30 Year Greater Hobart Plan

August 2022

STRATEGY FOR GROWTH AND CHANGE

Greater Hobart Committee

Four Cities. One Hobart.

Tasmanian Government

City of Clarence

Glenorchy City

City of Hobart

Kingborough

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Contents

EXECUTIVE SUMMARY **1**

1. Background **5**

Part A – RESIDENTIAL DEVELOPMENT **12**

2. Residential Demand and Supply **13**

3. Community Values **19**

4. Housing Considerations **22**

5. Challenges and Opportunities **25**

Part B – PHYSICAL INFRASTRUCTURE & SERVICES **42**

6. Transport and Mobility **43**

7. Utilities **53**

8. Community Infrastructure **61**

Part C – ECONOMIC DEVELOPMENT **70**

9. Economic Challenges **71**

10 Existing Economic Development Strategies **74**

11. Key Industries and Growth Opportunities **80**

12. Activity Hubs and Employment Precincts **86**

Part D –STRATEGY FOR GROWTH AND CHANGE **97**

13. City Shaping – Guiding Future Development **98**

14. Monitoring, Reporting and Review **117**

ACKNOWLEDGEMENT OF ABORIGINAL PEOPLE AND COUNTRY

The Greater Hobart Committee acknowledges Tasmanian Aboriginal people as the traditional owners of the Land on which Greater Hobart is located. We pay our respect to Elders, past and present, and to all Aboriginal people who live and work in Greater Hobart today. We particularly pay respect to the muwinina people of the South East Nation, whose country stretched through the municipalities of Glenorchy, Hobart and Kingborough, and the mumirimina people of the Oyster Bay Nation, whose country included the municipality of Clarence.

From the heights of kunanyi / Mount Wellington to the depths of the River Derwent – known as timtumili minanya in palawa kani – the Country on which Greater Hobart – nipaluna – is deeply embedded within the history of thousands of generations of Tasmanian Aboriginal people, and bound up inseparably with their culture and identity. We recognise this deep history, and the continuing connection of Tasmanian Aboriginal people to Land, Waterway and Sky. Through this plan, we will work with Tasmanian Aboriginal people to protect cultural heritage, maintain cultural practice, and to respect and learn from traditional owner's deep knowledge and understanding of Country.

EXECUTIVE SUMMARY

The purpose of the Strategy for Growth and Change is to outline how the future growth of Greater Hobart should be managed in a spatially integrated manner and to explain the policy background to its subsequent implementation as a key part of the Greater Hobart Plan.

The Greater Hobart Plan and this Strategy applies to the urban metropolitan areas of the four central Hobart councils of Clarence, Glenorchy, Hobart and Kingborough, represented by the areas within the primary metropolitan Urban Growth Boundary of each council and their immediate surrounds and describes how:

- appropriate residential development can best meet the city's future housing needs
- physical infrastructure and related services can best support the future spatial development of Greater Hobart
- development can strengthen the city's future economy and competitiveness

This Strategy has been prepared during a period of major global change and there are many emerging economic and social challenges facing Greater Hobart and Tasmania. The continuing impact of the COVID-19 pandemic is only beginning to be understood, and future climate and technological changes have the potential to completely alter traditional land use planning and infrastructure paradigms. It is therefore important that strategic planning frameworks and processes are in place to be responsive and relevant and be uniquely suited to the needs of Greater Hobart to help shape future development.

Planning policies and infrastructure investments should anticipate future challenges and optimise the benefits from future social and economic opportunities.

The development of Greater Hobart has been shaped by its geography which has dictated development constraints and opportunities, and this will continue to be an important consideration for its future urban form. It is important that, as the city grows it does so in a manner that protects, complements, and highlights those natural features that distinguish Greater Hobart from other capital cities.

This Strategy contemplates **actions** that stress the importance of:

- integrating land use and infrastructure planning
- ensuring that infrastructure and services are provided and used efficiently
- optimising public accessibility
- identifying and attributing the true costs of delivering physical infrastructure
- ensuring that future needs can be met
- providing public open space, green areas, and recreational needs

The preferred residential development model for the urban metropolitan area of Greater Hobart is one of urban consolidation. Housing shapes the character of the city and when located in the right places, the social and economic benefits for residents can be maximised. This will require a modest increase in housing densities within the inner parts of the city, with

care taken to protect existing character, heritage, and liveability of those areas. Greater Hobart will aim to remain a compact city and limit the adverse impacts of urban sprawl, while also encouraging greater housing choice through more diversity in design, type, and affordability. Greater housing diversity across all areas of the city would enable residents to follow their life course through different housing types at various life stages, all within their local areas.

An analysis has been conducted to estimate the future demand for housing and whether there is capacity within Greater Hobart to meet this demand. Our analysis indicates that the future planned growth of our city over the next 30 years, can be primarily accommodated within the Urban Growth Boundary currently described in the STRLUS, and is best placed within densification areas along main transit corridors to better utilise our existing infrastructure. In addition, we will develop a coordinated and strategic approach to growth to address any identified anomalies. Changes to the Urban Growth Boundary may result based on evidence of need.

To achieve the outcomes indicated by this analysis will require the implementation of a range of measures which will seek to encourage more infill development closer to transport corridors and within identified densification and growth areas. Infill development is proposed to be primarily low-impact medium density dwellings, while allowing for higher density dwellings in appropriate locations. Greenfield development is also important, and the Greater Hobart Plan has set an achievable target of a 70:30 infill/greenfield development split over the next 30 years that is consistent with the development split achieved over the last decade.

Unconstrained development outside of the current urban footprint is not sustainable. The key will be to strategically identify appropriate areas for growth, to ensure residents can obtain the benefits of living closer to where they work, shop, and play by reducing travel distances, traffic congestion, public infrastructure costs and personal living costs.

Growth is expected to occur broadly across the city, but areas expected to experience greater residential growth over the next 30 years include the Northern Suburbs Transit Corridor which stretches between the Hobart and Glenorchy CBDs, the Central Hobart area, Droughty Point within Clarence, and in Kingborough a mix of infill and greenfield at Huntingfield, Margate and Snug. It should be noted that actual growth will depend on market demand and supply, as well as the outcomes of any development applications over time. More details on growth projections are provided in Appendix 1.

Summary of Expected Urban Growth – additional population and dwellings by 2050

Council	Population	Dwellings
Glenorchy	16,500	8,200
Hobart	20,400	10,300
Clarence (Metro)	15,300	7,600
Kingborough (Metro)	7,800	3,900
Total Greater Hobart (Metro)	**60,000**	**30,000**

The Greater Hobart Plan will seek to:

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

Physical infrastructure and related services are integral to the efficient and effective operation of the city and has been considered within the Greater Hobart Plan. This includes infrastructure for transport and movement, reticulated utilities, the use of public spaces, waste disposal and the built community facilities from which various public and social services are provided. The provision of such infrastructure and services needs to consider factors such as equitable distribution, public safety and convenience, cost effectiveness, management efficiencies and environmental safeguards.

The future development of Greater Hobart will influence, and be influenced by, the way that public infrastructure and services are delivered. Such infrastructure and services are not an end in themselves but are provided to support and protect Greater Hobart's desired development pattern, urban fabric, economy, liveability and environmental quality.

It is understood that any recommended actions under the Greater Hobart Plan will touch on a broad number of areas, but this is unavoidable given the influence that a Greater Hobart Plan can have on the growth and development of a city.

Recommended actions that relate to the provision of public infrastructure will seek to:

- unlock land suitable for development and help build emerging communities
- better service those parts of the city that lack adequate social/recreational facilities
- protect environmental values and address future climate change impacts
- enhance a variety of transport modes that provide choice and reduce isolation
- improve traffic management and reduce traffic congestion
- enable people to have greater mobility and participate in active and healthy activities
- activate commercial centres and make them more walkable and safer
- reduce greenhouse gas emissions and facilitate increased renewable energy use.

Greater Hobart's future economic development requires tailored responses. Maintaining Greater Hobart's sense of local identity and character is an economic imperative, while also having an outward looking perspective on national and international opportunities. The challenge will be to develop a consensus on how this will be achieved.

The Strategy for Growth and Change considers how the spatial development of Greater Hobart will impact the city's economy. There is a direct relationship between the form of urban development and the potential economic benefits that can be achieved. An increase in the density of the city will increase efficiencies and generate greater social and economic interaction. Therefore, a compact city is more economically sustainable and resilient than a city with a more dispersed population.

While future economic activity will continue to be focused on the existing business, commercial and industrial centres, there remain many opportunities for further growth within and surrounding these centres.

Recommended actions relating to economic and employment opportunities will seek to:

- build on Greater Hobart's existing competitive advantages
- reinforce the economic viability of both central and local activity centres
- ensure a diversity of employment opportunities are spread right across the city
- encourage urban renewal and redevelopment of underutilised parcels
- provide for a much higher density of jobs within inner city employment precincts
- generate a mix of uses that encourage greater social and business interaction.

Conclusion

The implementation of this Strategy will be a long-term prospect. Some recommended actions can be undertaken quite readily, but concerted and continued effort will be required over the medium to long term to encourage the right growth and help shape the city over the 30-year period of the Greater Hobart Plan.

An Implementation Plan will be developed to outline how the Greater Hobart Plan will be achieved. The implementation of this Greater Hobart Plan will not be a straightforward exercise and it is recognised that there will be challenges to be overcome. Therefore, strong commitment from the Tasmanian Government and the Clarence, Glenorchy, Hobart and Kingborough councils will be essential.

A process will be established for ongoing review and adjustment of the Greater Hobart Plan and Implementation Plan as time progresses, with ongoing review examining new information, current and future trends and performance against previous targets and projections on an on-going basis, and a more in-depth review of implementation and direction completed every four years.

1. Background

1.1 Introduction

This inaugural Greater Hobart Plan and Strategy for Growth and Change focuses primarily on the future residential development of Greater Hobart – as defined under the *Greater Hobart Act 2019* and consisting of the Hobart, Glenorchy, Clarence and Kingborough municipalities. However, it also considers the physical infrastructure already available and the areas where employment is located to better understand the linkages between where people live and work and the available transport options.

The Strategy for Growth and Change is consistent with the 2050 Vision for Greater Hobart as developed by the Greater Hobart Committee and provides the strategic basis for the Greater Hobart Plan and its accompanying Implementation Plan.

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 thriving and an inspiring place to live, where we all work together to make a positive contribution to our extraordinary environment.

The primary purpose is to outline how the future residential and economic growth of Greater Hobart should be managed in a spatial sense and to help provide background to the subsequent proposed implementation of related programs to help achieve the desired outcomes of the Greater Hobart Plan over the next 30 years. The urban metropolitan area that is covered by the Greater Hobart Plan includes the areas within the metropolitan Urban Growth Boundary of Clarence, Glenorchy, Hobart and Kingborough councils and their immediate surrounds. Due consideration is given to neighbouring councils and the relationships that exist across the broader region. However, the focus of the Greater Hobart Plan is on the future urban development of the city itself.

The 2050 Vision for Greater Hobart covers the following themes:

1. ***Be greater for our people*** *- a great place to live; safe and welcoming; better active transport; and contribute to health and wellbeing*
2. ***Have greater interconnection, but distinct communities*** *- continue to 'feel like Hobart'; connected to unique natural environment; thriving, unique neighbourhoods; and people centred, activated places*
3. ***Have greater resilience*** *- build resilience and disaster preparedness; strong local business community; adapt towards a low carbon economy; and community spirit to 'future-proof' city*
4. ***Be well planned*** *- 'right place, right time'; collaborative approach to planning; and coordinated provision of infrastructure & services*
5. ***Have greater connection*** *- easy to get around; greater transport choice; increase co-location of jobs and housing; and smart technology to enhance useability*
6. ***Plan for growth and change*** *- greater housing choice; increase residential density in inner areas; growth will be planned and sequenced; and protect unique natural areas and biodiversity*

Many aspects of the Vision for Greater Hobart and the accompanying themes are further developed within this Strategy, and actions and recommendations will be developed to support this Vision.

Over the next 30 years, the population of Greater Hobart will continue to grow, and it is necessary to ensure there is sufficient housing for its current and future residents, that infrastructure and services are provided to support this growth and that sufficient opportunities for economic activity are provided.

Part A – Residential Development

Regarding residential development, future urban growth may take a number of forms, but the preferred growth model is one of urban consolidation. This will require largely low-impact, medium-density housing to be actively encouraged within the city, with care taken to protect the existing character, heritage and liveability of our city. Greater Hobart should remain a compact city as it will be necessary to limit the adverse impacts of urban sprawl, while also encouraging greater housing choice, providing more diversity and supporting affordability.

Housing shapes the character of the city and, when located in the right places, social and economic benefits can be maximised, both for individual residents and the broader community. If people can live in a home that they can afford and feel comfortable in, then they will feel safe and part of their community. Housing diversity is also critical, as housing needs change throughout an individual's life. The coordinated, cost-efficient delivery of future housing programs is a primary objective of the Greater Hobart Plan.

This Strategy projects the future demand for housing within Greater Hobart and the capacity of the existing land supply to meet that demand. Therefore, assumptions were made to balance the outputs against known land availability.

Housing provision is intended to focus on increasing diversity and affordability, and the expected spatial location of future residential development within Greater Hobart has been analysed. This has been undertaken to best meet the needs of future residents from amenity, convenience and cost perspectives. Having come to a position on a proposed urban form and where future housing development can and should occur, then we can look at how that urban form can be implemented and encouraged.

Part B – Physical Infrastructure and Services

Providing the necessary physical infrastructure and services to support future growth will significantly influence the spatial development of Greater Hobart. Physical infrastructure includes transport and utility assets as well as infrastructure related to public spaces, disposal of waste and other community facilities, from which various public and social services are provided. The provision of infrastructure and services needs to consider and/or balance factors such as equitable distribution, public safety and convenience, cost effectiveness, management efficiencies and environmental safeguards.

Such infrastructure and services are not an end in themselves but are provided to support Greater Hobart's desired residential development pattern, urban fabric and liveability. Infrastructure provision also points towards Greater Hobart's importance within the broader region and Tasmania as a whole.

This Strategy draws upon specific policies and directions that are already in place and being implemented across responsible agencies or service authorities at the council and state level.

Part C – Economic Development

There is a direct relationship between urban form and the efficiency and productivity of the city and the potential economic benefits that can be achieved. Higher population densities enable more efficient use of available infrastructure, which can in turn increase productivity and generate greater social and economic interaction, but a balance needs to be maintained between liveability and attractiveness to avoid negative consequences.

The economic future of Greater Hobart is of critical importance in ensuring the continued prosperity of its residents and businesses. Greater Hobart is also important at a regional and State level.

The location of activity centres within Greater Hobart are a result of historical influences and decisions, and the long-term evolution of the city. Nevertheless, there remain opportunities for further growth to occur within and surrounding current activity and employment centres and in new locations, and for other physical conditions to be improved that increase the viability of such opportunities.

The economic development of Greater Hobart has, like everywhere else, been impacted by the COVID-19 pandemic. It is therefore prudent to expect and plan for other future economic impacts, including a changing climate and technological advances.

It will be necessary for the city to develop in a more resilient spatial form, bearing in mind such likely challenges and opportunities, and the subsequent demands placed upon the city and its residents.

1.2 Key Principles

This Strategy has been prepared to be consistent with principles developed to align with the 2050 Vision for Greater Hobart.

The principles cover:

- broad issues that relate to the direction and collaboration required to embed this Greater Hobart Plan into current policies and processes; and
- more specific issues that relate to:
    - residential development
    - physical infrastructure and services; and
    - economic development.

The following tables lists the principles and the alignment of each principle against Vision themes as approved by the Greater Hobart Committee.

Table 1: Principles of the Greater Hobart Plan

Principles	Description	Themes - 2050 Vision for Greater Hobart					
Common Principles		1	2	3	4	5	6
1. Whole of Greater Hobart Planning	Adopt a whole-of-city perspective and a sound evidence-based approach for forward planning, and encourage collaboration between all levels of government, industry and community.	✓	✓	✓	✓	✓	✓
2. A compact city	Acknowledge Greater Hobart's geographic constraints, the opportunities to benefit from increased living densities close to activity hubs and the need to limit urban sprawl.	✓		✓	✓	✓	✓
3. Live locally	Protect and enhance the amenity and character of local areas within the city, improve accessibility, walkability and liveability, develop 'green' neighbourhoods and encourage the proximity of residential areas to services and employment opportunities.	✓	✓	✓	✓	✓	✓
4. Environmental sustainability	Ensure that future development considers the unique natural setting within which Greater Hobart is located, the impact of climate change and the need to protect/enhance local and regional environmental outcomes.		✓		✓		✓
5. Community engagement	Consider community values in Greater Hobart, plus provide for ongoing community engagement in the planning processes, involve the local Aboriginal community and build greater community cohesion and resilience.	✓	✓		✓		
Residential Development Principles		1	2	3	4	5	6
6. Alignment with natural setting	Future development is to consider of and complement the unique natural setting within which Greater Hobart is located and has historically developed.		✓		✓		✓
7. Meeting future housing needs	Cater for population growth and housing demands, to provide greater choice through housing diversity, affordability and social housing options in accessible locations to meet the changing lifestyle needs of Greater Hobart residents.				✓	✓	✓
8. Urban consolidation	Create more opportunities for medium density residential development, particularly in the vicinity of the main activity hubs and within such designated corridors as the Northern Suburbs Transit Corridor.	✓		✓	✓	✓	✓
9. Liveable walkable communities	Encourage the development of more liveable and walkable communities that provide easy access to local parks and open space, a variety of services and a mix of uses that can stimulate community interaction and cohesion.	✓	✓	✓	✓	✓	✓
10. Respecting local character	Respect relevant community values, by encouraging more sustainable, attractive housing and building design and by appreciating Greater Hobart's significant heritage and cultural attributes.	✓	✓				✓
Physical Infrastructure and Services Principles		1	2	3	4	5	6
11. Integration of land use and infrastructure planning	Greater Hobart's compact size and linear footprint alongside the Derwent River highlights the need for an integrated and collaborative approach amongst all planning, infrastructure and service providers.	✓	✓	✓	✓	✓	✓
12. Optimise the most efficient use of infrastructure and services	prioritise the utilisation of the existing capacity within infrastructure systems and community services across Greater Hobart and ensure that new or replacement infrastructure is sufficient to meet anticipated demands.			✓	✓	✓	✓
13. Optimise public accessibility	ensure that all Greater Hobart residents have access to a range of transport options and that development responds to and supports an efficient transport network where public and active transport and safe, all-abilities access is prioritised.	✓	✓			✓	✓
14. Identify and attribute true infrastructure costs	land use and infrastructure decisions are to be made knowing what the true costs and benefits will be to the Greater Hobart community and how such costs are to be attributed in a transparent and accountable manner.				✓		
15. Ensure infrastructure and services meet future needs	if Greater Hobart is to become the "world's best small capital city" then it will need to have well designed and high-quality infrastructure and services that suitably 'future-proof' the city in the light of future climate, technological and demographic change.			✓	✓		
16. Provide for open space and recreation needs	ensure there is a network of high-quality parks, reserves, sports fields, recreational areas and open space corridors that meet all community needs, are easily accessible (20 minutes' walk) and well vegetated (urban forests).	✓	✓				✓
Economic Development Principles		1	2	3	4	5	6
17. Employment growth	Provide for a range of new land use and development opportunities that are uniquely suited to Greater Hobart, which encourage business and employment growth.		✓	✓	✓	✓	
18. Activate central and local business hubs	Protect and enhance the role of the Hobart CBD as a harbor/port, employment and services centre, and arts, culture and tourism hub, with a supporting framework of thriving local business centres throughout the Greater Hobart area.	✓	✓	✓			
19. Collaboration	The relatively small size of the city and the existing networks within government, business and the community provide many opportunities to better coordinate activities and increase collaboration to achieve a common economic future.		✓		✓		✓
20. Competitive advantages	Protect and build upon Greater Hobart's existing attractions and culture, which benefits from its environmental and heritage settings, to promote development opportunities and productivity in ways that are place-based, high value and protect existing features and values.	✓	✓				✓
21. A diverse and resilient economy	We expect future challenges and opportunities for diversification and adaptation of Greater Hobart's economy. It is essential that future development within the city is economically and environmentally sustainable, innovative, and tailored to enhancing local needs.			✓			✓

1.3 Policy Context

1.3.1 Southern Tasmania Regional Land Use Strategy (STRLUS)

The policy context for this Strategy is primarily based on the Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS).

The STRLUS is legally enforceable under the *Land Use Planning and Approvals Act 1993* and includes a residential development strategy developed and released in 2010. Its definition of Greater Hobart is wider and includes areas within the Brighton and Sorell municipalities, which are located outside the urban metropolitan area covered by the Greater Hobart Plan. Nevertheless, STRLUS policies for the Southern region and for Greater Hobart remain critically relevant for the Greater Hobart Plan.

The STRLUS has been in place for more than 10 years and council planning schemes seek to implement its residential development policies. The Greater Hobart Plan will build on these existing policies and inform an update to the STRLUS. The STRLUS policies most relevant for the development of the Greater Hobart Plan and this Strategy are listed in Appendix 2.

On the release of the STRLUS in 2010, the rate of urban expansion was identified as unsustainable and that increased infill development, higher living densities and urban consolidation should be the preferred growth model for Greater Hobart. The subsequent development and transition to the Tasmanian Planning Scheme has also introduced planning controls that encourage increased residential densities.

As part of the consideration into the future development of Greater Hobart, it is necessary to be mindful of the city's relationship with the broader southern region and Tasmania as a whole. Hobart's role as Tasmania's capital city is critical, and it is not the intention that Greater Hobart expands or grows at the expense of neighbouring areas or other parts of the State. Therefore, the Greater Hobart Plan acknowledges that Greater Hobart does not exist within its own 'bubble' and its planned growth must be integrated within the existing regional planning framework of the Tasmanian planning system.

1.3.2 Tasmanian Government

Outside of the STRLUS land use planning framework, the main Tasmanian Government direction for residential development is provided by the affordable housing and social housing policies of the Department of Communities Tasmania through the *Policy for Social Housing Providers*, the *Affordable Housing Strategy,* and its Action Plans, and the currently being developed *Tasmanian Housing Strategy*.

These strategies incorporate numerous actions to provide for the supply of more affordable housing (e.g. the planned development at Huntingfield), and to support infill development and higher density living opportunities along transport corridors by encouraging greater urban consolidation. The explicit intent is for social housing to be in *"well located suburbs with good access to jobs, shops, transport, schools and other community services*".

The Infrastructure Pipeline maintained by Infrastructure Tasmania helps to inform decision making by governments, developers, utility providers and project proponents as they consider future investment plans and priorities; and assists consulting and contracting firms with current and future resourcing decisions.

The Infrastructure Pipeline is compiled with the input of government businesses, state departments, private sector infrastructure providers and local government. Upcoming projects are listed under various categories including roads, energy, water (water, sewerage, irrigation

and stormwater), airports, ports, rail, communications, housing, health, education, public safety and recreation.

The Tasmanian Government seeks to create a supportive environment for businesses to grow and to attract investment. This is primarily delivered through the Department of State Growth, together with the Office of the Coordinator General. The Coordinator-General engages more with prospective investors interested in Tasmania's regional economic strengths and has published *'The Southern Tasmania Advantage: a guide to investment opportunities and industrial precincts'* to help guide investors seeking to invest in the south of the State.

1.3.3 Local Government

Under the *Local Government Act 1993*, councils prepare a Strategic Plan, a Long-term Financial Plan, an Asset Management Policy and a Long-term Asset Management Plan.

Each council also produces operational asset management plans, strategies and policies considered necessary at the local level.

Infrastructure related policies generally focus on local community needs, fulfilling environmental responsibilities, planning for the future, ensuring public safety and providing sustainable ongoing asset management (maintenance/replacement).

Regarding residential development:

- **Clarence City Council** is preparing several relevant plans for specific areas, such as the Clarence Plains Master Plan, Tranmere/Rokeby Peninsula Structure Plan and the City Heart Project, plus it intends to prepare a City Future Strategy that will build on the results of the Greater Hobart Plan.
- **Glenorchy City Council** has issued a Statement of its Commitment on Housing (August 2020) that expresses its support for *"a diversity of safe, liveable, accessible and affordable options".* The Council has also undertaken precinct planning through its Greater Glenorchy Plan to help guide future growth and development.
- **The City of Hobart** has previously developed a Housing and Homelessness Strategy and a Social Inclusion Strategy that dealt with issues such as housing stress and the need for new supplies of housing stock. The Council also commissioned a report that highlighted the opportunities and benefits of increased inner-city housing (Central Hobart Precinct Plan - Economic, Demographic and Employment Study – by HillPDA Consulting, Feb. 2020).
- **Kingborough Council** has endorsed its Kingborough Land Use Strategy (May 2019) and this document describes the main issues and directions for Council that are relevant to a residential development strategy within that municipality and specifically within and around the Kingston area, while also identifying areas for potential future growth around Margate and Snug.

The councils also deliver a range of economic development programs that include:

- a desire to further activate commercial precincts
- support existing businesses and attract new businesses
- promote their competitive advantages

- encourage a greater collaborative approach between industry and government
- improved accessibility to local jobs for local residents

Part A – RESIDENTIAL DEVELOPMENT

2. Residential Demand and Supply

2.1 Projected Population Growth

The Department of Treasury and Finance develops and releases population projections at a Tasmanian local government level with the release of Australian Bureau of Statistics (ABS) census data every 5 years. It is expected that updated population projections will be developed during 2022-23 using detailed data obtained through the 2021 Census.

Of the three population projection series produced (High, Medium, and Low growth series), it is usually recommended that the Medium Series projections be used for planning and policy purposes**.** The population projections for the Greater Hobart councils are shown below.

Table 2: Population growth projections

LGA	Population	Low Series		Medium Series		High Series	
	2021	2050	Increase	2050	Increase	2050	Increase
Hobart	56,084	58,922	+2,838	66,173	+10,089	77,173	+21,089
Glenorchy	51,233	53,793	+2,560	58,432	+7,199	65,607	+14,374
Clarence	62,396	63,895	+1,499	68,271	+5,875	75,335	+12,939
Kingborough	40,815	42,016	+1,201	45,550	+4,735	49,916	+9,101
TOTAL	**210,528**	**218,625**	**+8,097**	**238,422**	**+27,894**	**268,030**	**+57,502**

Source: Australian Bureau of Statistics 2021, and Department of Treasury and Finance, Population Projections 2017.

Prior to the onset of the COVID-19 pandemic, the annual population growth rate for Greater Hobart was higher than the High Series long term growth rate, with an average of 1.31% per year over the five-year period to June 2020. This growth rate has since increased with the rebasing of ABS data due to the 2021 Census, as the five-year average growth rate is now 1.99% per year.

As noted above, Medium Series growth projects an increase in population of 27,894 persons and the High growth series projects a population increase of 57,502 persons (based on 2021 population estimates).

At a state level, natural population increase (the number of births less the number of deaths) is decreasing as the largely static birth rate is being overtaken by an increasing number of deaths due to our ageing population and higher proportion of older Tasmanians. Projections indicate that a natural decline is expected around 2030 when the number of deaths will outnumber births in the State. Within Greater Hobart, Clarence and Kingborough are expected to reach natural decline around 2030, while Glenorchy and Hobart are expected to maintain positive natural increases until 2042**.** The population of Greater Hobart and Tasmania is ageing relatively rapidly (Hobart has the highest median age of all Australian capital cities).

The projected population increase for Tasmania relies almost entirely on migration from either interstate or overseas. Migration has been supporting population growth in recent years, though overseas migration came to a halt in 2020 due to the imposition of COVID related border restrictions. It is uncertain how long it may take to re-establish overseas migration to pre-pandemic levels, however interstate migration remains strong and housing sales and building activity have been strong but are now showing signs of contraction. Long term population projections for Greater Hobart are uncertain.

Nevertheless, it is expected that Greater Hobart and Tasmania will still be particularly popular for migrants due to a variety of factors that include a growing appreciation of its local benefits and attractions, the impact of climate change and increased opportunities for working remotely. However, a large proportion of people who migrate to Tasmania are in older age brackets (particularly migrants moving from other Australian mainland jurisdictions) and, if they are in the majority, then this will only accentuate the ageing population.

A more sustainable strategy is to create conditions including job creation that reduces the need for young people to leave the State and to attract younger migrants to directly counter the ageing trend. The Greater Hobart Plan will seek to assist by facilitating the development of a more attractive and efficient city, making Greater Hobart more liveable with more employment opportunities.

Given the factors influencing population growth and migration, it is likely that strong population growth rates will not be sustained over the entire 30-year period as they are heavily influenced by economic cycles. However, it is reasonable to assume that the growth rate may be greater than the Medium Series projections, and it would be prudent to plan for a population growth rate closer to the High Series. On that basis, a working figure of an additional 60,000 persons by 2050 has been adopted (see Table 2 below) and this will help inform future demand for housing.

This figure of an additional 60,000 persons in Greater Hobart is not a population target but is an estimate of what may occur and will inform forward planning throughout the Greater Hobart Plan. This estimate will be subject to regular review over time as population growth trends become apparent.

2.2 Housing Demand

The future demand for residential dwellings is driven by estimated population growth.

The current average household size is 2.3 persons per household and the trend points to this decreasing over the next 30 years to reach 2.0 persons per household by 2050.

Again, for planning purposes, a conservative approach will be adopted by assuming 2.0 persons per additional household in Greater Hobart throughout the 30-year period. This will therefore provide for the likely demand for housing, and an increased ability for older Tasmanian's to 'age in place' and the potential for an increase in single person dwellings. This assumption therefore means that for the purposes of the Greater Hobart Plan we will estimate a future demand for about 30,000 additional dwellings over the next 30 years – or 1,000 dwellings per year on average over the period.

Table 3 below shows the Medium and High Series population projections and the assumed population for planning purposes within the Greater Hobart Plan and dwelling estimates. Adjustments have been made for both Clarence and Kingborough due to the proportion of rural land that exists outside their urban metropolitan areas.

Table 3: 2050 Population and housing estimates

	Population Projections		Greater Hobart Plan		
LGA	**Medium Series**	**High Series**	**Additional Population (30 Years)**	**Additional Dwellings (30 Years)**	**Rate/year dwelling construction**
Hobart	10,923	21,923	20,400	10,300	343

Glenorchy	10,469	17,644	16,500	8,200	273
Clarence	9,542	16,606	15,300	7,600	253
Kingborough	6,922	11,288	7,800	3,900	130
TOTAL	**37,852**	**67,460**	**60,000**	**30,000**	**1,000**

Source: Australian Bureau of Statistics, and Department of Treasury and Finance, Population Projections 2017.

This future rate of 1,000 dwellings per year has been compared with the residential development that has occurred in Greater Hobart. Over the last 10 years, on average about 700 dwellings per year were completed across Greater Hobart. This points to a need to increase dwelling construction each year over historical rates to achieve 1,000 dwellings per year. It should be noted that this construction rate does not consider any assessment of unmet housing demand within Greater Hobart.

The total number of dwellings delivered in the last 10 years (7,050 dwellings) was less than the 8,520 dwellings targeted by the STRLUS. The STRLUS also included a requirement that future housing development should be 50% infill and 50% greenfield for all Greater Hobart councils including Brighton and Sorell. When we exclude Brighton and Sorell, as they are not members on the Greater Hobart Committee, this ratio becomes 53/47 for infill/greenfield. However, during the last 10 years, the actual infill/greenfield split for the four Greater Hobart councils has been 64/36 (i.e. 4,487 infill dwellings and 2,563 greenfield dwellings).

Therefore, actual infill development over the last 10 years has exceeded the STRLUS prediction by a significant amount driven by demand and supply in the housing market alone without intervention by governments. This indicates a clear market preference for infill development over greenfield options and includes a reasonably strong market demand for multiple dwellings across Greater Hobart. Of the total 7,050 dwellings delivered in the last 10 years, one third were multiple dwellings, about one third were infill single dwellings and another third were greenfield single dwellings.

This market performance indicates that a 70/30 infill/greenfield split for Greater Hobart would appear to be quite achievable if deliberate action is taken to encourage higher residential densities within inner urban areas. This would also be consistent with similar targets set by other major Australian cities.

Despite this relatively strong sustained demand for multi-unit type dwellings, the fastest growing areas have generally been on the urban fringe. In recent years, the areas with the highest population growth rates (in and around the Greater Hobart area) have been Rokeby, Brighton/Pontville, Sorell, Hobart, Dodges Ferry/Lewisham, Bridgewater/Gagebrook, and Kingston.

Definitions

- **Infill development** - development within the existing urban footprint through*:*
  - (a) small scale subdivision or unit development on existing residential lots; or
  - (b) redevelopment of brownfield or greyfield sites
- **Greenfield development** - located on former agricultural or undeveloped natural land on the periphery of towns and cities that has been identified for urban development.

Note - Infill housing includes those dwellings within the existing urban footprint, whereas new greenfield housing development requires an extension outwards beyond that existing urban footprint.

- **Low Density** – less than 15 dwellings/hectare – which are usually detached dwellings on their own separate lots. This is the standard density for almost all existing Greater Hobart suburban areas.
- **Medium Density** – generally between 15 and 35 dwellings/hectare – such as single or two storey units, villas/terraces and townhouses. This density currently only exists within a few small precincts close to CBDs within Greater Hobart.
- **High Density** – more than 35 dwellings/hectare – such as precincts dominated by multi-storey apartment buildings (usually more than three storeys). This density only exists for individual buildings, and not at a precinct level in Greater Hobart.

Note – gross densities include provision for roads and footpaths necessary to support such housing.

The average residential density across the existing Greater Hobart urban metropolitan area is the lowest of all Australian capital cities by a considerable margin.

The growth estimates assume that the projected population and housing growth by the four Greater Hobart council areas will be self-contained, meaning that we assume no leakage of population or dwelling numbers within areas outside the four Greater Hobart councils (e.g. Sorell, Brighton, Derwent Valley, Huon Valley).

It is also assumed that the council areas outside of Greater Hobart will experience population growth that aligns with the rates projected by the Department of Treasury and Finance. Although outside of the scope of the Greater Hobart Plan and this Strategy, townships like Sorell, Brighton, New Norfolk, Huonville, Margate, and Richmond should be encouraged to increase local jobs and the provision of services for their own residents, thereby reducing the need for their residents to travel or commute into the Greater Hobart centres.

2.3 Land Supply

Information was provided by the four Greater Hobart councils on the extent of residentially zoned vacant or underutilised land within each municipality and the potential for its further development. The vacant land was further classified as either infill or greenfield. In each case, an assessment was made on:

- likely site constraints (slope, access, existing dwelling etc)
- the likelihood that a proportion of existing landowners would not be willing to subdivide their properties over the next 30 years
- dwelling yield following further subdivision or the use of land for multiple dwelling developments.

