

# PROJECT BRIEF - INFILL DEVELOPMENT PILOT PROJECT

## Project background

The Department of State Growth in conjunction with Southern Councils commissioned the *Infill Development within Greater Hobart Report* to better understand the drivers and policy settings that influence infill development and how both levels of government can intervene to encourage higher levels of infill development.

This was done with a view to being able to encourage more people to live closer to employment, education, activity centres and key transport corridors.

The Report recommended the following actions:

1. designate priority area for renewal: Designate the corridor from Hobart CBD to Glenorchy as a priority area for infill development
2. undertake a comprehensive strategic planning process: The development of structure plans for priority infill areas can assist in a smoother development approval process
3. apply supply-side interventions: stimulating infill development by lowering some of the barriers such as improving development feasibility, creating efficient planning approvals
4. apply demand-side interventions: to stimulate the demand for infill development such as improving public transport, creating attractive and highly liveable communities and creating housing diversity
5. apply governance structure most likely to achieve desired outcomes: A governance model is required to facilitate infill development by implementing the recommendations above and providing a combination of leadership, facilitation and implementation.

It is proposed to progress the first two actions of the Report through identifying priority sites for infill development within the municipalities of City of Hobart and Glenorchy City Council and to undertake a strategic planning process around the development of these sites for infill development. The infill pilot project is funded jointly through the Department of State Growth, City of Hobart and Glenorchy City Councils.

## Project objective

To increase density (residential and employment) in close proximity to major public transport corridors and activity centres.

## Project benefits

- improve people's access to employment, education and training, by increasing residential density and housing diversity in close proximity to activity centres.
- maximise government's investment in existing services and infrastructure such as roads, public transport, schools, water, sewerage and energy networks.
- agglomeration benefits by creating an economy of scale and increasing the city's productivity and attractiveness as a place to invest.

## **Project outputs**

Outputs of the project would be:

1. designating priority sites for infill development.
  - significant background analysis has been already undertaken on identifying sites within 800 metres of the Main Road Transit Corridor which could be suitable for infill development.
  - this work provides an important foundation for more detailed site investigations to identify where higher levels of infill are likely to occur (i.e. driven by market demand, and encouraged and facilitated by government intervention).
2. undertake a comprehensive strategic planning process.
  - develop a structure/development plans to ensure development certainty and smooth planning approval processes.
  - specialised market advice would also be required to identify what development and procurement options would be most effective in ensuring the site is developed for infill.
  - options should look at whether government develops the site in partnership with the private sector or disposes of the site under agreement for development of a specific use.

## **Consultancy scope**

### **Stage One: Site identification for pilot projects**

Identify strategic sites for infill development including residential and/or mixed use in the Study Area:

- review sites identified in the Main Road Transit Corridor work.
- hold site identification workshop with staff from City of Hobart, Glenorchy City Council and Department of State Growth.

Develop criteria to prioritise sites for investigation. These criteria could be based on:

- site area: ability to create clusters of sites or amalgamate sites.
- proximity to activity centres and public transport (Main Road).
- site ownership eg Tasmanian Government, Council.
- site characteristics: aspect, slope, current use of site (vacant, brownfield/greyfield), contamination and heritage issues.
- neighbourhood amenity, eg streetscape, adjoining uses.
- redevelopment potential: vacant land, age and condition of building stock, ability to have mixed use.
- market potential: assessment of whether the sites are likely to be attractive to the end market.

Assess sites and prioritise:

- select priority sites within the study area for the pilot projects, based on criteria above and hold workshop with City of Hobart, Glenorchy City Council and State Growth to verify priority sites
- must include a maximum of six priority sites, (three each within City of Hobart and Glenorchy City Council municipal areas) selected for further investigation as part of Stage Two.

**Output Stage One:** identification of priority sites to be investigated in Stage Two.

### **Stage Two: undertake a comprehensive strategic planning process**

Develop high level structure plans<sup>1</sup> for priority sites to ensure development certainty:

- the structure plans needs to take into account site context, site characteristics including land capability, site opportunities and infrastructure.
- the structure plans need to detail desired future use and outline appropriate levels of development form, eg density, height, location of development.

