



North Hobart Neighbourhood Plan

Discussion Paper
August 2023



City *of* HOBART



August 2023

Hobart City Council has endorsed this discussion paper for community consultation.

Feedback on this discussion paper will be used to inform a Draft Neighbourhood Plan for North Hobart.

To find out how you can have input to the discussion paper go to **yoursay.hobartcity.com.au**

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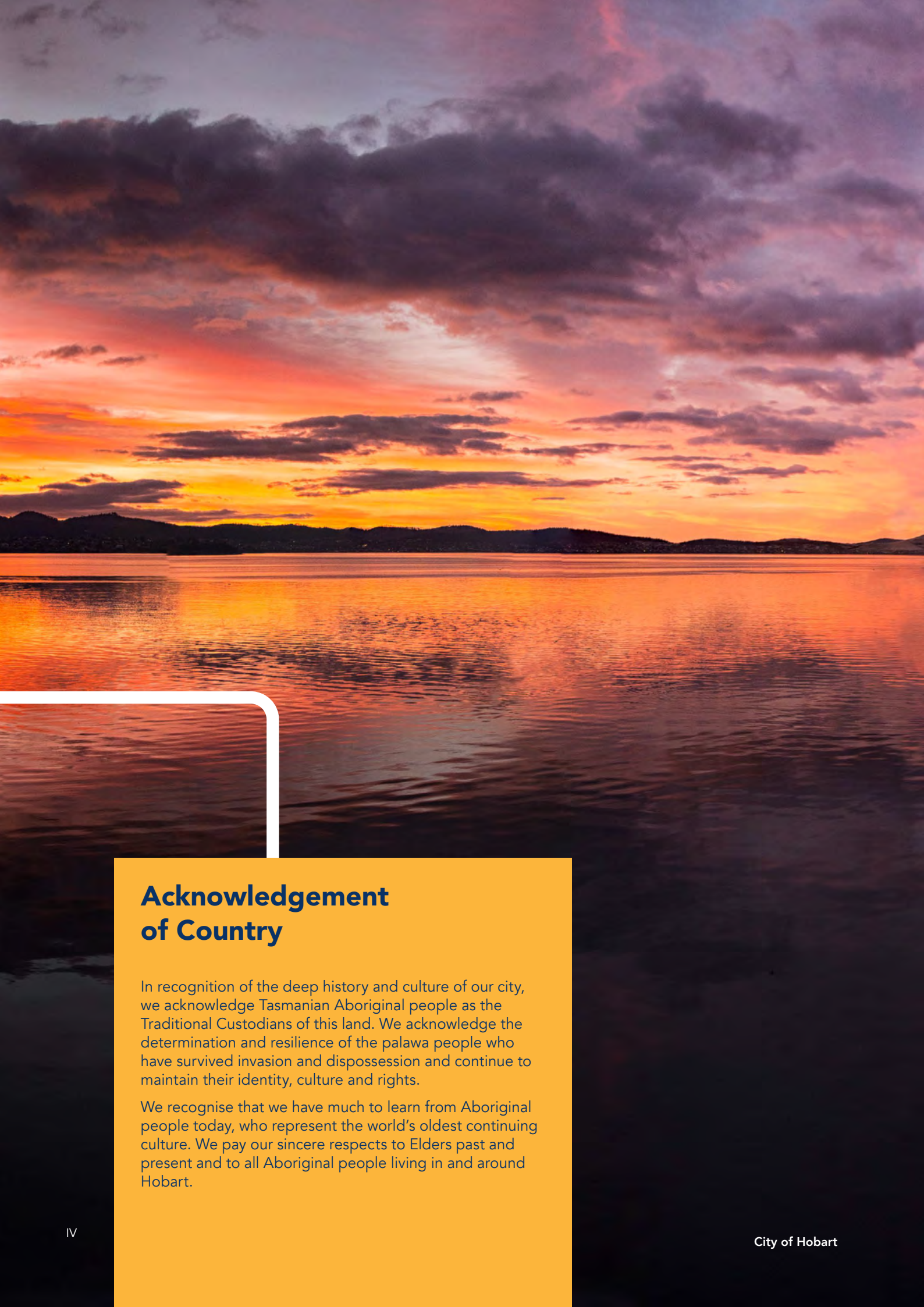
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Acknowledgement of Country

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



North Hobart is a welcoming, vibrant, urban village with a rich history. It is home to a diverse and changing community of residents.

The established dining, and entertainment precinct embraces this diversity, with live bands and multicultural festivals a highlight for locals and visitors alike. Heritage buildings enrich the character of the streets, and views to kunanyi/Mount Wellington and the Queens Domain connect us to nature.

In recent years Hobart has experienced steady population growth, rising house prices and increasing land values. The purpose of the North Hobart Neighbourhood Plan (Structure Plan) is to guide future growth in a way that will strengthen what's great about North Hobart and build on its position as a vibrant, flourishing, sustainable and appealing community, without compromising those qualities that already make it unique. It is a blueprint for development, investment and infrastructure for North Hobart over the next 20 years

The Discussion Paper has been prepared to identify and analyse the key opportunities for the future, that we hope will engage the community and stakeholders in the discussion. Topics such as medium density housing, heritage, infrastructure, open space, transport and commercial opportunities required to meet the needs of a growing residential population have been explored.

The community consultation period will consider the community's insights, concerns and ambitions for North Hobart, which will then inform the development of the Draft North Hobart Neighbourhood Plan.

We have proposed some big ideas in this discussion paper, including identifying opportunities for a range of housing options, ideas to encourage new industries and jobs growth, cultivating North Hobart's creative heart, strengthening Elizabeth Street and identifying new open spaces for people to enjoy.

We invite you to review, engage and let us know what you think, to help shape the future of our beloved North Hobart.

Kat Panjari
Acting CEO, City of Hobart

Part one: A discussion paper to inform the North Hobart Neighbourhood Plan

01



Elizabeth Street
Photographer by Alastair Bett

Why do we need a Neighbourhood Plan for North Hobart?

The State Government's 30-Year Greater Hobart Plan acknowledges past and projected population growth and identifies targets for new housing to meet the needs of current and future residents.

The City of Hobart is preparing the North Hobart Neighbourhood Plan to guide the sustainable development of the area, to consider the best locations for new infill and medium density housing developments, supporting infrastructure such as parks, and improved active transport routes, as well as identifying opportunities for complimentary business and employment in the area.

The plan will guide the future growth of North Hobart, while retaining its essence and enhancing key features that make it a great place to live, visit, and invest.



What is a neighbourhood plan?

A Neighbourhood Plan is also referred to as a structure plan. It is a 20-year plan that will address a wide range of issues, including land use, built form, transport integration, the public realm, open space provision, greening and infrastructure. It will also include recommendations for policies, development controls and projects to guide planning and sustainable growth of North Hobart.

The study area

The study area for the Neighbourhood Plan is shown below. This area does not align with the North Hobart suburb boundary for several reasons:

- The area south of Burnett Street is included in the Central Hobart Plan.
- Areas west of Elizabeth Street are included to capture both sides of Elizabeth Street including land zoned Urban Mixed Use and Inner Residential Zone.
- Beyond the study area is a broader investigation area that extends into the surrounding localities. The broader investigation area is not defined by a boundary. Characteristics and features of the investigation area, such as open space and movement, will inform the development of the Neighbourhood Plan making sure the study area is well connected to the surrounding areas.
- The Neighbourhood Plan will also consider the adjoining areas outside of the study area as part of a larger project investigation area.

Study and investigation area

North Hobart suburb

Central Hobart Plan

Governance and policy framework

The *Resource Management and Planning System of Tasmania* is Tasmania's integrated environmental and planning system, linked by objectives focused on sustainable development and realised through a suite of legislation, policies, and strategies.

The *Land Use Planning and Approvals Act 1993* is the core planning legislation for Tasmania. Planning schemes are to be prepared in accordance with this Act. A planning scheme is not a policy or strategic [PS1] document, but rather implements the policy or strategy of the day through regulations controlling the use and development of land.

The primary strategic land use document which governs the region is the *Southern Regional Land Use Strategy 2010-2035,* and reflects the objectives of the Resource Management and Planning System of Tasmania.

The regional strategy outlines a 25-year vision for land use for the region, aiming to promote sustainable development, protect natural resources, and foster balanced growth while considering community needs and the environment. This strategy was published in 2010, but due to changes like population growth and planning reforms, it is now being reviewed earlier than expected.

The *Local Government Act 1993* requires the making of municipal-level strategic and annual plans, including the Capital City Strategic Plan 2019–29.

Land use strategies vary in scale and scope. Some are broad and cover large areas like the Southern Tasmanian Regional Land Use Strategy, while others are more localised and detailed, like the North Hobart Neighbourhood Plan. The neighbourhood plan is a type of *structure plan.*

Structure plans provide a more specific strategy to implement the regional land use strategy and municipal strategies and help guide the detailed application of the planning scheme to a local defined area. Structure plans can also deliver community aspirations beyond planning requirements, such as urban design guidelines, environmental objectives, recommendations for civic upgrades etc.

The Hobart City Deal is a shared and collaborative 10-year vision between the Australian and Tasmanian Governments and the Clarence, Glenorchy, Hobart and Kingborough councils, facilitated through the *Greater Hobart Act 2019*, and helps guide and encourage investment in areas identified in the City Deal. It sets up a vision for greater Hobart that focuses on:

the Greater Hobart Transport Vision

affordable housing and urban renewal

strategic collaboration and governance

a smart, liveable and investment-ready city.

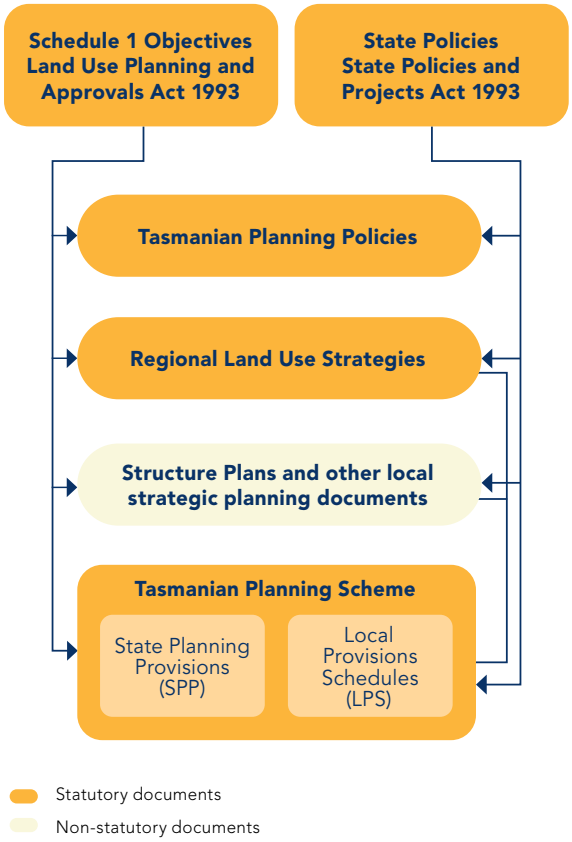
For North Hobart, relevant City Deal projects are:

developing a Hobart Transit Centre,

activating the northern suburbs transit corridor,

introducing planning provisions for medium

Hierarchy of Tasmanian planning instruments



2019-2021	North Hobart Place Vision Project
2021-2023	Preparation of Draft Central Hobart Plan
We are here	Discussion Paper
September 2023	Community Consultation + Stakeholder Engagement
Late 2023	DRAFT North Hobart Neighbourhood Plan
Early 2024	Community Consultation + Stakeholder Engagement
Early to mid-2024	Finalise the Neighbourhood Plan

Building on the North Hobart Precinct Place Vision project

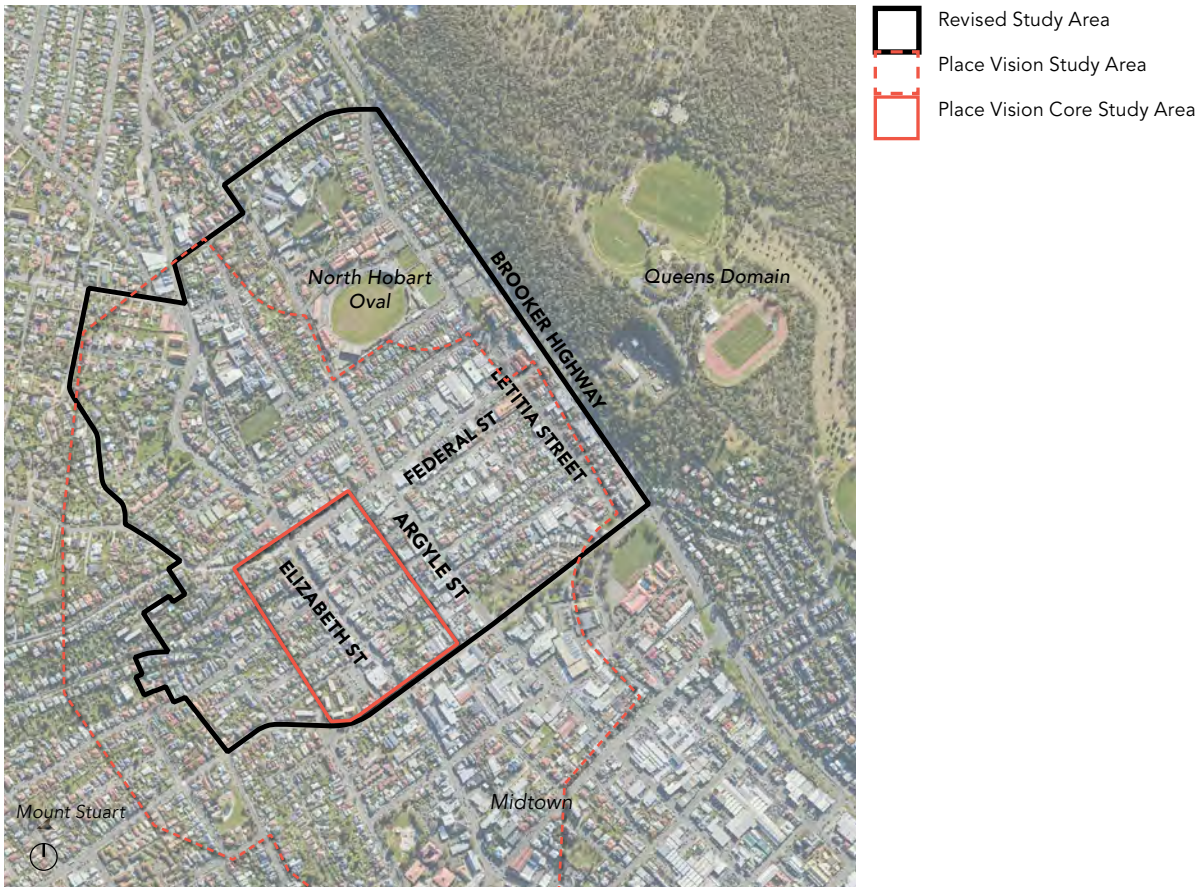
The North Hobart Neighbourhood Plan directly builds on the recent work of the 'North Hobart Precinct Place Vision' project, completed in 2021. This process involved engagement with residents, traders, and key stakeholders alongside broad community engagement.

A key outcome from this project was the recommendation that Council prepare a Neighbourhood Plan for North Hobart.

The project resulted in a number of background reports which have both informed and guided the development of this paper, they include:

- *Part A – Place Vision Framework: North Hobart Retail and Entertainment Precinct*, Village Well July 2020.
- *Part B – Access and Parking Plan: North Hobart Retail and Entertainment Precinct*, MRCagney, March 2021.
- *Condell Place Recommendations, North Hobart Retail and Entertainment Precinct*, MRCagney, March 2021.
- *Engagement Report, North Hobart Retail and Entertainment Precinct*, Village Well, July 2020.

This discussion paper builds on the work in the Place Vision project and extends this to a larger study area (see below).



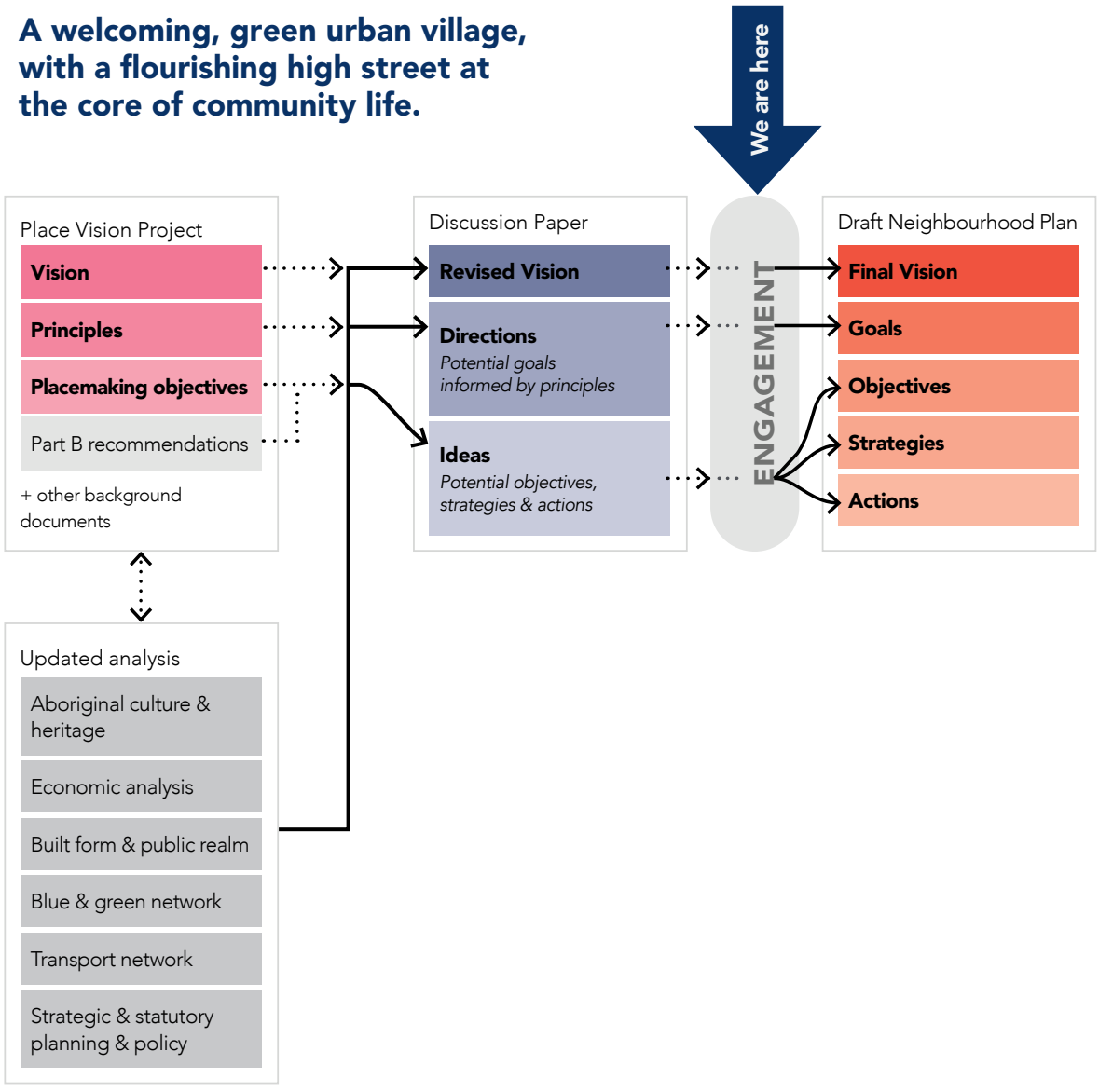
Critically this plan developed, in consultation with the community, a shared vision for North Hobart:

An everyday meeting place for locals, Elizabeth Street Precinct also attracts visitors from far and wide to its bustling eateries and shops and its year-round calendar of events and festivals, all in a beautiful heritage setting.