The existing residentially zoned greenfield land supply was assessed as to whether development would be to a normal suburban density of about 10 dwellings/hectare. This was a conservative assessment as higher densities are quite likely to be achieved within certain greenfield precincts.

The existing residentially zoned infill land supply (either vacant or underutilised) has the potential to be developed to a higher density than standard suburban density, which is generally considered low density of about 15 dwellings per hectare. In fact, it is expected that most land of this type would likely be used for multiple dwellings in future and the total dwelling numbers would increase accordingly. It is also the case that other residentially zoned land could be similarly developed if existing dwellings were demolished or incorporated within new multiple dwelling developments. Existing parcels could also be aggregated to create more viable development parcels. A conservative increase would be from an average low density of 10 dwellings/hectare to about 25 dwellings/hectare considering the existing planning scheme density provisions.

Further research is needed into the capacity for increasing densities within transit corridors and close to activity centres, however it is apparent that there is capacity to significantly increase development levels within the designated STRLUS Densification Areas, as infill development over the last decade has occurred elsewhere within outer suburban locations.

Residential development in Greater Hobart is generally of lower residential density than other comparable cities. Map 1 provides the current residential densities across Greater Hobart.

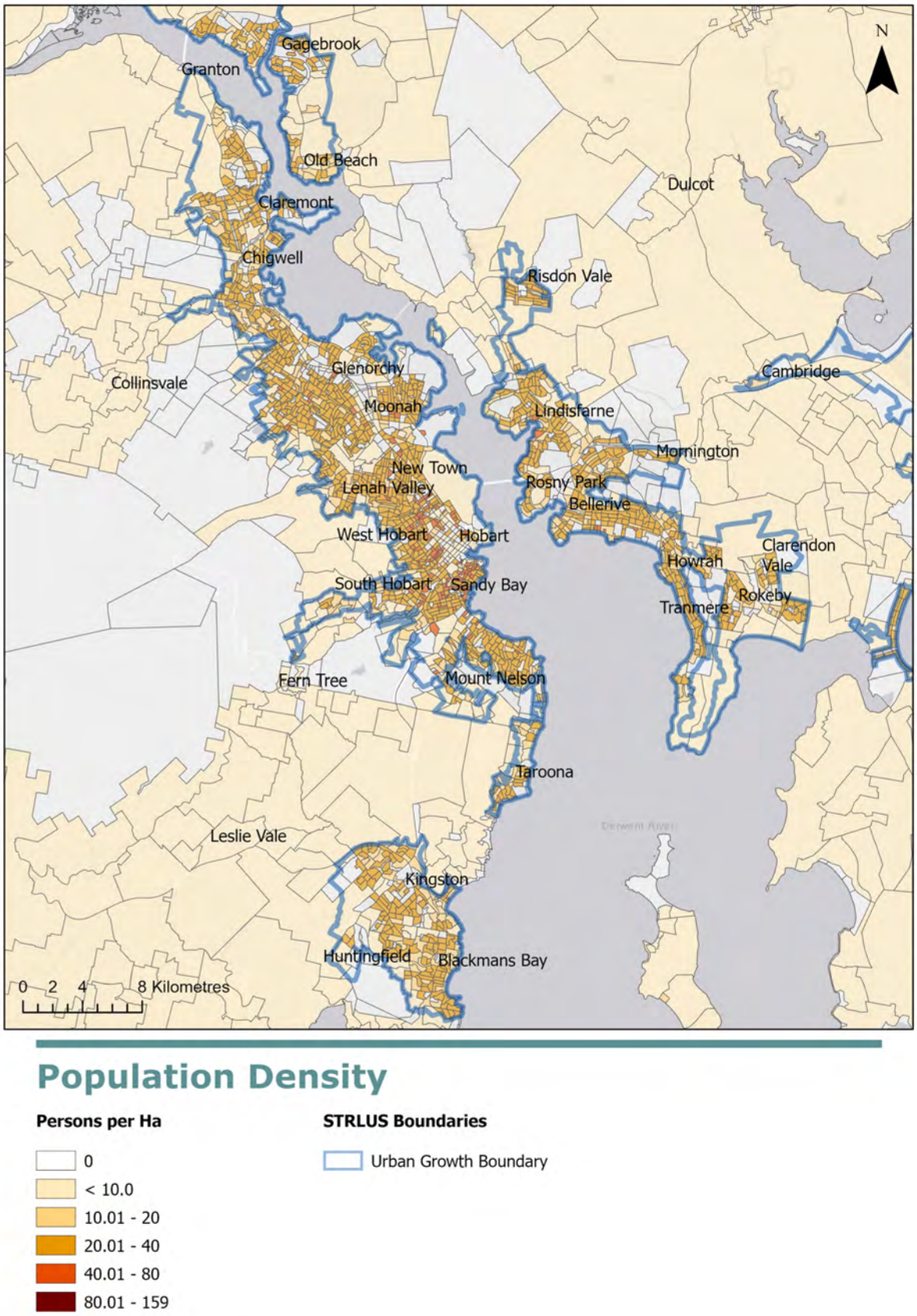
In Table 4 below, provides a summary of the dwelling yield that could be obtained from existing residentially zoned land (as at the end of 2020) – noting that the Glenorchy infill figures already include an allowance for higher density development (e.g. multiple dwellings).

Table 4: Potential future dwellings yield on existing residentially zoned land

LGA	Infill			Greenfield	TOTAL
	Vacant	Underutilised	Total Adjusted for increased density	Vacant	
Hobart	448	1,025	3,683	0	3,683
Glenorchy	992	665	1,657	1,628	3,285
Clarence	620	1,014	4,085	7,122	11,207
Kingborough	350	832	2,955	700	3,655
TOTAL	**2,410**	**3,536**	**12,380**	**9,450**	**21,830**

Based on this analysis, the currently available residentially zoned land supply could yield around 21,830 additional single dwellings – with this consisting of 12,380 infill dwellings and 9,450 greenfield dwellings. Most of this land supply is greenfield vacant land within Clarence. Glenorchy also has significant reserves of such land in the Granton area.

In addition to this, there is potential for more dwellings to be included within non-residential zones or where land could be rezoned, or dwellings provided within Specific Area Plans (SAPs). The business districts for Hobart, Glenorchy, Rosny Park and Kingston, together with the other smaller activity centres, are zoned as Central, General or Local Business. In each case, residential development is occurring usually above ground floor retail or commercial uses, is growing in popularity and is expected to reach a reasonably density in key locations.



MAP 1 – POPULATION DENSITY

Source: Australian Bureau of Statistics, 2016 Census data using SA1 geographic boundaries.

Click here to view online version.

There are also several key sites being targeted for future residential development – such as the Hobart Showground and it is envisaged that over the next 30 years other key sites will be identified.

Our analysis indicates that a total potential yield from non-residentially zoned areas may be an additional 12,700 dwellings over the next 30 years.

The total dwelling capacity within the Greater Hobart area is therefore 34,530 additional dwellings – made up of a potential yield of 9,450 greenfield dwellings and 25,080 infill dwellings.

This is more than the estimated future housing demand of 30,000 dwellings over the next 30 years. While there are assumptions and variables associated with this analysis, there is sufficient land within the existing Urban Growth Boundary of Greater Hobart to satisfy the future demand for housing through to 2050. In addition, we will develop an agreed strategic approach to growth and changes to the Urban Growth Boundary may result based on evidence of need to accommodate future urban development.

In meeting this demand for an additional 30,000 dwellings, it is possible to be consistent with historical trends and adopt a 70/30 split between infill and greenfield – so that the targeted figures would be 21,000 infill and 9,000 greenfield dwellings.

3. Community Values

In considering the future residential development and shape of Greater Hobart, it is important to focus on the expectations of existing residents and communities regarding key elements to their community. The Greater Hobart community has strong views about living within the city and how their local communities should develop in future. These values are often expressed when changes are being proposed.

To gauge what values are important for residents, a review of recent relevant public engagement exercises conducted by the four Greater Hobart councils has been conducted. This review identified the most expressed views relate to issues about residential development strategy, or what people see as being most important about where they live and about the values and aspirations that they attribute to Greater Hobart.

These important community values relating to future land use and development are embodied within the 2050 Vision for Greater Hobart agreed by the Greater Hobart Committee. The Vision emphasises that Greater Hobart should:

- *"be a great place to live, with people at the heart of our city"*
- that it should *"continue to feel like Hobart"* as it continues to grow
- that it *"will have safe and welcoming places for people of all ages and abilities"*
- the *"public spaces, services, events and cultural life will contribute to people's health and wellbeing"*
- there is a need to *"protect the natural areas and biodiversity"* of the city and its surrounds
- that it will be necessary to both *"build reliance and disaster preparedness"* and to support the community to *"future-proof"* the city.

Past community engagement indicates that residents have pride in their city. They care about its future and want it to be protected. They are proud to share it with others and enjoy the fact that Hobart (and their own local area) has a positive reputation. It is very important that the city is well presented, well designed and well maintained. They like to be part of a *"safe, inclusive, active, healthy and vibrant community*".

The Greater Hobart community is very conscious of the intrinsic physical values of the region, as Hobart is defined by its natural environment and very strong sense of place. Local residents are protective of its natural values – the landscape, the views, the bushland, waterways and mountain. These characteristics combine to give a unique identity and distinctiveness to Hobart and its surrounds. Future development should complement this and not detract from the setting in which it is placed.

Access to such natural areas is vitally important, together with a broad array of public and recreational spaces. One of the most attractive features of Hobart is that there are many natural areas and parks close to where people live. An outdoor lifestyle, including walking bush trails and foreshores, is a big part of living in Greater Hobart and is strongly valued. This access to nature should also be available within urban areas, with more street trees, nature play and green pathways. Urban greening is expected to increase over coming years to help deliver more liveable streets and corridors across the city.

Accordingly, being a walkable city is an important aspiration for Greater Hobart. The walking and cycling networks that permeate the city are valued within the community and there is a desire that they be extended and enhanced. Such active transport options could be combined with improved public transport. Wherever possible, there should be transport options for residents and the community values alternatives to private car trips. Traffic congestion should be minimised and there is a desire to spend less time commuting, which translates into a desire to live closer, or have easier access, to work or education where possible.

Local communities identify strongly with local shopping centres and commercial districts, including the Hobart city centre and its connections to the waterfront, parks and surrounds such as the Domain, Battery Point and the Hobart Rivulet. Residents want to see convenient services and other attractions that cater for their needs This has been recently reflected in the priority of the four Greater Hobart councils to plan the revitalisation of their main CBDs – as seen by the Central Hobart Precincts Plan, the Greater Glenorchy Plan, the Clarence City Heart Project and the Kingston Place Strategy.

The availability of housing is seen as a fundamental right and the need for more affordable housing is often raised, together with a broader diversity of housing types to suit different life stages. The way that development occurs is often a concern for residents, particularly if the existing local character of an area is threatened, such as where small unit developments may be replacing traditional family homes, and where higher densities may be considered to change the character of older suburban areas.

The community is increasingly engaged in commenting on prospective developments. They value the opportunities to provide feedback and comment. The community has identified the need for strategic planning that provides a more transparent pathway for the development of important areas. The Greater Hobart Plan itself is an acknowledgement of the need for good strategic land use planning to guide future growth, protect or enhance existing values, and provide greater certainty as to what built form and liveability of the city.

The Greater Hobart lifestyle is particularly valued. The liveability of a small city such as Hobart is seen as being one of the main reasons people live here. Residents consider Greater Hobart

as more accessible, intimate, friendly, and in a more attractive natural setting compared to larger cities. Such values and views are an important context when considering the spatial development of the city.

Understanding community values through the lens of 'liveability' is useful for development of the Greater Hobart Plan. The urban form of a city such as Greater Hobart has an impact on the future liveability of its residents. Therefore, liveability objectives can help guide residential development strategies and the delivery of public infrastructure and services.

A focus on maintaining a compact city will help encourage more walkable neighbourhoods and a culture where the preferred modes of transport are walking, cycling or travelling by public transport. Ensuring everyone can move freely around the city is a fundamental objective of liveability. The mobility of residents and their access to good transport options is highly valued by everyone. People who suffer from a transport disadvantage (unable to drive, poor local bus services) are more isolated and likely to have lower levels of wellbeing.

Commuters are increasingly travelling longer distances to work and peak-hour congestion adds to travel times. There are social and financial costs of increased travel times, and it is much more desirable to have people live closer to where they work. If there are more jobs in local activity hubs, people can spend less time commuting. Other land use decisions (such as increasing densities and enabling mixed uses) can reduce travel distances to a range of community services and public facilities and help in making local businesses and services more viable.

Good social connections underpin many of the important liveability criteria and future development should enhance these as much as possible. Greater Hobart's increased liveability should generate a greater sense of belonging and ownership that leads to local responsibility, passive surveillance, social cohesion and a greater community capacity and willingness to participate in local activities.

This increased community capacity and cohesion enables greater resilience to economic and social shocks, including natural disasters, pandemics and other emergencies. Local support networks are stronger if residents know each other and meet more often, which can be influenced through good urban design. It is likely that there will be future global and national impacts that will require a high degree of community resilience and adaptability.

The spatial development of the city must consider community values and liveability factors. Controlling urban sprawl is key to achieving these frequently expressed community values and meeting the challenges identified in the 2050 Vision for Greater Hobart. This is where more medium density living, affordable housing, liveability, active transport and convenient access to services, can together combine to produce a stronger sense of community for Greater Hobart.

4. Housing Considerations

4.1 Housing Diversity

There is limited housing diversity in Greater Hobart. The existing housing stock is primarily traditional and there is less choice compared to other Australian capital cities. Single detached houses make up 84% of total dwellings and only 7% of dwellings are considered medium density like semi-detached, terrace or townhouse type dwellings. There are relatively few apartments in Greater Hobart as a whole.

Greater Hobart has a very low overall residential density and suffers from what is referred to by experts as the “missing middle” – in that there are single dwellings and some multi-storey apartments, but not much in between. It is medium density dwellings that provide the greatest opportunity to increase the total number of dwellings and to provide increased diversity of housing forms across the city.

The existing housing stock in Greater Hobart limits the choice available, particularly for those on low incomes, first home buyers, people seeking to downsize and those wanting to live closer to their employment. More housing diversity is needed across Greater Hobart, including within new greenfield estates. It is however more likely to occur because of infill development within the inner and middle urban areas closest to services and public transport. The current lack of diversity limits certain individuals finding a home in desired locations, but this can be changed through the provision of more duplexes, townhouses, ancillary dwellings, terrace housing and low to medium rise apartments.

The barriers to deliver such a wider diversity of housing include the higher cost of inner-city land, land parcels not being sufficiently large enough, industry capacity to deliver such a range of products, planning and heritage restrictions and sometimes community resistance to different housing types. Developments can sometimes be poorly sited and designed. However, it should be possible to sensitively increase densities without undermining the core fabric or character of a local neighbourhood and it may be possible to develop measures that overcome likely barriers to such development.

The rezoning of suburban land to accept higher residential densities (such as the Inner Residential Zone because of the nominated Densification Areas within the STRLUS) appears to have made little difference in stimulating more housing or any greater diversity of housing. Additional efforts will be required to meet the current demand – such as for rental accommodation, social housing, different housing forms to suit personal needs (e.g. shop-top housing, bed-sits, ancillary dwellings), downsizing opportunities (freeing up larger dwellings for bigger families), retirement living, visitor accommodation and student accommodation. These can all be accommodated within various medium density forms.

The opportunities to encourage a much greater diversity of infill housing include the following:

- Regulatory requirements that ensure there is a mix of dwelling types and tenures as part of significant new residential developments. This may include the introduction of inclusionary zoning requirements for affordable housing and encouraging mixed use developments.
- Allow financial concessions (assessment fees, developer contributions) for projects that address specific unmet housing needs

- Review planning scheme controls (such as height and density provisions) to maximise housing opportunities.
- Conduct proactive community consultation to help identify suitable sites for housing projects as part of an expanded community engagement program.
- Adopt a precinct planning approach that incorporates a mix of housing types with other compatible uses and be open to public-private partnership arrangements.
- Provide subsidies (land, finance or infrastructure) to deliver housing at below-market rates for those on lower incomes.
- Be more explicit in communicating the need for different types of housing
- Local building industry to develop new skills in alternative construction methods and building styles.
- Encourage the right development in the right place through pilot sites on government land to demonstrate benefits of medium density dwellings.
- Identify infill opportunities right across Greater Hobart so that those sites that are least constrained can be targeted by developers for medium density development that suits the surrounding suburban character.

There is considerable scope to increase the supply and diversity of housing across Greater Hobart. The challenge will be to provide suitable development in appropriate locations within price brackets that are affordable. Generating greater housing diversity, together with the accompanying higher residential densities, will influence and shape the character of the city over coming years. The changes that will be necessary will need to be undertaken in conjunction with local communities and relevant stakeholder groups.

An increased range of infill housing diversity provides this **greater choice** and for people to have a form of housing and location that best suits their lifestyle.

4.2 Housing Affordability

The Tasmanian Government Affordable Housing Strategy 2015-2025 provides a framework for action and investment. It is implemented by way of Action Plans that are updated every few years. Underpinning each Action Plan are strategic interventions to address social and affordable housing supply across Tasmania, which are:

- prevent housing stress by increasing the supply of affordable homes
- target early intervention to assist those at risk of housing stress and homelessness
- assist those experiencing homelessness to find safe and secure housing.

‘Housing affordability’ is generally defined by the proportion of household income spent on housing costs. Housing affordability in Australia has generally declined since the mid to late 1980’s, with the price to income ratio increasing markedly since then (an 84% increase).

House prices increase in areas where demand is higher than supply. Over the last 40 years, Tasmania has experienced solid house price growth and in the last few years, the housing market has tightened through strong population growth and a lack of a corresponding supply of dwellings. However, recent times have seen considerable dwelling construction activity.

It is apparent that demand for new dwellings has exceeded supply in recent years and accelerated delivery of new housing is required. The local building industry is experiencing capacity constraints and there are difficulties in obtaining building materials.

The rental vacancy rate has been at record low levels in Hobart in recent years, and the lowest of any Australian city. This reflects an ongoing shortage of private rental accommodation which increases the pressure to ensure sufficient social and community housing for those people most in need within the community.

Market forces dictate the level of investment in the residential construction sector, but government can influence the level of housing supply through policy settings and the application of more efficient approval processes. The Tasmanian Government delivers housing projects specifically targeting the affordable housing market. For example, Huntingfield on the southern edge of Kingston is a 34-hectare development of 470 allotments – of which 15% will be for affordable housing. Affordability will be achieved through adjusting lot sizes and the types of medium density housing being provided.

Typically, the most affordable housing can be found on the urban fringe where land prices are the cheapest and developers have fewer constraints than in inner urban areas. This can often be misleading for future residents, due to reduced access to jobs, transport, shops, health services and other community facilities. Households that can least afford it, end up incurring the highest living costs.

A lack of affordable housing in the inner and middle suburbs of Australia's major cities, means that people do not have equal access to growing job markets in the inner suburbs. This can create pockets of social disadvantage on the urban fringe. A resistance to change from the community and restrictive planning provisions can sometimes contribute to a lack of affordable dwelling types being built in the inner and middle ring suburbs.

Due to higher house prices in the inner and middle suburbs, many households in outer areas are unable to move into these areas. It has also meant that wealthier households tend to predominate in areas where there are both better jobs and public transport. This highlights that the provision of affordable housing is not solely about the purchase price of the dwelling, but also the dwelling's location in areas that enable an affordable lifestyle. This spatial inequality divides the city between the higher cost housing in inner city areas that have better access to employment opportunities and services, and the outer ring suburbs that have lower access to employment, transport, education, and health options.

The housing market is influenced by an array of demand and supply factors that are not all within the control of planning policy. In particular, tax concessions, stamp duty and finance availability are beyond the remit of any planning system. Nevertheless, there are some affordable housing aspects that the strategic land use planning process can influence, and they include the overall levels of land supply through zoning, the coordination of infrastructure to support the development of such land, plus housing design and configuration through development controls (e.g. solar access provisions, plot ratio and minimum open space).

Medium density infill development will enhance the opportunities for affordable housing and greater housing choice.

The Tasmanian Government is currently developing a Tasmanian Housing Strategy which will seek to consider and address some of these broader implications and constraints to housing provision in the State. In addition, recent Tasmanian Government announcements in relation

to structural changes to Housing Tasmania will seek to help the delivery of more social and affordable housing in the State over coming years.

5. Challenges and Opportunities

5.1 Natural Setting and Constraints

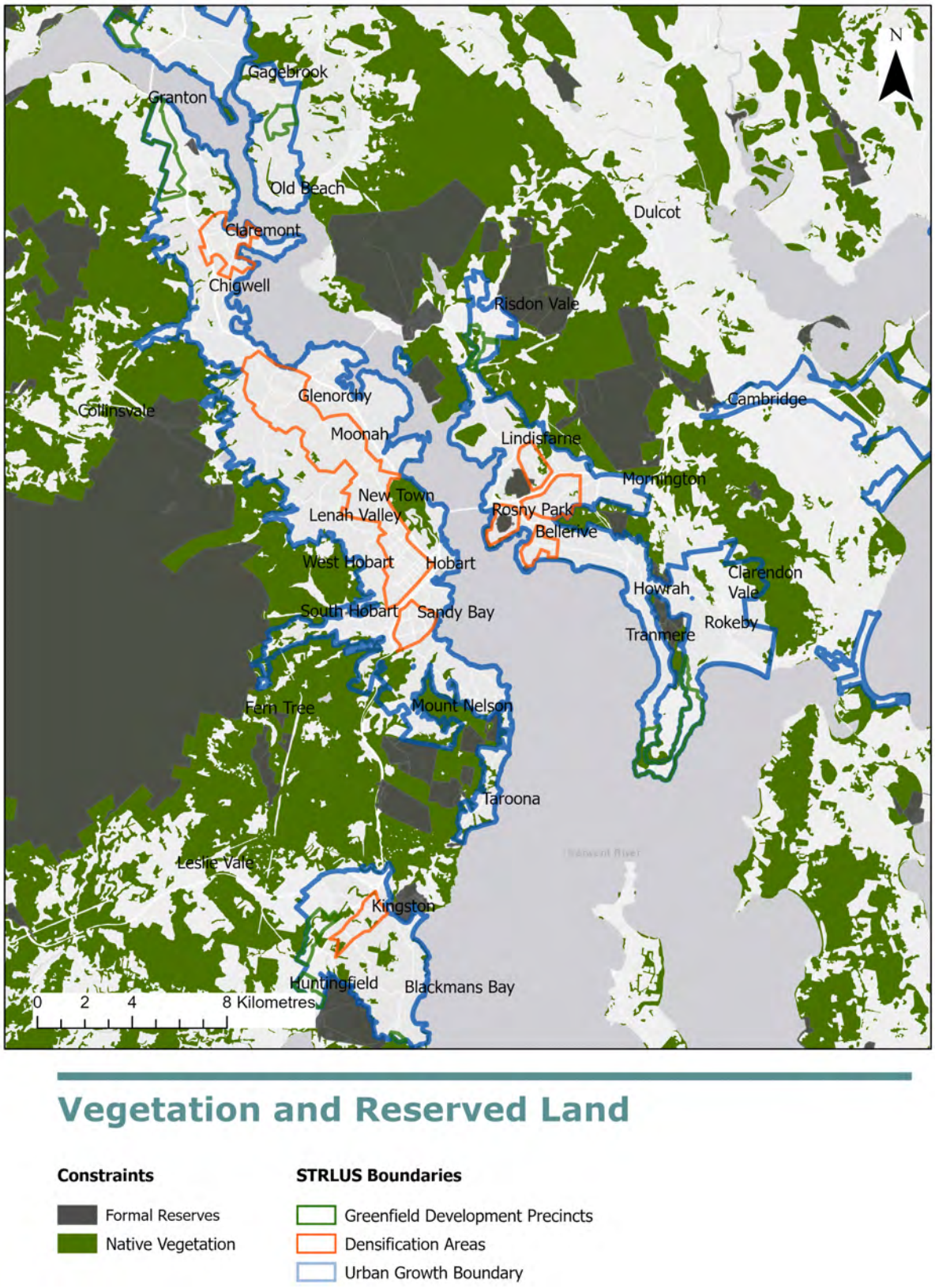
The natural setting within which Greater Hobart is set is unique and dramatic – in that most of the urban area is located alongside an extensive waterway and sits between mountain ranges. These features produce natural skylines, watercourses, coast and bushland reserves which are all highly valued. Such natural assets and features form the most common basis of what is regarded as the city's character and what most provokes local community sentiment when threatened.

The geography of Greater Hobart will always influence the growth and development of the city as it imposes physical limits on urban growth and provides attractions for different forms of development. Constraints exist through the shape of the land (protecting existing sightlines), the steeper slopes, the need to retain vegetation (skylines, biodiversity), and other natural hazards (landslip, bushfire risk, coastal inundation, flooding) – and then there will be opportunities to take advantage of the views, a favourable aspect and the general landscape appeal.

The geography of the city stretches the urban footprint along corridors to the north, south and east. In most areas the residential footprint has extended as far as it can feasibly go – before the steep slopes, skylines or bushland provide a barrier to development. While there are designated greenfield precincts like Tranmere, Granton and Huntingfield, and opportunities around Clarence Plains and Droughty Point, we will also develop an agreed approach to manage future growth, as well as address any identified anomalies. Changes to the Urban Growth Boundary may result based on evidence of need.

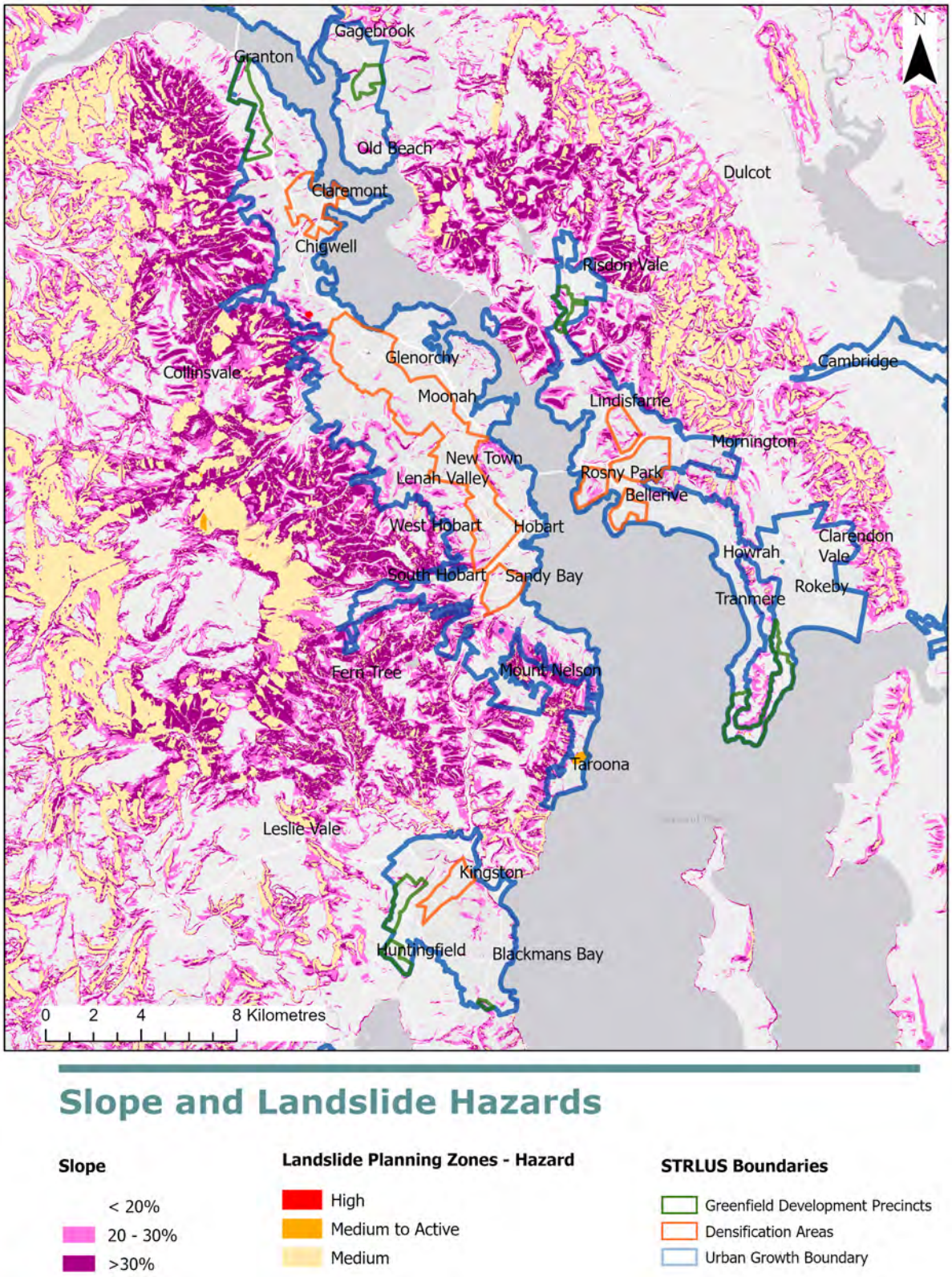
The extent of natural constraints (such as landslip, bushfire risk, coastal inundation, flooding) are defined within the overlays contained within the respective planning schemes of the four councils. This is also accommodated in the way that land is zoned. Therefore, the focus of the Greater Hobart Plan will be on land already zoned for residential purposes.

Maps 2 and 3 below show how some of these physical features and constraints help to define suitable areas for urban development within Greater Hobart.



MAP 2 – DEVELOPMENT CONSTRAINTS – VEGETATION AND RESERVED LAND

DATA SOURCE: *Land (public & private) afforded protection under Nature Conservation Act 2002 and other Acts; and Native vegetation, Tasmanian Vegetation Communities, DPIPWE.* Click HERE to view online version.



MAP 3 – DEVELOPMENT CONSTRAINTS – SLOPE AND LANDSLIDE HAZARDS

DATA SOURCE: *Land defined under the Mineral Resources and Development Act 1995; Landslide Planning Report (v5); Tasmania Tasveg 4.0, 2021; and Steeper grades, Geoscience Australia, 2015.* Click HERE to view online version.

The objective that Greater Hobart should remain a compact city is also the most suitable response to future climate change and is much more than just adaptation. Being resilient in the face of climate change is reactive, when in fact this major threat provides opportunities to do things better and approach urban and infrastructure planning with a very different mindset, through innovation in built form and ensuring long term accessibility of services. Furthermore, increasing community resilience in the face of challenges will be important going forward, given that natural hazards like bushfire risk may increase.

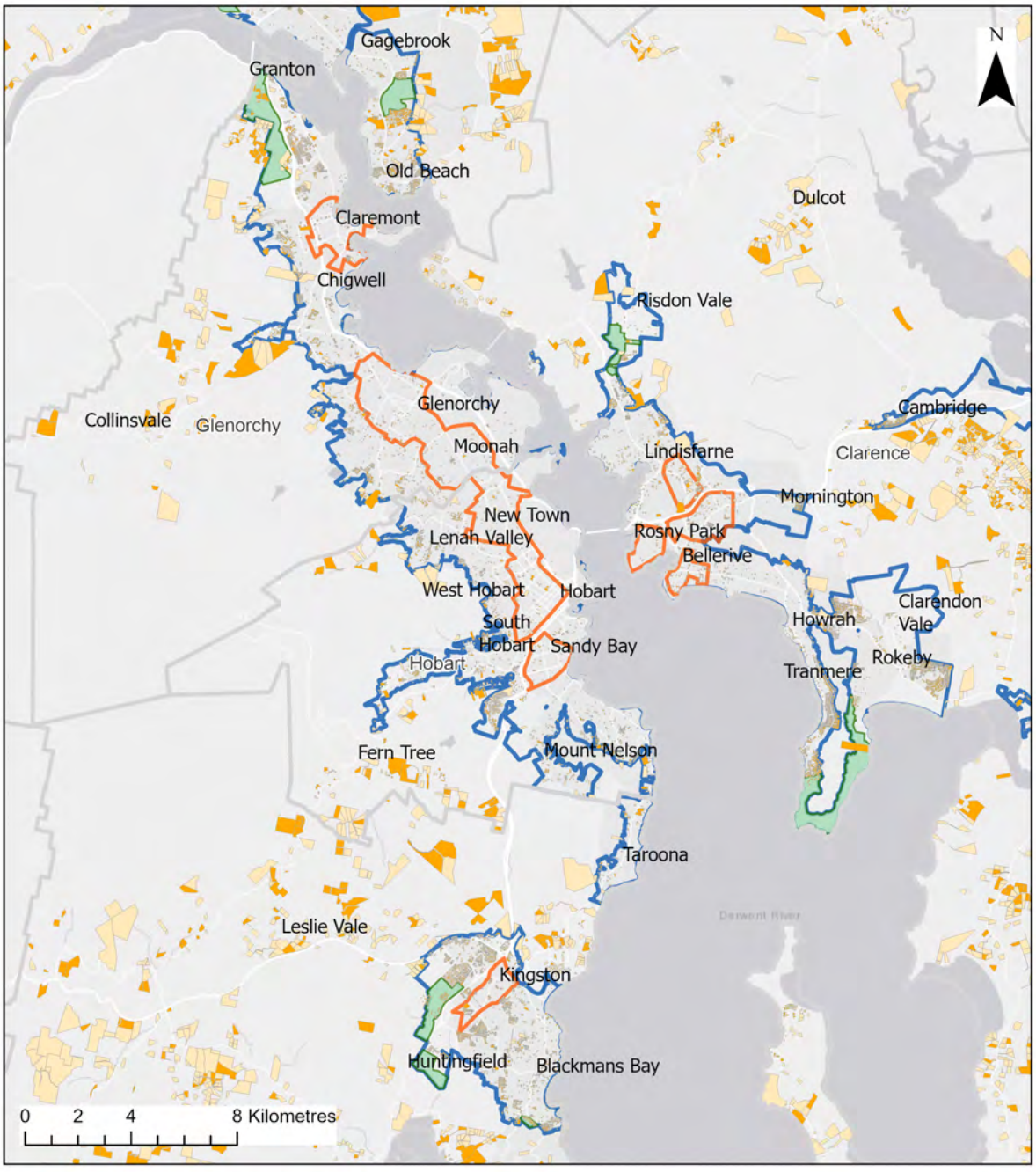
By reducing the need to travel so far and to increase opportunities to use active and public transport, there will be less reliance on fossil fuels – together with the added benefits of a cleaner environment and more healthy lifestyles. The future residential planning of Greater Hobart will need to consider climate change adaptation by avoiding those areas that are at risk of sea level rise and flooding through increased catchment rainfall. Particular attention should be paid to the increased risk of coincident events (increased rainfall and storm surges) in coastal locations.

