

Central Hobart Precincts Plan Discussion Paper



Summary



City of **HOBART**



Tasmanian
Government



Hobart is one of the most remote capital cities in the world, on the edge of an island on the edge of the Southern Ocean... The mountain, the river, and our history have given our city a special, human scale. This is one of the things we love most about Hobart. It feels like a city built for people, a city where our tallest landmark is kunanyi/Mt Wellington and our heritage buildings are our greatest loves.

Part of Identity Statement 1 from *Hobart: A community vision for our island capital*

Why do we need a precincts plan for Central Hobart?

This document summarises the key elements of a detailed discussion paper which provides the framework for community input into the creation of a long-term vision of Central Hobart as a vibrant, flourishing, sustainable and globally appealing capital city, without compromising those qualities which already make the city unique.

The objective is to develop a Precincts Plan for Central Hobart that reflects the wishes, needs and aspirations of the community and key stakeholders.

A study commissioned by the City of Hobart demonstrates that there will be increased demand for residential and commercial development in Central Hobart over the next 20 years. The discussion paper includes five city-shaping goals and twenty ideas that articulate potential future directions for Central Hobart as it grows. The city-shaping goals and ideas are summarised below while the potential future directions are provided on pages 18–22.

Significant outcomes will include identifying opportunities to increase the population and commercial activities in the area, the provision of open space, and the community, transport and commercial infrastructure required to meet the needs of a growing population.

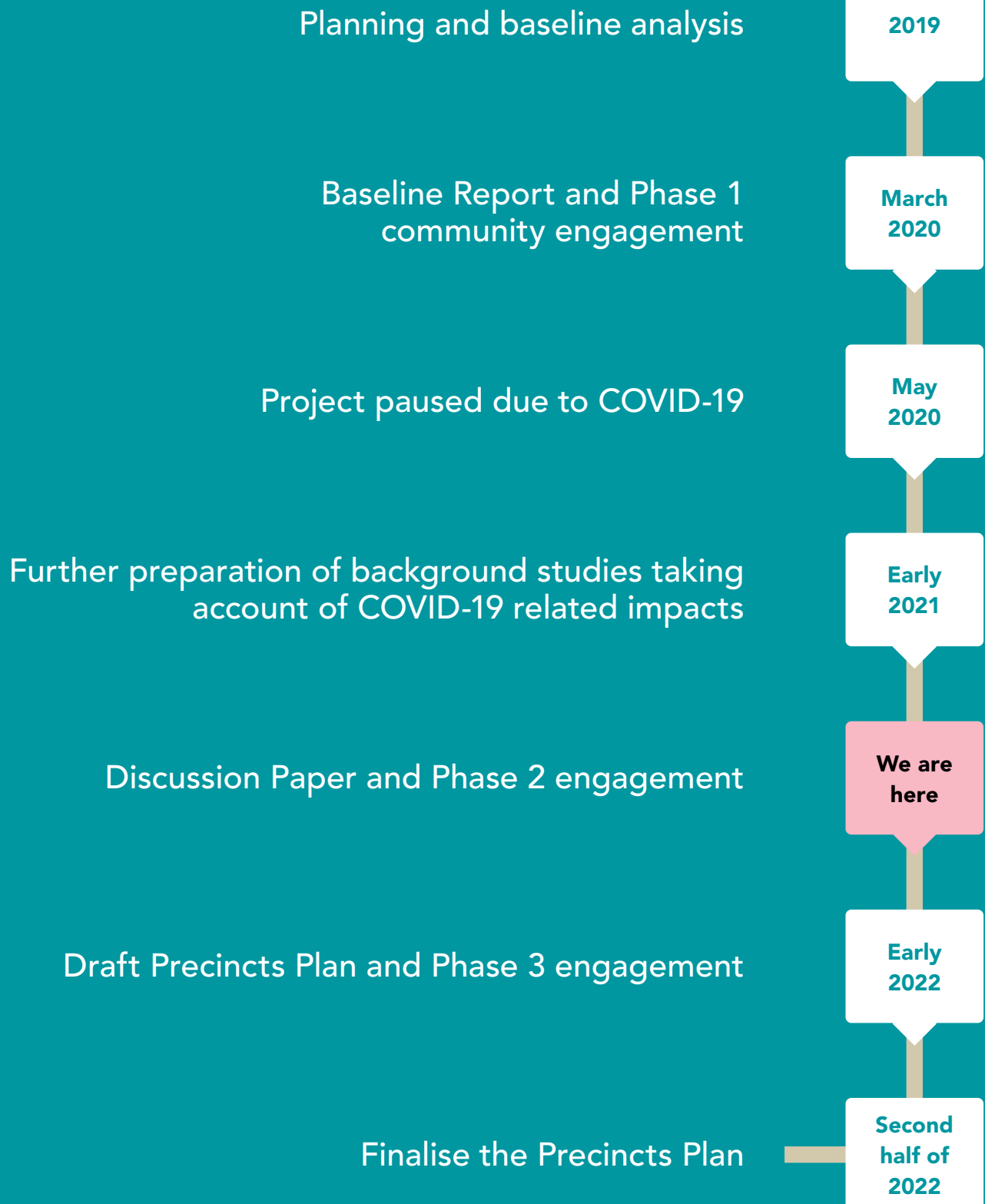
For those who want much greater detail than is contained in this Summary Paper, you are invited to view the more comprehensive discussion paper on the precincts plan by visiting <https://yoursay.hobartcity.com.au/central-hobart-precincts-plan>

