

Central Hobart Precincts Plan



**Discussion
Paper**



City of **HOBART**



Tasmanian
Government

October 2021

Feedback on this discussion paper will be used to inform a draft precincts plan for Central Hobart.

To find out how you can have input to the discussion paper go to <https://yoursay.hobartcity.com.au/central-hobart-precincts-plan>

This discussion paper has been endorsed by Council for engagement purposes only.

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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.



A vision for our island capital

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.

1.



A discussion paper to inform the Central Hobart Precincts Plan

The transformation of Central Hobart is under way. From a previously commercial city centre with limited activity after hours, our city is becoming livelier with an increased mix of uses and diverse activities day and night. This discussion paper will help us all explore the future of Central Hobart. It outlines the drivers influencing change, and proposes city-shaping goals underpinned by good urban design and planning principles.

The goals will ensure Central Hobart grows into an attractive, vibrant, sustainable and globally relevant capital city over the coming decades. We'd like to test these directions with the people who live, work, shop, study, own property, visit and do business in Hobart.

This discussion paper is grounded in the values and ideas of the community expressed in *Hobart: A community vision for our island capital*. It brings together City of Hobart plans and policies, and aligns with state government plans. It draws on analysis of many factors: economics, demographics and employment, traffic and transport, heritage, cultural venues, built form and building heights, land use and community infrastructure.

It is important to note that the City of Hobart has not adopted the goals or potential future directions in this discussion paper. Your feedback will inform a draft precincts plan and identify further work we need to do. There will be opportunities for everyone to engage on the draft precincts plan early in 2022.

Why do we need a precincts plan for Central Hobart?

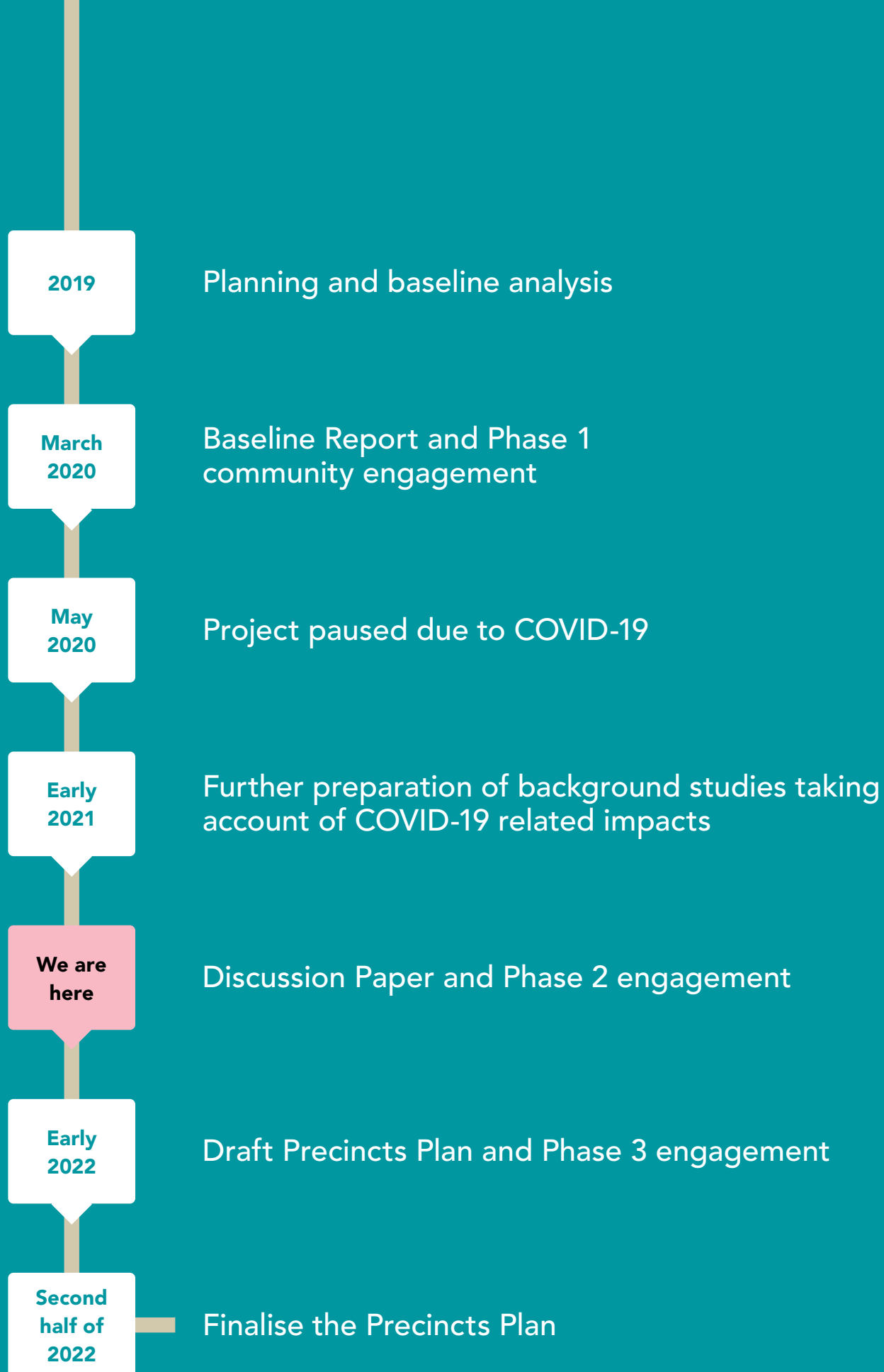
After many years of relatively slow growth in Hobart, the last five years have seen a steady increase in development, with much of this occurring in and around the city centre. Residential, commercial, educational and visitor accommodation uses are growing, and a precincts plan will provide a coordinated framework to deliver the right kind of development for Hobart over the next 20 years. This gives us the chance to work with community and stakeholders to develop a vision for the city centre. A clear vision and plan will set us on the right path to become Australia's best small city.

Central Hobart is the primary activity centre in Southern Tasmania and is the state's centre for commerce, education, tourism, public administration and health. Hobart is an international gateway to Antarctica and, as Tasmania's capital city, has an important role to play in driving economic activity that benefits all Tasmanians.

An important outcome of the plan will be to enable increased residential density by encouraging high-quality, medium-density housing. The plan will also identify the infrastructure, open space, transport and commercial opportunities required to meet the needs of a growing residential population, the region's largest employment centre and this popular visitor destination.

The character of the city is highly valued by the community and visitors, and the precincts plan will provide guidance and clarity on development heights and building form, based on sound urban design and planning principles, and consideration of the local character. Importantly, the plan will help deliver current City of Hobart and Tasmanian Government plans, strategies and policies in a more integrated manner in the Central Hobart area.





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.

The *Land Use Planning and Approvals Act 1993* is the core planning legislation for Tasmania.

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

The *Greater Hobart Act 2019* provides a framework for collaborative decision-making between Clarence, Glenorchy, Hobart and Kingborough councils and the State Government, including the Hobart City Deal. The Hobart City Deal establishes planning objectives for the Hobart, Glenorchy, Clarence and Kingborough councils. 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 Central Hobart, relevant City Deal projects are: developing a Hobart Transit Centre, activating the northern suburbs transit corridor, preparing a MetroPlan, and introducing planning provisions for medium density housing.

The *Southern Tasmania Regional Land Use Strategy* is the primary strategic planning document for the region and is a statutory document under the *Land Use Planning and Approvals Act 1993*. Planning schemes are to be prepared in accordance with the regional strategy.

Planning schemes are also formed under the *Land Use Planning and Approvals Act 1993*. However, a planning scheme is not a policy document in its own right, but rather implements the policy of the day through regulations controlling the use and development of land. In this respect, new planning scheme provisions are likely to be one outcome of the precincts plan.

What have we heard from the community so far?

In March 2020 we issued a Baseline Report and an Economic, Demographic and Employment Study with information about the current state of Central Hobart. We asked our community how they would like Central Hobart to be in 2041.

We launched an online survey and mapping tool, and planned community workshops. Due to the COVID-19 pandemic, the workshops didn't go ahead and the engagement wasn't as extensive as we'd hoped. Engagement is now restarting.

Concerns about transport and access was the dominant theme in the feedback. We also heard about housing affordability, heritage and open spaces, access to services, shopping and jobs, and the importance of vibrancy in the city.

The community feedback from 2020 and on this discussion paper will inform the precincts plan.



2.



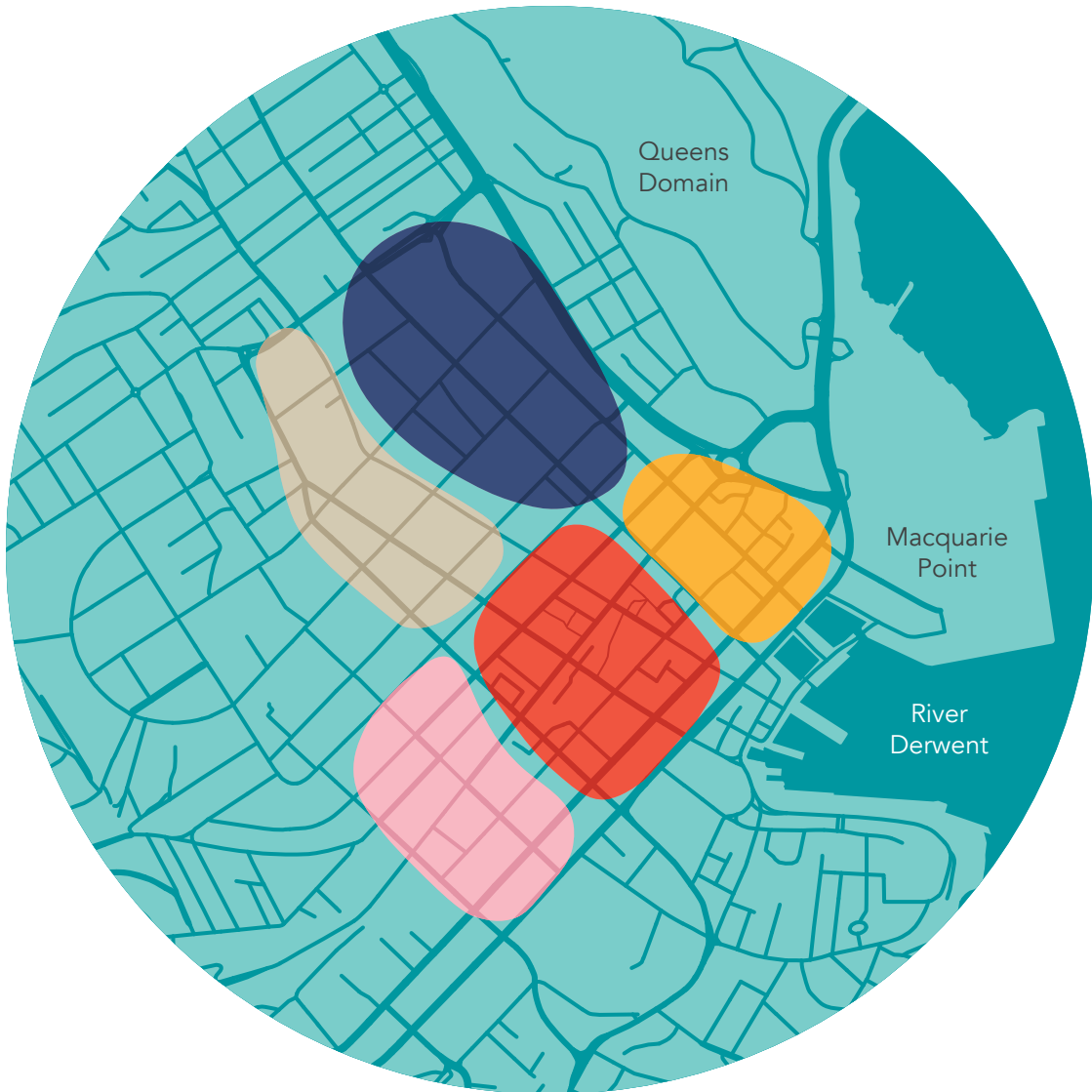
Understanding Central Hobart

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

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

We have identified five Central Hobart precincts, suggested as areas of renewal and revitalisation; each having its own potential, character and identity. These are shown on the following page.

For descriptions and potential future directions for these precincts, see section on Central Hobart's precincts from page 87.



- **Central**
- **Elizabeth Midtown**
- **Trinity Campbell**
- **Wapping quarter**
- **Rivulet**

This was the home of the Muwinina people

The Muwinina people of the South East nation were the traditional custodians of nipaluna/Hobart. They lived on and cared for the land between kunanyi/ Mount Wellington and timtumili minanya/ River Derwent for more than 40 000 years and had a deep understanding of the landscape, waterways, seasons and skies. Here, they had access to fresh and salt water resources and used fire to manage the land.

The landscape bears the marks of the Muwinina, with middens found all along the river foreshore. Where the rivulets flowed, there was once an abundance of shellfish, birds and fish. Riverbanks were meeting sites, for trading goods, for ceremony, and for access to the river and sea.

