

## **Hobart City Deal – Senior Officials Group**

### **Meeting No. 4 – 30 August 2018**

Department of State Growth, Level 6, 4 Salamanca Place, Hobart

### **Meeting outcomes**

The Senior Officials Group supporting development of the Hobart City Deal met again today.

In the meeting, the Senior Officials Group:

- received updates on the work being undertaken by the working groups in each of the five focus areas;
- noted an update on discussions with key stakeholders; and
- reviewed draft content for the Hobart City Deal, which will assist City Deal partners to consider their potential contributions to the Deal.

Key progress noted in the meeting included:

- working groups have been continuing to identify opportunities that can be progressed through the Hobart City Deal in, and across, the five key action areas; and
- these opportunities are informing initial drafting of content for the Hobart City Deal.

Commonwealth officials confirmed recent public statements that work will continue to progress the Hobart City Deal.

Work remains on track to achieve substantial development of the Deal by the end of the year.

An overview on each of the key focus areas being progressed is provided below.

### **1. Greater Hobart Act**

*A Greater Hobart Act will provide a legislative framework for the Clarence, Glenorchy, Hobart and Kingborough councils to work together with the Tasmanian Government to drive collaboration and collective decision making across the four municipal areas*

The City Deal Partners have been exploring opportunities to support greater collaboration across central Hobart. In partnership with the Tasmanian Government, the Clarence, Glenorchy, Hobart and Kingborough councils commissioned SGS Economics and Planning to explore local government reform options. The resulting report noted that improved planning and decision making could be achieved across the Greater Hobart region, if a strategic alliance was formalised between the four central councils.

The Hobart City Deal provides an opportunity for the City Deal Partners to establish a legislative framework to provide a mechanism and a clear mandate for shared decision making, particularly with regard to a set of prioritised and agreed objectives. In addition to the direct collaborative benefits this framework will support the achievement of the Hobart City Deal vision.

#### **Objectives**

The following objectives are proposed to pursue through a Greater Hobart Act as priority areas for collaboration:

- Establishing a mechanism to provide for the management of the central urban component (encompassing the Clarence, Glenorchy, Hobart and Kingborough councils) of the southern regional land use strategy
- Facilitating efficient transport flow across the Greater Hobart area.
- Enhancing the maintenance of existing, and development of new, cultural, sporting and community assets that complement, link to and contribute to the cultural experiences and facilities in the region
- Encouraging, promoting and providing for urban renewal and the creation of community clusters that enhance amenity, liveability, and ease of access to facilities and the provision of passenger transport
- Encouraging, promoting and providing for the development of specialised hubs, such as science, sport, social activity, economic activity, technology, industry, education or the arts;
- Progress complementary actions that represent opportunities to integrate two or more of the above objectives.

## 2. Greater Hobart Transport Vision

### *An integrated and collaborative approach to transport planning*

A combination of factors have contributed to an increasing number of vehicles on Hobart's road network during peak periods. This impacts on the extent of delay road users experience on their daily commute, on key feeder roads and highways servicing the central business district, and movements within the city during peak times.

Contributing factors include:

- **road user behaviour** – the most common mode of travel for regular commutes to work by people in the Greater Hobart area is by car. Usually, only the driver is on board. The use of public transport is comparatively very low.
- **access and landscape** – Hobart's settlements are relatively low density and are predominately comprised of detached separate dwellings. This has impacted on the frequency, range and viability of public transport services available. There are three key highways providing access to the city from the north, east and south, with limited potential for expansion of these due to the surrounding residential areas, and geographic constraints of *kunanyi*/Mount Wellington to the west and Derwent Estuary to the east. The majority of daily commuters heading to the city, stay in the city. Duplication and expansion of access roads, and potential by-pass models, require significant investment and lead times, and if implemented in isolation, will not provide users with efficient, sustainable and user-friendly options to access the city and its surrounds and provide connections to the Greater Hobart area in the short or long term.
- **growing population** – Tasmania's population is growing at its fastest rate in seven years. This growth is being seen predominately in the southern region. Combined with the existing trend of single occupants in cars, there has been an increasing number of people commuting into the city for work, education, and community and cultural purposes.
- **changing living arrangements** – in addition to the growth the region is experiencing, an ageing population and changing trends in housing patterns and social norms is seeing a reduction in the number of people residing per dwelling. Changing living arrangements are also likely to be contributing to the number of cars travelling into the city and indicate an emerging need for urban renewal and a greater diversity in housing supply options.

- **record visitation** – Tasmania is also experiencing unprecedented visitor numbers. The combination of destinations, Tasmania’s geography, limited tourism focussed public transport arrangements, regional dispersal focus and growth in ‘self –drive’ tourism experiences, is also adding to the number of hire cars, and small and large touring buses.

### **Transport Objectives**

The City Deal Partners will work collaboratively to deliver the Hobart Transport Vision by progressing actions to provide a reliable, sustainable and cost effective transport system with a focus on prioritising active transport options and rapid passenger transport over private car travel.

The planning, identification, sequencing and prioritisation of actions being considered in the City Deal are informed by the follow principles:

1. efficient movement of people
2. improved passenger experience
3. be informed by, and responsive to, new technologies
4. pedestrian and cycling improvements
5. current and future land use
6. infrastructure investment

### **Hobart’s transport network**

There is an existing schedule of works and activity being undertaken by the City Deal Partners to support improvements and expansion, and encourage efficient use of Greater Hobart’s road network. The Hobart City Deal will build on these initiatives.

