



CITY OF HOBART

# SUPPORTING INFORMATION

THE HOBART WORKSHOP COMMITTEE MEETING

OPEN PORTION OF THE MEETING

MONDAY, 12 MAY 2025

AT 4.00PM

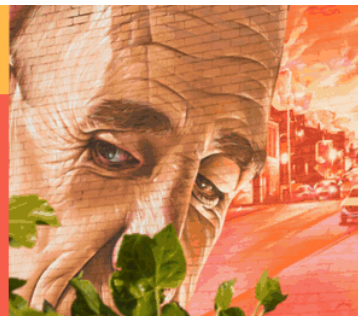
VENUE: UNITING CHURCH, NORTH HOBART

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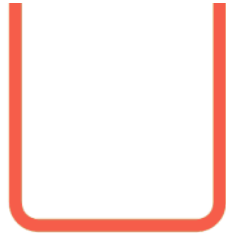
# **North Hobart Neighbourhood Plan**

(Structure Plan)

May 2025



City of **HOBART**



May 2025

**Hobart City Council has endorsed this neighbourhood plan.**

**Accessibility**

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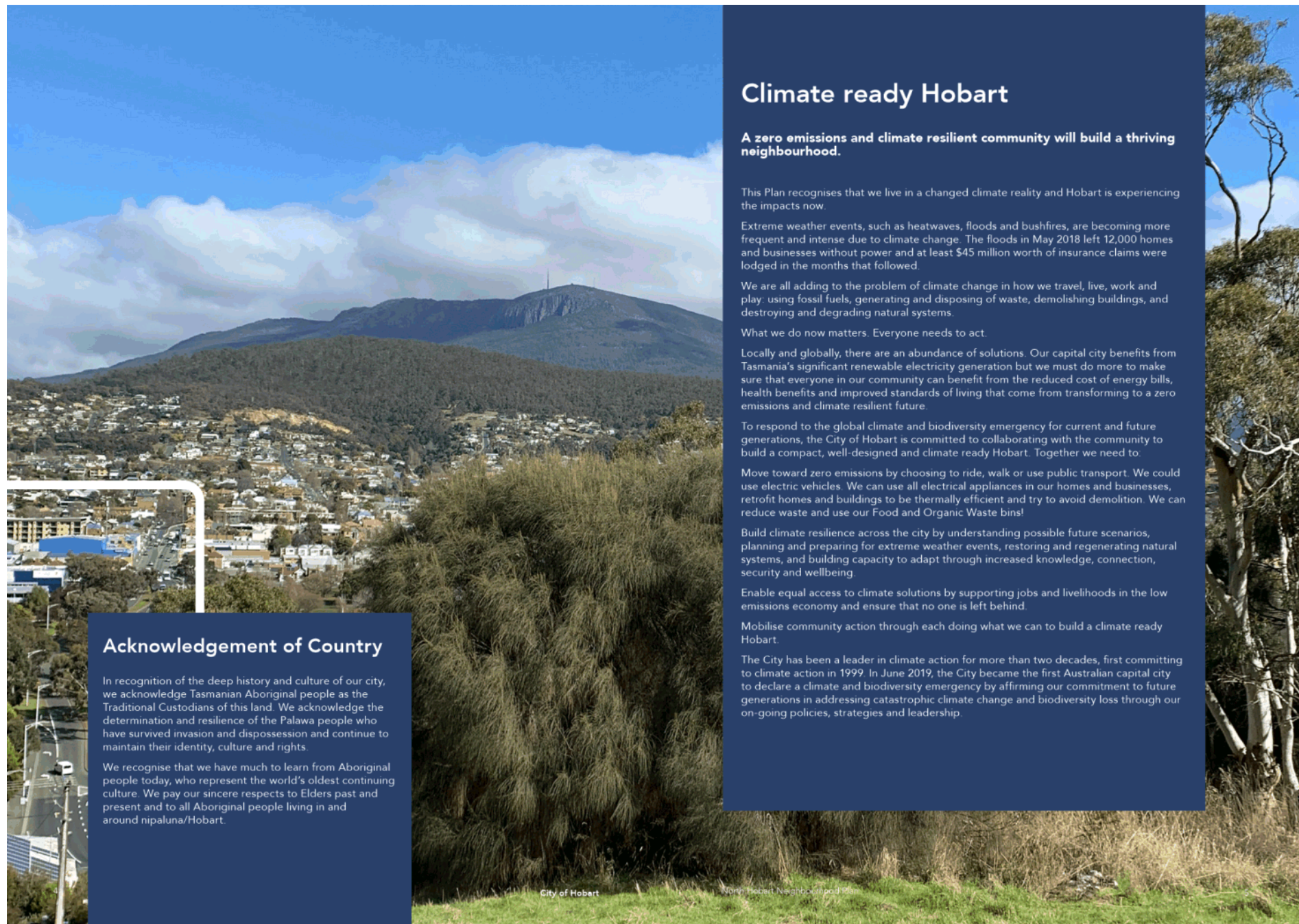
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## Acknowledgement of Country

In recognition of the deep history and culture of our city, we acknowledge Tasmanian Aboriginal people as the Traditional Custodians of this land. We acknowledge the determination and resilience of the Palawa people who have survived invasion and dispossession and continue to maintain their identity, culture and rights.

We recognise that we have much to learn from Aboriginal people today, who represent the world's oldest continuing culture. We pay our sincere respects to Elders past and present and to all Aboriginal people living in and around nipaluna/Hobart.

## Climate ready Hobart

**A zero emissions and climate resilient community will build a thriving neighbourhood.**

This Plan recognises that we live in a changed climate reality and Hobart is experiencing the impacts now.

Extreme weather events, such as heatwaves, floods and bushfires, are becoming more frequent and intense due to climate change. The floods in May 2018 left 12,000 homes and businesses without power and at least \$45 million worth of insurance claims were lodged in the months that followed.

We are all adding to the problem of climate change in how we travel, live, work and play: using fossil fuels, generating and disposing of waste, demolishing buildings, and destroying and degrading natural systems.

What we do now matters. Everyone needs to act.

Locally and globally, there are an abundance of solutions. Our capital city benefits from Tasmania's significant renewable electricity generation but we must do more to make sure that everyone in our community can benefit from the reduced cost of energy bills, health benefits and improved standards of living that come from transforming to a zero emissions and climate resilient future.

To respond to the global climate and biodiversity emergency for current and future generations, the City of Hobart is committed to collaborating with the community to build a compact, well-designed and climate ready Hobart. Together we need to:

Move toward zero emissions by choosing to ride, walk or use public transport. We could use electric vehicles. We can use all electrical appliances in our homes and businesses, retrofit homes and buildings to be thermally efficient and try to avoid demolition. We can reduce waste and use our Food and Organic Waste bins!

Build climate resilience across the city by understanding possible future scenarios, planning and preparing for extreme weather events, restoring and regenerating natural systems, and building capacity to adapt through increased knowledge, connection, security and wellbeing.

Enable equal access to climate solutions by supporting jobs and livelihoods in the low emissions economy and ensure that no one is left behind.

Mobilise community action through each doing what we can to build a climate ready Hobart.

The City has been a leader in climate action for more than two decades, first committing to climate action in 1999. In June 2019, the City became the first Australian capital city to declare a climate and biodiversity emergency by affirming our commitment to future generations in addressing catastrophic climate change and biodiversity loss through our on-going policies, strategies and leadership.





## Foreword



The North Hobart Neighbourhood Plan (the Plan) aims to guide the area's growth over the next 20 years while strengthening its vibrant, diverse character. The Plan serves as a framework for future development, investment and infrastructure, balancing progress with preservation.

One of the key priorities of the Plan is increasing affordable housing options. Hobart as a whole has been experiencing a significant housing shortage, driven by increasing demand and rising property prices, which has made it more difficult for many individuals and families to find suitable housing options within the City. The Plan addresses this issue, setting out our aims to provide more diverse housing options in North Hobart while still maintaining the area's unique character.

Another top priority of the Plan is supporting the established dining and entertainment scene on Elizabeth Street, as well as continuing to nurture North Hobart's creative culture by encouraging its diversity with multicultural festivals, live music and creative events that attract both locals and visitors. Fostering growth in the arts, as well as new industries and jobs, will provide future employment for residents and further enhance North Hobart as a commercial and cultural hub of the City.

Importantly, the Plan identifies locations for new public open spaces with views to Kunanyi/Mount Wellington and the Queens Domain. These green space initiatives will provide more opportunities for the North Hobart community to connect to nature and allow both residents and visitors to enjoy the outdoors.

The Plan was developed through an extensive community consultation process and therefore reflects the insights, concerns and aspirations of those who participated. We thank the community for their input and enthusiasm and look forward to implementing the Plan, making sure that North Hobart remains a vibrant, sustainable and appealing place to live and visit for decades to come.

**Anna Reynolds**  
Lord Mayor, City of Hobart

## North Hobart Neighbourhood Plan snapshot



### Vision

The North Hobart Neighbourhood Plan vision reflects the community aspirations for North Hobart as a welcoming and green urban village, with a flourishing high street at the core of community life.



### Culture and place

The Plan identifies opportunities to engage and integrate Palawa culture and heritage as an important part of the neighbourhood's rich community and sense of place. The Plan recognises North Hobart as an important destination within greater Hobart for shopping, dining, entertainment and festivals. It considers existing and potential places and spaces for the cultural and creative communities and events for which North Hobart is known.



### Design excellence and heritage

Design quality is a key community concern. The Plan provides built form guidelines to clarify how new development can respond sensitively to North Hobart's local character and achieve appropriate outcomes, such as sunlight access, for adjacent properties. Space for front and rear gardens will enhance residential areas. Maximum building heights provide greater certainty on built form including where taller buildings can be located to provide space for housing and commercial uses.



### Open space and greening

To address North Hobart's lack of open space, the plan identifies new opportunities for small urban plazas and pocket parks, as well as how to improve connections to nearby spaces including the Queens Domain. Improving everyday experiences of greener spaces including street trees and landscaping will support the community's wellbeing and sense of place.



### Transport

Improving access to, from and through North Hobart for walking, bike riding, micromobility and public transport will mean people have more opportunities to connect with each other within North Hobart and beyond.

Providing managed parking in the right locations will ensure those needing to use private vehicles will continue to be able to visit North Hobart for work, shopping, entertainment and other services.



### Housing

In line with community aspirations, the Plan addresses the need for more safe and accessible housing with good access to public transport and active travel networks. Housing growth will focus along key corridors and within walking distance of everyday services and destinations.



### Economy and jobs

North Hobart is celebrated as a diverse neighbourhood offering a variety of spaces for a range of business types to thrive. Providing priority areas for businesses will ensure future jobs growth can be accommodated and in locations that are easy to get to.



### Sustainability and climate change

North Hobart can lead the transformation to a zero emissions and climate ready community by implementing actions which will reduce greenhouse gas emissions.

Medium density, infill housing and adaptive re-use of buildings will help to build a compact and well-designed neighbourhood where people choose walking, riding and public transport as their preferred way to move around.

We will build resilience by adapting to climate change, by being prepared for disasters such as, floods and urban heat. Information on urban flood risks informs implementation of water sensitive urban design, as well as which streets should be prioritised for managing water during flood events. Green streets will increase the urban tree canopy to help with urban cooling.



### Making it happen

The Plan contains a **list of proposed actions and the main mechanisms for delivering them** to establish a clear blueprint of how the vision will be delivered (see Part 4).

**Celebrating North Hobart's character and identity with well designed, attractive and safe spaces and places, for locals and visitors.**





Part one: Introduction

In **Part One**, you'll find the vision, a summary of key drivers of change, and a brief overview of the strategic context supporting the Neighbourhood Plan and its development. A summary of community and stakeholder engagement is included, highlighting the key findings we have heard so far from the community.

The following sections are included in Part One:

Introducing the North Hobart area	12
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Part one: Introduction

Introducing the North Hobart area

North Hobart is located within the traditional country of the southeast nation of the Tasmanian Aboriginal people. The southeast nation territory covered around 3,000 square kilometres and around 500 kilometres of shoreline along the western banks of Timtumi minanya (River Derwent). This country was cared for and carefully managed by the muwinina band of the southeast nation for thousands of generations.

In the late 1800s, North Hobart developed into a compact, working class neighbourhood, featuring narrow streets with workers' cottages and bustling industries. The iconic North Hobart Oval, established in 1921, played a central role in Australian football in Tasmania.

Post-World War II European migration brought changes, fostering businesses including eateries. The City of Hobart Plan in 1945 marked a shift, envisioning the replacement of old dwellings with modern factories. Trams traversed Elizabeth Street until the mid-1900s, to be replaced by an increasing reliance on private vehicles.

The Wilbur Smith Transportation Study of 1964 envisioned wider streets to accommodate the rising demand for vehicular traffic. The study faced challenges and modifications in the subsequent decades, influencing the visual landscape of North Hobart.

The North Hobart Residents' Group (NHRG), founded in 1977, played a crucial role in preserving residential areas amidst urban development plans. Over the years, Elizabeth Street's retail strip evolved into a vibrant entertainment and dining precinct.

While gentrification has occurred, North Hobart maintains social diversity through public housing and a mix of housing stock. Active cultural clubs and annual festivals, like those hosted by the Greek and Italian clubs on Federal Street, contribute to the area's lively community. Today, North Hobart's retail strip stands as a vibrant entertainment and dining precinct.

The Neighbourhood Plan study area

The study area for the Neighbourhood Plan is shown opposite (see Figure 1). This area does not align with the North Hobart suburb boundary for several reasons:

- The area south of Burnett Street is included in the Central Hobart Plan 2023. (Available on City of Hobart website.)
- Areas west of Elizabeth Street are included to capture both sides of Elizabeth Street. This includes land zoned Urban Mixed Use, General Residential, and Inner Residential.
- Beyond the study area is a broader investigation area that extends into the surrounding localities. The broader investigation area is not defined by a boundary. The characteristics and features of the investigation area, such as open space and movement, have informed the development of the Neighbourhood Plan. This will ensure the study area is well connected to the surrounding areas.



Figure 1. The North Hobart Neighbourhood Plan area



Part one: Introduction

How the Neighbourhood Plan was formed



North Hobart Retail and Entertainment Precinct, Place Vision Project

The North Hobart Neighbourhood Plan builds on the work of the North Hobart Retail and Entertainment Precinct, Place Vision Project (2019-2021). This process involved consultation with residents, traders, and other key stakeholders alongside broad community engagement.

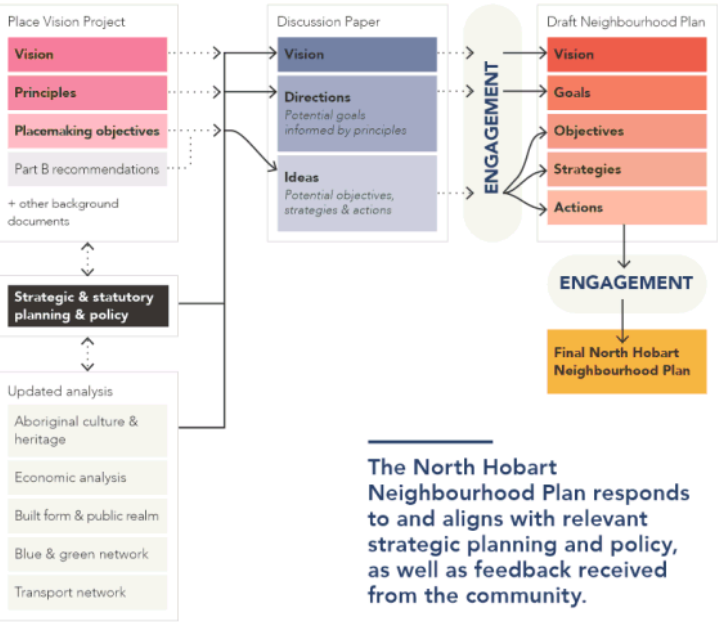
A shared vision for North Hobart was developed through this consultation with the community.

The project resulted in a number of background reports which have both

informed and guided the development of the Neighbourhood Plan.

- North Hobart Retail and Entertainment Precinct: Part A – Place Vision Framework, Village Well July 2020.
- North Hobart Retail and Entertainment Precinct: Part B – Access and Parking Plan, MRCagney, March 2021.
- North Hobart Retail and Entertainment Precinct: Condell Place Recommendations, MRCagney, March 2021.
- North Hobart Retail and Entertainment Precinct: Engagement Report, Village Well, July 2020.

The process to develop the Neighbourhood Plan



The North Hobart Neighbourhood Plan responds to and aligns with relevant strategic planning and policy, as well as feedback received from the community.

Figure 2. The process of developing the Neighbourhood Plan

## Part one: Introduction

## Community engagement - Stage 1

**Stage 1 Community Engagement**

- 30 day engagement period
- 2 pop-up events
- 3 portfolio committee presentations
- 2 community workshops
- 1 Council workshop
- 125 survey responses
- 1,218 Visits to the Your Say page
- 79,000 views on social media

The first stage of community engagement was held during the month of September 2023 to gauge the community and key stakeholders support for the Directions, Ideas and Opportunities raised in the Discussion Paper. Feedback received during the engagement process was then used to develop the Plan.

Community engagement activities included two community workshops in North Hobart, one during the day and a second in the evening.

Members of the community, as well as staff from Homes Tasmania and the Department of State Growth, attended the workshops.

Pop-ups, presentations to Council portfolio committee meetings, and separate



Figure 3. Community workshops

stakeholder meetings were also held.

Feedback from the community and key stakeholders was collated under the following themes:

**Palawa Community Engagement**

- Explore opportunities to continue connecting with the Palawa community to ensure their voices are heard.
- Explore opportunities to connect with Palawa culture and heritage in North Hobart, including the rivulet, scenic views, artistic expressions, historic buildings, and public spaces.
- Promote genuine celebration of Palawa culture, potentially using Providence Valley Rivulet as a vibrant meeting space with strong Palawa influences.

**Housing and Short-term Accommodation**

- Support diverse housing options, including affordable housing within walking distance of essential services.
- Address concerns regarding the quality, maintenance, and character of social housing.
- Address potential community impacts of short-term accommodations like Airbnb.
- Support for medium-density, affordable, social, and infill housing, with a focus on sensitive design and provision of public open spaces.

**Built Form, Heritage, and Design Quality**

- Strong support for preserving and protecting heritage.
- Emphasise high design quality for all buildings, including their relationship to heritage and parking considerations.
- Advocate for well-designed buildings that enhance amenity, sustainability, liveability, and accessibility.

**Open Space and Public Realm**

- Strongly support additional high-quality open spaces, including pocket parks.
- Balance stormwater management with redevelopment opportunities and street enhancements, such as cycleways and water sensitive urban design.
- Improve access to the Domain.
- Support medium-density housing, conditional on specific locations, sensitive design, and increased public open spaces.

**Movement and Parking**

- Improve pedestrian safety and connectivity between retail, entertainment, and open spaces.
- Expand cycling networks and infrastructure to enhance cyclist safety.
- Provide clarity on micro-mobility usage and parking to improve safety for all users.
- Continue to provide parking for accessing local businesses and services.
- Investigate consolidated parking options to serve the area.
- Improve public transport infrastructure, including bus stops.

**Economic Growth**

- Support local services and retail for everyday needs.
- Create additional space for local business, including developments on Federal Street.
- Consider how overnight visitors to the area can contribute to economic growth.
- Consider how additional short term accommodation can be provided in the area without impacting upon existing long term rental housing stock.

**Culture and Innovation**

- Explore opportunities for creative spaces, including support for existing initiatives like live music, community groups, and organisations in North Hobart.
- Consider a community arts space, with potential location flexibility.

**Condell Place**

- Support open spaces and opportunities to activate the site for community use.
- Consider potential affordable and social housing options.
- Explore the inclusion of some parking, with careful analysis of traffic implications and congestion management.

**Elizabeth Street (high street)**

- Recognise Elizabeth Street as a vital north-south corridor.
- Encourage diversity and expand offerings along the street.
- Support existing community festivals and improve pedestrian safety.
- Review parking arrangements to enhance wider footpaths, bike lanes and parklets.
- Balance hospitality uses with other uses, making Elizabeth Street a prominent destination on the northern bus network.

**North Hobart Oval**

- Address the disconnection of North Hobart Oval and Bowls Club from the broader North Hobart area.
- Identify underutilised potential for community use of space.
- Explore various other use possibilities for this location.



Figure 4. Pop-ups on Elizabeth Street



Community engagement - Stage 2

Stage 2 Community Engagement

- 6 week engagement period
- 4 pop-up events
- 6 Portfolio committee presentations
- Presentation to the Urban Design Advisory Panel
- 5 meetings with key stakeholder groups
- 14 submissions from key stakeholder groups
- 1 Council workshop
- 107 survey responses
- 1,616 Visits to the Your Say page
- 712 downloads of the draft Plan

Stage 2 - Community Engagement

The second stage of Community and Stakeholder Engagement was undertaken for six weeks across the months of July and August 2024 to gauge the community and key stakeholders support for the Goals, Objectives, Strategies and Actions raised in the draft Plan.

Community engagement activities included pop-ups, presentations to Council portfolio committees, meetings with community groups and sports clubs, and an online survey.

Council staff provided opportunities for key stakeholders including staff from Homes Tasmania and the Department of State Growth (DSG) to meet and provide feedback.

Feedback received during the community and stakeholder engagement process has been used to help develop this final version of the Neighbourhood Plan.

A detailed Engagement Report for the project was prepared and made available to the public in December 2024.

Survey feedback

The Stage 2 survey was structured to enable respondents to consider Goals, Objectives, Strategies and Actions in the context of specific locations, which are proposed to have a variety of Actions which will enable change. Fact sheets which included the relevant information for each of the survey questions were provided alongside the survey.

The topics investigated in the survey questions are listed below, along with key insights from the survey responses.

Urban Design Principles

Urban design principles are proposed to guide development within the entire study area.

- 80% support increasing the amount of greenery including street tree planting and urban greening.
- 72% support council advocating for and supporting better public transport.
- 71% support ensuring buildings respond to context, including local character, streetscape, scale, heritage, landform, views, and solar access.



Figure 5. Pop-up in Soundy Park

Renewal on wide streets

Renewal of wide streets, (Argyle, Burnett, Federal and Letitia Streets) including mixed-use and medium density housing.

- 66% support community facilities (sporting facilities, arts centre, performance rehearsal space, community centre).
- 56% would like a community centre.
- 51% would like a community arts centre.
- 60% support mixed use development (business and housing).
- 60% support commercial floor space for business.
- 58% would like hospitality services, cafes, restaurants, and bars.
- 57% would like consulting room business, such as doctors and physiotherapists.
- 57% would like retail business, including shops.

Improvements on wide streets

- 60% of respondents support planting trees on these streets.
- 59% of respondents support providing footpaths with shade in summer and sun in winter.
- 55% of respondents support providing seats on these streets.

Condell Place

Redevelopment of the Condell Place car park site provides opportunities for public open space, a community centre, car parking and medium density, affordable housing.

- 58% support public open spaces, such as a park or a plaza.
- 41% support public car parking on the lower ground level.
- 38% support a community centre.
- 29% support affordable housing.

Elizabeth Street

Elizabeth Street - high street precinct renewal is proposed to revitalise the area and attract more community members.

- 64% support greening such as street trees, green walls, and low planting in Elizabeth Street.
- 62% support outdoor dining space for restaurants in Elizabeth Street.
- 61% support street furniture such as seating, lighting, rubbish bins, water bubblers, and bollards in Elizabeth Street.
- 58% support events, festivals and markets.

Providence Valley Rivulet

A masterplan is proposed to further investigate opportunities to redevelop the Providence Valley Rivulet area (bound by Elizabeth, Burnett, Argyle and Lefroy Streets) with assets such as public open space, mixed use development and medium density housing.

- 64% support a masterplan to investigate public open space and greening.
- 62% support a masterplan to investigate pathways and lanes through the site.
- 58% support a masterplan to investigate improvements to rivulet water quality.
- 58% support a masterplan to investigate flood management.

North Hobart Oval Sports Precinct

A masterplan is proposed to further investigate opportunities to redevelop the North Hobart Oval Masterplan sports and community precinct.

- 71% support public open space and greening in the Sports Precinct.
- 57% support an all ages community centre in the Sports Precinct.
- 55% support retention and renewal of the Bowls Club.

## Part one: Introduction

## A vision for North Hobart

**North Hobart is a welcoming, green urban village, with a flourishing high street at the core of community life.**

An everyday meeting place for locals, Elizabeth Street attracts visitors from far and wide to its bustling eateries and shops and its year-round calendar of events and festivals, all in a beautiful heritage setting.

The vision statement encapsulates where we want North Hobart to be in 20 years. This vision was developed through the North Hobart Retail and Entertainment Precinct, Place Vision Project (2019-2021).

## Neighbourhood shaping goals

The Structure Plan is framed around delivering on **four neighbourhood shaping goals**. These goals are referenced throughout the document and are key to the understanding of the Plan.



**Goal one:**  
North Hobart is a welcoming and inclusive neighbourhood to live and work in.



**Goal two:**  
North Hobart is a creative and diverse neighbourhood on Palawa Country.



**Goal three:**  
North Hobart is a resilient and sustainable neighbourhood.



**Goal four:**  
North Hobart is an accessible and walkable neighbourhood.



## North Hobart – the next 20 years

North Hobart's reputation as an attractive and unique place to live, work, and play has grown. Anchored by its highly valued heritage buildings and streetscapes, new developments have added creative and sensitive responses to heritage while meeting the need for growth in strategic locations. Investments in places such as Elizabeth Street, Condell Place, Providence Valley Rivulet and the North Hobart Oval precinct have successfully captured what makes North Hobart special.

A diverse range of people from the community, as well as visitors, continue to enjoy gathering, socialising, and celebrating at a wide variety of cultural, entertainment and hospitality spaces and venues.

Elizabeth Street is a safe and comfortable high street in which to spend time and access daily needs. This area supports a variety of community events celebrating the diversity of North Hobart.

Retail and hospitality venues have expanded to Argyle Street and Burnett Street through mixed-use developments that deliver a range of benefits including affordable and social medium density housing, improvements to the public realm, an expanded and inviting laneway network, and increasing activity and safety at the ground level.

Infill housing has been built throughout North Hobart, with medium density housing of an appropriate scale located between existing buildings enriching the character of the area. More people can now live in North Hobart and take advantage of the nearby schools, jobs and services in the area.

The commercial and retail activity in North Hobart has consolidated along key transport corridors. Upgraded and extended walking, cycling, and micro-mobility paths encourage many to choose active transport and access improved public transport services. Parking is provided to ensure those who need it can access it easily. A number of streets will integrate water-sensitive urban design to mitigate flooding risks and add urban greening.

New spaces, including community facilities, urban plazas, shared laneways, and pocket parks, are designed for all, creating opportunities for creative expression and inclusion. Palawa heritage and culture is shared in these spaces, fostering a deeper meaning of place at key points such as along the rivulet, as well as an appreciation of North Hobart's location within the broader landscape of nipaluna. Links to the Domain have created easy access to enjoy this significant open space with views across North Hobart to Kunanyi.

Part one: Introduction

### Drivers of change in North Hobart

The Neighbourhood Plan is shaped by strategic drivers of change in North Hobart. Each of these drivers presents specific challenges and opportunities.



#### Aboriginal culture

There is a need to protect Aboriginal heritage and support Aboriginal cultural expression, enriching the community experience in North Hobart while acknowledging the deep and ongoing connection of Palawa people with their cultural landscape.



#### Community & diversity

Diversity and inclusion are strong values of the community of North Hobart. As North Hobart grows, it is important to provide enough inclusive and welcoming spaces for the community to celebrate its diversity.



#### Placemaking & open space

Connections to nearby open space need to be improved, and locations for additional open space identified, to meet the needs of the community.



#### Resilience & sustainability

In the face of a changing climate, we need to work together to build a resilient community. This includes enabling medium density, infill housing, mixed use development and adaptive re-use of existing buildings, which will help to build a compact and well-designed neighbourhood where people choose walking, riding and public transport as their preferred way to move around.

Adapting to a changing climate presents transformative opportunities for North Hobart. Being able to rapidly and effectively adapt to and recover from increasing hazards such as extreme heat, and floods is increasingly important.

To leverage opportunities, there is a need to consider how to reduce greenhouse gas emissions to zero across our homes, businesses and communities. This includes supporting active travel, sustainable buildings, managing flood risks and greening to create great streets and public places.



#### Culture & entertainment

A vibrant Elizabeth Street serves as a destination for locals and visitors alike. Upgrades to streets and laneways are integral to sustaining and enhancing its vitality. This will ensure that the daytime and night-time economy continues to flourish.



#### Design quality & character

Future design outcomes should enhance and celebrate the character of North Hobart. The design of new development should respond to its context.

New development should make a positive contribution to the identity of North Hobart. It should strive for design excellence and provide community benefits.



#### Housing

There is a need to plan for North Hobart's residential growth and to identify areas for change where new housing, including affordable, social and key worker housing, is well connected to public transport, education, services and jobs.



#### Jobs & economy

Strengthening North Hobart's economic role as a location for business investment and employment will complement and leverage on its proximity to central Hobart.

As an important suburban high street, Elizabeth Street should continue to provide retail products and services for the local community's daily needs.



#### Transport

Planning is required for more sustainable transport options that connect people with jobs, education, events, local business, and industry within North Hobart and beyond.



#### Parking

Better management of parking is required to ensure those needing it will continue to be able to park near their destination.

The streets need to support business including retail and hospitality along Elizabeth Street and other destinations in North Hobart in a variety of ways.



## Strategic context

### Southern Tasmania Regional Land Use Strategy 2010-2035

The regional strategy outlines a 25-year vision for land use in the area. It covers various themes, such as the environment, hazards, cultural values, recreation, infrastructure, economy, essential resources, and residential growth.

The North Hobart Study area is identified within a densification area, which are existing urban areas where additional dwellings can be provided, referred to as infill development. The city has been allocated the goal of 3,312 new dwellings by 2035, with a target net density of 25 dwellings per hectare within 400-800m of transit corridors. North Hobart had a net density of 13.3 dwellings per hectare in 2021 (ABS, 2021). The strategy encourages urban expansion in well-connected areas with efficient transportation systems, promoting the use of public and active transport.

Since the STRLUS was first created, our region has grown and changed. New developments and the introduction of updated planning rules mean it's time to review and update the strategy.

It is anticipated that the Draft STRLUS 2050 will be placed on public exhibition mid-2025.

### Southern Tasmania Industrial Land Strategy 2012

The aim of this strategy is to plan for sufficient industrial land in Southern Tasmania to accommodate future economic growth and to allow for sustainable urban growth patterns, for the next 15 to 30 years.

North Hobart currently has the City of Hobart's only land zoned Light Industrial. However this land is overlaid with a Specific Area Plan which restricts some use classes.

A new statewide industrial land study is currently being developed by the Tasmanian Government, (see page 28).

### Tasmanian Housing Strategy, 2010-2035

The Tasmanian Housing Strategy sets out a vision to end homelessness in Tasmania, by delivering a well-functioning housing system that provides safe, appropriate and affordable housing for all Tasmanians, with the intention to reduce demand for social housing and crisis accommodation.

The Strategy builds on existing initiatives and reinforces the Tasmanian Government's commitment to a net increase of 10,000 social and affordable homes across Tasmania by 2032.

The four key desired outcomes are for Tasmanians to:

- live in quality, sustainable and durable homes that meet their needs
- have access to housing regardless of their circumstances
- have access to affordable housing options, and
- have a greater choice of homes where they want to live.

**People should be at the centre of housing policy considerations because housing is the platform for individuals, communities, and the economy to prosper.**

### 30-Year Greater Hobart Plan

The 30-Year Greater Hobart Plan was jointly endorsed in 2022 by the Tasmanian Government, the City of Hobart, and Glenorchy City, Clarence City and Kingborough Councils.

The 30-Year Greater Hobart Plan identified that population growth is best placed in areas with high amenity and good services, in a way that maintains the key attributes that make these areas liveable and attractive.

The 30-Year Greater Hobart Plan seeks to:

- ensure growth complements the city's natural setting
- implement a coordinated land release program that ensures sufficient land supply

## Strategic context

- promote and incentivise a more diverse and affordable housing mix
- encourage urban renewal of underutilised land for residential development
- support innovative design solutions to meet a diverse range of community needs
- prioritise urban consolidation to create a more walkable and accessible compact city
- enable well designed medium-density developments within existing neighbourhoods and higher density dwellings in appropriate locations.

Also critical will be the timely upgrading of infrastructure including public transport, open space and community facilities, and ensuring adequate utilities and services to support the growth.

### 2050 Vision for Greater Hobart:

**We will live in the world's best small capital city, a city built for people, that is connected, friendly and safe. Greater Hobart is a thriving and inspiring place to live, where we all work together to make a positive contribution to our extraordinary environment.**

### Hobart City Deal and Implementation Plan 2019

This plan offers a comprehensive framework to steer and promote future investments in our city. This initiative fosters collaboration and financial contributions from various government levels. By embracing growth prospects and addressing vital strategic and infrastructure challenges like transportation and affordable housing, the deal aims to stimulate investments in Hobart.

The key focus areas are:

- Supporting the development of a direct international gateway at the Hobart Airport
- Establishing an Antarctic and Science Precinct at Macquarie Point 3
- Implementing the Greater Hobart Transport Vision
- Driving urban renewal and delivering affordable housing
- Activating the Northern Suburbs Transit Corridor

- Being a smart, liveable and investment ready City
- Collaborating and providing strategic governance by establishing and implementing a Greater Hobart Act

### Capital City Strategic Plan 2023 and Hobart: A Community Vision for our Island Capital 2018

The Capital City Strategic Plan 2023 is a review of the City of Hobart's primary planning document, the *Capital City Strategic Plan 2019-2029*. This plan forms the foundation for all other planning and reporting frameworks. It is based on the community vision for Hobart and serves as a comprehensive roadmap for the city's future. The Community Vision is:

*Hobart breathes.*

*Connections between nature, history, culture, businesses and each other are the heart of our city.*

*We are brave and caring.*

*We resist mediocrity and sameness.*

*As we grow, we remember what makes this place special.*

*We walk in the fresh air between all the best things in life.*

This strategic plan outlines the City of Hobart's key priorities for the next decade, ensuring a well-informed and forward-thinking approach to address the community's needs.

### Climate Ready Hobart Strategy

The Climate Ready Hobart Strategy is a guide to what the City of Hobart and the community can do together to respond to the climate and biodiversity emergency as we move towards 2040.

The strategy embraces the City of Hobart's responsibility as a municipal organisation to provide for the health, safety and welfare of the community. It sets a clear direction for the City to lead by example across its core business and services, and to enable the community to act responding to climate change requires everyone to act.

## Strategic context

### Sustainable Hobart Action Plan 2020-2025

The sustainability plan for the City of Hobart encompasses fifty specific actions addressing six key areas: leadership, mobility, energy, resilience, waste, and governance. This comprehensive plan aims to achieve sustainable outcomes for our city, including a clear path towards zero emissions. Additionally, it focuses on enhancing our city's resilience, ensuring we are prepared to face natural hazards like floods.

In June 2019, the City of Hobart declared a climate and biodiversity emergency. The City is committed to addressing the risks and opportunities presented by a changing climate in our policies, strategies and leadership.

### Hobart Transport Strategy 2024

The City of Hobart Transport Strategy 2024 adopts a movement and place framework, recognising the critical role our streets play in movement, connectivity and creating great places.

The Strategy aligns with Pillar 5, Movement and Connectivity, from our community vision: We are a city where everyone has effective, safe, healthy and environmentally-friendly ways to move and connect, with people, information and goods, and to and through spaces and the natural environment.

The vision is action-orientated and identifies the City's goals for the future transport network of Hobart. The themes of the transport strategy respond to this vision, focusing on transport choice.

### Inner Hobart Transport Network Operations Plan

The Inner Hobart Transport Network Operations Plan, is an operational document developed by the Department of State Growth and the City of Hobart for managing and enhancing Hobart's transport network efficiency, safety, and liveability. It balances the needs of various road users through a framework that aligns road network operations with the city's strategic objectives.

The plan employs road user hierarchies, place values, and target levels of service to prioritise and optimise the movement of people and goods, accommodating competing demands and promoting a healthier, connected, and sustainable Greater Hobart.

### Keeping Hobart Moving, Tasmanian Government

Prepared by the Department of State Growth, Keeping Hobart Moving: Transport Solutions for Our Future plan addresses Hobart's growing population, high car dependency, and concentrated peak-period traffic congestion. It outlines a comprehensive plan to enhance Greater Hobart's transport network for growth, accessibility, and sustainable travel through public transport upgrades, active transport promotion, and ferry service expansion. These initiatives aim to support urban development, improve liveability, and direct economic growth, showcasing a commitment to adaptable, sustainable transportation solutions tailored for Hobart's future needs.

### Northern Suburbs Local Area Mobility Plan 2023

The Northern Suburbs Local Area Mobility Plan prepared by the City of Hobart, identifies a network of connected, safe and convenient walking and bike riding routes to and from common destinations within Lenah Valley, Mount Stuart and New Town. The Plan identifies key streets to be included in major works planning and delivery over the next 10 years, ensuring investment supports walking and bike riding.

## Strategic context

### Street Tree Strategy 2017, City of Hobart

The *City of Hobart Street Tree Strategy 2017* proposed a canopy target across urban areas of the municipality of 40% by 2046. Tree canopy cover for the suburb of North Hobart is 9%.

The vision is as follows: Hobart is a City where tree-lined streets are a valued component of our quality of life – achieved through excellence in planning, design, installation and care by the City's workers and our community.

### Queens Domain Masterplan 2013, City of Hobart

The Queens Domain provides recreation and leisure options for Greater Hobart.

Located in close proximity to North Hobart, the Domain provides an opportunity for residents to access public open space now and into the future. A common strategy in the Masterplan and the study area is to develop new pedestrian linkages to the Domain and coordinated transport and connectivity.

### Central North Hobart Design Guidelines 1998

The 'Central North Hobart Design Guidelines' were developed to consolidate the recommendations of the *North Hobart Townscape Project*, and to prepare Desired Future Character Statements for the City of Hobart Planning Scheme, with aspects of this work being included in the *Hobart Interim Planning Scheme 2015* and *Draft Local Provisions Schedule*.

### North Hobart Townscape Project 1992

The aim of the *North Hobart Townscape Project*, prepared by Leigh Woolley, James Jones, Jerry de Grysse, and Sean Kelly, was to transform Elizabeth Street into a vibrant and pedestrian-friendly space, referred to as the 'People's Street'.

The project contains a number of recommendations that are relevant to the North Hobart Neighbourhood Plan, including:

- recognising and protecting the substantial heritage of North Hobart
- recognising the impact of North Hobart's increasing popularity on its traditional service functions and its public space
- consolidating existing residential and commercial precincts
- increasing amenity, usefulness and character of public space.

### Central Hobart Plan, 2023

The City of Hobart, in partnership with the Tasmanian Government, developed the Central Hobart Plan to create a shared vision and framework for guiding the development of our central city area.

The Central Hobart Plan (CHP) is a particularly important and relevant strategic document, to the North Hobart Neighbourhood Plan, as it has a shared project boundary. The area of North Hobart, south of Burnett Street, has not been included in the North Hobart Neighbourhood Plan, as it is covered by the CHP.

The CHP includes five goals, each with objectives, strategies and actions to achieve their intent:

- a captivating and dynamic capital city
- public Spaces that engage and create joy
- sustainable buildings with character
- integrated and accessible movement networks
- an investment ready and innovative city.

Strategic context

Medium Density Design Guidelines

The Medium Density Design Guidelines is a non-statutory document, developed as part of the implementation of the Greater Hobart Plan.

The 30-Year Greater Hobart Plan aims to deliver a compact city that caters for a growing population by providing the right development in the right places. It aims for improved liveability, and affordable and diverse housing.

Delivering affordable, well-located housing is an aspiration for all Tasmania's cities. To achieve this, increased density in urban areas will be necessary, particularly in areas close to activity centres and key transport corridors.

The project was led by ERA Planning & Environment for the Tasmanian Governments Department of State Growth.

Development of the guidelines was led by and included engagement with stakeholders and experts from across industry and government.

The guidelines are intended to provide best-practice guidance to planners, designers and developers in the preparation and assessment of medium density development proposals from the earliest stages. They also provide the community with insight into what quality medium density housing looks like and how such developments can occur within existing built-up areas without adversely impacting on local heritage and character.

These guidelines are intended to facilitate a higher standard of medium density residential development in Greater Hobart.

Draft guidelines/projects

The following current projects are relevant to the future of North Hobart. The Appendix provides a complete list of the studies that informed this Structure Plan, (see page 148).

Draft Improving Residential Standards Project in Tasmania

The State Planning Office is reviewing planning controls for urban housing and residential development in Tasmania. The project aims to increase housing supply, affordability and diversity of housing types. The project will develop recommendations that will inform future amendments to the State Planning Provisions (SPPs).

The draft recommendations propose changes to Tasmania's residential standards including building height, setbacks, and density in residential zones.

The project identified that improvements need to be made to the provision of housing choice, including affordability, diversity and density, design quality, subdivision layout and liveability, and zones that allow more density and diversity of housing in the right locations.

The Tasmanian Government released the independent review of the Tasmanian Planning Scheme's residential standards, on 1 March 2025. Stating that they intend to implement the new requirements into the Tasmanian Planning Scheme in 2025.

Draft Statewide Industrial Land Study

The Department of State Growth is currently undertaking a statewide industrial land study to better understand demand and supply for industrial land across Tasmania.

Ensuring there is a sufficient supply of industrial zoned land across the State is key to ensuring businesses can operate in locations that minimise or remove conflict with adjacent land uses, and that businesses have choice in the context of their overall supply chain (for example, to locate near a key market, supplier or export port).

Draft Heritage Design Guidelines, City of Hobart

The City of Hobart is in the process of preparing Heritage Design Guidelines.

Once completed and endorsed, the Heritage Design Guidelines will help inform development on sites that are listed across the Hobart Local Government Area, including heritage places and in heritage precincts in North Hobart.

**The Value of Heritage in Hobart**

Hobart is Australia's second oldest city, and it has some of the country's best-conserved architectural heritage. Hobart contains a rich and diverse range of buildings, neighbourhoods, and streetscapes with a character and scale that are special and appreciated by many. It is important that we continue to recognise and celebrate Hobart's heritage and its rich and embedded history and conserve it for present and future generations.

Heritage sites contribute to a sense of place through their instilling character and charm, and once destroyed, we cannot replace them.

Hobart's heritage buildings shape the city and are a tangible way to understand the history and development of Hobart. Our heritage is irreplaceable and precious.

The aim of heritage protection is to ensure that new development is designed to respectfully interact with elements of heritage significance. Considered and thoughtful changes to heritage places are possible.

Heritage Design Guide Objectives

- The aim of the Heritage Design Guideline is to:
- Help protect Hobart's unique historic characteristics by conserving, protecting, and enhancing the heritage places.
  - Promote the retention of fabric that contributes to the historic cultural heritage significance of heritage places and precincts.
  - Encourage design choices that consider heritage features and settings with sympathetic new phases of development.
  - Encourage high-quality new development that responds to the heritage context without mimicking historical forms and details
  - Encourage adaptive reuse rather than demolition.
  - Ensure that new development aligns with heritage best practice and is consistent with the conservation principles, processes, and practices of the Australia ICOMOS Burra Charter 2013.
  - Encourage the reconstruction of original or contributory fabric where evidence exists.

The Burra Charter is a formative document in Australian heritage practice that provides a helpful guideline. It establishes good heritage practice and promotes intergenerational equity through conserving heritage places for present and future generations. Access the Burra Charter through the Australia ICOMOS website here: <https://australia.icomos.org/publications/burra-charter-practicenotes/>



The brick Federation Free Gothic ecclesiastical Swan Street Uniting Church and Federation-style houses on Swan Street, North Hobart.

Strategic context



## Strategic context

### Draft Open Space Strategy

The City of Hobart is in the process of preparing an Open Space Strategy.

Hobart's open spaces contribute greatly to the quality of life enjoyed by our residents, the Greater Hobart population and the many people who visit our city from interstate and across the world.

The Open Space Strategy will plan for the challenges of population growth, changing demographics and lifestyles, increasing demand, climate change and its associated impacts on our natural world, our precious native plants and animals, and seek out opportunities to ensure our open spaces are future ready.

This strategy focuses on the City of Hobart's green spaces that cater for a wide range of passive and active recreation and leisure activities. These open spaces are important for the health and wellbeing of our community and the environment.

The six principles for open space in Hobart include:

1. Accessible and Inclusive
2. Nature Positive
3. Connected
4. Cultural
5. Health and Wellbeing
6. Quality and Quantity

Sandy Park North Hobart.



### Draft Hobart Design Guidelines, City of Hobart

The City of Hobart is in the process of preparing a placed-based guide outlining urban and building design principles and guidance that will apply equally to the public realm and private development across Hobart to help shape better places for all.

The Guidelines build on Hobart: A Community Vision, professional best practice, and a deeper understanding of Country to articulate a path between the city we are today, and the city we want to become.

The Guidelines are about capturing what makes Hobart distinct, then applying proven architectural and urban design principles and lessons so we can continue to successfully adapt to new challenges, such as climate change, while retaining what we love a sense of "connection to nature, history, culture, businesses and each other" (Community Vision, page 23).

The Hobart Design Guidelines will help inform development on sites across the Hobart Local Government Area, including North Hobart.

## Regulatory framework

The Plan sits within Tasmania's legislative land use planning framework, which includes:

- the Resource Management and Planning System of Tasmania is the State's integrated environmental and planning system, linked by objectives focused on sustainable development
- the *Land Use Planning and Approvals Act 1993* (LUPA Act) is the state's core planning legislation
- the Local Government Act 1993, which requires municipal-level strategic and annual planning, such as the Capital City Strategic Plan 2019–29
- the *Environmental Management and Pollution Control Act 1994*
- the *Historic Cultural Heritage Act 1995*
- the *Greater Hobart Act 2019* which provides a framework for collaborative decision making between the Clarence, Glenorchy, Hobart and Kingborough Councils and the Tasmanian Government
- The Southern Tasmania Regional Land Use Strategy 2010-2035, is the primary strategic planning document for the region and a statutory document under the LUPA Act.

### Land use strategies

Land use strategies vary in scale and scope. Some are broad and cover large areas – like the Southern Tasmanian Regional Land Use Strategy; while others are more localised and detailed – like the North Hobart Neighbourhood Plan.

### Structure plans

The Neighbourhood Plan is a type of structure plan.

Structure plans provide a specific strategy to implement a regional land use strategy and municipal strategies and help guide the detailed application of a planning scheme to a local defined area.

Structure plans can inform the application of the zoning and overlays in the Local Provisions Schedule (LPS) of the planning scheme, and the preparation of specific area plans (SAPs), particular purpose zones (PPZs), or site specific qualifications (SSQs), where a more unique integration of use and development is required. Changes are implemented through a planning scheme amendment.

Structure plans can also deliver community aspirations for urban design guidelines, environmental objectives, and recommendations for civic upgrades etc.

### Planning schemes

Planning schemes are created under the LUPA Act. However, a scheme is not a policy document in its own right, but rather implements adopted policy through regulations controlling the use and development of land. New planning scheme provisions will be a key mechanism that will be used to implement the Plan. Planning scheme amendments will be required to implement some of the actions set out in this plan.

