



Draft for Consultation Purposes

Central Hobart Plan (structure plan)

DRAFT April 2023

City of HOBART

Tasmanian Government



April 2023

Hobart City Council has endorsed this draft plan for community consultation.

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Acknowledgement of Country

In recognition of the deep history and culture of our city, we acknowledge Tasmanian Aboriginal people as the Traditional Custodians of this land. We acknowledge the determination and resilience of the Palawa people who have survived invasion and dispossession and continue to maintain their identity, culture and rights.

We recognise that we have much to learn from Aboriginal people today, who represent the world's oldest continuing culture. We pay our sincere respects to Elders past and present and to all Aboriginal people living in and around Hobart.

Foreword



Central Hobart is the beating heart of the island's capital city. The purpose of this Structure Plan is to guide future growth in a way that will strengthen what's great about Hobart and build on its position as a vibrant, flourishing, sustainable and globally appealing capital city, without compromising those qualities that already make the city unique.

This draft Central Hobart Plan (the Plan) has been developed in partnership between the City of Hobart and, Tasmanian Government along with the community.

In recent years Hobart has experienced steady population growth, rising house prices and increasing land values. As Tasmania's capital city, Hobart has a role in providing an innovative, attractive and liveable destination that retains the city's sense of place.

The Plan has been prepared to enable increased residential density by encouraging high quality, medium density housing. It also identifies the infrastructure, open space, transport and commercial opportunities required to meet the needs of a growing residential population, the region's largest employment centre and the state's most popular visitor destination.

Through place-based planning, the Plan supports the critical task of protecting the character and heritage of the city, while setting out a clear Urban Design Framework to deliver high quality and sustainable design.

We have listened to the community through a detailed engagement process and put the time into reviewing insights, concerns and ambitions, and believe that our draft plan is worthy of the time all have invested to ensure Central Hobart continues to thrive and respect its heritage and cultural fabric.

The key elements of the draft plan have been summarised on the next page and we invite you to review, engage and let us know what you think and help shape the future of our capital city.

Kelly Grigsby
CEO, City of Hobart

The city is on the brink of a period of transformation, one that will be defined by embracing opportunities for growth that are aligned with our community vision.

Central Hobart Plan snapshot



Vision

The Plan identifies and supports Hobart's Community Vision, identity, goals and aspirations into the future (see section 1.3).



Future skyline

Currently there is no maximum height limit for development in Central Hobart included in the Planning scheme. The Urban Design Framework within the Plan provides certainty about maximum building heights, acknowledges the importance of view lines and heritage, and allows for Hobart's growth needs. (see section 3.4).



Design excellence

The Urban Design Framework provides clarity for the community and developers regarding the priorities for Central Hobart, supporting the decision making process and **enabling best-practice development to deliver built form and public realm**, which includes parks, streets and other public areas, outcomes to grow a vibrant, liveable city that responds to the existing character (see part 3).



Greening and resilience

With a changing climate existing open spaces need to be protected and the creation of new open spaces becomes even more important for our local environment. **Opportunities for improved waterfront and Hobart Rivulet access, street greening and new urban green spaces** are identified in the Urban Design Framework (see section 3.6).



Movement

The Plan provides for **streetscape upgrades for better movement, and improved amenity and street vibrancy**. It recognises the key connections between a range of public transport modes, addresses more efficient car parking, and aims for greater pedestrian focus in Central Hobart (see section 3.5).

Housing

Housing supply and housing affordability have become critical issues in Hobart. The Plan sets out recommendations regarding the supply of additional dwellings in Central Hobart (see section 2.1).

Economy

The Plan recognises **Central Hobart as the economic centre of the state** and contains recommendations for that key role into the future (see section 2.1).

Placemaking

The Urban Design Framework includes recommendations to **improve the amenity of Central Hobart** by extending the building frontages that activate the street through increased glazing at ground floor, expanded and easier to apply guidelines to protect the solar access to streets and open spaces. (see section 3.4).

Making it happen

The Plan contains a **list of proposed actions and the main mechanisms for delivering them** to establish a clear blueprint of how the vision will be delivered (see part 4).

As the heart of the state's capital, Central Hobart will continue to be a key destination for retail, government services, culture, the arts, and entertainment.

Part one: Introduction



City of Hobart

Overview

In Part One of the Structure Plan you will find the vision, key drivers of change and a summary of how the plan was developed. The strategic context for the Structure Plan is stepped out and has formed the basis of the principles and will be the framework for the implementation of the Structure Plan. A summary of engagement has also been included and highlights the key findings of what we have heard from the community.

The following sections are included in Part One:

Introducing the Central Hobart area

Document structure and how the plan was formed

A vision for Central Hobart

Drivers for change in Central Hobart

Strategic Context

Regulatory Framework

Structure plan principles

Future planning scheme

What we heard

City shaping goals

The Structure Plan is framed around delivering on 5 key city shaping goals. These goals are referenced through the document and are key to the understanding of the Structure Plan. Part Two of the document details each goal, related strategies and actions for delivering the goals.

Central Hobart City shaping goals:

1. A captivating and dynamic capital city
2. Public spaces that engage and create joy
3. Sustainable buildings with character
4. Integrated and accessible movement networks
5. An investment ready and innovative city

1.1 The Central Hobart area

Central Hobart is the primary activity centre and the hub of commerce, administration and cultural activity for the southern Tasmanian region and a significant driver of Tasmania's economy. It is strategically linked to Greater Hobart, particularly through the Elizabeth Street – Main Road corridor, which is identified as the Northern Suburbs Transit Corridor in the Hobart City Deal. It also adjacent to the iconic waterfront and Macquarie Point, a key development area for the State.

The Central Hobart Plan covers 64 city blocks bounded by Davey Street, Brooker Avenue, Burnett Street, Murray Street, Harrington Street, Melville Street and Molle Street. The Hobart waterfront area has not been included as it has limited capacity for new development, aside from Macquarie Point, which is subject to its own planning process.

Central Hobart can be thought of as a collection of five distinct places, or precincts. Each has its own potential, character and identity arising from topography, land use patterns, proximity to complementary uses, building types and forms, their public realm, including the streets, natural attributes and landmarks.

The Central Precinct is sometimes also referred to as the CBD. The character of the Civic and Cultural Precinct extendes into Hobart's waterfront, beyond the Study Area of the Plan, and will part of future planning and design work.

Some of the precincts are likely to experience significant change in the future, in those cases the Plan provides place-specific objectives and actions.

The Plan identifies areas within walking distance of the CBD that could support increased residential and mixed use development.

The character of the city is highly valued by the community and visitors. The Plan provides guidance and clarity on preferred development heights and built form, based on sound urban design and planning principles, and consideration of valued local character. Importantly, the Plan helps integrate current City of Hobart strategies and policies for the Central Hobart area.

The Plan introduces measures that protect Hobart's unique character and heritage values, provide additional housing, add more trees and open spaces, and create employment.

As Tasmania's capital, Hobart has a role in providing an innovative, attractive and liveable destination that retains the city's sense of place.

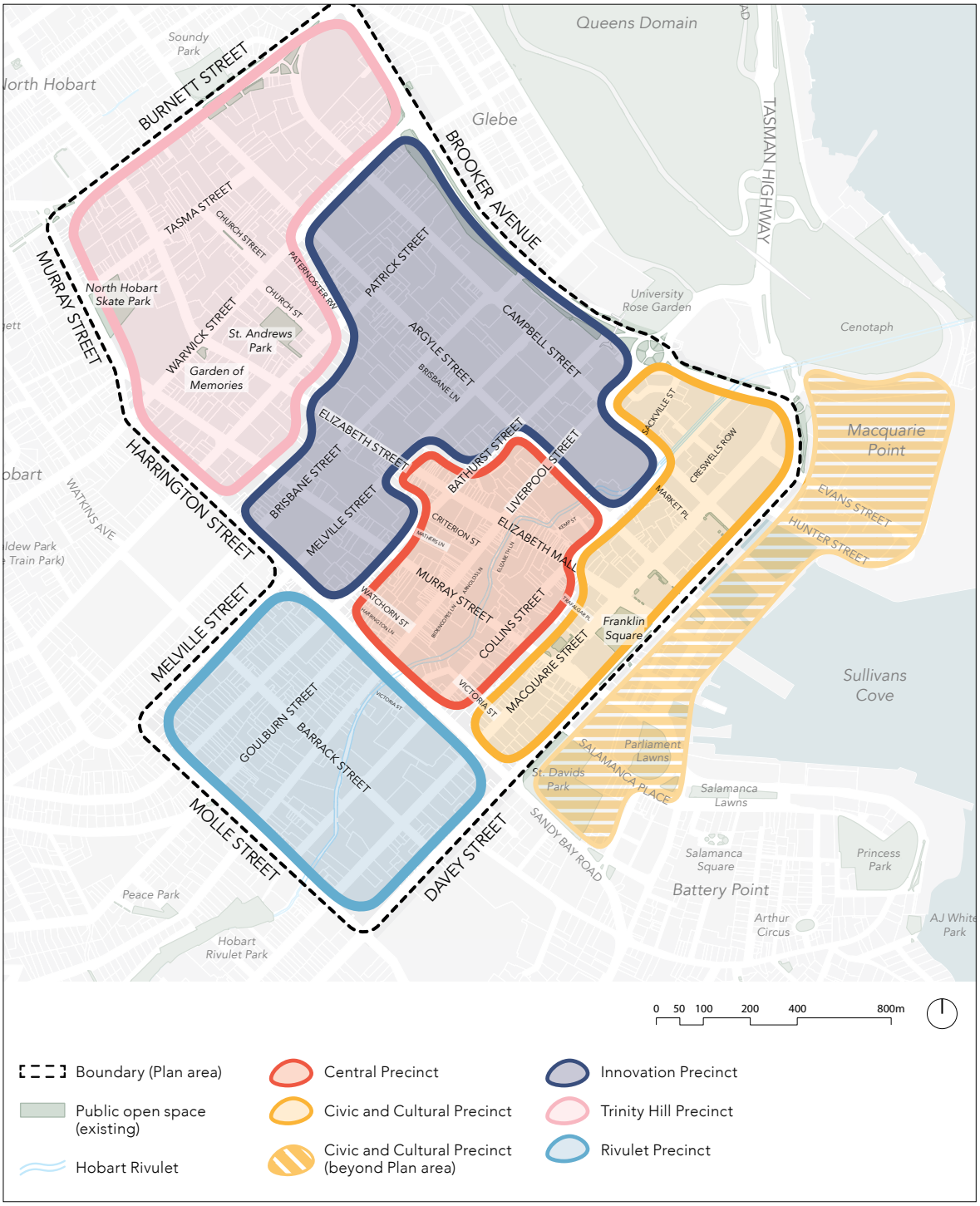


Figure 1. Central Hobart area and precincts

1.2 The document structure

The Central Hobart Plan comprises two interrelated parts: The City Shaping Framework and an Urban Design Framework.

The City Shaping Framework

This part sets out the vision for Central Hobart and its precincts. It is organised into five city shaping goals:

1. A captivating and dynamic capital city
2. Public spaces that engage and create joy
3. Sustainable buildings with character
4. Integrated and accessible movement networks
5. An investment-ready and innovative city

The City Shaping Framework describes the intended objectives and actions for each of the five Central Hobart precincts:

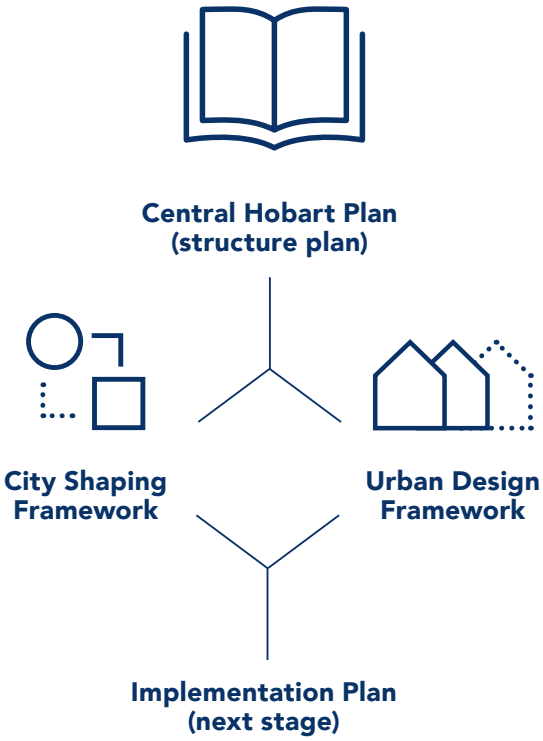
- Central Precinct
- Civic and Cultural Precinct
- Innovation Precinct
- Trinity Hill Precinct
- Rivulet Precinct

The Urban Design Framework

This part provides the built form guidelines that support the Plan. It details the urban design strategy and the resultant built form, amenity and public realm outcomes for for the Plan area that will help deliver the overall vision for Central Hobart.

It seeks to deliver on the five city shaping goals through innovative built form, design excellence, an enhanced mobility network and a high-amenity public realm:

1. Built form and design
2. Movement
3. Public realm



How the draft Plan was formed

2018–2019
Planning and baseline analysis

March 2020
Baseline Report released and phase 1 community engagement

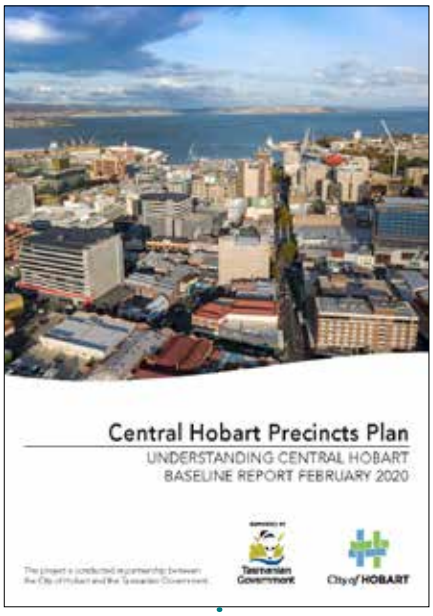
February 2020
Project paused due to COVID-19

Early 2021
Additional background studies, considering COVID-19 impacts

Late 2021 through 2022
Discussion Paper released and phase 2 community engagement

We are here
Draft Plan released and phase 3 community engagement

Later in 2023
Finalise the Plan





1.3 A vision for Central Hobart

Central Hobart capitalises on its magnificent natural setting and rich cultural and built heritage to mature as a world class, highly liveable and flourishing city showcasing the State's cultural depth, wisdom, innovation and creative flair.

The draft vision encapsulates where we want Central Hobart to be in 20 years. It identifies the unique attributes and opportunities that distinguish it from the other capital cities in Australia.

It draws on the 2018 Community Vision for the City of Hobart, which explores the unique identity of the city and what is important to hold onto as it grows.

It also draws on the Greater Hobart Plan, a 30-year vision developed between the councils of Glenorchy, Clarence and Kingborough, and Hobart and endorsed by the State Government in 2022.



Farmer Gate Market held on Sunday's in Bathurst Street

Future story

In 20 years, Hobart is a vibrant hub of activity. It is internationally celebrated for the integration of its distinctive built and natural heritage with new assets that strengthen its role as Tasmania's innovative cultural, creative, educational and business capital.

It has a mix of medium-rise apartments and other housing options for different needs and incomes. These are intermingled with community spaces, workplaces, shops, galleries, recreation spaces, restaurants and cafes to create an inclusive and exciting place to live.

The knowledge economy in Central Hobart is thriving. A diversity of new spaces has encouraged businesses to start up, grow and evolve; innovation clusters have developed from the vibrancy of workers, creatives, academics and students living and interacting in the city.

The visitor experience is enhanced with excellent wayfinding, playful urban architecture, plenty of events, and great pedestrian links between the many attractions.

Strong support for the arts community has ensured that Hobart continues to attract international attention as a thriving cultural centre. A wide range of creative arts and events are strengthening communities, improving personal wellbeing, and injecting substantial financial returns to the local economy and the state.

A range of high quality community services and facilities are available. They address the needs of the growing and diverse community including those of the young, seniors, families and people with diverse cultural backgrounds.

1.4 Drivers for change in Central Hobart

The opportunities and challenges that are influencing change in Central Hobart have been addressed in the objectives and actions of the Plan. These drivers have been identified through extensive background studies and the phases 1 and 2 of the community engagement process.

Strategic drivers

Capacity to house more people

Central Hobart could accommodate an **additional 7,000 residents** over the next 20 years.

Strong interest in Hobart

Central Hobart is an increasingly attractive place to live, work and visit.

Housing supply and affordability

Housing stress is becoming more common and housing affordability has decreased.

Hobart's uniqueness

Maintaining Hobart's special sense of place, landscape and cultural heritage is an important community expectation.
It is also fundamental to continue to attract visitors.

Adapting to climate change

Understanding how the changing climate is impacting the city, mitigate its impacts, and enable the community to prepare and respond.

Transport network solutions

A suite of solutions is needed to reduce the pressure on Hobart's road transport network.

Infrastructure resilience

Vulnerability to natural and human threats highlights the need for coordinated planning.

Changing technologies

Rapidly changing technology is influencing the way we design and manage our cities.

Opportunity for innovation

The expansion of the Royal Hobart Hospital and the move of some the University of Tasmania's functions into Central Hobart provides an environment for innovation, as well as opportunities for co-locatated research and development facilities.

Central Hobart – the next 20 years[1]

Residential demand

3,650 Residents → **+7,000*** Additional residents by 2041

2,280 Dwellings → **+2,188*** Additional dwellings by 2041

* The 30-Yeart Greater Hobart Plan estimates approximately 10,000 new residents by 2050

Workers snapshot

35,000 workers

+11,500 Additional workers by 2041

Top employing industries

- **19%** Health care and social assistance
- **14%** Public Administration and safety
- **10%** Accommodation and food services
- **10%** Education and training
- **11%** Professional services

Floorspace demand

1.13million m² of occupied floorspace in 2020

+382,000m² floorspace demand in 2041

Net overseas migration

32% Tasmania

54% Greater Hobart

32% of the state's migrants and 54% of Greater Hobart's migrants settle in City of Hobart in 2021

Space at a glance

- **348,073m²** Underutilised sites[2]
- **288,800m²** Health care
- **147,000m²** Accommodation + food
- **86,279m²** Retail
- **28,440m²** Open space

Gross Regional Product snapshot

$8.3 billion in 2021

The significance of Hobart in the state economy has been increasing steadily for the last 19 years rising from 21% in 2001 to 24% of Tasmania's GSP in 2021.

1. Central Hobart Precincts Plan – Economic, Demographics and Employment Study – COVID-19 update, Hill PDA (April 2021)

2. Speculate: Expanding City – Underutilised Sites (September 2019)

1.5 Strategic context

There have been many considerations in developing this Plan for Central Hobart, and the broader strategic framework is a critical part this. The Plan must sit within existing state and local government strategies, and in turn influence these in the future.

Local community vision

The City of Hobart's Community Vision, developed in 2018 with extensive community input, outlines the identity of Hobart and what is important that we hold onto as the city grows.

This Community Vision provides a context for the Central Hobart Plan vision in section 1.3.

Community Vision

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.

30-year Greater Hobart Plan for Growth and Change

The 30-year Greater Hobart Plan for Growth and Change was jointly endorsed in 2022 by the State Government, City of Hobart, Glenorchy City, Clarence City and Kingborough Councils.

The Greater Hobart Plan has identified that there will be strong population growth over the next 30 years. This growth is best placed in the areas with high amenity and with good services, in a way that maintains the key attributes that make these areas liveable and attractive.

Also critical will be the timely upgrading of infrastructure including public transport, open space and community facilities, and ensuring adequate utilities and services to support the growth.

The Greater Hobart Plan finds existing land in the city can accommodate 9,000 additional dwellings over the next 30 years.

2050 Vision for Greater Hobart

We will live in the world's best small capital city; a city built for people that is connected, friendly and safe.

Greater Hobart is a thriving and inspiring place to live, where we all work together to make a positive contribution to our extraordinary environment.

State and local transport strategy

The Tasmanian Government and City of Hobart are developing a Hobart Transport Network Operations Plan (HTNOP). It will inform decision-making for Hobart's transport network and associated future land uses.

The HTNOP identifies the future 'movement' and 'place' roles of the city's streets and notes the key active travel, freight and public transport routes, as well as those that are for lingering, socialising and shopping. This will lead to a balanced movement framework for all users, not just private vehicles. It will also influence the future design and management of these streets, identifying changes that may need to be made over time to improve their movement and place functions.

Background reports/studies

A a number of studies were completed to inform the Central Hobart Plan. These included a land use scenario analysis, public infrastructure financing options, a built form analysis, an economic development analysis, a development feasibility review, and an open space analysis with recommendations.

The Appendix provides a complete list these studies.





1.6 Regulatory framework

The Plan sits within Tasmania's legislative land use planning framework, which includes:

- The resource management and planning system of Tasmania is the State's integrated environmental and planning system, linked by objectives focused on sustainable development
- *Land Use Planning and Approvals Act 1993* (LUPA Act) is the core planning legislation for Tasmania
- *Local Government Act 1993* requires the making of municipal level strategic and annual plans, the most recent being the Capital City Strategic Plan 2019–29
- *Environmental and Pollution Control Act 1993*
- *Historic Cultural Heritage Act 1995*
- *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 Southern Tasmania Regional Land Use Strategy is the primary strategic planning document for the region, and is a statutory document under the LUPA Act .

Planning schemes are created under the LUPA Act. However, a scheme is not a policy document in its own right, but rather implements adopted policy through regulations controlling the use and development of land. New planning scheme provisions will be a key mechanism that will be used to implement the Plan.

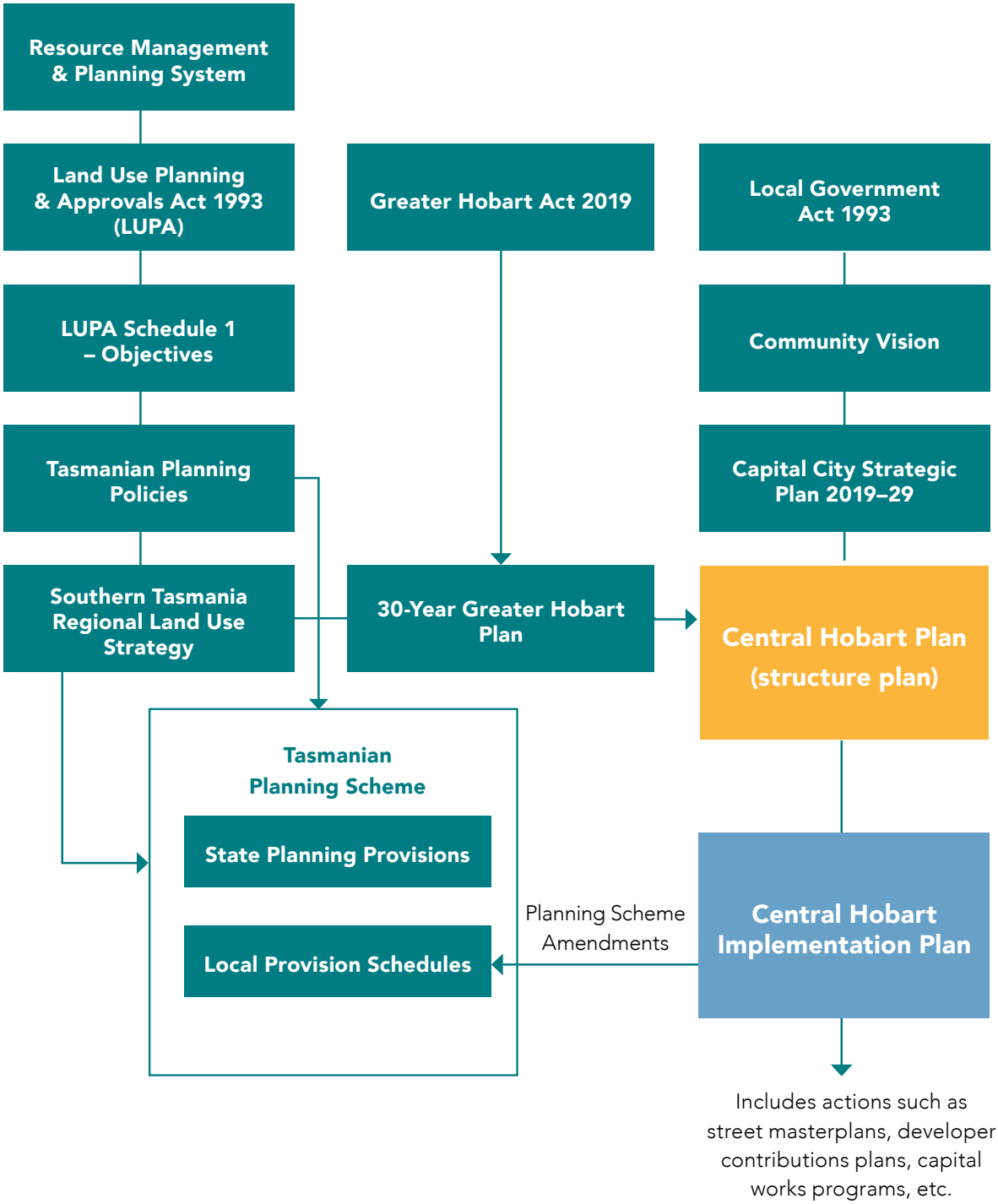


Figure 2. Regulatory framework



1.7 Central Hobart Plan principles

The Central Hobart Plan is underpinned by the concept of sustainable development as contained in the Resource Management and Planning System and the Southern Tasmanian Regional Land Use Strategy, the planning principles being:

- intergenerational equity
- the precautionary approach
- social equity
- efficiency
- conservation of biodiversity
- community participation.

The Greater Hobart Committee, through the 30-Year Greater Hobart Plan has approved the principles shown in Table 1. These principles expand on those of the Regional Land Use Strategy.

The city shaping goals of the Plan must be consistent with the 30-Year Greater Hobart Plan (and the Regional Land Use Strategy). Table 2 shows the goals align with the 30-Year Greater Hobart Plan principles and objectives.

City shaping goals

1. A captivating and dynamic capital city
2. Public spaces that engage and create joy
3. Sustainable buildings with character
4. Integrated and accessible movement networks
5. An investment ready and innovative city

Table 1. Central Hobart Plan principles

30-Year Greater Hobart Plan		Central Hobart Plan				
Principles	**Objectives**	**City shaping goals**				
		1	**2**	**3**	**4**	**5**
Common/ overarching	Whole of Greater Hobart planning					✓
	A compact city	✓				
	Live locally	✓				
	Environmental sustainability	✓		✓	✓	
	Community engagement					✓
Residential	Alignment with natural setting		✓			
	Meeting future housing needs	✓				
	Urban consolidation	✓				
	Liveable walkable communities	✓	✓		✓	
	Respecting local character	✓	✓	✓	✓	
Physical infrastructure and service	Integration of land use and infrastructure planning					✓
	Optimise the efficient use of infrastructure and services	✓				✓
	Optimise public accessibility	✓	✓			
	Identify and attribute true infrastructure costs					✓
	Ensure infrastructure services meet future needs					✓
	Provide for open space and recreation needs		✓			✓
Economic development	Employment growth	✓				✓
	Activate central and local business hubs	✓	✓		✓	
	Collaboration	✓			✓	✓
	Competitive advantages	✓				✓
	A diverse and resilient economy	✓				✓

1.9 What we've heard so far

A Discussion Paper, released in October 2021, was widely commented upon by local residents, business owners and operators, and groups and institutions.

The people of Hobart have told us they value the city's heritage fabric, human scale, open spaces and open sky. Keeping the compact feel is important and something that sets Hobart apart from other capital cities. This is due to the size of the city, and its backdrop of mountain, bushland and river.

Many submissions provided further detail and input to the goals, strategies and outcomes outlined in the Discussion Paper. These have been considered and, where possible, reflected in the draft Plan.

How we engaged:
Key numbers snapshot

7 weeks of engagement

3,000 visits to Your Say Hobart

200 survey responses

88 workshop participants

20 stakeholder submissions

70 presentations to stakeholder organisations

4,000 letters to properties in the study area

What you said:
Key themes snapshot
Central Hobart Precincts Plan – Discussion Paper (October 2021)



Pressure on Hobart's transport system



Provision of housing and community services



Develop a clear direction for Hobart's economy



More green space and plantings



New developments should benefit the community



Protect Hobart's character and connection to place



Retain Hobart's diversity in economy, community and built form



Develop building guidelines that provide flexibility and amenity



Alignment with other strategies and collaboration with stakeholders

What you said: Key themes

1. Retain Hobart's **diversity and identity** – in its economy, community and built form.
2. Manage the increased pressure on Hobart's **transport** system and the opportunities to improve **active travel** and integrate all forms of transport.
3. Provide quality and a variety of **housing** to support all parts of the community.
4. Continue to provide of a **range of community services** in Central Hobart.
5. Provide clear direction and focus for Central Hobart's **economy**.
6. Provide additional **green spaces** and greening.
7. Ensure **new developments** add value to the city and benefit the community.
8. Recognise and value **connections to place** – the mountain, river and Hobart's built heritage and human scale.
9. Improve the **design of new developments** to provide **flexibility, amenity and quality** – through built form controls, including height limits, and/or design guidelines.
10. **Align** with other strategies and plans, and continue **collaboration** with other levels of government, developers and utilities.





Community engagement for the Central Hobart Precincts Plan Discussion Paper

Part two: City Shaping Framework



Part two: City Shaping Framework

Overview

This section of the Central Hobart Plan includes sets out the city shaping goals, objectives and strategies that support the Central Hobart Vision.

The five city shaping goals:

1. A captivating and dynamic capital city
2. Public spaces that engage and create joy
3. Sustainable buildings with character
4. Integrated and accessible movement networks
5. An investment ready and innovative city

Ideas for future directions were proposed in the earlier Discussion Paper[3]. Through feedback received during the Phase 1 and 2 community engagement process, the directions have been consolidated to form objectives under each of the city shaping goals and associated strategies and actions.

Focusing on the goals will enable the City of Hobart to guide growth over the next 20 years, to ensure the city develops in a way that builds on what is already special and valued.

Each goal has associated objectives and strategies to achieve its intent.
The responsibility of the proposed actions have been classified as deliver, partner or advocate. A summary of all proposed actions are included in Part 4: Making It Happen.



3. Footnote to go here

Goal 1: A captivating and dynamic capital city



In 20 years, the function and image of Central Hobart is crucial for Hobart's role as a capital city. Hobart's strengths and unique qualities as an Australian capital city, and what sets it apart on the local, national and international stage, need to be reflected and harnessed as it develops and grows.

There are elements of the city that need to be improved or changed to meet future needs as a capital city. Similarly, there are elements that must be retained to protect its primary role in the state, such as being the location of Tasmanian's main hospital, the Antarctic gateway, the seat of government, and all the associated services and functions.

Objective 1: A strong city heart

Central Hobart is where a diverse range of uses, activities, buildings, connections and landscape converge to create a distinctive place. The image that Central Hobart conveys through its appearance, activity, community and economic vibrancy impact the whole of the State.

A strong capital city contains the key government, business, retail, academic, cultural, entertainment and community services that serve the metropolitan area, region and, in many cases, the state. While other parts of Greater Hobart and Tasmania contain some of these types of activities and services, the coordinating functions for most are, and will continue to be, located in the capital. The way in which activities supporting the capital city role are attracted, retained and accommodated is critical.

Strategy 1.1

Prioritise Central Hobart as the primary commercial, cultural, creative, political and administrative centre for Southern Tasmania and the state.

Proposed actions

Advocate, Partner

A.1: Attract and retain key retail, business, cultural, educational, health, community services and community activities.

A.2: Invest in key community and cultural assets that serve the state.

A.3: Encourage, attract and continue to support specialised retail and start-up businesses.

A.4: Encourage a mix of uses that contribute to the night-time economy.