5.2 Past Development Trends

The location of past residential development has been mapped for Greater Hobart and beyond – see Map 4 below. This shows where development has occurred over the last 10 years and the 10 years previously in relation to the STRLUS Urban Growth Boundary (UGB), Densification Areas and Greenfield Development Precincts. The map indicates that, during the last 10 years, about:

- 8% of residential development was within the STRLUS Densification Areas
- 5% was within the STRLUS Greenfield Development Precincts
- 45% was greenfield development within the UGB (that is, within areas not specifically targeted by the STRLUS for future residential growth – the designated “Greenfield Development Precincts”)
- 42% is infill development within the UGB (that is, within areas not specifically targeted by STRLUS for future residential growth – the designated “Densification areas”)

Map 4 also shows that there has been residential development beyond the Urban Growth Boundary, but these are primarily single dwellings on much larger parcels of rural land. The scale of the map is important as it can be difficult to see the development of smaller parcels, especially in those areas originally targeted by the STRLUS. In that regard it is recommended that the online version of the map be viewed by clicking on the link below the map itself. All maps can also be found by visiting the maps link at www.greaterhobart.tas.gov.au.



MAP 4 – PAST RESIDENTIAL DEVELOPMENT

DATA SOURCE: 'Residential land' building approvals by the most recent 'Construction Year' when the improvement was made from Valuation data for Cadastre Parcels (DPIPWE 3/2020). Click HERE to view online version.

Actual infill development activity has been primarily occurring on the urban fringes and not within the STRLUS 'Densification Areas'. Simply zoning land as Inner Residential (rather than General Residential) has not been a sufficient incentive to stimulate more infill development and yet it is within these inner areas, close to and within activity centres and along major transit corridors, where there is potentially the greatest latent demand for more housing development to occur – and for this to also be both potentially more diverse and affordable. As well as this, the greenfield development has only rarely been located within the STRLUS 'Greenfield Development Precincts', though this means that such precincts are still available in the main for future development.

There has been no active encouragement or intervention in the market to achieve this since the adoption of STRLUS. Some limited local precinct structure planning has occurred, but there has been no progress made at the regional level as originally envisaged by the STRLUS. It is also apparent from the mapping that a great deal of residential development has also occurred outside of Greater Hobart, particularly in areas such as Brighton and its surrounds, Old Beach, Sorell and Midway Point, Acton Park, the Lewisham, Dodges Ferry and Carlton area and areas in the south like Margate and Snug.

There has been little development in the designated or preferred areas to date and there has also been a substantial amount of residential development occurring in Rural Living zoned land outside of the Greater Hobart Urban Growth Boundary. It will be necessary to turn this around. Although it is quite alarming that so little development has occurred where it should have been, it does indicate that there remain significant land supply opportunities still available.

In preparing this Strategy, a review of the existing STRLUS areas has been conducted, particularly regarding the Densification Areas. It became apparent that there were some development constraints (e.g. existing residential development pattern, heritage, environment) and the opportunity was taken to make any necessary adjustments. However, in a broader sense, the STRLUS policies (including the existing Urban Growth Boundary) and this Strategy for Growth and Change are entirely consistent with the Hobart City Deal's Vision and the proposed directions of the Greater Hobart Plan.

The rate of housing construction over the last 10 years has averaged about 700 dwellings per year (see section 2.2) and yet, in future, this will need to be escalated to be more than 1,000 dwellings per year. Existing housing construction rates are approaching this level but will need to be sustained over a long period of time. Proactive action will be required by government (both state and local) to accelerate the availability of land for future residential development (particularly utilising higher density infill opportunities) to sustainably accommodate the city's anticipated population growth.

5.3 Strategic land Use Planning

The Southern Tasmanian Regional Land Use Strategy 2010-2035 (STRLUS) acknowledges that "continuing the current rate of urban expansion is not sustainable, particularly against the capacity of existing residential areas to accommodate additional dwellings". It also states that there may well be "sufficient infill opportunities within existing residential land to entirely accommodate the forecast demand of 26,500 new dwellings", but that a 100% infill policy may well be unachievable and that, if pursued, would result in making housing more unaffordable in the short-medium term. The STRLUS proposes that there be 50% infill and 50% greenfield residential development across Greater Hobart over its 25-year life. It determined that there should be a minimum net residential density of 15 dwellings per hectare and that growth would

be primarily managed by way of an Urban Growth Boundary that sets the physical extent for at least a 20-year supply of residential land within Greater Hobart.

The purpose of the Urban Growth Boundary is to define the current outer limits of the Greater Hobart settlement, and it acts to prevent land being rezoned for a residential purpose beyond it, except in certain circumstances. It therefore has a major impact on limiting the amount of greenfield development on the fringes of Greater Hobart. This is a deliberate attempt to constrain further urban sprawl and the associated additional costs and inefficiencies. If there are constraints imposed on further outward expansion, then the desired infill development is more likely to occur. Changes to the Urban Growth Boundary need to be made strategically and at a regional level as it should not be one council's decision that the Greater Hobart residential footprint should extend out in one location but not in others. Any significant change in one municipality has the potential to affect the demand for housing in another. This regional perspective is one of the main functions of both the STRLUS and the Greater Hobart Plan.

The residential development strategy within the STRLUS "targets the areas around the integrated transit corridors and Principal and Primary Activity Centres for increased density to at least 25 dwellings per hectare (net density)". Infill targets were developed for each municipal area. An Infill Development Program was proposed "that identifies key greyfield and brownfield redevelopment opportunities to maximise infill development, without relying upon small scale subdivision and unit development …. in this way the amenity of existing residential areas will be better maintained". Accordingly, the STRLUS defines several designated growth precincts – these being the Densification Areas and Greenfield Development Precincts – plus the need for future infill development to be directed to occur within and around the nominated activity centres (particularly the Primary and Principal Activity Centres) and along suitable transit corridors.

These requirements within the STRLUS, as well as its other policies, are consistent with the intended directions to be taken by the Greater Hobart Plan. Both the STRLUS and the Greater Hobart Plan aim to maintain a compact settlement form by accommodating most of the city's residential growth as infill development. This is both consistent with the strategic approach adopted by other Australian regional cities and is largely dictated by Greater Hobart's own geographic constraints

The difference now is that, while the STRLUS has proposed a 50/50 infill/residential split, the Greater Hobart Plan proposes a 70/30 infill/greenfield split to accommodate the need for more dwellings across the extended timeframe out to 2050. This target is achievable, in that there is sufficient vacant or underutilised land to meet the demand for housing within Greater Hobart for the next 30 years. While the space is available for this to occur in a sustainable and potentially publicly acceptable manner, there will be a need for a range of proactive measures to be taken to make it happen.

The starting point for the Greater Hobart Plan is those Densification Areas and Greenfield Development Precincts as designated within the STRLUS, and only very limited residential development has been occurring within these recommended areas and precincts over recent years. A review has been conducted into the existing STRLUS boundaries and this has identified where potential changes could be considered. The STRLUS is to be reviewed in conjunction with the other Tasmanian regional land use strategies. The Greater Hobart Plan 2020-2050 will inform this review, where it is relevant to the urban metropolitan area.

To achieve the Greater Hobart Vision and the objectives of this Greater Hobart Plan it will be necessary to implement an integrated program of strategic land use planning – from a regional

level right through to specific sites and local precincts. This should also inform subsequent infrastructure planning that is required to support broader land use objectives.

Importantly, having such plans in place creates more certainty in the minds of both developers and the general community. They enable everyone to know what the proposals are for the future development of the city – both for the city as a whole and for its component local areas. This higher degree of future certainty increases the public and private appetite for investment and encourages more community buy-in for these plans. Positive change and good quality development within Greater Hobart will only occur if private investment is provided with the information that it needs to invest. Such forward planning needs to be thorough and based on research that is relevant to the Greater Hobart situation. Appropriately resourced processes will need to be in place to do this. Future land use, infrastructure and development decisions should be based on such good information and be well communicated to the public.

There are many future uncertainties and yet the decisions that are made now will impact on the future shape and appearance of the city, which in most cases cannot be easily un-done. There will always be assumptions, projections and trade-offs that need to be made, so they should be based on the best available information and clearly communicated, and then followed up with public and transparent follow-up processes that incorporates updated information.

The Greater Hobart Plan will feed into Tasmania's integrated land use planning framework and is positioned between the existing regional and municipal planning levels. It provides the context for a coordinated framework of city planning for the urban metropolitan areas of the four central Hobart councils, which can then be extended down to commercial precincts (activity hubs or centres), local neighbourhoods and strategically important land parcels. Such planning is informed by those plans both above and below – which are all being produced and reviewed on an ongoing basis. This requires a high level of collaboration between the different levels of government and the main state and regional agencies. A coordinated land use and infrastructure planning framework will make it much easier for all parties to make decisions within their own areas of responsibility. The Greater Hobart Plan's contribution within this framework is to deal with the urban metropolitan issues that relate to the future spatial development of Greater Hobart – and to set the scene for the many local place-based plans that will play a large part in improving local liveability and creating a great city.

Sound strategic land use and infrastructure planning enables future development to occur more efficiently and public funds to be spent most wisely. The strategic application of several regulatory, policy and financial levers will also provide the necessary measures to encourage the right types of development in the right places at the right time. If this is to occur, then the necessary planning framework needs to be resourced and that there be governance arrangements that ensure that the necessary coordination does occur.

5.4 Comparing Costs of Different Land Use Scenarios

The financial and social costs of different growth scenarios will vary – whether they be infill or greenfield developments, or for different types of land uses in a variety of different zones. There have been many reports and studies across Australia that have assessed the costs associated with different forms of urban development, often with particular attention given to infrastructure costs. The key findings of these reports concluded that infrastructure costs for fringe development would be about 2-3 times that of those for the inner city.

This cost advantage is due to an ability to access existing infrastructure thus reducing investment, however the delivery of infrastructure to infill locations is often more complex when

compared to greenfield developments. There are more likely to be issues regarding higher land value/costs, the need to connect beneath existing roads, insufficient capacity in existing systems, the need for traffic and pedestrian management during construction and more complex approval processes. Such concerns often result in some developers showing a clear preference for greenfield type developments.

Any assessment of the comparable costs for different locations should go beyond the immediate up-front development costs and consider the ongoing maintenance and living costs. A person's choice of where they live will influence cost of living and additional public infrastructure increases the ongoing maintenance burden.

Any assessment of true costs of development should look at the direct and indirect impacts and implications and could include (in the broadest sense) a consideration of the following aspects:

- The economic benefits that come from activity hubs having an increased local population within their immediate vicinity, with businesses being more viable and able to offer more services and attractions.
- The infrastructure costs and infrastructure pricing, with the focus being on where there is capacity within existing infrastructure networks; what it will cost to upgrade at-capacity infrastructure or provide new infrastructure; the existing scheduling plans of the public infrastructure providers; and the capacity for private financing of public infrastructure – acknowledging that infrastructure costs are difficult to measure and challenging to price.
- The impact on the local and regional transport network, including increased traffic congestion and noise as borne by the wider community and the different levels of public transport services that can be feasibly provided. This represents one of the largest external costs of urban development, and it may be necessary to also assess the transport modelling which indicates off-site impacts of potential development proposals.
- There will be ongoing living costs for residents that live further away from employment and services. These are costs that are internalized by residents in different locations and include the daily travel costs incurred, together with time and inconvenience. In some cases, there may be mobility issues and a risk that some people are isolated.
- There are other economic, social and cultural factors, such as the opportunity to revitalize underutilized sites or precincts, enhancing the viability of community and sporting organisations, the modification of local places or loss of public open space and the opportunities to improve community and social services, playgrounds and parks.
- Increased living densities may reduce access to on-street parking, increase the risk of property crime and reduce general neighbourhood amenity (e.g. noise, reduced privacy, overshadowing, blocked views). In some cases, this may be a perception of what might happen, and such impacts may or may not be as significant as thought, reflecting a lack of information or a status quo bias.
- The potential environmental or heritage impacts that would be incurred because of development on sites or within certain areas. Such impacts are likely to generate local community interest and may involve unanticipated approval risks. The potential for increased risks to air and water quality, plus increased greenhouse gas emissions should also be considered.

- The impact on housing diversity and affordability will vary according to location and development costs. There will potentially be quite large distributional impacts on house prices and rents.

The actual location of future residential development will be the primary factor in determining both the magnitude and direction of costs and benefits. Any such assessment should be cognisant of the trade-offs involved. Higher density infill housing does not suit some people because of the reduced living space, but this must be weighed against the more expensive infrastructure, the increased potential for longer commutes and traffic congestion, and other increased costs associated with fringe housing development. Conversely, other people will seek out smaller dwellings in what may be high amenity and job-rich locations. Such trade-offs exist at both the personal and public level and can impact the urban form of Greater Hobart.

5.5 Delivering Sufficient Housing

Apart from the much broader global economic, climate change and health challenges, the principal planning challenges for Greater Hobart are essentially housing, jobs and transport – as is the case for most cities. Sufficient housing needs to be provided to satisfy existing needs and the future demand generated by population growth. Of particular concern will be how future housing growth can be spatially distributed. Providing greater choice through a wider range and diversity of housing will ultimately be a huge asset and attractor for Greater Hobart.

Consistent with what has occurred in the recent past, housing will in future be a mix of both infill and greenfield. However, to deliver sufficient housing to meet the future demand without creating excessive urban sprawl problems, there will need to more infill residential development. Greenfield development will continue to occur within the designated 'greenfield development precincts' and should meet the demand for this type of low-density housing on the urban fringe. Those areas that are already residentially zoned for such a purpose should be prioritized for development during the next 30 years and it may be necessary to apply measures (incentives and disincentives) that effectively unlock this land for development.

An increase in infill development will however constitute the main means by which sufficient housing can be achieved overall. This will be more acceptable if it is seen to be well located, well designed and offering the convenience and amenities not available elsewhere. The demand for inner-city living is increasing but the attractions will need to be further enhanced and promoted through improvements made to the local and central activity hubs and along the main transit corridors.

The government, local councils and the property development industry will need to work together on such improvements. Revitalisation initiatives within infill areas need to occur early and attract private sector investment and engender confidence among existing and future residents. A balance is required between driving increased demand for inner city living and responding to the changing needs of the community.

This should consider factors such as:

- Suitable macroeconomic conditions – do the planning early and be ready for when economic conditions are best suited for development
- Suitable microeconomic and socio-economic conditions – meet the requirements of the local housing market and the unique attributes of local areas or precincts
- Sequencing and phasing – avoid competition between urban renewal areas and staged development to meet anticipated market demand and take-up rates

- Asset identification and leverage – leverage off existing land uses, industry cluster or public asset (even if it is just a council car park)
- Infrastructure provision – leverage off existing infrastructure capacity or install public infrastructure in combination with new housing development
- Partnerships and financing – consider opportunities for private public partnerships that may involve government financing or value uplift through rezoning or infrastructure provision
- Creating certainty and continuity for the market – well governed urban renewal projects will create certainty that allows private investment to occur across changing economic and electoral cycles
- Cumulative assessment – as infill development occurs, it is necessary to assess social and economic impacts (e.g. traffic generation, parking issues, demand for services, gentrification) on an ongoing basis
- Marketing and promotion – celebrate successful urban renewal areas and promote them to prospective occupiers
- Management and adaptation – a successful renewal area is one that changes and adapts over time and this needs to be built into any governance arrangements

One way of accommodating more infill residential development is to consider opportunities for mixed uses. This is where residential use can co-exist with a variety of business, commercial or even low-impact industrial uses. Such uses can occur on land that has been zoned for these other non-residential uses. Such mixed-use options will come in various forms and density levels. Individual local areas should be assessed as to the extent to which a certain mix of uses should be encouraged and as to what outcomes might be achieved.

In reviewing the potential to expand such mixed-use opportunities, it will be necessary to examine the planning approval constraints and identify where changes are necessary, possibly by way of Specific Area Plans that accommodate the characteristics of individual precincts. If this can be achieved without compromising the ongoing residential amenity or restricting the commercial use, then many more people will be able to live much closer to where they are employed (or where services and other attractions are available) and the commercial precincts will become more vibrant and viable.

Operating home-based businesses is also more likely to occur in future, with improved internet access. This will enable an expansion of activities that might occur within homes. Mixing residential and business uses will become more common and occur closer to the main activity hubs. Mixing residential and business/commercial uses is a valid way of both increasing the number of dwellings, while also improving the urban fabric and vibrancy within Greater Hobart.

The anticipated improvements within the inner urban areas are likely to result in increased land values and less affordable rental properties. The ‘gentrification’ of such areas may impact existing residents to move. This would increase existing housing stress levels and exacerbate urban sprawl. Such outcomes are contrary to a compact city and the benefits that can accrue.

If Greater Hobart is to accommodate more inner-city housing and increased living densities while also maintaining liveability, there will need to be high quality public places and active hubs for public gathering, shopping, entertainment, business, health and community services. A range of medium density housing typologies provide the best solution to create more housing overall and to provide greater choice. This type of higher density housing and the increase in overall supply should also overtime have an impact on affordability, enabling more people to live closer to services and where they work.

5.6 Increasing Residential Densities

For Greater Hobart, there are clear benefits in strategically increasing the metropolitan urban density through infill development (urban consolidation), rather than perpetuating the ongoing outward expansion of low-density residential development on the city fringes (urban sprawl). Such benefits include:

- There are lower development costs through utilising existing services and infrastructure – transportation and reticulated infrastructure costs for infill development are usually about one third of the costs of greenfield
- There is better access to and a more efficient use of current community infrastructure, such as schools and health facilities
- The shorter travel distances to shops, services and employment, provide ongoing cost and time savings for residents
- There is better access to more frequent public transport services, and this also enables more people to use active transport
- The increased patronage of public transport results in it being more economically viable and efficient, enabling service levels to improve further
- There are reduced greenhouse gas emissions because of less travel and servicing costs
- It enables the urban renewal of underutilised land, which provides an opportunity to improve local amenity, while still protecting heritage & character
- The economic viability of existing local community and commercial hubs will improve, and this is then able to generate more local employment opportunities
- The higher density residential development encourages greater housing diversity and choice, and this then offers other housing affordability options
- The increased residential densities provide more opportunities for social interaction, relationship building, community capacity/support and personal security.

The public benefits of infill development and higher residential densities significantly outweigh the alternative of continuous outward urban sprawl. There is more economic and social value in concentrating the city footprint than in spreading it out.

Numerous housing forms can be developed on infill sites, including:

- ancillary dwellings, such as granny flats (1 storey)
- villas or units (1 storey)
- townhouses and terraces (2-3 storeys)
- walk-up apartment buildings (3 storeys with no lift)
- residential apartment buildings (4-8 storeys)

There will of course be matters to be addressed to make inner city development more attractive to both developers and future residents.

Factors that determine whether land is suitable for infill development

(1) The availability of land within the existing urban area. Numerous small sites in fragmented ownership may impact the viability of a potential development site and landowners may not be willing to sell. Other sites may require remediation or demolition works.

(2) The infill development must be financially feasible. In some locations it will be more feasible to provide ground floor units, townhouses, or smaller apartment buildings (meeting the needs

of downsizers, empty nesters, first homebuyers), while in others (e.g. CBD locations)) the only viable option may be multi-storey apartment buildings.

(3) *The hilly topography and aged infrastructure constrain certain sites or areas from more intensive or higher density forms of infill development. Existing infrastructure may not be compliant to current standards and may require replacement (which may not be possible).*

(4) *Planning controls may restrict the density and scale of infill development. Planning controls may need to be reviewed or new controls developed to be more responsive to the designed outcomes for inner urban areas. Other options, such a via Specific Area Plans, may offer a more flexible approach in certain areas.*

(5) *The availability of existing infrastructure benefits infill development and is a significant advantage over greenfield development, provided there is sufficient capacity within that infrastructure.*

(6) *Infill projects often have a higher level of risk and obtaining finance may be an obstacle for developers. This can result in a higher level of pre-sales being required before construction can commence.*

5.7 Outward Urban Expansion

Based on the benefits offered, urban consolidation through infill solutions, is the preferred approach for much of the future urban growth within Greater Hobart. However, it is unlikely that infill will meet all the demands for future housing. There will always be an ongoing place for greenfield residential development and some outward urban expansion – acknowledging that such housing provides the preferred housing option for many people. Nevertheless, outward expansion of the urban footprint should be minimised, as it is generally agreed that continued greenfield development in the form of urban sprawl is increasingly unsustainable from and economic, social, and environmental standpoint.

Nevertheless, greenfield development growth on the fringes of Greater Hobart should primarily be delivered within the existing STRLUS Greenfield Development Precincts. It is expected that these precincts have the capacity to deliver 30 per cent of Greater Hobart's housing needs over the next 30 years. This is estimated to potentially deliver 9 400 new greenfield dwellings – or 313 per year. This is a rate greater than the average achieved for the last 10 years (256 per year) and the level of greenfield development will need to increase. Most of this greenfield development potential is within the Clarence municipality. Of the 9 400 potential dwellings, Clarence has the capacity to accommodate almost 7 000 new greenfield dwellings.

It will be necessary that all this potential land is developed. Land speculation or 'land banking' should be actively discouraged to activate the currently available greenfield land. It is important that all land parcels currently zoned residential should be ultimately developed for that purpose over the next 30 years.

To minimise the outward expansion of the urban metropolitan area of Greater Hobart, the relationship with townships such as Brighton, Sorell, Richmond, New Norfolk, Huonville and Margate needs to be clarified. Our analysis within this Strategy assumes that the projected population growth for the four Greater Hobart municipalities will be fully accommodated within Greater Hobart's existing Urban Growth Boundary. However, we will strategically identify areas appropriate for consideration as future growth areas and to address any identified anomalies. Changes to the Urban Growth Boundary may result based on evidence of need and the application of technical planning analysis.

Rather than these townships outside of Greater Hobart providing a dormitory function, the focus should instead be on building self-sufficiency by providing more local jobs and services for residents. This is important for the ongoing viability of these outer communities, and thus reducing their reliance on Greater Hobart. All activity hubs whether they be within or outside of Greater Hobart, should be activated and improved so that they encourage residents to live as locally as possible.

5.8 Identification of Residential Growth Areas

Like most cities, Greater Hobart's urban growth will ultimately be a mix of consolidation and expansion. This will be reflected in the areas identified as being most suitable for future urban growth. As previously indicated, it is intended that the highest priority will be given to consolidating this growth as infill development, particularly within the inner areas around the main activity hubs and along the main transit corridors. A 70/30 infill/greenfield split is proposed for future housing development across Greater Hobart.

In addition, we will develop a coordinated and strategic approach to growth and changes to the Urban Growth Boundary may result, based on evidence of need, to accommodate future urban development. The key will be to strategically target appropriate areas for future growth to ensure residents can obtain the benefits of living closer to where they work, shop and play by reducing travel distances, traffic congestion, public infrastructure costs and personal living costs.

Growth is expected to occur broadly across the city, but the specific areas expected to experience greater residential growth over the next 30 years including future growth areas are:

- Clarence – primarily infill, with some greenfield, including in already identified future growth areas such as Droughty Point.
- Glenorchy – primarily infill, especially in the catchment areas along the Northern Suburbs Transit Corridor, and greenfield at Granton and Austins Ferry
- Hobart – primarily infill within the CBD
- Kingborough – primarily infill in and around the Kingston CBD, greenfield at Huntingfield, and a mix of infill and greenfield in already identified future growth areas at Margate and Snug

The figures in Table 5 below are based on the Greater Hobart Plan being implemented with an infill/greenfield split of 70/30. It also assumes that, over the next 30 years, that the 'right development is in the right places'.

Each Greater Hobart LGA has been divided into precincts. Although the focus is on the urban metropolitan area of Greater Hobart, the rural areas of Clarence and Kingborough have also been included, together with the Sorell and Brighton municipalities. The total population increase for the six LGAs is likely to be in the vicinity of 76,000 persons.

Table 5: Projected Population Increase for each LGA

LGA	2020 Population	Population Increase (High Series)	Projected Population Increase	Projected 2050 Population
Hobart	55,250	21,923	**20,400**	75,650
Glenorchy	47,963	17,644	**16,500**	64,463
Clarence	58,729	16,606	**16,100**	74,829
Kingborough	38,628	11,288	**10,000**	48,628
Greater Hobart	**200,570**	**67,460**	**63,000**	**263,570**
Sorell	16,030	6,965	**5,700**	21,730
Brighton	18,123	8,515	**7,300**	25,423

Housing development will occur at different times across these precincts – noting that for some there may be delays, while for others development is already well underway. Despite this, the overall growth rates for each LGA are averaged out over the next 30 years, though peaks and troughs are likely to occur.

Table 6: Summary of Expected Urban Growth – distribution of additional population and dwellings by 2050

Council	Population	Dwellings
Glenorchy	16,500	8,200
Hobart	20,400	10,300
Clarence (Metro)	15,300	7,600
Kingborough (Metro)	7,800	3,900
Total Greater Hobart (Metro)	**60,000**	**30,000**

These dwelling numbers constitute a starting point from which a coordinated land release program may be developed. While they match the intent of the Greater Hobart Plan to maintain a compact city, they are also subject to an ongoing program of review that considers the changing population pressures and the availability of suitable land for development. A more detailed land release program may ensure there is a sufficient diversity of housing being available to meet the demand across a variety of locations. It could account for sequencing of such development and the time taken for local precinct planning, infrastructure upgrades, approvals and staged construction.

Table 7: Urban Growth Precincts – additional dwellings to 2050

URBAN GROWTH PRECINCTS	Dwellings	Percentage
Hobart CBD	5,150	17.2%
Hobart suburban	4,100	13.7%
Northern Suburbs Transit Corridor (New Town to Montrose)	6,130	20.4%
Glenorchy suburban (incl. Claremont)	1,220	4.1%
Glenorchy greenfield	1,900	6.3%
Clarence infill	1,000	3.3%
Clarence greenfield	6,600	22.0%
Kingborough CBD and surrounds	2,500	8.3%
Kingborough suburban	900	3.0%
Kingborough greenfield	500	1.7%
TOTAL GREATER HOBART	**30,000**	**100%**

5.9 Whole of Greater Hobart Planning

It is important there is a shared understanding of how Greater Hobart will develop from a whole-of-city perspective. No part of the city functions in isolation and the many interdependencies and relationships require a planning approach that coordinates activities across all Greater Hobart. This planning should be based on sound evidence and ensure collaboration between all levels of government, industry and community.

The strategies and actions in the Greater Hobart Plan are intended to achieve the outcomes of the Vision for Greater Hobart and hence the objectives of the *Greater Hobart Act 2019*. The Greater Hobart Plan will always need to be an adaptive process as the future is so uncertain. Population and dwelling projections will need to be adjusted as new information becomes available and a better understanding is obtained of the residential development trends.

The Strategy for Growth and Change will be reviewed regularly, and changes made accordingly. There will need to be a degree of in-built flexibility so that adjustments can be made on a city-wide basis.

A city-wide approach can respond to future changes or impacts at a global or national level, including migration levels that may influence the demand for housing within Greater Hobart. Planning can help ensure appropriate land use and housing policy positions are in place and appropriate residential development and public infrastructure and service investments are made.

Such development can be prioritised and sequenced to best fit a whole-of-region perspective. The Greater Hobart Plan has determined that projected population growth for Greater Hobart by 2050 can be housed within Greater Hobart itself, without relying on other council areas in the southern region.

The Greater Hobart Plan, which includes this Strategy, relates to the urban metropolitan area of Greater Hobart. However, this area is impacted on by factors in the broader region and for the State as a whole. The broader southern region has grown significantly in recent years, because of more affordable housing and the willingness of many people to commute into central Hobart each day. A continuation of current growth rates has the potential to compromise the aim to encourage greater infill development within the city – plus result in other adverse impacts (increased traffic congestion, loss of agricultural land, environmental

damage etc.). This will need to be considered at a regional level in a manner that allows for the most sustainable development of all residential areas.

Therefore, the Greater Hobart Plan cannot be considered in a vacuum but needs to be placed in the context of work being undertaken by neighbouring councils to provide a strategic regional approach to growth.

Part B – PHYSICAL INFRASTRUCTURE & SERVICES

6. Transport and Mobility

Transport related infrastructure will be critical in determining the future development of Greater Hobart and needs to be consistent with broader city shaping objectives. Achieving the most efficient use of existing and future transport networks is a critical element in accommodating future population growth within a more consolidated urban form. Greater Hobart has a high level of car dependency and, while there are obvious convenience benefits, this comes with costs, including affordability, inequity, personal health, air quality and congestion.

The aim will be to provide greater choice of transport modes across the city. Effort will be required to provide for private vehicle, public transport, cycling and walking, and a coordinated effort in this space can result in benefits and efficiencies for individuals as well as the transport network itself.

6.1 Road Use and Traffic Management

The efficient movement of people and freight throughout Greater Hobart on the public road network is a critical component in determining the city's future liveability and economic sustainability. The major transportation corridors coming into and out of Greater Hobart are from the north, south and east. In the morning peak, large volumes of traffic are concentrated within the Hobart central business district (CBD) reflecting levels of employment. Similarly, a large volume of traffic departs from the Hobart CBD in the afternoon peak commuter traffic period. Traffic volumes within the Hobart CBD and along these three main corridors have been increasing in recent years.

Over three quarters of all car trips from each of the east, south and north corridors terminate in central Hobart. Traffic movements closely mirror the daily commuting behaviour of workers travelling to and from central Hobart. Other key areas that cater for high traffic volumes include the Hobart Airport, Midway Point intersections and Sorell causeway in the east, the Huntingfield roundabout and the Southern Outlet in the south, and the Brooker Highway and Main Road to the north.

There are already major road improvements either underway or being contemplated in these areas to increase capacity. There are physical constraints in what can be achieved, and a range of other measures will be needed. For example, vehicle accidents or breakdowns need to be quickly resolved to reduce traffic blockages and this is already funded for key traffic points like the Tasman Bridge during peak periods.

Other than such road infrastructure improvements, traffic congestion can be alleviated by more commuters travelling by public transport (see section 2.3) and car-pooling, or by varying travel behaviour to avoid peak hour travel. The convenience and availability of other transport options should be encouraged. It can also benefit individuals and the transport network if there were increased opportunities to live closer to workplaces and other essential services.

More active forms of transport (walking and cycling) can become attractive if travel distances can be minimised (see section 2.4). A compact city, with increased infill densities and reduced growth on the city fringes, places downward pressure on private vehicle travel, potentially reduces the demand for inner-city parking, reduces and/or delays future infrastructure costs and enables more convenient and healthy forms of commuting.

To be monitored over time are:

- the impact of school travel on traffic congestion
- and whether there is any change in work-from-home trends given recent COVID-19 lockdowns and consequent workplace changes
- technological changes over the next 30 years including conversion to electric vehicles and the advent of autonomous driving technology.

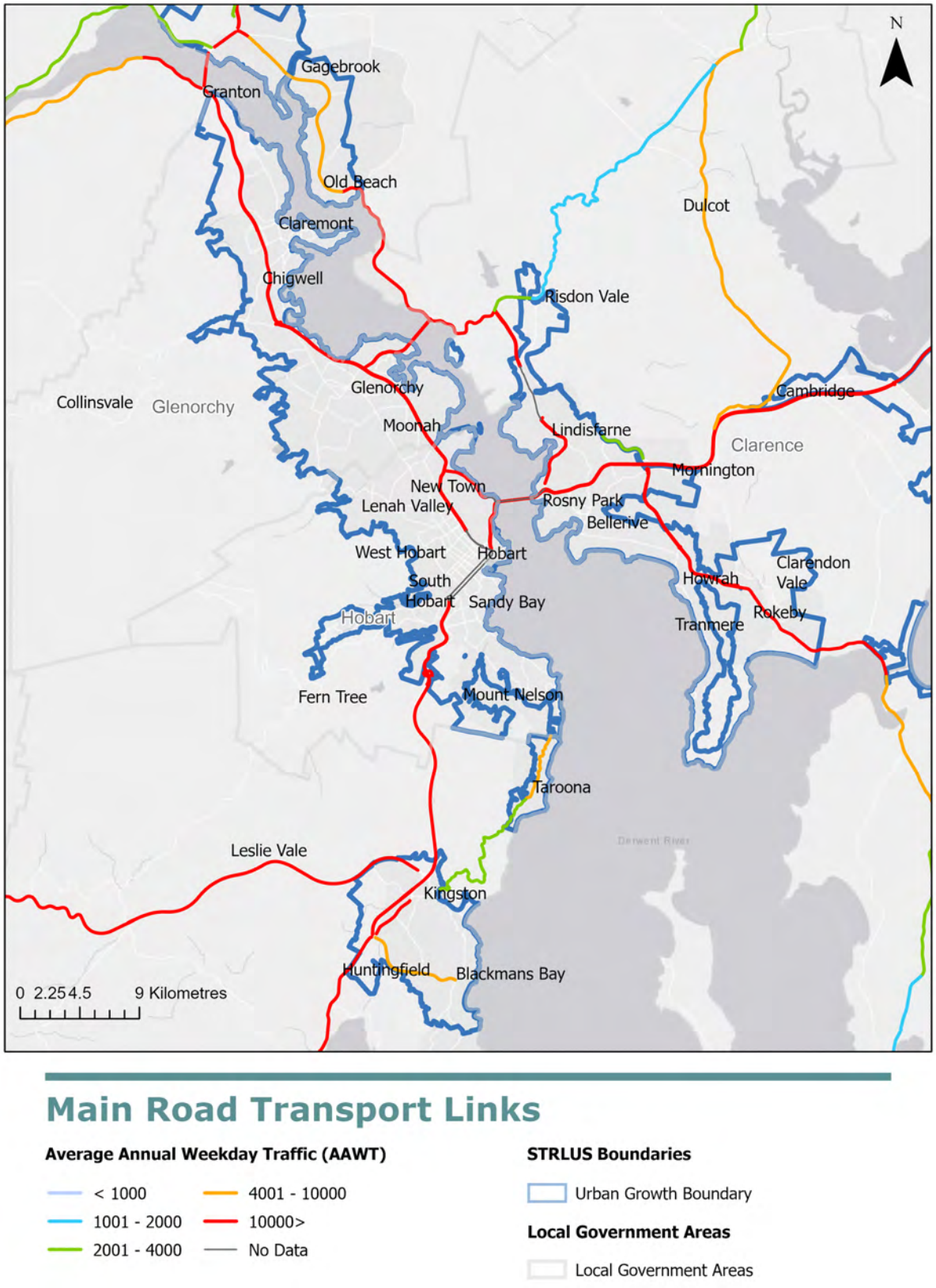
Traffic volumes are already high during peak commuting periods especially on the most heavily used parts of the network, such as the Tasman Bridge. Increasing the physical road capacity to cope with more vehicles is only possible to a limited degree, and other solutions to reduce traffic volumes and network pressures will need to be applied as a more comprehensive solution.