Regulatory framework

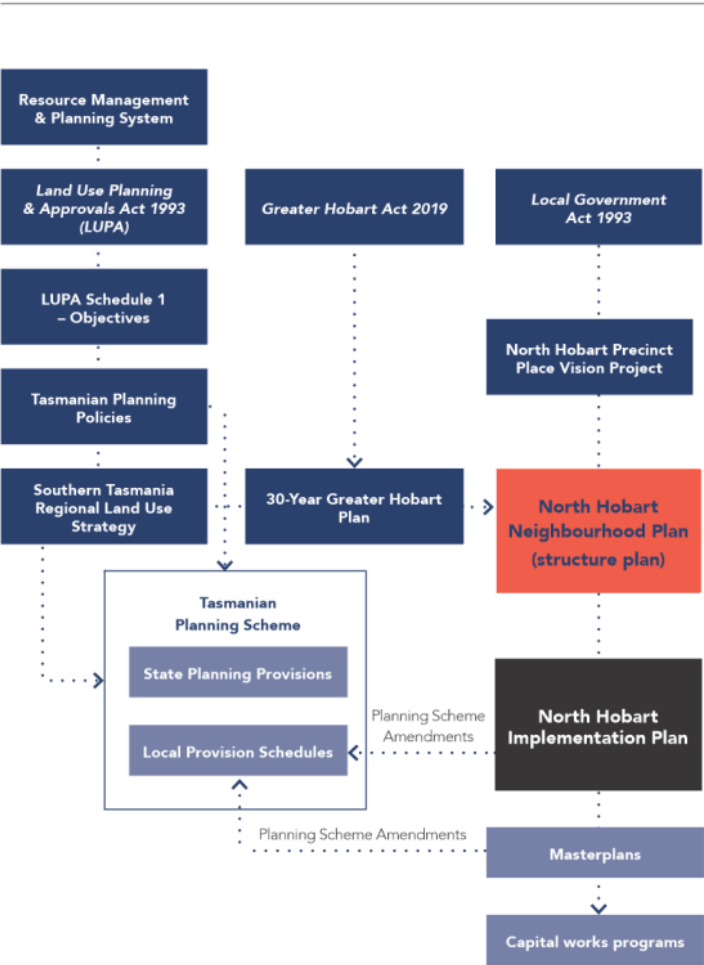


Figure 6. Regulatory framework

Planning in North Hobart: issues and opportunities

Tasmanian Planning Scheme

The Hobart Interim Planning Scheme 2015 (HIPS) currently applies to the study area but will be replaced by the Tasmanian Planning Scheme (TPS) in 2025.

The TPS presents potential new opportunities and some challenges.

The new zones and codes within the Tasmanian State Planning Scheme are not a like-for-like translation from the HIPS, for example the Light Industrial Zone in the HIPS has different rules than the Light Industrial Zone in the TPS.

Zones

North Hobart has a blended pattern of zoning, there are eight zones in the study area.

Zones provide a list of allowable uses, such as Business and Professional Services, General retail and hire, and Residential, in addition to rules for the operation of these uses and controls for the development of buildings, such as height and setbacks.

The study area has the following zones: Inner Residential, General Residential, General Business, Urban Mixed Use, Light Industrial, Recreation, Open Space and Utilities. There is also currently an area zoned Commercial in the part of North Hobart south of the study area boundary of Burnett Street.

The number of zones within the study area contribute to the celebrated mixed-use character of North Hobart. With this comes the need to manage activities and uses to minimise conflicts, for example, to ensure that North Hobart's much loved live music, outdoor dining and the night-time economy are recognised and protected despite their close proximity to residential use.

The ability to accommodate a range of activities will take North Hobart into the next chapter of being a vibrant mixed-use inner city area.

Key opportunity:

To champion and embrace the vibrant range of uses and activities in North Hobart.

Planning Scheme Codes and Overlays

Planning scheme codes and overlays cover areas or sites that either hold a specific value, such as heritage, or they may be at risk from a hazard, such as flooding.

The overlays are important for protecting people, places and assets, and influence how land is used, developed and managed. As a result, where there are fewer overlays, there are likely to be fewer values or hazards to consider, which generally means that redevelopment can be more straightforward.

The study area is subject to several code overlays. Local Heritage Precincts and the Flood-Prone Hazard Areas Code cover a large portion of the study area.

These overlays have effects on the type of built form and use that can be achieved, for example, the scale of new buildings in a heritage precinct will be informed by the scale of buildings surrounding it, and certain vulnerable uses like aged care may not be appropriate in areas with high risk of flooding.

Attenuation Code

The Attenuation Code regulates some uses that emit noises, vibration, dust, smells, smoke or other kind of emissions that can impact sensitive uses like residential, it also protects any existing attenuating uses from encroachment by sensitive uses, so that any conflicts are minimised. Under the TPS, examples of attenuating uses include large breweries or distilleries, joinery workshops and motor bodyworks, but do not include live music venues.

Key opportunity:

To identify and manage land use conflicts that may fall outside of the scope of the Attenuation Code.

Planning in North Hobart: issues and opportunities

Specific Area Plans and Site-Specific Qualifications

The draft Hobart Local Provisions Schedule, includes the zone and overlay maps as well as Specific Area Plans (SAPs) and Site-Specific Qualifications (SSQs). There are two SAPs and one site-specific qualification proposed in the LPS:

- Hobart Light Industrial SAP
- North Hobart SAP
- 321-323A and 325 Elizabeth Street and 16A Lefroy Street SSQs —provide for vehicles parking

Both SAPs have essentially been carried forward from the current Hobart Interim Planning Scheme 2015, with some minor changes to the Hobart Light Industrial SAP.

Key opportunities:

- To shape the Local Provisions Schedule of the planning scheme, by proposing a new Specific Area Plan to embrace North Hobart's unique vision, addressing challenges, and maximising potential.
- To review the purpose of any specific area plans and site specific qualifications, and ensure their contemporary application.

Hobart Light Industrial Specific Area Plan

The Light Industrial zone covers an area of 4.7 hectares dispersed along Argyle Street, Burnett and Federal Streets.

The area zoned Light Industrial is overlaid with the Hobart Light Industrial Zone Specific Area Plan.

The purpose of this SAP is:

- to provide for uses that are compatible with the unique, existing pattern of use in the area
- to provide for uses that minimise land use conflict in order to protect industrial viability and the safety and the amenity of sensitive land uses in adjacent zones.

This Specific Area Plan overrides the use table in the Light Industrial zone to prohibit several uses which would otherwise be permitted or discretionary in this zone.

North Hobart Specific Area Plan

The North Hobart Specific Area Plan was created with the aim of preserving and enhancing the unique streetscape and character of North Hobart along Elizabeth Street.

This SAP considered the Central North Hobart Design Guidelines which were developed to ensure the preservation and enhancement of North Hobart.

Planning in North Hobart: issues and opportunities

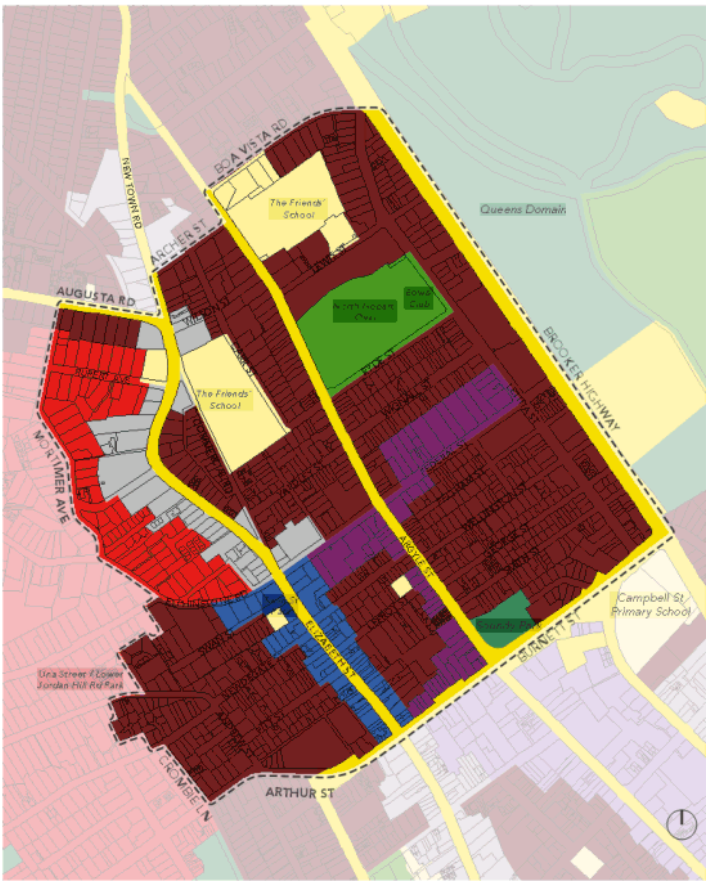
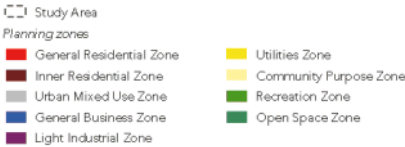


Figure 7. Draft Local Provisions Schedule zoning proposed for the Tasmanian Planning Scheme which is currently with the Tasmanian Planning Commission for their consideration and approval.







Part two:  
Urban Design  
Principles

Elizabeth Street and Burnett Street, North Hobart  
Photograph by Alistair Bett

City of Hobart

Part two: Urban Design Principles

In **Part two**, we've outlined North Hobart's Urban Design Principles (UDP) and defining elements. The UDP promotes best practice development to deliver the community's vision for North Hobart. They have been informed by North Hobart's existing local character, identity and heritage.

The UDPs are applied throughout the objectives, strategies, and actions for North Hobart which are detailed in Part Three: Neighbourhood Framework. The Neighbourhood Framework builds upon the UDP providing supporting information and guidance on the future outcomes relating to built form, public realm and open space, and movement and access.

The following sections are included in Part Two:

North Hobart's Urban Design Principles	38
North Hobart's defining elements:	40
• Palawa connection and culture	40
• Built form heritage	42

North Hobart Neighbourhood Plan

Part two: Urban Design Principles

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Part two: Urban Design Principles

Urban Design Principles

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.

The City of Hobart Urban Design Advisory Panel (UDAP) will continue to play an important role through the independent design review process.

Implementation

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

An amendment to the Tasmanian Planning Scheme's Local Provisions Schedule will implement some of the actions outlined.

Improvements to the public realm and open space, as well as delivery of new transport infrastructure will be achieved through public projects. 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. Promote well designed medium density housing, mixed use renewal and future employment.
2. Support medium density development on wide green streets and strategic sites.
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.

These principles will primarily be delivered through actions outlined in Goal One.



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.

These 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.

These principles will primarily be delivered through actions outlined in Goal Four.



Part two: Urban Design Principles

Part two: Urban Design Principles

North Hobart's defining elements

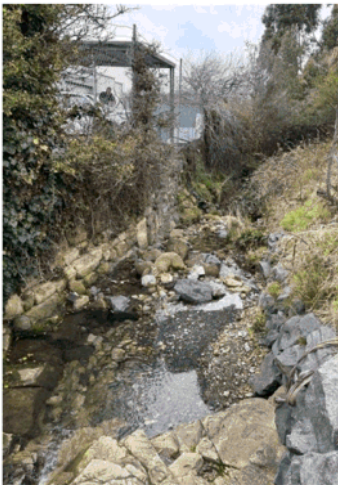
Palawa culture and connection

North Hobart is located in the traditional country of the southeast nation of the Tasmanian Aboriginal people. The southeast nation territory covered around 3,000 square kilometres and around 500 kilometres of shoreline along the western banks of Timtumi minanya (the Derwent River). This country has been cared for and carefully managed by the muwinina band of the southeast nation for thousands of generations.

North Hobart was once a rich cultural landscape providing resources of both the land and the sea. The area provided access to the mountains, fresh water and to many travel routes through well maintained cultural pathways. These pathways led inward into tribal country and outward to the tribal country boundaries for seasonal contact with other nations. These cultural pathways were managed for ease of movement to access cultural resources, providing access to ceremonial lands and led to traditional hunting grounds. The cultural history of this area is reflected in physical Aboriginal heritage material.

Aboriginal heritage sites recorded within this region provide evidence of many thousands of years of Aboriginal occupation. Traditional knowledge maintained by Tasmanian Aboriginal people indicates a much greater length of occupation. Aboriginal people believe they are part of the creation of this island and therefore have always been the carers of the land, sea, and sky.

North Hobart is well used and collectively considered an important space by the Palawa of today. This connection to place and expression of Aboriginal culture is not readily evident in the built form and open spaces of North Hobart.



Above: Providence Valley Rivulet.  
Photograph by Sharnie Read (2023)

The Neighbourhood Plan aims to foster Palawa engagement and expression as a core priority to enrich the city's character and identity.

Part two: Urban Design Principles



Views to Kunanyi/Mount Wellington from the Domain.  
Photograph by Joanne Hickman (2023)



Part two: Urban Design Principles

Built form heritage

The distinctive character and heritage of North Hobart is highly valued by the local community and contributes to its appeal as a destination to visitors.

This value is reflected in the Local Provisions Schedule of the Tasmanian Planning Scheme with a number of areas identified as Local Heritage Precincts and individual lots identified as Local Heritage Places. In addition, a range of other properties are identified on the Tasmanian Heritage Register.

No changes are proposed to the Local Heritage Precincts or Local Heritage Places.

The following precinct descriptions are an overview of some of the key characteristics of the built form heritage and refer to the City of Hobart document *City of Hobart Local Heritage Precincts, Description, Statement of Local Historic Heritage Significance and Design Criteria / Conservation Policy*, January 2019.

Development within Local Heritage Precincts and Local Heritage Places will continue to be assessed against the standards set out in the Heritage Code, to protect the integrity of these heritage values.

Local heritage precincts



Elizabeth Street facade, Photograph by Alastair Bett

1. Elizabeth Street (HOB-C6.2.27)

The Elizabeth Street Precinct contributes to the significance of the nineteenth-century subdivision pattern through its mix of commercial and residential buildings reflecting the precinct's original character. Aesthetic features include brick façades, uniformity of scale, and traditional retail elements, enhancing the consistent streetscape. Notable are the well-preserved examples of Old Colonial, Victorian, Federation, and Inter-War architecture, both residential and commercial. The precinct holds social and spiritual significance due to the presence of long-standing community buildings (state Cinema and Post Office) and the Baptist Church (Tabernacle) fostering community ties and cultural heritage.



City of Hobart

Part two: Urban Design Principles



Figure 7. Heritage in North Hobart

- Study Area

Open space

Rivulet (open)

Rivulet (pipe)

Local Heritage Precinct

Local Heritage Place

Tasmanian Heritage Register (State)
- Local Heritage Precincts**

1. Elizabeth Street	9. Carr Street
2. Lefroy Street	10. Burnett Street
3. Smith & George Street	11. Newdegate & Arthur Streets
4. Yardley & Wignall Street	12. Stoke Street
5. Letitia and Park Street	13. Rupert & Mortimer Avenues
6. Letitia Street	
7. McTavish Avenue & Commercial Lane	
8. Swan Street	

North Hobart Neighbourhood Plan

Part two: Urban Design Principles

Part two: Urban Design Principles

Local heritage precincts



Two storey brick late Victorian terraces on Lefroy Street, North Hobart.

2. Lefroy Street (HOB-C6.2.28)

The Lefroy Street Precinct contributes to an understanding of residential development patterns and architectural evolution in North Hobart. Notable are the Old Colonial, Victorian, and Federation period houses, showcasing the area's original residential character and suburban expansion. Aesthetic features include intact examples of architecture, uniformity of form, and well-maintained gardens with low fencing, enhancing streetscape consistency.

The precinct also features Old Colonial Georgian cottages reflecting early settlement patterns. It holds spiritual significance due to the presence of The Church of Jesus Christ of Latter Day Saints, constructed in 1925, fostering community ties and cultural heritage.



Two storey brick Victorian terraces on George Street, North Hobart.

3. Smith and George Street (HOB-C6.2.29)

The Smith and George Street Precinct contributes to an understanding of development patterns, land use and architectural evolution in North Hobart. The remnants of rubble stone walling along Argyle Street was once part of a 1850s and 1860s timberyard and tannery and provides evidence of early industrial activity. Aesthetic features include intact examples of Old Colonial Georgian cottages with narrow front yards and a uniform streetscape reflecting the precinct's original residential nature. Additionally, rows of modest terraced housing on compact subdivisions represent early low-income and charity housing, adding to the area's historical context and heritage value.



City of Hobart

Part two: Urban Design Principles

Local heritage precincts



Street trees on Wignall Street, North Hobart.

4. Yardley and Wignall Streets (HOB-C6.2.25)

The Yardley and Wignall Streets Precinct contributes to an understanding of residential growth patterns and architectural heritage influenced by the introduction of the tram services in 1916. It emphasises the precinct's aesthetic appeal, characterised by uniform facades, street plantings, and vistas of surrounding landscape and landmarks. It highlights architectural styles, such as late Victorian, Federation, and Inter-War periods, reflecting periods of suburban expansion. Moreover, it encompasses the precinct's association with social groups, including the emergence of the 'commuter' class, and its significance as the location of the former Hobart High School, contributing to its cultural and community importance.



Houses with corrugated iron roofs and brick chimneys, situated on Park Street, North Hobart.

5. Letitia and Park Street (HOB-C6.2.22)

The Letitia and Park Street precinct contributes to an understanding of residential growth and development patterns in North Hobart, notably influenced by the introduction of tram services in 1916. The precinct's appeal is characterised by a consistent streetscape, with weatherboard and brick houses, and cottage-style gardens, reinforcing its residential character. Furthermore, it underscores the representation of architectural styles, particularly late Victorian, Federation, and Inter-War period houses.



North Hobart Neighbourhood Plan



Part two: Urban Design Principles



Part two: Urban Design Principles

Local heritage precincts



Detached, single-storey brick houses on Letitia Street in North Hobart. Source: Google Map Streetview 2024

6. Letitia Street (HOB-C6.2.33)

The Letitia Street Precinct contributes to understanding development patterns and architectural heritage in North Hobart. The precinct showcases a distinctive early twentieth-century subdivision pattern and well-maintained front gardens, enhancing its residential character. Aesthetic features include a consistent streetscape of single-storey weatherboard and brick houses, contributing to a uniformity of form and scale. The late Victorian, Federation, and Inter-War period houses reflect a distinct era of urban expansion, notably linked to tram services. Additionally, a significant grouping of Inter-War residences near Boa Vista Road exhibits similar detailing and features, enriching the area's architectural diversity.



Historic stone masonry buildings along Elizabeth Street, North Hobart. Source: Google Map Streetview 2024

7. McTavish Avenue and Commercial Lane (HOB-C6.2.24)

The McTavish Avenue and Commercial Lanes Precinct contributes to an understanding of early settlement patterns and economic booms in North Hobart. Colonial and early Victorian houses along main transport routes reflect the area's early development. The abundance of Colonial, Victorian, Federation, and Inter-War period housing illustrates economic prosperity from the 19th to early 20th centuries. The curved road layout of Elizabeth Street facilitated early transportation modes to navigate the topography. Aesthetic features include uniform streetscapes, gardens, and views of surrounding areas. Intact individual and grouped houses showcase various architectural styles, contributing to the precinct's heritage value and streetscape appeal.



Part two: Urban Design Principles

Local heritage precincts



A row of red brick, Federation-style houses on Swan Street, North Hobart.

8. Swan Street (HOB-C6.2.26)

The Swan Street precinct contributes to understanding the development patterns and architectural heritage of North Hobart. Intact Victorian and Federation period houses, reflect original residential characteristics including ornate brick facades and well-maintained gardens, contributing to the precinct's residential character and streetscape. Significant groupings of houses exemplify architectural styles. The precinct holds social and spiritual significance due to the presence of the former Swan Street Methodist Church, now a Uniting Church, and the Peacock Centre, formerly a Convalescent Hospital, fostering community ties and cultural heritage.



Single-storey homes bordered by picket fences on Carr Street, North Hobart.

9. Carr Street (HOB-C6.2.23)

The Carr Street Precinct contributes to the understanding of development patterns and architectural heritage in North Hobart through the late Victorian and Federation period houses, indicative of suburban expansion phases. Other features include gardens, street trees, and original architectural features, contributing to its residential character. The precinct includes a range of architectural styles such as Victorian, Federation, and Inter-War, showcased through intact individual houses and cohesive groups, demonstrating key design features of each era and enhancing the area's heritage value.





Part two: Urban Design Principles

Part two: Urban Design Principles

Local heritage precincts



Two-storey historic townhouses with lacework balconies and brick facades lines Burnett Street, North Hobart. Source: Google Map Streetview 2024

10. Burnett Street (HOB-C6.2.30)

Burnett Street precinct contributes to an understanding of architectural heritage and early subdivisions and settlement patterns in North Hobart. Aesthetic features include representative examples of various architectural styles and a uniform streetscape and the remaining front gardens enhance the residential character. The precinct showcases Old Colonial Georgian, Victorian, Federation, and Inter-War period houses, reflecting its original residential nature and subsequent growth. Notable is the landmark location of The Crescent Hotel, providing insights into the area's early development into a residential neighbourhood and associated commercial establishments.



Single-storey historic houses on Pitt Street with foothills of Kunanyi in the background. Source: Google Map Streetview 2024

11. Newdegate & Arthur Streets

The Newdegate and Arthur Street precinct contributes to understanding the local historic heritage significance of West Hobart, including the suburb's development, with a focus on the introduction of tram services in 1914. The precinct highlights the aesthetic appeal of the area, characterized by uniform brick/weatherboard facades, open vistas, high-quality houses and well-maintained gardens. The presence of diverse architectural styles from different periods, notably Federation and Inter-War, illustrates the suburb's evolution into a middle-distance residential area. Additionally, the statement underscores the community significance of corner shops, a former church, and a community hall, reflecting their role in serving and bringing together residents over time.



Local heritage precincts



Red brick Federation-style houses on Stoke Street, New Town with foothills of Kunanyi in the background. Source: Google Map Streetview 2024

12. Stoke Street

The Stoke Street precinct contributes to an understanding of the local historic significance of New Town, notably its early subdivisions and connections with prominent estates. It emphasises the area's appeal as a residential area, featuring substantial houses set back from the street and provided with large front gardens, built by and heavily associated with many influential citizens across different eras. Aesthetically, the precinct boasts intact, architecturally diverse buildings and mature plantings associated with its historic estates. It represents a range of building styles spanning from the 1830s to the mid-20th century, maintaining integrity and historic character. The presence of The Friends' School and Quaker Meeting House adds social significance to the local community fabric.



Historic red brick house on Rupert Avenue, Mount Stuart. Source: Google Map Streetview 2024

13. Rupert and Mortimer Avenues

The Rupert and Mortimer Avenues precinct contributes to understanding the development patterns and early estate subdivisions within Mount Stuart. Aesthetically, the area is characterised by well-preserved early to mid-twentieth century houses, forming a cohesive streetscape that showcases various design features and styles. The response to topography is evident in building placement and split-level street formation, enhanced by significant stone walling. Front and rear gardens contribute to the residential character. Mount Stuart's significance also lies in its oldest residence, Beaulieu, and the visible subdivision patterns that evolved from it, highlighting the changing development trends and architectural styles over time.





## Part three: Neighbourhood Framework

**Part three**, sets out the neighbourhood shaping goals, objectives, strategies and actions that support the North Hobart Vision.

Feedback received on the directions, ideas and opportunities, raised in the community engagement process for the Discussion Paper, helped to inform the neighbourhood shaping goals and associated strategies and actions.

The Urban Design Principles described in Part two, have been applied throughout the objectives, strategies, and actions. The Neighbourhood Framework builds upon the UDPs providing supporting information, maps and guidance on the future outcomes relating to built form, public realm and open space, and movement and access.

**The following sections are included in Part Three:**

<b>Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work</b>	<b>53</b>
Objective 1: More diverse housing options including affordable and social housing	54
Objective 2: Jobs, services, and everyday convenience within walking distance	60
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Design quality and sustainability	64
Reverse amenity	67
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Overshadowing	90
<b>Goal two: North Hobart is a creative and diverse neighbourhood on Palawa Country</b>	<b>92</b>
Objective 4: A welcoming and diverse place of creativity and culture	92
Objective 5: A lively and flourishing high street precinct	96
<b>Goal three: North Hobart is a resilient and sustainable neighbourhood</b>	<b>104</b>
Objective 6: Greener and more resilient and attractive	105
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Objective 8: Easy access to the Queens Domain	116
<b>Goal four: North Hobart is an accessible and walkable neighbourhood</b>	<b>118</b>
Objective 9: High quality walkways, footpaths, lanes, and streets, including new connections	118
Objective 10: An integrated network of safe cycle and micromobility lanes and facilities	124
Objective 11: Moving and parking cars better and making streets	128
Objective 12: A simpler, more frequent and reliable public transport network	132

Four neighbourhood shaping goals

The four goals



**Goal one:**  
North Hobart is a welcoming and inclusive neighbourhood to live and work.



**Goal two:**  
North Hobart is a creative and diverse neighbourhood on Palawa Country.



**Goal three:**  
North Hobart is a resilient and sustainable neighbourhood.



**Goal four:**  
North Hobart is an accessible and walkable neighbourhood.

How each goal is delivered

Each goal has associated objectives, strategies and actions to achieve its intent. The responsibility of the proposed actions have been classified as deliver, partner or advocate. A summary of all proposed actions are included in Part 4: Making It Happen.



Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Over the next 20 years, growth in housing and employment will be encouraged along North Hobart's wider streets and near Elizabeth Street. This will make it easier for residents to access nearby services, jobs and Central Hobart. Supporting a greater mix of uses close to Elizabeth Street will offer more opportunities for local businesses and workers to remain in North Hobart.

Well-designed and sustainable buildings and spaces, including medium density housing, will respond to North Hobart's rich heritage. This will involve managing off site impacts and making a positive contribution to the public realm. By managing this growth well, North Hobart will remain a welcoming and inclusive place for everyone.

Urban design principles:  
Built form and design

- 1. Promote well designed medium density housing, mixed use renewal and future employment.
- 2. Support medium density development on wide green streets and strategic sites.
- 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.





Part three: Neighbourhood Framework

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Objective 1: More diverse housing options including affordable and social housing

North Hobart will continue to be an inclusive and welcoming place to live. A greater range of housing options for different needs and incomes will be available and affordable for more residents.

Medium density housing, such as terrace houses, townhouses and low-rise apartments will provide a range of housing options for different needs and incomes, including social, affordable, and key worker housing.

North Hobart's beautiful heritage will be preserved. Well-designed medium density housing that is respectful of the character of the area will be supported in the right locations (see Figure 8).

Housing growth will be located close to jobs, services, transport, and open space.

Renewing strategic sites such as the Condell Place car park and the Providence Valley Rivulet block has the potential to unlock other benefits to the community, such as:

- safe and accessible public open spaces and greening
- best practice in 'density done well'
- more services and transport options within walking distance.

Measures of success ✓

- Increase in affordable, medium density housing to buy and rent.
- Greater supply of key worker housing close to their place of employment.
- Increase in mixed use development.
- Decrease in dwelling conversions to short stay visitor accommodation.

Adaptive re-use of non-residential buildings can provide opportunities for medium density housing in Feltham, George, Wellington, and Smith Streets.

Conversion of non-residential buildings and underutilised sites along the wider streets, including Argyle, Burnett, Federal, and Letitia Streets, will provide opportunities for mixed-use developments with medium density housing, such as 'shop-top' apartment living above commercial uses.

There is potential for appropriately designed medium density infill housing within the Smith and George Street Local Heritage Precinct.



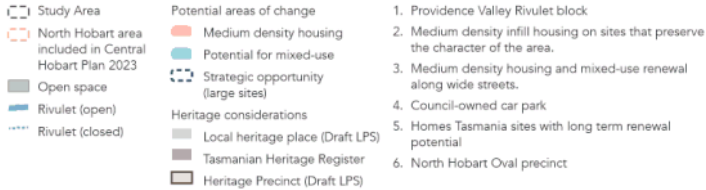
Smith Street warehouse conversion designed by Terroir, photograph by Jonathon Wherrett

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Objective 1: More diverse housing options including affordable and social housing



Figure 8. Supporting medium density housing and mixed use renewal along wider and greener streets of North Hobart and near Elizabeth Street.



Part three: Neighbourhood Framework

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Objective 1: More diverse housing options including affordable and social housing

What type of housing?

Medium density housing

The Tasmanian Government has developed design guidelines for medium density residential development as part of the Greater Hobart Plan.

A proposed definition for medium density housing:

Multiple dwellings on a site that can range from single storey to up to six storeys in height. Typical typologies include single-storey villa developments, duplexes and co-joined dwellings, terrace housing, townhouses, apartment buildings up to six storeys, shop top housing and mixed-use residential developments with commercial ground floor tenancies.

Medium Density Design Guidelines, August 2023.

Mixed-use renewal

Mixed-use renewal means the redevelopment of land that blends multiple uses, either within buildings and/or across multiple buildings on larger sites. Uses can include, housing, retail, hospitality, office, community or cultural uses.

Adaptive reuse

Adaptive reuse is the process of repurposing an existing building for a new function. This not only preserves the history of a site, but also makes use of a previous carbon investment in the building stock, thereby reducing embodied carbon. Adaptive reuse can be appropriate for buildings protected by the Tasmanian Planning Scheme's Heritage Code or listed on the Tasmanian Heritage Register as well as unlisted buildings with heritage values.

The modification of a heritage place to a new use that conserves its heritage values.

Adaptive reuse, Department of the Environment and Heritage, 2004

Social housing

Social housing is affordable housing provided by the government and community sectors to assist people who are unable to afford or access suitable accommodation in the private rental market. It includes public housing, state owned and managed Indigenous housing and community housing. Rents are set as a proportion of household income.

Affordable housing

Affordable housing refers to housing for purchase and rental, that is appropriate for the needs of very low to moderate-income households. This is generally understood to mean housing that costs no more than 30 per cent of a household's gross income.

Affordable rental housing

Affordable rental housing refers to properties that are made available at rents below market rates, and are affordable for low to moderate income households. Typically, this means rents are set at or below 80 per cent of market rates and not more than 30 per cent of a household's gross income. This includes key worker housing and social housing.



Medium density social housing in Hobart. Photograph by Adam Gibson.

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Objective 1: More diverse housing options including affordable and social housing



Figure 9. Condell Place site analysis and concept design diagram

Concept design principles

- 1 Provide public car parking (to the equivalent or more than existing) and charging in a lower ground parking facility, and secure bike and scooter parking with passive surveillance. Wrap lower ground frontage to Burnett Place with active uses.
- 2 Identify opportunities for new public open space and greening fronting onto Tony Haigh Walk and Little Arthur St; design for high amenity and high-quality spaces that are safe and welcoming.
- 3 Encourage active frontages for retail/hospitality uses on the upper ground floor of privately owned land facing onto Burnett Place, through placemaking and street trees.
- 4 Increase site activation with ground floor community use fronting onto public open space. Investigate upper level for affordable housing. Ensure buildings are sensitively designed with natural surveillance, appropriate setbacks, and height.
- 5 Renew pedestrian connections along Burnett Place and Condell Place and consider improving connections through to Burnett Street.

Legend

- Site boundary
- Indicative new public open green space/square
- Underground car park below
- Potential site for medium density housing development
- Renewed public space
- Street canopy trees
- Sensitive interface
- Active street frontage
- Existing pedestrian route
- Potential new pedestrian route
- Indicative access to car park
- Signalised intersection (new)
- Signalised intersection (upgrade)

## Part three: Neighbourhood Framework

**Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work****Objective 1: More diverse housing options including affordable and social housing****Strategy 1.1**

**Support well-designed medium density housing in the right locations through mechanisms in the planning scheme.**

**Proposed actions****Deliver**

**A1.1.1** Prepare a planning scheme amendment to:

- Rezone land from the Light Industrial Zone to the Urban Mixed Use Zone and to the General Business Zone.
- Rezone land from the Inner Residential Zone to the Urban Mixed Use Zone.

**A1.1.2** Investigate mechanisms to require delivery of developer contributions for community benefit.

**Draft Planning Scheme Amendment**

**Certification**

**Exhibition**

**Assessment**

**Decision**

*Planning Scheme Amendment approval process.*

**Strategy 1.2**

**Renew strategic opportunity sites to deliver affordable and/or social, medium density housing.**

**Proposed actions****Deliver**

**A1.2.1** Undertake a feasibility study to investigate the potential for the council-owned car park at Condell Place to deliver affordable and/or social, medium density housing, community uses and a public car park.

**Advocate**

**A1.2.2** Engage with Homes Tasmania to support the long term renewal of Homes Tasmania assets to deliver more affordable and social, medium density housing.

**Deliver, Partner, Advocate**

**A1.2.3** Engage with landowners and other stakeholders, to prepare a **Providence Valley Rivulet Masterplan**, which plans for the coordinated renewal of land bound by Elizabeth, Argyle, Burnett and Lefroy Streets, for the delivery of mixed-use and residential development.



Condell Place car park

City of Hobart

**Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work****Objective 1: More diverse housing options including affordable and social housing****Visitor Accommodation**

North Hobart is an attractive destination for visitors. Providing for short-stay visitor accommodation which does not negatively impact on the amount of long term rental and affordable housing is essential.

Strategic opportunities for renewal of existing, underutilised visitor accommodation sites, which can provide additional capacity, can be supported by rezoning these sites to the Urban Mixed Use Zone. (See A1.1.1)

The effectiveness of changes to council rates, intended to discourage the full conversion of a dwelling to visitor accommodation in residential zones, will continue to be monitored, as will the conversion of existing visitor accommodation to a dwelling. Analysis of whether rates increases are covered through accommodation cost increases should also be considered.

The City are likely to pursue a planning scheme amendment to the LPS which proposes a Specific Area Plan (SAP) to prohibit the full conversion of dwellings in residential zones to visitor accommodation use across the LGA. The success of this PSA will determine whether the proposed action A1.3.1 is necessary.

Depending upon the success of the listed actions, council staff will continue to investigate mechanisms, used in other areas, to discourage the permanent conversion of dwellings to visitor accommodation use, and their suitability for application in North Hobart.



Rydges Hotel, North Hobart

North Hobart Neighbourhood Plan

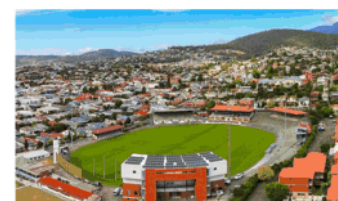
**Strategy 1.3**

**Create a sustainable balance between short stay visitor accommodation and housing for residents.**

**Proposed actions****Deliver**

**A1.3.1** Prepare a planning scheme amendment to apply a Specific Area Plan to prohibit the conversion of whole dwelling residential use to visitor accommodation use in the Inner Residential and General Residential zones of North Hobart.

**A1.3.2** Prepare a planning scheme amendment to rezone land to the Urban Mixed Use Zone to enable larger scale visitor accommodation in appropriate locations.



North Hobart Oval Sports and Community Precinct and the adjacent Rydges Hotel, to the north

Part three: Neighbourhood Framework



Part three: Neighbourhood Framework

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Objective 2: Jobs, services, and everyday convenience within walking distance

North Hobart will continue to be a vibrant and diverse neighbourhood. It's mixed-use character will be celebrated.

Existing employment corridors will be strengthened and mixed use renewal supported in the right locations (see Figure 10).

A diverse range of employment types and industries such as retail and hospitality will be provided.

Land will be rezoned to provide new spaces for:

- established businesses that are currently located in residential zones in more appropriate zones
- new small business, such as daily retail and services
- visitor accommodation on land zoned Urban Mixed Use or General Business to reduce the demand for visitor accommodation on residentially zoned land
- a small supermarket or grocer on land zoned General Business in a preferred location.

A Providence Valley Rivulet Masterplan, which delivers mixed use and residential development plans for the coordinated renewal of land bound by Elizabeth, Argyle, Burnett and Lefroy Streets, will be prepared in consultation with stakeholders and landowners.

Measures of success ✓

- Increase in commercial floor space
- Increase in retail diversity to meet daily needs
- Supermarket or grocer to provide fresh food

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.

Proposed actions

Deliver

A2.1.1 Prepare a planning scheme amendment to:

- Rezone land from the Light Industrial Zone to the Urban Mixed Use Zone and to the General Business Zone.
- Rezone land from the Inner Residential Zone to the Urban Mixed Use Zone.

Advocate, Partner

A2.1.2 Engage with landowners and other stakeholders, to prepare a Providence Valley Rivulet Masterplan, which plans for the coordinated renewal of this land for the delivery of mixed-use and residential development.



The Rox residential and visitor accommodation apartments with ground floor commercial tenancy, Hobart

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Objective 2: Jobs, services, and everyday convenience within walking distance

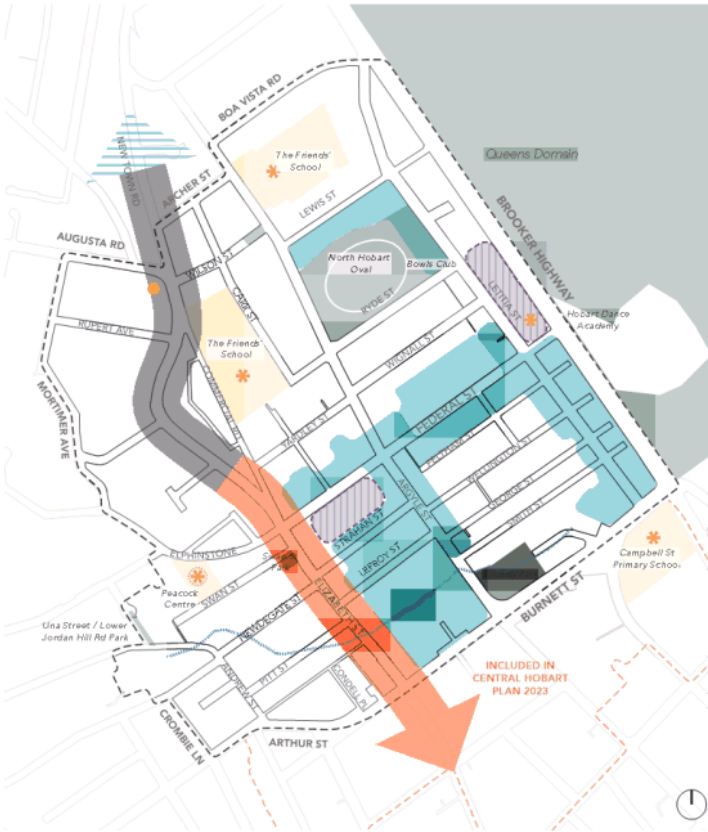
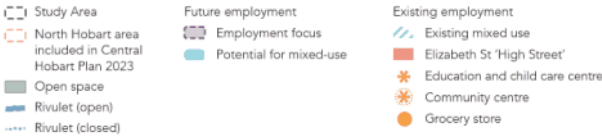


Figure 10. Supporting employment in existing employment areas and near Elizabeth Street.



## Part three: Neighbourhood Framework

## Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

## Objective 3: Well designed and sustainable buildings that respond to heritage

North Hobart will maintain its rich and diverse heritage and character. It is important that buildings are designed to protect heritage places and precincts.

The **Urban Design Principles** set out in this Neighbourhood Plan will guide future development to align with the vision for North Hobart.

The **Built Form and Design Guidelines** set out in this Neighbourhood Plan consider factors like the local character, scale, land form, heritage, and sunlight access of North Hobart and includes specific controls, such as maximum building heights, and minimum boundary setbacks.

Community benefits, such as new open spaces and pedestrian links, will be delivered as part of new development.

These guidelines will be implemented through a planning scheme amendment to the Hobart Local Provisions Schedule of the Tasmanian Planning Scheme.

The City continues to develop strategies, plans, policies and guidelines which support best practice design.

The **Heritage Design Guidelines** will help inform development on sites that are listed across Hobart including development of heritage places and in heritage precincts in North Hobart.

The **Hobart Design Guidelines** are a placed-based guide outlining urban and building design principles that will apply to the public realm and private development across Hobart to help shape better places for all.

The **Medium Density Design Guidelines** are being developed by the Tasmanian Government's Department of State Growth. These guidelines are intended to facilitate a higher standard of medium density residential development in Greater Hobart.

The City will continue to support events and programs which showcase exemplar design, sustainability and innovation such as the Architecture Awards and Open House Hobart.

## Strategy 3.1

**Support design quality and excellence in new development.**

## Proposed actions

## Deliver

**A3.1.1** Prepare a planning scheme amendment to implement the **Built form and design guidelines** set out in this Neighbourhood Plan.

**A3.1.2** Design buildings and infrastructure on Council owned land to be zero emissions; include 100% renewable energy generation and storage with consolidated off-street, car parking facilities; provide electric micromobility and car charging; and incorporate water sensitive urban design.

## Advocate

**A3.1.3** Advocate to the Tasmanian Government for changes to the National Construction Code (NCC) to increase the NatHERs star rating requirement to a minimum of 7 stars for new dwellings.

**A3.1.4** Encourage development which is easily accessible by public transport, taxi, carshare and bike, provide car parking with electric car charging (underground where possible).

## Measure of success ✓

- Industry-recognised design excellence, sustainability and innovation.

## Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

## Objective 3: Well designed and sustainable buildings that respond to heritage



Letitia Street medium density housing in North Hobart by Preston Lane Architects



Adaptive re-use and setback above existing building 388 Barkly Street, Brunswick by DREAMER with Breathe Architecture



Materials palette: red brick Clifton and Central, Mt Lawley, Western Australia by MJA Studio

## Part three: Neighbourhood Framework

**Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work****Built form and design guidelines****Urban design principles:  
Built form and design**

1. Promote well designed medium density housing, mixed use renewal and future employment.
2. Support medium density development on wide green streets and strategic sites.
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 Built form and design guidelines for North Hobart are informed by best practice and the specific place context of North Hobart, such as Palawa identity, land form, character, heritage and solar access. They seek to enhance the quality of the buildings, as well as the spaces between buildings.

Planning scheme amendments to implement the guidelines will provide clarity for the community and developers about the requirements for North Hobart.

The City of Hobart Urban Design Advisory Panel (UDAP) will continue to play an important role through the independent design review process.

**Promote well-designed medium density housing, mixed use renewal and future employment****Overview**

North Hobart has a unique character and identity that is highly valued by both locals and visitors.

Heritage places and precincts combine with a mix of more recent built form, such as small to mid-scaled retail and offices, this results in an attractive and identifiable character, despite the variation.

Streetscapes vary in size and qualities, connecting residential areas with key destinations in North Hobart and beyond.

New development within North Hobart must enhance, not detract from the values of place. Creative, innovative and sustainable design is essential to make a positive contribution to the built form, public realm and amenity of North Hobart.

The following guidelines are currently being developed and will be relevant to future development in the area:

- *Heritage Design Guidelines, City of Hobart*
- *Hobart Design Guidelines, City of Hobart*
- *Medium Density Design Guidelines, Department of State Growth.*

**The following pages showcase examples of medium-density development typologies, illustrating the diverse potential for housing, mixed use renewal, and business spaces that respond to North Hobart's context.**

**Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work****Built form and design guidelines****Character and identity**

- New development should be articulated to reinforce the human-scale streetscape of North Hobart, breaking down singular long elevations into a series of facades.
- Continue the streetscape rhythm and materiality of the street wall down to the ground level forming part of the built form expression at street level.
- Celebrate the diversity of built form, including small office and warehouse building typologies as part of the character of North Hobart.
- Continue architectural expression through upper levels and roof lines reflecting the building use and complementing adjoining roofscapes.
- Respond to the colour and material palette of North Hobart, consider complementary and contrasting colours and materials.
- Requirements set out in the Heritage Code and North Hobart SAP take precedence over above requirements, to protect the integrity of heritage values.

**Landscape, greening and flooding**

- Incorporate additional greening including in front and rear garden setbacks, terraces and green walls.
- Consider on-site water retention to support landscapes and vegetation.

- Mitigate flood risks and manage flood waters through innovative design solutions including WSUD elements such as swales and water retention that accommodate pedestrian movement and safety.

**Building performance**

- Ensure the orientation, design and layout of development makes appropriate use of daylight and solar energy, to reduce fossil fuel energy use.
- Dwellings should be designed to achieve adequate thermal efficiency. Advocate for 7 star NatHERs requirements in the NCC for Tasmania.
- Minimise the environmental impacts of development, and consider the carbon footprint of building materials, systems, and ongoing building management.
- Prioritise adaptive re-use of buildings, over demolition and rebuilding.
- Ensure that new development allows for future adaptation to a different use over time, by providing adequate floor to floor heights. The street wall and surrounding context should be considered.
- Locate waste and recycling facilities where they are accessible, at basement level or spaces with and rear access. Design with elements such as screening and recessed spaces, to minimise the visual impact on streets and lanes.



The distinct streetscape character of Elizabeth Street.  
Photograph by Alistair Bett



Green roof terrace, Burnley VIC by Hassell





Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines

Reverse amenity

There is a need to ensure that existing land uses that are central to North Hobart's cultural identity, such as its live music, dining and entertainment scene, are not compromised by development with sensitive new uses such as residential or visitor accommodation.

The Neighbourhood Plan proposes reverse amenity requirements to protect hospitality uses. These have the potential to be implemented through an action for a planning scheme amendment to the LPS.

Reverse amenity controls

Provisions in the planning scheme should consider the extent to which a new use or development minimises the potential for off site impacts to affect the amenity of future users of the proposed development, including from noise, fumes, odour or vibrations, ensuring that:

- existing uses are not compromised by a new use or development
- a new use or development is designed to address amenity impacts from, and to, existing uses.

A standard to consider how the layout and design of a new development with a sensitive use minimises the potential for off site impacts should be included in the SAP which is proposed through the preparation of a planning scheme amendment. See Action A.3.1.1 and A5.1.1.



Hospitality uses in Elizabeth Street  
Photograph of Willing Bros by Sam Shelley



Hospitality uses in 'backyard' spaces off Elizabeth Street  
Photograph of Boodle Beasley beer garden by Alastair Bett

Part three: Neighbourhood Framework

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines

Medium density housing development



**Townhouse (laneway/corner)**

Location: Davison Street, Brunswick (VIC)  
Architect: Archier  
Dwellings: 3 (83 dwellings/ha)  
Site area: 360m<sup>2</sup>  
Site type: corner



**Townhouse (courtyard)**

Location: Barkly Street, Brunswick (VIC)  
Architect: Breathe Architecture + DREAMER  
Dwellings: 11 (107 dwellings/ha)  
Site area: 925m<sup>2</sup> (approx)  
Site type: inside



**Apartment building (large site)**

Location: Goulburn Street, Hobart (TAS)  
Architect: Cumulus  
Dwellings: 25 (177 dwellings/ha)  
Site area: 1415m<sup>2</sup> (approx)  
Site type: inside-through



**Apartment building (small site)**

Location: Napier Street, Fitzroy (VIC)  
Architect: Freadman White  
Dwellings: 14 (347 dwellings/ha)  
Site area: 400m<sup>2</sup> (approx)  
Site type: inside  
A redevelopment of a former commercial site, located in close proximity to Brunswick Street, a high street context in Fitzroy that is similar to Elizabeth Street in North Hobart.

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines

Mixed use development



**Mixed use (high street)**

Location: Sydney Road, Melbourne  
Architect: Austin Maynard Architects  
Dwellings: 20 apartments (182 dwellings/ha)  
Business uses: Homewares and clothing stores  
Heritage: Adjacent heritage  
Site area: 1100m<sup>2</sup>  
Site type: 2 high street lots with rear laneway access



**Mixed use apartment building (corner)**

Location: Elizabeth Street, Hobart  
Architect: Core Collective Architects  
Dwellings: 15 (176 dwellings/ha)  
Business uses: Visitor accommodation, car show room and restaurant.  
Heritage: Adjacent heritage place  
Site area: 850m<sup>2</sup>  
Site type: Corner



**Mixed use apartment building (corner)**

Location: Mt Lawley, WA  
Architect: MJA Studio with CAPA Studio  
Dwellings: 15  
Business uses: 7 tenancies (yoga studio, cafe, restaurant, barber and wine bar)  
Heritage: Adaptive re-use of existing corner building  
Site area: N/A  
Site type: Corner



Part three: Neighbourhood Framework

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines

Business development and adaptive reuse



**Renewal of former industrial site**  
Location: Milledge Lane, Launceston  
Architect: LXN Architecture  
Business uses: Office and retail  
Heritage: Adjacent heritage  
Site area: N/A  
Site type: Corner



**Adaptive reuse of heritage**  
Location: Argyle Street, Hobart  
Architect: Core Collective  
Business uses: Art gallery, bakery, restaurant  
Heritage: Heritage place  
Site area: N/A  
Site type: Corner



**Adaptive reuse of disused warehouse**  
Location: Tasma Street, North Hobart  
Architect: 1+2 Architecture  
Business use: Head office  
Heritage: N/A  
Site area: N/A  
Site type: N/A



**Adaptive reuse of disused warehouse**  
Location: Smith Street, North Hobart  
Architect: Terroir  
Dwellings: 2  
Heritage: Located in a Heritage Precinct  
Site area: Approx. 680m<sup>2</sup> (approx)  
Site type: inside

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines

Support medium density development on wide green streets and strategic sites

A key built form strategy is to encourage increased height and density on wider streets such as Argyle Burnett, Federal and Letitia, Streets, as well as the Providence Valley Rivulet block.

