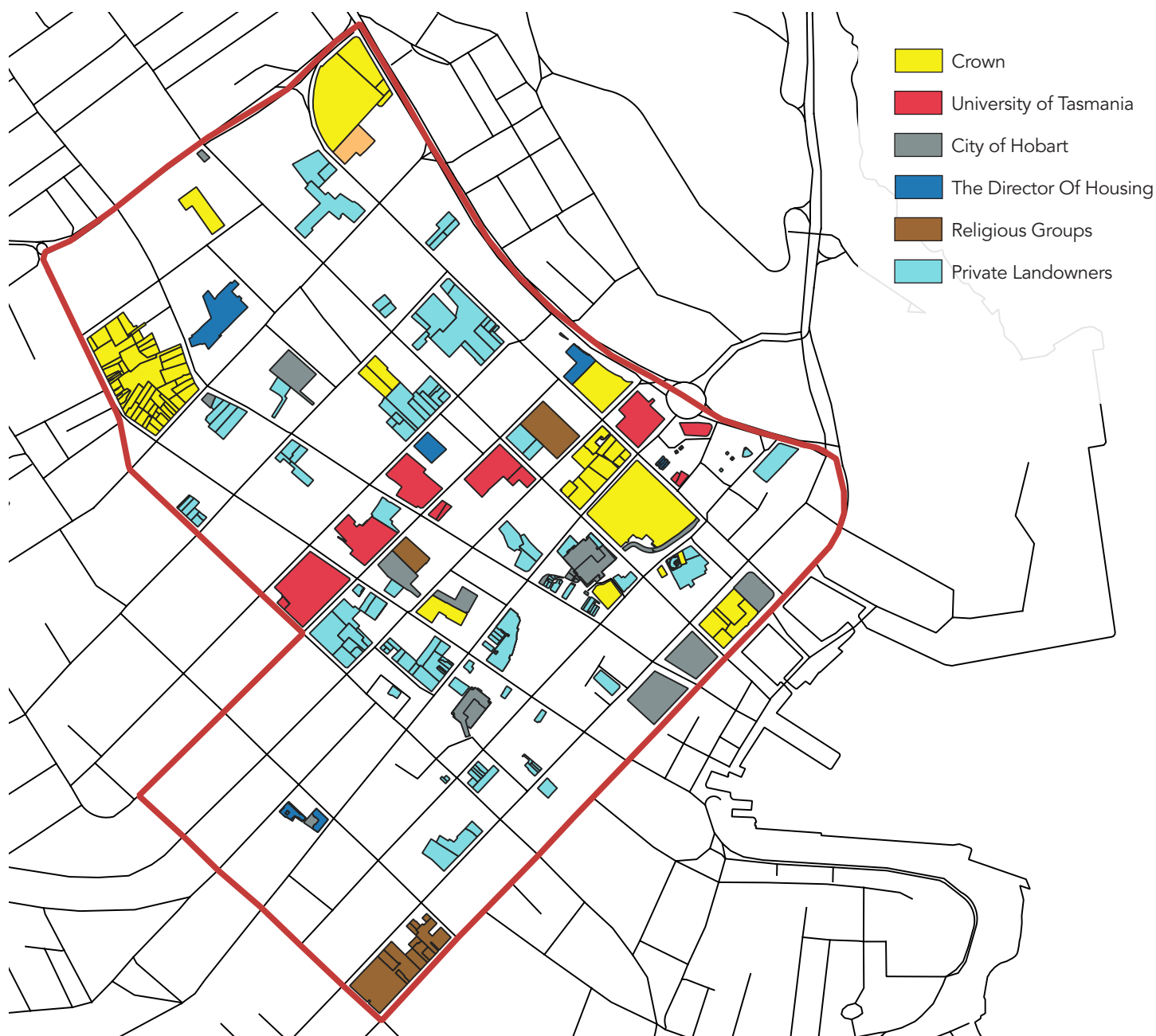
Development applications over 1M in value, by use class, within the study area over the last 5 years



Development applications over 1m in value within the study area over the last 5 years. Numbers indicate building floor levels.

Many significant blocks within the Central Business Zone have now either been redeveloped, have existing large buildings, or are constrained by factors such as heritage. Many of the largest sites within the study area are within government ownership, although there are a number of large individual sites, or accumulated grouped titles, within private ownership. Some of these have recently been redeveloped or are proposed to be redeveloped. The University of Tasmania now owns several of the sites with the highest redevelopment potential. The university-owned sites are centred along the spine of Melville Street on the north western edge of the CBD, and continue down Campbell Street into Wapping. The development of significant university buildings along this corridor has the capacity to change the built form and use of this part of the city substantially.





Accumulated titles in single ownership

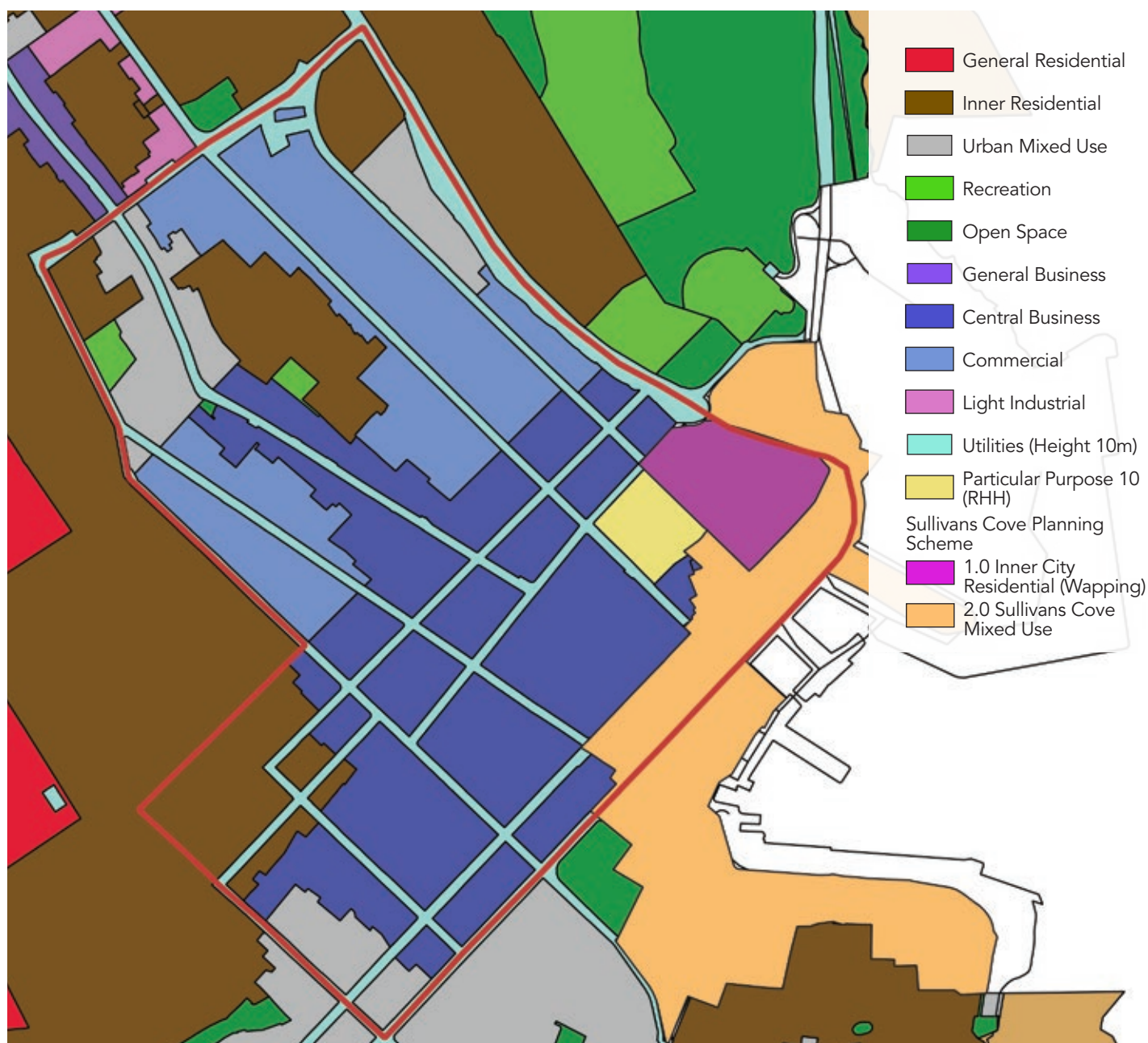
EXISTING PLANNING CONTROLS

New development within the study area is controlled by the Hobart Interim Planning Scheme 2015 (HIPS 2015) and the Sullivans Cove Planning Scheme 1997 (SCPS 1997). The HIPS 2015 controls development primarily through zones and codes, and the SCPS 1997 primarily through activity areas and schedules.

The HIPS 2015 and SCPS 1997 are intended to be replaced by the Tasmanian Planning Scheme (TPS) in the near future. The TPS will consist of State Planning Provisions (made by the Minister in February 2017) that apply statewide, and a Local Provisions Schedule for each council that applies only to that local area. The Local Provisions Schedule includes particular purpose zones, specific area plans, site-specific qualifications and code lists and tables. Hobart's Local Provisions Schedule is currently being assessed by the Tasmanian Planning Commission. The Tasmanian Planning

Scheme will not be operational in Hobart until this assessment is complete. Refer to the following page for more information: hobartcity.com.au/Development/Planning/Planning-schemes/Tasmanian-Planning-Scheme

Currently, under the HIPS 2015 and SCPS 1997, there are ten zones or activity areas included within the study area. The Recreation, Open Space and Utilities Zones under the HIPS 2015 are focussed on the provision of public amenities and are applied to individual parcels of land (including some roads in the case of the Utilities Zone). There are limited development opportunities within these zones currently. The Royal Hobart Hospital is covered by Particular Purpose Zone 10, which specifically guides development of the hospital.

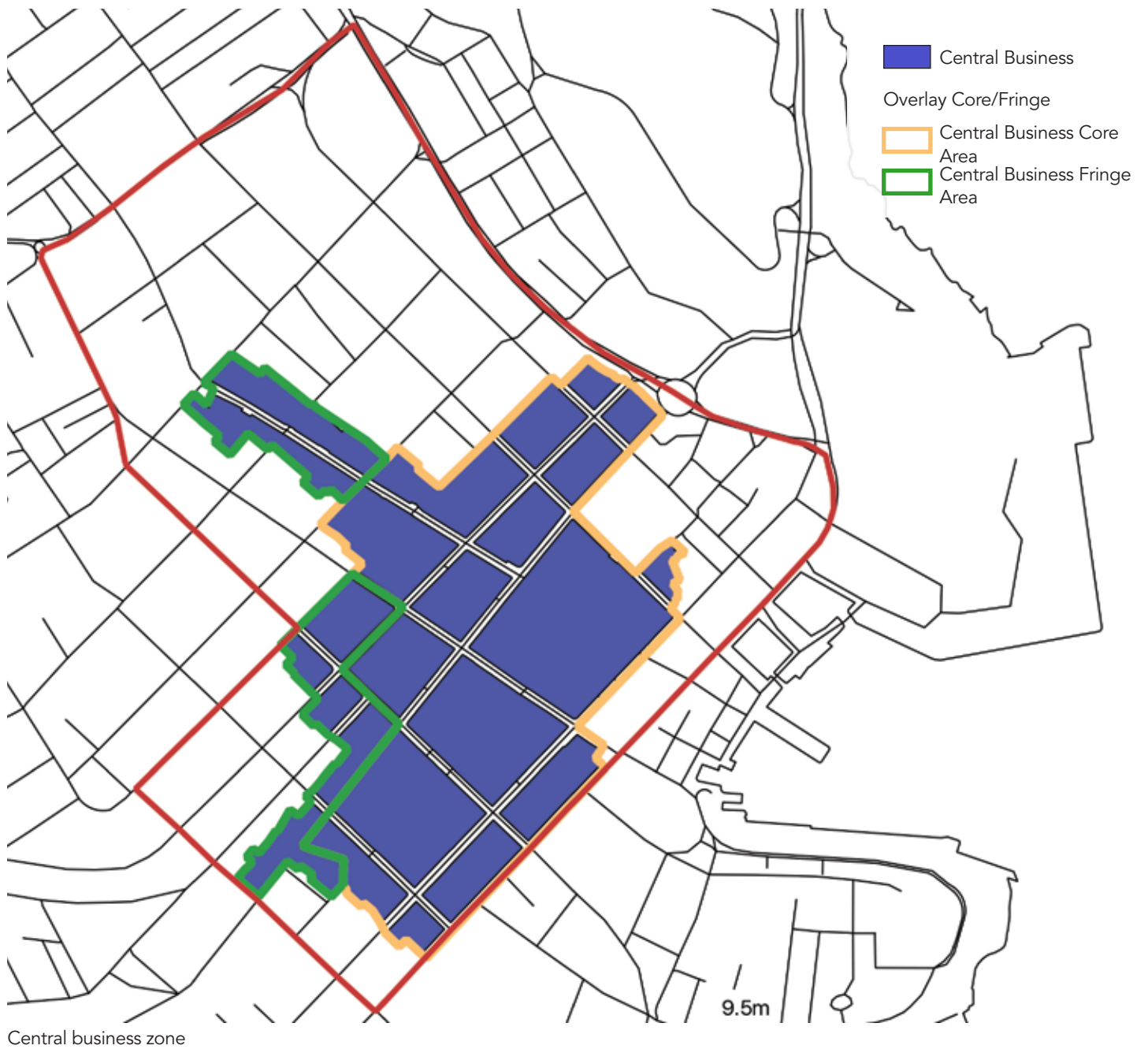


Zones within study area

Under the SCPS 1997, two Activity Areas are included within the study area. A section of the study area between Macquarie and Davey Streets is zoned Activity Area 2.0 (Mixed Use). This area includes the Treasury and public building complex, St Davids Park, Town Hall, the Tasmanian Museum and Art Gallery, City Hall, the Grand Chancellor Hotel and the Federation Concert Hall. There is very limited opportunity for development in this area, perhaps with the exception of the City-owned Dunn Place car park. The other Activity Area captured within the study area is Activity Area 1.0 Inner City Residential (Wapping). This area includes a mixture of residential, visitor accommodation and some commercial uses, and includes the Theatre Royal and the newly developed Hedberg building for the university's music and performing arts faculties. There is a significant development site within this area at 2–4 Collins Street. The primarily residential area of Wapping is covered by

the Wapping Local Area Plan, which specifies detailed permitted height limits for each block. Provisions for the Sullivan's Cove area are detailed, and will remain substantially the same under a Particular Purpose Zone under the proposed Tasmanian Planning Scheme.

The provisions of the most significant zones within the study area, and the proposed changes for those zones under the Tasmanian Planning Scheme, are summarised as follows:



CENTRAL BUSINESS ZONE (*HIPS 2015*)

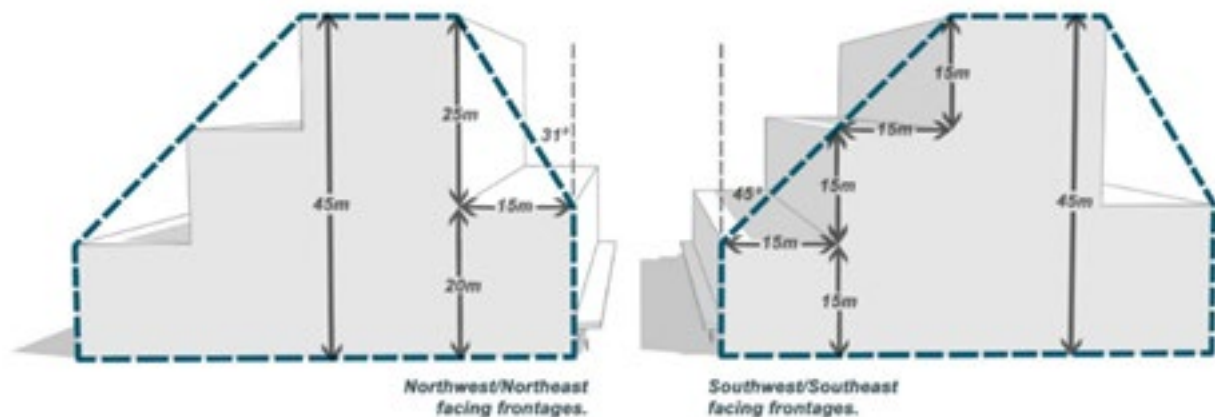
The Central Business Zone occupies a significant proportion of the study area. This zone is separated into Core and Fringe areas, with more restrictive height standards relating to the Fringe area. This is to ensure a transition in height to surrounding areas with lower development. There is also an Active Frontage Overlay within the zone that encourages uses with active and engaging frontages within the areas of the city that are most frequented by pedestrians.

The Zone Purpose Statements concentrate on the provision of varied commercial, business and community uses that maintain Hobart as the primary activity centre for Tasmania. A comfortable and safe environment with high-quality urban spaces that respect the unique character, history and streetscape is envisioned. Residential and visitor accommodation uses above ground floor level are facilitated, with a high level of activity and interest at ground-level, including through-site links.

The Central Business Zone also includes two Desired Future Character Statements, which were inserted into the scheme following the height and townscape study by Leigh Woolley in 2016. The statement relating to Townscape and Streetscape Character focusses on the zone having a compact built form that reinforces the layered landform rise back from the waterfront and respects the urban amphitheatre, transitioning in scale from the intense focus in the natural basin to surrounding areas. Historic cultural heritage values of places and precincts are recognised for their social, economic and cultural value. The second statement, relating to Building, Siting, Bulk and Design, details the criteria development beyond the Amenity Building Envelope must consider, including:

- layered visual effect of building forms
- reduction of bulk as height increases to allow sunlight and permeability
- building proportion and detail reflecting the streetscape pattern
- the building not being individually prominent
- reinforcing consistent building edges and height at the street wall
- provision of weather protection for footpaths
- permeability in support of the open space network.

Allowable uses within the zone are highly varied, with a strong emphasis on providing active frontages (particularly within the Active Frontage Overlay). The only completely prohibited use classes are crematoria and cemeteries; domestic animal breeding, boarding or training; extractive industry; motor racing facility; pleasure boat facility; port and shipping; and recycling and waste disposal.



NOTE:
The Amenity Building Envelope (defined by the dotted line) excludes minor protrusions such as eaves, steps, porches, awnings, chimneys, flues, pipes, aerials, antennae, vents, fuel or water tanks, heating or cooling equipment, that extend no more than 0.6m metres from the envelope.

Amenity building envelope under the central business zone of the *Hobart Interim Planning Scheme 2015*

Development standards in relation to height are relatively detailed. The permitted height within the Core Area is 15 m on a southerly facing frontage, 20 m on a northerly facing frontage, and 30m if set back more than 15 m from a frontage. For the Fringe area, the permitted building height is 11.5m/three storeys or 15 m/four storeys if 50 per cent of the floor space is for residential use. Under discretion, development is encouraged to be within an 'amenity building envelope' that provides for a maximum of 45 m towards the centre of city blocks, stepping down towards frontages. This envelope takes into account streetscape, wind conditions, sun penetration and human scale and street proportions. Development may be approved outside this envelope if the development provides significant civic amenities, makes a positive contribution to the streetscape and townscape, does not have significant impacts on view lines and view cones, does not unreasonably overshadow public spaces, minimises adverse wind conditions, and is consistent with the Desired Future Character Statements. Specific additional provisions are also provided for the height of buildings adjacent to a heritage place, or behind a heritage place where the specific extent of that place is identified.

Under the State Planning Provisions of the Tasmanian Planning Scheme, the standards for the Central Business Zone are not appropriate for Hobart as the primary activity centre. As such, Hobart's Local Provisions Schedule proposes a specific area plan (SAP) for the zone. The SAP is substantially similar to the HIPS 2015 zone provisions, although it inserts more detailed provisions and new view lines and view cones, as recommended by a second commissioned report by Leigh Woolley considering absolute maximum building heights. Currently, the SAP is not intended to place an absolute maximum limit on building heights. This is an issue that will be further considered through the Precincts Plan. The zone area is proposed to be extended under the Local Provisions Schedule to include all land up to Brisbane Street that is currently zoned Commercial. This includes the 'K&D site', now owned by the University of Tasmania.

Opportunities: This zone has the greatest potential for additional height. There is not, however, a significant number of underdeveloped sites that are unconstrained by heritage values. Many of the sites with the most potential in this zone are now in the ownership of the University of Tasmania.



Commercial zone

COMMERCIAL ZONE (HIPS 2015)

The two areas zoned Commercial within the study area extend north-west from the edge of the Central Business Zone, with one section primarily centred around Murray and Harrington streets and another larger section centred around Argyle and Campbell streets.

The Zone Purpose Statements concentrate on the provision of large floor area retailing and service industries, including those that require high levels of vehicle access and parking. Uses are intended to provide for a transition between the Central Business Zone and surrounding Inner Residential areas, with residential uses encouraged primarily above ground floor level. Car yards, warehouses and showrooms are accommodated, primarily fronting areas of high traffic volume. Service industry uses (specifically

motor repairs) are encouraged and seen to provide 'a valuable service to users of the central area'.

Allowable uses within the zone are very broad (mainly discretionary), with the only completely prohibited uses being domestic animal breeding, boarding and training; extractive industry; motor racing facility; pleasure boat facility; port and shipping; recycling and waste disposal; and resource development. Many permitted uses are qualified in scope to specifically suit the area, such as requiring permitted motor vehicle, boat or caravan sales and vehicle fuel sales and service to front Argyle, Murray or Campbell streets, requiring permitted food services to be takeaway food premises or cafes, and limiting the floor area of business and professional services. Residential uses are only permitted if above ground floor level, to retain active frontages.

Development standards in the zone set a building height of 11.5 m or three storeys, with an additional storey or 3.5 m if at least 50 per cent of above-ground floor space is residential. This provision actively encourages residential use in the zone. Building height within 10 m of a residential zone must be no more than 8.5 m.

Under the State Planning Provisions of the Tasmanian Planning Scheme, the standards for the Commercial Zone are concentrated on large floor area retailing and prohibit residential uses, and therefore not appropriate for the Commercial Zone in Hobart. As such, Hobart's Local Provisions Schedule proposes a SAP for the Commercial Zone, which largely translates the HIPS 2015 provisions. The number of permitted uses, however, are more limited. Height limits will remain the same, although there will be no requirement for development within 10 m of a residential zone to be lower.

Opportunities: This zone has the greatest potential for significant development opportunities. Historically, the zone has been developed to a relatively low density, and it includes a significant amount of undeveloped or underdeveloped land area. Current provisions encourage uses such as car yards and service uses, which are traditionally low-scale with large areas of car parking or servicing. Recent interest in inner-city residential accommodation has seen two large residential developments approved in this zone within the past five years (one including 57 dwellings and the other including 39 dwellings). This zone is evolving and there is an opportunity to review the planning scheme provisions to encourage appropriate use and density of development.

URBAN MIXED USE ZONE (HIPS 2015)

There are three sections of Urban Mixed Use zoned land within the study area. One is centred along Elizabeth Street in North Hobart (which includes Elizabeth College), one is located between Campbell Street and Brooker Avenue near Campbell Street Primary School, and the third (which includes Collegiate School) is the edge of a larger section of Urban Mixed Use land that extends from the city fringe towards Battery Point and South Hobart.

The Zone Purpose Statements concentrate on the integration of residential, retail, community services and commercial uses, with active street frontages and pedestrian accessibility and amenity. The retention of existing residential uses is encouraged and development of retail shopping strips along major arterial roads is discouraged. Residential amenity requirements are balanced with the facilitation of reasonable commercial activities.

There is a large range of allowable uses under the zone to reflect the mixed-use nature of the zone. These include residential, commercial, business, hotel, visitor accommodation and service industry uses.

Development standards under the zone allow for a maximum height of 10 m, or 8.5 m within 10 m of a residential zone. Some residential amenity standards are included, which are more lenient than those within residential zones.

Under the State Planning Provisions of the Tasmanian Planning Scheme, the Urban Mixed Use Zone is substantially similar, with similar allowable uses, the same building height limits and similar development standards.

Opportunities: While there is a high degree of coverage by heritage places or precincts in this zone, there are some sites with large lot sizes that could accommodate redevelopment, particularly in the section between Campbell Street and Brooker Avenue.



Urban mixed use zone



Inner residential zone

INNER RESIDENTIAL ZONE (HIPS 2015)

There are four sections of Inner Residential zoned land within the study area. Most represent the fringes of Inner Residential zoned land that extend into West Hobart, North Hobart or Glebe, except for the area at Trinity Hill, which is an isolated pocket of residential land.

The Zone Purpose Statements concentrate on the provision of a variety of dwelling types at a higher density with good amenity and close to services, as well as some non-residential uses that serve the local community and do not have an unreasonable impact.

Allowable uses are primarily focussed on residential and low-impact community uses. Some commercial uses (consulting rooms, medical related services, food services and general retail and hire) are allowable on a discretionary basis where they are located in a building that has been designed and used for commercial purposes.