This vision for North Hobart is supported by a set of principles:

- Hobart's Favourite Eat Street
- Diverse and Neighbourly: everyday convenience
- Central Commuter Spine
- Beautiful Heritage High Street
- Pedestrian-friendly
- Accessible in Many Ways
- Shared Custodianship

A welcoming, green urban village, with a flourishing high street at the core of community life.



Part two: Understanding North Hobart

02



Outdoor dining at North Hobart
Photograph by Sam Shelley

Overview

Part Two of the discussion paper provides an overview of key issues and information about North Hobart. This includes notes on the palawa culture and connection to the North Hobart area, a brief summary of the urban history of North Hobart and a description of existing character areas.

In addition, important data such as current and projected residential and employment populations and a series of key drivers help set the scene for issues that the North Hobart Plan needs to respond to.

The following sections are included in Part two:

Palawa culture and connection

North Hobart history

What do we know about North Hobart today?

Strategic planning context

Planning in North Hobart: issues and opportunities

Existing character areas in North Hobart

Key drivers of change in North Hobart

Palawa culture and connection

The project area is within the traditional country of the southeast nation of the Tasmanian Aboriginal people. The southeast nation territory covered around 3,000 square kilometres and around 500 kilometres of shoreline along the western banks of timtumili minanya (Derwent River). This country has been cared for and carefully managed by the muwinina band of the southeast nation for thousands of generations.

The project area was once a rich cultural landscape providing cultural resources both of the land and the sea. The area provided access to the mountains, fresh water and to many travel routes through well maintained cultural pathways. These pathways leading both inward into tribal country and outward to the tribal country boundaries where seasonal contact with other nations was typical. These Cultural pathways were also managed for ease of movement to access cultural resources, providing access to ceremonial lands and lead to traditional hunting grounds. The cultural history of this area is reflected in physical Aboriginal heritage material.

Aboriginal heritage sites recorded within this region provide evidence of many thousands of years of Aboriginal occupation. Traditional knowledge maintained by Aboriginal people indicates a much greater length of occupation. Respectfully, Aboriginal people believe they are part of the creation of this Island and therefore have always been the carers of the land, sea, and skyscapes.



Above: Providence Valley Rivulet. Photograph by Sharnie Read (2023)
Opposite: Views to kunanyi/Mount Wellington. Photograph by Joanne Hickman (2023)



North Hobart history (1800s – today)

nipaluna/Hobart, located at the mouth of the timtumili minanya/Derwent River, was among Australia's early European colonies. The town thrived due to its advantageous location with a good port and fresh water supply, leading to the growth of industries like whaling, milling, shipbuilding, and later, merchant trade. North Hobart sat between Sullivan's Cove camp and New Town farms during the initial settlement (Village Well, 2020).

In the 1820s, as Hobart's population grew, there was a need for settlement expansion and the land on the slopes of the Queen's Domain and Knocklofty was reserved for the town's future growth. These new residential areas were characterised by grand houses on larger allotments in the hills such as Mount Stuart and upper Elizabeth Street, some of which still stand today (Village Well, 2020).

In the late 1800s, North Hobart's low-lying regions transformed into a high-density working-class neighbourhood. Narrow streets were lined with worker's cottages and local industries. Elizabeth Street was the main retail area, serviced by tram (Bennett, 2005).

In 1921, the North Hobart Oval was opened and was widely considered the home of Australian Football in Tasmania. Many of the original grandstands still stand today, and over the years the grounds have been used for a variety of different sports and events (Stubbs, 2019).

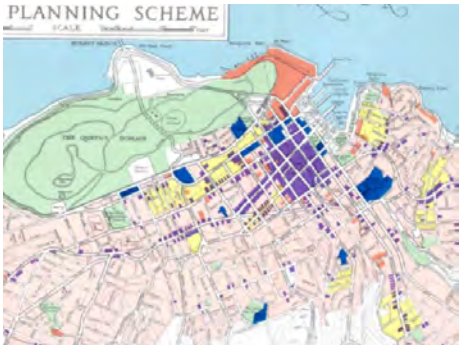
The end of World War 2 brought many changes to Hobart. Many Europeans migrated to Tasmania and settled in North Hobart, establishing businesses and eateries, and today the Greek and Italian Clubs located on Federal Street continue to thrive (Village Well, 2020).

In 1945, the City of Hobart Plan was developed. The areas of workers' cottages in North Hobart were described as "old and decadent and it is believed that in the course of time …not many years… the old insanitary dwellings will be replaced by modern factories" (Cook, 1945, p. 27).

North Hobart was serviced by an electric tram service operating in Elizabeth Street and along Letitia Street up into the mid-1900s, and this was part of a fleet size of 75 trams that operated around Greater Hobart. (Clements, 2006).

After World War 2, the increase in private motor vehicles led to a demand for wider streets in the inner city to accommodate vehicle traffic and parking and these ideas were solidified in the Wilbur Smith Transportation Study of 1964, the first international highway plan in Australia (Vincent, 2018). The transportation study used an ambitious population projection for Hobart and its suburbs, justifying massive highway and major road widening plans (Vincent, 2018).





The study was challenged just two years later and scaled back in the 1970s and 1980s by the Public Works Department, but early land acquisition and demolition of worker houses had commenced, and to this day the wider road corridor of Burnett Street from Brooker Highway to Argyle Street is still visible along with the greater setbacks of buildings on the northern side of Burnett Street from Argyle to Elizabeth Street (Vincent, 2018).

The North Hobart Residents' Group (NHRG) was founded in late September 1977 as a response to the controversial City of Hobart 1945 Plan and road widening. Their goal was to create a better living environment and stop the conversion of residential areas (Village Well, 2020) (Vincent, 2018). The group was very influential in preserving the residential areas of North Hobart.

The retail strip along Elizabeth Street serviced the surrounding area with a supermarket (Purity), drapery store (Soundys) and shoe shop (Bratts), butcher, fish shop and other local services. The well-loved Soundy Park located on the corner of Burnett and Argyle Street was built in 1988 and is named after the Soundy family, the owners of the drapery store (Bennett, 2005). Today, these shops have been replaced by restaurants and cafes and it is a vibrant entertainment and dining precinct.

Whilst North Hobart has gentrified over time, public housing in Burnett St, Lefroy Street and Condell Place, the mix of housing stock, and the remaining interspersed non-residential uses have maintained a mix of social diversity (Vincent, 2018).

The active Greek and Italian clubs located on Federal Street each host their own annual festival. The Hobart Chinese Association has premises on Elizabeth Street, with regular community activities and their Chinese New Year celebrations, once held in Condell Place Car Park, recently moved to the Hobart waterfront (Village Well). North Hobart retail strip today is a vibrant entertainment and dining precinct.

Left to right:
Hobart Town, AC Cooke, 1879
City of Hobart Plan, F.C. Cooke (1945). Source: https://apo.org.au/
Lefroy Football Club at North Hobart Oval, B. Stubbs (1930)
North Hobart Tram, corner of Campbell Street and Warwick Street. Source: unknown





What do we know about North Hobart today?

North Hobart is likely to experience population growth pressures. More retail, services and jobs will be needed to support this growing population.



Current population

- As of 2021, it is estimated that 2,245 people live in the North Hobart Neighbourhood Plan study area.
- This is an increase of 190 people (9%) since 2011.
- This proportional growth was lower than both Hobart LGA and Greater Hobart (13% and 17%, respectively).



Age and household

- North Hobart study area is comparable to the Hobart LGA in terms of the proportion of the population across most age brackets.
- The proportion of residents aged 15-54 is 61% and is higher than Hobart, 52%, and Greater Hobart, 47%.
- The age composition implies that the study area is a location attractive to younger professionals and home builders.



Population and dwelling growth

- Over the next 20 years, the suburbs of North Hobart, Glebe and Queens Domain area are expected to grow strongly with a combined population increasing by 2,128 people, or 64% by 2041.
- This rate of growth is much higher than Hobart LGA's growth at 34%.
- As there are limited opportunities for infill housing in Glebe and Queens Domain, most of this is expected to be in North Hobart.
- This represents approximately 880 additional dwellings to be delivered in North Hobart.



Tree canopy coverage

- Tree canopy cover for north Hobart suburb: 9%. This is the second lowest coverage within Hobart LGA after Hobart, at 6.9%.

This snapshot underscores the need for a Neighbourhood Plan to manage this growth while at the same time preserving North Hobart's rich heritage and character.



North Hobart jobs and industries

As of 2021, the study area had 2,165 jobs, This is an increase of 260 jobs or 40% since 2011.

The top five employing industries, number of jobs (% of total employment):

- Education and Training: 390 jobs (18%)
- Accommodation and Food Services: 383 jobs (18%)
- Construction – 282 jobs (13%)
- Retail Trade – 171 jobs (8%)
- Health Care and Social Assistance – 167 jobs (8%)

Growth industries between 2011 and 2021:

- Education and training
- Accommodation and food services

Declining industries between 2011 and 2021:

- Wholesale trade
- Healthcare and social assistance
- Arts and recreation services



Employment by occupation

In the study area the top two occupations categories can be described as 'key workers'

- Education professionals, 9.2 %, almost double the Hobart LGA and Greater Hobart proportion of 4.9% and 4.9%, respectively.
- Hospitality workers, 11.2%, higher than Hobart LGA and greater Hobart , at 7.3% and 6.7% respectively.



Job growth

- It is estimated that there will be approximately 600 more jobs in the study area by 2041, representing a growth of 27%.
- An additional 24,000sqm, or 41% increase, of floor space is required to accommodate the projected job growth.

All economic analysis from North Hobart Neighbourhood Plan 2023 Economic Assessment, prepared for the City of Hobart, Hill PDA
2. Based on 2.41 people per dwelling, Greater Hobart average, source: profile.id.com.au



Elizabeth Street, North Hobart
Photograph by Alastair Bett

Strategic planning context

The North Hobart Neighbourhood Plan seeks to respond and align with relevant strategic planning policy and plans including the North Hobart Precinct Place Vision.

Southern Regional Land Use Strategy 2010-2035

The regional strategy outlines a 25-year vision for land use in the area. It covers various themes, such as the environment, hazards, cultural values, recreation, infrastructure, economy, essential resources, and residential growth.

The North Hobart Study area is identified within a densification area, which are existing urban areas where additional dwellings can be provided, referred to as infill development. The city has been allocated the goal of 3,312 new dwellings by 2035, with a target net density of 25 dwellings per hectare within 400-800m of transit corridors. North Hobart in 2021 had a net density of 13.3 dwellings per hectare (ABS, 2021). The strategy encourages urban expansion in well-connected areas with efficient transportation systems, promoting the use of public and active transport.

The strategy was published in 2010, but due to changes like population growth and planning reforms, it is now being reviewed earlier than expected.

Hobart City Deal and Implementation Plan 2019

This plan offers a comprehensive framework to steer and promote future investments in our city. This initiative fosters collaboration and financial contributions from various government levels. By embracing growth prospects and addressing vital strategic and infrastructure challenges like transportation and affordable housing, the deal aims to stimulate investments in Hobart.

30-Year Greater Hobart Plan 2022

The Greater Hobart Committee, formed under the Great Hobart Act 2019, has developed a 30-Year Greater Hobart Plan. The Greater Hobart Plan is a whole-of-city guide to assist the development of transport, housing and employment centres and how they relate to each other in the long term. The Greater Hobart Plan is accompanied by a detailed Strategy for Growth and Change with themes such as Residential Development, infrastructure and economic development.

Capital City Strategic Plan 2019-2029 and Hobart: A Community Vision for our Island Capital 2018

The City of Hobart's primary planning document, the Capital City Strategic Plan 2019 -2029, forms the foundation for all other planning and reporting frameworks. It is based on the community vision for Hobart and serves as a comprehensive roadmap for the city's future. The Community Vision is:

> *Hobart breathes.*
>
> *Connections between nature, history, culture, businesses and each other are the heart of our city.*
>
> *We are brave and caring.*
>
> *We resist mediocrity and sameness.*
>
> *As we grow, we remember what makes this place special.*
>
> *We walk in the fresh air between all the best things in life.*

This strategic plan outlines the City of Hobart's key priorities for the next decade, ensuring a well-informed and forward-thinking approach to address the community's needs. This has been captured in the following strategic pillars:

- Creating a sense of place
- Community inclusion, participation and belonging
- City economies
- Movement and connectivity
- Natural environment
- Built environment
- Governance and civic involvement

Strategic planning context (continued)

Sustainable Hobart Action Plan 2020-2025

The draft sustainability plan for the City of Hobart encompasses fifty specific actions addressing six key areas: leadership, mobility, energy, resilience, waste, and governance. This comprehensive plan aims to achieve sustainable outcomes for our city, including a clear path towards zero emissions. Additionally, it focuses on enhancing our city's resilience, ensuring we are prepared to face natural hazards like floods.

The City is committed to addressing the risks and opportunities presented by a changing climate in our on-going policies, strategies and leadership. In June 2019, the City of Hobart Declared a Climate and Biodiversity Emergency.

Draft Hobart Transport Strategy 2018-2030

The City is in the process of preparing a Transport Strategy to align with the Capital City Strategic Plan. The Strategy will adopt a movement and place framework, recognising the critical role our streets play in movement, connectivity and creating great places. Several key themes for transport were endorsed by Council as part of the Draft Hobart Transport Strategy 2018-2030, including promoting walkability and cycling networks, as well as acknowledging the significance of effective parking management.

Southern Tasmania Industrial Land Strategy 2012

The aim of this strategy is to plan for sufficient industrial land in Southern Tasmania to accommodate future economic growth and to allow for sustainable urban growth patterns, for the next 15 to 30 years. The 'Southern Tasmania Industrial Land Strategy' identifies that the City of Hobart is projected to have a shortfall of 12-15 hectares of land to meet local service industries which typically require small lots of up to 2,000m2 and close to market/population centres (SGS Economics & Planning, 2012). North Hobart is home to the City of Hobart's only Light Industrial zoned land. The Light Industrial zone covers an area of 4.7 Hectares dispersed around Argyle Street bound by Burnett and Federal, along with land in east Federal Street.

North Hobart Townscape Project 1992, Central North Hobart Design Guidelines and North Hobart Specific Area Plan

The 'North Hobart Specific Area Plan' was created with the aim of preserving and enhancing the unique streetscape and character of North Hobart along Elizabeth Street.

This plan builds upon the strategic urban design principles outlined in the 'Central North Hobart Design Guideline.' This guideline was developed to ensure the preservation and enhancement of North Hobart.

The guideline builds from the North Hobart Townscape Project, which aimed to transform Elizabeth Street into a vibrant and pedestrian-friendly space, often referred to as the 'People's Street.'

Many of the issues and recommendations raised during the North Hobart Townscape Project remain relevant today, highlighting the ongoing importance of considering and addressing these matters in the North Hobart Neighbourhood Plan, including:

- Recognising and protecting the substantial heritage of North Hobart
- Recognise the impact of North Hobart's increasing popularity on its traditional service functions and its public space
- Consolidate existing residential and commercial precincts
- Increase amenity, usefulness and character of public space

North Hobart Precinct Place Vision, Access and Parking Plan 2021

The North Hobart Neighbourhood Plan directly builds on the recent work of the 'North Hobart Precinct Place Vision, Access and Parking Plan.' Critically this plan developed, in consultation with the community, a shared vision for North Hobart:

> *A welcoming, green urban village, with a flourishing high street at the core of community life.*
>
> *An everyday meeting place for locals, Elizabeth Street Precinct also attracts visitors from far and wide to its bustling eateries and shops and its year-round calendar of events and festivals, all in a beautiful heritage setting.*

Draft Central Hobart Plan, 2023

The City of Hobart, in partnership with the Tasmanian Government, is developing the Central Hobart Plan. This plan aims to create a shared vision and framework for guiding the development of our central city area. This plan covers part of North Hobart (south of Burnett Street), and so this area has not been included in the North Hobart Neighbourhood Plan's Study Area. The Central Hobart Plan offers valuable ideas and principles that can benefit the North Hobart Neighbourhood Plan, including how we use and manage our waterways, encourage residential development, and celebrate our everyday activities and streetscapes with artistic culture.

Queens Domain Masterplan 2013

Residents of North Hobart rely on the Queens Domain for recreation and leisure. A key interface between the Masterplan and the study area is the strategy to develop new pedestrian linkages to the Domain and coordinated transport and connectivity. The Domain also provides additional recreation and leisure options for greater Hobart.

City of Hobart Street Tree Strategy 2017

The City's 2017 Street Tree Strategy endorsed by the Hobart City Council on 24 July 2017, proposed a canopy target across urban areas of the municipality of 40% by 2046. The strategy recognises the many social, environmental, and economic benefits that trees provide.



Elizabeth Street and Burnett Street, North Hobart
Photograph by Alastair Bett

Planning in North Hobart: issues and opportunities

Tasmanian Planning Scheme

The Hobart Interim Planning Scheme 2015 (HIPS) currently applies to the study area but will be replaced by the Tasmanian Planning Scheme (TPS) within the next 12-18 months.

The new zones and codes within the Tasmanian State Planning Scheme are not always a like-for-like translation from the older schemes (HIPS) for example the Light Industrial Zone in the HIPS has different rules than the Light Industrial Zone in the TPS.

The TPS presents potential new opportunities and some challenges.

Mix of Zones

North Hobart has a blended pattern of zoning. There are eight zones in the study area, compared to other neighbourhoods in greater Hobart that may only have two to three zones.

Zones provide a list of allowable uses, such as retail, residential and warehouses, in addition to rules for the operation of these uses and controls for the development of buildings, such as height and setbacks.

In the North Hobart study area, there are the following zones: Inner Residential; General Residential; General Business; Urban Mixed Use; Light Industrial; Recreation; Open Space and Utilities. Immediately south of the study area is there is also the Commercial Zone.

The number of zones within the study area contribute to the celebrated mixed-use character of North Hobart. With this comes the need to manage activities and uses to minimise conflicts, for example, to ensure that North Hobart's much loved live music, outdoor dining and the night-time economy are recognised and protected.

The ability to accommodate a diversity of activities will take North Hobart into the next chapter of being a vibrant mixed-use inner city area.

Key opportunity:

To shape the Tasmanian Planning Scheme: tailoring it to embrace North Hobart's unique vision, addressing challenges, and maximizing potential.

Key opportunity:

To champion and embrace the vibrant diversity of uses and activities in North Hobart.

Planning in North Hobart: issues and opportunities (continued)

Planning Scheme Overlays

Planning scheme overlays cover areas or sites that either hold a specific value, such as heritage or are at risk from a hazard, such as flooding.

The overlays are important for preserving or protecting people, places and assets, and will influence how land is used, developed and managed. As a result, where there are fewer overlays, there are likely to be fewer values or hazards to navigate, which generally means that redevelopment can be more straightforward.

The study area is subject to several planning overlays. Local Heritage Precincts and the Flood-Prone Hazard Areas Code cover a large portion of the study area.

These overlays have effects on the type of built form and use that can be achieved, for example, the scale of new buildings in a heritage precinct will be informed by the scale of buildings surrounding it, or certain vulnerable uses like aged care may not be appropriate in areas with high risk of flooding.

Key opportunity:

To build a safe and enjoyable neighbourhood with values-aligned and hazard-resilient land development.

Attenuation Code

The attenuation code regulates some uses that emit noises, vibration, dust, smells, smoke or other kind of emissions that can impact sensitive uses like residential, it also protects any existing attenuating uses from encroachment by sensitive uses, so that any conflicts are minimised. Under the TPS, examples of attenuating uses include large breweries or distilleries, joinery workshops and motor bodyworks, but it does not include live music venues.