The width of these streets, along with larger lot configuration, provides opportunities for development at taller scales, as they can better manage off-site impacts such as overshadowing, and provide a greater contribution to landscaping to support the role of these streets as Primary Green Streets. (See objective 6).

- These wide streets:
- can accommodate a greater concentration of activity and variety of uses
  - are identified as primary pedestrian streets and have opportunities for footpath upgrades and greening
  - are identified as primary cycle and micromobility routes and have opportunities for improvements
  - are currently used for existing bus routes and Letitia Street is identified as a potential route for proposed bus rapid transit.

Sites containing existing warehouse and light industry buildings provide opportunities for adaptive reuse that demonstrates environmental sustainability.



Federal Street with Kunanyi/Mount Wellington in the distant background.



Letitia Street with the heritage listed Former High School site to the right in the background.



Part three: Neighbourhood Framework

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines

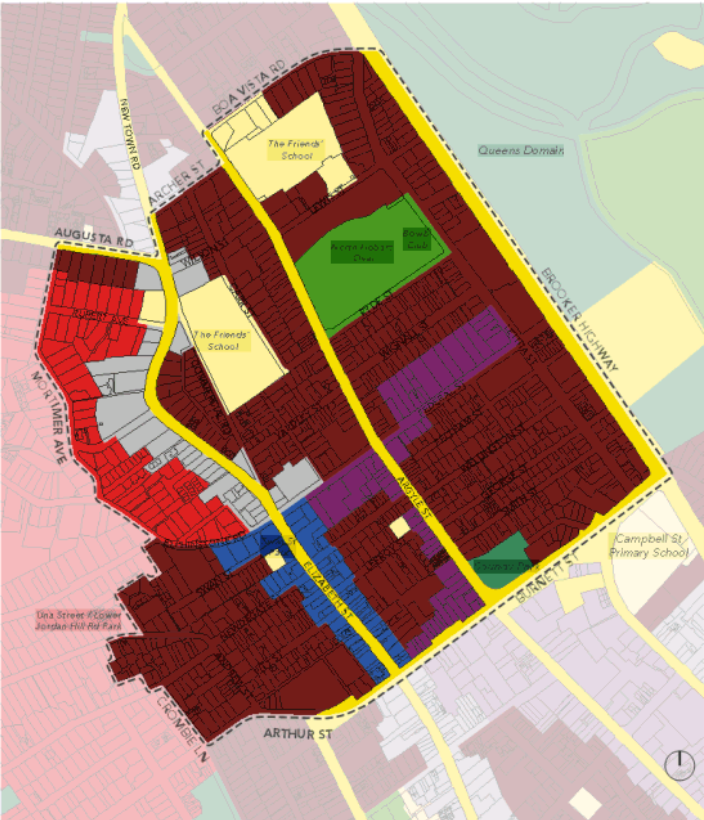


Figure 11. Draft Local Provisions Schedule zoning proposed for the Tasmanian Planning Scheme which is currently with the Tasmanian Planning Commission for their consideration and approval.

- Study Area
- Planning zones
- General Residential Zone
  - Inner Residential Zone
  - Urban Mixed Use Zone
  - General Business Zone
  - Light Industrial Zone
  - Utilities Zone
  - Community Purpose Zone
  - Recreation Zone
  - Open Space Zone

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines

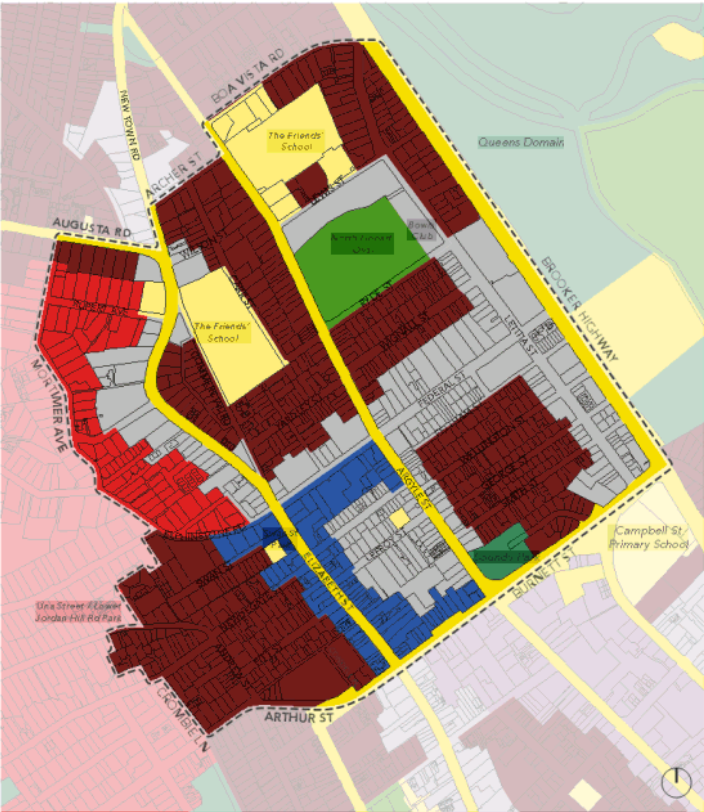


Figure 12. Proposed LPS zoning map which would require a planning scheme amendment (draft only - subject to change)

- Study Area
- Planning zones
- General Residential Zone
  - Inner Residential Zone
  - Urban Mixed Use Zone
  - General Business Zone
  - Light Industrial Zone
  - Utilities Zone
  - Community Purpose Zone
  - Recreation Zone
  - Open Space Zone

Part three: Neighbourhood Framework

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines

Ensure buildings respond to context, including land form, views, streetscape, local character, scale, heritage and solar access.

The natural topography and landform of North Hobart plays a central role shaping the perception of building heights and determining logical locations for taller structures while managing the impacts of perceived scale.

Development heights should align with the layered landform of North Hobart, ascending from the 'hill' to the 'basin' area near Letitia Street.

This approach involves situating increased heights within the basin and at the core of the Providence Valley Rivulet block, capitalising on the fall from Elizabeth Street to Letitia Street and then up to the Domain (see Figure 14).

Other key principles that have informed proposed maximum building heights are: the context, scale, local character, heritage places and precincts.

Specific considerations include preserving the prominence of the heritage listed former Hobart High School buildings as a landmark in the area, including when viewed from uphill. Heights are restricted to 4 storeys or 15 metres in the surrounding area, including the 'basin' where the Black Buffalo Hotel is located.

Taller built forms are proposed for the Providence Valley Rivulet block and Condell Place car park sites, where the surrounding context allows for minimal impact, and where developer contributions have the potential to provide the greatest community benefit.

Lower heights are recommended through building envelopes proposed for lots to the north of Providence Valley Rivulet (and the potential park) to prevent overshadowing. (See Section E).

Figure 13. North Hobart within the broader Central Hobart land form structure, noting the fall from high ground towards the City Centre. (Image source: Building Height Standards Review, 2018, Leigh Woolley Architect)

- High ground
- Middle ground hills
- Inner Hills
- City Centre Fringe
- City Centre Slopes
- City Ridge
- Cove Slopes
- Basin
- Cove Floor



City of Hobart



North Hobart Neighbourhood Plan



Part three: Neighbourhood Framework

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines

Section A — Federal Street

- Retaining the prominence of the former Hobart High School building as a landmark, especially when viewed from uphill
- Allowing taller built form in the 'basin' on the Black Buffalo Hotel site.

Section B — Burnett Street

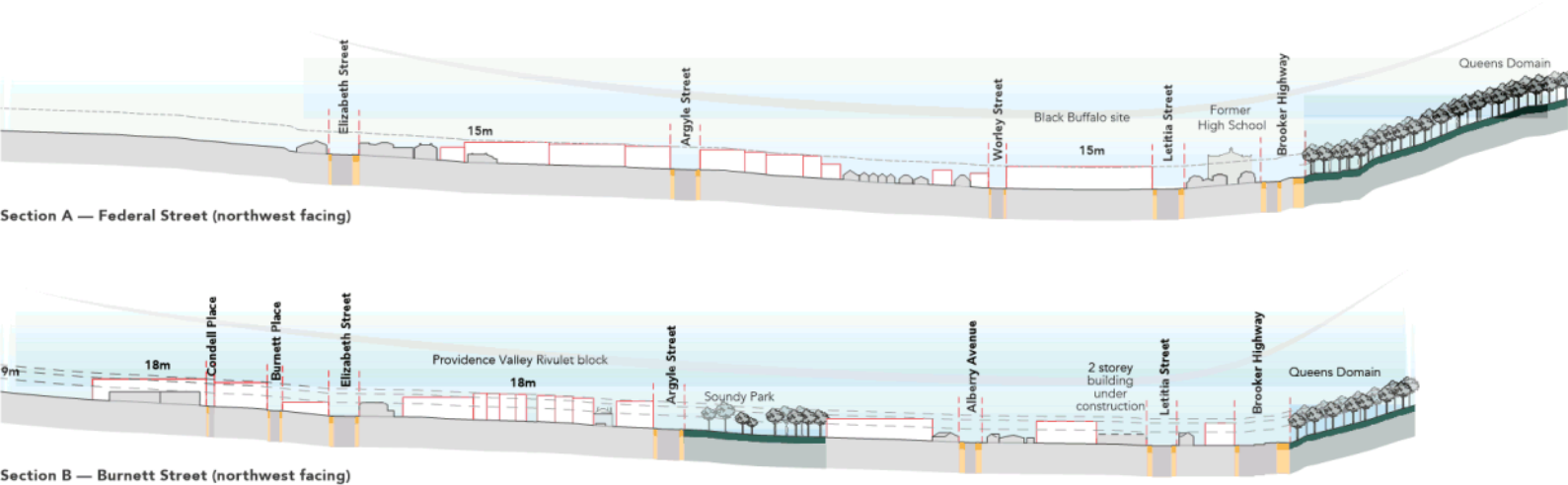
- Allowing taller built form in the middle of the Providence Valley Rivulet block.
- Lower heights to the north of the Providence Valley Rivulet (and potential park) to protect it from overshadowing.



Aerial photograph showing locations of sections taken through lots adjacent to Federal and Burnett Streets.

Figure 14. Proposed maximum building heights and landform  
(Note: Applications for development would still be subject to the Heritage Code)

- Existing buildings
- Proposed heights (envelope only)

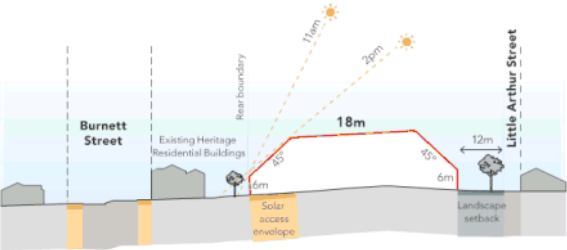




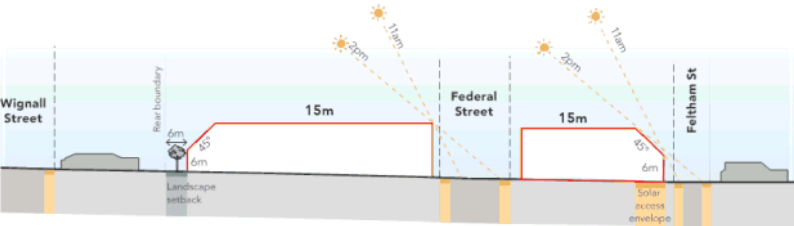
Part three: Neighbourhood Framework

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

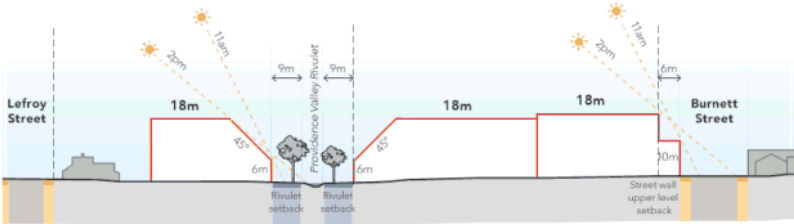
Built form and design guidelines



Section C — Condell Place: Burnett Street to Little Arthur Street (southwest facing)



Section D — Wignall to Feltham Street (northeast facing)



Section E — Lefroy to Burnett Street (northeast facing)

Figure 15. Proposed maximum building heights and landform sections

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines

Locations of sections shown in Figure 15.



## Part three: Neighbourhood Framework

**Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work****Built form and design guidelines**

The proposed maximum building heights seek to support diverse medium density housing typologies and mixed use developments that reinforce and enrich North Hobart's distinct built form character and identity.

*Residential infill and mixed use renewal*

Varied maximum building heights across the study area have the potential to support multiple dwellings that range from single storey to up to five storeys in height.

Medium density dwelling typologies that are appropriate to include in this area are double storey villa developments, duplexes and co-joined dwellings, terrace housing, townhouses, apartment buildings up to five storeys, shop top housing and mixed-use residential developments with commercial ground floor tenancies.

*Improving Residential Standards Project*

The State Government's State Planning Office is reviewing planning controls for urban housing and residential development in Tasmania. The project aims to increase housing supply, affordability and diversity of housing types. The project will develop recommendations that will inform future amendments to the State Planning Provisions (SPPs).

At this stage it seems likely that there will be changes made to the permitted height and setback standards of buildings in the Inner Residential Zone and potentially the General Residential Zone. Therefore this Plan does not propose any specific recommendations for development standards in these zones.



Medium density housing on Murray Street, North Hobart. designed by Morrison & Breitenbach Architects, photograph by Jonathon Wherrett

*Future employment uses*

Carefully considered maximum building heights, in conjunction with other guidelines outlined in the UDP, aim to promote diverse and innovative commercial building typologies.

A range of contemporary workspaces at varying scales, which can respond to the evolving needs of enterprises and workers, including the preference for environments rich in amenity, will be encouraged to support new business opportunities.

New development and use along Federal Street should complement the character of the area, and provide higher levels of visual and physical engagement with the street using crime prevention through environmental design (CPTED) principles, placemaking and urban greening.

Development that is adjacent to a sensitive residential use should address overshadowing and visual bulk impacts. See rear boundary setbacks and landscaping diagrams.



Courtyard house and rental flat with dual frontage to George and Smith Streets designed by Morrison & Breitenbach Architects, photograph by Peter Whyte

**Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work****Built form and design guidelines****Planning mechanisms to introduce maximum building heights**

The height of buildings significantly influences the overall scale, form, and desired character of North Hobart's streets and spaces.

Maximum building heights are proposed to support North Hobart's evolution over the next 20 years, these heights respond to the land form, views, heritage, and streetscapes.

A planning scheme amendment for a Specific Area Plan in the LPS will be used to implement maximum heights.

Development standards in the State Planning Provisions of the Tasmanian Planning Scheme currently have maximum building heights under the Acceptable Solution of the relevant standard. However, in some instances these heights can potentially be exceeded under assessment against the Performance Criteria. We are proposing performance criteria with maximum building heights as well as other performance based criteria.

It is important to understand that inclusion of a maximum building height in the Performance Criteria does not mean that a development can automatically achieve this height, as other standards may prevent this.



Medium density housing on Margaret Street, Launceston designed by Loop Architects, photograph by Tassie Visuals

Developments aspiring to reach the maximum height will need to meet the relevant standards set out in the maximum building heights plan, which are proposed to be implemented through a Specific Area Plan in the LPS.

Lot size and configuration, and the standards set out in code overlays, such as the Heritage Code, will also play an integral role in determining the appropriate height for each site.

Developer contributions for community benefit are proposed for developments of four and five storeys.

The Urban Design Advisory Panel provide independent and professional urban design advice on proposed projects within the city. The panel promotes good design and a quality urban environment.

The panel provides both pre-application advice to developers on significant developments, as well as providing advice to the Council for lodged applications.

This panel plays an integral role in the success the City has in creating itself as a place that people will want to visit, work and recreate in.



The Rox mixed use development on Elizabeth Street, Hobart, designed by Core Collective



Part three: Neighbourhood Framework

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines

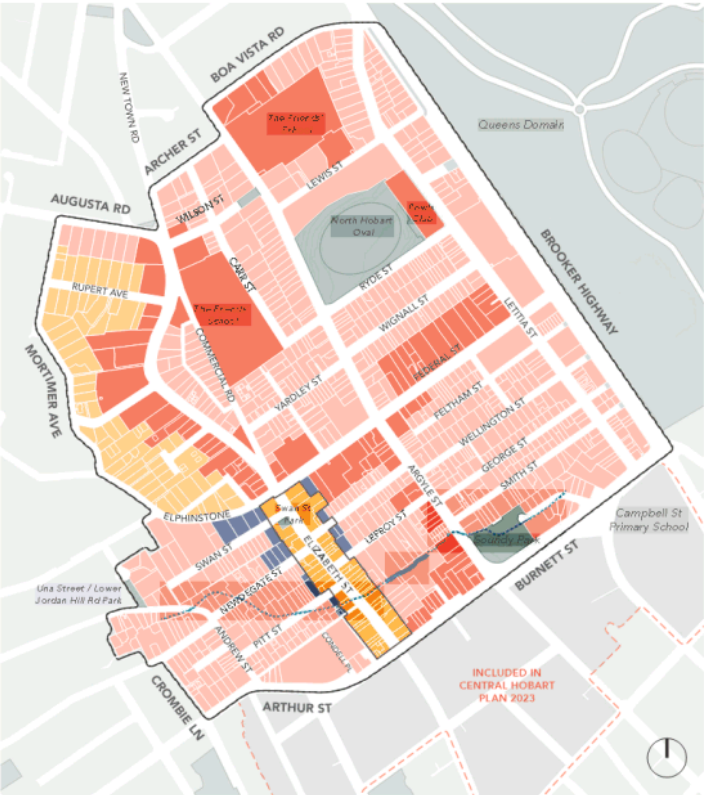


Figure 16. Existing maximum building heights plan as determined by the Acceptable Solution for building height in the relevant zone or SAP in the Tasmanian Planning Scheme.

- Study Area

North Hobart area included in Central Hobart Plan

Open space

Rivulet (open)

Rivulet (pipe)

North Hobart Specific Area Plan (SAP)

General Residential Zone height TBC by State Government *Improving Residential Standards Project* (see page 80 for more detail)

Inner Residential Zone height TBC by State Government *Improving Residential Standards Project* (see page 80 for more detail)

General Business Zone +North Hobart SAP 9m above NGL (2 storeys)

Urban Mixed use, Light Industrial, Community Purpose + Recreation Zone 10m above NGL (3 storeys mixed use development)

General Business Zone 12m above NGL (3-4 storeys mixed use development)

\*Natural Ground Level (NGL)

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines

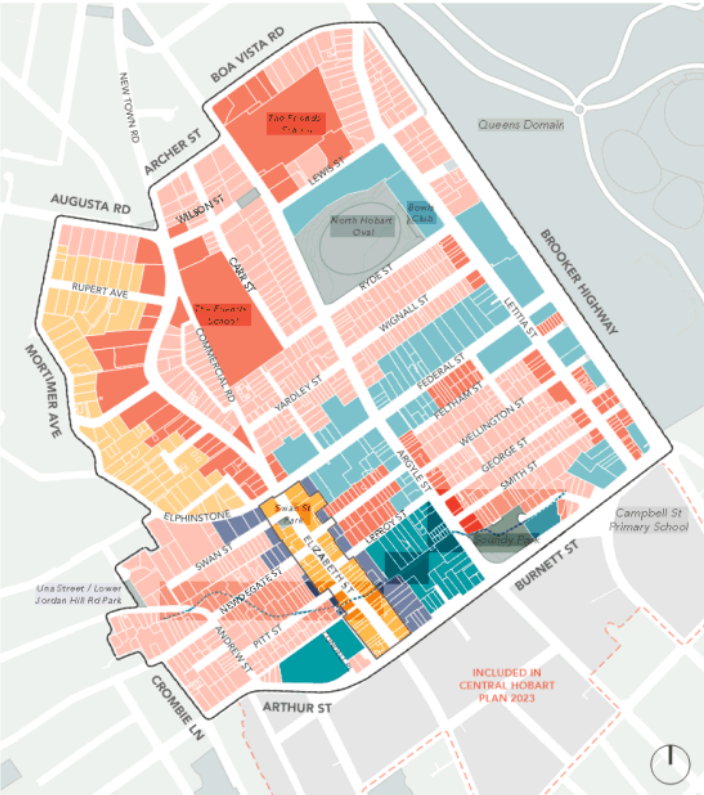


Figure 17. Maximum building heights analysis plan

- Study Area

North Hobart area included in Central Hobart Plan

Open space

Rivulet (open)

Rivulet (pipe)

North Hobart Specific Area Plan (SAP)

General Residential Zone height TBC by State Government *Improving Residential Standards Project* (see page 80 for more detail)

Inner Residential Zone height TBC by State Government *Improving Residential Standards Project* (see page 80 for more detail)

General Business Zone +North Hobart SAP 9m above NGL (2 storeys)

10m above NGL (3 storeys mixed use development)

12m above NGL (3-4 storeys mixed use development)

15m above NGL (4 storeys, subject to community benefits)

18m above NGL (5 storeys, subject to community benefits)



Part three: Neighbourhood Framework

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines

Existing street wall

A street wall refers to any part of a building that is built on the boundary fronting the street. Street walls are a common feature of high streets and areas with a high mix of uses.

The street wall height refers to the vertical distance between the footpath and the highest point of the building at the street edge. The prevailing street wall height of Elizabeth Street in North Hobart is 2 storeys (9m approx.).

Street wall extension encouraged

The street wall extension of retail, hospitality and entertainment uses on the western side of Argyle, northern side of Burnett and southern side of Federal Streets will reinforce an 'urban' character by forming a defined street edge with a 0m front setback at lower levels with upper levels over 10m high set back 6m from the property boundary. The proposed street wall and upper level setbacks are intended to:

- create a sense of enclosure
- retain the human scale of the streetscape
- retain existing street character whilst enabling adaptive use of underutilised land behind existing buildings
- provide views to the sky
- maintain sunlight access to footpaths.

The proposed street wall of 10m is not applied to Elizabeth Street, where the North Hobart SAP includes a 9m building height, nor is it applied to the northern side of Federal Street to retain the prominence of heritage places with differing front setbacks, nor the eastern side of Argyle Street, which is located within a Heritage Precinct.

Development applications would still be assessed against the Heritage Code.

Street corners

Buildings with a street wall should be designed to provide emphasis and definition of the street corner. This can be achieved by chamfering or filleting the corners and/or by building setbacks, to create more space and to increase pedestrian visibility, amenity and safety (See Figure 19).



Prevailing 2 storey street wall on Elizabeth Street. Photograph by Alastair Bett

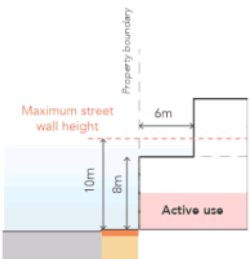


Figure 18. Upper level setbacks encouraged above the street wall.

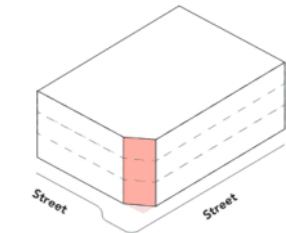


Figure 19. Street corner chamfer

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines



Figure 20. Proposed building street wall and setbacks plan

- Study Area
- North Hobart area included in Central Hobart Plan 2023
- Open space
- Rivulet (open)
- Rivulet (pipe)
- North Hobart SAP maximum building height (9m)
- Proposed street wall height (10m)
- Landscaped front setback (12m)
- Landscaped rear setback (6m)
- Rivulet setback (9m)
- Urban Mixed Use Zone rear boundary setback (3m)
- Solar access building envelope (45 degrees above 6m building height)

## Part three: Neighbourhood Framework

## Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

## Built form and design guidelines

**Landscaped front setback between Condell Place car park and Little Arthur Street**

The northern edge of the Condell Place car park site fronting onto Little Arthur Street is capable of a more significant landscape contribution than the standard 3m frontage setback normally required for the Inner Residential Zone. Therefore, a 12m landscaped front boundary setback for buildings other than underground car parking should be provided for landscaping including:

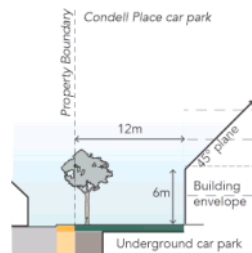
- greening and street trees
- a buffer to larger scale buildings
- Water Sensitive Urban Design (WSUD)
- placemaking and open space opportunities (See Figures 9 and 35).

## Proposed Acceptable Solution

Development, excluding underground car parking, must have a setback from a frontage that is not less than 12m.

Development must be contained within a building envelope projecting a line at an angle of 45 degrees from the horizontal at a height of 6m above existing ground level and 12m from the front boundary to the maximum building height.

Other streets in the Inner Residential and Urban Mixed Use Zones will require a 3m front setback for landscaping as per the relevant setback standards in the SPPs.



**Figure 21.** Landscaped front setback between Condell Place car park and Little Arthur Street

**General Business Zone and Urban Mixed Use Zone rear boundary setback**

Overshadowing is a consideration on development of areas that abut very shallow (short) sites.

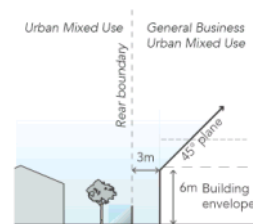
Future development in the General Business and Urban Mixed Use Zones should seek to provide a 3m rear boundary setback to lots zoned Urban Mixed Use for:

- a reasonable level of solar access to dwellings and their private open space on the subject lot and on neighbouring residences
- landscaping
- a buffer between residential use and new larger scale development.

## Proposed Acceptable Solution for the General Business and Urban Mixed Use Zones

Development must be contained within a building envelope projecting a line at an angle of 45 degrees from the horizontal at a height of 6m above existing ground level and 3m from the rear boundary to the maximum building height.

Development in the Urban Mixed Use Zone and adjacent to the General or Inner Residential Zones must meet the relevant setback standards in the SPPs.



**Figure 22.** General Business and Urban Mixed Use Zone rear boundary setback

## Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

## Built form and design guidelines

**Rivulet setback**

Setbacks to the Providence Valley Rivulet are a key consideration for the future development of the area. Development should enable:

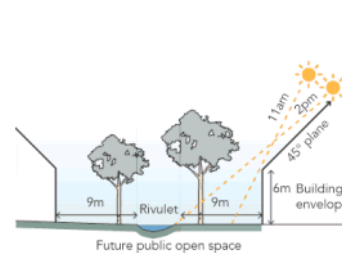
- placemaking and open space opportunities solar access to the Providence Valley Rivulet between 11am and 2pm at the Spring Equinox
- solar access to adjacent buildings
- greening including trees
- Water Sensitive Urban Design (WSUD)
- placemaking and open space opportunities (See Figure 35).

Future development should enable passive surveillance of the rivulet and adjacent public open space by 'turning' towards the rivulet and orienting ground floor uses and habitable rooms towards the rivulet.

The proposed 9m setback has the potential to facilitate the creation of a shared zone providing access along the rivulet to adjacent development sites over time.

## Proposed Acceptable Solution

Development must be contained within a building envelope projecting a line at an angle of 45 degrees from the horizontal at a height of 6m above existing ground level and 9m from the rear boundary to the maximum building height.



**Figure 23.** Providence Valley Rivulet setback

**Landscaped rear setback on Federal Street**

Setbacks to the Inner Residential Zone are a key consideration for:

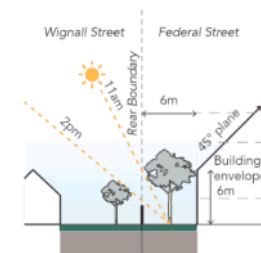
- the rezoning of Light Industrial Zoned land to the Urban Mixed use Zone and
- future development of the area.

Future development for mixed use on the northern side of Federal Street, between Argyle and Letitia Streets, should provide a minimum 6m landscaped rear boundary setback to provide:

- greening including trees
- a visual buffer to larger scale buildings
- Water Sensitive Urban Design (WSUD)
- a buffer between residential use and new larger scale development.

## Proposed Acceptable Solution

Development must be contained within a building envelope projecting a line at an angle of 45 degrees from the horizontal at a height of 6m above existing ground level and 6m from the rear boundary to the maximum building height.



**Figure 24.** Landscaped rear setback between Federal and Wignall Streets

## Part three: Neighbourhood Framework

## Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

## Built form and design guidelines

## Engage with streets and spaces to increase the sense of safety and add to the vibrancy of the public realm.

## Street activation and CPTED

Activation and crime prevention through environmental design (CPTED) plays an important role in the design of urban spaces.

Activation should be specifically encouraged in areas with retail and hospitality including Elizabeth, Argyle, Burnett and Federal Streets.

The following should be considered in the design of new development:

- Non-residential uses should include active frontages, to enable activity to spill out onto streets, public open spaces and pedestrian connections and provide passive surveillance.
- Provide balconies and openable windows within the street wall and orient habitable rooms towards streets and laneways to increase passive surveillance.
- Provide landscaping and greenery around thresholds that enables passive surveillance.
- Ensure that building indents are set at a depth that remains visible from the street to avoid creating unsafe entrapment spaces.
- Incorporate opportunities for integrated art along laneways to encourage foot traffic and create interest with colour, materials and lighting.
- Locate bicycle parking on the ground floor in a safe and well-lit space with active frontages to the street. Complementary uses, such as bicycle repairs or a cafe can provide opportunities for passive surveillance and showcasing.

## Retail and hospitality (e.g. shops, food and drink premises)

Provide structures, canopies or awnings that offer continuous and functional weather protection where retail and hospitality uses are proposed. These should not encroach into space designated for trees.

Provide clear entries and appropriate levels of clear glazing to the front facade of buildings, to increase the level of permeability and visibility from the street.

Avoid broad tenancies along the street frontage and wrap large floorplate tenancies with smaller, fine-grain tenancies.

Avoid external steps or level changes that visually and physically separate the frontage from the street.

## Residential

Provide direct individual entries to dwellings or home offices:

- to the street frontage at ground level
- to open space.

Locate community spaces and common indoor spaces and facilities for residents at the ground floor level.

Provide a sense of transition between public and private space and ensure adequate privacy for users.

## Open space

Orientate habitable rooms towards the neighbouring open space to provide passive surveillance.

## Institutional (e.g. education)

Institutional buildings should, where practicable, create activated façades to increase the degree of visual and physical interaction between people in the street and those within.

## Heritage

Respect the characteristics and dominant pattern of building frontages.

Requirements set out in the Heritage Code and North Hobart SAP take precedence over other requirements in this table, to protect heritage values.

## Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

## Built form and design guidelines

## Glazing

The extent of glazing at the ground level increases the level of visual engagement and interest between retail and hospitality uses and pedestrians in the street, adding to the vibrancy of these streets and enabling passive surveillance.

Controls will be proposed to:

- Maximise the level of glazing at ground floor level in non-residential developments to support higher levels of activation.
- The incorporation of plinths and bases are encouraged to replicate the traditional character of retail shopfronts.
- Prohibit vinyl wrap advertising over ground floor facade glazing to enable passive surveillance.
- Maximise the amount of glazing when there is a new development or use adjacent to laneways, take into consideration the existing use and service role of back of house areas of adjacent buildings.

*Proposed Acceptable Solution*  
New buildings or alterations to an existing ground floor level facade facing public space must have not less than 40% of the total surface area consisting of transparent windows or doorways.



Traditional retail shopfronts on Elizabeth Street  
Photograph by Alastair Bett

## Building services and loading

The design and configuration of building services, including waste, vehicular access, car parking and loading, is a key consideration towards creating high-quality, safe spaces between the building and streets, laneways and open spaces.

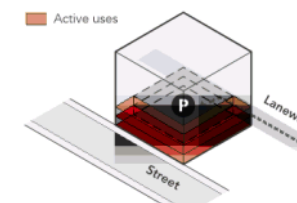
Controls will be proposed to minimise the visual impact of services at ground level by:

- Distributing separate service elements along the street frontage to reduce the creation of large blank walls.
- Exposing service elements and reducing the height of cabinets.

## Vehicular movement

Controls will be proposed to:

- Design vehicle entries to prioritise pedestrian safety including visibility, lighting and signage.
- Consolidate vehicular access entries for parking and loading.
- Use high quality and attractive materials and finishes to vehicle entries, gates and fencing.
- Design car parking to have active frontages sleeved around them.



Car parking is sleeved with active uses



Part three: Neighbourhood Framework

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines

Overshadowing

Overshadowing controls are proposed to protect North Hobart's streets and public spaces from excessive overshadowing during the middle of the day in cooler months of the year, when the sun is lower in the sky.

Controls will be implemented to:

- improve the amenity of footpaths, making them appealing and comfortable for travel, outdoor dining and other activities
- make public open space more appealing and comfortable for outdoor dining, events and other activities.

Overshadowing controls

It is proposed to include standards to assess overshadowing in the planning scheme. The following could be included as Acceptable Solutions and discretion could be applied through assessment against relevant Performance Criteria to allow for some flexibility in the assessment of development.

Existing public open space. (See Figure 25).

No additional overshadowing of existing public open space between 11.00am and 2.00pm at the Winter Solstice.

New public open space (See Figure 25).

Proposed Acceptable Solution

A new development must not cause new public open space to receive less than 2 hours of sunlight between 11.00am and 2.00pm at the Winter Solstice.

Primary pedestrian streets (See Figure 26).

Proposed Acceptable Solution

New development must not cause overshadowing on at least one footpath of primary pedestrian streets between 11.00am and 2.00pm at the Spring Equinox.

New urban plazas and forecourts will be encouraged within new development, and in some instances it will be desirable for them to face the street. Therefore, the drafting and subsequent assessment of performance criteria for overshadowing standards will need to be mindful of this.

Public open space  
northeast-southwest

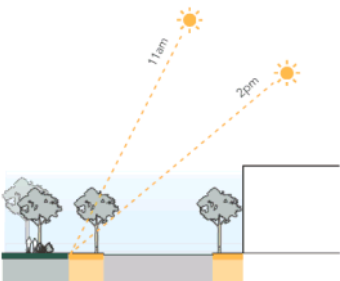
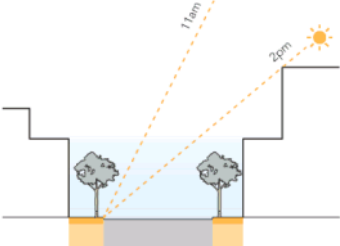


Figure 25. Height controls to prevent overshadowing of public open space

Primary northeast-southwest street



Primary northwest-southeast street

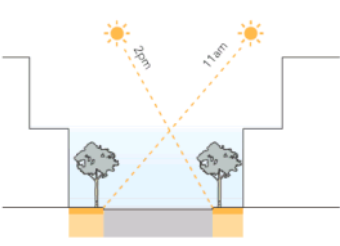


Figure 26. Building setbacks to prevent overshadowing of footpaths

Goal one: North Hobart is a welcoming and inclusive neighbourhood to live and work

Built form and design guidelines



Figure 27. Primary pedestrian streets protected from overshadowing

Part three: Neighbourhood Framework

Goal two: North Hobart is a creative and diverse neighbourhood on Palawa Country

Building on North Hobart’s reputation as a destination for culture, events, food and entertainment, the aim is to support both daytime and night-time activities for locals and visitors. This includes identifying areas where creative and cultural uses are encouraged and identifying where new laneways can reinforce the fine-grain character of North Hobart, particularly near Elizabeth Street. (See Figure 28).

Diversity and inclusion are important values of the North Hobart community. It is important to create spaces that are safe and welcoming for all and offer more opportunities for the expression and sharing of culture and creativity, including the Palawa community.

Objective 4: A welcoming and diverse place of creativity and culture

It is important to ensure North Hobart continues to be a place where cultural knowledge and traditions are experienced through events, festivals and artistic expression.

New creative and community spaces will be needed in places that can be easily accessed and that can accommodate a range of activities and uses, meeting the future needs of North Hobart’s diverse and creative community.

The establishment of a creative space, such as an arts house facility or rehearsal facilities would meet gaps identified in the Greater Hobart Cultural Venues Study, 2020 and could provide significant benefit to the area.

Rezoning land to Urban Mixed Use will provide opportunity for spaces which can be developed for a Community Meeting and Entertainment use such as an art and craft centre, community centre, function centre, public art gallery, public hall and theatre, or neighbourhood centre, or a General Retail and hire use such as a commercial art gallery, or market, to support creative, cultural and community uses.

Engagement with North Hobart’s Palawa community, including those that live in or visit North Hobart will guide the development of unique opportunities for embedding in North Hobart’s places and spaces the sharing of history, knowledge or practices.

Note: Actions to provide public art and interpretation of local historic heritage in North Hobart should be supported by Council through:

- a long-term program for commissioning local artists, including members of the Palawa community
- an assets maintenance program for public art to ensure it is appropriately maintained
- a mechanism to deliver developer contributions for community benefits, including initiatives that incorporate public art into private and commercial developments.

Measures of success ✓

- A new cultural venue and/or creative space on Council owned land.
- A new community space for connection and socialisation for varying age groups.
- Visibility of Palawa living culture and heritage in North Hobart.
- Permanent and temporary public art and arts-based street activation.
- Interpretation and storytelling of local heritage, history and personalities, such as industrial heritage, or retail history, and personalities from the area, such as sporting heroes.

Goal two: North Hobart is a creative and diverse neighbourhood on Palawa Country

Objective 4: A welcoming and diverse place of creativity and culture



Figure 28. North Hobart’s creative heart provides welcoming spaces and places to innovate, experiment and connect with others.



## Part three: Neighbourhood Framework

## Goal two: North Hobart is a creative and diverse neighbourhood on Palawa Country

## Objective 4: A welcoming and diverse place of creativity and culture

## Strategy 4.1

**Cultivate North Hobart's creative heart and provide welcoming spaces and places to innovate, experiment and connect with others.**

## Proposed actions

## Deliver

## A4.1.1 Identify suitable locations for:

- specific places within the public realm for ongoing activation by artists
- public art, including both permanent elements and temporary work.

**A4.1.2** Prepare a planning scheme amendment to rezone land to Urban Mixed Use where Community Meeting and Entertainment and General Retail and Hire are permitted uses.

**A4.1.3** Investigate the establishment of a space on Council owned land in North Hobart to support creative, cultural and community uses including:

- an arts house facility, and/or rehearsal facilities, as identified in the Greater Hobart Venues Study,
- multigenerational community spaces, to encourage connection and socialisation for a variety of people.



Tony Haigh Walk  
Photograph by Alastair Bett

## Strategy 4.2

**Provide streetscapes that allow for both traditional and contemporary Aboriginal history and truth-telling.**

## Proposed actions

## Deliver, Partner

**A4.2.1** Engage with the Palawa community, on the **Elizabeth Street Vision Plan** to develop cultural education and immersion spaces on Elizabeth Street, where they feel contemporary historic events hold strong links to their post-colonisation history.



State Cinema, Elizabeth Street  
Photograph by Alastair Bett

## Goal two: North Hobart is a creative and diverse neighbourhood on Palawa Country

## Objective 4: A welcoming and diverse place of creativity and culture

## Strategy 4.3

**Provide opportunities for Palawa cultural expression, including connection to Country, throughout North Hobart.**

## Proposed actions

## Deliver, Partner

**A4.3.1** Engage with North Hobart's Palawa community to identify:

- culturally appropriate ways to recognise song lines and pathways in North Hobart
- places within the public realm for acknowledgement of the traditional owners and the contemporary Palawa community
- places with important links to traditional cultural landscapes, and provide processes for strengthening and supporting Palawa culture
- places and processes for cultural expression and cultural practices as determined and led by the Palawa community.

**A4.3.2** Identify suitable locations for interpretation and storytelling of local heritage, history and personalities.

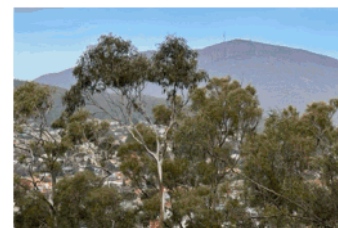
For Palawa, the Tasmanian Aboriginal people, cultural expression through art is a fundamental aspect of sharing culture and knowledge.

Cultural expression through art can provide a method of informing and educating the wider public on the traditional, historical, and contemporary community values and stories. Palawa consider this is a priority for future planning and development.

Developing new and vibrant ways to welcome people to the district that highlights the deep cultural history associated with the region is considered a priority and can be achieved through cultural expression.

The North Hobart area is well used and collectively considered an important space by the Palawa of today. Future planning projects should seek input from both the local Palawa residents and from the broader southern lutruwita Palawa community.

Council initiatives and projects that include Aboriginal elements should be driven by an Aboriginal engagement officer or well-known Palawa community member. Providing additional support for broader Palawa engagement will assist council staff to understand the Palawa perspective and enhance the success of future initiatives and projects.



Kunanyi/Mt Wellington



Parramatta Square Songlines interpretation, New South Wales



Part three: Neighbourhood Framework

Goal two: North Hobart is a creative and diverse neighbourhood on Palawa Country

Objective 5: A lively and flourishing high street precinct

The heart of North Hobart, from Elizabeth Street, stretching east to Condell Place and west to Argyle Street, will continue to be a lively and flourishing high street precinct with a growing and eclectic variety of eateries, retail, services, live music, and entertainment venues.

New and renovated buildings, and public realm improvements in these areas will support local businesses and venues and contribute to North Hobart's identity and character.

Ground floor tenancies with active shopfronts, can provide for retail, hospitality, arts and entertainment uses.

Traders provide multilayered experiences, including outdoor dining and lounges, and low-key entertainment and recreation in backyard and courtyard areas of their tenancies.

Laneways and footpath areas are activated for events, music and temporary artworks.

Strategy 5.1

Support retail, services, food, live music and entertainment between Elizabeth and Argyle Streets.

Proposed actions

Deliver

- A5.1.1 Prepare a planning scheme amendment to:
- rezone land between Elizabeth Street and Argyle Street to Urban Mixed Use and General Business Zone, where Food Services and General Retail and Hire are permitted uses
  - implement reverse amenity standards to protect hospitality uses.
- A5.1.2 Prepare an extension to the Elizabeth Street Vision Plan to guide a program of initiatives and upgrades to enhance the streetscape and its accessibility for pedestrians. (See Strategy 9.2).

Measures of success ✓

- Meet the demand for retail space.
- Increase in the number and diversity of retail, hospitality, live music & entertainment venues.
- Increase in visibility of Palawa heritage culture expression in the high street and around Providence Valley Rivulet.



Outdoor dining on Elizabeth Street.  
Photograph by Sam Shelley

Goal two: North Hobart is a creative and diverse neighbourhood on Palawa Country

Objective 5: A lively and flourishing high street precinct

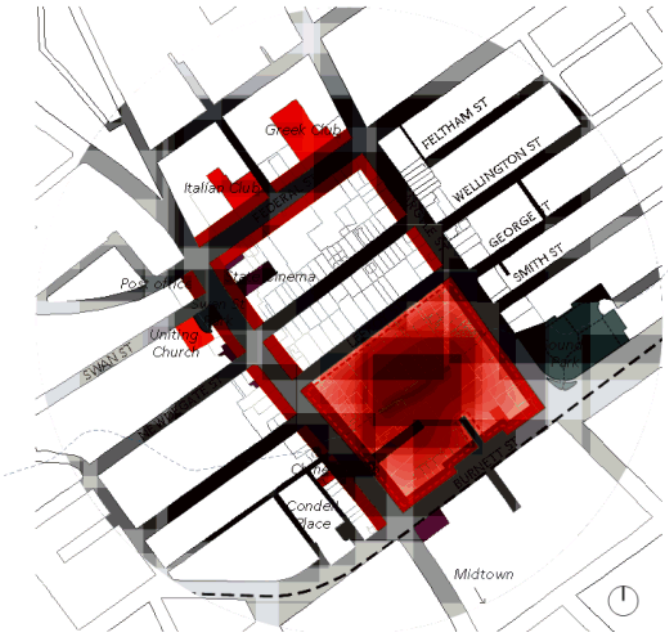


Figure 29. Supporting retail, food, arts and entertainment between Elizabeth and Argyle Streets

- High Street (active ground floor)
- Support extension of retail, hospitality and entertainment uses
- Support mixed-uses in Providence Valley Rivulet block
- Cultural facilities
- Live music and entertainment venues

Part three: Neighbourhood Framework

Goal two: North Hobart is a creative and diverse neighbourhood on Palawa Country

Objective 5: A lively and flourishing high street precinct

A masterplan for the Providence Valley Rivulet area is considered the most appropriate action to further investigate how opportunities can be realised and challenges such as potential flooding over the next 20 years.

This masterplan will look at a range of issues including opportunities for housing, employment, placemaking, urban design, connection to country, pathways, open space, and challenges such as potential flooding.

There are numerous opportunities to acknowledge the cultural aspects that Palawa today feel are still important links to the traditional cultural landscapes and provide avenues to strengthen and support Palawa culture, with these links remaining intact despite the substantial urbanisation of the area, including Elizabeth Street and its surroundings.



Providence Valley Rivulet.

Strategy 5.2

Reimagine Providence Valley Rivulet.

Proposed actions

Deliver, Partner, Advocate

A5.2.1 Engage with the local community, Palawa and other stakeholders to prepare a Providence Valley Rivulet Masterplan to:

- support landowners with property boundaries adjacent to the Rivulet to develop interfaces which support movement and activity and increase visual connections around and to the Rivulet.
- investigate the development of a network of public paths including a new public path along the Rivulet, and refurbishment of existing connecting laneways and paths
- investigate the development of public open space along the Rivulet
- encourage activation and passive surveillance of laneways leading to the Rivulet
- ensure Crime Prevention through Environmental Design (CPTED) principles are considered
- monitor, protect and celebrate the fresh water of the Providence Valley Rivulet and potential rehabilitation of indigenous vegetation, and places for knowledge sharing
- investigate appropriate ways to reduce sediment and pollutant loads on the Rivulet.

Measures of success ✓

- Improvements to the water quality in the Providence Valley Rivulet.
- Increased public open space around Providence Valley Rivulet, where people feel safe and want to spend time.

Goal two: North Hobart is a creative and diverse neighbourhood on Palawa Country

Objective 5: A lively and flourishing high street precinct

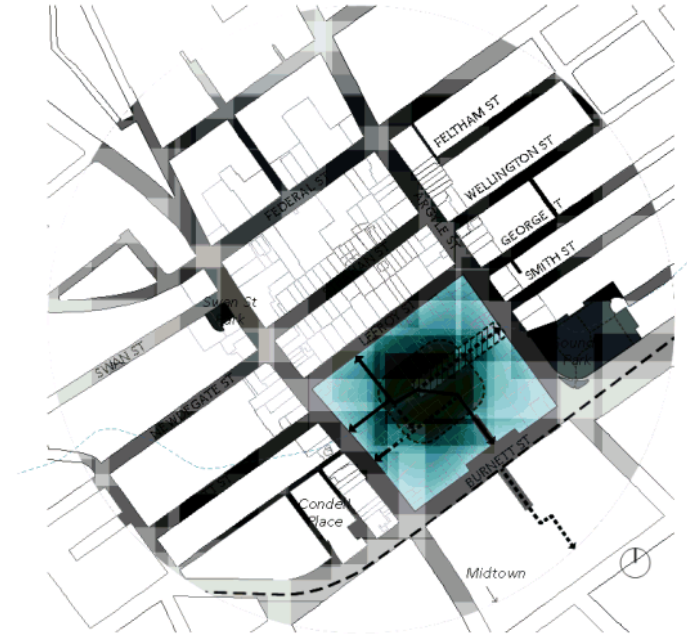


Figure 30. Reimagine Providence Valley Rivulet

- Potential future green space
- Improve edge to rivulet
- Existing pathway (upgrade)
- New link to and from rivulet





Part three: Neighbourhood Framework

Goal two: North Hobart is a creative and diverse neighbourhood on Palawa Country

Objective 5: A lively and flourishing high street precinct

Strategy 5.4

Create enticing laneways and streets.