Development standards under the Zone allow for a relatively high density of residential development. A maximum area of 400 m² per dwelling is applied unless lots are dedicated for multiple dwelling development, which discourages underutilised land. Height is controlled by a building envelope, with a maximum height of 9.5 m.



Under the State Planning Provisions of the Tasmanian Planning Scheme, the Inner Residential zone is similar. A notable difference is that discretionary commercial uses are not required to be located in buildings previously designed and used for commercial activity, and could therefore displace a residential use. Another notable difference is the lack of a maximum site area per dwelling, which does not actively enforcing a higher density. The maximum height remains at 9.5 m.

Opportunities: Within the study area, the Inner Residential Zone is substantially covered by heritage precincts and places. While there are likely to be some isolated site-specific opportunities, there is not generally significant scope for new development.



Code overlays

CODE OVERLAYS

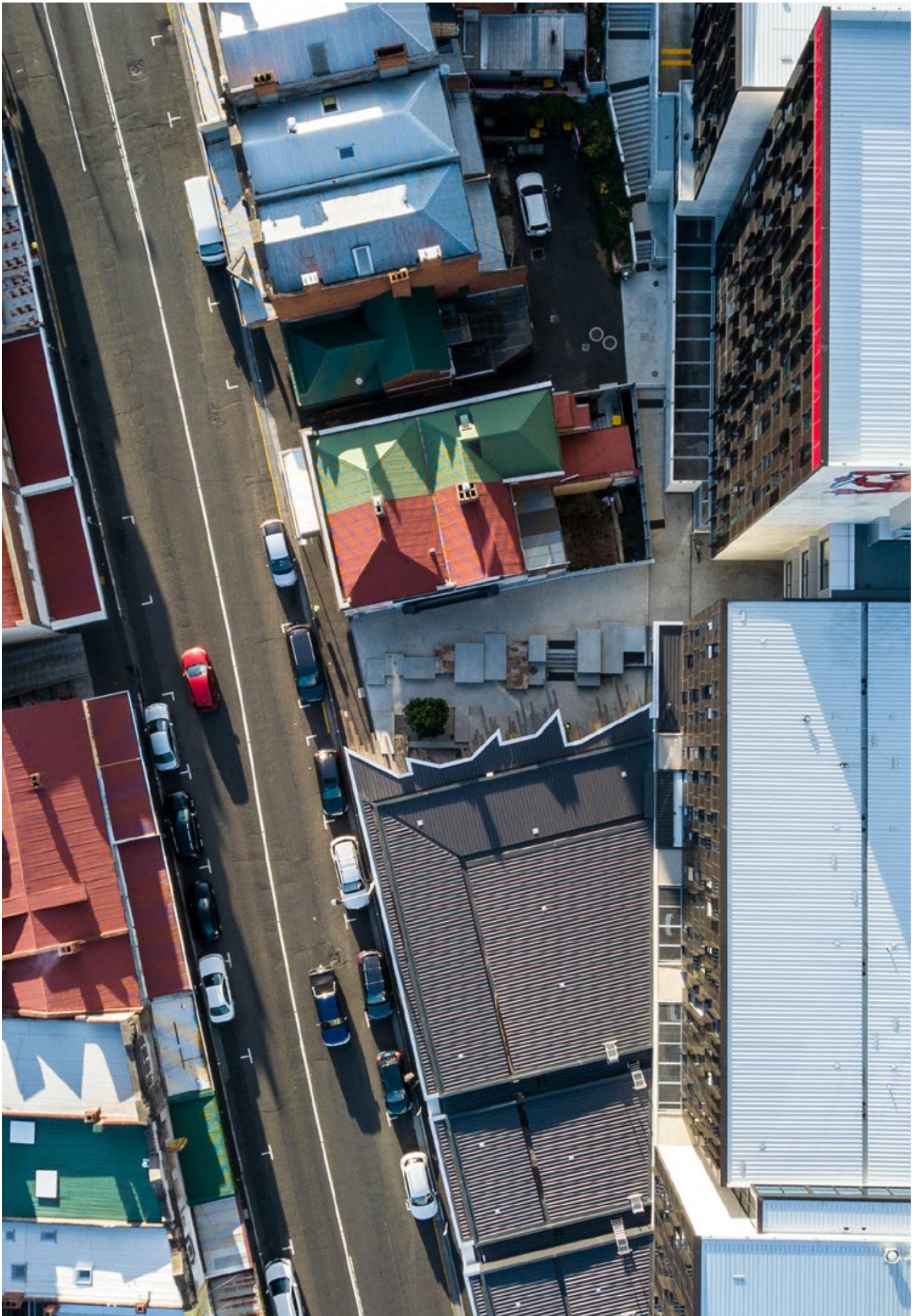
There are a number of codes with spatial overlays that affect land in the study area under the HIPS 2015, including:

- Potentially Contaminated Land Code
- Landslide Code
- Historic Heritage Code
- Electricity Transmission Infrastructure Protection Code
- Significant Trees Code

Other codes under the HIPS 2015 that apply in the area (but are not subject to an overlay) include:

- Road and Railway Assets Code
- Parking and Access Code
- Stormwater Management Code
- Attenuation Code
- Waterway and Coastal Protection Code
- Signs Code
- Wind and Solar Energy Code
- Telecommunications Code

The Sullivans Cove Planning Scheme contains schedules that relate to development controls, but does not include the variety of hazard based codes that are included in the HIPS 2015.





6. OPEN SPACE

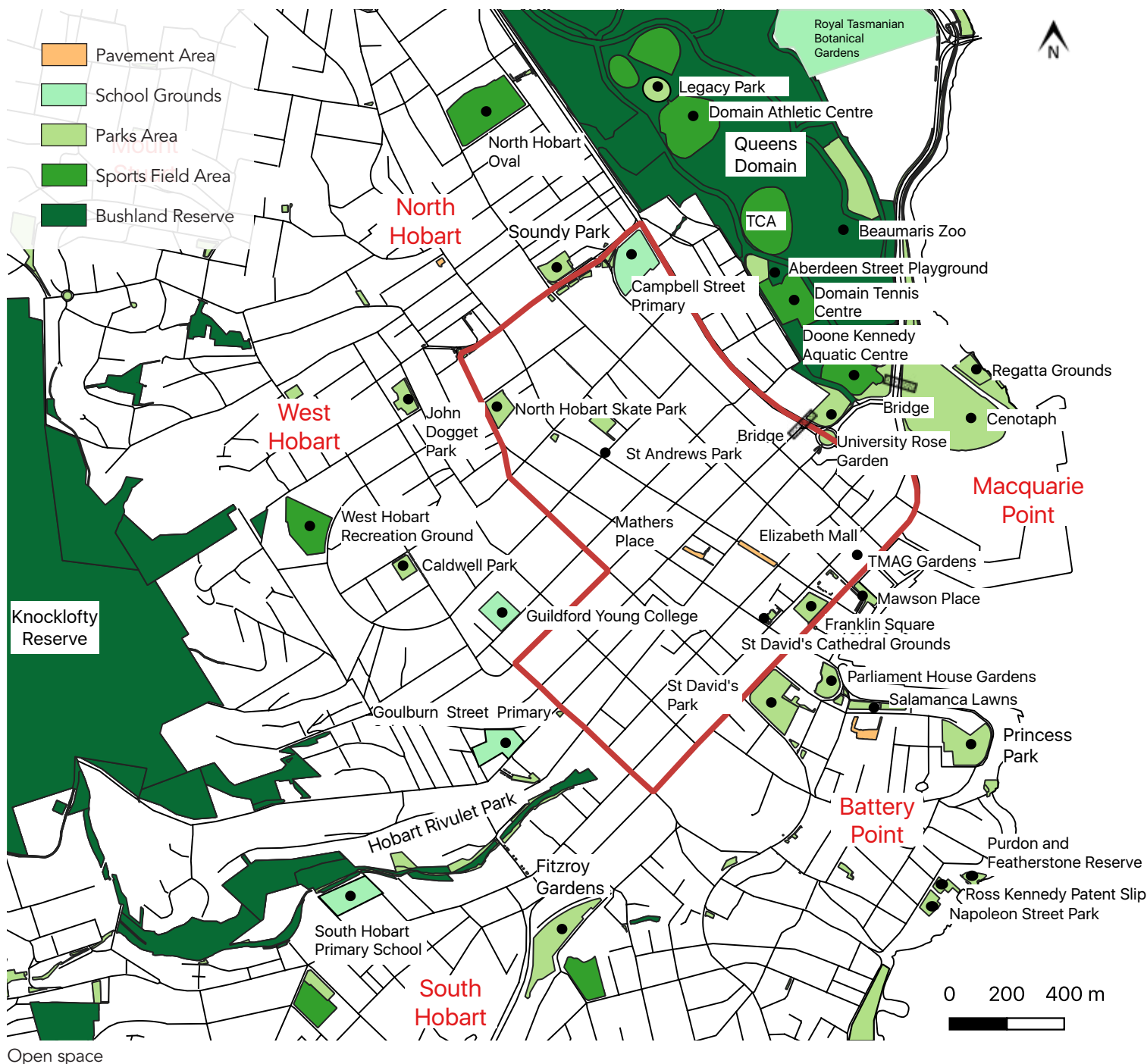
Hobart has an international reputation as a beautiful Australian capital city. Located on the shores of the River Derwent, the City boundaries extend between the shoreline of the river to the Pinnacle of kunanyi/ Mount Wellington with a broad swathe of bushland linking the two geographical features and the urban interface.

The City of Hobart covers an area of 7790 hectares, of which 40 per cent (3086 hectares) is City-owned public open space (POS) servicing the health and wellbeing of the 50 500 residents, the outlying greater Hobart population of 222 567 who regularly visit the inner city to work and play, and a growing number of interstate and international visitors. Further analysis shows that the majority of the public open space in Hobart is bushland. A total of 2631 hectares of this bushland is within the five large reserves of Wellington Park, Ridgeway Reserve, Bicentennial Park, Knocklofty Reserve and the Queens Domain. A further 156 hectares is within local bushland reserves, 79 hectares constitute parks and gardens and neighbourhood parks, and 80 hectares are sports facilities and grounds.

Overall, the current provision of public open space for the Hobart population amounts to approximately 611m² per resident. However, this figure is skewed due the dominance of the large bushland reserves. This approach is also not aligned with contemporary open space planning, which has shifted away from defining an overall level of provision of public open space per capita to the analysis of supply and demand dependent upon the population demographics of suburbs or precincts.

The City of Hobart does not have a current public open space strategy, although a new strategy is programmed for preparation in 2020–21. The old strategies prepared in the 1990s and the 2008 Council Land Review provide the guiding resources that inform the City's public open space planning.

The City of Hobart has a head of power to require a 5 per cent public open space land or cash in lieu contribution from subdivisions, in accordance with *Local Government (Building and Miscellaneous Provisions) Act 1993* (LGBMP). Contributions are assessed in accordance with the City of Hobart Public Open Space Contributions Policy (June 2019). It is anticipated, however, that most – if not all – future inner-city residential development will be stratum unit developments where no public open space contribution can be legally required. In the absence of legislative reform, there may be an opportunity to negotiate for the provision of land for public open space purposes by developments of a certain scale to provide improved health and wellbeing for the future inner-city population.



PUBLIC OPEN SPACE WITHIN THE STUDY AREA

With the decision to move the University of Tasmania campus into Central Hobart, the number of students studying within the study area is projected to increase to up to 13 218 by 2041. The permanent residential population in the inner city is projected to grow to up to 6590. The majority of new residents in this area will be living in multi-storey apartments with limited private open space and a significant reliance on public open space. Therefore, comprehensive planning for their future open space needs will be essential to the health and wellbeing of the inner-city population.

Within the Central Hobart study area there are 14 properties managed by the City that are publicly accessible open space, accessible within 10 minutes walking time from the centre of the study area. Together, they cover 3.06 hectares, which amounts to approximately 1 per cent of the City's open space. Of particular mention are Franklin Square, Mathers Place, the Garden of Memories (on the corner of Elizabeth and Warwick streets), Railway Roundabout, North Hobart Cultural Park (colloquially known as the Skate Park), and the Tasmanian Museum and Art Gallery Gardens. These parks are well used by a range of users. Other parks, such as St Andrews Park, are not as centrally located or sufficiently proximate to active uses and destinations and are less well utilised.



There are currently three playgrounds in the study area: one is located within the City at Wellington Court and caters for younger children; another is in North Hobart Cultural Park on the northern boundary next to the Skate Park; and the third is at the less-utilised St Andrews Park. Consideration of another more centrally located playground would be worthwhile to cater for the increased residential densification of the city.

Dogs are allowed on-lead in a large number of parks and open spaces within the study area. Access to off-lead dog exercise areas are mostly outside of the precinct, but within walking distance, located at key locations on the Queens Domain and parks in Battery Point and North Hobart.

PUBLIC OPEN SPACE ADJACENT TO THE STUDY AREA

Hobart as a wider area has an excellent and diverse range of public open spaces that are in close proximity (within 10–20 minutes walking time from the centre of the study area) that will service the needs of population growth.

Hobart's premier urban park, the Queens Domain (the Domain), is located on the northern edge of the study area. It covers 230 hectares of bushland and riverside setting, and contains a range of features, attractions, facilities and values.

Isolated by urban development, the Domain is a patchwork landscape containing regional/state based sports facilities for cricket, tennis, swimming, athletics, and football; cultural elements including sites of Aboriginal occupation, the Royal Tasmanian Botanical Gardens, Government House, the State's pre-eminent war memorial at the Cenotaph, the nationally significant Soldiers Memorial Avenue; and other important heritage buildings and sites. These values and facilities are set amidst large tracts of rare native open grassy woodlands containing nationally endangered plant species.

The implementation of the City's Queens Domain Master Plan 2013–33¹² in recent years has driven a range of improvements facilitating better pedestrian and cycling access to and within the Queens Domain. Of particular importance to Central Hobart is the construction of the two new bridges in 2019: the Rose Garden Bridge, which connects the City from Bathurst Street to the University Rose Garden, University Nursing Campus and Domain; and the Bridge of Remembrance, which connects the Cenotaph, Regatta Grounds, and Macquarie Point to the broader Domain and Soldiers Memorial

Avenue. In 2019, a range of new facilities were built and opened, including Legacy Park as a regional playground and community hub next to the Soldiers Memorial Ovals; a multi-use jogging, cycling and pedestrian track; the Summit Loop, a mountain bike track that circumnavigates the summit of the Domain; the completion of the reinstatement of the Soldiers Memorial Avenue; and improvements to sporting and picnic facilities. Development of a primary trail network and wayfinding that will connect the city to the Royal Tasmanian Botanical Gardens and a new picnic hub at the Queens Domain summit are programmed for 2020–21.

The Hobart Rivulet Park, located on southern side of the study area, has similarly undergone progressive upgrades to the shared-use track with the assistance of land purchases. The rivulet track provides pedestrian and cycling links along the banks of the Hobart Rivulet from the city to South Hobart, the World Heritage listed Cascades Female Factory, Cascade Brewery and the vast network of recreational tracks and trails of kunanyi/Mount Wellington.

In addition to these larger proximate parks, significant history-rich urban parks are located near to the boundary of the precinct around Sullivans Cove, including St Davids Park, Parliament House Gardens, Salamanca Lawns, and Princes Park in Battery Point. On the northern boundary, there is also Soundy Park and North Hobart Oval in North Hobart, and John Doggett and Caldew Parks in West Hobart.

These parks are welcome open green spaces, accessible from Central Hobart, that also provide a cool leafy retreat. These spaces are increasingly important as climate change results in more hot days and warm spells.¹³

¹² Inspiring Place, *City of Hobart Queens Domain Master Plan 2013–2033*

¹³ www.climatechangeinaustralia.gov.au/en/climate-projections/future-climate/regional-climate-change-explorer/sub-clusters/?current=SSTEC&tooltip=true&popup=true



Open space (cityscale)

INFORMAL SPACES

Connecting streetscapes and civic spaces are equally important as formal parks, as they provide recreational links to those parks and also wellbeing and social opportunities for people who live and work in the city. Civic spaces include Elizabeth Mall, Mawson Place, Wellington Court, Mathers Lane, Collins Court, and the Supreme Court walkway.

There are other open spaces not managed by the City within and nearby to the study area that are informally used by the public to meet their open space needs. These include the local primary schools at Campbell Street, Goulburn Street and South Hobart. Formalising agreements with the Department of Education for public access to the grounds associated with these facilities would be necessary to increase the supply of available open space. The addition of publicly accessible squares containing trees and other plantings, and internal and rooftop gardens, should be considered as part of future university and private developments in the study area.



7. MOVEMENT AND TRANSPORT

Central Hobart has a variety of transport choices. The city is walkable due to its compact size and, within the centre of the city, relatively gentle gradient. Public transport services (Metro buses) service locations within the study area relatively frequently. There are some painted bicycle lanes (not physically separated from traffic) that are provided within the study area, although traffic volumes, lack of formalised connected bicycle routes and gradients between the city and its suburbs can be seen as barriers to cycling within the city by commuters. Outside of peak hour during school terms, there is little congestion for drivers. However, peak hour traffic has increased in recent years and has emerged as an issue of significance for the community. Parking options within the city are varied and relatively numerous in terms of City-owned paid parking spaces, there are 1715 on-street spaces and 2444 off-street spaces.

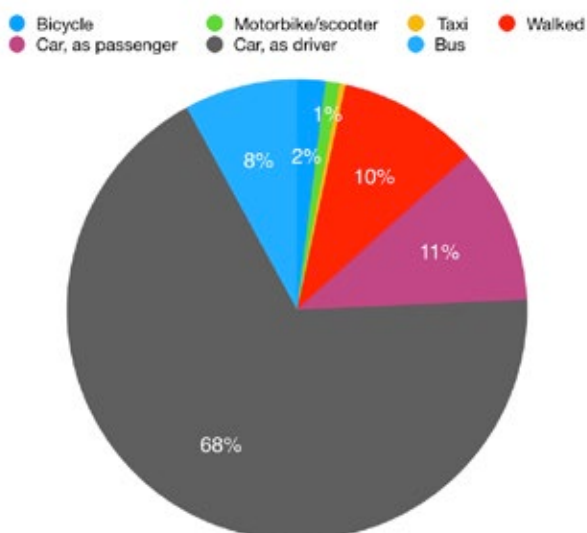
Transport choices in the surrounding council areas are more limited. This is due to a range of factors including distance from the CBD, topography, infrastructure provision deficiencies and lower

public transport service availability across lower density settlements. This, combined with the relative availability of road space and car parking space, leads to a modal split relatively dominated by private car use. This car dependency is the reason for increasing traffic congestion in and around the city.

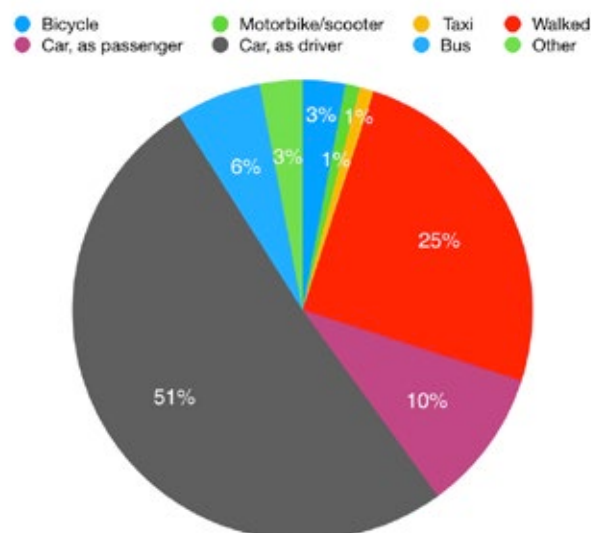
Method of travel to work for residents of greater Hobart and the City of Hobart: Source Australian Bureau of Statistics

More detailed information has previously been published by the City of Hobart in the Background papers for the Draft Transport Strategy. The City of Hobart Draft Transport Strategy outlines the key directions for advocacy and action in the future, with a significant emphasis on supporting active transport as being good for health, good for the economy, good for emissions reduction and good for business. Such an approach will increase the overall people-carrying capacity of the transport system and support more people living, working, studying and doing business in the City of Hobart.

Mode of Journey to Work In Hobart: All Greater Hobart Residents




Mode of Journey to Work in Hobart: Hobart Residents





Southern region modes used for the journey to work 2011 | Source: Department of Infrastructure, Energy and Resources, Journey to Work data Analysis Values exclude those who did not go to work and those who worked at home.

EXISTING NETWORK



-  Ferry connections to improve access across River Derwent

 Light rail

 Northern transit corridors:

1


Stage 1: On-road priority. High frequency corridor supported by increased development density.

2

Stage 2: Transit priority measures for the Brooker Highway.

3

Stage 3: Light rail corridor developed.


 Southern transit corridors:

4

Southern Outlet transit priority supported by new infrastructure and park and ride facility. Express bus services supported by park and ride.

5

Sandy Bay Road transit priority using existing road space. High frequency corridor supported by increased development density.


 Eastern transit corridors


6


Tasman Highway transit priority supported by new infrastructure. Express services supported by park and ride.

7

Clarence Street transit priority using existing road space. High frequency corridor supported by increased development density.