It is important to note the goals and ideas canvassed in the discussion paper have not been endorsed by Council. They are simply intended to encourage engagement and to stimulate discussion.

The paper has not been developed in isolation. It encompasses the values and ideas captured in '*Hobart: A community vision for our island capital*' (the Community Vision) and draws on other Council policy documents and technical studies. It aligns with State Government plans, policies and visions, and is informed by a range of specialist reports and analyses.

It will be community feedback, coupled with established City of Hobart strategies and policies that will shape development of the precincts plan, a draft is planned for release for community engagement in the first half of 2022.

Project timeline



What are the precincts?

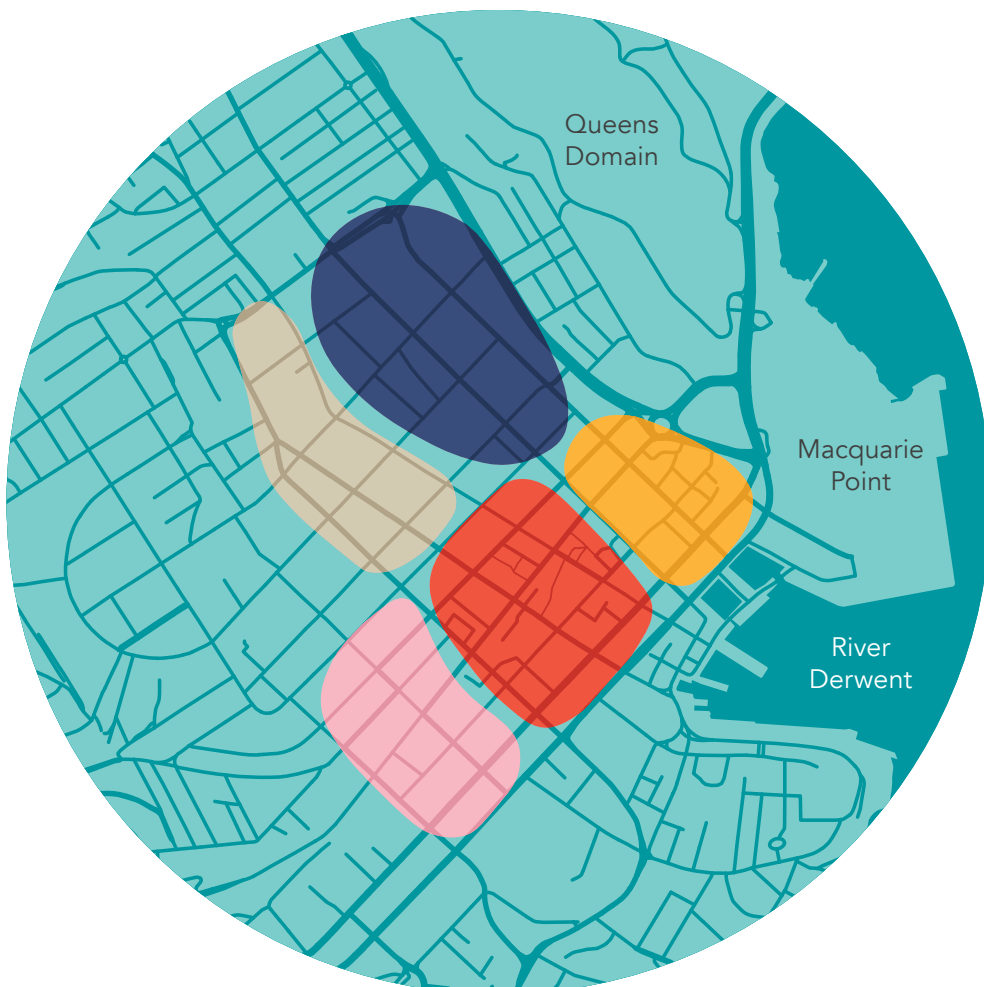
The precincts plan area covers 64 city blocks bounded by Davey Street, Brooker Highway, Burnett Street, and Molle and Harrington streets.