Objective 2: A place to live

Generally the more residents in a city the more active, safer, friendlier and interesting it is. It also often results in a more economically diversified and robust city.

The need to accommodate significant population growth throughout the city has been identified in the Greater Hobart Plan. Forecasts indicate that Central Hobart can accommodate up to an additional 7,000 people over the next 20 years.

Importantly Central Hobart can address the need for greater housing diversity in Hobart, through the provision of a variety of housing forms, including apartment and medium density styles, in an area well serviced by public transport, community and cultural facilities, retail and employment opportunities.

Homelessness and key worker accommodation shortages can be tackled through affordable options and centrally located support services. While tourist accommodation is vital to sustaining this important element of the city's economy, this needs to be balanced with ensuring the local population is adequately housed.



The commons, Hobart

Strategy 2.1

Actively encourage the provision of additional dwellings and a variety of housing types and tenures to meet the projected population demand for Central Hobart.

Proposed actions

Advocate

A.5: Work with landowners to increase residential development potential.

Deliver

A.6: Develop incentives to encourage residential properties onto the long-term private rental market.

A.7: Develop guidelines that specify the needed types diverse of diverse housing. Include design solutions that will provide sound attenuation where residential uses sit alongside commercial uses, particularly in areas designated for the night-time economy.

A.8: Develop standards for apartments to ensure good living amenity and the maintenance of the city's natural and cultural character.

Strategy 2.2

Address housing affordability and homelessness in Central Hobart.

Proposed actions

Deliver

A.9: Develop and contribute to a range of affordable housing strategies that provide options for lower cost housing for purchase, long and short-term rentals, and social housing.

A.10: Consider policy in the planning scheme to ensure no net loss of social housing in Central Hobart.

A.11: Investigate mechanisms to provide housing for key workers.

Objective 3: A place to learn and work

Projections estimate a demand for around an additional 382,000m^2 of commercial floor space[4] to support business expansion in the next 20 years. In facilitate this, high employment businesses need to be identified and encouraged to locate in Central Hobart.

The Royal Hobart Hospital will bring medical facilities to the area including potential for medical research and innovation activities.

A concentration of students living, studying and working in Central Hobart, and new research and education activity that will develop around the hospital, university, TAFE and any new educational institutions will bring vibrancy and economic benefit.

Workers and residents will have access to improved training and further education; knowledge-intensive uses will increase, clustering around the education precinct.



Hobart City Apartment accommodation

Strategy 3.1

Facilitate a variety of start-up businesses and innovative industries that provide employment options particularly in the Innovation Precinct.

Proposed actions

Deliver

A.12: Identify key industries and employers, suited to the Central Hobart environment, and develop strategies to attract them.

Advocate

A.13: Encourage new commercial development to have a variety of sizes and types of spaces for small and medium size enterprises, at a variety of price points.

Strategy 3.2

Enable development that provides commercial floor space and generates high employment.

Proposed actions

Advocate

A.14: Support the establishment of business and creative industry incubators, for example through the provision of affordable spaces.

Advocate

A.15: Identify key sites for commercial development and develop guidelines and controls that encourage this form of investment.

Advocate

A.16: Work with UTAS to consider its long-term plans so they benefit Hobart and the wider community.

4. Central Hobart Precincts Plan – Economic, Demographic and Employment Study – COVID-19 update (April 2021)

Objective 4: A place to visit and explore

Hobart's reputation as a creative and cultural destination for intrastate, interstate and international visitors has been strengthening over the last decade. Central Hobart provides much of the region's visitor accommodation.

Hobart's year-round program of festivals is a major attraction, as are the city's cultural heritage, food and wine, markets, the range and beauty of the parks in and around the city, and its distinctive landscape.

As Hobart's and Tasmania's economy relies heavily on tourism, it is vital that the sector is given sufficient support and impetus and is able to withstand disruptors. Recognising, protecting and growing the key elements that attract visitors and diversifying the offer is important. Providing the infrastructure to make the visitor experience as rewarding as possible will generate repeat visits and longer stays.

Hobart's festival and cultural life has seen a decentralisation of activity away from the traditional focus on Salamanca Place and the waterfront. This offers an opportunity for Central Hobart to have a more prominent role in the city's festival and cultural life.

Ensuring the city is easy to access and move about, with great open spaces and green street network, and with a range of accommodation options, is important to support the visitor experience.

Strategy 4.1

Diversify, expand and promote the tourism offering based around the key strengths of creative industries, the arts, entertainment and heritage.

Proposed actions

Advocate

A.17: Encourage educational institutions to maintain and expand creative educational course options.

A.18 Use heritage buildings to house creative enterprises, and encourage the retention of older buildings suitable for artistic industries and smaller events.

Deliver

A.19: Investigate opportunities for activities and attractions to encourage visitors into Central Hobart.

A.20: Enhance wayfinding, lighting, safety and universal access to, and between, key visitor attractions and areas.

A.21: Encourage a range of dedicated visitor accommodation options throughout Central Hobart.



Bidencopes Lane Paint Jam – photo credit Andrew Wilson

Objective 5: A place of creativity and culture

Hobart has established its reputation as a centre for quality cultural and creative products, activities, events and experiences, and the cultural and creative sector is one of the fastest growing employment sectors in Tasmania.

It is an area where multicultural celebrations and activities contribute to the vibrancy and creativity of our city.

With a significant boost from MONA, Hobart's cultural festivals and events draw visitors from across Tasmania, interstate and overseas.

The City of Hobart's Creative Hobart – A Strategy Framework has been building on that strong foundation, supporting, facilitating and establishing conditions for Hobart's creative industries to flourish.

Central Hobart's cultural, performing and visual arts venues collectively form a foundation for the broader artistic community, the visitor economy, and help make the city vibrant.

Cultural venues need to be protected from other uses that might curtail their activities due to concerns about noise and/or type of activity. Creating a cultural hub around current venues may generate greater interaction and a critical mass for larger events.

There is a growing need to ensure the local arts community is supported and accommodated through the provision of smaller, accessible and affordable spaces.

Strategy 5.1

Further develop the city's visual identity by making unique connections between works of art and their environments, offering visitors and residents insights into our distinctive identity.

Proposed actions

Advocate

A.22 Support and encourage initiatives to incorporate public art into private and commercial developments.

A.23: Continue to support local artists to activate city spaces and places with temporary and ephemeral art projects.

A.24: Activate streets, car parks and heritage spaces with public art, performances, events and festivals.



Bidencopes Lane, a site for the a previous Hobart Vibrance Festival

Strategy 5.2

Reflect the strong artistic culture of Hobart in everyday activities, streetscapes and the physical environment of Central Hobart.

Proposed actions

Deliver

A.25: Investigate City Hall as a focal point for an arts and cultural hub including a management model that revitalises and activates the site.

Partner

A.26: Work with the Aboriginal community to reflect more of the city's Aboriginal heritage and culture in activities, events and exhibitions, and as permanent features in the public realm.

A.27: Introduce playful elements in urban design to reflect the creative culture of the city, promoting new experiences and invitations to stay.

A.28: Explore infrastructure opportunities in each precinct for power, rigging, lighting and staging to facilitate use of these spaces for temporary/pop-up activations.



Two Islands Sculpture in Franklin Square by Nigel Helyer



In The Hanging Garden



Tasmanian First Nations traditional dances and stories at the Tasmanian Museum and Art Gallery

Goal 2: Public spaces that engage and create joy

In 20 years, the streets of Central Hobart have been further brought to life by placing people at the centre of activity. Well-lit courtyards, street entertainment, quirky laneways and accessible pedestrian routes through the inner city have created a safe and enjoyable environment where people stay longer and visit more often.

Central Hobart's residents are healthier and happier due to an abundance of trees, parks and links to more open spaces. Walking and cycling trails connect the waterfront to the mountain and all the city's parks and open spaces.

From vantage points, the views of Central Hobart's surrounding landscape are protected and celebrated. From bold to playful, the public art around Central Hobart adds delight and meaning, giving a strong sense of place that reflects 40,000 years of human culture and Central Hobart's multicultural community.

While buildings are an important element, it's the public spaces in between the buildings that allow us to interact with the city. Safe, inclusive and universally accessible public spaces are crucial in retaining Hobart's attractive character.

With an expected increase in medium-density housing in Central Hobart, the demand for access to comfortable, green public spaces will only increase.

Central Hobart is fortunate to have space for future development. This provides the opportunity to work with developers to create small pocket parks, activated laneways and courtyards that connect via green streets to our larger open space network. These must be designed well, at a human scale, to be successful.



Activities in Soundy Park, North Hobart

People are core to a city. They bring the city to life.

Objective 6: A liveable and resilient city through urban greening

Strategy 6.1

Increase tree planting, green open space and water-sensitive urban design features to future proof the city, and reduce the urban heat island effect and flood risks.

Proposed actions

Deliver

A.29: Develop an Open Space Strategy that increases green infrastructure that integrates natural systems to increase resilience.

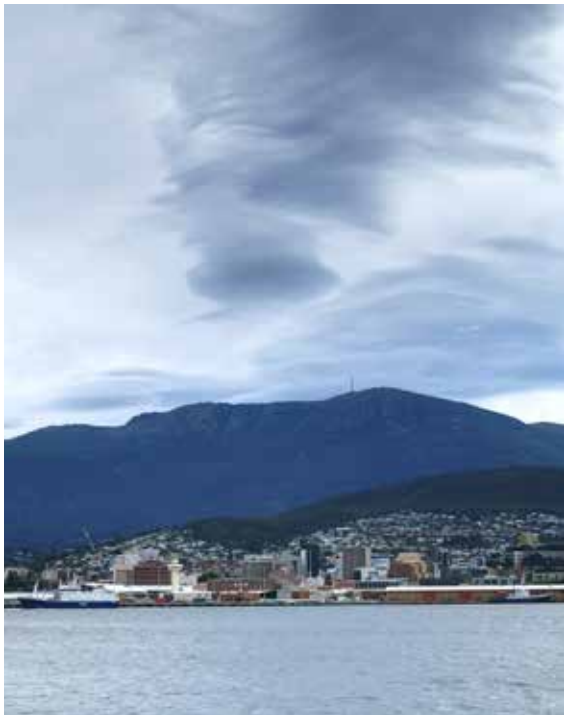
A.30: Review innovative funding models to facilitate best-practice planning, design, installation and management of urban greening initiatives.



View of Hobart Rivulet towards the city centre



Seasonal plantings in Elizabeth Street Mall



kunanyi / Mount Wellington as a green backdrop f or the city

Objective 7: A strong sense of place between the river and the mountain

Strategic 7.1

Maintain and celebrate key view corridors and visual connections to the surrounding landscape and river.

Proposed actions

Deliver

A.31: Reinforce the importance of protecting key views from the river to the mountain through planning scheme provisions.

A.32: Develop an **Active Travel Plan** to strengthen the pedestrian and cycling infrastructure along the Rivulet to Macquarie Point.

Strategic 7.2

Provide for a network of open space that meets the needs of residents and visitors to Central Hobart.

Proposed actions

Deliver

A.33: Develop a city-wide **Open Space Strategy** that includes the work of the *Open Space in* **Central Hobart Background Discussion Paper.**

A.34: Seek opportunities to provide pocket parks and local parks where there are gaps in provision and encourage better use of existing open spaces.

A.35: Coordinate with other agencies to formalise public access to other open spaces, such as school and church grounds.

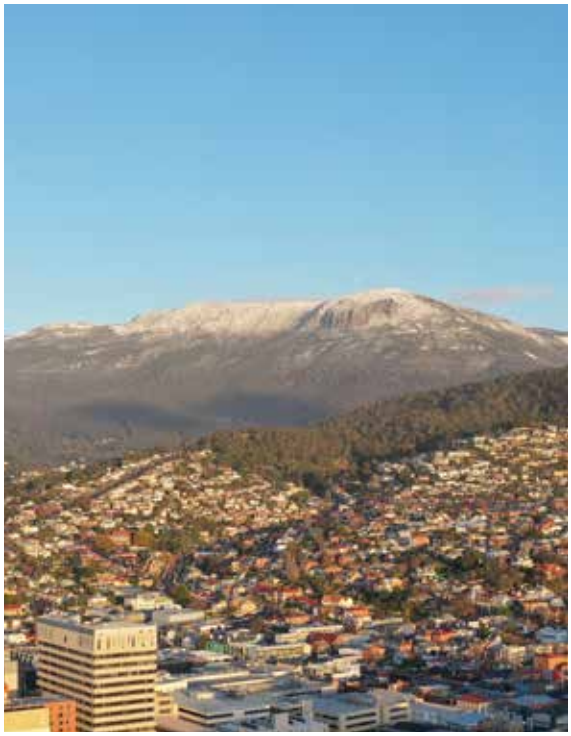
Strategic 7.3

Develop a network of blue and green infrastructure.

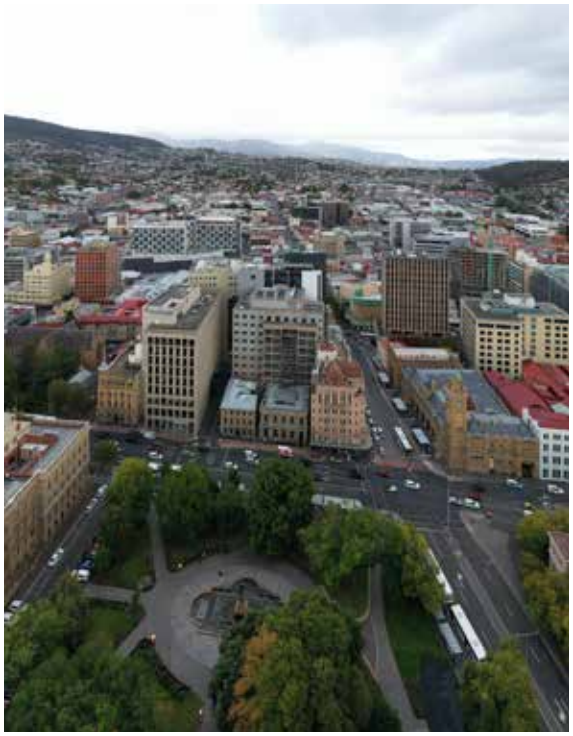
Proposed actions

Deliver

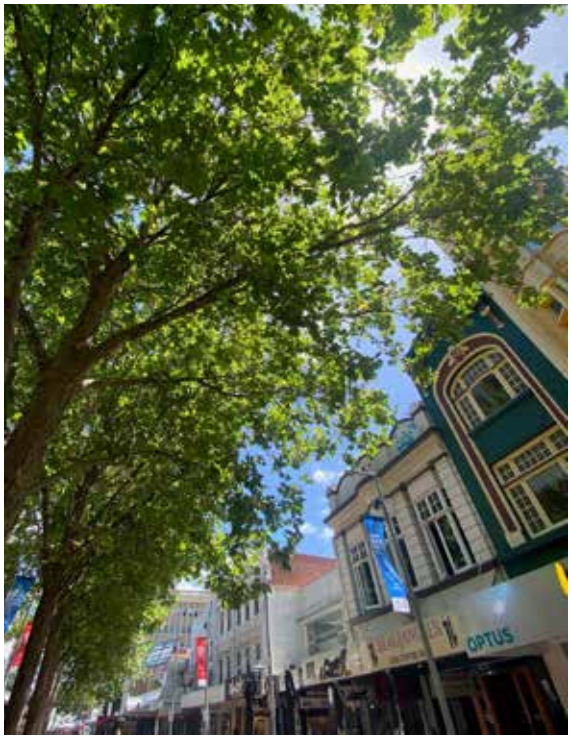
A.36: Develop plans for increasing (and valuing as assets) blue and green infrastructure, working with natural systems to increase resilience.



kunanyi / Mount Wellington with the city in the foreground in the morning sun



Aerial view of Franklin Square
Photographer: Natasha Mulhall



Trees in Elizabeth Street Mall



Hobart Rivulet as viewed from Collins Street
Photographer: Natasha Mulhall

Objective 8: A network of lively, green and active streets to support the walkability and character of Hobart

Streets need to be adaptable to enable different uses at different times of the day, week or year. Wide footpaths, places to rest, shade, shelter and vegetation contribute to the comfort of users and provide access for all.

Mixed uses with a large residential component, small blocks, narrow building frontages, older buildings for character, and a concentration for critical mass help create a pedestrian network that entices people to walk and wander through the city.

The city streets need to be accessible to people of all ages and abilities and feel welcoming to people of all backgrounds.

A city that is safe, welcoming and easy to navigate is one that attracts visitors, residents and business.

There are many aspects to creating a city environment that is both attractive and highly functioning. These include lively, well-designed, weather-protected and easy-to-navigate pedestrian ways, efficient and effective transport options, a high-quality built form and places to sit, rest and enjoy.

A safe city needs to be designed with thought for sightlines, lighting, signage and materials.

Strategy 8.1

Revitalise the city's quieter lanes by encouraging mixed use developments that create opportunities for activation and enhance pedestrian movement.

Proposed actions

Advocate

A.37: Endorse the laneway strategy for Central Hobart developed in the Urban Design Framework, which identifies potential future pedestrian links and laneways through the 'super blocks' of the city.

A.38: Consider strengthening existing, and encouraging new, developments to provide courtyards, introducing opportunities for spaces that are lively, comfortable and away from traffic and in appropriate locations contribute to the night-time economy by facilitating restaurants, cafes, bars and the like.

A.39: Develop CoH **Urban Design Guidelines** (LGA wide) for new buildings and streetscape design that includes safe design and universal access principles.

A.40: Engage with migrant communities to understand how their cultures and religions influence the use of public spaces and develop strategies to share their experiences through cultural events that enhance the City of Hobart's existing and future international relations programs.

Strategy 8.2

Create clear and well-designed universally accessible pedestrian routes with incidental green spaces for sitting, information provision and weather protection.

Proposed actions

Advocate

A.41: Endorse the **Network Operating Plan** to identify the future functions and staged transition of Hobart's current and future street network.



Street greening and seamless pedestrian crossing on Liverpool Street, in front of Myer



Elizabeth Street and Collins Street

Goal 3: Sustainable buildings with character

In 20 years, world-class sustainable, modern architecture stands proudly beside reinvigorated historic buildings, protecting and adding to Hobart's distinctive character, attractiveness and liveability.

Central Hobart has retained, consolidated and enhanced its character in the 'urban amphitheatre', and, focused on the central area basin, the diversity of building form and scale maintains connection to the surrounding landform horizons, especially when viewed from the waterfront and other publicly accessible viewing points.

A range of measures that are producing more sustainable buildings and precincts and exemplary design has been adopted.

Design excellence principles and design review processes are increasingly being embedded in the assessment process for new buildings, and while some processes such as the City of Hobart's **Urban Design Advisory Panel (UDAP)** are well established, more guidance is needed.

The position of new development within the 'urban amphitheatre' of the topographical setting of the city, and the concept of Hobart being a 'small city in a large landscape' are two important spatial scales that provide a context for the future of Central Hobart.

These concepts have been established from the **Building Height Standards Review Project** (the 'Woolley Report') which advised on appropriate height controls for the Central Hobart and waterfront areas, based on the urban landscape of Hobart and the protection of important view lines.

These influence views and vistas that need to be protected, building height and interrelationships and have been incorporated into the **Urban Design Framework** **(see page 92 onwards)** of the Plan.



The Hedberg, Campbell Street
Photographer: Natasha Mulhall

The impact of buildings is particularly felt at the street level, where the activities occurring inside can contribute energy and interest to the street.

Objective 9: Buildings that excel and excite

Major developments should reflect their specific location and the role of Hobart as Tasmania's capital city in both quality of architectural expression and materials.

The heritage character and lower-rise scale of the city centre are valued characteristics. Building height, scale and bulk are often contentious issues in a sensitive built environment such as Central Hobart, and clear guidance is needed.

The planning scheme and associated guidelines need to ensure new development responds appropriately to the human scale of Hobart, enhancing the character as the city grows. This will be in addition to the existing local and state heritage sites, heritage precincts and the Place of Archaeological Potential overlay, all of which will still apply.



Goulburn Street Housing
Photographer: Natasha Mulhall

Strategy 9.1

Respond to surrounding context, human scale and pedestrian experience in building design.

Proposed actions

Deliver

A.42: Progress the planning scheme amendment to introduce the height controls recommended by the Woolley Report to protect key views and vistas.

A.43: Develop and implement detailed Central Hobart Urban Design Guidelines to direct best practice outcomes.

Strategy 9.2

Develop a high expectation of design excellence in Central Hobart.

Proposed actions

Partner

A.44: Create ways to celebrate local exemplar designs illustrating the preferred outcomes.

A.45: Build on the effectiveness and expanding the role of the City of Hobart Urban Design Advisory Panel (UDAP) to assist in developing urban design guidelines.

Strategy 9.3

Respect heritage and traditional building elements in new buildings while projecting Hobart's creative and forward-looking edge.

Proposed actions

Partner

A.46: Develop CoH Heritage Design Guidelines (LGA wide) further encourage adaptive re-use of buildings to extend the life of heritage buildings and investigate ways to maintain and strengthen historic subdivision patterns, lot sizes and courtyards.

A.47: For strategic development sites, test existing and proposed building controls to ensure economic feasibility, sustainability and liveability outcomes are met. And, if necessary, develop site specific guidelines.



The Tasman Hotel, Murray Street



Heritage and new building in Goulburn Street
Photographer: Natasha Mulhall



Tasmanian Museum and Art Gallery, heritage building

Objective 10: Environmental excellence

The 'sustainability' of a building considers its design in terms of environmental and social contexts, including the durability and life of the building, the energy consumed in producing the building materials, in heating and cooling, and use of other resources in its operation, such as water and chemicals.

While many aspects of sustainable buildings are regulated by the National Construction Code, there is a role for local government in setting the conditions to allow sustainable design to occur.

Built form guidelines that encourage designers to respond to climatic conditions on individual sites, and incentives and measures within a planning scheme, can assist in achieving sustainable outcomes.



UTAS Student Accommodation
Photographer: Natasha Mulhall

Strategy 10.1

Promote and encourage sustainable building design in all new buildings and when retrofitting, including methods of moving to a circular economy and reducing building construction waste.

Proposed actions

Deliver

A.48: Include sustainability requirements in planning scheme provisions where possible, or advocating for changes to building provisions.

A.49: Develop guidelines to demonstrate methods to achieve sustainable buildings in a city centre context and investigate frameworks for sustainable precincts.

Strategy 10.2

Recognise the importance of, and develop a framework for, blue and green infrastructure, water sensitive urban design and urban greening to increase the city's resilience.

Proposed actions

Advocate, Deliver

A.50: Encourage development to improved access, visibility and celebration of the Hobart Rivulet.

A.51: Develop guidance and policy to encourage the development of green roofs and green walls to achieve the urban canopy coverage of 40% by 2046.

A.52: Design Council infrastructure to meet 'best practice' sustainable design.

Goal 4: Integrated and accessible movement networks



Improvements to public transport, more car sharing, and increased walking and cycling options have reduced the dominance of cars in Central Hobart in 20 years, with far-reaching benefits for citizens and the environment.

Walking, and using micromobility options such as cycling and e-scooters, is easier and more popular because of improved safety, accessibility and other supporting features in Central Hobart's urban design.

Commuter car parks are located near major arterial routes with regular transport services and better walking and cycling routes bringing commuters into a safer and more amenable central city.

To support the growth in development and use of Central Hobart, movement networks and services will also need to grow. Successful cities use public transport, walking, cycling and micromobility options to move people with a lower space and pollution intensity than can be achieved with private motor vehicles alone.

There are planned improvements for public transport provision in the Greater Hobart region to support trips to and from Central Hobart and this needs to be supported with further improvements for movement in the area for all users.

The envisaged future state for Central Hobart will require changes to where motor vehicles park and how we operate and prioritise some streets for some transport modes.

Such arrangements have been previously outlined in the State Government's Hobart Transport Vision, the City of Hobart's Transport Strategy, the RACT's Greater Hobart Mobility Vision and the Hobart City Deal.

Objective 11: More sustainable travel choices to Central Hobart

The Hobart City Deal, has a target of increasing the proportion of regular commute-to-work trips that are by public transport to 10 per cent.

It includes commitments to increase the number and frequency of public transport services from surrounding areas, as well as a range of physical capital works, such as the Kingston to Hobart bus priority measures and the development of a Hobart Transit centre.

The 2021 trial ferry service from Bellerive to the Hobart waterfront attracted significant patronage and has been continued beyond the initial trial period. Additional investment to expand the service reach has also been committed to by governments.

The Northern Suburbs Transit Corridor (NSTC) has been the subject of detailed consideration for activation, redevelopment and public transport service improvements. These actions will provide for additional public transport capacity to provide for trips between Hobart and Glenorchy.

In keeping with the City's commitments to providing a city for all ages and abilities, and legislative requirements such as the *Disability Discrimination Act 1992*, public transport services are moving towards being fully accessible for the majority of services.

Walking, cycling and micromobility modes of travel provide the lowest overall cost, in terms of space efficiency, pollution and direct expense to the individual users of any transport mode. For most people, every journey begins and ends with a pedestrian journey.

The majority of the City of Hobart population lives within a 4 km radius of the GPO. Where quality facilities have been provided, there is an observably greater proportion of people who use a bicycle, an e-scooter or walk for their journey to the city from their home. However, there are key missing links and suburban areas where no appropriate facilities exist to support people choosing these transport options.

Strategy 11.1

Continue to support the provision of improved walking and micromobility facilities that will support more people to access Central Hobart from proximate Hobart suburban areas.

Proposed actions

Deliver

A.56: Complete and connect the bicycle and micromobility facilities on the key corridors of Argyle Street, Campbell Street and Collins Street.

A.57: Improve pedestrian facilities, greening, and amenities on the key streets identified in the Urban Design Framework.

A.58: Identify further micromobility, pedestrian links and improvements that will improve connectivity and attractiveness in Central Hobart.

A.59: Continue to investigate micromobility options beyond the e-scooter trial.

Strategy 11.2

Continue to plan for and support the provision of improved public transport facilities and services that will support more people to access the city from Greater Hobart in ways other than private motor vehicles.

Proposed actions

Partner

A.53: Work with State Gov. in further feasibility investigation for a bus transit centre(s) and associated further upgrades for the existing Franklin Square bus facilities.

A.54: Work with the State Gov. to implement a permanent ferry service on the Derwent River and improve links from the Hobart waterfront to Central Hobart.

A.55: Work with the State Gov. to identify further key bus facility nodes with improved user experience including by way of shade tree planting, to service land use developments and new service routes associated with the NSTC.



Cycling on Elizabeth Street
Photographer: Natasha Mulhall

Objective 12: Improved amenity for active travel modes in Central Hobart

The workers, shoppers, service seekers, students and visitors along with the new residents in Central Hobart will benefit from improved active travel facilities. In other Australian cities, adoption of these modes has improved city liveability and vibrancy; people stop and talk, experience the delights of window shopping and participate in the local economy.

Overall Central Hobart is quite small. Its longest axis is less than 1500 metres. While there are community members who will require motorised transport for various reasons, there is already of a culture of walking and bike riding in Hobart, for transport and pleasure, and this should continue to be supported.

With the advent of e-bikes, electric mobility scooters and the trial of e-scooters, a wide cross-section of the community benefits from quality facilities if provided.

On key corridors in the city, improving other aspects of street amenity, such as on-street dining, quality street environments, street greening, and trees support active travel and the economy because people want to be in such places.

Strategy 12.1

Continue to plan for and support the provision of improved active travel (walking and micromobility) facilities that will support more people to move around the city using these modes.

Proposed actions

Partner, Deliver

A.60: Continue to support the provision of improved walking, cycling and micromobility facilities that will support more people to move around Central Hobart, catering for residential and employment growth mobility demands in the area.

A.61: Develop street vision plans, with initial priorities being for Elizabeth Street and Collins Street, that are universally accessible and consistent with the Central Hobart Urban Design Framework.

A.62: Undertake a complete audit of the streets and pedestrian crossings in Central Hobart and prioritising accessibility upgrades using the previously undertaken Walkability of the Elizabeth Street/New Town Road Corridor report methodology.[5]

5. City Infrastructure Committee meeting 27 October 2021

Objective 13: Parking cars better

All space in urban areas has value. How we use and develop public and private space has a considerable bearing on the liveability of our community and our ability to create wealth from our interactions and exchanges.

For most of the streets across Hobart, there is capacity to park cars on street and manage that parking with appropriate controls and policies to ensure appropriate access for all and equity of use for this public good. However, some streets will need to see parking relocated to other locations in order to achieve improved public transport, active travel and city activation.

Multi-storey car parking stations and large off-street car parking facilities exist now across the central area, with most major buildings supporting basement parking facilities.

In the next 20 years, additional off-street parking facilities could be developed to replace on-street car parking and provide reservoirs for car parking that can be equipped with the necessary facilities to become electric vehicle charging and battery storage stations for the Hobart electrical grid.

The future of our vehicle fleet and where we park those vehicles when not in use are changing. We need to start to plan for that future.

Strategy 13.1

Develop a Parking Strategy for Hobart including: an analysis of options for relocating space from laneways to improve the quality for a variety of uses, appropriate pricing strategies, and how to best provide on-street accessible spaces.

Proposed actions

Deliver

A.63: Review current publicly accessible off-street car parking locations and identifying appropriate longer term locations for public short stay and long stay facilities.

A.64: Review the current suburban resident parking schemes in order to support the new parking strategy for Hobart.



Parking Spaces Near St. David's Cathedral



Park and rides around Greater Hobart, DSG

Objective 14: Managing our movement networks

How we manage our transport and movement networks provides tools for achieving our associated goals and objectives for the city.

It is more pleasant as a pedestrian to be around vehicle traffic moving at slower speeds. It is also much safer for people both inside and outside the vehicle. This is the reason in Central Hobart, and around the Hobart waterfront, there is a speed limit of 40 km/h in some locations. In places with high amenity, or the ability to all share the space, the speed limit may be 20 km/h.

Mode priority is also key, for example prioritising a public transport vehicle through dedicated road space or by coordinating traffic signals. A 'green wave' can improve travel time reliability and overall travel time savings. For pedestrians, minimising the time spent waiting for the 'walk' signal to cross a road can be a way to prioritise pedestrians over car movements.

Managing a network mean in some locations some road users will receive a higher level of service or better conditions than others. This balancing act is undertaken by developing a **Hobart Transport Network Operations Plan (HTNOP)**, which provides the guidance for making decisions about traffic signal timings, road speeds and, to an extent, space and priority allocation for a road and street network. The first generation HTNOP is currently being developed in partnership with the State government.

Strategy 14.1

Provide guidance to the management of transport and mobility in Central Hobart to achieve the Central Hobart Plan objectives.

Proposed actions

Partner, Deliver

A.65: Complete a first generation Hobart Transport Networks Operations Plan (HTNOP) in partnership with the State Government.

A.66: Develop detailed movement and place mapping for Central Hobart, taking into consideration key pedestrian streets identified by the Central Hobart Urban Design Framework and other key future land use changes.



Aerial view of Hobart's Cenotaph and Regatta Grounds with a major event (Dark Mofo)



Criterion Laneway
Photographer: Natasha Mulhall



Collins and Liverpool Street are major movement corridors. Photographer: Natasha Mulhall

Goal 5: An investment ready and innovative city

In 20 years, landowners, developers and the local community have a clear understanding of development expectations, and planning approvals are streamlined for preferred development types in particular areas.

An equitable developer contribution system is in place to help pay for community infrastructure, ensuring a vibrant, prosperous and sustainable city. Investment from different levels of government has given private investors confidence and ensured that Central Hobart has the public infrastructure needed to meet the goals of the Plan.

Detailed master planning for specific sites and blocks in Central Hobart has resulted in strategic developments that meet specific community needs and underpin the precincts plan's success in 2042. Super-fast internet connections and digital technology underpin a wide range of smart initiatives that help Central Hobart to function better, including ways yet to be imagined.

Objective 15: A clear framework for development

The Central Hobart Plan will provide a place-specific understanding of the development needs for the area, when compared to the more generalised zoning standards that are in the current and future planning scheme provisions, which have been developed to suit a variety of development types.