Proposed actions

Deliver, Advocate, Partner

A5.4.1 Implement a program of laneway initiatives and upgrades connecting through to the streets beyond to:

- introduce new signage and names for laneways
- encourage and enable the introduction and orientation of windows towards laneways and public spaces
- introduce greening including canopy trees where appropriate
- implement Crime Prevention Through Environment Design (CPTED)
- consider new public art installations and upgrades of existing works, using local materials, employing local artists, and involving local community members
- work with landowners to install soft upward lighting above awnings to highlight the heritage character
- install outdoor lighting that is low-key and contemporary, soft and warm, and meets dark sky requirements
- enable traders and local residents to apply for partial, time-based, temporary or permanent laneway closures, except for authorised vehicles.

Partner

A5.4.2 Investigate opportunities to provide greening and/or a landscaped seating and viewing area overlooking Swan Street Park on Post Office lot with Australia Post.



Little Malop Street, Geelong



Greville Street, Prahran, Melbourne



Collins Court, Hobart by Playstreet  
Photograph by Fred&Hannah

Goal two: North Hobart is a creative and diverse neighbourhood on Palawa Country

Objective 5: A lively and flourishing high street precinct



Figure 32. Create enticing laneways and streets.

- Street upgrades and initiatives
- Enticing laneways — existing
- Enticing laneways — future
- Investigation area for future green space
- Potential placemaking/urban space
- Improved pedestrian crossing
- Increased greenery / street planting

Goal three: North Hobart is a resilient and sustainable neighbourhood

To respond to the global climate and biodiversity emergency, we will lead the transformation to a zero emissions and climate ready future as a Council and with the community. Embedding design principles of sustainability and climate resilience in built form, open space and street networks will create a more comfortable, attractive and resilient neighbourhood.

Increased greening including important canopy trees will improve qualities such as comfort in summer and urban biodiversity throughout North Hobart.

Responding to flooding risks by incorporating Water Sensitive Urban Design (WSUD) and other measures in strategic infrastructure planning will minimise negative impacts during events, creating a safer neighbourhood. Wellbeing will be supported as the community grows with increased access to open space and a network of parks and plazas in which social connections are fostered and stories, culture and knowledge is shared and celebrated.

Urban design principles:  
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 Public realm and open space principles for North Hobart are informed by best practice and the specific place context of North Hobart, such as Palawa identity, land form, character, heritage and solar access. They seek 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.

Actions 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.



Legacy Park, Queens Domain by Field Labs

Measures of success ✓

- Annual increase in street tree canopy cover.
- Increased WSUD systems in urban planning, design and management.
- Increased greening in developments on privately owned land.

Goal three: North Hobart is a resilient and sustainable neighbourhood

Objective 6: Greener, more resilient, and attractive

Objective 6: Greener, more resilient, and attractive

North Hobart has the second lowest tree canopy cover of any suburb in City of Hobart LGA, as well as having significant areas identified as having a risk of flooding.

Creating a greener and more attractive place to live, work and visit is important to promote community wellbeing, improve biodiversity, and provide urban cooling in summer.

Street tree plantings will provide shading for footpaths, bus stops and bike routes.

Managing flooding risks will help protect both privately owned and public land.

WSUD aims to integrate natural water management and ecological systems into urban planning, design and management.

The risk of flooding flags the need for collaborative design solutions to minimise and manage flooding risks.



Malop Street Green Spine, Geelong, Outlines

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.

Proposed actions

Deliver

A6.1.1 Prepare a Street Tree Masterplan for North Hobart which defines and references 'Green Streets' for increased tree planting.

Strategy 6.2

Incorporate flood responsive design along streets and in areas that are most likely impacted by flooding.

Proposed actions

Deliver

A6.2.1 Co-ordinate implementation of WSUD and flood responsive design measures (e.g. stormwater upgrades) with road upgrades.

A6.2.2 Investigate opportunities to guide how future development can respond to flood risk, and achieve good design and equitable access outcomes, around the Providence Valley Rivulet area and low-lying land.

A6.2.3 Prepare a planning scheme amendment to apply a Specific Area Plan to implement requirements for deep soil planting and water sensitive urban design.

Goal three: North Hobart is a resilient and sustainable neighbourhood

Objective 6: Greener, more resilient, and attractive

Hobart's urban forest

The **Street Tree Strategy** describes street trees as part of a larger entity, the urban forest. The urban forest includes all of the trees in the city: in its bushland, parks, private gardens and street reserves, as well as the soil and water.

The suburb of North Hobart has comparatively low tree canopy cover, at only 9%, and significant gaps in the street tree network. There are isolated areas of high-quality, established trees, but many streets are deficient in trees and greening. There is a desire among the community to increase trees and other vegetation in North Hobart.

Some aspects of street environments, such as awnings, narrow footpaths and underground services, present challenges to street plantings. However, over time, these can be overcome.

Green streets

A 'green street' is a street with significant greenery and landscaping. The design elements typically consist of street trees and landscaping including:

- deciduous trees to allow for sunlight to shine through in winter and to provide shade in summer for an inviting cooler landscape
- evergreen street trees
- low planting.

Primary green street

A primary green street is a street that is:

- a primary pedestrian street
- a primary cycle route;
- a wide street, offering greater opportunities for greening
- in an area identified for change with potential for additional medium density housing, mixed use renewal and business uses.

Secondary green street

A secondary green street is a street that is:

- a secondary pedestrian street
- narrower than primary green streets, offering fewer opportunities for greening (such as street trees) and/or
- in an area identified for change with potential for additional medium density housing, mixed use renewal and business uses.

Development on green streets

New development with a frontage to a green street should contribute to urban greening by:

- protecting current street trees or if necessary replacing them
- introducing trees, ground cover, vertical vegetation and/or rooftop vegetation.

Co-ordination with upgrades to the walking and micromobility network

Upgrades to green streets should be delivered in conjunction with upgrades to primary and secondary pedestrian streets (Objective 9) and cycle routes (Objective 10).

Footpath widening or removal of on-street car parking can potentially support planting of street trees, seating and/or landscaping.

Overshadowing controls (see Built Form and Design Guidelines) apply to all primary green streets, ensuring that sunlight access is provided to footpaths.

Planting more street trees will help to meet the Hobart canopy cover target of 40% across urban areas by 2046.

Goal three: North Hobart is a resilient and sustainable neighbourhood

Objective 6: Greener, more resilient, and attractive

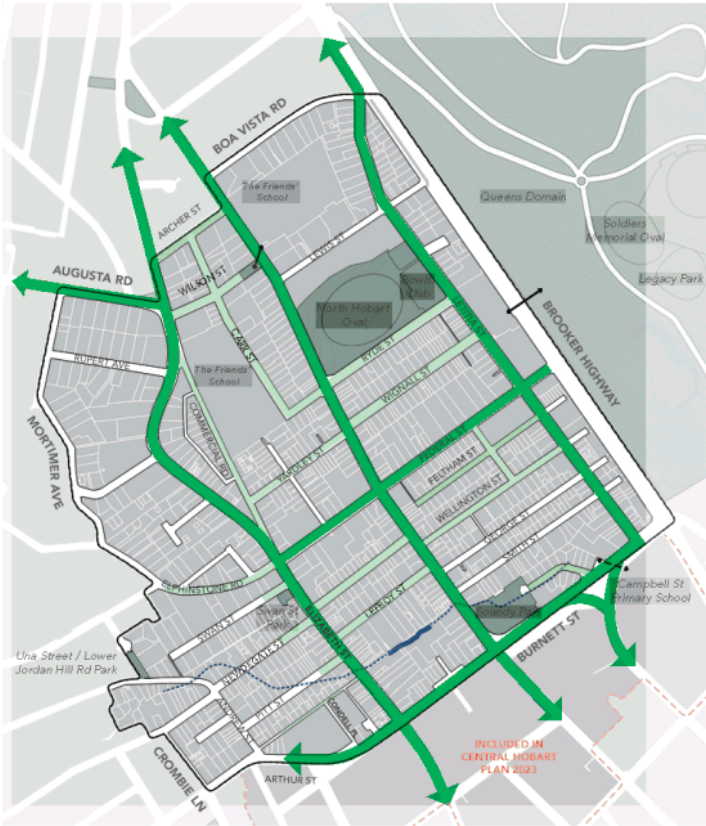


Figure 33. Green streets plan

- Study Area

North Hobart area included in Central Hobart Plan 2023

Open space

Rivulet (open)

Rivulet (pipe)
- Primary Green Street

Secondary Green Street

Overpass (existing)

Underpass (existing)



Part three: Neighbourhood Framework

Goal three: North Hobart is a resilient and sustainable neighbourhood

Objective 6: Greener, more resilient, and attractive

Blue streets and spaces

Blue streets

Blue streets are streets designed to help with managing flood water. Water sensitive urban design (WSUD) and other features will contribute to the quality of the public realm.

Blue spaces

Blue spaces refer to the areas where future redevelopment should incorporate design approaches that respond to heightened flooding risk.

The purpose of the Tasmanian Planning Scheme's Flood-Prone Hazard Areas Code is to ensure that use or development subject to risk from flood is appropriately located and managed, so that:

- people, property and infrastructure are not exposed to an unacceptable level of risk;
- future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised; and
- it does not increase the risk from flood to other land or public infrastructure and to preclude development on land that will unreasonably affect flood flow or be affected by permanent or periodic flood.



Street side rain garden, Brunswick Civic and Cultural Precinct, Victoria by Enclous



Edinburgh Gardens Rain garden, Melbourne, Victoria GHD Pty Ltd

The flood mapping illustrated is that which is proposed in the draft LPS and is subject to change until it is approved by the Tasmanian Planning Commission.

It is important to note that flood risk can change over time, for instance, it could be managed as a result of upgrades to the broader stormwater drainage system.

Work is progressing on the Disaster Ready Funding - Vulnerability Assessment in Hobart.

Council's statutory planning department would assess any application for a planning permit in accordance with the relevant planning scheme.

Council encourages developers to meet with council staff for pre-application discussions concerning areas identified as flood prone.

Open space and landscape design elements that incorporate WSUD measures are encouraged.

Goal three: North Hobart is a resilient and sustainable neighbourhood

Objective 6: Greener, more resilient, and attractive



Figure 34. Blue streets and spaces plan

- Study Area
- North Hobart area included in Central Hobart Plan
- Open space
- Rivulet (open)
- Rivulet (pipe)
- Overpass (existing)
- Underpass (existing)
- Flood Prone Hazard Areas (Draft LPS)
- Blue Streets
- Blue Spaces

Goal three: North Hobart is a resilient and sustainable neighbourhood

Objective 7: A strong public open space network that enriches life

Open space network

As North Hobart grows, there is a greater need for more public open spaces for the community.

To meet this need, pocket parks, small plazas, forecourts and other opportunities for public realm upgrades have been identified creating a network of varied, high quality spaces in which to relax, socialise and enjoy North Hobart's offerings.

Spaces are designed to accommodate North Hobart's wide range of residents and visitors.

Spaces offer a place to share Palawa culture and knowledge, such as celebrating the visual connections to Kunanyi, the Domain or the Providence Valley Rivulet.

The North Hobart Oval and Bowls Club Precinct has the potential to provide additional community open space, in the northern part of the neighbourhood.



Richmond Terrace, Melbourne

Open space

Public open space refers to land owned or managed by the City that is set aside primarily for leisure, active or passive recreation, nature conservation, other public enjoyment or gathering. This includes beaches, bushland, civic squares, public parks, and sportsgrounds.

Open space can be publicly or privately owned. It includes parks, gardens, playing fields and plazas. School grounds are considered ancillary open space that can contribute to the community network of public open space.

Existing open space hierarchy

Large parks

- Soundy Park 7000m<sup>2</sup>
- Legacy Park on the nearby Queens Domain 4500m<sup>2</sup> approx.

Small local open space

- Swan Street Park 300m<sup>2</sup> approx.
- Una St / Lower Jordan Hill Rd Park 900m<sup>2</sup> approx.
- Wilson St Park 700m<sup>2</sup> approx.



Murri Totems, Latrobe University, Victoria

Goal three: North Hobart is a resilient and sustainable neighbourhood

Objective 7: A strong public open space network that enriches life

New open space opportunities

To meet a growing demand for open space, and to enhance the well-being of North Hobart's residents, workers, and visitors, there is a need to provide new and improved open space over time and better access to nearby existing open space.

This can be achieved by integrating small and/or local ancillary open spaces, such as plazas, parks or parklets, into new development.

It is important that spaces are well-designed, and respond to greening, sunlight, orientation and the surrounding built form.

The inclusion of new open space in future developments should provide both community and environmental benefits.

Local open space investigation areas include:

- North Hobart Oval Precinct
- Providence Valley Rivulet block
- Condell Place
- Black Buffalo Hotel site

Ancillary (placemaking) open space investigation areas include:

- North Hobart Oval Precinct
- Post Office
- Burnett Street
- Condell Place car park site

Potential upgrades to existing open space

Investigation areas include:

- Soundy Park
- Wilson Street Pocket Park

Potential public access to restricted or privately owned open space

Investigation areas include:

- The Friends' School
- Campbell Street Primary School
- Former Hobart High School site, Letitia Street



North Hobart Oval

Measure of success ✓

- Open space can be reached within a 10-minute walk from anywhere in North Hobart.
- The community have adequate and convenient public open space to use, where they feel comfortable and safe.

Part three: Neighbourhood Framework

Goal three: 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.

Proposed actions

Deliver, Partner

**A7.1.1** Consider the provision of open space in North Hobart as part of the City's Open Space Strategy.

- Investigate new open space opportunities to complement the existing spaces
- Consider how existing open spaces can feel safer and more inclusive. Retain, assess and, if necessary, upgrade infrastructure, such as lights and seating, in existing open spaces to ensure it is adequate
- Engage with the Palawa community to investigate ways to reintroduce cultural resources into natural spaces where possible
- Identify locations, in existing or proposed open spaces, that provide unbroken visual links to the mountain-scapes, to assist in maintaining and enhancing cultural links for cultural knowledge sharing.

**A7.1.2** Investigate for greening as part of the extension to the Elizabeth Street Vision Plan.

**A7.1.3** Integrate opportunities for new open space and greening as part of the Providence Valley Rivulet Masterplan.

**A7.1.4** Integrate opportunities for new open space and greening as part of the development of the Council-owned Condell Place car park site.

Strategy 7.2

Investigate the future role of North Hobart Oval and Bowls Club to meet future demand for open space.

Proposed actions

Deliver, Partner, Advocate

**A7.2.1** Engage with sports clubs, local residents, Palawa and other stakeholders to prepare a North Hobart Oval Sports and Community Precinct Masterplan to investigate the potential capacity of the precinct to deliver additional benefits for the community, including:

- improved pedestrian connections to Argyle, and Letitia Streets
- new public open space with high amenity and quality spaces that are safe, welcoming and complement the surrounding context and use
- ways to manage flood risk through water sensitive urban design
- space for community and/or arts use on council owned land
- site activation with ground floor design to support passive surveillance
- partial rezoning to Urban Mixed Use zone which allows for a wider variety of uses
- sensitively designed buildings in regards to setbacks, height and heritage.

Goal three: North Hobart is a resilient and sustainable neighbourhood

Objective 7: A strong public open space network that enriches life



Figure 35. Open space plan

- Study Area
- Open space
- Rivulet (open)
- Rivulet (pipe)
- Overpass (existing)
- Underpass (existing)
- Park
- Sports and recreation
- Queens Domain
- Investigation area for new local park or greening
- Investigate upgrade to existing park
- Investigate public access to sports and recreation
- Urban plaza / ancillary open space opportunity
- Investigate new bridge to Queens Domain
- Investigate new bridge to Queens Domain (alternative location)
- Upgrade signalised intersection for pedestrian access



Part three: Neighbourhood Framework

Goal three: North Hobart is a resilient and sustainable neighbourhood

Objective 7: A strong public open space network that enriches life

North Hobart Oval Sports and Community Precinct Masterplan

A North Hobart Oval Sports and Community Precinct Masterplan is proposed to investigate the future role of the North Hobart Oval and bowls club to meet future demand for open space.

The North Hobart Oval and adjacent bowls club is an important community precinct supporting community wellbeing.

Investment in new open space and facilities at the precinct edges has the potential to support an increased range of uses on site, while protecting its current core use for football and bowls. New community facilities such as meeting rooms, small events spaces, a pocket park and gateway plaza will be connected by improved pedestrian and cycling links to the adjacent accommodation and streets network.

As North Hobart's community grows, the need for places to socialise and for recreation within walking distances will increase. Existing amenities will require investment to ensure they are accessible and provide for all ages and backgrounds. Renewal is an opportunity to manage challenges such as flooding risks and to increase the range of benefits provided to the community supporting North Hobart as a resilient and inclusive neighbourhood.



St Leonards Park, Gallagher Studio in collaboration with North Sydney Council. Photograph by Florian Groehn

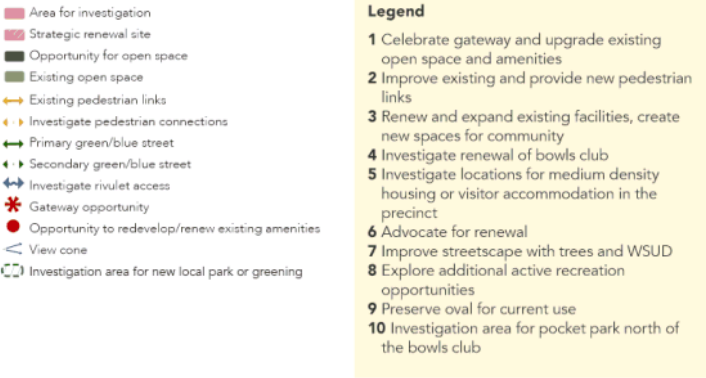
1. Celebrate gateway corner creating a welcoming entry with a renewed plaza; consider new community facilities and amenities.
2. Improve quality of pedestrian links, advocate for new links along interface with adjacent accommodation. Provide clear wayfinding to encourage access and active frontages for improved passive surveillance.
3. Opportunities for renewal of sporting infrastructure, to provide. Built form design should respond to and enhance the heritage values of the precinct.
4. Investigate long term renewal of the Bowls Club site with potential for open space, multi-purpose community facilities such as spaces for rehearsal, training and exercise, meetings or bookable rooms for community access, spaces for events and socialising, in addition to indoor bowling greens.
5. Investigate opportunities for affordable housing and/or additional visitor accommodation, on privately owned land within the precinct, to leverage nearby facilities and potential future transport services.
6. Encourage renewal of visitor accommodation adjacent to the precinct through rezoning.
7. Explore the future role of Ryde and Letitia Street and their capacity for increased greening and water sensitive urban design (WSUD).
8. Investigate ways in which the precinct could support greater sport and recreation use such as a running circuit or half courts to increase levels of activation day and night.
9. Include innovative play spaces to create a family friendly destination on events days and non-event days.
10. Retain existing football oval for training and games.
11. Provide a welcoming, green pocket park for the community to connect. Include deep soil planting, shade trees and amenities.

Goal three: North Hobart is a resilient and sustainable neighbourhood

Objective 7: A strong public open space network that enriches life



Figure 36. North Hobart Oval Sports and Community Precinct Plan



Part three: Neighbourhood Framework

Goal three: North Hobart is a resilient and sustainable neighbourhood

Objective 8: Easy access to the Queens Domain

The Queens Domain provides a variety of quality public open spaces and community facilities within a short distance of North Hobart.

New and upgraded crossings, connections and bridges across the Brooker Highway will provide improved access from North Hobart to the Queens Domain.

Access for people walking, wheeling, cycling and using other micromobility will be provided. People with prams and dogs will more easily take advantage of open space, tracks and trails.

Signage will clearly indicate existing and proposed pathways across North Hobart to the Queens Domain.

As an important Palawa landscape, story telling and knowledge sharing can inform and celebrate connection to country.

Measure of success ✓

- People in North Hobart can safely walk, wheel or cycle to the Queens Domain within 10 to 20 minutes.
- At least one new connection between North Hobart and the Queens Domain.



Tonderrum Bridge, Melbourne



View to Kunanyi/Mt Wellington from the Queens Domain

Strategy 8.1

Improve access to the Queens Domain for pedestrians and micro mobility users.

Proposed actions

Deliver

**A8.1.1** Develop wayfinding and signage that clearly indicates existing and proposed links to the Domain.

Partner

**A8.1.2** Engage with Palawa to explore access from North Hobart to the Domain that allows for storytelling including Palawa cultural and heritage links to place.

Partner, Advocate

**A8.1.3** Engage with the Tasmanian Government to identify ways to improve the safety and ease of access of existing links from North Hobart to the Domain, as upgrades to the Brooker Highway and intersections with surrounding streets occur, eg. Burnett Street and/or Park Street and Clearys Gates.

**A8.1.4** Investigate funding opportunities for potential new pedestrian and micromobility link to the Queens Domain as identified in the Neighbourhood Plan and/or the **Queens Domain Masterplan 2013**





### Goal four: North Hobart is an accessible and walkable neighbourhood

North Hobart will continue to thrive as a destination and a neighbourhood that is easy for people to get around, offering multiple ways for locals, workers, and visitors to travel.

A clear, accessible, and well-designed pedestrian network will encourage walking for short distances to nearby destinations.

Improved bicycle and micromobility access and facilities will support more choice in how people access and move through North Hobart.

Parking will be consolidated in locations that are accessible, and easy to find. This will support the long-term success of Elizabeth Street and other areas of activity, supporting residents, local businesses, and visitors.

Improvements to public transport infrastructure such as bus stops, will make public transport more appealing.

Urban design principles:  
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.



Objective 9: High quality walkways, footpaths, lanes, and streets, including new connections

Making it easier for everyone to move around is central to the success of North Hobart as a vibrant neighbourhood.

Create a safe, legible, accessible and attractive network of paths for people of different abilities and ages. Paths will be connected to key destinations in North Hobart, such as Elizabeth Street, shops, services, transport, parking, and jobs, as well as paths beyond the study area.

The amenity of this network will be improved to encourage more people to walk, particularly for short trips. Improvements include footpath widening, kerb ramps, lighting, seating, wayfinding, and new bridges and crossings.

An increase in people choosing to walk comes with numerous benefits, including wellbeing and social connection, better access to open space, and reduced local street traffic.

Elizabeth Street will be upgraded to be a pedestrian-friendly street which supports local businesses.

Further strategies for Elizabeth Street are contained under 'Objective 5: A lively and flourishing high street precinct'.

Goal four: North Hobart is an accessible and walkable neighbourhood

Objective 9: High quality walkways, footpaths, lanes, and streets.

#### 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.

#### Proposed actions

**Deliver**

**A9.1.1** Conduct a **footpath and walkability audit** to identify projects and upgrades to facilitate better walking access to and from key locations in the area. Improve pedestrian facilities, greening and amenities on key streets identified in the walking network hierarchy.

Identify locations where footpath condition, gradient or width reduces mobility choices for pedestrians and users with impaired mobility and assess whether reallocation and reprioritisation of road space could improve access.

**Partner**

**A9.1.2** Expand future editions of the **Inner Hobart Transport Network Operations Plan** to include key routes in North Hobart in partnership with the Tasmanian Government.

**Advocate**

**A9.1.3** Advocate for funding for:

- pedestrian infrastructure upgrades on streets under state jurisdiction,
- a new universally accessible pedestrian/ micromobility bridge over the Brooker Highway to provide a connection from North Hobart/New Town to the Queens Domain.

#### Strategy 9.2

Strengthen Elizabeth Street's role as pedestrian-friendly commuter spine with landscape and urban design upgrades.

#### Proposed actions

**Deliver**

**A9.2.1** Prepare an extension to the **Elizabeth Street Vision Plan** to guide a program of initiatives and upgrades to enhance the Elizabeth Street streetscape and its accessibility for pedestrians.

- Provide appropriate footpath widths on Elizabeth Street to ensure a safe and equitable, clear path of travel for pedestrians, in a configuration which meets the guidelines for universal access.
- Ensure car access is maintained within the area. Provide on-street car parking spaces for people with an Australian Disability Parking Permit, short term parking for deliveries, pick up and drop off, and public transport.

**A9.2.2** Investigate potential for a planning scheme amendment to introduce a pedestrian priority street overlay on Elizabeth Street under the Parking and Sustainable Transport Code.

Measures of success ✓

- Increase in pedestrian activity and numbers on Elizabeth Street, the high street shopping precinct and throughout North Hobart.
- Improvements to the pedestrian network.



Part three: Neighbourhood Framework

Goal four: North Hobart is an accessible and walkable neighbourhood

Objective 9: High quality walkways, footpaths, lanes, and streets.

A hierarchy of great walks

The high street

Elizabeth Street is a safe and comfortable high street in which to spend time and access daily needs. Its activated shopfronts and outdoor dining attracts customers to North Hobart to get their retail products and services and supports a variety of community festivals.

The extension of the **Elizabeth Street Vision Plan** identifies the need for upgrades such as widened footpaths for improved access and outdoor dining, greenery, street furniture and warm street lighting.

Primary pedestrian streets

Primary pedestrian streets serve as key connections between Elizabeth Street, mixed use and business areas, Soundy Park and other key community and sports facilities. These streets are identified for upgrades such as widened footpaths, greenery, street furniture and warm street lighting.

Secondary pedestrian streets

Secondary pedestrian streets serve as key connections between schools, smaller retail activity areas, side streets off Elizabeth Street and future infill housing growth areas to ensure these streets are well-designed to support greater street activity.

Laneways

Laneways are narrow streets (typically 6m or less). Extensions to existing laneways and new links will make crossing between blocks easier.

New and improved crossings and intersections

Existing signalised crossings and intersections should be upgraded to improve safety and accessibility for pedestrians.

The provision of new crossings and intersections should be investigated in these locations:

- Letitia Street and Burnett Street
- Pitt Street.

Laneway character and identity

New laneways should be designed to accommodate spaces for urban greening such as trees, green walls and landscaped spaces along with opportunities for bike parking and seating to foster a sense of place and support nearby ground floor uses such as hospitality and retail.

Passive surveillance should be encouraged through the design of windows and doors at ground level (see section on Street activation and interfaces) and windows and balconies at upper levels.

A new connection to the Queens Domain

We will improve connectivity to the Queens Domain by providing a new bridge and ensuring pedestrian crossings are at signalised intersections.

Universal accessibility

Council is committed to ensuring universal access for people to move along footpaths. Council's street furniture and infrastructure must also be located to maintain this clear path.



Tony Haigh Walk, North Hobart

City of Hobart

Goal four: North Hobart is an accessible and walkable neighbourhood

Objective 9: High quality walkways, footpaths, lanes, and streets.



Figure 37. Pedestrian plan



North Hobart Neighbourhood Plan

Part three: Neighbourhood Framework

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Part three: Neighbourhood Framework

Goal four: North Hobart is an accessible and walkable neighbourhood

Objective 9: High quality walkways, footpaths, lanes, and streets.

New connections delivered through renewal

On large sites, such as the Providence Valley Rivulet block and the North Hobart Oval precinct, creating new streets and laneways will support pedestrian movement throughout North Hobart. Mid-block links will complement primary streets and should align with other laneways and thoroughfares, where logical, to create a 'joined-up' network.

New pedestrian links should be located to minimise ground-level changes and include ramps/vertical transportation for universal access outcomes.

Developers should design new laneways in consultation with the City as a potential community benefit contribution.

Development on strategic sites should seek to extend the existing network of lanes and provide new links. (See Figure 38).

Goal four: North Hobart is an accessible and walkable neighbourhood

Objective 9: High quality walkways, footpaths, lanes, and streets.



Soundy Park



Figure 38. Connecting John Doggett Park through to Soundy Park and the Domain.

Elizabeth Street

Primary pedestrian street

Secondary pedestrian street

Investigate new bridge to Queens Domain (alternative location)

Existing laneways

Potential future pathways

Investigate new mid-block crossing

Investigate new local park/greening

Upgrade signalised intersection

New signalised intersection

Existing signalised crossing

Proposed signalised crossing

1 Homes Tasmania housing (Condell Place)

2 Condell Place car park (Council land)

3 Leifroy Street car park (Council land)

4 Homes Tasmania housing

5 Private landholdings (Providence Valley Rivulet)

6 Private landholdings (Smith & Burnett Street)

City of Hobart

North Hobart Neighbourhood Plan

Part three: Neighbourhood Framework



## Part three: Neighbourhood Framework

## Goal four: North Hobart is an accessible and walkable neighbourhood

## Objective 10: An integrated network of safe cycle and micromobility

Cycling and micromobility will continue to be a desirable transport choice for those living in or visiting North Hobart.

North Hobart is well-located for short bike rides to central Hobart, the Domain, regional cycling paths and surrounding suburbs.

Research has shown that up to 60% of the population would ride more if traffic stress was reduced. This can be achieved through separation between bikes and other transport modes, lower traffic speeds and other street upgrades.

Infrastructure to support cycling and micromobility use, such as bike racks, secure storage and a charging station should be visible, convenient to shops and services, and easy to use.

## Measures of success ✓

- Increase in the number of people choosing to cycle or ride micromobility.
- Improvements to the cycling and micromobility network.
- Speed limit of 30km/hr and traffic volumes of less than 400 per hour on Elizabeth Street to achieve an All Ages and Abilities Route.
- Improved micromobility safety practices and infrastructure.



Greville Street, Prahran, Victoria



Separated cycling lanes, St Kilda Road, Melbourne, Victoria

City of Hobart

## Goal four: North Hobart is an accessible and walkable neighbourhood

## Objective 10: An integrated network of safe cycle and micromobility

Cycle routes will link up seamlessly with the neighbouring networks and upgrades identified in the *Greater Hobart Cycling Plan*, *Hobart Local Area Mobility Plan*, *Northern Suburbs* and the *Transport Network Operations Plan — Inner Hobart*.

We will connect existing routes and establish new connections to local key destinations such as schools, businesses, retail, hospitality, and public open space, such as the Domain.

Upgrades such as bicycle priority phases at signalised intersections will ensure smooth, safe, and intuitive routes for bicycle riders and other micromobility users.

The following upgrades are proposed:

- a slow speed environment of 30km/hr in the shared road space along Elizabeth Street, which is the preferred cycle route through the high street precinct
- a primary cycle route down Elizabeth Street from the intersection of Augusta and New Town Roads to Federal Street, then onto Argyle Street and Campbell Street
- new connections over the Brooker Highway to provide cycle/wheel access from North Hobart/New Town to the Queens Domain via a new grade-separated bridge/overpass and/or upgraded signalised intersection (locations to be determined).

- Consistent and prominent directional signage will be strategically placed to enhance legibility and network navigation.

## Increasing bicycle facilities

Bolstering North Hobart's cycling infrastructure is imperative. The expansion of bicycle facilities, including more hoops along Elizabeth Street, and secure storage and charging facilities are necessary to encourage cycling and contribute to the precinct's vibrancy and sustainability.

## Designated zones for micromobility

The growing trend of micromobility, observed through recent e-scooter trials and increased private ownership, necessitates careful planning.

As part of a broader sustainable transport mode shift, e-scooters will play a role for residents, workers, and visitors to North Hobart.

Key locations will be identified within the pedestrian network for incorporation of micromobility parking, and bicycle hoops as part of streetscape upgrades. Co-location of car park facilities with micromobility parking will be explored.



Bike hub, RMIT, Melbourne, Victoria

North Hobart Neighbourhood Plan



Micromobility parking bay

Part three: Neighbourhood Framework



Part three: Neighbourhood Framework

Goal four: North Hobart is an accessible and walkable neighbourhood

Objective 10: An integrated network of safe cycle and micromobility

Strategy 10.1

Define a micromobility network of primary and secondary cycle routes and facilities that is integrated with the surrounding cycle network and provides connections to key destinations.

Proposed actions

Deliver

A10.1.1 Progressively connect the cycle network within North Hobart as identified in the **Greater Hobart Cycling Plan and the Micromobility Plan**, including:

- integration of key routes with additional links to key local destinations such as schools, retail and commercial centres, recreational facilities and public transport
- directional signage to improve legibility and network navigation
- investigating the road space allocation required for contiguous protected bicycle lanes along primary routes such as Argyle, Burnett, Elizabeth, and Federal Streets.

Partner

A10.1.2 In partnership with the Tasmanian Government, identify the function of key cycling routes and include these in updated versions of the **Inner Hobart Transport Network Operations Plan**.

Advocate

A10.1.3 Advocate to the Tasmanian Government for:

- cycling infrastructure upgrades on streets under state jurisdiction
- new connections over the Brooker Highway to provide micromobility access from North Hobart and/or New Town to the Queens Domain via a bridge and/or upgraded signalised intersection.

Strategy 10.2

Increase cycle and micromobility parking and facilities on Elizabeth Street and at key destinations.

Proposed actions

Deliver

A10.2.1 Identify suitable locations for secure micromobility parking zones on primary cycle routes to facilitate a safe and equitable, clear path of travel for pedestrians.

Deliver, Partner, Advocate

A10.2.2 Identify suitable locations for micromobility parking, storage and electric charging infrastructure in mixed use development, medium density housing and consolidated off street car parking facilities with good passive surveillance.



Cyclist on Letitia Street, North Hobart

Goal four: North Hobart is an accessible and walkable neighbourhood

Objective 10: An integrated network of safe cycle and micromobility



Figure 39. Micromobility plan

- Study Area
- North Hobart area included in Central Hobart Plan 2023
- Open space
- Rivulet (open)
- Rivulet (pipe)
- Overpass (existing)
- Underpass (existing)
- Potential BRT station (indicative location only)
- Primary cycle route
- Secondary cycle route (subject to BRT)
- Secondary cycle route
- Neighbourhood cycle route
- High Street cycle route (30km/hr)
- Cycle route (outside study area)
- Investigate new shared/cycle route
- Investigate new bicycle-friendly bridge to Queens Domain
- New or upgraded signalised intersection (bicycle priority)
- Speed limit 30km/hr

Part three: Neighbourhood Framework

Goal four: North Hobart is an accessible and walkable neighbourhood

Objective 11: Moving and parking cars better, making streets safer for all

The streets and laneways in North Hobart play a crucial role in providing access for local businesses.

The focus is on improving how vehicles move around to make the Elizabeth Street Precinct more pedestrian-friendly. This will help make North Hobart's streets livelier, safer, and more enjoyable for everyone.

Pedestrian friendly streets will help support local businesses by making North Hobart a great place for events and festivals.

Smarter car parking management and technologies will make car spaces easier to find for those who need them. Car parking will continue to be provided at locations near Elizabeth Street and key destinations.

Paths for pedestrians will link these car parks to nearby streets and destinations.

Vehicles

The location of car parking and vehicle access must support the function and servicing of North Hobart, and particularly Elizabeth Street, as a vibrant destination. This includes planning for consolidated and publicly accessible parking hubs that serve as precinct solutions to create a pedestrian-friendly public realm while maintaining high levels of access.

Laneways

Laneways provide access for pedestrians traversing between blocks and can be attractive spaces. Laneways that serve a vehicular access role should be designed as shared spaces with slow movement and incorporate greening. Separated pedestrian footpaths should be provided on wider laneways.

There are numerous existing laneways and rights of way in North Hobart which are largely accessed on side streets off Elizabeth and Argyle Streets. These laneways serve an important function to properties for servicing, deliveries and occasionally access to car parking which reduces the need for crossovers on main streets.



Dynamic parking signage, Queen Victoria Market

Measures of success ✓

- An increase in vehicular traffic choosing to drive through North Hobart via Argyle Street rather than Elizabeth Street.
- Traffic volumes of less than 400 per hour on Elizabeth Street.
- More efficient car parking in convenient locations close to the high street shopping precinct.

Goal four: North Hobart is an accessible and walkable neighbourhood

Objective 11: Moving and parking cars better, making streets safer for all

Car parking

- Car parking should be sleeved/wrapped by other uses to activate the street frontage.
- Car park structures should be designed with visually attractive façades facing laneways. They should provide points where natural surveillance can occur and be designed to mitigate risks of noise, vibrations or emissions impacting nearby residential uses.
- Car park structures should be consolidated to minimise the number of access points and provide flexible use to optimise occupation throughout the day and night e.g. publicly available car spaces along with commercial spaces.

Vehicle access

Vehicle entries to car parks should be designed to minimise their location along primary and secondary pedestrian streets to protect streetscape amenity and pedestrian safety.

New vehicle entries and crossovers should be designed to maintain or enhance pedestrian amenity, including through the design of surfaces and kerbs, and the visual amenity of vehicle entrances and doors. Where possible, crossovers should be removed and relocated to preferred access points. (See Table 2).

Table 1. Vehicular access guidelines

Street	Requirement
Elizabeth Street – crossovers not permitted	Removal of existing crossovers, no new crossovers. Service and delivery access outside business hours (i.e. 5pm – 8am).
Burnett, Federal, Argyle Streets – crossovers strongly discouraged	Removal of existing crossovers strongly encouraged. No new vehicular crossovers unless an existing access point is removed. Include performance criteria.
All other streets – crossovers discouraged	Number of vehicular access points for each frontage must be no more than 1 or the existing number whichever is greater. Include performance criteria. Development should locate vehicular access along secondary street frontages (e.g. side streets) or laneways.

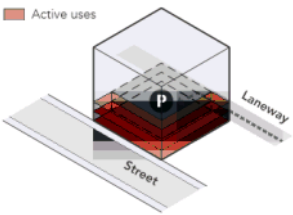


Figure 40. Car parking should be sleeved with active uses

## Part three: Neighbourhood Framework

## Goal four: North Hobart is an accessible and walkable neighbourhood.

## Objective 11: Moving and parking cars better, making streets safer 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.**

## Proposed actions

## Deliver

**A11.1.1** Install prominent signage directing drivers to take a more direct route through North Hobart via Argyle Street, instead of Elizabeth Street.

**A11.1.2** Install dynamic parking availability signage for car parks to reduce vehicle circulation on Elizabeth Street.

## Advocate, Partner

**A11.1.3** Advocate and partner with the Tasmanian Government to reduce the Elizabeth Street speed limit to 30km/h, and upgrade streetscape design to reflect and communicate to drivers and pedestrians the low speed environment.

**A11.1.4** Advocate and partner with the Tasmanian Government for a redesign of the Argyle Street and New Town Road intersection to encourage drivers to use Argyle Street and reduce through vehicle movements on Elizabeth Street.

## Advocate

**A11.1.5** Advocate to the Tasmanian Government for an additional intersection on the Brooker Highway (with full signalised access in all directions) at the northern edge of the precinct to provide an alternative route for the residential catchment to the north-west and alleviate some of the traffic pressures on Elizabeth Street.

## Strategy 11.2

**Make parking smarter, easier, and more reliable.**

## Proposed actions

## Deliver

**A11.2.1** Investigate parking management in North Hobart as part of the wider **City of Hobart Parking Plan**, to include the following:

- Consider the consolidation of parking to the most in-demand locations, and ensure that the routes used for parking access are compatible with other objectives (including reducing traffic through Elizabeth Street).
- Identify locations to provide consolidated parking at the periphery of the Elizabeth Street, high street precinct, to help to reduce unnecessary vehicle movements and traffic congestion.

## Provide:

- clear directional signage
- adequate car parking spaces
- electric car charging infrastructure
- car share parking
- microbility parking and electric charging infrastructure.

**A11.2.2** Investigate locating community-based 100% renewable energy generation and storage in consolidated car parks.

**A11.2.3** Include publicly accessible underground car parking as part of the feasibility study for the future development of the Condell Place car park site.

## Goal four: North Hobart is an accessible and walkable neighbourhood.

## Objective 12: A simpler and more reliable public transport network

Improvements to North Hobart's public transport system will encourage increased use of buses and improve connections to Central Hobart and Greater Hobart.

Bus routes through North Hobart will be reviewed as part of the Greater Hobart Bus Network Review to provide a more legible, simpler and direct network.

Temporary street closures on Federal Street will be possible during cultural festivals.

Events held in the high street precinct will make use of public open space surrounding the Providence Valley Rivulet and make use of Elizabeth Street only when necessary.

New and upgraded bus stop infrastructure, such as a weather-protected shelter, signage and real-time travel information, and street trees to provide shade, can improve comfort and convenience for commuters.

## Bus routes

The potential alignment of a bus rapid transit route (BRT) along Letitia and Park Streets will provide quicker and easier access to North Hobart and destinations along the northern transit corridor.

An opportunity to further rationalise bus routes throughout North Hobart may be realised to create a more legible network.

A robust corridor with a simplified and direct route, bus priority lanes at traffic lights, universally accessible stops, may potentially be established on Argyle, or Elizabeth Streets.

## Active travel as the 'last mile'

Walking, cycling and other forms of micromobility are the final part of almost every journey. Improving the quality of the active travel experience, in particular walking, will benefit the greater adoption of public transport.



Bus shelter, New Town

## Measures of success ✓

- Increase in the number of people choosing to travel to and from North Hobart on public transport.
- Increase in the number of bus shelters.



Goal four: North Hobart is an accessible and walkable neighbourhood.

Objective 12: A simpler and more 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 and traffic lights, and upgraded accessible bus stops.

Proposed actions

Deliver

**A12.1.1** Identify priority bus stop improvements and apply to the Tasmanian Government for funding through the **All Access All Weather Bus Stop Upgrade Program**. Include:

- comfortable seating
- weather protection
- lighting.

Partner

**A12.1.2** In partnership with the Tasmanian Government, identify the function of key bus routes and include these in updated versions of the **Inner Hobart Transport Network Operations Plan**.

**A12.1.3** Partner with the Tasmanian Government to incorporate bus priority measures at key intersections along public transport corridors, including bus prioritisation approaching signals at Augusta Road, New Town and Burnett Street, North Hobart.

Advocate

**A12.1.4** Advocate to the Tasmanian Government for the review of the bus network to and through North Hobart to provide more frequent buses on simpler, direct routes.

Strategy 12.2

Advocate for alternative routes and bus stop locations to support temporary road closures for events.

Proposed actions

Deliver

**A12.2.1** Identify potential alternative bus stop locations which maintain access to North Hobart's high street precinct and allows reliable bus service operation, during events which require road closures.

**A12.2.2** Promote public transport as an attractive way to access North Hobart, especially for events.

Partner

**A12.2.3** Work with Metro Tas and the Tasmanian Government to establish alternate 'event mode' routes, services, and bus stop infrastructure as appropriate.

Goal four: North Hobart is an accessible and walkable neighbourhood.

Objective 12: A simpler and more reliable public transport network

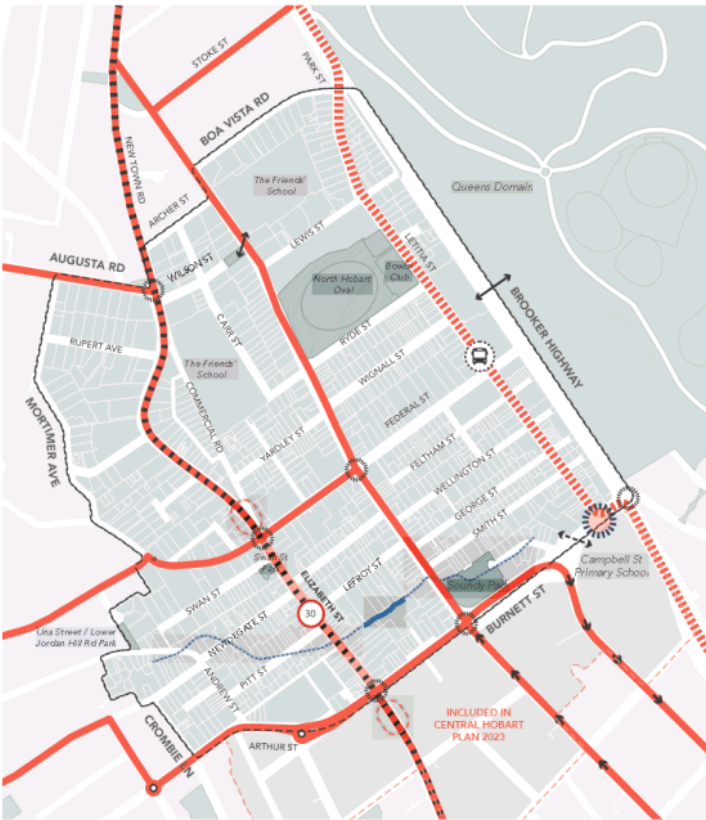


Figure 41. Public transport plan (diagrammatic only)

- Study Area
- North Hobart area included in Central Hobart Plan 2023
- Open space
- Rivulet (open)
- Rivulet (pipe)
- Overpass (existing)
- Underpass (existing)
- Potential BRT station (indicative location only)
- High frequency public transport route
- Bus route
- Potential BRT route
- Elizabeth Street, high street closure for events and festivals
- Alternative temporary bus stop for events and festivals
- Signalised intersection
- New signalised intersection
- Speed limit 30km/hr



## Part four: Making it happen

## Part four: Making it happen

There are several mechanisms that exist to deliver on the goals, strategies and actions included in the North Hobart Neighbourhood Plan. These include planning scheme amendments, capital works, business and property owner investment, state government policy changes, strategy and infrastructure delivery programs and the like.

Following endorsement of the Neighbourhood Plan, an Implementation Plan will be developed and will identify the actions, timeframe and responsibility for delivering them. This will consist of regulatory and non-regulatory actions. Included in the Plan is a list of proposed actions which will be reviewed and developed further in the Implementation Plan.

The plan will be reviewed within the next five to ten years, to help ensure it is delivering on its Vision and Goals and remains accurate and relevant as North Hobart evolves.

### Implementation methods

#### Deliver

Actions marked 'Deliver' refer to projects that Council will administer and deliver directly. Each action may require further investigation, community input, planning and financing.

Each project will require an implementation program which will be linked to the Council Plan, Annual Plans and budget process to ensure a whole of Council approach.

Funding may come from a variety of sources including but not limited to government grants.

#### Partner

Actions marked 'Partner' refer to projects that Council will deliver in conjunction with either state agencies, community groups, land owners or the development industry. Funding may come from a variety of sources including government grants and through partnerships with the community and development industry.

#### Advocate

Actions marked 'Advocate' involve private land that can deliver public amenity benefits, community services and/or precinct 'activation'. Council will work with government departments, land owners, the development industry and wider community to assist in the delivery of these projects.

### Timing

Timing is categorised to align with organisational timeframes such as the Capital Works Program and Strategic Plan:

- Short term: 0-4 years
- Medium-term: 4-10 years
- Long-term: >10 years
- Ongoing

Timeframes are only provided as a guide and will be further refined as an implementation program is developed for each action.

### Mechanisms

There are several complementary mechanisms to implement the North Hobart Neighbourhood Plan. Planning scheme amendments will ensure that the Plan has a statutory role, and capital works, business and property owner investment can act as catalysts for positive change.

