

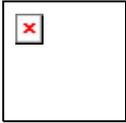
Hobart City Council

Hobart Central Area Zoning Review

Stage 2 & 3

Report



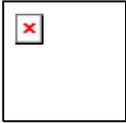


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- A Strategic Development Opportunity Sites
- B Opportunity Sites for Repair and Infill of Streetscapes



1. Introduction

This report summarises the outcomes of previous Council studies in defining the land use and development policy areas in terms of functionality, similar built character and heritage values. It also examines options for the structure of zones and overlays within the framework of the Resource Planning and Development Commission's (RPDC's) Directive on the form and structure of Planning Schemes known as the 'Template' for planning schemes. The report provides the outcomes of Stage 2 and 3 of 5 of the Central Area Zoning Review, as required by the brief.

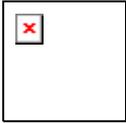
1.1 Methodology

This stage of the project involves a review of literature identified in the brief to provide context and inform the preparation of potential zoning, precinct or special area recommendations. This includes relevant parts of the Central Area Strategy Plan (CASP), a Planning Scheme Density Study, the Central Service Area Review (CSAR), the Central Area Heritage Study, the Fringe Area Heritage Study and a Parking Standards Provisions Review.

The precinct and zone boundaries proposed by these studies were mapped, then reviewed and refined by way of site inspections as the previous studies did not cover all areas. Areas of transition or potential land use or development prospects were also identified and mapped.

Options for planning policy areas have been identified and considered in terms of the Template for planning schemes.

Finally, the role of previously identified opportunity sites have been considered in the strategic context of the city along with the appropriateness to address these sites within the Template framework.



2. Literature Review

The issues or statements considered relevant to the future planning framework for the study area from our review of studies identified in the project brief are summarised in this section.

2.1 Central Area Strategy Plan

The most relevant parts for this project cover the built environment, plot ratios and opportunity sites.

2.1.1 Built Environment Development Framework

This study includes building envelopes for the central city area reflecting amenity issues such as retention of sunlight and minimising the impact of wind, as well as taking into account the impact of new development on heritage listed sites.

In addition, a proposed zone and precinct structure has been identified. The key outcomes have been mapped in Figures 1 and 2 showing boundaries for similar uses or activities and areas where either building envelopes, plot ratio controls and height limits are recommended.

These provisions could to be included in the new planning scheme as an overlay covering building envelopes or as provisions under the relevant zone. An overlay is perhaps more relevant as the zone boundaries are unlikely to be appropriate to the areas suggested to be covered by the building envelopes.

The following extract may also be suitable as a Statement of Intent/Purpose:

New development is to conform with the building envelopes designed to reinforce the traditional character of Hobart and facilitate a high level of pedestrian amenity and comfort by respecting the heritage values in the area and by minimising the environmental impacts of wind tunnelling and maximising sunlight penetration to street level.

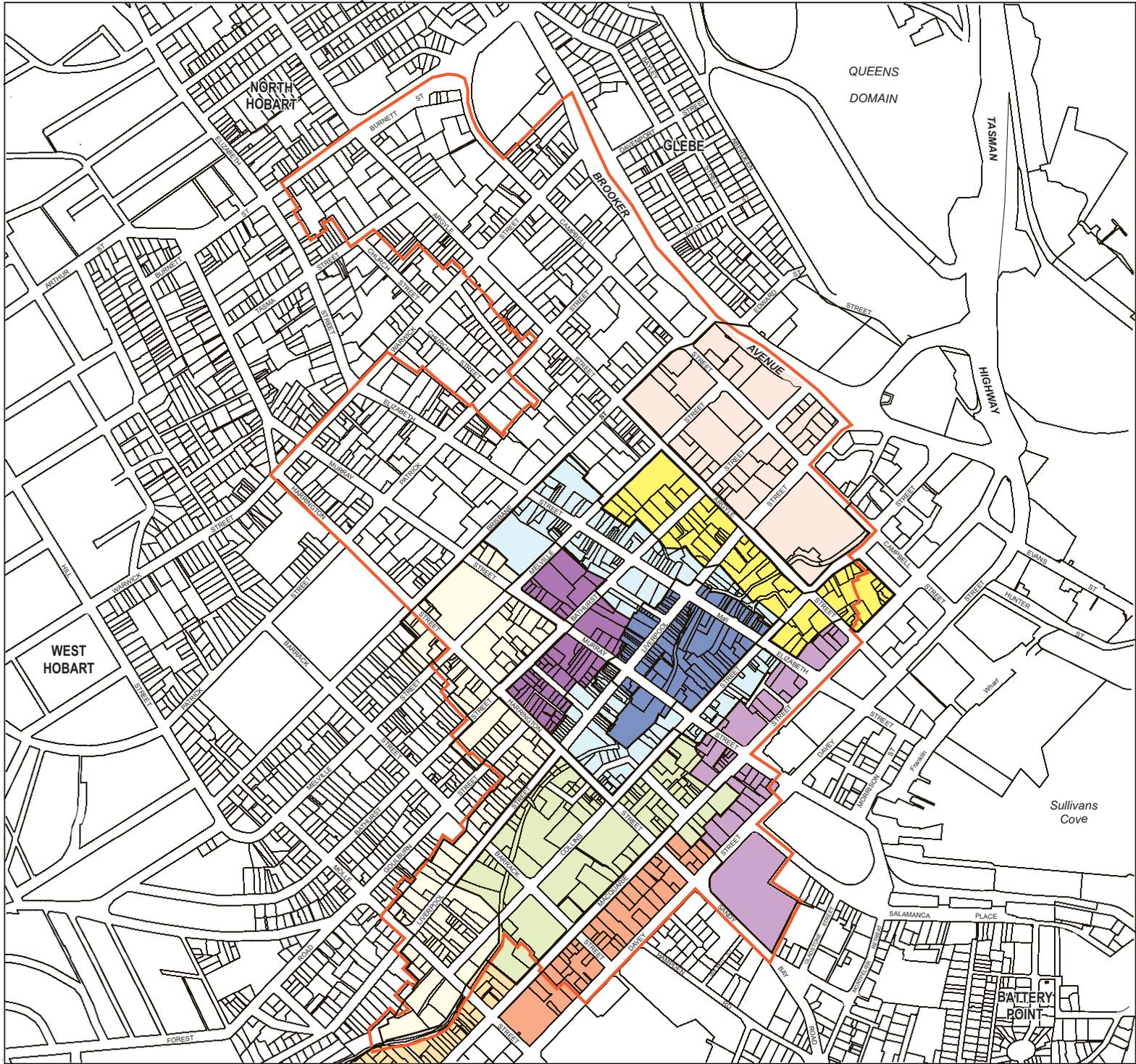
2.1.2 Plot Ratio

Plot ratio is also covered in CASP and the following statements may be of use:

For precincts outside the higher intensity commercial areas it is proposed to implement either a single plot ratio setting to more realistically reflect the preferred activity pattern, or a Heritage Precinct status, with no plot ratio, to ensure that any development is based on heritage considerations.

The current range of controls generally constitutes overzoning in terms of development potential when measured against the current land-use zoning provisions, land use activity patterns and the likely future role of the Central Areas blocks surrounding the traditional CBD.

For those parts of the city where mixed and service uses are desired to be continued plot ratios set between 2-2.5 and 3.0 need to be considerably reduced to a level reflective of current and probable future uses. This reflects a single story building and a proportion of the site set aside for parking, vehicle access and servicing or outside storage and display.



**HOBART CENTRAL AREA
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- Precinct Boundary —
- Community Services
- Commercial Central East
- City Heart Precinct (Primary Sector)
- City Heart Precinct (Secondary Sector)
- Commercial Central West
- Civic & Cultural
- Central Services
- Government & Administration
- Community & Professional Services
- Commercial Residential
- Central Area Zoning Review study area