 Increased development density along high frequency transit corridors

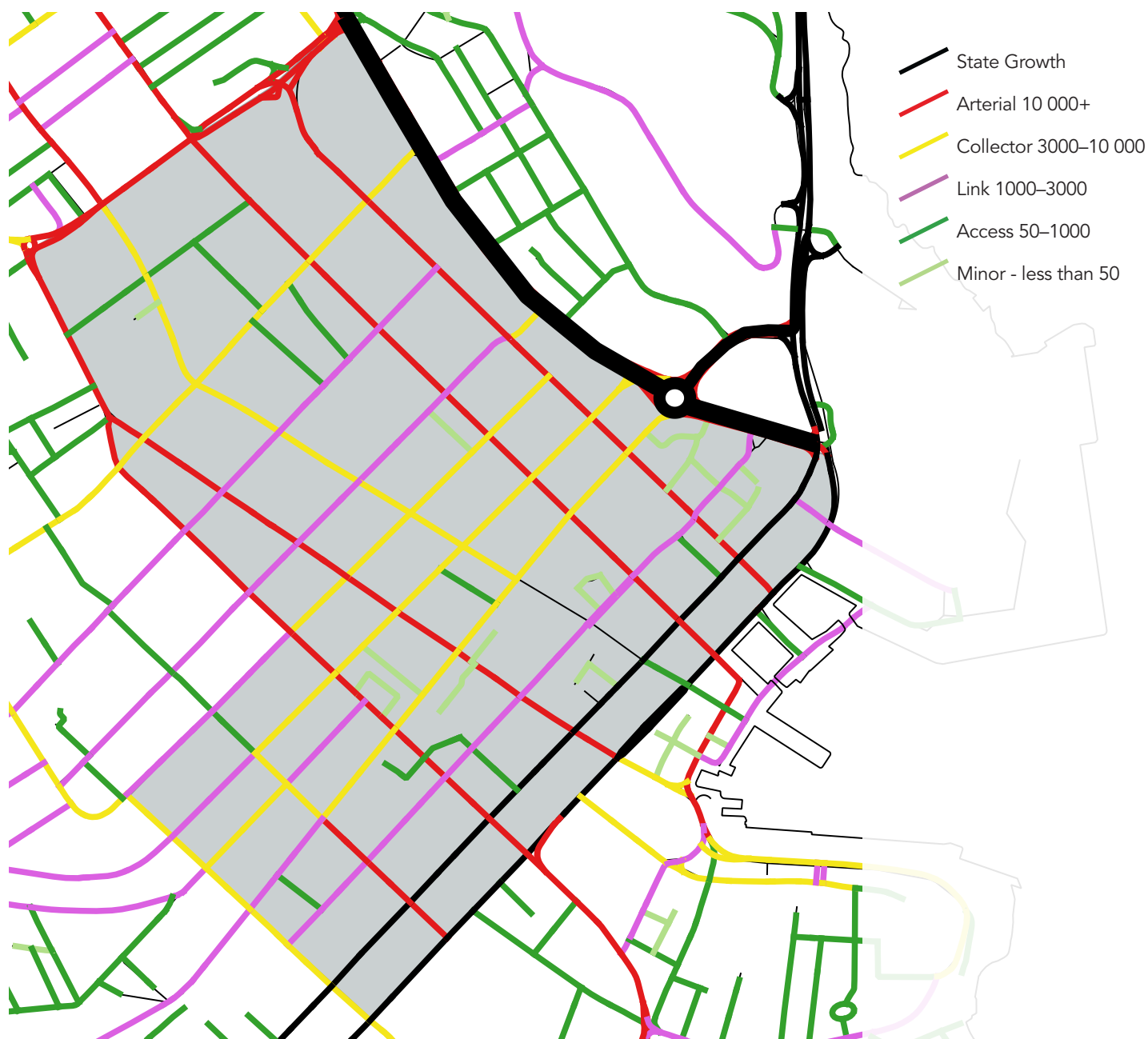
 Park and catch the bus

 Ride and take the ferry

Hobart and surrounding areas, Hobart Transport Vision (Tasmanian Government January 2018): Central Hobart Precinct Plan area (orange)

90

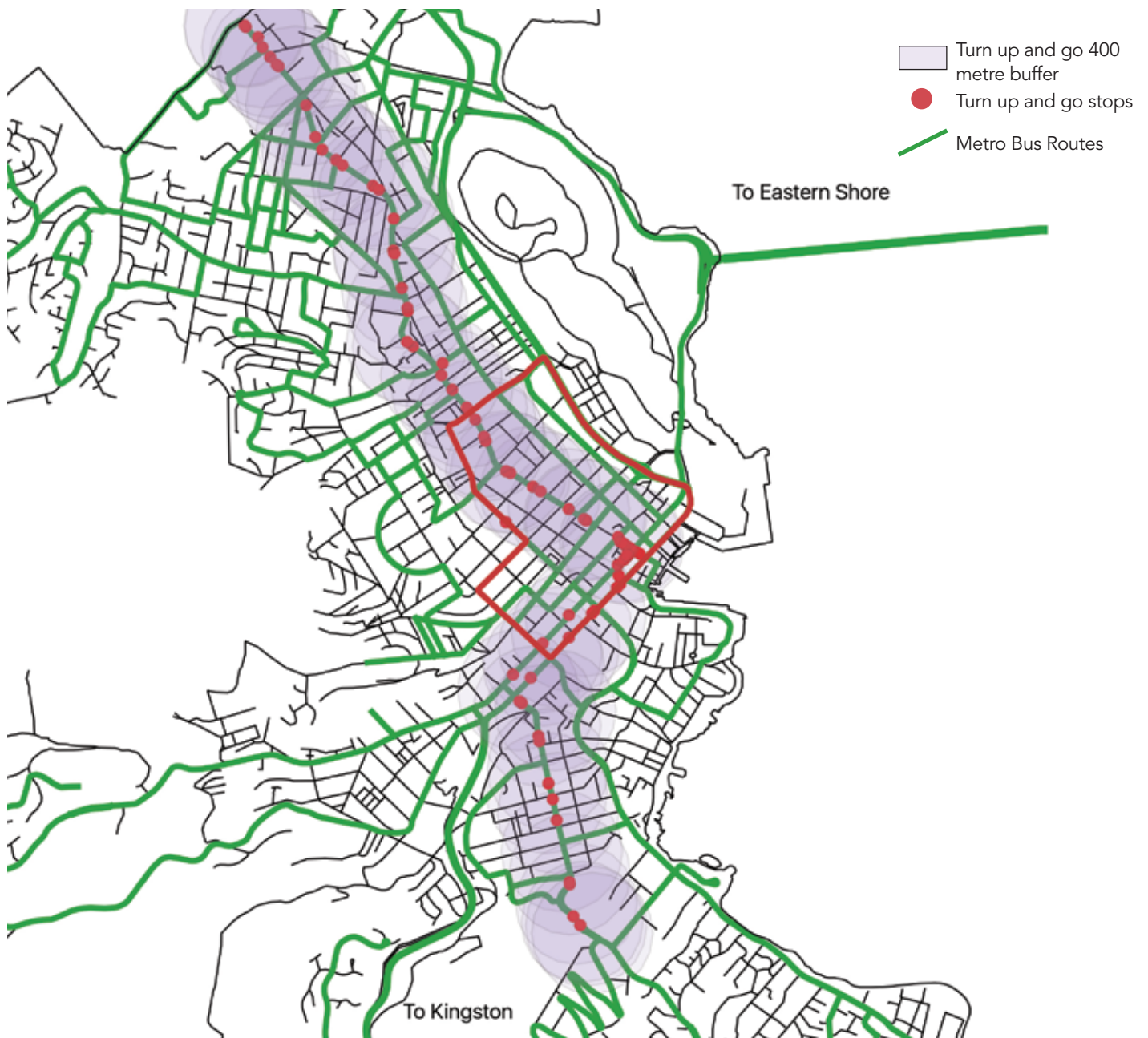
Central Hobart Precinct Plan | Understanding Central Hobart - Baseline Report February 2020



Street network traffic volumes

The study area sits in the centre of the greater Hobart transport network. The current transport network infrastructure is primarily road based. As the image from the Hobart Transport Vision shows, future public transport options for accessing the Central Hobart area will include transit priority measures, ferry services and transit reuse of the current northern suburbs rail corridor. The Hobart Transport Vision and the City of Hobart's Draft Transport Strategy also support expansion of infrastructure to support walking, cycling and public transport.

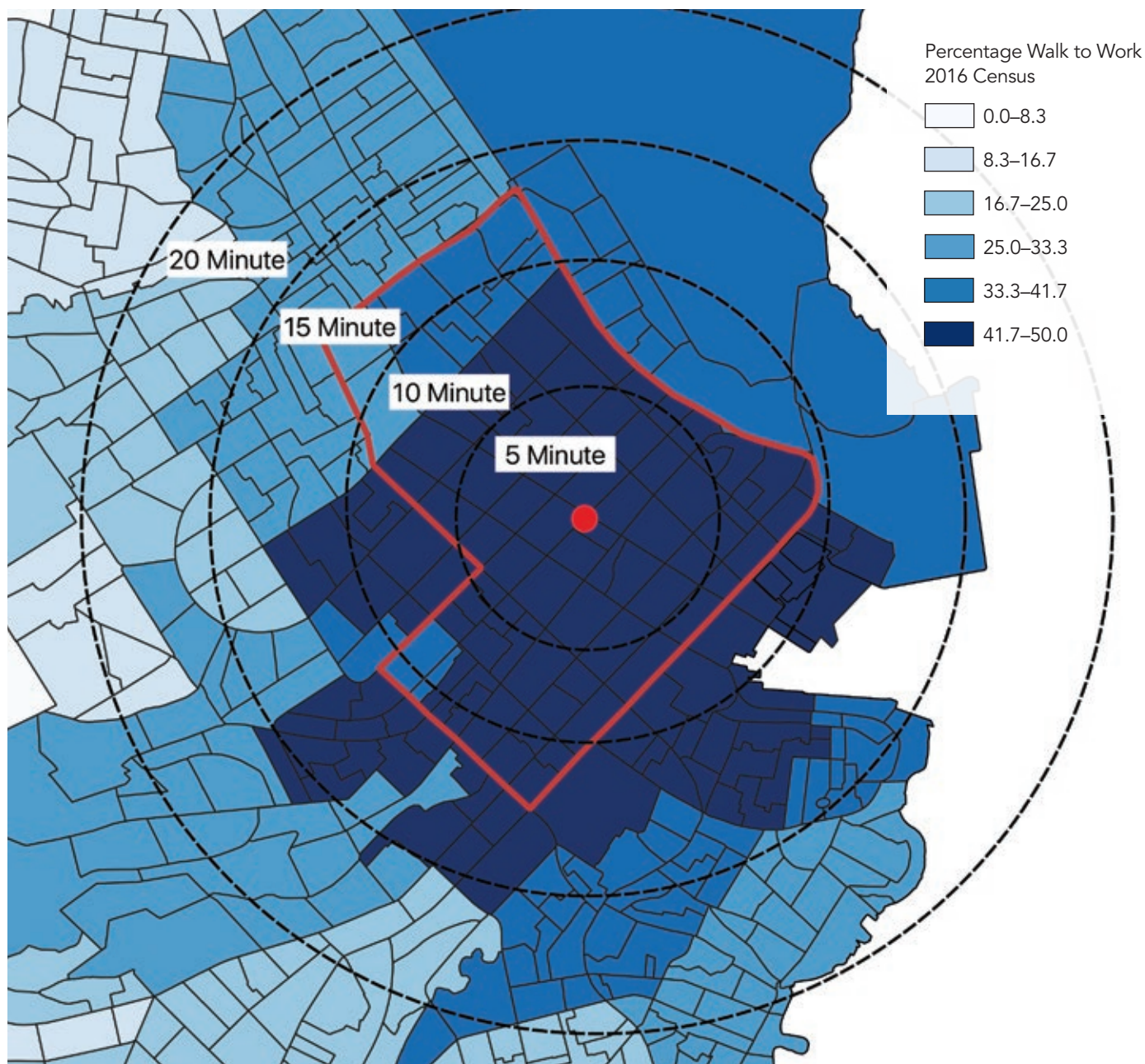
Within the City of Hobart, notwithstanding the current high proportion of Hobart residents using active transport modes (walking, bicycle and public transport), there exists a significant opportunity to increase the participation in these active transport modes. The inner-urban bus network is frequent and reliable and there is an appropriate mix of land uses within the urban areas such that walking and riding a bike is a viable option. Figures below show the key bus network elements within the central area, as well as walking and bike riding catchments.



Bus routes (regional scale)

BUS

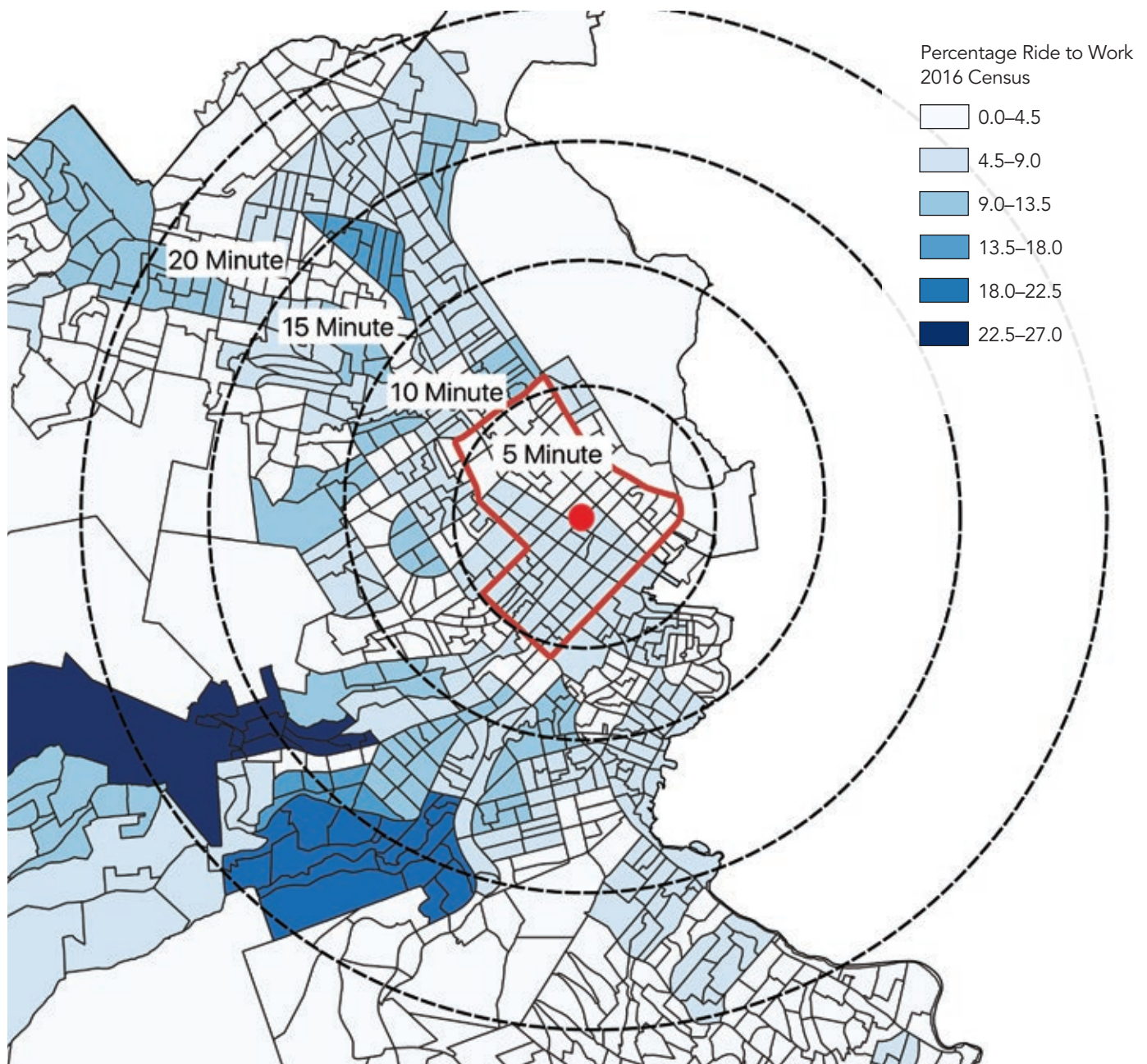
While the City of Hobart has upgraded bus shelters and passenger waiting facilities in the city centre and as part of other retail precinct upgrades in Sandy Bay, Lenah Valley and New Town, the provision of bus infrastructure is a state government responsibility and much of the passenger waiting and shelter infrastructure within greater Hobart requires renewal.



Walking to work

WALKING

The City of Hobart provides an extensive footpath network throughout the central city and the surrounding suburbs. However, footpath quality, street furniture and road crossing opportunities vary greatly.



Cycling to work

BICYCLE

Bicycle facilities (on-road and off-road spaces for bicycle riding) are generally outside of the study area. The Intercity Cycleway, Hobart Rivulet shared path, Queens Domain, the Rose Garden Bridge and the Sandy Bay bicycle lanes all provide good bicycle facilities up to the edge of the city, but the study area lacks bicycle facilities.

OPERATIONAL ISSUES

There are several operational issues that currently impact on the movement environment in the study area. These include:

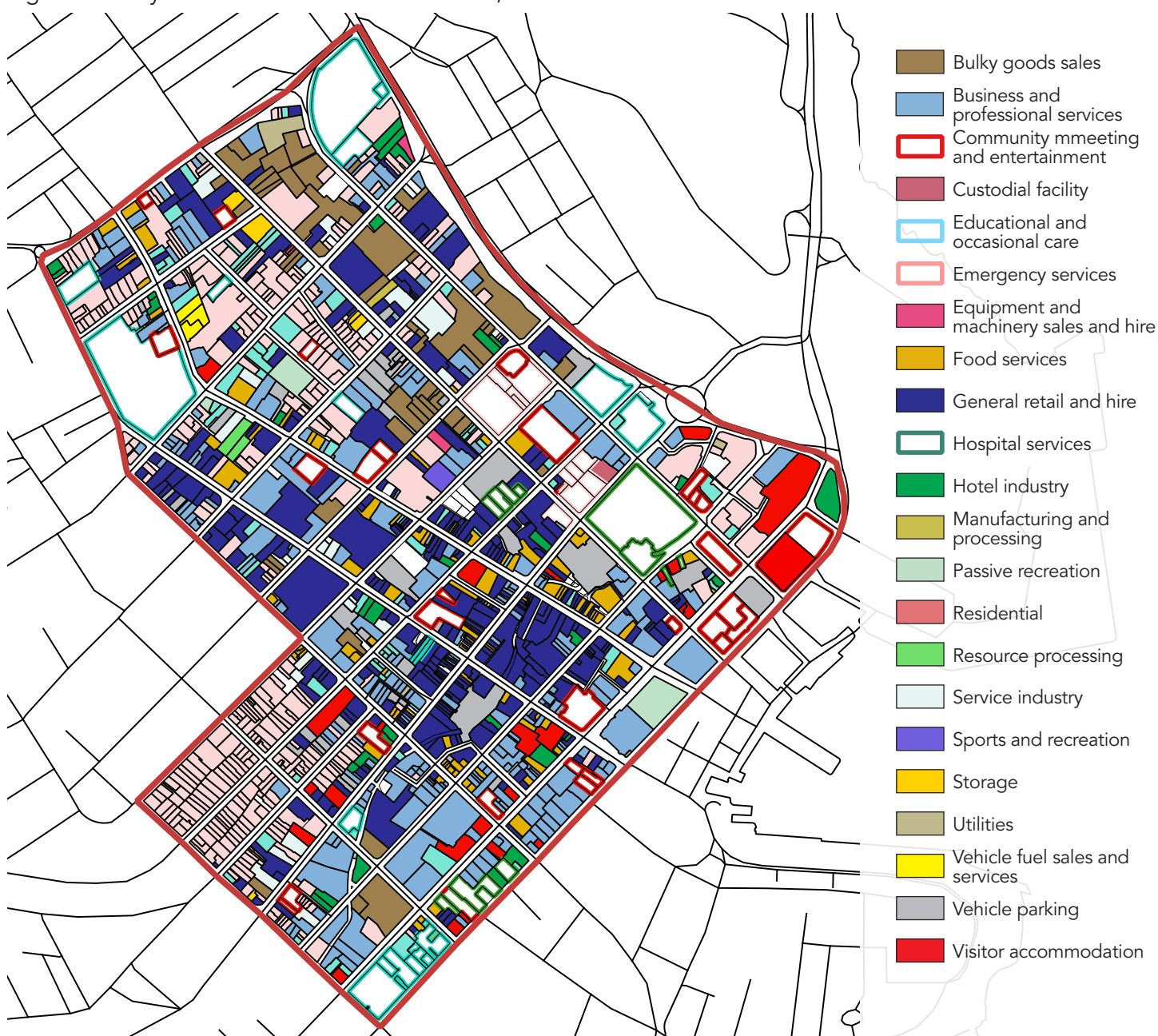
- No consistent street identity indicating which streets are primarily for staying and gathering versus which streets are primarily for movement.
 - o Streets provide for movement or place functions. Having no clear definition makes it difficult for authorities to assign space in the correct manner.
- No clear, safe urban bike riding network within the study area.
 - o Experience from other cities would indicate latent demand for cycling, but perceived safety issues due to the lack of a separated bike path network is discouraging many people who genuinely want to ride bikes.
- No clear network prioritising people walking.
 - o Footway provision is inconsistent and prone to having proper people-moving space taken up with utilities, retail, dining, parking meters, etc, significantly detracting from the walking experience.
- Very limited tree canopy providing shade and amenity for people in the central precinct.
 - o Trees and canopy cover are key elements that make people choose to visit and to stay in an urban area. Hobart is severely lacking in street trees, which is a major factor in its long-term prosperity.
- High speed vehicle movement on some streets limiting movement around the central precinct for people who ride bikes or walk.
 - o Traffic speeds that do not disrupt a calm human experience, that encourage mixed cycling for experienced riders, that allow random street crossing, that encourage staying in a space are vital to a city's prosperity. Traffic volumes and, in particular, speeds that discourage this are detrimental to the long term well-being of a city.
- Capacity constraints for transit vehicles (buses).
 - o The greater Hobart bus network has many bus routes coming all the way into the city to the Elizabeth Street (GPO) interchange. There are limited passenger waiting facilities and further growth will be constrained by the service reliability of a system focused on the GPO interchange.
- There are several one-way street couplets that operate in the study area. Macquarie Street and Davey Street, Campbell Street and Argyle Street, Murray Street and Harington Street are good examples.
 - o The presence of multi-lane, one-way street couplets can adversely affect the liveability of the central city area by encouraging higher vehicle speeds and lengthening travel distances for road users, whether they be vehicles or bicycles (by increasing the need to circulate around blocks). One-way streets also increase the potential for congestion when accidents occur.

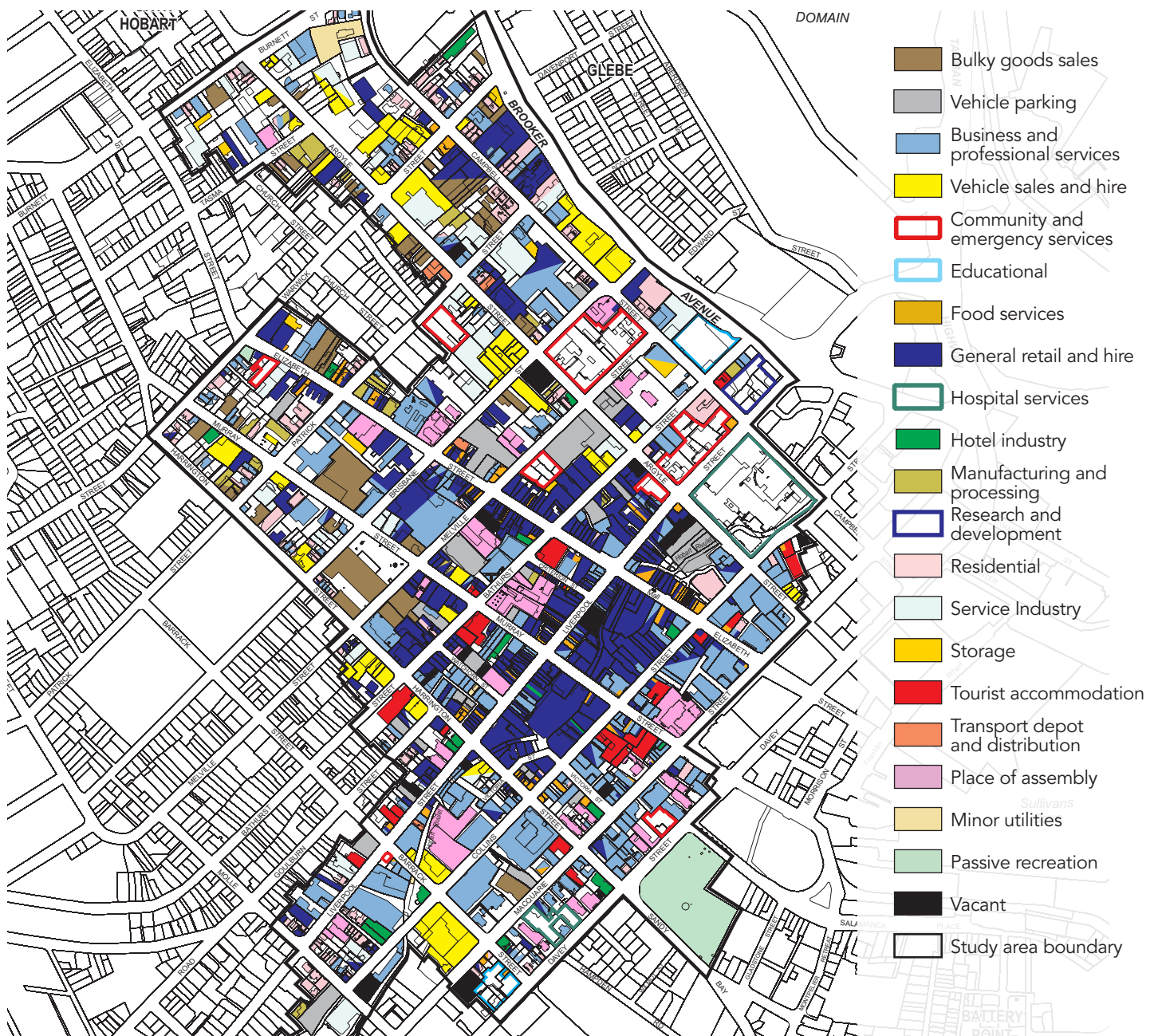


8. LAND USE, EMPLOYMENT AND ECONOMY

Central Hobart accommodates a mix of residential, business and commercial uses, as well as a range of community services. Due to the diversity of zoning within the study area, there is a wide variety of existing and allowable uses. In general, retail uses are at the highest density within the Central Business Zone,

with larger floor plate commercial and service uses extending north-west of the CBD in the Commercial Zone, and primarily residential or mixed-use areas around the periphery of these zones.