Place making techniques should be utilised in the design of road reserves across the city including on nature strips and footpaths that receive a reasonably high pedestrian use – particularly those that have been designated as pedestrian priority streets. These key roads that are active public spaces can be augmented to prioritise pedestrian safety, the inclusion of street trees and other vegetation, lighting, passive surveillance, street furniture, plus the sensitive design of signage and the way that vehicles park and access adjoining properties.

The Greater Hobart road network can be better coordinated through close collaboration from both state and local governments and from a whole-of-city context. Considerable effort is currently expended through Hobart City Deal mechanisms to maintain dialogues and focus on issues from a strategic whole-of-city perspective.

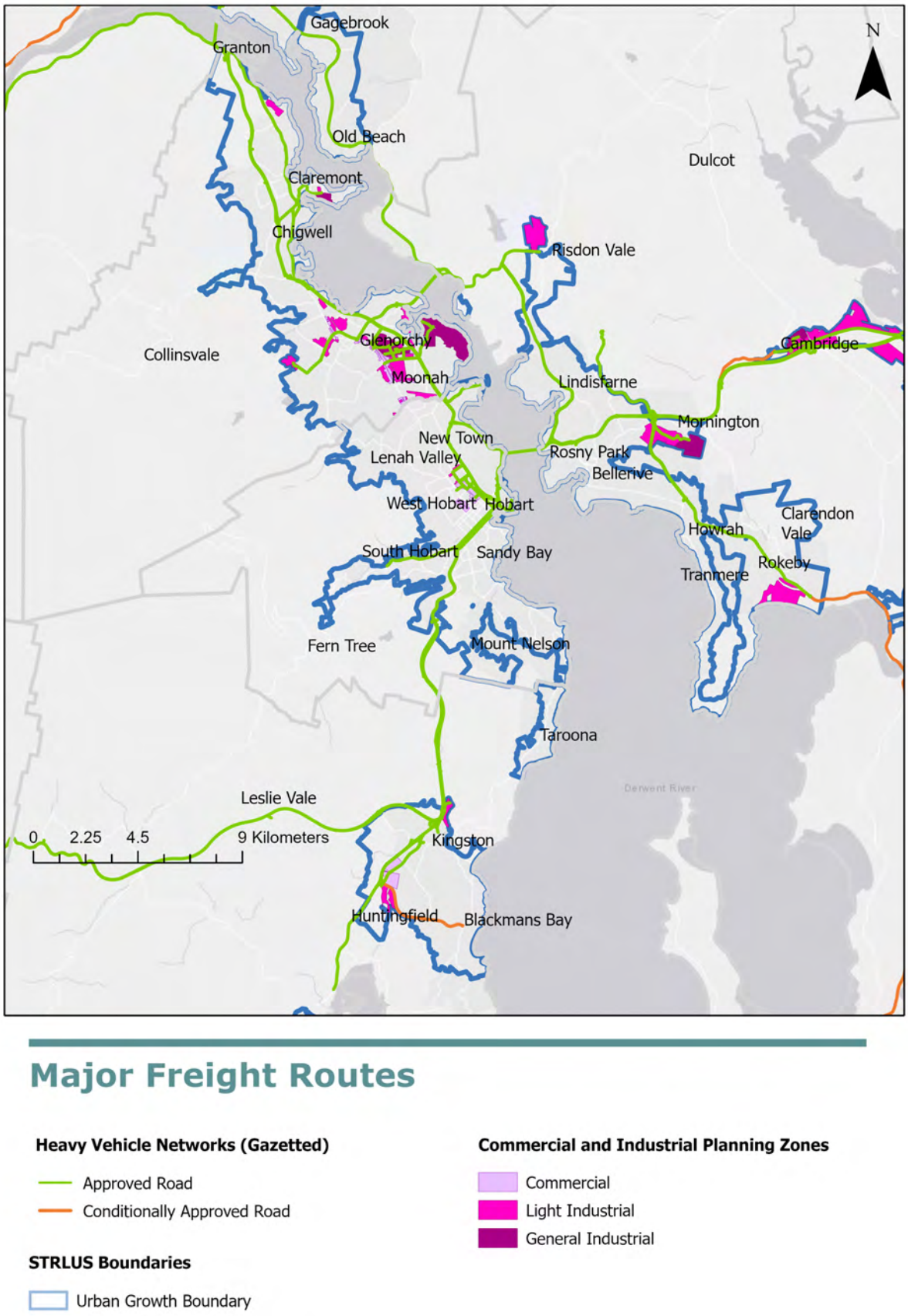
It should also be acknowledged that high traffic volumes are a symptom of a busy and popular city. While it is important to minimise adverse impacts, such congestion will always occur at certain times of the day. Measures will need to be taken, but they should not be to the detriment of the appeal and amenity of the city.

The following Map 5 shows the main road transport links within Greater Hobart. The traffic volumes for each road are shown where they are known at the last measurement date. The subsequent Map 6 shows the major freight routes, together with those areas that are zoned or used for purposes that might generate the most freight.



MAP 5 – MAIN ROAD TRANSPORT LINKS

DATA SOURCE – *This map shows the annual average number of vehicles traveling on selected State-owned roads on weekdays obtained by traffic counters. Some road segments are missing due to the nature of the road/intersections and complexity of the counting at these locations. State Growth, 2020.* Click HERE to view online version.



MAP 6 – MAJOR FREIGHT ROUTES

DATA SOURCE – *This map shows the gazetted network for heavy vehicles listed herein.* Click HERE to view online version

6.2 Parking

Providing adequate car parking is an essential requirement for any city. The challenge is ensuring that there is an appropriate balance between providing sufficient parking to meet most needs and yet, not so much parking that it discourages the use of other modes of travel or occupies too much valuable land and ruins the appeal or amenity of the activity hubs that it is meant to service.

Parking strategies throughout Greater Hobart should complement broader transport strategies. The availability of public parking can influence driver behavior, traffic volumes, business viability and streetscape amenity. If there is always an excess of parking within an activity centre and it is free or cheap to use, then people are more likely to drive rather than walk or use public transport. This applies particularly to commuters. The provision of convenient all-day parking can occupy large areas of high-value, centrally located land that may be better allocated to an alternative land use.

The availability of short-term parking creates flexibility for an area. If there is insufficient parking, then shoppers may go elsewhere, and local businesses may suffer. Time limits are however necessary to ensure a turnover in parking to maximise occupancy in the larger hubs. Paid parking is appropriate for those areas that are in most demand.

Regarding the amount of parking provided, it is inappropriate to cater for peak parking demand as this would be inefficient and costly with large numbers of spaces remaining unused throughout the day.

Urban design requirements need to ensure that off-street parking facilities do not impact street frontages wherever possible. On-street parking should provide for the greatest convenience (short stays, deliveries, disabled parking, taxis and buses), acknowledging that there also are other constraints or alternative uses of the space (driveways, safe sight distances, wider footpaths and landscaping).

Planning schemes provide for the potential preparation of ‘parking precinct plans’ that can cater for the specific needs of main activity hubs. This is preferable to situations where the parking requirements are standardised and the needs of each development are dealt with individually, potentially out of context with their surroundings and with an overall excess of parking being provided.

It would be desirable for parking strategies or ‘parking precinct plans’ to be prepared for each of the main activity hubs, so that they are consistent with local transport and land use plans. There should be a link between how car parking is provided within and around activity hubs and the design of public and active transport connections to those centres. To reduce confusion, there should be consistency in parking strategies across Greater Hobart. The relationship of parking with other transport and land use matters is complex and an appropriate balance needs to be struck to cater for parking strategies.

6.3 Public Transport

An efficient, reliable, and frequent public transport network can aid the smooth functioning of the city. Public transport services can provide opportunity to travel to places of employment, education, or other essential services.

Public transport in the Greater Hobart area consists of bus services provided by Metro Tasmania and other private bus companies funded and contracted by the State Government,

and a trial Derwent River Ferry Service currently operating between Bellerive and Hobart. Buses service the major road corridors in the north, south and east as well as numerous local routes across Greater Hobart and beyond, while the trial ferry service provides an active transport link across the river.

Most public transport services are by bus, and the frequency of bus services is intentionally high along main transit corridors and are structured around the four primary interchanges in Glenorchy, Hobart, Rosny Park, and Kingston. Bus services are less frequent in outer urban areas of the city and beyond, due to lower demand brought on by lower residential densities. Bus travel from outer areas may suffer in competition with car travel regarding time, convenience, and perceived cost.

Of all Australian capital cities, Greater Hobart has the lowest passenger kilometres per capita for public transport. Under the Hobart City Deal, efforts are already underway to encourage people to choose bus travel as their 'mode of choice', particularly for commuting and school travel. For this to occur, public transport needs to be convenient compared with car travel, particularly for frequency of services, reliability, and travel time.

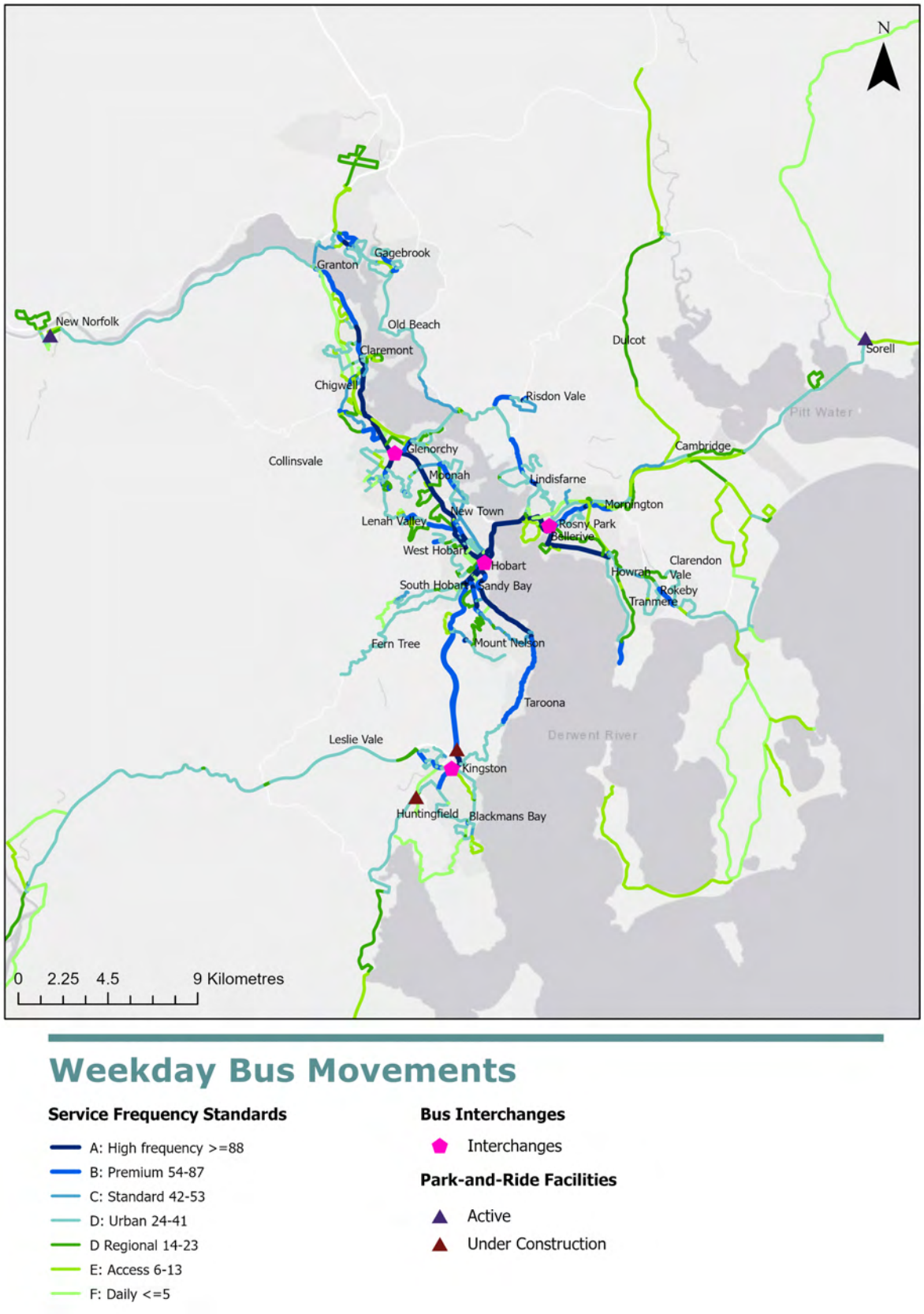
Public transport investment that supports the increased frequency and quality of services will result in fewer private vehicle journeys. It will also demonstrate that public transport can be a first choice for commuters in Greater Hobart.

To provide a higher critical mass of people to increase efficiencies of higher frequency and quality public transport services, higher residential densities can be encouraged close to the main transport corridors. A key transport corridor for future growth and development will be the northern corridor between the Glenorchy and Hobart CBDs, but there are also opportunities for development and service increases in the south and east. For those areas beyond Greater Hobart, such as the Huon Valley and Derwent Valley, public transport becomes less competitive with car travel.

One example of a service uplift is the introduction of new express bus services to the Huon Valley to target commuters in the morning and afternoon peak. Examples of infrastructure improvements include the construction of park-and-ride facilities in Kingston, which are in turn supported by express services from Blackmans Bay and the Channel. Additional park-and-ride facilities are being explored in the northern suburbs, Clarence Plains and Midway Point. A key feature of these facilities will be to provide parking space, but also to encourage walking and cycling access for local communities to catch public transport.

For both urban and outer fringe areas, there should be safe and convenient access to local bus stops that are well located and have better passenger amenity provided by comfortable waiting and all-abilities access – with responsibility for their upkeep clearly defined.

The following Map 7 shows bus interchanges and park-and-ride facilities and routes of the weekday bus movements within and around Greater Hobart.



MAP 7 – Weekday bus movements

DATA SOURCE: *A representation of bus service levels as described in the Department of State Growth General Access Services Standards, reflecting total bus movements between 7am and 6pm on a regular weekday.* Click HERE to view online version.

6.4 Active Transport

The establishment and maintenance of a well maintained and extensive network of paths for pedestrians and cyclists throughout Greater Hobart can increase general mobility and modal choice. It offers the community an alternative to private vehicle trips, recreational opportunities and associated health benefits.

The local councils provide walking trails within a variety of environments (coastal, bushland and urban), existing footpaths are maintained, cycleways and road crossings made safer for pedestrians. These works are also complemented by various open space and recreational strategies that show how the trails utilise and provide access to other outdoor public areas or reserves. This public infrastructure is important in enabling active transport options at a local level that are healthy alternatives to car travel.

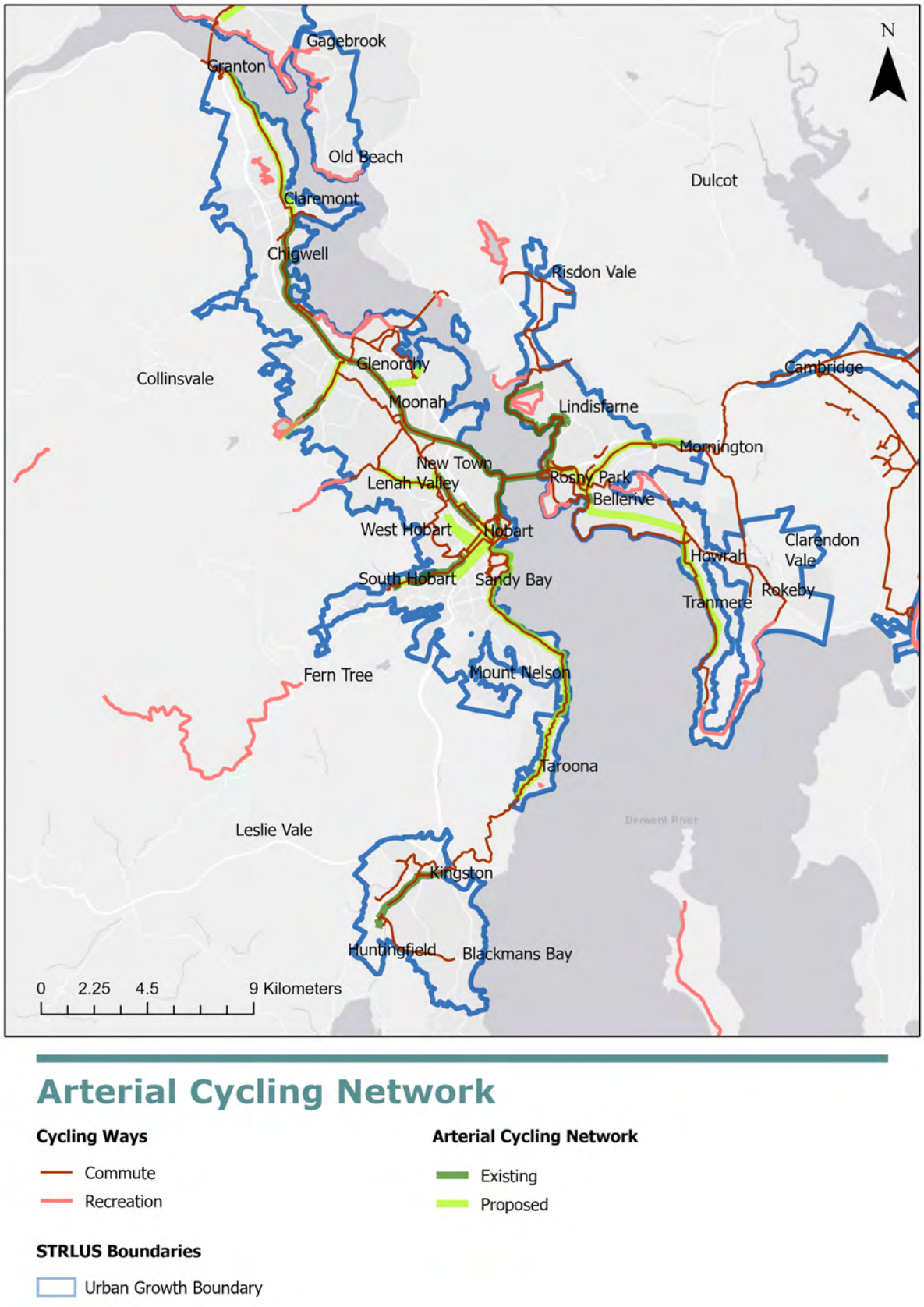
The creation of a more walkable city is often stated as an important community aspiration for Greater Hobart. The walking and cycling networks that permeate Hobart are highly valued and there is a desire within the community that they be extended and enhanced. Active transport facilities can be combined with improved public transport to reduce private vehicles use.

The benefits of walking and cycling are many and well understood. Walking and cycling should be promoted as viable and desirable forms of transport across Greater Hobart. The main challenges are to generate sufficient behavioural change to make a difference and to undertake the necessary capital works to increase the opportunities or attractiveness of active transport. Some areas are relatively poorly serviced in this regard.

Off-road opportunities, such as shared use footpaths, should be given priority where possible given the safety benefits of being separated from vehicles, while on-road design improvements should also be made where appropriate – such as cycle lanes, pavement and footpath upgrades, safe road crossings and traffic calming. Consideration will need to be given to the costs of such additional works and the limits imposed by steep topography.

Each council is already pursuing a range of active transport initiatives and the Tasmanian Government is providing additional funding for the infrastructure.

Map 8 below shows the arterial cycling network that exists within and surrounding Greater Hobart including shared walking paths when off-road. Work is currently underway through the Hobart City Deal to update this with an agreed Greater Hobart Commuter Cycling Network.



MAP 8 – Arterial cycling network

DATA SOURCE: *Ways (Open Street Map, 2020) are user reported networks. The Principal Urban Cycling Network (DSG, 2012) was determined from consultation with local government, cycling groups and others.* Click HERE to view online version.

6.5 Integrating Transport and Land Use

Land use in Greater Hobart will form an important input into the city's transport infrastructure planning. While Greater Hobart is growing and changing, the intent is to remain a compact city. This is of critical importance when considering the design of future transport services, as housing supply and affordability as well as business growth can be supported by appropriate availability of transport infrastructure and services.

An effective integration of land use and transport plans could include an assessment of existing assets and services, the optimal combination of new infrastructure investments to support future housing and jobs growth and the most cost-effective sequencing and delivery of infrastructure investments within and surrounding the city.

It is important to ensure that public amenity and good urban design are not sacrificed in providing major transport infrastructure. A good understanding of the trade-offs associated with investing in new transport infrastructure within an established urban context and how to best allocate available road space is required. An appropriate balance is required between the need to move people and goods and the need to develop land for housing, jobs and recreation. The transport system can complement and enhance the functions of certain parts of the city, rather than dictating the form of such places solely based on transport needs.

The provision of transport corridors can accommodate higher frequency public transport and higher density housing, together with other mixed uses (retail, community services, offices etc.). Such corridors link existing activity centres in Greater Hobart. Corridor planning can be undertaken as well as considering adjacent precinct planning for complementary urban development.

The emerging availability of more effective data management systems now provides a more sophisticated evidence base for spatially informed transport investment decisions. Transport related costs can be factored into decisions in relation to the release land for development. This will help understanding of the full cost of such development and whether other alternatives may be feasible. This data can then be fed into detailed modelling exercises to better inform decision making.

Modelling potential land use and transport impacts will be an ongoing iterative process that considers new information when available to help inform solutions. The aim is to ensure that we can make better use of existing assets and identify where improvements will be necessary, such as by delivering services to meet the needs of certain parts of the city and to tailor infrastructure solutions to match demand.

The Implementation Plan will include the development of an integrated transport plan as well as detailed land use planning actions, to better integrate strategic land use and transport planning.

7. Utilities

7.1 Water and Sewerage

TasWater is responsible for the delivery of reticulated potable water and wastewater disposal services across Greater Hobart. Water supplies are treated and distributed via a system of reservoirs, pump stations and water mains. Wastewater is collected and treated via a system of sewage mains, pump stations and treatment plants. Asset planning accommodates the need to maintain, upgrade and replace existing assets, plus the need to plan for future services, based on where future residential and commercial growth is expected to occur.

TasWater is developing a 'Regional Urban Water and Sewer Master Planning Framework', and this will identify the main investments that will be needed to match predicted future growth. The relevant master plan for the Greater Hobart area (within this Framework) will guide future asset management within an area that is seeing some of the highest rates of growth within Tasmania. The Greater Hobart Plan provides an opportunity for more specific and detailed input to be provided on anticipated levels of growth and where it is most likely to occur.

There are several larger asset upgrade and replacement tasks for TasWater within Greater Hobart and some significant upgrades will inevitably be necessary as infrastructure ages and increased demands are placed on existing systems. There is also a desire to increase the use of treated effluent from re-use schemes rather than being disposed of in natural environments. Although the capacity to cope with additional urban development will be better understood following the completion of the abovementioned master plan, TasWater has indicated that the existing water supply and sewerage treatment situation for Greater Hobart is quite satisfactory.

Regarding water supply, the Bryn Estyn Water Treatment Plant services Greater Hobart. This plant has sufficient capacity to cope with future population growth and is also scheduled for upgrades over time. The sewer or wastewater situation is more complex as there are several existing treatment plants within Greater Hobart that are likely to be expanded, relocated or decommissioned within the foreseeable future. Despite this, the general situation is that there is available capacity within these larger plants or an increase in capacity can be incorporated within already planned upgrades.

There are no significant sewerage constraints on Greater Hobart's projected infill and greenfield growth. However, this is not the situation for townships outside of Greater Hobart where existing wastewater treatment plants may be already operating close to capacity, which is a potential constraint on further residential growth for these townships.

TasWater prepares a Price and Service Plan every few years. Such Plans include a demand forecast, the proposed capital and operating expenditure, revenue requirements and the impact on customer prices. Policies are included that relate to land development for the extension and expansion of services anywhere in the state and which require full cost recovery, in that the land developer is required to pay for the extension or increase in capacity of water and wastewater services for any new development.

Attributing the true costs for a proposed development normally means that it would be preferable to utilise the available capacity within existing assets, rather than having to build or upgrade new assets. In such cases, TasWater incurs lower costs and so the developer would need to contribute less. This is more likely to be the case for infill and medium density

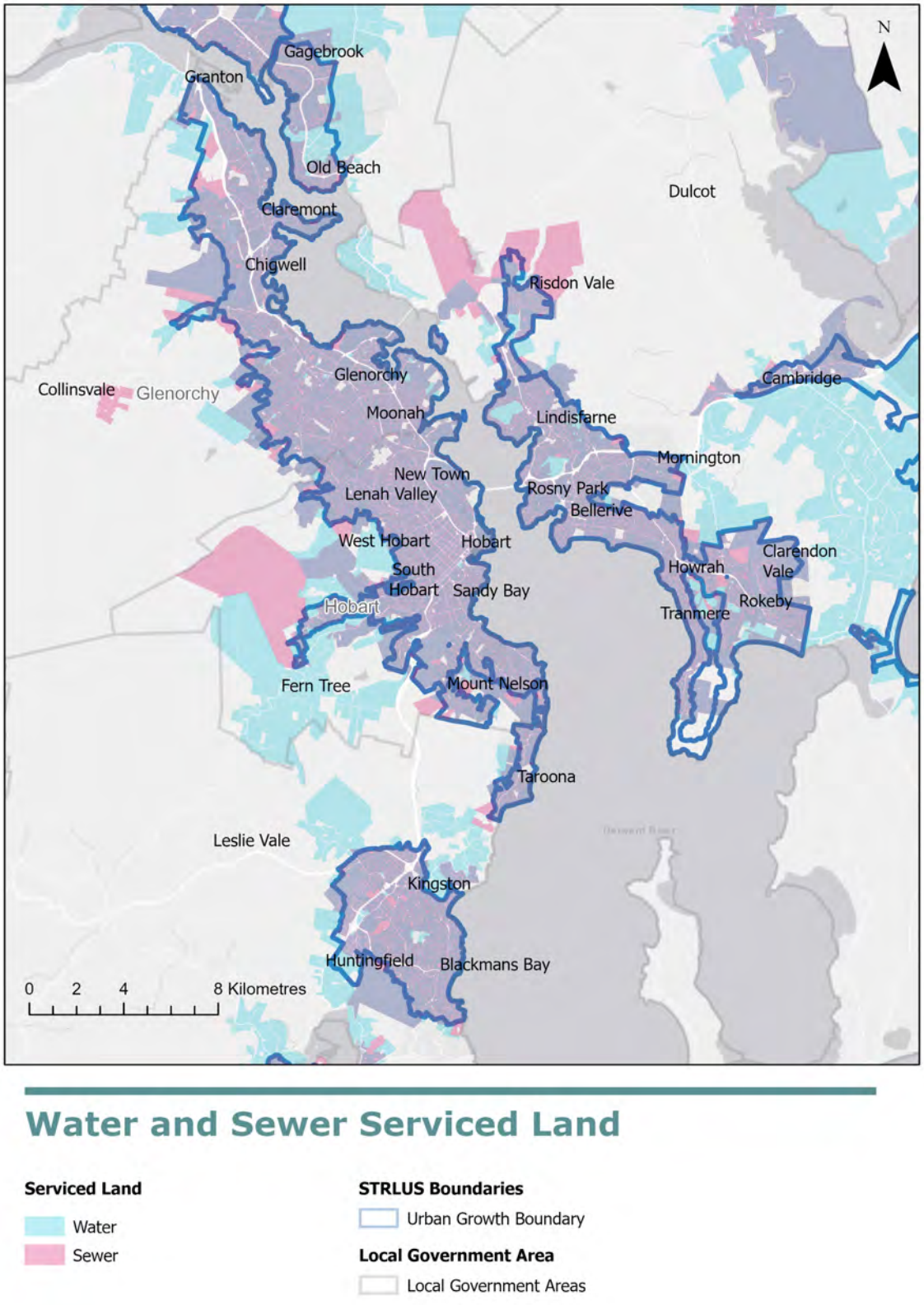
development and is an opportunity within the Greater Hobart Plan to help retain a compact city. Identifying where spare capacity exists can inform where more viable development opportunities might be located.

Attributing true costs is also relevant when considering the utilisation of wastewater re-use schemes or for the incremental impact on the treatment plants and other infrastructure due to increased demand generated by new development – and costs associated with the subsequent need to replace or upgrade that infrastructure. Such costs need to be determined and explicit decisions made on how they will be funded.

TasWater is planning to monitor various development scenarios throughout Tasmania (including Greater Hobart) to test the capacity of existing water and sewerage systems. This should enable the identification of tipping points where major upgrade expenditure (e.g. new treatment plants) may be necessary. There are risks for TasWater in providing infrastructure before growth occurs. For Greater Hobart, the Greater Hobart Plan and this Strategy will seek to provide guidance on growth areas and potential sequencing over time.

TasWater is a critical stakeholder in the implementation of the Greater Hobart Plan as water and sewerage services are an essential development requirement, and the provision of this infrastructure needs to match the Greater Hobart Plan's growth strategies. Such forward planning provides a more coordinated and strategic approach to future development across Greater Hobart, and close and ongoing collaboration will be required to extract the maximum benefit from coordination activities.

Map 9 below shows the extent of land within Greater Hobart that is serviced by TasWater with reticulated water and sewerage services.



MAP 9 – Water and sewer serviced land

DATA SOURCE: *Serviced Land is the land which TasWater currently permits connections to its water and sewerage infrastructure.* Click HERE to view online version.

7.2 Drainage

The effective management of stormwater is important within both existing developed areas and as part of the planning for any future infill or greenfield developments. This is primarily dealt with by councils that are required to prepare stormwater system management plans for their respective urban areas. The Derwent Estuary Program also provides advice and assistance regarding the protection of water quality within the Derwent estuary catchment.

There is a managed drainage network that extends across the whole Greater Hobart urban area. Councils compile information on the predicted impacts of both major and minor rainfall events on their respective water catchments. The capacity of the stormwater infrastructure is assessed against these predicted impacts and future upgrades and renewals are scheduled accordingly. The overland flow paths are also considered, together with the environmental values associated with natural watercourses.

Local flooding has the potential to cause considerable property damage and public disruption. It is necessary to assess drainage deficiencies and the risks associated with local flooding. Flood modelling and mapping can determine flood hazard ratings and to indicate what restrictions might need to be placed on future development. This information assists the preparation of municipal asset management plans that may seek to increase pipe capacity, installing flood detention measures or providing flood warning systems.

Downstream water quality also needs to be addressed through such measures as ‘water sensitive urban design’, increased public awareness and installing significant pieces of infrastructure like gross pollutant traps and bio-retention basins. The re-use of stormwater on-site should be encouraged – through such means of on-site storage as rainwater tanks plumbed to toilets. Bio-retention basins and wetlands can be designed for alternative recreational and/or environmental use when not flooded.

Such asset management plans consider the impact that climate change may have on future risks, compared to what might be evident from past records. For example, what was a 1% AEP (annual exceedance probability) storm event in the past, may in future be a 5% AEP event – or what was a 1 in 100-year storm event may occur every 20 years in the future – so additional stormwater capacity must be built into existing and future stormwater systems. In coastal locations, may also be necessary to consider the potential risk of coincident inundation events – where heavy catchment rainfall occurs at the same time as high tides (together with storm surges and sea level rise).

New development usually results in more hard surfaces that increases stormwater runoff. Every effort should be made to retain or introduce permeable or green surfaces that reduces runoff and hence takes pressure off the existing drainage capacity.

The capacity of the existing network may be a constraint on future development, such as in more elevated parts of the catchment due to a lack of downstream capacity. This needs to be considered and accommodated when preparing plans for future growth areas, together with potential difficulties in undertaking construction work in areas where existing stormwater infrastructure is located.

Each council has a rolling program of capital works to complete each year and will need to be guided by where new urban growth is likely to occur.

7.3 Electricity, Gas and Telecommunication

Future growth areas will require the provision of additional electricity and telecommunication infrastructure, plus gas infrastructure in many locations. This is particularly relevant for new employment areas where significant upgrades and additional capacity within existing networks is necessary. An increased alignment between the development industry and servicing agencies is crucial in ensuring that there is the timely and efficient delivery of such services so that such growth can occur as expected.

TasNetworks supplies **electricity** that enables the city to function efficiently and safely. It owns, operates and maintains the electricity transmission and distribution network in Tasmania. An important aspect of this is the need to ensure such supplies are resilient to severe weather events and the time of any black-out is minimised. Customers expect a reliable electricity network to power their homes and businesses. TasNetworks provides a Developer's Toolkit that outlines the respective responsibilities, delivery options, application processes and design and connection costs. Overhead power lines are increasingly being replaced by underground cabling and this requires greater collaboration with other service providers, particularly in the more built-up areas of Greater Hobart.

TasNetworks is actively involved in helping to decarbonize the Tasmanian economy and to advance renewable energy capability. The transport sector has the highest emissions in the state and the take-up of electric vehicles, powered by Tasmania's renewable energy source, has the potential to greatly reduce emissions, reduce transport costs and improve the state's energy security. Fast charging stations will need to be installed in many locations to facilitate this transition and the electricity grid will need to be upgraded to cope with this additional demand. Charging stations within Greater Hobart will need to be conveniently located throughout the city.

Electricity systems are rapidly changing with new technology and the demand for greater consumer choice and control over energy, including a greater capacity for feeding into the grid. There are demands for cleaner energy, lower costs and more reliable and safer systems. This is also aligned with a likely need to transition to zero carbon emissions by 2050 and the introduction of associated economic measures to achieve this goal. Long term asset management strategies will need to be implemented by TasNetworks that are able to accommodate such demands, while maintaining overall network performance.

TasNetworks has indicated that its existing infrastructure can be upgraded to meet the future demands created by further population and industry growth within Greater Hobart. They are appreciative of the likely increased densities, particularly within and around the central Hobart CBD, and that TasNetworks would not need to impose any constraints on such development intentions. Future growth expectations can be fed into future forward projections. TasNetworks provide an Annual Planning Report that considers such matters, and this includes more specific details on the Greater Hobart electricity supply network.

Natural Gas is provided in Greater Hobart by TasGas. However, reticulated gas supplies are currently limited to areas across Hobart and Glenorchy, with neither Clarence nor Kingborough having access. There are currently no plans to extend the existing services to any significant degree.