Part four: Making it happen

## 4.4 Proposed actions

Action	Description	Timeframe	Method
<b>Goal 1: North Hobart is a welcoming and inclusive neighbourhood to live and work</b>			
<b>Objective 1: More diverse housing options including affordable and social housing</b>			
<b>Strategy 1.1: Support well-designed medium density housing in the right locations through mechanisms in the planning scheme.</b>			
1.1.1	Prepare a planning scheme amendment to: <ul style="list-style-type: none"> <li>Rezone land from the Light Industrial Zone to the Urban Mixed Use Zone and to the General Business Zone.</li> <li>Rezone land from the Inner residential Zone to the Urban Mixed Use Zone.</li> </ul>	Short	Deliver
1.1.2	Investigate mechanisms to require delivery of developer contributions for community benefit.	Short	Deliver
<b>Strategy 1.2: Renew strategic opportunity sites to deliver affordable and/or social, medium density housing.</b>			
1.2.1	Undertake a feasibility study to investigate the potential for the council-owned car park at Condell Place to deliver affordable housing, medium density housing, community uses and a public car park (to the equivalent or more than existing).	Short	Deliver
1.2.2	Engage with Homes Tasmania to support the long term renewal of Homes Tasmania assets to deliver more affordable and social, medium density housing.	Ongoing	Advocate
1.2.3	Engage with landowners and other stakeholders, to prepare a <b>Providence Valley Rivulet Master Plan</b> , which plans for the coordinated renewal of land bound by Elizabeth, Argyle, Burnett and Lefroy Streets, for the delivery of mixed-use and residential development.	Medium	Deliver, Advocate, Partner
<b>Strategy 1.3: Create a sustainable balance between short stay visitor accommodation and housing for residents.</b>			
1.3.1	Prepare a planning scheme amendment to apply a Specific Area Plan to prohibit the conversion of whole dwelling residential use to visitor accommodation use in the Inner Residential and General Residential zones of North Hobart.	Short	Deliver
1.3.2	Prepare a planning scheme amendment to rezone land to the Urban Mixed Use Zone to enable larger scale visitor accommodation in appropriate locations.	Short	Deliver
<b>Objective 2: Jobs, services, and everyday convenience within walking distance</b>			
<b>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.</b>			
2.1.1	Prepare a planning scheme amendment to: <ul style="list-style-type: none"> <li>Rezone land from the Light Industrial Zone to the Urban Mixed Use Zone and to the General Business Zone</li> <li>Rezone land from the Inner residential Zone to the Urban Mixed Use Zone;</li> </ul>	Short	Deliver
2.1.2	Engage with landowners and other stakeholders, to prepare a <b>Providence Valley Rivulet Masterplan</b> , which plans for the coordinated renewal of this land for the delivery of mixed-use and residential development.	Medium	Deliver, Advocate, Partner

Action	Description	Timeframe	Method
<b>Objective 3: Well-designed and sustainable buildings that respond to heritage</b>			
<b>Strategy 3.1: Support design quality and excellence in new buildings.</b>			
3.1.1	Prepare a planning scheme amendment to implement the <b>Built form and design guidelines</b> set out in this Neighbourhood Plan.	Short	Deliver
3.1.2	Design buildings and infrastructure on Council owned land to be zero emissions; include 100% renewable energy generation and storage; provide electric micromobility and car charging with consolidated off-street, car parking facilities; and incorporate water sensitive urban design.	Ongoing	Deliver
3.1.3	Advocate to the Tasmanian Government for changes to the National Construction Code (NCC) to increase the NatHERs star rating requirement to a minimum of 7 stars for new dwellings.	Short	Advocate
3.1.4	Encourage development which is easily accessible by public transport, taxi, carshare and bike, provide car parking with electric car charging for private vehicles (underground where possible).	Ongoing	Advocate, Partner



## Part four: Making it happen

Action	Description	Timeframe	Method
<b>Goal 2: North Hobart is a creative and diverse neighbourhood on Palawa Country</b>			
<b>Objective 4: A welcoming and diverse place of creativity and culture</b>			
<b>Strategy 4.1: Cultivate North Hobart's creative heart and provide welcoming spaces and places to innovate, experiment and connect with others.</b>			
4.1.1	Identify suitable locations for: <ul style="list-style-type: none"> <li>specific places within the public realm for ongoing activation by artists</li> <li>public art, including both permanent elements and temporary work.</li> </ul>	Ongoing	Deliver
4.1.2	Prepare a planning scheme amendment to rezone land to Urban Mixed Use where Community Meeting and Entertainment and General Retail and Hire are permitted uses.	Short	Deliver
4.1.3	Investigate the establishment of a creative space on Council owned land in North Hobart to support creative, cultural and community uses including: <ul style="list-style-type: none"> <li>an arts house facility, and/or rehearsal facilities, as identified in the Greater Hobart Venues Study,</li> <li>multigenerational community spaces, to encourage connection and socialisation for a variety of people.</li> </ul>	Short	Deliver
<b>Strategy 4.2: Provide streetscapes that allow for both traditional and contemporary Aboriginal history and truth-telling.</b>			
4.2.1	Engage with the Palawa community on the <b>Elizabeth Street Vision Plan</b> to develop cultural education and immersion spaces on Elizabeth Street, where the Palawa community feel contemporary historic events hold strong links to their post-colonisation history.	Medium	Deliver Partner
<b>Strategy 4.3: Provide opportunities for cultural expression, including connection to Country, throughout North Hobart.</b>			
4.3.1	Engage with North Hobart's Palawa community to identify: <ul style="list-style-type: none"> <li>culturally appropriate ways to recognise song lines and pathways in North Hobart</li> <li>places within the public realm for acknowledgement of the traditional owners and the contemporary Palawa community</li> <li>places with important links to the traditional cultural landscapes, and provide processes for strengthening and supporting Palawa culture</li> <li>places and processes for cultural expression and cultural practices as determined and led by the Palawa community.</li> </ul>	Ongoing	Deliver, Partner
4.3.2	Identify suitable locations for interpretation and storytelling of local heritage, history and personalities.	Ongoing	Deliver Partner

Action	Description	Timeframe	Method
<b>Objective 5: A lively and flourishing high street precinct</b>			
<b>Strategy 5.1: Support retail, services, food, live music and entertainment between Elizabeth and Argyle Streets.</b>			
5.1.1	Prepare a planning scheme amendment to: <ul style="list-style-type: none"> <li>rezone land between Elizabeth Street and Argyle Street to Urban Mixed Use and General Business Zone, where Food Services and General Retail and Hire are permitted uses</li> <li>implement reverse amenity standards to protect hospitality uses.</li> </ul>	Short	Deliver
5.1.2	Prepare an extension to the <b>Elizabeth Street Vision Plan</b> to guide a program of initiatives and upgrades to enhance the streetscape and its accessibility for pedestrians. See Strategy 9.2 for detail.	Medium	Deliver
<b>Strategy 5.2: Reimagine Providence Valley Rivulet.</b>			
5.2.1	Engage with the local community, Palawa and other stakeholders to prepare a <b>Providence Valley Rivulet Masterplan</b> to: <ul style="list-style-type: none"> <li>Support landowners with property boundaries adjacent to the Rivulet to develop interfaces which support movement and activity and increase visual connections around and to the Rivulet.</li> <li>Investigate the development of a network of public paths including a new public path along the Rivulet, and refurbishment of existing connecting laneways and paths.</li> <li>Investigate the development of public open space along the Rivulet</li> <li>Encourage activation and passive surveillance of laneways leading to the Rivulet.</li> <li>Ensure Crime Prevention through Environmental Design (CPTED) principles are considered.</li> <li>Monitor, protect and celebrate the fresh water of the Providence Valley Rivulet and potential rehabilitation of indigenous vegetation, and places for knowledge sharing.</li> <li>Investigate appropriate ways to reduce sediment and pollutant loads on the Rivulet.</li> </ul>	Medium	Deliver, Advocate, Partner
<b>Strategy 5.3: Boost high street festivals, events and street activation.</b>			
5.3.1	Engage with the local community, Palawa and stakeholders to prepare an extension to the <b>Elizabeth Street Vision Plan</b> to consider how placemaking projects can enhance North Hobart's high street precinct for festivals, events, markets, on-street trading, and entertainment.	Medium	Deliver, Partner
5.3.2	Investigate opportunities for regular events and street activity which will attract more people to the area, such as: <ul style="list-style-type: none"> <li>a fresh food market</li> <li>a makers market</li> <li>food vans</li> <li>arts-based activations, pop up performances and public art projects.</li> </ul> Support annual events such as: <ul style="list-style-type: none"> <li>World Park(ing) Day</li> <li>Pedal Pallooz</li> </ul>	Ongoing	Partner, Advocate

## Part four: Making it happen

Action	Description	Timeframe	Method
<b>Strategy 5.4: Create enticing laneways and streets.</b>			
5.4.1	Implement a program of laneway initiatives and upgrades connecting through to the streets beyond to: <ul style="list-style-type: none"> <li>• introduce new signage and names for laneways</li> <li>• encourage and enable the introduction and orientation of windows towards laneways and public spaces</li> <li>• introduce greening including canopy trees where appropriate</li> <li>• implement Crime Prevention Through Environment Design (CPTED)</li> <li>• consider new public art installations and upgrades of existing works, using local materials, employing local artists, and involving local community members</li> <li>• work with landowners to install soft upward lighting above awnings to highlight the heritage character</li> <li>• install outdoor lighting that is low-key and contemporary, soft and warm, and meets dark sky requirements</li> <li>• enable traders and local residents to apply for partial, time-based, temporary or permanent laneway closures, except for authorised vehicles.</li> </ul>	Medium	Deliver, Partner, Advocate
5.4.2	Investigate opportunities to provide greening and/or a landscaped seating and viewing area overlooking Swan Street Park on Post Office lot with Australia Post.	Short	Partner

Action	Description	Timeframe	Method
<b>Goal 3: North Hobart is a resilient and sustainable neighbourhood</b>			
<b>Objective 6: Greener, more resilient, and attractive</b>			
<b>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.</b>			
6.1.1	Prepare a <b>Street Tree Masterplan</b> for North Hobart which defines and references 'Green Streets' for increased tree planting.	Short	Deliver
<b>Strategy 6.2: Incorporate flood responsive design along streets and in areas that are most likely impacted by flooding.</b>			
6.2.1	Co-ordinate implementation of WSUD and flood responsive design measures (e.g. stormwater upgrades) with road upgrades.	Ongoing	Deliver
6.2.2	Investigate opportunities to guide how future development can respond to flood risk, and achieve good design and equitable access outcomes, around the Providence Valley Rivulet area and low-lying land.	Ongoing	Deliver
6.2.3	Prepare a planning scheme amendment to apply a Specific Area Plan to implement requirements for deep soil planting and WSUD. *Note: WSUD is water sensitive urban design	Short	Deliver

## Part four: Making it happen

Action	Description	Timeframe	Method
<b>Objective 7: A strong public open space network that enriches life</b>			
<b>Strategy 7.1: Provide new open spaces, including pocket parks, plazas and forecourts, and upgrade existing open spaces.</b>			
7.1.1	Consider the provision of open space in North Hobart as part of the <b>City of Hobart Open Space Strategy</b> . <ul style="list-style-type: none"> <li>Investigate new open space opportunities to complement the existing spaces</li> <li>Consider how existing open spaces can feel safer and more inclusive. Retain, assess and, if necessary, upgrade infrastructure in existing open spaces to ensure it is adequate. Eg. Lights and seating</li> <li>Engage with Palawa community to investigate ways to reintroduce cultural resources into natural spaces where possible</li> <li>Identify locations, in existing or proposed open spaces, that provide unbroken visual links to the mountain-scapes, to assist in maintaining and enhancing cultural links for cultural knowledge sharing.</li> </ul>	Short	Deliver
7.1.2	Investigate opportunities for greening as part of the extension to the <b>Elizabeth Street Vision Plan</b> .	Medium	Deliver
7.1.3	Integrate opportunities for new open space and greening as part of the <b>Providence Valley Rivulet Masterplan</b> .	Medium	Deliver
7.1.4	Integrate opportunities for new open space and greening as part of the development of the Council owned Condell Place car park site.	Short	Deliver
<b>Strategy 7.2: Investigate the future role of North Hobart Oval and Bowls Club to meet future demand for open space.</b>			
7.2.1	Engage with sports clubs, local residents, Palawa and other stakeholders to prepare a <b>North Hobart Oval Sports and Community Precinct Masterplan</b> to investigate the potential capacity of the precinct to deliver additional benefits for the community, including: <ul style="list-style-type: none"> <li>Improved pedestrian connections to Argyle, and Letitia Streets</li> <li>New public open space with high amenity and quality spaces that are safe, welcoming and complement surrounding context and use</li> <li>Ways to manage flood risk through WSUD</li> <li>Space for community and/or arts use on council owned land</li> <li>Site activation with ground floor design to support natural surveillance</li> <li>Partial rezoning to Urban Mixed Use Zone which allows for a wider variety of uses</li> <li>Sensitively designed buildings in regards to setbacks, height and heritage.</li> </ul>	Short	Deliver Partner
<b>Objective 8: Easy access to the Queens Domain</b>			
<b>Strategy 8.1: Improve access to the Queens Domain for pedestrians and micro mobility users.</b>			
8.1.1	Develop wayfinding and signage that clearly indicates existing and proposed links to the Domain.	Ongoing	Deliver
8.1.2	Engage with Palawa to explore access from North Hobart to the Domain that allows for storytelling including Palawa cultural and heritage links to place.	Ongoing	Partner
8.1.3	Engage with the Tasmanian Government to identify ways to improve the safety and ease of access of existing links from North Hobart to the Domain, as upgrades to the Brooker Highway and intersections with surrounding streets occur. eg. Burnett Street and/or Park Street and Clearys Gates.	Ongoing	Partner, Advocate
8.1.4	Investigate funding opportunities for potential new pedestrian and micromobility links to the Queens Domain as identified in the Neighbourhood Plan and/or the <b>Queens Domain Masterplan 2013</b>	Ongoing	Partner, Advocate

Action	Description	Timeframe	Method
<b>Goal 4: North Hobart is an accessible and walkable neighbourhood.</b>			
<b>Objective 9: High-quality walkways, footpaths, lanes, and streets.</b>			
<b>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.</b>			
9.1.1	Conduct a <b>footpath and walkability audit</b> to identify projects and upgrades to facilitate better walking access to and from key locations in the area. Improve pedestrian facilities, greening and amenities on key streets identified in the walking network hierarchy. Identify locations where footpath condition, gradient or width reduces mobility choices for pedestrians and users with impaired mobility, and assess whether road space allocation and priority could improve access.	Short and Ongoing	Deliver
9.1.2	Expand future editions of the <b>Inner Hobart Transport Network Operations Plan</b> to include key routes in North Hobart in partnership with the Tasmanian Government.	Short	Partner
9.1.3	Advocate for funding for: <ul style="list-style-type: none"> <li>pedestrian infrastructure upgrades on streets under State jurisdiction</li> <li>a new universally accessible bridge over the Brooker Highway to provide a connection from North Hobart/New Town to the Queens Domain.</li> </ul>	Ongoing	Advocate
<b>Strategy 9.2: Strengthen Elizabeth Street's role as pedestrian-friendly commuter spine with landscape and urban design upgrades.</b>			
9.2.1	Prepare an extension to the <b>Elizabeth Street Vision Plan</b> to guide a program of initiatives and upgrades to enhance the Elizabeth Street streetscape and its accessibility for pedestrians to: <ul style="list-style-type: none"> <li>Provide appropriate footpath widths on Elizabeth Street to ensure a safe and equitable, clear path of travel for pedestrians.</li> <li>Ensure car access is maintained within the area. Provide on street, car parking spaces for people with an Australian Disability Parking Permit, short term parking for deliveries, pick up and drop off, and public transport.</li> </ul>	Medium	Deliver
9.2.2	Investigate potential for a planning scheme amendment to introduce a pedestrian priority street overlay on Elizabeth Street under the Parking and Sustainable Transport Code.	Short	Deliver



## Part four: Making it happen

Action	Description	Timeframe	Method
<b>Objective 10: An integrated network of safe cycle and micromobility</b>			
<b>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.</b>			
10.1.1	Progressively connect the cycle network within North Hobart as identified in the <b>Greater Hobart Cycling Plan</b> and the <b>Micromobility Plan</b> , including: <ul style="list-style-type: none"> <li>Integration of key routes with additional links to key local destinations such as schools, retail and commercial centres, recreational facilities and public transport</li> <li>Directional signage to improve legibility and network navigation</li> <li>Investigating the road space allocation required for contiguous protected bicycle lanes along primary routes such as Argyle, Burnett, Elizabeth, and Federal Streets.</li> </ul>	Short	Deliver
10.1.2	In partnership with the Tasmanian Government, identify the function of key cycling routes and include these in updated versions of the <b>Inner Hobart Transport Network Operations Plan</b> .	Short	Partner
10.1.3	Advocate to Tasmanian Government for: <ul style="list-style-type: none"> <li>cycling infrastructure upgrades on streets under State jurisdiction</li> <li>new connections over the Brooker Highway to provide micromobility access from North Hobart and/or New Town to the Queens Domain via a bridge and/or upgraded signalised intersection.</li> </ul>	Ongoing	Advocate
<b>Strategy 10.2: Increase cycle and micromobility parking and facilities on Elizabeth Street and at key destinations.</b>			
10.2.1	Identify suitable locations for secure micromobility parking zones on primary cycle routes to facilitate a safe and equitable, clear path of travel for pedestrians.	Short	Deliver
10.2.2	Identify suitable locations for micromobility parking, storage and electric charging infrastructure in mixed use development, medium density housing and consolidated off street car parking facilities with good passive surveillance.	Medium	Deliver, Partner, Advocate

Action	Description	Timeframe	Method
<b>Objective 11: Moving and parking cars better, making streets safer for all</b>			
<b>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.</b>			
11.1.1	Install prominent signage directing drivers to take a more direct route through North Hobart, via Argyle Street, instead of Elizabeth Street.	Short	Deliver
11.1.2	Install dynamic parking availability signage for car parks to reduce vehicle circulation on Elizabeth Street.	Short	Partner
11.1.3	Advocate and partner with the Tasmanian Government to reduce Elizabeth Street speed limit to 30km/h, and upgrade streetscape design to reflect and communicate to drivers and pedestrians the low speed environment.	Short	Advocate, Partner
11.1.4	Advocate and partner with the Tasmanian Government for a redesign of the Argyle Street and New Town Road intersection to encourage drivers to use Argyle Street and reduce through vehicle movements on Elizabeth Street.	Short	Advocate, Partner
11.1.5	Advocate to the Tasmanian Government for an additional intersection on the Brooker Highway (with full signalised access in all directions) at the northern edge of the precinct to provide an alternative route for the residential catchment to the north-west and alleviate some of the traffic pressures on Elizabeth Street.	Short	Advocate
<b>Strategy 11.2: Make parking smarter, easier, and more reliable.</b>			
11.2.1	Investigate parking management in North Hobart as part of a wider <b>City of Hobart parking plan</b> , to include the following: <ul style="list-style-type: none"> <li>Consider the consolidation of parking to the most in-demand locations, and ensure that the routes used for parking access are compatible with other objectives (including reducing vehicle volumes on Elizabeth Street).</li> <li>Identify locations to provide consolidated parking at the periphery of the Elizabeth Street Precinct, to help to reduce unnecessary vehicle movements and traffic congestion.</li> </ul> Provide: <ul style="list-style-type: none"> <li>clear directional signage</li> <li>adequate car parking spaces</li> <li>electric car charging infrastructure</li> <li>car share parking</li> <li>micromobility parking and electric charging infrastructure.</li> </ul>	Short	Deliver
11.2.2	Investigate locating community-based 100% renewable energy generation and storage in consolidated car parks.	Short	Deliver
11.2.3	Include publicly accessible underground car parking as part of the feasibility study for the future development of the Condell Place car park site.	Short	Deliver

Part four: Making it happen

Action	Description	Timeframe	Method
Objective 12: A simpler and more 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 and traffic lights, and upgraded accessible bus stops.			
12.1.1	Identify priority bus stop improvements and apply to the Tasmanian Government for funding through the <b>All Access All Weather Bus Stop Upgrade Program</b> . Include: <ul style="list-style-type: none"><li>• comfortable seating</li><li>• weather protection</li><li>• lighting.</li></ul>	Short	Deliver
12.1.2	In partnership with the Tasmanian Government, identify the function of key bus routes and include these in updated versions of the <b>Inner Hobart Transport Network Operations Plan</b> .	Short	Partner
12.1.3	Partner with the Tasmanian Government to incorporate bus priority measures at key intersections along public transport corridors, including bus prioritisation approaching signals at Augusta Road, New Town and Burnett Street, North Hobart.	Short	Partner
12.1.4	Advocate to the Tasmanian Government for the review of the bus network to and through North Hobart to provide more frequent buses on simpler, direct routes.	Ongoing	Advocate
Strategy 12.2: Advocate for alternative routes and bus stop locations to support temporary road closures for events.			
12.2.1	Identify potential alternative bus stop locations which maintain access to North Hobart's high street precinct and allows reliable bus service operation, during events which require road closures.	Short	Deliver
12.2.2	Promote public transport as an attractive way to access North Hobart, especially for events.	Ongoing	Deliver
12.2.3	Work with Metro Tas and the Tasmanian Government to establish alternate 'event mode' routes, services, and bus stop infrastructure as appropriate.	Ongoing	Partner



## Appendix

## Appendix

## Contributing authors, references and project background documents

## Contributing Authors

<b>MGS Architects</b>	Development of the Neighbourhood Plan.
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## Appendix

## Glossary

<b>activation</b>	Place activation is a goal and outcome of placemaking and place management. Active or activated spaces are those that have people passing through, interacting and staying for periods, creating a lively atmosphere, enhancing social cohesion and sense of place.
<b>affordable housing</b>	Housing for purchase and rental, including social housing, that is appropriate for the needs of very low, low, and moderate-income households. This is generally understood to mean housing that costs no more than 30 per cent of a household's gross income.
<b>affordable rental housing</b>	Properties that are made available at rents that are below market rates, and are affordable for low to moderate income households. Typically, this means rents are set at or below 80 per cent of market rates and not more than 30 per cent of a household's gross income. This includes key worker housing and social housing.
<b>amenity</b>	In relation to an area, place or building, amenity means any quality, condition or factor that makes or contributes to making the area, place or building harmonious, pleasant or enjoyable.
<b>blue and green infrastructure</b>	Refers to waterways, rain gardens, trees and green spaces, which are natural urban assets that provide ecological and amenity value associated with urban greening and also contribute to stormwater management. When planned together, blue-green infrastructure can achieve multiple objectives.
<b>building height controls</b>	These are standards under a planning scheme that set the rules for height of buildings.
<b>cityscape</b>	Means the urban form of the city and the visual quality of its appearance. It includes the urban landscape and visual environment of the city. As a concept, it strives to give order to the form of the city, the pattern of landscape and development of the urban landscape.
<b>development contributions</b>	Development contributions are monetary or in-kind contributions taken as part of a planning approval and are used to fund public infrastructure. They are used across many Australian jurisdictions to invest in or co-fund public infrastructure.
<b>fine grain, fine-grained</b>	The detailed network of small-scale spaces where diverse, lower cost, specialised and innovative activities can occur within a city. Fine grain emerges from the activities of the people in the city, supported by mixed uses on small blocks, narrow building frontages, older buildings for character, and a concentration for critical mass.
<b>flood-responsive design</b>	Flood-responsive design is about how design responds to flooding. It involves designing buildings, public realm and infrastructure to manage the risks of flooding and making sure that they are resilient to the impacts of floods on property, life, health, and safety.

<b>green spaces</b>	Land that is partly or completely covered with vegetation such as gardens (including roof gardens), parks and civic spaces. It may be publicly or privately owned.
<b>impervious surfaces</b>	Hard surfaces that water cannot penetrate. They include roofs and paved areas, such as roads, driveways, cycle or pedestrian pathways, plazas, decks or outdoor display areas for car yards.
<b>knowledge economy</b>	An economy in which growth depends on the quantity, quality and accessibility of the information available, rather than the means of production. Knowledge-economy jobs require specialist knowledge and skills such as creativity, interpretation and analysis.
<b>micromobility</b>	The transportation over short distances by lightweight, usually single-person vehicles such as bicycles and scooters.
<b>mixed-use renewal</b>	Redevelopment of land that blends multiple uses, either within buildings and/or across multiple buildings on larger sites. Uses can include, housing, retail and hospitality, office, community or cultural uses.
<b>night-time economy</b>	Economic activity occurring between 6pm and 6am. <sup>18</sup>
<b>open space</b>	The range of public spaces that are open to the sky and provide landscape and/or urban design features that are set aside primarily for rest, recreation, nature conservation, passive outdoor enjoyment and/or public gatherings. It includes sportsgrounds, streetscapes, nature strips, community food gardens, urban plazas, parklets, and overlapping uses of space with schools, public asset providers and other institutions.
<b>planning scheme</b>	Set out policies and requirements for the use, development, protection and conservation of land in the municipality (e.g. City of Hobart). Planning schemes include, among other matters, zones and overlays. Examples of planning schemes are the 2015 Hobart Interim Planning Scheme (HIPS) and the Tasmanian Planning Scheme that will replace it.
<b>Social housing</b>	Social housing is affordable housing provided by the government and community sectors to assist people who are unable to afford or access suitable accommodation in the private rental market. It includes public housing, state owned and managed Indigenous housing and community housing. Rents are set as a proportion of household income.
<b>structure plan</b>	A structure plan sets out a framework to help manage, influence and facilitate change in an area over a period of time, in a way that aligns with a community's vision. It guides development, investment and infrastructure, and gives effect to state and local planning policy, integrating land use, built form, transport, open space, streetscapes and infrastructure. It considers the economic, social and environmental context. Recommendations are made for policies, planning scheme controls and projects to bring the vision to life.

Appendix

<b>pedestrian priority street</b>	means a road shown on an overlay map in the relevant Local Provisions Schedule, as having active street frontages where pedestrian movement and activity take priority over vehicle parking and access.
<b>planning scheme provisions</b>	These are standards in a planning scheme that set the rules for use and development of land, buildings and other structures such as signs.
<b>public infrastructure</b>	Facilities, systems, and structures that are developed, owned, and operated by the government.
<b>public realm</b>	The publicly owned places and spaces that belong to and are accessible by everyone.
<b>Specific Area Plans (SAP)</b>	Provisions under the Tasmanian Planning Scheme that can be applied to a specific area.
<b>street wall</b>	Means a wall, or more commonly a building façade, built on a street frontage and forming a continuous or near continuous line with the adjoining buildings.
<b>streetscape</b>	Means the visual quality of a street depicted by road width, street planting, characteristics and features, public utilities constructed within the road reserve, the setbacks of buildings and structures from the lot boundaries, the quality, scale, bulk and design of buildings and structures fronting the road reserve.
<b>Urban Design Principles</b>	The North Hobart Neighbourhood Plan Urban Design Principles provides concrete built form, movement, in particular active travel (i.e. walking and cycling), and public realm guidance for the Plan area.
<b>urban forest</b>	All of the trees in the city: in bushland, parks, private gardens and street reserves.
<b>urban plaza</b>	An open space for public use defined by surrounding buildings or streets.
<b>WSUD (water-sensitive urban design)</b>	An approach to urban stormwater management that integrates natural hydrological and ecological systems into urban planning, design and management. Water-sensitive urban design can be implemented at any scale from single projects on individual lots, to interconnected waterway projects at a regional or landscape scale.
<b>wayfinding</b>	The process or activity of determining one's position and planning and following a route. Urban wayfinding systems are designed to orient people and help them navigate around a city, and typically include a range of devices from physical signage to digital applications.

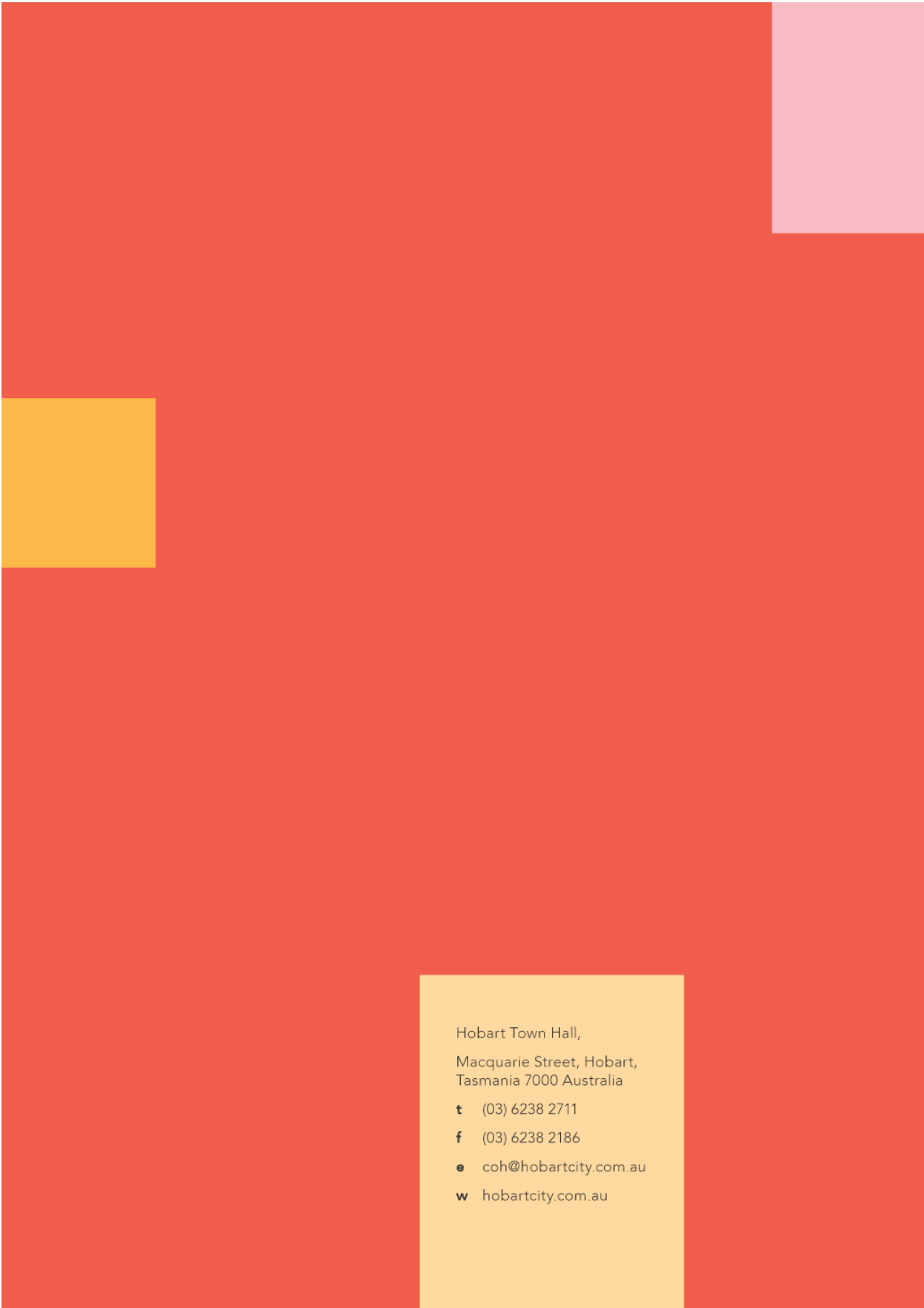


**Accessibility**  
This document is located on [yoursay.hobartcity.com.au](https://yoursay.hobartcity.com.au) where it is also available as a Word, accessible PDF, etc.

Please contact the City of Hobart if you need this document in another accessible format such as enlarged print or audio version.

In addition, due to the important information contained in the graphics of the document, please also contact us if you would like these to be explained at:  
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North Hobart Neighbourhood Plan



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# Draft North Hobart Neighbourhood Plan (Structure Plan)

Community Engagement Report  
December 2024

[www.hobartcity.com.au](http://www.hobartcity.com.au)



City of **HOBART**

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## The North Hobart Neighbourhood Plan

### Project background

The City of Hobart is preparing a Neighbourhood Plan (Structure Plan) for North Hobart. This 20-year plan will guide the sustainable development of the area.

The purpose of the Draft Plan is to communicate a proposed Vision, Goals, Objectives, Strategies and Actions to interested parties to get their feedback prior to finalising the Neighbourhood Plan.

The Draft Plan outlines the drivers influencing change and future growth in North Hobart. Drivers include:

- The State Government's 30-Year Greater Hobart Plan, this plan acknowledges past and projected population growth and identifies targets for new housing to meet the needs of current and future residents.
- The North Hobart Place Vision and Access & Parking Plan projects undertaken in 2020-2021.
- Community feedback on the Discussion Paper for the Neighbourhood Plan.



## Engagement Overview

The City of Hobart has implemented a thorough engagement process to guide the development of the North Hobart Neighbourhood Plan. This approach, led by the Strategic Land Use Planning team, aimed to gather a wide range of perspectives and insights, resulting in a plan that genuinely reflects the needs and aspirations of the North Hobart community.

Combining online platforms with in-person activities the City ensured a wide range of stakeholder input and participation. This dual approach allowed for effective engagement with residents, businesses, and other key stakeholders, fostering a more inclusive and representative planning process. Leading to a comprehensive and well-rounded plan that truly embodies the community's vision for North Hobart.

### Engaging Our Stakeholders - Stage 1 and 2

Throughout both stages of the City's engagement process, we have actively involved key stakeholders. Staff from Homes Tasmania and the Department of State Growth participated in separate meetings and provided written submissions.

We attended meetings with representatives from community groups, including the North Hobart Football Club and North Hobart Bowls Club, and received their feedback on the Draft Plan.

The Stage 1 workshop activity, organised by external consultants MGS and their sub-consultant Mosaic Lab, was a community workshop focused on the Directions and Ideas raised in the Discussion Paper.

All community and stakeholder feedback has been carefully considered and will play an important role in shaping the final version of the North Hobart Neighbourhood Plan.



## Two Stage Engagement

The engagement was conducted in two phases, before and after the development of the Draft North Hobart Neighbourhood Plan.

### Engagement Phase 1: September 2023



**1,218 Visits** to the City's  
Your Say page



**125 Responses** to the  
Online Survey



**2 Community Workshops**



**2 Neighbourhood Pop-Ups**  
in North Hobart



**3 x Presentations** to  
Portfolio Committees

#### Engagement focus

- North Hobart Discussion Paper

### Engagement Phase 2: July to August 2024



**1,616 x Visits** to the City's  
Your Say page



**712 x Downloads** of the  
Draft North Hobart  
Neighbourhood Plan



**107 x Responses** to the  
Online Survey



**34 x Participants** to the Your  
Say Quick Poll on the Draft



**14 x Submissions** from  
key stakeholders



**6 x Presentations** to Portfolio  
Committees and other  
community groups



**5 x Meetings** with key  
stakeholder groups



**4 x Neighbourhood Pop-Ups**  
in North Hobart

#### Engagement focus

- Draft North Hobart Neighbourhood Plan



## Engagement Methodology

### Face-to-Face Engagement

Face-to-face engagement was a vital part of the engagement process for the North Hobart Neighbourhood Plan because it allowed for more personal and direct interactions with community members.

This approach facilitated deeper conversations, enabling stakeholders to express their views, concerns, and ideas more openly and thoroughly. By incorporating these personal interactions into our approach, the City of Hobart ensured that the engagement process was inclusive, comprehensive, and reflective of the community's diverse needs and perspectives.

### Presentations

The City's Strategic Land Use Planning team presented the draft North Hobart Neighbourhood Plan at six portfolio committee meetings and to the Council of Hobart Community Association. The primary objective was to inform committee members about the project's progress and gather their feedback to refine the draft. The team outlined the engagement process, shared key insights from stakeholder meetings, and discussed the next steps. The feedback received from these sessions was invaluable and will influence the final version of the plan, ensuring it aligns with the community's needs and aspirations.

- **Urban Design Advisory Panel:** A presentation was made to the Urban Design Advisory Panel on the 29 May 2024. Feedback was considered following this meeting and prior to the Draft Plan. However, the UDAP feedback will also be further considered prior to the release of the final Plan.
- **City Portfolio Committees:** The City of Hobart's Portfolio Committees provide advice on the development of initiatives and strategies to make Hobart a great place to live, work and play. They are chaired by an Elected Member of Council and made up of diverse community representatives with a wealth of knowledge and experience. They meet quarterly. Presentations on the Draft Plan were made to the following Portfolio Committees:
  - City Mobility - 16 July 2024
  - Climate Futures - 30 July 2024
  - Housing and Homelessness - 11 June and 27 August 2024
  - Future Hobart - 18 June and 3 September 2024
- **Council of Hobart Community Associations:** The guest speaker at the August 21st CHCA meeting was the lead strategic land use planner for the Draft

Plan, she presented the work, as well as answering questions about the Draft Plan.

#### Consultation with the State Government

State Government departments were consulted as part of the engagement process for the Draft Plan. The City's Strategic Land Use Planning team met with Homes Tasmania and the Department of State Growth prior to the release of the Draft Plan. Both Homes Tasmania and the Department of State Growth provided a written submission on the Draft Plan. Submissions can be found at Attachment A and B.

- **Homes Tasmania**
- **Department of State Growth**

#### Stakeholder Meetings

The City's Strategic Land Use Planning team also held a face-to-face meeting with community group representatives.

- **North Hobart Traders Association:** A meeting was held with representatives from the North Hobart Traders Association on 7 August 2024. Retention of on and off-street carparking was a matter of particular concern raised during this meeting and bike lanes were also discussed. Submissions were received on the plan from this key stakeholder group.
- **North Hobart Football Club and North Hobart Bowls Club:** A meeting was held with representatives from the North Hobart Football Club and North Hobart Bowls Club on 6 August 2024 and submissions were received on the plan from these key stakeholders.

### Pop-Ups

The pop-ups were a particularly good mechanism to encourage members of the public to read the Draft Plan and do the online survey. Some more in-depth conversations also took place.

The material shared with the community during the neighbourhood pop-ups included:

- Postcards promoting the online *Your Say* survey.
- Printed copies of the North Hobart Neighbourhood Plan Summary
- Printed copies of the North Hobart Neighbourhood Draft Plan



North Hobart Pop-ups were held on:

Date and Time	Location
Wednesday 24 July: 4 pm – 6 pm	Elizabeth Street near Pitt Street
Wednesday 31 July: 3 pm – 5 pm	Soundy Park
Saturday 10 August: 9 am – 11 am	Soundy Park
Thursday 22 August: 11 am – 2 pm	Elizabeth Street near Pitt Street

The Saturday morning pop-up had particularly good engagement as it provided facilitators and attendees more time to discuss issues more thoroughly in a quieter environment when members of the public had more time.

A member of the project team went door-to-door speaking to business operators on Elizabeth Street, between Burnett and Federal Streets, during the final pop-up event to distribute postcards to staff and ensure that they were aware of the Draft Plan engagement.



## Digital Engagement – Your Say

The City of Hobart has actively utilised its digital engagement platform, Your Say, throughout both stages of the North Hobart Neighbourhood Plan project.






Digital engagement played a crucial role in ensuring broad and inclusive community participation. The City of Hobart utilised various online tools and platforms to interact with stakeholders, making it easier for residents, businesses, and other interested parties to contribute their ideas and feedback. This approach included:

1. **Stage One (September 2023):** Your Say was instrumental in gathering the community's feedback on the Discussion Paper which was used to inform the development of the Draft Plan. This initial phase allowed residents and stakeholders to share their ideas, concerns, and aspirations, which were crucial in shaping the foundational aspects of the Draft Plan.
  - a. Published Discussion Paper
  - b. Supporting documents
  - c. Key dates and FAQs
  - d. Survey
  - e. Workshop Registration
2. **Stage Two (July to August 2024):** Following the development of the Draft Plan, Your Say continued to serve as a vital tool for community engagement. This phase provided an opportunity for the community to review the Draft Plan, offer feedback, and suggest further refinements. The ongoing use of Your Say ensured that the North Hobart Neighbourhood Plan is reflective of the community's vision and needs, fostering a collaborative and inclusive planning process.
  - a. Draft North Hobart Neighbourhood Plan
  - b. Supporting documents
  - c. Key dates and FAQs
  - d. Draft Plan Survey
  - e. Quick Poll

## Your Say Snapshot North Hobart Neighbourhood Plan

Total (September 2023 to December 2024)



 <b>3,360 AWARE</b> <ul style="list-style-type: none"> <li>• Visited at least one page</li> </ul>	 <b>1,856 INFORMED</b> <ul style="list-style-type: none"> <li>• 1,441 participants downloaded a document</li> <li>• 1,399 participants visited multiple project pages</li> </ul>	 <b>315 ENGAGED</b> <ul style="list-style-type: none"> <li>• 125 Discussion Paper Survey participants</li> <li>• 107 Draft Plan Survey participants</li> <li>• 48 registered Workshop participants</li> <li>• 35 Quick Poll participants</li> </ul>
--	---	---

The Stage Two survey was structured in a way that enabled survey respondents to consider Goals, Objectives, Strategies and Actions in the context of specific locations in the study area, which are proposed to have Key Actions which will enable change.

These Key Actions will fulfill many of the Goals, Objectives, and Strategies described in the Draft Plan. These Key Actions are listed below:

- Urban Design Principles
- Wide Streets - renewal of wide streets, including mixed-use and medium density housing (Argyle, Burnett, Federal and Letitia Streets)
- Condell Place car park site - opportunities including public open space, community centre, car parking and medium density, affordable housing
- Elizabeth Street - high street precinct renewal
- Providence Valley Rivulet Masterplan - public open space, mixed use development and medium density housing (bound by Elizabeth, Burnett, Argyle and Lefroy Streets)
- North Hobart Oval Masterplan - sports and community precinct opportunities

The City's Strategic Land Use Planning team provided fact sheets which included the relevant information for each of the survey questions. Links to these fact sheets could be found throughout the survey and in the document's library section of the Your Say page.

If respondents had feedback on an aspect of the plan that was not covered by the survey, they could provide this feedback in the short comments section at the end of each subject or make a longer submission at the end of the survey.

## Communications, Media, and Marketing

### Media

#### Hobart Observer – Our City News

An article and advertisement were prepared for Our City News in the Hobart Observer. This newspaper is distributed to everyone in the Hobart municipality except those with a 'no junk mail' sign. The article was displayed on the front page.

#### Media release



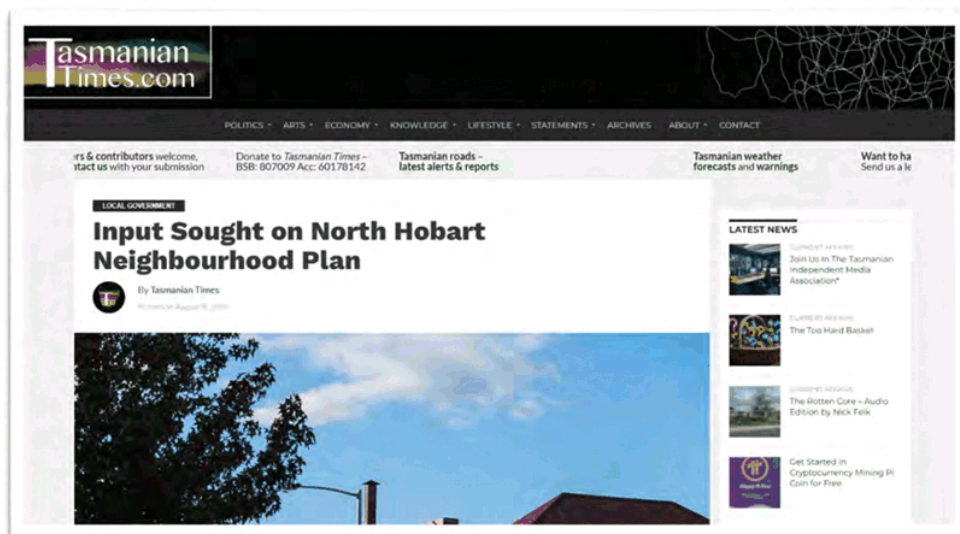
**751K** Potential  
news reach



**38** Total  
media mentions

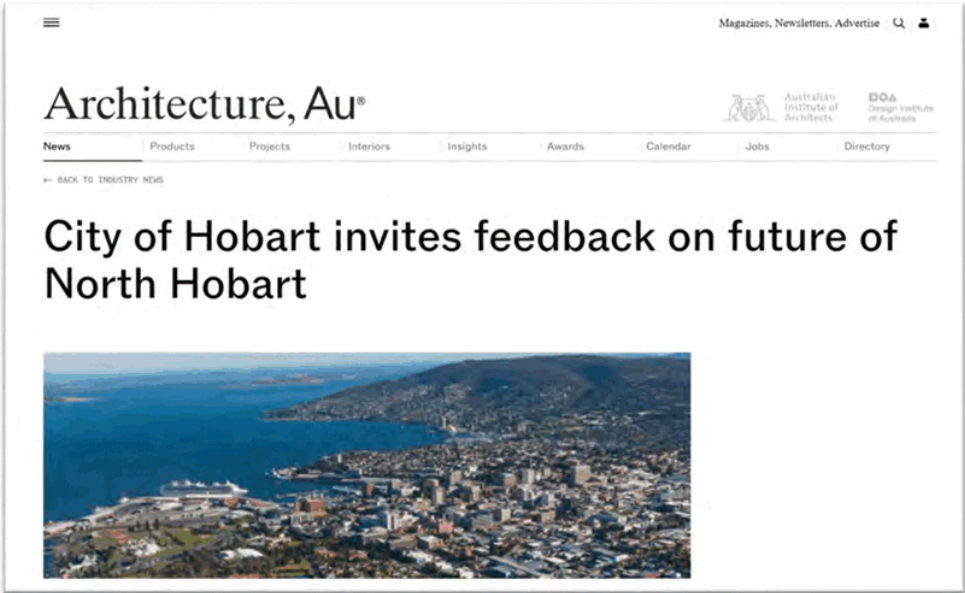
A City of Hobart media release went out on:

- 08/08/2024 - Tasmanian Times

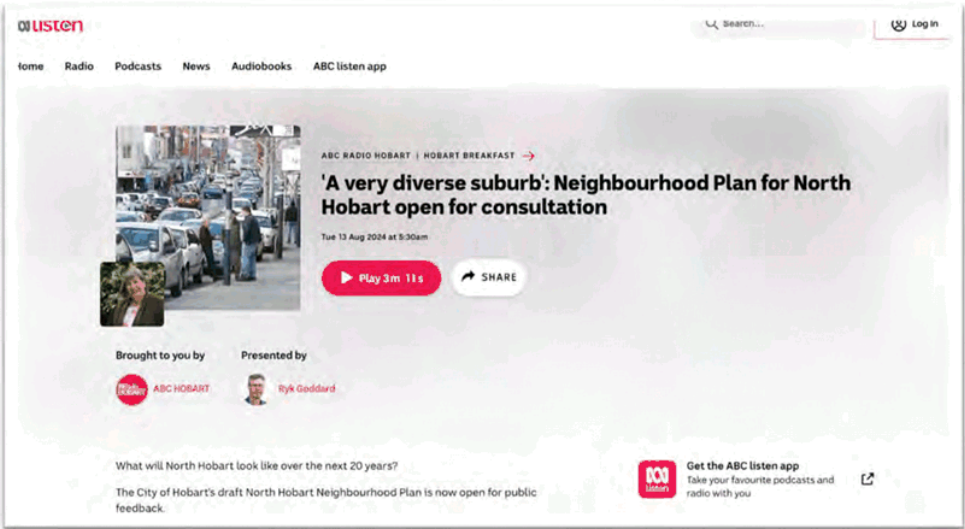




- 12/08/2024 - Architecture, Au



- 12/08/2024 - Australian Broadcasting Corporation (ABC radio Hobart)



Social Media

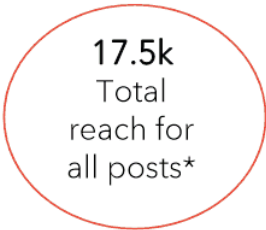


Facebook

A targeted Facebook advertisement was used to reach residents, and people working, shopping, or travelling through the area. This targeted advertisement was aimed at everyone within a 3.2 km radius of North Hobart and included neighbouring suburbs.