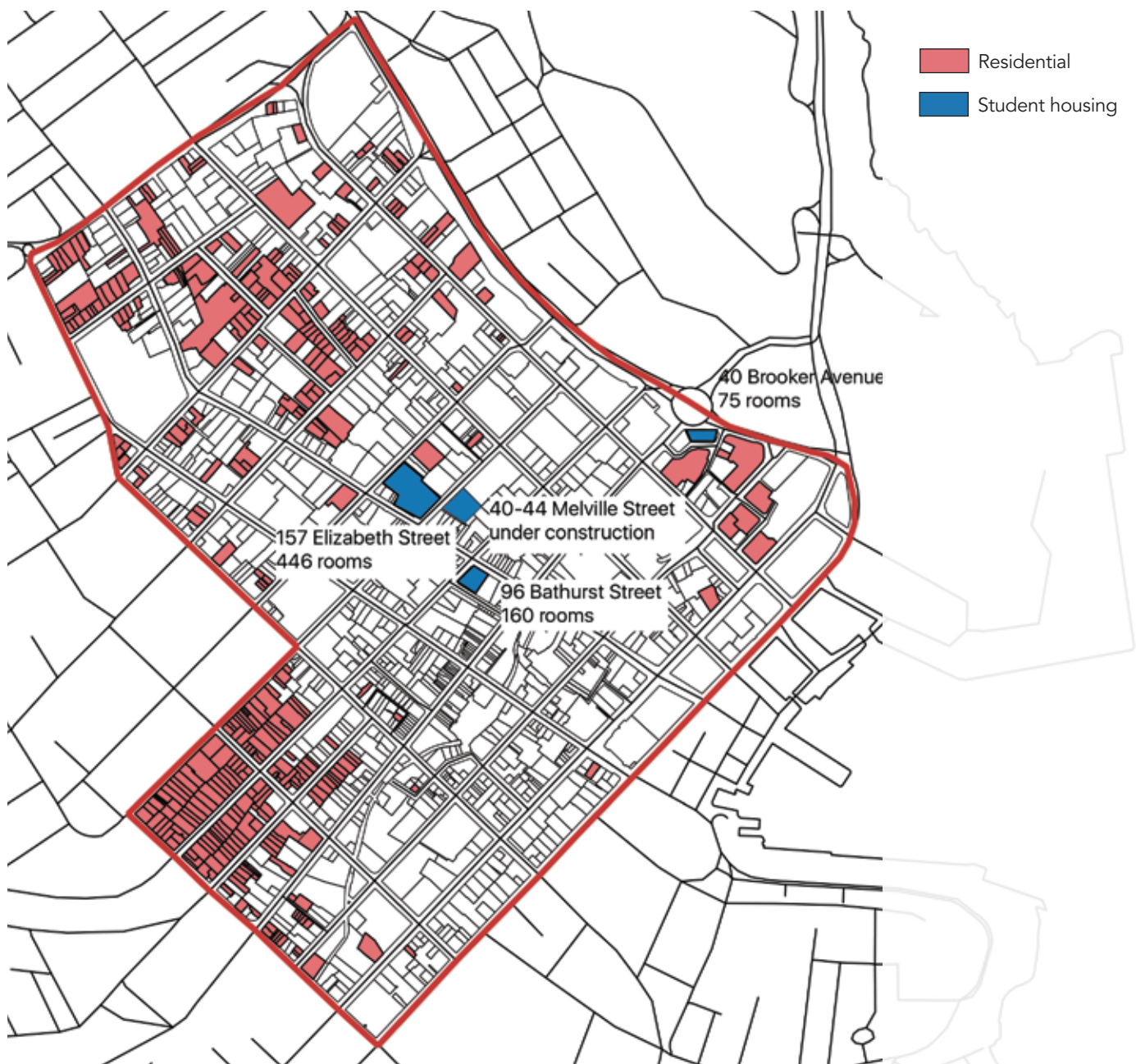
Ground floor land use survey 2010

LAND USE CHANGES

Patterns of business and commercial uses have generally not changed significantly over the past ten years, although there has been a general decrease in 'service industry' (car repair, panel beating, car wash, commercial laundry) uses. While it appears from the land use maps that there has been a decrease in vehicle sales and hire uses, this is primarily due to this use being incorporated into the more general 'bulky goods sales' use class under the Hobart Interim Planning Scheme 2015. Car showroom uses are still represented strongly in the Commercial Zone, with two examples of new high-value showrooms being developed within the past five years.

RESIDENTIAL

More recently, the historically low level of residential development within the study area has begun to change, with demand for inner-city housing and rising property values resulting in increasing numbers of residential developments proposed for the central area. A number of large apartment buildings have recently been approved in the study area, comprising a total of 263 dwelling units (excluding student accommodation). The largest single development contains 57 residential apartments, with an additional 13 visitor accommodation apartments. The increasing trend for residential accommodation in the city is not necessarily strongly reflected in the land use mapping for ground floor uses, as there are often commercial tenancies at ground floor level, which is something that is actively encouraged in the planning scheme for non-residential zones. Additionally, while there has been a significant increase in the number of dwellings,



Residential and student accommodation

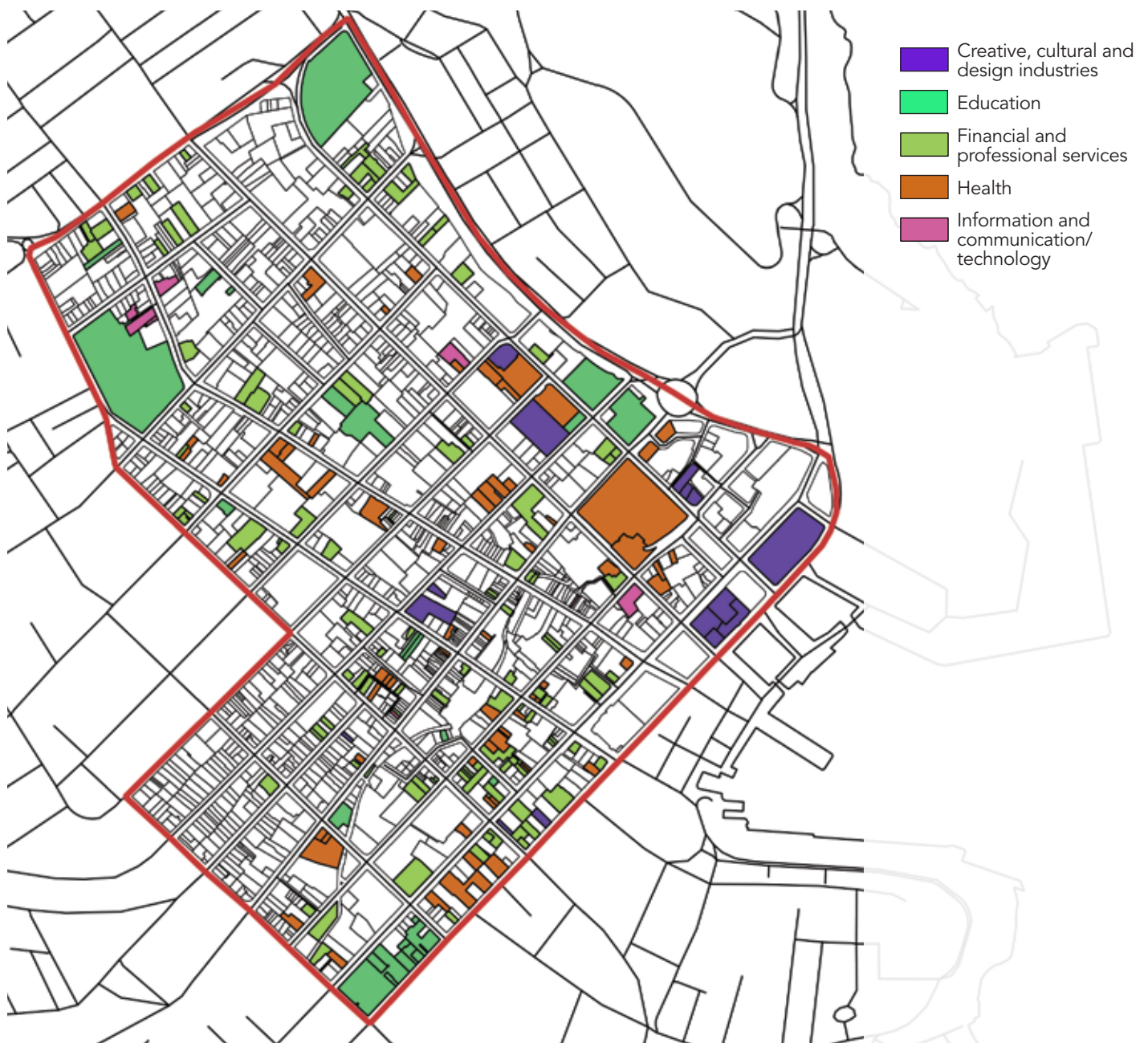
they are generally concentrated on only a few sites, with many developments yet to be completed.

The university has also contributed to the increasing number of residents in the city through new student accommodation developments. Currently there are 680 student accommodation rooms within the study area, which will increase to 1570 completed by 2023. There are four current student accommodation sites: one completed new building, one new building under construction and two repurposed hotels.

VISITOR ACCOMMODATION

As Hobart's appeal as a tourist destination has increased, the number of significant hotel developments in the city has also increased. Most of the tallest buildings proposed within the study area in recent years have been hotel developments. Recent major hotel developments include the Icon Complex in Liverpool Street, the Movenpick (previously Palace) Hotel in Elizabeth Street, Ibis Styles in Macquarie Street and a recently approved hotel immediately adjacent to this site. Two applications for hotel developments (of 14 and 16 levels) were recently refused due to their proposed height in the context of their location on the city's fringes.

In addition to hotels, there has also been an increasing number of Airbnb style accommodation over the whole of Hobart, including in the study area.

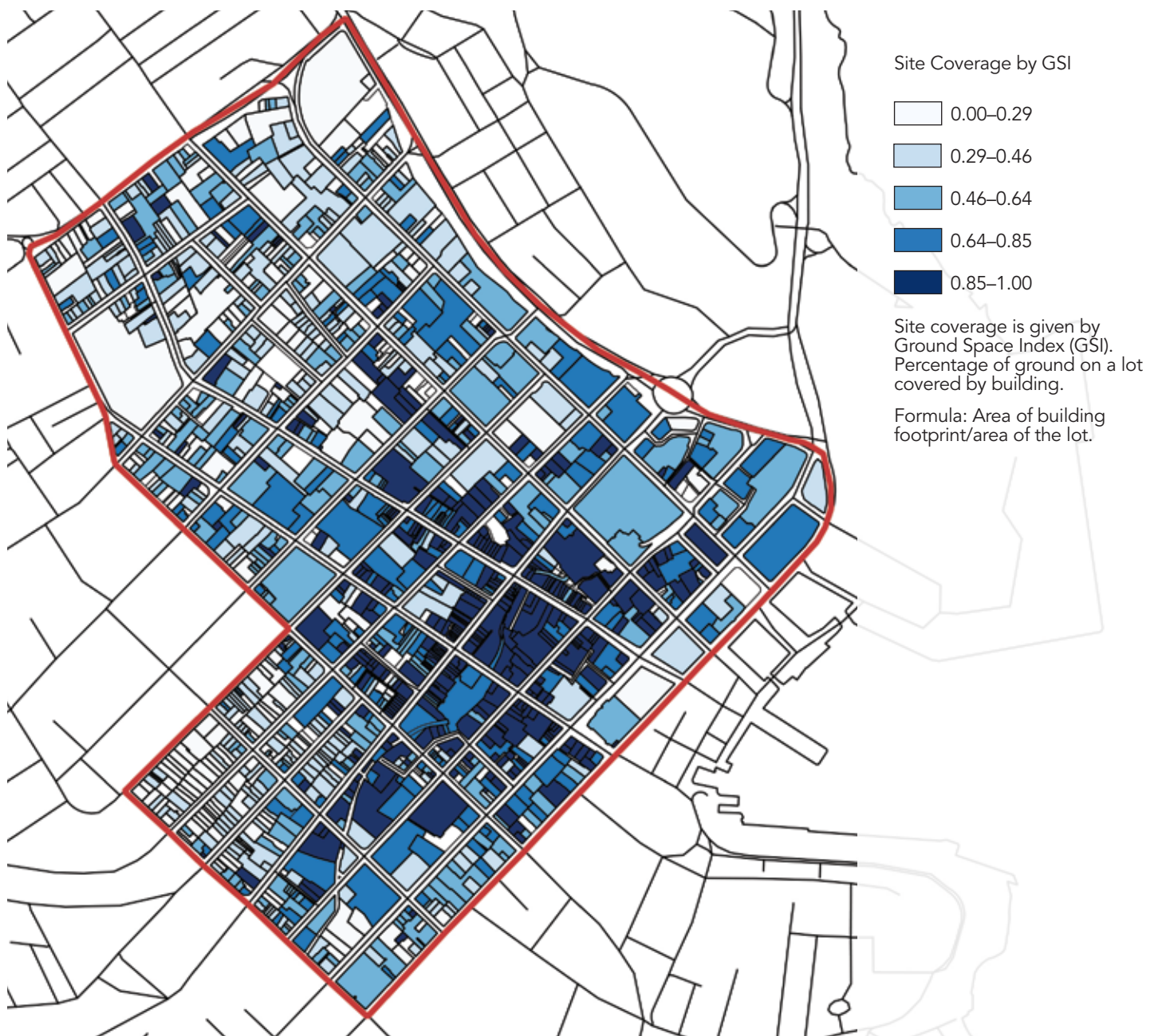


Knowledge-intensive Industries

Knowledge-intensive uses

Knowledge-intensive uses include creative, cultural and design industries, education, financial and professional services, health, information and communication and technology. The greatest proportion of businesses in the study area (39 per cent) are considered to fall within the category of knowledge-intensive uses. However, it appears that there has not been significant growth in this sector in recent years. Given the redevelopment of the Royal Hobart Hospital and the university's move into the city, however, it is likely that the concentration

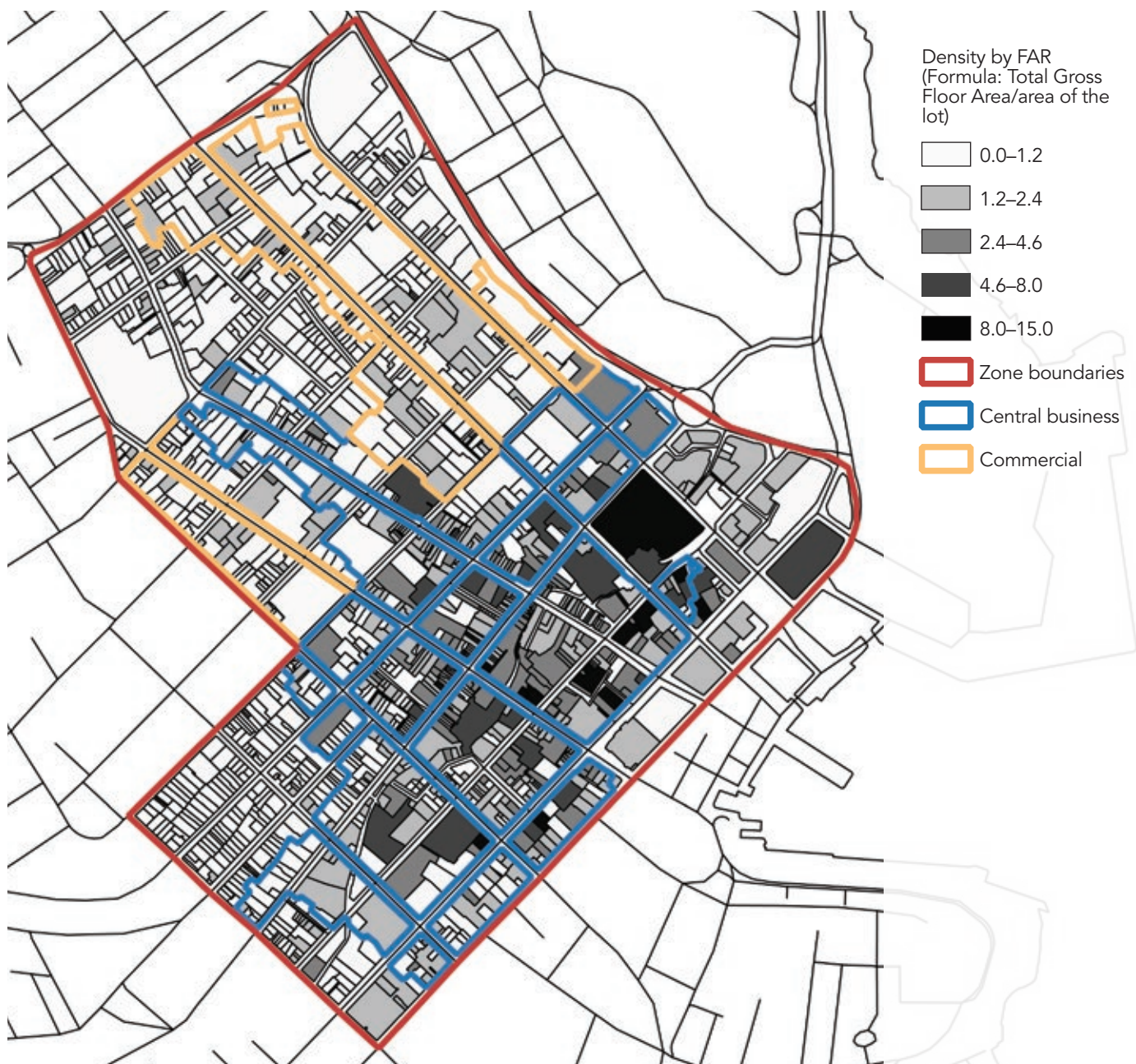
of knowledge-intensive uses will increase in coming years and will likely cluster around major institutions. In particular, there is likely to be a significant increase in the concentration of knowledge-intensive uses around Melville Street and Campbell Street, in close proximity to university sites. An increase in this type of employment within the study area will significantly contribute to the economic output and fulfilment of the role of the Central Business District, as worker productivity rates are high for this business type.



Site coverage

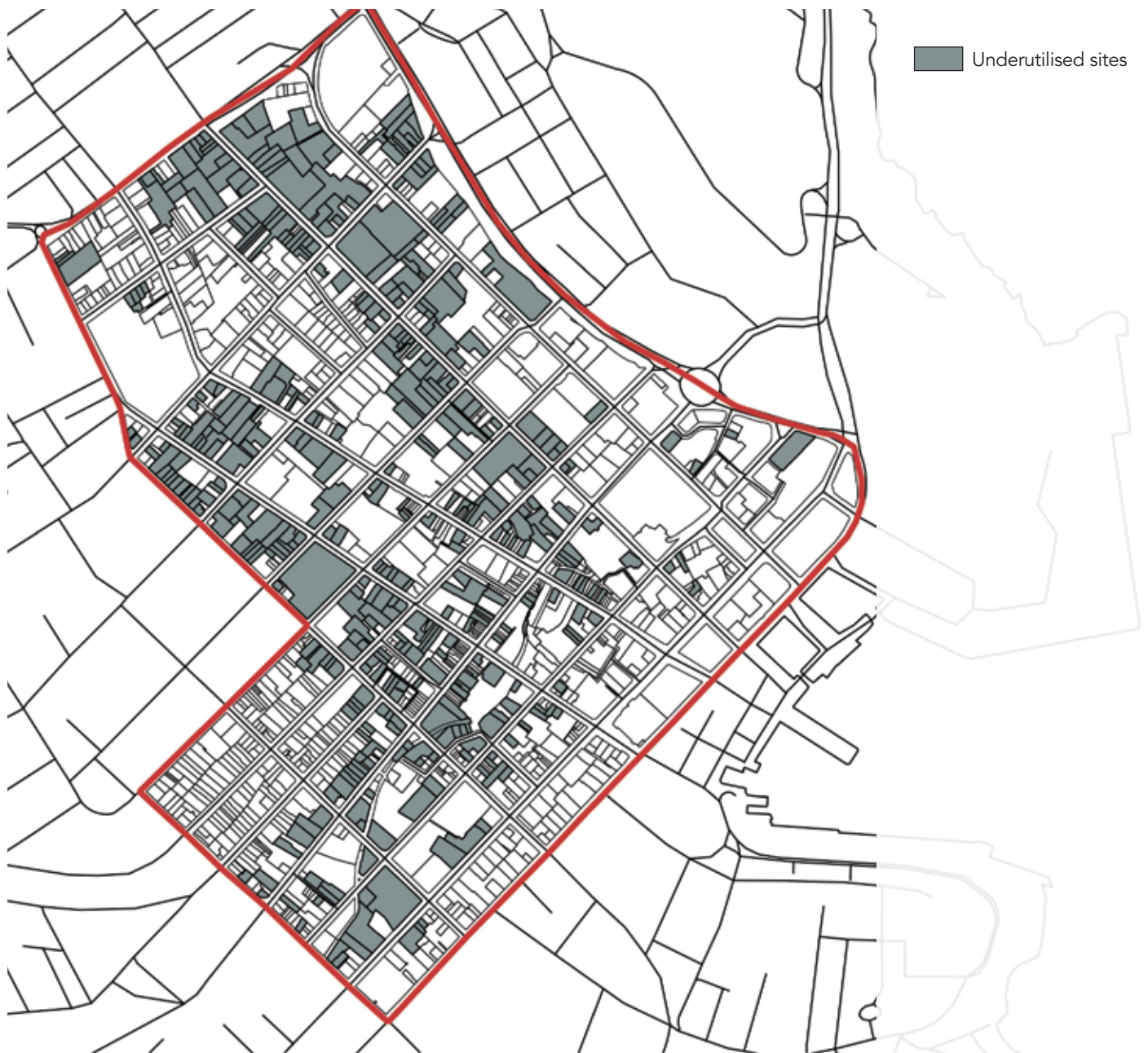
Vacant and underdeveloped sites

There are very few (fewer than ten) completely vacant sites within the study area. Underdeveloped sites can be considered as those with currently low floor area ratios in areas that could accommodate further development, generally free from considerable site constraints such as heritage. The highest proportion of sites of this nature are within the areas that are currently zoned Commercial. Lots within the Commercial Zone generally do not have a significantly high existing site coverage or floor area ratio, particularly when compared with lots within the Central Business Zone.



Underutilised sites as identified in the project *Speculate: Expanding City - Underutilised Sites*

Potential growth opportunities within the central Hobart area were explored in a project conducted by University of Tasmania students in conjunction with City of Hobart titled *Speculate: Expanding City - Underutilised Sites*. This project determined that there were few underutilised sites within the core Central Business District, and that the majority of sites with significant redevelopment potential are on the outskirts of the CBD, particularly in the Commercial Zone along the spines of Argyle Street and Murray Street. It is noted that these sites were determined based on a number of assumptions that are yet to be verified or tested.



Speculate: expanding city - underutilised sites

ECONOMIC AND EMPLOYMENT STUDY

The City of Hobart engaged Hill PDA Consulting to undertake an Economic, Demographic and Employment Study for the Central Hobart area. The study provides an understanding of economic drivers of land use in the context of population and jobs growth in the city.

The study reviews trends over the five years from 2011 to 2016 and concludes that the population of the study area has significantly increased (at a rate of 2.5 times that of greater Hobart), particularly led by older residents, although young professionals and students account for the greatest overall proportion of the population. Key employment industries include public administration and safety, health care, social assistance, retail trade, hospitality and tourism. Dwellings in the study area (all apartment typology) increased at a rate of around three times greater than that of greater Hobart. Most dwellings within the study area are rented, and the percentage of households classified as being in rental stress increased significantly. While employment is growing in the area, the proportion of all greater Hobart jobs represented within the study area had in fact decreased slightly over the five-year period to 2016.

The study also considers projections in terms of future population, tourism, accommodation and dwelling requirements, required employment floor space and social infrastructure needs. In summary, it is projected that:

- the population of the study area is forecast to reach 5785 (112 per cent increase) by 2041 under a medium growth scenario or 6590 (141 per cent increase) under a high growth scenario
- the number of additional dwellings required to cater for the population growth within the study area is between 1835 and 2310 by 2041 (approximately 83–105 dwellings per year)
- the number of students studying within the study area will increase to between 12 889 and 13 218 by 2041
- the number of additional student accommodation beds required to cater for the student growth within the study area is between 79 and 125 by 2041 (approximately 4 to 7 per year)
- tourist visitor nights will increase to 11.9 million by 2041 (89 per cent increase), mostly led by domestic overnight visitors
- the number of additional hotel rooms required to cater for the increase in tourist visitor nights (accounting for hotel rooms already approved or in development) is approximately 1465
- the number of jobs generated in the study area is forecast to be 40 570 by 2041 (an increase of 28 per cent)
- the amount of additional floor space required to cater for the increase in jobs by 2041 includes 80 515 m² for office use and 15 000–23 450 m² for retail use (of which 2400–3800 m² is for supermarket use)
- the daily population of the study area (including residents, students and workers) is anticipated to increase by 13 270 by 2041
- additional social infrastructure to meet the requirements of the increasing daily population includes:
 - o 38 long day care spaces (180 m² of indoor and 270 m² of outdoor space)
 - o 23 out-of-school care spaces (110 m² of space)
 - o 220 m² of library space
 - o 176 m² of community centre space
 - o 40 hospital beds
 - o A new medical centre
 - o 93 aged care/senior housing places
- various sporting courts and fields would be required, although some could be provided outside of the study area or co-located with education facilities
- the population increases in the area create about 20 per cent of the demand for a new public primary school and 30 per cent of the demand for a new public secondary school.

KEY CHALLENGES

ACCOMMODATION OF RESIDENTIAL DENSITY

One of the key challenges for the central area is residential densification and how to effectively accommodate an increase in residents living in the central zones. An increasing residential presence in the city is a desirable outcome and is supported by the Southern Tasmania Regional Land Use Strategy, which encourages housing densification in well-served areas close to transport, infrastructure and employment.

Increasing housing within the study area will likely assist in lowering commuter traffic, support key employment industries by providing housing close to key services for workers (for example the hospital and university), and contribute to providing additional housing stock to meet demand. Supporting more housing typologies that fall into the category of 'the missing middle' (including townhouses, terrace housing and low to medium rise apartments) will allow for increased choice and opportunity for ageing in place. This is supported by Toward Infill Housing Development (Place Design Group, 2020), a report commissioned by the State Government.