For **telecommunications**, it will be necessary to plan for the next generation of technological opportunities and consumer demands – such as might be related to fixed and wireless broadband, cloud computing, augmented reality applications and social media. To remain competitive, Hobart's employment areas must be supported by high-quality

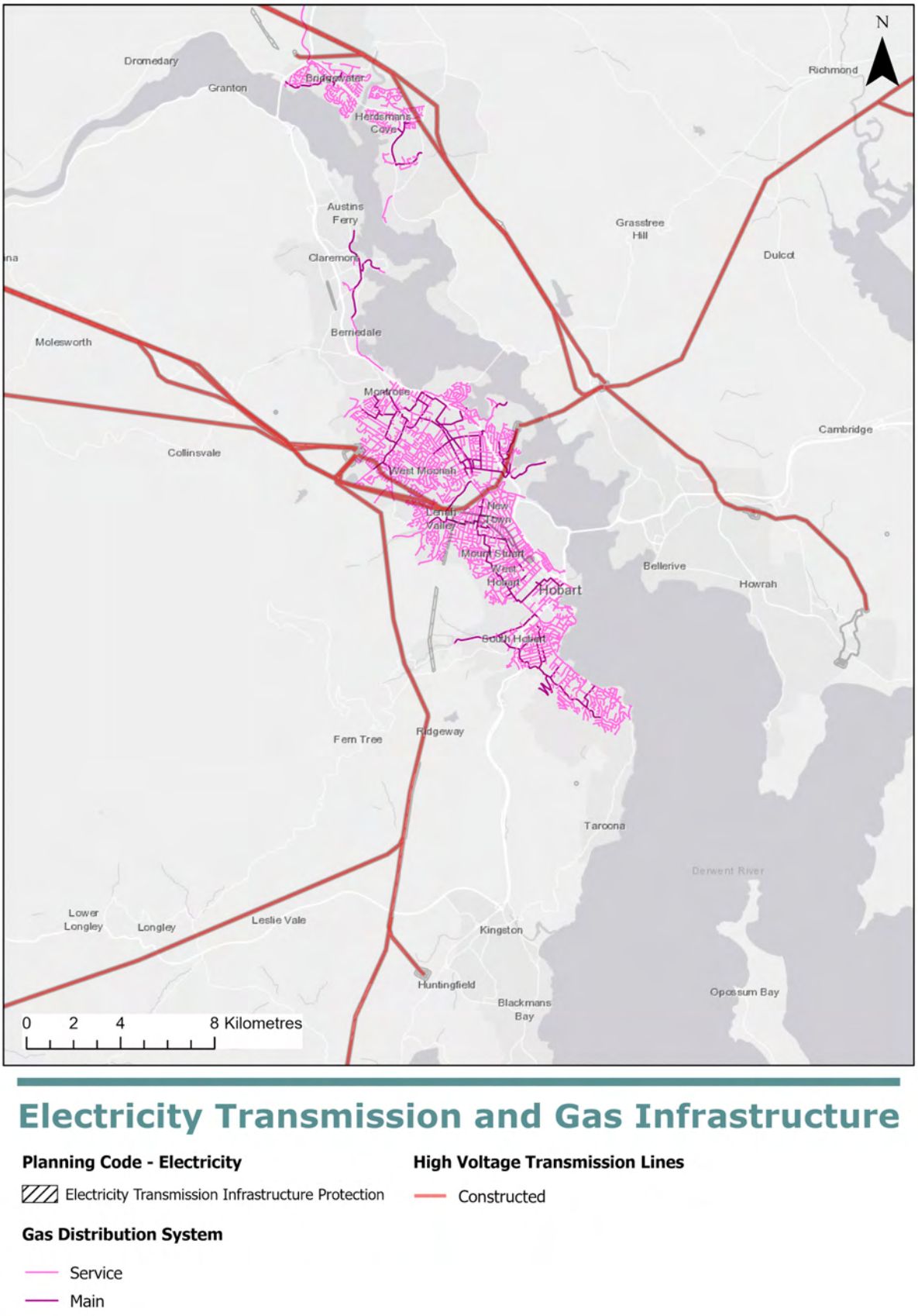
telecommunications infrastructure that enables good internet connections. This is increasingly a fundamental requirement of all commercial enterprises, as well as changing the way people live and work, such as in the support given to more work-from-home activity. The digital capacity of Greater Hobart should be increased where possible.

Early planning for fibre-ready facilities and wireless infrastructure should be considered for all new or upgraded employment, urban renewal and growth area precincts. This eliminates the need for costly and time-consuming retrofitting of new telecommunication infrastructure within established areas in future years.

There are significant areas of Greater Hobart that are not within the NBN's Business Fibre Zone. These exclusions include all Kingborough, and areas east of Bellerive and north of Glenorchy. This business overlay provides a better internet service than residential connections and should be extended into the more densely settled urban areas of the city that also contain a major business presence. The subsequent improved internet service would be an important incentive for new business and employment growth. A whole-of-city telecommunications plan may ensure that future growth areas are well serviced in an equitable manner and to a standard that is like mainland urban areas.

Electricity, gas and telecommunications require underground infrastructure that has the capacity to utilise **shared service corridors**, most often located within a road's nature strip. The coordinated provision and protection of such service corridors is an important aspect of a city's urban infrastructure. This will need to be given due consideration as part of any future urban renewal or major roadworks project. It is however important to acknowledge that these underground services (together with other utilities) impose considerable difficulties due to the limited space available and the constraints they impose on any redevelopment or roadworks project.

Map 10 below shows the main electricity transmission lines and the extent of the gas network within the city.



MAP 10 – Electricity and gas infrastructure

DATA SOURCE: *Geoscience Australia, 2020 (Live), National Electricity Transmission Lines.* Click HERE to view online version.

7.4 Waste Management

Waste management within Greater Hobart (and Tasmania more generally) is undergoing a major transformation because of the introduction of the state-wide waste levy and waste deposit legislation. The Tasmanian government's waste levy will provide an incentive to divert waste from landfill and to generate funds for resource recovery initiatives. This is also supported by a container deposit scheme that further encourages the diversion of recyclable material from the waste stream.

The waste management programs are primarily delivered by local government. Both Hobart City Council and Glenorchy City Council operate their own waste transfer stations and landfills, while Clarence City Council and Kingborough Council operate their own transfer stations and transport all residual waste to the Copping regional landfill facility. All councils operate kerbside collection services, with separate bins for general waste, recyclables and organic waste. Hobart and Glenorchy operate a food organics and garden organics (FOGO) service, and this will also be introduced shortly within the Kingborough and Clarence LGAs.

All councils are proactively encouraging the reduction of waste to landfill. There are both environmental and economic incentives to do this. Waste minimisation is encouraged at the waste transfer stations as an increasing range of products and materials within the waste stream are being diverted. Public and industry awareness campaigns are being implemented to reduce waste at its source and to maximise the amount of recycling. The overall approach is one of encouraging the development of a circular economy, soon to be aided by the introduction of a statewide Container Refund Scheme. This considers the entire lifecycle of a product and encourages re-use and recycling at every opportunity. The value of the material is thus maximised and residual waste minimised. Such waste management requires sound data to accurately monitor the waste stream and to respond accordingly.

Such responses usually require the installation of appropriate physical infrastructure or the delivery of new services. Within Greater Hobart, this is likely to include:

- The further development and upgrade of waste transfer stations so that they can divert more material from the waste stream.
- Improving the efficiency and performance of landfills, together with the prospective closure of the Hobart and Glenorchy landfills.
- The implementation of improved and lower impact kerbside collection services.
- More efficient means of waste collection from larger unit or apartment complexes (minimising visual and noise impacts).
- Providing public bins in appropriate locations that reduce littering and encourage recycling.
- Providing additional drop-off facilities for more specific recyclable materials, particularly following the introduction of a container refund scheme.
- The introduction of processing facilities for organics, such as composting operations.
- The additional procurement of energy from waste and landfills where possible.
- Applying innovative waste collection technologies – such as automated underground waste collection systems within high density residential areas.

- Encouraging the establishment of more viable resource recovery industries for Greater Hobart to increase local processing of waste into marketable products.
- Raising community awareness about the merits of waste diversion (reduce, re-use and recycle) and the availability of existing services to do so.
- The introduction of an appropriate Materials Recycling Facility (MRF) for kerbside recyclables collected by the councils that maximizes resource recovery and local processing.
- Participation on a Joint Waste Authority that oversees programs and regional contracts applicable to waste infrastructure and services, including those projects funded by the waste levy.

The objective for Greater Hobart should be one of zero-waste or full waste recovery. This will require a whole-of-governments, industry and community approach, together with the necessary investment in the infrastructure required to achieve this.

The introduction of a 'waste levy' will assist in resourcing the additional services that will be necessary. An efficient waste management regime is an essential component of an environmentally sustainable Greater Hobart, and a circular economy will also introduce a range of new business opportunities that will benefit the city.

8. Community Infrastructure

8.1 Public Open Space and Recreational Facilities

Greater Hobart is well served by ample public open space, primarily in the form of bushland and foreshore reserves around and within the existing urban areas of the city and providing access for water-based recreation. The extent and quality of these natural areas is a defining feature of the city, together with the many other forms of open space, public gardens, local parks, playgrounds and sporting fields. All these areas are very highly valued by the residents of Greater Hobart, which has become more apparent during the COVID-19 pandemic.

It will be necessary to ensure that plans are in place to ensure parks, recreational areas and open space corridors cater for the needs of Greater Hobart residents. A wide variety of sports fields, indoor sporting centres, parks and public gardens, picnic areas, playgrounds, walking/cycling trails and bushland or coastal reserves should be provided.

While some councils have developed open space strategies, a city-wide perspective is required to assess public open space consistently and determine how its spatial distribution serves the needs of the whole city. More data is required on accessibility, extent of utilisation, user groups, playground design, connectivity, quality and asset replacement, etc.

Both the built and living infrastructure that is associated with these facilities is designed to meet the specific community needs relevant to that location. Community involvement in the future management of such public places and facilities is encouraged and there are many local groups and recreational, sporting and environmental organisations that contribute to their further enhancement.

Each of the four Greater Hobart councils are actively involved in delivering a broad range of programs associated with the management and sustainable use of such public open space.

The benefits provided to local communities are many and varied, including the connection with natural environments, places for physical exercise and play, sources of clean air, they have biodiversity, habitat and water quality/catchment values, are places for social and family gatherings, exercise, competitive sport and general recreation, have aesthetic and scenic benefits, increase the land values within adjacent areas, dog walking, mitigate urban heat, plus provide a general contribution to local character and civic pride.

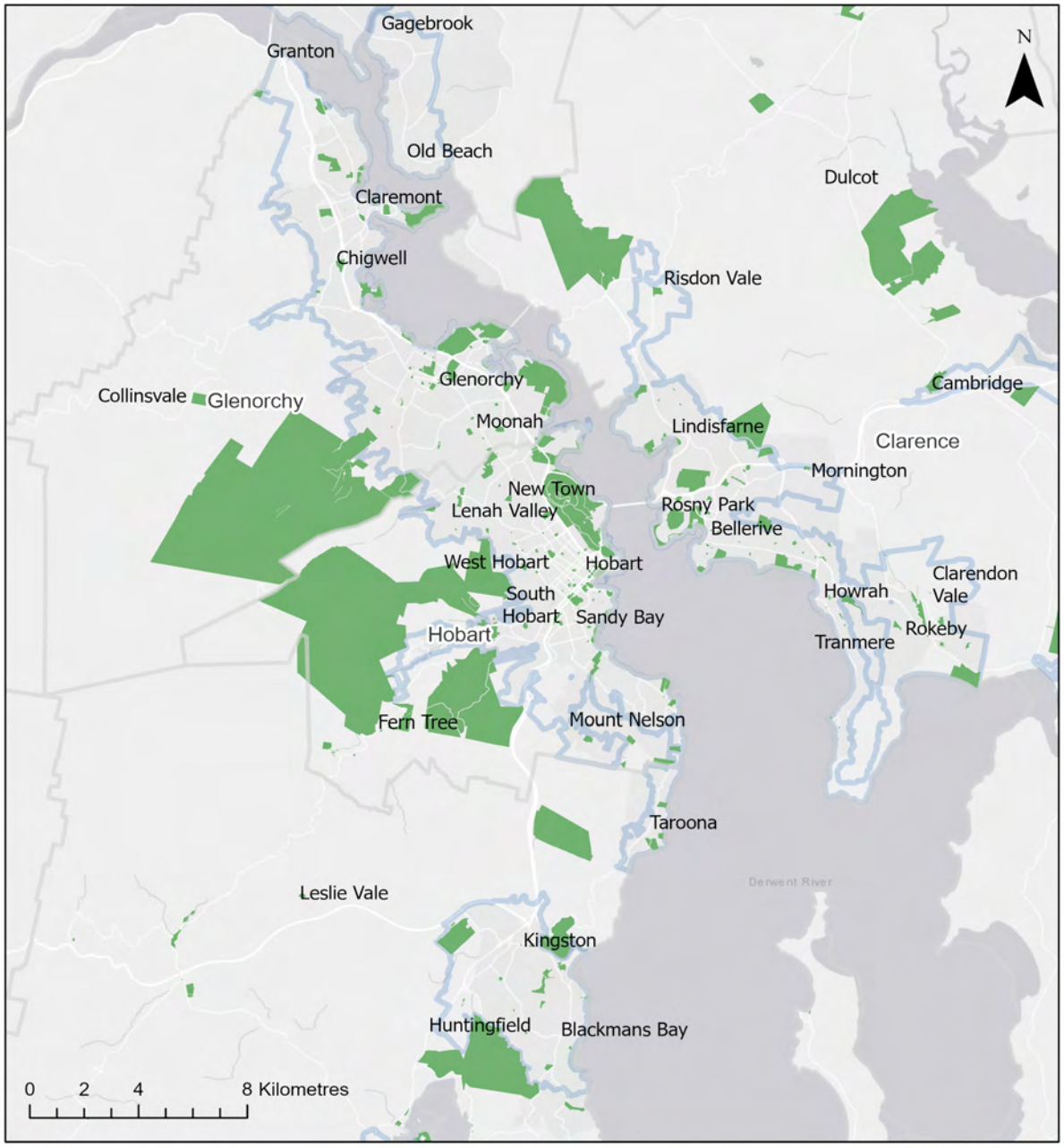
These are places that encourage active and healthy lifestyles. They should be able to provide for a diversity of experiences, be equitably distributed, be locally accessible without having to compromise environmental values, be fit-for-purpose and be managed in a sustainable manner. Future management regimes must consider the increasing demands of a growing population and the subsequent need for more spaces and improved facilities. Where possible, opportunities to connect open spaces should be welcomed by additional 'greening' of identified corridors. This has both environmental and recreational benefits, with the provision of accompanying off-road pedestrian and cycling connections to add value.

By focusing on maintaining a compact city, more people will be able to be located close to existing facilities. This is preferred to more fringe residential development that increases the distances from a wider variety of recreational opportunities. Accessibility via public transport and walking/cycling trails (particularly for the youth and elderly) is a critical element in ensuring that most people can take advantage of those recreational facilities that are available. This is often combined with the need to access local schools and shopping centres, all of which is greatly facilitated if the city can be kept as compact as possible and not allowed to spread too far out.

There are many such facilities that have a regional function which extends beyond that provided by individual councils, and there are precincts that have a variety of linked sporting and recreational facilities, such as Elwick Racecourse, MyState Bank Arena, Botanical Gardens, Hobart Tennis Centre, the Hockey Centre and Blundstone Arena. A whole-of-city perspective is required when reviewing the capacity and future of such regional sports and recreational facilities.

Any new facilities should be constructed to a high quality and be of sufficient scale to meet the demands of a growing population. There should be sufficient flexibility in the design to cope with changing interests, technology, mobility limitations and different age groups. Many of the existing facilities are already operating at their maximum capacity (e.g. sporting facilities) or are of a relatively poor quality. Asset management plans will accommodate the need for ongoing maintenance, replacement and upgrade of existing facilities. Most of the facilities are in an outdoor setting and many are located within a relatively natural environment. In such cases, due consideration is to be given to the natural values and potential natural hazards of the local area – particularly where trails pass through native bushland and along coastal foreshores.

Map 11 shows the location of the many parks, playgrounds and sporting facilities scattered within and around Greater Hobart.



MAP 11 – Social infrastructure – sport, recreation and reserves

DATA SOURCE: *The location of Sport & Recreation facilities as well as Reserves across Hobart, Clarence, Kingborough and Glenorchy LGA's. The data source is DPIPWE, 2020, Community Facilities.* Click HERE to view online version.

8.2 Health, Education and Community Facilities

In a similar manner to the abovementioned recreational facilities, it is essential that the Greater Hobart community is provided a wide range of health and community facilities or social infrastructure. The built infrastructure provides the opportunity for a wide range of community related activities to take place, building community capacity, cohesion and resilience. Most such facilities are usually located within or close to the main activity hubs, including health centres, community halls, youth centres, aged care, child-care centres, churches, libraries, civic and cultural centres, emergency services, police and other government social services.

The availability of conveniently sited **health facilities** is a critical requirement within Greater Hobart. All residents should have reasonable access to various levels of health care. Major hospitals will inevitably be centrally located, with large community health centres also located at Rosny Park, Glenorchy and Kingston. Other private health and medical facilities are scattered throughout Greater Hobart – though mostly within the larger activity hubs, where they are often grouped together as small informal medical/health precincts. The redevelopment of the Royal Hobart Hospital will provide improved services and is the largest health infrastructure project ever undertaken in Tasmania.

The State government's 'Healthy Tasmania' program is a preventative program that aims to reduce the rates of lifestyle related diseases within the community. Two of the most important priorities include the need to encourage more physical activity and to build more community connections – in that "people who are more connected to their community live longer and healthier lives". There is a direct link between this initiative and the need to encourage more active transport and recreation.

Partnerships between government, local community organisations and NGOs often assist in the implementation of a wide variety of health-related programs. One such example is that of the Heart Foundation's 'Healthy by Design' program. This consists of a framework for many preventative measures that can be directly related to the spatial development of the city, in a way that is entirely consistent with the Greater Hobart Plan objectives. It advocates for the creation of safe, healthy and active neighbourhoods that require due consideration being given to the way the city is designed. Some examples are:

- *"create compact mixed-use neighbourhoods which include employment, education, public transport and fresh food outlets"*
- *"safe and convenient travel within neighbourhoods by accessible and connected walking, cycling and public transport routes"*
- *"co-located and integrated facilities such as schools and recreational facilities, maximise community interaction and efficiency of travel"*
- *"housing diversity and density can support critical infrastructure, connect neighbourhoods and help people age in place".*

The provision of appropriately sited **child-care facilities** is often a factor in determining where families choose to live. There needs to be ample opportunities provided for such activities, plus consideration given to how they can be combined with other complementary land uses and have good accessibility, without creating local traffic issues.

Aged care facilities must be similarly well sited. Tasmania's ageing population will increase the need for a variety of retirement living and care related facilities, together with the provision of appropriate public infrastructure that increases safety and mobility components.

An integral component of any city is the need for good quality **educational facilities** across the broad primary, secondary and tertiary spectrum. There is a well-established framework within Greater Hobart which is subject to ongoing review because of several proactive educational initiatives and in response to demographic change.

Future residential development will place additional demands on existing schools, both in outer suburban and established urban areas. Continued consideration must be given to the size, number and location of primary and high schools that will be needed to service this growing demand, while still supporting the full range of educational programs. As more infill development occurs within the inner and central urban areas, there may also be a need to review school catchments and to consider options for expansion of existing schools or the need for new additional facilities. The Department of Education is responsible for ensuring that schools are well located to meet student needs. Future decisions and planning could be informed by the future urban growth projections of the Greater Hobart Plan.

The private schools scattered throughout Greater Hobart are similarly affected by demographic change and are responding to increased enrolments with their own infrastructure improvements. There are other initiatives that address educational needs, such as the establishment of Child and Family Learning Centres alongside some of the existing schools. Adult learning opportunities can also come in various forms and will usually respond to local needs and take advantage of existing built infrastructure within schools, libraries or community centres where available.

Providing safe and convenient public access to the many schools will always be an important consideration in the future spatial development of Greater Hobart. All students should be able to easily access their respective schools by way of public or active transport. There should be no need for drop-offs that will only exacerbate peak hour traffic and create public safety issues in the vicinity of the schools themselves. Travel distances should be minimized in the way that both schools and residential development are located. Safe pedestrian and cycling routes should be created and then promoted, plus bus timetables adjusted to ensure prompt and timely delivery.

The optimum central location of tertiary educational facilities (e.g. university and TAFE) is also of critical importance. The University of Tasmania currently proposes a transition into the Hobart CBD with the construction of new, and rejuvenation of old, buildings within the CBD to enable the University to provide contemporary education, administration and accommodation spaces. This is a long-term ambition and is expected to be a gradual transition over many years, and subject to development application processes along the way. The University is currently undertaking a comprehensive public engagement process regarding elements of its proposal. This proposed redevelopment has the potential to provide more infill housing and a range of other new community facilities and public open space.

It is expected that a new city-centric university campus would increase activation of the CBD area and stimulate the local economy. While the priority for the University should be on educational and research outcomes, its transition into the CBD will change the way the city is used. Inner city living is likely to be much more popular, local retail and food businesses will benefit, the high-quality design of buildings and public spaces will be prioritised, and public and active transport infrastructure will be enhanced. The main CBD, Queens Domain and ‘Downtown’ areas will be revitalised and pedestrian interconnections provided to produce a more walkable city. There will ultimately be more flexibility in the way that public and university land is used, including more green spaces that are more permeable and accessible.

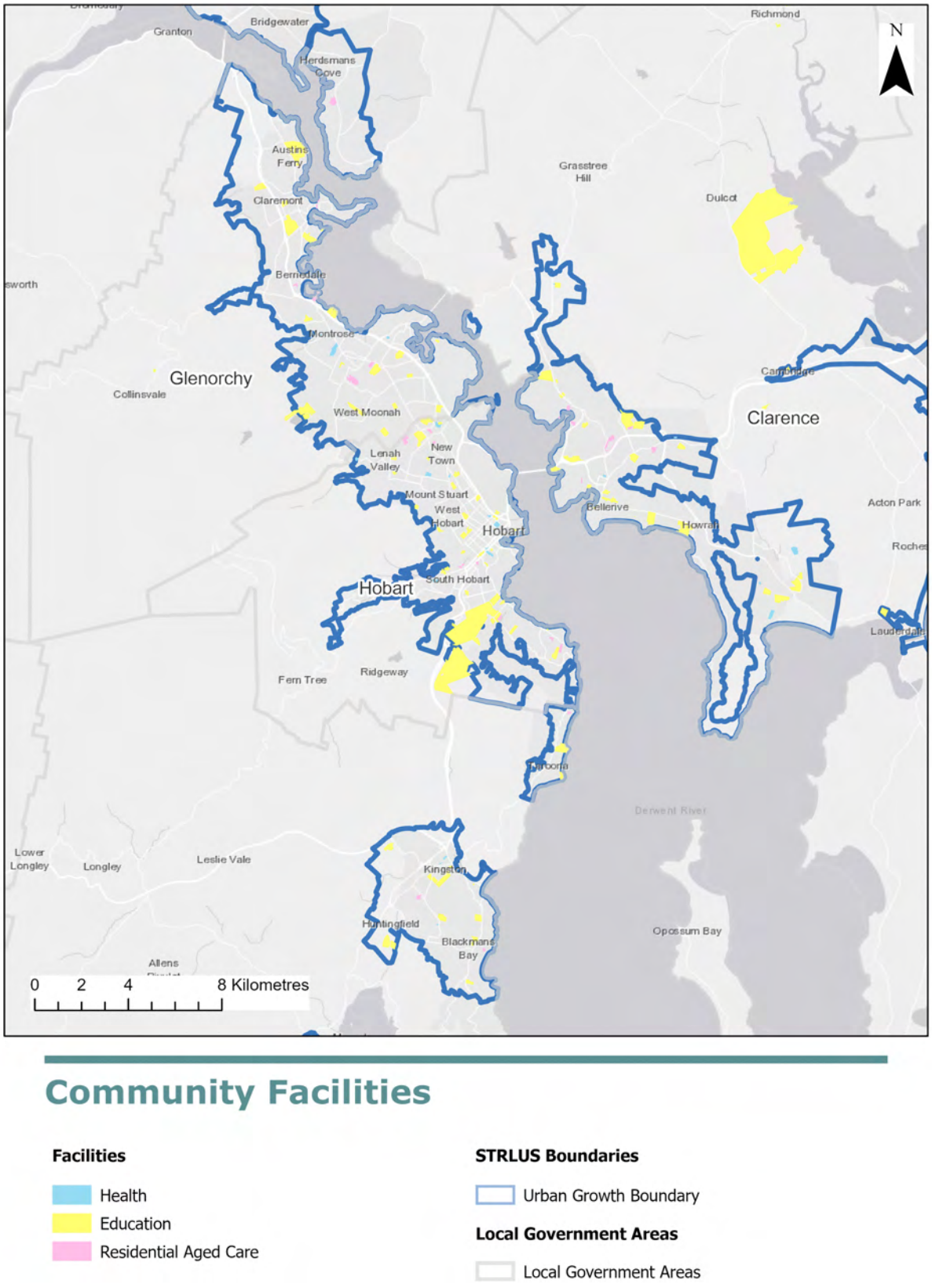
There are four large **libraries** within Greater Hobart (part of the State Library of Tasmania and located within each of the four municipalities) and they each play a particularly important role within the respective communities. They provide a broad range of services, beyond their more traditional roles – including internet access and other on-line services, research and study space, children's learning activities and literacy programs. The various civic centres and community halls are also well used in ways that enables them to meet changing community needs. A continuation of local arts and cultural activities and community events are reliant on the availability of these facilities.

Such **community facilities** need to be easily accessed by everyone. This is usually the reason why they are located close to activity hubs where there is sufficient parking and good public transport services. Ideally there should also be good active transport access as well. A compact city provides the advantages of having more people living closer to such facilities and therefore encouraging their active involvement in the activities carried out within the community facilities. A more dispersed city will result in more people feeling isolated and less likely to access the services being provided at these places – resulting in the activities themselves being less viable.

Like any built infrastructure, the health, education and community facilities will need to be designed to meet the actual needs and be of a quality that is visually attractive and easily maintained. Facilities will often need to be suitable to meet the potential demands of a growing population and have the flexibility to accommodate all age groups and other different uses as public interests change over time. Existing facilities may need to be adapted and new facilities constructed as required.

Access to high quality and affordable social services has a direct impact on the social and economic wellbeing of all Greater Hobart residents. There are complex relationships across the various social infrastructure sectors, in that an improvement in one will support another – such as across the broad categories of health and aged care, child-care, education, recreation, arts and culture, social housing, justice and emergency services. They are all essential in making local communities and neighbourhoods more liveable.

Map 12 below shows the location of the main health, education and community facilities within Greater Hobart.



MAP 12 – Social infrastructure – community facilities

DATA SOURCE: *The location of Health, Education, Aged Care and Recreation facilities across Hobart, Clarence, Kingborough and Glenorchy LGA's. The data source is DPIPWE, 8/2020, Community Facilities.* Click HERE to view online version.

8.3 Business District Infrastructure

Greater Hobart contains many different business districts at a variety of scales. The STRLUS defines these as activity centres; with Hobart as the Primary Activity Centre; Glenorchy, Rosny Park and Kingston as the Principal Activity Centres and a range of other smaller categories of various sizes within suburban locations. They each constitute focal points or hubs for the local communities and are being developed to meet the changing needs of those communities.

These are places where people congregate such as shopping centres, recreational precincts or entertainment and sporting venues. The design and inclusion of public infrastructure within such places is critical to the success of these activity centres and generating the potential social and commercial benefits. In most cases, this involves improvements being made to the streetscapes as they are the most heavily frequented public spaces. Increasing the value of street trees is important as there is increasing evidence they are important for a few different reasons including health, liveability, mitigating the urban heat island effect, mental health and an improved city economy

They constitute the best opportunity for local government to enhance an activity hub, noting that the road reserves are the largest areas of public land within most parts of the city. They provide opportunities to bring more vegetation into the city (improving the streetscapes cooling the local environments), plus the quality of the built design (paving, furniture, lighting, public art etc.) can transform the character of an area and have a very positive social and economic impact.

The visual feel and aesthetics of such local spaces requires due consideration with public art and well-designed features that encourage public use. Additional security measures may be necessary, together with improved pedestrian safety measures and provision for all-abilities access. A more flexible approach to the use of public streetscapes or footpaths also enables an appropriate level of advertising and outdoor dining and trading – acknowledging the prime importance of safe road and footpath access.

Each of the four Greater Hobart councils have undertaken or are initiating precinct planning exercises that consider what public infrastructure improvement programs are necessary within their main activity hubs. Each centre has its own character and heritage and a local community that cares about what happens where they live. It is a combination of the built structures, public infrastructure and natural features that make up the “place” that becomes so important to its residents. Enhancing such public places is a way of building greater local community ownership and connections, while also attracting more people from other areas.

Within Kingborough, the **Kingston Place Strategy 2020-50** (PlaceScore, 2020) is an example of a long-term plan that is being used to improve and revitalise the central commercial area of Kingston. The strategy focuses on making the area more walkable, green and ‘stayable’, self-sufficient and more attractive for future investment. It proposes a series of actions that are a mix of infrastructure investments (primarily public transport and streetscape improvements, road upgrades, walking links and new laneways), new site planning and governance arrangements, public realm actions and various communication and branding initiatives. It aims to transform the central Kingston precinct, make it a more attractive place to visit, reduce the need to travel to other parts of Greater Hobart and generate more local employment opportunities. Similar initiatives are being progressed by the other Greater Hobart councils.

Within the City of Hobart, the **Central Hobart Precincts Plan** is being developed and will include recommendations for the policies, strategies, changes to planning scheme provisions and projects that will guide the future sustainable growth of the central precincts. The plan will

consider key issues such as building heights, affordable and social housing, transport, and access. It is also proposed to become a template for other council precinct plans for other commercial precincts to help inform planning scheme changes. Other Hobart city precincts have also been subject to upgrade plans, such as the Midtown area (centred around Elizabeth Street) and Salamanca. There have also been retail precinct plans prepared and implemented for the local suburban activity centres at Lenah Valley, Sandy Bay, New Town, South Hobart, and North Hobart.

Glenorchy City Council has been progressively implementing a Glenorchy CBD revitalisation project. This has now most recently been updated by the **Greater Glenorchy Plan**, which includes precinct plans for the central areas of Glenorchy, Moonah and Claremont. In each case, it describes where new development will occur, where the green spaces will be and how people will move around. The Plan also encourages increased residential densities within and surrounding these main activity hubs and along the main transit corridor between them, plus highlighting the need for much greater public activation, new employment opportunities, urban renewal and integrating high-quality design outcomes.

Clarence City Council is reviewing the future of the Rosny Park area as part of its **City Heart** initiative. It is currently in its initial stages of development, with community consultation indicating that a better utilisation of public open space and the need to retain more people within this central precinct, by providing different experiences and attractions, were identified as being two of the most important objectives. An earlier Activity Centre Strategy focused on a retail analysis of the various centres and their place within a Clarence and regional retail hierarchy. It identified a need for additional retail floorspace and employment opportunities within the southern parts of the municipality to support this area's growing population. More generally, it will be necessary to focus on how the further development of all activity centres can provide for the widest community benefit – such as by improving public transport access, providing walkable connections to nearby residential areas, placing high density housing within activity centres, generating more diverse employment opportunities and including more entertainment and mixed-use developments.

It is important that the local or minor centres throughout Greater Hobart should help in creating more sustainable and cohesive local neighbourhoods where people can comfortably meet with each other and obtain their essential daily consumables. Such local centres should be more walkable, have better access to public transport and provide various health and community services – with the overall aim being to get people to live and work more locally. Such local 'convenience' centres complement the functions provided by the larger 'destinations' that are the more central business districts, where people are more likely to stay longer and be visiting for a number of purposes.

All activity hubs should be attractive places to congregate with suitable public spaces, public art, well-designed buildings, plenty of vegetation and designed to encourage people to feel safe and welcomed. The way that public infrastructure (roads, parking, streetscapes, parks etc.) is provided is critical in achieving such outcomes and in ensuring the social and economic success (or otherwise) of the activity hubs. Increasing the activities within and surrounding all the local and central business districts is an objective of the Greater Hobart Plan.

Part C – ECONOMIC DEVELOPMENT

9. Economic Challenges

There are many economic challenges that will impact on the future planning framework for urban metropolitan Hobart. The impacts of globalisation are transforming the regional economy at a rapid pace, which together with ongoing COVID preparedness, makes planning for business and employment growth more uncertain and challenging.

It is important to establish a land use planning framework which has the capacity to be responsive and relevant, and to be unique for the needs of Greater Hobart. It will need to be a plan which supports economic prosperity and builds on regional attributes whilst protecting the city's character and natural environment.

Greater Hobart will continue to experience economic change. Traditional industries such as manufacturing, science, agri-business, and other sectors will continue to play an important role, but globalisation and recent revisions brought about by COVID are restructuring several sectors of the economy. There has been a shift towards knowledge intensive, high value-added activities which has increased the significance of the service and knowledge-based sectors and are spurring innovation in many other sectors of the economy.

As is occurring in other parts of the world, an array of changes in technology, retail, freight and logistics, new office structures and working from home, are all likely to transform the economy and employment base. It is significant that the development of the Greater Hobart Plan coincides with these changes and transformations, and it is expected that future iterations of the Greater Hobart Plan can be a strong driver for implementation. It is important that the impact of such external influences is well understood within the Greater Hobart and Tasmanian context.

These changes will provide opportunities for a variety of new and different businesses to relocate within Greater Hobart and Tasmania, and in turn provide a more prosperous base for the city's economic future. It is therefore important to ensure that there is an adequate supply of land and development opportunities that can service the traditional industries, but also allow new service sectors and knowledge-based businesses to develop and thrive. This will require ongoing discussions and decisions to be made regarding contemporary solutions for the new and emerging geography of Greater Hobart's economic and employment base.

This will lead to the maximisation of the benefits that can be obtained from new land use planning policies and positions that are aligned to the changes and the needs of this new economy and employment sector. The Greater Hobart Plan should provide the necessary directions in that regard. The Greater Hobart Plan is being developed at a time of great global change when land use considerations are very different to even five years previously.

Adjustments to existing planning frameworks and previous policy directions may be required to maximise the potential economic and social benefits. The Greater Hobart community should position itself so that it can obtain the best leverage from the economic changes that are occurring. This will require new policy platforms and astute investments in public infrastructure that are directed towards the new economic opportunities of the future.

Technological change may alter the types of industries that are attracted to Greater Hobart and the way that existing industries operate. The emergence of a much more innovative "fourth industrial revolution" is evolving at an exponential rate and is disrupting almost every industry.