A video was created using key campaign images with a call to action. The text was short and catchy and the 'learn more' link sent people straight to the Your Say page.

Placements



5 Facebook posts



4 Instagram (Stories)



1 LinkedIn post

*\*Data accurate as of 18 September 2024.*

## Engagement Materials

The City's Strategic Land Use Planning team provided information on the Draft Plan in a range of different formats.

### Video recording

The City of Hobart arranged for project consultants MGS to prepare and record an overview of the project to enable greater access to the information outlined in the Draft Plan.

### Draft Plan

Printed copies of the full Draft Plan were provided to elected members, stakeholders and those members of the public who requested a copy.

### Summary of the Draft Plan

A summary of the Draft Plan was prepared for distribution to members of the public at the pop-ups, to stakeholders, members of the portfolio committee, elected members, and those members of the public who requested a copy.

### Postcards

Postcards and factsheets were printed and handed out to members of the public at the pop-up, as well as being made available in customer service areas of council.

Postcards were also mailed out to every postal address in North Hobart.

Approximately **2,000** postcards were distributed to the community. **83%** were posted out in the mail. The remaining 300+ postcards were handed out to community members during the Pop-Ups.



City of Hobart, Draft North Hobart Neighbourhood Plan, Community Engagement Report.



Postcards and street signage were good visual reminders intended to reach people not on social media or reading newspapers.



#### Signage







Signage was installed at key locations in North Hobart to promote engagement on the project with the QR Code proving to be an effective tool for people to head straight to the Your Say page on their mobile devices.





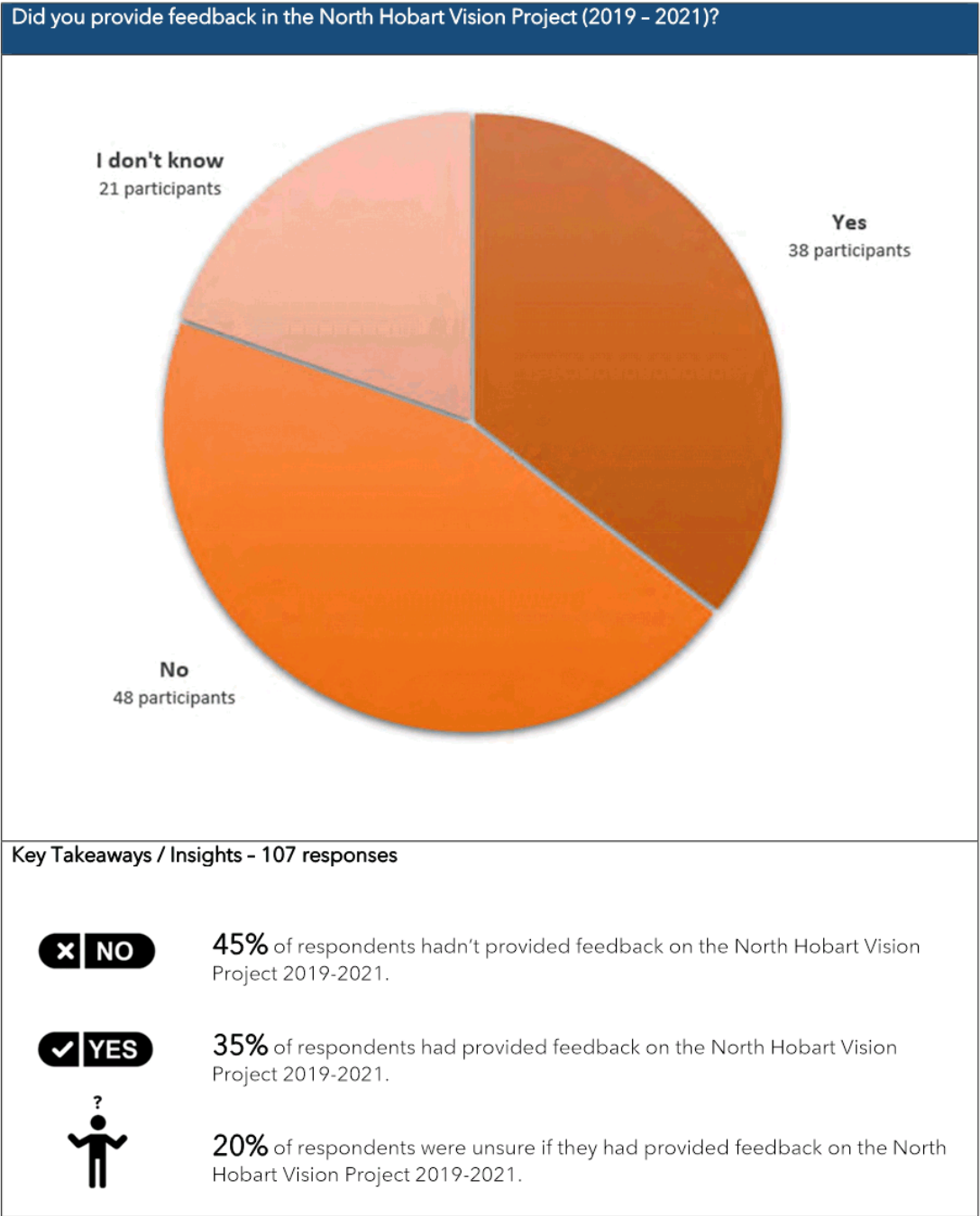
## North Hobart Neighbourhood Plan Survey

### Survey Demographic Profile

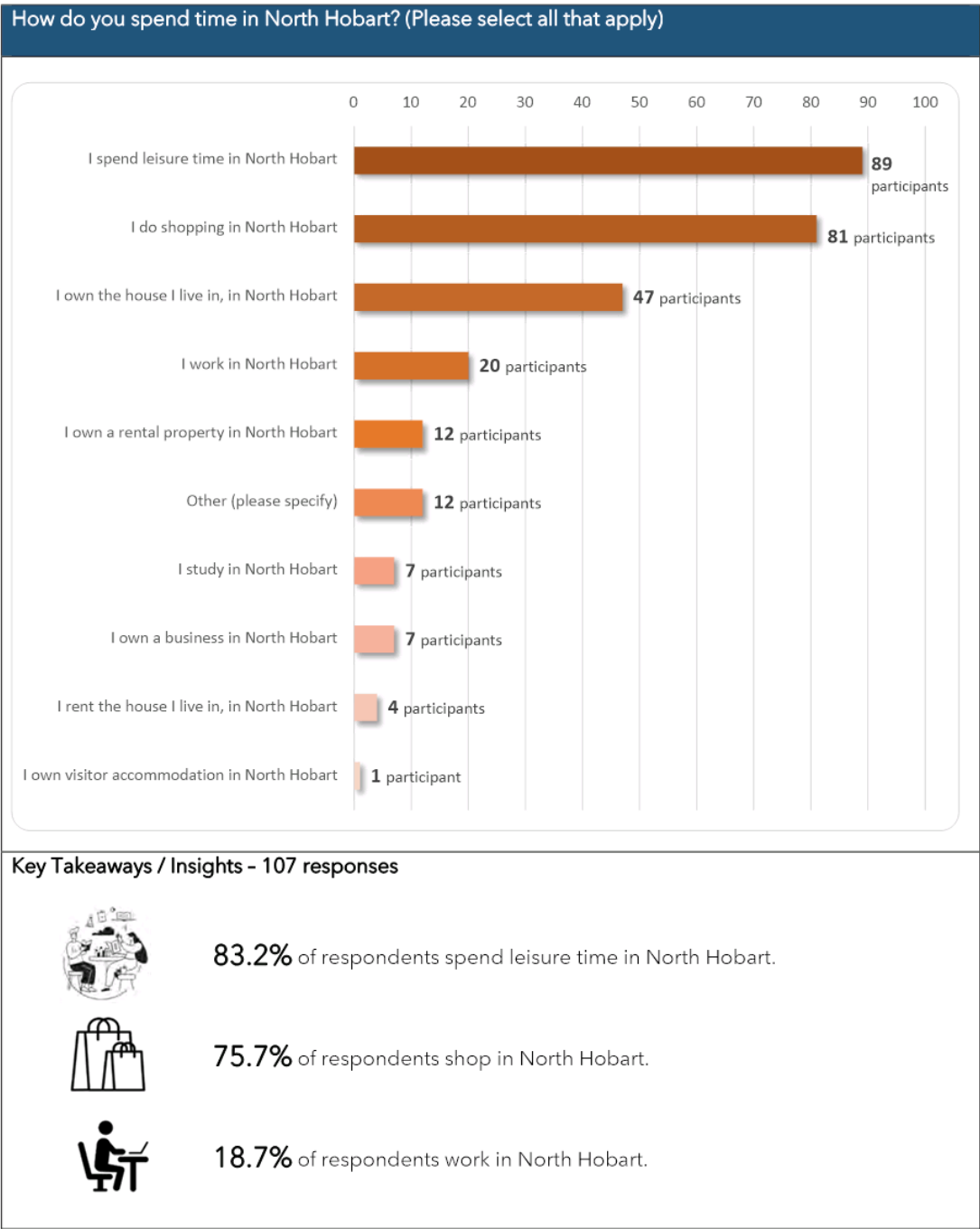
Profile	Data
<b>Number of Participants</b>	<b>107 Total Participants</b>
<b>Suburb</b> 	<b>50% of respondents live in North Hobart</b> <ul style="list-style-type: none"> <li>• 9% New Town</li> <li>• 7% West Hobart</li> <li>• 7% Hobart</li> <li>• 5% Mount Stuart</li> <li>• 22% other</li> </ul>
<b>Age</b> 	<b>Average age of respondents was 46.7</b> <ul style="list-style-type: none"> <li>• 27 respondents were aged 45-54</li> <li>• 18 respondents were 55-64</li> <li>• 18 respondents were 22-34</li> <li>• 13 respondents were 35-44</li> <li>• 12 respondents were 65-74</li> <li>• 5 respondents 75 and over</li> <li>• 4 respondents were 21 and under</li> <li>• 10 preferred not to say</li> </ul>
<b>Gender</b> 	<b>51.4% of respondents were women</b> <ul style="list-style-type: none"> <li>• 38.3% Men</li> <li>• 5.6% Prefer not to say</li> <li>• 2.8% non-binary</li> <li>• 1.9% Other</li> </ul>
<b>Aboriginal or Torres Strait Islander</b> 	<b>6 participants identified as Aboriginal or Torres Strait Islander</b> <ul style="list-style-type: none"> <li>• 7 people said they'd prefer not to say</li> </ul>
<b>Languages other than English</b> 	<b>1.9% of respondents speak a language other than English</b> <ul style="list-style-type: none"> <li>• The language listed was German</li> </ul>
<b>Own vs Rent</b> 	<b>52 participants own the property that they live in, in North Hobart</b> <ul style="list-style-type: none"> <li>• 11 participants own a rental property in North Hobart</li> <li>• 5 participants that live in in North Hobart rent their home</li> <li>• 7 participants own a business in North Hobart</li> <li>• 1 participant rents the property they run their business from</li> <li>• 32 participants selected none of the above</li> <li>• 8 selected other</li> </ul>



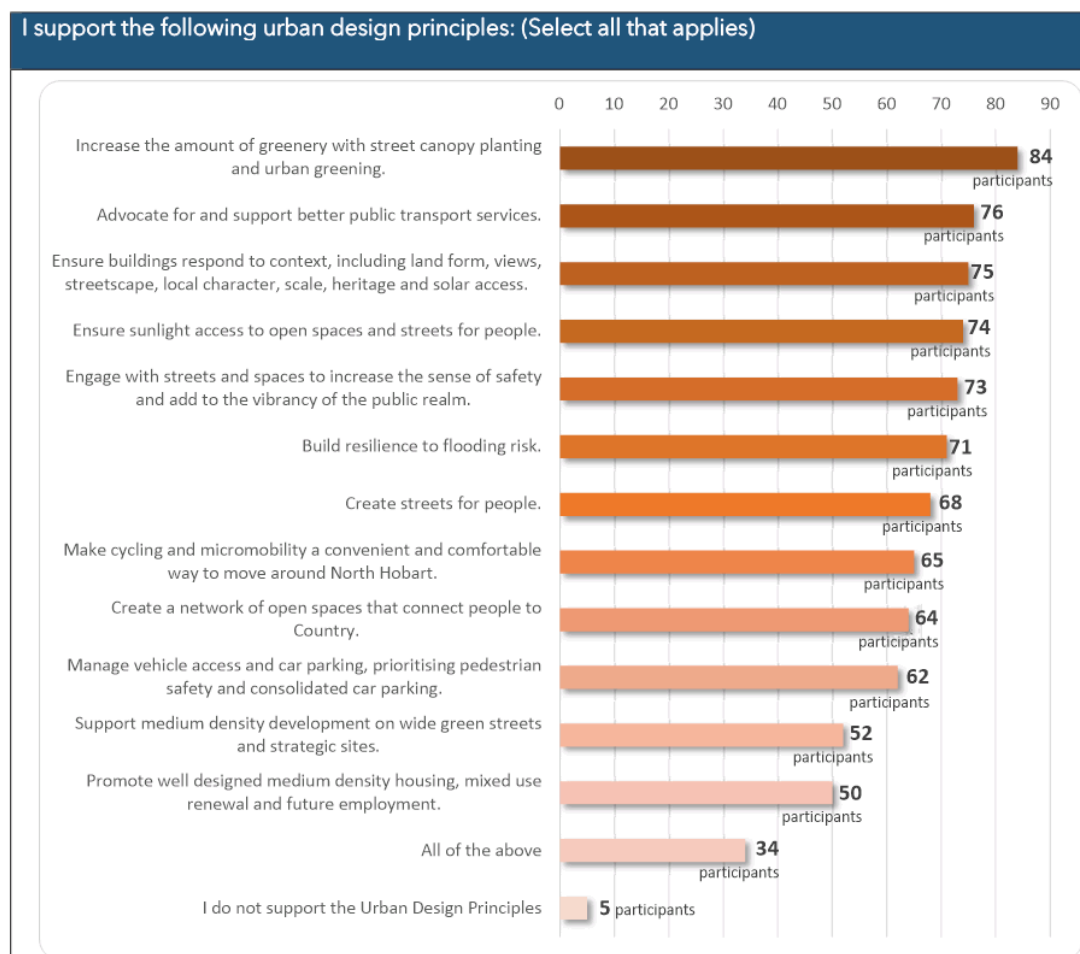
North Hobart Vision Project feedback



North Hobart lifestyle



## Urban Design Principles



## Key Takeaways / Insights - 105 responses



**80%** of respondents support increasing the amount of greenery with street tree canopy planting and urban greening.




**72.4%** of respondents support council advocating for better public transport services.




**71.4%** of respondents support ensuring buildings respond to context, including local character, streetscape, scale, heritage, landform, views, and solar access.



Building heights	
Summary of respondent comment	CoH response
<p><b>11 people</b> commented that the proposed building heights for the study area were too high.</p> 	<p>Significant analysis of the neighbourhood character, heritage places and precincts, built form, landform, views, and potential overshadowing of solar access was undertaken to establish the proposed maximum building heights across the North Hobart study area.</p> <p>The existing planning scheme allows for a variety of different building heights across the study area, the maximum building height is determined by the relevant zoning of the land. Changes to the planning scheme will include changes to zoning and building heights in areas where they are considered appropriate. Standards will also propose measures to protect privacy and solar access.</p>


“ I do not agree with the proposed increase in height limits in the North Hobart area. The current height limit of 9 meters is sufficient and should be maintained. Increasing the height above Argyle Street will totally change the look and feel of North Hobart. I understand that there are already industrial and mixed businesses below Argyle Street, and development between there and the Brooker Highway is a good option. However, Elizabeth Street promotes itself as a restaurant district and is the biggest drawcard of North Hobart. Allowing tall buildings in this area would detract from the quaintness and charm that makes it so special”. (Peta, 12 Aug 2024)

“ The essential character and appearance of the area should not change save to replace present light industrial sites with residential usage and, preferably, social housing.” (Joe, 27 Jul 2024)

Mixed use development	
Summary of respondent comment	CoH response
<p><b>4 people</b> commented that they want mixed-use development to be encouraged in the area.</p> 	<p>North Hobart has an area zoned Light industrial which is also covered by a Specific Area Plan which constrains the uses in this area.</p> <p>It is considered appropriate to rezone this area to the Urban Mixed Use Zone to continue to enable existing business uses, whilst also enabling residential use in the area.</p>


“ Mixed use on main roads like Argyle St, for example on the corners of Lefroy, Wellington, Strahan, and Yardley Streets, needs to be at any scale, i.e. individual buildings on individual allotments up to multiunit developments on merged or larger allotments.” (NHBT, 12 Aug 2024)

“ I would like to suggest that some re-zoning be on the agenda, to remove businesses like used car yards in North Hobart. These are a waste of potential valuable living and green spaces and are an anachronism. Planning should definitely allow for car usage and parking, for a variety of social and practical reasons.” (Grahame, 09 Aug 2024)

Greening	
Summary of respondent comment	CoH response
<p><b>4 people</b> commented that they supported more greening including street trees in the area.</p> 	<p>There will be opportunities for greening including the planting of street trees throughout the study area, and particularly in areas of renewal such as Argyle, Burnett and Federal Streets, Condell Place car park and around the Providence Valley Rivulet.</p>

“ The idea of laneways connecting Burnett to Federal St with businesses like bars and cafes would be great. More greenery is key as well, especially as climate change worsens. Best to use native trees. More street art... North Hobart could be the mural area of Hobart, which would attract so many tourists who then spend time and money in North Hobart... which used to be cool, unfortunately it is losing its vibe. So I love this plan to bring that back. So much opportunity.” (Paul S, 06 Aug 2024)

“ I believe there needs to be a strong focus on urban ecology and diversity throughout the community creating corridors for species from butterflies to frogs (I have them in my North Hobart garden) and birds. It's so important we all have a connection to nature. Where are the cultural connections to this area and what involvement does First Nations of this area have in these urban designs?” (B, 20 Aug 2024)

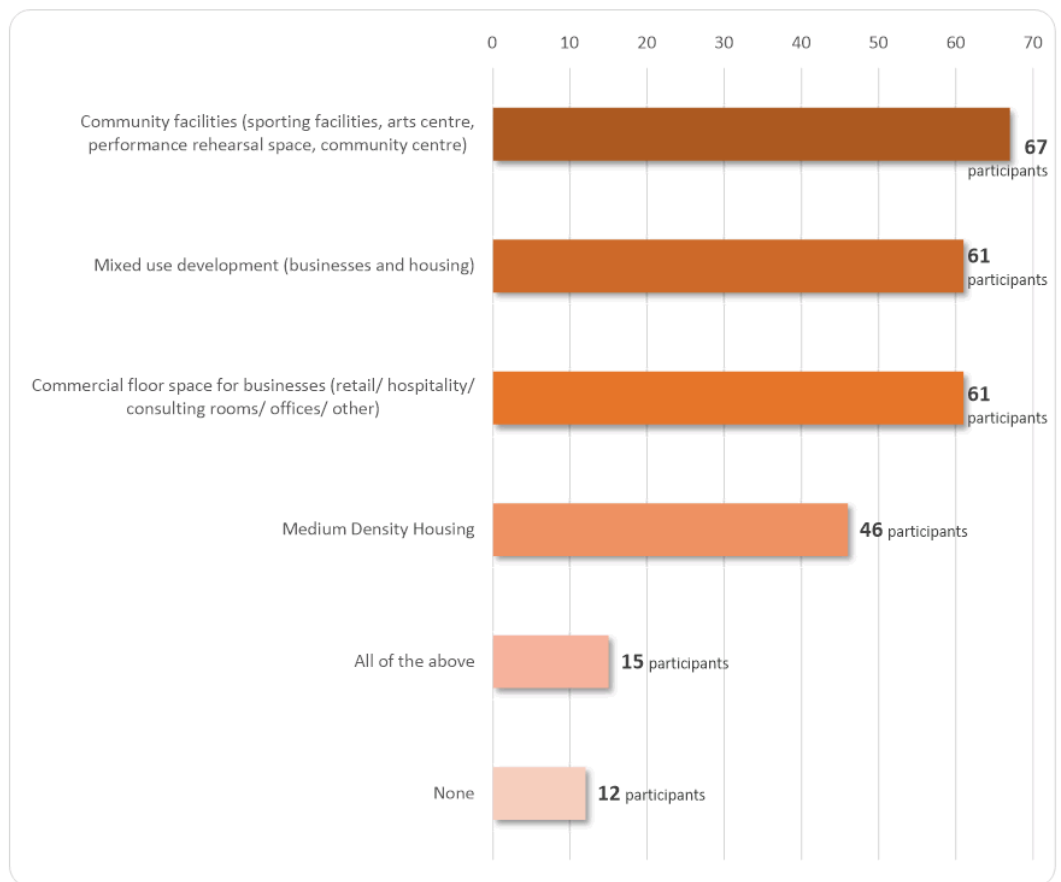
Protect heritage	
Summary of respondent comment	CoH response
<p><b>2 people</b> commented that they wanted to see built heritage protected in the area.</p> 	<p>Significant analysis of the neighbourhood character, heritage places and precincts, built form, landform, views, and potential overshadowing of solar access was undertaken to establish the Urban Design Principles and Built Form and Design Guidelines including the proposed maximum building heights across the North Hobart study area.</p>

“ Ensure characteristics like landform and heritage do not prohibit the development of medium-density housing. Strike the right balance between protecting values and promoting development. Well-designed medium-density development can highlight our values.” (Gracee, 13 Aug 2024)

“ Ensure heritage responses are consistent with the articles of the Burra Charter. The Institute suggests incorporation of the principles of Indigenous ecosystems, corridors and nodes (IEC+N) to enhance parks and wildlife diversity areas, as well as restore urban areas with low flora and fauna diversity due to patterns of settlement since colonisation. Provisions of Dark Sky appropriate lighting.” (Australian Institute of Architects, 30 Aug 2024)

## Wide Streets

Please tick the uses that you support being included on these streets: (Select all that applies)



## Key Takeaways / Insights - 102 responses



**65.7%** of respondents support community facilities (sporting facilities, arts centre, performance rehearsal space, community centre).



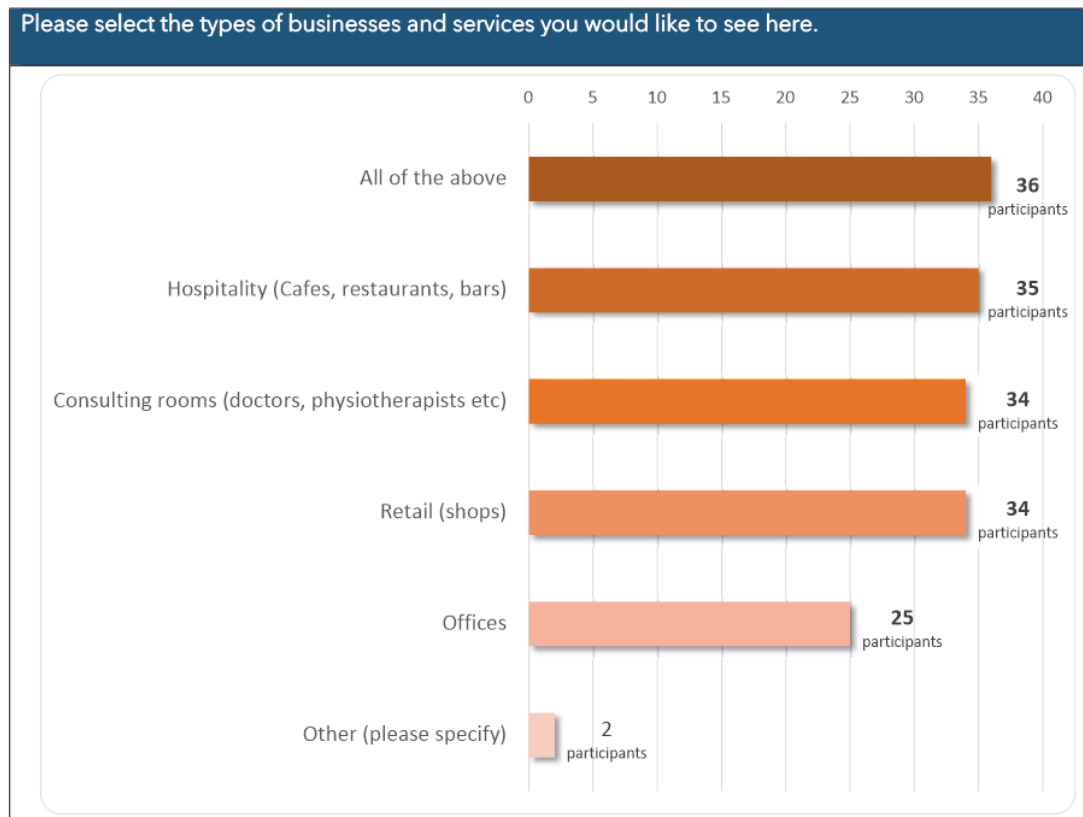
**59.8%** of respondents support mixed use development (business and housing).



**59.8%** of respondents support commercial floor space for business (retail/ hospitality/ consulting rooms / offices / other).



## Business Types



## Key Takeaways / Insights - 60 responses



**60%** of respondents would like to see all above options of business including hospitality, consulting rooms, retail, and offices.



**58.3%** of respondents would like to see hospitality services, such as cafes, restaurants, and bars.



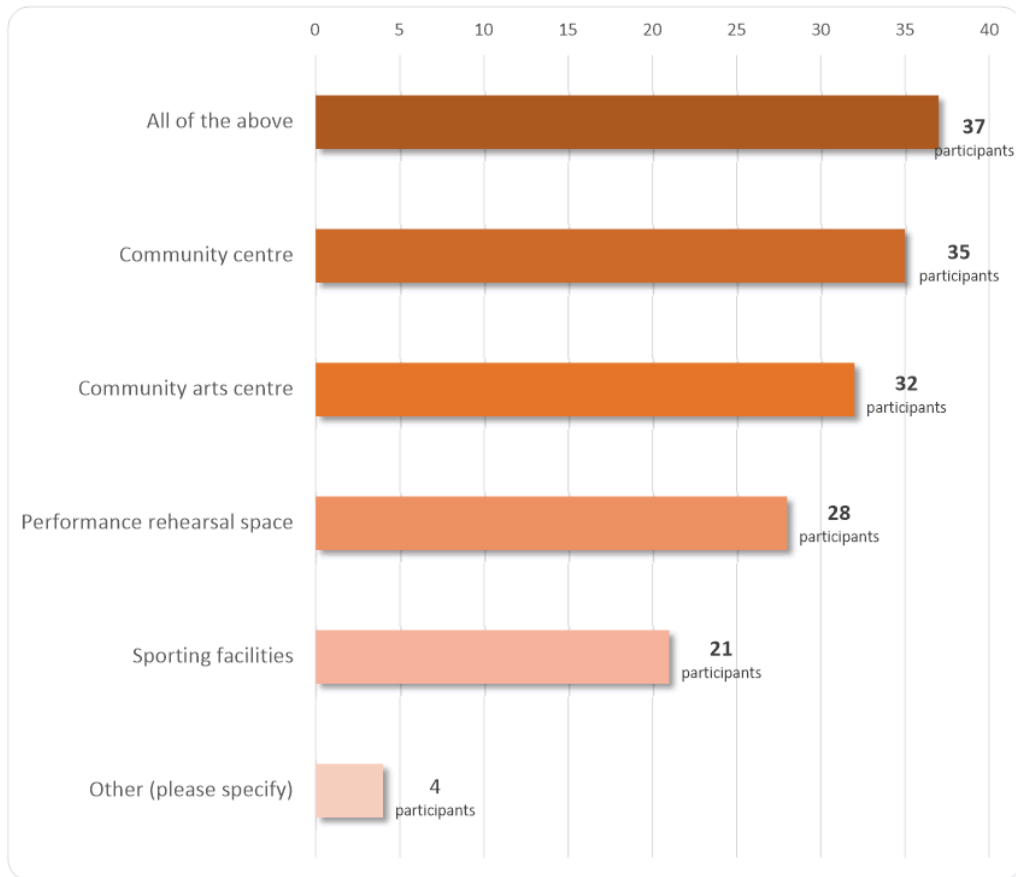
**56.7%** of respondents would like to see consulting room business, such as doctors, physiotherapists etc.



**56.7%** of respondents would like to see retail business, such as shops.

## Community uses

Please select what type of community facilities you would like to see here.



## Key Takeaways / Insights - 63 responses



**58.7%** of respondents would like to see all above options of community facilities, including community centre, community arts centre, performance rehearsal space and sporting facilities.

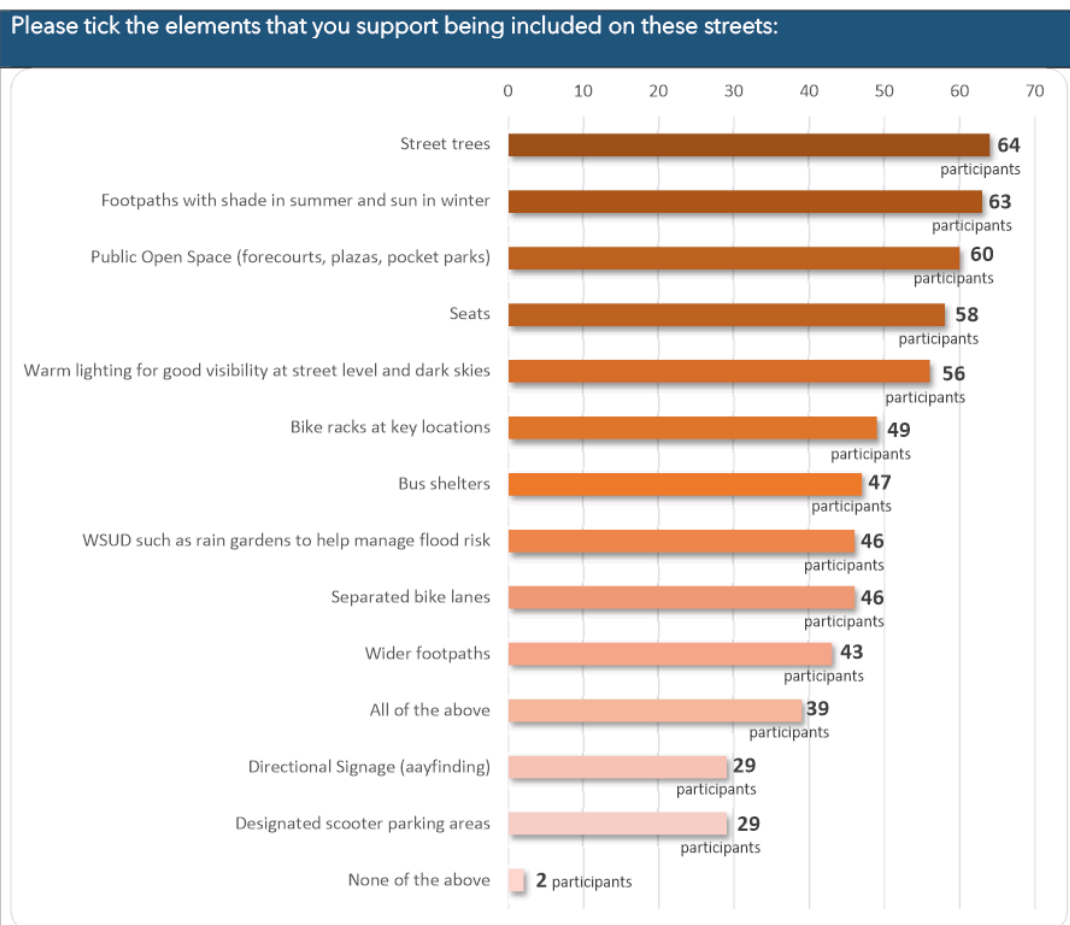


**55.6%** of respondents would like to see a community centre.



**50.8%** of respondents would like to see a community arts centre.

## Street improvement



## Key Takeaways / Insights - 106 responses



**60.4%** of respondents support including trees on these streets.




**59.4%** of respondents support including footpaths with shade in summer and sun in winter.



**54.7%** of respondents support including seats on these streets.




Building heights	
Summary of respondent comment	CoH response
<p><b>14 people</b> commented that the proposed building heights for the study area were too high.</p> 	<p>Significant analysis of the neighbourhood character, landform, views, and potential overshadowing of solar access was undertaken to establish the proposed maximum building heights across the North Hobart study area.</p>

**53 of the 102 people who answered this question provided additional comment/s.**


“Medium density housing should not be 18 m (5 storeys). If you remove all of the car yards from the CBD, where there are already taller buildings, you would have prime sites for social housing and medium density building.” (Kelly, 21 Aug 2024)

“I would support medium density housing in the area if the plan did more to address privacy of surrounding existing homes.” (Helen, 26 Jul 2024)


Footpath widening	
Summary of respondent comment	CoH response
<p><b>4 people</b> supported widening the footpaths in these wide streets.</p> 	<p>Widening footpaths on these wide streets enable better access for all by facilitating a clear path of travel.</p> <p>Widening footpaths can also provide opportunities for activation of streets, such as outdoor dining, for improved passive surveillance, as well as space for planting street trees.</p>

“Separated bike lanes, wider-footpaths, and traffic calming are more important than parking on wider streets. Some people speed very fast on Park/Letitia street which makes it inhospitable for foot or cycle traffic” (Ikr, 19 Aug 2024)


“More green space and wider footpaths for more outdoor dining, which is non-existent most of the year, due to no covering in the Winter months or outdoor heating. Must encourage businesses and incentivise to adopt outdoor dining and music.” (Paul, 06 Aug 2024)

Street trees/greening	
Summary of respondent comment	CoH response
<b>5 people</b> stated that they supported more street trees. 	North Hobart has a particularly low tree canopy cover of only 9%. Street trees provide many benefits to the community including shading the footpath for pedestrian comfort in summer. The Green Streets Plan identifies opportunities for more street trees in the study area.

“Greenery is important: for shade, for aesthetics, for places to gather in small groups or in small scale events.” (Jenny, 28 Aug 2024)

Deprioritise car parking	
Summary of respondent comment	CoH response
<b>4 people</b> stated that they would like to see a de-prioritisation of car parking. 	The Plan proposes a balanced approach to provision of car parking with a mixture of off-street and on-street carparking being maintained in the future, with potential for removal of some car parking spaces at an appropriate time where required.

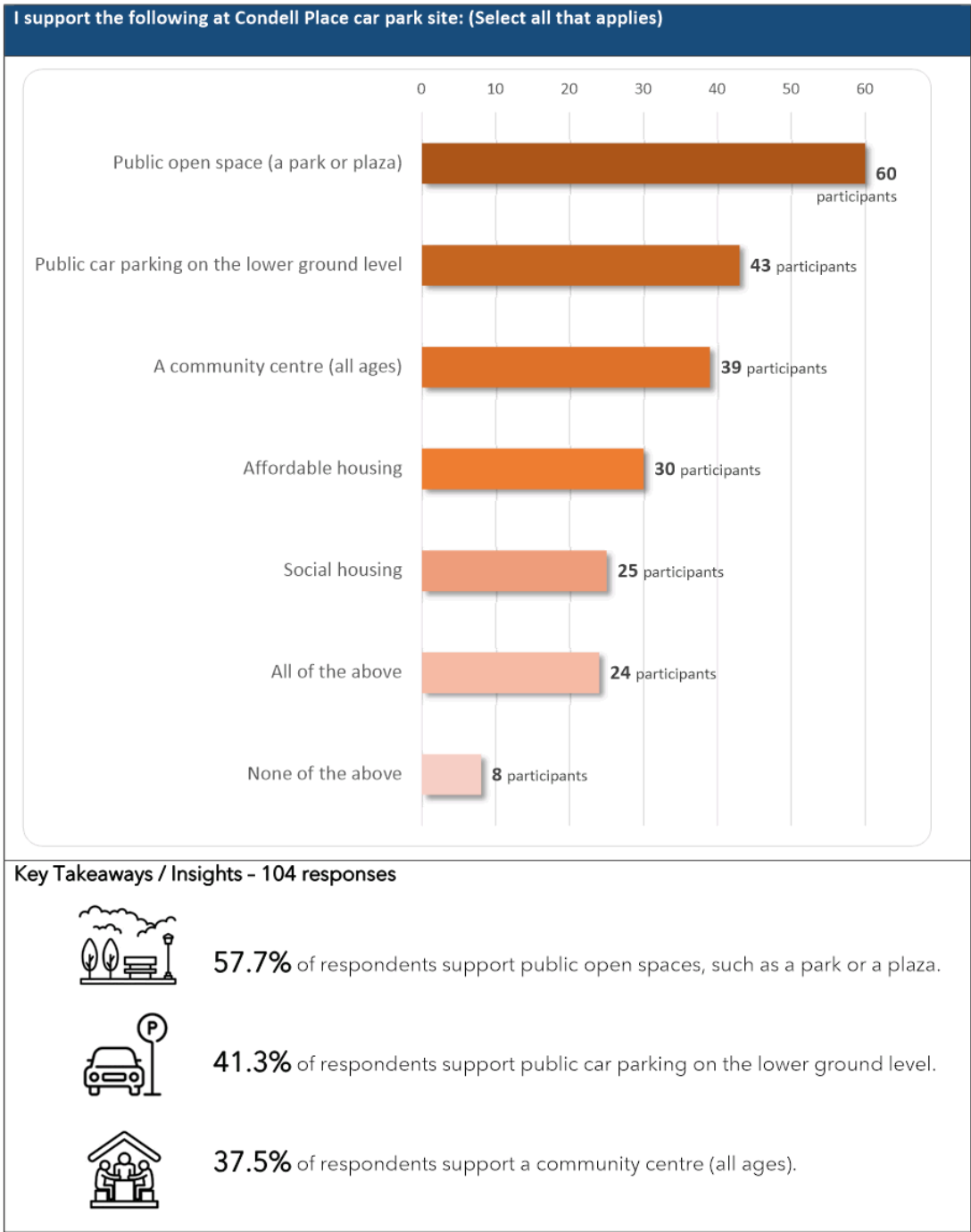
“Mixed use development is more appropriate for all of North Hobart than (specific) zones. On street parking should have the lowest priority of all the potential uses for public street space.” (d, 12 Aug 2024)

Rezoning to mixed use	
Summary of respondent comment	CoH response
<b>2 people</b> stated that they would like to see a rezoning of land to the mixed-use zone. 	<p>North Hobart has an area zoned Light industrial which is all is also covered by a Specific Area Zone which constrains the uses in this area.</p> <p>It is considered appropriate to rezone this area to the Urban Mixed Use Zone to continue to enable some business uses, whilst also enabling residential uses in the area.</p>


“Uses that do not contribute to the streetscape, passive surveillance or density should be prohibited. Such existing examples as: warehousing with large street facing carparks, car yards, car rental, large commercial uses such as upsons.” (Hugh, 31 Aug 2024)

“I think more spatial specificity will help - e.g. although the four streets mentioned are sufficiently wide - perhaps each can be given a distinct character, i.e. one has the arts/community facilities, another residential, and so on. etc.” (Indra, 23 Aug 2024)

Condell Place






Public open space	
Summary of respondent comment	CoH response
<p><b>14 people</b> stated that they would like to see more public open space.</p> 	<p>The Plan identifies that there is a need for more public open space in North Hobart to support existing and proposed uses in the future.</p> <p>The Condell Place carpark area is one of the areas identified to provide an area of public open space.</p> <p>There are other areas nearby that are proposed to provide a larger area of public open space in the future including an area surrounding the Providence Valley Rivulet, approximately 100 metres from the Condell Place car park.</p>

**45 of the 104 people who answered this question provided additional comment/s.**


“Condell Place is the perfect spot for a green open space. North Hobart is only going to get busier and the need for a peoples park here in the centre will become even more pertinent.”  
(LS 1 Sept 2024)

Car parking			
Summary of respondent comment	Summary of respondent comment	Summary of respondent comment	CoH response
<p><b>6 people</b> stated that they would like to see the same amount of car parking.</p>	<p><b>6 people</b> stated that they would like to see a de-prioritisation of car parking.</p>	<p><b>7 people</b> stated that they would like to see more car parking.</p> 	<p>Analysis of data indicates that there is sufficient car parking provided in the North Hobart area.</p> <p>It is intended that any development of Condell Place car park would include underground car parking on the lower ground floor level of the development to retain public car parking on the site.</p>

“Condell carpark should become a multi storey carpark with maybe open space on top level.”  
(Justin 24 Aug 2024)


“This is a great opportunity to build something for the community. E.g. a multi-story sport/learning centre/social housing. I don't support a multistorey carpark (what a waste of prime real estate). (Bingbi 11 Aug 2024)

“Should only remain a carpark in order to negotiate removal of on street parking elsewhere (particularly Elizabeth St). Otherwise make it a park and open area for small events.(d 12 Aug 2024)

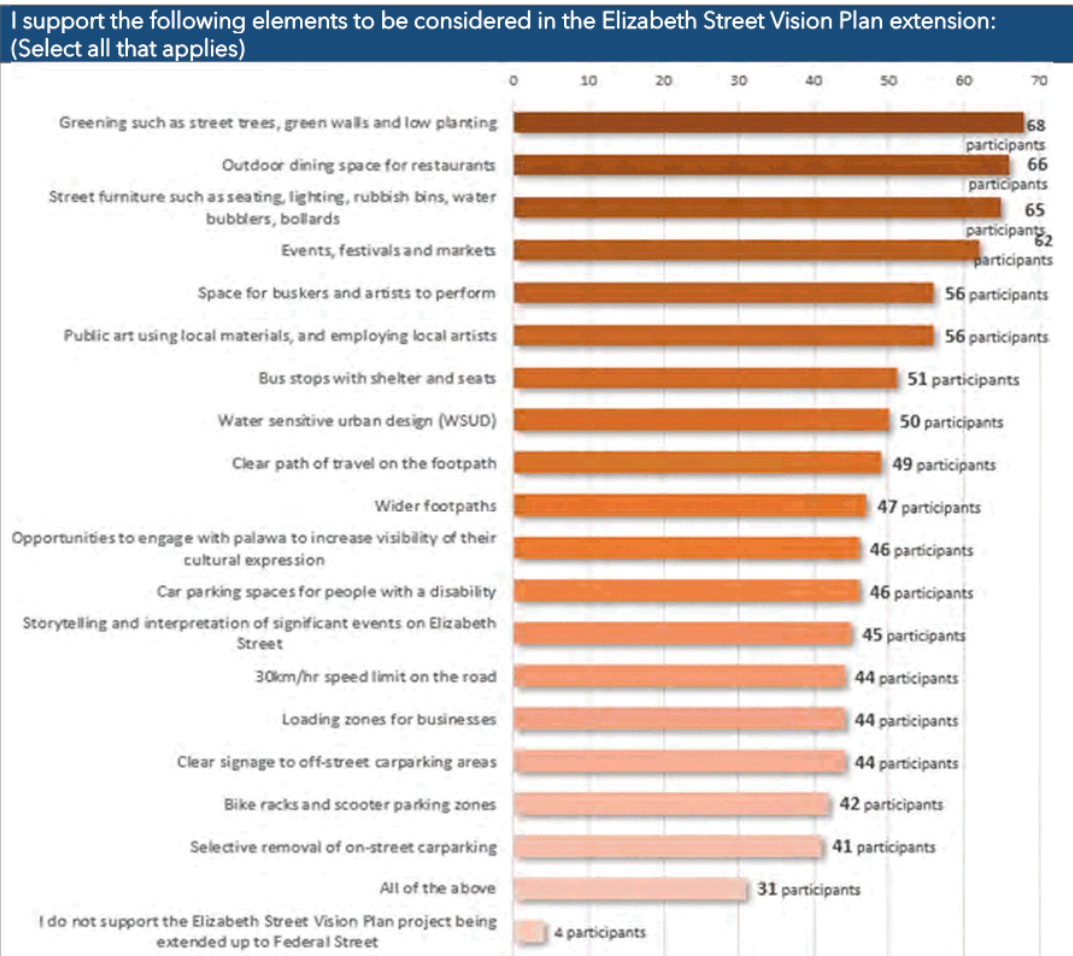
Social Housing		
Summary of respondent comment	Summary of respondent comment	CoH response
<b>5 people</b> stated that they support social housing on the car park site.	<b>1 person</b> stated that they do not support social housing on the car park site. 	The plan outlines the potential for the site to include a mixed use development with underground car parking, a community use on the ground floor and social and/or affordable housing above, this is considered to be the best and highest use of this land.

“ Affordable and social housing and community cohesion are a priority. Better (ie frequent, regular and reliable) public transport would obviate the need for better parking. I'd much prefer to use public transport if it were more available (light rail/bus).  
(Joe 27 Jul 2024)

“ If it is designated for social housing it needs to be properly accessible, secure and must not impede the activities of the main commercial strip. Things like cooking smells from restaurants and the like are unavoidable and are an intrinsic to the use.  
(NHBT 12 Aug 2024)

Building heights	
Summary of respondent comment	CoH response
<b>5 people</b> commented that the proposed building heights for the Condell place car park area were too high. 	Significant analysis of the neighbourhood character, heritage precinct and places, built form, landform, views, and potential overshadowing of solar access was undertaken to establish the proposed maximum building heights across the North Hobart study area.  The Condell Place car park site sits to the south of Little Arthur Street, so the solar access of these houses is not adversely affected by the proposed building height.  Built Form Guidelines are proposed for the site.  A setback on the northern side of the site is proposed to allow for a green public open space to be located between the site and Little Arthur Street, providing a visual buffer.

## Elizabeth Street Plan



## Key Takeaways / Insights - 106 responses



**64.2%** of respondents support greening such as street trees, green walls, and low planting in Elizabeth Street.




**62.3%** of respondents support outdoor dining space for restaurants in Elizabeth Street.



**61.3%** of respondents support street furniture such as seating, lighting, rubbish bins, water bubblers, and bollards in Elizabeth Street.




Car parking			
Summary of respondent comment	Summary of respondent comment	Summary of respondent comment	CoH response
<b>12 people</b> commented that car parking should be deprioritised on Elizabeth Street.	<b>7 people</b> commented that car parking should be removed from Elizabeth Street.	<b>3 people</b> commented that existing car parking should be retained on Elizabeth Street. 	Retention of on-street carparking for people with a disability, loading and unloading of goods and short-term carparking spaces is important for amenity in this area. Where required carparking spaces may need to be removed to provide a wider footpath to help facilitate a clear path of travel for pedestrians, as well as enable outdoor dining which is a desirable feature of this area.


**42 of the 106 people who answered this question provided additional comment/s.**


“North Hobart needs street parking as many people stop for short pickups of around 20 minutes. People will just go to Moonah or Lenah Valley.” (Carleen, 26 Aug 2024)


“I support reduced speed along the Elizabeth St strip but would prefer if cars were excluded from this area to create more public open space for people and micro-mobility.” (Local, 01 Sep 2024)

Bike infrastructure		
Summary of respondent comment	Summary of respondent comment	CoH response
<b>7 people</b> commented that they supported additional bike infrastructure on Elizabeth Street.	<b>1 person</b> commented that they opposed additional bike infrastructure on Elizabeth Street. 	A slow speed (30km/hr) shared space, for use by both bikes and cars, is proposed for Elizabeth Street, (not a separated bike lane). However, Elizabeth Street is a popular route for cyclists and additional bike storage facilities, including bike racks, would enable cyclists to stop and shop more easily on their trip through the area.