It is predicted that, under a high growth scenario, the population of the study area will increase by 141 per cent, requiring around an additional 2245 dwellings by 2041 (approximately 105 per year). The number of students studying in the study area is projected to increase to around 13 218 under a higher growth scenario, requiring up to an additional 125 student rooms by 2041.

There are a number of challenges associated with providing infill housing, including site restrictions, high cost of land, and fragmented site ownership. Residential developments within the study area will need to be accommodated and encouraged in appropriate areas, taking into consideration existing uses, built form, residential amenity, and continuing accommodation of commercial uses that further the objectives of relevant zones. A concern raised in the HillPDA Economic, Demographic and Employment Study is that, at least in the five years to 2016, the proportion of jobs within the study area decreased slightly, relative to employment, over the whole municipal area. Increasing residential development will need to be managed in a way that it does not adversely impact employment and business within the central area, particularly as this area is designated by the Southern Tasmania Regional Land Use Strategy as the Primary Activity Area.

ACCOMMODATION OF THE UNIVERSITY

The move of the University of Tasmania into the study area presents a significant change for the city. The university now owns a number of significant city sites, particularly concentrated around Melville Street, at the north-western edge of the Central Business Zone. Opportunities arising from the university consolidating within the central city include an increased student population that contributes to the vitality and night time economy of the city, encouragement of the growth of innovation, research and other knowledge-intensive industries, and opportunities for investment in amenities available to the general public as well as students.

There is also the challenge of ensuring that the university engages with and contributes to the city as a whole, rather than becoming an isolated campus within the city. This includes ensuring that Melville Street does not become a perceived barrier or division of the city, that a true mix of uses remain present between university sites, and that there are destinations and opportunities that encourage all members of the public to spend time in areas around the university precinct.



9. INFRASTRUCTURE SERVICES

ELECTRICITY

The Central Hobart study area is contained within TasNetworks Greater Hobart planning area. The electricity supply for the study area emanates from three zone substations, namely West Hobart, East Hobart and North Hobart – all of which are supplied from central transmission nodes at Creek Road (Lenah Valley) and Risdon Substations (Lutana). The current electrical distribution network has developed over the past century with some in-service assets approaching 60 years of age.

The Hobart CBD is included in TasNetworks Critical Infrastructure Reliability Community, affording it the highest standards of reliability performance in the distribution network. To satisfy the high-reliability requirement, the infrastructure from the zone substations into the CBD is predominantly highly interconnected underground power cables and integrated distribution substations. This provides for network switching capability, which provides some level of network redundancy to reduce the impact of unplanned outages and facilitate TasNetworks ongoing planned maintenance, replacement and upgrade program.

In recent years, the Hobart CBD has experienced an unprecedented amount of new development, putting additional strain on the existing network, and TasNetworks has undertaken works to further reinforce the existing network. Additionally, customers in the CBD are increasingly mindful of their electricity usage and are changing the way they use electricity through energy efficient buildings and heating design, solar photovoltaic generation and battery systems, as well as providing for such things as electric vehicles.

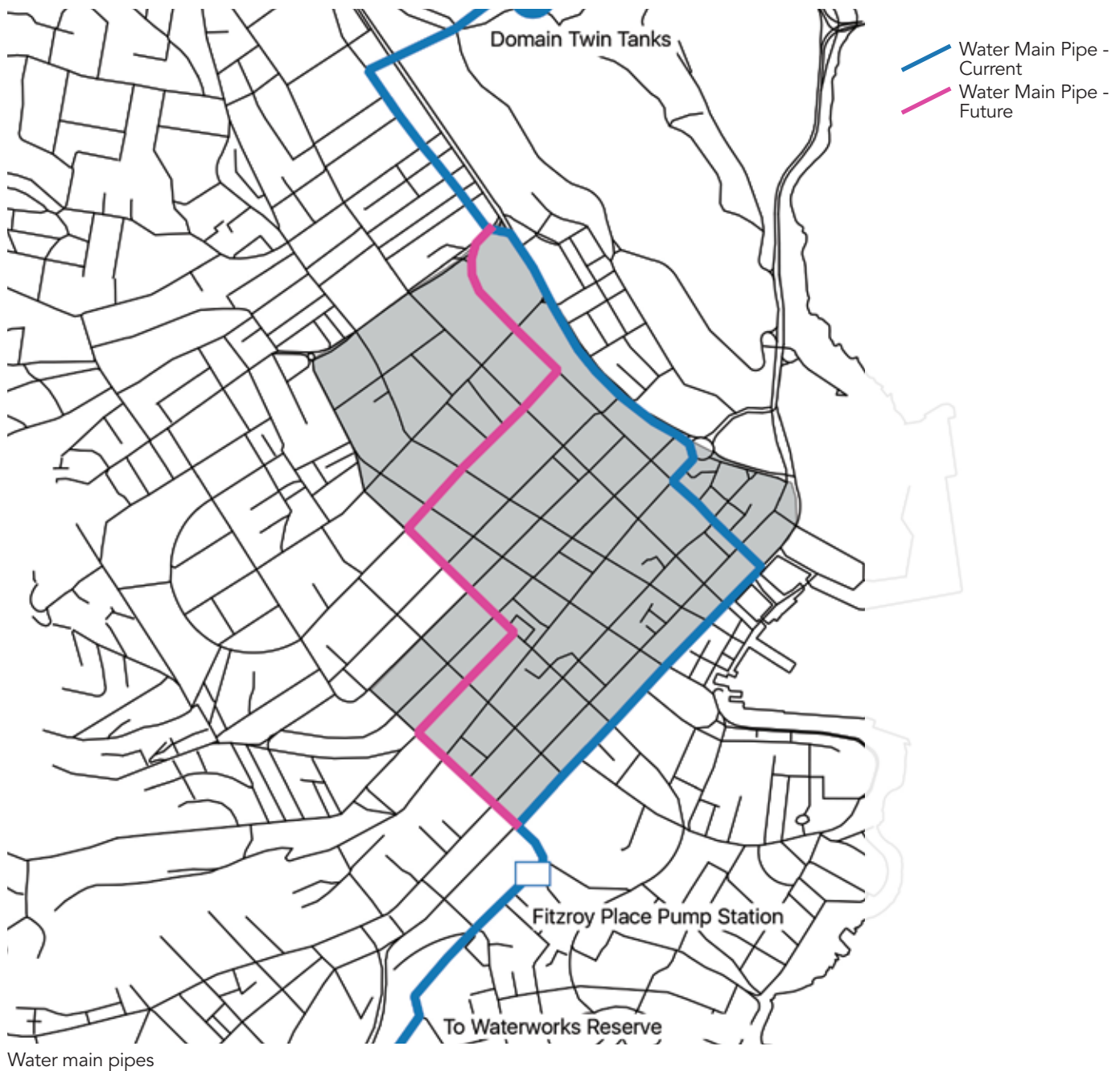
The electricity supply to the study area is critical, and there are significant benefits in better coordinating infrastructure planning to support customer requirements and community expectations into the future.

WATER SUPPLY

Central Hobart's water is supplied primarily from the Bryn Estyn Water Treatment Plant located on the bank of the Derwent River, upstream of New Norfolk. Water is pumped from Bryn Estyn into the Greater Hobart network, including the twin tanks located on the Queens Domain from where the study area is supplied. An alternate supply is available from the Waterworks Reserve, with water supplied from the Wellington Park catchment. Transfer between the two sources occurs depending on availability of water.

The twin tanks and pipes servicing the study area are ageing and require ongoing maintenance and periodic renewal. The oldest water mains are approximately 100 years old and it is expected that renewals will increase over the coming decades. Renewal of water mains in future will generally provide opportunities to cater for the population growth that is expected within Central Hobart.

Additional capacity to transfer water from the Bryn Estyn supply to the kunanyi/Mount Wellington supply has been identified as being required in the near future. This will require installation of a large diameter pipeline across the northern and western extents of the study area.



SEWERAGE

Central Hobart is serviced by the Macquarie Point Sewage Treatment Plant (STP). TasWater is currently working to decommission the Macquarie Point STP and install a Sewage Pumping Station (SPS) that will transfer flows to an enlarged Selfs Point STP.

Sewage from within Central Hobart is collected by a network of gravity pipelines. The existing gravity pipelines are up to 120 years old and increase in size as they get closer to the STP. The gravity mains are in varying condition with ongoing renewal and replacement required.

Growth within Central Hobart will likely require larger mains to be installed along strategic corridors. This has the potential to cause significant disruption.



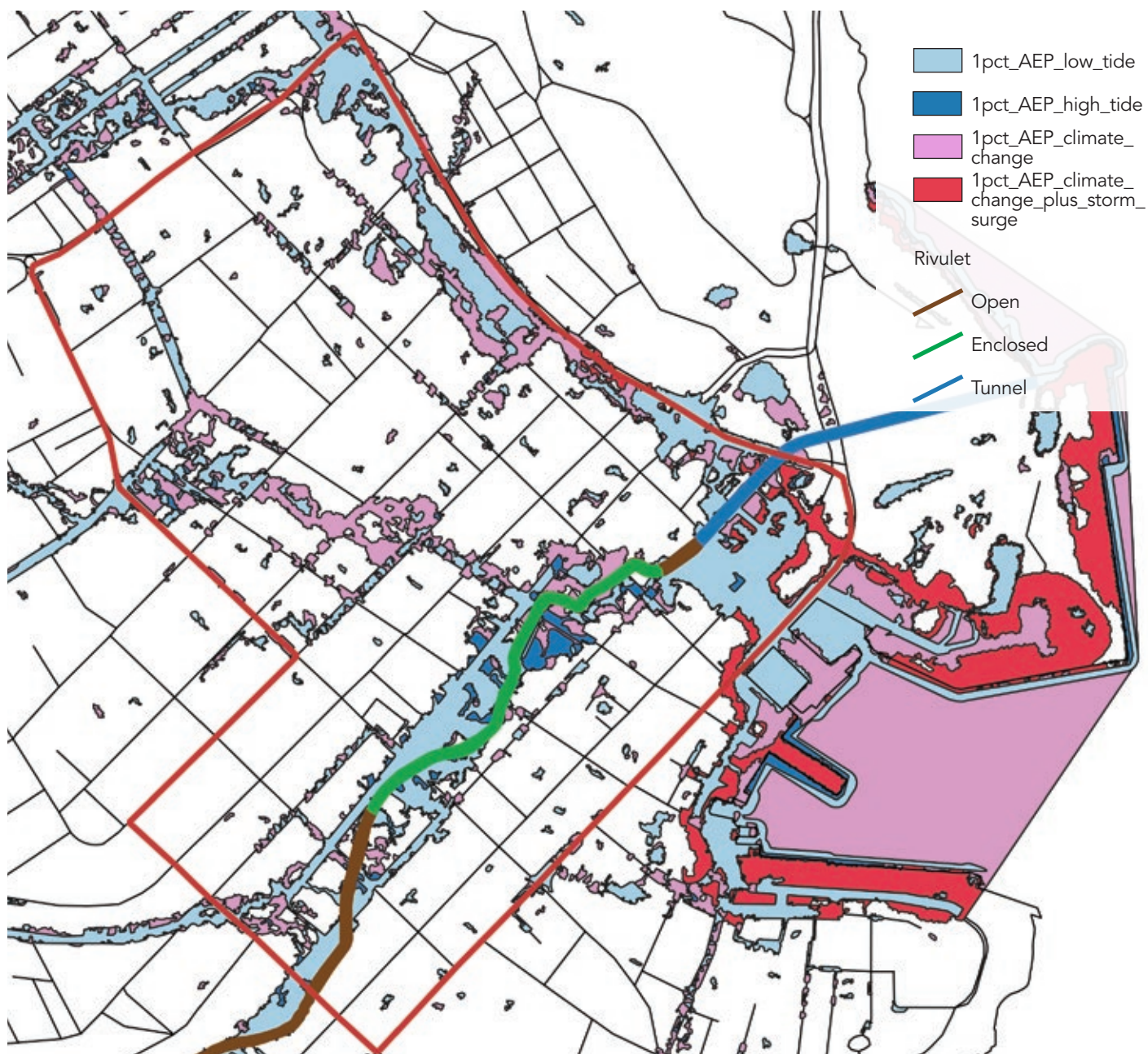
Sewer main pipes

STORMWATER

Central Hobart is at the bottom of a 2400 hectare catchment that extends to the summit of kunanyi/ Mount Wellington at 1270m, and encompasses the urban areas of South Hobart, West Hobart, North Hobart and Mount Stuart.

The stormwater pipes in the study area are generally some of the oldest in the network, and include mains that have been in use for more than 100 years – some of which are constructed with convict bricks. Within the study area, these pipes – and other more modern replacements – feed into the Hobart Rivulet.

The Hobart Rivulet runs directly under the centre of the CBD and has been built over for much of its length. Structural failure of the Hobart Rivulet during a major rainfall event would have a damaging impact on the city. The enclosed channel varies in construction: some sections are purpose built concrete box culverts, while others are the original walls of the brick or sandstone buildings adjacent to the rivulet. The ownership and legal rights to and over the various segments of the Hobart Rivulet is mixed and frequently unknown or contested. Some sections have heritage value. Work is currently under way to develop a long-term renewal plan for the enclosed section of the rivulet that will both identify owners and specify required future setbacks for various types of development along the length of the rivulet.



Flood map

The natural course of the rivulet at its connection to the River Derwent was formerly down the street now known as Market Place, and this is still the overland flow path when the rivulet capacity is exceeded. The rivulet now follows a diversion tunnelled under the Domain Hill (Cenotaph grounds) and discharges at Macquarie Point.

Some areas of Hobart are highly susceptible to flooding from the Hobart Rivulet breaking out of its enclosure at a number of sites (the primary site being adjacent to the Hobart Hospital on Collins Street, and then at Barrack Street). The onset of flooding is rapid and fast moving. City Hall – one of the city's emergency evacuation locations – is located within the flood zone, and the Royal Hobart Hospital is located adjacent to the flood zone. Overland flow from the Park Street (North Hobart) sub-catchment and the Warwick Street (West Hobart) sub-catchment also contribute to the flood extents.

New development in Hobart CBD is increasingly encroaching on underground assets, as well as existing overland flow paths, as developers seek to maximise the building envelope of their properties.

Urban development higher in the catchment, in the form of new subdivisions, and infill development (second dwellings, patios, driveways, house extensions) further exacerbates the flooding experienced in the CBD.

The impact of climate change (increased rainfall intensities plus a rise in sea level) will be significant in comparison to what the city has experienced in the past. Recently undertaken flood modelling is shown on the map below. The mapping indicates areas which are at risk of surface flooding during a 1per cent AEP (Annual Exceedance Probability) or 1 in a 100 year storm event. For comparison, the 2018 major storm event experienced in Hobart was of the order of a 1 in 100 year event.

COMMUNICATIONS

A wide range of suppliers service Central Hobart's communications infrastructure. These services range from line-of-site microwave dishes placed on hard infrastructure such as bridges, water tanks, and rooftops, through to long-distance, low-power radio, 3G, 4G towers, small cell 5G transmitters installed on existing lighting infrastructure, and pit-and-conduit fibre networks.

Individual businesses then also operate a range of private networks across many of the same service types.

CITY OF HOBART

City of Hobart (CoH) is in negotiation with the Department of State Growth to gain access to their in-ground infrastructure to extend Council's private fibre network. This project will link the following sites to Council's central Town Hall (Annexe) data centre:

- Elizabeth Mall
- Mathers Lane
- Mathers House
- Town Hall
- City Hall
- DKHAC
- Cleary's Gates
- city car parks.

A proposed line-of-site radio link from the Argyle Street Car Park to both Hobart Central and Centrepont car parks is proposed from 2020 for a period of two-to-three years. This link will transfer to pit and conduit fibre in the medium-to-long term.

THIRD PARTIES

Third-party providers, or their infrastructure, are not specifically identified in the City's draft network strategy at this stage, other than to identify re-use where there is a cost benefit. The City's service providers generally discuss proprietary infrastructure only when relevant to specific services, and then not in any detail other than the service type (i.e.: fibre, radio, NBN etc.).

TASMANIAN GOVERNMENT RADIO NETWORK (TASGRN)

The Tasmanian Government Radio Network (TasGRN) will transition eight core Tasmanian Government organisations currently using five disparate radio networks onto one unified, digital and interoperable radio network. The users of TasGRN will include:

- Tasmania Police
- Tasmania Fire Service
- Ambulance Tasmania
- State Emergency Service
- Department of Primary Industries, Parks, Water and Environment
- Sustainable Timber Tasmania
- TasNetworks
- Hydro Tasmania in the rollout of the state wide digital radio network

The new service will involve replacement of existing analogue VHF radio networks (and infrastructure) and installation of new radio network infrastructure.

TASNETWORKS AND 42-24

TasNetworks is increasing its telecommunications footprint through both the TasGRN and the establishment of subsidiary 42-24. This relatively new business has stated that it will "provide access to a state-of-the-art telecommunications network, which spans Tasmania and is connected to mainland Australia".

5G

The Telecommunications Act gives carriers broad powers to install network equipment on land and structures without requiring permission from the landowner.

In the past, this has not impinged greatly on the planning and infrastructure of urban spaces because 3G and 4G towers are high-powered, long-range transmitters that have sat well-spaced from each other on hills and tall structures. By contrast, 5G is a low-power, short-range technology that, in order to work effectively, must locate its closely spaced cell transmitters within the city's public spaces.

In the coming years, it is envisaged that 5G infrastructure will be predominantly housed on existing or new buildings and poles.

The opportunity may exist to ensure that telecommunications providers not extend their rights significantly beyond those already granted by the Act. Material conditions for the City and its key stakeholders may include:

- identified or acceptable infrastructure within the Precinct Plan
- acceptable use fees for installations
- prescribed obligations (for all stakeholders) to maintain the infrastructure
- seeking to limit prevention orders for adjacent developments that would otherwise limit or obstruct transmissions.



10. SUSTAINABILITY, CLIMATE CHANGE AND HAZARDS

The City of Hobart plays an important role in providing for the community's health, safety and welfare. It is proactively working to improve local urban sustainability and respond to climate change.

LOCAL URBAN SUSTAINABILITY

Urban sustainability is about ensuring Hobart is a city that is safe, healthy, inclusive, and a vibrant place for current and future generations to live. This means balancing the community's needs (economic, social and cultural) against those of the natural systems that sustain us, and ensuring consumption and degradation does not exceed the capacity of regeneration within the system. In practice, it is using the tools of government – such as strategic planning – and delivering such services as waste, energy and transport systems to ensure long-term, viable and self-sustaining communities in urban settings.

The City coordinates programs that enhance local urban sustainability through:

- increasing the resilience of community connectedness and capacity to respond to and recover from disasters
- improving mobility and access across the city and installing infrastructure to support the transition to electric vehicles
- reducing waste and removing single-use plastics from the local economy
- increasing local amenity through green open spaces and bringing in public art spaces
- improving water conservation and management of stormwater
- coordinating land use planning to promote urban sustainability and resilience
- reducing carbon footprints and supporting renewables and improved energy efficiency
- responding to climate change that is, or will, impact the social, economic and cultural wellbeing of our residents.

Hobart is a compact city with a vibrant and inclusive community. Its electricity is sourced from renewable hydro and it is actively engaging with technologies and infrastructure in readiness for the modal shift to electric vehicles. The City is working to understand and mitigate climate hazards such as bushfire, flooding, coastal inundation and erosion, heat waves and extreme storms.

CLIMATE CHANGE

Climate change is a threat multiplier affecting Hobart and the region's community, economy and environment. The City recognises its climate change response is key to increasing urban sustainability and the strong linkage and synergies between them. Over the past two decades, the City has reduced its emissions and modelled good governance at a local level.

In July 2019, Hobart became the first Australian capital city to declare a global climate and biodiversity emergency. This follows on from 20 years earlier, in 1999, when it was the first Tasmanian council to formally commit to climate action.

The City has worked with the University of Tasmania to identify how our climate is changing specific to our municipal area and endorsed this information for decision making by the City and the community (refer to sidebar).

The City is also taking a climate leadership role and working with southern councils on climate action through a range of regional programs coordinated through the Southern Tasmanian Councils Authority.

RESPONDING

CLIMATE GOVERNANCE

The City of Hobart, in line with the private sector corporate best practice, is internalising climate considerations across services and programs to ensure smart and connected responses in strategic planning risk assessment, capital works, asset management and committees.

A key role of local government is to provide information that allows its community to make informed decisions

The City supports a diversified and innovative commercial sector, which leads to new economic drivers and a diverse range of businesses. These are key to finding solutions and establishing sustainable and smart economies that are resilient to climate shocks and transitions.

Our Changing Climate:

Hobart has a temperate, maritime climate with relatively mild winters.

The changes in climate that impact the City's infrastructure, local community and environment are a magnification in intensity of extreme events, increases in temperature and sea level rise.

Recent modelling undertaken shows that Hobart's climate impacts by 2100 include:

- extended heat waves and more extreme temperatures, and increased the frequency of bushfires
- increased inundation along Derwent estuary frontage (the current 100-year storm tide event is around 0.9 m to 1.4 m above average sea level, and accounting for sea level rise (0.85 m), the current 100-year coastal inundation event may become a 50-year event by 2030, and a 2 to 6-year event by 2090)
- rainfall will trend towards heavier events interspersed by longer dry periods (high daily runoff events are likely to increase, including those that may lead to erosion and flooding; rainfall volume in a 200-year average recurrence interval (ARI) event will increase by up to 30–40 per cent and directly impact on infrastructure)
- temperatures of very hot days increasing by up to 3°C, with warm spells (days in a row where temperatures are in the top 5 per cent), which currently last around 5 days, potentially increasing by up to 3–6 days.

EMERGENCY MANAGEMENT

The Central Hobart area plays a key role in housing the City's coordination of emergency responses to hazards, including climate hazards such as bushfires, extreme storm events causing flooding and wind damage, and heat waves. It is also the focus of the City's Town Hall Emergency Coordination Centre. Youth ARC/City Hall, Mathers House, Criterion House, and Princes Wharf No 1 have functioned, or been identified, as having the capacity to function as evacuation shelters and recovery centres.

DECARBONISING

Tasmania has the highest percentage of renewable energy in Australia due to its baseload of hydroelectricity. Across Hobart, more than 2100 households (or one in 13 Hobart homes) and approximately 60 commercial buildings have installed solar photovoltaic (PV) systems.

The 7000 postcode, which includes the study area, has an approximated energy use of 650 000 GJ, and greenhouse gas emissions of: Scope 1 (direct emissions) of 17 000 eCO₂t (equivalent tons of carbon dioxide); Scope 2 (indirect/purchased) of 25 000 eCO₂t and Scope 3 (from other sources i.e. business travel, procurement, waste and water) of 42 000 eCO₂t (NB All figures have been rounded to nearest 10 000). The Hobart municipal area's total energy use is 8 805 000 GJ, and greenhouse gas emissions are 526 000 eCO₂t.

There is capacity for increasing the use of PV systems and other renewables within the precinct and opportunities for reducing barriers or providing incentives to further uptake should be explored.

The City is investigating, through new and emerging smart technologies, opportunities to create virtual power networks and assist in the development of city-scale storage to increase resilience and reduce carbon footprint.

Street lights along Macquarie and Davey streets have been upgraded to LED and the City is progressing further upgrades across the study area. The City is working to ensure its lighting is efficiently directed to where it is needed through dimmable and sensory driven lighting.

Hobart is a high pedestrian capital (with a third of Hobart's commuters walking to work), which improves community health and highlights support for low-emission transport choices.

The City is installing an electric vehicle fast charger as vehicles transition from fossil fuels. It is also actively working to support increased sustainable transport options for its community.

The City has reduced emissions from its buildings and activities by over 70 per cent from 2000 to 2010 and is on target to reduce the remainder by 17 per cent by 2020, alongside reducing its energy use by 35 per cent.

SUSTAINABLE BUILDINGS

There has been a noticeable increase in recent years in the number of new buildings being approved that are seeking accreditation under green building schemes. These schemes are used to measure a building's energy efficiency, carbon emissions, water consumption and waste production. Some schemes also rate buildings with regard to indoor air quality and transport considerations.

The two main green building accreditation schemes operating in Tasmania are Green Star and NABERS. Data on Green Star accredited buildings in Hobart is not available, but there are 15 buildings within Central Hobart that have accredited NABERS ratings (all office buildings). The NABERS ratings are almost exclusively related to energy, with ratings ranging from 2/6 stars to 5.5/6 stars.

Opportunities to promote and facilitate an increase in the number of buildings being rated, and the ratings of those buildings, could be explored, particularly with regard to the carbon emissions, water use and waste production.

ENERGY EFFICIENCY

Given increasing temperatures as a result of climate change, cooling of buildings will become an increasingly important issue for Central Hobart and heating of buildings less important over time. A key consideration for the commercial and private sector is reduced energy use through energy efficiencies. Buildings that are able to promote increased energy efficiencies may attract higher investment, longer term tenants and rental returns.