The area holds stories from more recent history. It was down Elizabeth Street that survivors of the Tasmanian war were led to imprisonment (and, in most cases, death) at Wybalenna, Flinders Island.

It was here that the death of Truganini in 1876 sparked a damaging myth of Aboriginal extinction in Tasmania. The city has long been a hub of resistance and activism for Aboriginal people who march through the centre of the city each year in the footsteps of their old people.

As a result of invasion and war, there are no Muwinina people alive today. In their absence, we recognise the Palawa people as the custodians of this land. They are the survivors, continuing the culture and stories of their old people and striving for recognition. We recognise the strong spiritual connection they have to this place. Aboriginal people were sovereign people. This sovereignty was never ceded. Despite massacre, dispossession and oppression, Tasmanian Aboriginal people remain strong and resilient. We believe this is our shared history as Tasmanians and we have a responsibility to learn and share it with all who live, work or visit our city.



What do we know about Central Hobart today?

Who lives and works here?

Central Hobart's population¹ is young, highly educated, culturally diverse and growing strongly, compared with the Greater Hobart population. Below is a summary of key data for Central Hobart, drawn from the 2016 Census by consultants Hill PDA.



Population numbers

In 2016, 2731 people lived in Central Hobart, an increase of 327 people or 14 per cent on 2011.



This represents an annual compound growth rate of 2.6 per cent, which is about 2.5 times that recorded for Greater Hobart (1 per cent per annum), highlighting the growing popularity of Central Hobart as a place to live.



Age

The median age in Central Hobart is 32 years, compared with 40 years in Greater Hobart. Thirty-eight per cent of the Central Hobart population is aged 15–19 years compared to 18 per cent across Greater Hobart. However, the population is also increasing in older age groups: the 60+ group increased from 13 to 17 per cent of the population.



Dwelling and household numbers

In 2016, there were 1510 private dwellings in Central Hobart, and apartments were the dominant type. Household structures were skewed towards single person and group households (37 per cent and 13 per cent respectively) when compared with Greater Hobart (28 per cent and 4 per cent respectively). It is estimated there are now about 2000 dwellings. Student accommodation is significant with 680 rooms in the area.

Annual growth in dwellings in Central Hobart from 2011–16 was 3.1 per cent, significantly higher than Greater Hobart at 1 per cent.

¹ Based on the most recent census data available which is from 2016.



Economy

Central Hobart is a significant contributor to the Greater Hobart and Tasmanian economies, generating \$3.19 billion in economic activity, which is 33 per cent of Greater Hobart's contribution to Gross Regional Product. The industries with the largest contribution were financial and insurance services, public administration, and health care and social assistance. Containing the major financial institutions, public administration, health, entertainment and cultural facilities, Central Hobart is the state's most significant single area of economic activity.



Jobs

Central Hobart contained 27 255 jobs in 2016, up by 855 or 3 per cent since 2011. This is 27 per cent of all the jobs in Greater Hobart. The top five employing industries were:

1. Public administration and safety (6109 jobs or 22 per cent)
2. Health care and social assistance (5212 jobs or 19 per cent)
3. Retail trade (2662 jobs or 10 per cent)

4. Professional, scientific and technical services (2243 jobs or 8 per cent)

5. Accommodation and food services (1960 jobs or 7 per cent).

The largest growth industries between 2011 and 2016 were health care and social assistance (33 per cent growth); accommodation and food services (38 per cent growth); and education and training (38 per cent growth). Declining industries in this period were public administration and wholesale trade.



Travel to work

Forty-four per cent of residents use active travel modes (walking or cycling) compared with 7 per cent of Greater Hobart workers. Only 32 per cent used a vehicle to travel to work compared to 71 per cent for Greater Hobart.



Education

Central Hobart has a highly educated population, with about 32 per cent of residents having a bachelor or higher degree, compared with 21 per cent across Greater Hobart.



Place of origin

The population is diverse, with 28 per cent of residents having been born overseas compared to 15 per cent across Greater Hobart. A driver of this diversity is the university, TAFE and other further educational institutions, with 28 per cent of people in further or higher education born overseas.



Workforce participation

Among the residents that work, about half work in Central Hobart, and 93.4 per cent in Greater Hobart. Sixty-two per cent work full time. Forty-six per cent are employed in professional or managerial jobs compared to 34 per cent for Greater Hobart.





What are the expected future trends?

Initial analysis conducted in late 2019 by consultants Hill PDA showed continuing strong growth trends in both population and key industry sectors for Central Hobart in the period to 2041. Following the impact of the global pandemic in early 2020, the City of Hobart commissioned Hill PDA to revise these forecasts to consider the impact of COVID.

While there were significant impacts on certain industries such as education (because of the decline in international students) and hotels, overall Hobart has proved economically resilient due to the diverse nature of its economy. Many sectors were not significantly impacted, such as public administration and health.

Despite the COVID impact, forecast growth in employment, population and dwellings in Central Hobart will be considerable to 2041. Employment is likely to grow in the range of 20–30 per cent from about 34 000 now to more than 40 000 by 2041. Population will likely double from about 3300 now to close to 7000 by 2041, with an increase in dwellings from about 2000 to more than 4000. However, it is anticipated that if current growth continues, then a total population of about 10 000 could be expected.

Key industries will continue to be public administration and health, but education and visitor accommodation will be increasingly important. It is predicted that Hobart will require in the order of 1500 additional hotel beds. Sectors like retail and professional services will continue to grow but will be relatively less important. Some industries, such as manufacturing, wholesale and warehousing, will decline in Central Hobart.

3.



What is currently influencing change in Central Hobart?

A range of strategic drivers, opportunities and challenges are converging to influence the city. Some represent both a challenge and an opportunity. While the context of the city is always changing, at this point in Hobart's history, these are the influences that will shape the precincts plan.

Remembering what makes this place special as we grow

Maintaining Hobart's special sense of place, landscape and cultural heritage is an important community expectation and visitor attractor.

Strong growth and interest in Hobart

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

Reducing pressure on the transport network

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

Capacity to house more people

Central Hobart could accommodate up to 10 000 residents over the next 20 years.

Infrastructure resilience

Recent vulnerability to natural and non-natural threats highlight the need for coordinated planning.

University of Tasmania Southern Campus Transformation

The UTas move to the city centre activates the city with learning, teaching, and research.

Adapting to climate change

Understanding how the changing climate is impacting is important to enable the community to prepare and respond.

Addressing housing supply and affordability

Housing stress and affordability is becoming more common.

Changing technologies

Technology is rapidly changing the way we design and manage our cities.

4.



The strategic framework

The strategic framework will guide the preparation of the precincts plan. It will include a vision for the future of Central Hobart, city-shaping goals, ideas for change and potential future directions.

A **vision** for Central Hobart in 2042 will draw on two visions:

1. The City of Hobart's Community Vision, developed in 2018 and outlining the identity of Hobart and what is important to hold onto as we grow. It is found at the front of this paper.
2. A vision for the draft Greater Hobart MetroPlan has recently been developed by the State Government, together with the City of Hobart, Glenorchy City Council, Clarence City Council and Kingborough Council, and will be released in early 2022.

The **city-shaping goals** articulate **potential future directions** for Central Hobart as it grows over the next 20 years. Focusing on the goals will enable the City of Hobart to guide growth, to ensure the city develops in a way that builds on what is already special and valued.



City-shaping goals



**A world-class
capital city**



**Connected
and accessible**



**Public spaces
to engage
and enjoy**



**Investment-ready
and innovative**



**Sustainable
buildings with
character**

City-shaping goal 1: A world-class capital city

- Idea one: A strong city heart
- Idea two: A place to live
- Idea three: A place to learn and work
- Idea four: A place to visit and explore
- Idea five: A place of creativity and culture



Idea one: A strong city heart



What is this idea?

Central Hobart in 2042 is a well-managed vibrant hub of activity that's not too big or too small. It is internationally celebrated for the integration of its distinctive built and natural heritage with new assets that strengthen its role as Tasmania's innovative cultural, educational and business capital.

This is where a diverse range of uses, activities, buildings, connections and landscape integrate to create a distinctive identity for Tasmania. The image that the city centre conveys through its appearance, vibrancy, community and economic activity reflects on the whole State. We need to get it right.

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

A strong capital city shows exemplary approaches to city management, city design and planning; a thriving economy; high amenity public realm; and all services and activities that are needed and expected. It contains the key government, business, retail, academic, cultural, entertainment and community services that serve the metropolitan area, region and, in most cases, the state. While other parts of Greater Hobart and Tasmania will contain some of these types of activities and services, the coordinating functions for most are located in the capital. The way in which activities supporting the capital city role are attracted, retained and accommodated is critical.

Interconnections between state and local services can enhance economies, coordination and convenience. Similarly the proximity of business, retail, educational and cultural activities creates an 'ecosystem' that thrives on and generates interaction.

Potential future directions

- Prioritise Central Hobart as the primary commercial, cultural, political and administrative centre for Southern Tasmania and the state.
- Attract and retain key retail, business, cultural, educational, health and community activities.
- Encourage and attract specialised retail and start-up businesses.
- Encourage a mix of uses that contribute to the night-time economy.
- Identify and encourage key employers, national retailers, anchor stores and businesses to locate in the city centre.
- Manage the city centre to ensure its capital city role is reflected in the range and quality of services and facilities provided.



Idea two: A place to live

What is this idea?

Central Hobart in 2042 has a mix of low-rise apartments and other housing options for different needs and incomes. These are intermingled with workplaces, shops, community facilities, recreation spaces, restaurants and cafes to create an inclusive and exciting place to live.

Liveability has become the measure of a successful city, one that provides the conditions for people to flourish. The 'liveability' of a place includes many factors such as availability of housing choices, accessibility and the quality of the surrounding environment. Liveable places are well designed and attractive, with buildings, streets and spaces that promote health and wellbeing.

City centre housing provides many benefits to the economy and vibrancy of the city, as well as accommodation options for residents of the broader city and state. Encouraging people to live in the inner city increases foot traffic, supports retail and service industries, activates vacant floorspace, generates employment and is a ready-made market for cultural events.

Liveable density typically includes a mix of building forms, household types and affordability. Inner city liveable neighbourhoods have a variety of mixed uses including cafes, restaurants, workplaces, shops, light industrial or manufacturing, art studios, community facilities, recreation spaces and homes. Housing in a city centre provides the opportunity to increase choice, by including apartments of various sizes, and other forms of medium-density housing such as town houses. Housing that can be adapted for different life situations, like working from home, ageing in place and family groups, is

best practice. In addition, the proportion of rental accommodation in the city centre is usually greater than in the surrounding suburbs, providing choice. Variety in housing types, tenure types and price points, including affordable housing, are needed to meet the needs of the community.

There is an opportunity for Central Hobart to provide alternative forms of housing that are not currently widely available in Greater Hobart, that is low-rise apartment buildings. The prevalent housing stock in Greater Hobart is single dwellings on separate lots, and this is a form of housing that does not suit everyone.

Homelessness needs to be addressed by a variety of interconnected social and community services. However, the city centre can accommodate many people of varying incomes who prefer an inner city lifestyle.

The prevalence of short-term visitor accommodation in private homes and apartments made popular on sharing platforms such as Airbnb has affected the range and volume of housing available for long-term residents in the Hobart local government area. Measures are needed to ensure that future housing development contributes to a net increase and is not absorbed by the visitor accommodation market.

Critically, providing more compact housing development is not just about 'increasing density' in Hobart. It's equally about providing a high quality of living through walkability, high-quality design and urban vibrancy.

Potential future directions

- Provide additional dwellings to meet the projected population demand for Central Hobart – which could be up to an additional 7000 people over 20 years.
- Encourage medium density housing to respond to Hobart's needs.
- Develop design guidelines for medium density and other forms of housing to encourage diverse, well-designed, adaptable housing.
- Develop and contribute to affordable housing strategies that provide options for lower cost housing for purchase, long and short term rentals, and social housing.
- Develop marketing campaigns to encourage land owners to consider residential development on underutilised sites.



Potential example medium density residential and mixed use development produced under design guidelines that re-enforce the distinctive built form and vibrant streetscape of Hobart.





Idea three: A place to learn and work

What is this idea?

In 2042, the knowledge economy in Central Hobart is thriving. A diversity of new spaces has encouraged businesses to start up, grow and evolve; innovation clusters have organically developed from the vibrancy of workers, creatives, academics and students living and interacting in the city.

Central Hobart contributes significantly to employment and the business economy of Tasmania. Clearly the economic health of the city centre has implications for the economic and employment opportunities of the entire state.

The Hill PDA medium COVID-19 recovery projections has estimated demand for around an additional 288 000m² of commercial floor space to support business expansion in the next 20 years. In particular, high employment businesses need to be encouraged to locate in the heart of the Hobart local government area.