The intent of this place-based approach is to create more certainty about the desired future development outcomes.

There are many triggers in the planning regulatory framework that can be used to encourage or require landowners and developers to address the Central Hobart city shaping goals and objectives. For example, it's possible to introduce **Specific Area Plans** to provide clarity about height, setback and required design standards, and to provide more certainty for the community and industry.

Implementing the Plan is likely to require some change to current regulation. This will include changes to planning scheme provisions to ensure that new uses, buildings and works in the precincts are located, designed and constructed in a way that achieves the Central Hobart city shaping goals. **Further information is provided in the Urban Design Framework (see page 84).**

There may be other implementation requirements such as a **Stormwater System Management Plan** required under the *Urban Drainage Act 2013.*

Strategy 15.1

Plan for the preferred development forms of Central Hobart and its precincts by creating planning scheme provisions that provide certainty for developers and the community.

Proposed actions

Deliver

A.67: Developing a process to streamline the assessment of planning applications for the preferred development types in each precinct.

Strategy 15.2

Support the development of each precinct to align with the goals and preferred land use outcomes.

Proposed actions

Deliver

A.68: Further test proposed controls in the Urban Design Guidelines to support and guide each precinct and land use outcomes.



The Commons, Hobart



Myer development and adjoining heritage Building, in Liverpool Street

Objective 16: An equitable developer contribution system to help pay for community infrastructure

Development contributions are payments or works (either in kind or in lieu), and facilities or services that developers provide towards infrastructure required to meet future community needs.

While Tasmania does not have a developer contributions framework[6], the practice is well established in most Australian states.

Generally, developer contributions are collected to meet the needs of community generated as a result of the development. These may be at a city, local or neighbourhood scale.

Development contributions are exacted through the planning approvals system and can be grouped into four mutually exclusive categories: user-pays contributions and charges; impact mitigation levies; value capture or value-sharing arrangements; and inclusionary requirements. These can be mandatory, voluntary or shared (refer to page 55).

Development contributions are one method by which public infrastructure can be funded. Separate charges such as rates and levies can provide an equitable means of raising revenues to fund public infrastructure.

As the framework to levy contributions is not readily available within current legislation, the discussion about development contributions is largely at the theoretical stage at present.

Strategy 16.1

Investigate the most appropriate means to introduce development contributions to meet the future infrastructure needs of Central Hobart.

Proposed actions

Advocate

A.69: Exploring opportunities to facilitate the delivery of developer contributions to fund improvements to community infrastructure, including public open space and transport infrastructure.

Consider future planning controls that incorporate community benefits for strategic development sites and areas such as for affordable housing or community infrastructure.

Strategy 16.2

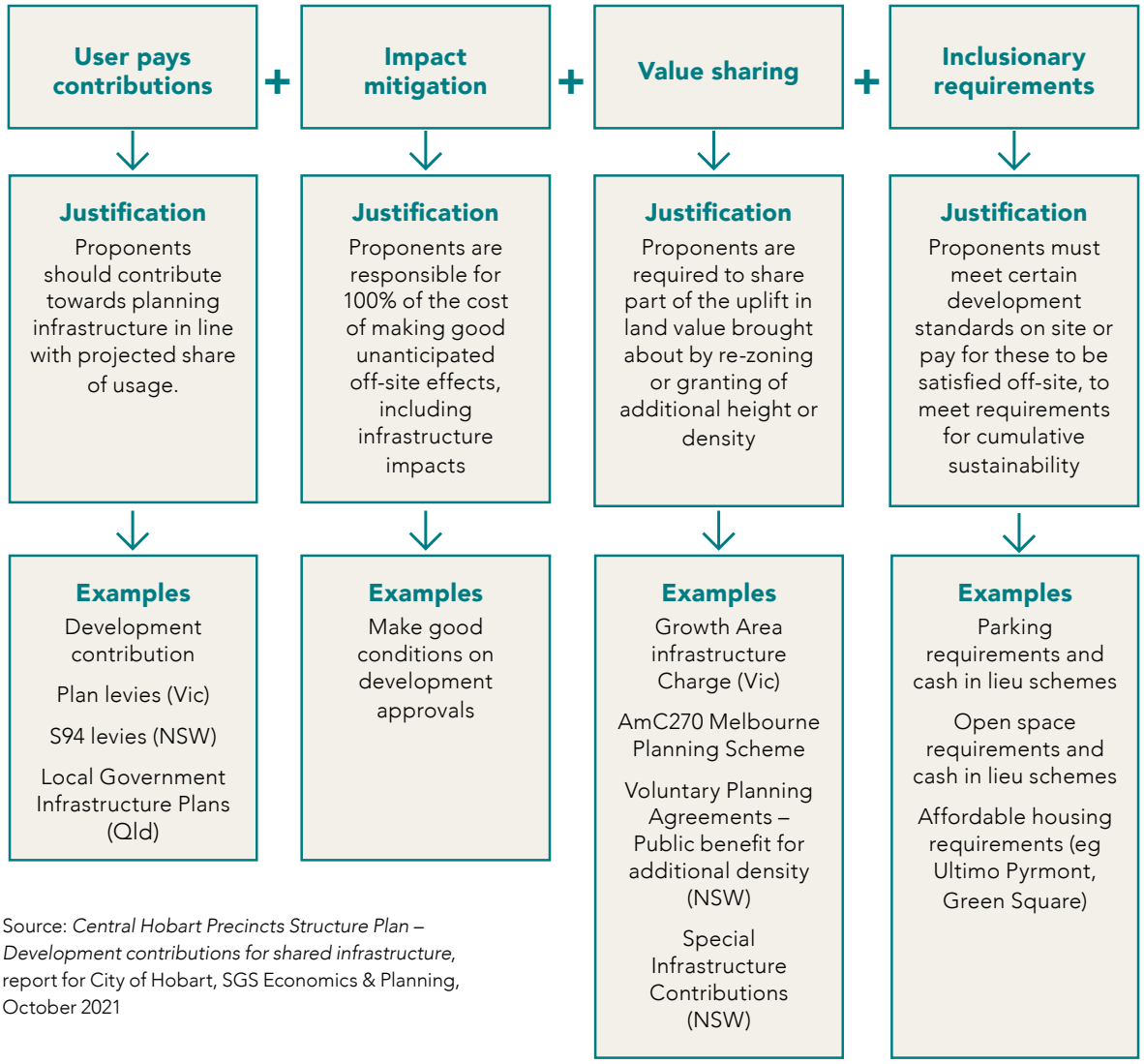
Advocate for legislation that enables the fairest means of collecting and apportioning development contributions.

Proposed actions

Advocate

A.70: Advocating for the introduction of specific Tasmanian guidelines for developer contributions and working with the Local Government Association of Tasmania to advocate for legislation that provides opportunities for a broader range of development contributions, particularly for the public realm.

6. For information on TasWater developer charges visit taswater.com.au/building-and-development/developer-charges



Source: *Central Hobart Precincts Structure Plan – Development contributions for shared infrastructure*, report for City of Hobart, SGS Economics & Planning, October 2021

Determining the best methods and triggers for the application of development contributions is a key element of precinct planning.

Objective 17: Driving investment through public infrastructure

A key role of the City of Hobart and the State Government is investing in Central Hobart to attract appropriate development and investment. This includes investment in the types of public infrastructure that will assist with the delivery of this Plan and provide confidence for private investment.

Improvements to public infrastructure may be delivered in tandem with development and, indeed, may be funded or embellished through development contributions (e.g. public open space, improvements to the urban realm).

Proactive and considered planning for infrastructure maintains or improves the quality of life for the community.

Successful infrastructure planning is a continuous and iterative process and should adapt to the changing circumstances of a community and provide for the transparent expenditure of development contributions and revenue from rates/levies.

Strategy 17.1

Plan for the delivery of infrastructure in Central Hobart.

Proposed actions

Deliver

A.71: Prepare a Central Hobart Public Infrastructure Plan that details existing public infrastructure and its capacity to cater for the anticipated growth, then identifies future infrastructure needs, costs and apportionments for all development planned for the area.

Strategy 17.2

Align and coordinate asset renewals with the State Government to ensure efficient outcomes.

Proposed actions

Deliver

A.72: Develop a detailed program of works for asset renewals and send to State Government agencies to identify project synergies.

Strategy 17.3

Ensure stormwater infrastructure is resilient and able to cope with future rain events.

Proposed actions

Deliver

A.73: Undertake detailed hydraulic modelling and planning in the Central Hobart area to provide the information and strategies to anticipate and plan for likely future rain events and seek appropriate capital funding for upgrades.



View of Hobart Rivulet along Collins Street
Photographer: Natasha Mulhall



Public art in Kemp Street



Hobart Interchange for buses, Elizabeth Street

Objective 18: Master planning for strategic development sites

Major under-developed government and university land holdings in the area have been identified as key development sites for future investigation, with the intent that the City will seek discussion with the owners on the future of each site. Council's land holdings have also been identified.

It is anticipated that some of these key government sites and other sites owned by private landowners may also be suitable for a master planning process.

Key development sites, and the blocks on which they are located, will emerge as crucial to the realisation of the city shaping goals. These sites may be underutilised or vacant; they may be particularly visible and prominent; or they may already be owned by a public authority.

For example, UTAS land holdings are of strategic importance to the city, and the way they are developed will have an impact on the public realm, local businesses, the surrounding streets, and the way the city is used.

Key development sites may also be suitable for the inclusion of affordable housing or public open space.

Strategy 18.1

Work with landowners to achieve coordinated development of key strategic development sites.

Proposed actions

Partner, Deliver

A.74: Further identify key strategic development sites and city blocks that may be suitable for detailed master planning:

- Demonstrate the feasibility of coordinating development of strategic sites
- Engage with landowners to discuss the future of key strategic development sites
- Facilitate or participate in master planning for key strategic development sites.

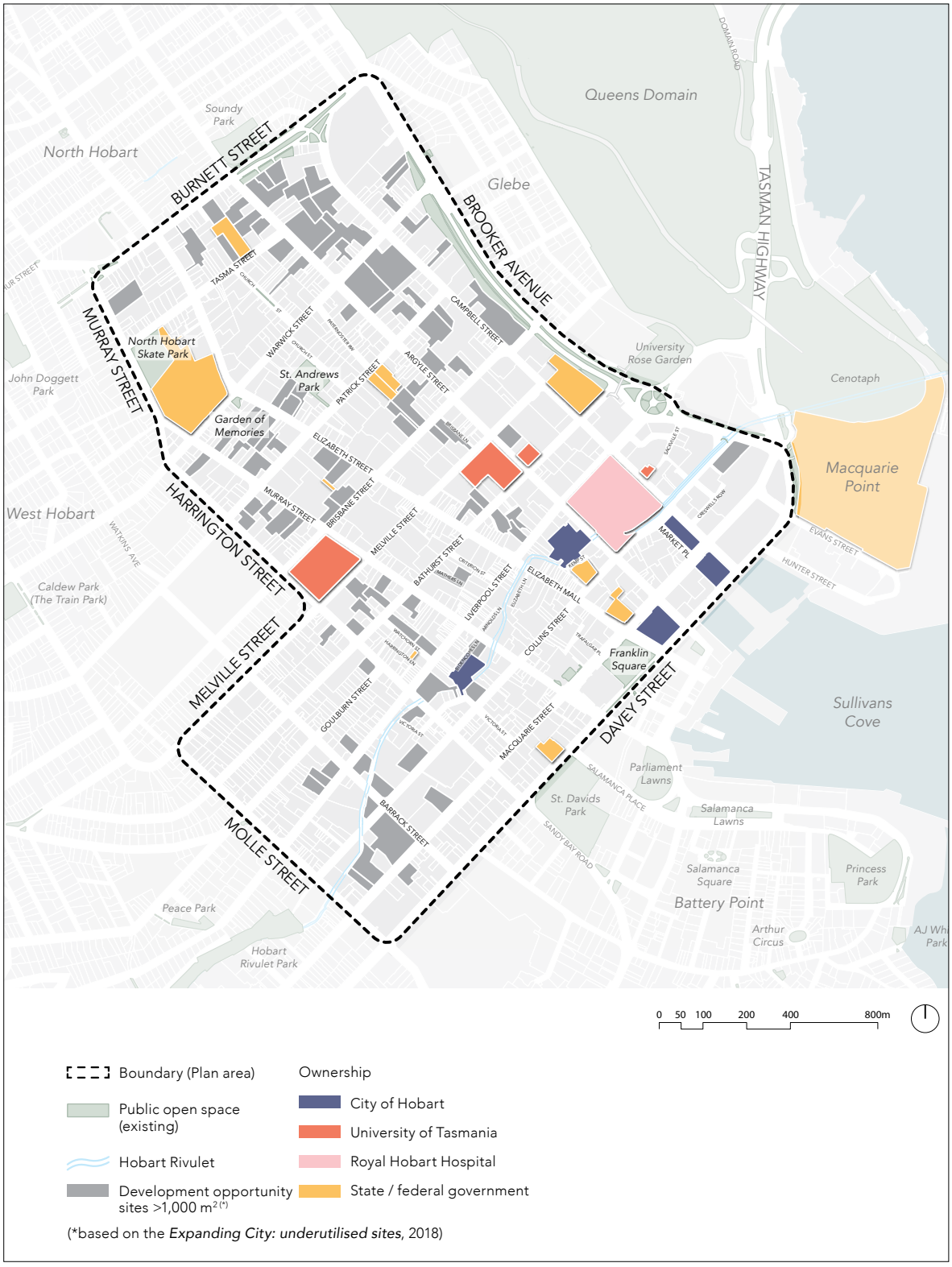


Figure 3. Private, government and university development sites

Objective 19: A smart city that is digital by default

Creating an environment that ensures the city is ready for the next decade and beyond, technologically and physically, is an important component of the Plan.

Connected Hobart, the City of Hobart's smart city framework, aims to use and apply digital technology and community and organisational collaboration to address a range of urban management challenges.

The *Connected Hobart* program includes over 60 actions, projects and initiatives under the headings Places, Communities and Safety, Creativity, Transport, Environment, Infrastructure and Government. Some current initiatives are enhancing personal safety and security by expanding security cameras and lighting in the city, Internet of Things (IoT) sensor installation, parking innovations, smart bus shelters, and encouraging innovative transport modes such as self-driving vehicles and micromobility trials.

Work has begun on building the city's digital twin – a multi-agency information platform that combines data assets owned by the City of Hobart and other stakeholders with a digital replica of the Hobart municipality's built form, physical assets and infrastructure.

The digital twin provides enormous potential for a publicly owned platform for engagement, tourism, marketing, planning, economic development and other City of Hobart functions aimed at assessing and managing urban assets and networks in the future.

A fast internet connection is a basic requirement of any city, and this needs to be constantly maintained and upgraded to accommodate new technologies and expectations of users. The pandemic has reinforced how much we rely on these communications for everyday life, not just business.

Strategy 19.1

Progress the recommendations of ***Connected Hobart Smart City Action Plan***[7] to maximise the benefits of technology for city functioning and improvements.

Proposed actions

Deliver

A.75: Further develop the city's digital twin with additional key features including the City of Hobart's assets, lighting and evening thermal impacts, people movement and parking data, and key environmental layers.

A.76: Align City-led actions in the *Connected Hobart Smart City Action Plan* with the timelines of the Plan.

7. City of Hobart, *Connected Hobart Smart City Action Plan*

Strategy 19.2

Maintain and upgrade technologies and communications for Central Hobart.

Proposed actions

Deliver

A.77: Develop the City's ability to provide remote network access and communications by undertaking fibre optic installation works to directly connect the City's data centre at Town Hall to its larger assets located to the north and surrounding the Central Hobart areas.

A.78: Continue increasing the number of public safety cameras in the Central precinct, and rolling out AI functionality to the City's Safe City Hub.

A.79: Increase the capacity of the City's data centre to allow for additional monitoring and data analysis around the city.

A.80: Further develop and strengthen mutual inclusivity with other agencies such as the Department of State Growth, TasNetworks, Tasmania Police, Telstra and surrounding councils via shared access agreements.

A.81: Develop the City's remote telemetry capabilities by expanding existing LoRa, microwave and other communications protocols.

A.82: Develop the City's digital wayfinding and digital bus shelter networks to allow the dissemination of cultural, historical, wayfinding and transport information to residents and visitors.

A.83: Support the roll-out of the 5G mobile network to enable new and improved technological capabilities, while respecting the streetscape and cityscape character of Central Hobart and minimising impacts on existing infrastructure assets.



Smart City facilities in UTAS Hobart Apartment



RGB lighting in Mawson's Place

2.6 Central Hobart precincts

Central Hobart can be thought of as a collection of distinct places (precincts) where significant change is likely in the future and where there is a preferred existing or future land use and character manifesting itself in the uses, built form and public realm.

This can be useful to provide an emerging framework for future growth and development according to the potential for each precinct, and helps to develop place-specific policies.

In addition to the Central precinct (sometimes called the CBD), four 'precincts' are suggested as areas for potential renewal and revitalisation.

Each has its own potential, character and identity arising from topography, land use patterns, proximity to compatible uses, building type, natural attributes and landmarks.

Some areas are also identified that could support increased residential and mixed use development, within a short walk of the heart of the city.

- Central
- Civic and Cultural
- Innovation
- Trinity Hill
- Rivulet



Collins Court in winter
Photographer: Natasha Mulhall

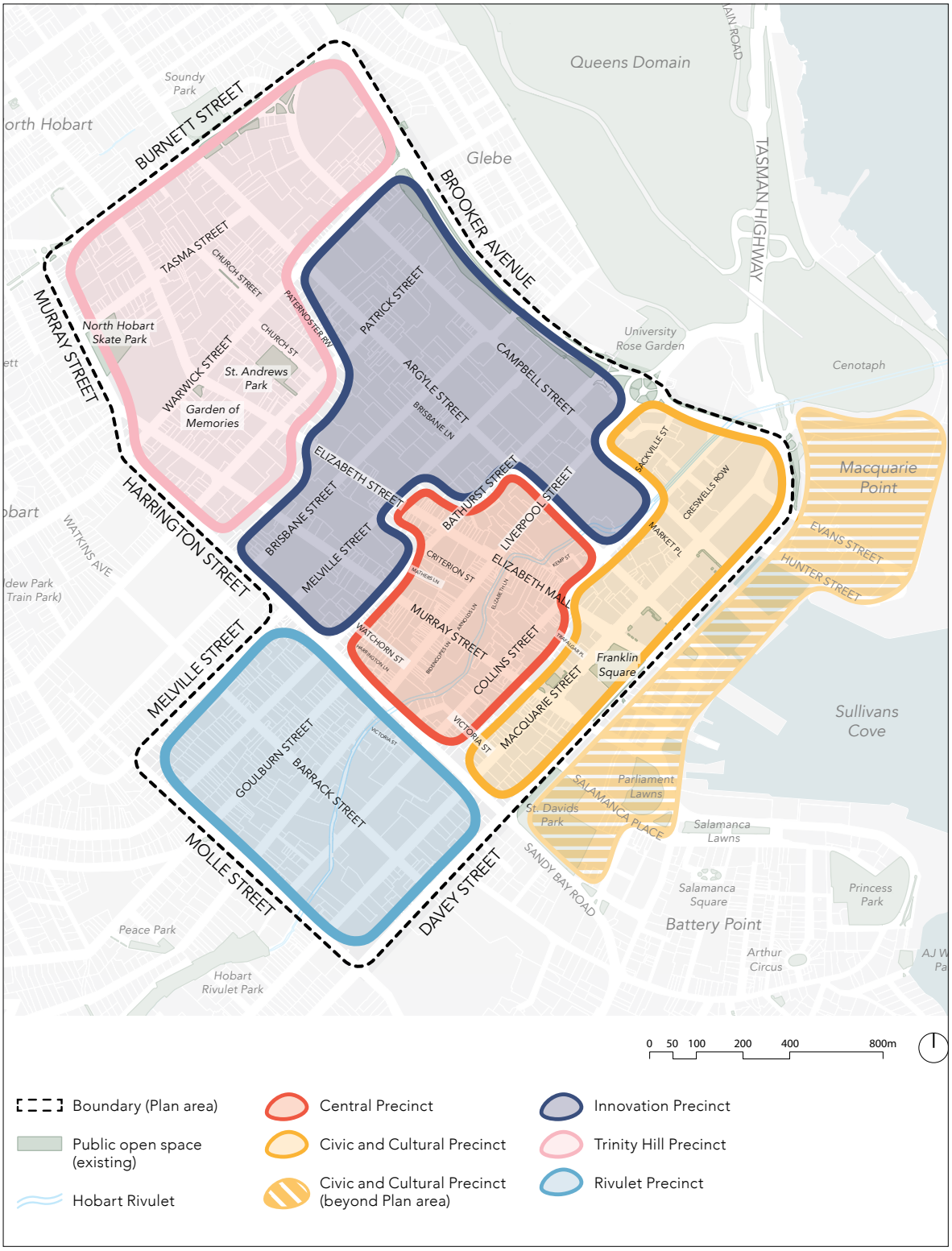


Figure 4. Central Hobart precincts

Central Precinct

The Central precinct is the heart of the city, where residents and visitors come to work, shop, explore and be entertained. It is the principal cultural and business centre of Greater Hobart and Southern Tasmania, containing the key public buildings and functions, major retail stores and commercial headquarters.

A large proportion of Hobart's traditional visitor accommodation, in the form of large purpose-built hotels, is also within this precinct. The number of people living in the precinct is likely to continue to increase adding to the vitality and economic robustness of the central city.

Central has most of the city's tall buildings and is where Hobart's multi-level department stores and core retail activity is located. Character is shaped by grand heritage and civic architecture of buildings such as the GPO and St David's Cathedral. There is a wealth of two and three-storey heritage architecture throughout the area, as well as taller buildings from more recent decades.

The retail core is bounded by Argyle, Liverpool, Harrington and Collins streets. Retail also extends further north along Elizabeth Street. In recent years three new major hotels have opened, providing a significant increase in accommodation capacity.

Movement data collected for the Central Hobart Plan[8] shows that this area has the highest concentration of foot traffic in the city. It includes Elizabeth Mall and an interconnected network of arcades, laneways and squares.

Several of the arcades are important shopping destinations. Since 2010, when a review by Gehl[9] strongly recommended Central Hobart's network of laneways and streets be made more pedestrian friendly, many improvements have been made to linkages and the public realm, but more are required.

8. Urbis, *Central Hobart Precincts Structure Plan Movement Analysis*, April 2022

9. Gehl Architects, *Hobart 2010 Public Spaces and Public Life – a city with people in mind: the first stage of Hobart's inner city development plan*, 2010

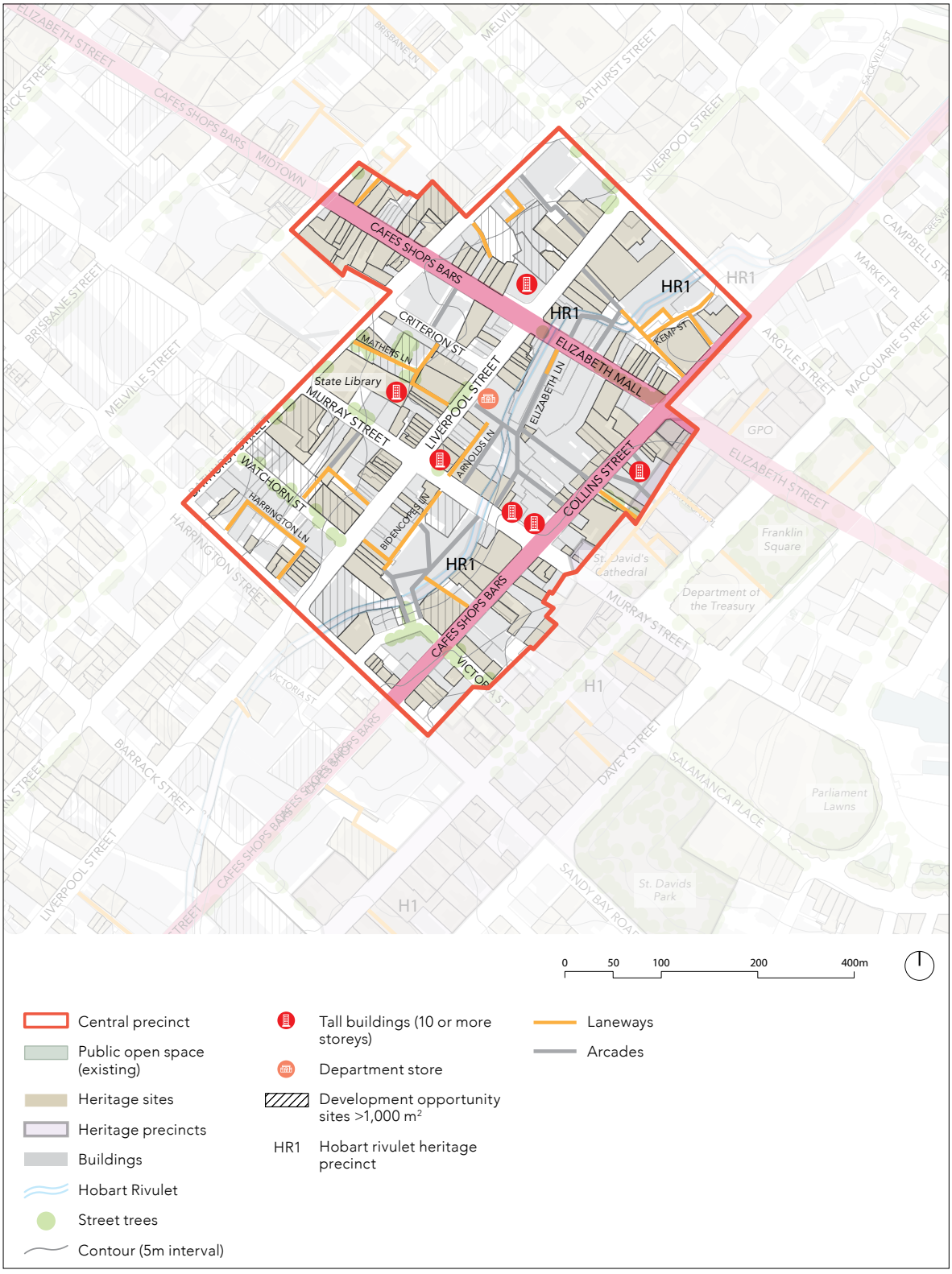


Figure 5. Central Precinct

Central Precinct

Precinct objectives

- Reinforce this precinct's role as a prime retail and hospitality precinct and enhance the emerging night-time economy function.[10]
- Intensify and expand the key retail, hospitality,and commercial functions of Hobart in this Precinct.
- Maintain, improve, and where appropriate expand,[11] pedestrian connections through large city blocks.
- Reflect the core retail, commercial and pedestrian role of this precinct in the functionality, quality and amenity of streetscapes, greening solutions, built form and movement networks.
- Seek higher public realm amenity supported through the existing and proposed planning scheme controls such as those for active frontages, wind effects, minimisation/ reduction of vehicle crossovers and the like.

Precinct key actions

Deliver

1. Develop a suite of streetscape improvements that signify the role of the central retail and hospitality core and provide an enhanced pedestrian experience.
2. Require ground floor premises to provide an increased active frontage to the street along the primary pedestrian routes.
3. Allow for taller buildings in the precinct, where it will not lead to unacceptable overshadowing impacting pedestrian amenity[12] will not be compromised by overshadowing, and key identified view lines to surrounding landscapes are maintained.
4. Prepare and implement Elizabeth and Collins Street Vision Plans, with the priority being Elizabeth Street, to improve the movement and place functionality.
5. Prepare and implement CoH Urban Design Guidelines (LGA wide).
6. Prepare and implement CoH Heritage Design Guidelines (LGA wide).

10. Parts of Elizabeth and Liverpool streets have clusters of hospitality businesses that are the core of a nightlife economy in the Central precinct

11. Refer to Figure 100 Pedestrian Access Plan

12. Refer to Public realm: Overshadowing sections on page 116



Farm Gate Market in Bathurst Street
Photographer: Natasha Mulhall



Hobart Wayfinding vertical board sign



Food kiosk in Collins Court. Photographer: Natasha Mulhall

Civic and Cultural Precinct

The Civic and Cultural precinct accommodates a mix of uses, including Hobart's key civic buildings, including the City Hall, Town Hall and Parliament House. Other heritage buildings provide cultural experiences and include the Tasmanian Museum and Art Gallery, the Theatre Royal and the Maritime Museum of Tasmania.

The precinct includes a significant area of residential dwellings in the locality known as Wapping, and tourist accommodation in several large hotels. The blocks bounded by Davey, Liverpool, Campbell and Evans Streets, accommodate performing arts facilities including the Federation Concert Hall, Theatre Royal and the new Hedberg Centre.

Elizabeth Street is a key corridor from the waterfront to Central Hobart and on to North Hobart. It is located adjacent to Franklin Square, the primary green space in Central Hobart and one of the city's classical parks, which is a place for informal relaxation and events.

The precinct will reinforce vibrant and future-focused Hobart's civic and cultural identity, forging strong connections to country and place. It will enhance and extend the night and day city life of Sullivans Cove and its neighbouring precincts to the north. The precinct will celebrate its living heritage and be inclusive regardless of cultural background and age.

Because of its strong interrelationship with Sullivans Cove, including new developments at Macquarie Point, and the considerable clustering of cultural institutions such as the Tasmanian Museum of Art Gallery, this precinct will be a focus for ongoing public investment.

Precinct objectives

- Strengthen the identity of the area by reinforcing its role as the civic and cultural heart of the city.
- Transform pedestrian entry and arrival experiences into Central Hobart from the waterfront and south-eastern fringe of the city centre to facilitate and encourage integration with the Central and Innovation Precincts. This will help provide a better 'last mile' pedestrian experience.
- Look to the future through the adaptive re-use of heritage buildings and key sites, and the creation of additional cultural and art venues.
- Showcase Tasmanian Aboriginal and other historical events through art, conservation, interpretation and other means.



Hobart City Hall



Tasmanian Museum and Art Gallery, courtyard



Governor Franklin Statue, Franklin Square

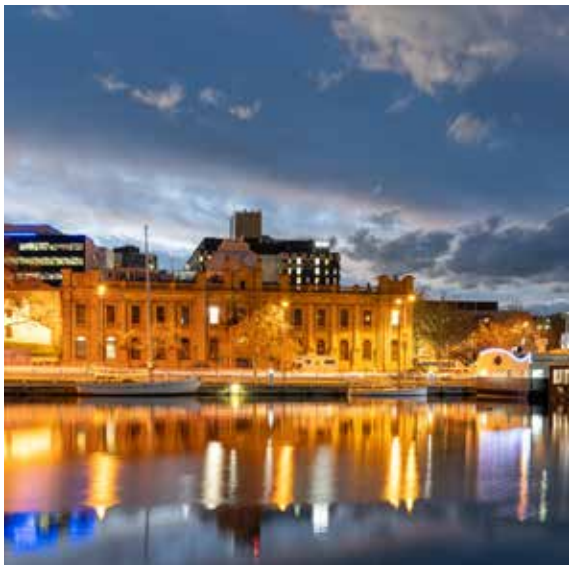


Hobart Town Hall, Macquarie Street

Civic and Cultural Precinct

Strategic sites

- City Hall (refurbishment and continued use).
- Dunn Place (future opportunities for alternative uses that better reflect its prime waterfront location and adjacency to the Tasmanian Museum and Art Gallery).
- Pedestrian and micromobility travel link connecting Brooke Street and Franklin Square (active travel).
- Connection from lower Collins Street to Macquarie Point (active travel).