Key opportunity:

To identify and manage land use conflicts that may fall outside of the scope of the Attenuation Code

Specific Area Plans and Site-Specific Qualifications

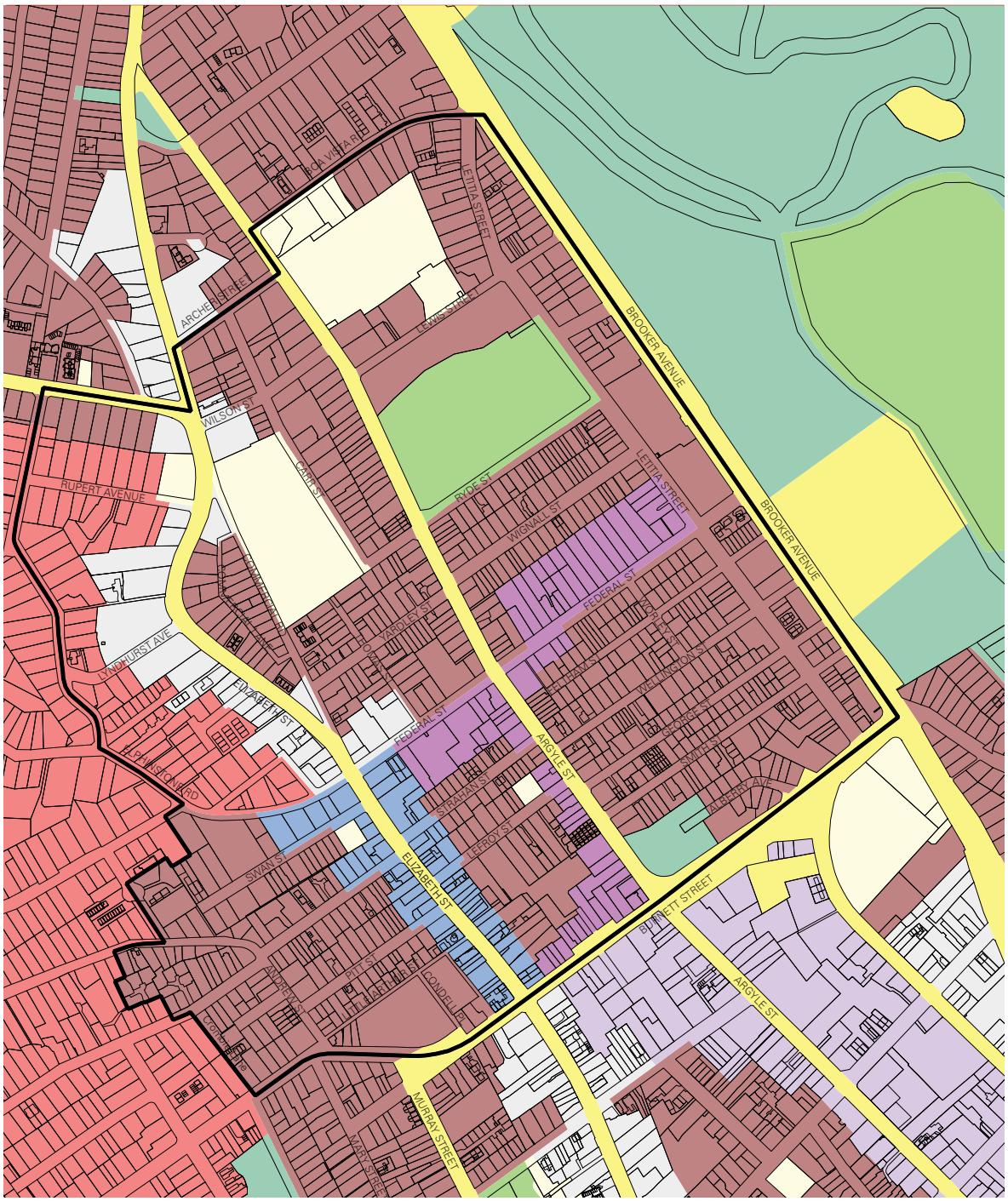
Within the *draft Hobart Local Provisions Schedule*, which includes the zone and overlay maps and any local site-specific plans such as 'Specific Area Plans (SAP)' and 'site-specific qualifications,' two SAPs and one site-specific qualification proposed:

- Hobart Light Industrial SAP
- North Hobart SAP
- 321-323A and 325 Elizabeth Street and 16A Lefroy Street Site-specific Qualification -provide for vehicles parking

Both SAPs have essentially been carried forward from the current Hobart Interim Planning Scheme 2015, with some changes to the Hobart Light Industrial SAP.

Key opportunity:

To review the purpose of the specific area plans and site specific qualifications, and to ensure their contemporary application.



Study Area (PWG1 revision)

Areas of query

Planning Zones (Draft LPS)

- General Residential
- Inner Residential
- Urban Mixed Use
- General Business
- Commercial
- Light Industrial
- Utilities
- Community Purpose
- Recreation
- Open Space

Planning in North Hobart: issues and opportunities (continued)

Industrial Use and Development

Preliminary investigations of the existing businesses and residences within the area of the Hobart Light Industrial SAP have found that approximately 38 per cent of uses within the area are not considered traditional industrial uses and that some of the current uses, prohibited by the LIZ, would continue to be prohibited by the SAP.

There is an opportunity to explore what uses exist and what uses are needed in this area, and how the planning scheme can best provide this.

Key opportunity:

Review existing land uses and investigate whether land uses align with the present and future vision for this area.

Inner Residential Zone

Much of North Hobart's residential areas are well located to transport, community infrastructure and services, and therefore are appropriate for the Inner Residential Zone.

The majority of the study area's residential areas are zoned Inner Residential, however, there may be an opportunity to expand this zone into the General Residential areas or areas predominantly in residential use, given the study areas' proximity and access to services.

Key opportunity:

To enhance inner city residential use and development in the study area

Elizabeth Street (North of Federal Street)

The land along Elizabeth Street, north of Federal Street was zoned Urban Mixed Use in 2005, following a study that found there was a large number of businesses mixed with houses in this area. Since this time, there has been a shift back to residential uses with some offices.

To the west of the Urban Mixed Use zone, the land changes to General Residential, which may not provide for a transition in urban intensity. A review of the zoning and zoning pattern in this area may be warranted, particularly as urban renewal in this area is evident.

Key opportunity:

For a comprehensive review: investigate whether Elizabeth Street's land uses align with the area's present and future vision.

Increasing residential density

Between 2017 and 2022, 31 planning applications have been lodged to Council for residential use and development within the study area. Of those, 7 applications proposed 8 dwellings or more, and only four were for developments providing over 25 dwellings.

Generally, medium-density residential development is considered to be townhouses or low level apartment buildings (3-4 storeys) with high density characterised as multi-storey apartment buildings (above 4 storeys) (ABS & AHURI).

The planning application data indicates a trend that medium density developments occur in non-residentially zoned land. This may also have repercussions on the land available for commercial use.

A key question is where is suitable to accommodate the anticipated doubling of the population, and how can the planning scheme best facilitate this, and is the Inner Residential Zone the best fit.

Key opportunity:

To provide design guidance for appropriate medium density, infill development in North Hobart.

To identify locations which are appropriate for medium density housing developments and high(er) density housing and/or mixed use developments.

Visitor Accommodation

In contrast to residential planning applications, over 57 applications for a change of use to visitor accommodation have occurred between 2017 and 2022. 54 of these applications sought the conversion of existing dwellings, and 50 of them were approved.

According to the well-known website 'Airbnb,' there are 250 properties (whole house) listed on their website for visitor accommodation within North Hobart (suburb).

Based on the 2016 ABS dwelling count for the suburb, this converted 18.8 per cent of the North Hobart housing stock to visitor accommodation. The majority of these are located within the Inner Residential Zone.

Key opportunity:

For dialogue: Continue monitoring visitor accommodation in residential areas and investigate controls to mitigate unintended consequences, such as impacts on rental availability and fragmented residential communities.

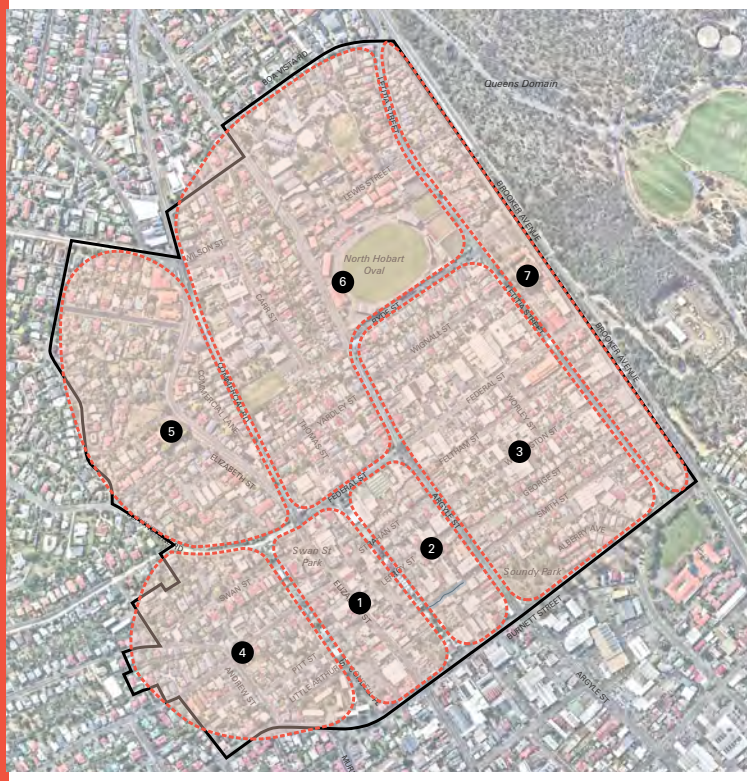
Existing character areas in North Hobart

North Hobart has a range of character areas defined by built form, heritage, land-use and topography and street network. North Hobart extends across the landform that is described as the Hobart 'urban amphitheatre' rising from the water at Sullivan's Cove towards the slopes of kunanyi/Mt

1. Elizabeth Street

Heritage and contemporary buildings form a streetscape which is characterised by one and two storey buildings, built to the property boundary. Existing shop frontages, red brick construction, inset doorways and awnings contribute to the character of the street. A number of larger corner buildings, including hotels and restaurants have architectural expression that 'turns the corner' with windows and entries continuing along side streets. Transparent windows and doors make this area feel welcoming and safe.

1 Elizabeth Street
2 Elizabeth to Argyle mixed use
3 East of Argyle, South of Federal
4 West of Elizabeth Street – South
5 North Elizabeth Street
6 North of Federal
7 Letitia Street East



Source: City of Hobart (2023)



Key opportunity:

To protect and preserve this much-loved precinct with improvements to support local businesses and community use and access.

2. Elizabeth Street to Argyle Street mixed use

The precinct between Elizabeth and Argyle has evolved to include both business and housing that reflects experimentation and innovation including the Batch House Apartments and Overland Brewers & Distillers. Alongside these newer spaces are other businesses, such as car servicing and construction warehouse spaces and medium density social housing.

Buildings on Burnett Street contain a mix of commercial uses, and more recently a large apartment building. Much of the area is overlaid with a Local Heritage Precinct, there are some local Heritage Places, as well as Tasmanian Heritage Places listed. As a result of a historic widening of the Burnett Street road reserve a number of buildings are set back from the street with parking and loading spaces to the street front.

The mix of uses along lots fronting Argyle Street includes commercial, light industrial and residential. The Providence Valley Rivulet is currently piped underground crossing to Soundy Park at the mid-point of this block.

The narrower lots with historic residential buildings along Lefroy Street have predominantly been adapted for employment uses over time.

While the Providence Valley Rivulet running east-west supported historic settlement and farms, currently, it is largely piped underground with an open section east of Elizabeth Street. Redevelopment includes car parking and sheds and lots extend to the rivulet frontage at the rear. The notable exception is the medium density housing owned by Homes Tasmania.

Key opportunity:

This mix use precinct has potential to be enhanced, expanding on the success of recent developments that have revitalised the area. Identifying the opportunities for improving access and linkages.

3. East of Argyle Street, South of Wignall Street

Extending across the lower lying areas of North Hobart to the Brooker Highway, this area is characterised by a mix of uses, built form and lot size. To the north of this area, along Federal Street and Feltham Street areas dominated by warehouses and commercial buildings and interspersed with smaller heritage buildings typically with a residential built form. Wellington Street and Smith Street have larger numbers of residential buildings, while George is pre-dominantly residential buildings. The creative and high-quality adaptive reuse of older warehouse buildings for residential use demonstrates that the variety and mix of built form is highly valued. These projects celebrate the historic urban fabric and the continuing role of this area of North Hobart to provide places for integrated working and living and for gradual change over time.

Source: Google Map Streetview (2023)



Key opportunity:

To encourage design outcomes that respond and complement the diversity of the existing built form including heritage while protecting residential amenity and enabling gradual change over time and to continue to support employment uses along key streets.

Existing character areas in North Hobart (continued)

4. West of Elizabeth Street – South

West of Elizabeth Street, the established residential areas are characterised by single detached dwellings interspersed with isolated multi-residential dwellings. This area is valued for its heritage buildings and streetscapes reflecting richness of architectural detail and variation through materials, form and detail including setbacks and frontages with verandahs, gardens and driveways.

While predominantly single storey, the rising terrain that extends to the slopes of Mount Stuart allows buildings to take advantage of views with upper level balconies or with lower levels. The Providence Valley Rivulet is piped through this area running through private properties towards Elizabeth Street.

Given the proximity to Elizabeth Street the area is well connected to services and transport and the identity of Elizabeth Street precinct.

Source: Google Map Streetview (2023)



Key opportunity:

Incremental change should preserve and celebrate this residential area. Opportunity to improve active transport links to Elizabeth Street and beyond and to consider the range of services needed by this community within an easy walking distance.

5. North Elizabeth Street

Bound by Augusta Road and Elphinstone Road this length of Elizabeth Street rises up and curves heading north-wards. Concentrated at intersections local business, retail and services have evolved over time adapting residential buildings and leveraging high profile frontage.

Heritage values include some of the established gardens that can be seen from the road contributing a sense of openness to this section of Elizabeth Street.

Residential renewal is evident and multiple levels of up to three storeys will take advantage of the orientation and elevation and proximity to the retail core south.

To the west, established residential areas tend towards larger lot sizes and single detached homes with front and rear gardens.

Source: Google Map Streetview (2023)



Key opportunity:

To support the consolidation of the mix of uses along Elizabeth Street with some intensification of built form where appropriate and support gradual renewal over time of larger residential blocks while preserving heritage and character.

6. North of Wignall Street

Key destinations north of Wignall Street include the North Hobart Oval, Bowls Club and the two Friends' School campuses. Between these destinations, are a range of residential and commercial uses including accommodation adjacent to the oval and corner food and beverage venues. While having a sense of openness with views over North Hobart to the Domain and central Hobart, this area has poor access to public open space.

Established residential areas include a variety of built form ranging from workers cottages south of the oval to more expansive properties to the north.

Source: Google Map Streetview (2023)



Key opportunity:

Explore the potential for the North Hobart oval precinct to evolve over time.

Protect current use for formal sports, investigate improving access to open space including the Queens Domain.

7. Letitia Street East

Letitia Street is a wide road reserve extending the full length of the study area. To its east, are predominantly single detached residential buildings interspersed with some medium density housing. The former Hobart High School site includes the large historic original school building along with subsequent additions added over time. The site has been adapted for commercial use and currently lease spaces to a range of businesses and creative organisations.

Bounded by the Brooker Highway to the east, this major arterial divides the area from the Queens Domain with the separation compounded by inadequate crossing points and infrastructure. While within walking distance to Elizabeth Street to the east there are narrow footpaths and little street greening and no cycling infrastructure to encourage this movement.

Source: Google Map Streetview (2023)



Key opportunity:

Encourage renewal at appropriate scales along Letitia Street, improve east-west connections and explore improving amenity of Letitia Street. Recognise the renewal of the school site as an opportunity to continue supporting small local and a creative businesses and enterprises.

Built form heritage

The heritage and streetscape character of North Hobart is highly valued by the local community and contributes to its appeal as a destination to visitors.

This value is reflected in the local planning schemes with a number of areas identified as Local Heritage Precincts and individual lots identified as Local Heritage Places. In addition, a range of other properties are identified on the Tasmanian Heritage Register.
The images and plan following provide an overview to some of the key characteristics of the built form heritage and refer to the City of Hobart document *Description, Statement of Local Historic Heritage Significance and Design Criteria/Conservation Policy 2019.*

1 **Swan Street** – Victorian Italianate terrace and co-joined houses



Source: Google Map Streetview (2023)

2 **Little Arthur Street** – single storey brick Victorian Georgian domestic building



Source: Google Map Streetview (2023)

3 **9-11 George Street** – Old Colonial Georgian domestic building



Source: Google Map Streetview (2023)

4 **Intersection of Pitt and Andrew Streets** – two storey conjoined weatherboard Victorian domestic building



Source: Google Map Streetview (2023)

5 **50 George Street** – two storey brick conjoined Victorian Georgian Terrace house.



Source: Google Map Streetview (2023)

6 **4-12 Yardley Street** – single storey brick Federation domestic building at 4-12 Yardley Street



Source: Google Map Streetview (2023)

7 **448 Elizabeth Street** – single storey sandstone Victorian Italianate house in its garden setting



Source: Google Map Streetview (2023)

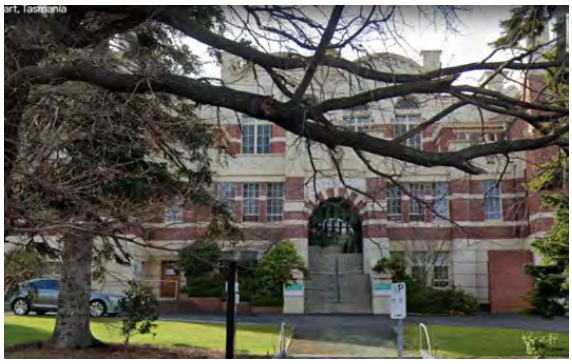
8 **358 Argyle Street** – two storey brick Federation terrace



Source: Google Map Streetview (2023)

Built form heritage (continued)

9 **Former Hobart High School** (which is now a funeral home) – Federation Free style building.



Source: Google Map Streetview (2023)

10 **375 Elizabeth Street** - two storey sandstone Victorian Free Classical commercial buildings



Source: Google Map Streetview (2023)

11 **Australian Italian Club** – single storey sandstone Victorian Regency domestic building.



Source: Google Map Streetview (2023)

12 **7-9 Lefroy Street** - Two storey brick late Victorian terraces



Source: Google Map Streetview (2023)

Heritage in North Hobart



Study Area
Park and open space
Sports and recreation
Rivulet (open)
Rivulet (stormwater pipe)

Heritage
Local Heritage precincts (Draft LPS)
Local Heritage Places (Draft LPS)
Tasmanian Heritage Register (State)

Key drivers of change in North Hobart

The development of the Neighbourhood Plan and this discussion paper for North Hobart is guided by a series of strategic drivers of change. These drivers present specific challenges and opportunities for North Hobart. These drivers have been identified through extensive analysis including prior work and engagement conducted by the Council in the North Hobart Precinct Place Vision project.



Aboriginal culture

Aboriginal heritage protection and Aboriginal cultural expression must be included in the future vision for North Hobart, to enrich the experience of place and reflect the deep and ongoing connection to the cultural landscape. Aboriginal History needs to be given a strong and culturally appropriate platform within the vision to enable First Nations people to share their history.