The University of Tasmania's move to the city centre is an important driver of the knowledge economy. It provides an exciting opportunity for the City of Hobart and the University to work in partnership to shape our city, particularly in the Midtown area, and enliven the city day and night. A concentration of students, research and education activity in the city will develop around the University, TAFE and other educational institutions, increasing vibrancy and interaction between students and city workers. 'University cities' can generate and benefit from a virtual cycle of opportunity. In Hobart, workers will gain improved access to training and further education, and knowledge-intensive uses will increase, clustering around the education precinct. Students will be able to live, study and work in the central city.

Potential future directions

- Ensure a thriving business environment within the city centre that provides a variety of employment opportunities.
- Develop strategies to facilitate innovative industries and encourage start-up businesses to locate in the city centre.
- Enable development that provides commercial floor space and employment opportunities to meet future needs.
- Encourage temporary and pop-up options for ground level vacancies to maintain an active street environment.
- Support and facilitate the relocation of the University of Tasmania campus into the city centre.



Idea four: A place to visit and explore

What is this idea?

Post-pandemic Hobart has rebounded as an even more desirable place to visit. In 2042 Central Hobart has an excellent range of accommodation options, and the visitor experience is enhanced with improved wayfinding, playful urban architecture, plenty of events and greater pedestrian links between its many attractions.

Prior to the pandemic, Hobart's reputation as a desirable destination for interstate and international visitors was strengthening. Its festivals and cultural life are major attractions, as are its cultural heritage, food and wine, markets and distinctive landscape setting. The city centre provides much of the region's visitor accommodation with several new hotel developments completed in 2020–21. As a gateway to the attractions of Tasmania more broadly, the city centre also supports regional dispersal. It is also a significant destination for Tasmanians living outside Central Hobart.

A focus on developing the winter tourism market over a number of years has been successful, with Dark Mofo playing a transformative role. Tasmania's unique and powerful branding, attractions and position in the market all need to be retained and nurtured as visitors return. Ensuring the city is well laid out, easy to access and move about, with a range of accommodation options, is important to support the visitor experience.

As Hobart and Tasmania's economy relies heavily on tourism, it is vital that the sector is given sufficient support and impetus. Recognising, protecting and growing the key elements that attract visitors will be an important role of the precincts plan. Providing the infrastructure to make the visitor

experience as rewarding as possible will ensure repeat visits and longer stays. Capitalising on the authentic and unique proposition that Central Hobart has to offer will equally benefit all Hobartians, who will have access to the same facilities and activities on their doorstep as well as added employment and economic benefits.

Potential future directions

- Identify, grow and promote the proven and emerging attractions that draw visitors and tourists to Central Hobart.
- Enhance wayfinding and walkable access to and between key attractions and areas.
- Build new campaigns for Central Hobart based on proven strengths and emerging attractions, with a focus on interstate visitors and Tasmanians.
- Protect nearby uses, which may require a quieter environment, from venues.
- Introduce playful elements in urban design, to promote new experiences and invitations for people of all ages to stay, interact and play.



Idea five: A place of creativity and culture

What is this idea?

Strong support for the arts community and availability of suitable venues has ensured that Hobart is still grabbing international attention in 2042 as a thriving cultural centre. A wide range of creative arts and events are strengthening communities, improving personal wellbeing, and injecting substantial financial returns to the local economy and the wider state.

Since the release in 2013 of *Creative Hobart*, the City of Hobart's cultural strategy, the City has embarked on a profound change to its role in the cultural and creative life of Hobart's community. Before the pandemic, Hobart had established its reputation as a centre for quality cultural and creative products, activities and experiences, and the cultural and creative sector was one of the fastest growing employment sectors in Tasmania. With a significant boost from MONA, Hobart's cultural festivals and events were drawing visitors from across Tasmania, interstate and internationally. Creative Hobart has been building on that strong foundation, supporting, facilitating and establishing conditions for Hobart's creative industries to flourish.

The impacts of COVID-19 have been immediate and far reaching for the creative and cultural sector due to closures and capacity limits and pauses in visitation. Having active cultural and creative businesses will be an important part of the effort to restart interstate and international tourism. And beyond the initial recovery, a healthy arts ecosystem provides entertainment, employment and cultural activities, contributing to the distinctive character of the city centre, enriching urban lifestyles, and bringing people together with shared experiences.

Central Hobart contains 19 key cultural, performing and visual arts venues. Collectively they form a foundation upon which the broader artistic community, visitor economy and vibrancy of the city rely. Cultural venues need to be protected from alternative uses that might curtail their activities due to concerns about noise or activity, nurtured to maintain their attractiveness and viability, and connected to the surrounding city. Building on existing venues to create a cultural hub may generate interaction and critical mass for larger events.

The Cultural Venues Study 2020 identified that, while there are numerous large venues catering to major events and exhibitions, there is a growing need to ensure the local arts community is supported and accommodated through the provision of smaller, accessible and affordable spaces. Hobart's festival and cultural life has seen a decentralisation of activity, moving away and expanding from the traditional focus on Salamanca Place and the waterfront.

Potential future directions

- Retain and nurture the existing cultural, performing and visual arts venues.
- Investigate City Hall as a focal point for an arts and cultural hub.
- Investigate opportunities for some cultural, performing and visual arts to locate in the northern parts of the precincts plan area.
- Grow and support the opportunities for local creative and cultural practice.
- Reflect the strong artistic roots of Hobart in the everyday activities, streetscapes and physical environment.





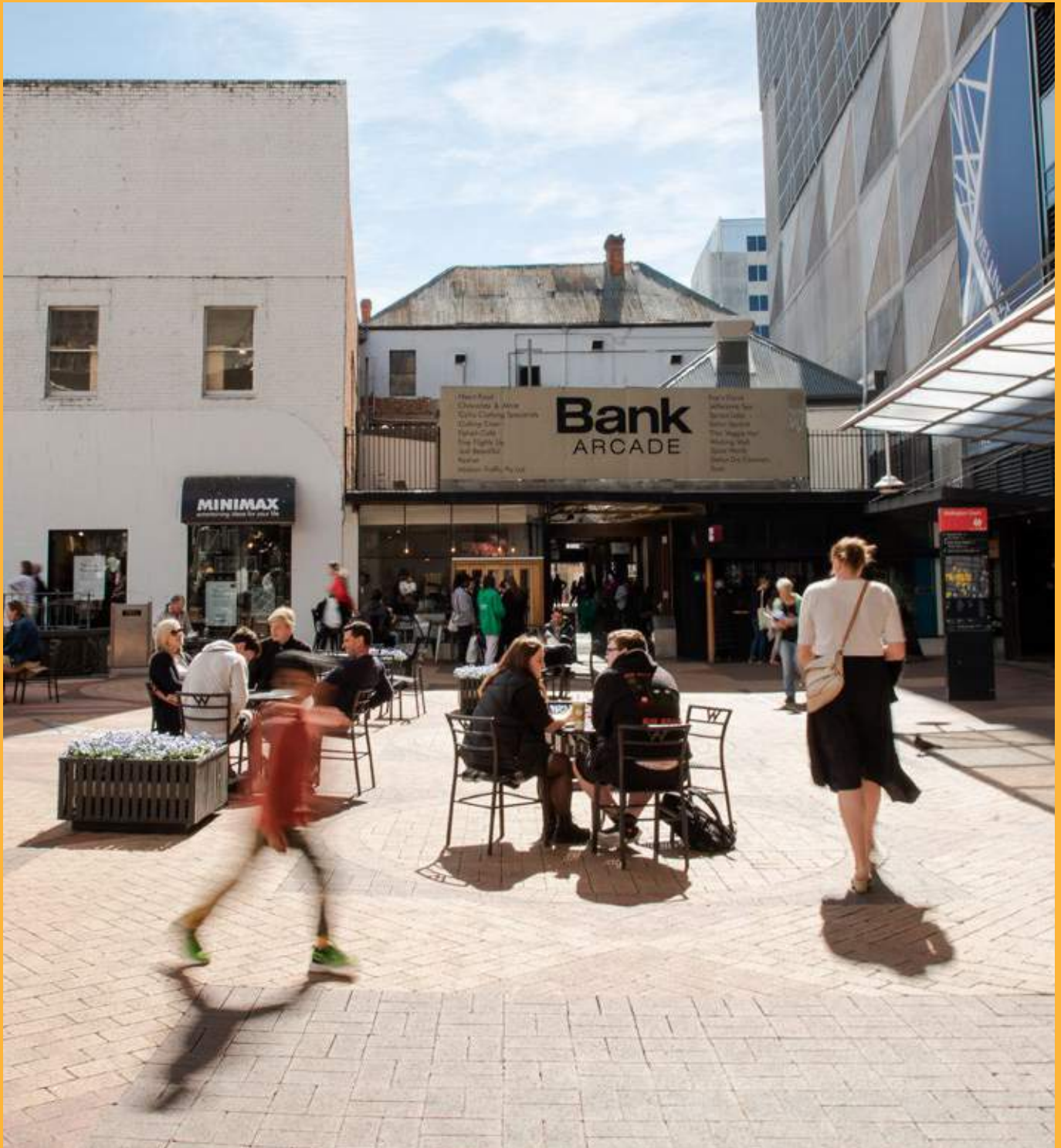
City-shaping goal 2: Public spaces to engage and enjoy

Idea six: Lively, active streets

Idea seven: Greening the city

Idea eight: Connecting with the landscape

Idea nine: The city as a platform for creative expression



Idea six: Lively, active streets



What is this idea?

The streets of Central Hobart have been further brought to life in 2042 by placing people at the centre of activity instead of cars. Well-lit courtyards, street entertainment, quirky laneways and accessible pedestrian routes through the inner city have created a safe and enjoyable environment where people stay longer and visit more often.

Hobart's streets have prioritised vehicle traffic by default since the 1960s, at the expense of other road users and amenity. In liveable cities, streets are more than corridors for vehicle movement; they are valuable public places that support economic, social and cultural exchange, health and wellbeing.

Increasingly, streets need to be adaptable, enabling different uses at different times of the day, week, or year, bringing life to cities during 'off peak' times. Farm Gate Market and Salamanca Market are good examples of the benefits of an adaptable street network, where a street can be closed off for alternative uses that benefit the city socially and economically outside business hours.

Making great streets is both a science and an art; it is the process of reconfiguring streets back to the human-centred environments they once were, and ensuring new development contributes attractive and open public interfaces. Playful elements, places to rest, shade and shelter, contribute comfort and enjoyment, providing access for all. This approach to public realm design entices people to visit the city more frequently and therefore supports an attractive atmosphere and ultimately, the economy of the city. Foot traffic underpins the success of retail areas.

The fine-grain city

Fine-grain describes the detailed network of small scale spaces where diverse, lower cost, innovative activities can occur. The fine-grain is like a city's 'personality', in contrast to the 'face' of a city which is provided by iconic buildings, major infrastructure and overall urban landscape.

Fine-grain largely emerges from the activities and initiatives of the people in the city, supported by mixed uses with a large residential component, small blocks, narrow building frontages, older buildings for character, and a concentration for critical mass. Also important is a well-connected or 'permeable' pedestrian network, one that offers many different ways to walk and wander through the city.

Laneways, malls, courtyards, arcades, squares, and small streets make up the fine-grain pedestrian network, although engaging main streets contribute too – especially when lined with many activities and shops. A well-developed network will offer efficient and appealing walking routes through the city. Some blocks already do this and, as the city develops, through-block laneways and courtyards should be planned. Hobart has an affinity for courtyards – welcoming, intimate spaces that provide

a sense of enclosure and protection from traffic, courtyards encourage people to connect and linger. TMAG courtyard and Salamanca Arts Centre courtyard are great examples. Mathers Place provides a valuable green space, and Collins Court is a popular lunch place for city workers and a mid-block walking connection. Salamanca Square is a successful public space enlivened by a mix of uses, and La Sardina Loca is delightfully intimate in scale. These courtyards offer design cues for new spaces suited to local conditions. With careful planning, new courtyards could add to city life and strengthen the heritage features of the city, with a distinctly Hobart flavour.

Safe, inclusive and accessible

The city streets need to be accessible to people of all ages and abilities and feel welcoming to people of all backgrounds. A city that is safe, welcoming and easy to navigate is one that attracts visitors, residents and business. There are many aspects to creating a city environment that is both attractive and highly functioning. These include lively, well-designed, weather-protected and easy-to-navigate pedestrian ways, efficient and effective transport options, a high-quality built form and places to sit, rest and enjoy. A safe city needs to be designed with thought for sightlines, lighting, signage and materials.



Potential future directions

- With stakeholders, undertake a process to identify the desired future functions and hierarchy for Hobart's streets, and develop a long-term, staged transition plan.
- Develop a laneway strategy for Central Hobart, including identifying potential future pedestrian links and laneways through the 'super blocks' of the city.
- Revitalise the city's quiet lanes, encourage mixed uses and enhance pedestrian movement.
- Consider the potential of strengthening existing and encouraging new developments to provide courtyards, introducing opportunities for spaces that are comfortable and away from traffic.
- Develop a set of guidelines for new buildings and streetscape design that includes safe design and all-access principles.
- Create clear and well-designed pedestrian routes with incidental spaces for sitting, information provision and weather protection.