It heralds the transformation of entire systems of production, management and government. Future possibilities will be multiplied by breakthroughs in fields such as artificial intelligence, robotics, the Internet of Things, electric and autonomous vehicles, 3D printing, nanotechnology, biotechnology, material science, energy storage and quantum computing. Such new technologies are changing the ways that companies manufacture and deliver. For example, 3D printing offers opportunities to decentralise production to Greater Hobart.

Smart systems, homes, shopping centres, factories, offices, transport and other elements of the urban fabric will all need to respond to such changes as new and more flexible supply chains and different retail/consumption patterns. The rise of e-commerce, more home deliveries, the need for “last mile” delivery hubs and responses to different retail and consumer models are changing the roles and structures of many shopping centres, industrial precincts and employment areas within the urban fabric. This is placing added pressures on different employment sectors and will require proactive adaptation by both businesses and governments to meet the new types and levels of public demand.

The impact of the COVID-19 pandemic adds a huge level of complexity on top of the broader, economic, social and demographic shifts that were already occurring and together they will all reshape the geography of employment and metropolitan planning. A sound understanding is needed of the attributes of Greater Hobart as a place and the issues and opportunities that are evolving and being presented across the various sectors. It is important that these conversations are taking place within the context of the land use planning frameworks and processes.

The tourism industry has contracted and recovered to a degree in recent times, which has a direct impact on the hospitality, accommodation, retail and arts sectors. On-line retail has increased, with consequential growth in postal, delivery and warehousing sectors.

Prior preparation is needed for the jobs of the future. New ways to tackle future challenges will need to be found and opportunities generated at locations where particular attributes and strengths exist. Companies and investors are looking at different global localities based on what is perceived as certain local strengths that offer secure platforms moving forward. There is a strong pro-localisation trend emerging.

The notion of “think local” is being complemented by momentum towards “think green”, which is founded on the local conditions and characteristics, and this can be a unique and significant focus for more environmentally sustainable levels of business investment. Companies and investors are looking to build on the notion of “local’ in their investment strategies, rather than sourcing from overseas. Based on this, Greater Hobart and Tasmania would appear to be an obvious destination of choice. Such development opportunities should be further explored, promoted and integrated within future land use strategies.

Like elsewhere, the impact of the COVID-19 pandemic has been profound. It is a global shock that will have a continuing impact on economic growth. All industries are impacted, and population movement has been severely hampered. The implications for Greater Hobart are not yet fully understood, though it is apparent that earlier land use and growth expectations will have to be reviewed.

One of the most significant and potentially long-lasting changes has been in the way that people communicate and work. For many people, working from home has greatly increased and this has resulted in some marginal reductions in traffic levels and the demand for city office space. Such a change does have the potential to expand further with businesses becoming more reliant on on-line communication and fewer face-to-face meetings, with this

also being the case for government agencies and educational or training organisations. People have become much more familiar with the technology required to communicate remotely.

Most people are likely to continue to work within their respective industries in much the same manner as before the pandemic. Those industries will be impacted to varying degrees, and some will recover, while others will not. The lessons learnt will hopefully build greater resilience to future similar shocks. Ultimately, Greater Hobart and Tasmania may see much more migration than was previously the case. The ongoing trends in this regard will need to be monitored as they will affect the demand for housing and the need for certain service industries, including where such activities are best located.

In August 2021, the Australian Government Department of Education, Skills and Employment released the "Local Jobs Plan Hobart and Southern Tasmania", which sets out the training and employment challenges and priorities facing the region, particularly in relation to the economic recovery from the COVID-19 pandemic. The key priorities were determined to be:

- Facilitating the creation of pathways into growth industries facing labour supply shortages and issues including tourism and hospitality; health care and social assistance; building and construction; transport and logistics; primary industries; and energy infrastructure.
- Finding ways to address aspects of labour market disadvantage including low educational attainment; low literacy and numeracy; lack of work experience and employability skills; lack of technical skills; and access to transport for education and employment.
- Identifying and promoting industry recognised micro-credentials or skill sets, as well as opportunities for apprenticeships and traineeships.
- Brokering opportunities for collaboration between key stakeholder in the region, to enable local job seekers to fill local positions and create a sustainable pipeline of skilled workers to meet the needs of industries.

The key challenges for the region were identified as being:

- Uneven population growth, high youth unemployment and an ageing population.
- Reduced migration, mainly because of COVID-19.
- Low levels of literacy and numeracy, including digital literacy and internet access (although it was noted that there is a significant disparity between regional and metropolitan Tasmania in relation to educational achievement.
- Limited public transport outside of urban metropolitan centres, which inhibits opportunities for some job seekers to take on work and limits the uptake of training.
- Historic and generational low educational attainment, particularly outside of urban metropolitan areas of the region has limited economic/labour market participation.

Population growth across Australia has slowed compared to decade averages. The advantages of being an island within the Australian Federation has been attractive for many and this appeal is likely to continue as people from interstate and overseas seek greater safety, security and certainty.

Greater Hobart's population growth is driven by migration, and this will continue as birth rates continue to decline in an ageing population. It is felt that our ageing population will have an

adverse impact on the city's economy through a proportional decrease in the working age population over time unless it is countered by increased retention of young Tasmanians and attraction of a younger migrant demographic.

It is assumed that the population of Greater Hobart will grow at a reasonably strong rate over the next 30 years. This will stimulate economic growth within the city and place further demands for additional urban land or for existing land to be used more intensively. Such growth will have an impact on the city's urban footprint as some outward growth will occur, while acknowledging that it is more economically efficient for infill development to occur.

The Australian State of the Environment Report (2021) confirmed that Greater Hobart has a low population density. Such a low density is economically inefficient in that infrastructure is not being used to its potential, more land is being utilised than might be necessary, residents and deliveries must travel further, and urban renewal is less likely to occur. Such economic inefficiencies are reflected in the housing related inequality that occurs, with poorer households priced out of locations with better access to good jobs, schools, transport, health care and other services.

The assumption that endless growth for fast-growing cities is an economically, socially and environmentally sustainable option does not necessarily hold. Congestion and pollution can potentially overwhelm the benefits obtained from city living and the demands for suitable housing are not able to be met. In Greater Hobart's case, such problems are more manageable because of its relatively small size, although some would say that the city is on the brink of potentially being overwhelmed by such impacts and that it will need to live within its means.

10 Existing Economic Development Strategies

10.1 Tasmanian Government

In 2015, the Tasmanian Government adopted a **Population Growth Strategy** that has a goal to increase Tasmania's population to 650,000 by 2050 (in 2021 it was almost 550,000, and this Strategy is estimating an increase of a reasonably ambitious additional 60,000 by 2050 for the city alone). The primary means by which this population increase will be achieved is stated as being a combination of job creation and workforce development, increased migration and improving liveability. This goal was always anticipated as being a challenge, especially because of the COVID-19 pandemic, with subsequent border controls and restrictions on international migration.

Population growth occurs because of natural increase (more births than deaths) and migration. Tasmania has the oldest population in Australia, and it is ageing the fastest. Based on current trends, there will be a natural decrease in population within Greater Hobart by about 2035. Population growth will then be entirely reliant on migration. Over the last 40 years, the net migration within the State has been more negative than positive.

It will therefore be necessary to reduce the number of people that leave the State and increase migration levels. The main reasons people leave are to seek employment and to study. The general trends are that younger people leave, and international migrants who arrive tend to be in younger age brackets and mainland migrants who arrive tend to be in older age brackets.

An over-reliance on mainland migration, without reducing the departures, could in fact exacerbate problems associated with an ageing population.

In order that a more balanced demographic profile is achieved, more employment and lifestyle choices will need to be provided that are able to both retain and attract younger residents. The way that Greater Hobart develops in the future will have a large part to play in this regard. The city's attractions, convenience, amenity and services are enhanced if it is spatially developed in the most efficient and accessible manner. The Government's Population Strategy relies on the successful implementation of several measures that increase migration levels without compromising employment opportunities for resident Tasmanians.

Regarding Greater Hobart more specifically, the Government's main program of strategic economic initiatives is by way of the **Hobart City Deal**. The City Deal *"is a 10-year partnership that will provide the framework to guide and encourage further investment in the city by embracing opportunities for growth and addressing key strategic and infrastructure challenges".* It brings together the three levels of government to "align the planning, investment and governance necessary to accelerate growth and job creation, stimulate urban renewal and drive economic reforms".

The seven Key Focus Areas of the Hobart City Deal are:

- Direct international gateway at Hobart Airport
- Establishing an Antarctic and Science Precinct at Macquarie Point
- Implementing the Greater Hobart Transport Vision
- Driving urban renewal and delivering affordable housing
- Activating the Northern Suburbs Transit Corridor
- Smart, liveable and investment ready city
- Strategic collaboration and governance

10.2 Local Government

Each of the four Greater Hobart councils are pursuing several proactive initiatives that are aiming to encourage the further economic development of their respective municipalities.

City of Hobart

The City of Hobart's Community Vision and Capital City Strategic Plan 2019-2029 includes as one of its 'pillars' a desire for the city to be one "whose economies connect people, businesses, education and government to create a high-quality lifestyle in a thriving and diverse community. Our city is our workshop. We collaborate, embracing ideas, inventiveness and initiative". Hobart should be a city "of thriving diverse sectors" and this diversity will support a more resilient economy overall.

The aspects of this that most relate to Hobart's spatial development would appear to be the need for greater flexibility in where and how businesses may grow or start-up. There needs to be "diverse pathways" for niche industries and other commercial activities that best suit the local conditions and opportunities within Hobart. Hobart's "small city scale" should be embraced so that its development enables the necessary social connections, networking and collaborative ventures that are more likely to occur within a higher density environment.

The Hobart City Council has prepared and is currently implementing several strategies that encourage further investment within its municipality. They include the Local Retail Precincts Plan, the Inner-City Action Plan and the Central Hobart Precincts Plan which aim to attract more people and activity into the most central parts of the city, as well as stimulating more investment that will develop land to its maximum potential.

Glenorchy City Council

The Glenorchy City Council's Strategic Plan 2016-2025 includes strategies to encourage local investment and jobs, to build job creation relationships with government and the private sector, and to target growth sectors that fit with the area's competitive advantages. The Greater Glenorchy Plan (Feb 2021) targets the revitalisation of the three activity centres of Glenorchy, Moonah and Claremont as they are where most social and economic activity occurs. This Plan includes high level precinct plans that "articulate the identity, role and function of each activity centre".

The Glenorchy Council has over the years prepared and implemented several strategies that encourage further investment within its municipality. The Economic Development Strategy 2020-25 includes many actions that are relevant to land use and development within the municipality, including the activation of the CBDs and business precinct planning, advocate for improved public transport connections and deliver active transport connections, promote industry cluster developments, pursue investment in the NSTC, advocate for strategic investment in high-speed internet infrastructure and for Glenorchy to be a regional hub for sport, recreation and entertainment.

It also stresses the need to investigate a strategic partnership with Brighton so that some light industrial and warehousing type activities may be relocated, in order that other opportunities for jobs growth and economic intensification can be found for Glenorchy's industrial land. The development opportunities at Wilkinsons Point, Prince of Wales Bay and on the Berriedale Peninsular are being given particular attention. Key industry sectors to be supported include innovative manufacturing, small scale IT businesses, marine services and technical/professional areas.

Clarence City Council

The Clarence City Council's Strategic Plan 2021-2031 includes a Goal that the Council "encourages creativity, innovation and enterprise and will develop the local economy by enabling opportunities for all people". The related objectives include such matters as implementing the Economic Development Plan, working together on the Hobart City Deal, addressing areas of socio-economic disadvantage, promoting the city, building productive networks and relationships, delivering infrastructure to support growth, and using emerging technology to improve efficiencies.

The Clarence Council has adopted an Economic Development Plan 2016-21 that includes several economic strategies that would be relevant to the Greater Hobart Plan. One of these is to "plan and provide for beneficial land use", which ensures that there is sufficient land available to meet the future demand for development. It is a particular feature of Clarence that there are significant stocks of industrial, commercial and residential zoned land available. Another is that Council's own investments can influence the positive economic development of the municipality. This primarily relates to the installation, extension and upkeep of public infrastructure, including the many public places, community facilities, road and pedestrian access and public parking. The ongoing residential development occurring within Clarence

will be a significant economic driver, together with the associated growth in retail, business and professional services

Kingborough Council

The Kingborough Council's Strategic Plan 2020-2025 includes strategic outcomes that highlight the need for vibrant local areas that provide economic opportunities, infrastructure and services that can cater for a growing population and the need to encourage investment and economic growth without compromising environmental values.

The Kingborough Council has over the years prepared and implemented strategies that encourage further investment within its municipality. The highest priority has been in redeveloping the Kingston CBD area and this is reflected in the Council's hands-on management of the Kingston Park project and the implementation of the Kingston Place Strategy 2020-2050. This has resulted in the inclusion of a new Health Centre, large Community Centre and children's playground, and the infrastructure to facilitate further residential and commercial development alongside the existing CBD. Main road and public transport improvements are to occur, together with other infrastructure and streetscape upgrades that will enable further private development. These improvements aim to stimulate Kingston's further economic development and provide more local jobs and services for the Kingborough community.

10.3 Regional Development Australia

Regional Development Australia (RDA) is an Australian Government initiative that encourages partnerships between all levels of government to enhance the growth and development of regional Australia. RDA Tasmania has a formal partnership between the Australian Government, Tasmanian Government and the Local Government Association of Tasmania (LGAT) and prepares a Regional Plan that describes the State's development opportunities.

The current RDA Tasmania priorities are to:

- expand and grow economic activity in Tasmania
- increase collaboration and efficiencies between federal, state, and local government and between government and the private sector
- improve educational attainment and employability skills
- address the needs of Tasmania's changing demographic profile

One of the key RDA messages is that there needs to be an effective collaboration between the tiers of government, industry and community to achieve a common understanding of the regional issues and tailoring effective solutions. Such partnerships are critical to the success of agreed growth and development strategies that target the region's particular strengths and most viable opportunities. The RDA highlights the 'place-based' strengths of Tasmania and its growing reputation for niche and high value products and experiences.

From a Greater Hobart perspective, these identified strengths include tourism, science and research, Antarctic and Southern Ocean, digital services and information technology, and education. The further development of such industry sectors, results in flow-on employment benefits in other sectors, including retail and service areas. Tasmania is becoming a more service-oriented economy. Research institutions, the university, education and health organisations, and professional services have all grown strongly. Such knowledge intensive

industries required a skilled workforce and this in turn raises the need to improve the educational outcomes within the State.

The RDA's Regional Plan (for 2017-2019) noted that these industries "prosper in places that offer high urban amenity, diversity of housing, good access to skilled labour, access to markets and strong branding". There is a need to invest in and support the liveability of Tasmania's cities as they are going to accommodate most of the State's future growth. It also noted, most relevantly, that

> "*Tasmania is characterised by a dispersed population in low density settlements. Greater Hobart is one of the least densely settled Australian cities with some of the highest levels of low-density housing stock. Of all the states and territories, Tasmania had the highest proportion of its population residing outside of its greater capital city. Urban based local government areas (LGAs) are more likely to have higher population growth than rural or remote LGAs".*

In that regard, the RDA Regional Plan expects that new urban development will, over the next 20 to 25 years, be able to be accommodated within existing urban boundaries. From an economic perspective, this is particularly relevant to the Greater Hobart Plan of maintaining Greater Hobart as a compact city.

10.4 Industry

The policies and views of industry regarding the future development of Greater Hobart are not often formally stated – or at least where they might be distinct from the more general aspects relating to Tasmania's economic development or broader matters that are specific to industries.

Real estate within Greater Hobart (and throughout Tasmania) is booming with house prices escalating due to the high demand, low interest rates, inter-state interest and the relatively low supply of housing stock. The construction industry is struggling to meet this demand because of a shortage of materials and skilled labour. There is an apparent confidence in the Tasmanian economy and a willingness to invest in property within Greater Hobart, despite the impact of the COVID-19 pandemic. However, the industry, together with the broader community, is very concerned about the social ramifications of high house prices, the shortage of affordable rental properties and the impact that this also has on businesses that want to relocate to Tasmania or source workers from elsewhere.

The **tourism industry** plays a particularly important role within the life of Greater Hobart. It has (until the COVID-19 pandemic) attracted increasing numbers of visitors to the city to see the local attractions and participate events. It has, particularly in recent years, provided a huge economic benefit for the city and has also enabled residents to participate in many more activities than would have otherwise been the case. Destination Southern Tasmania produced a Destination Action Plan for Greater Hobart in 2016. Although this was only partly implemented, those aspects of the Plan that are most relevant to the future spatial development of Greater Hobart, include:

- Accessibility and wayfinding can be improved, such as regarding public transport options and connections, clearer signage, free Wi-Fi in public spaces and other digital technology support.
- New and innovative visitor attractions will be needed to meet market demand, focusing on waterways and cultural experiences.

- Accommodation capacity and quality expectations will need to be met in future.
- There will need to be a coordinated and planned approach to new development within the city, that effectively retains the heritage and authenticity that is so valued by visitors.

The last point is most relevant when considering Greater Hobart's competitive advantages. The city's relative authenticity and character are valuable economic assets that need to be appreciated and protected.

Unfortunately, the tourism industry and the cultural and events sectors were hit particularly hard by the pandemic and there are some uncertainties as to how well it will emerge from its aftermath. Travel restrictions have resulted in increased local patronage, and this has assisted the industry through a very difficult period. The Tourism Industry Council Tasmania and the Tasmanian Government have produced a T21 Visitor Economy Action Plan that identifies a pathway to recovery from the pandemic – focusing on rebuilding visitation, restoring access to the state, supporting local businesses and shaping a new future. The longer-term future for the industry however is very promising, with the opportunity for Greater Hobart to benefit a great deal from a return to high visitation numbers.

11. Key Industries and Growth Opportunities

11.1 Key Industries for Greater Hobart

In 2019 the Hobart, Glenorchy, Clarence, Kingborough and Brighton councils came together to commission a report on the socio-economic profile of each LGA and for Greater Hobart as a whole – 'Greater Hobart Socio-economic Profile & Opportunity Assessment', as prepared by AEC Group consultants, Nov. 2019 (the AEC report). This analysis was to establish a consistent set of data to inform decision making at both a local government and regional level. This identified several economic opportunities for both individual councils and for their collaboration.

The report found that:

> *"the local economy is reliant on population growth and government-related industry, with health care and social assistance, public administration and safety, and education and training being the most prominent sectors in terms of both economic activity and employment. Economic diversity could assist in supporting local economic outcomes and improve local economic resilience".*

The AEC report determined that the key industries for Greater Hobart were:

- **Health care and social assistance** – this is the most prominent local industry within Greater Hobart in terms of both economic activity and employment. This sector has grown considerably in recent years and is well represented in all LGAs, though 60% of employment and Gross Value Add (GVA) is in the Hobart LGA.
- **Public administration and safety** – this is the second most prominent local industry and by far the most employment and GVA is within the Hobart LGA (73%).
- **Education and training** – this is a key sector with the high Hobart LGA employment contribution (54%) largely determined by the presence of the University, TAFE and several private schools.
- **Tourism** – this has been growing each year up until 2020, with visitation increasing at an average annual rate of 4.8% between 2008 and 2018 (19.8% in 2018). While most accommodation and food services activity occur within the Hobart LGA, tourism activity is more generally well represented in all LGAs.
- **Antarctic Division** – the Australian Antarctic Division (AAD) is headquartered in Kingston and Greater Hobart is one of five official global gateways to Antarctica.

Those industries that have the greatest employment are listed within Table 8 below, together with an indication of their respective likely growth or decline in each municipality (over the next 30 years). Based on this, it appears that the construction industry could be added to the above list of key industries for Greater Hobart. Each industry is numbered (from 1 to 18) according to their ranking for the total employment size in each municipality (as at 2016).

Table 8: Employment Categories Ranking and expected growth prospects

INDUSTRY	Hobart	Glenorchy	Clarence	Kingborough
Health care and social assistance	1	3	2	4
Public administration and safety	2	8	5	8
Retail trade	5	2	1	2
Education and training	3	6	4	3
Construction	7	4	3	1
Accommodation and food services	4	7	6	5
Professional, scientific and technical services	6	13	8	6
Manufacturing	14	1	7	7
Other services	9	9	10	10
Transport, postal and warehousing	17	5	9	12
Administrative and support services	11	10	11	11
Financial and insurance services	8	17	17	16
Arts and recreation services	12	12	14	14
Electricity, gas, water and waste services	13	14	12	19
Information, media and telecommunications	10	15	18	17
Rental, Hiring and Real Estate Services	15	16	15	15
Wholesale trade	16	11	16	13
Agriculture, forestry and fishing	18	18	13	9
KEY	Increase	Stable	Decrease	

Source: 'Greater Hobart Socio-economic Profile & Opportunity Assessment', AEC Group consultants, Nov. 2019.

These projections (from 2016 to 2051) were made prior to the COVID-19 pandemic and so circumstances have changed for some industries. It will be necessary to conduct further analysis and identify whether these industries can recover to pre-pandemic growth expectations. Some of the projections appear counter intuitive in that the expected decrease in growth would appear to be somewhat unexpected. It also may be possible to implement measures to counter the predicted trends if that is felt to be desirable.

In early 2021, the Tasmanian Office of the Coordinator General released a guide to investment opportunities within southern Tasmania, titled "The Southern Tasmanian Advantage". Information was obtained from councils and state government, and this identified the key industries for the broader region as being:

- Advanced manufacturing, maritime and defence
- Agriculture and agribusiness
- Antarctica and the Southern Ocean
- Aquaculture
- Forestry and forest products
- Renewable energy
- Science research
- Shared service centres
- Tourism

As these are the key industries for southern Tasmania as a whole, some further interpretation is required to determine which are most applicable to the Greater Hobart area.

11.2 Future Opportunities

The AEC report determined that the most likely key economic opportunities for Greater Hobart would be as listed below in Table 9. This AEC report was prepared in 2019, prior to the COVID-19 pandemic and so this needs to be borne in mind when reviewing these future opportunities and, in some cases, their relative recovery. Nevertheless, in many cases, the "potential actions" are still quite relevant and could be pursued as part of any broader strategy for Greater Hobart's economic development.

Table 9: Key economic opportunities – AEC report

Key economic opportunity	Potential actions
Expand the local creative economy	• Population attraction through the promotion of Greater Hobart as an existing vibrant creative economy. • Explore areas of opportunity and barriers to development with the existing businesses within this sector. • Identify co-working locations that can support the sharing of creative ideas and innovative thinking. • Develop planning guidelines and processes to support the delivery of such spaces and associated activities. • Facilitate high-speed internet connectivity to attract and activate this sector across Greater Hobart.
Provide key services and infrastructure to attract and retain population	• Ensure there is sufficient serviced land available for future residential and business development to match the anticipated population growth. • Facilitate the necessary investment in education and health care to support existing and future population levels.
Increase the economic impact of tourism	• Facilitate the delivery of appropriate product development that encourages greater visitation, expenditure and dispersal within Greater Hobart. • Engage with tourism stakeholders to better understand what might be restricting additional tourism investment. • Engage with food and beverage businesses outside of the Hobart CBD on how to further activate the night economy and improve local visitor dispersal.
Proactively expand the local marine services sector	• Engage with the marine services industry to identify opportunities to further develop this sector.
Intensify primary resource production and value adding supply chains	• Engage with primary producers to identify opportunities that further develop markets for their products within Greater Hobart.
Relocation and intensification of transport, postal and warehousing to specific activity nodes	• Ensure there is sufficient appropriately zoned land to accommodate increased industrial activities. • Encourage transport and logistics businesses to re-locate to appropriate areas, such as from Glenorchy to Brighton. • Identify suitable transport and logistics opportunities stemming from the Hobart Airport development.
Support the emerging information technology sector	• Population attraction through the promotion of Greater Hobart as an emerging information technology centre. • Identify potential co-working locations that can support the sharing of ideas and innovative thinking within the information technology sector. • Identify and rectify any high-speed internet connectivity black spots within Greater Hobart.

	• Engage with the existing businesses to identify issues, constraints and opportunities for the sector and encourage greater collaboration within the industry.
Increase local participation in the green and circular economies	• Promote to businesses and households the benefits of reducing energy consumption and waste. • Pursue a range of local renewable energy production projects. • Encourage the establishment of new circular economy businesses that re-use and/or recycle waste products.
Continue to monitor the demand potential and feasibility of a multi-use conference facility in Greater Hobart	• Monitor the demand for such a large multi-use conference facility – acknowledging the travel barriers that have been imposed since 2020. • When demand is deemed to be sufficient, then develop the necessary feasibility studies that will determine the ongoing need for such a facility.
Work with partners to highlight education pathways for youth to increase education aspirations and outcomes	• Ensure that skills development pathway providers are delivering programs throughout Greater Hobart. • Engage with industry and business network groups to identify skill shortages in order that program delivery meets requirements. • Where appropriate facilitate direct engagement between industry and higher education providers in order that the curriculum meets industry needs.

Source: 'Greater Hobart Socio-economic Profile & Opportunity Assessment', as prepared by AEC Group consultants, Nov. 2019

The Office of the Coordinator General's (OCG) report "The Southern Tasmanian Advantage" identified that the main opportunities for each municipality as being:

Table 10: Key economic opportunities – OCG report

LGA	Opportunities for investment	Examples of sites/precincts for investment
Hobart	Creating affordable, well-designed infill housing Contributing to Hobart's thriving information technology and innovation sector Contributing to Hobart's circular economy, capitalising on cutting edge sustainability and waste policies and practices Providing quality healthcare and community services Leveraging Hobart's status as a cultural capital, including the sourcing of local creative content	• Macquarie Point • University of Tasmania Sandy Bay site
Glenorchy	Leverage from existing construction and manufacturing skills base Expand and diversify the local creative economy Expand tourism products, services and experiences Support the emerging information technology sector Leverage from the significant development plans for the Derwent Entertainment Centre and Wilkinsons Point Precinct Activate and expand the waterfront and local maritime sector	• Tasmanian Technopark • Wilkinsons Point Precinct • Prince of Wales Bay Maritime Defence Precinct
Clarence	Expand and diversify the local creative economy Develop hard and soft infrastructure and associated services for a growing population Expand tourism products, services and experiences Expand postal and warehousing space for bulky goods and a fresh food distribution centre Establish and operate shared service centres in commercial centres	• Mornington Industrial Zone • Lauderdale Activity Centre • Rosny Park Activity Centre • Cambridge Industrial Zone • Cambridge Business Park • Hobart Airport
Kingborough	A range of services and infrastructure to support a growing population, particularly in the Kingston CBD The development of tourism experiences and accommodation Intensifying primary resource production and value adding chains Expanding the maritime sector in Margate	• Kingston Park • Margate industrial area

Source: 'The Southern Tasmanian Advantage: A guide to investment opportunities and industrial precincts', as prepared by the Tasmanian Office of the Coordinator General, 2021

Based on the information contained within the previous tables in this section (and making some allowances for the COVID-19 pandemic, demographic change and competitive advantages), the key industries for Greater Hobart in future years will be:

- Health care and social assistance – including aged services
- Building construction and provision of new public infrastructure
- Marine or maritime services – including Antarctic support services
- Information technology – use of high-speed internet
- Youth education, training and upskilling
- Circular economy – sustainable waste management
- Warehousing and distribution infrastructure
- Expansion and diversification of the local creative economy
- Tourism and conferences
- Value adding of local primary produce

Various actions will need to be taken to assist each of these industry sectors and the city's future spatial development will have a direct impact to varying degrees. Suitable land should be made available, such that people will have a variety of options as to where they might choose to live or locate their business. Attracting new residents and businesses to Greater Hobart will also be assisted by the protection, enhancement and promotion of the city's existing liveability.

A skilled and experienced workforce is more likely to be retained or attracted to the city if it is more liveable than elsewhere. This is an economic opportunity. A city's liveability means quite different things for different people, though most often relates to health and wellbeing, employment, access (walkability and public transport), housing affordability and the local environment (public open space, amenity and things to do). Improving these aspects within Greater Hobart will enhance its economic prospects.

Hobart's unique situation requires its own tailored responses, and its economic sustainability will require its own form of economic regeneration. This will increasingly need to incorporate aspects of a circular economy, urban renewal, adapting to and mitigating climate change, and greater collaboration between government, industry and community.

Maintaining Greater Hobart's sense of local identity and character is an economic imperative, while also having an outward looking perspective on national and international opportunities. It is probably well understood that a promotion of local identity and the protection of local liveability will have real economic value, but the future challenge will be in developing a broader consensus in acknowledging what it will take to achieve this.

12. Activity Hubs and Employment Precincts

12.1 A City-wide Network

Greater Hobart includes an extensive network of many activity hubs and employment precincts. These are the places where most of the economic activity occurs within the city. It is important that they are well planned, in terms of their location, the public amenity and services provided, and their capacity for further development as future demands increase. Ideally, such centres within the city itself will have high levels of employment density in order that the available land is used most efficiently, and the maximum number of jobs are provided. However, it is acknowledged that there will be some highly productive industries (economically) that are best suited to a city location but have relatively lower employment levels.

At this urban metropolitan scale, there is the potential to advance the concept of the 20-minute city by encouraging the relocation of some employment from traditional city centre locations to other hubs, centres and/or neighbourhoods, providing opportunities for dispersion of jobs and employment near to where people live.

The COVID-19 pandemic has accelerated pre-existing trends in the commercial office sector and the future functions of shopping centres and retailing, particularly regarding increased on-line shopping and working from home. Shopping centre owners are restructuring their assets to refocus on those aspects of product purchase and distribution which are changing. The increased use of digital technology, changes to the way office space is used and changes to freight and logistics are all potentially changing urban patterns (travel and land use) in a permanent way. Freight distribution centres will be located to reduce distances for “last mile” deliveries, and this will the need to find space closer to the consumer.

Such changes are resulting in the existing “activity centres” being used more as hubs of general community activity. This raises questions about what existing shopping centres will look like in future and what will visitors to such centres be looking for. They are more likely to be a clustering of interacting uses (more than just retail) that benefit from congregating in one location and provide an enhanced visitor/consumer experience. With more people working from home and shopping on-line, they become multi-purpose destinations that are meeting places and offer more leisure and food/beverage related activities amongst the normal retail and office mix. Softer landscaping becomes necessary and mixed uses (residential and commercial) are encouraged. Provision is made for pop-up experiences, co-working spaces and digital tools that maximise productivity and efficiency, all providing a more dynamic engaging experience.

The existing land use planning framework will need to be reviewed to assess how it copes with the changes that are occurring to the city’s activity hubs. The starting point for such a process is to review the existing Southern Tasmania Regional Land Use Strategy’s (STRLUS), which states that activity centres “are mixed use areas that provide a focus for services, employment, retail and commercial activity and social interaction in cities and towns. They also include community meeting places, community and government services, educational facilities, settings for recreation, leisure and entertainment and may include in larger activity centres residential development in mixed use settings.”

Such activity centres should be as multi-functional and accessible as is practically possible. The STRLUS includes a defined hierarchy to "ensure complementarities and efficiencies, rather than creating unnecessary competition between centres". This hierarchy emphasises the pre-eminence of the Hobart CBD, while also acknowledging the 'poly-centric' nature of Greater Hobart. The Activity Centre Network within the STRLUS includes the following categories:

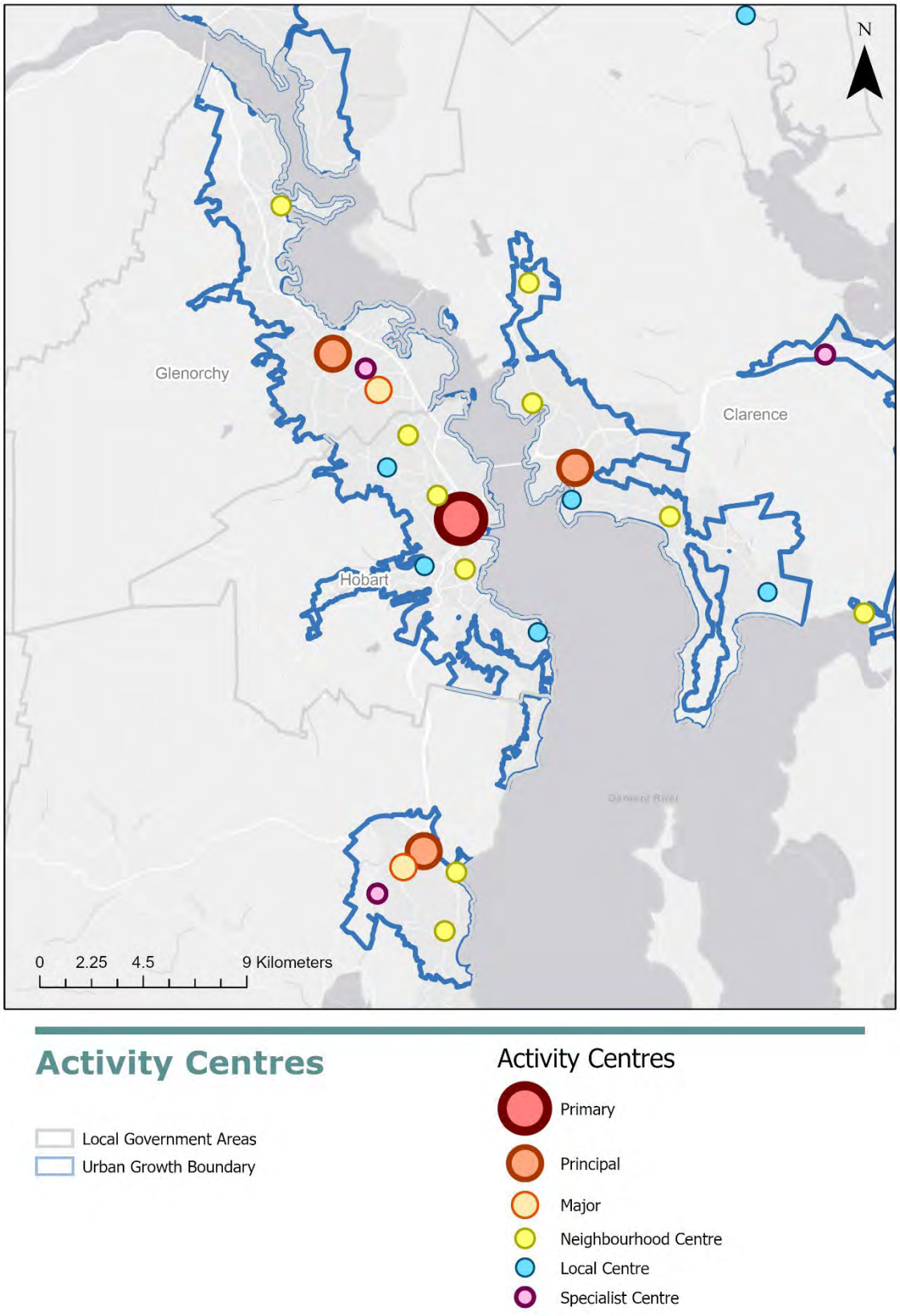
> ***Primary Activity Centre*** *– being the Hobart CBD and the immediate surrounds (including the waterfront).*
>
> ***Principal Activity Centres*** *– being the CBD areas of central Glenorchy, Rosny Park and Kingston.*
>
> ***Major Activity Centres*** *– being the larger shopping precincts such as at Moonah.*
>
> ***Neighbourhood Centres*** *– being the larger retail centres (including supermarket) that focus on local convenience needs such as at Sandy Bay, New Town, Claremont, or Howrah (Shoreline).*
>
> ***Local centres*** *– being the smaller retail centres located within residential areas – such as at South Hobart, Lower Sandy Bay, Blackmans Bay, Kingston Beach, Risdon Vale, Lindisfarne and Bellerive.*
>
> ***Specialist Centres*** *– being those that provide more specialist services that are not necessarily targeting daily convenience needs, such as at Cambridge Park and Derwent Park.*

Each of these hubs (activity centres) require local structure or precinct plans that reflect their roles and functions and ensures they are best meeting local community needs and are integrated within surrounding uses and the transport network. This type of site planning activity will need to be much more detailed and complex for the larger activity hubs.