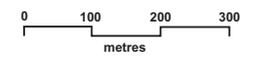
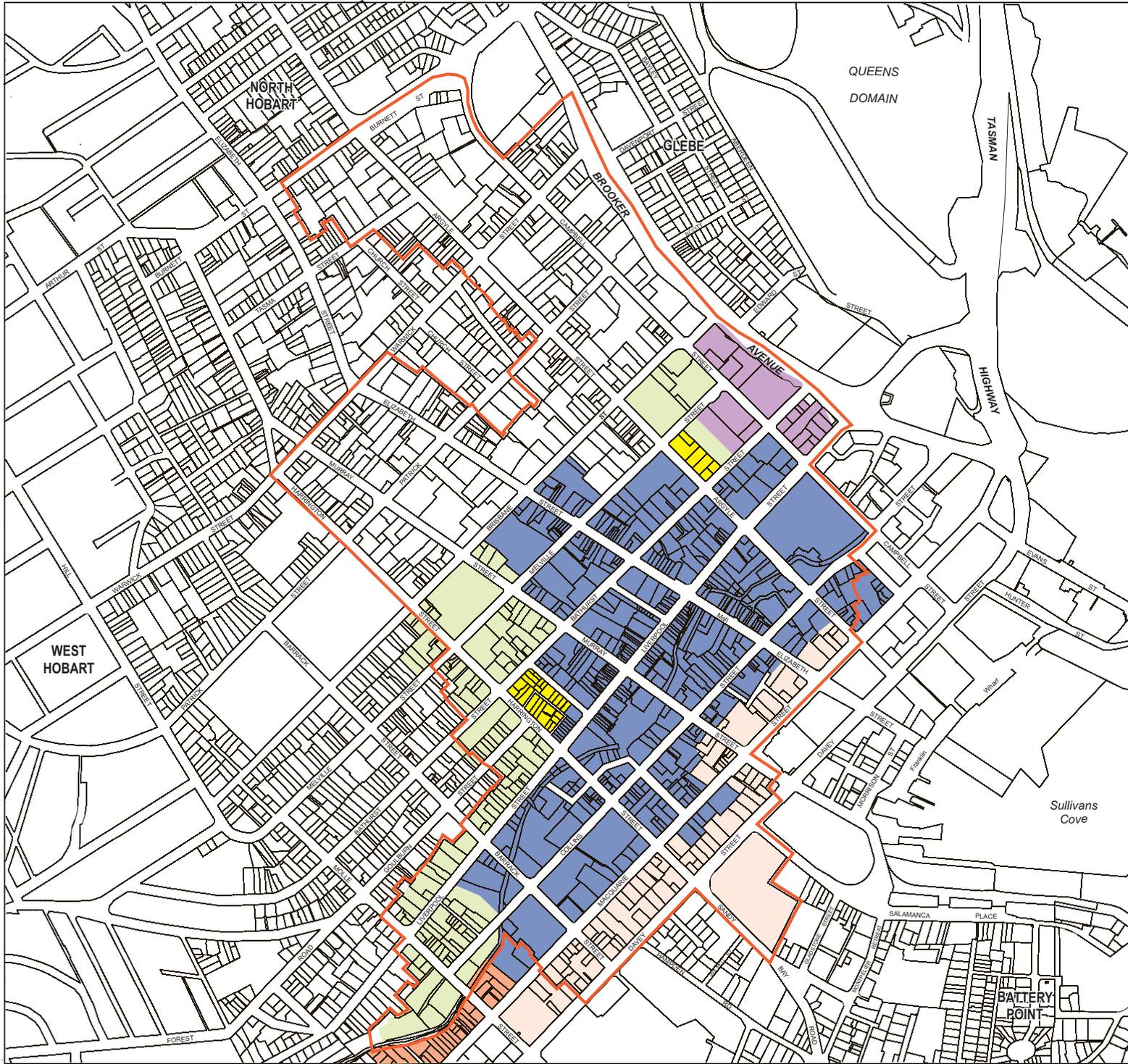


Figure 1
Central Area Strategy Plan (CASP)
LAND USE ZONES/PRECINCTS



**HOBART CENTRAL AREA
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- Heritage & Streetscapes
- Heritage & Streetscapes (Building height* = 3-6 metres)
- Building Envelope Controls
- Building height* = 6 metres
Plot Ratio = 1.0
- Building height* = 10 metres
Plot Ratio = 3.0
- Building height* = 12 metres
Plot Ratio = 3.0
- Central Area Zoning Review study area

(*Height measured to eaves or top of parapet)

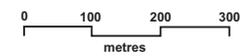
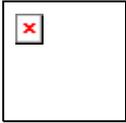


Figure 2
**Central Area Strategy Plan (CASP)
DEVELOPMENT CONTROLS**



2.1.3 Opportunity Sites

CASP identifies the following opportunity sites:

1. Melville Street, next to Red Cross and the old Roberts site;
2. Bathurst Street (opposite Book City);
3. Liverpool and Argyle Streets (old Websters site);
4. Market place;
5. Collins Street (behind Hadley's hotel);
6. Centrepoint (some excess capacity in the building envelope in this area).
7. Corner of Barrack and Liverpool Streets –includes the Nettlefolds site, which has been subject to a Supreme Court decision on heritage value.

Some of these sites are still available while others have now been developed. Site 4 is no longer available as it has since been developed for a multi-storey car park. It is the only site that was not in the study area for this project.

Comment on the Central Area Strategy Plan:

Built Environment Framework

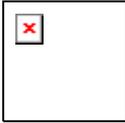
The Building Envelopes have never been reviewed or implemented and therefore it is not known if they work in practice. A recent example for a proposed development for one of the case study site finds that more detailed site assessment is required than relying on the building envelope. An option is to include the building envelope as a standard although it is likely to be a performance criteria rather than an acceptable solution. An alternative is to require detailed site assessments for key sites using the building envelope information for guidance. The latter is preferable as the analysis provides a solid basis for determining the appropriate envelopes based on climatic conditions and heritage values, including impact on streetscapes.

Another issue is the current building height limit in the City of Hobart Planning Scheme 1982 raises expectations of higher buildings than those that would take into account the building envelope criteria. The Building Height limit needs to be reviewed and perhaps removed. The height limits proposed in CASP are well below the scheme limit.

Precincts and Zones

There is little justification in the report for the zone and precinct boundaries identified in CASP. However, these create a good starting point for further consideration during later stages of this project. It seems appropriate for a mixture of both zones and some form of area based development standards. The Template for Planning Schemes provides some suitable zones based on land uses. The precincts identified in CASP are based on a combination of both use and development. Therefore, another mechanism will be required that covers development policy in a spatial sense. This could be either in the form of precincts or an overlay with standards provided in a development schedule. The Template does not preclude these options.

The Template provides the framework for defining uses, which is not completely compatible with the findings of CASP.



Opportunity Sites:

The sites identified in CASP provide a starting point for this study. However, they are less strategic than in Sullivans Cove and are unlikely to require the same level of detailed site analysis as those in the Cove. Most are still vacant ten years after CASP.

2.2 Spiller Gibbins Swan - Planning Scheme Density Study: Review of Plot Ratio, August 2001

Reasons given for the review in the study are:

- ▶ *'A number of heritage studies have advocated the use of building envelopes rather than plot ratios because the massing, spacing and form of buildings in heritage areas is established and is a key feature of the character of the area.'*
- ▶ *Demand is usually below the plot ratio therefore rendering plot ratios irrelevant.*
- ▶ *Performance based approaches usually offer a conservative acceptable solution and there is the possibility to offer alternatives that meet performance criteria, which are stated rather than a blunt instrument of plot ratio.'*

The key finding is that a performance-based approach with building envelopes and other development standards nominated in acceptable solutions is considered to be more appropriate method of managing height, setback and bulk of developments than plot ratios. This approach is better able to assess developments on planning grounds.

Commentary: The key finding of removing plot ratios is applicable to this study and supports the findings of CASP. It is appropriate to use a mixture of building envelopes and height limits as well as heritage controls rather than plot ratios. It is recommended that this approach be used for zoning and other development controls for the centre of the City.

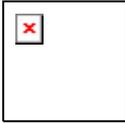
2.3 Central Service Area Review

The Central Service Area Review 1998 (CSAR) investigated the character and role of an area to the north of the CBD bounded by Brisbane, Harrington and Burnet Streets and Brooker Avenue. The recommendations emphasise efficient use of existing building stock resources, streetscape improvement and minimising conflict between uses. The case study area for this project overlaps with the study area of CSAR and its findings are reasonably current and relevant.

The report recommends that the areas essentially aligning Murray, Argyle and Campbell Streets should continue to provide services relevant to the operation of the CBD or the wider Hobart region, but which do not require a location in the CBD or residential zones.

Additional recommendations of the CSAR encourage:

- ▶ Continuation of operation and occupation in the area beyond nine to five.
- ▶ Residential use in the area and protection of residential amenity.
- ▶ Recycling of existing buildings, particularly those of heritage significance.
- ▶ New uses to locate in areas where the existing building stock and traffic movements are suited to their characteristic functions.



- ▶ New development that does not conflict with heritage values of the area.
- ▶ Streetscape protection and improvement.
- ▶ Recognition of the display and exposure needs of businesses within the street hierarchy.

The study concludes that the existing zoning of areas within the case study area under the City of Hobart Planning Scheme 1982 are generally appropriate although some alterations to the preferred uses, depending on the compatibility of the existing building stock characteristics, should be made and are illustrated through Figure 10.3.1 to that report which is reproduced as Figure 3 to this study.

Other relevant findings are:

- ▶ Land extensive uses such as caryards, warehouse and showrooms should be encouraged in the area on both sides of Argyle Street and the western side of Campbell Street which are characterised by low built densities and open land without buildings aligning the street. These areas have high passing traffic volumes and are highly visible.
- ▶ The areas to the west of Elizabeth Street and east of Campbell Streets have an increased concentration of good quality building stock, increased density and a higher number of smaller buildings. These areas are suited to the less land intensive central service uses such as offices, specialist wholesaling and residential uses. Land intensive uses may be appropriate in some circumstances.
- ▶ Properties along Elizabeth Street generally have good quality building stock and are well suited to speciality retailing at ground level, with residential or offices above.

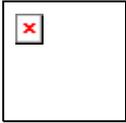
The CSAR also suggests that displacement of residential uses should be discouraged. This policy however is questionable in the areas identified for an important central service role for the CBD. The implication of discouragement of displacement residential uses is that central service type uses would be obstructed. It may be more appropriate for residential uses to be maintained and encouraged in the mixed use areas and discretionary in the central service areas. This approach would prioritise central service uses in appropriate areas conveniently located to the CBD and traffic routes. The discretionary status could also allow consideration of land use conflicts and methods for amelioration of impacts as part of the determination of a proposed residential use and assist to provide a better standard of amenity for inner city residents.

2.4 Parking Standards Provisions Review (2000)

The principle objectives of the Parking Standards & Provisions Review 2000 were to review the existing parking and access provisions for the City of Hobart Planning Scheme 1982 planning area and recommend new performance based provisions for development to be included in a new City of Hobart Planning Scheme.

The study recognised that, particularly within an existing streetscape fabric, on site parking cannot be provided because it would impact upon heritage or other streetscape values. It is also recognised that some unique developments may not require the number of spaces outlined for the use under the Planning Scheme and that it is necessary to establish a process for assessing variations in on-site parking provisions and for managing off site parking supply within public car parks and on the street.