Tasmanian Museum and Art Gallery

Precinct key actions

Deliver

1. Undertake further design work and seek funding for an active travel link across Davey Street to connect Brooke Street and Franklin Square.
2. Investigate the options for safer and higher amenity pedestrian and micromobility links to Macquarie Point.
3. Develop a program of works to improve the pedestrian experience in the precinct having regard to existing character, accessibility, amenity and safety.
4. Undertake a co-design process to improve the level of amenity around key current and future public transport stops.
5. Investigate how to improve the environment and amenity of the Hobart Rivulet in lower Collins Street.
6. Prepare and implement Elizabeth and Collins Street Vision Plans, with the priority being Elizabeth Street, to improve the movement and place functionality.
7. Prepare and implement CoH Urban Design Guidelines (LGA wide).
8. Prepare and implement CoH Heritage Design Guidelines (LGA wide).
9. Continue the public realm and access improvements for Collins Place.

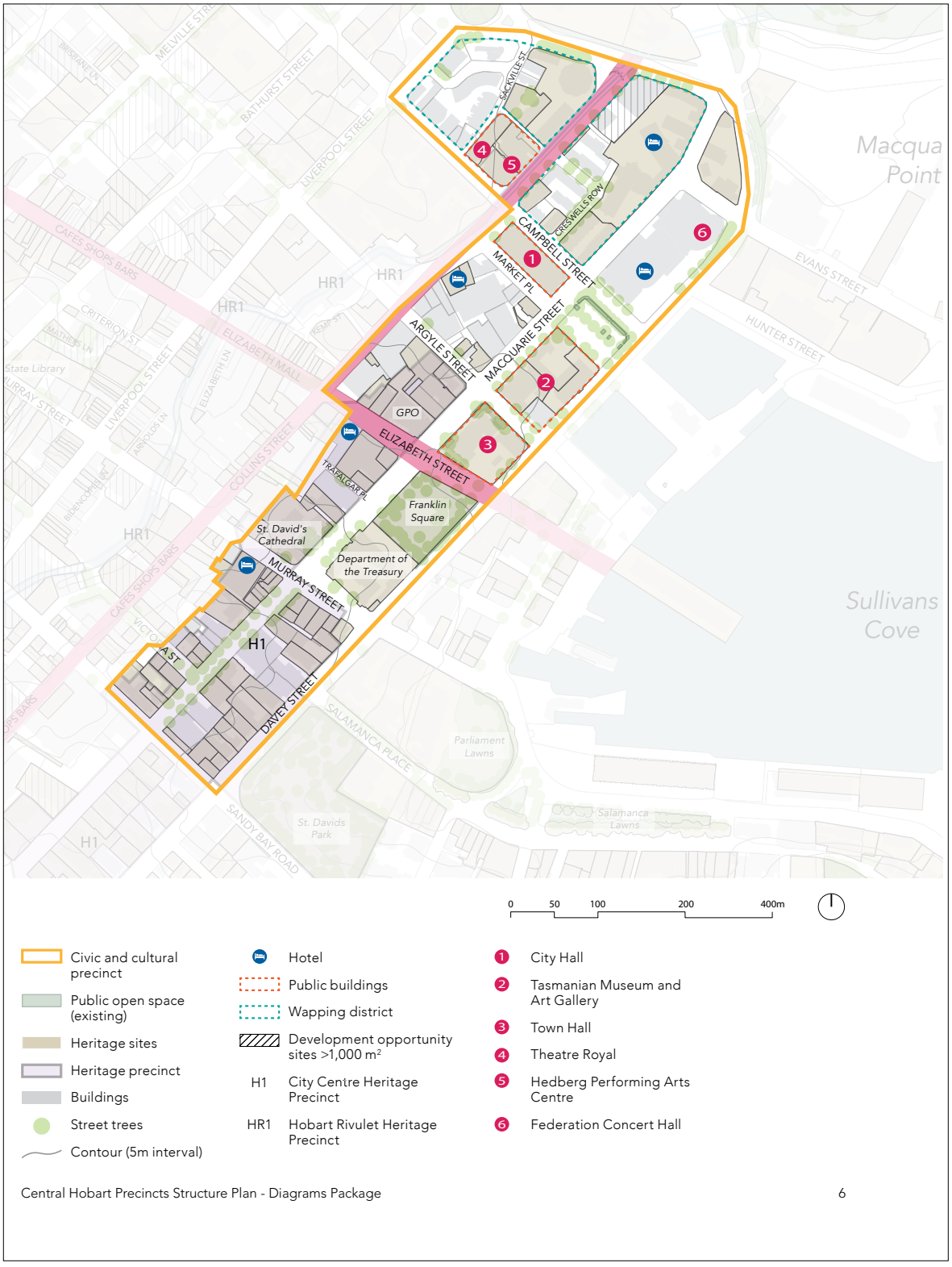


Figure 6. Civic and Cultural Precinct

Innovation Precinct

The Innovation precinct extends across Central Hobart from the Brooker Highway, includes Midtown and extends to the Royal Hobart Hospital. It is currently characterised by a mix of smaller two-storey buildings, larger lot sizes, bulky goods retail, warehouses and car dealerships.

Many of the sites have been identified as being underutilised given the central city location,[13] with opportunities to encourage redevelopment for a mix of innovation, research and development, education, and creative industries.

Retail functions in the area will remain, provide a continuing service to the nearby workers and residents. It is proposed that these underutilised sites be a location for innovation clusters given the proximity to the Royal Hobart Hospital (RHH) and existing UTAS City Campus.

Given the precinct's proximity to the CBD, the hospital, and cultural and education opportunities of lower Campbell Street, the area is well suited to providing spaces for innovative uses, and compatible living such as key worker housing. Over time, the area could develop into a diverse, gritty, mixed-use precinct where some urban living coexists with employment, innovative and creative uses and a mix of heritage and new architecture co-located with UTAS, the TAFE and hospital.

The blocks located between Harrington and Campbell Streets, in the Brisbane–Melville corridor are an area in transition due to the redevelopment that has occurred and is proposed by UTAS. Similarly, there is further change happening along Campbell, southeast of Melville Street, as a result of the RHH and UTAS masterplans.

Council has committed to working closely with UTAS and RHH to ensure future planning of land holdings involve considerable engagement with the community and with Council to ensure a cohesive vision for Hobart is developed.

The precinct includes some parts of Midtown in Elizabeth Street. Midtown connects the retail core in the Central Precinct to the active dining precinct of North Hobart. It is defined by its heritage shopfronts and pedestrian amenity, which connects the waterfront to North Hobart. The dominant land uses include office space, residential, retail and education, which are located in buildings designed at a human scale. It is the home of many small and boutique businesses.

A growing night-time economy is emerging in Midtown, with restaurants, bars, breweries and cafes emerging along the Elizabeth Street spine.

13. UTAS Architecture & Design with the City of Hobart (2019) Speculate: Expanding City – Underutilised Sites https://www.hobartcity.com.au/Projects/Speculate-Research-Experience-projects

Precinct objectives

- Encourage redevelopment of underutilised sites for a mix of low to medium scale innovation businesses and creative industries.
- Provide for key worker housing to facilitate attracting staff to the hospital, and emerging innovation and creative uses.
- Support the continuation of small and boutique businesses in Midtown.
- Encourage a welcoming and safe streetscape through active frontages on ground floor tenancies along Elizabeth, Murray and Melville streets.
- Support the provision of active and public transport along key movement networks to better link the precinct with neighbourhoods beyond Central Hobart.
- Encourage the restoration of heritage shop fronts to retain the character of Midtown.
- Promote the night-time economy emerging in Midtown by implementing planning controls to support businesses and minimise displacement due to amenity impacts.
- Increase tree canopy for increased amenity.



UTAS student accommodation off Melville Street



View of cafes in Elizabeth Street, looking towards Melville Street

Innovation Precinct

Strategic sites

- State government sites in Patrick Street identified through infill housing projects.
- Royal Hobart Hospital redevelopment.
- UTAS land holdings.

Priority Streets

- Elizabeth Street, as the most important city spine that connects the waterfront with North Hobart. It also has, or in very close walking distance, a great density and diversity of commercial uses.
- Melville Street, as it may present opportunities for improved active travel and amenity as a result of potential development on key strategic sites.
- Argyle and Campbell Streets, as the two main streets that traverse the Innovation Precinct, which is likely to experience significant change in the next 20 years.

Precinct key actions

Deliver

1. Analyse the indicative development capacity of selected blocks and model the outcomes that will be achieved from different planning controls and varied building forms, including desired height and setbacks, and amenity implications.
2. Provide for planning mechanisms to deliver key worker housing.
3. Prepare and implement Elizabeth, Argyle and Campbell Street Vision Plans, with the priority being Elizabeth Street, to improve the movement and place functionality.
4. Explore the future desired streetscape function and character of Melville Street.
5. Undertake bicycle lane upgrades along Argyle and Campbell Street to help deliver on the Principal Bicycle Network[15] to make micromobility use safer.
6. Require ground floor premises to provide an active frontage to the street along primary pedestrian routes to increase passive surveillance and economic vibrancy.
7. Develop streetscape improvements to enhance the pedestrian experience.
8. Prepare and implement CoH Urban Design Guidelines (LGA wide).
9. Prepare and implement CoH Heritage Design Guidelines (LGA wide).
10. Additional open space to meet the needs of workers, in particular north of Patrick Street.[16]

15. Source: https://www.hobartcity.com.au/City-services/Transport-and-traffic-management/Sustainable-transport-planning

16. See Figure 38 Strategic Development Sites, page 59

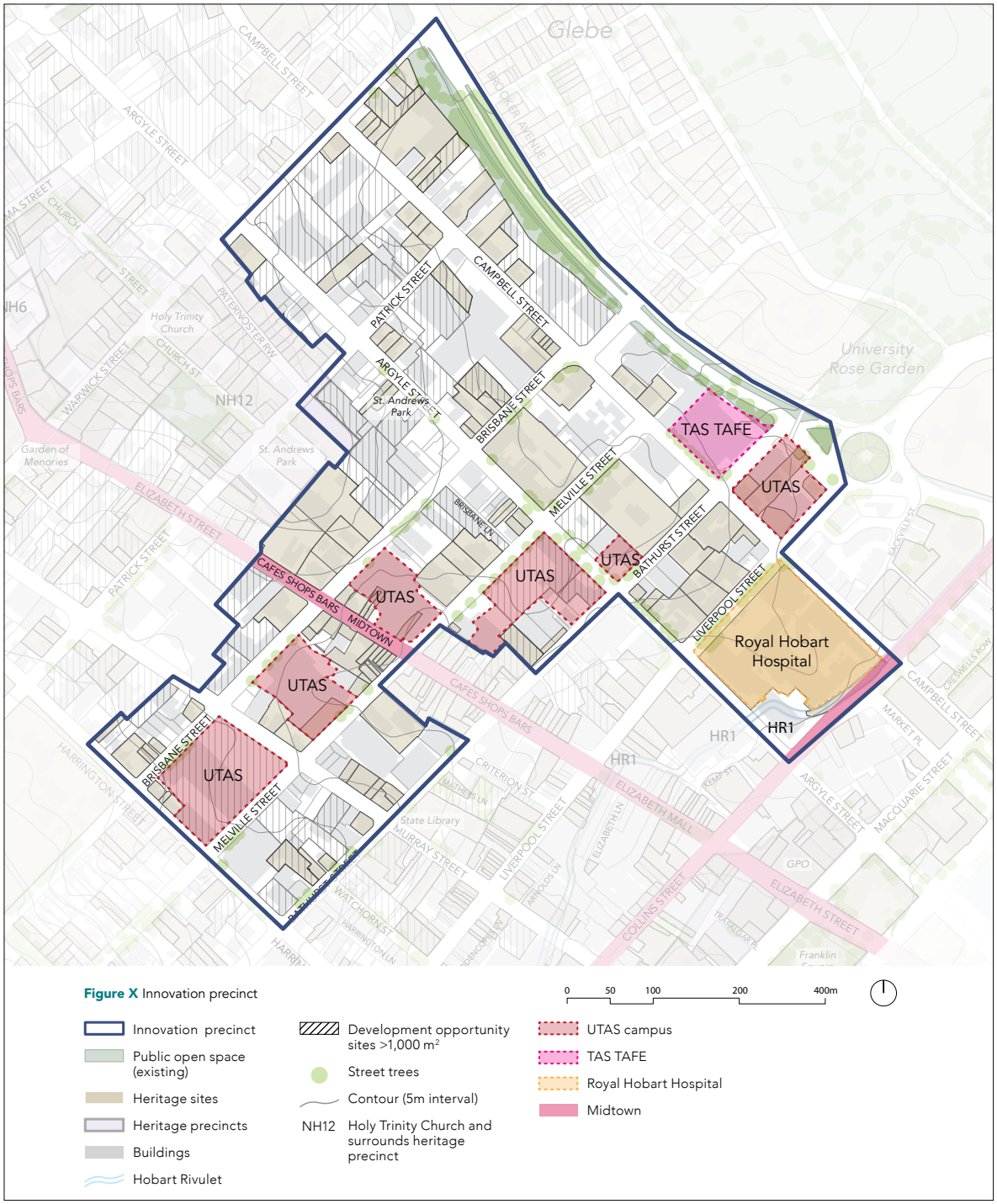


Figure 7. Innovation Precinct

Trinity Hill Precinct

Trinity Hill precinct is located in the northern parts of the Central Hobart along the northern side of Murray Street and extends to the Brooker Highway. It is characterised by a mix of two-storey buildings, larger lot sizes, bulky goods retail, warehouses and car dealerships. The built form density is low for an urban area and many sites are considered underutilised.

There is a significant heritage residential area surrounding the old Trinity Church, which is a landmark of the area visible from many places around the city.

The current land use mix in Trinity Campbell Precinct is dominated by retail sales; with wholesale and residential the next most frequent uses. Campbell Street Primary School and a Woolworths supermarket also generate daily visits to this precinct.

Given the Trinity Campbell precinct's proximity to the commercial and employment centre of Hobart, to the Royal Hobart Hospital, and cultural and education opportunities of lower Campbell Street the area is well suited to provide inner city living, with excellent access to daily needs nearby.

It is anticipated that potential development sites will gradually transition towards higher-value uses, but a mix of uses will remain, including some light-industrial uses. Over time, the area could develop into a diverse, gritty, urban mixed-use precinct where urban living coexists with employment, innovative and creative uses and a mix of heritage and new architecture.





Views from Trinity Hill towards West Hobart

Precinct objectives

- Encourage the development of high quality medium density housing, and, where located along main streets, many with commercial uses on the ground floor.
- Ensure that existing educational, retail and hospitality uses are retained.
- Encourage a range of land uses that support the workers and residents of the precinct.
- Support the provision of active and public transport along key movement networks.
- Encourage development to consider the significant and prominent built environment heritage in the heart of the precinct.
- Encourage a welcoming and safe streetscape through active frontages on ground floor tenancies along Elizabeth Street.



Outdoor dining on Elizabeth Street, close to Burnett Street



Tree-lined footpath in St Andrew's Park

Trinity Hill Precinct

Priority Streets

- Elizabeth Street, as the most important city spine that connects the waterfront with North Hobart. It also has, or in very close walking distance, a great density and diversity of commercial uses.
- Warwick Street, as the main street that rises to the Trinity Hill heritage precinct, and then connects to the key areas of change along Arglye and Campbell Streets.
- Argyle and Campbell Streets, as the two main streets that traverse the Innovation Precinct, which is likely to experience significant change in the next 20 years.

Precinct key actions

Deliver

1. Investigate key underutilised sites to better understand their development and public amenity potential.
2. Analyse the indicative development capacity of selected blocks and model the outcomes that will be achieved from different planning controls and varied building forms, including desired height and setbacks, and the amenity implications.
3. Prepare and implement Elizabeth, Argyle and Campbell Street Vision Plans, with the priority being Elizabeth Street, to improve the movement and place functionality.
4. Explore the future desired streetscape function and character of Warwick Street.
5. Prepare and implement CoH Urban Design Guidelines (LGA wide).
6. Prepare and implement Heritage Design Guidelines (LGA wide).



St Andrew's Park

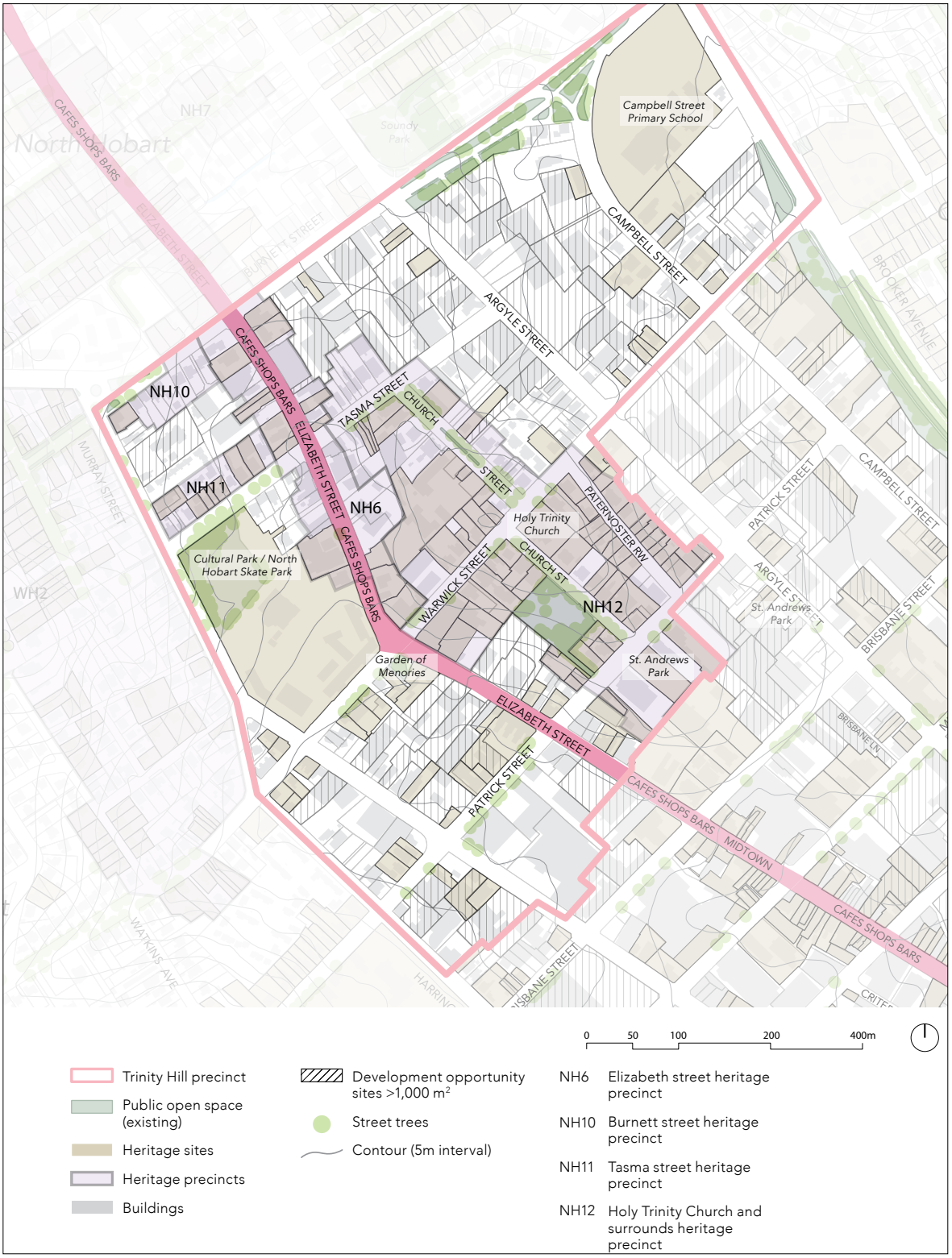


Figure 8. *Trinity Hill Precinct*

Rivulet Precinct

The Rivulet Precinct is located on the fringe of the city core to the south, in particular along Barrack Street southeast of Goulburn Street. This southern area is characterised by large government office buildings, hotels and general office space.

The Rivulet precinct is a diverse area occupying the valley formed by the Hobart Rivulet, sitting to the south of the Central precinct. It is characterised by large government office buildings, hotels and general office space, with several blocks of established residential uses that are consistent in form and character with the building forms of residential West Hobart.

The current land use mix in Rivulet precinct is dominated by public administration, accommodation and food services, and general office space, with residential the next most frequent use. There are some 700 residents in the area now, and approximately 6000 people work here.

The precinct has a significant proportion of 'underutilised' land with potential for renewal, development and intensification. This area could emerge as a varied, growing urban neighbourhood with increased activity along Collins and Liverpool streets and strong links to the open spaces of Hobart Rivulet Park, which provides a continuous green link between the city centre and the bushland of kunanyi / Mount Wellington.

The Hobart Rivulet is central to the precinct and is open to the sky in several locations. There is an opportunity for a more natural and integrated design along the Rivulet and to explore how it connects to the wider city.

As the area grows, pedestrian and cycling links should be strengthened, with Collins Street a focus for bike infrastructure and street trees.



Diverse building mix with varying scale along Collins Street

Precinct objectives

- To encourage the development of high-quality medium density housing, many with commercial uses on the ground floor.
- To ensure that existing office and commercial uses are retained.
- To encourage a range of uses that support the workers and residents of the Precinct.
- To support the provision of active and public transport along key movement networks.
- To encourage developers of land near or over the rivulet to setback and create active edges along the rivulet and 'daylight' the rivulet as a key feature of the city.
- To encourage a welcoming and safe streetscape through active frontages on ground floor tenancies along Collins Street.

The precinct has a significant proportion of underutilised land with potential for renewal, development and intensification.



View from Goulburn Street towards the office buildings in the precinct



Hobart Rivulet as viewed from Collins Street, between Barrack and Molle Streets

Rivulet Precinct

Priority Streets

- Collins Street, as the active travel link between South Hobart, the Central Hobart and, further. It is also an important commercial street.
- Molle Street, as it connects Davey and Macquarie Streets to West Hobart and beyond. However, it presents significant challenges for active travel because of its steepness.
- Macquarie Street, as one of the two main roads, together with Davey Street, that connect Central Hobart to Greater Hobart in terms of private and public transport. It also has notable heritage buildings along its length.

Precinct key actions

Deliver

1. Investigate key underutilised sites to better understand their development and public amenity potential.
2. Analyse the indicative development capacity of selected blocks and model the outcomes that will be achieved from different planning controls and varied building forms, including desired height and setbacks, and the amenity implications.
3. Prepare and implement a Collins Street Vision Plan.
4. Prepare and implement CoH Urban Design Guidelines (LGA wide).
5. Prepare and implement Heritage Design Guidelines (LGA wide).
6. Collins Street active travel improvements.
7. Explore how the Hobart Rivulet could add to the amenity of the precinct by improving its natural environment, stormwater function and access.





Diverse building mix with varying scale in the Rivulet precinct

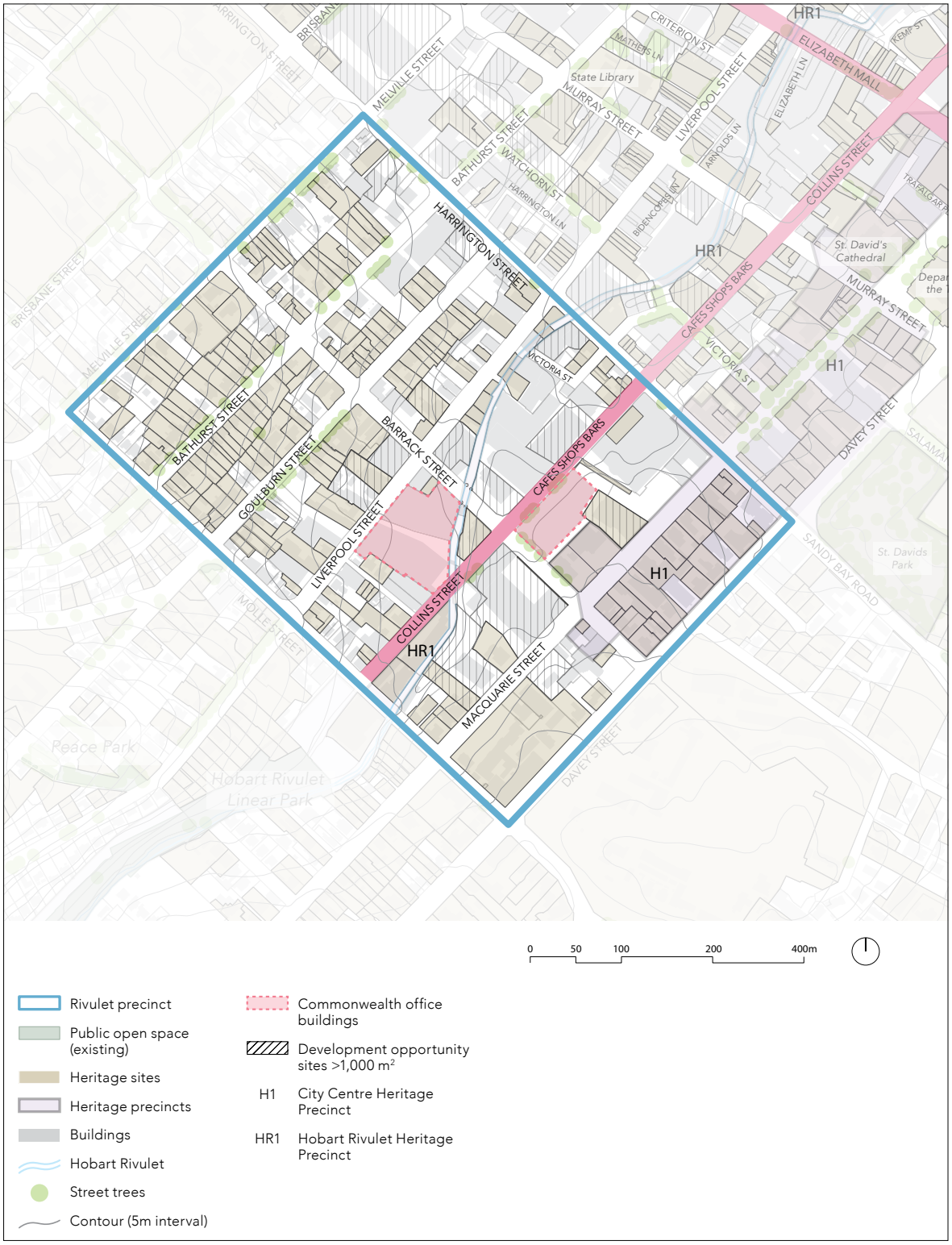
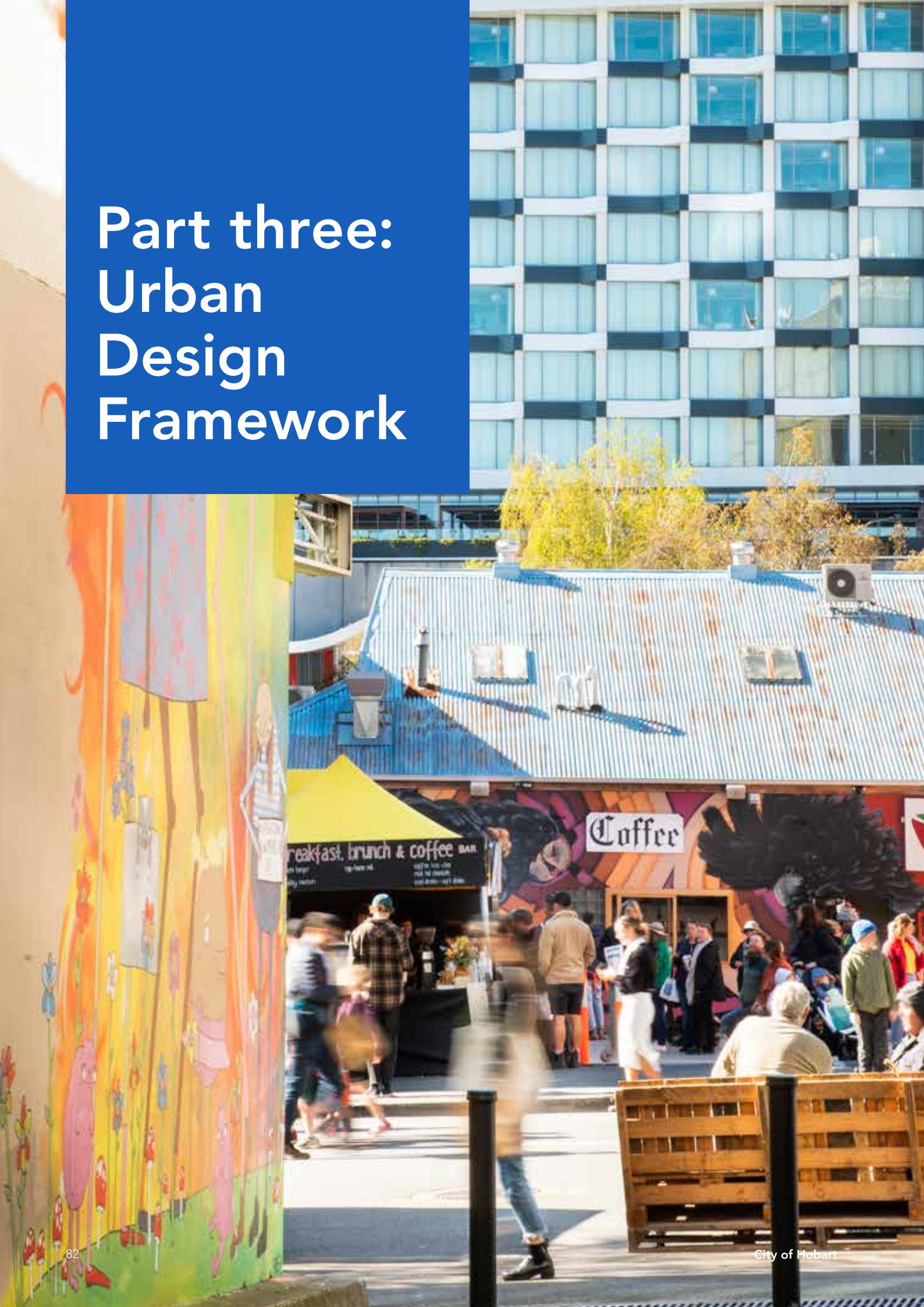


Figure 9. Rivulet Precinct

Part three: Urban Design Framework



Part three: Urban Design Framework

3.1 Purpose

The purpose of the Urban Design Framework (UDF) is to support the vision, objectives and strategies of the City Shaping Framework for Central Hobart.

The UDF (developed in conjunction with MGS Architects) provides guidance on the future built form of Central Hobart informed by the city's existing character and identity, economic demands and growth, and recent and emerging investment by government, institutions and private developers.

The UDF will provide clarity for the community and developers in the priorities for Central Hobart, supporting the decision-making process and enabling best-practice development to deliver built form and public realm outcomes that will help grow Hobart as a vibrant, inclusive, resilient and liveable city.

The City of Hobart Urban Design Advisory Panel (UDAP) will continue to play an important role through the independent design review process.



Hobart Interchange for buses on Elizabeth Street

Implementation

The proposed built form controls will be delivered through changes in the Tasmanian Planning Scheme provisions.

The improvements to street amenity and delivery of new open space will be achieved through a combination of developer contributions and public projects.

Recent buildings of exceptional design quality contribute to the character of the city through mass, form, material and the design of entries, foyers and activation interfacing with the public realm.

3.2 Vision and principles

UDF vision

Overview

As Tasmania's capital Central Hobart will continue to be the key destination for retail, hospitality, government services, culture, arts and entertainment experiences.

As the city grows and develops the central cityscape experience will be maintained, protecting views, significant places, public amenity guiding development that is sensitive to the public realm and city interfaces.

New development is an opportunity for health, education and other innovation sectors to deliver jobs, enriching the city fabric through high quality design, a complimentary mix of uses, improving and creating new laneways, open spaces and ground floors that engage with the streetscape.

Mixed use and residential areas will create real housing choice in a walkable compact city that celebrates heritage and an increasingly vibrant, sustainable and climate resilient city centre.