WATER USE AND QUALITY

While Hobart is one of Australia's driest capital cities, fresh water availability is generally good and water restrictions are rare, as water used in Hobart is largely sourced from outside the municipal area. However, future climate modelling suggests that rainfall will decrease in critical catchment areas as a result of climate change.

While detailed data on future water demand and availability is currently not available, it is expected that there will be a greater need in the future to decrease water usage and increase stormwater harvesting and re-use.

Hobart Rivulet passes through the study area, although much of its length through the city is piped underground. Management of the Rivulet is important both in terms of flood risk and as a conduit for pollutants into the River Derwent.

STORMWATER MANAGEMENT AND WATER SENSITIVE URBAN DESIGN

Stormwater from the study area makes its way through the stormwater drainage system and finds its way into the Derwent Estuary. Unfortunately, this runoff is often contaminated. As stormwater flows over the impermeable surfaces present in urban areas, it collects pollutants such as oils, pathogens, litter, nutrients, metals and sediments. Stormwater is also the main cause of flooding in the city.

Water-sensitive urban design (WSUD) seeks to ensure that development is carefully designed, constructed and maintained so as to minimise impacts on the natural water cycle and improve long-term urban sustainability. Traditional water supply, stormwater and wastewater practices are largely based on centralised collection, conveyance, treatment and disposal of water flows. By contrast, water-sensitive design promotes a more decentralised approach that is more attuned to natural hydrological and ecological processes. It gives greater emphasis to on-site collection, treatment and utilisation of water flows as part of an integrated system that may be applied in addition to or in lieu of conventional stormwater measures.

By utilising appropriate measures in the design and operation of development, it is possible to:

- reduce flood risk in urban areas
- reduce erosion of waterways, slopes and banks
- improve water quality in streams and groundwater
- make more efficient use of water resources
- reduce the cost of providing and maintaining water and stormwater infrastructure
- protect and restore aquatic and riparian ecosystems and habitats
- protect the scenic, landscape and recreational values of streams.

Hobart is more than 200 years old and some parts of the city have inadequate infrastructure, which can lead to properties and roads being subject to inundation or water-related nuisances. Many properties discharge stormwater from roofs onto the ground or into the sewerage system, which can cause problems for neighbouring properties and the sewer network. Stormwater in the sewer network can cause sewage overflows during heavy rainfall. Where properties discharge onto the ground, downhill properties can be flooded.

The upgrading of stormwater infrastructure in densely urbanised areas is typically expensive, and Council may also be required to upgrade existing stormwater infrastructure to cope with added flows. The adoption of water-sensitive urban design techniques will reduce the need for future upgrades of the piped stormwater network, as well as provide improvements in flooding, water quality and water use. Water-sensitive urban design is increasingly being seen as the best solution to urban stormwater pollution and urban flood management.

Each time it rains, water runs into the City's stormwater system and, ultimately, flows into the River Derwent. A considerable amount of this water could be captured and stored, then used for other purposes, reducing water use and minimising pollutant transfer into the Derwent Estuary.

Stormwater harvesting would provide significant benefits including:

- reducing downstream flooding
- maintaining Council's stormwater infrastructure capacity
- reducing usage of potable water supplies
- reducing the transfer of pollutants into the Derwent Estuary.

As well as infrastructure installed by the City, larger developments within the city are required to manage stormwater with regard to both stormwater detention for flood risk management and stormwater quality. Stormwater treatment devices are commonly required for larger developments within Central Hobart that include car parks or other large, impermeable surfaces.

Options for larger-scale WSUD features in the study area are fairly limited due to the highly developed nature of the area and high land values. As such, the focus should be on smaller-scale landscape features, such as small rain gardens, bio-retention planters and vegetated swales, together with hard engineering options such as rainwater tanks, infiltration devices and quality treatment devices. Water-saving fixtures are also increasingly being used to minimise consumption of potable water.

'Green roofs' are not common in Central Hobart, and present a potential opportunity for reducing runoff from many of the commercial buildings in the area. However, this would need to be balanced against the loss of available space for roof-top PV systems.

The City of Hobart has supported the uptake of WSUD by producing the Water Sensitive Urban Design Site Development Guidelines and Practice Notes.

CLIMATE CHANGE AND WATER MANAGEMENT

Although changes in average temperature, rainfall intensities and evaporation will have long-term consequences for the catchment, the impacts of climate change are more likely to be felt through extreme weather events.

It is predicted that the catchment will be subject to longer dry periods followed by more intense storms. In addition to increased flood risk within Central Hobart, these intense storms may lead to an increase in the velocity of the water, which in turn may lead to an increase in erosion and bank destabilisation, with consequent increases in sediment pollution.

Lower flows and higher temperatures may also reduce water quality within the catchment. For example, low flows, higher temperatures and higher nutrient levels may create a more favourable environment for potentially harmful algal blooms.

STORMWATER STRATEGY 2012-2017

In acknowledgement of these issues, Council has developed a stormwater strategy. The strategy provides high-level guidance and communication to and from the more focused and detailed management plans, including the Master Drainage Schemes, Catchment Management Plans, Asset Management Plans and Stormwater System Management Plans.

The strategy includes actions related to flood management, waterway erosion, riparian vegetation, water quality monitoring, water-sensitive urban design and stormwater harvesting and re-use.

Actions under the strategy include completing flood studies for all of the city's minor rivulets and overland flow paths.

The stormwater strategy is currently being reviewed and a new strategy will be produced in the near future. Stormwater System Management Plans are also being developed for the city's catchments. Flood risk mitigation will be the focus of the first versions of the plans, with environmental issues being more thoroughly addressed in future iterations.

HOBART RIVULET CATCHMENT MANAGEMENT PLAN 2011-2016

The Hobart Rivulet serves as a major drainage point for a relatively large catchment area of approximately 2217 hectares and is one of many tributaries into Hobart's Derwent Estuary. Hobart Rivulet is a continuously flowing body of water that extends approximately 9.5 kilometres from its origin. The rivulet flows in its natural form throughout most of the catchment area and it is only when it reaches the periphery of the city urban centre that it changes and flows through concrete or stone lined channels, often underground.

The catchment management plan highlights appropriate stormwater management practices for the Hobart Rivulet catchment and its subsequent sub-catchments, including a list of actions to improve the overall long-term stormwater quality.

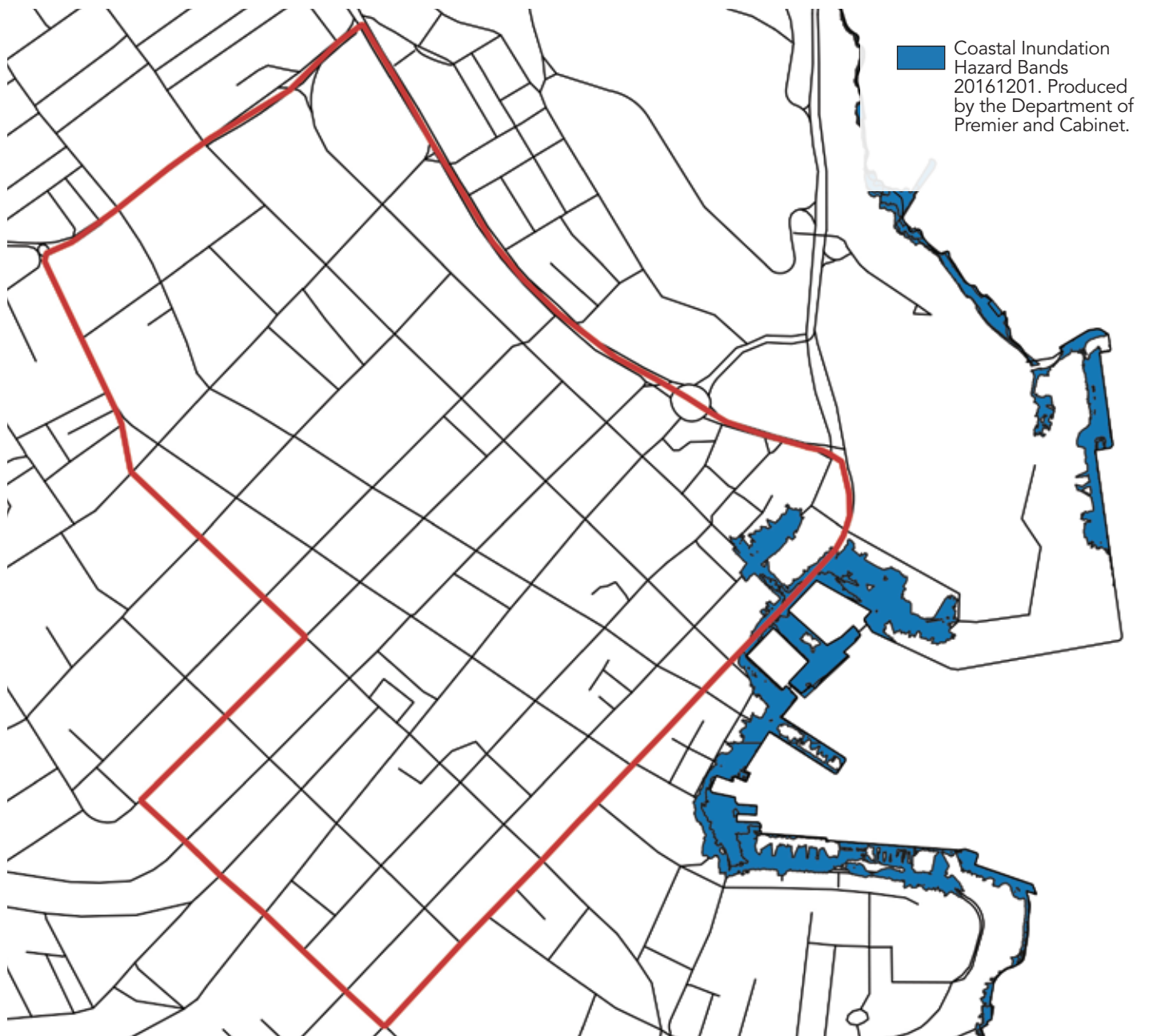
This plan has been influenced by the need to improve existing stormwater quality within the Hobart Rivulet and lower catchment area and to implement appropriate management strategies that will reduce stormwater pollution. There are three high-level objectives that the City aims to meet via this catchment management plan:

- To manage the Hobart Rivulet in an ecologically sustainable manner.
- To explore and develop environmentally sensitive engineering techniques (via programs and projects) to focus on contamination reduction solutions for the rivulet.
- To improve and maintain the environmental amenity of the Hobart Rivulet for users of the catchment.

AIR QUALITY

Air quality within Central Hobart is generally good, but can be poor at times due to smoke from bushfires or fuel reduction burns. It is difficult to see how these periods of poor air quality can be avoided or mitigated by the City.

Concerns have been raised about the impact of cruise ships burning bunker fuel in port, however monitoring by the State Environment Protection Authority suggests that this does not present a significant risk to air quality under normal conditions.



Coastal inundation – storm tide inundation probability with sea level rise by 2100: Annual Exceedance Probability of 5 per cent

ENVIRONMENTAL HAZARDS

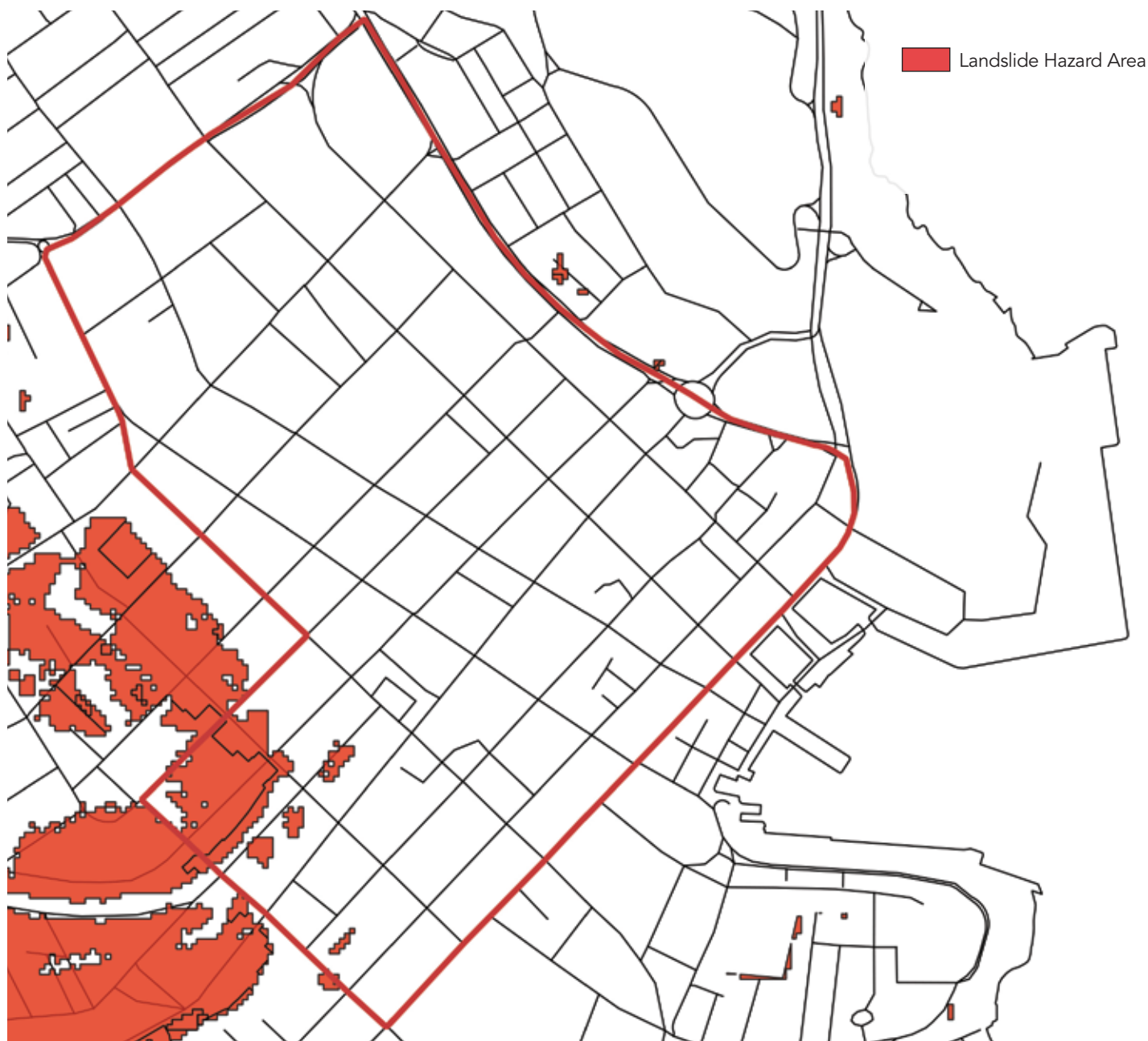
BUSHFIRE

While there are no declared bushfire-prone areas within the study area, it is at times affected by smoke from bushfires. It is also likely that the study area will be subject to ember attack at some point in the future.

COASTAL INUNDATION

State government coastal inundation modelling, including predicted sea-level rise, suggests that a small part of Central Hobart, near the waterfront, may be impacted by storm surge inundation by 2050, with a much larger area that may be impacted by 2100.

Coastal inundation modelling will need to be progressively updated to reflect the latest science regarding global and local sea-level rise.



Landslide hazard bands – low or medium risk. Source: Department of Premier and Cabinet

RIVERINE INUNDATION/FLOODING

Hobart Rivulet passes through Central Hobart and parts of the area are prone to flooding.

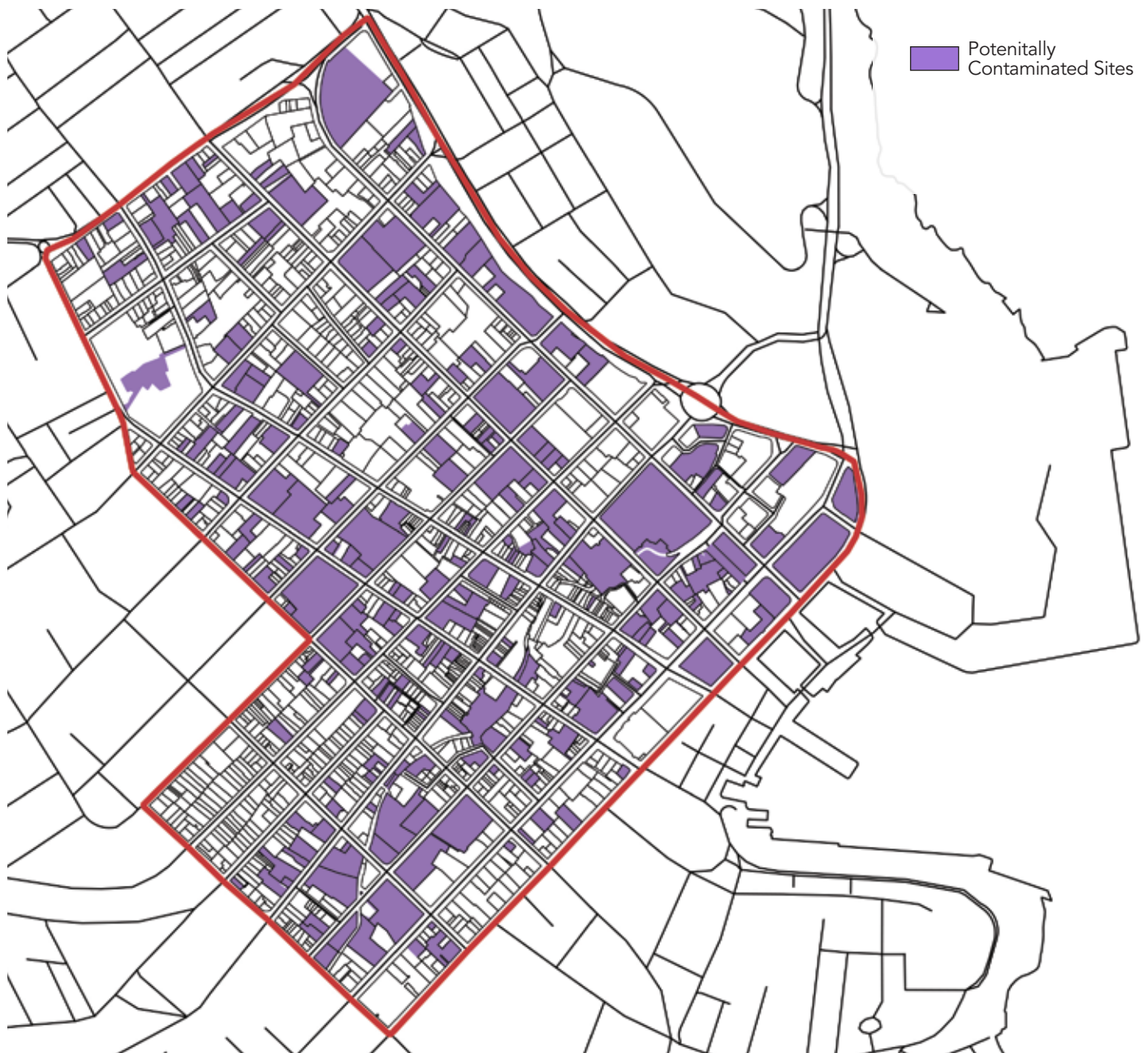
The City has detailed flood modelling for Hobart Rivulet, which includes consideration of predicted future climate change (increased rainfall intensity by 2100).

A map showing the modelled 2100 1 per cent annual exceedance probability flood area for Hobart Rivulet is shown in Chapter 9.

LANDSLIDE

A small portion of Central Hobart has been identified as being susceptible to deep-seated landslide.

It is not clear at the present time how the risk of landslide may change in the future as a result of climate changes affecting rainfall patterns and soil dryness.



Potentially contaminated sites

CONTAMINATED SITES

Many parts of Central Hobart have historically been used for industrial and commercial activities that have contaminated the soil and groundwater. There are a number of known sites within the study area that are contaminated, or have hosted potentially contaminating activities. It is essential, therefore, that development within the study area recognises and addresses the risk posed by potential contamination to human health and the environment through use and development. A map showing the location of contaminated and potentially contaminated sites is shown above.

WASTE REDUCTION, RE-USE AND RECYCLING

The *City of Hobart Waste Management Strategy 2015-2030* aims to achieve zero waste to the Hobart Landfill by 2030 and includes over 90 actions across a range of areas such as organic waste, education and litter.

Actions have been undertaken across all of the eight Key Focus Areas, with achievements to date including:

- introduction of a kerbside green waste collection service
- appointment of a waste education officer
- improved recycling arrangements and economics for items such as tyres, concrete and steel
- provision of home composting education workshops
- lobbying the state government for a container deposit scheme
- developing improved systems for multi-tenement waste and recycling services
- an improved e-waste recycling agreement including assurances of 'end of life' recycling processes
- placement of a 'recycling station' at the Council Centre for items such as batteries, light globes, electronics, x-rays, toner cartridges, and other hard-to-recycle household items.

Single-Use Plastics By-Law

The by-law aims to restrict the use of single-use plastic takeaway packaging. This is not an expansion on the statewide plastic bag ban legislation, but a wholesale change aimed at achieving a reduction in usage of and a shift away from single-use plastics.

The Council voted on 4 March 2019 to pass the single use plastics by-law. The next steps are submitting the proposed by-law and regulatory impact statement to the Director of Local Government for consideration

FOGO

FOGO stands for Food Organics and Garden Organics. The introduction of FOGO means that as of 11 November 2019, households that already had a green waste bin can place food scraps, as well as garden waste, into their organics bin.

Certified organic cutlery, bags and nappies are also accepted.

We know that approximately 50 per cent of the average household waste bin in Hobart is food and a further 10 per cent is garden waste. By collecting the organic material generated in Hobart homes and businesses and composting it into nutrient rich soil, the FOGO service reduces waste to landfill and the release of greenhouse gas emissions. The compost is later used within agriculture and horticulture, therefore 'closing the loop' and assisting the City in moving towards our aim of zero waste to landfill by 2030.

The introduction of FOGO is the second step in the City's plan to get organics out of waste bins, following the successful introduction of the garden waste kerbside collection in 2016.



11. SUMMARY OF KEY ISSUES

This report has identified a number of key issues for consideration during the preparation of the Central Hobart Precincts Plan. These include:



COMMUNITY AND CULTURAL FACILITIES

- Housing affordability, choice of housing options and increasing homelessness are significant issues to be considered.
- Central Hobart services local residents as well as the wider Hobart area and surrounds, meaning the retention of existing key community, cultural and social support facilities is important as pressure on land availability and development increases.
- Projections of increasing numbers of permanent residents, visitors and students need to be considered to plan new services, such as medical facilities, childcare, schools and access to food services.
- Retaining affordable space for artists within Central Hobart is desirable, to support the role of Hobart as a creative centre.
- Creative and cultural uses are beginning to cluster around Campbell Street, strengthened by the recent construction of the University of Tasmania Hedberg performing arts and creative industries building. There are opportunities to foster and strengthen this area as a creative 'hub'.



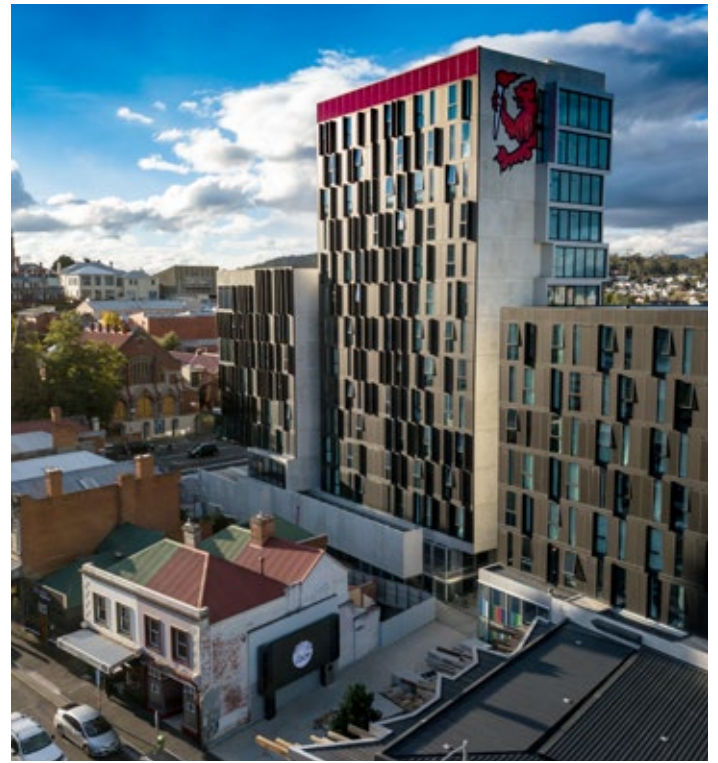
URBAN STRUCTURE AND PUBLIC REALM

- Hobart's topography and urban structure provides legibility and access to views of the surrounding landscape and these qualities will be important to maintain as the city grows.
- The city's street network preferences motor vehicle traffic over active modes and this impacts the quality of the city and the way it is used.
- Arterial roads with high traffic volumes create barriers to pedestrian movement between some areas of the city, and affect the place quality of the Macquarie Ridge with its significant civic and heritage buildings and places.
- The central core has a high number of pedestrians and people staying, but the surrounding areas have few staying activities and lower-quality streetscape and amenity.
- Limited tree canopy coverage in Central Hobart fails to mitigate against urban heat.
- Public lighting is not strategically planned or installed.
- In some areas, large blocks with few laneways limit the number of potential walking routes through the area.
- Elizabeth Street is a natural 'main street' with many active uses and entrances, but some large lots are barriers to future activation.
- There is potential for more temporal and occasional use of streets for activation and events, as the city population grows.
- It is important for new private developments to ensure active uses and pedestrian property entrances to encourage street life.
- Outdoor dining is often in conflict with movement of pedestrians where footpaths are narrow.
- As the population of the central city area increases, the quality of the public realm and the walkability of our streets will become increasingly important.