Community and diversity

Diversity and inclusion are important values of the North Hobart community. Future growth within North Hobart should create places that celebrate diversity and are safe and welcoming for all.



Resilience and sustainability

The future growth of North Hobart must respond to the challenges of climate change to create a more resilient and sustainable neighbourhood. Outcomes should foster active transport, mitigate flooding risks and provide quality parks and places for community resilience and wellbeing.



Climate change

Adapting to a changing climate presents both risks and transformative opportunities for North Hobart. To reduce risks, we need to prepare for natural disasters and climate-related shocks. To leverage opportunities, we need to consider how to move towards zero emissions.



Culture and entertainment

There is an opportunity to build on North Hobart's reputation as a much loved destination for culture, events, food and entertainment for locals and visitors, supporting the day and night-time economies to thrive.



Design quality and character

Opportunity to celebrate, preserve and enhance the character of North Hobart, while advocating for design outcomes that respond to valued heritage places and precincts, and contribute positively to the identity of North Hobart.



Housing

There is a need to plan for North Hobart's residential growth and identify areas for change where new housing, including affordable housing, is well connected to transport, services and jobs.



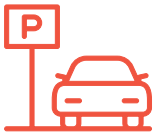
Jobs and economy

There is a need to strengthen North Hobart's economic role as a destination for jobs complementing and leveraging its proximity with central Hobart and providing services for the local community's daily needs.



Movement

As the population grows, there is a need to plan for increased sustainable transport use that connect people to jobs, education and other destinations within North Hobart and beyond, and also supports local business and industry to thrive.



Parking

There is an opportunity to better manage parking to ensure it supports retail and hospitality along Elizabeth Street and other destinations in North Hobart.



Placemaking and open space

It is important to improve connections to nearby open space and identify where additional open space opportunities can be realised to meet the needs of the community.

Part three: Directions for future North Hobart

03



Elizabeth Street, North Hobart
Photograph by Alastair Bett

Overview

Part Three of the Discussion Paper includes the four Directions proposed for North Hobart's future. Each Direction is supported by a series of ideas that will help the Direction, or ambition, to be realised.

The ideas present information on where and how North Hobart can evolve to deliver improved infrastructure, housing and jobs and how transport and parking can be planned so North Hobart thrives.

The following sections are included in Part three:

Direction 1
North Hobart is a welcoming and inclusive neighbourhood to live and work, offering a diversity of housing and employment spaces and everyday convenience for a growing community.

Direction 2
North Hobart is a creative and cultural neighbourhood on palawa Country, a destination that celebrates the arts, culture, food, creativity, heritage, and diversity.

Direction 3
North Hobart is a resilient and sustainable neighbourhood with views to the mountain and Domain with access to more greenery and open spaces.

Direction 4
North Hobart is an accessible and pedestrian-friendly neighbourhood with a variety of transport solutions to easily connect them to Hobart and beyond.

Direction one:

North Hobart is a welcoming and inclusive neighbourhood to live and work, offering a diversity of housing and employment spaces and everyday convenience for a growing community.

Idea 01: Identify opportunities to facilitate a range of housing, including social, affordable, and key worker housing.

Idea 02: Provide jobs, services, and everyday convenience within walking distance to support good growth and meet community needs.

Idea 03: Establish clear built form guidance to promote well-designed and sustainable buildings that respond to North Hobart's heritage.

Idea 04: Create a sustainable balance between accommodation offerings within North Hobart while providing housing for residents.

Idea 01

Identify opportunities to facilitate a range of housing, including social, affordable, and key worker housing.

What is this idea?

North Hobart will continue to be an inclusive and welcoming place to live. Well-designed infill housing in the right locations will provide a range of housing options for different needs and incomes while preserving North Hobart's beautiful heritage.

Opportunities

- Investigate mixed-use renewal in the area behind Elizabeth Street to the east between Burnett, Argyle and Lefroy Streets.
- Identify strategic sites for further investigation on how they could deliver well-designed housing, including social, affordable and key worker housing.
- Support infill housing along Letitia Street that leverages its proximity to Queens Domain (with potential new connections) and potential new or upgraded community facilities and open spaces.
- Continue to support infill housing within the Feltham, Wellington, George and Smith Street areas and encourage developments which demonstrate design innovation that responds to heritage and enhances the character of the precinct.
- Consider how non-residential buildings in Wellington, George and Smith Streets could be converted to medium density infill housing, without having negative impacts on heritage values, such as character and scale.
- Investigate where mixed-use outcomes can deliver shoptop or apartment living over employment spaces to reflect the historic mixed-use character of North Hobart.
- Investigate Condell Place car park as an opportunity to deliver consolidated public car parking, new open space or plaza with housing at upper levels.

Why is this needed?

- Over the next 20 years, the suburbs of North Hobart, Glebe and Queens Domain area are expected to grow strongly with the combined population increasing by 2,128 people or 64 per cent by 2041. As there are limited opportunities for infill housing in Glebe and Queens Domain, most of this is expected to be in North Hobart.
- Infill housing in some areas of North Hobart are constrained by small and narrow lots, topography and overland flooding risk. This highlights the challenge for North Hobart and the need to identify the right areas for infill housing that conserves its heritage values.
- Affordable housing is a key issue in Hobart LGA, currently there is not enough affordable housing (both to rent and purchase) for residents. This also has an impact on the ability of businesses and industry to source key workers. This is important also for North Hobart, which has a high proportion of residents in key worker industries including education and hospitality.*(Affordable Housing and Homelessness Commitment 2021-23, Draft Tasmanian Housing Strategy, March 2023).*

Areas of investigation for infill housing



- Study A
- Open space
- Sports and recreation
- Rivulet (open)
- Rivulet (closed)
- Overpass (existing)
- Underpass (existing)

Areas of investigation

- Potential for infill
- Strategic opportunity
- Potential for mixed-use
- Strategic opportunity (mixed-use)

Heritage considerations

- Local heritage place (Draft LPS)
- Tasmanian Heritage Register

1. Investigate mixed-use renewal in the area behind Elizabeth Street to the east between Burnett, Argyle and Lefroy Streets
2. Infill housing on sites that preserve character of Wellington, Smith and George Street heritage precinct.
3. Infill housing along Letitita Street 'Green Street' to leverage street width, improved connectivity to Queens Domain and potential new community facilities.
4. Condell Place opportunity.
5. Opportunity to provide additional social housing.

Condell Place
Opportunities

The Condell Place car park, owned by the City of Hobart, is located at the southern end of the study area, with views over North Hobart and towards central Hobart. The car park supports local traders, businesses and community groups by providing parking within a short walk to Elizabeth Street. To the western and southern interfaces are residential sites owned by Homes Tasmania overlooking the site and to the north historic workers cottages line Little Arthur Street, a narrow one-way street.

As part of the City's previous Place Vision work, a study analysed existing parking in North Hobart and developed a series of recommendations for the future role of the site as a car park. Recommendations were informed by parking analysis as well as community engagement process. The report concluded that the centre was adequately serviced by parking and that therefore the site could be considered for other uses.

The North Hobart Neighbourhood Plan is an opportunity to consider these recommendations in light of the growth of the centre and the provision of car parking into the future. It is also an opportunity to establish design principles that support the Vision and Directions for the centre and deliver adequate car parking to meet demands.

Strategically located, there is an opportunity to advocate for change on the adjacent Homes Tasmania sites to create a vibrant, inclusive higher/medium density urban village delivering attractive and high quality built form, open space and placemaking outcomes.

Opportunities

- Consider consolidated parking to enable the site to support other uses
- Investigate the use of the site for housing above basement parking
- Identify where new open space could be located to support residents, businesses and local cultural groups
- Ensure the ground plane has active frontages along key interfaces to increase street life and sense of safety
- Advocate for improved interfaces with adjacent housing making spaces for greening and improving streetscapes including lighting and seating
- Advocate for the renewal of the adjacent Homes Tasmania site as part of the Condell Place precinct. Renewal should deliver innovative design outcomes that support an inclusive, well-connected residential community. Rethink interfaces, movement and open space networks to support a pedestrian-focused placemaking outcome such as improved accessibility, site permeability and greening. Explore where increased density might be best located to help meet affordable and/or social housing demands. Identify other complementary uses such as community spaces that could be located at ground floor to increase activation.
- Advocate for upgrades to Burnett Street identifying where improved intersections will support better active transport movement and opportunities for greening and small open spaces.



0 10 20 40

- Site boundary
- Potential new open space or plaza/square or both
- Potential consolidated multi-level car park
- Potential site for medium density housing development
- Strategic opportunity (infill) for additional social housing
- Renewed public space
- Street canopy trees
- Sensitive interface
- Active street frontage
- Existing pedestrian route
- Potential new pedestrian route
- Indicative access to car park
- Signalised intersection (new)
- Signalised inersection (upgrade)

Draft design principles

1 Consolidate parking into a smaller footprint; consider below ground parking

2 Identify opportunities for new open space and greening; design for high amenity and high-quality spaces that are safe, welcoming and complement other open spaces of North Hobart.

3 Increase site activation with ground floor retail/hospitality; design of frontages and entries to support natural surveillance and weather protection.

4 Investigate upper level uses such as affordable or social housing.

5 Renew pedestrian connections along Burnett Place and Condell Place and consider improving connections through to Burnett Street

6 Ensure the interface along Little Arthur Street and adjoining residential lots is sensitively designed with regards to setbacks, height and heritage.

Idea 02

Provide jobs, services, and everyday convenience within a walking distance to support good growth and meet community needs.

What is this idea?

North Hobart is an attractive and exciting place to work with a diversity of spaces for businesses and enterprises as a secondary hub to nearby central Hobart. Employment areas are close to Elizabeth Street and other destinations with services, transport and everyday conveniences just a walk away.

Opportunities

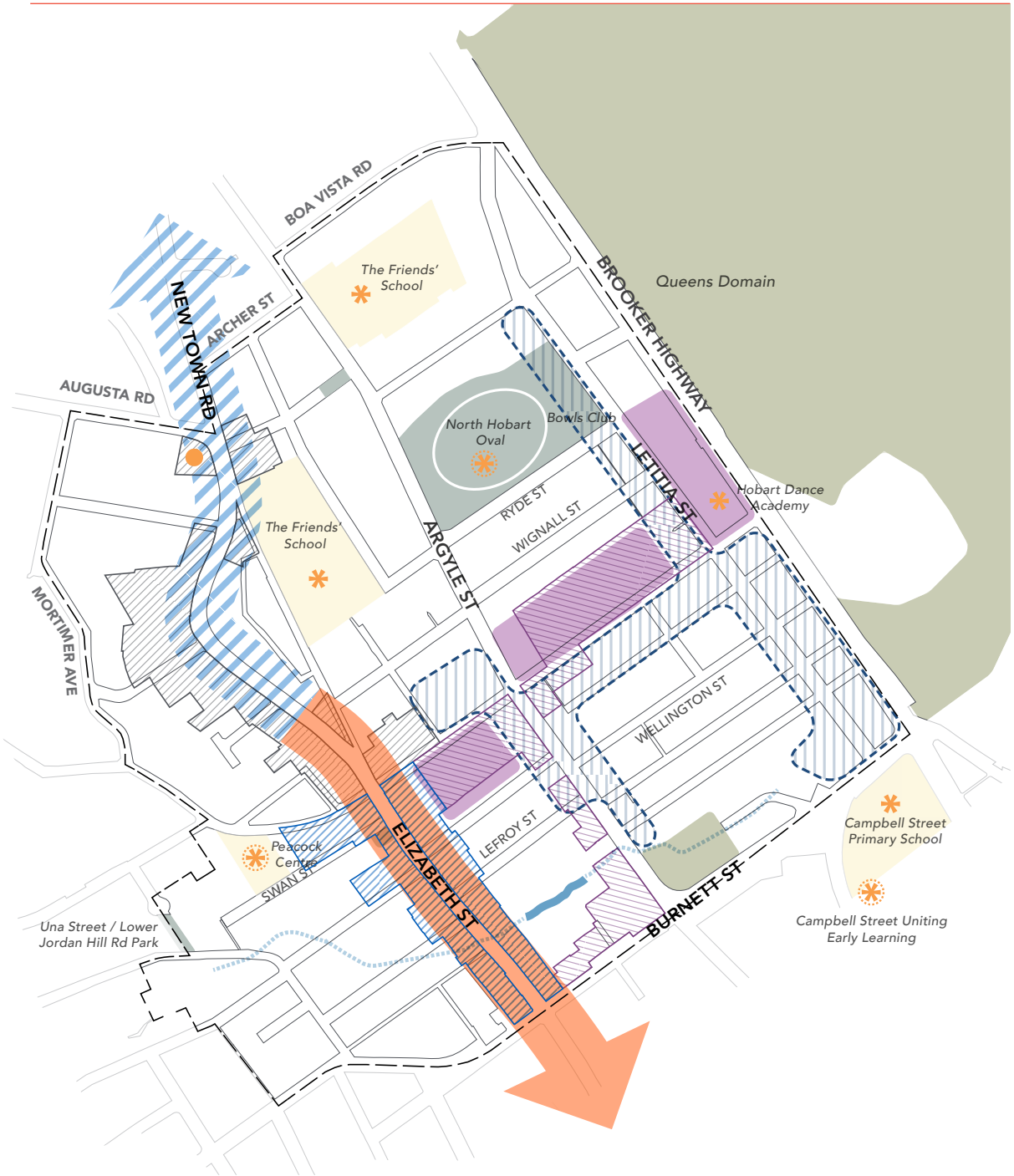
- Review and clarify zoning to ensure they are aligned with desired future employment uses.
- Support and strengthen Elizabeth Street as a retail, dining, and entertainment 'high street'.
- Support North Hobart's night-time and visitor economies creating safe and welcoming places and destinations.
- Encourage mixed-use renewal on land near Elizabeth Street.
- Support existing employment uses along Federal Street and Letitia Street and encourage well-designed renewal over time to provide contemporary workspaces of different size spaces for a range of businesses and enterprises.
- Support a small format supermarket or grocer in a suitable location that provides convenience of fresh food and daily needs within a close walking distance.
- Support growth in health and education jobs within North Hobart.
- Investigate where reverse amenity planning controls could help manage conflicts (e.g. noise) between hospitality and entertainment uses and more sensitive uses such as residential.



Heritage mixed use. Photograph by Trevor Mein.

Note, all economic analysis from North Hobart Neighbourhood Plan Economic Assessment (HillPDA, 2023)

Areas of investigation for future jobs, services and everyday convenience



- Study Area
- Open space
- Sports and recreation
- Rivulet (open)
- Rivulet (stormwater pipe)

Existing zones

- Light Industrial Zone
- Urban Mixed-Use Zone
- General Business Zone

Employment and housing areas

- Existing mixed use
- Potential employment-focus
- Investigation area for mixed-use
- Elizabeth St 'High Street'

- Education
- Community and child care centre
- Hill St Grocer (New Town)

Idea 02 (continued)

Why is this needed?

- The study area provides a supportive industrial and urban service role to the surrounding resident and business community, providing services including automotive repair and maintenance and storage / distribution space. The amount of commercial space implies that the study area provides a secondary commercial market to Hobart CBD, providing affordable space in proximity to major population centres and business clusters.
- Currently, jobs in North Hobart are dispersed across all zones. For example, an estimated 38% of total floorspace (m2) used for non-retail employment in North Hobart, is located within a residential zone. However, as the population of North Hobart grows, there could be a risk that spaces for employment will be displaced by infill housing. This highlights the need to clarify where employment uses are preferred in locations with good access to public transport and local amenities.
- There are a wide range of small businesses occupying both non-residential and residential buildings within north Hobart including along George Street, Wellington Street and Feltham Street. Many of these areas are currently zoned Inner Residential and it is important to plan for the future use and character of these areas, where renewal takes place over time.
- An important part of North Hobart's character and identity are the hospitality and entertainment destinations. Reverse amenity controls can help protect these existing uses and minimise conflicts with future residential or mixed-use developments so that they are designed to manage impacts on amenity, such as noise.
- Projections estimate a demand for an **additional 24,000m², or 41% growth, in non-retail floor space** for the study area including:
  - Commercial/knowledge intensive space: 5,600m2 or 51% growth
  - Industrial/urban service-related space: 3,900 m2 or 18% growth
  - Other employment areas including health, education: 14,500 m2 or 51% growth
- In addition, the study area does not have a medium or large sized supermarket which is reflected in the high amount of resident expenditure that escapes the suburb (80%).

  Providing a key anchor tenant, such as an urban convenience grocery store, would increase the amount of spend that is retained in the suburb. A small format supermarket would meet the daily needs of residents and workers within walking or cycling distance and would have positive flow on benefits to surrounding retailers and commercial businesses through greater exposure and opportunity for passing trade.

Idea 03

Establish clear built form guidance to promote well-designed and sustainable buildings that respond to North Hobart's heritage.

What is this idea?

North Hobart will retain its rich and diverse built heritage, sitting in the valley with views to landmarks. Updated built form guidance will provide both requirements and guidelines to ensure that future development is well-designed, supports the vision for North Hobart and preserves the prominence of heritage places and precincts.

Opportunities

- Support innovative infill (housing, mixed-use and employment buildings) that sensitively responds to heritage places and precincts.
- Ensure design quality through building articulation, facade design, weather protection and adaptability.
- Support high quality heritage conservation, adaptive re-use and contemporary design outcomes.
- Ensure active street frontages at ground floor in commercial development to support street life and activity.
- Ensure passive surveillance in residential development to increase safety of streets and spaces.
- Manage vehicle access, services and loading to make streets safe and pleasant for walking.
- Protect streets and open spaces from overshadowing at key times of the year.
- Ensure building heights responds to heritage and key views to landmarks (subject to further investigation).
- Protect residential buildings and outdoor space from unreasonable overshadowing.

Why is this needed?

North Hobart is valued for its heritage and streetscape character. This includes low-rise scale of buildings, laneways, and views. Local heritage places and precincts are identified in the draft LPS for the Tasmanian Planning Scheme.

As North Hobart grows, there is a need to ensure that new development responds to heritage and protects the predominant character. Developments should consider elements such as heights, setbacks, materials and architectural expression.

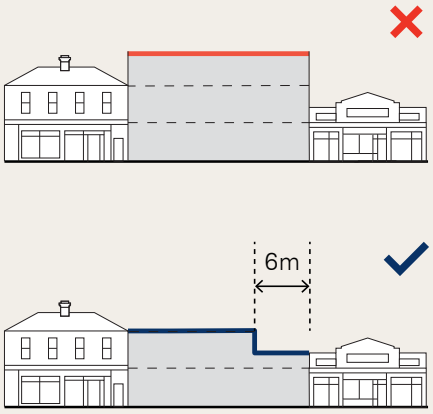
The mixed use character of North Hobart has evolved over time and is highly valued. New developments should be encouraged to provide innovative responses reflecting the diversity of built form within North Hobart.

Idea 03 (continued)

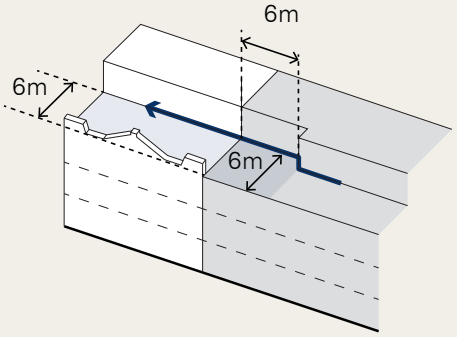
How can new buildings respond to protect North Hobart's heritage?

Where development adjoins a heritage building, the street wall should match the parapet height of the adjoining heritage building, for a minimum length of 6m from the heritage building. This ensures that the parapet of the heritage building retains its prominence in the streetscape.

Similarly, the development should match the upper level setback, or 6 metres, of the adjoining heritage building for a distance of 6 metres (see diagram below, right).