## **3. Affordable Housing**

### *Supporting liveability and equality*

The provision of affordable housing close to activity centres and transport is a key factor in supporting employment, liveability and general wellbeing. The affordability of housing is a growing concern in the Greater Hobart area.

A range of factors impact affordability of housing in Greater Hobart, including:

- High rates of employment growth
- Steady population growth (particularly in the 65\_ age group)
- Growth in international student numbers
- Conversion of some residential stock to short stay accommodation
- Limited diversity of housing type
- Older households remaining in family houses due to lack of downsizing housing options (broader diversity of housing stock)

The squeeze on affordability has come despite the number of dwellings in the Greater Hobart area increasing at a greater rate than population growth over the past decade. Over this same period, the average number of persons per household has remained relatively unchanged. Much of the housing supply in recent years has comprised detached dwellings constructed at the peri-urban fringe and does not necessarily meet the needs of the growing residential, student and downsizer markets.

Ensuring Greater Hobart can deliver a diverse range of affordable housing options suitable for different household types, in locations close to where people work and services are delivered, will be critical to supporting the long-term liveability of the city.

If the current growth in detached housing continues, urban sprawl will worsen, consistent with the experience of other capital cities of Australia (Sydney, Melbourne, and Brisbane). Impacts include longer commute times, traffic congestion, environmental implications and the unnecessary loss of land for other uses.

Addressing housing affordability is complex and requires a collaborative approach between governments and the development sector. Better integrated land use and transport planning also has significant potential to unlock housing supply in Greater Hobart. Identifying areas appropriate for increased density (in areas close to transport and services) and making strategic improvements to public transport services, will provide clarity and certainty for communities and developers about where growth may occur and provide the strategic justification for planning regulations to be streamlined to better support growth in the right areas.

### **Objectives**

The City Deal partners are committed to understanding the factors impacting on housing affordability in the Greater Hobart area and identifying practical ways to address those issues. In the context of the City Deal, 'housing affordability' is taken in its broad sense and includes a range of issues including rental stress, the affordability of home ownership particularly for low income households and the supply of housing stock near employment and service centres.

The identification and prioritisation of actions for inclusion in the City Deal has been guided by the following principles:

- The action is of strategic relevance to Greater Hobart.
- The action requires, or is an opportunity for, partnerships across governments.
- The action goes beyond 'business as usual'.

## **4. Antarctic and Science Precinct**

### *Facilitating the development of an Antarctic and Science Precinct at Macquarie Point*

Hobart is a global gateway city to the Antarctic. An Antarctic and Science Precinct at Macquarie Point will provide the opportunity to collocate Antarctic science, operations and logistics and to provide a focal point to further develop Antarctic education, diplomacy and business growth. A Precinct could drive broader development of the site, leading to urban renewal and increased public amenity and tourism opportunities. The Precinct will help to foster an innovative economy that draws on Hobart's comparative advantages as the gateway to Antarctica and a world leader in Antarctic and Southern Ocean scientific research. The development of the Precinct can also support Australia's national Antarctic interests. In particular, leadership and excellence in Antarctic science and environmental protection, strengthening Australian's position as an international leader in Antarctica, and developing economic, educational and collaborative opportunities.

The City Deal Partners will examine opportunities to facilitate an Antarctic Precinct at Macquarie Point to harness the unique opportunities presented by the site. The Precinct presents a significant opportunity for the Australian and Tasmanian governments to consider potential benefits from collocating relevant science, research and logistics activities in purpose-built facilities. Collocating

activities in this way, including at the Macquarie Point site, would be the catalyst for development of the Precinct.

### **Objectives**

Key objectives to be achieved from the project include:

- Creating a state-of-the-art Antarctic and Science Precinct that attracts business, research, tourism and other economically beneficial activity
- Identifying and supporting key anchor tenants to establish at Macquarie Point to be the catalysts for the Precinct
- Ensure the Precinct is supported by adequate integrated planning and infrastructure
- Examining other opportunities to support Antarctic science, operations and logistics activity across Greater Hobart (for example, at the Hobart Airport), to support economic activity and jobs for the region

## **5. Supporting STEM and Innovation**

### ***Examine options to encourage innovation, the use of Smart Technologies, and support the jobs of the future***

City Deal Partners are considering actions to support improved educational, liveability and economic outcomes driven by innovation, use of Smart Technologies and supporting the uptake of STEM subjects in study.

In parallel, the University of Tasmania is considering options to establish a new STEM facility, including considering the best approach and location to deliver the University's programs and services.

Building on this work, City Deal Partners will seek to support the University's master planning work, and to support partnerships with industry, community and educational providers to drive innovation, commercialisation of research, and use of Smart Technologies.

### **Objectives**

Key objectives to be achieved from the project include:

- Work with the University of Tasmania to encourage the uptake STEM subjects by both domestic and international students
- Work with industry to create a skilled workforce for the jobs of the future and supporting an entrepreneurial and start-up culture to create STEM jobs and sustainable economic growth, building on existing competitive strengths and innovation potential
- Improving the educational outcomes for Tasmanians by demonstrating the benefits of STEM study and making it easier for domestic students attend University and vocational training.
- Support and work with the University to plan and coordinate the establishment of a STEM facility and the management and best use of assets that may become available through that development.