Idea seven: Greening the city

What is this idea?

In 2042, Central Hobart's residents are healthier and happier due to an abundance of trees, parks and links to more open spaces.

Urban greening and open spaces deliver many benefits to cities, making urban environments more habitable and resilient to climate change, encouraging physical activity and social interaction, improving health and wellbeing, and enhancing economic activity. Cities worldwide are recognising trees and green spaces as critical urban infrastructure, as they provide clean air and shade, and cool the atmosphere during periods of heat.

Beyond benefits to human wellbeing, urban greening promotes biodiversity, can reduce pressure on stormwater infrastructure and aids in carbon capture. The City of Hobart has a target to reach 40 per cent canopy tree cover across the municipal area by 2046. While this target will be difficult to reach in the very centre of the precincts plan area due to constraints posed by street widths and underground services, increasing the urban canopy will be important as the city develops.

Benefits can be captured by improving walkable connections to the surrounding bushland parks and reserves, including Wellington Park, Knocklofty Reserve, Hobart Rivulet Park and Queens Domain. These areas provide access to nature and recreational opportunities such as walking, running and mountain biking. Connections should also be made to any proposed new open space areas such as that at Macquarie Point.

With the anticipated growth in residents, jobs, students and visitors in Central Hobart, there will be a need

for more public spaces to enable social connection, physical activity and wellbeing. There are a range of ways to enhance provision of green life and spaces in the city. Informal civic spaces, pocket parks, avenues of street trees, enhanced links to larger open spaces and provision of play space in the city centre will be important goals.

The University of Tasmania will also introduce new green spaces in the heart of the city, and the Macquarie Point development will create a new park on the edge of the precincts.

The location, design, accessibility, activation and access to sunshine of all these spaces will be important to ensure they feel safe and welcoming, and part of the city.

Green and blue infrastructure for improved resilience

Climate models predict that Greater Hobart will experience more frequent high rainfall events in future due to climate change, and these will create more frequent flood risks for the city centre. Rising sea levels will exacerbate the flooding risks and put pressure on stormwater infrastructure.

Hobart is located at the foot of kunanyi/ Mount Wellington beneath a significant rainfall catchment. A number of rivulets have been piped underground. However, these natural topographical features continue to channelise overland flows in periods of extreme rain.

Currently, Central Hobart has high levels of impervious surfaces when compared with other parts of the local government area. Much of the city centre area is dedicated to roadway, parking and footpaths and there are few green spaces, gardens or street trees to slow down water or allow for infiltration during heavy rain.

Infrastructure upgrades and planning adaptations will be required to address the flooding risks. A complementary strategy is recommended to increase permeable surfaces, green spaces and street trees in the pathways of rivulets to slow down overland flows, and also to create a route for water that is directed away from homes and other buildings.

As the climate warms, urban heat will become an increasing stress in the city centre, exacerbated by the high percentage of hard surfaces (roadway and roofs) compared with green space and canopy. This is called the urban heat island effect. Increasing the amount of greenery and tree canopy in the city will have a cooling effect but also provide benefits for economic activity, city amenity and health and wellbeing. Greening is a strategy that cities worldwide are adopting to enhance the resilience of cities to climate change impacts.

Potential future directions

- Increase tree planting, green open space and water-sensitive urban design features to future proof the city, and reduce urban heat island effect and flood risks.
- Make better use of current open spaces.
- Coordinate with other agencies to formalise public access to other open spaces, such as school and church grounds.
- Work with UTas to ensure the new open spaces provided as part of its relocation to the city centre are well designed, open to all and integrated with other public open spaces.
- Seek opportunities to provide pocket parks and local parks where there are gaps in provision.
- Develop plans for increasing (and valuing as assets) blue and green infrastructure, working with natural systems to increase resilience.
- Undertake planning to ensure the stormwater infrastructure is resilient and able to cope with future rain events.



Existing open spaces

-  parks
-  plazas





Idea eight: Connecting with the landscape

What is this idea?

In 2042, walking and cycling trails connect the waterfront to the mountain and all the city's parks and open spaces. From every vantage point, the views of Central Hobart's surrounding landscape are protected and celebrated.

One of Hobart's biggest strengths is its setting within line of sight of a vast bushland estate, kunanyi/Mount Wellington and the River Derwent, effectively surrounding the city with nature and beauty. It is important that we maintain and celebrate these significant views as the city grows.

To the north-east of the edge of the city, a significant series of linked open spaces including the Cenotaph and Regatta Grounds that form the larger Queens Domain. They connect through to the Royal Tasmanian Botanical Gardens, the river's edge, and further to Cornelian Bay and the Queens Walk sports fields. Access to the Domain from the city has recently been enhanced by the Bridge of Remembrance and Rose Garden Bridge. An improved connection across the Brooker Highway in the north of the precinct could be a future goal to connect city residents with the Domain.

To the south, the Hobart Rivulet Park is 3 km of linear open space that connects with Cascade Gardens, and to the expanse of Wellington Park. It's a popular active travel commuter route, and provides walkers and bike riders access to an extensive network of recreational tracks and trails in the lower foothills of kunanyi/Mount Wellington and Knocklofty Reserve. Pedestrian signals at Molle Street and Collins Street junction (due to be completed in 2021–22) will enhance the access. Developing

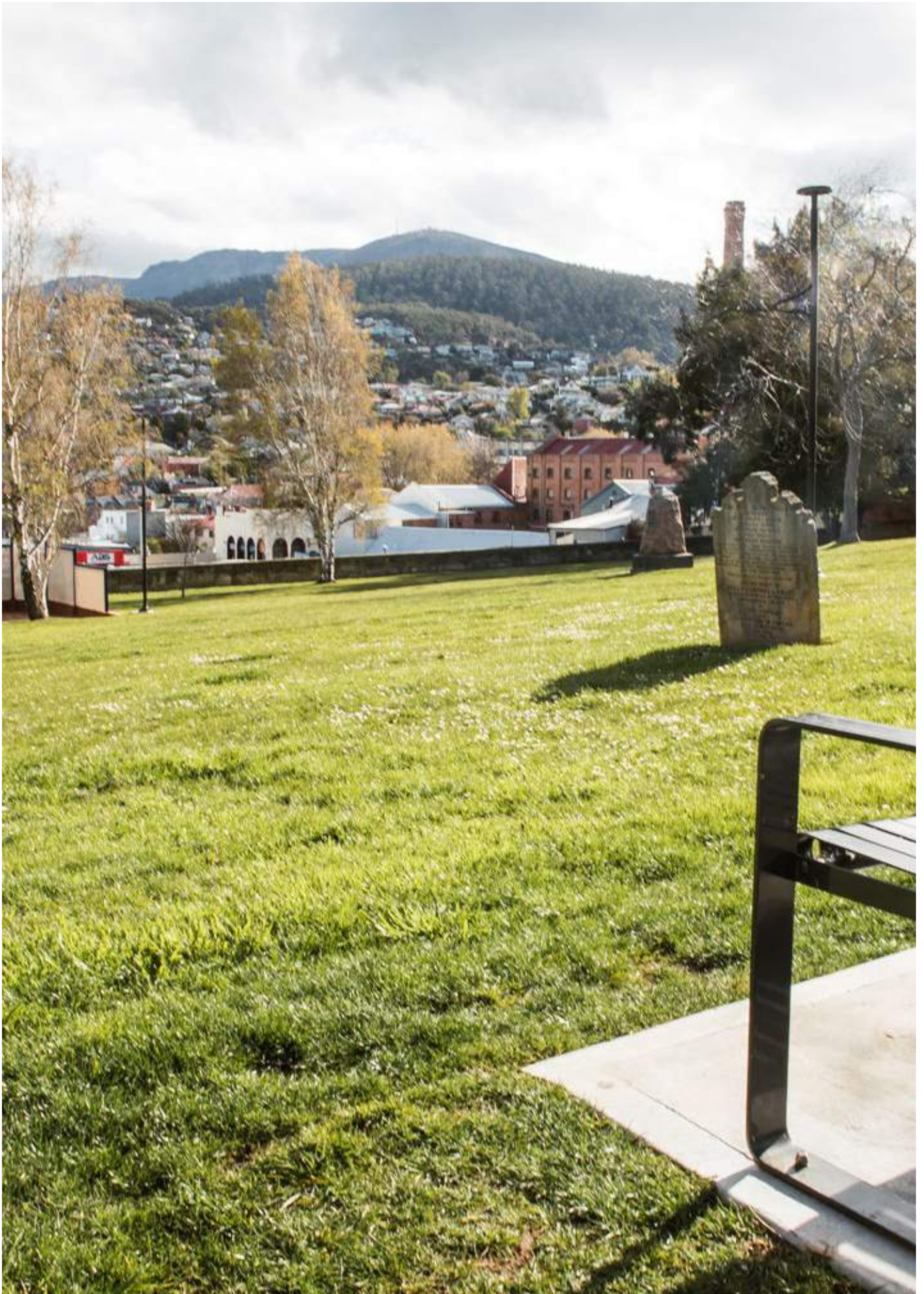
Collins Street as an active travel priority corridor will connect this route into the heart of the city.

The waterfront provides water views from many vantage points within the city, and shared trails in both directions. It is a magnet for visitors and locals alike, a place for events all year round and the iconic weekly Salamanca Market.

However, pedestrian access to these three adjacent areas is interrupted by roads carrying large volumes of traffic. The proximity of these natural places provides significant amenity, but only if they are easy and safe to access by walking and cycling.

Potential future directions

- Seek opportunities to improve pedestrian and cycling connectivity between Central Hobart and the waterfront.
- As residential communities develop, plan for appropriate walkable connections to the green spaces nearby, including Queens Domain, Hobart Rivulet Park and Knocklofty Reserve.
- Work with the Macquarie Point Development Corporation to ensure the development site is connected and accessible to and from Central Hobart and the waterfront.
- Continue to strengthen the pedestrian and cycling connection between Hobart Rivulet Park and the city, with a focus on improved active travel infrastructure on Collins Street.
- Maintain and celebrate key view corridors and visual connections to the surrounding landscape and river.





Idea nine: The city as a platform for creative expression

What is this idea?

From bold to playful, the public art around Central Hobart in 2042 adds delight and meaning, giving a strong sense of place that reflects 40 000 years of human culture.

Successful cities aren't only created through buildings, spaces and bold architectural statements, but rather they emerge through the interactions that people have with each other and the spaces they inhabit. Art in public spaces can create awareness and attraction to place, instilling meaning and identity to urban environments. Art and design can bring surprise and delight to our streets, whether playful, hilarious, reflective or unforgettable, shaking up our familiar understanding of the city, and adding depth or lightness to our everyday journeys. Artworks may be temporary or permanent, engaging with the city's sites and providing an intersection between past, present and future, between cultures and ideas.

The City of Hobart's public art framework provides the principles and a curatorial approach and forms the basis of the strategic development, investment in and support of public art over the next 5–10 years. The outcomes will support the community's vision for Hobart as a creative and cultural capital. Public art in the city is guided by the following directions:

- inclusive – art for and by everyone
- expressive – city as a platform for creative expression
- experimental – on the edge
- interactive – active engagement and interface
- quintessential – sense of place and identity.

As the city grows, there is an opportunity to further develop Central Hobart's visual identity, sense of place and cultural expression through public art, urban design and interpretation.

A particular opportunity is to develop more artworks that recognise and celebrate Tasmanian Aboriginal stories and heritage in the public domain. Tasmanian Aboriginal heritage is integral to our region's culture. It recognises the value of continuing knowledge and cultural practice, which informs our understanding of history, culture, identity and the environment.

Potential future directions

- Include artworks that recognise and celebrate Tasmanian Aboriginal stories and heritage in the public realm.
- Further develop our city's visual identity.
- Support and encourage initiatives to incorporate public art into public, private and commercial developments.
- Develop a City Interpretation Strategy and refresh existing outdated signage.
- Continue to support local artists in activating city spaces and places with temporary and ephemeral art projects.
- Activate streets, car parks and heritage spaces with public art, performances, play, events and festivals.

City-shaping goal 3: Sustainable buildings with character

Idea ten: Built form of excellent design

Idea eleven: The shape of the city – built form, height and urban structure

Idea twelve: Environmental excellence



Idea ten: Built form of excellent design



What is this idea?

In 2042, world-class modern architecture stands proudly beside reinvigorated historic buildings, protecting and adding to Hobart's distinctive character, attractiveness and liveability.

The grandeur of our historic sandstone buildings and charm of hidden laneways and courtyards, green spaces, bustling streets and shopfronts all contribute the personality of Hobart's built environment. These elements have evolved together over time, with a mix of old and new, a variety of lot sizes, a mix of uses and contributions from different eras. To ensure Central Hobart continues to evolve in a way that enhances what the community values, we need shared investment from private and public entities and a commitment to facilitating great design outcomes. This will enable us to cherish the past while building on strengths as the city continues to develop and change. Character that has taken generations to create can be easily lost. To ensure quality design outcomes in future, the elements that matter need to be clearly understood.