The study focused on the area covered by the existing Planning Scheme, but excluded the Hobart CBD (Precincts 1, 2 3, & 4 of the existing Planning Scheme). This is because the areas are not currently



subject to parking or cash in lieu provisions. The CBD forms a significant portion of the study area of the Central Area Zoning Review.

There are no geographical references to the study area of the Central Area Zoning Review rather the report recommends a new performance based Parking & Access Schedule for inclusion within a future Planning Scheme revision.

Key Principles are:

- ▶ Council should control off site parking, as this would enable supply and demand to be balanced. Where it is impractical or undesirable for a developer to provide on site parking an allocation of the precinct's Council controlled parking supply should be considered.
- ▶ Where a development does not comply with the carparking and access requirements, it must be demonstrated by way of a Traffic Impact Survey that parking will be provided to meet the projected needs and that there is an existing supply of spaces that can effectively service the subject site.
- ▶ Open parking and hardstand areas should be screened
- ▶ Encourage walking and cycling by providing safe and convenient means for on-site movement of pedestrians and cyclists and parking of bicycles as appropriate.
- ▶ Allow for sharing of parking spaces by multiple uses when operating at different hours.

The study also recommends that parking be considered on the basis of areas and provides for a Parking Precinct Plan. A Parking Precinct Plan, which is essentially a strategic plan or policy adopted by Council relating to parking of cars and other vehicles within a defined area, may be appropriate for the Hobart CBD.

The recommendations of this study were considered by an internal group of Council Officers in June 2000. They considered that a number of provisions in the proposed Parking and Access Schedule are either inappropriate or problematic. Their comments include:

- ▶ The structure, scope and principles of the proposed Schedule are generally acceptable.
- ▶ The concept of a Parking Precinct Plan to manage parking provision within a discrete area is impractical in terms of the work required to include these plans in the Planning Scheme and on-going administration.
- ▶ The combination of the public car parks, application of on-street parking restrictions and resident parking schemes are considered an adequate framework for managing impacts of use and development if necessary.
- ▶ In regard to Traffic Impact Assessments it is unclear both in terms of the varying nomenclature and what is required to meet performance criteria as against the information for major developments irrespective of apparent compliance with various acceptable solutions.

Council endorsed these concerns at its meeting 7 August 2000 and agreed that the document should be reviewed to resolve these matters. Having regard to the above it is not considered that the outcomes of the Parking Standards and Provisions Review are in a form to be incorporated in a future planning scheme without further examination and consideration.

The Parking Standards and Provisions Review does not provide any standards for the central area of the study area covered by the existing Precincts 1,2,3 and 4 under the City of Hobart Planning Scheme 1982.



HOBART CENTRAL AREA
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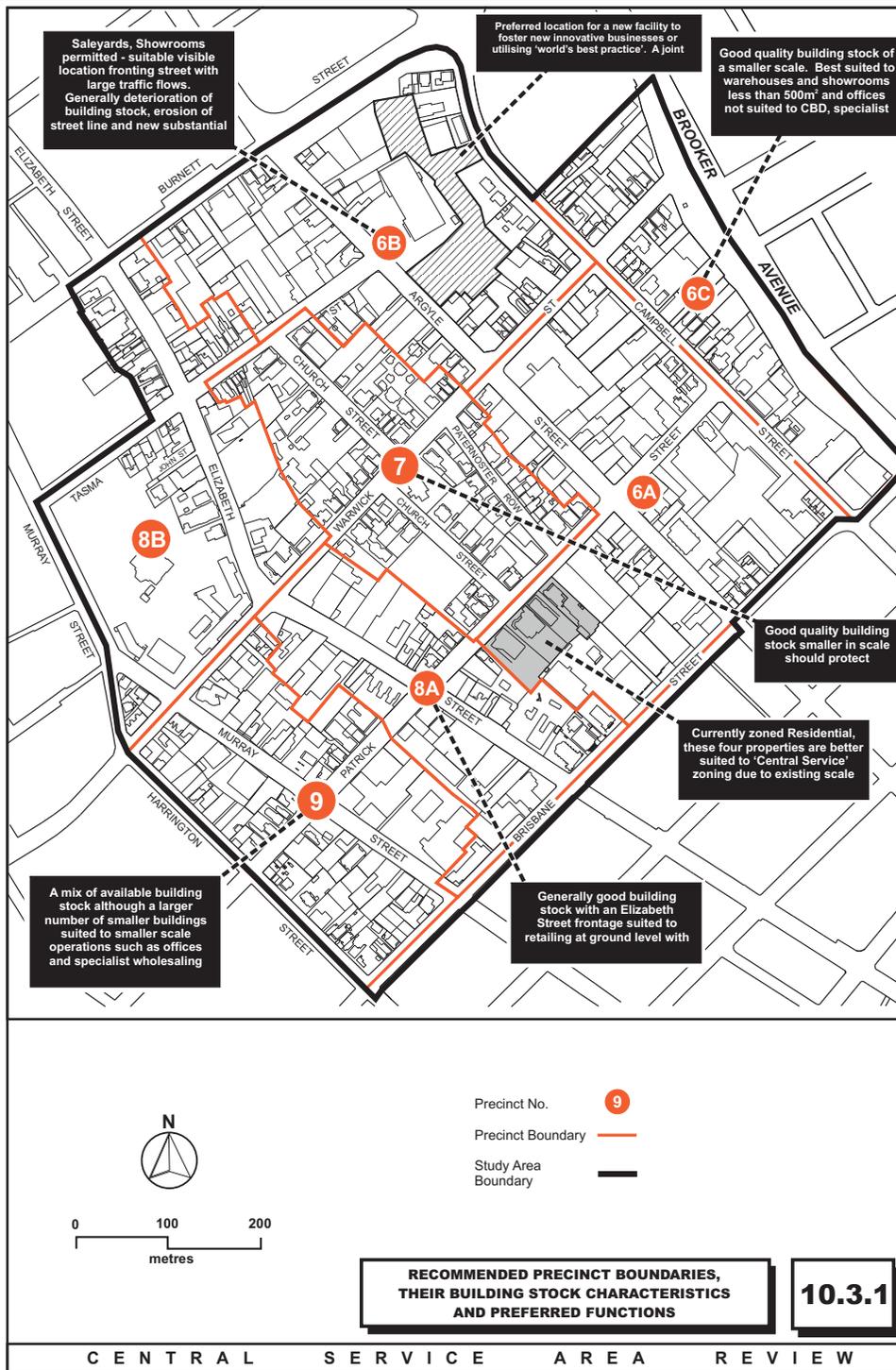
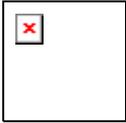


Figure 3
Central Service Area Review 1998 (CSAR)
Fig. 10.3.1



2.5 Heritage Studies (City Fringe and Central Area)

The Fringe Area study has identified a number of new individual sites to be added to the list as well as extensions to existing heritage areas. No new areas were identified. The report also included recommendations for statements of significance for each of the heritage areas although these relate to current conditions and not future intentions.

The report recommends a number of changes to the current zone objectives and statements of desired future character. In general these emphasise the historic character of these areas as well as taking out references that might be construed as a preference for demolition and redevelopment. These statements can be useful for helping draft the purpose or intent statements of the new zones.

Painting and rendering of brickwork is a major concern. This is a development standard issue that should be covered in a revised heritage schedule as it has wider application than merely the central area.

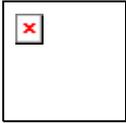
The Central Area study identified a number of new listings but no new heritage areas or alterations to statements of desired future character or zone objectives. However, the recommendations of the City Fringe study are also relevant to this area as the current zones are similar.

Comments:

Heritage controls can help determine height and development for the inner city area. The heritage areas will also help with the boundaries of zones, precincts or other development controls as these areas will indicate parts of the city having similar scale and streetscape values.

The number of listings needs to be considered because it will have an impact on other development controls such as building heights and envelopes. Many of the individual sites will be subject to a heritage consideration due to the requirement that they be discretionary applications due to the listing or because they adjoin a listed site.

The amendments to the zone objectives and statements of desired future character can inform new zone purposes or overlay controls. However, this is limited because the changes are not major.



3. Potential Transition/Change Areas

Areas of transition have been identified from the above studies along with observations of existing site circumstances of built form, character, height, streetscape cohesion and land use. These are mapped as Figure 4. This map also identifies various opportunities for alternative land uses and desirable characteristics for future development across the study area.

Key Points:

- ▶ Strengthen links from CBD to Sullivans Cove and the waterfront along the Elizabeth and Murray Street spines between Collins and Macquarie Streets by encouraging diversity in activities and interest at ground level in appropriate buildings. Also improve pedestrian amenity and safety.
- ▶ Reinforce the central core of the city along Collins and Liverpool Streets and up and down Elizabeth Street.
- ▶ Retain and encourage a mix of specialty retail and entertainment/hospitality uses along Liverpool and Elizabeth Streets within and beyond the central core with appropriate floor area related use standards. These uses are well suited to the existing building stock much of which is either heritage listed or contributes to the streetscape due to scale and form. Opportunities for residential uses above ground level to encourage 'ownership' of the city after hours.
- ▶ There is an area of transition along Elizabeth Street from the central core with intact streetscape to lower density and uses not requiring pedestrian accessibility from central parking and commercial areas. The streetscape should be maintained and repaired by encouraging new development to continue street alignment, provide consistent built scale and therefore inspire interest at street level.
- ▶ Maintain and enhance existing business and office uses along Davey, Macquarie and Collins Streets. Acknowledge streetscape importance.
- ▶ There are two enclaves at the northern and southern extremities of the study area of good quality building stock previously used for residential uses. These areas are well suited to a mix of commercial and residential uses. Impacts between conflicting uses need to be managed.
- ▶ The areas to the north of the Bathurst Street and to the east and west of sites fronting Elizabeth Street are suited to central service type uses requiring large floor areas, high visibility and vehicle accessibility.
- ▶ There are transitional areas between the community uses of hospitals, Tasmania Fire Service, Police and Hobart Technical College to lower density central service type areas, and from the central core to central service and bulky goods uses around K & D, Harvey Norman and Freedom.
- ▶ The recreational area to the south west of the study area by the rivulet displays different qualities to the rest of the study area. This land should be considered as part of zoning provisions for the rest of the rivulet linear park.



