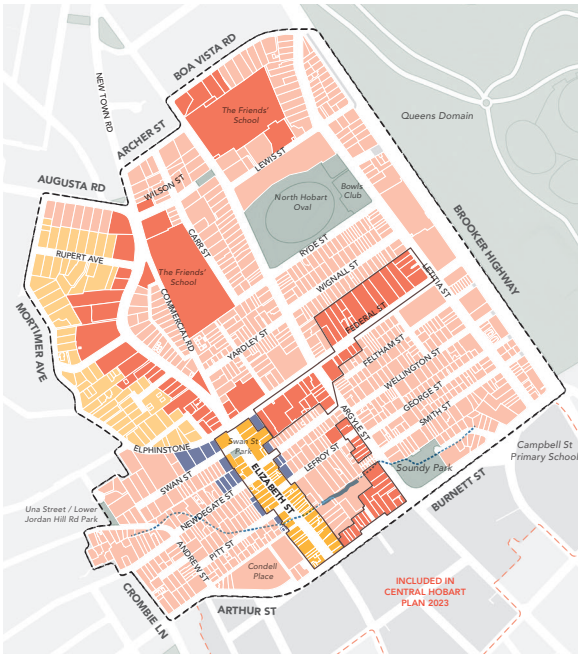
Renewal on wide green streets

Fact sheet

The Plan encourages medium density development on wide green streets and key sites like Argyle, Burnett, Federal, and Letitia Streets. These areas can accommodate taller buildings with minimal off-site impacts.

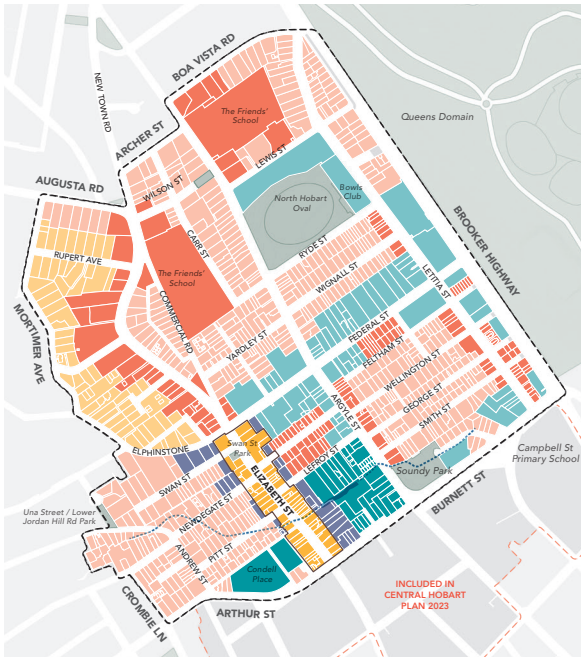
Buildings will integrate with the area's character. Active frontages and greening will contribute to vibrant public spaces, enhancing street life and safety through principles like crime prevention through environmental design (CPTED) and water sensitive urban design (WSUD).

Proposed building heights encourage diverse medium density housing and mixed-use development that enhances North Hobart's character and identity. Building heights respond to local context, respecting landform, views, heritage, and solar access. Development will align with North Hobart's natural topography, from the 'Domain' to the 'basin' areas.



Existing maximum building heights plan in the LPS

- 8.5m above NGL General Residential Zone (allows for 2 storeys)
- 9m above NGL North Hobart SAP (allows for 2 storeys)
- 9.5m above NGL Inner Residential Zone (allows for 3 storeys residential)
- 10m above NGL (allows for 3 storeys mixed use development)

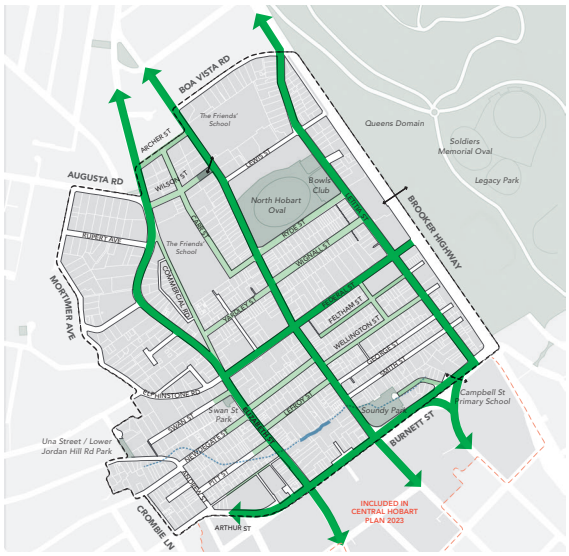


Proposed maximum building heights plan in the LPS
(draft only - subject to change)