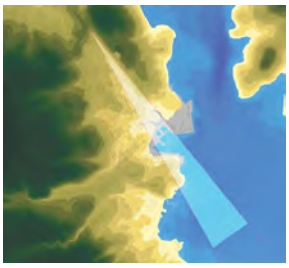
New developments should match height of adjoining heritage buildings



New developments should match upper level setback of adjoining heritage buildings



View from Boa Vista Road and Letitia Street
Source: Building Height Standards Review, 2018

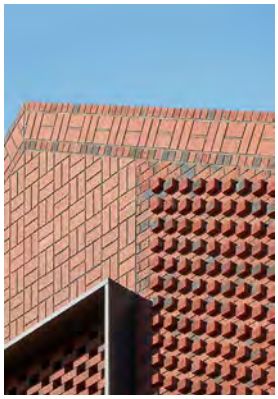


View field of above image Source: Building Height Standards Review, 2018



Heritage: Adaptive re-use and setback above existing building 88 Barkly Street *Dreamer* Breathe Architecture





Materials Clifton and Central MJA Studio

Idea 04

Create a sustainable balance between accommodation offerings within North Hobart while providing housing for residents.

What is this idea?

North Hobart will continue to attract visitors to stay and enjoy the local heritage character and key destinations, including the North Hobart Oval and Elizabeth Street. Managing the balance between the number of visitor accommodation choices in North Hobart and the availability of housing for residents ensures the character, identity and social cohesion of North Hobart is preserved. Visitors play an important role contributing to North Hobart's local economy and the renewal of traditional hotel and motel accommodation around the North Hobart Oval will support the future role of this precinct.

Opportunities

- Monitor the number and location of Short Stay Visitor Accommodation within North Hobart.
- Establish guidelines for different areas to assess new applications for accommodation use to ensure accommodation aligns with preferred character.
- Advocate for high quality new or renewed accommodation that supports the local economy.

Rydges Hotel, North Hobart



Why is this needed?

Within close proximity to central Hobart and highly valued heritage precincts, North Hobart is an attractive location for visitor accommodation, including Short Stay Visitor Accommodation, with good access to dining and entertainment options along Elizabeth Street and events and facilities at the North Hobart Oval precinct.

Excluding Short Stay Visitor Accommodation, accommodation options in North Hobart currently include the Argyle Motor Lodge, Black Buffalo Hotel, Rydges and Rose and Queens Head Hotel. Projections estimate a demand for an additional 1,000m2 by 2041 in accommodation floor space, excluding Short Stay Visitor Accommodation.

Between 2017 and 2022, over 57 applications for a change of use to visitor accommodation in North Hobart (suburb) have occurred. Fifty-four of these applications sought the conversion of existing dwellings with 50 being granted approval. According to the well-known website 'Airbnb,' there are 250 properties listed on their website for visitor for visitor accommodation within North Hobart (suburb), and 62 properties within North Hobart study area. (Airbnb, Inside Airbnb)

It is important to monitor the growth and impacts of Short Stay Visitor Accommodation within North Hobart and the proportion located in the study area. Up-to-date data can help with managing the balance between the benefits of supporting the visitor economy with the need to preserve housing choice and community cohesion.

Direction two:

North Hobart is a creative and cultural neighbourhood on palawa Country, a destination that celebrates the arts, culture, food, creativity, heritage, and diversity.

Idea 05: Identify opportunities for cultural expression, including connection to Country throughout North Hobart and the Providence Valley Rivulet.

Idea 06: Cultivate North Hobart's creative heart and provide welcoming spaces and places to innovate, experiment and connect with others.

Idea 07: Strengthen Elizabeth Street and nearby areas as a vibrant day and night-time destination, attracting locals, workers and visitors to its bustling live music, food, arts, entertainment scene.

Idea 05

Identify opportunities for cultural expression, including connection to Country throughout North Hobart and the Providence Valley Rivulet.

What is this idea?

The project area is a location well used by the palawa community and accessed for many similar purposes as the non-Aboriginal community. The project area is considered to hold many great opportunities for acknowledgement of palawa people as it is considered a gateway to the central business district of nipaluna (Hobart) and connected to the broader cultural landscape

Opportunities

- Providing a space or series of spaces within the public realm for acknowledgement of the traditional owners and the contemporary palawa community.
- Provide opportunities for palawa to add cultural elements to the various spaces within the project area. Elements such as local Aboriginal art and by finding opportunities for Aboriginal enterprise to develop in the established spaces, such as the eateries and theatres.
- Recognise and reflect the important links to the traditional cultural landscapes including:
    - The visual connection to the mountainscapes.

      The creation of new natural spaces that provide unbroken visual links to the mountainscapes, and where people can spend time, could assist in maintaining and enhancing the cultural links both visually and for cultural knowledge sharing.
    - Understanding the importance and link to the fresh water of the Providence Valley Rivulet.

      Palawa people are concerned that the rivulet will be totally lost, as a result of the urbanisation of the cultural landscape, if its importance as a fresh water source is not recognised.

      There is an opportunity to improve the understanding of the cultural importance of the fresh water in urban development from a cultural view and how it links to palawa cultural identity.

      This is where the understanding of what is left is incredibly important and work needs to be done to find ways to enhance where possible the water source, its accessibility, and its celebration.
- Understanding and link the project area has to the Domain and its cultural and natural values.

  Finding ways to provide access from the project area to the Domain that are safe and allow for storytelling.
- Providing streetscapes that allow for both traditional and contemporary Aboriginal history and truth- telling. Developing cultural education and immersion spaces particularly in Elizabeth Street where the palawa





Left to right: View to kunanyi/Mt. Wellington, Providence Valley Rivulet
Source: Sharnie Read, 2023

community feel contemporary historic events hold strong links to their post - colonisation history.

These aspects could be addressed through opportunities to develop streetscapes and urban spaces through a process of communication and engagement of palawa people.

Providing access to the natural values of the Domain and other areas of natural landscapes.

Other opportunities to address these points could also be achieved in the project area through further developing palawa community ideas around the importance of the Elizabeth Street region, an area where many palawa community members consider is linked to important post colonisation historical events.

- Providing places and processes for cultural expression and cultural practices as determined and lead by the palawa community.

  Palawa community members see the project area as multi-cultural hub of nipaluna, however they do not feel palawa culture is highlighted or acknowledged well in this space. Providing more opportunities for the development of cultural festivals, cultural immersion experiences could be one way to address this issue. Other methods could be through future enhancement of the streetscapes to showcase palawa culture in culturally appropriate and palawa lead programs.

- Finding ways to reintroduce cultural resources and natural spaces where possible.

  Both points can be achieved by ensuring palawa community involvement and consideration when developing new or improving current parklands or open public spaces. Working closely with the palawa community to gain understanding of cultural, visual, and spiritual links from any one location can provide a deeper understanding of how a space can benefit from cultural resources. This type of cultural input should be incorporated into future development protocols for parklands and open public spaces.

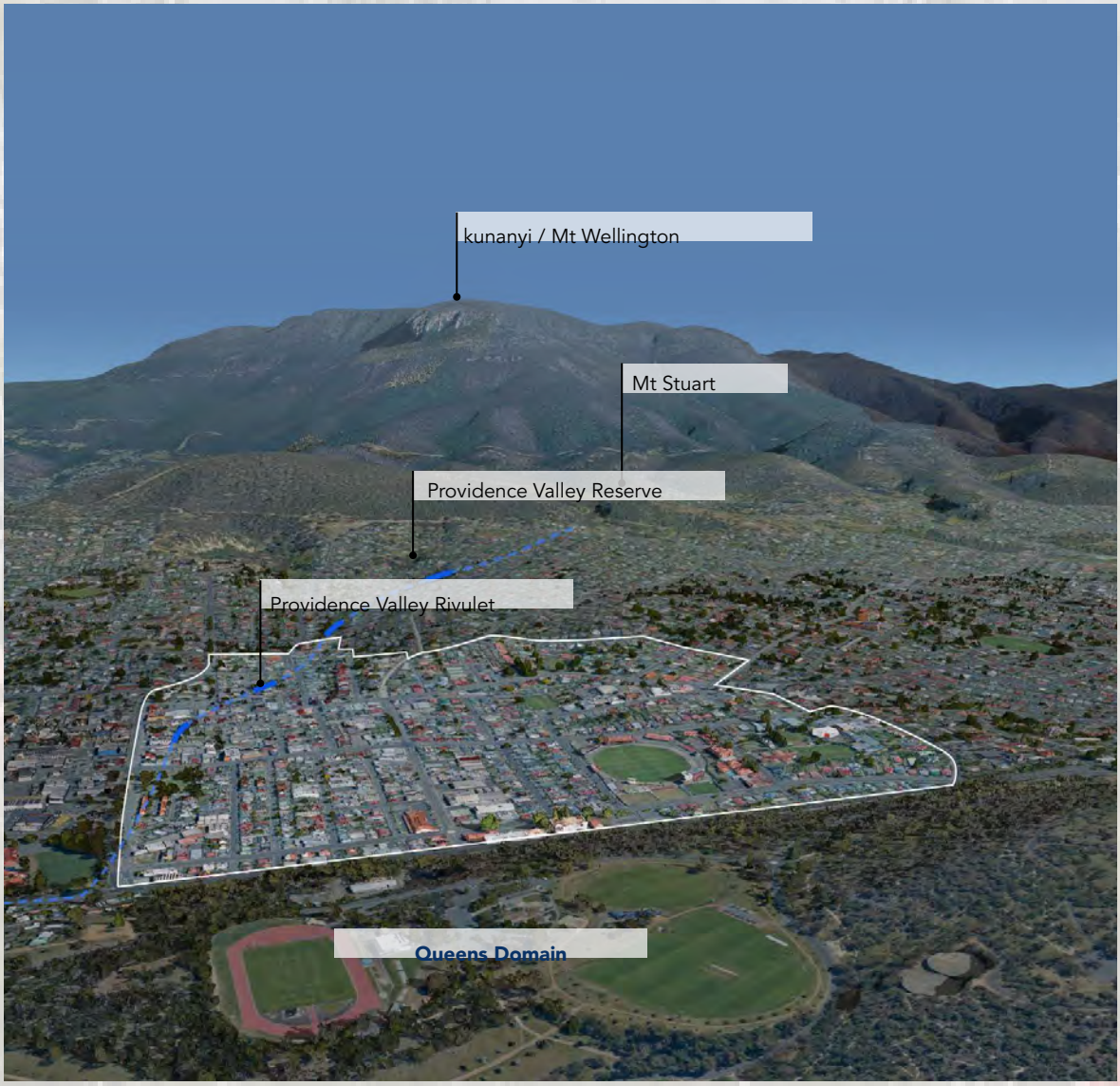
Idea 05 (continued)

Why is this needed?

The food and entertainment venues are spaces that palawa people feel is reflective of a multi-cultural location, but not specifically reflective of palawa / Tasmanian Aboriginal culture. These spaces lack the presence of or recognition of palawa history, cultural expression or palawa community inclusion in festivals or events.

The area carries the benefit of currently housing spaces where palawa feel welcome and see opportunity for truth telling and cultural immersion experiences.

The project area showcases many opportunities to recognise the cultural aspects that palawa today feel are still important links to the traditional cultural landscapes and provide avenues for strengthening and supporting palawa culture. These links remain regardless of the overwhelming urbanisation of the area.





Providence Valley Rivulet

Idea 06

Cultivate North Hobart's creative heart and provide welcoming spaces and places to innovate, experiment and connect with others.

What is this idea?

North Hobart is a diverse and neighbourly community and a welcoming place of creativity and culture. It is home to a rich variety of venues, arts, cultural and community spaces and facilities that draw locals and visitors to events and festivals. Its new and improved spaces, streets and laneways provide places for people to create, connect, discover and to showcase North Hobart's diverse history, culture and contemporary arts.

Opportunities

- Support or commission street art in laneways by local street artists.
- Support creative storytelling that celebrates local stories, history and culture.
- Identify opportunities for future community spaces, co-locating with existing facilities.
- Investigate potential for renewal of former school as a creative hub.
- Support existing and future creative, cultural and community uses.
- Provide warm street lighting within the creative heart area, including laneways.
- Reinforce the civic role of Elizabeth Street connecting to local cultural institutions and events as a key retail and hospitality spine connecting to central Hobart to the south.

Adaptive re-use of former education building for cultural uses Collingwood Yards, Fieldwork

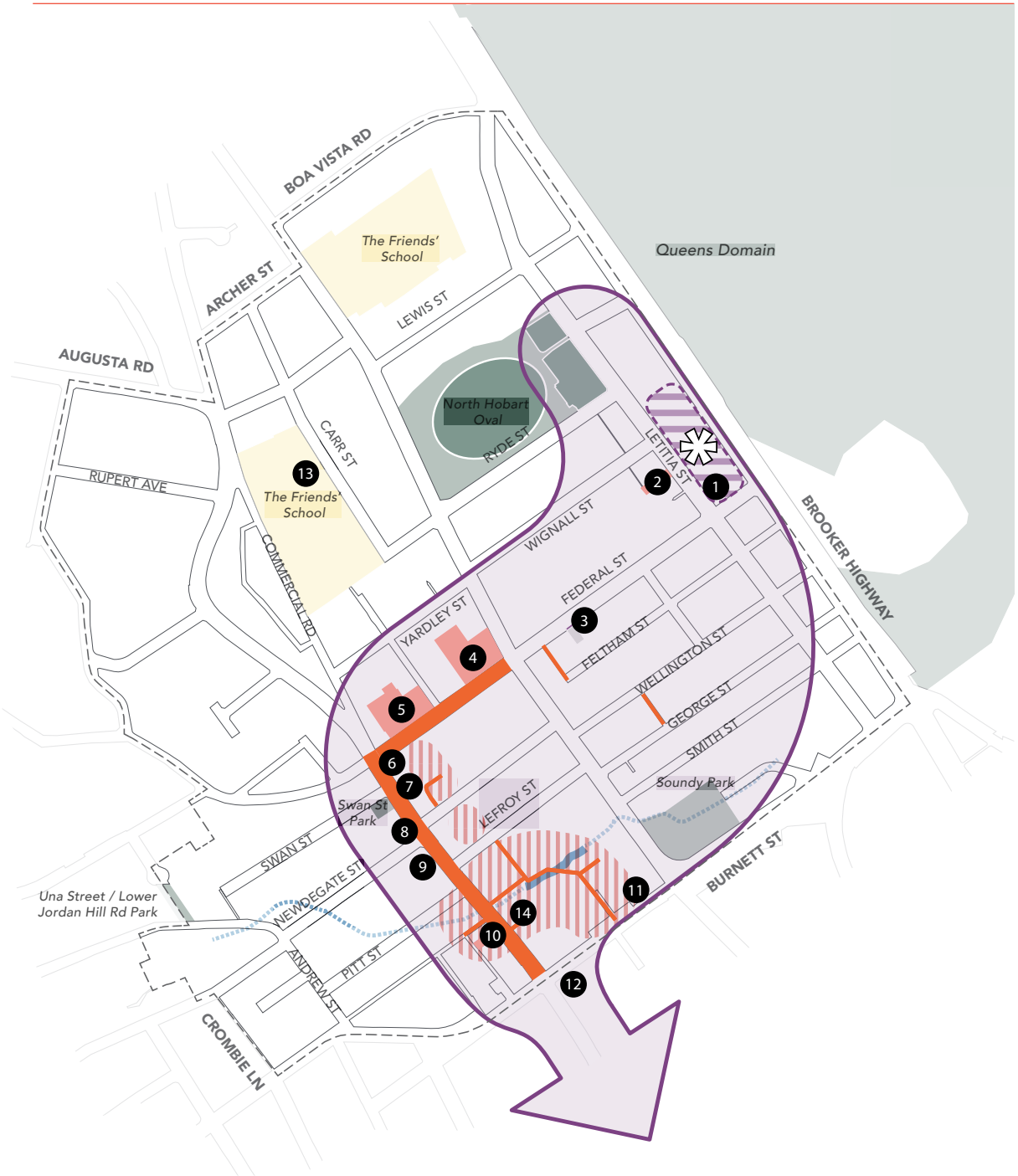


Why is this needed?

As North Hobart grows, new creative and community spaces will be needed in places that can be easily accessed. It is important that creative and cultural interest groups and businesses within North Hobart can continue to thrive and that the streets, laneways and public realm are designed to support events and festivals as well as everyday interactions.

- To reflect the diversity of the North Hobart community and the contribution of different cultural groups to the identity of the place.
- To ensure North Hobart continues to be a place to where cultural knowledge and traditions are shared through events and festivals.
- To recognise and consolidate the existing network and ecology of spaces and places that support creativity including local businesses, cultural groups and venues.

Cultivating creativity in North Hobart



- Study Area
- Open space
- Rivulet (open)
- Rivulet (closed)
- Existing laneways
- Creative Heart (support creative and community uses)
- Elizabeth Street 'High Street' Festival area
- Enticing laneways focus area
- Potential creative hub

Cultural Facilities

1. Hobart Dance Academy
2. Old Nick Company Inc.
3. Encore Dance Theatre
4. Greek Club
5. Italian Club
6. The Winston
7. State Theatre
8. Queens Head Hotel
9. Willing Bros
10. Chinese Club
11. International Academy of Music
12. Republic Bar & Cafe
13. Friends' School
14. Boodle Beasley

Idea 07

Strengthen Elizabeth Street and nearby areas as a vibrant day and night-time destination, attracting locals, workers and visitors to its bustling live music, food, arts, entertainment scene.

What is this idea?

Elizabeth Street will continue to be a lively flourishing high street with a growing and eclectic variety of eateries, retail, music and entertainment venues. Opportunities for retail and hospitality growth will connect to existing venues and shops along Argyle Street, supporting a diversity of local traders and artists and providing an everyday meeting place for locals, workers and visitors.

Opportunities

- Support the extension of retail and hospitality uses towards and along Argyle Street through high quality ground floor frontages in existing and future infill development.
- Encourage the orientation of windows towards laneways and potential future open and urban spaces to increase passive surveillance to these spaces.
- Explore where placemaking can celebrate history or local people and stories, through and as well as, art and cultural activities.

Incorporate all of the following placemaking objectives from Place Vision project, including the following:

1 **A great High Street experience**
2 **A civic focus at the top end:** Support the existing civic focus at the northern end of the Precinct, in the vicinity of Swan Street, Post Office and State Cinema and investigate upgrades to adjacent spaces to support this focus.
3 **Providence Valley Rivulet Laneway**
4 **High Street festivals**
5 **Enticing laneways**
6 **Somewhere to sit on the Strip:** Including Elizabeth, Federal, Burnett and Argyle Streets.
7 **Warm street lighting:** Provide warm street lighting along Elizabeth Street, Federal Street, Argyle Street, Lefroy Street and Strahan Street including existing and new laneways.
14 More destinational dining

Why is this needed?

- There is a need to plan for the **projected retail growth of 6100m²** for North Hobart study area to ensure Elizabeth Street remains the primary vibrant 'high street' experience in North Hobart and other areas are identified to provide additional retail space.
- Other areas with existing retail, including Burnett Street and Argyle Street, are not well connected to Elizabeth Street due to limited wayfinding and narrow footpaths and linkages with poor activation, such as the car park.
- There is a need to review Elizabeth Street's pedestrian crossings to ensure they support accessible movement throughout the precinct and align with existing roads, laneways and destinations.
- Providing direction on where retail expansion is encouraged will help create a more vibrant and safe retail and hospitality precinct encouraging pedestrian movement between Elizabeth Street and Argyle Street along Burnett Street, Federal Street and other connections.
- Important to continue to provide clarity on important design elements that help define Elizabeth Street, including heritage and awnings and continue to support other uses on upper levels.