It is likely that Central Hobart will develop incrementally with a variety of building outcomes including apartments, some 'shop-top' additions, and refits to existing buildings for residential and commercial uses. Retaining and sensitively adapting heritage buildings to fit today's needs will be important for building on Hobart's distinctive character. New developments should respond appropriately to context by taking design cues from the rhythm, character and scale of the surrounding architecture, contributing positively to the local landscape character and unlocking opportunities for convenient and flexible living.

Major developments should 'prove their fit', reflect their special location and the role of Hobart as Tasmania's capital city in both quality of architectural expression and materials. New developments should spring from, and act as, reinterpretations of what we already value in our city, and while clearly modern they should still feel immediately identifiable as 'Hobart'.

Encouraging design excellence and quality

While design appeal can be subjective, 'design excellence' is measurable and can be evaluated by the function, liveability, sustainability and public contribution of buildings and urban landscape spaces. Design excellence can be achieved in projects of any scale and value and should not be limited to high cost or iconic buildings. Competitive cities recognise that good design contributes to the cultural and economic value of the city, and promote it accordingly.

The City of Hobart coordinates an expert advisory group, the Urban Design Advisory Panel (UDAP), to advise on city design and development proposals.

Increasingly in Australia and New Zealand, city councils and state governments have design excellence principles and design review processes embedded in the assessment process for buildings or places of state or local significance, and master plans.

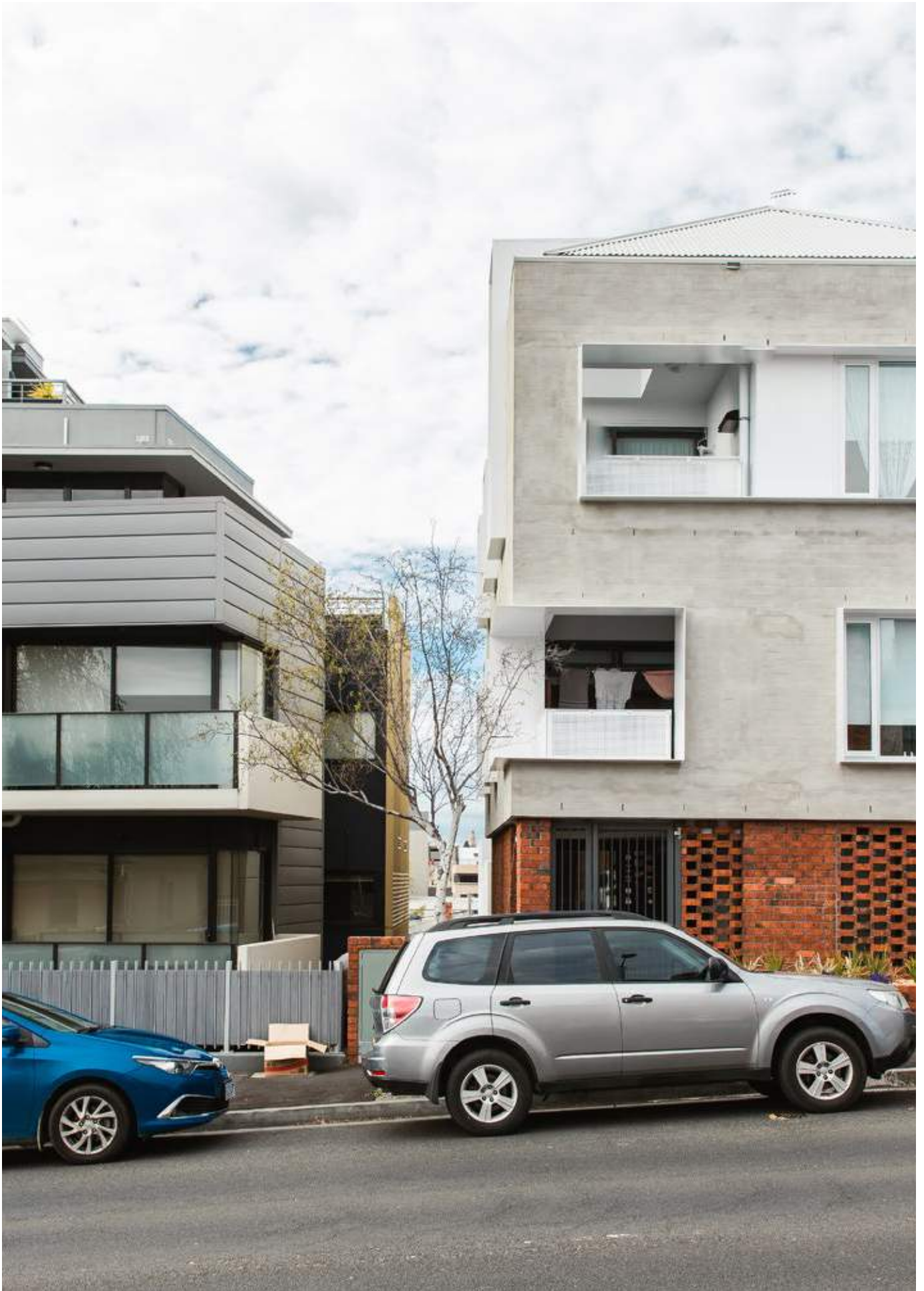
Design guidelines are a useful tool to ensure design excellence and enhancement of local character in throughout the city such as city centres, waterfronts and activity areas. They can be used in conjunction with planning mechanisms and communicate the important qualities of design to ensure that developments contribute to lively, accessible and successful public realm. Design guidelines highlight the desired outcomes for new developments, and the important principles and elements that contribute to those outcomes. It is important that design outcomes cover a range of scales, from urban structure, site layout, building mass, and public interface to the design detail.

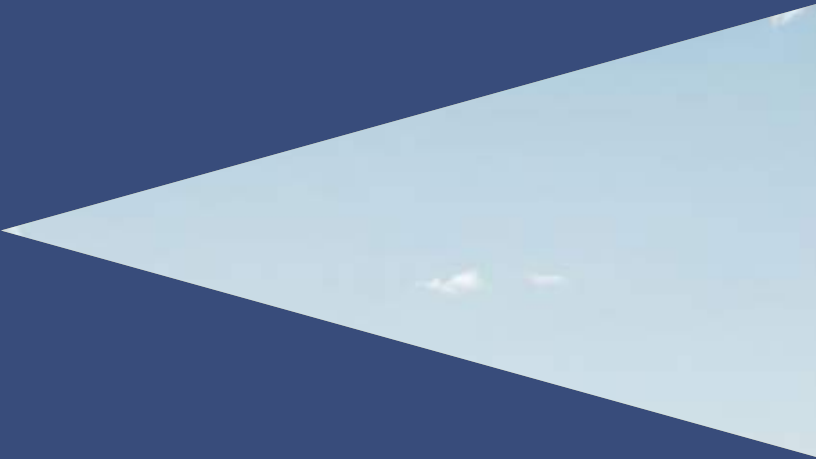
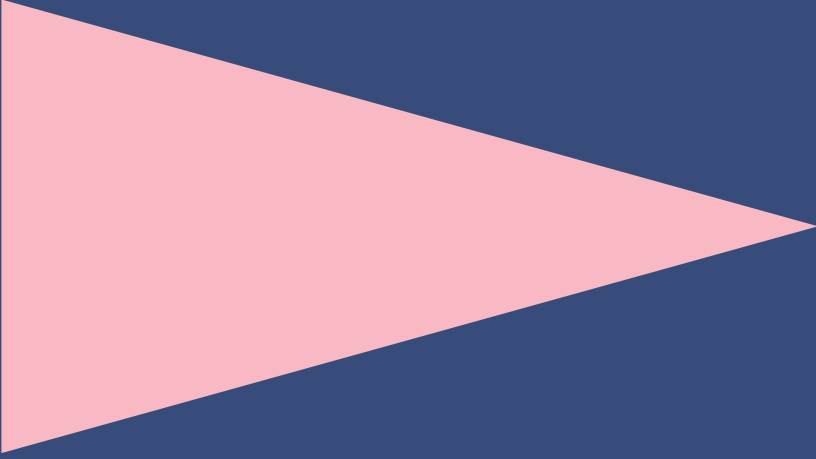
Built form frameworks are an instrument to establish clear development expectations to manage building heights, forms and setbacks in an area. They are informed by analysis of existing built form characteristics, including size and relationship to topography and views, uses, and relationships to other buildings. Built form frameworks can provide the analysis required to substantiate new planning controls for an area.

Residential amenity is a key design concern when providing new accommodation, particularly in apartments. Australia's larger cities have begun to implement minimum standards for apartment developments to ensure living standards are appropriate, and amenity features such as sunlight, and outdoor and indoor space are sufficient. Hobart is also developing apartment design standards to prepare for anticipated growth in this kind of housing.

Potential future directions

- Find ways to celebrate local exemplar designs, to illustrate the preferred outcomes.
- Develop Central Hobart design guidelines to communicate important design outcomes and ensure that new proposed buildings and spaces will make a positive contribution to the surrounding city.
- Develop standards for apartment developments to ensure high living amenity.
- Further encourage adaptive re-use of buildings to extend the life of heritage buildings.
- Build on the effectiveness and expand the role of the City of Hobart Urban Design Advisory Panel (UDAP) to assist in developing design guidelines.





Idea eleven: The shape of the city – built form, height and urban structure

What is this idea?

In 2042 Central Hobart has retained, consolidated and enhanced its character within the 'urban amphitheatre', and, focussed on the central area basin, the diversity of building form and scale maintains connection to the surrounding landform horizons, especially when viewed from the waterfront and other publicly accessible viewing points.

Building height, scale and bulk are often contentious issues when apartments or commercial buildings are built in an existing neighbourhood, or when tall buildings are proposed in an area with lower buildings. The heritage character and lower-rise scale of the city centre are valued characteristics. That is why the Central Hobart Precincts Plan will establish a built form framework resulting in planning scheme provisions to ensure new development responds appropriately to the human scale of Hobart, enhancing the character as the city grows.

Building Height Standards Review – the 'Woolley Report'

The Building Height Standards Review Project (the 'Woolley Report') advised the City of Hobart on appropriate height controls for the Central Hobart and waterfront areas, based on the urban landscape of Hobart and the protection of important view lines.

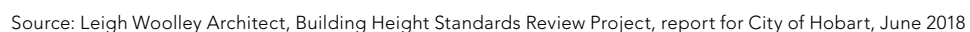
The report identifies the underlying role of the landform in creating urban identity and the character of Central Hobart. Two spatial scales inform its recommendations. The 'urban amphitheatre' is the concept that describes the landscape and topographical setting of Hobart as a 'small city in a large landscape',

referring to the hills and elevated areas surrounding the urban settlement. The second is the 'amphitheatre to the cove' referring to the relationship between the Sullivans Cove area and the amphitheatre provided to the city centre by the layered rise of the surrounding landforms, notably to the west and north west. This is characterised by a graduated increase in height of built form in response to the underlying topography from sea level towards the land form horizons beyond. Included within this, and focussed on the Hobart Rivulet is the central area 'basin'. Height control planes are proposed to reinforce the natural rise from the waterfront, while also defining the central area by providing a reduction in scale to adjacent landform features, including to the Queens Domain and Barracks Hill.

The report recommendations respond to the potential for new developments in Central Hobart, especially within the central area 'basin' to impact on particular views.

A diversity of design scales and principles should also be considered, to ensure a development's design is the right fit for its surrounding city fabric. Just as important as building height is achieving fine-grained urban block structure that contributes to the pedestrian network. Site layouts should enhance the surrounding public

Whether a building interface provides weather protection, access or a plaza, and the quality of the exterior, are all important.



In late 2018 the City of Hobart considered a planning scheme amendment to introduce the height controls proposed in the Woolley report. Elected Members were concerned that the new standards would have an adverse impact on Central Hobart and requested analysis of the economic, social and environmental impact of the building height controls. Subsequently in 2019 Elected Members agreed that the Central Hobart Precincts Plan should address this issue. A study of potential

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Impact on the public realm – the importance of active frontages

The impact of buildings is particularly felt at the street level, where the activities occurring inside can contribute energy and interest to the street. Successful developments will incorporate inviting spaces, and accessible pedestrian entrances to retail and commercial spaces. The ground floor frontage provides the active edges to streets, laneways and public spaces, and can contribute to life on the street, enable safe and lively urban connections and become memorable parts of the city.

Potential future directions

- To encourage certainty, consider preferred maximum and absolute maximum building heights for areas that have potential to grow consistent with Council officer recommendations from the Woolley Report.
- For strategic development sites, test building heights to ensure economic feasibility, sustainability and liveability outcomes.
- Building mass should respond to surrounding context and pedestrian experience, and provide diversity.
- Investigate ways to maintain and strengthen historic subdivision patterns, lot sizes and courtyards.
- In the areas where there is potential for significant development, promote a diverse range of building types, forms and design responses.
- Encourage mixed uses, varied built forms and active building interfaces within larger buildings and developments.



Idea twelve: Environmental excellence

What is this idea?