HERITAGE

- Retention of heritage fabric and identity as Central Hobart grows is of high importance.
- There are a number of further heritage studies that are required to complete information about the heritage values of Central Hobart, notably including a review of North Hobart listings and precincts (partly within the study area), and further identification of twentieth century heritage places.
- There is an opportunity to review planning provisions to encourage adaptation and well-mannered, well-scaled and sympathetic change to the historic environs of Central Hobart.



BUILT FORM AND PLANNING CONTROLS

- Central Hobart is experiencing significant development pressure and a higher rate of growth than seen previously. This growth will need to be managed to ensure it enhances – rather than detracts – from the city.
- There has been significant community interest in the issue of maximum building heights, and detailed planning provisions will need to be resolved around this issue.
- The redevelopment of large sites owned by the University of Tasmania, particularly along the spine of Melville Street, will have the potential to significantly alter the built form of this part of the city.
- While the Central Business Zone is the area that has the most capacity for high buildings, the Commercial Zone has high capacity for an overall increase in the density of its built form.



OPEN SPACE

- As there is likely to be significant growth in the residential population of Central Hobart, and the majority of new residents are likely to be living in multi-storey apartments, planning for the future of open space in the study area will be essential to the health and wellbeing of the population.
- Consideration of another, more centrally located, playground would be worthwhile to cater for the increased residential densification of the city.
- Informal civic spaces and links to open space are an important consideration as the city grows.
- There are potential opportunities to formalise agreements with other agencies for public access to other open spaces such as school ovals.
- Particularly with the university moving into the study area, the addition of public spaces, plantings and gardens (including rooftop gardens) within private developments should be considered.



MOVEMENT AND TRANSPORT

- The existing transport network in Central Hobart prioritises motor vehicles ahead of active transport modes (walking, cycling and public transport). High-speed vehicle movements on some streets hinders active transport movements.
- There is the potential to lower traffic speeds in some areas, which encourages mixed cycling, random pedestrian crossing and people spending time in a space, and leads to better city wellbeing.
- Multi-lane one-way streets can adversely affect the liveability of the central area by encouraging higher vehicle speeds and lengthening travel distances (for both vehicles and cyclists). This also adds to congestion in the event of accidents.
- While there are currently a relatively high proportion of commuters living within the city of Hobart that use active transport modes (compared with the greater Hobart area), there is a significant opportunity to increase participation in these modes by facilitating and encouraging walking and cycling.
- While there are some good formal bicycle routes up to the city, the area within the study area lacks bicycle facilities. Perceived safety issues due to lack of a separated bike path network discourages many potential cyclists.



- There are limited passenger waiting facilities for buses, and service reliability is compromised by a large number of buses interchanging at Elizabeth Street, which will come under further pressure with increasing growth.
- There is no consistent street identity indicating which streets are primarily for staying and gathering and which are primarily for movement.
- Footway provision is inconsistent and prone to having 'people-moving' space taken up by other uses such as utilities, retail, dining, and parking meters, which detracts from the walking experience.
- There is a significant lack of street trees within the study area, discouraging people from walking or spending time in public spaces.



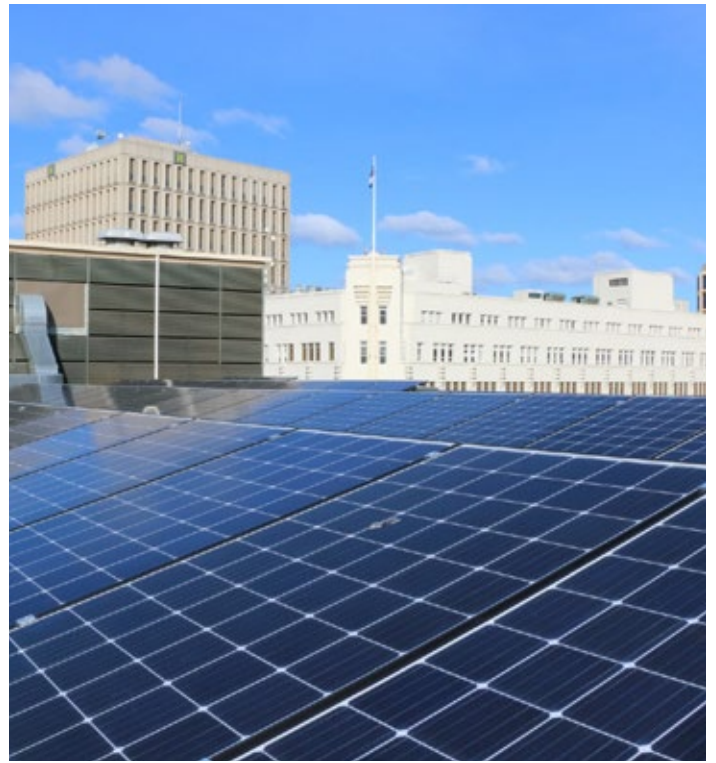
LAND USE, EMPLOYMENT AND ECONOMY

- Recently there has been a significant increase in developing residential apartments within Central Hobart and this trend is expected to continue.
- The part of the study area with the most potential for increasing housing density is within the Commercial Zone, which has a high proportion of sites that are not yet densely developed and is well-served and located close to facilities.
- Increased housing development will need to be balanced with ensuring key services and business types are not displaced.
- The move of the University of Tasmania into the city presents a number of benefits and challenges. Facilitation of the university (particularly along Melville Street) should ensure that a mix of publicly accessible uses and spaces are retained to accommodate the university as part of the city, rather than a separated campus within it.



INFRASTRUCTURE SERVICES

- Increasing development in recent years is putting additional strain on the existing electricity network, and coordinating infrastructure planning to support community expectations into the future is important.
- The water supply network servicing Central Hobart is ageing and it is expected that maintenance and renewal demands will increase in coming decades. Future renewal of water mains will provide opportunity to cater for projected population growth.
- Additional capacity to transfer water from the existing supply to the kunanyi/Mount Wellington supply has been identified as a requirement in the near future and will require installation of a large-diameter pipeline across the study area.
- Growth within Central Hobart will likely require larger sewer mains to be installed along strategic corridors, which has the potential to cause significant disruption.
- Some areas of Hobart are highly susceptible to flooding, particularly when the Hobart Rivulet overflows its banks. Increasing development, including infill development and new impervious surfaces, exacerbates potential flooding in the CBD and encroaches on overland flow paths.
- The impact of the 5G communications infrastructure needs to be considered as the Telecommunications Act gives carriers broad powers to install network equipment on land and structures without requiring permission from the landowner.



SUSTAINABILITY AND CLIMATE CHANGE

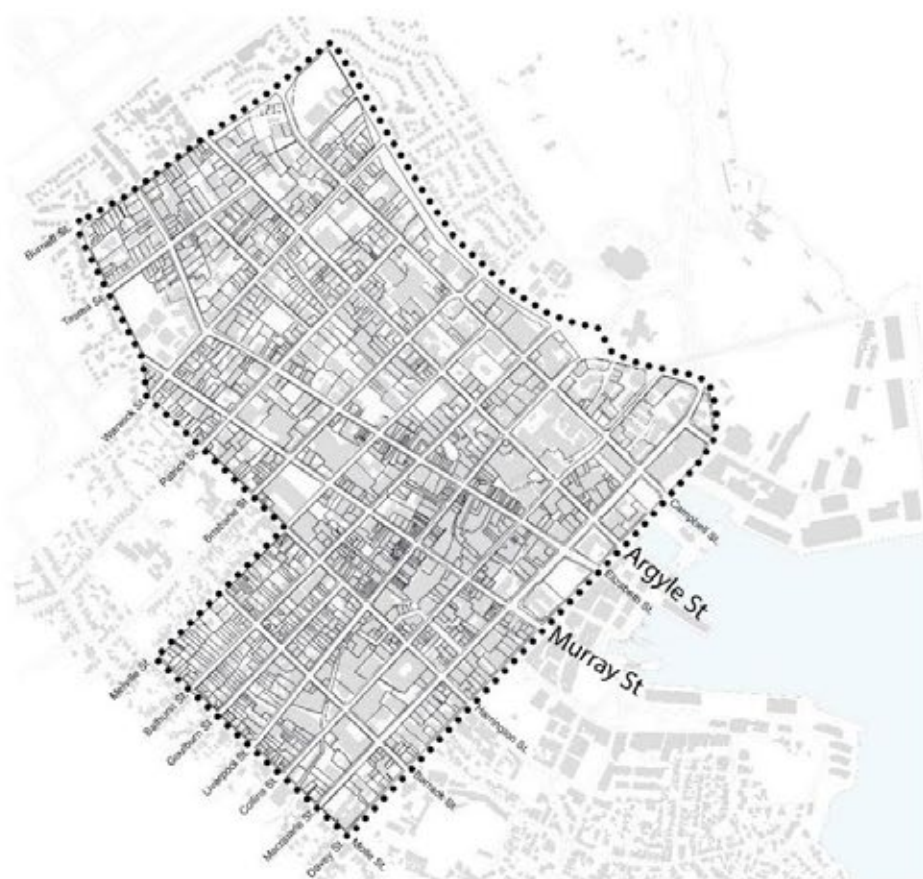
- Climate change is a significant issue and climate considerations need to be internalised across services and programs to ensure smart and connected responses in risk assessment, capital works and asset management.
- There is capacity for increasing the use of photovoltaic systems and other renewables within the precinct, and providing incentives or reducing barriers should be explored.
- There are opportunities to promote and facilitate an increase in the number of buildings being green building accredited, particularly with regard to carbon emissions, water use and waste production.
- The City is investigating new and emerging smart technology opportunities to create virtual power networks and assist in the development of city-scale storage, increasing resilience and reducing carbon footprint.
- There are opportunities to increase small-scale, water-sensitive urban design (WSUD) practices, which will increase resilience in a predicted drier future, improve the quality of water systems and reduce flood risk.
- There are opportunities to increase 'green roofs' within Central Hobart, balanced with the need for roof-top solar infrastructure.



APPENDIX A

Central Hobart Precincts Plan

Project Brief



8 July 2019



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1 PURPOSE

The purpose of this project is to deliver a Central Hobart Precincts Plan that guides future development and public infrastructure provision and funding in Central Hobart.

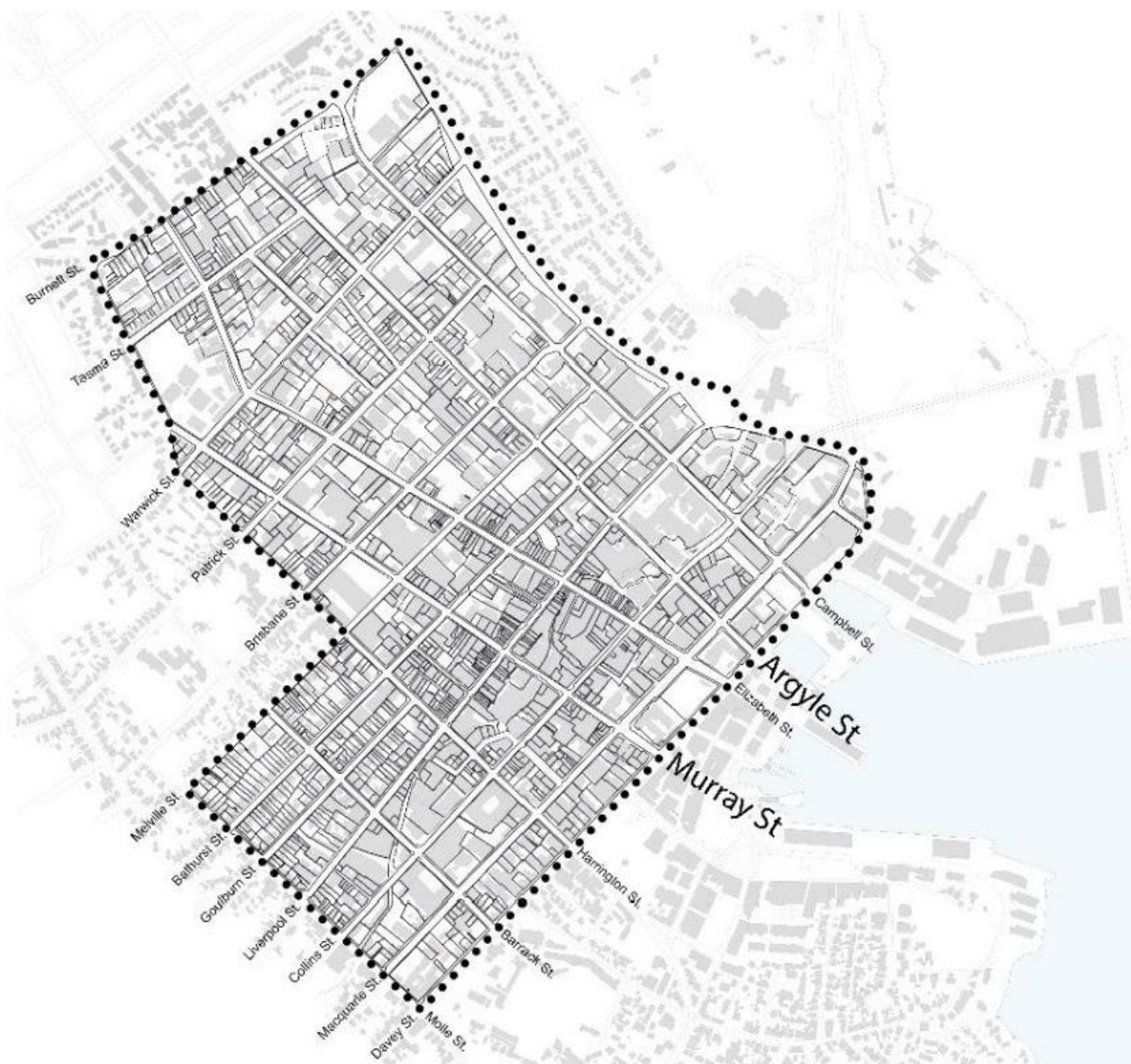
The Central Hobart Precincts Plan will:

- articulate the role and function of Central Hobart as a key activity centre in the Greater Hobart area, as defined in the Greater Hobart Bill 2019. The role and function of the Central Hobart activity centre will be informed by the vision for Hobart set out in the Hobart City Deal and the objectives for the Greater Hobart area, as captured in the Greater Hobart Bill 2019;
- identify criteria to inform the development of precinct plans that are in keeping with the role and function of the activity centre. This includes social, economic, population and environmental factors and trends;
- deliver the optimal built form in central Hobart that would meet Hobart's future as the centre of commerce, administration and community and cultural activity, as well as its housing and development needs and meet the community aspirations for the future of the city as articulated in: *Hobart: A community vision for our island capital*;
- set out sub-precincts within the study area where urban renewal, growth and change is envisaged and people focused spaces are created;
- develop a clear and long term vision for growth and renewal in central Hobart that provides certainty about the nature of the future development required to achieve that vision, and flexibility in the case of change;
- identify future infrastructure needs and funding opportunities;
- inform the preparation of the new planning standards and tools for medium density residential development that can be applied as appropriate, in precinct planning across the Greater Hobart area as defined in the Greater Hobart Bill 2019 and to support the implementation of the actions on housing identified in the Hobart City Deal; and
- provide a model to inform precinct planning for activity centres across the Greater Hobart area.

2 STUDY AREA

The study area covers 64 blocks, comprising 1364 lots of land bounded by: Davey Street to the South, Burnett Street to the north, the Brooker Highway in the east and Molle and Harrington Streets to the west as shown on the map below.

The study area is strategically linked to other parts of Greater Hobart, particularly; the Elizabeth Street to Main Road corridor, the northern suburbs transit corridor which is identified as a key component of the City Deal and Macquarie Point.



Study Area

3 Context

3.1 Hobart City Deal

The Hobart City Deal is intended to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city. It is a 10 year partnership that will provide the framework to guide and encourage further investment in the city by embracing opportunities for growth and addressing key strategic and infrastructure challenges. The Hobart City Deal was signed on Sunday, 24 February 2019. This partnership provides a shared vision for central Hobart and the Greater Hobart area.

3.2 Greater Hobart Bill 2019

The Greater Hobart Bill 2019 provides a framework to support collaborative decision making between the Clarence, Glenorchy, Hobart and Kingborough councils and the Tasmanian Government.

The legislation is a key commitment identified in the Hobart City Deal and builds on the vision identified through that partnership.

The Greater Hobart Bill:

- contains objectives that identify priority areas for collaboration;
- requires the establishment of a work program identifying actions to achieve the prescribed objectives; and
- provides for the establishment of governance arrangements to support the development and implementation of the work program.

The Central Hobart Precincts Plan will form a key component of the work program that will be progressed through the Bill.

The preparation of the Central Hobart Precincts Plan and the associated medium density residential standards will be developed in keeping with this framework and it will be co-funded by the Hobart City Council and the Tasmanian Government to support the implementation of actions in the Hobart City Deal and to inform the development of, and as an action to be progressed through, the Greater Hobart Act work program.

The Central Hobart Precincts Plan will develop a model to better understand existing urban conditions and maximise future opportunities that can be applied to other Activity Centres across the Greater Hobart Region.

A consistent approach to precinct planning across our urban centres will support informed and timely adjustments to the Southern Tasmania Regional Land Use Strategy (STRLUS), noting the importance of doing this collaboratively, particularly in partnership with the other three central councils – Clarence, Glenorchy and Kingborough.

3.3 Community Vision and Capital City Strategic Plan

'Hobart – a vision for our island capital' outlines the Hobart community's vision for the future the city, including specific pillars on Sense of Place and Built Environment. The document was developed with extensive community engagement – over 1100 contributions from community members and stakeholders. A new strategic plan is currently being developed, incorporating the vision.

Of relevance for future city planning, the vision establishes the community's strong desire to maintain Hobart's unique sense of place and identity as the city grows. The city's heritage built form, topography and landscape, human scale, mix of uses and the connections between these things create a liveable small city that is highly valued. While the vision expresses a strong urge to protect these qualities, there is also an acknowledgement of key challenges that the city ought to be engaging with as it grows such as housing affordability, climate change, social inclusion and mobility.

3.4 Land Use Planning Initiatives

The pending development of the Tasmanian Planning Policies, review of the STRLUS and the State Government's intention to provide permitted pathways for medium density housing will help to meet both the vision for Hobart as set out in the Hobart City Deal and the objectives of the Greater Hobart Act and will support the outputs of this project.

Supporting medium density housing - The Government is intending to prepare new planning rules to provide permitted pathways for medium density housing. This is intended to address the apparent need for new and different housing in areas that are strategically located and well serviced. The need to address the housing issue suggests that the identification of precincts for this new form of residential development and the preparation of precinct plans should be a priority.

This aligns to the Hobart City Council's longer term work to increase population and develop a 'liveable city' and recent identification of underutilised sites.

Building height, mass and form in central Hobart has been an issue of significant community interest in recent years and the Government has committed to working with the Hobart City Council to ensure that the controls on significant buildings in the central Hobart area are reflective of a range of urban design, economic and social matters while preserving the values of the city that make it unique in its setting.

The Hobart Transport Vision, prepared by Infrastructure Tasmania at the Tasmanian Government's request, currently provides the framework for transport planning in the greater Hobart area and has been adopted by Hobart City Council as the basis for its draft City of Hobart Transport Strategy 2018 -2030, and by other participating councils as the guiding transport strategy for the Hobart City Deal. The Hobart Transport Vision recognises that the greater Hobart transport system must support strategic city planning outcomes, including increasing residential densities in the Hobart Central Business District and inner urban areas.

3.5 University of Tasmania

The University has the potential to have a significant influence on the economic, social and residential development of the city. It has recently outlined its long range vision to relocate significant educational assets to the central city over a 10-15 year period. This has the capacity to effect the urban form, transport network planning and residential growth within substantial areas of central Hobart. Accordingly, engagement with the University is noted as being important to inform the development of the Central Hobart Precinct Plan.

4 PROJECT DEFINITION

4.1 Project Deliverable

The deliverable of this project is a Central Hobart Precincts Plan that guides future development and public infrastructure provision and funding in Central Hobart. This will be supported by findings and commentary as appropriate to inform the development of precinct planning guidelines.

4.2 Project Objectives

The objectives of the Central Hobart Precincts Plan project are to:

- establish a shared vision and framework for the future growth, development and character of Central Hobart;
- identify a suite of places or precincts across the study area based on locational advantages, key opportunity sites, or the relationships between character, built form, landscape, heritage and future use;
- outline a vision for each precinct, which:
 - provides guidance for future development considering the need to provide for alternative housing options for the future population;
 - takes into account existing use and development patterns including existing constraints;
- identify opportunities:
 - for a range of housing types and increased residential densities, and the implications for social and physical infrastructure, commercial and community services and facilities;
 - to increase accessibility and permeability of the area, access to public transport and provide support for sustainable travel behavior;
- support detailed precinct planning and potential synergies with other Hobart City Deal commitments;
- identify the preferred urban form and scale of development for precincts based on a range of urban design, heritage, economic and social considerations;

- ensure that community infrastructure, open space and transport provision meet the needs of a growing permanent and visitor population recognising the key role of the city centre in meeting transport and movement needs at a sub-regional and regional level;
- ensure the ongoing viability of central Hobart as Tasmania's key administrative and commercial activity centre with a concentration of the key business, retail, administrative, professional, community, cultural and event activities; and
- identify a set of actions to deliver the vision and framework for the growth of Central Hobart, likely to include planning scheme amendments and capital works proposals.

4.3 Project Principles

Consistent with Hobart City Deal key focus areas, the precinct planning approach provides the most appropriate mechanism to address the complexity of planning, urban design, transport and movement, heritage, and the integration of these elements into a coherent set of planning, design and management objectives. The following principles will guide the preparation of the Precincts Plan:

- evidence based planning led by expert advice and research which deals with priorities first;
- is inclusive, participatory and transparent and follows due process in making statutory changes;
- seeks to identify shared visions and long term thinking and seeks to pursue the 'public interest' over private interests;
- meets local, regional and sub-regional expectations and needs and provides a balanced approach to new development and heritage; people and transport movement;
- acknowledges the unique qualities of Hobart and its setting and seeks to build a 'world class small city';
- seeks to achieve productive, sustainable and liveable outcomes for the city's future;
- climate change impacts and sustainability principles are embedded into our planning and decision making;
- provides for excellence and innovation in design and rewards inclusion of public benefits; and
- adopts the practice of 'subsidiarity' – devolves actions to the most appropriate level of government.

4.4 Scope

The scope of the Central Hobart Precincts Plan will include the following components:

1. Activities and land use

This section will articulate and develop the vision in terms of activities and land use for Central Hobart.

2. Urban Precincts and built form

This section will articulate and develop the vision in terms of the Precincts and built form in Central Hobart.

3. Movement and access

This section will articulate the vision relating to pedestrian, bicycle, vehicle, freight and public transport access in Central Hobart.

4. Public realm

This section will articulate and develop the vision in terms of open space and street design.

5. Community infrastructure and services

This section will articulate and develop the vision in terms of community facilities required in Central Hobart related to land use, built form and population and employment forecasts.

6. Implementation Plan

This section will set out immediate, short term and long term actions for Central Hobart. It will include an infrastructure staging plan and funding sources.