**HOBART CENTRAL AREA
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1. Large floor area sites suited to central service type uses requiring high visibility and vehicle accessibility.
2. Enclave of good-quality building stock with a high level of residential occupation. Well-suited to a mix of commercial and residential uses.
3. Transitional area between the community uses of hospital, Tasmanian Fire Service, Police and TAFE to lower density central service type area.
4. Area of transition along Elizabeth Street from the central core, with intact streetscape to lower density and uses not requiring pedestrian accessibility from central parking and commercial areas.
Reinforce street alignment and consistent built scale and interest at street level.
5. Transition from central core to central service and bulky goods uses.
6. Potential to build on the existing mix of specialty retail and entertainment/hospitality uses along Liverpool and Elizabeth Streets.
These uses are well-suited to the existing building stock, much of which is either heritage listed or contributes to the streetscape due to scale and form.
Opportunities for residential uses above ground level.
7. Reinforce central core of the city along Collins and Liverpool Streets and up and down Elizabeth Street.
8. Strengthen link from CBD to Sullivans Cove and the waterfront.
Provide diversity in activities and interest at ground level for pedestrians.
Improve pedestrian amenity and safety.
9. Enclave of good-quality building stock well-suited to a mix of commercial and residential uses.
10. Maintain and enhance existing business and office uses along Davey, Macquarie and Collins Streets. Streetscape important.
11. Opportunities to reinforce connection between the city and open space network along the Hobart Rivulet.

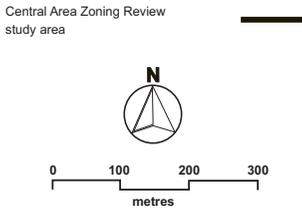
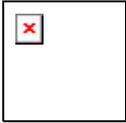


Figure 4
POTENTIAL TRANSITION/CHANGE AREAS



4. Zoning and Precinct Options

The review of the previous studies and consideration of the structure of the Template have highlighted that five zones will be needed from the Template, along with another form of planning policy area such to identify areas subject to specific development controls such as height, building envelopes or streetscape and heritage considerations. This is because the range of development standards that are needed to cover different streetscape character will not necessarily be appropriately covered by the available zone options that are essentially based on use. Areas of similar activity or use will not necessarily correspond with areas requiring similar standards for development. It is considered in the Template that further distinction can be made by the use of overlays with an attached schedule or shown in maps in the schedule in a similar way to the Sullivan's Cove Planning Scheme where additional refinement is required.

4.1 Zoning Options

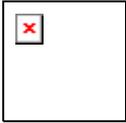
Of the fifteen zones available, there are five potential zones suitable for the Central Area under the Template, these are:

- ▶ Central Business
- ▶ Business
- ▶ Commercial
- ▶ Mixed Use; and
- ▶ Recreation.

The relevant Template statements of purpose are provided below. These statements can be augmented to provide additional outcomes that are specific to the locality of Council area. The studies reviewed as part of this project can provide additional statements of purpose, although most will be based on previous statements that have been updated for current and future intentions.

<i>Mixed Use</i>	<i>To provide for a range of residential, commercial, industrial and other uses that complement the function of a township, settlement or locality where a mix of uses has established and it is desirable for a mix to be maintained.</i>
<i>Central Business</i>	<i>To provide for retailing, offices, equipment, and community services concentrated in a major centre.</i>
<i>Business</i>	<i>To provide for retailing, offices and community services in a concentrated area.</i>
<i>Commercial</i>	<i>To provide for large floor areas retailing and service industries.</i>
<i>Recreation</i>	<i>To provide for a range of recreational use or development in predominantly urban settings, allowing for complementary uses where they do not impact adversely on recreational amenity.</i>

The current City of Hobart Planning Scheme includes both zones and precincts. The precincts are based on areas of a similar character. The Sullivan's Cove Planning Scheme uses activity areas and



does not use zoning. The Template for planning schemes requires zoning in some form unless otherwise justified. It is not anticipated in this case that there is a need to justify another framework than zoning. However, the zones available are not likely to cover the range of development issues and standards that will be necessary.

4.2 Potential "Development Areas"

Figure 5 shows potential 'development' area boundaries based on the standards from CASP and summarises information contained in Figures 1 and 2. A generally accepted term such as precinct or development overlay should be used. The boundaries need to be refined from the CASP study using the land use surveys from stage 1 of this project, as well as the CSAR for the northern part of the study area.

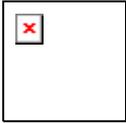
The following height and density framework can be used as the basis for further review during the development of standards in stage 4 of this project.

Table 1 Summary of Potential Precincts

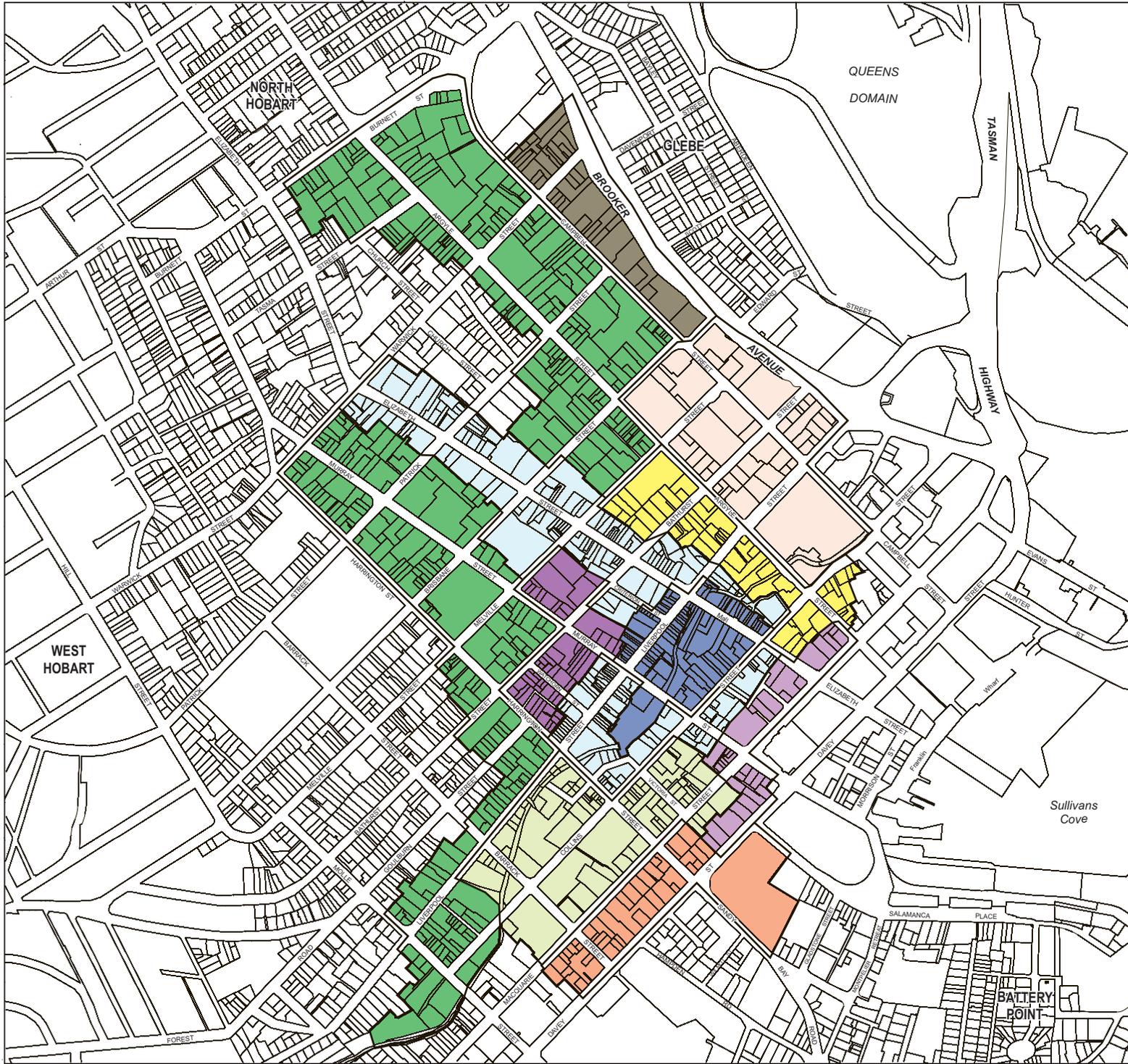
Precinct	Description	Plot Ratio	Building Envelope	Building Height (m)
1	City Heart – primary	X	√	N/a
2	City Heart - secondary	X	√	N/a
3	Commercial Central – west	X	√	N/a
4	Commercial Central – east	X	√	N/a
5	Government and Administration	X	Heritage & Streetscape	3-6
6	Central Services	1.0	-	6
7	Civic and Cultural	X	H&S	3-6
8	Community Services	X	BE	N/a
9	Community and Professional Services	3.0	-	12
10	Mixed Use	2.0	-	6/7.5

Comments:

- There does not appear to be any need to distinguish between the first three precincts 2, 3 and 4. If they are controlled by the building envelopes it will be important that heritage values are taken into consideration, particularly along Elizabeth Street where the built form and possibly heritage values contribute significantly to the streetscape. Recent heritage studies may be of assistance.
- The only precinct where it could be necessary to have a plot ratio is Central Services, where there may be an urban design outcome that encourages buildings with substantial parking areas around. Alternatively, this outcome could be controlled by the parking requirements considering that the Spiller Gibbins Swan study recommends against the use of plot ratios.