In 2042, Central Hobart has adopted a range of measures that are producing more sustainable buildings and precincts.

What are sustainable buildings?

The 'sustainability' of a building considers its design in terms of environmental and social contexts, the durability and life of the building, the energy consumed for heating and cooling, and other resources, such as water and chemicals, used in its operation. Buildings have a significant impact on the environment. Research by the United Nations Environment Programme indicates buildings and their construction are responsible for 30–40 per cent of primary energy use¹.

In a city centre, well-designed, compact and high-quality apartments, medium-density housing, retail and office buildings are considered to be more sustainable than their low-density counterparts because they require less land, infrastructure and energy than individual houses on a plot of land.

Sustainable buildings minimise impacts on the environment at their construction by using materials that have low embodied energy such as certified sustainable timber and low VOC materials with low toxicity. Buildings that are designed with long lifespans are inherently more sustainable, as they don't need to be replaced as frequently. Buildings that incorporate recycled materials use less overall embodied energy, and contribute to character and sense of place.

Sustainable buildings are designed to be passively heated and cooled. Living spaces are oriented to the north to capture the winter sun, with shading or eaves to block out summer sun. They are well insulated and have double glazing to prevent the loss of heat during winter and to reduce the heat gained in summer.

While many aspects of sustainable buildings are regulated by the National Construction Code, there is a role for local government to play in setting the conditions to allow sustainable design to occur. Flexible built form guidelines allow designers to respond to climatic conditions on individual sites. Incentives within a planning scheme can encourage sustainable design, such as providing setbacks that allow equitable sun access for properties.

¹ Global Alliance for Buildings and Construction, International Energy Agency and the United Nations Environment Programme, 2019 Global status report for buildings and construction: Towards a zero-emission, efficient and resilient buildings and construction sector, 2019

Sustainable precincts and sustainable buildings

Sustainable precincts approach sustainability by focusing on place-based and precinct-scaled systems, including energy, waste, water, blue and green infrastructure. Examples are the Living Community Challenge² and Greenstar communities³. Sustainable precincts have resilient energy networks, including renewable energy sources such as solar power. Each building can contribute to the overall grid and there is also the potential to create microgrids.

The Central Hobart Precincts Plan could include a planning overlay to achieve sustainable precincts. This could include sunlight amenity standards to reduce heating loads, higher energy rating tools such as NABERS (NSW standard), and mandating that roofs are designed to provide positive benefits for the community. Rooftops can be used to house solar panels and rooftop gardens for communal outdoor space, air drying clothes, harvesting water and growing food.

Potential future directions

- Investigate frameworks for sustainable precincts.
- Recognise the importance of, and develop a framework for, blue and green infrastructure, water-sensitive urban design and urban greening to increase the city's resilience.
- Encourage the development of green roofs and green walls, develop guidance and policy.
- Design City of Hobart infrastructure to meet best practice sustainable design.
- Promote and encourage sustainable building design and where possible include in planning scheme provisions or advocate for changes to building provisions.

² Living Community Basics | Living-Future.org

³ Green Star - Communities - Guide for Local Government (gbca.org.au)



City-shaping goal 4: Connected and accessible city

Idea thirteen: Sustainable travel choices

Idea fourteen: Connecting people and places

Idea fifteen: A strategic look at parking





Idea thirteen: Sustainable travel choices

What is this idea?

Improvements to public transport, more car sharing, and increased walking and cycling options have reduced the dominance of cars in Central Hobart in 2042, with far-reaching benefits for citizens and the environment.

Until relatively recently, Hobart's transport network functioned adequately. By default, cars have been afforded top priority, with other user groups such as pedestrians, cyclists and public transport generally not given as much consideration. As transport demand has grown, the network has come under pressure. During peak times, the road network connecting people living in surrounding areas with the city centre is now reaching the limits of capacity – we experience this as congestion, and the contrast can be seen during school holidays (or even Fridays) when fewer vehicle trips during peak times afford an easier experience.

Both the City of Hobart's vision and the Greater Hobart City Deal commit to developing the Hobart transport network on the basis of mode shift – replacing some trips currently made by car to more sustainable, low emission travel choices. More bus services, ferry services and other projects to support increased public transport from surrounding suburban centres will be achieved as the Hobart City Deal projects are implemented. While the Department of State Growth works to grow the public transport capability, the City of Hobart's role is to provide high amenity streets and places, and walking and cycling infrastructure. Providing suitable access, parking and city servicing is also important.

In parallel to the Central Hobart Precincts Plan, the City of Hobart and Department of State Growth

are developing a Transport Network Operations Plan. It will provide a framework to inform decision-making about Hobart's transport network, in reference to future land uses. Identifying the future 'movement' and 'place' roles of city streets, and identifying key active travel, freight and public transport routes, will lead to the future design and management of city streets. Future work will also assess the benefits and impacts of particular proposals considering all road users, not just private motor vehicles.

For people living in the city centre, the quality and connectivity of active transport routes are important. Progress has been made in the cycling network over the past decade. However, there is a need to extend, enhance and connect existing infrastructure; to elevate the priority of active travel; and to improve safety, comfort and convenience for people who walk or ride a bike, or who wish to. New city residents will walk and use micromobility solutions to move around the city.

There will be some changes required to support increased public transport uptake. In recent years the City of Hobart has upgraded the central city bus mall around Franklin Square and Elizabeth Street. However, this will only support passenger needs for the short to medium term, as bus services are scaled up.

Support for public transport corridors will require decisions to be made about how road space is allocated. This will require us to consider how we use the roads and how, where and when we prioritise public transport services.

As ferry services become established and grow, improved pedestrian and micromobility links will be required to improve the connection between the waterfront and the central city.

Potential future directions

- Work with the State Government to plan for growth in Central Hobart's passenger facilities, including one or more transport interchanges.
- Define and strengthen the individual roles of Central Hobart's main streets within the wider transport network, by developing a clear road user hierarchy.
- Protect key movement corridors from inappropriate access such as new driveways and servicing of buildings.
- Develop a suite of street design configurations to better prioritise walking, cycling and public transport.
- Plan for better pedestrian and micromobility links between Central Hobart and Sullivans Cove to support an expansion in ferry services.





Idea fourteen: Connecting people and places

What is this idea?

Walking, cycling and using micromobility options such as e-scooters is easier and more popular in 2042 because of improved safety, accessibility and other supporting features in Central Hobart's urban design.

One of the city centre's great strengths is its compact and walkable scale, where most services and destinations in the city centre are accessible within a 15-minute walk. Walking contributes to our health and wellbeing. By creating compact and walkable residential communities surrounding the heart of the city and a public transport-oriented city centre, the City of Hobart will be able to accommodate a significant rise in population and visitors. Investment in both public transport and infrastructure for walking and cycling is key to achieving a highly liveable city with less congestion and pollution.

To support the social, cultural and economic life at the heart of Hobart, and its growth, it is critical that the city centre is valued as a people place with streets that are designed to improve the pedestrian experience. Active, vibrant, sustainable cities are full of people working, shopping, accessing services and recreation, studying and living daily lives. New city residents will walk to nearby destinations for work, study and services.

To achieve and support this change, high quality urban design, safety and amenity will need to be prioritised. The streets in the city's heart would offer generous footpaths with high-quality paving and seating, wayfinding and lighting, shade and greening, low vehicle speed limits, continuous footpaths and high-quality pedestrian crossings.

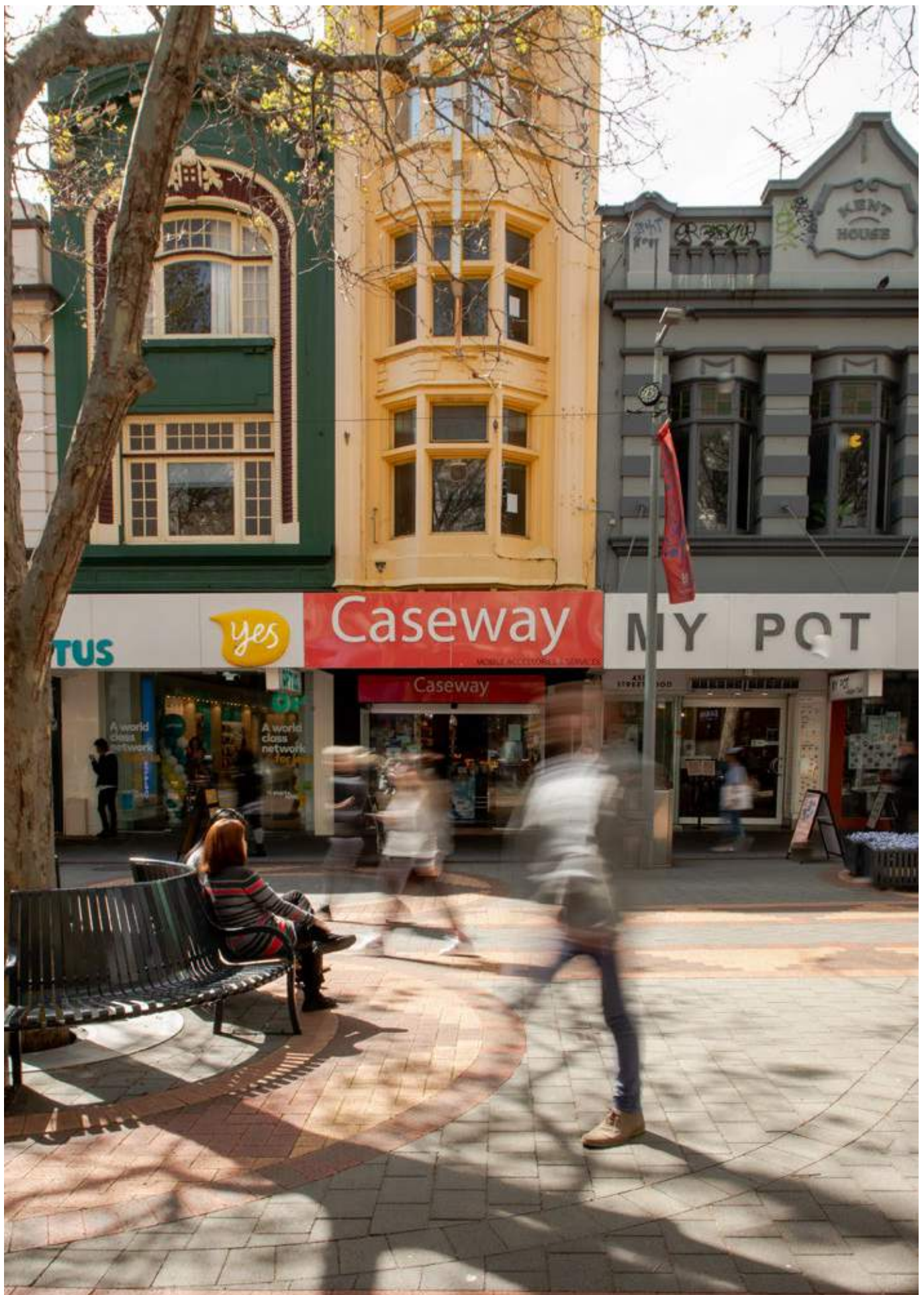
Future developments on underused sites have the potential to occupy large portions of blocks. New large block developments will need to provide common service laneways. This will keep service vehicles from accessing from main streets, which can negatively affect pedestrians and cyclists.

Emerging micromobility options, such as e-scooters, are likely to be popular for city workers, residents and students. Dedicated street space may be required to avoid affecting the pedestrian experience, and to ensure safety of those on scooters.

Elizabeth Street is Hobart's principal walking spine, connecting the waterfront, Elizabeth Mall and North Hobart. Collins and Liverpool streets provide important cross city corridors between the city centre and South Hobart. These key streets will evolve as pedestrian and cyclist focused streets. Melville Street, at the heart of the University of Tasmania's future city campus, will also gain more pedestrians.

Potential future directions

- Develop a 'movement and place' plan for Central Hobart's streets to clarify the role of various city streets.
- Develop a streetscape master plan for Elizabeth Street, and other key city streets.
- Continue to develop cycle infrastructure, focusing on extending the existing provision and filling missing links.
- Service buildings from service laneways, and new large block developments provide for common laneways to keep main streets clearer of service vehicles.
- Expand the 40 km speed limit area to include a greater area of the city, as activities intensify.
- Consider ways of improving amenity for walking by improving pedestrian crossings, planting street trees and creating high-quality environments.





Idea fifteen: A strategic look at parking

What is this idea?

In 2042, large car parks are located near the major arterial routes on Hobart's fringe, with regular shuttle services and better walking and cycling routes bringing commuters into a safer and more amenable central city.

Understandably, a significant amount of land is used for car parking. However, as the city grows it is unlikely to be the best use of land.

The City of Hobart operates short stay car parking, both on- and off- street. Several private operators offer casual and all-day commuter car parking, and there are large amounts of privately owned and operated car parking within the city. The location of large shopper and commuter parking structures can be problematic for the operation of the surrounding street network, and the amenity of the adjacent urban environment, because they attract a lot of traffic.