5 PROJECT PLAN

State Growth – Department of State Growth, **DoJ PPU** – Department of Justice Planning Policy Unit, **PP&H** – HCC Planning Policy & Heritage Unit, **CPU** – HCC City Place Making Unit, **TEU** – HCC Traffic Engineering Unit, **CPD** – HCC City Planning Division, **CLD** – HCC Community Life Division

	Principle Activities	Description	Output	Who	When
1	Initiation and Planning	Project scoping	Project Brief	CPD, State Growth, DoJ PPU	June - July 2019
2	Pre-planning engagement	<p>Community engagement to identify vision, priorities and concerns for the area;</p> <p>Engage with government agencies, service providers and key stakeholders such as UTAS to determine future infrastructure, capital works, services, programs and/or any public and private investment planned in central Hobart.</p>	Community engagement and stakeholder engagement summary	CLD, PP&H, State Growth, DoJ PPU	<p>Feb – March 2020</p> <p>Sept – Oct 2019</p>
3	Baseline analysis/Issues and key opportunities	<p>Existing conditions analysis: land use, planning controls, traffic, parking and access, movement, planning controls, land tenure, public life, European and Aboriginal heritage values, infrastructure, climate, urban form, design and character and public realm. Identify existing strategic work and policies relevant to managing growth.</p> <p>Economics, demographics and employment study - identify demand for housing, office, business mix, retail, entertainment, visitor and student accommodation, education and employment,</p>	<p>Baseline Report</p> <p>Economics and Employment Study Report</p>	<p>PP&H, TEU, CPU, State Growth, DoJ PPU</p> <p>Consultants</p>	Aug 2019 – Jan 2020

		taking into account housing development data and capacity requirements, population, economic, tourism and retail projections (Refer Appendix A for more detailed scope).			
4	Planning Scheme Standards for Medium Density Residential	<p>Identify problems and impediments that new planning standards tailored to medium density may address.</p> <p>Scope and prepare a set of standards for the residential development within precincts or a new residential growth zone.</p> <p>Process through statutory approval as part of the State Planning Provisions.</p>	Standards for residential development	<p>PP&H, State Growth, DoJ PPU Consultants</p> <p>DoJ PPU</p>	<p>August – Nov 2019</p> <p>Jan – June 2020</p>
5	Impact assessment	<p>Assess the economic impacts of transitioning the land use of underutilised sites from commercial to residential and mixed use in the subject area.</p> <p>Assess existing and possible alternative built form outcomes and the economic, environmental and social impacts of the options taking into account the Central Hobart Building Height Standards Review (L Woolley 2018) and associated HCC reports (See Appendix B for more detailed scope).</p> <p>Test the development feasibility of the proposed medium density residential standards.</p>	Impact assessment and built form and use options report	Consultants	Feb – April 2020

6	Key opportunity sites	Identify (based on substantial existing work) key opportunity sites, and provide guidance for future development of those in Precinct Plans.	Key sites development guidelines	PP&H, State Growth, DoJ PPU Consultants	March – April 2020
7	Engagement on key opportunities	Identification of key issues and opportunities based on the above analysis. Engagement on discussion paper outlining key opportunities	Discussion Paper with key opportunities for engagement. Community engagement summary	PP&H, TEU, CPU, State Growth, DoJ PPU CLD, PP&H, State Growth, DoJ PPU	May 2020
8	Draft Precincts Plan	Develop draft Precincts Plan covering each of the elements in section 4.5, based on key opportunities and community engagement feedback.	Draft Precincts Plan	PP&H, TEU, CPU, State Growth, DoJ PPU	July - Aug 2020
9	Engagement on Draft Precincts Plan	Engagement on draft Precincts plan	Community engagement summary	CLD, PP&H, State Growth, DoJ PPU	Sept - Oct 2020
10	Finalise Precincts Plan	Finalise Precincts Plan based on feedback from phase three community engagement	Final Precincts Plan	PP&H, TEU, CPU, State Growth, DoJ PPU	Nov - Dec 2020
11	Implementation	Prepare statutory and non-statutory implementation plan including works program and funding requirements.	Implementation Plan and Planning Scheme amendments	PP&H, TEU, CPU, State Growth, DoJ PPU	Nov - Dec 2020

6 ENGAGEMENT

The following relates to the project with the exception of part 4 (medium density residential standards) which will be prepared under a separate project plan by the State Government.

The challenges of growth in Central Hobart present opportunities that will require careful consideration and meaningful engagement with the local community and other stakeholders.

The community engagement approach will involve three stages, as outlined below. A more detailed Communication and Engagement Plan is to be developed prior to project commencement.

Workshops will be held with elected members at key stages of the project.

Stakeholders for the project include, but are not limited to:

- Local residents
- Businesses and business associations
- Residents Associations
- Department of State Growth and other agencies
- Metro
- Development industry
- UTAS
- TASCOS
- Urban design professional bodies (AIA, PIA, AILA, EA)
- RACT (and other mobility groups such as Bicycle Network)
- Heart Foundation
- Tourism sector
- City of Hobart Urban Design Advisory Panel

Stage One – Pre-planning community engagement

The first stage of community engagement will be a pre-planning consultation approach to be held in February – March 2020 following collection of the baseline data. Community and other stakeholders will be given the opportunity to identify their key issues and options for the area and help establish a future vision for Central Hobart. This pre-planning approach will provide the community and other stakeholders an opportunity to directly inform the development of the Precincts Plan. A report on the findings of the pre-planning engagement will be publically released. This will be an input which contributes to the broader analysis work.

Stage Two – Discussion paper and emerging key opportunities

The second stage of engagement will provide an opportunity for the community and other stakeholders to review the emerging key opportunities that have been established based on extensive background analysis and community feedback from part one engagement. This will involve both online and face to face engagement with community workshops similar to the pre-planning approach in part one. The

community and other stakeholders will be kept informed throughout the development of the draft Precincts Plan.

Stage Three – Community engagement on Draft Precincts Plan

The third stage of community engagement will provide an opportunity for the community and other stakeholders to comment on the draft Precincts Plan.

This will be assisted by a communications strategy that:

- Illustrates the form of future development and suitable locations for a range of developments in and around central Hobart, to give clear direction about preferred locations for investment; and
- Identifies suitable locations for various forms of passive and active public spaces in the precincts and opportunities for active transport links.
- Shows how the quality and design of the public environment will be enhanced; and
- Demonstrates how central Hobart can accommodate projected requirements for housing, office, social and community infrastructure, business mix, retail, culture, events, recreation, entertainment and employment.

7 GOVERNANCE

7.1 Project Team

The project will be managed by the Hobart City Council as part of the work program under the Greater Hobart Act and its governance framework.

The project team incorporates the following roles and associated responsibilities:

Project Steering Group – this group is made up of senior officers who will provide high level guidance and direction to the project on behalf of the City of Hobart and the State Government and comprises the following members:

- Secretary - Department State Growth
- General Manager – Hobart City Council
- Director City Planning – Hobart City Council
- Director – Planning Policy Unit - Department of Justice

Project Working Group – this group is made up of officers in Council and State Government units who are working directly on the project or providing advice. – These units are responsible and accountable for various elements of the project and will also provide advice through workshops and review key deliverables. It is comprised of officers in the following units:

- **City of Hobart** –
Planning Policy & Heritage, Traffic Engineering, City Place Making
- **Department of Justice** – Planning Policy Unit

- **Department of State Growth** - Strategy, Policy and Coordination Division, Network Management

Lead unit - City of Hobart - Planning Policy & Heritage Unit is the lead unit responsible for managing and delivering the project with the exception of the medium density residential standards which the State Government will lead.

External Reference Group – These organisations will be invited to nominate a member of the external reference group who will be consulted at key stages of the project:

- University of Tasmania
- Property Council
- Australian Institute of Architects
- Planning Institute of Australia
- RACT
- TasCoss

7.2 Reporting

The following project reporting will be implemented to manage the project:

- Working group project meetings will be held fortnightly to ensure the project is progressing in accordance with the developed schedule and all inputs are being received and issues are addressed in a timely manner.
- Project steering group meetings will be held at the end of each stage of the project and include a presentation on the progress of the project. The steering group will ensure the project is being delivered in accordance with the overall project objectives and review any changes to the project schedule identified above.
- The project will be presented to Council on several occasions. Council will be engaged through briefing notes and elected member workshops as required.

8 RESOURCES

8.1 Project budget

A budget of up to \$250,000 (inclusive of all costs excluding GST) has been allocated for this project.

8.2 Consultants

The Central Hobart Precincts Plan will be prepared internally by the City of Hobart. Consultants or external assistance will be required for the following specific elements of the project:

Project	Estimated Cost
Economics, demographics and employment study	\$50,000
Building Form and Use Impact Assessment	\$50,000
Planning Scheme Standards for Medium Density Residential	\$45,000
Key Site Development Guidelines	\$40,000
Facilitator – Community Engagement Workshops & vision setting	\$30,000
Graphic Design	\$20,000

The use of consultants throughout the project and potential need for additional funding will be determined by the Project Steering Group following discussions with the Project Working Group as the project evolves.

The Project Steering Group will be responsible for approving any consultant project briefs prior to the Request for Quotation or tender process and the appointment of consultants in accordance with the City of Hobart Purchasing Policy and Guidelines.

REFERENCE DOCUMENTS

Hobart Interim Planning Scheme 2015 – Central Business Zone Height Standards – Performance Criteria Review (2016, L Woolley): <https://yoursay.hobartcity.com.au/building-height-review>

Building Height Standards Review: (2018, L Woolley) available at <https://www.hobartcity.com.au/Projects/Current-projects/Building-Height-Standards-Review>

Land Value Impact Study (Opteon) 2013;
http://www.hobartcity.com.au/Development/Planning/Planning_Schemes/Reports_and_Studies

Central Area Zoning Review Stages 1 to 5 (2005, GHD Pty Ltd) and Central Area Review Background Report (2013 HCC)

http://www.hobartcity.com.au/Development/Planning/Planning_Schemes/Reports_and_Studies

Hobart Interim Planning Scheme 2015
<https://www.hobartcity.com.au/Development/Planning/Planning-schemes/Hobart-and-Sullivans-Cove-Planning-Schemes>

Sullivans Cove Planning Scheme 1997
<https://www.hobartcity.com.au/Development/Planning/Planning-schemes/Hobart-and-Sullivans-Cove-Planning-Schemes>

Southern Tasmania Regional Land Use Strategy
https://www.planning.tas.gov.au/how_planning_works/taustralian_planning_system

Hobart: A community vision for our island capital (Hobart City Council 2018)
<https://yoursay.hobartcity.com.au/the-vision>

Capital City Strategic Plan 2015 – 2025 <https://www.hobartcity.com.au/Council/Strategies-and-plans/Capital-city-strategic-plan-2015-2025>

Inner City Action Plan <https://www.hobartcity.com.au/Council/Strategies-and-plans/Inner-City-Action-Plan>

Hobart 2010 Public Spaces and Public Life - A city with people in mind (Ghel Architects)
<https://www.hobartcity.com.au/Council/Strategies-and-plans/Inner-City-Action-Plan>

Speculate: Expanding City – Underutilised Sites (2108 UTAS and City of Hobart)

Hobart Transport Vision (2018, Dept State Growth)
https://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0011/166079/Hobart_Transport_Vision_small_20180117.pdf

Transport Strategy (2018, City of Hobart)

<https://www.hobartcity.com.au/Council/Strategies-and-plans/City-of-Hobart-Transport-Strategy-2018-30>

Guide to Low Carbon Precincts (2019) Giles Thomson, Peter Newton, Peter Newman and Josh Byrne

Creating places for people – an urban design protocol for Australian cities

https://urbandesign.org.au/content/uploads/2015/08/INFRA1219_MCU_R_SQUARE_URBAN_PROTOCOLS_1111_WEB_FA2.pdf

West Melbourne Structure Plan 2018, City of Melbourne

Macquarie Point Master Plan and Vision, Macquarie Point Development Corporation

City of Hobart Community Engagement results - Midtown Precinct and Community Vision project

City of Hobart Community Engagement Framework and Policy

Appendix A

Economics, demographics and employment study:

Identify the supply and demand for housing, office, business mix, retail, entertainment, education, visitor accommodation and employment uses in central Hobart taking into account housing development data and capacity requirements, economic, tourism and retail projections.

Scope:

Identify the current supply and demand for housing, office, retail, entertainment, visitor accommodation and education uses in the subject area, addressing the following:

Current situation

- Provide an economic profile of the subject area including clearly identifying the regional commercial and community role of central Hobart in the context of the Southern Tasmania Regional Land Use Strategy – Activity Centre Network;
- provide an employment profile in the subject area. How many jobs? What type of jobs are they?
- provide a demographic and socio-economic profile of the residents in the study area;
- estimate the floor space of each land use in the subject area;
- estimate the number of households residing in the subject area;
- assess the demand for inner city housing - numbers and demographics: how many people are looking? Who are they?
- identify why current residents choose to live in the subject area;
- Identify the attributes of the housing stock in the study area, typology, size density etc;
- Estimate visitor and student accommodation supply.

Future

Identify what the supply and demand for housing, office, retail, entertainment, visitor accommodation and education uses in the subject area is likely to be in the next 20 years, addressing the following:

- What is the predicted population growth for Greater Hobart?
- What is the demographic breakdown of this predicted population?
- What would this demographic makeup suggest for housing typology demand in the future?
- What percentage of this population will want to live in the central Hobart area by demographic group?
- What is the predicted growth of tourism and student populations in central Hobart?
- What types and sizes of dwellings are required to meet the anticipated needs of the likely residents?

- How might employment demands change and what floor space will be required to accommodate the various uses;
- How would the number and demographic of new residents in the subject area impact on demand for; schools, child care, health facilities, open space & recreation facilities, public transport, retail or other services.

Built Form and Use Impact Assessment

SCOPE

1. Assess the economic impacts of transitioning land use from commercial to residential and mixed use in the study area.
2. Assess existing and possible alternative built form outcomes and the economic, environmental and social impacts of the options taking into account the Central Hobart Building Height Standards Review (L Woolley 2018) and associated HCC reports.
3. Assess the potential for value capture from zoning changes; and developer contributions and financing models for public infrastructure requirements.
4. Test the development feasibility of the proposed medium density residential standards.

The project is to address the following questions:

(a) What are the comparative impacts of existing and possible alternative built form outcomes, in relation to the following?

- Social matters that affect people or communities such as; access to employment, access to housing generally and affordable housing, heritage values, urban form and residential amenity.
- Environmental matters arising from the form and density of development in central Hobart in relation to the optimal built form from the perspective of energy, transport and walkability.
- Economic matters in relation to:
 - changes in land values on sites likely to be impacted by height limits;
 - how much of the central city would be impacted by height limits at 45m, 60m and 75m taking into account existing constraints?;
 - the economic viability of development considering potential economic yield;
 - the cost of construction in relation to medium and high density;
 - achievement of the Activity Centre Regional Policies in the Southern Tasmania Regional Land Use Strategy;
 - the benefits of maintaining the existing townscape and heritage character of central Hobart.

- the benefits of enhancing townscape and public amenity through new development;
 - the likely use of higher buildings; hotels vs residential vs other;
 - costs for surrounding property and neighbourhood amenity due to impacts from traffic congestion, overshadowing, solar access, loss of residential character and amenity and visual bulk;
 - a review of existing studies comparing the overall cost of housing, service provision and transport costs on the city fringe as compared to cost of housing, services and transport costs within or close to the CBD;
 - the potential for value capture from zoning changes; and
 - developer contributions and financing models for public infrastructure needs.
- (b) Considering the above, what is the optimal built form in central Hobart that would meet Hobart's future housing and development needs and meet the community aspirations for the future of Hobart as articulated in: *Hobart: A community vision for our island capital*?

APPENDIX B

Central Hobart -

2.2 built form

A plan in response to the location - gesturing to an urban future



James Meehan 1811 The Town Plan of Hobart. The base line of Meehan's plan was established on the ridge above the escarpment - the centre of which is today's Macquarie Street.

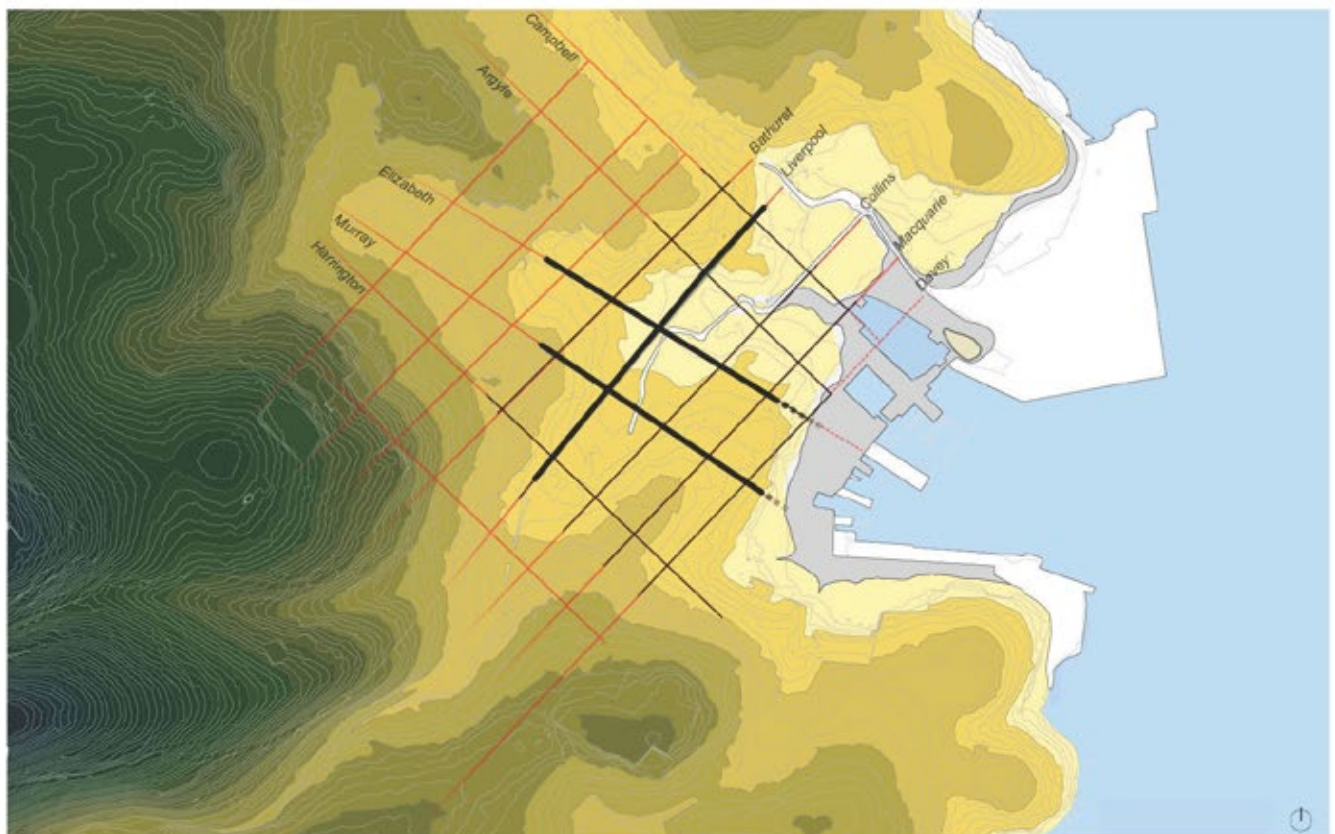
On instructions '.... to frame and mark out a regular plan' for what was 'a miserable collection of huts...wandering at random across the hilly slopes', surveyor James Meehan began the task in 1811 of establishing the alignment, location and scale of the first seven (formal) streets in Hobart Town.

His base line was established along the ridge that was to become Macquarie Street. Elizabeth street was aligned oblique to Macquarie Street to avoid existing houses (and no doubt Trinity Hill) and align with the steps of Govt. House, already established on the escarpment above the shore.

The scale and proportion of the future urban blocks and their capacity to form habitable streets are inherent to Meehan's Plan. (The form of the streets were to be 100' wide, consisting of 60' street width, 8' pathway and a 20' enclosure (urban gardens) in front of the houses.)

With further development of the town 'grid' the now familiar 'non-orthogonal' arrangement of Elizabeth, Murray and Liverpool streets became clear.

The dual processes of building the urban blocks of the town, and reclaiming the cove to build the port, identify Hobart by mid 19c. The non orthogonal streets are amplified, also indicating the differing proportion of the urban blocks.





J.Sharpe panorama Hobart Town 1857 (TAHO)
The Town Centre consolidates within the 'basin'.



Elizabeth Street intersection with Collins (c. 1950)
Consistent street wall, height without bulk - NB.
T+G tower (AB 713_1_5567)

The compact centre of the capital city c. 1945
(TAHO)



The other activities that would influence the character of the town included channeling and re-routing the meander of the mountain stream, (the Hobart Rivulet) together with progressive periods of reclamation within Sullivans Cove. Occurring in tandem, these processes allowed the port to grow while also tending to detach it from the town 'centre'. (Prior to the reclamation from 1820 that would infill today's Market Place, it was possible to row from Sullivans Cove into the 'town' along the Hobart Rivulet).

By the mid 1850s when Sharpe's panorama was taken, (above) the town centre had consolidated within the basin, flanked to

the east by the Queens Domain, (defined by the Domain Rivulet) to the SW by the Military Barracks (from 1811) on Barracks Hill, and to the north by Trinity Hill and its stately church. (*Trinity Hill Church from 1842 Architect: James Blackburn*).

The civic role of the ridge along Macquarie Street was maintained as the town grew into a city. This role would be further consolidated with the building of the Town Hall (*Architect: Henry Hunter from 1865*) and the creation of a public square (Franklin Square) established when Government House was relocated to Pavilion Point.

By the end of the Second World War Central Hobart was a compact capital city with well defined urban blocks. The intimate yet civic scale established by Meehan now supported a public transport system, including trams, electrified trolley buses, buses and trains. Where building height above the dominant building scale (generally 2-4 stories) occurred, it was typically achieved without additional bulk. (Note the T+G building 1938 establishing a street wall scale, reinforcing its corner while stepping additional bulk back) While the reclaimed low ground accommodated industrial activity allied to the port, the central area streets were the civic and commercial focus of the region, its two-way streets supporting interconnected pedestrian activity.

Post war optimism, assisted by an increase in private automobile ownership and an expansion of the footprint of settlement, gave rise to transportation studies and major road proposals from the late 1950's. The resulting land acquisitions and demolitions along identified routes gave rise to a 'goughing out' of a number of central area



The impact of height and bulk is exaggerated with location. Hunter Street (c. 1990) viewing toward the then recently completed 'International Hotel'. Leigh Woolley Archive



Opened in 1974 on an amalgamated site, the Australian Government Centre exemplifies the impact of height and bulk. Its large floor plates contrast with the scale and finer grain of earlier periods. (TAHO)

blocks, many utilised for on-ground car parking. The city is only now making good some of these impacts.

Major building works (where height and bulk combined) arrived from the late 1960's. Some were the result of an amalgamation of earlier narrow lots resulting in buildings with floor plates that were large, even by national standards.

During the 1980's additional roading infrastructure included the extension of the Tasman Highway as a 'slip' road, (through the railyards) reducing the curvature of Hunter Street, thus allowing the creation of the Macquarie / Davey 'couplet' *. In turn

this generated an amalgamated site for an 'International Hotel'. The combination of height and bulk in this location makes the building particularly evident - being beyond the central basin and at the outflow of the Hobart and Domain rivulets. This is also the 'low point' of the urban amphitheatre.

* As part of the arterial road network this turned Macquarie and Davey streets - and many other central area streets - into one-way multi-lane traffic oriented throughfares.

Below : The contemporary city represented as a figure ground superimposed over the topography - the densest urban blocks are in the basin. The location of the 'International Hotel' is highlighted on the reclaimed edge - at the low point beyond the two rivulets.



Summary - Urban structure and built form

As the built focus of a complex landscape, the urban structure of Central Hobart contributes to the city's unique character. The proximity to adjacent natural areas strengthens the attributes and character of the urban setting. Accordingly landform and built form combine to galvanise the city image and present it as 'a small city in a large landscape'. (City of Hobart Urban Design Principles Project 2004 p.2)

The orientation of the streets within the landform of the central city and the precincts that surround them - together with the urban architecture - generate a sense of Central Hobart as a particular place with a defined (and special) character.

Elongated SW/ NE along the escarpment of the Macquarie Ridge and NW / SE roughly along the Elizabeth Street alignment, Central Hobart measures approximately 1.25 kms x 1.25 kms as a 'pear shape', constrained between the rising ground on its eastern, northern and western flanks and Sullivans Cove to the SE.

Comfortable to traverse as a pedestrian and increasingly popular to cycle, the terrain offers its own amenity while differentiating activity. The steeper slopes to the west and east generate characteristic inner-city residential neighbourhoods in close proximity to the centre.

Central Hobart has an intimate scale, is generally compact and given its geography, easy to comprehend. In response to the topography and Meehan's 1811 plan,

Central Hobarts streets are oriented NW/ SE and NE / SW. The intimate scale is made richer through contrast with the diverse and continuous landscape - itself made visually and physically accessible along and through the city streets.

Views are an inherent asset. Maintaining and balancing them as the city centre 'consolidates' is a challenge, and need to be taken into account in planning the form of the city centre.

'View Fields' (alignments from a particular location) are a means to identify and focus the location of the city centre, and appreciate the way it has developed within its landscape setting. These will now be considered (p.15 - 24) before considering more precise alignments that contribute to View Protection Planes. (p.33- 35)

View : what is visible from a particular location

Vista : a narrow view (past a series of landmarks)

Cowan. Dictionary of Urbanism 2005

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