As described earlier, the existing activity hubs are likely to change in a post-COVID environment. There is now an opportunity to re-imagine their roles or functions and implement precinct plans and place strategies with more equitable and sustainable outcomes in mind. This would involve improving local access (walkability and public transport) and providing places for increased social interaction. Such hubs are already hubs of community activity, and this should be further supported by the improved amenity provided by quality public infrastructure and vibrant activated businesses. The cultural and night-time economy should also be expanded beyond the central city area.

Activity hubs offer important employment opportunities for local communities, often within walking distances from where people live. Improved cycling and public transport access will increase the catchment area for jobs and services. They are hubs of activity that enable more business interactions and synergies – cross-referrals, closer supply chains and resource sharing. Local communities should be encouraged to live locally, supporting local businesses and reducing cross-city travel.

Map 13 below shows the location of the activity hubs within Greater Hobart in accordance with the abovementioned STRLUS activity centre categories.



MAP 13 – Activity Centres

DATA SOURCE: *Activity Centres based on business or commercial land use or land zoning taken from the Southern Tasmanian Regional Land Use Strategy (STRLUS).* Click HERE to view online version.

There are other employment precincts within Greater Hobart that are more focused on economically productive outcomes, rather than the attraction of public activity. These precincts are generally zoned for either commercial or industrial purposes. An appropriate balance is required between attracting high employment densities, having highly productive activities and providing the services most needed by the city's residents. The current situation regarding both the activity hubs and the other employment precincts are described within the subsequent sections on each municipality.

The freight routes to and from the various distribution hubs within Tasmania are critical components within the Greater Hobart economy. The Hobart Airport provides a key role in passenger transport and for time sensitive freight. It is also acknowledged that Greater Hobart relies on the state's northern ports for most freight imports and exports by sea and that the Brighton industrial area includes the city's primary inter-modal hub (rail to road). There is a close relationship between the industrial activities within Glenorchy and Brighton. The key freight routes are based on the volumes of traffic movements and freight carried. This network is less flexible compared with passenger transport as it requires a higher standard of road construction and efficiency between the industrial and distribution hubs.

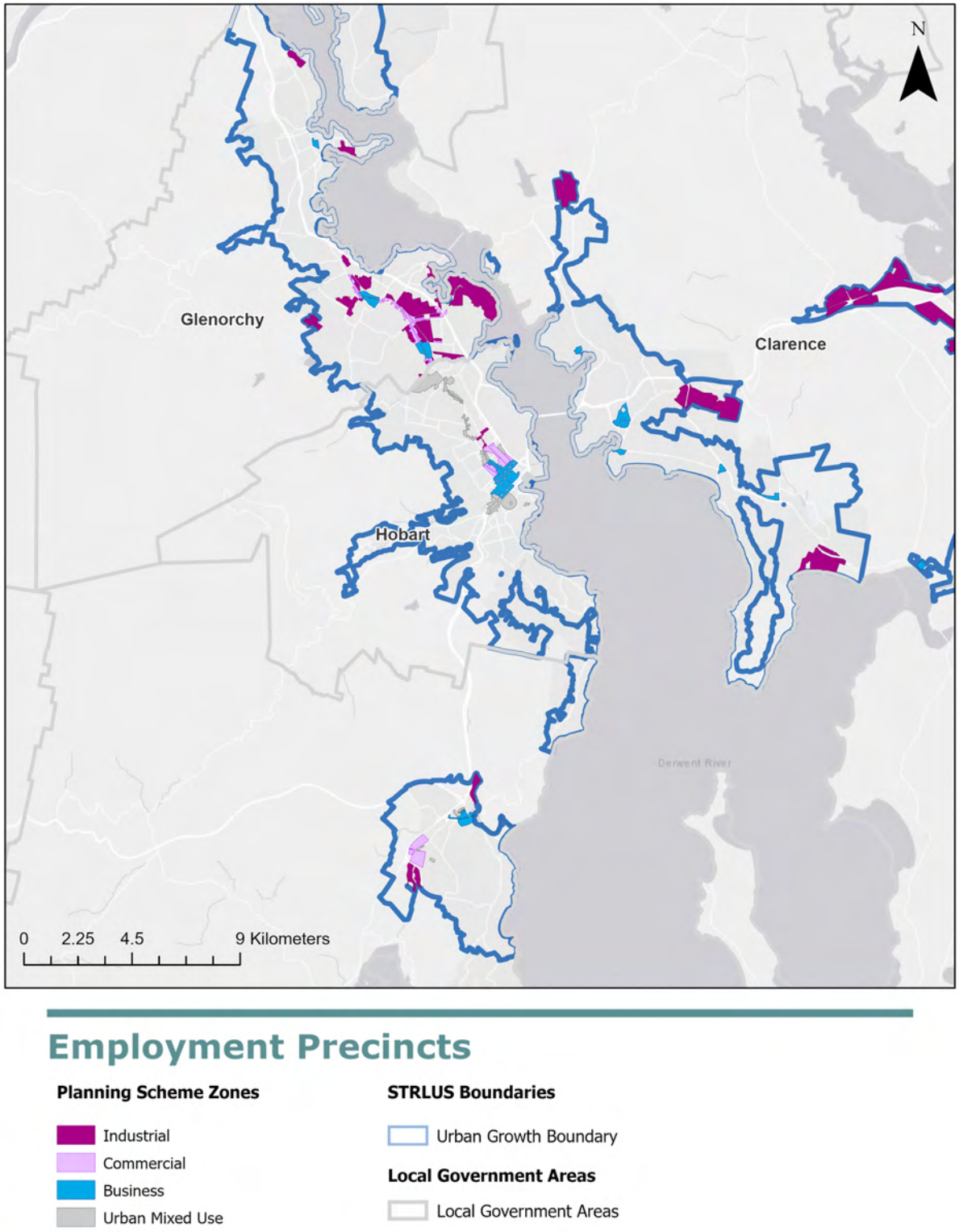
There have been no recent assessments done of the capacity for existing industrially zoned land to meet future demand. This is a shortcoming that needs to be addressed and the previous investigations that were conducted need to be updated and more detailed assessments conducted.

The last **industrial land study** was prepared by SGS Economics and Planning in December 2011 and was entitled "Southern Tasmania Industrial Land Study: Stage 1 Final Report". That study examined all the existing industrially zoned land. It was followed up by a Stage 2 report in July 2013, which investigated the opportunities for other land that could be potentially rezoned for industrial purposes – with most of this land being now subsequently rezoned.

Industrial areas are more generally described as employment precincts on the basis that the old land use definitions of what constitutes an industrial use are becoming increasingly blurred. The focus should be on generating more employment and business opportunities without trying to constrain these opportunities through overly restrictive land use definitions. Such industrial/employment land should be provided in a variety of locations to encourage new opportunities as they arise – with such locations acknowledging connections to residential areas, transport and access, environmental constraints and the cost-effective provision of services. An increase diversification of economic activity should also be encouraged.

The largest and most active industrial areas are generally located east of Main Road within Moonah and Glenorchy and then through to the Derwent River. Those areas with the most vacant land and capacity for industrial expansion are located within the Clarence LGA. There are no real vacant industrial areas within either Hobart or Kingborough. Outside of Greater Hobart, the most significant industrial area is located at Brighton, just north of Bridgewater and this has significant areas suitable for further industrial development. The nature of 'industrial' activities can vary considerably and those that require the most land or potentially generate any off-site impact are best located on the city's fringes. It is also acknowledged that modern technology has introduced new types of industries and processes that have a reduced impact, and this trend will certainly continue.

Map 14 shows the location of employment precincts which are defined in this case as all land use zones classified as industrial, commercial, business or mixed-use zones.



Map 14 – Employment Precincts

DATA SOURCE: L*and use zoning for commercial, industrial, business, and urban mixed areas to indicate the location of employment precincts within Greater Hobart.* Click HERE to view online version.

12.2 City of Hobart

The principal activity centre for Greater Hobart (as defined within the STRLUS) is the City of Hobart's main CBD, covering a very extensive area from the Salamanca foreshore through to the 'downtown' area around Elizabeth Street. There also are other activity centres at North Hobart, New Town and Sandy Bay, and smaller ones at Lower Sandy Bay, South Hobart, Battery Point and Lenah Valley.

All these activity hubs are focal points for their local communities. The City of Hobart has been implementing an ongoing program of local precinct improvements, including the upgrading of streetscapes, to provide a more 'main street' feel that encourages walking and longer stays. These are places that are made much more pleasant for social interaction, through a combination of quality design, public amenity improvements and new businesses. This is also occurring within the main Hobart CBD through work on a Central Hobart Precincts Plan (CHPP). This Plan will set the future direction for development within the city by realising its economic potential through the creation of a strong city heart. It will reshape these central precincts so that they have the capacity to allow many more people to reside within them in future.

In fact, the CHPP indicates that the area will need to accept a great deal more residential development which is likely to largely consist of medium density development that would meet the projected population demand for central Hobart, which could be an additional 10,000 additional residents over the next 30 years. This would be a gradual process of redevelopment that may include the relocation of the University of Tasmania into the CBD. If the University continues its move into the city, it will assist revitalising the 'downtown' part of the CBD and assist the retail activities that are competing with the increased popularity of on-line shopping. It is also acknowledged that the younger university demographic is more likely to use public transport and walk or cycle longer distances.

An increased population within and surrounding central Hobart, together with increased employment levels, will result in additional challenges that require integrated responses to the increased demand for parking, more traffic congestion and a potential loss of public amenity. New development will need to meet high standards of urban design and fit within an urban planning framework that anticipates future demands. The quality and efficiency of public and active transport services and infrastructure will be critically important in meeting some of these challenges.

The Hobart principal activity hub is also Greater Hobart's most important employment precinct. This role needs to be supported over time so that employment opportunities are not lost, whilst also allowing employment growth to occur in other centres and employment precincts throughout Greater Hobart. Most of the City centre is zoned as Central Business, but there also are Commercial zoned areas (between Melville Street and Burnett Street and fronting Campbell, Argyle, Murray and Harrington Streets), small areas of Light Industrial zoned land

(alongside Federal Street, Argyle Street and Burnett Street) and quite extensive areas zoned as Urban Mixed Use (at New Town, North Hobart and on the perimeter of the CBD).

In each of these areas within or surrounding the Hobart CBD, there will be opportunities for them to be used more efficiently or intensively than is currently the case. Outside of the Hobart CBD, there are also other potential growth areas at Macquarie Point, along the Northern Suburbs Transit Corridor and potentially the UTAS Sandy Bay campus site. In both latter two cases, growth in residential and commercial development will be dependent on master planning and approvals processes, and subject to extensive consultation, and therefore any progress is likely to be gradual, and likely more apparent later in the life of the Greater Hobart Plan if they progress.

As the population of this municipality increases to the anticipated levels, it is to be expected that all activity hubs and employment precincts within the City Of Hobart will need to expand. Due to the constraints on any outward expansion, it is anticipated that such business or commercial growth is more likely to take the form urban renewal (brownfield developments) and in a more intensive (higher density) and efficient form.

12.3 Glenorchy

The principal activity centre within the Glenorchy City LGA is located at Glenorchy itself, plus there also are two other significant activity centres at Moonah and Claremont. The Greater Glenorchy Plan (February 2021) provides a strategic framework for these hubs and the surrounding areas. Its conclusions reflect recent community engagement results and provide a positive way forward for the redevelopment of the municipality's main commercial precincts. This plan is also consistent with the need to concentrate additional employment services and residential development within the NSTC.

Manufacturing and retail trade are the municipality's most prominent employers. Over the next 30 years it is expected that the major industries will be construction, health care and social assistance, retail trade, transport, postal and warehousing. Residents are more likely to work in Glenorchy than is the case in any other Greater Hobart municipality. About 40% of residents are employed in the Glenorchy LGA and about 40% are employed in the Hobart LGA. Such figures are important when considering future transport needs and the protection of local jobs.

The three main activity hubs are all changing. Glenorchy is moving away from retail towards more local service industries. Moonah is moving away from its traditional industrial base towards more service industries, particularly health and education. Claremont is likely to see more employment in public administration and education. Spatially, it is expected that employment growth will continue to occur across the whole Glenorchy LGA in future, but particularly in those southern parts closest to central Hobart.

The Greater Glenorchy Plan includes precinct plans for each of the three main activity centres. They all encourage increased residential densities, better connections for pedestrians, cyclists, and motor vehicles, support further job creation and facilitate high quality urban design – and include site improvements that will further activate these local community hubs. Regarding housing, the Plan states that *"it is important to recognise creating compact residential development is not just about 'density' but equally about the quality of living, the quality of design and urban vibrancy".* The most substantial residential growth is expected to occur in Moonah.

The increased population demands will stimulate the need for urban renewal and generate more economic activity. This will be particularly evident along the NSTC, with the Greater

Glenorchy Plan noting that *"the transit corridor will be a catalyst for urban renewal in the region by increasing connectivity and attracting higher density development".* It also states an intention to convert *"unsuitable or under-utilised light industrial land near the corridor to residential or mixed-use development"* and to *"attract job density into the activity hubs along the corridor".* This will need to be carefully managed to ensure that both employment and residential opportunities are adequately catered for.

It will therefore be necessary to both provide for more living space and job opportunities within and around these activity hubs. More employment will be needed for more people. The Plan states that Glenorchy will still "continue to provide important industrial land for the Greater Hobart area, particularly for industrial activities that require proximity to population. This role, however, will proportionally lessen over time, especially for industries that require large expanses of affordable land, such as manufacturing or access to key freight corridors, such as transport and warehousing". Such activity is gradually shifting outwards to such areas as Brighton and Cambridge.

The Greater Glenorchy Plan notes that there will in future be more opportunities to *"mix low-impact light industrial uses (particularly those focused on creative industries) with commercial, retail and residential uses".* The precinct plans for the activity centres provide the initial blueprint for how this can occur and how more people can live closer to these new employment opportunities and along the NSTC. This needs to be tempered somewhat by the need to protect some industrial precincts where the "mixing" of land uses would be inappropriate. This would be the case for those industries likely to have the greatest impact on residential amenity (usually zoned as General Industrial).

The main employment precincts occur on land that is zoned for business, commercial and industrial purposes. The first two zones extend along the full length of Main Road, from the southern municipal border through to Montrose, plus along Derwent Park Road. The industrially zoned areas are particularly extensive, with the General Industrial Zone covering the Nyrstar site, the eastern shore of Prince of Wales Bay, a large area bounded by Main Road, Showground, Brooker Highway and Derwent Park Road and the former Cadbury site at Claremont. The Light Industrial Zone occurs on many more scattered parcels of land, spread over a broad area from the southern municipal border to Montrose.

The Southern Tasmania Industrial Land Study: Stage 1 Final Report (as prepared by SGS Economics and Planning in December 2011) identified the extant of industrially zone land that is still available for further development. No subsequent similar analysis has been done into the capacity of industrially zoned land across Greater Hobart, however Glenorchy City Council is now reviewing these local employment precincts in the context of both the Greater Glenorchy Plan and the population growth projections.

More site-specific assessments are also occurring, such as by way of the Prince of Wales Bay Marine & Innovation Master Plan, which includes various proposed site and management improvements that aim to optimise the potential of this general precinct for industrial expansion, together with more public access and use for residents. In fact, most of the industrial areas within Glenorchy occur close to existing residential areas. This provides an opportunity to further explore how such uses can co-exist more in the future through more mixed-use developments, while still protecting industrial uses and their potential for future intensification.

12.4 Clarence

The principal activity centre within the Clarence City LGA is located at Rosny Park and the other main centres are located at Bellerive, Lindisfarne, Cambridge, and Howrah (Shoreline). Smaller centres also occur at Risdon Vale and Rokeby, with a future shopping centre proposed at Glebe Hill. Rosny Park is the municipality's main CBD and includes the large Eastlands shopping centre, plus a range of other retail and entertainment attractions and professional services. Its scale and relative convenience results in it being a very popular centre and a major source of employment. There is an opportunity that is being pursued to expand this general precinct by developing around the Kangaroo Bay foreshore through to the Bellerive Village. This constitutes a key investment opportunity for the municipality.

Such an expansion is to be part of a 'City Heart' initiative of Council. This will generate a plan to guide the future development of this central part of the city, consistent with a contemporary urban design framework. It will aim to create more development capacity, investment and cultural exchange, while also enhancing the local environment, stimulating more commercial, educational and community activities, and making the area more accessible (walkable, cycle paths and public transport). A more intensive expansion and diversification of the CBD will result in more local services and employment opportunities.

Rosny Park already contains a significant employment base. There is also a good representation of government agencies/facilities within Clarence (e.g. Tasmanian Fire Service, Tasmanian Police Academy, Mineral Resources, TMAG Archives, Worksafe Tasmania and Risdon Prison) and they provide good sources of local employment and other local flow-on economic benefits. The availability of suitable land within Clarence allows for additional public and private employment initiatives.

The further development of this extended Rosny Park activity hub will need to consider the most efficient parking and local traffic management strategies and how more people can be encouraged to access the centre by walking and by using public transport, such as by increasing residential densities close to the activity hubs. Other smaller activity hubs should be able to cater for more day-to-day convenience needs. There do appear to be opportunities for more quality food/hospitality and accommodation offerings within the existing activity hubs that will reflect the changing demographics and lifestyles so evident within Clarence.

Clarence does have more vacant land suitable for new development than the other Greater Hobart municipalities and this land asset is important when considering where future industrial activity is likely to be located. This applies to both greenfield residential and industrial development and is generally located on the fringes of the urban metropolitan footprint, such as in the general Clarence Plains and Cambridge/Airport areas.

The Southern Tasmania Industrial Land Study: Stage 1 Final Report (as prepared by SGS Economics and Planning in December 2011) identified the extant of industrially zoned land that is still available for further development. The Stage 2 report (July 2013) investigated any additional land that could be potentially suitable – and such land was subsequently rezoned

as industrial. There are now industrial and commercially zoned employment precincts at Mornington, Risdon Vale, Rokeby, Cambridge and the Airport. Such greenfield capacity will suit some activities (such as those that require larger areas of land), more than the brownfield opportunities elsewhere.

A significant constraint (from a Greater Hobart perspective) is the Tasman Bridge as it is the only vehicular access point between Clarence and central Hobart. As population and employment growth occurs on either side of the river it will be necessary to ensure that, in the case of Clarence, there are more local employment opportunities and less reasons to travel across the bridge. Measures to increase the efficiency of inter-city transport will also be required, such as by way of more frequent bus and ferry services.

There is the potential for the further development of employment precincts within Clarence, such as the light industrial hubs in Mornington, Cambridge and Rokeby. Cambridge's proximity to the Hobart Airport and the extent of vacant industrially zoned land in this general vicinity, provides opportunities for the establishment of new businesses. This is also an area that would be suitable for the value adding of produce from the nearby Coal River Valley area. The Cambridge employment precinct is developing a critical mass of operations that assists both the viability of the businesses therein and its attraction for new businesses. Mornington has capacity constraints and Rokeby is somewhat isolated. Their further development will need to take such factors into account, plus their relatively poor access and appearance, and that they are more suited to local service industries (being much closer to residential areas).

12.5 Kingborough

The principal activity centre within the Kingborough LGA is located at Kingston, plus there are other significant activity centres at Blackmans Bay and Kingston Beach. The commercially and industrially zoned areas that constitute the other employment precincts within the urban metropolitan part of Kingborough, are in the Mertonvale area (including Kingston Town, Bunnings and the Australian Antarctic Division), the Huntingfield industrial area and the Browns Road industrial area (on the northern fringe of Kingston).

Kingston is the largest activity hub south of Hobart and services this broader region. The greatest capacity for further development is likely to be within and surrounding the existing Kingston CBD area where a higher level of residential and commercial density is both possible and beneficial. This development would aim to further activate and attract more businesses and improve the viability of existing businesses. This in turn increases the level of self-sustainability within Kingborough with more local services and employment resulting in a reduced need to commute or shop in central Hobart.

Residents should have more reasons to visit Kingston for an extended period to do comparison shopping, to carry out private business, receive personal services and to have an

enjoyable recreational, cultural and social experience. This is being mainly achieved through Kingborough Council's implementation of the Kingston Place Strategy and the redevelopment of the mixed-use Kingston Park site. A strong health and medical precinct is developing within the CBD and there are future opportunities for additional office related developments (e.g. co-working space, professional services and business expansion). Other businesses will be attracted by the general increase in public use of the area and the many streetscape and infrastructure improvements. The increased propensity to work from home also opens additional opportunities for such activity hubs as Kingston as they are used more during the workday for flexible office space and meetings.

The whole area or corridor from this central CBD precinct through to Huntingfield has the capacity to develop into an expanded employment precinct, as well as offering many new retail and other community services. This by-passed section of the Channel Highway provides the transport spine for a future mix of higher density residential and commercial uses. The different precincts along this corridor could be assessed as to their respective suitability for encouraging such development opportunities and as would be supported by any necessary road and footpath infrastructure upgrades.

As well as this, the beachside commercial precincts at Kingston Beach and Blackmans Bay have the potential for additional retail development that would best suit these locations. Much of the business zoned land at Kingston Beach is under-utilised and this presents a significant opportunity for business growth and an increased activation of this already popular area.

The industrially zoned areas at Huntingfield and Browns Road have been almost developed to their full capacity. There is no real opportunity for expansion or for new industrial areas within the general urban metropolitan area surrounding Kingston, other than for some 'brownfield' redevelopments. A review of previous studies into industrial expansion options will be necessary, together with a fresh look at mixed-uses, relocation opportunities and encouraging the development of existing industrial areas further south towards Margate and Electrona.

Part D –STRATEGY FOR GROWTH AND CHANGE

13. City Shaping – Guiding Future Development

This section of the Strategy aims to outline the principles for residential development, physical infrastructure and services, and the economic development of Greater Hobart.

We will provide a description of what each Policy Direction hopes to achieve. The Implementation Plan will adopt these Policy Directions and describe how they will be implemented or achieved, allocate responsible parties to deliver the action and provide indicative timeframes for completion.

13.1 Alignment with Natural Setting

Policy Directions	
1.1	Ensure the city's growth and development should not be at the expense of existing natural values.
1.2	Consider Greater Hobart's natural setting in shaping the future growth of the city.
1.3	Ensure the city's important natural values are identified, considered, and monitored as part of the ongoing development and growth of the city.

The Greater Hobart urban metropolitan area is shaped by its geography. For the most part, it is a coastal or river-side city, set under timbered hills and surrounded by mountains and hills. This natural setting is one of the most attractive characteristics of the city.

In shaping the city's urban form, this natural setting also sets constraints for the city, wedged as it is between mountain and sea. There are some exceptions to this, but these physical constraints limit the potential outward expansion of the city on most of its existing edges. While acknowledging the many inherent benefits obtained from a compact urban form, Greater Hobart must encourage the greater adoption of medium density living to retain its compact form.

The natural topography, aspect and views influence the way buildings and public spaces are designed. They should take advantage of such features and be designed in ways that contribute positively to the way people experience them. This can be through more sensitive design processes, utilising more natural materials, highlighting the views that can be obtained and enhancing public access.

The city's growth should not be at the expense of these natural assets. This will require the implementation of a range of strategies that both identify and protect the city's existing natural values, together with information that assists the design processes, communicating a strong message about how the city can sit most comfortably within its natural setting. In doing so, Greater Hobart will be able to retain what people most like about the city.

13.2 Meeting Future Housing Needs

Policy Directions	
2.1	Ensure there is sufficient land available for housing development, including social and affordable housing, throughout the 30-year life of the Greater Hobart Plan.
2.2	Provide greater housing diversity within Greater Hobart, particularly within various medium density typologies.
2.3	Promote a planning system that encourages housing supply, including social and affordable housing, in line with demand data.
2.4	Provide social and affordable housing as close as possible to key activity centres and transit corridors.
2.5	Ensure infill housing is supported by new and upgraded infrastructure and facilities, including parks, local road improvements and streetscaping.
2.6	Encourage housing designs that provide for an ageing population and are sufficiently flexible to cope with other demographic changes and community needs.
2.7	Create more opportunities for people to live within their existing local area throughout their various life stages.
2.8	Where possible, encourage suitably zoned land to be developed as intended to its optimum extent.
2.9	Encourage development on strategically identified key sites to drive the *'right development in the right places'*.
2.10	Identify areas for future urban growth, based on projected population growth, demand and supply analysis, and infrastructure and service networks.

Future housing needs will be determined by the degree of population growth that occurs and other related demographic influences, which can be satisfied by different types of housing to suit individual circumstances. We need to encourage a much greater diversity of housing, together with affordable and social housing options. There will need to be greater choice overall, with sufficient housing provided in a variety of accessible locations to meet different and changing lifestyle needs of residents.

Both infill and greenfield residential development will be required to meet housing needs regarding both quantity and choice. There is sufficient residentially zoned greenfield land to meet the future demand for this form of development, however activating this land will be the challenge. The focus, for the short to medium term will be facilitating more infill development within suitable areas, close to or within activity hubs and along key public transport corridors.

High quality infill housing should be encouraged. Detailed precinct planning should ensure future living environments are attractive and affordable. A coordinated land release program is required to ensure sufficient housing is provided to match demand, diversity, and affordability expectations.

This will require several policy interventions or implementation levers that may include:

- **Regulation** – regarding the way land is zoned in planning schemes and inclusion of Specific Area Plans following detailed precinct planning.
- **Infrastructure provision** – influencing government and future council capital works and budgets, in relation to water and sewerage, road upgrades, public transport, health and community services, educational and recreational facilities, etc.

- **Economic incentives (and disincentives)** – market signals sent to the community and developers, such as through developer contribution schemes, increased rates for underutilised land, affordable housing subsidies, etc.
- **Prioritising site development** – identifying key sites/precincts most suitable for development, opportunities for public-private partnerships, provision of enabling public infrastructure, structure planning for transit corridors, etc.
- **Promotion, facilitation, and capacity building** – government and councils to support and encourage development opportunities, promote areas to new residents, create greater certainty for investment, generate greater community awareness, promote high quality developments and good urban design, establish a longer-term culture of cooperative relationships, etc.

Such deliberate and proactive action is necessary to maintain the benefits of a compact city. The process will be closely managed so that the city is shaped in a way that is expected and desired. Measures should be applied in a complementary and supportive manner.

Increasing the amount of infill development will result in the delivery of more dwellings closer to where people work and access local services. Such urban consolidation can be the primary way that Greater Hobart can meet the demand for more housing, while also supporting the local economy. This is the most efficient and cost-effective option, provided local character is retained through sensitive design and well sited development. The public benefits of infill development and higher residential densities, together with a compact urban form, outweigh the alternative of continuous outward urban sprawl.

The main challenge will be delivering more affordable housing within these inner urban areas. Therefore, it is worth exploring potential mechanisms to provide appropriate incentives to encourage infill development in identified locations, including the development of a strategic approach to future urban growth that, based on evidence of need, may result in changes to the Urban Growth Boundary.

13.3 Urban Consolidation

Policy Directions	
3.1	Understand how demographic change will impact on city growth, housing demand and employment.
3.2	Apply targets for infill and greenfield development to ensure there is sufficient housing, including social and affordable dwellings, to meet future demand.
3.3	Encourage urban renewal and medium density infill development along transit corridors or close to or within key activity hubs.
3.4	Ensure new housing development areas are supported by more local employment opportunities.
3.5	Improve the overall quality of medium density residential development to encourage greater public acceptance and interest.
3.6	Support planning scheme provisions that facilitate increased residential densities within identified growth areas.
3.7	Ensure Greater Hobart remains a compact city with less reliance on outward expansion.
3.8	Ensure the Greater Hobart Plan and associated urban planning processes remain current and able to evolve as further information becomes available and community needs change.

Urban consolidation within Greater Hobart will create more opportunities for medium density residential development, particularly in the vicinity of key activity hubs and within transport corridors. By accommodating higher living densities within key areas, it is possible to increase dwelling numbers while also allowing people to live closer to transport, jobs and services.

The Strategy therefore seeks to increase vitality, viability, inclusivity and affordability through encouraging some slight increase in residential density. It is not a coincidence that with increased densities, public transport is improved, cities become more walkable and good quality design becomes a much higher priority.

Retaining a compact urban form is more sustainable in the longer term and more resilient to future shocks. It is more economically efficient and enables residents to be more personally productive with their time. It is also consistent with several existing government housing policies, including those within the STRLUS.

All parts of the city within the existing Urban Growth Boundary (as defined by the STRLUS) can accommodate additional housing. Greenfield development on the urban fringes is required to provide choice for low density living and to contribute to the total number of new dwellings required. Over the next 30 years, it is estimated that about 9,000 greenfield dwellings will be required. However most residential development will be infill and will need to be strategically located so that personal and public benefits are achieved. The Plan anticipates the provision of about 21,000 additional infill dwellings over the next 30 years.

A strategic approach to growth will be required to accommodate future urban development and inform changes to the Urban Growth Boundary based on evidence of need.

Encouraging more infill development than previous will require several deliberate and proactive interventions. They in turn will need to be carefully monitored to ensure that the changes made produce the expected benefits. This will be an evolving process that will gradually reshape the city, with opportunities taken along the way to review and reassess the directions taken.

Urban renewal within transit corridors provides a particular opportunity to address both housing and transport issues together. Public transport improvements will be important as the enabler to stimulate the urban growth and increased residential densities anticipated within transport corridors.

13.4 Liveable Walkable Communities

Policy Directions	
4.1	Maximise opportunities for local neighbourhoods to be as liveable and walkable as possible.
4.2	Ensure new subdivision designs create future neighbourhoods that are liveable and walkable.
4.3	Increase transport mode choice for communities in Greater Hobart to better access employment, essential services, and community participation.
4.4	Recognised high frequency transit corridors will provide opportunities for improved public transport and mobility.
4.5	Areas that contain social and affordable housing will often require enhanced access and mobility infrastructure.

Future residential development within Greater Hobart should occur in a manner that encourages the establishment of more liveable and walkable communities. New housing should be located and designed so that future residents can easily walk to a variety of local services and public facilities. The concept of a 15-minute city should be pursued as the basis for identifying where priority housing areas are located and where active transport improvements can be made.

This overall objective will require the implementation of local planning and infrastructure initiatives that identify where needs are greatest. Each of the councils have initiated precinct planning and urban renewal strategies for their respective CBDs, recognising the need for revitalisation and changes that can better meet the needs of their respective communities. These areas are most suitable for higher density residential development and where mixed uses are more likely to occur, providing the mutual benefits of more people living close to services/jobs providing more potential customers/workers close by. Some of the most relevant initiatives in this regard are:

- Central Hobart Precinct Plan
- Greater Glenorchy Plan
- Northern Suburbs Transit Corridor
- Clarence's City Heart initiative
- Kingston Place Strategy

In each case, there is a desire to make the areas more walkable, green, self-sufficient and attractive for future investment. A series of actions include a mix of site planning, infrastructure investments (primarily streetscape improvements, road upgrades, walking links, parks and new laneways), business support and promotion. These precincts will be more attractive places to visit, with more local services and urban design given a high priority and more local employment opportunities generated. An important aspect is the encouragement given to active and public transport from surrounding residential areas.

Walkability is a vital component of any urban renewal project, as increased active transport improves the overall amenity, vibrancy and social interaction within precincts. Public spaces

should be well designed (landscaping, public art, street lighting and outdoor dining and trading) so that people are encouraged to stay longer.

All new residential developments should be as liveable and walkable as possible. This will require detailed precinct planning and design, together with coordinated infrastructure upgrades. A compact city encourages the establishment of more walkable neighbourhoods, healthy living, and reduced isolation.

Special consideration should be given to affordable and social housing, ensuring that it is located close to active and public transport services. This housing should be within walkable neighbourhoods that are close to activity hubs (providing access to community services, shops, employment, education etc.) or transit corridors (providing access to the most frequent public transport services). The improved access and affordability benefits of inner-city living should be promoted, particularly regarding ongoing living costs, but also based on a good understanding of the real external costs to the broader community.

13.5 Respecting Local Character

Policy Directions	
5.1	Ensure increased residential density in local areas does not unduly impact on local neighbourhood character and heritage.
5.2	Encourage local area and precinct structure planning processes to give due regard to local community values and the protection/enhancement of local character.
5.3	Protect places and buildings that have heritage value.
5.4	Ensure local Indigenous values inform the spatial development of Greater Hobart.
5.5	Provide public information and engagement activities that explain how local character will be protected while also enabling more infill development.

All urban areas of Greater Hobart have their own unique character and values that are worth retaining. Significant heritage values or environmental features should be protected and enhanced. Appropriate measures need to be in place to ensure that existing character is respected and not compromised or degraded by poor development. More detailed planning at site and precinct levels should consider the local built character (heritage, building styles, fencing, heights, setbacks etc.), together with the physical setting and any natural attractions and constraints.

Within Greater Hobart, local communities value the protection and enhancement of their local area. They have a connection to their local areas and care about the way they are used and managed. As the population increases and urban development occurs, existing community values are potentially at risk. It may be necessary to define what is most important about the character and heritage values of areas, so they can inform planning processes. Design solutions should be implemented to ensure that new development complements local character and heritage. Existing buildings can be re-used, and innovative housing designs applied in certain circumstances.

The surrounding natural landscape is integral to Greater Hobart and is very highly valued. The city's waterways, access to beaches and bushland are all major reasons why people live where they live. Future development should complement this and not detract from it. Such natural attributes also have great significance to the Tasmanian Aboriginal community, and

cultural knowledge and connection to land and seascapes can be included in the way that natural and cultural resources are managed.