Short and long stay parking areas may need to be reviewed and managed to protect the amenity of the city and the operation of key street networks. While there will be a need to maintain public car parking in the city centre, strategies to reduce its impact on the public realm are imperative. In the longer term, transitioning major car parks closer to major arterial connections (potentially supported by a shuttle system) may be more appropriate and sustainable. This was a recommendation of the Gehl report¹ of 2010 and is a strategy that many cities are actively working towards.

We have grown accustomed to widespread on-street parking. This, too, may need to be reviewed for the city to grow and function effectively.

Reallocating some kerbside space could create a more equitable, efficient and vibrant city, by improving the provision of disability accessible parking, loading zones, bicycle and micromobility infrastructure, bus priority measures, outdoor dining and activation.

Central Hobart is walkable, so the need for inner city residents to use – and own – cars to commute is diminished. Car share may become more attractive for trips outside the precincts.

Potential future directions

- Undertake a review of short and long stay parking areas to assist with management, protecting the amenity of the public realm, providing necessary access and ensuring the operation of key street networks.
- Consider a staged relocation of some public short stay car parking to locations with better access to arterial roads.
- Review parking provision rates for new developments.
- Support car share and other emerging transport services.

¹ Gehl Architects, Hobart 2010 Public Spaces and Public Life: A city with people in mind, 2010

City-shaping goal 5: Investment-ready and innovative

- Idea sixteen: Aligning the regulatory framework
- Idea seventeen: Development contributing to community benefits
- Idea eighteen: Driving investment through public infrastructure
- Idea nineteen: Identifying strategic development sites
- Idea twenty: Digital by default





Idea sixteen: Aligning the regulatory framework

What is this idea?

In 2042, landowners, developers and the local community have a clear understanding of expectations under the Central Hobart Precincts Plan, and planning approvals are streamlined for preferred development types in particular areas.

Implementing the precincts plan is likely to require some change to regulation. For example, changes to planning scheme provisions will be important to ensure that new uses, buildings and works in the private realm are located, designed and constructed in a way that achieves the plan's goals. There may also be other implementation requirements such as by way of a stormwater system management plan under the Urban Drainage Act 2013.

The precincts plan will provide a place-specific understanding of the development needs for the area compared to the more generalised zoning standards that are in the planning scheme, which have been developed to suit a variety of development types. This creates certainty by clearly indicating which development can be readily invested in.

There are many triggers in the planning regulatory framework that can be used to encourage or require landowners and developers to address the precincts plan's objectives. For example, it's possible to introduce Specific Area Plans to provide clarity about height, setback and required design standards, and to provide more certain pathways to permit approvals where particular standards are met. Proposals that do not align with the precincts plan could be put to a number of tests to determine whether they can be modified or provide an alternative not considered in the precincts plan, but that still achieves the objectives.

Potential future directions

- Undertake detailed analysis of preferred forms of development for individual city blocks to ensure that the expectations of developers and the community are clearly articulated.
- Investigate means of including the preferred development forms in the planning scheme using provisions that create certainty for developers and the community, and streamline approvals processes.
- Test the feasibility of proposed provisions before including them in the planning scheme.





Idea seventeen: Development contributing to community benefits

What is this idea?

An equitable developer contribution system is in place in 2042 to help pay for community infrastructure, ensuring a vibrant, prosperous and sustainable city.

Development contributions are payments or in-kind works, facilities or services that developers provide towards infrastructure required to meet future community needs. While Tasmania does not yet have a developer contributions framework, the practice is well established in most states in Australia. The premise is that a portion of the benefit derived by a developer from

being able to develop land which creates an uplift in property value, should in some way be put towards providing for the additional community needs generated by the new development. It is generally understood that this applies to the additional needs created by individual development that are of a local or neighbourhood scale.

USER PAYS CONTRIBUTIONS	+	IMPACT MITIGATION	+	VALUE SHARING	+	INCLUSIONARY REQUIREMENTS
↓		↓		↓		↓
Justification		Impact mitigation		Value sharing		Inclusionary requirements
Proponents should contribute towards planning infrastructure in line with projected share of usage		Proponents are responsible for 100% of the cost of making good unanticipated off-site effects, including infrastructure impacts		Proponents are required to share part of the uplift in land value brought about by re-zoning or granting of additional height density		Proponents must meet certain development standards on site or pay for these to be satisfied off-site, to meet requirements for cumulative sustainability
↓		↓		↓		↓
Examples		Examples		Examples		Examples
• Development Contribution • Plan levies (Vic) • S94 levies (NSW) • Local Government Infrastructure Plans (Qld)		• Make good conditions on development approvals		• Growth Area Infrastructure • Charge (Vic) • AmC270 Melbourne • Planning Scheme • Voluntary Planning • Agreements - public benefit for additional density (NSW) • Special Infrastructure Contributions (NSW)		• Parking requirements and cash in lieu schemes • Open space requirements and cash in lieu schemes • Affordable housing requirements (eg Ultimo, Pyrmont, Green Square)

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

Developer contributions are usually exacted through the planning approvals system and can be grouped into four mutually exclusive categories: user-pays contributions and charges; impact mitigation levies; value capture or value-sharing arrangements; and inclusionary requirements. These can be mandatory, voluntary or shared. The diagram on the previous page describes the differences between the types of contributions.

Developer contributions are one method by which public infrastructure can be funded. Separate rates and charges can also provide an equitable means of raising revenues to fund public infrastructure. Determining the best methods and triggers for the application of development contributions is a key element of precinct planning. As the framework to levy contributions is not readily available within current legislation, the discussion about developer contributions is largely at the theoretical stage at present.

TasWater has recently released a revised approach to developer charges in its Prices and Services Plan 4. The Local Government Association of Tasmania is also currently investigating options for alternative approaches to improve infrastructure financing, and timely infrastructure delivery models.

Potential future directions

- Investigate the most appropriate means to introduce development contributions to meet the future infrastructure needs of Central Hobart.
- Advocate for the introduction of a revised legislative framework that enables the fairest means of collecting and apportioning development contributions.





Idea eighteen: Driving investment through public infrastructure

What is this idea?

Investment from different levels of government has given private investors confidence and ensured that Central Hobart in 2042 has the public infrastructure needed to meet the goals of the precincts plan.

A key role of the Council and the State Government is investing in the city to attract appropriate development and investment. Investment in the types of public infrastructure that provide confidence and support private investment, while achieving the other objectives of the precincts plan, is critical. The types of public infrastructure that need to be considered include:

- public utilities – water, energy, sewer, stormwater, flood mitigation and adaptation measures
- social infrastructure – educational facilities, healthcare facilities, emergency services, community centres
- public realm improvements including streetscape enhancements – street trees, public plazas, laneways and gathering spaces, parks, playgrounds, public furniture, lighting and public toilets
- arts, cultural, sport and recreational facilities – public art and adapting public spaces to support activation gyms, sportsgrounds
- transport and mobility infrastructure – bicycle lanes and bike parking facilities, public transport passenger waiting facilities, widened footpaths, public car parks, lighting along pedestrian routes, wayfinding signage
- digital infrastructure – public wi-fi, safety monitoring, 'smart' infrastructure.

These types of infrastructure improvements will have local impacts but collectively will indicate the Council's commitment to achieving the precincts plan and support for the appropriate types of development. Some of these facilities could be funded or part funded through development contributions should the legislative framework be created.

Potential future directions

- Prepare a Central City Public Infrastructure Plan that demonstrates existing public infrastructure and identifies future infrastructure needs, costings and apportionments for all development planned for the area to make transparent the real costings.
- Undertake detailed hydraulic modelling and planning to provide the information we need to anticipate and plan for likely future rain events.
- Ensure stormwater infrastructure is resilient and able to cope with future rain events.
- Align and coordinate asset renewals with state government agencies to ensure efficient outcomes.



Idea nineteen: Identifying strategic development sites

What is this idea?

Detailed master planning for specific sites and blocks in Central Hobart has resulted in strategic developments that meet specific community needs and underpin the precincts plan's success in 2042.

In any city, key sites will emerge as crucial to the realisation of the overall goals of precinct plans. These sites may be underused or vacant; they may be particularly visible and prominent; or they may already be owned by a public authority.

University of Tasmania sites, for example, are of strategic importance to the city, and the way they are developed will have an impact on the public realm, the surrounding streets and the way the city is used. Likewise the redevelopment at Macquarie Point is of importance. Other sites may be suitable for social housing or public parks.

Several blocks of the precincts plan area have been identified for future investigation and discussion with the owners to determine the best options for each. Nothing has been decided about their preferred use, but some sites may require specific guidelines, for example, a master plan.

Potential future directions

- Investigate options to identify strategic development sites and city blocks that may be suitable for detailed master planning.
- Facilitate or participate in master planning for key strategic development sites.
- Demonstrate the feasibility of coordinating development of strategic sites.
- Work with developers to achieve coordinated development of key strategic blocks and sites.

Underutilised block percentage





Idea twenty: Digital by default

What is this idea?

In 2042, super-fast internet connections and digital technology underpin a wide range of smart initiatives that help Central Hobart to function better, including ways yet to be imagined.

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

Work has begun with *Connected Hobart*, which is the City of Hobart's smart city framework. It aims to use and apply digital technology and community and organisational collaboration to address a range of urban management challenges. The *Connected Hobart* program includes over 60 actions, projects and initiatives under the headings Places, Communities and Safety, Creativity, Transport, Environment, Infrastructure and Government. Some current initiatives are enhancing personal safety and security by expanding security cameras and lighting in the city, Internet of Things sensor installation, parking innovations, smart bus shelters and encouraging innovative transport modes such as self-driving vehicles and micromobility trials.

The program has also begun building the City's digital twin – a multi-agency information platform that combines data assets owned by the City and other stakeholders with a digital replica of the region's built form, physical assets and infrastructure. The digital twin will provide enormous potential for a publicly owned platform for engagement, tourism, marketing, planning, economic development and other City functions aimed at assessing and managing urban assets and networks in the future.

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

Potential future directions

- Progress the recommendations of Connected Hobart to maximise the benefits of technology for city functioning and improvements.
- Maintain and upgrade technologies and communications for Central Hobart as a priority.
- Utilise the City's digital twin to support improved strategic planning outcomes and infrastructure management in Central Hobart.

5.



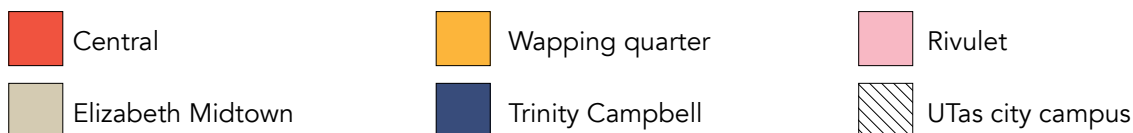
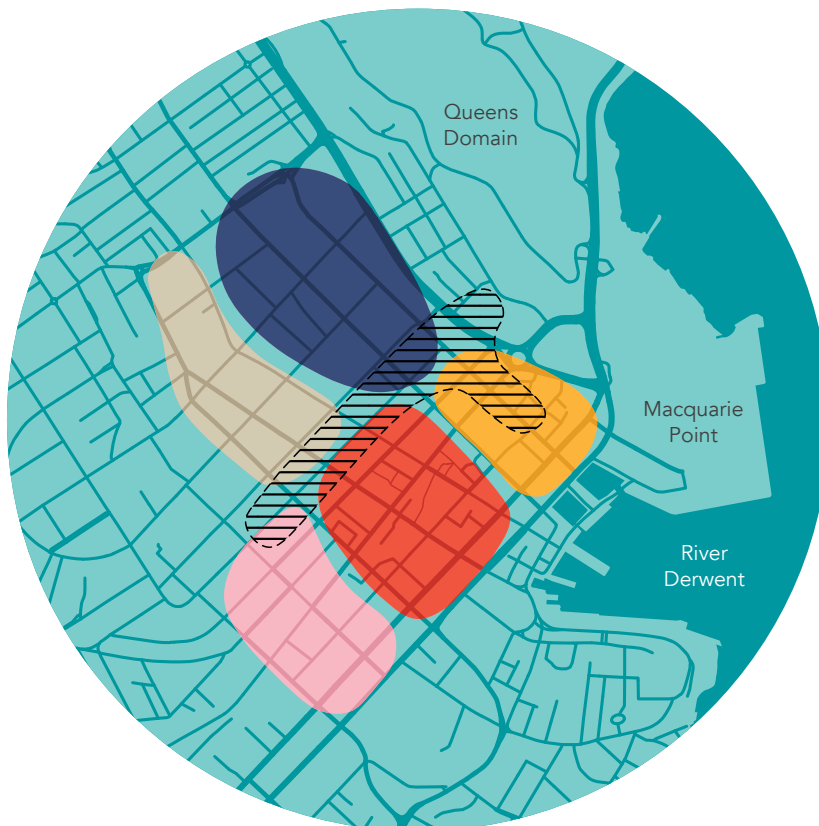
Central Hobart's precincts

Although one city, Central Hobart can also be thought of as a collection of distinct places. This can be useful to provide an emerging framework for future growth and development according to the potential for each place, and helps to target place-specific policies.