- ▶ The mixed use area appears to be residential in scale and a residential height limit (two storeys) is probably most appropriate. Recent heritage studies and potential heritage areas may help inform this.



**HOBART CENTRAL AREA
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- Precinct Boundary 
- 1. City Heart - Primary 
 - 2. City Heart - Secondary 
 - 3. Commercial Central - West 
 - 4. Commercial Central - East 
 - 5. Government & Administration 
 - 6. Central Services 
 - 7. Civic & Cultural 
 - 8. Community Services 
 - 9. Community & Professional Services 
 - 10. Mixed Use 

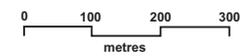
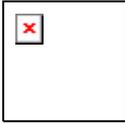


Figure 5
DRAFT PRECINCT PLAN



5. Opportunity Sites

Figure 6 shows potential opportunity sites. Some of these have been identified in the CASP while others have been determined from a project undertaken by Council's Development and Environmental Services Division. One additional site has been identified as part of this project, that is the currently vacant Education Department Pool in the top end of Collins Street. Appendix A and B

Of these sites however few are considered to be of particular strategic importance to the city and it is questionable whether it is necessary to identify specific 'opportunities'.

To be consistent with Council's other planning schemes, it is useful to review the provisions of the Sullivan's Cove Planning Scheme (SCPS). The Sullivans Cove Planning Scheme 1997 identifies 'Key Sites' and requires the preparation of a Site Development Plan prior to any significant development of a Key Site.

It is considered however that the circumstances of the Sullivans Cove Planning Area are considerably different to this study area. The Cove Scheme is heritage protection driven and key-sites are under utilised and in this context need a more specific framework to facilitate development.

The identified opportunity sites within the study area are not of such strategic importance and do not present the same redevelopment opportunities and development of the underutilised sites would be more a case of contextual infill. It is considered that general use and development standards would suffice to guide future development on these lots.

Rather than particular sites of strategic importance it is considered that the study area presents a particular area that would benefit from specific attention by Council. The properties along Liverpool Street from Campbell Street to Barrack Street are considered to present an opportunity to improve the central core of the city. This strip presents a high proportion of heritage fabric and a consistent streetscape. However, of all areas in the city areas of Liverpool Street seem to present the highest degree of degradation.

Although located very close the city, some buildings in this strip are boarded up or underutilised. Many of the upper levels of the buildings, even where their ground floor is utilised, appear to require considerable aesthetic maintenance. There are also a number of buildings such as 'Spotlight' where facades have been significantly altered or covered up and are inconsistent with the scale and detailing of an otherwise intact streetscape character.

It is considered that proactive measures outside a future Planning Scheme such as incentives to improve the presentation of the buildings or encourage shop top housing could assist to improve the role of this district in the city.



**HOBART CENTRAL AREA
ZONING REVIEW
2005**

Strategic Sites

1. 84 Bathurst Street
2. 82 Argyle Street
3. Centrepont
4. 28-36 Barrack Street
5. Former Cascade Site - 152-154 Collins St
6. Melville Street Car Park

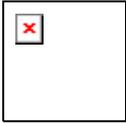
Infill Sites

7. 8-8A Victoria Street
8. 11-21 Watchorn Street
9. 23-25 Goulburn Street
10. 54-56 Argyle Street
11. 67-71 Harrington Street
12. 96 Brisbane Street
13. 175-177 Macquarie Street
14. Harrington Street (between Davey & Macquarie)
15. 'King Cole' Site - 34-36 Argyle Street
16. Old Education Department pool, Collins St.
17. TAFE car park - 19 Campbell & 26 Bathurst Streets
18. 122-124 Bathurst Street
19. 85-87 Murray Street
20. 234 Murray Street
21. HCC car park, 275 Liverpool Street

Study area boundary



Figure 6
IDENTIFIED OPPORTUNITY SITES



6. Conclusion

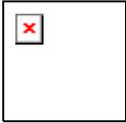
Based on the relevant research and options available in the Template for Planning Schemes, both zones and some other form of overlay for 'development' areas should be used in the Central Area. This will also require a Central Area Development Schedule. The range of development standards needed to cover different streetscape character will not necessarily be appropriately covered by the available zone options. Zones will generally be based on use and the 'development' areas on character, which is a combination of activity and built form.

Generally plot ratio should not be used in the study area although there is potential to use this in the Central Service zone to encourage buildings 'in space' and low intensity large retailers.

The studies, land use survey and site inspections have revealed areas of transition or change:

- ▶ Strengthen links from CBD to Sullivans Cove and the waterfront.
- ▶ Reinforce the central core.
- ▶ Build on the existing mix of specialty retail and entertainment/hospitality uses along Liverpool and Elizabeth Streets. Opportunities for residential uses above ground level.
- ▶ Maintain and repair the streetscape along Elizabeth Street from the central core.
- ▶ Maintain and enhance existing business and office uses along Davey, Macquarie and Collins Streets.
- ▶ Encourage a mix of commercial and residential uses in two enclaves at the northern and southern extremities of the study area that are of good quality building stock.
- ▶ Central service type uses requiring large floor areas, high visibility and vehicle accessibility to the north of the Bathurst Street and to the east and west of sites fronting Elizabeth Street.

It is not considered necessary to identify opportunity sites in the study area. However an action area has been identified along Liverpool Street that would benefit from Council initiatives outside the statutory framework.



Appendix A
CASP Opportunity Sites

84 Bathurst Street



Status 2001

Area: 0.1401 h
Owner: Tenure of site is unknown.
Current Use: Car Park

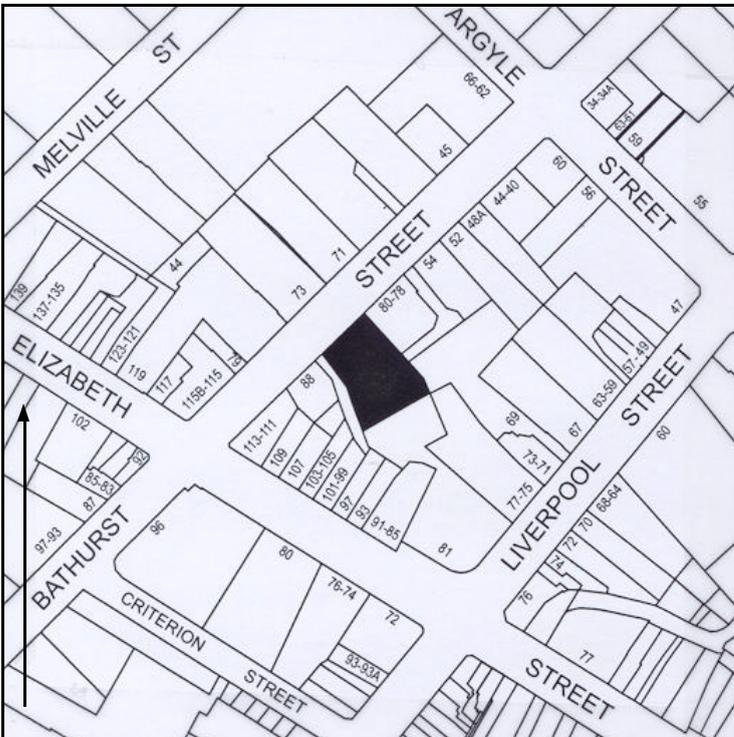
Feb 2001

Potential

Ground floor shops, offices or tourist accommodation, to be evaluated as a northside Central Area park site.

Relevant files/reports/applications

Property File: 82-84-342



Location map
Not to scale

Zone:
 Z1 2 Central Commercial and Administrative

Prohibited Uses:
 Transport yard, timber yard, industry.

82 Argyle Street



Status 2001

Area: 0.5508 h
 Owner: Private
 Use: Shop/warehouse – vacant

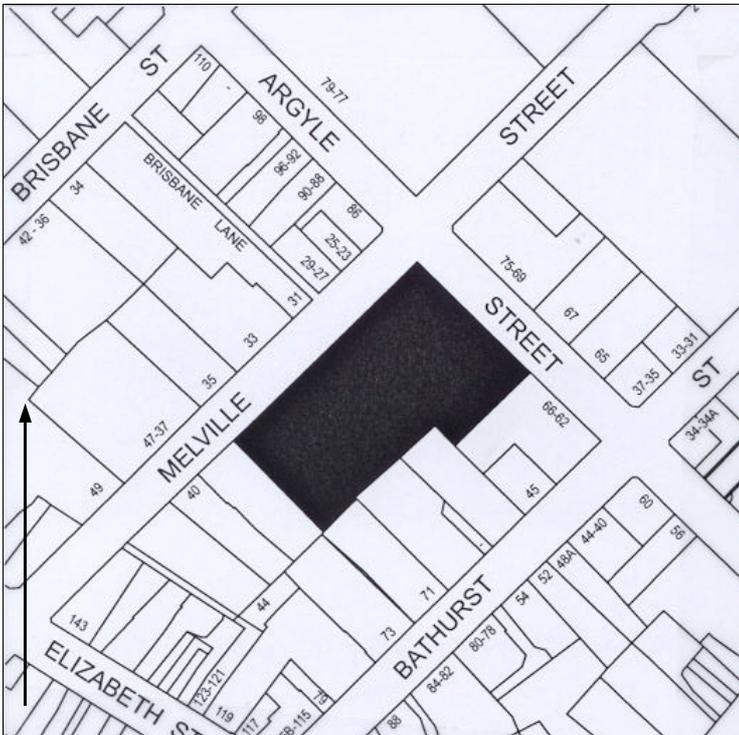
Feb 2001

Potential

Office, possible residential infill.