Central Hobart can be thought of as a collection of distinct places, which can be useful in guiding future growth and development to ensure it is in keeping with the inherent potential of each area. It can also help in formulating place-specific policies and planning scheme changes.

In Central Hobart, in addition to a proposed Central precinct (sometimes called the CBD), four future 'urban neighbourhoods' are suggested as areas for potential renewal and revitalisation:

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

Read more about the Central Hobart precincts on page 88 of the discussion paper.



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



Central Hobart in 2042 is a well-managed vibrant hub of activity, integrating Hobart's distinctive built and natural heritage with new assets, including a mix of housing options intermingled with workplaces, shops, community facilities, public spaces and entertainment venues.

The knowledge economy in Central Hobart is thriving and post-pandemic Hobart has rebounded as an even more desirable place to visit. Hobart is still seen as a thriving cultural centre with a wide range of creative arts and events that benefit both the local and state economies.

The people of Hobart have told us they value the city's heritage fabric, human scale, open spaces and open sky. Keeping that feel sets Hobart apart from other capital cities.

The liveability of a place includes many factors such as availability of housing choices, accessibility and the quality of buildings, streets and spaces that are well designed and attractive.

City centre housing provides many benefits to the economy and to the vibrancy of the city. Variety in housing, tenure types and pricing, including affordable housing, are essential in meeting the needs of the community as well as the growing demand for housing.

Providing other forms of housing development is not just about increasing population density. It is equally about ensuring the quality of life is enhanced through easy access to all the things that make inner-city life so rewarding, such as shopping, eating out and being entertained.

The economic health of Central Hobart has implications for the economic and employment opportunities of the entire state. Recent projections have estimated demand for around an additional 288 000m² of commercial floor space to

support business expansion in the next 20 years.

The University of Tasmania's move to the city centre is a driver of the knowledge economy. 'University cities' can generate and benefit from a virtual cycle of opportunity.

Recognising, protecting and growing the key elements that attract visitors will be an important role of the precincts plan.

Hobart's festivals and cultural life are major attractions, as are its cultural heritage, food and wine, markets and distinctive landscape, all of which strengthen its reputation as a desirable destination for travellers. Providing the infrastructure to make the visitor experience as rewarding as possible will help ensure repeat visits and longer stays, benefiting Hobart residents who enjoy those same facilities and activities, and also resulting in employment and economic benefits.

Central Hobart contains 19 key cultural, performing and visual arts venues. Strong support for the arts community and availability of suitable venues will ensure that in 2042 Hobart continues to attract international attention as a thriving cultural centre.

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



Central Hobart in 2042 has streets that place people at the centre of activity instead of cars. There is an abundance of trees and parks with links to more open spaces. Its walking and cycling trails will connect Central Hobart to the surrounding landscape.

The public art in Central Hobart gives a strong sense of place that reflects 40 000 years of human culture.

Increasingly, public spaces and streets need to be adaptable and flexible, enabling different uses at different times of the day, week, or year. This is especially important when the alternative use of road space can inject added life to the city during 'off peak' periods.

Foot traffic underpins the success of retail areas.

Good pedestrian access can support a range of activities in public spaces such as walking, meeting people, eating, shopping, busking, sitting, playing and being entertained. To encourage this lifestyle, the city's streets will need to evolve over time, to prioritise safety, accessibility, resilience and comfort.

Also important is a well-connected or 'permeable' pedestrian network, one that offers many different ways to walk and wander through the city, allowing pedestrians to avoid the streets that have high volumes of traffic.

A city that is safe, welcoming and easy to navigate is one that attracts visitors, residents and business. A safe city needs to be designed with thought for sightlines, lighting, signage and materials.

Cities worldwide recognise trees and green spaces as critical urban infrastructure as they provide clean air

and shade, and cool the atmosphere during periods of heat. The City of Hobart has a target to reach 40 per cent canopy tree cover across the municipal area by 2046.

One of Hobart's biggest strengths is its line of sight of a vast bushland estate, kunanyi/Mt Wellington and the River Derwent, effectively surrounding the city with nature and beauty. It is important we maintain and celebrate these significant views as the city grows. However, pedestrian access to these areas is interrupted by roads that are at times 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.