Critique and, if necessary, recommend refinements to existing and future planning controls (eg Interim Planning Schemes), in respect of infill residential development within the priority sites.

Provide specialised market advice to identify what development and procurement options would be most effective in ensuring the priority sites are developed for infill:

- provide market advice on the feasibility of developing the priority sites for infill, eg market demand based on location and type of use (residential/mixed use, dwelling type and likely price points).
- provide advice on options for the process of developing the sites. Options should look at models depending on whether the sites are publically or privately owned. These options may include:
  - the Tasmanian/local Government developing the site in part of in full.
  - disposes the site under agreement for a specific use.
  - works with the private owner to develop the site through an agreement eg provision of part of the site for affordable housing
  - facilitates landowner discussions to amalgamate sites.

**Output Stage Two:** Development of Structure Plans for priority sites and report outlining:

- identification of changes to planning controls.
- advice on feasibility of developing sites, including market advice on the type of development.
- development options.

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<sup>1</sup> The level of detail in individual structure plans is negotiable, having regard to the area and characteristics of the sites selected and budgetary constraints.

## **Study area:**

The study area includes:

- City of Hobart municipal area: sites within approximately 800 m of the Main Road Transit Corridor (Hobart CBD to Creek Road, via Elizabeth Street and New Town Road).
- Glenorchy City Council: sites in close proximity to Glenorchy activity centre as a priority (see background for map), or sites around Moonah within 800 m of the Main Road Transit Corridor. Sites within Glenorchy should focus on:
  - brownfield sites through site amalgamation: proposed Inner Residential zone.
  - brownfield strategic sites: other non-business zones.
  - mixed use/residential above retail: business zone.

## **Timeframes**

The consultant is required to commence work in June 2015.

Stage One is required to be completed by 30 September 2015.

Stage Two is required to be completed by 31 December 2015.

## **Project management**

- The project will be managed by a steering committee comprised of:
  - David Laskey (State Growth - Chair);
  - James McIlhenny (Hobart City Council – Project Manager);
  - Sarah Poortenaar (State Growth);
  - Sandra Hogue (Tasmanian Planning Commission);
  - Tony McMullen (Glenorchy City Council); and
  - Michael Kerschbaum (Master Builders Association).
- the consultants will need to appoint a Project Manager who will be the main contact point for the project and be responsible for organising project team meetings with the clients;
- the consultant is to provide a monthly report to the City of Hobart (client project managers);
- project team meetings:
  - an initiation meeting will be held with the steering committee to discuss the brief and provide clarification on any issues prior to the project commencing;
  - project team meetings will be held during key milestones within both Stage One and Two of the project.

## Previous studies

A range of previous studies relevant to the current project have been undertaken by the Department of State Growth and by the Councils.

### Developable Sites Analysis – Main Road, 2013

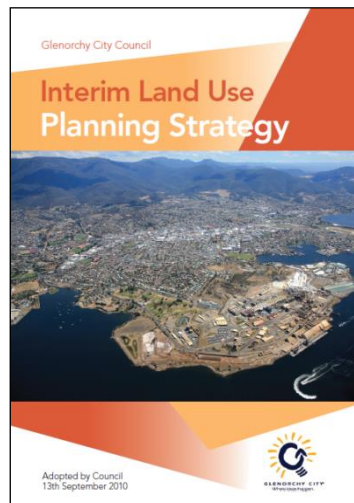
- Identified sites within 800m of Main Road between Hobart CBD and Glenorchy which could be suitable for infill development.
- [http://www.stategrowth.tas.gov.au/\\_\\_data/assets/pdf\\_file/0011/89156/Appendix\\_D\\_Developable\\_sites\\_analysis\\_report.pdf](http://www.stategrowth.tas.gov.au/__data/assets/pdf_file/0011/89156/Appendix_D_Developable_sites_analysis_report.pdf)
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- The Department of State Growth has more detailed data underpinning the report.