“This area is unpleasant for activities at the minute, whether it's driving, parking, socialising, walking, cycling or scooting. I'd love to see people prioritised on the strip i.e. wider footpaths, easier scooting/cycling, less car noise/pollution. (Bingbi, 11 Aug 2024)


30 km/hr speed limit	
Summary of respondent comment	CoH response
<p><b>4 people</b> commented that they support the slower traffic speeds on Elizabeth Street.</p> 	<p>Slower traffic speeds will provide a range of benefits to those travelling on and spending time on Elizabeth Street.</p>

Argyle Street diversion	
Summary of respondent comment	CoH response
<p><b>4 people</b> commented that they support the diversion of traffic to get cars off Elizabeth Street and onto Argyle Street.</p> 	<p>Reducing the amount of traffic on Elizabeth Street will make this a more pleasant place to walk, window shop, and eat or drink outside.</p>

Storytelling	
Summary of respondent comment	CoH response
<p><b>2 people</b> commented that they support interpretation which highlights the importance of Elizabeth Street to the palawa.</p> 	<p>Consultation with the palawa is proposed to acknowledge the significance of Elizabeth Street.</p>

“It’s the primary civic axis of the city, and provides a long history of engagement as an important cultural spine also. Recognition of the original city gate and palawa led interpretation of the significance of this axis for the Black War.” (Mat, 25 Aug 2024)

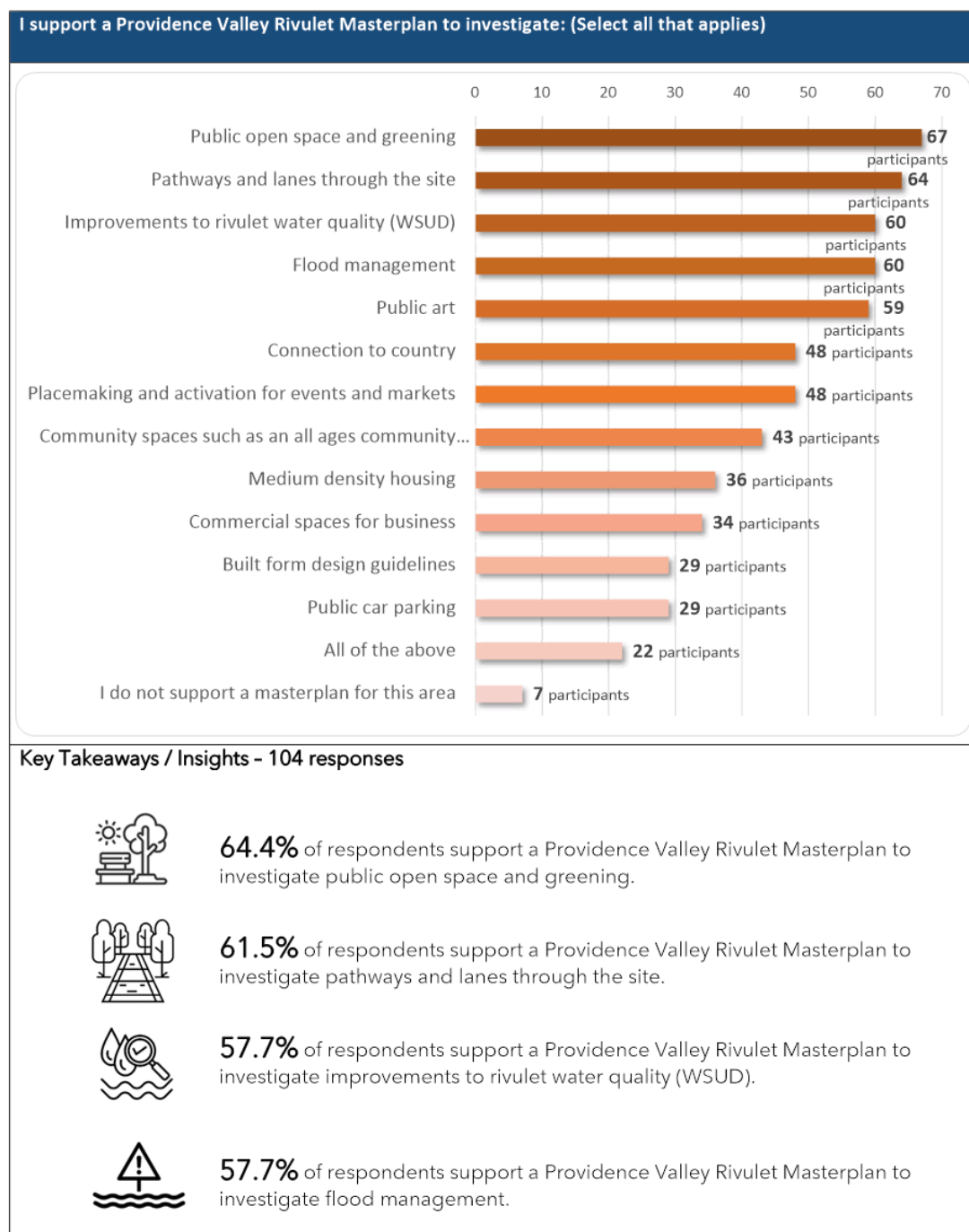
Universal accessibility	
Summary of respondent comment	CoH response
<p><b>6 people</b> supported improvements to the footpaths to enable universal accessibility.</p> 	<p>Improved access for people with a disability is supported. Where required carparking spaces may be removed to provide a wider footpath to help facilitate a clear path of travel for pedestrians, as well as enable outdoor dining which is a desirable feature of this area. Allocated car spaces for people with a disability will also be provided.</p>


Small business	
Summary of respondent comment	CoH response
<p><b>4 people</b> made comments relating to supporting small business.</p> 	<p>Elizabeth Street is identified as the High Street shopping precinct within North Hobart, the importance of this area to provide retail, hospitality and services, such as physiotherapy and chemists, is important and a variety of ways to support small business in the area have been explored including making space for activation including more outdoor dining space, weekly markets, and annual events to attract more people to the area.</p>








## Providence Valley Rivulet





Building heights	
Summary of respondent comment	CoH response
<p><b>4 people</b> commented that the proposed building heights for the Providence Valley Rivulet area were too high.</p> 	<p>Significant analysis of the neighbourhood character, heritage precincts and places, built form, landform, views, and potential overshadowing of solar access was undertaken to establish the proposed maximum building heights across the North Hobart study area.</p> <p>The Providence Valley Rivulet site sits to the south of Lefroy Street, so the solar access of these houses is not adversely affected by the proposed building height.</p> <p>Built Form Guidelines are proposed for the site along with a masterplan process to further investigate opportunities for this area. Please note, this project will include further community engagement.</p> <p>A setback to the rivulet is intended to provide solar access to the proposed public open space. Building heights step down toward Elizabeth Street to retain the prominence of this important heritage streetscape.</p>

 *Medium density housing height limit of 3-4 storeys.” (Alison, 31 Aug 2024)*

Mixed use development	
Summary of respondent comment	CoH response
<p><b>4 people</b> commented that they supported mixed-use development in this area.</p> 	<p>A variety of uses are considered to be appropriate for this area, including uses which activate the proposed public open space surrounding the rivulet, such as cafes, and shops, as well as a small supermarket or large grocery store, and residential development above the ground floor.</p> <p>A masterplan process is proposed to further investigate how this could be achieved. Please note, this project will include further community engagement.</p>


 *Mixed-use renewal makes sense in this precinct. Also see benefit in making the Argyle St bicycle lane a protected/separated lane to improve connection from city centre to Friends School, New Town and Lenah Valley.” (Clark, 28 Aug 2024)*

 *There is so much underutilised land in this zone. Existing land should be acquired from the rear of surrounding lots. This could be a green heart for NH.” (Hugh, 31 Aug 2024)*

Greening and public open space	
Summary of respondent comment	CoH response
<p><b>4 people</b> commented that they support the greening of proposed public open space surrounding the rivulet.</p> 	<p>A variety of uses are considered to be appropriate for this area, including public open space surrounding the rivulet.</p> <p>A masterplan is proposed to further investigate how this could be achieved.</p> <p>Any masterplan process will include further community engagement.</p>

“NoHo needs more spaces for people to gather and enjoy art and greenery.” (Jacqueline, 30 Aug 2024)

“Also consider Indigenous ecosystems corridors and nodes in the Masterplan, along with the provision of DarkSky appropriate lighting.” (Australian Institute of Architects, 30 Aug 2024)

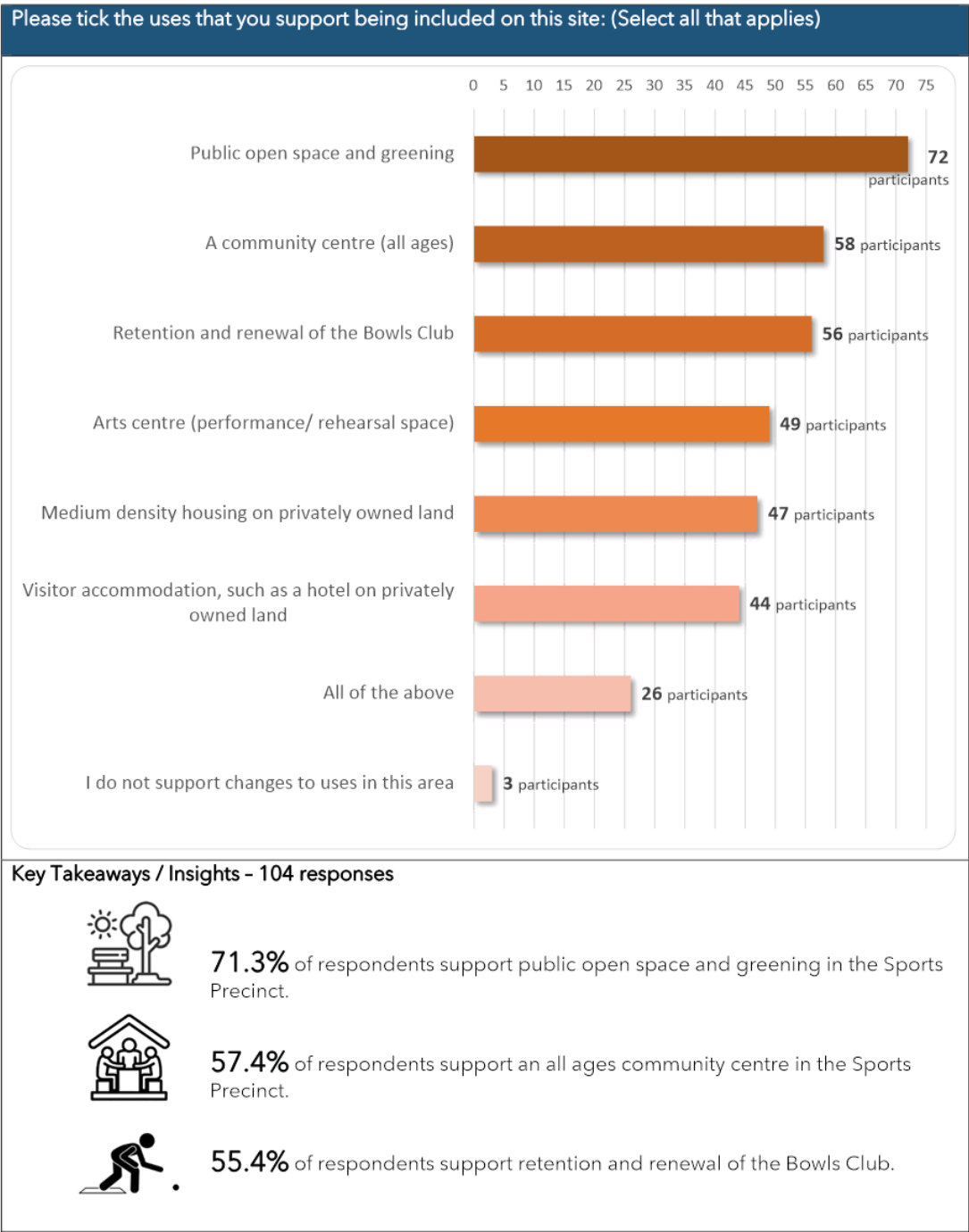
Water sensitive urban design (WSUD)	
Summary of respondent comment	CoH response
<p><b>4 people</b> commented that they support improvements to the Providence Valley Rivulet and WSUD in the area of the proposed public open space surrounding the rivulet.</p> 	<p>A masterplan is proposed to further investigate how WSUD and greater connection to Country could be achieved in the area surrounding the rivulet, as part of a renewal of this area to achieve multiple objectives for a variety of stakeholders.</p> <p>Any masterplan process will include further community engagement.</p>

“With little effort this garbage and overgrown weed infested watercourse could be a feature and a gathering place. It could be extended from its current ugly sump to a walkway to Soundy Park. I certainly support reimagining the current fencing and overflow.” (DD, 30 Aug 2024)

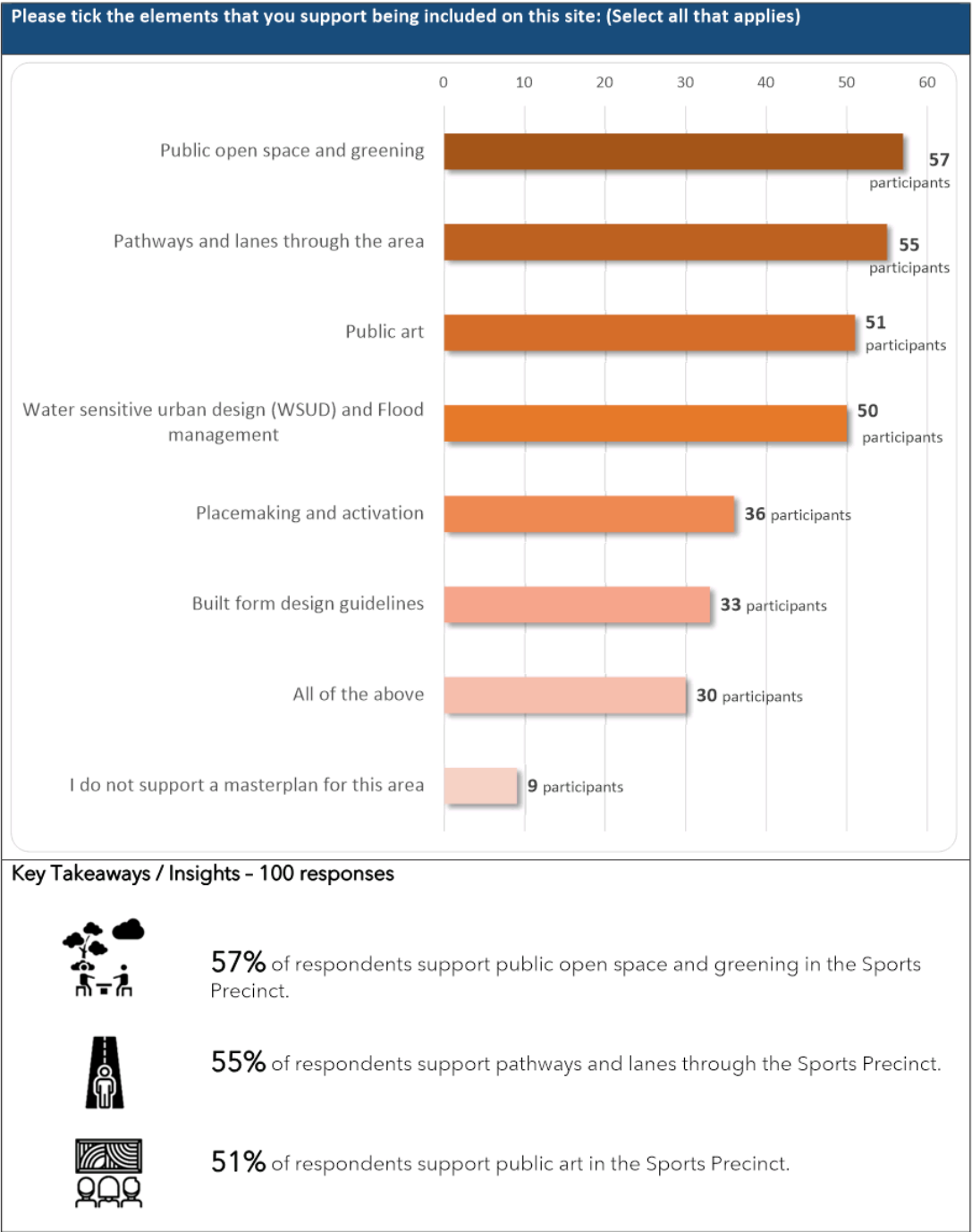
“Any development within the Flood Prone areas needs to be future proofed - from a use/construction perspective.” (Indra, 23 Aug 2024)




North Hobart Sports Precinct – football oval and bowls club area



North Hobart Sports Precinct – football oval and bowls club area



Community Use	
Summary of respondent comment	CoH response
<p><b>2 people</b> commented that they supported space for community use in this area.</p> 	<p>A variety of uses are considered to be appropriate for this area including uses which support the community, this potentially includes both indoor and outdoor space.</p> <p>A masterplan is proposed to consider a variety of outcomes on this site whilst addressing any potential challenges.</p>

23 of the 100 people who answered this question provided additional comment/s.

“ I live really close to this space and never use it. It feels closed off for public use and not inviting.” (Helen, 26 Jul 2024)

“ Flood management and drainage of the NH Oval site is in need of attention. The lower side along Ryde street constantly seeps onto and over the footpath. During storm events large amounts of water flow onto Ryde Street and contribute to flooding.” (Local, 01 Sep 2024)

“ This area should be reviewed for taller buildings as any overshadowing impacts would have less impact on the oval than existing residential. The natural topography may allow 6 stories.” (Hugh, 31 Aug 2024)

“ The Oval and its surrounds, while needing to be updated and maintained as a game playing facility, should not be hemmed in by further construction on the Eastern, Northern or Western sides. This is to preserve the sun angles which exist during the winter.” (Tarfin, 24 Jul 2024)



City of Hobart, Draft North Hobart Neighbourhood Plan, Community Engagement Report.



## Written Submissions

The North Hobart Neighbourhood Plan has garnered significant interest and engagement from the community. A total of 14 written submissions were received from various stakeholder and community groups, reflecting a diverse range of perspectives and insights. These submissions have been carefully reviewed and considered by the City of Hobart.



In the following sections, you will find detailed responses to each submission, addressing the concerns, suggestions, and feedback provided by the community. This collaborative effort underscores our commitment to creating a vibrant and inclusive neighbourhood plan that meets the needs and aspirations of all residents.

1. Homes Tas
2. Department of State Growth
3. Office of Coordinator General
4. Heritage Tasmania
5. North Hobart Traders Association
6. North Hobart Community Association (NHCA)
7. North Hobart Football Club
8. North Hobart Bowls Club
9. Metro
10. The Bicycle Network
11. Cycling South
12. Shelter Tasmania
13. Australian Institute of Architects
14. City of Hobart's Urban Design Advisory Panel

Attachment AHomes Tasmania

Homes Tasmania supports the high-level ideas and principles proposed in the Plan, including increasing the diversity of housing types and the opportunity for more social and affordable housing in North Hobart.

Homes Tasmania staff made both general and specific comments in relation to Homes Tasmania assets at:

- 8-26 Condell Place
- 45A Burnett Street
- 10 Alberry Ave

Specific comments were also made in relation to Council owned assets:

- Condell Place car park site at 11-13 Condell Place

Feedback from Homes Tasmania staff will be considered, and additional meetings arranged to discuss the matters raised, as required.

Homes Tasmania Comment	CoH Response
<b>Homes Tasmania owned sites - general</b>	
Homes Tasmania supports the high-level ideas and principles proposed in the Plan, including increasing the diversity of housing types and the opportunity for more social and affordable housing in North Hobart.	CoH staff see Homes Tasmania as a key stakeholder in the North Hobart area and value their support for the plan.
The removal of car park minimum requirements for housing developments across the precinct would allow more homes to be built.	CoH staff acknowledge that the provision of residential development in the study area is constrained by the existing car parking requirements set out in the State Planning Provisions of the Tasmanian Planning Scheme. CoH staff are considering a Specific Area Plan, as part of a future planning scheme amendment, which could propose a reduction or removal of the requirement for car parking spaces for development of multiple dwellings. This is considered appropriate in this area because it is in close proximity to employment, education, and public transport.
The Hobart City Council has acknowledged Homes Tasmania as a key stakeholder in	CoH staff will continue to engage with Homes Tasmania staff regarding the

Homes Tasmania Comment	CoH Response
the North Hobart neighbourhood. Homes Tasmania thanks the Council for their efforts in the consultation process to date and notes further engagement is required between the Hobart City Council and social housing tenants in North Hobart before any conceptual design plans for Homes Tasmania sites are formalised in policy documents.	matters raised in their submission over the coming months as we continue to develop a final version of the Plan and endorsement by Council in 2025.
Homes Tasmania acknowledges there is opportunity to redevelop the above sites, including for higher residential development, and is open to working with the Hobart City Council on possible partnerships for co-redevelopment.  However, it is important to note Homes Tasmania has no immediate development plans for these sites and any redevelopment proposal would form part of an overarching Strategic Investment Renewal Strategy of Homes Tasmania assets.	This is a 20-year Plan, it is intended to plan for short and long-term changes throughout the study area. We acknowledge that there are no immediate plans for renewal on the Homes Tas owned sites. However, we feel that it is appropriate to plan for greater (medium) density on Homes Tas owned sites in the same way that this has been identified on privately owned and Council owned land. CoH staff will continue to engage with Homes Tasmania staff in regard to this matter.
No renewal of these sites will take place without consultation with the existing residents of Homes Tasmania's North Hobart properties.	CoH staff acknowledge that this is an important part of any potential renewal project.
References to the provision of public open space in the plan should not be directly linked to housing development sites. Homes Tasmania is supportive of open space on our sites and an increase in public open space in North Hobart. However, introducing a requirement to provide public open space on Homes Tasmania's land may conflict with the sensitive needs of our tenants and limit the viability of delivering increased densification of these sites. It may also limit private developers from investing in housing development in the area. Instead, the Hobart City Council should work with both residential and commercial development proponents to	The draft NHNP proposes the delivery of urban design and community benefits. See Action A1.1.2. <i>Investigate mechanisms to require delivery of developer contributions for community benefit for development of four and five storeys.</i> CoH staff will continue to engage with Homes Tasmania staff in regard to public open space which is adjacent to land owned by Homes Tasmania. As a landowner, Homes Tasmania, would be an important stakeholder in any future masterplan for the Providence Valley Rivulet area. There may be opportunities to develop public open space in this area around the rivulet in the future as part of a larger renewal project.



Homes Tasmania Comment	CoH Response
identify opportunities and facilitative mechanisms (such as density bonuses and development contribution schemes) to support increased public open space provision in North Hobart.	
Objective 1: Homes Tasmania is supportive of increasing the number residential zoned areas changing to Inner Residential Zoning (IRZ), beyond those flagged in Figure 8, to assist in the delivery of the 3,312 new dwellings in the City of Hobart by 2035. For example, Figure 7, indicates that the properties surrounding the North Hobart oval and those on the northern end of Federal and Feltham Streets are not restricted by heritage considerations, are located with 400m-800m of the current and proposed bus transit corridors and are within walking distance of key amenities and services.	CoH staff acknowledge that there is potential for mixed use development (including housing) at the northern end of Federal Street. This area was identified as an important area for employment in the Discussion Paper and Draft Plan and a need for space for employment identified in the Economic Analysis. Therefore, it is anticipated that any proposed rezoning of this land would be to the Urban Mixed Use Zone, not the Inner Residential Zone. See Figure 17, page 69 for proposed land zoning map. Feltham Street land is proposed to be zoned Inner Residential and Urban Mixed Use zones to enable residential and commercial uses in this area.
<b>Burnett Street (also accessed from Lefroy Street) Providence Valley Rivulet area</b>	
Homes Tasmania has concerns about the conflict between the plans to both revitalise and increase residential density of the Providence Valley Rivulet site. 'Figure 34: Blue Streets and spaces plan' highlights that the same areas around the Rivulet flagged for increased residential development in Figure 8 are flood prone.	Renewal of this area will provide opportunities to reconsider how residential use and development may be designed in the future. A masterplan is proposed to further investigate the complexities of this site. As a landowner Homes Tasmania would be an important stakeholder in any future masterplan for the Providence Valley Rivulet area. The proposed masterplan will consider all the relevant contextual information including the potential flooding in this area. WSUD will be an important aspect of this plan, as will flood responsive design. The flood prone hazard area in the draft LPS covers some, but not all of the Homes Tasmania owned land.

Homes Tasmania Comment	CoH Response
The majority of this area is also currently owned by Homes Tasmania and used for occupied social housing. Before the development of a Providence Valley Rivulet Masterplan is included as an action in the Plan, Homes Tasmania would like to hear more about the works proposed as part of the "green space". For example, now there has been the nomination of identified flood areas, how will redevelopment proposals be treated at these locations? Does Council propose to own the land and demolish the assets? How will stormwater management be balanced with housing need?	CoH staff will continue to engage with Homes Tasmania staff in regard to this matter. A masterplan is proposed to further investigate the complexities of this site. As a landowner Homes Tasmania would be an important stakeholder in any future masterplan for the Providence Valley Rivulet area. CoH believe that a masterplan is the appropriate mechanism to explore the matters raised by Homes Tasmania staff in sufficient detail. Please note, masterplanning will also include further community engagement.
The creation of laneways across the existing housing development would require careful consideration and engagement with site managers and tenants, and it's unclear if Homes Tasmania could support multiple public accessways over our land.	CoH staff will continue to engage with Homes Tasmania staff in regard to this matter. A masterplan is proposed to further investigate the complexities of this site.
The final action under A5.2.1 (p92) 'investigate the potential to update the fencing along boundaries with Homes Tasmania property, to reduce barriers and increase visual connections around the rivulet' should be removed. The intent is covered in the prior action 'support landowners with property boundaries adjacent to the Rivulet to develop interfaces which support movement and activity' and Homes Tasmania is not resourced to undertake such investigative work.	CoH staff will continue to engage with Homes Tasmania staff in regard to this matter. A masterplan is proposed to further investigate the complexities of this site. The wording in Action A5.2.1 can be amended to make this more generic and not specific to the Homes Tas site.
Homes Tasmania does not support formalisation of concept designs in policy until a codesign process with landowners, and consultation with impacted residents, has been undertaken... We therefore recommend... the Reimagine Providence Valley Rivulet Figure 30 on page 93 should be removed from the document. Inclusion of this content risks	CoH staff will continue to engage with Homes Tasmania staff in regard to this matter. A masterplan is proposed to further investigate the complexities of this site.

Homes Tasmania Comment	CoH Response
the future viability of redeveloping these sites.	
<b>8-26 Condell Place</b>	
Homes Tasmania does not support formalisation of concept designs in policy until a codesign process with landowners, and consultation with impacted residents, has been undertaken... We therefore recommend the Condell Place concept design principles... should be removed from the document.	CoH staff understand that the concept design diagram on page 53 may have caused some concerns for residents at 8-26 Condell Place and will remove the pink hatching over this address, as well as number 6 from the legend.
<b>Condell Place car park (Council owned land)</b>	
Homes Tasmania does not support formalisation of concept designs in policy until a codesign process with landowners, and consultation with impacted residents, has been undertaken... We therefore recommend the Condell Place concept design principles... should be removed from the document.	The car park at 11-13 Condell Place is owned by Council. It is acknowledged that the inclusion of 'social' housing in regard to number 4 in the legend implies that Housing Tasmania have a role in this proposal. Although the statement states 'social and/or affordable housing' the word 'social' can be removed from this statement if desired by Homes Tas staff.

Attachment BDepartment of State Growth

The Department of State Growth (State Growth) supports the development of this Draft Plan, noting the importance of North Hobart as an established residential suburb close to the Hobart CBD, with a major restaurant and shopping precinct, educational facilities and general areas of mixed-use development.

Feedback will be considered, and additional meetings arranged to discuss the matters raised as required.

DSG Comment	CoH Response
<p><b>General comments</b></p> <p>The Northern Suburbs Transit Corridor Growth Strategy was recently released. Reference to the Growth Strategy should be included in the Strategic context section of the Draft Plan. The following is suggested wording for inclusion:</p> <p><b>Northern Suburbs Transit Corridor Growth Strategy</b></p> <p><i>The Northern Suburbs Transit Corridor Growth Strategy (the Growth Strategy) has been prepared to establish a vision for the corridor and sets short, medium and long term recommendations and actions to maximise the benefits of transit investment. Stage One of the corridor activation will focus on the four kilometre stretch between Glenorchy and New Town. It will be important to ensure integration during implementation of the Growth Strategy and the North Hobart Neighbourhood Plan, particularly to promote seamless transport connection between the two geographic areas.</i></p>	<p>It is acknowledged that the Northern Suburbs Transit Corridor Growth Strategy is an important Strategy which should be referenced in the NHNP.</p>
<p>Plans for medium density development shown on Letitia Street, outlined in Figure 8, are supported by the proposed rapid bus routes being considered by the State Growth, including a potential stop near Federal Street.</p>	<p>CoH staff see the Department of State Growth as a key stakeholder in the North Hobart area and value their support for this Action in the Draft Plan.</p>
<p>Plans for a future employment focus around Federal Street and Letitia Street,</p>	<p>CoH staff see the Department of State Growth as a key stakeholder in the North</p>



DSG Comment	CoH Response
outlined in Figure 10, are supported by the proposed rapid bus routes being considered by State Growth, including a potential stop near Federal Street.	Hobart area and value their support for this Action in the Draft Plan.
Please revise the dot point to read: "Are currently used for existing bus routes and Letitia Street is identified as a potential route for <b>proposed</b> bus rapid transit."	CoH staff to amend text as requested by State Growth.

<b>Green streets</b> Figure 33 identifies: Elizabeth Street as a Primary Green Street. This should also reference Elizabeth Street as a high frequency public transport route, and any greening should reflect this priority for public transport.	Elizabeth Street is identified as a high frequency public transport route on the public transport network plan at Figure 41 of the Draft Plan. Illustrating this on the Green Streets Plan is unnecessary.
Letitia Street as a Primary Green Street. On page 100, the Draft Plan notes that 'footpath widening or removal of on-street carparking can potentially support planting of street trees, seating and/or landscaping.' Council should consult with State Growth as part of any future design of Letitia Street to ensure sufficient space is provided to support pull-in areas out of the main traffic lanes for potential rapid bus stops in the vicinity of the Federal Street intersection.	CoH staff see State Growth as a key stakeholder and would further consult regarding potential changes to footpath and street design.
<b>Pedestrian Plan</b> Figure 37 contains a pedestrian plan with a "Bus Rapid Transit stop (indicative only)" indicated on Letitia Street near Federal Street. Please revise to include ' <b>proposed</b> BRT stop (indicative only)'.	CoH staff to amend text as requested by State Growth.
<b>Public transport</b> Please revise statement to read "The potential alignment of a <b>proposed</b> bus rapid transit (BRT) route along Letitia and Park Streets..."	CoH staff to amend text as requested by State Growth.
<b>Objective 12</b> The Draft Plan makes the following statements:	CoH appreciates the opportunity to provide feedback on the Greater Hobart

<p><i>Bus routes through North Hobart will be made simpler and more frequent to encourage more people to use public transport.</i></p> <p><i>Bus services will be able to be adjusted, to meet increased demand for transport to and from scheduled sporting events and cultural festivals.</i></p> <p><i>An opportunity to further rationalise bus routes throughout North Hobart may be realised to create a more legible network.</i></p> <p>State Growth is responsible for planning the bus network, including reviewing bus routes and the level of service (frequency). The statements at Objective 12 are pre-emptive and should be reworded. Possible wording could include <i>"bus routes through North Hobart will be reviewed as part of the Greater Hobart Bus Network Review to provide a more legible, simpler and direct network"</i>.</p> <p>Please note, the Greater Hobart Bus Network Review will also identify the function of key bus routes such as Elizabeth Street. State Growth will consult with council as part of this process. The current Transport Network Operations Plan (TNOP) reflects the current bus routes and their strategic functions. If the bus routes were to change it would be appropriate to revisit the TNOP and make the necessary adjustments.</p>	<p>Bus Network Review as identified by State Growth.</p> <p>CoH staff to amend text as requested by State Growth.</p> <p><i>"bus routes through North Hobart will be reviewed as part of the Greater Hobart Bus Network Review to provide a more legible, simpler and direct network"</i>.</p>
<p>Figure 41 identifies New Town Road/Elizabeth Street as a 'common bus route'. This is a high frequency public transport route and should be labelled accordingly in the figure.</p>	<p>CoH would appreciate the source of these high frequency public transport routes being shared as this is important information for staff to be able to access in the future.</p> <p>CoH staff to amend text as requested by State Growth.</p>

Attachment COffice of the Coordinator-General

The Office of the Coordinator-General (OCG) supports structure plans (neighbourhood plans) that are responsive to changing circumstances across Tasmania's economic, social, and environmental platforms.

The *North Hobart Neighbourhood Plan* (Structure Plan) June 2024 is one response: a liveability structure plan – a vibrant urban village responsive to a changing community of residents that values its unique heritage but is cognisant of investment demands (residential focus) for diverse housing options to encourage new industries and jobs growth.

OCG Comment	CoH Response
<b>Population growth</b> <i>The development and redevelopment of settlements, responding to unexpected levels of growth (for example, Southern Tasmania) or declining populations.</i>	Population growth projections for Hobart vary depending upon the scenario. However, it is clear that we are currently experiencing a housing availability and affordability crisis in Tasmania and the Hobart LGA is no exception to this. So, we must plan to accommodate more people close to the Hobart CBD.
<b>Future land use</b> <i>Future land use (demand and supply of all categories but particularly industrial land zoning and the provision for light commercial, Office and mixed-studio space (vertical urban growth and renovative planning responses to existing infrastructure – office space and residential options in first floor buildings on the identified Elizabeth St 'High Street' and adjacent streetscapes.</i>	The Plan caters for future growth of a variety of uses which will generate employment through the provision of appropriately zoned land and Urban Design Principles. The area of land currently zoned Light Industrial is subject to a Specific Area Plan which limits the permitted uses. This area of land is proposed to be rezoned to the Urban Mixed-Use Zone, which will allow for a variety of uses including employment generating industries.
<b>Building heights</b> <i>Flexibility in discretionary building heights to encourage greater vibrancy and 'vertical urban design shaped by modular construction'. The Structure Plan refers to these opportunities with its Mixed-Use Development examples (p66).</i>	The Plan proposes maximum building heights in excess of the current maximum building heights set out in the relevant zones of the TPS. There is an Action to undertake a Planning Scheme Amendment for a Specific Area Plan to alter the maximum building heights.
<b>Infrastructure provision – energy, water, transport, and mobility efficiency supporting the service staples of health care, education and aged care.</b>	The Plan has carefully considered the provision of stormwater management and transport and mobility. There are Actions set out in the Plan to further consider these important council assets. The Plan sets out the importance of a neighbourhood with

OCG Comment	CoH Response
	housing near health care, education, and employment. A diverse range of housing near health care services will help to facilitate Hobarts aging population to age in place.
<p><i>Risk assessment for investment in Tasmania: Structure Plans such as the North Hobart Neighbourhood Plan (Structure Plan) June 2024, provide an opportunity to understand and respond to risk assessments investors make when considering Tasmania as a potential location in a very competitive market. Risk assessment for investors includes site selection (cost, availability and approval process and risks), infrastructure availability and reliability (energy and transport access), talent attraction and retention, a critical liveability attribute (especially for younger workers, parents and home-builders, who are focusing on housing, education, health facilities, open space, nature-based recreational amenity and vibrant and high end hospitality options).</i></p>	<p>The Plan clearly outlines changes required to Planning Instruments and policy to facilitate growth in North Hobart.</p> <p>An economic analysis was undertaken by HillPDA prior to the Discussion Paper stage of this project. This analysis informed decision making which was reflected in the Discussion Paper and Draft Plan.</p> <p>HillPDA was commissioned to forecast the demand for employment floorspace within the study area. The purpose of this, is to ensure that the Plan allows enough capacity, in the proposed planning framework, for the development and provision of future employment uses. Ensuring the local community is appropriately serviced, and to maintain economic sustainability.</p>
<p><i>Clear planning rules</i>  <i>Investor's decision-making is informed by clear planning rules. What are they?</i>  <i>Ambiguity around planning instruments, guides and strategies at regional and local levels often provide roadblocks for investment decisions as distinct from the intended pathway of investment opportunity.</i></p>	<p>It is our intention to provide clear planning standards as part of the local provisions schedule of the planning scheme through the implementation of the Action for a Planning Scheme Amendment.</p>



Attachment D

## Department of Natural Resources and Environment - Heritage Tasmania

Heritage Tasmania noted that the 20-year plan is intended to guide the future growth of North Hobart and includes a response to recent Tasmanian Government planning guidelines and standards.

Heritage Tasmania Comment	CoH Response
<b>NHNP Goals and Urban Design Principles</b> <i>North Hobart is an area where there is great concentration of state and local heritage places. The Urban Design Principles and the four goals with its associated objectives align well with Heritage Tasmania's objectives for the protection of historic heritage places. It is pleasing to note the recognition and commitment given to conservation of these heritage assets, as demonstrated in the implementation action proposals in the draft North Hobart Neighbourhood Plan.</i>	CoH staff see Heritage Tasmania as a key stakeholder in the North Hobart area and value their support for these aspects of the Draft Plan.
<b>Heritage Design Guidelines</b>	<b>Heritage Design Guidelines</b> The Strategic land use planning team have passed on feedback relating to the proposed Heritage Design Guidelines to the Council's senior cultural heritage officer.
<b>Public art and Interpretation</b> <i>The draft North Hobart Neighbourhood Plan also aims to focus on preserving and enhancing the unique streetscape and cultural heritage characteristics of North Hobart, and providing opportunities for public art that serves as a platform for recreation and creative expression. We see public art as a platform for providing heritage interpretation in a variety of formats and public locations. The story-telling of heritage interpretation can add interest to spaces, and powerfully enhance and consolidate an area's cultural identity.</i>	CoH staff see Heritage Tasmania as a key stakeholder in the North Hobart area and value their support for these aspects of the Draft Plan.

Attachment E

The North Hobart Traders Association provided a written submission.

North Hobart Traders Association comments	CoH Response
<p><b>Condell park car park</b>  <i>For 17 years we have asked for the Condell park car park to be re-designed to increase parking, they are now proposing to put the car park underground (less safe for patrons) no long term parking for staff, but more green space and housing.</i></p>	<p><b>Condell Place</b>            Condell Place is a site identified for the development of medium density housing for many strategic land use planning reasons, including that it is not identified as flood prone. There are other sites in North Hobart that are more suitable for the provision of car parking.            A lower ground level car park is proposed as part of the renewal of this site to retain the existing number of car parking spaces.</p> <p><b>Providence Valley Rivulet Masterplan</b>            This masterplan should investigate opportunities for consolidated car parking facilities in the area between Argyle, Burnett Elizabeth and Lefroy Streets. This area is flatter and better provides for universal access to the high street precinct.</p> <p><b>Supermarket</b>            There will be opportunities for additional car parking in the area as a result of supermarket development in the future.</p>
<p><b>Affordable housing</b>  <i>In the plan there shall be affordable housing for the staff to live in, but not all wish to live in the city, some would prefer the outer suburbs, the beach or the mountain.</i></p>	<p><b>Affordable housing</b>            CoH acknowledges that not everyone wants to live in the city, but believes that it is appropriate to allow for housing for those people that do want to live close to the opportunities provided by living in close proximity to the CBD, such as retail and hospitality, employment, education and healthcare facilities.</p>
<p><b>Bike lanes, Public open space</b>  <i>There is an extensive amount of suggested bike lanes, affordable housing, green open spaces, we have Soundy Park, Swan Street, Hamilton Street, North Hobart Oval, and Domain.</i></p>	<p><b>Bike lanes</b>            Research shows that bike lanes bring more customers to an area with an uptick in trade experienced in high streets. However, the design of identified cycle routes will occur at the implementation</p>

North Hobart Traders Association comments	CoH Response
	<p>stage with significant community and stakeholder engagement involvement.</p> <p><b>Public open space</b> Research and community consultation for this project has identified that there is insufficient public open space for the needs of the North Hobart Community. Public open space is important for the health and wellbeing of the current and future residents and workers of North Hobart.</p>
<p><b>Micromobility use and pedestrian safety</b> <i>Bike lanes are great if the city was flat, if we had a milder climate, that our population was not ageing, if we could plan with a clean slate, the proposed planning will be spending a massive amount of money, to make riding a bike easier and safer, for a very low proportion or the population.</i> <i>What about the footpaths that the majority or the population use, young mothers with toddlers and prams, elderly, people in wheelchairs and walking frames, make them safer, rid them of bikes, skateboards and scooters, make them use these underutilized bike lanes.</i> <i>A FOOT path is for feet!</i></p>	<p><b>Micromobility use and pedestrian safety</b> The number of people who ride a bike to work, school and to conduct other activities such as shopping continues to grow, this is in part due to the increased uptake of people who have e-bikes (electric) and because of safer riding infrastructure such as bike lanes.</p> <p>The Draft Plan proposes several Actions to improve the safety of the footpaths in North Hobart including widening footpaths, and allocated micromobility parking areas.</p>
<p><b>Car parking</b> <i>There has been discussion about making the footpaths wider In North Hobart, this is not even in the plan and traders definitely don't want this, comments that car spaces won't go and comments that some will go. This is not planning, its control. So, you are not going to take away parking, but you are going to take away parking.</i></p>	<p><b>Footpath widening</b> 47 survey respondents supported widening the footpaths on Elizabeth Street and 31 respondents supported all the suggested elements proposed for Elizabeth Street including widening the footpaths. 6 people who completed the survey provided comments supporting improvements to the footpaths to enable universal accessibility.</p> <p>Action 9.2.1 in the Draft Plan states: <i>"Prepare an extension to the Elizabeth Street Vision Plan to guide a program of initiatives and upgrades to enhance the</i></p>

North Hobart Traders Association comments	CoH Response
	<p><i>Elizabeth Street streetscape and its accessibility for pedestrians.</i></p> <ul style="list-style-type: none"> <li>• <i>Provide appropriate footpath widths on Elizabeth Street to ensure a safe and equitable, clear path of travel for pedestrians, and to accommodate outdoor dining space in a configuration which meets the guidelines which enable universal access.</i></li> <li>• <i>Investigate the selective removal of on-street carparking where necessary to achieve compliant universal access and outdoor dining space.</i></li> <li>• <i>Ensure car access is maintained within the area. Provide on street, car parking spaces for people with an Australian Disability Parking Permit, short term parking for deliveries, pick up and drop off, and public transport."</i></li> </ul> <p><b>On-street carparking</b> Further analysis and stakeholder engagement will be required to develop a plan for any changes to the streetscape including carparking. Retention of adequate car parking including for people with a disability and loading zones will be necessary. However, the long-term plan is to facilitate consolidated car parking within the high street precinct.</p>
<p><b>Reduced traffic speed</b> <i>Slowing the traffic is reasonable, but slowing greatly decreases traffic flow throughout the city.</i></p>	<p>Specialist traffic consultants were engaged to provide input into the Draft Plan and considerations were made to the overall flow of the network. Any reductions of speed limits will involve further investigations to ensure network capability is maintained.</p>
<p><i>We love this city, let's make it work for all.</i></p>	<p>We wholeheartedly agree! We look forward to working with stakeholders to progress improvements to the area which will benefit the North Hobart community.</p>



Attachment FThe North Hobart Community Association

provided a written submission. They did not request a meeting with council staff.

North Hobart Community Association Summary of comments	CoH Response
<p>The North Hobart Community Association provided a written submission with comments regarding published materials and the consultation process including:</p> <ul style="list-style-type: none"> <li>• public information and consultation workshops</li> <li>• survey</li> <li>• literacy levels</li> <li>• public presentations</li> <li>• 3D modelling and artificial intelligence</li> </ul>	<p><b>Community consultation workshops</b> Two community consultation workshops were held in September 2023 as part of the community engagement for the Discussion Paper stage of the North Hobart Neighbourhood Plan project. One was held in the evening and another during the day. Feedback from these sessions was used to inform the Draft Plan. Council staff and consultants attended these sessions. 49 people registered for the workshops and 34 people attended.</p> <p><b>Draft Plan Survey</b> Open comment boxes were provided under each section of the survey so respondents could provide information on matters that concerned them in the way that they felt was clear, rather than simply providing a tick box survey only.</p> <p>Many respondents provided feedback in this open comment section, and this feedback was analysed and responses to key themes provided in this report.</p> <p><b>Literacy levels</b> Council staff acknowledge that there is a mix of literacy levels in the Hobart Local Government Area and provided information about the plan in a variety of formats including a video, fact sheets, diagrams, maps, a summary, and the full version of the Draft Plan. Face to face meetings were also conducted.</p> <p>It is acknowledged that technical planning terms are not particularly accessible to the general public. Council staff and consultants try to clearly communicate the intent of the proposed</p>

	<p>Actions whilst maintaining their meaning. An editor was also engaged to assist with this task.</p> <p><b>Public presentations</b> A presentation was given at the Council of Hobart Community Associations meeting on the 21 August 2024.</p> <p>Presentations and meetings were also arranged with community groups as requested. Meetings with the following groups were held:</p> <ul style="list-style-type: none"> <li>• North Hobart Traders Association</li> <li>• North Hobart Football Club</li> <li>• North Hobart Bowls Club</li> </ul> <p>Council staff presented the Draft Plan to the following portfolio committees who were selected to represent the community on a variety of subjects. <a href="https://www.hobartcity.com.au/Council/Council-and-Committee-meetings/Portfolio-Committees">https://www.hobartcity.com.au/Council/Council-and-Committee-meetings/Portfolio-Committees</a></p> <ul style="list-style-type: none"> <li>• City Mobility</li> <li>• Climate Futures</li> <li>• Housing and Homelessness</li> <li>• Future Hobart</li> </ul> <p>Presentations to portfolio committees were also given in 2023 during the Discussion Paper engagement stage of the project including:</p> <ul style="list-style-type: none"> <li>• Future Hobart</li> <li>• Welcoming and Inclusive City</li> <li>• City Heritage</li> </ul> <p>A presentation was given at the Networking for Harmony Multicultural Advisory Group Meeting in 2023.</p> <p>A meeting was held with members of the North Hobart Community Association in November 2023.</p> <p><b>3D modelling</b> 3D modelling of the entire study area would be cost prohibitive and inappropriate for a neighbourhood plan.</p>
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	<p>3D modelling of specific areas identified for further work may be undertaken in the future. For example, for the following projects:</p> <ul style="list-style-type: none"> <li>• Providence Valley Rivulet Masterplan</li> <li>• North Hobart Sports Precinct Masterplan</li> <li>• Condell Place car park</li> </ul>
Maximum building heights	<p>The North Hobart study area is identified as being appropriate for medium density housing and mixed-use development. Medium density housing is defined as up to six storey development. Careful analysis of the heritage, local character, and topography of the area has resulted in a building heights plan which identifies areas within the study area as being appropriate for development ranging from 2 to 5 storeys.</p> <p>We believe that we have proposed carefully considered Built Form Guidelines, including of maximum building heights, based on an analysis the study area.</p>
The proposal for Condell Place	<p><b>Affordable housing</b></p> <p>There is a significant need for affordable housing supply across Hobart, Tasmania, and Australia.</p> <p>This is clearly identified in the Greater Hobart Plan as well as Homes Tasmania's Housing Strategy.</p> <p>North Hobart is suitably located to provide appropriate medium density, infill housing close to employment, education, healthcare, public transport, and other amenities provided by its proximity to the Hobart CBD.</p> <p><b>Car parking</b></p> <p>The Condell Place car park is a large, underutilised space in North Hobart. Car parking can be provided in other more appropriate locations within the study area. However, it is proposed that development of this site would require retention of public carparking spaces on the lower ground level of any future development.</p>

	<p><b>Public open space</b></p> <p>Condell Place car park has a significant slope and is not particularly suitable for universally accessible public open space. However, a flat area of open space could be provided as part of a wholistic development.</p> <p>There are other more suitable areas for additional public open space within the study area. This includes land around the Providence Valley Rivulet, a masterplan is proposed to further investigate how this can be achieved.</p>
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Attachment GNorth Hobart Football Club

The North Hobart Football Club (NHFC) provided a written submission. If endorsed in the final version of the North Hobart Neighbourhood Plan, the proposed Action to undertake a masterplan for the Sports Precinct will provide the most appropriate opportunity for all stakeholders to elaborate on their needs to ensure the ongoing viability of their respective clubs.

