Urban Design Principles

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The Urban Design Principles (UDP) for North Hobart are organised under the themes of:

- Built form and design
- Public realm and open space
- Movement and access.

These principles are informed by best practice in urban design and the specific place context of North Hobart, such as palawa identity, land form, character, heritage and solar access.

Good urban design goes beyond a well-designed building. It seeks to enhance the quality of the spaces between buildings, such as the landscape, streets, and parks that are central to the liveability of North Hobart.

The North Hobart UDPs will provide clarity for the community and developers about the priorities for North Hobart. This will support the decision-making process and promote best practice development to deliver on outcomes towards realising the community's vision for North Hobart.

Implementation

The proposed UDP will be delivered through actions outlined in the Neighbourhood Framework.

Actions will be implemented through projects to: improve the public realm; open space; and new transport infrastructure. A mechanism for obtaining developer contributions for community benefit will also be investigated.



Clifton and Central, Mt Lawley, Western Australia by MJA Studio

Built form and design

1. Support medium density development on wide green streets and strategic sites.
2. Promote well designed medium density housing, mixed use renewal and future employment.
3. Ensure buildings respond to context, including land form, views, streetscape, local character, scale, heritage and solar access.
4. Engage with streets and spaces to increase the sense of safety and add to the vibrancy of the public realm.

The proposed built form and design principles will primarily be delivered through actions outlined in Goal One.

Visit https://yoursay.hobartcity.com.au/ to read the draft Plan.



Legacy Park, Queens Domain by Field Labs

Public realm and open space

1. Create a network of open spaces that connect people to Country.
2. Ensure sunlight access to open spaces and streets for people.
3. Increase the amount of greenery with street canopy planting and urban greening.
4. Build resilience to flooding risk.

The proposed public realm and open space principles will primarily be delivered through actions outlined in Goal Three.



Malop Street Green Spine, Geelong, Victoria by Outlines

Movement and access

1. Create streets for people.
2. Make cycling and micromobility a convenient and comfortable way to move around North Hobart.
3. Advocate for and support better public transport services.
4. Manage vehicle access and car parking, prioritising pedestrian safety and consolidated car parking.

The proposed movement and access principles will primarily be delivered through actions outlined in Goal Four.

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Key goals, objectives and strategies that relate to this project.

Goal 1: North Hobart is a welcoming and inclusive neighbourhood to live and work.
Objective 3: Well designed and sustainable buildings that respond to heritage
Strategy 3.2: Support design quality and excellence in new buildings.
Strategy 3.3: Encourage sustainable design and adaptive reuse of existing buildings, with renewable energy, greening and WSUD.
Goal 2: North Hobart is a creative and diverse neighbourhood on palawa Country.
Objective 5: A lively and flourishing high street precinct.
Strategy 5.1: Support retail, services, food, live music and entertainment between Elizabeth and Argyle Streets.
Strategy 5.2: Reimagine Providence Valley Rivulet.
Strategy 5.3: Boost high street festivals, events and street activation.
Strategy 5.4: Create enticing laneways and streets.
Objective 6: Greener, more resilient, and attractive.
Strategy 6.1: Create a network of green streets to increase urban cooling in summer and to provide attractive streetscapes for everyday movement and life.
Strategy 6.2: Incorporate flood responsive design along streets and in areas that are most likely impacted by flooding.
Goal 3: North Hobart is a resilient and sustainable neighbourhood.
Objective 7: A strong public open space network that enriches life.
Strategy 7.1: Provide new open spaces, including pocket parks, plazas and forecourts, and upgrade existing open spaces.
Strategy 7.3: Provide streetscapes that allow for both traditional and contemporary Aboriginal history and truth-telling.

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Key goals, objectives and strategies that relate to this project.

Goal 4: North Hobart is an accessible and walkable neighbourhood.
Objective 9: High quality walkways, footpaths, lanes, and streets, including new connections.
Strategy 9.1: Define a walking network hierarchy of primary and secondary streets and laneways, and upgrade existing footpaths, lanes, streets and pedestrian crossings, and identify potential locations for new links, bridges, and pedestrian crossings.
Strategy 9.2: Strengthen Elizabeth Street's role as pedestrian-friendly commuter spine with landscape and urban design upgrades such as widened footpaths, pedestrian-scale lighting, seating, water bubblers and wayfinding.
Objective 10: An integrated network of safe cycle and micromobility lanes and facilities.
Strategy 10.1: Define a micromobility network of primary (protected) and secondary cycle routes and facilities that is integrated with the surrounding cycle network and provides connections to key destinations.
Strategy 10.2: Increase cycle and micromobility parking and facilities on Elizabeth Street and at key destinations.
Objective 11: Moving & parking cars better & making streets safer & more enjoyable for all.
Strategy 11.1: Encourage vehicles to use Argyle Street or the Brooker Highway when travelling through or to North Hobart to reduce traffic congestion on Elizabeth Street.
Strategy 11.2: Make parking smarter, easier, and more reliable.
Objective 12: A simpler, more frequent and reliable public transport network.
Strategy 12.1: Advocate for improvements to the public transport network to support strong public transport corridors with simpler and direct routes, bus priority lanes, lights and upgraded accessible bus stops with comfortable seating, weather protection, lighting, and real-time information.
Strategy 12.2: Advocate for alternative routes and bus stop locations to support temporary road closures for events.

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