Relevant files/reports/applications:

Property File: 5654767 (P/70-82/316)



Location map
Not to scale

Zone:
 Z1 2 Central Commercial and Administrative

Prohibited Uses:
 Transport yard, timber yard, industry.

28-36 Barrack Street



Status 2001

Area: 0.1440h
 Owner: Private
 Use: Car Yard (repairs not sales),
 No change envisioned.

Feb 2001

Potential

Redevelopment opportunity for office with ground floor local shop or take-away food shop.

Relevant files/reports/applications:

Property File: 25-29-340



Location map
Not to scale

Zone:
 Z1 10 Central Service

Prohibited Uses:
 Hospital/welfare institution
 Transport yard, timber yard, industry.

Melville Street Car Park 49 Melville Street



Status 2001

Functioning below potential.

Area: 0.4768h
Owner: Hobart City Council
Use: Car Park

Feb 2001

Potential

Major retail store, offices, and residential with parking. Potential use of Brisbane St frontage as a park to be considered as an option for a northside Central Park area.

The large private car parking area to the N/W of the site (65 Brisbane Street) also has redevelopment potential. Both sites should be considered in the instance of any redevelopment in the area.

Relevant files/reports/applications:

Property File: 5669619 (P/49/671)



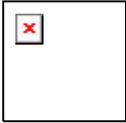
Location map

Zone:

Z2 2 Central Commercial and Administrative
and Z1 6A Central Service

Prohibited Uses:

Transport yard, timber yard, industry.
Hospital/welfare institution.



Appendix B
Opportunity Sites identified by DESD

Prepared by Development and Environmental Services
Division, December 2001

8-8a Victoria Street



Status 2001

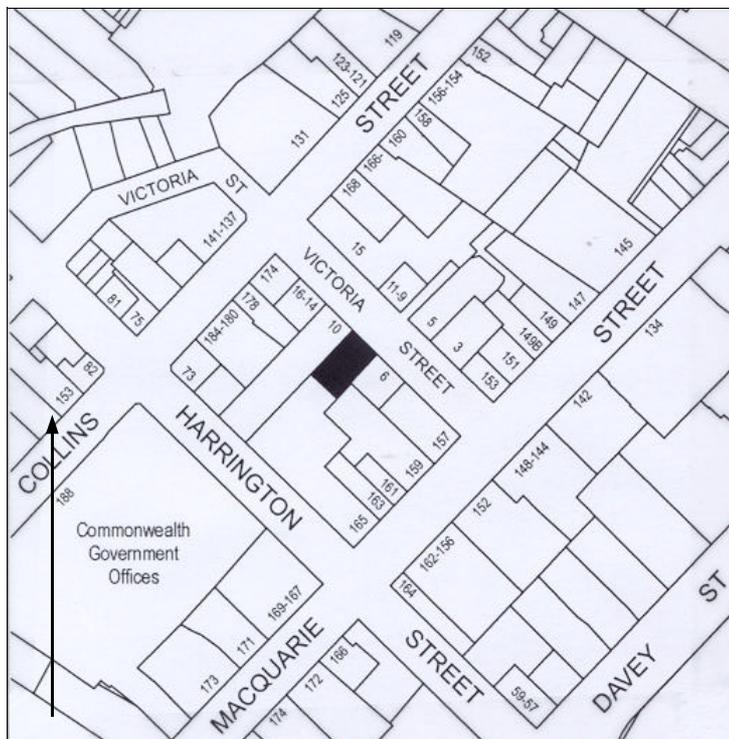
Area: 0.034h
Owner: Private
Use: Car Park

Feb 2001

Potential

Infill office, consulting room, possibly tourist accommodation.

Relevant files/reports/applications:
N/a



Location map
Not to scale

Zone:
Z1 3 Central Commercial and Administrative

Prohibited Uses:
Transport yard, timber yard, industry.

11-21 Watchorn Street



Status 2001

Area: 0.0809 h
 Owner: Crown
 Use: Car Park

There have been no proposals to develop this land, other than a minor change of use from Car Park to Car Boot Sale – Sundays only.

Watchorn Street has been refurbished by Hobart City Council, as part of the CBD Refurbishment.

It may also be pertinent to consider any opportunities presented by site directly opposite - See location map.

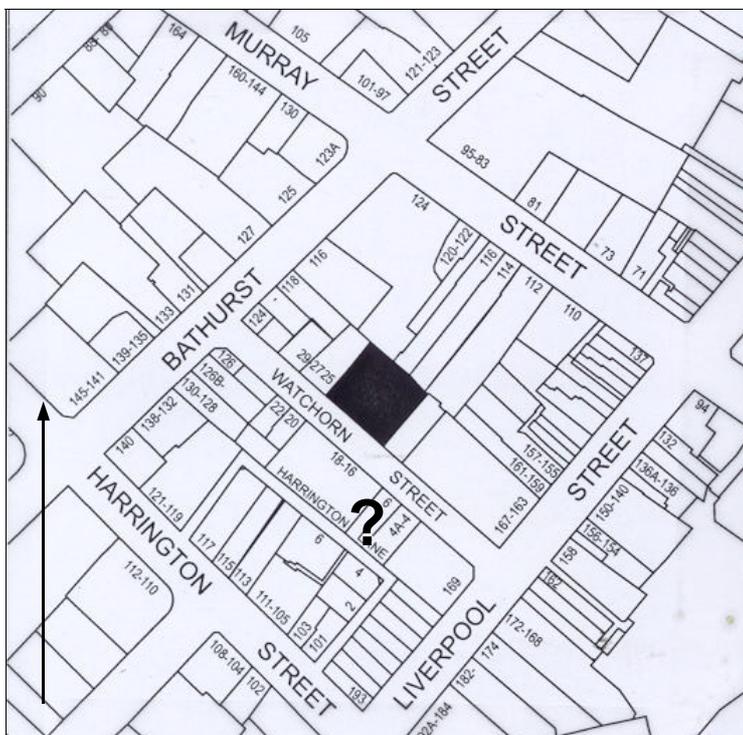
Feb 2001

Potential

Office, Tourist Accommodation/Residential.

Relevant files/reports/applications:

Property File: 9-23-905



Location map
Not to scale

Zone

Z2 4 Central Commercial and Administration

Prohibited Uses:

XV Transport yard, timber yard, industry.

23-25 Goulburn Street



Status 2001

Parcel A

Area: 0.13h
Use: Car Park
Owner: Hobart City Council

Parcel B

Area: 0.13h
Use: Car Park
Owner: Private

Feb 2001

Potential:

The on-grade parking accommodated on this site constitutes an underutilisation of an inner city site.

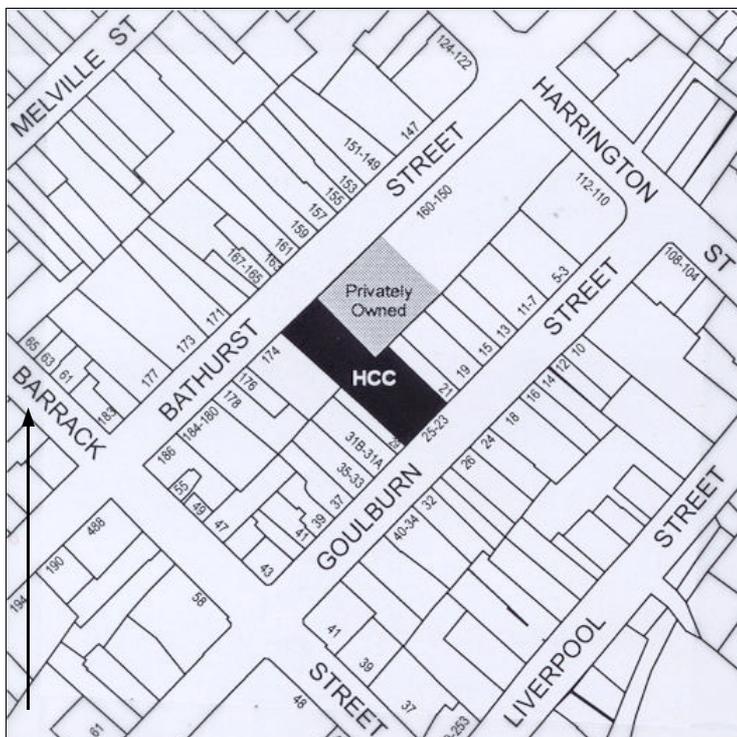
The two parcels could be amalgamated to provide either – ancillary facilities for the Hotel or a consolidated public parking facility.

Proximity to the CBD and surrounding domestic scale lends this site to inner-city residential development.

The site currently constitutes a hole in the streetscape – new development should reinstate the streetedge.

Property File:

N/a



Location map
Not to scale

Zone

10 Central Service (City of Hobart)

Prohibited Uses:

Hospital/welfare institution, transport yard, and industry.