North Hobart Football Club comments	CoH Response
<i>NHFC is keen to support, and be involved in, the proposed North Hobart Oval Precinct Master Plan process.</i>	The CoH look forward to working with the NHFC on future plans for the Sports Precinct.

Attachment HThe North Hobart Bowls Club

The North Hobart Bowls Club (Bowls Club) provided a written submission. If endorsed in the final version of the North Hobart Neighbourhood Plan the proposed Action to undertake a masterplan for this Sports Precinct will provide the most appropriate opportunity for all stakeholders to elaborate on their needs to ensure the ongoing viability of their respective clubs.

North Hobart Bowls Club comments	CoH Response
<i>The Draft Plan outlines the opportunity for renewal of sporting infrastructure to improve these facilities while retaining the heritage values of the area. There are boundless opportunities to combine the football oval with the adjacent bowls club to provide a wonderful community facility for passive play, relaxation, sport, exercise and meetings or social functions.</i>	The CoH look forward to working with the Bowls Club on future plans for the Sports Precinct.
<b>Summary of viability comments</b> It is important to the Bowls Club that any future works do not require the closure of the Bowls Club, as they believe that this will be detrimental to the future viability of the club.	Any future Sports Precinct masterplan would consult with all stakeholders to consider the future viability of the existing sports clubs at this site.

Attachment I

## Metro

Metro provided a written submission.

Metro comments	CoH Response
<b>State Growth role</b> <i>Metro assets, operations and services are managed under a contract administered by the Department of State Growth in accordance with revised terms that were finalised in June 2022.</i>	<p>The CoH look forward to working with Metro and State Growth on future Actions in the Plan.</p>
<b>High-frequency public transport service</b> <i>North Hobart is a key destination on the Northern Turn Up &amp; Go Corridor, the busiest public transport route in Tasmania. Over 1,000 people a week board services in the North Hobart CBD. Metro maintains a significant interest in ensuring that the facilities and infrastructure in North Hobart continues to support a high-frequency public transport service.</i>	<p>The CoH supports the retention of a high-frequency public transport service through North Hobart.</p>
<b>Closure of Elizabeth Street for events</b> <i>Metro recognises Elizabeth Street as a vital north-south corridor and its importance in the Greater Hobart Bus network. While recognising the importance of local events in fostering a sense of community in North Hobart, any event that causes the closure of part of Elizabeth Street causes significant disruption to public transport and inconvenience to passengers. Where possible, closures should be limited to side streets.</i>	<p>The CoH recognises that Elizabeth Street is a vital north-south corridor and its importance in the Greater Hobart Bus network.</p>
<b>Streetscape and street trees</b> <i>In considering changes to the North Hobart streetscape, planning should continue to allow for buses to move in each direction without impediment. This includes any future steps to increase the number of street trees as part of landscaping changes.</i>	<p>Streetscape improvement projects such as the planting of street trees will consider all relevant infrastructure and physical requirements to enable a well-functioning street.</p> <p>Street trees are an important component of a walkable street, providing shade in summer improves pedestrian comfort and helps to encourage people to walk to and from public transport.</p>

<p><b>Bus stop locations</b> Further, any changes to the location or layout of bus stops must continue to allow for 18.5-metre-long articulated buses to dwell when picking up or setting down passengers without blocking traffic behind the bus.</p>	<p>Any changes to the location or layout of bus stops will be in consultation with the relevant authorities and design standards.</p>
<p><b>Keeping Hobart Moving: Transport Solutions for Our Future</b> As highlighted by the Plan, there are a considerable number of transport strategies at the State and Local Government level. Whilst these provide exciting opportunities, Metro notes that it is important they are dealt with holistically and in particular, notes the "Keeping Hobart Moving: Transport Solutions for Our Future."</p>	<p>The Plan references <i>Keeping Hobart Moving: Transport Solutions for Our Future</i> as a document that is relevant to the strategic context for the project.</p>
<p><b>Inner Hobart Transport Network Operations Plan</b> Metro also notes that there are a number of key initiatives that are yet to be realised in the Inner Hobart Transport Network Operations Plan. Metro would like to see those initiatives prioritised and included as part of the North Hobart Neighbourhood Plan. These include but not limited to: - Bus lane and bus priority at Risdon Road, New Town. - Proposed changes to Roope Street, New Town to enable traffic to pass a stopped bus. - Bus prioritisation approaching signals at Augusta Road, New Town. - Bus stop changes to prioritise capacity at the North Hobart shopping strip; and - Bus prioritisation approaching signals at Burnett Street, North Hobart.</p>	<p>Initiatives located within the study area include: - Bus prioritisation approaching signals at Augusta Road, New Town. - Bus stop changes to prioritise capacity at the North Hobart shopping strip; and - Bus prioritisation approaching signals at Burnett Street, North Hobart.</p> <p>CoH to review the Initiatives identified above are appropriate for inclusion in the Plan with the City's Transport team.</p> <p>The other identified initiatives are outside the study area and therefore outside the scope of this project.</p>
<p><b>Collaboration</b> Metro recognises the importance of collaboration amongst all stakeholders involved to plan for the future of significant local areas, such as North Hobart. By doing so, we can collectively ensure an enhanced passenger</p>	<p>CoH agrees that collaboration is important in developing city Plans and thanks Metro for their feedback.</p>

<i>experience with better access and convenience. This will be key to boosting public transport patronage and reducing traffic congestion.</i>	
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Attachment JThe Bicycle Network

The Bicycle Network provided a written submission.

The Bicycle Network comments	CoH Response
<b>Safer cycling routes</b> <i>The years of consultation that have led to this Draft Plan have consistently shown that Hobartians want safer cycling routes through the area. North Hobart has many destinations in its own right and is close enough to the city centre for riding to be a quick travel option.</i>	<p>The CoH acknowledge that the location of North Hobart is appropriate for cycling to Hobart and beyond and that the cycling community support improved infrastructure to facilitate this and make it a safer option.</p>
<b>Active transport importance</b> <i>We've also seen more apartments pop up in the suburb over the past few years, especially near the desired Elizabeth Street corridor and this plan highlights the desire for more medium density housing in the area. Having hundreds of people move into the area and get around by car would lead to more traffic congestion in an already congested area, so making walking, wheeling and riding the preferred transport options is important.</i>	<p>The Plan has carefully considered the provision of pathways and cycling/micromobility infrastructure to support a variety of people to travel in the way that they prefer.</p>
<b>Bike access to shops and services</b> <i>Most people want to ride along Elizabeth Street to get to the shops and services or connect to the city centre and New Town and Lenah Valley. Elizabeth Street is the most central, direct and lowest gradient route in and out of the city centre so a natural choice for people riding.</i>	<p>The Plan has proposed a 30km speed limit for Elizabeth Street to enable cyclist to share the road space with drivers.</p>
<b>Elizabeth Street 30km/h speed limit</b> <i>While 30km/h speed limits are an excellent road safety initiative to protect lives, the high volume of cars on Elizabeth Street means it won't be an All Ages and Abilities route. At many times of the day traffic is already moving at 30km or less so it would be formalising the current situation, which is uncomfortable for most people who want</i>	<p>The Plan has carefully considered the function of Elizabeth Street in the wider cycling network/micromobility plan.</p> <p>We recognise Elizabeth Street as an important north-south corridor that plays a primary function in the cycling/micromobility network.</p> <p>We are developing the Hobart Bicycle Plan 2025 over the next 12 months to holistically guide provision of a bicycling network that</p>

The Bicycle Network comments	CoH Response
<p><i>to ride because of the heavy traffic and lack of space for bikes.</i></p> <p><i>The City of Hobart has already committed to providing an All Ages and Abilities route up Elizabeth Street from the waterfront to Burnett Street. It makes sense to match the section through the North Hobart shopping centre with the lower and upper ends.</i></p> <p><i>For an All Ages and Abilities route along Elizabeth Street the city needs to provide separated cycleways or match the reduced speed limit of 30km with traffic volumes of less than 400 per hour.</i></p>	<p>people of all ages and abilities can use to move safely and comfortably across the LGA.</p> <p>However, the section of Elizabeth Street between Burnett and Federal Streets is quite narrow in comparison to wider streets in North Hobart such as Argyle, Burnett, Federal and Letitia Streets. Elizabeth Street is part of the high frequency bus route and this route needs to be maintained.</p> <p>There is an expectation from the community that there is some on-street carparking to support the high street function that Elizabeth Street performs.</p> <p>For these reasons a separated bicycle lane on Elizabeth Street between Burnett and Federal Streets will not be included in the Plan.</p>
<p><b>Elizabeth street bypass</b></p> <p><i>Previous discussions about the problem of high levels of through-traffic looked at changing the intersection at Argyle and Elizabeth streets to encourage car movements down Argyle and to remove the slip lane turn into Elizabeth. Other measures like prioritising left-turns into Federal Street and reducing the holding capacity at the Federal Street and Burnet Street intersections could act to encourage drivers to bypass Elizabeth Street if it's not their destination.</i></p> <p><i>A final North Hobart plan should present the actions to be taken to reduce through-traffic volumes through the Elizabeth Street shopping centre and create a continuous All Ages and Abilities cycling route.</i></p>	<p>Objective 11, Strategy 11.1. addresses this matter. This states:</p> <p><i>Encourage vehicles to use Argyle Street or the Brooker Highway when travelling through or to North Hobart to reduce traffic congestion on Elizabeth Street.</i></p> <p>Actions for council to deliver include:</p> <p><i>A11.1.1 Install prominent signage directing drivers to take a more direct route through North Hobart via Argyle Street, instead of Elizabeth Street.</i></p> <p><i>A11.1.2 Install dynamic parking availability signage for car parks to reduce vehicle circulation on Elizabeth Street.</i></p> <p>Actions for council to advocate for and partner on include:</p> <p><i>A11.1.3 Advocate and partner with the Tasmanian Government to reduce the Elizabeth Street speed limit to 30km/h, and upgrade streetscape design to reflect and</i></p>

The Bicycle Network comments	CoH Response
	<p><i>communicate to drivers and pedestrians the low speed environment.</i></p> <p><i>A11.1.4 Advocate and partner with the Tasmanian Government for a redesign of the Argyle Street and New Town Road intersection to encourage drivers to use Argyle Street and reduce through vehicle movements on Elizabeth Street.</i></p>
<p><b>Primary route</b>  <i>An All Ages and Abilities primary route would ideally follow Elizabeth Street as that is the more central and direct route.</i></p> <p><i>Instead, a primary route is proposed running north-south to connect Lenah Valley and New Town with the city centre. This will be useful for commuters who are heading to and from the eastern half of the city centre, such as hospital, TAFE and university staff. For commuters working in the central or western part of the city, Elizabeth and/or Murray streets will continue to be the preferred routes, especially as they don't involve multiple turns.</i></p> <p><i>The other benefit of a cycleway along this route is that it will connect with the yet-to-be-built cycleway on Augusta Road. For it to be effective, the City will need to upgrade the top end of Campbell Street to a separated facility like its lower half. Otherwise, some tentative riders may be scared off by having to ride without protection for part of their journey.</i></p>	<p>See response relating to Elizabeth Street on previous page.</p>
<p><b>Secondary routes</b>  <i>Painted bike lanes are only appropriate on streets with low traffic volumes and speeds and with enough width for adequate buffers between parked cars and bicycles. If those conditions are met on the proposed secondary routes, then painted lanes may be helpful, but Argyle, Federal and Burnett streets are all busy</i></p>	<p>Secondary cycle routes are an important part of the proposed micromobility plan. Design of any cycle routes identified would occur at the project implementation stage with significant community and stakeholder engagement. Their secondary function does not preclude them from being designed to a higher level of separation.</p>

The Bicycle Network comments	CoH Response
<p><i>and if the City does what's needed to divert traffic off Elizabeth Street are likely to get busier. There's also the problem of the pinch point with parking on the Argyle Street hill outside the Friends School – any bike route would need no-standing zones along that section which may be a problem for residents and the school.</i></p> <p><i>Letitia Street is a wide, quiet street and useful for riding except the underpass at Burnett Street is designed for walking which makes crossing with a bike a clunky process. Introducing frequent heavy bus movements may make it less desirable to ride down, but if rapid bus doesn't go ahead then it could be a good street for a secondary route.</i></p>	<p>Please note that new definitions of cycling routes are now being used by CoH.</p> <ul style="list-style-type: none"> <li>• Primary routes are the most direct routes connecting between major centres. These trunk routes form the main backbone of the cycling network and are suitable for faster riding.</li> <li>• Secondary routes connect to primary routes and provide access to key destinations, including schools, employment areas, shops, local services, and facilities as well as notable tourist destinations.</li> <li>• Neighbourhood routes allow people to comfortably ride from their homes and connect to at least one higher-order route or a local destination.</li> </ul>
<p><b>Secure bike parking</b></p> <p><i>Secure bike parking along Elizabeth Street is essential to attract people to shops and services and for people working in the area.</i></p> <p><i>There is a shortage of short-stay bike hoops and no secure bike parking through the shopping centre.</i></p> <p><i>The development of the Condell Street car park presents an opportunity to introduce secure bike parking, although a couple of car parking bays could also be converted for secure bike parking. There is space for more short-stay hoops along the current footpath, especially next to tree outstands.</i></p>	<p>Objective 10, Strategy 10.2. addresses this matter. This states:</p> <p><i>Strategy 10.2 Increase cycle and micromobility parking and facilities on Elizabeth Street and at key destinations.</i></p> <p>Proposed Actions for council to deliver include:</p> <p><i>A10.2.1 Identify suitable locations for secure micromobility parking zones on primary cycle routes to ensure a safe and equitable, clear path of travel for pedestrians.</i></p> <p><i>A10.2.2 Identify suitable locations for micromobility parking, storage and electric charging infrastructure in mixed use development, medium density housing and consolidated off streetcar parking facilities with good passive surveillance.</i></p>



Attachment KCycling South

Cycling South provided a written submission.

Cycling South comments	CoH Response
<p><b>Strategy 10.1</b>  <i>Support all the proposed actions, in particular investigating the road space allocation required for contiguous protected bicycle lanes along primary routes such as Argyle, Burnett, Elizabeth, and Federal Streets. The plan indicates that the section of Elizabeth St between Federal St and Burnett St is to be a 30km p/h shared zone. A mixed environment doesn't work for all ages and abilities cycling if the traffic volumes are high, which they are for Elizabeth St. Alternative routes are less attractive for cycling as Elizabeth St has the best gradients.</i></p>	<p>The Plan has carefully considered the function of Elizabeth Street in the wider cycling network/micromobility plan.</p> <p>We recognise Elizabeth Street as an important north-south corridor that plays a primary function in the cycling/micromobility network. We are developing the Hobart Bicycle Plan 2025 over the next 12 months to holistically guide provision of a bicycling network that people of all ages and abilities can use to move safely and comfortably across the LGA.</p> <p>However, the section of Elizabeth Street between Burnett and Federal Streets is quite narrow in comparison to wider streets in North Hobart such as Argyle, Burnett, Federal and Letitia Streets.</p> <p>Elizabeth Street is part of the high frequency bus route and this route needs to be maintained.</p> <p>There is an expectation from the local community that there is some on-street carparking to support the high street function that Elizabeth Street performs. For these reasons a separated bicycle lane on Elizabeth Street between Burnett and Federal Streets will not be included in the Plan.</p>
<p><b>Elizabeth street bypass</b>  <i>Consideration should be given to prioritising motor vehicle traffic not visiting North Hobart as a destination to bypass routes. For inbound drivers, priority should given to traffic on Elizabeth St to turn left onto Argyle St or at Federal St through signal timing and</i></p>	<p>Objective 11, Strategy 11.1. Actions A11.1.1, A11.1.2, A11.1.3 and A11.1.4 address this matter. See Response to the Bicycle Network for more detail.</p>

Cycling South comments	CoH Response
<i>length of storage for turning movements. For outbound drivers diverting through traffic onto Burnett St and Argyle St should be prioritised. The 30km p/h zone would help encourage avoidance of this section of Elizabeth St.</i>	
<b>Strategy 10.2</b> - Increase cycle and micromobility parking and facilities on Elizabeth Street and at key destinations <i>Support the recommended actions.</i>	We acknowledge with thanks the support of Cycling South on this matter.
<b>Augusta Road intersection (primary route)</b> <i>The sweeping left turn lane from Elizabeth St onto Augusta Road allows for high speeds which makes the area around Hill Street Grocer less safe for people. Crashes with bike riders have been recorded at the intersection so it's good to see it is identified for upgrading.</i>	We acknowledge with thanks the support of Cycling South on this matter.
<b>Connection between Augusta Road and Letitia St (secondary route)</b> <i>Archer St is removed from a direct ride line and it is highly unlikely that riders to and from Augusta Road would use Archer St due to change in elevation, indirectness and awkwardness getting to it. Wilson Street has the potential to be a more direct connection with some improvements to the gradient and alignment of the path at the Argyle St end. Combined with Lewis St it would provide a cycle route to Letitia St and onwards to Campbell St with proper wayfinding information. The Brooker Hwy path at Lewis St intersection at Burnett St would need to be improved and Campbell St bike lanes upgraded to a separated cycleway.</i>	We note these comments and agree that Archer Street could be removed as a secondary cycle route and Wilson Street shown as a preferable neighbourhood connection. Additional neighbourhood connections, like Lewis Street, will be considered in the development of the Hobart Bike Plan 2025.
<b>Elizabeth St</b> <i>Elizabeth St between Federal St and Augusta Road (primary route) It is good to see this section identified as a protected cycling route.</i>	The design of these Primary cycle routes will be finalised at the implementation stage of the relevant project.
<b>Elizabeth St between Federal St and Burnett St (primary route)</b> <i>This is a primary cycling route for anyone heading to the western side of the Hobart</i>	We acknowledge that Elizabeth Street is a primary cycle route and have proposed a reduction in the speed limit to 30km/hr to

Cycling South comments	CoH Response
<i>City Centre as Campbell St only services the eastern side of the city.</i>	make cycling on this section of the high street safer for everyone.
<b>Federal Street (primary route)</b> <i>The intersection of Federal St and Argyle St can get congested, resulting in drivers blocking the bike lane so a protected cycleway on this street would be welcome, particularly as it provides a direct link between Argyle St and Augusta Road that bypasses the steep hill on Argyle St. A protected bike lane should extend along the entire length of Federal St to provide consistency to the street design and make the cycling network more comprehensive.</i>	A protected bike lane along the full extent of Federal Street could be considered at the implementation stage of the project.
<b>Burnett St (primary route)</b> <i>A protected bike lane should be extended between Argyle and Elizabeth St rather than painted bike lanes.</i>	A protected bike lane along the full extent of Burnett Street could be considered at the implementation stage of the project.
<b>Letitia St &amp; Brooker Hwy path (secondary route)</b> <i>As Letitia St is extremely wide, a future rapid bus project could be done in conjunction with a protected bike lane or alternatively the wide footpath alongside the Brooker Hwy could be incorporated into the cycling network as it feeds into Lewis St in the north. It would require improvements where the path crosses intersections.</i>	Secondary cycle routes are an important part of the proposed micromobility plan.  Design of any cycle routes identified would occur at the project implementation stage with significant community and stakeholder engagement.

Attachment LShelter Tasmania

Shelter Tas provided a written submission.

Shelter Tas comments	CoH Response
<p><b>Housing diversity</b>  <i>Shelter Tas strongly supports the objective of more diverse housing options, including social and affordable housing. In Tasmania, there is a chronic shortage of affordable rental options for people on low incomes. Research conducted by AHURI estimates the shortage of affordable and available housing stock for private, low-income renter households in Hobart as being around 2,800 dwellings in 2021, up from 2,000 ten years ago.<sup>1</sup> This chronic lack of affordable rental leads to increasing numbers of people experiencing housing stress and homelessness.</i></p>	<p>Shelter Tas is an important stakeholder and their support for this Objective in the Plan is valued.</p>
<p><b>Social and affordable homes target</b>  <i>Shelter Tas supports an additional strategy under this objective to include a target for increasing the proportion of residential dwellings that are social and affordable homes within North Hobart. This target should be set based on looking at the existing proportion of residential dwellings in North Hobart that are social and affordable homes and expanding this in line with estimates of future population growth.</i></p> <p><i>As stated in the objective, it is important to ensure there are diverse housing options in North Hobart, including social and affordable housing, and one mechanism to achieve this objective is by having a clear future target around the number (or proportion) of social and affordable homes.</i></p>	<p>CoH staff will consider how a target for the proportion of social and affordable housing can be included in the final version of the Plan.</p>



<p><i>Short stay visitor accommodation</i></p> <p><i>In relation to Strategy 1.3 Create a sustainable balance between short stay visitor accommodation and housing for residents, Shelter Tas is supportive of Hobart City Council’s proposal to include a Specific Area Plan in the draft LPS to prohibit the full conversion of dwellings in residential zones to visitor accommodation.</i></p>	<p>Shelter Tas is an important stakeholder and their support for this Strategy in the Plan is valued.</p>
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Attachment MAustralian Institute of Architects Tasmania

Australian Institute of Architects Tasmania chapter provided a written submission.

Institute of Architects comments	CoH Response
<i>The Institute would like to commend the process that has guided the development of the Plan and acknowledges that much of the feedback that was provided in response to the North Hobart Neighbourhood Plan – Discussion Paper from 2023 has been incorporated into the Plan. The Institute applauds the fact that the Plan utilises the expertise of an architect in its formulation. The document is clear, well laid out and easy to read, and it is pleasing to see examples of high-quality architecture used throughout.</i>	The Australian Institute of Architects (Institute) is an important stakeholder and their support for the process that has delivered the Draft Plan is valued.
<b>Climate change</b> <i>The Institute is also pleased to see the acknowledgement of the global climate and biodiversity emergency, under the 'Climate ready Hobart' page at the front of the document.</i>	The Institute is an important stakeholder and their support for Actions relating to climate action in the Plan is valued.
<b>Masterplans</b> <i>The Institute supports the proposed masterplans for both the North Hobart Oval area and the Providence Valley Rivulet block, and notes that the design and problem-solving skills of architects are crucial to the development of these masterplans, along with future planning for Condell Place, and the next steps in the implementation of the Plan.</i>	The Institute is an important stakeholder and their support for the Actions to undertake master planning of specific areas is valued.
<b>Heritage and Urban Design Guidelines</b> <i>The Institute notes that the Plan references guidelines that are currently under development by the City of Hobart, including the Heritage Design Guidelines (p. 24, 58, 82, 131) and the Urban Design Guidelines (p. 82). The Institute would welcome the opportunity to provide input into these guidelines as they are being developed and prior to them being finalised.</i>	<p>The Institute's feedback has been passed on to the relevant staff within the CoH Place Design and Heritage teams.</p> <p>It is understood that the CoH's Urban Design Advisory Panel has provided feedback on the Urban Design Guidelines project being undertaken separately to this project.</p>

Institute of Architects comments	CoH Response
<p><b>Well Designed and Well Built</b>  <i>The Institute is pleased to see that the Plan promotes well designed built forms and urban fabric throughout the document and suggests that reference to this could also be made on page 17 where mixed-used development and medium density housing is noted, in relation to the vision for North Hobart for the next 20 years. The Institute suggests that the Plan promotes built outcomes that are not only well designed, but are also well built, as the quality of the outcome depends on both. Involving architects in the contract administration part of a project (while it is being built) can help ensure a quality build, as the architect observes conformity to the building contract documents as well as the quality of the outcome.</i></p>	<p>The proposed solution is outside the scope of this project.</p>
<p><b>Heritage</b>  <i>The Institute strongly supports good design that responds to its context. Regarding heritage, any guidelines need to be consistent with the articles of the Burra Charter. This will ensure best practice standards for managing cultural heritage places in Australia. Any guidelines also need to be developed in conjunction with heritage professionals, architects, and consultants. National and interstate examples of such guidelines have been drafted at a state level by the relevant government architect, and in each case in collaboration with the Australian Institute of Architects. Variably they have been either prepared collaboratively with the peak state heritage agency or with their endorsement<sup>5</sup>. With respect to terminology, the Institute has concerns about the interpretation and subsequent application of terms such as 'complement' within the current planning scheme, leading to built outcomes that</i></p>	<p>The Institute's feedback has been passed on to the relevant staff within the Heritage team.</p>

Institute of Architects comments	CoH Response
<i>are mimetic of heritage character, so rather than reflecting a contemporary context it encourages stylistic reference to historic architecture. The Institute promotes an approach where architects respond to history and context and innovate on, rather than imitate, existing heritage.</i>	
<p><b>Viability</b>  <i>In consulting with Institute members who have worked with developers, feedback has been received about the feasibility of medium residential development. The Chapter has heard of instances where private developers have sought to create medium density developments (in one instance, in North Hobart), but under the current planning scheme, have found that these developments aren't financially viable, due to the constraints of the site yield, due to setbacks and height limits. It is unclear at this stage whether the proposed changes included in the Plan will alleviate these issues, and this would likely require testing. The Institute suggests there should be avenues built in for opportunities that do not comply with the rules, other than having to go to appeal during the planning process, which is costly for all involved. Some nuance should be allowed for, and incentives provided to encourage private development in the right locations with pay-offs that benefit the community.</i></p>	<p>The Plan proposes to implement increases in height where appropriate through a Specific Area Plan (SAP) or other similar mechanism in the planning system.</p> <p>There is already a discretionary pathway in the planning scheme for development that does not meet the Acceptable Solutions in the relevant standards. In these instances the proposed development is assessed against the performance criteria. Developer contributions are being explored as a mechanism to provide community development as a result of development, this work is ongoing.</p> <p>The viability of a development is dependent upon a variety of factors, many of these are beyond the control of Council. However, Council continue to investigate the affordability and availability of housing in the Hobart LGA.</p>
<p><b>Building heights</b>  <i>When considering building heights, we suggest that height limits could be expressed in storey limits, rather than in metres. We want to enable good design. Height limits expressed in meters could result in developers trying to squeeze in as many floors as possible to generate more saleable area, which would result in low quality spaces</i></p>	<p>There is no precedent for the assessment of building height by the number of storeys in Tasmania. It is unclear whether the TPC would support a standard of this nature. The provision of appropriate floor to ceiling heights have been considered when establishing the proposed building heights.</p>



Institute of Architects comments	CoH Response
<i>(with low ceilings). If a storey limit was the datum instead, then developers could be allowed to create spaces that had generous floor to ceiling heights which in turn create better spaces to be in and remain within the rules.</i>	
<b>Building Typologies</b> <i>The Institute suggests that the Plan considers providing avenues for alternative building types, including courtyard models, which should be considered in the provision of medium-density developments. These models are used around the world and are space-efficient and allow for outdoor amenity in the middle of the property. Some of the planning controls in relation to setbacks preclude this type of development.</i>	<p>The Plan proposes front and rear setbacks for a variety of reasons including protecting the amenity of neighbouring properties, privacy, solar access, WSUD, flood management, and greening.</p> <p>The proposed Built Form Guidelines do not necessarily prevent a courtyard design from being approved.</p> <p>The detail set out in a planning scheme amendment will determine the exact wording of any standards set out in a SAP or alternate mechanism in the planning scheme.</p>

Attachment N

## Urban Design Advisory Panel

Feedback from the Urban Design Advisory Panel (UDAP) was generally sought in relation to the Draft Plan and more specifically on the *Urban Design Principles*:

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

More specific feedback was sought on the following aspects of the *Urban Design Principles*:

- the proposed maximum building heights;
- building setbacks;
- street activation;
- design quality and sustainability; and
- overshadowing controls.

As well as feedback on the following proposals:

- Condell Place car park concept design principles
- Providence Valley Rivulet Masterplan
- Sports Precinct Masterplan

General Feedback	
UDAP comments	CoH Response
<p><i>Are there also aspects of the broader context that could be included in the analysis and explanation of ideas for this site – the approach into the area from key streets, and how this might inform design. Thinking in particular about the approach coming up Argyle and Elizabeth Streets and also down Elphinstone Rd. It would also be good to understand more about the interface between Midtown and North Hobart, particularly the block to the south on Argyle and Elizabeth Streets. I'm not clear on the objectives for these areas and whether NH represents an identifiable shift, or if there is an intention to extend ideas from Midtown to NH or vice versa.</i></p>	<p>The area south of Burnett Street described in the comment is covered by the Central Hobart Plan. The Central Hobart Plan has been considered in relation to the draft North Hobart Neighbourhood Plan.</p> <p>An Action is proposed to investigate whether an additional stage of the Elizabeth Street Vision Plan should be undertaken for the North Hobart study area.</p> <p>Transport planning consultants, Movement and Place, have considered the connection to the surrounding areas in their work on the pedestrian, micromobility and public transport plans.</p> <p>Elizabeth Street between Burnett Street and Federal Street has an overlay which was developed to protect the streetscape. The</p>

General Feedback	
UDAP comments	CoH Response
	<p>planning mechanism is the North Hobart Specific Area Plan. This SAP is proposed to be retained.</p> <p>The CoH do have the capacity to propose changes to a specific area plan. However, the research and consultation undertaken for this plan has not identified any desire or need for this to take place.</p>
<i>I support Strategy 3.2 - 3 "Support events and programs which showcase and celebrate exemplar building design, sustainability and innovation." My opinion is that further Strategies should be developed in this regard regulate this and to promote a culture of community support and pride for measurable sustainable building design initiatives and achievement by developers / building owners. This could include campaigns promoting sustainable building examples, badging and the Open House Hobart type showcasing of Sustainable North Hobart (already alluded to under 3.2 - 3)</i>	<p>Action A3.2.3 <i>Support events and programs which showcase and celebrate exemplar building design, sustainability and innovation</i>, potentially includes support for events such as Open House Hobart and the Institute of Architects Awards program.</p> <p>Other initiatives to better acknowledge quality building design could potentially be explored in collaboration with appropriate stakeholder groups such as the Institute of Architects.</p>
<i>Overall this is an exciting, carefully created plan that brings together many inputs and perspectives... There are many strengths and positive aspects that I haven't commented on, but I recognise the challenges of such an integrated piece of work.</i>	UDAP are an important stakeholder and members support is appreciated.
<i>Text states 'North Hobart developed into a high-density working-class neighbourhood' yet the definition of medium density housing on p 34 describes a denser condition (up to 6 storeys) than the current fabric. There is often confusion and a lack of clarity around density terminology, so it's great that the plan defines it so clearly, but it would make sense to remove 'high-density' from the text on page 6.</i>	<p>Whilst North Hobart was considered 'high density' for its time, we agree that language should be consistent throughout the document.</p> <p>A clear definition of medium density is provided on page 52 of the Plan.</p>
<i>I think it would be useful to include some of the information (Such as projected</i>	Population growth projections have changed since the inception of this project

General Feedback	
UDAP comments	CoH Response
<i>growth, tree canopy cover) from the discussion paper in this section, because it provides the rationale for the scale of change that is proposed.</i>	and continue to do so. However, it is evident is that we are experiencing a housing affordability and availability shortage within the Hobart LGA and that there is a need for a diverse range of housing close to the city, employment, education, services and public transport. Tree canopy data could be included and we will consider this for the final Plan.
<i>I suggest adding 'learn' to the vision, recognising the footprint of education in the area '....reputation as an attractive place to live, work, <u>learn</u> and play has grown'.</i>	We agree that the education role that North Hobart provides is an important aspect of the area which should be better acknowledged in the final version of the Plan.

Urban Design Principle: Built form and design	
UDAP comments	CoH Response
<i>UDAP has had the opportunity to review draft CoH Urban Design Guidelines and I suggest that the panel would be well placed to contribute to "Strategy 3.2: Support design quality and excellence in new buildings" regarding comment on any proposed Planning Scheme amendments falling under this Strategy. Likewise UDAP comment / contributions in relation to best mechanisms for utilising Medium Density Guidelines under this Strategy would also be appropriate.</i>	Any future Planning Scheme Amendment will carefully consider the State Governments Medium Density Guidelines and all relevant City of Hobart policies, and plans, as well as existing Design Principles and Guidelines.  There is the potential to provide the UDAP with the opportunity to review any future Planning Scheme Amendment prior to endorsement by the Council and lodgement with the Tasmanian Planning Commission.
<i>Potential to highlight roof top gardens to supplement the open space deficits in the neighbourhood, and provide benefits for people living in apartments, and also urban cooling more generally... How could planning provisions or incentives help us advance rooftop outcomes for North Hobart?</i>	Page 83 includes "terraces" under landscape, greening and flooding, change to "roof terraces" photograph of roof terrace below is adequate.



Urban Design Principle: Public realm and open space	
UDAP comments	CoH Response
<i>Open space and greening - 'to address North Hobart's lack of open space'. Notwithstanding that there is an open space strategy underway for the LGA, it would be useful to demonstrate the gap in a diagram or paragraph. This will help Council plan for open space based on need in relation to the urban context.</i>	The Discussion Paper included a diagram which indicated the 200 metre and 400 metre walking catchments to existing open space and where the gaps are located. It may be worth considering including this diagram in the final Plan to illustrate how proposed new Open space could help to meet the shortfall. CoH to consider.
<i>I'm not sure it's reasonable to rely on public use of the school's green spaces to fill the gaps in North Hobart's open space system, when the Council's own North Hobart oval is locked up for private use.</i>	Any use of school sportsgrounds or playgrounds would require consultation with the landowner. The Draft Plan proposes better utilisation of the area surrounding the football oval and the underutilised northern most bowls green within this area. See pages 104-109.
<i>The 'open space' suggested at Condell Place - great that it has northerly aspect but it is too small to describe it as an open space. The potential open space shown adjacent to Burnett Street would be shaded by 5 storeys to the north, sloping to the south, and located on a main road with lots of idling traffic during peak hour at the new traffic signals. This is an inappropriate location for open space, unless it is just intended as a planted verge (decorative value only) in which case don't describe it as open space.</i>	Open space comes in many shapes and sizes. Whilst this may not be described as a Neighbourhood Park, it may be described as a Pocket Park or Local Park.  The diagram indicating the inclusion of various elements at the Condell Place car park site is intended to be diagrammatic and the size of the open space could vary depending upon a more detailed design. The area indicated on the open space plan which is adjacent to Burnett St/Arthur St is identified as a new local park or greening in the legend. However, we agree that these elements could be separated out to show 'greening' separately to a 'new local park' in the final version of the Plan.
<i>Public realm and open space principles. It may seem obvious but there should be a principle acknowledging that open space in urban area should provide for play, physical activity and social connection (in addition to the other principles mentioned here).</i>	Agree that the definition of this could be elaborated on to ensure appropriate understanding.
<i>Please rethink the recommendation for 'upward lighting' (it creates light pollution - not dark sky friendly)</i>	CoH staff to add note to ensure lighting is Dark Sky friendly.

Urban Design Principle: Public realm and open space	
UDAP comments	CoH Response
<i>Noting the future green space, greenery and street planting, it would be great to note in the appropriate guideline document (perhaps the Urban Design Guideline?) that artificial grass (as in Swan Street Parklet) is not appropriate for urban public realm? Green space should be living, and if the site or use can't support plants, surfaces should be paved.</i>	It is noted that artificial grass is not considered appropriate. Council's Public Realm Design Manual for the Hobart LGA will describe an appropriate material palette.
<i>WSUD can also be integrated in to street tree plantings (see City of Melbourne) - providing passive irrigation to support the trees (WSUD is also about slowing water down and capturing it for re-use in the urban landscape, not just flood management)...</i>	Agreed.
<p><b>Strong Open Space Network</b></p> <p>Open spaces only provide benefits (and are only well utilised and activated) when they are big enough to feel welcoming and to contain various activities. Pocket parks, small plazas, forecourts or additional 'small local open spaces' won't fulfill the need that new urban residents will have for open spaces.</p> <p>A local example that demonstrates this is Swan Street, it is not well used despite being newly upgraded and in a high foot traffic area - because it is not a suitable size to perform the role of a park.</p> <p>Further:</p> <ul style="list-style-type: none"> <li>• <i>Wilson Street is a landscaped verge space, and Una Street is a pedestrian link/stair case. They provide greening and pedestrian links, but they are not parks and should appear as pedestrian links, not open spaces.</i></li> <li>• <i>Soundy Park is approx 0.7Ha, in most urban open space hierarchies this would be considered fairly small. However it is well designed, with large trees, high quality provision and well maintained - which allows for multiple</i></li> </ul>	<p>These areas indicated on the open space plan are identified as a "new local park or greening" in the legend. However, we agree that these elements could be separated out in the final version of the Plan.</p> <p>There is an opportunity for an additional public open space to be investigated on the northernmost bowls green as part of the North Hobart Oval Sports Precinct Masterplan.</p> <p>The area identified as potential public open space is approximately 1,200m<sup>2</sup>. The redundant bowls green which has been identified for this potential public open space is considerably larger than the Swan Street Park which is approximately 335m<sup>2</sup>.</p> <p>The intention would be for this park to link into improved accessibility in the area surrounding the oval and the pedestrian and cycle network beyond.</p> <p>Improved access to the Queens Domain, which is considered a large park, attracts residents and visitors from the local</p>

Urban Design Principle: Public realm and open space	
UDAP comments	CoH Response
<i>uses including barbecuing, play (younger and older kids), kick a ball area, toilets, dog exercise. It is very well utilised.</i>	<p>neighbourhood as well as surrounding suburbs, has the capacity to provide for a wide range of community needs including higher levels of amenity/ embellishment, such as providing a place for events and social gatherings.</p> <p>The Action to provide additional and improved access to the Domain from North Hobart is a key consideration in the overall provision of public open space for North Hobart's existing and future residents.</p>

Urban Design Principle: Movement and access	
UDAP comments	CoH Response
<i>What determines the position of the connections to the Domain? It would be good to explain this as part of a diagram that demonstrates the ideas related to movement through the suburb, both residents and others, with particular focus on how cycles and pedestrians might have new routes and connections.</i>	<p>The most appropriate locations for connections to the Domain were done in consultation with transport planners, Movement and Place Consulting.</p> <p>Existing plans such as the <i>Queens Domain Masterplan 2013</i>, City of Hobart, were reviewed, and access for people with a disability and cyclists considered. Figure 35. Open space plan illustrates the proposed location of connections. Pedestrian access is illustrated through Figures 37. Pedestrian plan and 38. Connecting John Doggett Park through to Soundy Park and the Domain. Figure 39. Micromobility plan illustrates opportunities for cyclists to access the site through a new bridge and signalised traffic signals to cross the Brooker Highway.</p>
<i>Transport - North Hobart is very walkable and has high walk to work rates (27.9%) which is almost double Hobart LGA (14.56%). It reinforces the need to prioritise pedestrian safety and amenity (which the plan presents strongly).</i>	Agreed.

Urban Design Principle: Movement and access	
UDAP comments	CoH Response
<i>The presence of the students is relevant for pedestrian safety between schools and North Hobart strip, public transport, active travel to school routes (including intersections of Ryde and Argyle (both sides of Argyle), and Yardley and Argyle... Friends School: is Tasmania's largest school with 1,310 students plus staff...</i>	<p>It is noted that the Plan could refer to the fact that student travel paths have been considered in the assignation of primary and secondary pedestrian streets and cycle routes on Argyle, Burnett and Letitia Streets.</p> <p>An extension to the primary pedestrian street further north to the Friends School location could be considered.</p> <p>Design of any cycle routes identified would occur at the project implementation stage with significant community and stakeholder engagement. Their secondary function does not preclude them from being designed to a higher level of separation, especially in consideration of the number of students and staff who could potentially utilise this route.</p>
<i>Can planning provisions for North Hobart require secure bicycle parking in apartment blocks (coupled with car parking maximums)</i>	A Special Area Plan (SAP) could be proposed with a standard to require secure bicycle parking in apartment blocks as well as reducing the minimum number of car parking spaces. CoH to investigate.
<i>11.2.1 'identify locations to provide consolidated car parking at the periphery of the Elizabeth Street Precinct to help reduce unnecessary vehicle movements and traffic congestion'. Where are these potential locations likely to be? Condell Place and Rivulet Block seem to be earmarked for other uses.</i>	<p>Car parking could potentially be provided by council, on council owned land, or by a private provider/business on privately owned land.</p> <p>There will be potential for consolidated carparking to be provided on private land either as a discretionary use or in conjunction with another use, such as general retail eg. supermarket.</p> <p>There is the potential for renewal within the Providence Valley Rivulet Masterplan area for the provision of consolidated car parking.</p> <p>Any future redevelopment of the Condell Place car park site should allow for retention of car parking on the lower ground floor.</p>



Design quality and sustainability	
UDAP comments	CoH Response
<i>One of the very complex challenges for North Hobart is how the heritage of the area is valued and balanced with the transition into a 'future heritage'.</i>	<p>The Draft Plan includes information about existing Heritage Places and Precincts in the current planning scheme. There is no intention to changes the Heritage Places and Precincts in the LPS of the Tasmanian Planning Scheme.</p> <p>Planning applications are assessed against the standards in the planning scheme in place at the time of assessment. The standards in the planning scheme are determined by the authors of that Scheme. Whilst the CoH do have the ability to propose to change the listed places and precincts, they do not have the ability to change the standards that applications for works at places and in precincts are assessed against.</p> <p>The CoH do have the capacity to propose changes to a specific area plan. However, the research and consultation undertaken for this plan has not identified any desire or need for this to take place.</p>
<i>I also support ... request for UDAP to be involved in the discussions of Heritage Design Guidelines, and to also continue dialogue about the interpretation of heritage.</i>	This has been noted and has been passed on to the relevant staff.
<i>This document [the Burra Charter] sic gives really clear guidance around how layers of history – past, present and future – can be interpreted and developed. There are lots of ways that the character of the area can inform new buildings and spaces, while still addressing scale shifts. Perhaps more examples and case studies of this could be useful.</i>	<p>Examples of buildings of varying scale and form that respond to character are included on pages 71-73.</p> <p>Further examples can be considered for inclusion if provided.</p>
<i>If a diagram was to be prepared that indicates the pockets within the neighbourhood that are NOT Heritage Listed or Heritage precincts we would gain a clearer idea of which areas will NOT be impacted / overridden by</i>	<p>The Heritage Guidelines are a separate project and information relating to them will be included in the relevant documentation when the time comes.</p> <p>Areas identified for residential housing opportunities are illustrated in Figure 8. And areas identified for employment opportunities are illustrated in Figure10.</p>

Design quality and sustainability	
UDAP comments	CoH Response
<i>Heritage Guidelines. This I believe would be both helpful as well as illuminating.</i>	Figure 13. indicates Proposed maximum building heights across the study area.

Feedback on proposed Actions relating to specific projects.

Providence Valley Rivulet Masterplan	
UDAP comments	CoH Response
<i>Questions relating to the how the 'palawa culture and connection' outlined in the Discussion Paper can be used to inform the Neighbourhood Plan. Suggest that a key to this might be connection to Country through a stronger engagement with the pre-existing condition – how can the existing rivulet be celebrated, not just in the location in which it is visible, but more broadly.</i>	<p>The consultants engaged a Tasmanian Aboriginal subconsultant to assist with the development of the Discussion Paper and Draft Plans stages of the project.</p> <p>The Providence Valley Rivulet area was discussed as a significant area to improve connection to Country.</p> <p>The development of any future masterplan for the area would require continued engagement with the local Tasmanian aboriginal community to investigate appropriate changes in this area. Please see pages 36, and 89 for Objective 4: A welcoming and diverse place of creativity and culture, Strategy 4.2 Provide opportunities for palawa cultural expression, including connection to Country throughout North Hobart and the Providence Valley Rivulet and Actions 4.2.1 and 4.2.2.</p>
<i>Throughout doc 'Providence Valley Rivulet' should probably be 'Providence Rivulet' or 'Providence Valley' depending on whether you are referring to the waterway or the landform. - Providence Valley is the landform that the rivulet runs (including underground) along a fall line from Providence Valley Reserve, down Cato Ave and Valley Street, along Lower Jordan Hill Road / Newdegate Street, to Providence Café, and then on to where it appears at the</i>	The Providence Valley Rivulet title for this area came from THELIST.tas.gov.au however this feedback is noted and the name for this area may be reconsidered prior to the finalisation of the Plan.

Providence Valley Rivulet Masterplan	
UDAP comments	CoH Response
<p>back of Lefroy St car park, to Soundy Park.</p> <p>- I suggest dropping Valley (as the valley is not evident there) and referring to this block as the Providence Rivulet Block.</p>	

North Hobart Oval Masterplan	
UDAP comments	CoH Response
<p>My sense is that there is a need for another Soundy Park sized park to support North Hobart's liveability goals with the growth foreshadowed in the plan. North Hobart Oval is the right location and has ample space to provide it.</p> <p>Need to identify the preferred size of open space to be reserved at North Hobart oval based on needs analysis. Ideally as big as Soundy Park, but the discussion paper seems to be describing little spaces associated with new built form, incidental to the oval, around the perimeter.</p>	<p>There is an opportunity for an additional public open space to be investigated on the northernmost bowls green as part of the North Hobart Oval Sports Precinct Masterplan.</p> <p>The area identified as potential public open space is approximately 1,200m<sup>2</sup>. The redundant bowls green which has been identified for this potential public open space is considerably larger than the Swan Street Park which is approximately 335m<sup>2</sup>.</p> <p>The intention would be for this park to link into improved accessibility of the area surrounding the oval and the pedestrian and cycle network beyond.</p>
<p>Arguably the City is responsible for providing adequate open space to its residents in the context of growth precincts, particularly when it owns North Hobart Oval, a substantial tract of land in a suitable location, currently locked up for sport, but barely used. Other council playing field assets such as Clare Street Oval, Darcy Street Oval, Wellesley Street Oval, Sandown Park, Queensborough Oval, are leased by sports clubs for games and training, but they are open to the public outside of those hours. Why is North Hobart different? It was once the home of AFL in Tasmania but that use expired decades ago, and it is now</p>	<p>The number of hours per week on the North Hobart Oval is already exceed what recommended for most of the year.</p> <p>This is a result of the oval surface being built over a 300mm sand base, it needs to be managed carefully in terms of use and access and cannot tolerate the same level of use as clay-based grounds. This is because exposed sand is hazardous than as it can shift underfoot causing leg injuries.</p> <p>Whilst incidental use of the ground by the community for kick to kick or light usage would not present an issue (apart from trying to manage the timing of that so it</p>

North Hobart Oval Masterplan	
UDAP comments	CoH Response
<p><i>languishing, in an inner city location. There are no longer any of these facilities in inner Melbourne, they had their fences removed for public access years ago.</i></p>	<p>doesn't conflict with the hirers or our works program), however the ground would not be suitable as a location for dog exercise.</p> <p>Regular users' groups include:</p> <ul style="list-style-type: none"> <li>• North Hobart Football Club</li> <li>• AFL Tasmania</li> </ul> <p>AFL usage:</p> <ul style="list-style-type: none"> <li>• Men's matches per year - approx. 50</li> <li>• Women's matches per year approx. 20</li> <li>• Junior matches per year approx. 30</li> </ul> <p>Training</p> <ul style="list-style-type: none"> <li>• 15 hours per week booked on the ground.</li> </ul> <p>Soccer</p> <ul style="list-style-type: none"> <li>• only really have the one A-League game per year.</li> </ul> <p>No cricket, as there is no pitch.</p> <p>Recommended use is 12 hours per week, usage sometimes reaches 22 hours per week. The Oval is overbooked from April to the end of September. Ground is then closed from October to mid Jan for maintenance. Mid-Jan – April is used for preseason training and practices matches – this is the time of the year we would sustain more use around other the traditional hirers. The area around the oval is accessible, (locked at night), but you would not necessarily know it if you walked past.</p> <p>Signage and wayfinding could improve usage and therefore passive surveillance around the site and be beneficial in a myriad of other ways, connectivity etc.</p>



North Hobart Oval Masterplan	
UDAP comments	CoH Response
	<p>Existing buildings and underutilised space around the perimeter could benefit the community more broadly.</p> <p>Wheelchair (universal) access through the site could also be improved.</p>