Art in public spaces can create awareness and attraction to place, instilling meaning and identity to urban environments.

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 public artworks that recognise and celebrate Tasmanian Aboriginal stories and heritage. Aboriginal heritage is integral to our region's culture.

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



In 2042, Central Hobart's modern architecture stands beside its wealth of historic buildings, adding to the city's distinctive character, attractiveness and liveability. It has retained, consolidated and enhanced its character. Its diversity of building form and scale maintains connection to the surrounding landform horizons.

The grandeur of our historic sandstone buildings and charm of hidden laneways and courtyards, green spaces, bustling streets and shopfronts all contribute to Hobart's built environment. To ensure Central Hobart continues to evolve in a way that enhances what the community values about Hobart, we need shared investment from private and public entities, and a commitment to facilitating great design outcomes.

Retaining and sensitively adapting heritage buildings to fit today's needs will be important for building on Hobart's distinctive character.

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. 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.

Competitive cities recognise that good design contributes to the cultural and economic value of the city, an appeal they actively promote.

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 the city and the protection of important view lines.

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.

Sustainable precincts require a focus on place-based and precinct-scaled systems, including energy, waste, water, blue and green infrastructure.

The Central Hobart Precincts Plan could recommend changes to the planning scheme to encourage sustainable design or a planning overlay to achieve sustainable precincts.

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



Central Hobart in 2042 has reduced the dominance of cars with sustainable travel choices providing far-reaching benefits for citizens and the environment. Walking, cycling and using micromobility options is easier and more popular because of Central Hobart's urban design.

Large car parks are located near major arterial routes on Hobart's fringe with regular shuttle services, walking and cycling routes bringing commuters into the city centre.

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. 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 as well as walking and cycling infrastructure.

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.

In parallel to the Central Hobart Precincts Plan, the City of Hobart and Department of State Growth are developing a Transport Network Operations Plan.

Investment in both public transport and infrastructure for walking and cycling is key to achieving the ecological goals underpinning a highly liveable city free of congestion and pollution. To support the social, cultural and economic life of

Hobart as it grows, it is critical the city centre is valued as a people place with streets that are designed to improve the pedestrian experience. To achieve and support this change, high quality urban design, safety and amenity will need to be prioritised.

New large block developments will need to provide common service laneways to avoid service vehicles accessing from main streets, which can negatively affect pedestrians and cyclists.

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 public spaces 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 and is a strategy that many cities are actively working towards.

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



In 2042 landowners, developers and the community have clear expectations under the Central Hobart Precincts Plan – planning approvals are streamlined for preferred development types in particular areas. Investment has ensured Central Hobart has the public infrastructure needed to meet the goals of the precincts plan. Digital technology helps the area function better, including ways yet to be imagined.

Detailed master planning has resulted in strategic developments that meet specific community needs.

Implementing the precincts plan is likely to require some change in regulation.

The precincts plan will provide a place-specific understanding of the development needs of 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.

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. 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. Developer contributions are one method by which public infrastructure can be funded.

A key role of the Council and the State Government is investing in the city to attract appropriate development and investment.

It is important for investment in public infrastructure to support private investment while achieving the other objectives of the precincts plan. The types of infrastructure needed include:

- public utilities;
- improvements to public spaces, including streetscape enhancements;
- arts, cultural, sport and social infrastructure;
- recreational facilities;
- transport and mobility infrastructure; and
- digital services.

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

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.

Where to from here?

It is important that stakeholders and the community are involved in the development of the Central Hobart Precincts Plan.

There are a range of potential future directions for each idea in the discussion paper that suggest how we achieve the city-shaping goals. These are listed on the following pages.

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.

Feedback from the community will be sought on the discussion paper. For engagement opportunities and ways to have your say, please visit:

<https://yoursay.hobartcity.com.au/central-hobart-precincts-plan>





Potential future directions

Idea one: A strong city heart

- 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

- 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.

Idea three: A place to learn and work

- 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

- 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

- 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.

Idea six: Lively, active streets

- 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

- 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.

Idea eight: Connecting with the landscape

- 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

- 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 to activate 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.

Idea ten: built form of excellent design

- 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

- 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

- 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.

Idea thirteen: Sustainable travel choices

- 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

- 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

- 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.

Idea sixteen: Aligning the regulatory framework

- 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

- 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

- 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

- 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.

Idea twenty: Digital by default

- 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.





October 2021

The Central Hobart Precincts Plan discussion paper has been prepared for engagement purposes only and has not been endorsed by Council.

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

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