54-56 Argyle Street



Status 2001

Area: 0.0694h
 Owner: Private
 Use: Private Parking

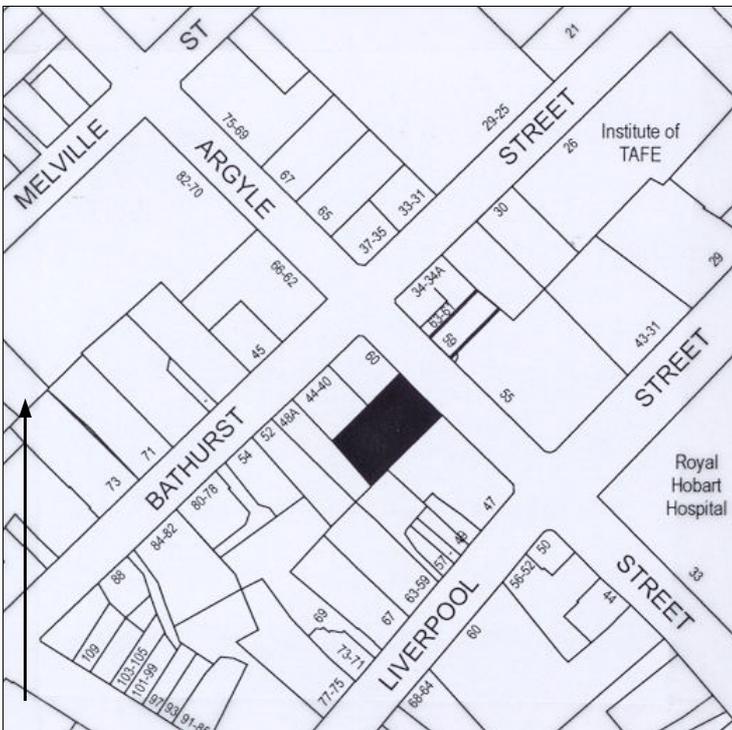
Feb 2001

Potential

Office, consulting rooms.

Relevant files/reports/applications:

Property File: 5654732 (P/56/316)



Location map
Not to scale

Zone:

Z2 2 Central Commercial and Administration

Prohibited uses:

Transport yard, timber yard, industry.

67-71 Harrington Street



Status 2001

Area: 0.0525h
 Owners: 3 titles – all Private
 Use: Car park/Office,
 No change envisioned.

Feb 2001

Potential

Mixed use development of shops, take-away food shops, restaurants at ground level, with residential use or offices on upper storeys.

Relevant files/reports/applications

N/a



Location map
Not to scale

Zone:

Z1 3 Central Commercial and Administrative

Prohibited Uses:

Transport yard, timber yard, industry.

96 Brisbane Street Beaurepaire



Status 2001

Area: 0.1242 h
 Owner: Private
 Use: Auto Repairs Workshop

Large parking forecourt on prominent corner.

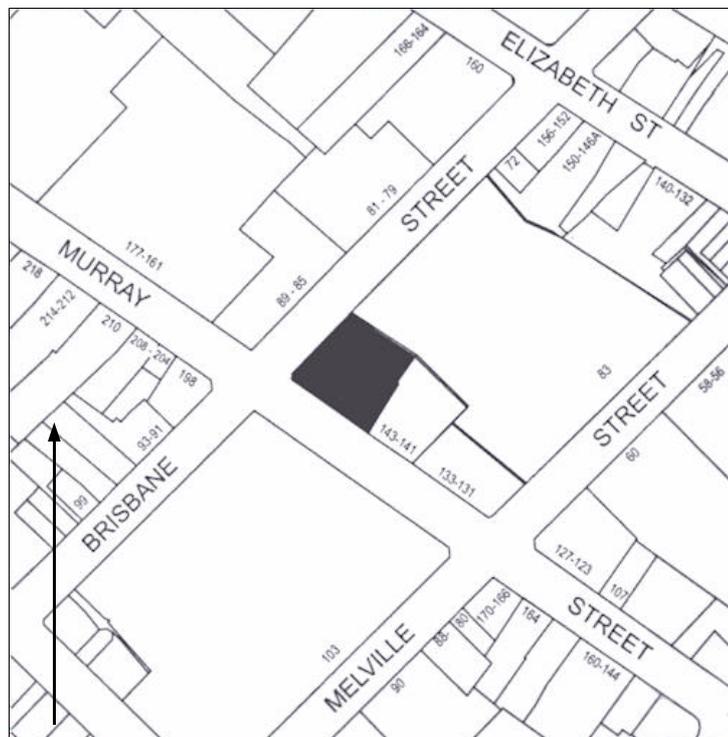
Feb 2001

Potential

Extension of retail use, corner to be 'built-in'.

Relevant files/reports/applications:

Property File: 7404542 (P94-96/364)



Location map
Not to scale

Zone:
 Z1 9 Central Service

Prohibited Uses;
 Hospital/welfare institution
 Transport yard, timber yard, industry.

175 –177 Macquarie Street.



Status 2001

Area: 0.915h
 Owner: Hobart City Council
 Use: Car Park

The issue of selling this land was raised, Council indicated its intention to retain the land to provide private parking for commercial users of the area.

The site was also mooted as a possible Skate Park location. (Park proposal was not successful)

As such, the site remains a Car Park and there are no current proposals for change of use or redevelopment.

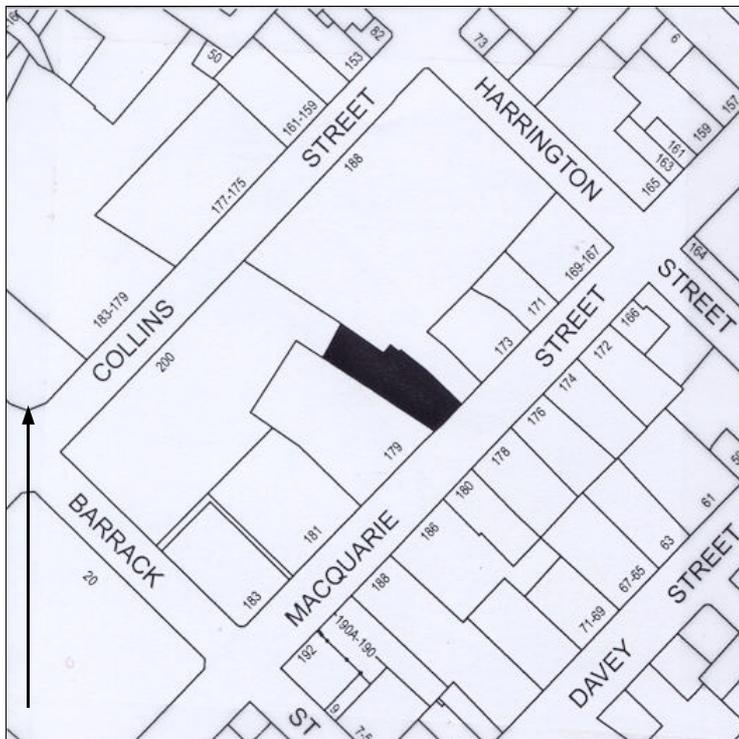
Feb 2001

Potential

Infill opportunity for consulting rooms with car parking retained behind ground floor frontage if essential to service St. Helens Hospital.

Relevant files/reports/applications

Property File: 177-655



Location map
Not to scale

Zone:
 Z2 11a Central Commercial and Administration

Prohibited Uses:
 XV Transport yard, timber yard, industry

King Cole Site, 34-36 Argyle Street



Status 2001

Area: 0.0245h
 Owner: Private
 Usage: Car Parking

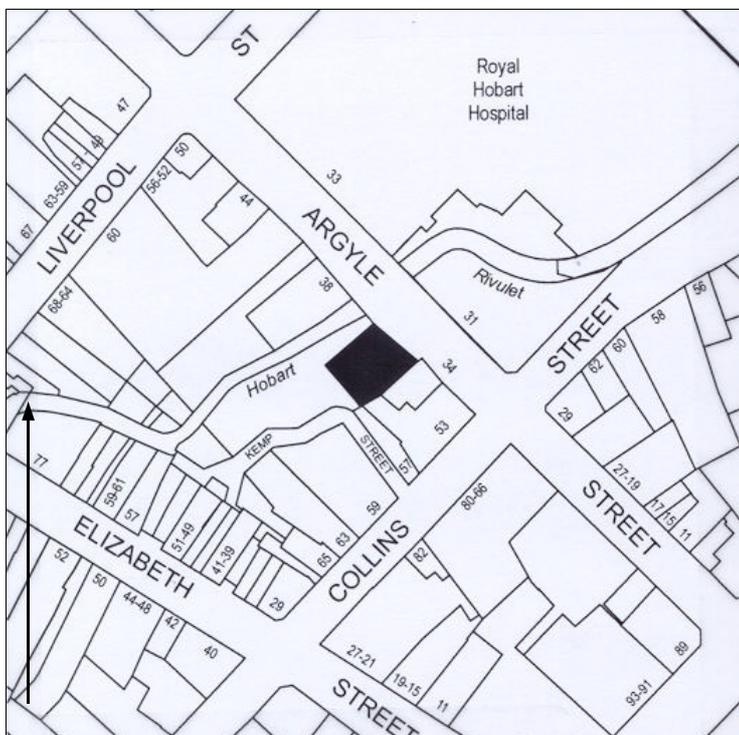
Feb 2001

Potential

Office, consulting rooms.

Relevant files/reports/applications:

Property File: 7589890 (P/34/316)



Location map
Not to scale

Zone:
 Z1 2 Central Commercial and Administrative

Prohibited Uses:
 Transport yard, timber yard, industry.