Note, that there are other placemaking objectives in the Place Vision project, these have been extended to the full study area through other ideas presented in this discussion paper where relevant.

Elizabeth Street and nearby areas opportunities



- Study Area (CoH)
- Open space
- Rivulet (open)
- Rivulet (stormwater pipe)
- Existing formal and informal lanes
- Existing open space
- Existing cultural destinations
- Pedestrian-first zone
- High street
- Support extension of retail and hospitality
- Encourage active ground uses along proposed laneways
- Investigate improving interface to the rivulet
- Investigation area for new open space
- Investigation area for placemaking
- Improved pedestrian crossing

Direction three:

North Hobart is a resilient and sustainable neighbourhood with views to kunanyi/Mount Wellington and the Queens Domain with access to more greenery and open spaces.

Idea 08: Define a green street network to increase urban cooling in summer and to provide attractive streetscapes for everyday movement and life.

Idea 09: Identify locations that need overland flooding mitigation through water sensitive urban design and potential locations for flood water retention.

Idea 10: Identify opportunities for new open spaces including pocket parks, plazas and forecourts as well as improving links to existing spaces and the Domain.

Idea 11: Investigate the future role of North Hobart Oval and Bowls Club to meet future demand for open space.

Idea 08

Define a green street network to increase urban cooling in summer and to provide attractive streetscapes for everyday movement and life.

What is this idea?

North Hobart will be a greener and more attractive place to live, work and visit with a network of tree lined and landscaped streets that promote community well-being, biodiversity and provide urban cooling in hotter months of the year.

Opportunities

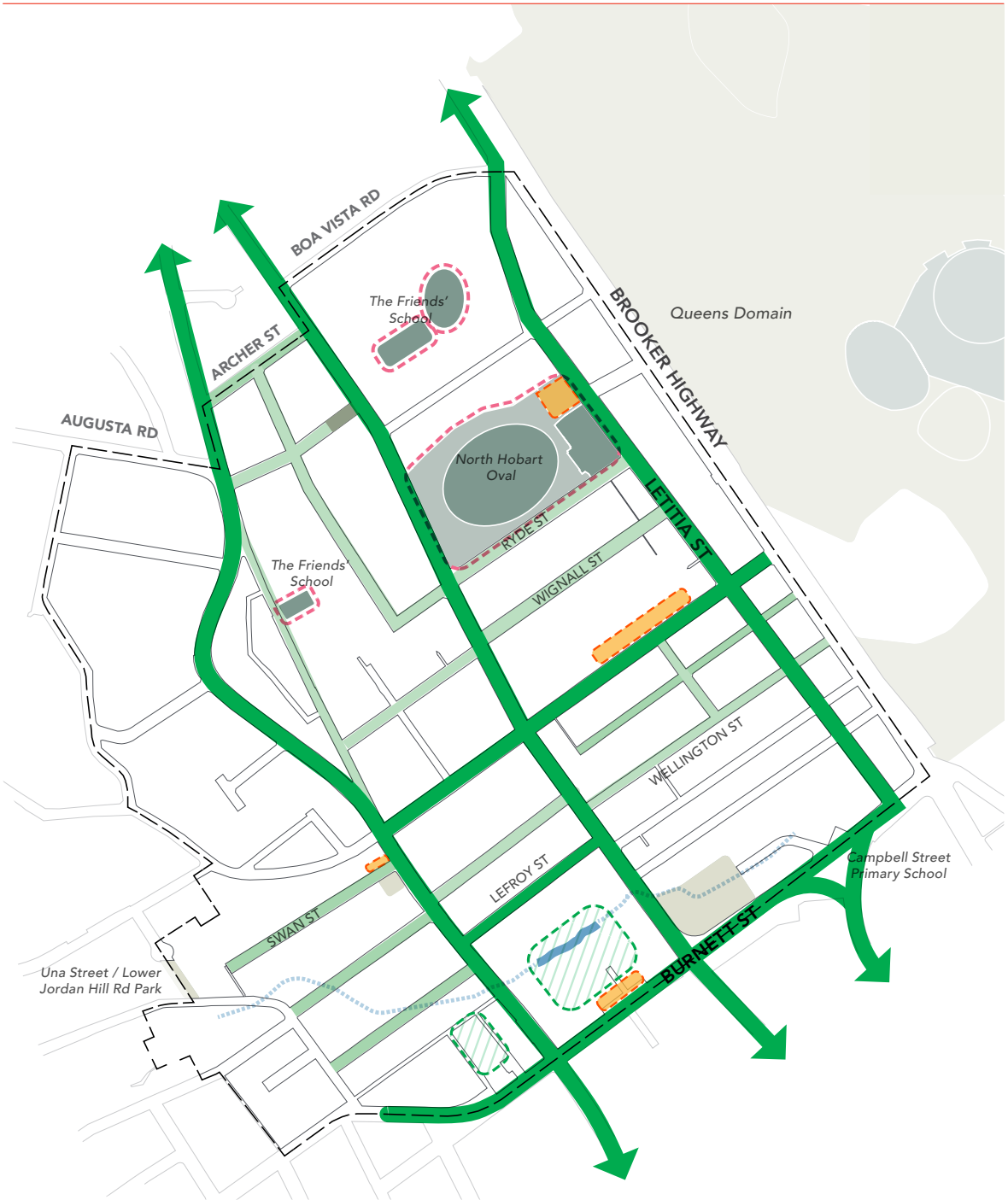
- Define a 'green street' network to clearly identify streets that can provide more greenery and street canopy trees through landscape design elements and overshadowing protections. Design elements include:
    - Canopy trees
    - Seating and landscaping
    - Landscape contributions in new development such as protecting existing trees and introducing trees, ground cover, vertical and rooftop vegetation.
- Primary Green Streets are aligned with primary streets for walking and cycling. These streets have higher levels of activity and use, which means they need to be greener and higher in quality.
- Secondary Green Streets are aligned with the secondary streets for walking and cycling.
- Car parking has historically been prioritised where streets are not wide enough to retain on-street car parking and plant more street canopy trees. Consider how a balance can be achieved to allow more street trees to be strategically planted, whilst retaining adequate car parking.
- New development can contribute to increased greenery through landscaping.
- Develop an 'urban forest' strategy for North Hobart to support the role of Green Streets and to monitor progress.

Why is this needed?

- North Hobart has the second lowest canopy cover of any suburb in City of Hobart LGA (second only to Hobart) and it has lost 1% of its canopy over a period of 2017 to 2022. Planting street canopy trees is challenging in North Hobart due to the general street typology, which are generally narrow and without nature strips.
- The current lack of trees contributes to an unpleasant pedestrian experience, due to exposure to weather (sun, wind, rain).
- Green streets will support the walking and cycling network. For example, primary green streets align with the primary pedestrian network and will provide more shade and improve the character of the streetscape with planting to direct people along key routes.
- Other benefits of street trees include traffic calming, increase community health and wellbeing through increased opportunity to connect with nature and reducing urban heat.

Tree canopy cover for north Hobart suburb: 9%. This is the second lowest coverage within Hobart LGA after Hobart, at 6.9%.

Proposed Green Streets in North Hobart



Study Area
Open space
Sports and recreation
Rivulet (open)
Rivulet (stormwater pipe)

Green streets

Primary Green Street
Secondary Green Street

Investigation areas

Investigation area for new open space
Investigate upgrade to existing open space
Investigate public access to open space
Investigation area for placemaking

Idea 09

Identify locations that need overland flooding mitigation through water sensitive urban design and potential locations for flood water retention.

What is this idea?

Understanding and managing flooding risks within North Hobart will improve the resilience of the neighbourhood. Blue streets are streets designed to help with managing flood water. Water Sensitive Urban Design (WSUD) and other features will contribute to the quality of the public realm. Water retention in key locations will also contribute to ensure that the effects of flooding are minimised.

Opportunities

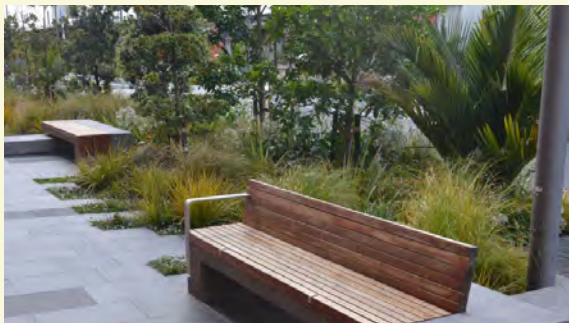
- Investigate a 'blue street' network, that is, streets that are most likely to be impacted by flooding.
- Identify a range of design tools that can be incorporated into the street design to assist with managing flood waters, as well as increase the amenity and character of the street, such as kerb design and greening.
- Identify locations where water retention can help minimise the impacts of flooding.
- Encourage the design of all WSUD elements to contribute to the story telling of water in North Hobart.
- In consultation with the palawa community, investigate placemaking opportunities to express the cultural importance of the rivulet and where cultural resources might be included in natural spaces.

Why is this needed?

In addition to the Providence Valley Rivulet, North Hobart has large areas identified as flood prone in the local planning scheme. While many of these areas are already well established with streets and built form, a number of locations are identified as opportunities for renewal. In addition, a number of streets are identified as flood prone and there is an opportunity for them to be designed to help mitigate flooding risks on the adjoining properties.

Where there are opportunities, flood water retention may assist with reducing the impacts of flooding across the neighbourhood. Detailed modelling and technical advice are required to help define the preferred infrastructure and street design along with defining any opportunities for water retention.

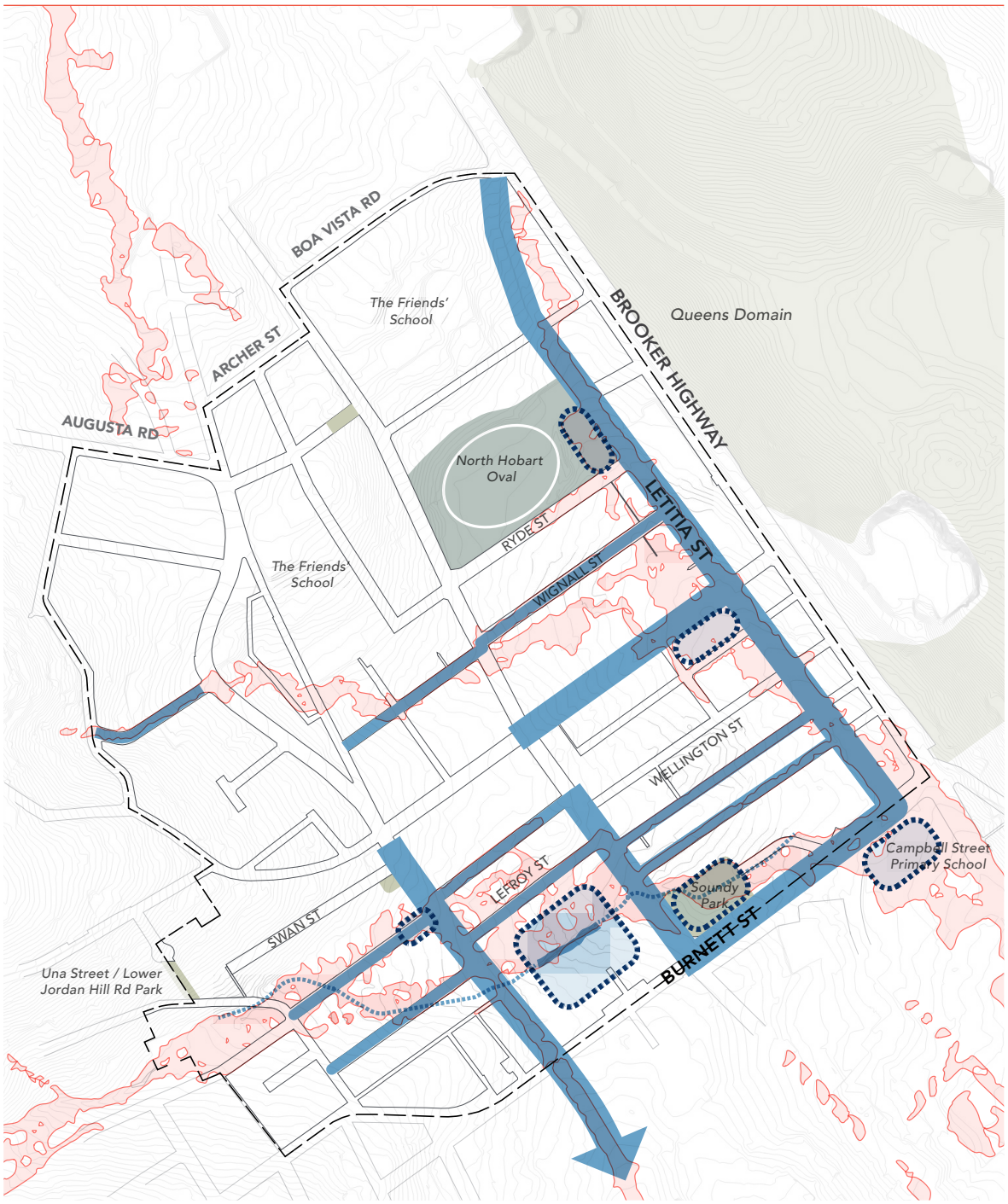
Jellicoe Street, Auckland by TCL and Meghan Wraight and Associates



Edinburgh Gardens Raingarden GHD Pty Ltd



Proposed Blue Streets and Areas in North Hobart



Idea 10

Identify opportunities for new open spaces including pocket parks, plazas and forecourts as well as improving links to existing spaces and the Domain.

What is this idea?

North Hobart provides a choice of open spaces that enriches the daily life of residents, workers and visitors. In addition to the Soundy Park, small pocket parks and plazas are designed with amenities and landscaping to increase urban biodiversity, provide spaces to relax in and support local businesses and cultural events. Upgraded and new infrastructure improves connections and access to larger open spaces providing space for active and passive recreation.

Opportunities

- Create small pocket parks where road widths and setbacks allow with high quality landscaping, lighting and furniture. Incorporate WSUD to mitigate flood risks where required
- Investigate the role of North Hobart Oval Precinct for the future provision of open space includes places for play, opportunities for smaller open spaces at the edges of the precinct and renewal of the bowling club
- Retain and upgrade existing open spaces to ensure there is adequate infrastructure including seating and lighting to ensure they are safe and inclusive
- Improve connections to Queens Domain with new bridges and upgraded intersections across the Brooker Highway. Advocate for improved paths to be designed to minimise the impact of sloping terrain and provide access to the recreational facilities
- Investigate new open space opportunities to complement the North Hobart open space network and enhance the civic function of Elizabeth Street
- Integrate opportunities for new open spaces and greening as part of Condell Place renewal
- Investigate creating new smaller urban plazas within the mixed-use precinct that support increased development and complement ground floor uses.

Why is this needed?

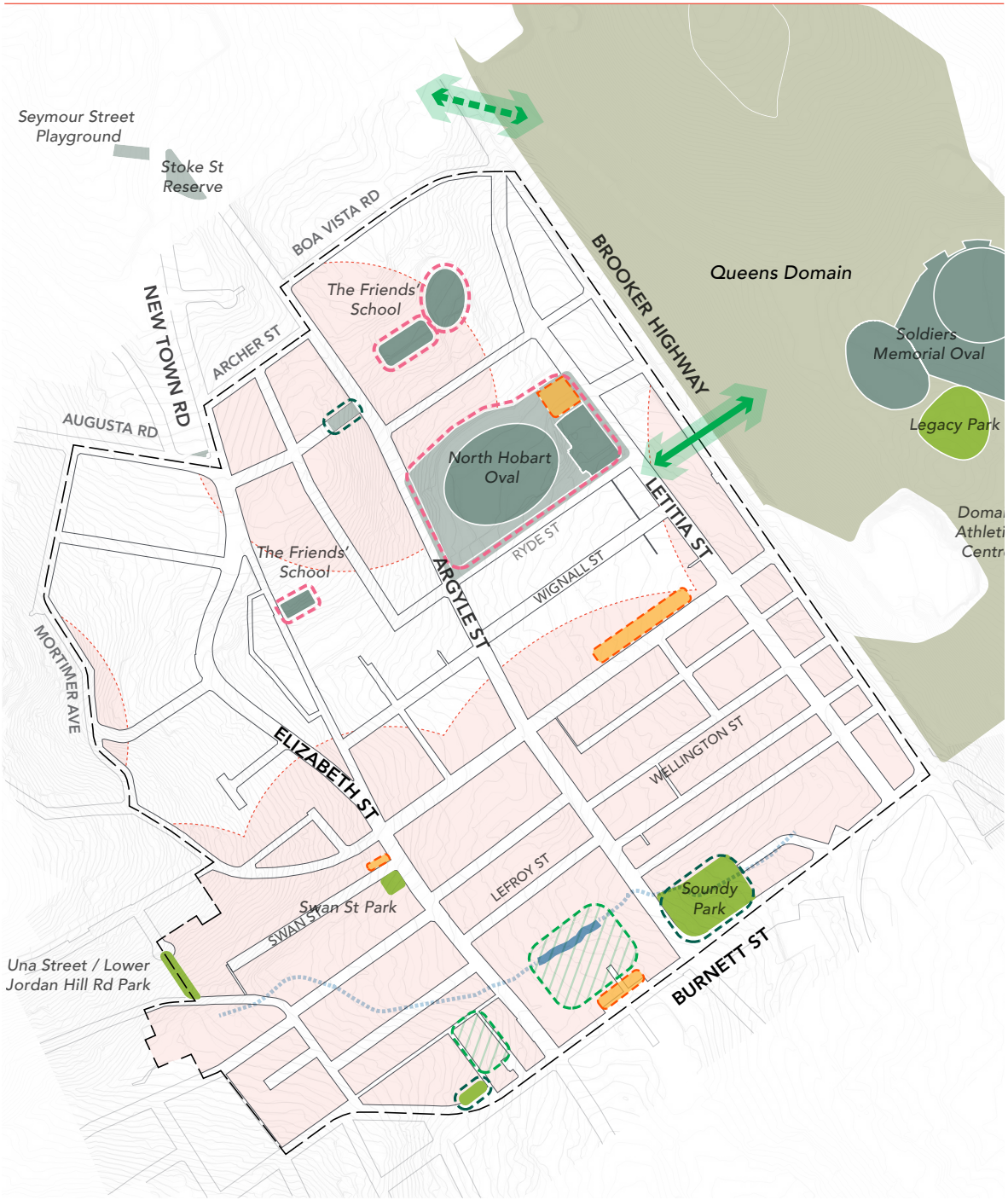
North Hobart is not adequately serviced by existing open and green spaces, particularly north of Federal Street where there is a lack of publicly accessible open space. Whilst the Domain is physically close, pedestrian access is currently severely limited. As the community grows, access to a variety of open spaces will become increasingly important for wellbeing and socialising.

Open spaces need to be designed to be climate resilient with features to manage challenges, such as urban flooding risk or plant selection to mitigate urban heat island effect. Increasing the diversity of open space will support the range of uses within North Hobart.

Pocket park via road closure
Holland Street, Adelaide by JPE Design Studio and City of West Torrens



Opportunities for new and upgraded open spaces and improved connections to spaces



- Study Area
- Open space
- Rivulet (open)
- Rivulet (stormwater pipe)

Existing open space

- Park
- Sports and recreation
- Natural reserve (Queens Domain)
- 200m/400m walking catchment from small/large parks*

Investigation areas

- Investigation area for new open space
- Investigate upgrade to existing open space
- Investigate public access to open space
- Investigation area for placemaking
- Improve existing connection
- Potential new connection to Queens Domain

Idea 11

Investigate the future role of North Hobart Oval and Bowls Club to meet future demand for open space.

What is this idea?