Principles

Built form and design

- Enable innovative, equitable and sustainable development outcomes, including protecting valued existing uses such as the night-time economy.
- Ensure built form is an appropriate contextual scale, responds to important cityscape views and transitions to lower heights.
- Reinforce the street wall, managing setbacks and retaining visual prominence of heritage buildings, and solar and wind amenity.
- Integrate ground floor uses to increase the sense of safety and activation in the public realm.

Delivers on City Shaping Goals:

1. A captivating and dynamic capital city
3. Sustainable buildings with character
5. An investment ready and innovative city



In The Hanging Garden



UTAS Hobart Apartments

Public realm

- Create a robust public realm network including improved and new pedestrian links and open spaces.
- Protect sunlight amenity and weather protection for the public realm, including streets.
- Increase street tree canopy and other opportunities for urban greening and connecting with nature.
- Identify opportunities to expand the public realm interface with the Hobart Rivulet to improve access and the environmental qualities.

Delivers on City Shaping Goals:

1. A captivating and dynamic capital city
2. Public Spaces that engage and create joy

Movement

- Provide clarity on the proposed Hobart Transport Networks Operations Plan (HTNOP) for pedestrians and micromobility.
- Identify where streetscape upgrades can support better movement outcomes, increased amenity and street vibrancy.
- Recognise the importance of key public transport nodes and end-of-trip facilities.
- Manage vehicle access and car parking, prioritising access locations and consolidating car parking for an increasingly pedestrian-focused Central Hobart.

Delivers on City Shaping Goals:

1. A captivating and dynamic capital city
4. Integrated and accessible movement networks



Smart City Facilities in UTAS Hobart Apartments



E-Scooters on the Morrison Street shared path

3.3 Central Hobart's defining elements

Overview

The character and experience of Central Hobart draws from its rich landscape setting, its Aboriginal history, its built form and land use heritage, fine-grain shopfronts and networks of streets and laneways.

While some new buildings and public space upgrades have added valuable layers to this rich history, there are examples of some built form that dilute this unique experience. Further, an sole focus on medium-density residential development could push out uses that will help Hobart thrive into the future.

3.3.1 Aboriginal identity

nipaluna/Hobart was home to the Muwinina people who thrived on country for more than 40 000 years. The City of Hobart recognises the Palawa people as custodians today. This connection to place and expression of Aboriginal culture is not evident in the built form and open spaces of Central Hobart. The UDF encourages Aboriginal engagement and expression as a core need to enhance the city's character and cultural expression.



Aboriginal Culture

3.3.2 Urban structure and heritage

Central Hobart contains many outstanding landmark heritage listed buildings of both State and National importance set on a clear grid street layout. Most notable are the collection of formal sandstone buildings and spaces lining Macquarie and Davey Streets and prominent civic buildings such as the Hobart Town Hall, Treasury Building, General Post Office, St David's Cathedral and the Tasmanian Museum and Art Gallery.

Unlike many of the other State capital cities Hobart has retained many of its older buildings, and importantly, has not experienced substantial amalgamation of its original plot layout. This has limited the number of newer tall buildings and means that the City Core has remained largely at a two and three storey scale, retaining important vistas to the larger surrounding landscape and allowing past buildings of height, such as churches, to remain prominent.



The T&G Mutual Life Assurance Society

This retention of plots and older buildings produces streetscapes with a uniformity of scale, articulation, rhythm, quality materials and fine detailing. Traditional roof forms are a significant feature and Hobart benefits from a clear network of streets and laneways, making it walkable, safe and easy to navigate.

However, as Central Hobart develops, it is important to ensure the retention and reinforcement of its built heritage, the quality of its built form, the human scale of its streets, its sense of place and its walkability that is integral to the City's identity and character.



Heritage and new medium density housing on Goulburn Street. Photographer: Natasha Mulhall



Wendur and Hillbro, Church St

3.3.3 Public realm and movement

Public open spaces, such as Sullivans Cove Waterfront, Franklin Square, St David's Park and Queens Domain, are major destinations and form part of Hobart's identity as a 21st century lifestyle city.

Hobart's gridded network of streets and laneways gives the city great potential for walking and cycling, with public realm upgrades in Sullivans Cove and Liverpool Street providing high-quality, exemplary open spaces. However, the current provision for public open space in the city centre – noting the extensive bushland setting at the city fringes – is relatively limited.

With the future densification of Central Hobart, clear strategies for increasing open space and ensuring streets play a social role as 'places and spaces' are key to the success of a liveable capital city experience.



Franklin Square food and live music event

3.3.4 Built form controls, land use and development

Central Hobart is positioned to grow as new development meets demands for centralised employment and residential opportunities. While some areas and blocks have attracted investment, increasing density or diversifying use, other areas are opportunities for change.

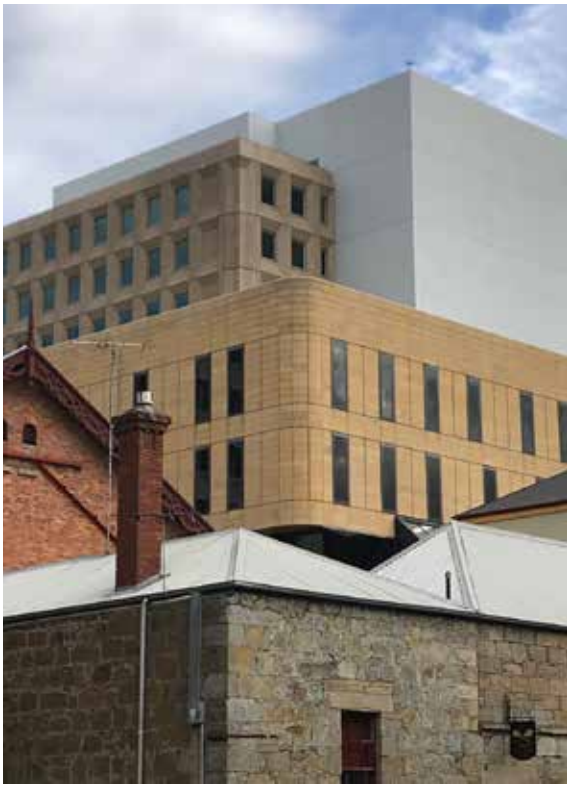
The Building Amenity Envelope in the planning scheme that applies in Central Hobart aims to manage building scale and mass, and, importantly to protect sunlight amenity within the public realm. As the city grows this will continue to be an important outcome to create streetscapes and place comfortable to use all year round.

3.3.5 Existing building heights, street walls and setbacks

Existing buildings in Central Hobart are predominantly taller in the city's inner core and reduce in scale and bulk as one moves down to the waterfront and up to the residential city fringes. The retail core ranges from taller mid-century office towers and car parks (8–14 storeys) to lower scaled shopfronts and heritage fabric (1–4 storeys). Sullivans Cove is a mixture of midscale heritage fabric at its fringes (2–4 storeys) with several higher mid-20th century towers that confuse the urban logic of the cove floor. Ensuring density is consolidated in the right locations in the city is key to ensuring the amenity of the city is retained now and into the future.



View From In The Hanging Garden
Photographer: Natasha Mulhall



View from Davey Street

3.3.6 Design quality

Central Hobart is renowned for its human-scaled heritage fabric, a consolidated mid-century core and more recently a series of award-winning buildings, landscapes and open spaces particularly focused in and around Sullivans Cove.

Buildings in Hobart's centre need to have high-quality design and visual amenity on their upper levels, they need to be design 'in the round', to contribute positivelty to the broader townscape experience.

Hobart has a history of small-fronted shops and laneways in the city centre, and as the city densifies and becomes more intense in use, genuine activation of the street level is crucial.

3.3.7 Sustainability

Hobart's unique position at the foothills of the Wellington Range offers expansive green spaces at the city fringes. By contrast, Central Hobart urban greening and tree canopy is limited and impervious surfaces, such as on-grade parking, are significant.

Emerging challenges due to climate change include the urban heat island effect and flooding, in particular associated with the Hobart Rivulet and impacting areas near the City Hall on lower Collins Street and Market Place.

Improving sustainable transport outcomes is important for a growing city. A number of bus routes service the city and a new ferry service connects Central Hobart to Bellerive to the east. Recent improvements to the active travel network include widening footpaths and upgrades to cycling routes.



The Rox development on Elizabeth Street and its relationship to the existing on-site heritage building



Solar Panels At The Roof of The Town Hall

3.3.8 Natural setting and views

Hobart is defined by reference to the dramatic landscape it sits within, in particular kunanyi / Mount Wellington, which encapsulates the broader landform of the Wellington Range.

The urban amphitheatre of the broader region is ever present, and visual connections provide the backdrop for a dramatic and unique capital city experience.

This is counteracted by the deep views along the River Derwent, which connect from inner city locations deep into the Southern Ocean, identifying Hobart's unique location as a 'small city in a large landscape at the southern edge of the urbanised world'.[17]



View of Central Hobart, with the land form horizon of Mount Nelson, from the Queens Domain

17. Building Heights Standards Review Project, Leigh Woolley Report, 2018

3.3.9 Views and sightlines

Views to and from Central Hobart bring an immediate sense of place that is cherished by the people of Hobart and its visitors. The Urban Design Framework supports the ambition to protect the visual connectivity between Central Hobart and its landscape and historical contexts. This helps shape the built form of Central Hobart and its connections to the landform horizon.

Traditional built form landmarks in Central Hobart are the spires of churches and cenotaphs on prominent headlands and elevated hillsides in and around the city centre. Some built form over time has diluted some of these visual connections from inner city locations, and robust analysis and testing of views and landform connections is key to ensuring this unique capital city experience is retained now and into the future.



Hunter Island to kunanyi / Mount Wellington (Hobart Height Standard Review, 2018)



The Amphitheatre to the Cove within the Urban Amphitheatre (Hobart Interim Planning Scheme, 2015)

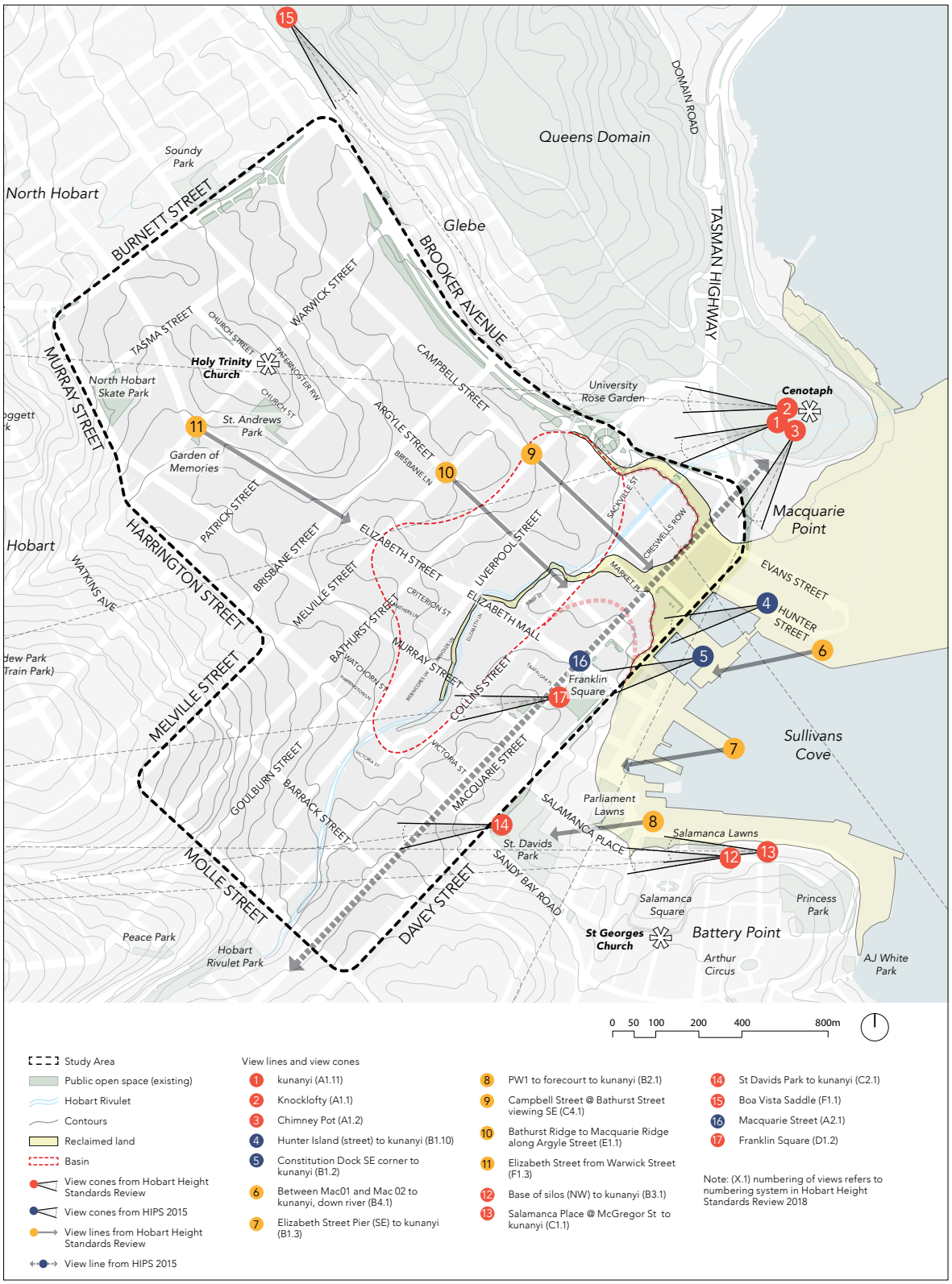


Figure 10. Views and sightlines plan

3.4 Built form and design

3.4.1 Building height

Overview

Building height is a key determinant in the overall scale, form and preferred character of the streets and of Central Hobart. Preferred maximum building heights have been established to promote building typologies that support the land use vision while responding to the valued landform, viewlines, heritage attributes and streetscapes of Central Hobart.

The building height plan represents the maximum height. Constraints such as lot size inform the appropriate height for each individual lot. Maximum height proposals must demonstrate exceptional design quality delivering significant public benefits.

Landform and height considerations

The natural topography of Central Hobart influences the way in which building heights are perceived and where it is logical for taller built form to be located without impacting views and amenity.

Development heights should reinforce the layered landform rise from the waterfront or Cove, with greater heights in the 'basin' area, and a reduction in scale towards the Queens Domain, the Domain headlands (i.e. the Hobart Cenotaph), Battery Point Headland and the natural rise to Barracks Hill.

Some past taller developments have muddied this topographic reading of the townscape, and careful consideration must be taken when assessing where height should occur now and into the future to protect the character of Central Hobart.

Aligning building heights with amenity controls

Building heights have been proposed to support the protection of key view lines and view cones in order to maintain Central Hobart's identity as a city within a landscape. This work has been informed by the *Building Heights Standards Review Project*.[18] Establishing surveyed locations and datums for surrounding landscape features will support the planning application process.

Creating a public realm with high levels of amenity is increasingly important to support the city's growth, particularly in a post-pandemic context. The existing built form amenity envelope has been adopted to ensure ongoing protection of sunlight access along Hobart's southern footpaths.



The Amphitheatre to the Cove within the Urban Amphitheatre (Hobart Interim Planning Scheme, 2015)

18. Building Height Standards Review Project, report for City of Hobart, Leigh Woolley (June 2018)

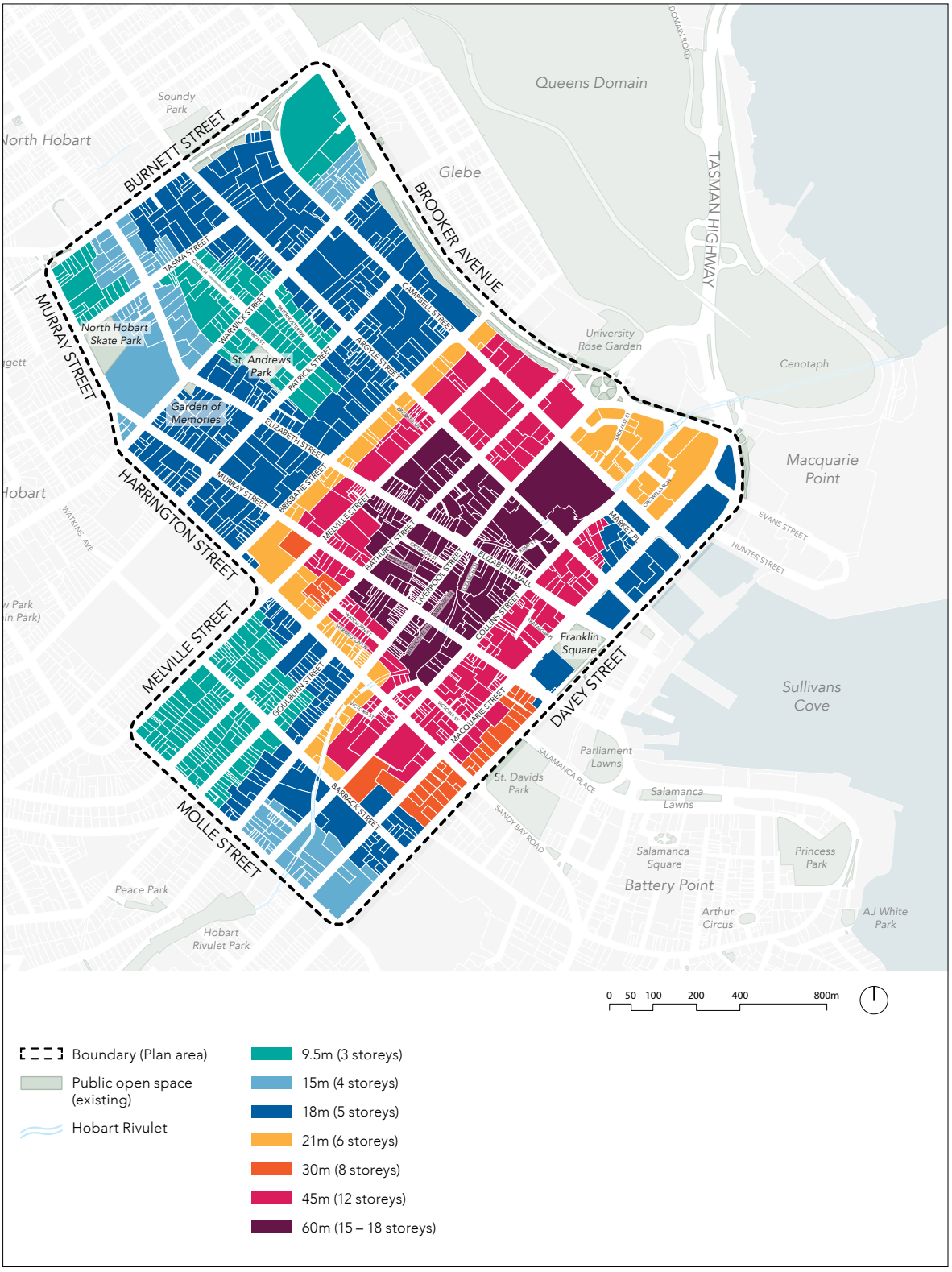


Figure 11. Proposed maximum building height plan

Responding to heritage and residential interfaces

Highly valued heritage buildings, streetscapes and precincts create a rich identity in Central Hobart. Building heights prioritise growth and change in areas less constrained by heritage. Building heights transition to adjoining established residential areas to create a logical shift in scale and bulk.

Development capacity and forecast demand

The UDF provides guidance on heights and built form to manage the anticipated growth of both employment and residential gross floor area in Central Hobart. City blocks identified as areas of change will accommodate this growth. New developments can make positive contributions to the city and public realm, including community benefits such as new laneways to support improved pedestrian permeability and site access or new open spaces. As part of this process lot consolidation can enable larger or more complex developments to occur and should be considered with the potential delivery of community benefits in mind.

3.4.2 Street wall

Overview

The street wall height refers to the height of the building at the street edge, with upper levels set back above the street wall. Setting back upper levels of buildings ensures there is street wall definition, sunlight amenity can be managed and articulation of the built form reduces building bulk and contributes positively to the character of the city's townscape and streetscapes.

An appropriately scaled street wall at human scale contributes to an inviting and sunlit street with a sense of enclosure, while at the same time offering clear views to the sky.

The proposed street wall height is determined by the proposed maximum building height, so that it provides a transition in street wall height that reflects the total building height.

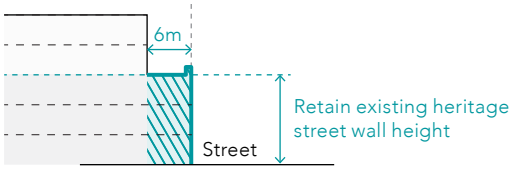
In areas where heritage buildings contribute significantly to the streetscape character, adjoining street wall heights should match heritage street walls to ensure the heritage elements remain dominant.

In streets where heritage is not the dominant character, maximum street wall heights must meet overshadowing requirements.

- Street wall heights are not defined for
- Streets less than 12m wide, such as laneways
- Rivulet interfaces
- Lots with maximum building heights lower than 15m
- Royal Hobart Hospital site

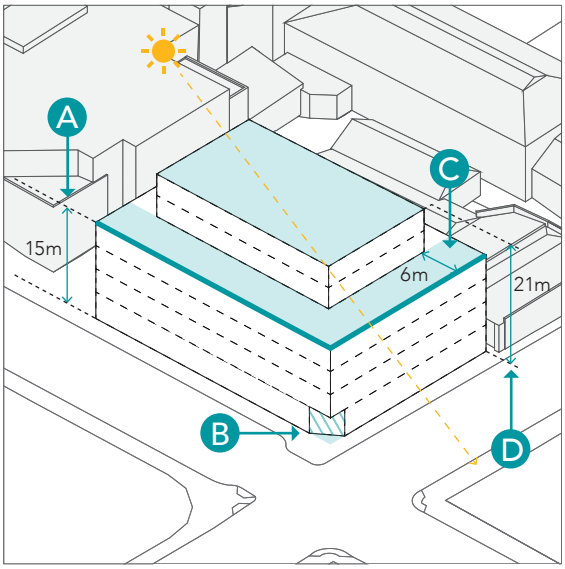
For streets less than 12m wide and Rivulet interfaces, street walls should be a lower pedestrian-focused scale. Upper level setbacks should allow for sunlight/daylight penetration and a sense of opening up towards the sky.

The street wall height along Brooker Avenue, between Brisbane Street and Warwick Street, is set at 15m to provide a transition in height and built form between the intensity of the highway and the city centre.



Main street frontage for heritage buildings
6m setback as preferred minimum

Setback requirements for heritage buildings



A = Street wall height
B = Corner ground floor setback
C = Street wall setback
D = Maximum proposed building height

Diagram showing street wall height, setback and corner treatment. Refer to section 2.12 for overshadowing controls

Heritage

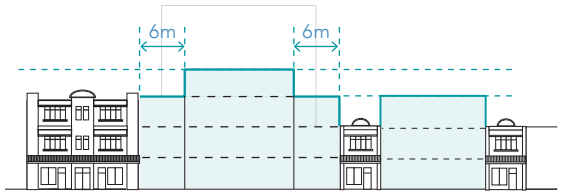
To retain the visual distinction and character of heritage buildings within the streetscape, street walls heights should reflect the context, specifically the level of intact heritage streetscapes. New buildings should be designed to reflect the height and width of adjacent heritage buildings or the wider scale of the streetscape including the historic lot pattern.

Where intact heritage streetscapes:

- Where adjoining heritage is one storey, new street walls up to maximum 1 storey higher
- Where adjoining heritage is two storeys or more, match adjoining heritage parapet height.

Where streetscapes are a mixture of heritage and infill:

- Where adjoining heritage is two storeys or less, new street walls up to a maximum 1 storey higher
- Where adjoining heritage is three storeys or more, match should be compatible with heritage street wall for a minimum of 6m preferred.

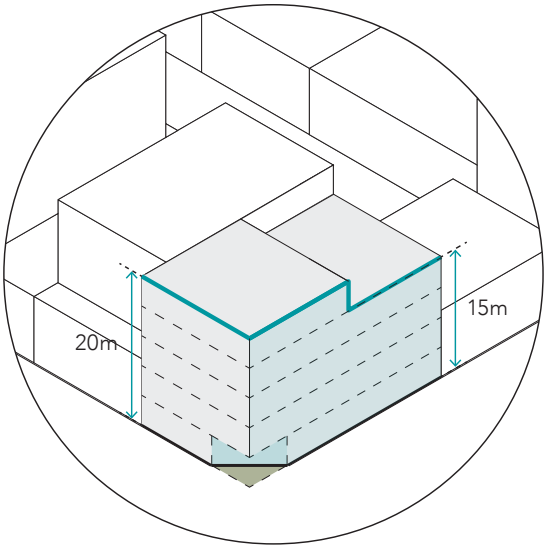


Where streetscapes are a mixture of heritage and infill
Note: Heritage built form is indicative only and is not meant to comprehensively reflect the variety of built form heritage in the Hobart

Street corners

Buildings on street corners should be designed to provide emphasis and definition of the street corner.

- 'Turning the corner' seeks to address the need to transition down to a lower street wall along the side street where there are two different street wall heights, subject to sunlight amenity assessment. Preferred 6m minimum length of transition zone.
- Design corners at street level, for example through chamfering and/or building setbacks, to create more space to increase pedestrian visibility, amenity and safety.

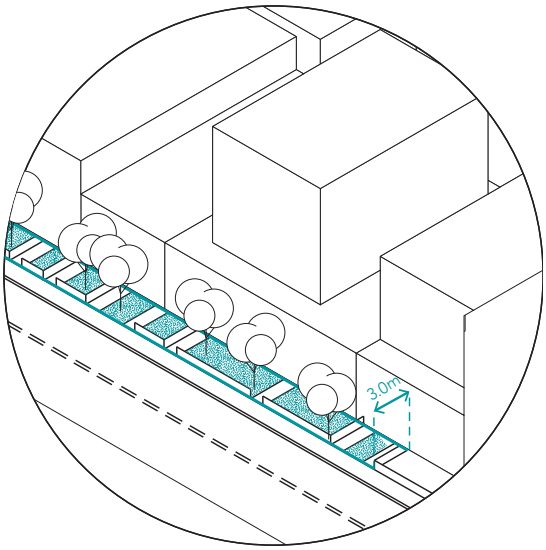


Street corner diagram

Street wall setback

In principle, buildings should be built to the front boundary to reinforce and define the streetscape except where:

- There is an existing landscaped setback, where the street wall setback should be set in proportion to the landscaped setback.
- Placemaking and open space opportunities are identified.
- Institutional uses are proposed, where setbacks should respond to amenity and placemaking opportunities.



Street wall setback diagram

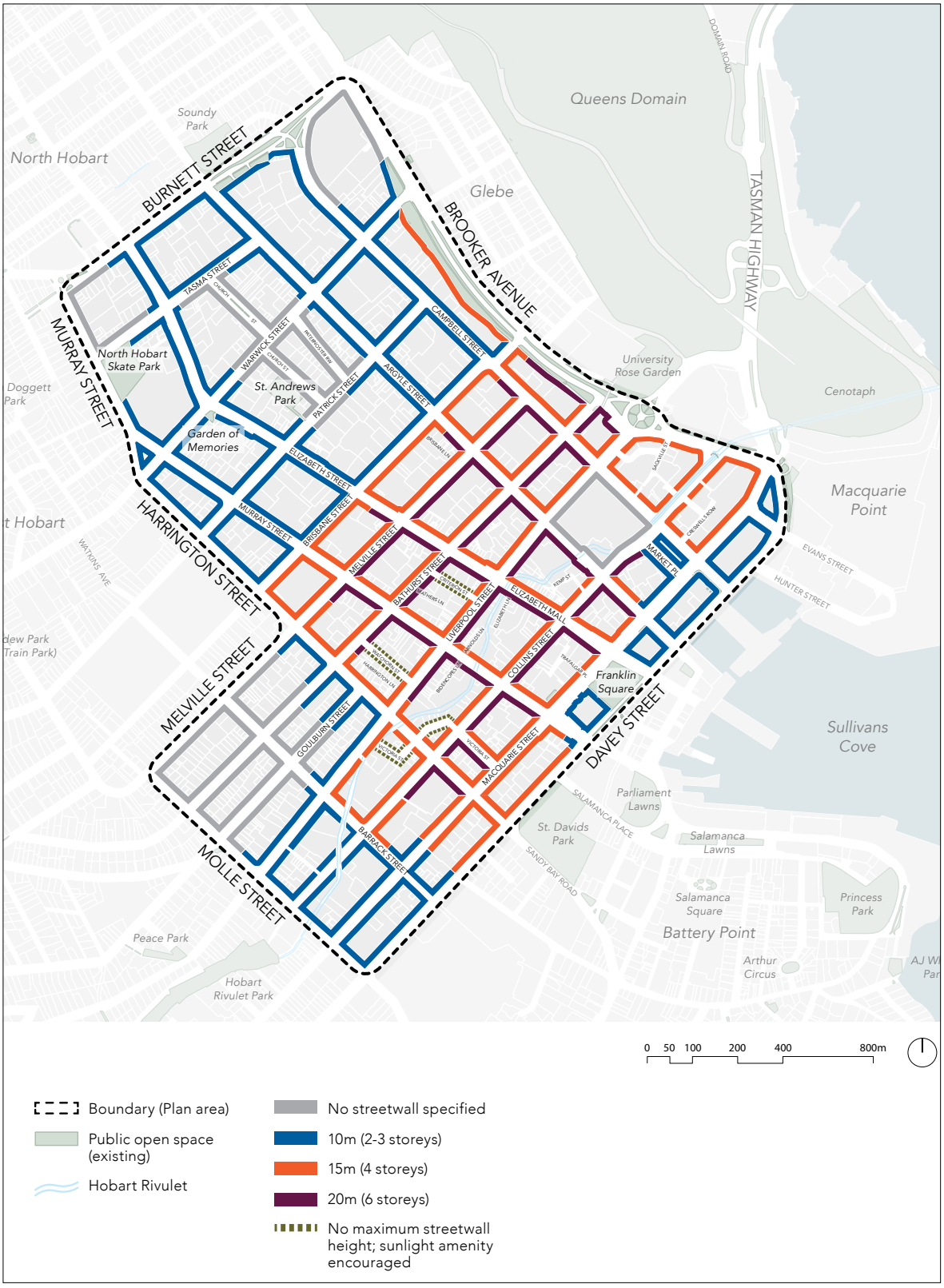
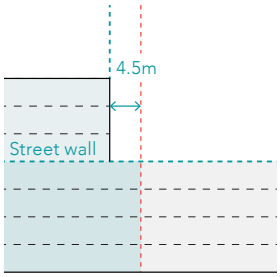


Figure 12. Proposed maximum street wall height plan

3.4.3 Setbacks and building separation

Overview

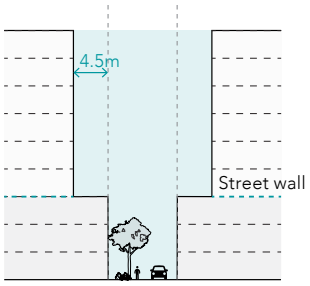
Building setback controls manage how built form within Central Hobart contribute to the streetscape and ensure the desired levels of sunlight and visual amenity are achieved within the streets and other public spaces. Setbacks between buildings create opportunity for views through to the sky and avoid a continuous upper level when viewed from the street.



Setback above street wall

Side and rear setbacks

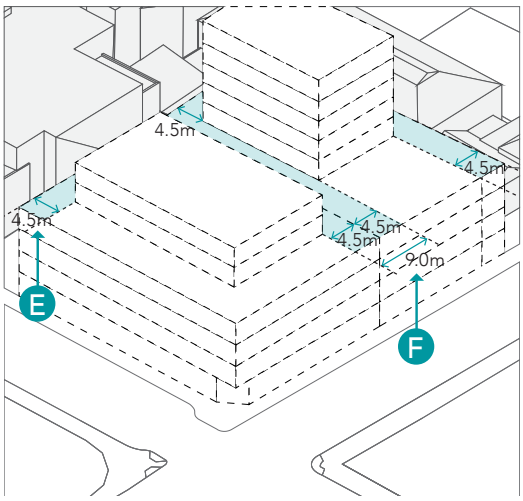
Buildings should incorporate side and rear setbacks to provide sufficient distance between buildings to allow equitable access to sunlight and daylight to windows and habitable rooms of existing buildings and to future development on adjoining sites. Side and rear setbacks will provide appropriate levels of privacy at upper levels, minimising the need for screening.