N/W and S of Hobart Technical College
19 Campbell & 26 Bathurst Street



Status 2001

Area: 2.2h
Owner: Crown
Use: Car Park

Feb 2001

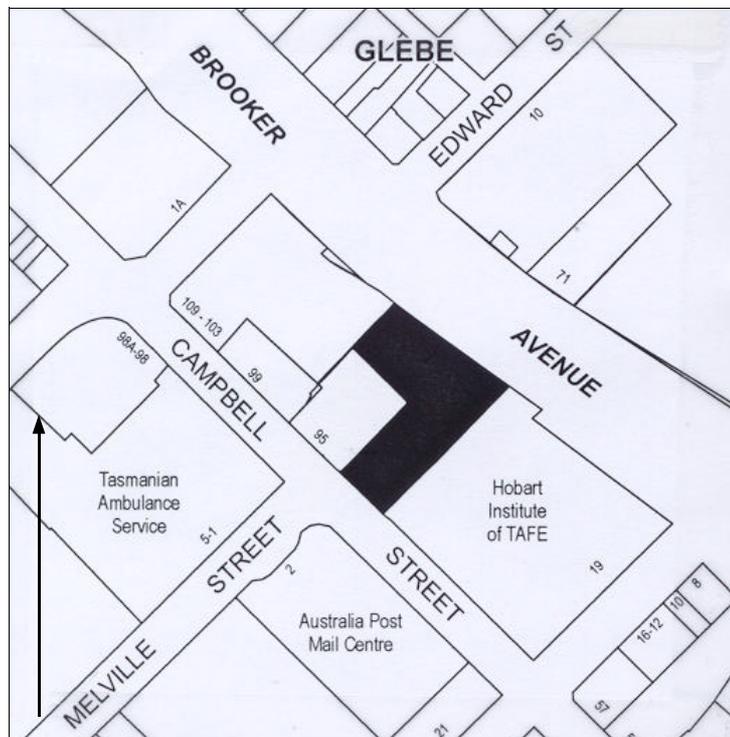
Potential

Expansion of Technical College facilities.

In 1999, discussions were held between Hobart City Council and TAFE representatives regarding constraints on the further development on the site. 4 options were discussed. See file for further information.

Relevant files/reports/applications:

26 Bathurst Street (P/26/342)
19 Campbell Street (P19/342)



Location map
Not to scale

Zone:
Z1 2 Central Commercial and Administrative

Prohibited Uses:
Transport yard, timber yard, industry.

122-124 Bathurst Street

former service station and adjacent land



Status 2001

Area: 0.056h
 Owner: Private
 Use: Commercial and Parking

This site is functioning as commercial/retail premises, which are housed in the former Service station building.

A Parking forecourt is located in front of the building, in contrast to adjacent setbacks.

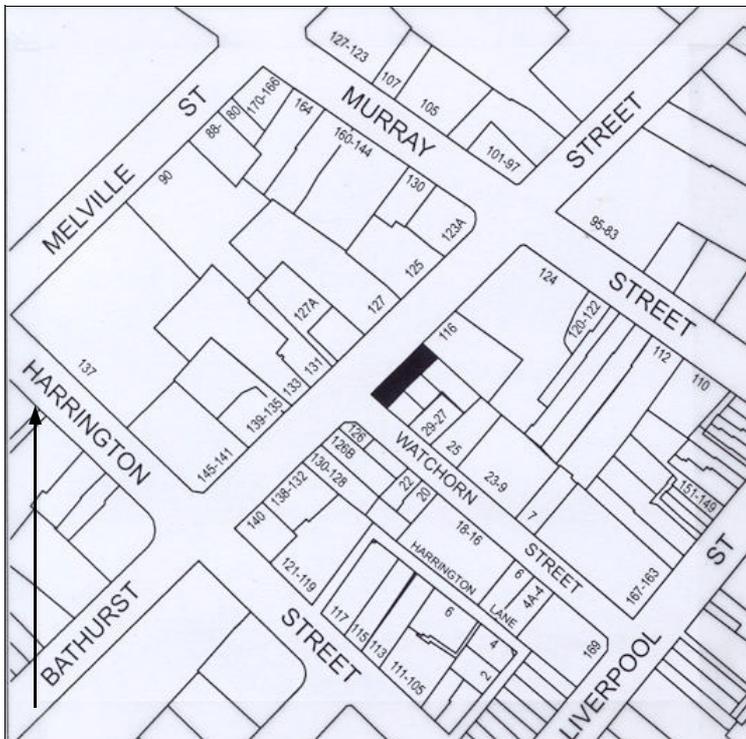
Feb 2001

Potential

Infill; commercial or ancillary retail service at ground floor; residential or tourist accommodation above.

Relevant files/reports/applications:

Property File: 5656279 (P/118-124/342)



Location map
Not to scale

Zone

Z2 11A Central Commercial and Administration

Prohibited Uses:

Transport yard, timber yard, industry.

85-87 Murray Street



Status 2001

Area: 0.0458h
 Owner: Private
 Use: Car Park
 No changes envisioned.

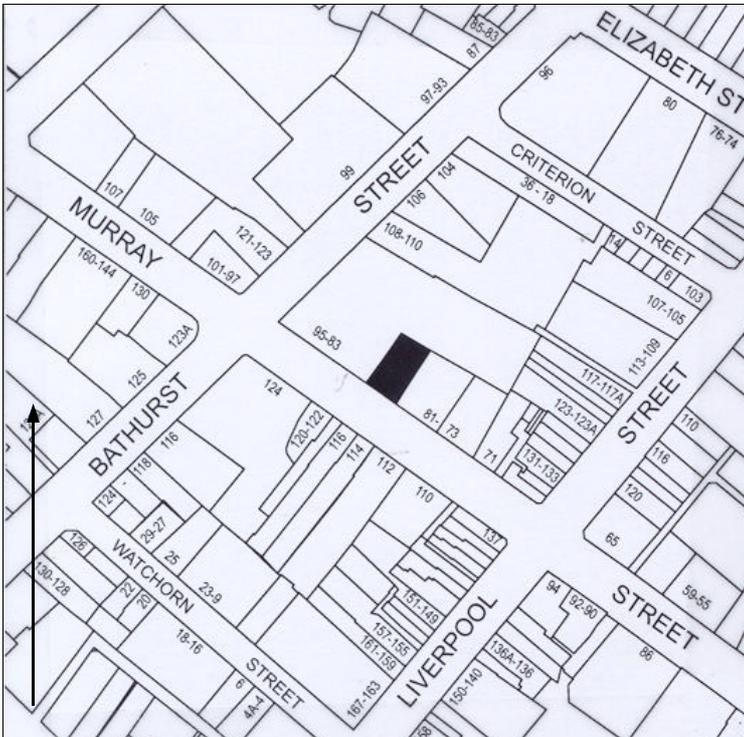
Feb 2001

Potential

Extension to State Library or other community orientated use.
 or
 Multi level parking with facade to provide formal definition of streetspace.

Relevant files/reports/applications:

Property File: 5671081 (P83-95/694)



Location map
Not to scale

Zone:
 Z1 4 Central Commercial and Administrative

Prohibited Uses:
 Transport yard, timber yard, industry.

234 Murray Street



Status 2001

Car Yard

Prominent corner site – with potential to be redeveloped.

Area: 0.063h

Owner: Private

Use: Car Yard

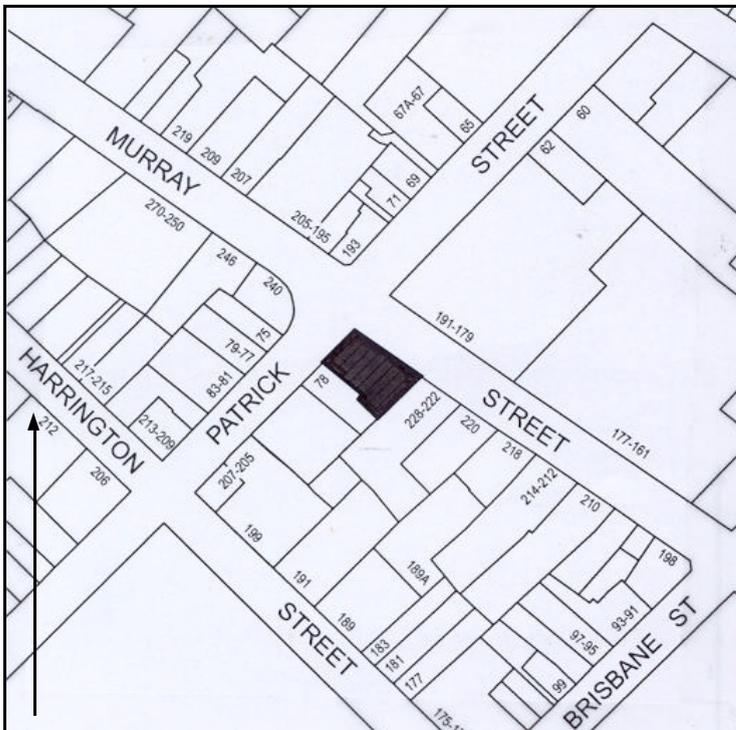
Feb 2001

Potential

Commercial Premises/Office/Consulting rooms.

The corner should be built to reinforce urban structure.

Property File: 5670409 (P/230-234/694)



Location map

Not to scale

Zone

Z1 9 Central Service

Prohibited Uses:

VI Hospital/welfare institution

XV Transport yard, timber yard, industry.

275 Liverpool Street



Status 2001

Area: 0.116h
 Owner: Hobart City Council
 Use: Car Parking

Feb 2001

Potential

Commercial at ground floor with residential at first floor

or

Residential infill.

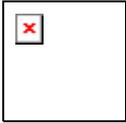
Relevant files/reports/applications
 N/a



Location map
Not to scale

Zone:
 Z1 10 Central Service

Prohibited Uses;
 Hospital/welfare institution
 Transport yard, timber yard, industry.



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