### Infill Development Report, 2014

- Identified drivers and policy settings that influence infill development and how both State and local Government could intervene to encourage higher levels of infill development.
- The report recommended as a starting point the following actions:
  - Designate priority area for renewal: Designate the corridor from Hobart CBD to Glenorchy as a priority area for infill development.
  - Undertake a comprehensive strategic planning process: The development of structure plans for priority infill areas can assist in a smoother development approval process.
- <http://www.stategrowth.tas.gov.au/passenger/framework/infill-development>

### Glenorchy City Council Reports:

#### *Interim Land Use Planning Strategy (2010)*

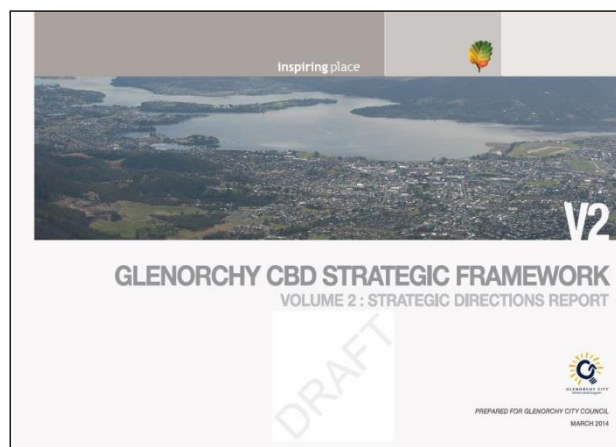


In broad summary, the Interim Land Use Planning Strategy seeks to achieve the following:

- Promote affordable / energy efficient housing for our ageing population;
- Encourage more people to live closer to services;
- Continue to protect important community infrastructure e.g. water supply, electricity, sewerage and roads;

- Improve planning for new areas, whilst optimising use of existing services;
- Plan for greater choice in transport options, including public transport, walking and cycling as well as cars;
- Protect the City's skyline and threatened species;
- Plan for hazards like sea level rise, bushfire, flooding and landslip;
- Look after the City's heritage places;
- Recognise Glenorchy's place as the centre of industry in the region; and;
- Encourage more vibrant and accessible commercial areas with more housing and improved design.

### **Glenorchy CBD Strategic Framework**



Inspiring Place and Leigh Woolley, Urban Designer, were commissioned by Council in 2013 to prepare a strategic framework for the Glenorchy CBD. This was a result of impending streetscape capital works, significant changes in the Glenorchy activity centre and its context and existing Council land use strategies to improve the urban design in the City's activity centres.

### **Status of the Framework**

The Framework has draft status at the time of writing.

- The CBD Strategic Framework was the subject of a Council workshop on 11 February 2014.
- A report will be going to Council in the near future to advance the continuation of the Project.
- A Glenorchy Activity Centre Urban Design Specific Area Plan has been included in the Glenorchy Draft Interim Planning Scheme 2014.
- While this Specific Area Plan anticipates the ultimate endorsement of the CBD Strategic Framework, it is also founded on strategies in the Interim Land Use Planning Strategy which prioritise improved urban design outcomes in the City's activity centres.