Setback above laneways

The building separation above the street wall will help lessen the perceived bulk of buildings as perceived from the street.

The sides of buildings will potentially be visible from the street and from adjoining buildings. Consequently, they should integrate elements of architectural interest to positively contribute to the character of the streetscape and townscape of Central Hobart.



E = Side/rear setback
F = Combined side/rear setback on adjoining built form

Diagram showing side and rear setbacks on adjoining building forms

Building setbacks on laneways and Rivulet

To improve amenity outcomes for laneways and the Hobart Rivulet such as sunlight/daylight and creating a sense of opening towards the sky, development is encouraged to create a preferred maximum street wall along the laneway or rivulet with preferred minimum upper level setbacks.

Balconies can project into this setback and, along with windows, should be designed to create a sense of natural surveillance overlooking the rivulet or laneway. Street wall heights along the rivulet should optimise sunlight and daylight onto the rivulet.

Investigate the delivery of a ground floor building setback along the Hobart Rivulet. It will facilitate the long term delivery of a blue and green spine through the city centre and a greater level of public access and enjoyment of the Rivulet.

Building separation within a site

Development on very large sites (>5000m^2) must provide building separation where multiple upper level developments are proposed; to manage privacy, improve amenity outcomes for views and sunlight, and to provide visual breaks between the upper storey form.

Building separation can also be designed around ground level pedestrian access and should comply with draft **Apartments Code** to be introduced into the Tasmanian State Planning Provisions.[19]



Hobart Rivulet – Collins Street
Photographer: Natasha Mulhall



RACV Hotel setback from heritage building and street frontage



The Rox – corner of Elizabeth and Brisbane Street.
Photographer: Natasha Mulhall

19. https://planningreform.tas.gov.au/planning-reforms-and-reviews/review-of-the-state-planning-provisions

3.4.4 Street activation and interfaces

Overview

Buildings in Central Hobart should be designed with active frontages that contribute to a safe and lively street life. New buildings should respond to the heritage, streetscape and landscape context. Active frontages ensure appropriate levels of transparency creating natural surveillance and a sense of movement, have clear entry points and have ground floor uses that will enhance street life such as retail and hospitality spaces.

General guidelines

- Provide appropriate levels of clear glazing for specific interface types, (see Table 2) and legible entries to buildings to increase the level of permeability and visibility from the street.
- Avoid the use of vinyl wrap advertising or ensure they are transparent if they are used.
- New development should respect the characteristics and dominant pattern of building frontages.
- Sleeve car parking structures (see Figure 102) with active uses to increase street activation and passive surveillance.
- Provide balconies and openable windows within the street wall and orient habitable rooms towards the street and laneway to increase passive surveillance opportunities.
- Ensure that building indents are set at a depth that remains visible from the street to avoid creating unsafe entrapment spaces.
- The design of weather-protected spaces should include structures, canopies or awnings that do not encroach into space designated for canopy trees.

Ground Floor Use

Ground floor uses should logically relate to the type of active frontage to ensure interfaces with the street are not 'dead' spaces. In additional to retail, hospitality and services uses could include spaces aligned with university or education functions such as study or event spaces that can also be accessed by the public.

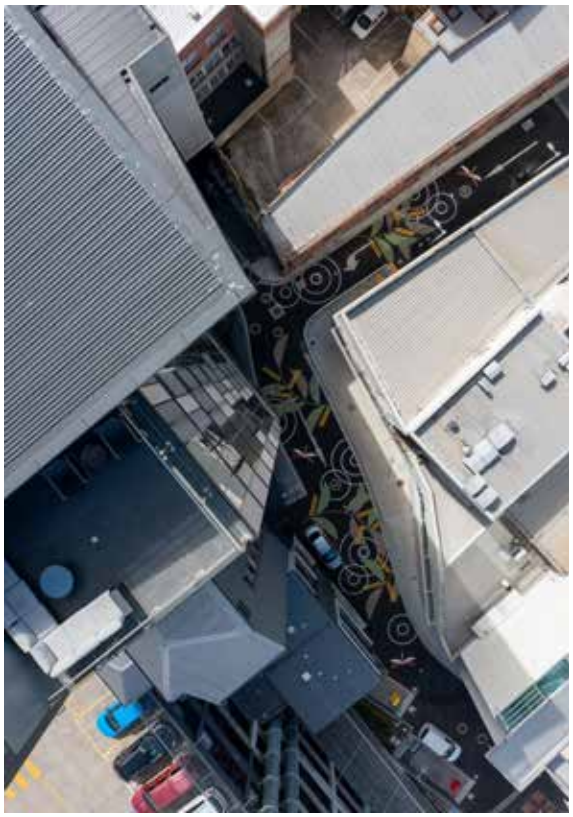
Table 3. Active Frontages

Interface type	Requirements
Retail and hospitality (e.g. shops, food and drink premises)	Provide structures, canopies or awnings that offer continuous and functional weather protection where retail and hospitality uses are proposed. These should be designed to allow for street canopy trees Avoid broad tenancies along the street frontage and sleeve large floorplate tenancies with fine-grain tenancies Avoid external steps or pronounced level changes at ground level that visually and physically separate the frontage from the street
Residential	Provide direct individual entries to dwellings or home offices at ground level where practical
Open space	Provide habitable rooms orientated towards the abutting open space Provide direct individual entries to dwellings from open space where practical
Institutional (e.g. hospital, education)	Institutional buildings should, where practicable, create activated facades to increase the degree of visual and physical interaction between people in the street and those within
Heritage	Heritage requirements take precedence over glazing requirements

Building services

The design and configuration of building services, including waste and loading, is a key consideration towards creating high-quality and safe interfaces between the building and streets, laneways and open spaces. This can be achieved by minimising the amount of space occupied by services at ground level, consolidating, and integrating services within the building and facade design in an unobtrusive manner to maximise active street frontages. This could be achieved by:

- Locating services away from primary pedestrian streets.
- Consolidating vehicular access entries for parking and loading.
- Distributing separate service elements along the street frontage to reduce the creation of large blank walls.
- Integrating externally accessible service elements into the building facade design, including by exposing some service elements and/or reducing the height of cabinets to maximise glazing to ground floor uses.



Aerial view of Kemp Street



View down Liverpool Street towards Elizabeth Street

Glazing

The extent of glazing at the ground level increases the level of visual engagement and interest between retail and hospitality uses and pedestrians in the street. When retail and hospitality are orientated to pedestrians and provides interest and vibrancy to the streets.

Generally, in the Central precinct and along Primary Pedestrian streets, a higher level of glazing (80 percent) will ensure that street frontages contribute to the primary retail role and appearance of these streets. This is supported by active streets and areas outside the Central precinct where higher levels of activation are encouraged.

Existing and future laneways may be constrained by their traditional service role and back of house areas; however, the amount of glazing should be maximised when these areas are converted for active uses.

Note: *Heritage requirements take precedence over these glazing requirements to protect the integrity of heritage attributes; in these situations, the extent of glazing should be maximised where possible.*

Table 4. Glazing Requirements

Active frontage type	Mandatory Requirements	Preferred Requirements
Core Retail	80% void (glazing) to solid	Provide at least 80 percent clear glazing along the ground level frontage to a height of 2.5 metres, excluding any mandatory utilities and plant equipment, that are not relocatable, and a solid plinth or base. Encourage openable windows and detailing that engages with the street. Avoid the use of security grilles or mesh and ensure they are transparent where they are used. Avoid or limit the use of vinyl wrap advertising across ground floor glazing to protect transparency and visibility between ground floor spaces and the street. Where used, transparent materials are preferred. The integrity of the materials and design of ground floor façades of heritage listed places will take precedence over meeting this requirement
Active Street	40% void (glazing) to solid	Provide at least 40 per cent clear glazing along the ground level frontage to a height of 2.5 metres, excluding any solid plinth or base. The integrity of the materials and design of ground floor façades of heritage listed places will take precedence over meeting this requirement
Active Laneway		Provide and maximise the amount of clear glazing along the ground level frontage to a height of 2.5 metres, excluding any solid plinth or base, where practicable. Encourage openable windows and detailing that provides for laneway activation.
Hobart Rivulet		Encourage openable windows and detailing that provides for laneway activation. Encourage overlooking of the rivulet frontage through upper level windows, balconies or terraces. Encourage building entry along the rivulet frontage that connects to internal spaces that overlook the Rivulet.

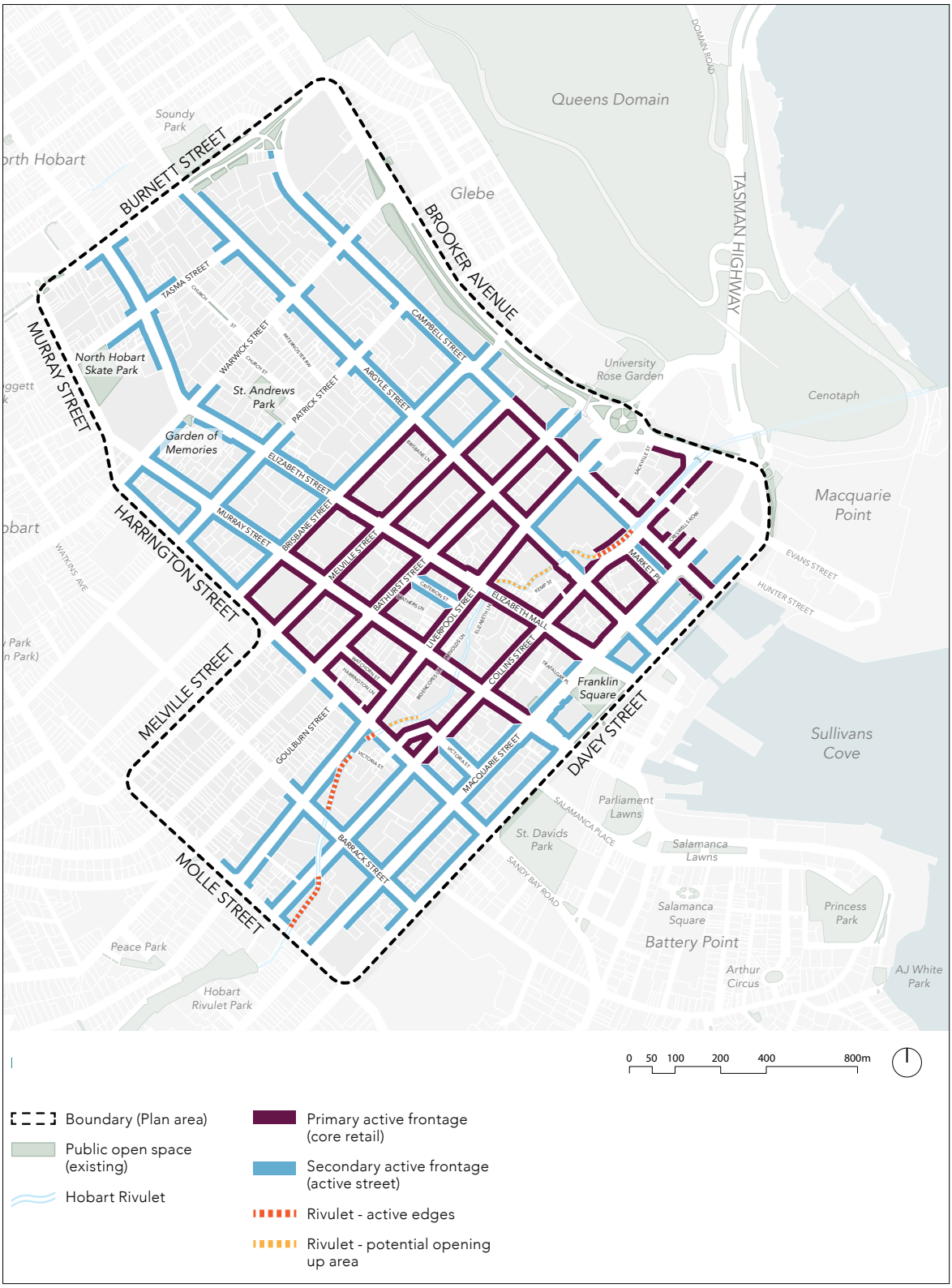


Figure 13. Proposed active frontage plan

3.4.5 Design quality and sustainability

Overview

Hobart is experienced as a city 'in the round', viewed from the surrounding hills and headlands, from the high ground of kunanyi / Mount Wellington and at the water level of the Derwent River. The cityscape of Central Hobart is perceived from all directions and experienced as a 'city in the landscape'.

Furthermore, the immediate context in which buildings sit is highly influenced by built heritage and streetscape.

Consequently, built form must be designed to protect this experience creating a high-quality urban fabric which is responsive to place and preserves the visual connections to the surrounding landscape and its natural features.

Designing in the 'round'

- Buildings should be designed as fully resolved three-dimensional forms, with all visible elevations, including side and rear elevation and roofs, designed to be viewed, avoiding blank walls. Materials and finishes must be designed to provide visual interest on all facades.
- Any walls with a frontage to a street or public realm should be detailed to provide visual interest.
- On sites where side elevations are built on the boundary and reasonably anticipated to be completely obscured by future development, they should still be designed with visual interest.

Ground plane

- Ground floor uses should contribute to an active streetscape.
- Ground floor interfaces should maximise the amount of glazing and entries for ground floor tenancies.
- At ground floor and lower levels, active frontages should sleeve any above car parking above ground level minimising the visual and amenity impact on the streetscape.
- The streetscape rhythm and materiality of the street wall should continue down to the ground plane of the building forming part of the built form expression at street level.

Upper-levels

- To maintain the familiar human scaled streetscape of Central Hobart and to avoid monolithic structures above the street wall of uniform bulk, setbacks on internal street walls should be pursued.
- New awnings must not encroach into space designated for canopy trees.
- Upper storeys above the street wall should differ in architectural expression from the street wall.
- Built form above the street wall must be considered 'in the round' and be viewed from all facades.

Architectural expression – breaking down facade lengths

- New development should be articulated in a manner which reinforces the human-scale streetscape of Hobart, breaking down singular long elevations into a series of facades.
- Wide street frontages should be broken up into smaller, distinct vertical components with indented sections in between to modulate the building facade and avoid continuous facades that repeat the same form without variation.

Building performance

- Buildings should ensure the orientation, design and layout of development reduces fossil fuel energy use and makes appropriate use of daylight and solar energy.
- Buildings should minimise environmental impacts, including the their carbon footprint, through the selection of building materials, design, and ongoing management.
- Developments should prioritise building re-use, adaptation, and extension where possible over demolition and rebuilding.
- Buildings should ensure that dwellings achieve adequate thermal efficiency.
- Development should ensure that waste and recycling facilities are accessible, adequate, and attractive and where possible placed at basement levels. Where possible laneways and rear access should be used over primary city streets.

Minimum floor to floor heights

To ensure that new development allows for the future adaptation of lower levels for a different use over time, buildings should provide a minimum floor to floor height of:

- 4 metres ground floor
- 3.5 metres at upper levels up to the nominated street wall height
- 3.5 metres at upper levels (non-residential use)
- 3.2 metres at upper levels (residential use)
- Where only residential use proposed, and in the Inner Residential Zone, 3.2 metres minimum for all floors.



Menzies Institute for Medical Research

3.5 Movement

3.5.1 Pedestrian links

Overview

Central Hobart is an area with high levels of pedestrian activity. The Urban Design Framework recognises important existing movement corridors including Elizabeth Street, Collins Street, Macquarie Street and Davey Street as well as sections of Liverpool, Murray and Argyle streets that support the concentration of uses in the Central precinct. In addition the Urban Design Framework maps out where future pedestrian paths need to be planned for in order to support increased pedestrian movement as the city grows over time.

New links delivered as part of renewal of Strategic Development Sites

On larger strategic sites and in strategic development areas, creating new laneways will support pedestrian movement throughout the city. Mid-block links will complement primary streets and should align with other laneways and thoroughfares, where logical, to create a 'joined-up' network.

Mid-block links should be located to minimise ground-level changes. New pedestrian links should be located to minimise ground-level changes and include ramps/vertical transportation for universal design outcomes. New laneways should be designed in consultation with the City of Hobart as a community benefit contribution.

Laneway character and identity

New laneways should be designed to accommodate spaces for urban greening such as trees, green walls and landscaped spaces along with opportunities for bike parking and seating to foster a sense of place and support nearby ground floor uses such as hospitality and retail.

Natural surveillance should be encouraged through the design of openings at ground level **(see Section on Street activation and interfaces)** and windows and balconies at upper levels. Sides of buildings should be designed to reflect the use by pedestrians and consideration given to the sides of upper levels of buildings' material, transparency, massing and articulation. Upper levels should be set back above the street wall height **(see Section on Street Wall)** to create a sense of space and allow for sunlight and daylight penetration.

Universal accessibility

Pedestrian safety is the primary purpose of footpaths. Council is committed to ensuring universal access for people to move along footpaths. The design of new entrances must ensure any furniture or infrastructure must not obstruct the future maintenance of a clear pedestrian path adjacent to the property boundary.

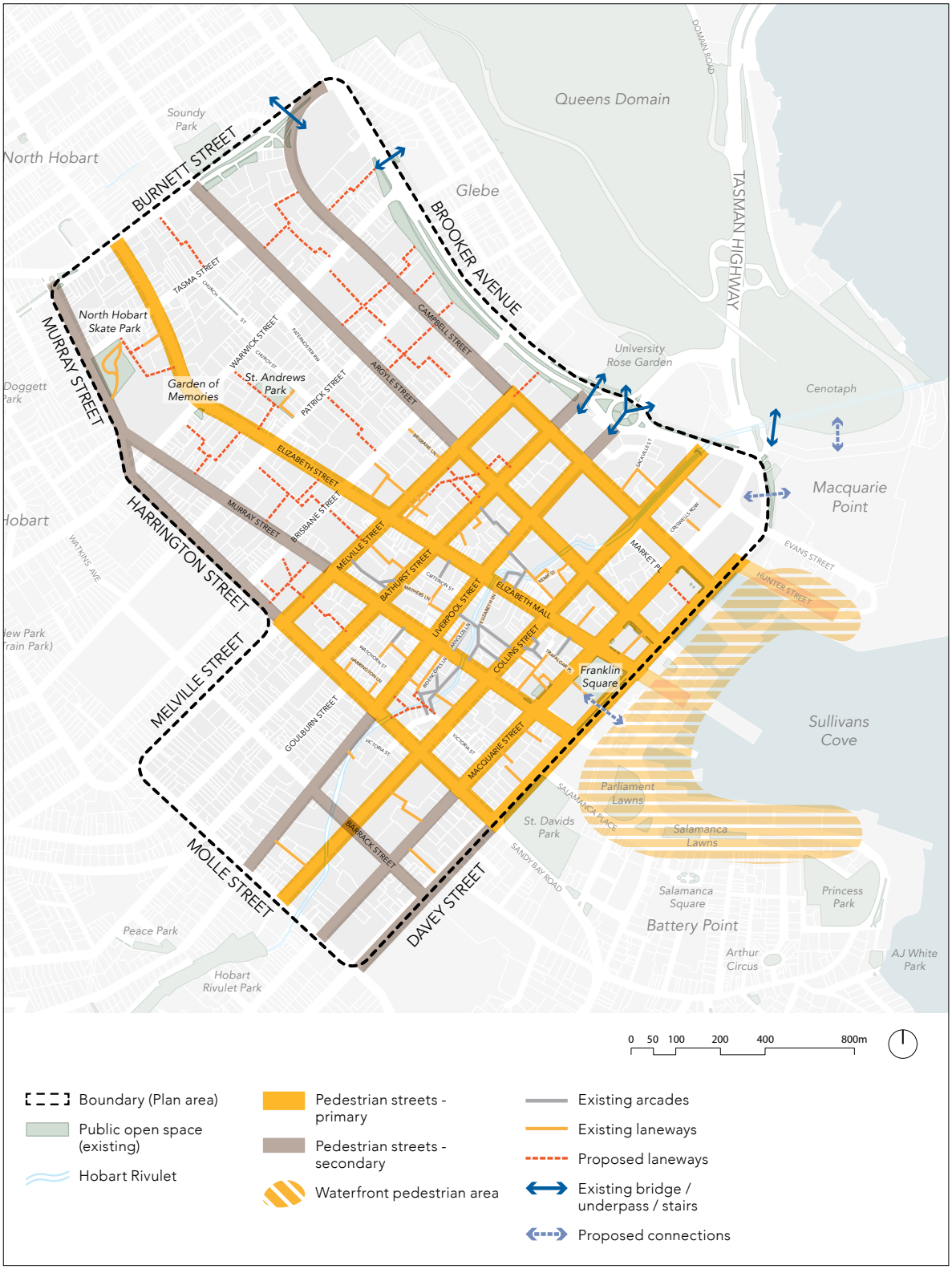


Figure 14. Proposed pedestrian access plan

3.5.2 Micromobility

Cycling network

Creating a clear and integrated cycling network is important for Central Hobart's sustainability goals and will contribute to managing increased traffic over time. The network needs to connect with the existing on-road and off-road paths to service commuter and recreational cycling and micromobility. Planning for a significant increase in e-scooters has become important to create safe places for local traffic and use of e-scooters by visitors. Cycling lanes are anticipated to be used by scooters and e-bikes as well to reduce potential conflicts with pedestrians.

Hobart's existing inner city cycling network is disconnected and unclear. Many inner urban streets have no dedicated cycling lanes and those that do, such as Argyle and Campbell, are not continuous and require interactions with vehicular traffic. Increasing the interconnectivity of the cycling network and creating separated cycling lanes will provide alternative options to vehicular use and will address traffic congestion, sustainability and safety issues in Central Hobart.

Argyle and Campbell streets, due to their one-way traffic movement, can work together to provide access from the north into the heart of the city and Macquarie Point beyond. Melville and Bathurst streets stitch the network together and provide a robust street cycling network which connects the broader region with the city centre.

Hobart consists of relatively narrow streets, which vary in width and traffic direction along their length. This requires careful consideration in the design of individual streets and the broader network to ensure cycling is safe, reliable and equitable for all.

Shared slow zones in specific locations will promote pedestrian and cycle priority while still allowing for slow vehicular traffic and on-street parking and loading.

Separated cycle lanes, where appropriate, will promote safe cycling and micromobility and provide clear cycling priority in the city centre.

Shared zone

In the central blocks of Hobart, a slow traffic shared zone is proposed to support shared transport mode use of road carriageways. The slow speed zone will support the Central precinct's concentration of retail, commercial and services and the high levels of movement, including pedestrians and micromobility. High-quality, pedestrian-focused streets that are safe, attractive and recognise walking and micromobility are central to the future city transport experience of Central Hobart.

E-scooters

Recent e-scooter hire trials and increased private e-scooter ownership have expanded micromobility modes in Central Hobart over a short period of time. As part of a sustainable transport mode shift, e-scooters will play a role for residents, workers and visitors to Central Hobart. Planning for a continuing increase in e-scooter use is important for creating a movement network that ensures rider and pedestrian safety.

Street network

Hobart's cycling network needs to connect into directions of movement established by Hobart's one- and two-way street network. Collins Street will provide two-way cycle movement, connecting the rivulet through to Macquarie Point. Elizabeth street provides separated and shared solutions and will extend the cycling network into Sullivans Cove, making movement from North Hobart to the Cove more accessible for micromobility options.

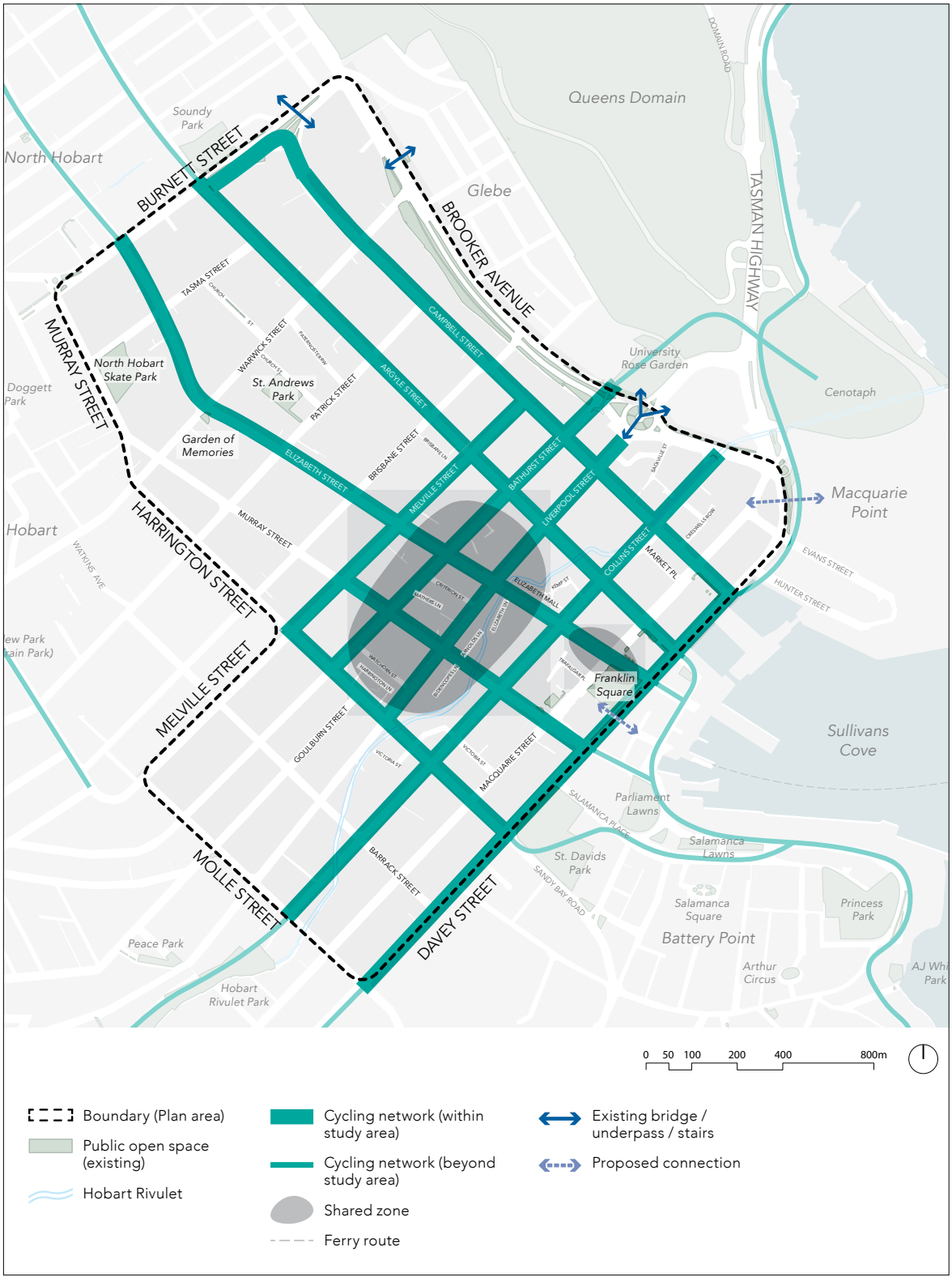


Figure 15. Proposed cycling network plan

3.5.3 Vehicle access and car parking

The location of car parking and vehicle access must support the function and servicing of Central Hobart as a local, regional and state destination for key services such as healthcare. Planning for long term changes in crossover location and consolidated publicly accessible parking hubs will help create an increasingly pedestrian friendly environment while maintain high levels of access. Private and shared vehicle ownership and use complements the public transport network connecting Central Hobart to the surrounding regions.

Vehicle access

Vehicle entries to car parks should be designed to minimise their location along primary and secondary pedestrian streets to protect streetscape amenity and pedestrian safety. New entries and crossovers should be designed to maintain or enhance pedestrian amenity, including through the design of surfaces and kerbs and visual amenity of entrances and doors. Where possible, crossovers should be removed and relocated to preferred access points.

Laneways

Central Hobart's street layout provides opportunities to expand the laneway network.

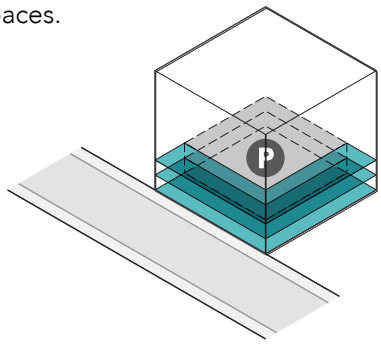
Laneways provide access to properties for servicing, deliveries and for access to car parking reducing the need for crossovers on main streets. In addition, laneways provide access for pedestrians and can be attractive spaces contributing to the amenity of the public realm.

All laneways should be designed to accommodate vehicles as a shared space with slow movement, incorporating greening and where possible separated pedestrian paths.

Classification	
Secondary laneway (or side street)	Development should provide vehicle access via laneway.
Street – crossovers not permitted	Removal of existing crossovers, no new crossovers. Service and delivery access preferred outside business hours (i.e. 5pm- 8am).
Street – crossovers strongly discouraged	No new vehicular crossovers unless an existing access point is removed. Performance criteria as P2. E6.7.1 of HIPS.
Street – crossovers discouraged	Number of vehicular access points for each frontage must be no more than 1 or the existing number whichever is greater (as A1 of existing) or P1 of existing control (E 6.7.1 of HIPS).
Street – crossovers allowed	Crossovers are allowed although developments should access via laneways where possible.

Car parking

- Car parking should be sleeved/wrapped by other uses to ensure active street frontages.
- Car park structures should be designed with visually attractive facades facing laneways. They should provide points where natural surveillance can occur and be designed to mitigate risks of noise, vibrations or emissions impacting nearby residential uses.
- Car park structures should be consolidated to minimise the number of access points and provide flexible use to optimise occupation throughout the day and night e.g. publicly available car spaces along with commercial spaces.