In addition to the Central precinct (sometimes called the CBD), four future 'urban neighbourhoods' are suggested as areas for potential renewal and revitalisation. Each has its own potential, character and identity arising from topography, existing land use patterns

and building type, natural attributes and landmarks. Areas are identified that could support increased residential and mixed use development, each within a short walk of the heart of the city.

The University of Tasmania has also recently defined its vision for the development of the southern campus in the city, which would span across the 'middle' of the Central Hobart area – the north western edge of the Central precinct, and into the Wapping quarter. The UTas campus also extends over to Domain House and down to the waterfront.



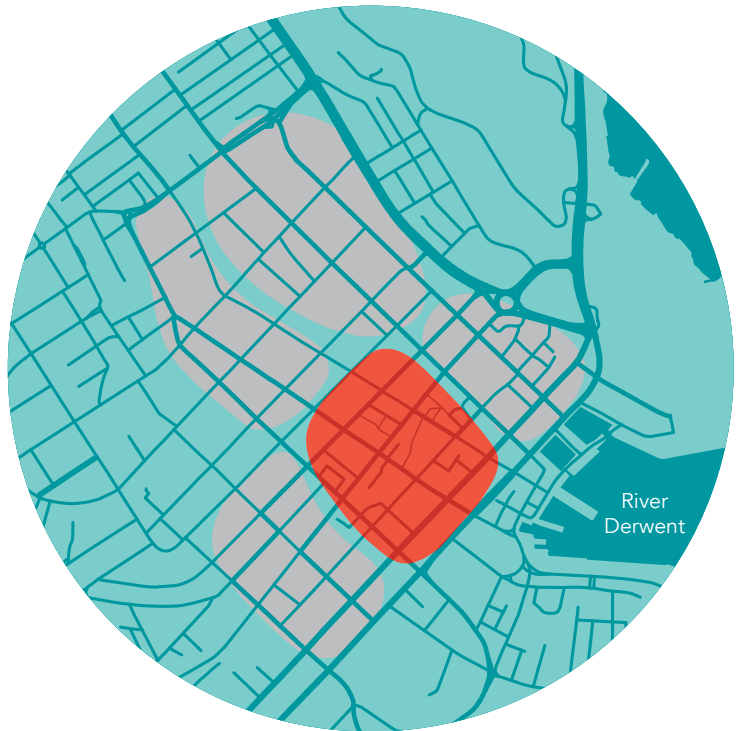
The Central precinct is the heart of the city, a destination that all residents of Greater Hobart have a connection to. Residents and visitors come here to work, shop, explore and be entertained. It is the principal cultural centre of Greater Hobart and Southern Tasmania and will continue to be a drawcard for the region. The concentration of key activities in the Central precinct enables quality services and commercial activities to be provided to the region.

The commercial area has developed in the relatively flat basin around the Hobart Rivulet, flanked by sloping land towards Macquarie Street and Bathurst Street ridgelines. Central has most of the city's tall buildings and is where Hobart's multi-level department stores and most concentrated retail activity is located. Character is shaped by grand heritage civic architecture such as the GPO, Hobart Town Hall, Treasury Buildings and St David's Cathedral. There is a wealth of two and three storey heritage architecture throughout the commercial area, as well as taller buildings from more recent decades.

The historic shopping precinct is bounded by Argyle, Liverpool, Harrington and Collins streets. Here, traditional shopfronts with awnings give the area a town centre atmosphere. This area has the highest concentration of foot traffic in the city and includes Elizabeth Mall which is closed to motor vehicles, and an interconnected network of arcades, laneways and squares such as Cat and Fiddle Arcade, Wellington Court, Bank Arcade, Centrepont Arcade and the Icon Centre.

In 2010, the Gehl report made strong recommendations for laneways and streets to be improved in the central city area, to ensure that this critical part of the city is attractive and welcoming to encourage vibrancy and public life. Since then, Mathers Place has been transformed into a green courtyard space, Liverpool Street has been made a kerb-free slow speed shopping street, and Collins Court has been upgraded with furniture, lighting and art. The public realm improvements have been accompanied by development of retail and entertainment spaces, such as In the Hanging Garden's flexible and interconnected spaces, and major investments in retail floor space including Myer, Icon Centre, Cat and Fiddle Arcade revitalisation and H&M in the old Fitzgerald Department Store. New hotels have expanded visitor accommodation, including the Crowne Plaza, Vibe, Movenpick, RACV and Ibis Styles.

About 900 residents live here, and about 15 000 people work in the area – it has the highest concentration of workers of all the precincts.



Elizabeth Midtown

This area, known as Midtown by locals, is defined by Elizabeth Street, Hobart's historic main road. A multi-modal movement corridor and high frequency bus route, Elizabeth Street is also an important pedestrian spine connecting the waterfront, the city and North Hobart.

Heritage shopfronts in this precinct coexist with big box retail and warehousing, and health and community services. Elizabeth College and the popular North Hobart Cultural Park (Skate Park) make this precinct a daily destination for young people.

The current dominant land uses in Elizabeth Midtown precinct include office space, residential, retail and education. In recent years there has been a growing night-time economy in Midtown, with popular restaurants, bars, breweries and cafes emerging along the strip.

This is a relatively low-density area with several key development sites and high growth potential, and land use is likely to continue transitioning more towards residential uses over time. Greater residential densities will contribute to a vibrant, mixed use precinct with active retail, eatery, education and entertainment uses along the length of Elizabeth Street.



Trinity Campbell

This large area extends between Trinity Hill and the Brooker Highway and is characterised by a mix of two-storey buildings, larger lot sizes, bulky goods retail, warehouses and car dealerships. The built form density is low for an urban area and many sites are considered underutilised.

There is a significant heritage residential area surrounding the old Trinity Church, which is a landmark of the area visible from many places around the city. Campbell Street Primary School and a Woolworths supermarket also generate daily visits to this precinct.

The current land use mix in Trinity Campbell Precinct is dominated by retail sales; with wholesale and residential the next most frequent uses.

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

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



Wapping quarter

Wapping is on low-lying ground that was once part of Hobart Rivulet's confluence with the River Derwent, centred on the lower end of Campbell Street. It is defined by large public and institutional buildings such as the Royal Hobart Hospital, UTas Menzies, TAFE and TMAG as well as significant hotels and the distinctive Wapping residential area. The City Hall is a defining structure in the Wapping Precinct, and the new Hedberg and revitalised Theatre Royal will generate cultural and educational activities across the day and into the evening, making this a special place in the urban zone.

Land use in Wapping is dominated by health care and social assistance. Accommodation and food services, education and training, and residential uses are also strongly represented. There are some 600 residents in the area now, and approximately 8000 people work here. The Royal Hobart Hospital drives the strong employment numbers in the precinct.

Separated bicycle lanes are planned in the lower sections of Campbell and Argyle streets. This will resolve the missing links between the existing off-street shared pathway along the waterfront and the bike lanes on Campbell and Argyle, north of Brisbane Street. As the Macquarie Point site development evolves, enhanced pedestrian connectivity between the city and Macquarie Point may need consideration.

The recently installed Rose Garden Bridge connects this part of the city with the Queens Domain, enhancing pedestrian connectivity between the city and the recreation and open spaces of

the Domain, and connecting the UTas Domain House precinct with the rest of the university's city campus.

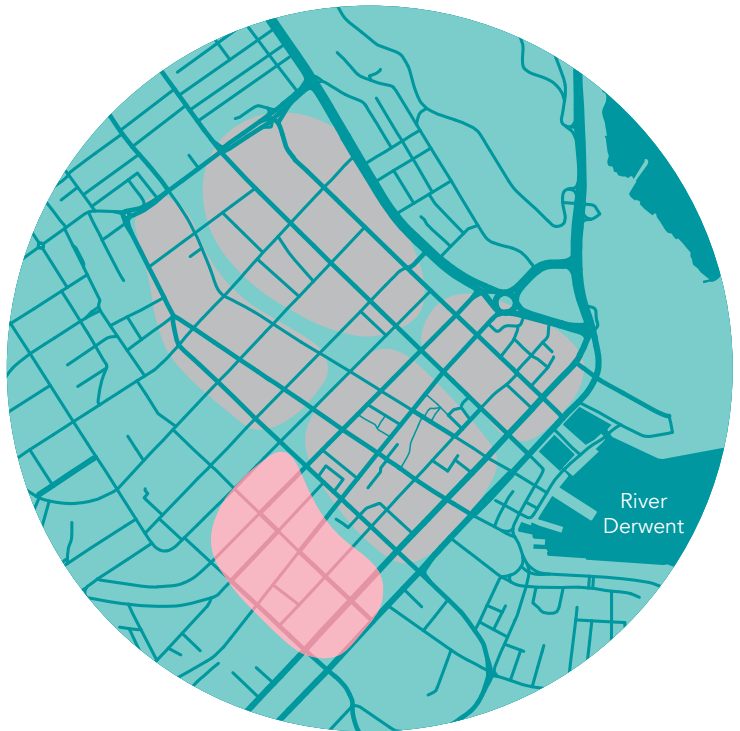
This dense area of the city has relatively little capacity for growth. Nevertheless, it can still develop and intensify as a vibrant urban quarter with increased activity along Collins and Campbell Streets. The City Hall has potential for a variety of active, public, cultural uses. A planned future expansion of TMAG, and a key future development site at Dunn Place car park, combined with continuing upgrades to the Royal Hobart Hospital, will see renewal continuing in the area.



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

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

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



6.



Where to from here?

It is important that stakeholders and the community are involved in the development of the precincts plan. The strategic framework, which includes the vision, goals and potential future directions outlined here, are for discussion, and we encourage feedback. Once the framework is finalised, it will guide future growth in Central Hobart. The City of Hobart, the State Government, developers, property owners, and the community will all play a part in delivering the thriving city centre that we all envisage for the future.

Feedback from the previous engagement in 2020 and on the strategic framework will guide our development of the draft precincts plan, to be released for consultation in the first half of 2022. It will propose a suite of transformational moves, recommended actions and mechanisms that together will deliver the desired outcomes.

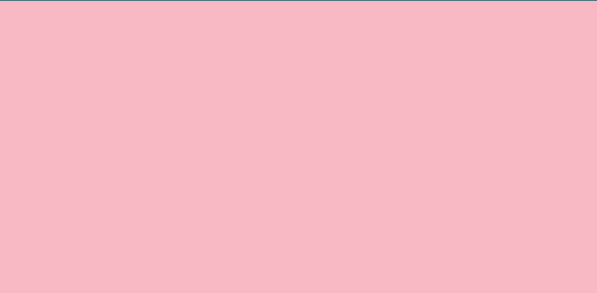
A plan is nothing without clear implementation mechanisms, and the precincts plan will have many. They may include:

- changes to planning scheme provisions
- changes to Council rates and charges
- capital investment and ongoing operating funding by the City of Hobart in works, buildings, events, marketing and services that support the precincts plan
- advocating to the State Government for changes to legislation or funding arrangements and priorities
- liaison with other government and non-government bodies and community groups.

Glossary

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

Internet of Things (IoT)	New data and information technologies mean that aging city infrastructures can be upgraded or replaced with contemporary solutions that talk to us – and each other, anywhere in the world. Sensors can measure air quality, drones can assess conservation values in bushland, and artificial intelligence can help find and analyse information quickly. Networks of these sensors are called the Internet of Things (IoT).
knowledge economy	An economy in which growth is dependent on the quantity, quality, and accessibility of the information available, rather than the means of production. Knowledge-economy jobs require specialist knowledge and skills such as creativity, interpretation and analysis.
micromobility	The transportation over short distances by lightweight, usually single-person vehicles such as bicycles and scooters.
open spaces	Areas of land that are largely undeveloped, that is without buildings or other structures, and are accessible to the public.
precinct plan	A precinct plan sets out a framework to help manage, influence and facilitate change in an area over a period of time, in a way that aligns with a community's vision. It guides development, investment and infrastructure, and gives effect to state and local planning policy, integrating land use, built form, transport, open space, streetscapes and infrastructure. It considers the economic, social and environmental context. Recommendations are made for policies, planning scheme controls and projects to bring the vision to life.
planning scheme provisions	These are standards in a planning scheme that set the rules for use and development of land, buildings and other structures such as signs.
public infrastructure	Public infrastructure is facilities, systems, and structures that are developed, owned, and operated by the government.
public realm	The publicly owned places and spaces that belong to and are accessible by everyone.
Specific Area Plans	Provisions under the Tasmanian Planning Scheme that can be applied to a particular area.
water-sensitive urban design (WSUD)	An approach to urban stormwater management that integrates natural hydrological and ecological systems into urban planning, design and management. WSUD can be implemented at any scale from single projects on individual lots, to interconnected waterway projects at a regional or landscape scale.
wayfinding	The process or activity of determining one's position and planning and following a route. Urban wayfinding systems are designed to orient people and help them navigate around a city, and typically include a range of devices from physical signage to digital applications.



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