- 12m above NGL (allows for 3-4 storeys mixed use development)
- 15m above NGL (allows for 4 storeys, subject to performance criteria including delivery of urban design and community benefits)
- 18m above NGL (allows for 5 storeys, subject to performance criteria including delivery of urban design and community benefits)

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

City of HOBART



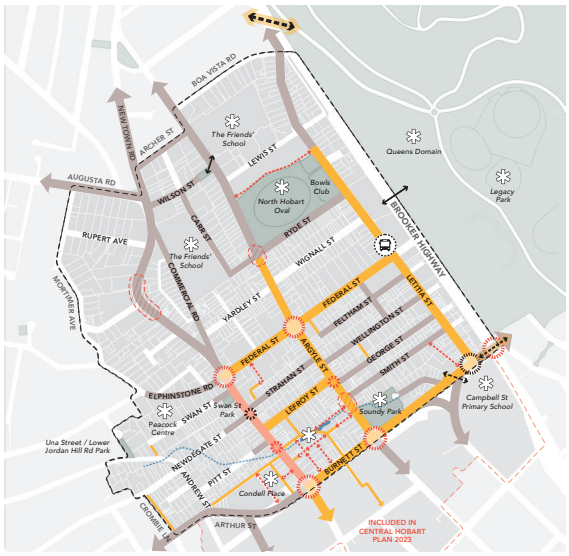
Green streets plan

- Primary Green Street
- Secondary Green Street
- Overpass (existing)
- Underpass (existing)



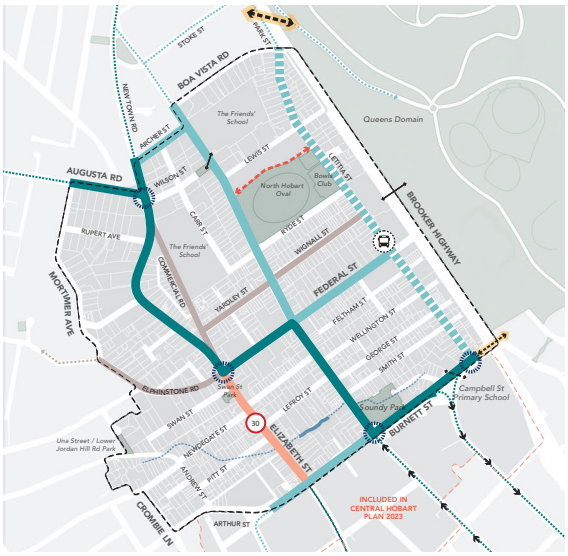
Public transport plan

- Common bus route
- Bus route
- Potential BRT route
- Elizabeth Street, high street closure for events and festivals



Pedestrian plan

- Elizabeth Street — pedestrian priority 'high street'
- Primary pedestrian street
- Secondary pedestrian street
- Existing laneways
- Potential future pathways
- Investigate new bridge to Queens Domain



Micromobility plan

- Primary (protected) cycle route
- Secondary cycle route (subject to BRT)
- Secondary cycle route
- Calm street cycle route
- High Street cycle route (30km/hr)

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

YOUR SAY HOBART

Renewal on wide green streets

City of HOBART

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 1: More diverse housing options including social and affordable housing.
Strategy 1.1 Support well-designed medium density housing in the right locations through mechanisms in the planning scheme.
Objective 2: Jobs and services, and everyday convenience that is within walking distance.
Strategy 2.1: Support existing and future employment needs with new and renovated buildings that offer different sized tenancies at varying price points to support a range of business and employment needs.
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.

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

YOUR SAY HOBART

Renewal on wide green streets

City of HOBART

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.
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.
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.