The North Hobart Oval and the adjacent bowls club will become an important community precinct supporting community wellbeing. Investment in new facilities at the precinct edges will support an increased range of uses on site while protecting its current core use for football. New community facilities such as meeting rooms, small events spaces and pocket plazas will be connected by improved pedestrian and cycling links to the adjacent accommodation and streets network.

Opportunities

- Celebrate gateway corner creating a welcoming entry with renewed entry plaza; consider new community facilities and amenities interfacing with existing buildings.
- Improve quality of pedestrian links, advocate for new links along interface with adjacent accommodation.
- Opportunities for renewal of sporting infrastructure, to provide multi-purpose areas including spaces for training and exercise, meetings or bookable rooms for community access. Built form design should respond to and enhance the heritage values of the precinct.
- Investigate long term role of the Bowls Club site with the potential for open space, community facilities including meeting rooms, spaces for events and socialising in addition to the Bowls Club.
- Include play spaces in the precinct in innovative ways to create a family friendly destination on events days or non-event days.
- Investigate opportunities for affordable housing within the precinct to leverage nearby facilities and potential future transport services.
- Encourage renewal of precinct accommodation to support local events and within walking distance to Elizabeth Street retail and hospitality core.
- Explore the future role of Ryde and Letitia Street and their capacity for increased greening and WSUD.
- Investigate ways in which the precinct could support greater sport and recreation use such as a running circuit or half courts to increase levels of activation day and night.

Why is this needed?

- As North Hobart's community grows, the need for places to socialise and for recreation within walking distances will increase. Existing amenities will require investment to ensure they are accessible and provide for all ages and backgrounds. Renewal is an opportunity to manage challenges such as flooding risks and to increase the range of benefits provided to the community supporting North Hobart as a resilient and inclusive neighbourhood.

Opportunities for North Hobart Oval and Bowls Club



- Area for investigation
- Strategic renewal site
- Opportunity for open space
- Existing open space
- Existing pedestrian links
- Investigate pedestrian connections
- Primary green/blue street
- Secondary green/blue street
- Investigate rivulet access
- Gateway opportunity
- Opportunity to redevelop/renew existing amenities
- View cone
- Investigation area for placemaking

Design principles

1 Celebrate gateway and upgrade existing open space and amenities

2 Improve pedestrian links and advocate for new links

3 Renew and expand existing facilities, create new spaces for community

4 Investigate renewal of bowls club

5 Investigate locations for affordable housing in the precinct

6 Advocate for renewal

7 Improve streetscape

8 Explore additional active recreation opportunities

9 Preserve oval for current use

10 Investigation area for placemaking (pocket park) north of the Bowls Club

Direction four:

North Hobart is an accessible and pedestrian-friendly neighbourhood with a variety of transport solutions to easily connect residents and visitors to Hobart and beyond.

Idea 12: Define a safe network of high-quality walkways, footpaths, lanes, and streets, including new links for better connectivity.

Idea 13: Encourage more people to cycle or use micromobility options by providing a network of safe cycle lanes and facilities.

Idea 14: Support Elizabeth Street's role as a pedestrian-friendly 'High Street' and manage vehicles and car parking to ensure that it is safe and available for those who need it.

Idea 15: Advocate for change to the public transport network that will connect North Hobart's growing community to everyday destinations and support North Hobart as a regional destination.

Idea 12

Define a safe network of high-quality walkways, footpaths, lanes, and streets including new links for better connectivity.

What is this idea?

In 2045, North Hobart will continue to be a highly walkable neighbourhood allowing people of all ages and abilities to safely walk between their homes, school, workplaces and destinations in North Hobart and neighbouring areas. By defining streets and identifying where new connections are needed, this will make it clear which streets should be prioritised and upgraded for pedestrians.

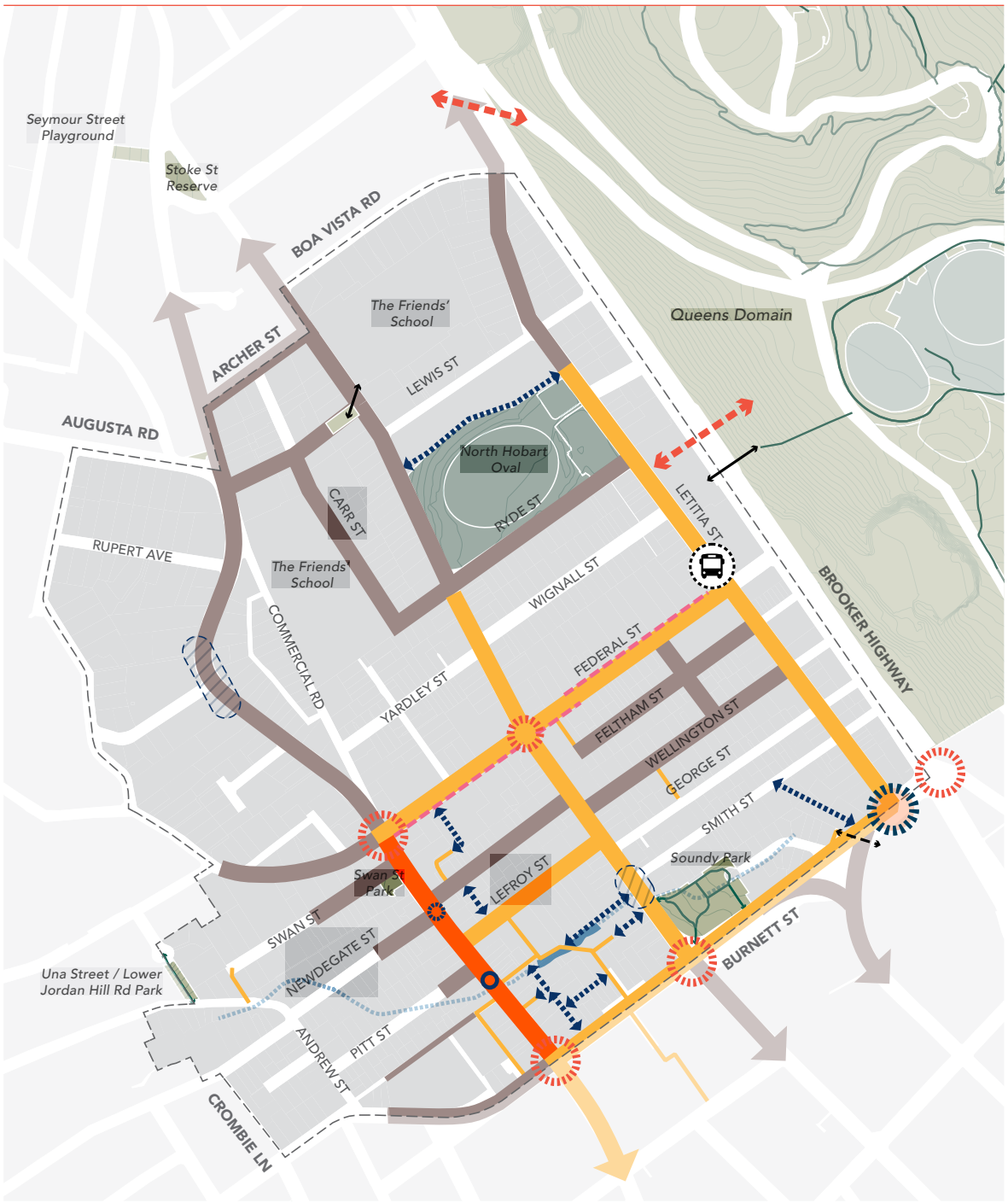
Opportunities

- Clearly define a walking network hierarchy of:
  - **Primary** streets that serve as key connections between Elizabeth Street, mixed-use and employment areas, Soundy Park and key community and sports facilities. These streets are primary focus areas for upgrades such as widened footpaths, greenery, street furniture and warm street lighting etc.
  - **Secondary** streets that serve as key connections between schools, smaller retail activity areas, side streets off Elizabeth Street and future infill housing growth areas to ensure these streets are well-designed to support greater street activity.
  - **Laneways** are narrow lanes (typically 6m or less). Extensions to existing laneways and new links will make crossing between blocks easier.
- Leverage Elizabeth Street's role as a primary commuter spine to further prioritise pedestrian movement and comfort (including partial closure to traffic during events and festivals)
- Develop a wayfinding plan for North Hobart to provide navigational and travel time information to key destinations.
- Improve connectivity to Queens Domain by providing new bridges and ensuring pedestrian crossings are provided at existing signalised intersections.

Why is this needed?

- Elizabeth Street can perform a dual role within North Hobart with a 'pedestrian first' focus while still accommodating vehicular movement.
- For pedestrians, there are limited safe mid-block crossing opportunities on Elizabeth Street with only one signalised mid-block crossing.
- Intersections such Burnett/Letitia Street and Brooker Hwy/Burnett Street currently do not provide dedicated pedestrian crossing opportunities.
- Brooker Highway is a significant barrier to pedestrian movements between North Hobart and the Queens Domain, with limited crossing opportunities.
- The existing pedestrian bridge adjacent to the former school site across the Brooker Highway is not universally accessible. There is little separation between pedestrians and vehicles along the Brooker Highway, making it unsafe to access the existing bridge.
- There is limited wayfinding signage for pedestrians throughout the study area, particularly along Elizabeth Street.
- Footpaths are generally narrow, particularly along Argyle Street, Commercial Road, Smith Street, and parts of Federal and Elizabeth Streets.
- Many footpaths have obstacles that impede safe access for all, including street trees, post boxes, signage, telephone poles, and seating. Examples of this can be seen on Archer Street, Elizabeth Street, Wellington Street, and Yardley Street.

Proposed walking network



- Study Area
- Open space
- Sports and recreation
- Rivulet (open)
- Rivulet (closed)
- Overpass (existing)
- Underpass (existing)
- Park trails (existing)
- Elizabeth Street pedestrian-first zone
- Primary streets
- Secondary streets
- Existing laneway
- Investigate new link
- Investigate new grade seperated overpass to Queens Domain
- Incorporate loading areas into streetscape design to support employment uses
- Upgrade signalised intersection
- New signalised intersection
- Signalised pedestrian crossing (existing)
- Signalised pedestrian crossing (proposed)
- Mid-block pedestrian crossing investigation area
- Potential road closure / pocket park
- Potential BRT stop

Idea 13

Encourage more people to cycle or use micromobility options by providing a network of safe cycle lanes and facilities.

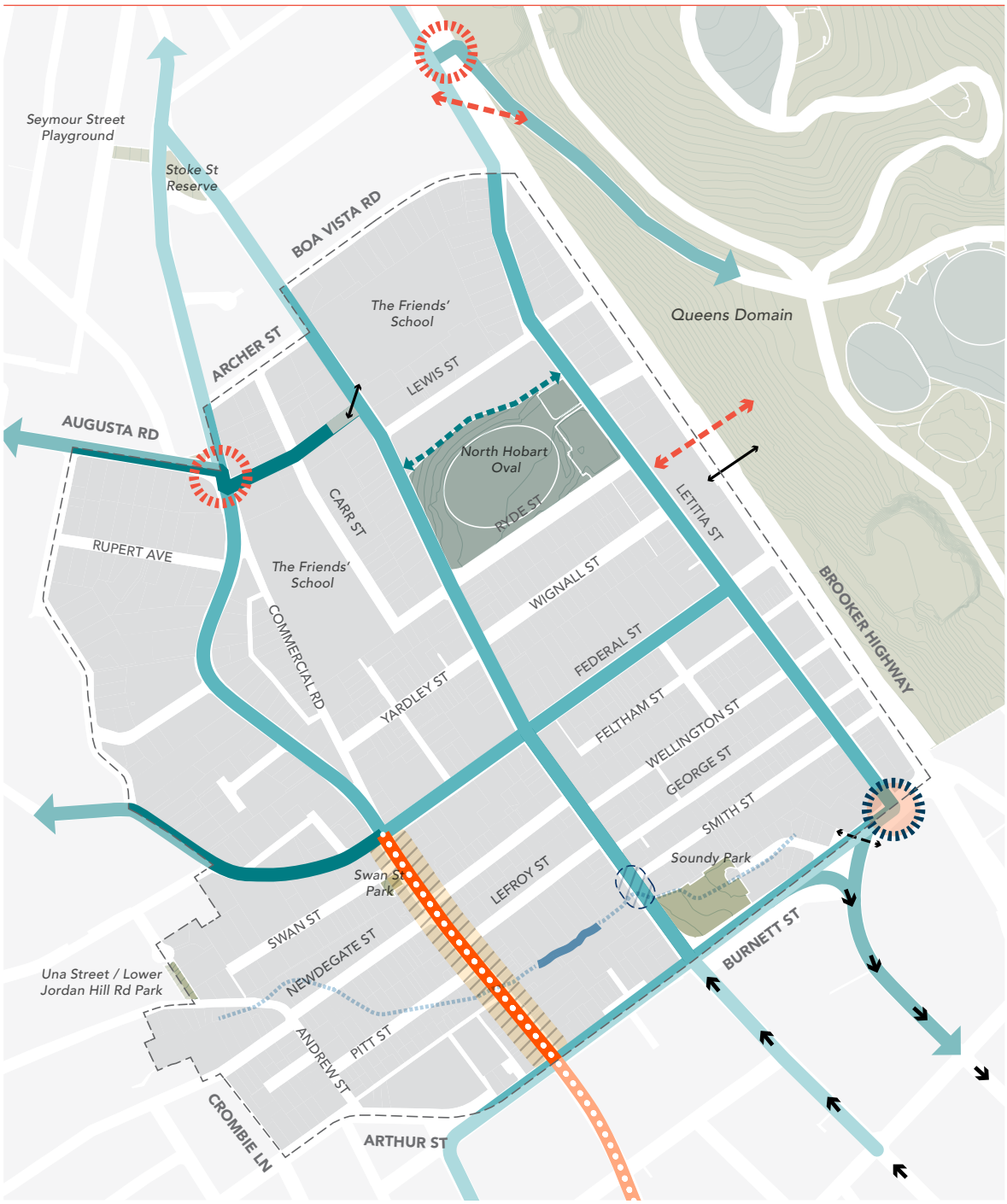
What is this idea?

Clear and safe cycling and micromobility networks and infrastructure throughout North Hobart encourages those living, working or visiting to choose these travel modes to access local destinations, as well as places outside the neighbourhood. Separated cycle lanes and slow zones prioritise safety for all and parking is managed to ensure footpath obstructions are minimised.

Opportunities

- Enhance safety of bicycle riders along Argyle Street by:
  - Investigating the feasibility of raised bi-directional bicycle lanes adjacent to the footpath, which provides a physical separation from traffic and parking
  - Ensuring bicycle movements are prioritised through intersections and consider raised continuous lanes at T-intersections.
- Continue the Elizabeth Street Midtown bicycle lane upgrade to Federal Street to allow connection onwards to Argyle Street bicycle lanes and the wider network. Investigate providing a protected bicycle path instead of painted on-road lanes.
- Investigate providing protected bicycle lanes which cater for all ages and abilities on additional streets, such as Burnett Street, Federal Street, and Letitia Street, ensuring lanes are physically protected from traffic and parked cars.
- Ensure bicycle lanes are continued within all intersections to improve safety of bicycle riders.
- Explore opportunities to provide access for bicycles across Brooker Highway into Queens Domain, such as through installation of a signalised intersection with separated bicycle lanes at Brooker Highway and Park Street/ Letitia Street intersection, or Stoke Street, or grade separated crossing at Stoke Street and the new universally accessible compliant bridge.
- Increase provision of bicycle hoops at key destinations such as Elizabeth Street and retail and education destinations.
- Encourage use of electronic micromobility for short trips, such as to and from Hobart's CBD, due to topographical challenges. Investigate a' no-riding zone' along Elizabeth Street footpaths between Burnett Street and Federal Street encouraging electronic micromobility to use the on-road bicycle lane.
- Install designated electric vehicle parking zones around the precinct at key destinations and at the entrances to Elizabeth Street Retail and Dining pedestrian priority precinct.

Proposed cycle and micromobility network



- Study Area
- Open space
- Sports and recreation
- Rivulet (open)
- Rivulet (closed)
- Overpass (existing)
- Underpass (existing)

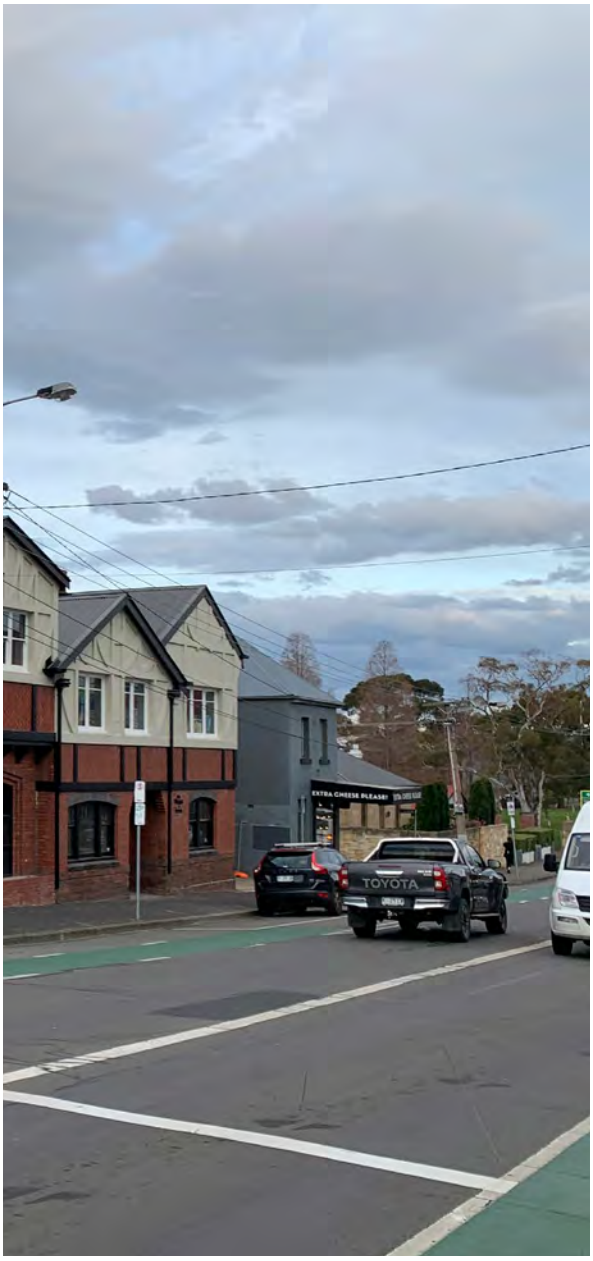
Opportunities

- Unprotected Bicycle lane (upgrade/proposed on-road)
- Protected/separated bicycle lane (proposed on-road)
- Elizabeth Street (Midtown) bicycle lane upgrades - *further investigation* Protected/separated *bicycle lane*
- Elizabeth Street 'slow zone' - 30km/hr limit
- Investigate bicycle/shared route
- Investigate new bicycle-friendly grade-seperated overpass to Queens Domain
- New or upgraded signalised intersection (bicycle priority)
- Mid-block pedestrian crossing investigation area

Idea 13 (continued)

Why is this needed?