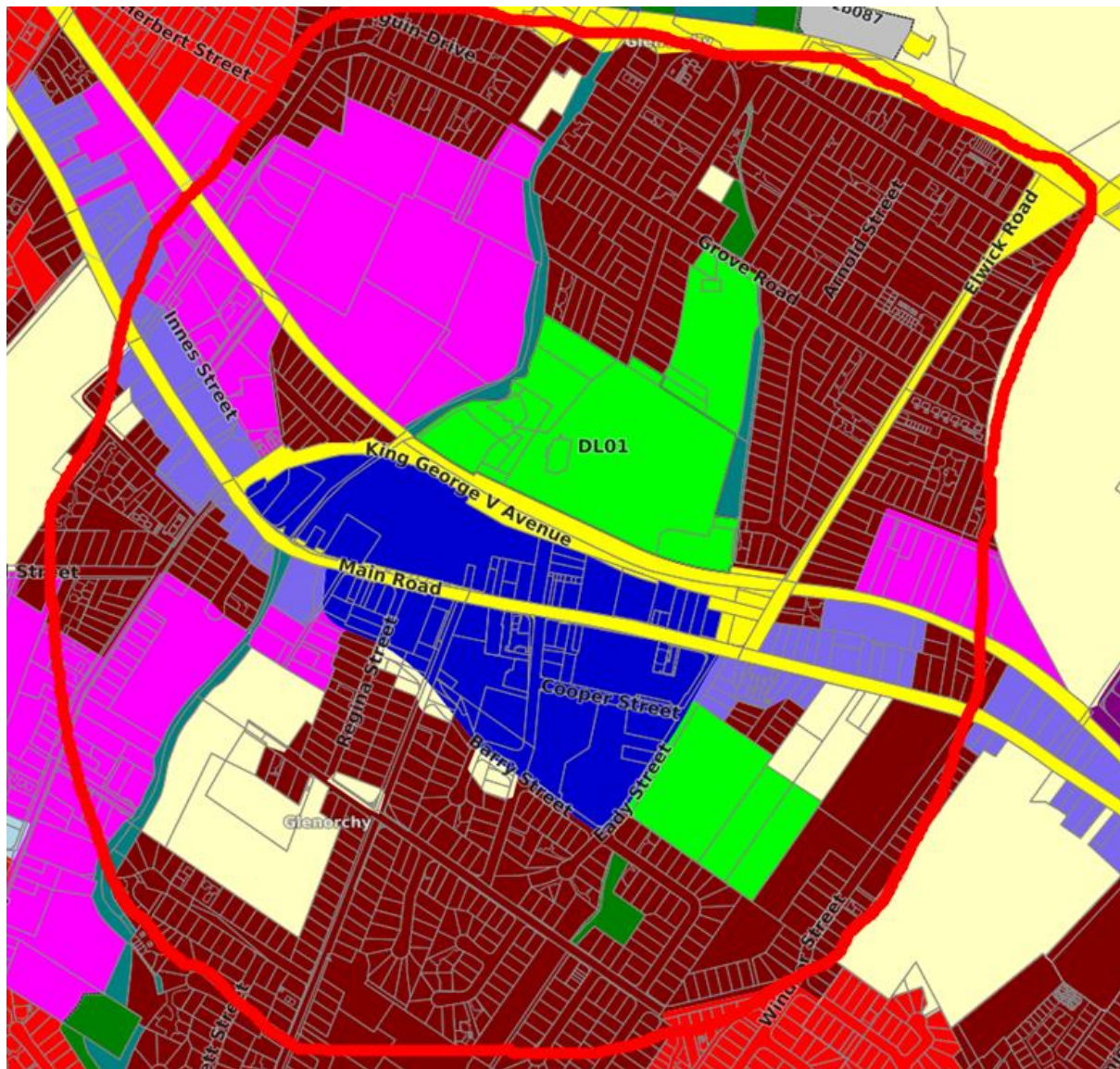
### **Policy Context**

The Southern Tasmanian Regional Planning Strategy identifies the centre as a principal activity centre in its activity centres hierarchy for the region.

The Regional Strategy stresses the importance of supporting the Hobart to Glenorchy high density, public transit corridor through intensification of residential use within walking distance of activity centres.

## Study Area – Glenorchy City Council

The Study Area is approximately defined by the thick red line on the following Plan (although strategic sites outside but in close proximity to the Study Area should not be excluded).



### City of Hobart reports:

Inner City Action Plan [http://www.hobartcity.com.au/Hobart/A\\_City\\_with\\_People\\_in\\_Mind](http://www.hobartcity.com.au/Hobart/A_City_with_People_in_Mind)

Hobart 2010 Public Spaces and Public Life - A city with people in mind (Ghel Architects)  
[http://www.hobartcity.com.au/Hobart/A\\_City\\_with\\_People\\_in\\_Mind](http://www.hobartcity.com.au/Hobart/A_City_with_People_in_Mind)

### Southern Tasmania Regional Planning Project:

Southern Tasmania Regional Land Use Strategy <http://stca.tas.gov.au/rpp/southern-tasmania-regional-land-use-strategy/>

Regional Land Use Strategy background reports including *Dwelling Yield Analysis* and *Providing for Housing Needs* <http://stca.tas.gov.au/rpp/background-reports/>