Sleeve car parking with active frontages

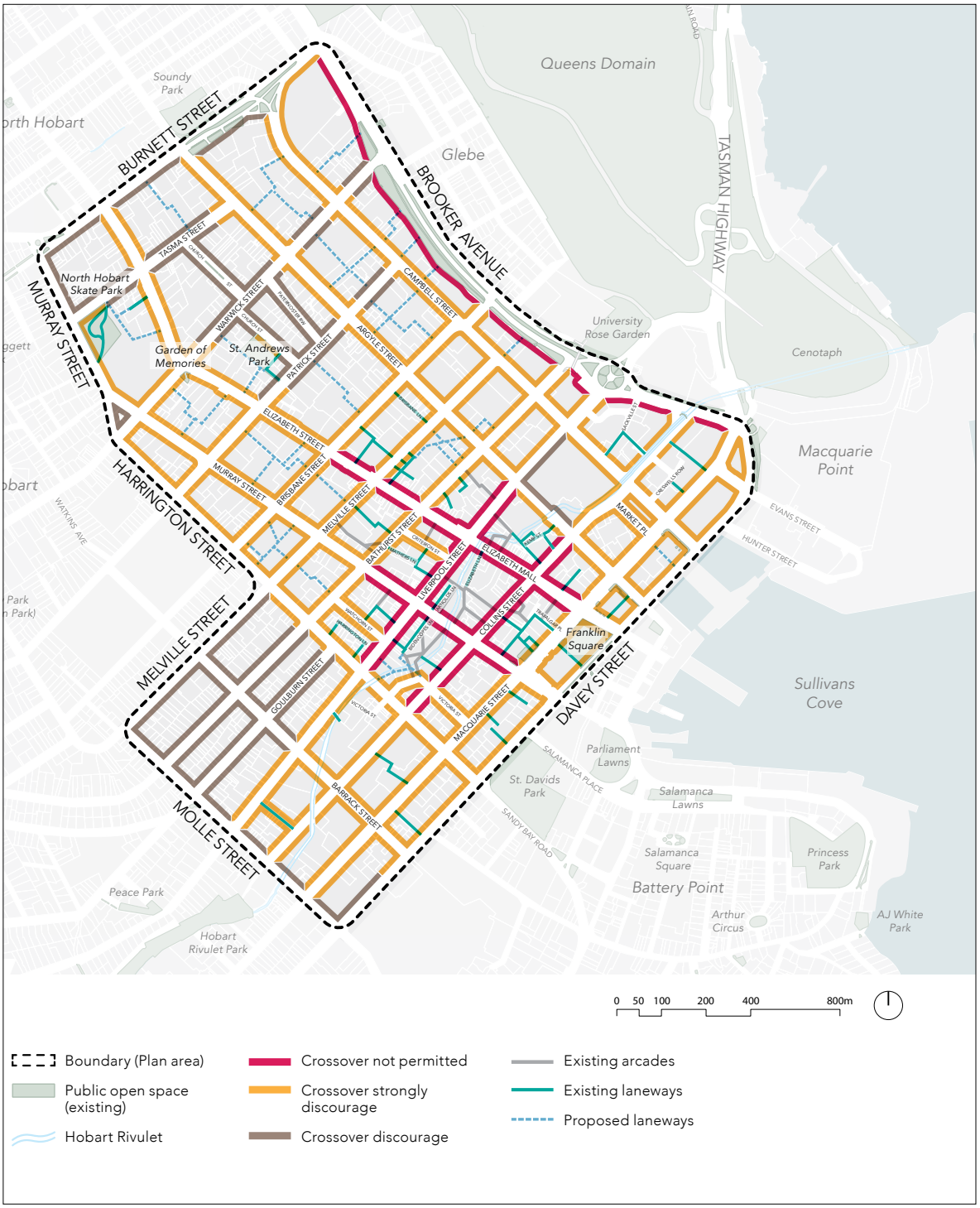


Figure 16. Proposed vehicle access plan

3.5.4 Public transport

Overview

The UDF plans for future growth that maintains Hobart's liveability. Central Hobart will require well-considered, integrated and sustainable transport outcomes to connect residents, workers and visitors to jobs, services, retail and other key cultural and recreational destinations. Public transport is one of the most important considerations for a growing city in order to facilitate equitable access and movement that will support Hobart's growth socially, economically and environmentally.

Public transport

Central Hobart is a major public transport hub for the south of the state, connecting bus and ferry networks in the region. Strengthening the network in Central Hobart with high-quality interchanges and end-of-trip facilities to support increased patrons and service frequency, ensures Hobart will have an increasingly viable alternative to private vehicular travel into the future.

Buses

Buses are the primary form of public transport in Tasmania and Central Hobart. Upgrades could include new or improved bus hubs as well as improving resting and waiting areas at other key stops in the city centre. Upgrades in technology such as real-time service information, will improve the user experience and has the potential to contribute to an overall increase in efficiency in road space used by buses at key points of congestion. Integrating end-of-trip facilities into transit hubs will support multi-mode trips.

Ferry

Existing services provide connections between Brooke St Pier and Bellerive Pier. All ferry terminals should have high-quality sheltered waiting spaces along with bicycle storage facilities for those cycling to the ferry. Ferries will need to be provide for bicycles to be rolled on board.

End-of-trip facilities

High-quality, end-of-trip facilities should be universally accessible, designed for safety and located close to or as part of transit hubs. Additional facilities will be required as active and public transport increases over time. New transport hubs should include best-practice facilities, including storage, showers and change areas.

Active travel as the 'last mile'

Walking, cycling and other forms of micromobility are the final part of any journey. Improving the quality of the active travel experience, in particular walking, will also benefit the adoption of public transport.



Collins Street and Argyle intersection
Photographer: Natasha Mulhall



Figure 17. Public transport plan (diagrammatic only)

3.6 Public realm

3.6.1 Overshadowing

As Central Hobart's residential, employment and visitor population grows, the need for high amenity open space will increase.

The current Amenity Building Envelope in the planning scheme applies to the Central Business Zone, which is only part of the Central Hobart area (refer to figure 2). It has been designed to protect sunlight access and limit overshadowing.

It is proposed that the same solar amenity principles contained in the Amenity Building Envelope are to apply to the whole of the Central Hobart area, so developments must demonstrate compliance with overshadowing controls. These controls will be subject to further analysis, as part of the selected block built-form control analysis.

Overshadowing controls

Open spaces (excluding urban plazas and streets)

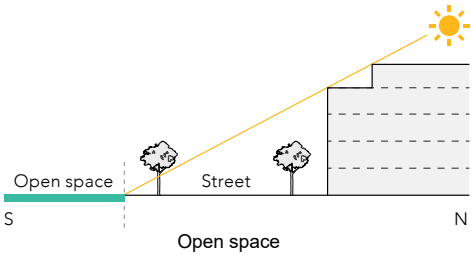
- Existing open spaces: No additional overshadowing of existing open spaces between 11am and 2pm at the winter solstice.
- Future open space: Preferred no overshadowing between 11am and 2pm at the winter solstice.

Primary pedestrian streets (see figure 107)

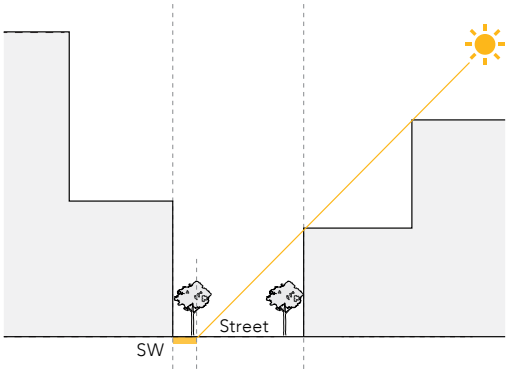
- Preserve sunlight access between 11am to 2pm at the spring equinox on at least one footpath of the street.

Secondary (narrow) pedestrian streets and laneways

- A setback above street wall height is encouraged to maximise sunlight to narrow streets and laneways (see page 101). Preferred no overshadowing between 11am and 2pm at the spring equinox

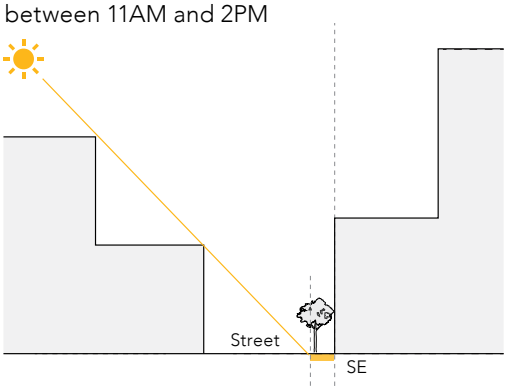


Open space



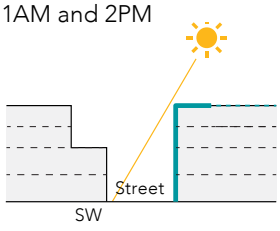
Primary Northeast – Southwest Street

Preserve solar at the Spring Equinox between 11AM and 2PM



Primary Northwest – Southeast Street

Preserve solar at the Spring Equinox between 11AM and 2PM



Narrow street

Overshadowing diagrams

Note: Current control prevent overshadowing to less than 3 hours between 9.00 am and 5.00 pm on June 21 (winter solstice).



Sun angle plan for winter solstice and spring equinox

3.6.2 Wind effects

Overview

Buildings should be designed to minimise adverse wind effects to ensure safe and comfortable wind conditions for the streets and spaces of Central Hobart.

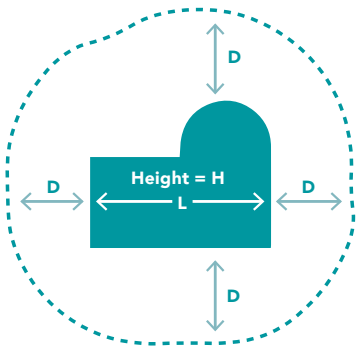
Mandatory wind report requirement for tall buildings

Buildings measuring 16 metres or greater in height must comply with the preferred requirement for comfortable wind conditions in Table 3.

Within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building facade, whichever is greater, the following requirements apply:

- On public land, publicly accessible areas on private land, private open space and communal open space, development in excess of 16 metres must not cause unsafe wind conditions specified in the table.
- On public land and publicly accessible areas on private land, development should achieve comfortable wind conditions specified in the table.
- A permit cannot be granted for buildings and works with a total building height in excess of 16 metres that would cause unsafe wind conditions in publicly accessible areas within a distance equal to half the longest width of the building above 16 metres in height measured from all facades, or half the total height of the building, whichever is greater.
- Trees and landscaping should not be used to mitigate wind impacts except if in sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements.
- Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.

Wind condition	Acceptable Solutions
Unsafe wind conditions	In a wind report prepared by a suitably qualified person the hourly maximum 3 second gust from any wind direction (considering at least 16 wind directions) with a corresponding probability of exceedance percentage greater than 20 metres per second.
Wind condition	**Acceptable Solutions**
Comfortable wind conditions	In a wind report prepared by a suitably qualified person the hourly mean wind speed from all wind directions combined with a probability of exceedance of 20 per cent, is less than or equal to: • 3 metres/second for sitting areas. • 4 metres/second for standing areas. • 5 metres/second for walking areas. • Hourly mean wind speed is the maximum of: • The hourly mean wind speed. • The gust equivalent mean speed • (3 second gust wind speed divided by 1.85).



Assessment distance D = greater of L/2 (half longest width of building) OR H/2 (half overall length of building)

Wind requirement diagram

3.6.3 Reverse amenity

There is a need to ensure that existing land uses that are integral to the success of each precinct are not compromised by developments with sensitive new uses such as residential or visitor accommodation.

Embedding reverse amenity in the planning scheme is important to preserve areas of Central Hobart in which local, state or nationally significant services and facilities operate, for example, the Royal Hobart Hospital. Other examples include cultural and live music venues and extended hours activity.

Buildings of the proposed new use should be designed to address the amenity impacts from, and to, the existing use. Potential amenity impacts include noise (incl. EPA requirements), vibration, light spill, odours and waste.

Reverse amenity requirement

Incorporate provisions in the planning scheme that consider the extent to which the layout and design of the new use or development minimises the potential for offsite impacts to affect the amenity of future users of the proposed development, including from noise, fumes, odour or vibrations, ensuring that:

- existing uses are not compromised by a new use or development, and
- a new use or development is designed to address amenity impacts from, and to, existing uses.

As Central Hobart's residential, employment and visitor population grows, the need for high amenity open space will increase.



Basketball Playground in UTAS new student accommodation off Melville Street
Photographer: Natasha Mulhall



Menzies Institute for Medical Research

3.6.3 Blue and green network

Overview

Cities worldwide are recognising trees and green spaces as critical urban infrastructure, as they provide clean air and shade, and cool the atmosphere during periods of heat. Beyond benefits to human wellbeing, urban greening promotes biodiversity, can reduce pressure on stormwater infrastructure and aids in carbon capture.

Open space and street trees in the Central Hobart area are limited. With a changing climate, open space needs to be protected and supplemented by the creation of new open spaces, and urban greening throughout the city's streets needs to be enhanced.

The city is framed by the River and Mountain, with the Hobart Rivulet running through it as a ribbon of blue. Opportunities for improved waterfront and rivulet access and new urban green spaces are identified.

Urban forest

Hobart's urban forest comprises trees and other vegetation and the soil and water that support it. The Central Hobart area has comparatively low canopy cover and significant gaps in the street tree network. There are isolated areas of high-quality, established trees, but many streets are deficient in trees and greening.

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.

It is now accepted that urban greening can significantly enhance the quality of the pedestrian experience, improving microclimates, traffic calming, economic activity and enhancing human health, wellbeing and happiness.

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 the 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.

The urban forest will be enhanced over time, including the selection of climate resilient trees and other vegetation for use in streets, laneways and open spaces. The City continues to map opportunities for tree planting in the Central Hobart area.

Open space

Open space are outdoor spaces set aside for the purposes of recreation, relaxation and/or conservation, including parks, gardens playing fields and plazas. They can be publicly or privately owned. School and university grounds are considered ancillary open space that can contribute to the community network of public open space.

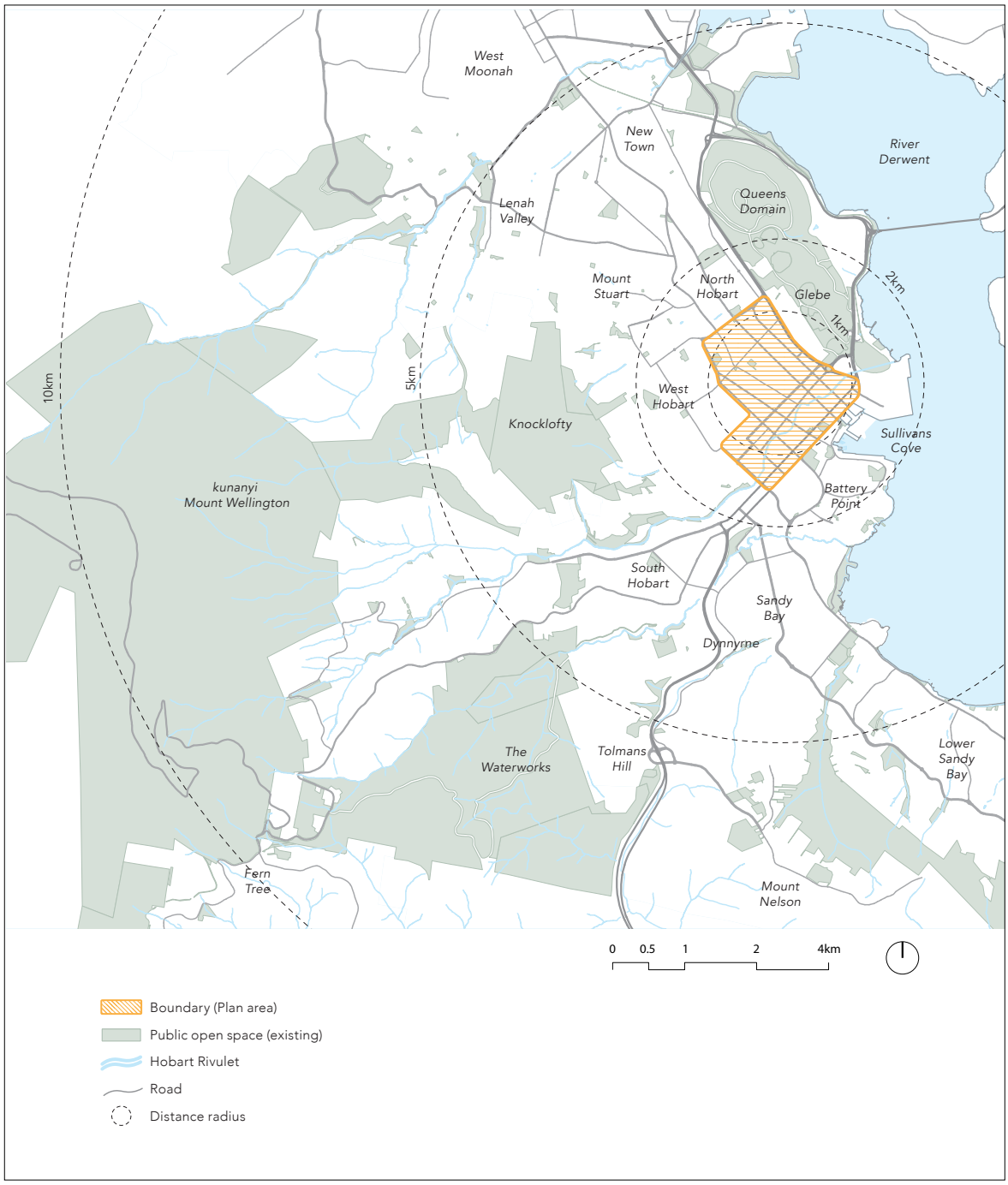


Figure 18. Existing open space map

Open Space (continued)

In Central Hobart, people can enjoy expansive views to the surrounding natural areas including kunanyi / Mt Wellington and the Queens Domain. Additionally, some of these larger parks, such as the Domain and Hobart Rivulet Park, are within a 10-minute walk of the Central Hobart area.

New open space

Open Space in Central Hobart: A Background Discussion Paper for the Central Hobart Precincts Structure Plan (2022) has identified that there is a relatively small amount of public open space that can be reached within easy walkable distance of homes and workplaces in parts of Central Hobart, in particular without crossing major roads. New open space is needed to meet increased demand over time and contribute to urban greening, and the health and wellbeing of the city's inhabitants.

Open space may be integrated in new projects in the form of plazas, parks or parklets and should be of a high-quality design responding to greening, sunlight, orientation and the surrounding built form. New open spaces should be designed and delivered in future development to provide a community and environmental benefit contribution.

Hobart Rivulet

The Hobart Rivulet offers a great opportunity to express the ecosystems, history and culture of the city if it is more strongly present and expressed.

It also provides a potential active travel movement route through some of the most significant places of the city centre.

For these opportunities to be realised there will need to be a long-term concerted effort in bring segments of the Rivulet back to the surface, in what is called 'daylight' and, in those areas where it is not appropriate to do so represent and reinterpret its underground presence above.

As part of delivering on this vision there is a need to investigate how to deliver over time ground floor building setbacks along the Hobart Rivulet. It will facilitate the long-term delivery of a blue and green spine through the city centre and a greater level of public access and enjoyment of the Rivulet.



Salamanca Market food vans



Hobart Rivulet – as viewed from Harrington Street

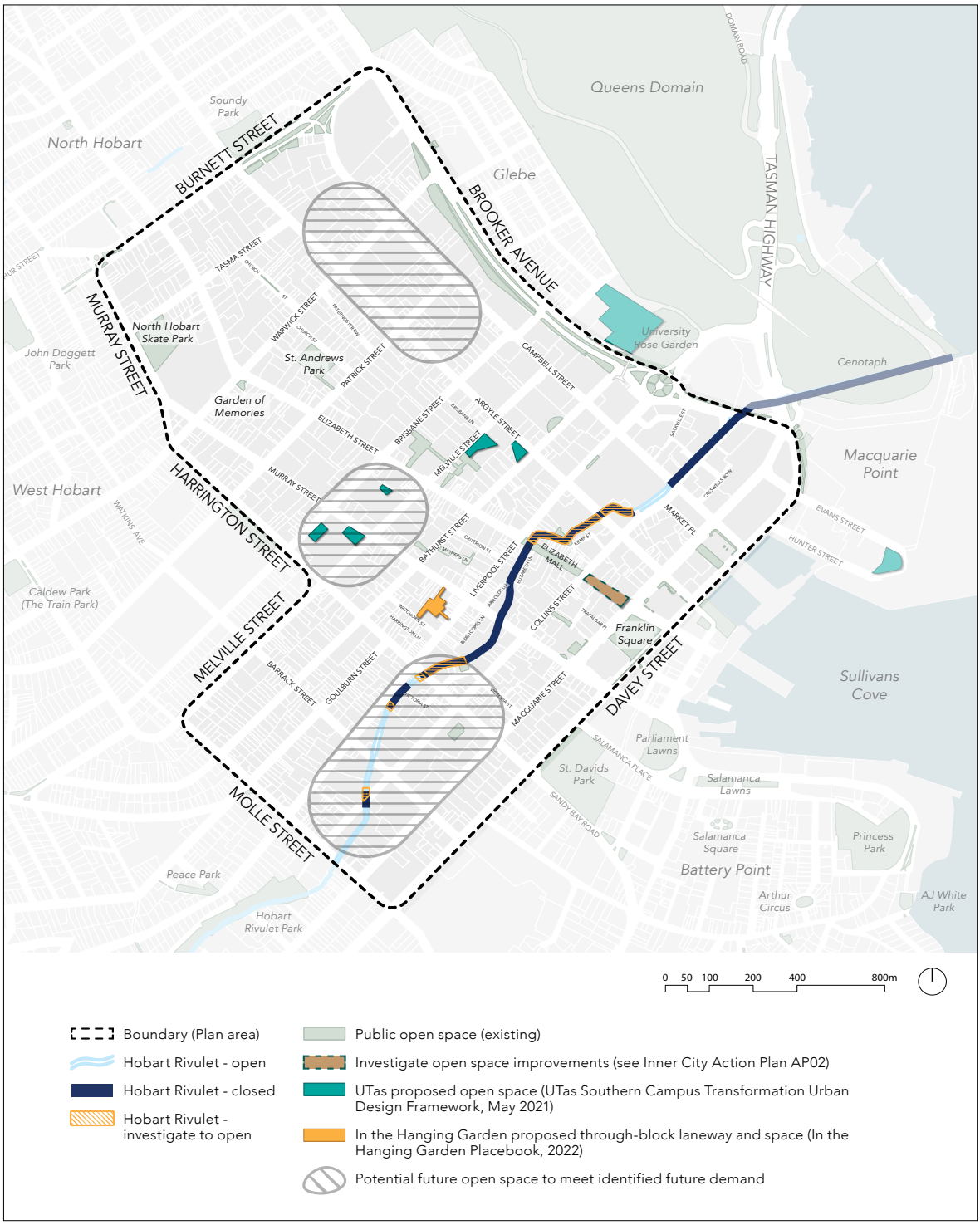


Figure 19. Proposed blue and green network plan

Green streets

A 'green street' is a street that has a variety of design elements that give priority to pedestrian and cyclist movement over vehicle use. The design elements may include footpath widening, landscaping and street trees, new furniture and lighting, traffic calming, and other pedestrian oriented features with the purpose of:

- improving safety and amenity
- where appropriate, planting deciduous trees to improve sunlight in winter and shade in summer
- strengthening pedestrian and bicycle connections from surrounding residential areas
- increasing greening of the streetscape
- providing an inviting cooler landscape
- increasing the local economy.

A green street is a street that is identified as a logical primary pedestrian and cycling connection to key local destinations such as:

- transport connections, including bus stops and routes and shared paths;
- schools and educational facilities;
- community infrastructure, including childcare and community and health facilities; and
- open spaces.

As Central Hobart's residential, employment and visitor population grows, the need for high amenity open space will increase.

A green street, as identified on the plans, may or may not currently prioritise pedestrian and/or cyclist movement over vehicle movement. Where it does not, this UDF recommends upgrades to reinforce the role of the street as a green street such as footpath widening, canopy trees, seating and landscaping. This will be supported by overshadowing area controls that protect sunlight access to footpaths. Note that building heights along green streets have been designed to align with the overshadowing area controls.

New development with a frontage to a green street should contribute to urban greening by protecting current street trees and by introducing trees, ground cover, vertical vegetation and rooftop vegetation.



Green courtyards in Hobart. Photographer: Natasha Mulhall

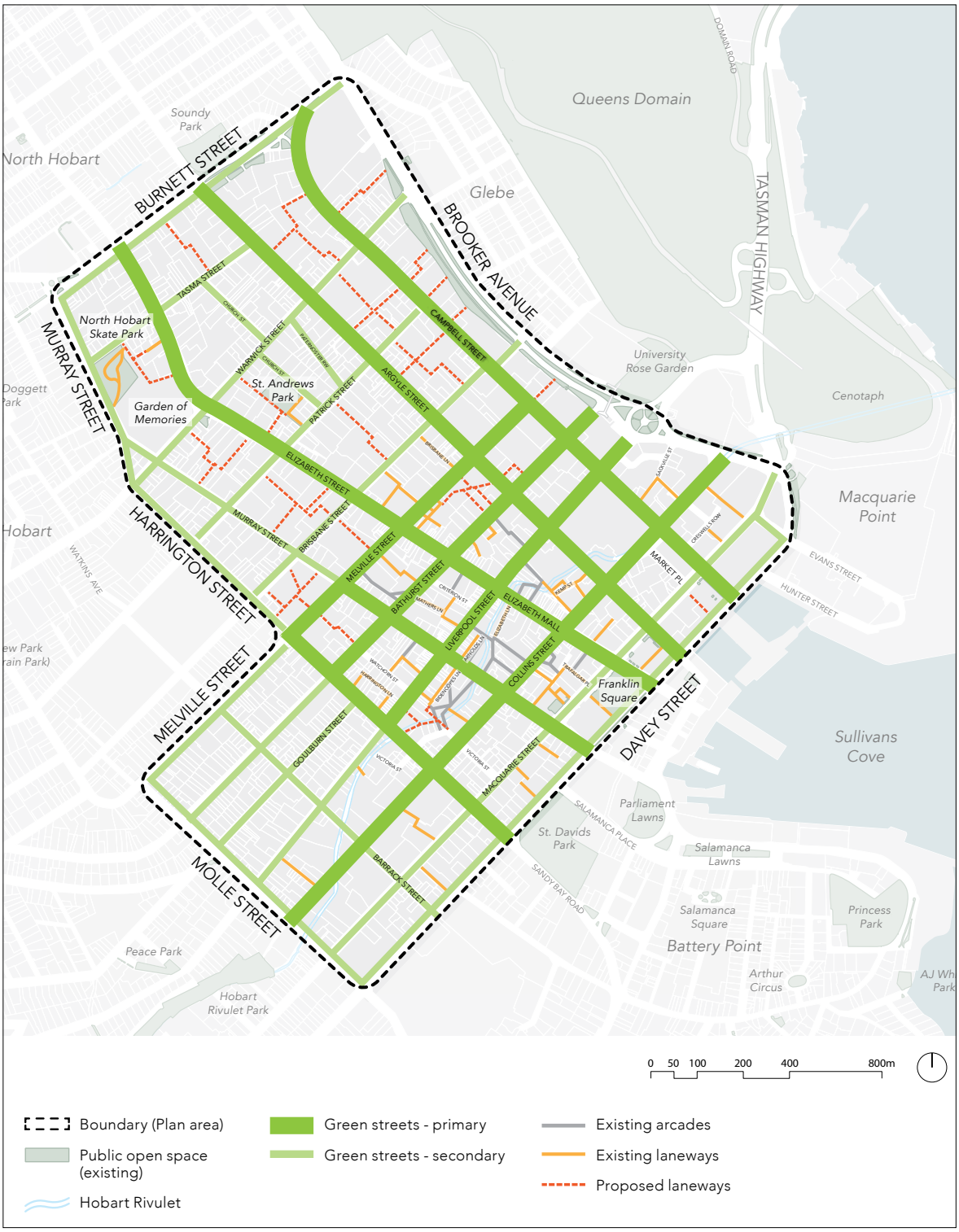
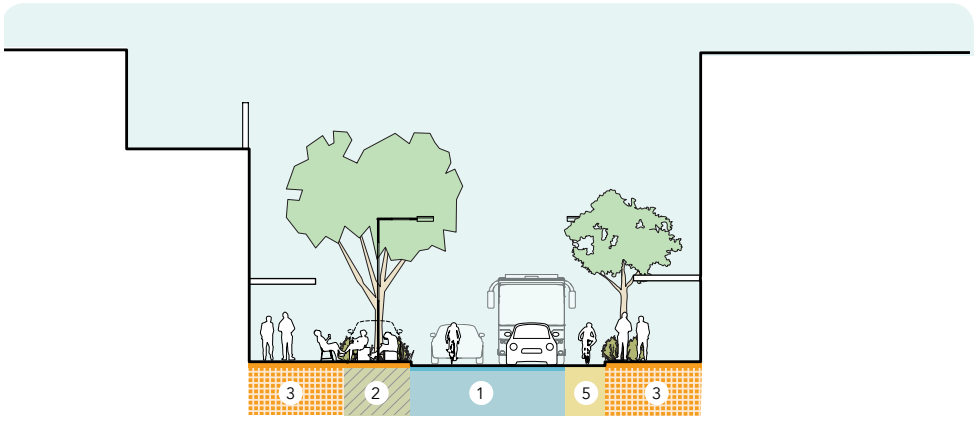
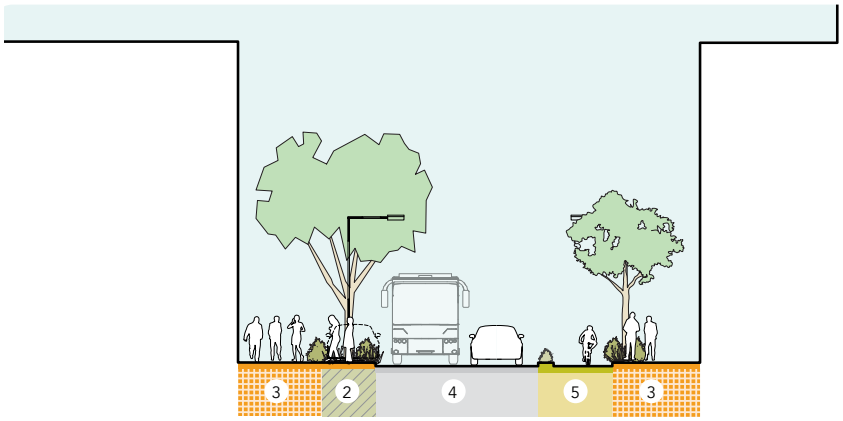


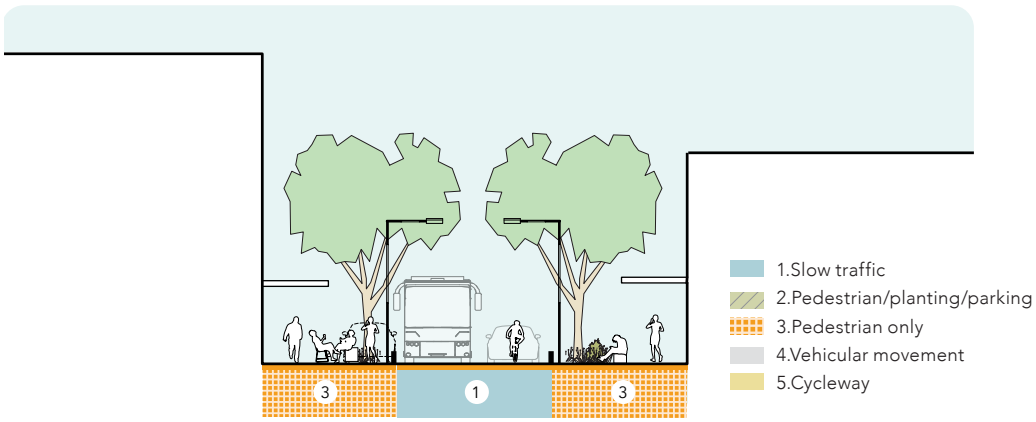
Figure 20. Proposed green streets plan



Future potential green streets - Elizabeth / Melville example street cross-section
(indicative only, subject to future investigation and design)



Future potential green street - Argyle / Campbell streets
(indicative only, subject to future investigation and design)



Future potential green street - Collins Street one way section
(indicative only, subject to future investigation and design)

Future potential green street sections



Street tree greening in Liverpool Street



Laneway in UTAS central campus leading to Melville Street
Photographer: Natasha Mulhall



Heritage wall and building in St Andrew's Park. Photographer: Natasha Mulhall

Part four: Making it happen



City of Hobart

4.1 Overview

There are several mechanisms that exist to deliver on the goals, strategies and actions included in the Central Hobart Plan. These include planning scheme amendments, CoH capital works, business and property owner investment, State Government policy changes, strategy and infrastructure delivery programs and the like.

Following endorsement of the draft Plan, an Implementation Plan will be developed and will identify the actions, timeframe and responsibility for delivering the Central Hobart Precincts. It will consists of regulatory and non-regulatory actions. Included in this draft Plan is a list of proposed actions which will be reviewed and developed further in the implementation plan.

The Plan will be reviewed within the next five to ten years, to help ensure it is delivering on its Vision and Goals and remains accurate and relevant as Central Hobart evolves.