- Elizabeth Street between Burnett Street and Federal Street is designated as a 'no riding zone' limiting access to the Retail and Dining Precinct for micromobility users or forcing them to ride on the road.
- Existing on-road bicycle lanes along Argyle Street are narrow and provide minimal protection for bicycle riders from vehicular traffic or the risk of dooring.
- The proposed Argyle Street and Campbell Street bicycle lane upgrades will provide a safer bicycle riding environment, one that is separated from moving traffic. However, these do not currently extend into the North Hobart study area.
- There is a lack of connection from existing bicycle lanes along Argyle Street and Federal Street with the wider Hobart bicycle network.
- There is a lack of connection to the Tasman Bridge to allow access between North Hobart and the Eastern Shore, with connection through Queens Domain.
- Topography of Queens Domain is difficult for bicycle riders to traverse.
- Narrow roads limit opportunities for installation of protected bicycle lanes in some streets (for example, Elizabeth Street).
- There is a significant lack of east – west bicycle lanes within and to the west of the precinct.
- There are no dedicated electric scooter parking zones within the precinct. This can cause electric scooters to be left in inconvenient areas such as on narrow



Idea 14

Support Elizabeth Street's role as a pedestrian-friendly 'High Street' and manage vehicles and car parking to ensure that it is safe and available for those who need it.

What is this idea?

As a mixed-use environment, North Hobart's street and laneway network provides critical access for local businesses. Car parks are provided at a number of locations, with ongoing monitoring and management to meet demands. Where possible, consolidated parking is provided in order to optimise active uses at street level, increasing safety and placemaking outcomes and to support North Hobart's growth.

Opportunities

- Rearrange road space, to enable greater mobility choice on important routes, such as Federal Street, Burnett Street, and Letitia Street, where streets are wide enough to achieve this without loss of on-street parking.
- Potential removal of some on-street parking along Elizabeth Street in specific locations to increase footpath widths and enable outdoor dining.
- Redesign the Argyle Street and New Town Road intersection to direct traffic onto Argyle Street to reduce through vehicle movements on Elizabeth Street.
- Advocate for an additional intersection on the Brooker Highway (with full signalised access in all directions) at the northern edge of the precinct to alleviate some of the traffic pressures on Elizabeth Street and Argyle Street, as it provides an alternative route servicing the residential catchment to the north-west.
- Investigate Condell Place for the development of a publicly accessible off-street parking and potential mixed use including housing above. Providing consolidated parking at the periphery of the precinct, will help to reduce traffic congestion in the core.
- Explore alternative parking management technologies to provide a more reliable parking experience (such as real-time information on availability, dynamic pricing).
- Investigate parking management in North Hobart as part of a wider City of Hobart parking plan.

Greville Street, Melbourne by Rush Wright Associates



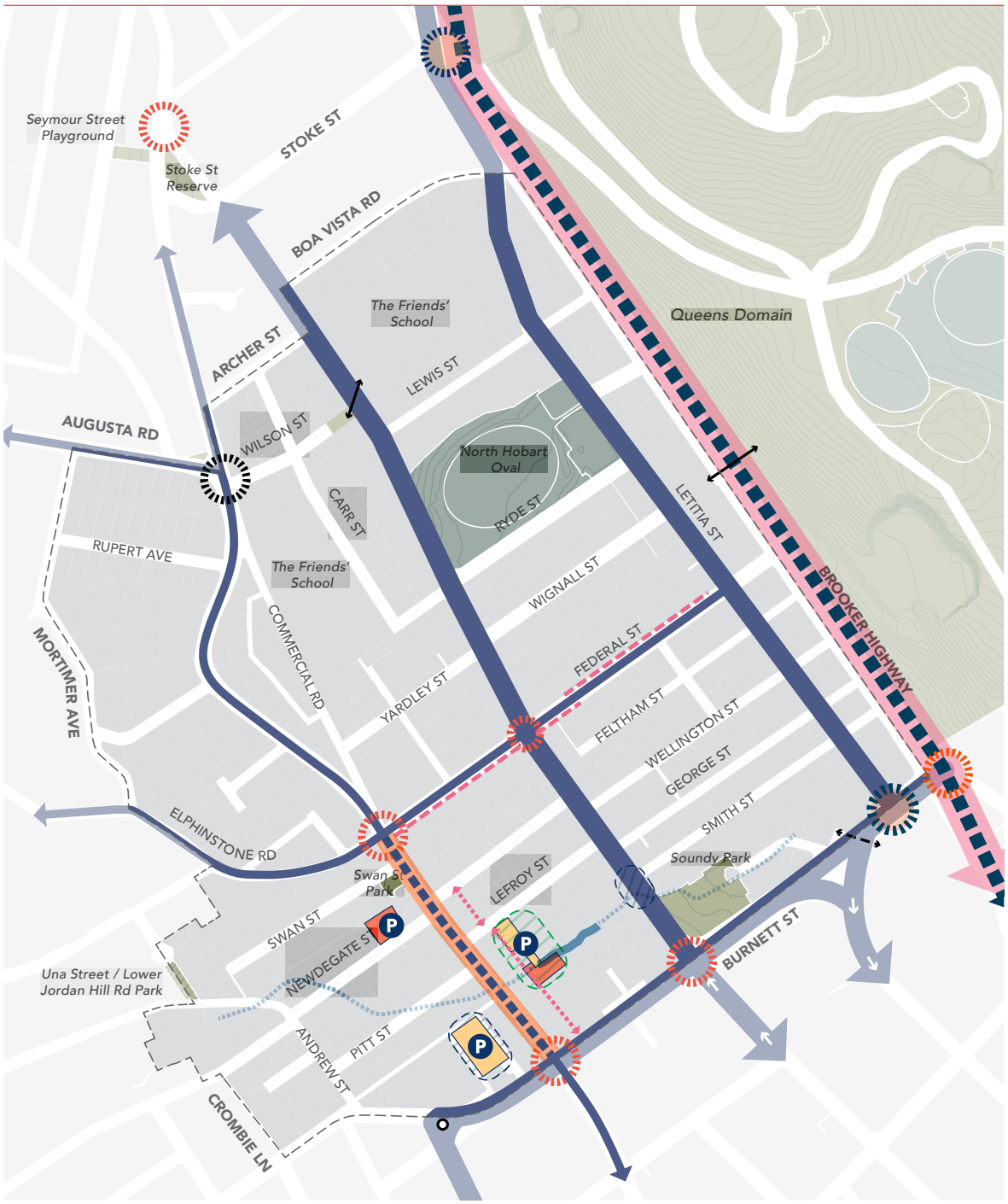


Idea 14 (continued)

Why is this needed?

- The lack of access points onto the Brooker Highway, southbound, between Burnett Street and Risdon Road forces traffic north-west of the site, such as New Town and Lenah Valley, onto Elizabeth Street and Argyle Street, increasing traffic through the site.
- The alignment of the intersection of New Town Road and Argyle Street makes continuing on New Town Road (and therefore Elizabeth Street) the standard movement for vehicles.
- Previous community consultation highlighted the importance of parking availability particularly in the Elizabeth Street retail and dining precinct at peak evening times.
- The number of local east-west aligned streets increases the possibility of rat-running, particularly between Argyle Street and Elizabeth Street, increasing traffic volumes at unsignalised intersections.
- The intersection of Burnett Street and Campbell Street is complex to navigate, reducing safety.
- Parking availability within the Condell Place off-street parking area is limited in the evenings peaking at 11% availability at 19:00.
- On-street parking is relatively underutilised across the precinct, although higher use can be found in the core particularly on the streets around Elizabeth Street. Usage generally peaks around 19:00 with around 20% availability on both weekdays and weekends.
- Additional off-street parking areas (such as expansion of the Lefroy Street parking area and the proposed Queen's Head Hotel parking area lease) will generate additional vehicle traffic particularly on Newdegate Street, making closure of the intersection with Elizabeth Street inappropriate. It will also provide an excess of parking when parking availability is largely at acceptable levels throughout the week except for 18:00 to 19:30.

Proposed vehicle priorities and car parking locations



- Study Area
- Open space
- Sports and recreation
- Rivulet (open)
- Rivulet (closed)
- Overpass (existing)
- Underpass (existing)

- Public car park (council)
- Public car park (leased)

Proposed road hierarchy

- Brooker Highway (primary freight route)
- Primary vehicle route
- Secondary vehicle route
- Elizabeth Street 'slow zone' - 30km/hr limit

- Signalised intersection (existing)
- Signalised intersection (new)
- Signalised intersection (upgrade)
- Incorporate loading areas into streetscape design to support employment uses
- Improve servicing/loading via potential new laneway access

- Investigation area for precinct parking to support growth
- Investigation area for mixed-use renewal/open space

Idea 15

Advocate for change to the public transport network that will connect North Hobart's growing community to everyday destinations and support North Hobart as a regional destination.

What is this idea?

Consolidation and improvements to the public transport services within North Hobart will encourage greater use to connect to central and greater Hobart. The potential alignment of the Bus Rapid Transit (BRT) along Letitia Street will provide quick and easy access to destinations along the northern transit corridor. Services will adapt to increasing demand, as well as enable key streets to be temporarily closed to support North Hobart's cultural life. Bus stop infrastructure, such as a shelter, signage and travel information, and trees, can improve comfort and convenience.

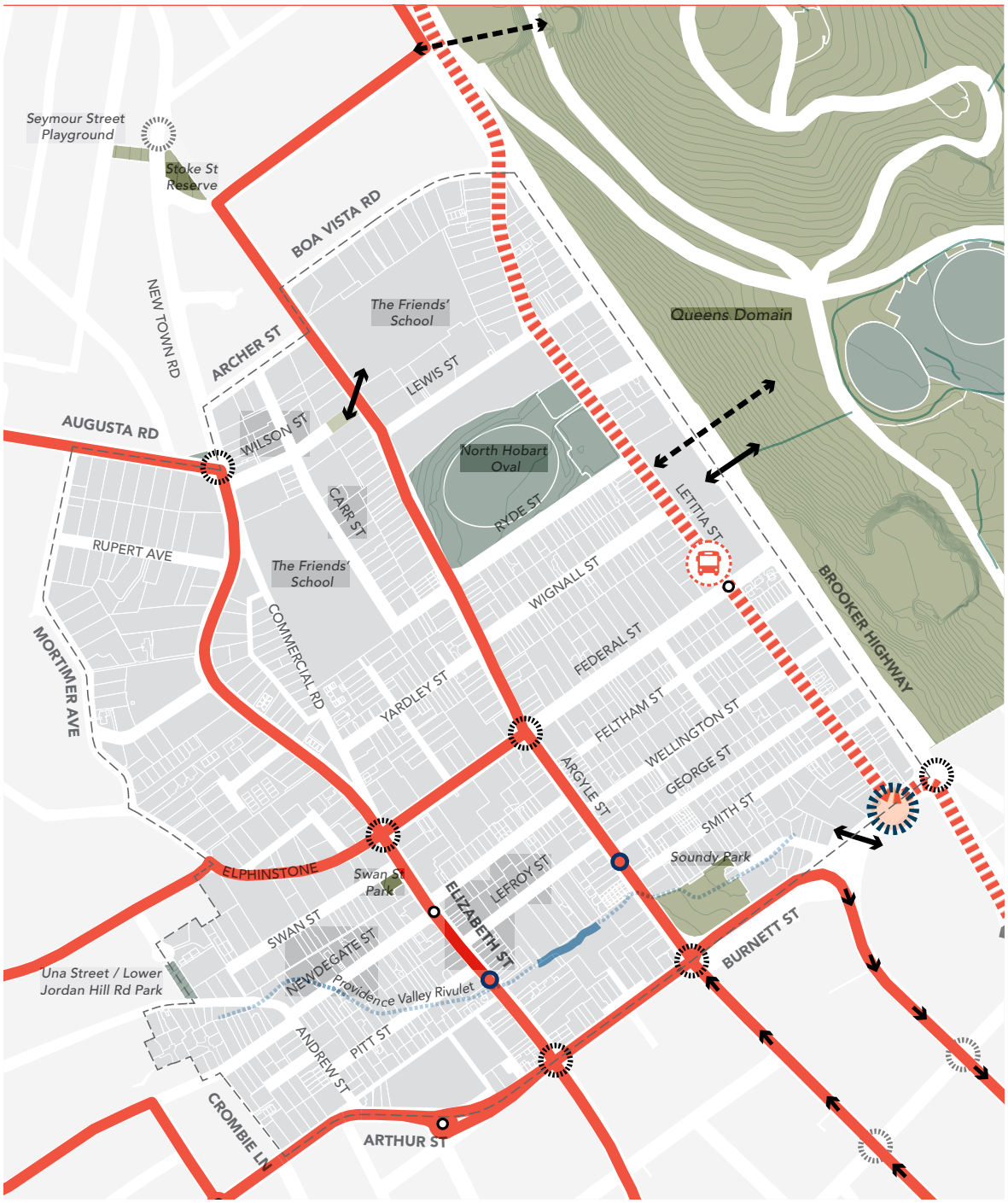
Opportunities

- Greater uptake of bus use along the Elizabeth Street high frequency bus corridor can be utilised to better activate the street with passengers waiting, boarding, and alighting.
- Letitia Street is flagged as a potential bus rapid transit corridor improving north – south bus connection and travel times.
    - Recognise that the future Letitia Street will have BRT services, either from the current commitment or because the alternative (Tasman Highway BRT) will be so successful that a second BRT corridor (dedicated for the north) will be required.
    - Investigate the potential for a new intersection at the Brooker Highway at Stoke Street (enabling buses to join back onto Brooker Highway, but also providing wider network benefits for other vehicle movements).
- Explore opportunities for utilising Argyle Street as a high frequency bus service corridor and consider implementing bus priority lanes and lights at intersections, to improve efficiency.
- Improve comfort and amenity of bus stops for all users, such as providing seating, lighting, and real time information, particularly along Argyle Street.

Why is this needed?

- Traffic congestion on Elizabeth Street and Argyle Street impacts bus travel time and attractiveness of buses as a mode of transport.
- The significant number of routes and varied journey paths of buses within the precinct may limit the number of users due to illegibility and complexity of the system.
- There are no bus stops on the Brooker Highway, meaning that bus routes on that alignment all operate express through North Hobart.
- There is a lack of bus priority at intersections and on roads, such as Argyle Street, increasing travel time.
- Existing bus stops lack weather protection, seating, and lighting, making them uncomfortable for users and not universally accessible

Potential public transport improvements



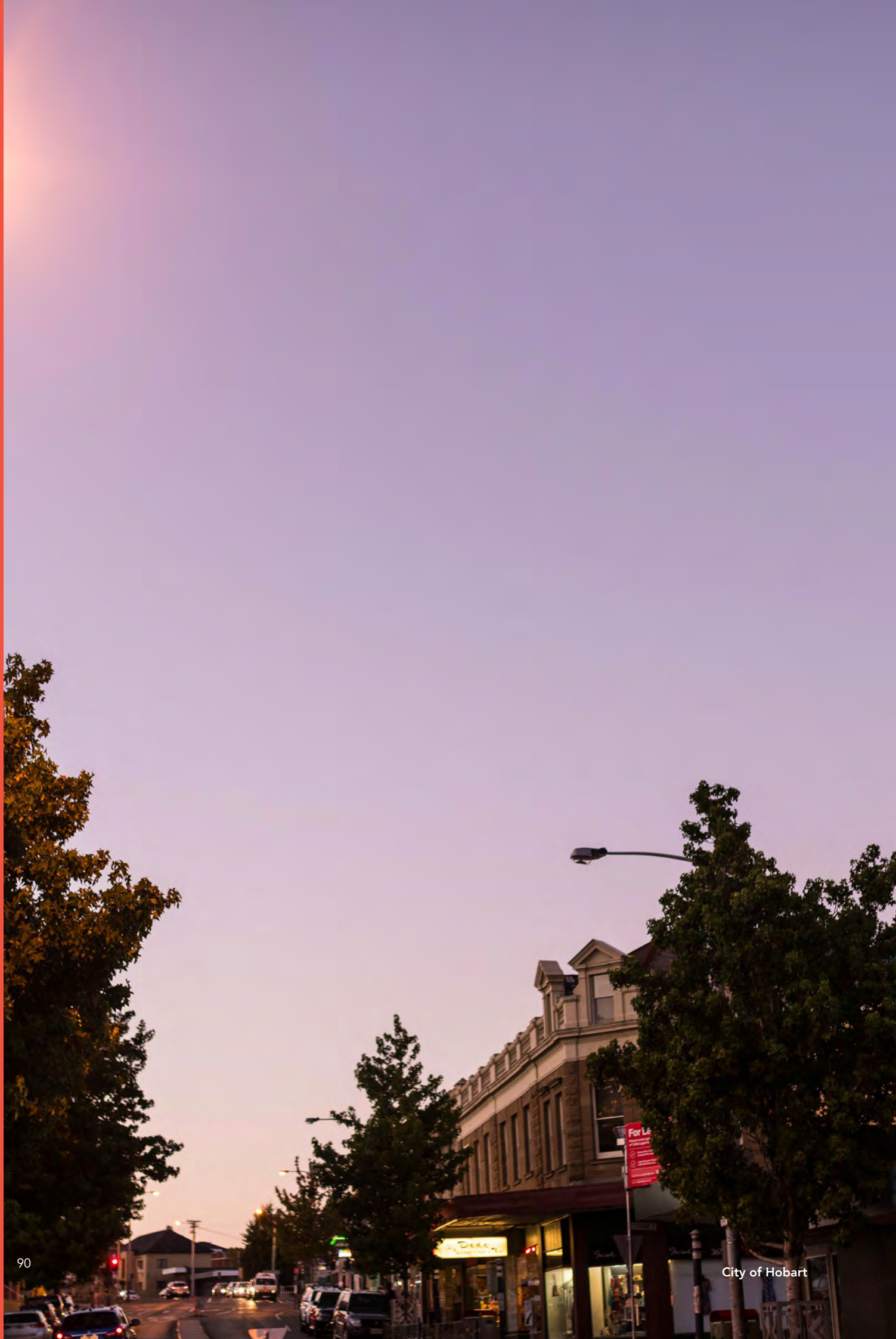
- Study Area
- Open space
- Sports and recreation
- Rivulet (open)
- Rivulet (stormwater pipe)

Bus network

- Existing bus route
- Potential BRT / Brooker Hwy
- Potential location for BRT stop
- Signalised intersection
- New signalised intersection
- Existing underpass/overpass
- Potential location for new universally accessible connection to the Domain
- Roundabout (existing)
- Pedestrian crossing (existing)
- Pedestrian crossing (proposed)

Part four:
Where to next from here?

04



City of Hobart

Where to from here

The next stage of the North Hobart Neighbourhood Plan project will be community engagement.

Community engagement is our opportunity to seek feedback from North Hobart's residents, visitors and workers, on what is being proposed in the Discussion Paper.

We are interested to hear what you would like to see happen in North Hobart.

- What aspects of North Hobart do you take pride in?
- What would you like to see change?
- How can we improve public spaces?
- Where do the kids play?
- How would you like to travel between home and work or school?
- Where can people live?
- Any other ideas?

Community engagement will include face to face sessions with members of the North Hobart community, a survey, a pop up stall, and consultation with school children. Information will be available through the Councils Your Say web page.

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

A report will be prepared summarising the feedback received during the community engagement.

Feedback provided by the community and stakeholders will help to inform the development of the North Hobart Neighbourhood (Structure) Plan.



Reference list

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City of Hobart	Elizabeth Street (Midtown) Streetscape Project 2020
City of Hobart	Engagement Report, North Hobart Retail and Entertainment Precinct, July 2020
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City of Hobart	Sustainable Hobart Action Plan 2020-2025
Centre for Tasmanian Historical Studies	Tramways 2006

Have your say

Online: yoursay.hobartcity.com.au
Phone: 03 6238 2711
In person: at the pop-up events, community workshops and/or by arranging a meeting with the project team.

Feedback closes 30 September 2023.

Accessibility

This document is located on **yoursay.hobartcity.com.au** where it is also available as a Word, accessible PDF, etc.

Please contact the City of Hobart if you need this document in another accessible format such as enlarged print or audio version.

In addition, due to the important information contained in the graphics of the document, please also contact us if you would like these to be explained at:

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