Implementation methods

Deliver

Actions that are marked 'Deliver' refer to projects that Council will administer and deliver directly. Each action will require further investigation, community input, planning and financing. Each project will also require an implementation program which will be linked to the Council Plan, Annual Plans and budget process to ensure a whole of Council approach. Funding may come from a variety of sources including government grants and through partnerships with the community and development industry.

Partner

Actions that are marked 'Partner' refer to projects that Council will deliver in conjunction with either state agencies, community groups, land owners or the development industry. Funding may come from a variety of sources including government grants and through partnerships with the community and development industry.

Advocate

Actions that are marked 'Advocate' involve private land that can deliver public amenity benefits, community services and/or precinct 'activation'. Council will work with land owners, the development industry and wider community to assist in the delivery of these projects.

Timing

Timing is categorised to align with organisational timeframes such as the Capital Works Program and Strategic Plan:

- Short term: 0-4 years
- Medium-term: 4-10 years
- Long-term: >10 years

Time frames are only provided as a guidance and will be further defined as an implementation program is developed for each action.

Mechanisms

There are several complementary mechanisms to implement the Central Hobart Plan. Planning scheme amendments will ensure that the Plan has a statutory role, whereas as CoH capital works, business and property owner investment can act as catalysts for positive change.

4.2 Proposed actions

Strategy	Action	Description	Timeframe	Method
Goal 1: A captivating and dynamic capital city				
Objective 1: A strong city heart				
1.1	**A.1**	Attract and retain key retail, business, cultural, educational, health, community services, and community activities.	Ongoing	Advocate
1.1	**A.2**	Invest in key community and cultural assets that serve the state.	Ongoing	Advocate
1.1	**A.3**	Encourage, attract and continue to support specialised retail and start-ups.	Ongoing	Advocate
1.1	**A.4**	Encourage a mix of uses that contribute to the night-time economy.	Ongoing	Advocate
Objective 2: A place to live				
2.1	**A.5**	Work with land owners to encourage residential development on underultised sites.	Ongoing	Advocate
2.1	**A.6**	Develop incentives to encourage residential properties onto the long term private rental market.	Ongoing	Advocate
2.1	**A.7**	Develop guidelines that specify the needed types diverse of diverse housing. Include design solutions that will provide sound attenuation where residential uses sit alongside commercial uses, particularly in areas designated for the night-time economy.	Short	Deliver
2.1	**A.8**	Develop standards for **apartment developments** to ensure high living amenity and maintenance of the City's natural and cultural character.	Short	Deliver
2.2	**A.9**	Develop and contribute to affordable housing strategies that provide options for lower cost housing for purchase, long and short term rentals, and social housing.	Short	Deliver
2.2	**A.10**	Consider policy in the planning scheme to ensure no net loss of social housing in the Central Hobart area.	Medium	Deliver
2.2	**A.11**	Investigate mechanisms to provide housing for key workers.	Medium	Deliver
Objective 3: A place to learn and work				
3.1	**A.12**	Identify key industries and employers, suited to the Central Hobart environment, and develop strategies to attract them.	Short	Deliver
3.1	**A.13**	Encourage new commercial development to have a variety of sizes and types of spaces for small and medium size enterprises, at a variety of price points.	Short	Advocate
3.1	**A.14**	Support the establishment of business and creative industry incubator spaces, for example through strategies to provide affordable spaces.	Short	Partner
3.2	**A.15**	Identify key sites for commercial development and develop guidelines and controls that encourage this form of investment.	Short	Deliver
3.3	**A.16**	Work with **UTAS** to consider its long-term plans so they benefit Hobart and the wider community.	Short	Advocate

Strategy	Action	Description	Timeframe	Method
Objective 4: A place to visit and explore				
4.1	**A.17**	Encourage educational institutions to maintain and expand creative educational course options.	Short	Advocate
4.1	**A.18**	Use heritage buildings to house creative enterprises, and encourage the retention of older buildings suitable for artistic industries and smaller events.	Short	Advocate
4.1	**A.19**	Investigate opportunities for activities and attractions to encourage visitors into Central Hobart.	Medium	Deliver
4.1	**A.20**	Enhance wayfinding, lighting, safety and universal access to, and between, key visitor attractions and areas.	Medium	Deliver
4.1	**A.21**	Encourage a range of dedicated visitor accommodation options throughout Central Hobart.	Ongoing	Deliver
Objective 5: A place of creativity and culture				
5.1	**A.22**	Support and encourage initiatives to incorporate public art into private and commercial developments.	Ongoing	Deliver
5.1	**A.23**	Continue to support local artists to activate city spaces and places with temporary and ephemeral art projects.	Ongoing	Deliver
5.1	**A.24**	Activate streets, car parks and heritage spaces with public art, performances, events and festivals.	Ongoing	Deliver
5.1	**A.25**	Investigate City Hall as a focal point for an arts and cultural hub including a management model that revitalises and activates the site.	Medium	Deliver
5.2	**A.26**	Work with the Aboriginal community to reflect more of the city's Aboriginal heritage and culture in activities, events and exhibitions, and as permanent features in the public realm.	Ongoing	Deliver
5.2	**A.27**	Introduce playful elements in urban design to reflect the creative culture of the city, promoting new experiences and invitations to stay.	Long-term	Deliver
5.2	**A.28**	Explore infrastructure opportunities in each precinct for power, rigging, lighting and staging to facilitate use of these spaces for temporary/pop-up activations.	Long-term	Deliver
Goal 2: Public Spaces that engage and create joy				
Objective 6: A liveable and resilient city through greening				
6.1	**A.29**	Develop an **Open Space Strategy** that increases green infrastructure that integrates natural systems to increase resilience.	Ongoing	Deliver
6.1	**A.30**	Review innovative funding models to facilitate best-practice planning, design, installation and management of urban greening initiatives to meet the Council's goal of an **urban canopy coverage of 40% by 2046**.	Ongoing	Deliver
Objective 7: A strong sense of place between the river and the mountain				
7.1	**A.31**	Reinforce the importance of protecting key views from the river to the mountain through planning scheme provisions	Ongoing	Deliver
7.1	**A.32**	Develop an **Active Travel Plan** to strengthen the pedestrian and cycling infrastructure along the Rivulet to Macquarie Point.	Ongoing	Deliver

Strategy	Action	Description	Timeframe	Method
7.2	**A.33**	Prepare a city-wide and contemporary **Open Space Strategy** that includes the work of the Open Space in Central Hobart Background discussion paper.	Medium	Deliver
7.2	**A.34**	Seek opportunities to provide pocket parks and local parks where there are gaps in provision and make and encourage better use of existing open spaces.	Ongoing	Deliver Advocate
7.2	**A.35**	Coordinate with other agencies to formalise public access to other open spaces, such as school and church grounds.	Ongoing	Partner
7.3	**A.36**	Develop plans for increasing (and valuing as assets) blue infrastructure, working with natural systems to increase resilience. Undertake planning to ensure the stormwater infrastructure is resilient and able to cope with future rain events	Ongoing	Deliver
Objective 8: A network of lively, green and active streets to support liveability				
8.1	**A.37**	Endorse the **Laneway Strategy** for Central Hobart developed in the **Urban Design Framework**, which identifies potential future pedestrian links and laneways through the 'super blocks' of the city.	Short	Deliver
8.1	**A.38**	Consider strengthening existing, and encouraging new, developments to provide courtyards, introducing opportunities for spaces that are lively, comfortable and away from traffic and in appropriate locations to contribute to the night-time economy by facilitating restaurants, cafes, bars etc.	Short	Deliver
8.1	**A.39**	Develop **CoH Urban Design Guidelines** (LGA wide) for new buildings and streetscape design that includes safe design and **universal access principles.**	Short	Deliver
8.1	**A.40**	Engage with migrant communities to understand how their cultures and religions influence the use of public spaces and develop strategies to share their experiences through cultural events that enhance the City of Hobart's existing and future international relations programs.	Short	Deliver
8.2	**A.41**	Complete the **Hobart Transport Networks Operations Plan (HTNOP)** to identify the future functions and staged transition of Hobart's current and future street network.	Short	Deliver
Goal 3: Sustainable buildings with character				
Objective 9: Buildings that excel and excite				
9.1	**A.42**	Progress the planning scheme amendment to introduce the height controls recommended by the **Woolley Report** that protect views and vistas.	Short	Deliver
9.1	**A.43**	Develop and implement **CoH Urban Design Guidelines** (LGA wide) to direct best practice outcomes.	Short	Deliver
9.2	**A.44**	Create ways to celebrate local exemplar designs illustrating the preferred outcomes such as introducing Council design excellence awards.	Short	Deliver
9.2	**A.45**	Build on the effectiveness and expand the role of the **City of Hobart Urban Design Advisory Panel (UDAP)** to assist in developing design guidelines.	Short	Deliver

Strategy	Action	Description	Timeframe	Method
9.3	**A.46**	Develop CoH **Heritage Design Guidelines** (LGA wide) that considers: Adaptive re-use of buildings to extend the life of heritage buildings, investigating ways to maintain and strengthen historic subdivision patterns, lot sizes and courtyards.	Short	Deliver
9.3	**A.47**	For strategic development sites, test existing and proposed building controls to ensure economic feasibility, sustainability and liveability outcomes are met. And, if necessary, develop site specific guidelines.	Short	Deliver
Objective 10: Environmental excellence				
10.1	**A.48**	Include sustainability requirements in planning scheme provisions where possible, or advocate for changes to building provisions.	Ongoing	Deliver Advocate
10.1	**A.49**	Develop guidelines to demonstrate methods to achieve sustainable buildings in a city centre context and investigate frameworks for sustainable precincts.	Ongoing	Deliver
10.2	**A.50**	Encourage development to improved access, visibility and celebration of the Hobart Rivulet.	Ongoing	Advocate
10.2	**A.51**	Develop guidance and policy to encourage the development of green roofs and green walls to achieve the **urban canopy coverage of 40% by 2046**.	Ongoing	Deliver, Advocate
10.3	**A.52**	Design Council infrastructure to meet 'best practice' sustainable design.	Ongoing	Deliver
Goal 4: Integrated and accessible movement networks				
Objective 11: More people accessing Central Hobart by sustainable travel choices				
11.1	**A.53**	Work with State Government in further feasibility investigation for a bus transit centre(s) and associated further stage of upgrades for the existing Franklin Square bus facilities.	Medium-long	Partner
11.1	**A.54**	Work with the State Government to implement a permanent ferry service on the Derwent River and improve linkages from the Hobart Waterfront to Central Hobart.	Medium-long	Partner
11.1	**A.55**	Work with the State Government to identify further key bus facility nodes, with improved user experience by way of shade tree planting, to service land use developments and new service routes associated with the Northern Suburbs Transit Corridor.	Medium-long	Partner
11.2	**A.56**	Complete and connect the bicycle and micro-mobility facilities on the key corridors of Argyle Street, Campbell Street and Collins Street.	Short-medium	Deliver
11.2	**A.57**	Improve pedestrian facilities, greening, and amenities on the key streets identified in the **Urban Design Framework**	Medium-long	Deliver
11.3	**A.58**	Identify further micromobility, pedestrian links and improvements that will improve connectivity and attractiveness in Central Hobart.	Short	Deliver
11.3	**A.59**	Continue to investigate and trial micromobility options beyond the e-scooter trial.	Short	Deliver

Strategy	Action	Description	Timeframe	Method
Objective 12: Improved amenity for active travel modes in Central Hobart				
12.1	**A.60**	Continue to support the provision of improved walking, cycling and micromobility facilities that will support more people to move around Central Hobart, catering for residential and employment growth mobility demands in the area	Medium	Deliver
12.1	**A.61**	Develop **Street Vision Plans**, with initial priorities being for Elizabeth Street and Collins Street, that are universally accessible and consistent with the **Central Hobart Urban Design Framework.**	Medium	Deliver
12.1	**A.62**	Undertake a complete audit of the streets and pedestrian crossings in Central Hobart and prioritising accessibility upgrades using the previously undertaken **Walkability of the Elizabeth Street/New Town Road Corridor** report methodology.	Medium	Deliver
Objective 13: Parking cars better				
13.1	**A.63**	Review current publicly-owned accessible off-street car parking locations and identifying appropriate longer term locations for public short stay and long stay facilities.	Medium	Deliver
13.1	**A.64**	Review the current suburban **resident parking schemes** in Central Hobart in order to support the new parking strategy for Hobart.	Short	Deliver
Objective 14: Managing our movement networks				
14.1	**A.65**	Complete a first generation **Hobart Transport Networks Operations Plan** (HTNOP) in partnership with the State Government	Short	Partner
14..1	**A.66**	Develop detailed movement and place mapping for Central Hobart, taking into consideration key pedestrian streets identified by the Central Hobart Urban Design Framework and other key future land use changes.	Short	Deliver
Goal 5: An investment ready and innovative city				
Objective 15: A framework for development				
15.1	**A.67**	Develop a process to streamline the assessment of planning applications for the preferred development types in each precinct.	Short	Deliver
15.2	**A.68**	Further test proposed controls in the Urban Design Guidelines to support and guide each precinct and land use outcomes.	Short	Deliver
Objective 16: An equitable developer contribution system to help pay for community infrastructure				
16.1	**A.69**	Explore opportunities to facilitate the delivery of developer contributions to fund improvements to community infrastructure, including public open space and transport infrastructure. Consider future planning controls that incorporate community benefits for strategic development sites and areas such as for affordable housing or community infrastructure.	Medium	Deliver
16.2	**A.70**	Advocate for the introduction of specific Tasmanian guidelines for developer contributions and working with the Local Government Association of Tasmania to advocate for legislation that provides opportunities for a broader range of development contributions, particularly for the public realm.	Short	Advocate

Strategy	Action	Description	Timeframe	Method
Objective 17: Driving investment through public infrastructure				
17.1	**A.71**	Prepare a **Central Hobart Public Infrastructure Plan** that details existing public infrastructure and its capacity to cater for the anticipated growth, then identifies future infrastructure needs, costs and apportionments for all development planned for the area.	Medium	Deliver
17.2	**A.72**	Develop a detailed program of works for asset renewals and sending this to State Government agencies to identify project synergies.	Short	Deliver
17.3	**A.73**	Undertaking detailed hydraulic modelling and planning in the Central Hobart area to provide the information and strategies to anticipate and plan for likely future rain events and seek appropriate capital funding for upgrades.	Short	Deliver
Objective 18: Master planning for strategic development sites				
18.1	**A.74**	Further identify key strategic development sites and city blocks that may be suitable for detailed master planning • demonstrating the feasibility of coordinating development of strategic sites • proactively engaging with landowners to discuss the future of key strategic development sites • facilitating or participating in master planning for key strategic development sites.	Medium	Deliver Partner
Objective 19: A smart city that is digital by default				
19.1	**A.75**	Develop the city's digital twin with additional key features including the City of Hobart's assets, lighting and evening thermal impacts, people movement and parking data, and key environmental layers.	Short	Deliver
19.1	**A.76**	Align City-led actions in the **Connected Hobart Smart City Action Plan** with the timelines of the Plan.	Short	Deliver
19.2	**A.77**	Develop the City's ability to provide remote network access and communications by undertaking fibre optic installation works to directly connect the City's data centre at Town Hall to its larger assets located to the north and surrounding the Central Hobart areas.	Short	Deliver
19.2	**A.78**	Continue to increase the number of public safety cameras in the Central precinct, and rolling out AI functionality to the City's Safe City Hub.	Short	Deliver
19.2	**A.79**	Increase the capacity of the City's data centre to allow for additional monitoring and data analysis around the city.	Short	Deliver
19.2	**A.80**	Further develop and strengthen mutual inclusivity with other agencies such as the Department of State Growth, TasNetworks, Tasmania Police, Telstra and surrounding councils via shared access agreements.	Short	Deliver Partner
19.2	**A.81**	Develop the City's remote telemetry capabilities by expanding existing LoRa, microwave and other communications protocols.	Short	Deliver Partner
19.2	**A.82**	Develop the City's digital wayfinding and digital bus shelter networks to allow the dissemination of cultural, historical, wayfinding and transport information to residents and visitors	Short	Deliver Partner
19.2	**A.83**	Support the roll-out of the 5G mobile network to enable new and improved technological capabilities, while respecting the streetscape and townscape character of Central Hobart and minimise impacts on existing infrastructure assets.	Short	Deliver Partner

4.3 A new planning scheme for Hobart

Hobart is covered by two planning schemes – the Hobart Interim Planning Scheme 2015 and the Sullivans Cove Planning Scheme 1997. These set out policies and requirements for the use, development, protection and conservation of land in the municipality.

In 2015 The Tasmanian Government amended the *Land Use Planning and Approvals Act 1993* to introduce a single statewide planning scheme. The Tasmanian Planning Scheme is made up of two parts:

- State Planning Provisions (SPP)
- Local Provisions Schedules (LPS) for each municipal area.

The Tasmanian Planning Scheme – Hobart will replace both the Hobart Interim Planning Scheme 2015 and Sullivans Cove Planning Scheme 1997 when it is approved.

The Commission is assessing the draft LPS as submitted by City of Hobart. When this process is completed it will be placed on public exhibition for all to comment on.

Public representations will be considered by the Council and the Tasmanian Planning Commission before the Hobart draft LPS is finalised.

The built form controls, including the maximum building heights, proposed in the Central Hobart Plan will be considered for incorporation into the Hobart Local Provision Schedule at a later date.

One method of implementing the Central Hobart Plan is likely to be by amending the Hobart LPS.

Key changes to Central Hobart proposed in the new planning scheme[1]:

1. Central Business Zone

The zone has been extended to cover all of the street blocks bounded by Harrington, Melville and Brisbane Streets and Brooker Avenue.

2. Hobart Central Business Zone Specific Area Plan

The CBD (Central Business District) is the primary activity centre for Tasmania, the Southern Region and Greater Hobart. As such, a Specific Area Plan (SAP) is required for to support the unique character and function of the area. The SAP is largely a translation of the current provisions in the Hobart Interim Planning Scheme Central Business Zone.

3. Sullivans Cove Planning scheme

The Sullivans Cove Planning Scheme will cease to exist and will instead become a Particular Purpose Zone. It will cover the area occupied by the Sullivans Cove Planning Scheme (SCPS 1997) excluding Macquarie Wharf, Macquarie Point, the Cenotaph and Domain, and Huon Quays.

4. Civic and Culture Precinct

The entire block bounded by Macquarie Street, Argyle Street, Collins Street and Market Place, as well as the property at 20 Murray Street, have been excluded from the Sullivans Cove Particular Purpose Zone and incorporated into the Central Business Zone. This is to provide for consistency in the standards that apply to a single city block.

5. Community Purpose Zone

Several properties, including the Elizabeth College and Campbell Street Primary School, are to be rezoned as Community Purpose to better reflect their use.

[1]For more information visit: https://www.hobartcity.com.au/Development/Planning-schemes/Tasmanian-Planning-Scheme

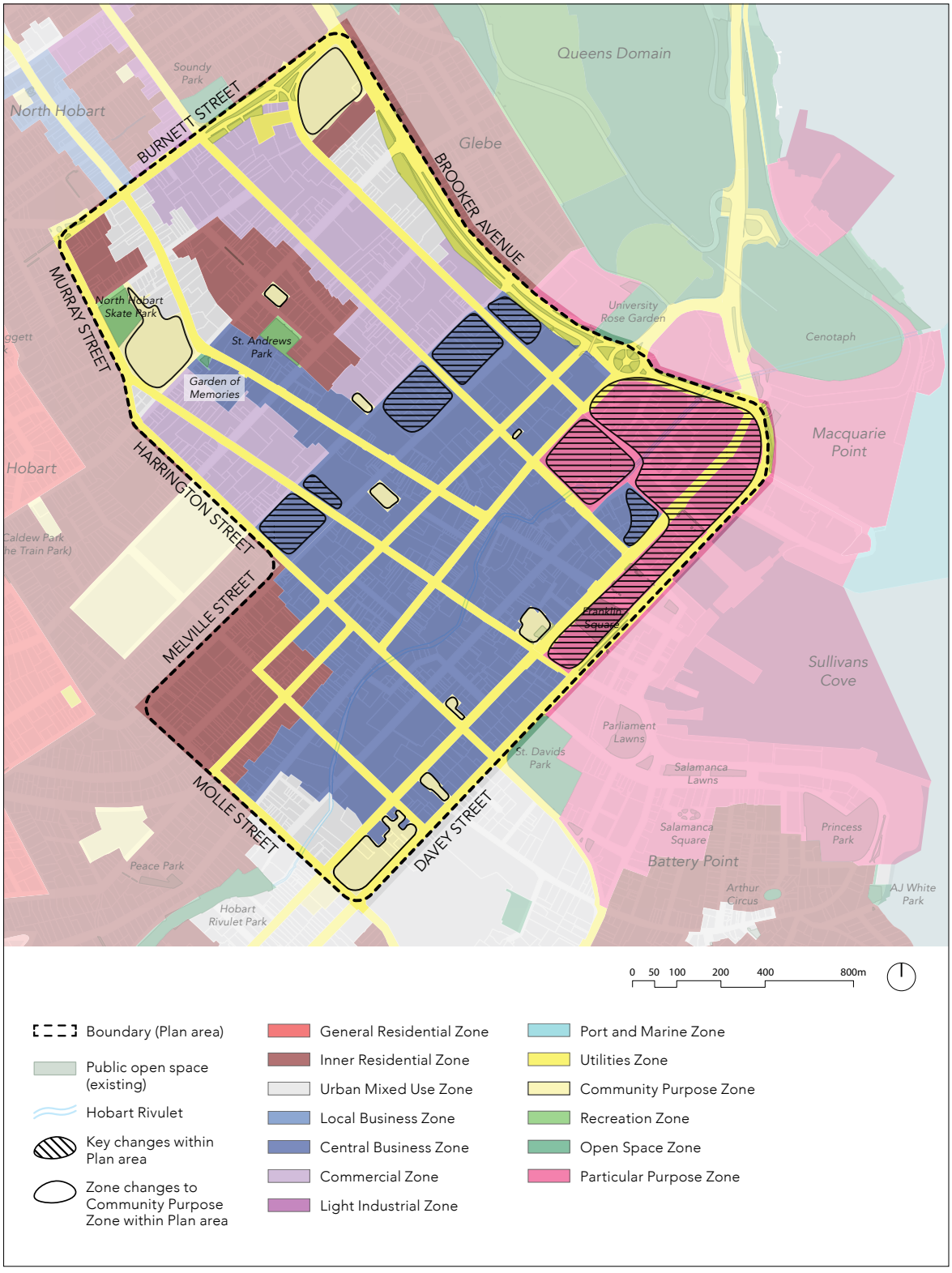


Figure 22. Tasmanian Planning Scheme, Hobart LPS: zoning

Part five: Appendix



Part five: Appendix

Contributing authors, references and project background documents

Contributing Authors

MGS Architects	Development of the Urban Design Framework contained within the Central Hobart Plan

5.1 References

City of Hobart	Capital City Strategic Plan 2019–29
City of Hobart	Central Hobart Precincts Plan – Understanding Central Hobart – Baseline Report (February 2020)
City of Hobart	Central Hobart Precincts Plan – Discussion Paper (October 2021)
City of Hobart	Open Space in Central Hobart: A Background Discussion Paper for the Central Hobart Precincts Structure Plan, 2022
City of Hobart	Central Hobart Precinct Plan Urban Forest Planning CoH (October 2022)
City of Hobart	Walkability of the Elizabeth Street/New Town Road Corridor report methodology (October 2021) (Ref: City Infrastructure Committee meeting 27/10/2021)
Gehl Architects	Hobart 2010 Public Spaces and Public Life – a city with people in mind: the first stage of Hobart's inner city development plan (2010)
HillPDA	Central Hobart Precincts Plan – Economic, Demographics and Employment Study (February 2020)
HillPDA	Central Hobart Precincts Plan – Economic, Demographics and Employment Study – COVID-19 update (April 2021)
Inkhorn Projects	Greater Hobart Cultural Venues Study (2020)
Leigh Woolley Architect	Building Height Standards Review Project, report for City of Hobart (June 2018)
MGS Architects	Development of the Urban Design Framework contained within the Central Hobart Plan
SGS Economics & Planning	Central Hobart Precincts Plan – Development Contributions for shared infrastructure (October 2021)
SGS Economics & Planning	Central Hobart Precincts Plan – Land Use Scenarios (February 2022)
Urbis	Central Hobart Precincts Plan – Movement Analysis, Civic and Cultural Study Area (February 2022)
UTAS Architecture & Design with the City of Hobart	Speculate: Expanding City – Underutilised Sites (September 2019)

5.2 Project background documents

Other background documents

City of Hobart	Hobart: A community vision for our island capital, 2018
City of Hobart	Aboriginal Commitment and Action Plan: walking together towards reconciliation (January 2020 – January 2022)
City of Hobart	Affordable Housing and Homelessness Commitment (2021–2023)
City of Hobart	Asset Management strategic (various)
City of Hobart	Climate Change Strategy 2008–2013 (under review)
City of Hobart	Connected Hobart: Smart City Framework 2019–2030
City of Hobart	Community Engagement Framework
City of Hobart	Community Safety Commitment 2021–2023
City of Hobart	Creative Hobart: a strategic framework for Hobart City Council's cultural programs (2012)
City of Hobart	Elizabeth Street Retail Precinct Concept for Consultation, Midtown Streetscape Upgrade Project (draft)
City of Hobart	Equal Access Commitment 2021–2023
City of Hobart	Hobart: A City for All – community inclusion and equity framework
City of Hobart	Inner City Action Plan (ICAP): preliminary report to Hobart City Council
City of Hobart	LGBTIQ+ commitment 2021–2023
City of Hobart	Multicultural commitment 2021–2023
City of Hobart	Positive Ageing Commitment 2021–2023
City of Hobart	Public Toilet Strategy 2015–2025
City of Hobart	Public Art Framework 2019
City of Hobart	Social Inclusion Policy (12 October 2020)
City of Hobart	Street Tree Strategy, approved by Hobart City Council 24 July 2017
City of Hobart	Transport Strategy 2018–2030 Themes
City of Hobart	Youth Commitment 2021–2023
Inspiring Place Pty Ltd	Hobart Recreation Management Plan, prepared for Hobart City Council 2000 (under review)

5.3 Glossary

activation	Place activation is a goal and outcome of placemaking and place management. Active or activated spaces are those that have people passing through, interacting and staying for periods, creating a lively atmosphere, enhancing social cohesion and sense of place.
affordable housing	The standard test for affordable housing is that a household in the lower 40 per cent by income should not pay more than 30 per cent of their gross income on housing, known as the 30/40 rule. In a broader sense, housing is generally considered to be 'affordable' if the household members are not in housing stress after they have paid for their housing, whether renting of buying. Housing is unaffordable for a household when paying their housing cost leaves them in housing stress or living in poverty.
amenity	In relation to an area, place or building, amenity means any quality, condition or factor that makes or contributes to making the area, place or building harmonious, pleasant or enjoyable.
blue and green infrastructure	Refers to waterways, rain gardens, trees and green spaces, which are natural urban assets that provide ecological and amenity value associated with urban greening and also contribute to stormwater management. When planned together, blue-green infrastructure can achieve multiple objectives.
building height controls	These are standards under a planning scheme that set the rules for height of buildings.
cityscape	Means the urban form of the city and the visual quality of its appearance. It includes the urban landscape and visual environment of the city. As a concept, it strives to give order to the form of the city, the pattern of landscape and development of the urban landscape.
CoH	City of Hobart (Council)
development contributions	Development contributions are monetary or in-kind contributions taken as part of a planning approval and are used to fund public infrastructure. They are used across many Australian jurisdictions to invest in or co-fund public infrastructure.
fine grain, fine-grained	The detailed network of small-scale spaces where diverse, lower cost, specialised and innovative activities can occur within a city. Fine gain emerges from the activities of the people in the city, supported by mixed uses on small blocks, narrow building frontages, older buildings for character, and a concentration for critical mass.
green spaces	Land that is partly or completely covered with vegetation such as gardens (including roof gardens), parks and civic spaces. It may be publicly or privately owned.
impervious surfaces	Hard surfaces that water cannot penetrate. They include roofs and paved areas, such as roads, driveways, cycle or pedestrian pathways, plazas, decks or outdoor display areas for car yards.

Internet of Things (IoT)	New data and information technologies mean that aging city infrastructures can be upgraded or replaced with contemporary solutions that talk to us – and each other – anywhere in the world. Sensors can measure air quality, drones can assess conservation values in bushland, and artificial intelligence can help find and analyse information quickly. Networks of these sensors are called the Internet of Things (IoT).
knowledge economy	An economy in which growth depends on the quantity, quality and accessibility of the information available, rather than the means of production. Knowledge-economy jobs require specialist knowledge and skills such as creativity, interpretation and analysis.
LoRa	LoRa (from 'long range') is a wireless physical proprietary radio modulation technique derived from Chirp Spread Spectrum (CSS) technology. It encodes information on radio waves using chirp pulses. It is robust against disturbances and can be received across great distances.
micromobility	The transportation over short distances by lightweight, usually single-person vehicles such as bicycles and scooters.
night-time economy	Economic activity occurring between 6pm and 6am.[16]
open space	The range of public spaces that are open to the sky and provide landscape and/or urban design features that are set aside primarily for rest, recreation, nature conservation, passive outdoor enjoyment and/or public gatherings. It includes sportsgrounds, streetscapes, nature strips, community food gardens, urban plazas, parklets, and overlapping uses of space with schools, public asset providers and other institutions.
planning scheme	Set out policies and requirements for the use, development, protection and conservation of land in the municipality (e.g. City of Hobart). Planning schemes include, among other matters, zones and overlays. Examples of planning schemes are the 2015 Hobart Interim Planning Scheme (HIPS) and the Tasmanian Planning Scheme that will replace it.
precinct structure plan	A precinct structure plan (or structure plan) sets out a framework to help manage, influence and facilitate change in an area over a period of time, in a way that aligns with a community's vision. It guides development, investment and infrastructure, and gives effect to state and local planning policy, integrating land use, built form, transport, open space, streetscapes and infrastructure. It considers the economic, social and environmental context. Recommendations are made for policies, planning scheme controls and projects to bring the vision to life.

16. Definition from Council of Capital City Lord Mayors, *Measuring the night time economy, 2020–21*

planning scheme provisions	These are standards in a planning scheme that set the rules for use and development of land, buildings and other structures such as signs.
public infrastructure	Facilities, systems, and structures that are developed, owned, and operated by the government.
public realm	The publicly owned places and spaces that belong to and are accessible by everyone.
Specific Area Plans (SAP)	Provisions under the Tasmanian Planning Scheme that can be applied to a particular area.
street wall	Means a wall, or more commonly a building façade, built on a street frontage and forming a continuous or near continuous line with the adjoining buildings.
streetscape	Means the visual quality of a street depicted by road width, street planting, characteristics and features, public utilities constructed within the road reserve, the setbacks of buildings and structures from the lot boundaries, the quality, scale, bulk and design of buildings and structures fronting the road reserve.
Urban Design Framework	The Central Hobart Plan Urban Design Framework (UDF) provides concrete built form, movement, in particular active travel (i.e. walking and cycling), and public realm guidance for the Plan area.
urban forest	All of the trees in the city: in bushland, parks, private gardens and street reserves.
urban amphitheatre	Means the setting of Central Hobart including the layered rise of landforms rising from the water plane datum to the landform horizons (see Figure 80).
urban plaza	An open space for public use defined by surrounding buildings or streets.
water-sensitive urban design	An approach to urban stormwater management that integrates natural hydrological and ecological systems into urban planning, design and management. Water-sensitive urban design can be implemented at any scale from single projects on individual lots, to interconnected waterway projects at a regional or landscape scale.
wayfinding	The process or activity of determining one's position and planning and following a route. Urban wayfinding systems are designed to orient people and help them navigate around a city, and typically include a range of devices from physical signage to digital applications.

Have your say

Online: https://yoursay.hobartcity.com.au/

Phone: 03 6238 2711

In person: at the pop-up events and/or by arranging a meeting with the project team

Feedback closes 30 April 2023

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