The most heavily used areas require the most detailed consideration, and it will be necessary to periodically review and update existing plans. Place making principles and techniques could form the basis of precinct plans that are in turn translated into Specific Area Plans (SAPs) within the respective planning scheme. Such SAPs can include development controls that protect aspects of the local character. The larger activity hubs (Hobart CBD, Glenorchy, Rosny Park and Kingston) are all subject to detailed precinct planning by the respective councils. The on-site improvements aim to enhance attractiveness and popularity, which encourages more local business activity and employment, additional community services and greater social interaction.

13.6 Integration of Land Use and Infrastructure Planning

Policy Directions	
6.1	Coordinate and integrate future planning for land use, public infrastructure, and services provision.
6.2	Recognise that comprehensive integrated transport planning is required for Greater Hobart.
6.3	Develop a sound evidence-based understanding of how future city land use changes will both impact on, and be impacted by, transport infrastructure and services, and traffic management decisions.
6.4	Future urban growth will be consistent with infrastructure provision and strategic land use considerations.
6.5	Focus new public infrastructure and service provision in areas identified for growth.
6.6	Identify and protect future infrastructure corridors.

It is critically important for land use and infrastructure strategies to be consistent with each other and work together to support common objectives and enable development to occur in the right sequence to achieve the desired urban form and residential pattern. The coordinated delivery of social and physical infrastructure and associated services should encourage future housing supply, commercial opportunities and provide for community wellbeing. This will support the ongoing growth of Greater Hobart, while minimising congestion and any infrastructure capacity constraints.

Future land use decisions for Greater Hobart will prioritise the location of future infill development within the city, while providing for strategic greenfield growth in identified future growth areas. Higher living densities will be encouraged within appropriate areas of the city, closer to activity hubs and transit corridors. This will have an impact on how infrastructure and services are delivered, and adjustments will be required by service providers.

The coordination and alignment of public infrastructure with land use planning is critical in ensuring sustainable growth. Population growth creates a demand for more homes and businesses, which require more roads, public transport, reticulated infrastructure and a wide variety of additional recreational, social and community services. An integrated planning framework requires collaboration across infrastructure and land use management agencies to achieve the complementary objectives of urban efficiency, sustainability and amenity.

The way that infrastructure and services are delivered can impact on productivity and growth. This particularly applies to transport, and it will be necessary to integrate closely and explicitly with land use planning. Land use solutions can be used to reduce transport problems (by increasing demand where there is existing capacity) and transport solutions can be used to

solve land use problems (by improving mobility and reducing isolation). Land use and transport infrastructure should influence each other regarding prioritisation of infrastructure investment and in informing where people choose to live and work.

An effective integration of land use and infrastructure planning ensures that urban growth is sequenced. This means that development should not occur in areas that are poorly serviced or where services to be provided do not align with the priorities of the service provider. Information will need to be available to inform existing infrastructure capacity and plans to increase capacity. If land is to be rezoned for more intensive development, this should consider the additional infrastructure costs to be incurred. The sequencing plans for physical infrastructure should support the intended urban growth strategies of the city.

Forward planning arrangements should identify where future infrastructure corridors or easements should be preserved to accommodate the necessary services to support future urban growth. Existing capital works programs and funding arrangements should be reviewed. Other external impacts or influences, like the increasing incidence of natural hazards through climate change, should also be factored into longer-term plans.

While the provision of public infrastructure would normally be dictated by the needs of land use, the converse may also be true, and urban growth may be constrained by the limits of infrastructure capacity. This is most apparent when integrating transport infrastructure with land use.

The design and placement of infrastructure will be influenced by existing and proposed future development. For example, the interface between public roadways and private development often needs to be sensitively managed so streetscapes are managed to benefit the travelling public and the adjoining owner. This includes landscaping, tree planting, maintenance, fencing, placement of under and above ground services, parking, and driveway access. Activated streetscapes are desirable, particularly within more built-up areas. Similarly, it is necessary that the design and placement of public infrastructure considers the potential environmental impact and be used, where possible, to protect or enhance existing natural values.

13.7 Optimise the Most Efficient Use of Infrastructure and Services

Policy Directions	
7.1	Maintain existing infrastructure and services as necessary, and upgrade in response to future needs, as required.
7.2	Maximise the use of existing infrastructure and services when considering development opportunities.
7.3	A whole-of-Greater Hobart approach is to be adopted when considering future infrastructure needs.
7.4	Built infrastructure should be capable of adapting to new or multiple uses and different community needs.

Available capacity within existing infrastructure systems should be utilised in preference to extensions or creating additional capacity elsewhere. This is to ensure that such existing systems or assets are used efficiently and cost effectively. Spare capacity will be a factor in determining the priority or staging of future land development projects Infill development should be prioritised using existing infrastructure capacity.

A whole-of-city perspective is important to ensure that infrastructure and related services are delivered most efficiently and equitably. For example, many facilities have a regional function (particularly sporting facilities and the larger parks and entertainment areas), and design and future management must reflect this broader role within the city. A coordinated approach is required to adequately prioritise needs.

Greater cooperation and coordination between infrastructure and services providers is required. This may require improved institutional and management arrangements for a greater sharing of information and infrastructure planning and provision. This will also enable a better appreciation of any servicing across the city.

This strategic planning is already occurring in relation to the main utilities. For example TasWater is developing growth capacity tools to enable more efficient use of existing infrastructure. A more detailed strategic assessment is still required of public open space and recreational facilities provided to local residential areas. Similarly, a review of social infrastructure and other related services would be beneficial to identify local communities that are under-serviced.

If public infrastructure is to be used efficiently, then assets should be well maintained and replaced where necessary. All service providers must maintain their respective infrastructure so that it is functional and safe, with plans in place for any necessary upgrade or replacement. Opportunities to utilise technological improvements must be identified. Broad asset management strategies should be aligned with long term financial plans and supported by more specific asset management plans. Infrastructure used by the public (such as public parks, public toilets and playgrounds) requires particular attention regarding safety.

Future planning for public infrastructure should consider future population growth and the potential increase in demand. This applies to all forms of infrastructure and future capacity upgrades will be informed by the Greater Hobart Plan's growth area projections. Where growth is identified to occur, infrastructure should have the capacity to accept greater use. Public recreational facilities should be designed accordingly, and inclusive, appealing, and accessible as higher density development occurs.

Built community infrastructure should be used in the most optimum way and opportunities for multi-use or mixed uses identified as appropriate. For example, community halls and schools

are often vacant and could under supervision be utilised for other activities. More generally, any existing capacity within the public infrastructure networks should be identified and preference given to activities and development that can take advantage of this available capacity. This provides an opportunity to defer expenditure and can be a cost-effective way to manage assets.

13.8 Optimise Public Accessibility

Policy Directions	
8.1	Promote active (walking and cycling) transport as the most healthy and sustainable mode of local travel throughout Greater Hobart.
8.2	Increase public mobility options and reduce the reliance on private motor vehicles.
8.3	Encourage activity hubs to be walkable to enable greater personal convenience and to benefit local businesses.
8.4	Transport routes and walking/cycling paths are to be upgraded and well maintained to ensure public safety and amenity and to provide all-abilities access.
8.5	Improve public transport infrastructure and services to increase patronage and be a “mode of choice”.
8.6	Promote the availability and benefits of active and public transport.
8.7	Increase residential densities and mixed-use development adjacent to, and close to high frequency transit corridors.
8.8	Encourage appropriate measures at both local and regional levels to improve travel time reliability for all road users.
8.9	Provide public car parking for activity centres that balances access through public and active transport.
8.10	Locate industrial activities close to existing freight corridors.
8.11	Protect key regional, urban and local freight routes from encroachment by incompatible development.

Greater Hobart residents are to have as wide a range of mobility and accessibility options as can be reasonably provided. Provision should be made to minimise travel distances/times and enable safe all-abilities access.

Residents should have a reasonable choice of transport or mobility options from a private vehicle to public transport and active transport. It is important that road access be managed in ways that ensure public safety and minimise travel distances/times.

The three main transport modes can be categorised in a way that reflects their respective preferences or “modes of choice”. For shorter journeys, active transport should be the mode of choice. For commuting journeys to work (that cannot be taken by way of active transport), public transport should be seen more as a mode of choice. The use of a private vehicle is likely to be the mode of choice for most other journeys. Active transport should be promoted through the installation and maintenance of appropriate infrastructure. Ideally such routes would be separated from traffic to encourage use.

Infrastructure and service improvements will be necessary to support public safety and convenience to encourage reduced car usage and to provide greater mobility for those that do not have access to a private motor vehicle. All local communities, including those on the urban fringe, should have good access to frequent, affordable and reliable public transport, as well as good walking and cycling connections to local services.

Local shopping centres and business districts should be as walkable as possible. The way that the public spaces, footpaths and street crossings are designed plays an important part in the amenity, safety and convenience of these activity hubs. It encourages more visitation, less car use, more social connections and support for local businesses. Public safety and a thorough regard for all-abilities access are also integral to any local improvement programs.

A high standard of public transport services is required throughout Greater Hobart. Services to and from the urban fringe should become the mode of choice in preference to driving. Public transport is also integral to the success of Greater Hobart remaining a compact city, with higher residential densities within the inner ring suburbs, along transit corridors and within most business districts. A significant way to reduce peak commuter traffic within the city centre and on major arterials will be to significantly increase public transport patronage, through coordinated programs that enhance services with respect to timeliness, frequency, affordability, reliability, capacity, convenience, and public safety.

Park-and-ride facilities should be installed at strategic locations to encourage commuters from further afield to utilise express bus services and avoid using private vehicles. Priority should be given to infrastructure within key transit where infill housing development should be encouraged.

The road network should be maintained and upgraded to enable safe travel and the efficient movement of vehicles. The efficient movement of freight, buses and private vehicles is its primary function. Targeted traffic calming and speed management should occur where there may be conflict between vehicles, pedestrians and cyclists. Provide safe, attractive and connected movement networks (streets, paths, trails and bikeways) within new residential and infill redevelopment areas that incorporate green infrastructure (vegetation, large trees and street awnings), to act as traffic calming measures and to improve walking conditions.

These investigations should seek to better manage the overall demand for road space and develop strategies to promote different behaviours to reduce congestion during peak periods – such as encouraging the use of public and active forms of transport, car-pooling, travelling in the shoulder periods, providing more opportunities to live closer to employment and encouraging work from home where appropriate. If such strategies are effective, this may reduce or defer the need for costly road infrastructure upgrades.

The amount of car parking available within main activity centres also influences travel behaviour. A consistent city-wide approach for car parking is required so that the messages and price signals are clearly understood, and strategies are in place to complement the broader transport plans for Greater Hobart.

Freight corridors are critical for the smooth functioning of the city and its industrial and commercial precincts, and these should be identified and protected where possible. Strategic planning of freight routes should be recognized, and land use considerations should actively protect the importance of the efficient movement of freight to the local, regional and State economy.

13.9 Identify and Attribute True Infrastructure Costs

Policy Directions	
9.1	New infrastructure costs should be appropriately and proportionally attributed across the beneficiaries of that infrastructure to assist in more efficient, cost-effective, and equitable development.
9.2	Consider opportunities to manage consumer demand to reduce the need to install new public infrastructure.

If the future development of Greater Hobart is to be as efficient and as cost effective as possible, then a good understanding of the true costs of development will be necessary. This will ensure that decisions are made with all relevant information, particularly when prioritising where development should occur and whether infrastructure investments are necessary. This is closely aligned with the earlier principle that envisages integrated infrastructure and land use planning processes.

An effective and equitable attribution of all infrastructure costs provides a more transparent and accountable process that can distinguish between what is being spent as a 'public good' and what should be borne by the private developer. As well as the direct infrastructure costs, it is also beneficial to appreciate the ongoing, long-term maintenance and living costs borne by government and the resident. It should be recognised that these costs will vary across the city depending on location and infrastructure availability.

Such information may influence consumer demand and the subsequent popularity of housing that is the most cost-effective over the longer term.

13.10 Ensure Infrastructure and Services Meet Future Needs

Policy Directions	
10.1	Undertake community engagement when planning for future infrastructure upgrades.
10.2	Design public infrastructure to activate public spaces and address public safety/security needs.
10.3	Ensure infrastructure design considers the potential impact of future natural hazard events or climate change.
10.4	Provide improved internet and telecommunication services to adequately service businesses and public demand.
10.5	Apply best practice waste management processes that are both environmentally and economically sustainable.
10.6	Improve energy efficiency within the urban environment and transition towards a low carbon future.

Ideally all physical infrastructure and services will be provided in advance of the demand for that infrastructure or services. Development approvals are usually predicated on this being the case for individual developments and it is appropriate that this same principle be applied more generally throughout Greater Hobart. Future needs should be anticipated to account for increased demand for the infrastructure and services when it occurs.

This forward planning will be primarily delivered by councils, government agencies and utilities. An important element of this forward planning is the need to engage with local communities. They need to be informed of the potential changes and given opportunities to provide comment on and contribute to the design, plus any consideration of alternatives and trade-offs required when determining a preferred proposal. A well-informed community is more

likely to be supportive. This particularly applies to the design and provision of local facilities or services, such as public open spaces, public toilets, parks, playgrounds, and sporting facilities.

Waste management is one area that is subject to considerable change with progressive moves towards a more circular economy with environmentally and economically sustainable measures to be taken.

When planning for the installation or upgrade of existing infrastructure, it is also necessary to prioritise any opportunities to re-use or adapt what is already there, including the redevelopment and adaptive reuse of under-utilised built structures and spaces to support a more sustainable approach to urban development. This increases the likelihood of protecting existing heritage values and in many cases should assist in preserving character and increasing activation. New buildings and spaces should also be capable of adapting to new uses and different community needs. There needs to be an inherent flexibility within the infrastructure design that can accommodate future changes and demands in the most cost-effective manner.

It is important that public spaces are made more attractive and have an increased capacity as living densities increase within the city. The design of spaces can contribute to greater social interaction and a more vibrant street-life. Community safety considerations must be integrated within such improvements, utilising Crime Prevention Through Environmental Design (CPTED) principles.

New technology and a range of ‘smart city’ initiatives will provide opportunities to improve existing and introduce new digital infrastructure use and services. This requires a flexible approach as to what is possible and a willingness to experiment with new ways to better manage the city or deliver community services. This includes the need to make greater use of new and existing data sources to provide more integrated and timely technical information on infrastructure asset and network performance, capacity, and usage. For example, smart technology can be used to provide real time information about public transport services and any transport issues or hold-ups across Greater Hobart. Park-and-ride facilities can be used as digital hubs for communicating detailed public transport information.

Future natural hazards expectations may influence asset design assumptions for infrastructure including built form, resulting in the need to adapt, upgrade or replace those assets in advance of what was previously expected within the next 30 years. Spatial and vulnerability mapping for Greater Hobart would enable better understanding of the exposure of urban and natural assets and infrastructure to future climate change risks. Climate change will increase the risks associated with natural hazards (primarily bushfire, flooding, and coastal inundation). Infrastructure design will need to minimise risks to people, property, and the natural environment from exposure to natural hazards by adopting a risk hierarchy of avoidance, adaptation and then protection.

Natural assets should be more resilient to climate change and used where appropriate to buffer people, infrastructure and biodiversity from the impact of extreme events – such as protecting key coastal areas where critical infrastructure and residential areas are at risk from sea level rise, coastal erosion and storm surges, and where it is necessary to ensure new coastal development incorporates appropriate adaptation measures. Clear and accurate public information is to be provided on the actual risks associated with such natural hazards, together with the measures that need to be taken in preparing for potential emergencies and during the emergency itself.

Measures should be taken within Greater Hobart to improve energy efficiency and to decarbonise the economy. Local and city-wide strategies should be developed that contribute to a transition to a low carbon future, including the increased use of renewable energy, low emissions technology and energy efficiency measures within the design of public spaces, buildings and transport systems. Greenhouse gas emissions are to be reduced from transport by adopting patterns of urban development that reduce travel distances and encourage the use of active and public transport.

An increased take-up of electric vehicles is to be expected over coming years and this should be anticipated through ensuring charge points can be accommodated within the transit corridors, activity hubs and higher density neighbourhoods. Green infrastructure (green roofs, vertical gardens, water sensitive design) is to be promoted in higher density and mixed-use developments to assist with urban cooling, reducing building energy use and improving urban biodiversity. The provision of neighbourhood-level alternative energy supplies, which may include embedded and distributed renewable energy, co-generation and smart grid/green grid technology, should also be encouraged.

13.11 Provide for Open Space and Recreation Needs

Policy Directions	
11.1	Promote a coordinated approach to the provision and management of recreation and sporting facilities across Greater Hobart.
11.2	Ensure local neighbourhoods have adequate public open space.
11.3	Maintain public open space and recreational infrastructure to support increased use over the long term.

Public open space and related recreational facilities are essential elements of the urban environment. The provision and quality of these facilities will encourage more healthy activity within local communities and generate a greater sense of local ownership and pride. They have the capacity to assist in revitalising areas, attracting new residents, facilitating new social connections and ensuring that there are protected natural areas interspersed throughout the city. They reduce the heat island effect within the city. The benefits that can be accrued from improving these facilities will only increase as the population of the city grows.

All councils have public open space strategies in place, together with several other associated strategies that deal with more specific recreational needs (playgrounds, walking trails, sporting facilities etc.). As well as this, there are state agency responsibilities for Crown land management. The various strategies that are in place describe the management and maintenance regimes and have assessed whether there are any gaps in meeting community needs. Adjustments will need to be made in anticipation of future growth and higher living densities within certain parts of the city.

It will be necessary to review the available information from a Greater Hobart perspective to determine if there are any inconsistencies or opportunities for improvements. Assumptions about population growth and future demand can be reassessed. The demand for certain facilities may be very different when viewed from an individual municipal perspective compared to that demand generated across all Greater Hobart or at a larger regional level. In addition, there may also be an opportunity to explore the physical connections that exist across municipalities for walking trails, bicycle paths and biodiversity corridors.

All public recreational infrastructure should be provided in a condition that encourages public use. It is important that the facilities are upgraded, expanded and maintained to a high

standard, as the city grows and the levels of use increase. The design aspects are particularly important in optimising public enjoyment. New attractions should be provided, and more sustainable materials and methods adopted. A wide range of activities need to be catered for.

There will be cases where local community, service groups and sporting bodies will be actively involved in the management and upgrade of facilities. This too may extend beyond municipal boundaries.

It is essential that future planning considers the changing demands that will be placed on such public open spaces, as the population grows and living densities increase in certain areas. There will be a need for additional or expanded public spaces and facilities that connect through a planned walkable network of paths, tracks and trails. This needs to be integrated throughout all levels of governance within the municipal and state agency open space plans and strategies in a way that takes a regional, city-wide perspective.

13.12 Employment Growth

Policy Directions	
12.1	Ensure future employment opportunities meet the needs generated by demographic change.
12.2	Identify additional employment opportunities as the city's population increases.
12.3	Provide employment opportunities across Greater Hobart so that more people can live closer to where they work.
12.4	Provide sufficient commercial and industrial zoned land to allow for future jobs growth.

The compact form of the city will be retained to encourage the expansion of existing businesses and the establishment of new businesses. As the population of Greater Hobart increases there will need to be a commensurate increase in employment opportunities. New land use and development opportunities should be provided right across the city that encourage business and employment growth that is most suited to Greater Hobart's unique attributes.

The anticipated demographic changes will have an impact on business growth and the types of jobs that will be available. Further consideration will need to be given to the ageing population and the levels of migration from the mainland and overseas. It will be important to both retain the city's youth and to encourage a younger skilled cohort of migrants if local businesses are to be more viable and grow sustainably. The actual spatial form of the city can assist this by allowing people to live closer to where they work (where they may choose to do so); supporting the establishment of designated employment nodes and precincts; spreading the job opportunities across the whole city; providing sufficient commercial and industrial land for new businesses to establish; and by encouraging mixed uses where low impact industries can establish within residential areas.

The employment potential within the existing city's population will need to be increased through the further development of useful skills and general educational attainment. The University's relocation into central Hobart should facilitate a greater connection between it and local businesses and help to foster more useful relationships with industry. The University will be more directly involved in the further development of the city, and this should result in many indirect beneficial employment outcomes, together with the further expansion of TAFE and other vocational training organisations.

The types of businesses within the city that should best suit a younger demographic, are low impact and have the greatest potential for growth are those that utilise new technology, are innovative and will need to be located within a higher density urban fabric. A compact city provides the most suitable environment for such growth in that there are more opportunities for cross referrals, collaborative relationships and stimulating innovation.

13.13 Activate Central and Local Business Centres

Policy Directions	
13.1	Reinforce the future social and economic viability of larger activity hubs across Greater Hobart.
13.2	Recognise that local activity hubs will continue to best meet local community and convenience needs.
13.3	Increase the viability and amenity of all activity centres through enhanced active and public transport access.
13.4	Use the unique attributes or points of difference of each activity hub for their economic benefit.
13.5	Develop activity hubs more intensively to optimise their social and economic functions.

The central and local business centres within Greater Hobart are significant employment precincts that are also the focal points for community activity. In each case, it is important that sound precinct planning is undertaken so that good quality design outcomes benefit local businesses and ensure public amenity.

The central Hobart CBD area constitutes the primary activity hub for Greater Hobart, and this should be both protected and enhanced. It is both the city's main employment and service centre, as well as its cultural, entertainment and tourism hub. The city's geography also dictates that all main roads lead to this central area, making it the most efficient transit hub for public transport commuting. In future, population densities within this central part of the city will increase and assist in further consolidating the CBD's attraction and ongoing viability.

This primary activity hub is supported by the principal centres at Glenorchy, Rosny Park and Kingston, each providing a broad range of services and employment opportunities such that they are destinations in themselves for multi-purpose visits. They are supported by many thriving local and neighbourhood hubs that are vital convenience centres for their respective local communities. It will be necessary, in all cases, that measures be taken to enhance the opportunities for business growth and good urban design. This would be facilitated if consistent place management techniques are applied.

Higher residential densities will maintain our compact city and will also stimulate greater economic growth within all activity centres. Infrastructure improvements will be necessary to encourage more people to use the existing centres and they should be encouraged to access them by way of active and public transport. Such additional activity should also assist in the redevelopment of more under-utilised areas.

A more intensive use of existing centres potentially raises several planning or development control issues that may need to be resolved. This will include heritage protection and re-use of existing buildings, parking requirements, building height constraints and mixed-use opportunities. Such investigations should be conducted as part of the ongoing precinct planning and urban design programs that are being delivered within local government – including the preparation of any urban design guidelines.

13.14 Collaboration

Policy Directions	
14.1	Facilitate greater collaboration across State and local governments, the community and industry to achieve more efficient and consensual development outcomes.
14.2	Recognise that delivering a focus on infill development and activating land supply will require the support of all stakeholders.
14.3	Productive partnerships between government and industry will be necessary to meet the most pressing needs of Greater Hobart.
14.4	State and local government collaboration will be enhanced to ensure public infrastructure and services are delivered in ways that best support the city's sustainable growth.

As a relatively small city, Greater Hobart has well developed networks between government, industry and local communities. Such existing relationships can be improved to develop more collaborative models and governance arrangements to benefit the economic development of the city. There will be many opportunities to coordinate the activities of all stakeholders so that there are greater economic efficiencies for both government and industry. If there is broad consensus on the economic future of the city, then greater certainty will encourage more investment, more jobs and more local services.

Such collaboration will require a sound understanding of both industry and community concerns regarding how the city should develop in future. This engagement and the implementation of more collaborative processes should create an environment where information is communicated between all parties and a more informed dialogue occurs on what are usually very complex matters.

Economic benefits will accrue from maintaining a compact Greater Hobart in future, but this may not always be obvious or quantifiable. Positive economic change is only likely to occur if there is a more common understanding of these benefits and sufficient information is provided to enable this to occur.

As well as implementing broad engagement processes, it is anticipated that quite specific partnerships will need to be in place for projects. Positive synergies can be obtained if the financial resources of both government and private industry can be combined so that public benefits are gained where they would otherwise not have been possible.

Although the economic development of Greater Hobart will usually focus on the contribution that private industry will make, it is also important to consider the relationships between state and local governments. They will be critical in ensuring that public infrastructure is delivered in a manner that supports business growth in the best locations. The transport of freight and the efficient delivery of products and materials is one example of where industry is reliant upon public infrastructure as delivered by government.

State and local government need to be aligned so that there is a consistent delivery of infrastructure. This extends through to that required for efficient public and active transport, traffic flow and parking. Local businesses benefit from good quality streetscapes and parks that encourage increased public usage. Customers are more likely to spend more time within shopping centres if they have walked there or caught a bus and the environment is more comfortable. All the Greater Hobart councils are improving the amenity of their commercial districts and are seeking to collaborate more with local businesses – in order that their needs are being met together with those of visitors/customers.

13.15 Competitive Advantages

Policy Directions	
15.1	Give priority to strategically identifying, supporting, and attracting those industries that complement Greater Hobart's unique attributes.
15.2	Promote the particular attributes of local areas and neighbourhoods within the city to attract further business growth.
15.3	Acknowledge the city's existing character, heritage, and landscape economic values, so they are protected and enhanced.
15.4	Optimise the visitor attractions and tourism potential of the Greater Hobart area.

Like any city, Greater Hobart has several competitive advantages that other cities do not have. In Greater Hobart's case they relate to its compact nature, accessibility, physical setting, history, built form, cultural activities and people. They all have many aspects and attractions that make them different to other similar cities and there will be changes in how they are manifested over time. These advantages should be identified and promoted to attract businesses and individuals.

Greater Hobart's competitive advantages have economic value. The natural landscape and setting within which the city sits forms the basis for many businesses and the reason why people decide to live where they do. The healthy natural environment of clean air and water is appealing. The history of the city, its relative isolation and the built heritage that is so evident greatly contributes to a character that can be further built upon in a sensitive and positive way.

This is particularly relevant to tourism and the business opportunities that exist, such as restaurants, specialty accommodation and other attractions. Infrastructure can support this activity with digital technology and communication representing the greatest opportunity, and the transport system together with high quality facilities at the Hobart Airport. Other economic advantages include the access to a deep-water port, the proximity to Antarctica, high speed internet and the access to carbon-free energy sources.

It would be useful to identify industries that are most likely to be attracted to Greater Hobart. Ideally, they should also be those that suit the city's employment needs and can operate within an existing urban environment. Attracting such businesses may require targeted promotion and should aim to enhance economic development of the city.

The city's future development will need to be 'place-based', in that it must consider what is most important about Greater Hobart's natural and built environment. While development proposals should be able to take advantage of these attributes, it is also necessary that they do not damage them for others. New business development should be well located and designed to meet the city community's high-quality expectations. This is usually aligned with what the desired future character is for certain areas and such desired outcomes would be facilitated by having urban design guidelines that articulate such expectations.

13.16 A Diverse and Resilient Economy

Policy Directions	
16.1	Ensure strategic planning frameworks and planning schemes support a diversity of residential, commercial, and industrial opportunities.
16.2	Encourage mixed use developments to increase both housing and commercial opportunities.
16.3	Protect key commercial and industrial land from encroachment by incompatible uses.
16.4	Increase residential densities close to key metropolitan and local employment precincts.
16.5	Promote well-designed public places that assist in providing increased community interaction and support during periods of prolonged social change and disruption.
16.6	Encourage ongoing urban renewal and building re-use to meet changing land use demands.
16.7	Ensure future public infrastructure investments anticipate changing social and economic pressures and the need for 'future proofing'.
16.8	Encourage greater community adaptation and engagement in the development of climate resilience.

The city is changing and this needs to occur in ways that ensure it will continue to thrive economically into the future. The city's economy will need to be resilient and adaptable. There will be challenges and economic shocks, while some may have positive impacts. It will be important to ensure that the way in which Greater Hobart will develop in future will be more resilient to unexpected changes.

This will require a greater diversification of economic activity – as well as being innovative, environmentally sustainable, and tailored to meet future needs. It will be about future-proofing the city. This is about growing in ways that will best suit the future needs of the residents and communities of Greater Hobart.

Government should facilitate staged land release programs to balance the needs for different land uses. In many cases commercial and light industrial activities can co-exist with residential uses without compromising amenity or environmental impact. This will be necessary if the city is to retain a compact urban form, with different land uses occurring closer to each other within mixed-use buildings and precincts. Larger areas of vacant and under-utilised land often represent the best opportunity for these more intensively mixed-use development opportunities.

The increased living densities within the inner parts of the city will allow more people to live closer to where they work and shop and be less reliant upon having to travel longer distances. Such a situation is inherently more resilient to transport difficulties as it enables residents to have other public and active transport options. It generates more affordable and convenient lifestyles. It also benefits local businesses in that it brings their customers and potential employees much closer. Incentives should be provided that encourage higher density and commercial infill development in a variety of forms, including mixed use opportunities in conjunction with residential uses.

Improved urban design can also contribute to a more resilient city. Innovative and high-quality design solutions can deliver a more dynamic city, more vibrant and walkable street life, and more opportunities for social and business interaction. Activated urban spaces will be more economically resilient, compared to spaces that discourage visitation. Urban renewal projects will need to provide the necessary flexibility and adaptability to deal with future change. They provide specific opportunities to anticipate future needs while also achieving higher densities, activated streetscapes, site remediation and innovative building forms. The innovative and

adaptive reuse of older building stock, heritage sites and public spaces should be encouraged and, if necessary, incentivised. Greater flexibility can be built into new buildings so that they can be easily replaced or adapted as the demands for their use changes over time.

Building design and other accessibility requirements will need to be reviewed to enable a greater ability to “age in place”. An ageing population and increased demand from older residents may increase the need for aged care and retirement accommodation.

For government, it will mean that public infrastructure investments will need to consider the changing economic demands and the need for ‘future proofing’, particularly when this will support appropriate economic expansion, such as as investing in the Hobart port, airport, intermodal terminals, public transport interchanges, freight linkages, renewable energy use and reticulated services with additional capacity.

14. Monitoring, Reporting and Review

The Greater Hobart Plan will be regularly reviewed over time. As new information becomes available, past assumptions will be reviewed and revised, where necessary. Data inputs will be updated as more development occurs within and surrounding Greater Hobart, demographic trends become clearer, and transport statistics are compiled and assessed. There are many external impacts that also need to be monitored. Government needs to be alert to social, technological, economic, and environmental trends and be proactive in predicting their implications for future development within Greater Hobart. There is also much to be learnt from how other similar jurisdictions have responded to these same types of issues.

This Strategy is only the starting point for an ongoing city planning process. Initial assumptions will need to be tested and information gaps addressed as time progresses. The ongoing monitoring of land supply, development and infrastructure provision is needed to understand whether preferred trends are occurring or if they are deviating away from the policy directions within this Strategy. Implementing the Greater Hobart Plan will be an ongoing and iterative process that needs to be approached with a degree of flexibility and a preparedness to collectively adapt to the many changes that will occur.

Monitoring the performance of the Greater Hobart Plan will be an ongoing task and will likely use several appropriate key performance indicators. Monitoring of this information enables adjustments to be made, while also providing up-to-date publicly available information for transparency and accountability.

The Greater Hobart Plan’s Implementation Plan expands on this cyclical process of monitoring, reporting and review – together with the allocation of responsibility for implementing strategies/actions and their respective priorities. In addition to the regular annual reviews, there will be more comprehensive reviews of all the Greater Hobart Plan’s main documents on a regular cycle every few years. Such reviews and reporting require sufficient resources and the capacity to both explore new solutions and to integrate all the work being done by the many other relevant stakeholder agencies and organisations. It is important for processes to be in place that allow the Greater Hobart Plan to evolve. Future changes to this Strategy and the Greater Hobart Plan will require appropriate investigation and for them to be justified and publicly explained.

Effective community engagement processes are therefore critical to this ongoing review. Public engagement and a good appreciation of community needs, and desires will feed into the Greater Hobart Plan and future metropolitan planning exercises. A well-informed community is part of its effective implementation and there will need to be appropriate forums and other communications in place that facilitate this. There may be instances where short-term or local adverse impacts must be borne for the greater public good. Such situations need to be explained and justification included within the Greater Hobart Plan or supporting documents. Genuine conversations need to be held on the true costs of growth and who is paying, and what sacrifices may need to be made to achieve the best outcomes. It will also be necessary to provide easily understood narratives that describe how certain areas might look and operate in future, to explain why changes are necessary.

Such measures aim to obtain the necessary social license to move forward. People often only see the most apparent downsides of growth (congestion, environmental impact, increased costs, gentrification etc.), so it is essential that a more nuanced and fact-based program of public engagement is part of any adopted urban growth strategy. If the Greater Hobart community understands the issues better and wants to be engaged in how the city develops then this can be a positive force that helps to enhance local living and business conditions. These public and stakeholder engagement programs are to be outlined within the Implementation Plan.

Greater Hobart is already, and will continue to be, subjected to major change and there will be various levels of demand for land development. In the main, this will be generated by population growth. Such development has the potential to both benefit and detract from Greater Hobart. The pressures that will be placed upon the city may be significant and the subsequent impacts will need to be proactively managed. It is essential that the city is proactively shaped for the Greater Hobart Plan to be effective, which will require the implementation of a well-coordinated and active review process. The Implementation Plan provides the necessary details about this process.

APPENDIX 1

Expected Urban Growth – distribution of additional population and dwellings by 2050

No.	Precinct	Population	Dwellings
	GLENORCHY		
1#	Northern transit corridor – alongside northern transport corridor including Moonah CBD (infill)	5,000	2,540
2#	Northern transit corridor – alongside main road/rail corridor and within and around Glenorchy CBD (infill)	5,000	2,540
3#	Claremont CBD area (infill)	980	500
4	Granton – from the Upper Hilton Road to the Black Snake village (greenfield)	3,280	1,600
5	Austins Ferry through to Granton – a few individual larger parcels (greenfield)	700	300
6	Scattered northern Glenorchy infill – western fringe areas of Claremont, Chigwell and Rosetta (infill)	620	280
7	Scattered southern Glenorchy infill – western fringe areas of Montrose, Glenorchy and West Moonah (infill)	920	440
	TOTAL	**16,500**	**8,200**
	HOBART		
8#	Within and immediately surrounding the central Hobart CBD (infill)	10,000	5,150
9#	Northern transit corridor – North Hobart and New Town (infill)	2,100	1,050
10#	Sandy Bay (infill)	800	400
11	Scattered Hobart infill – within existing residential areas of Lenah Valley, West Hobart, South Hobart and other parts of Sandy Bay (infill)	7,500	3,700
	TOTAL	**20,400**	**10,300**
	CLARENCE		
12#	Rosny Park CBD surrounds including Warrane, Rosny, Bellerive etc. (infill)	**1,150**	**650**
13	Tranmere Rokeby peninsula – including Droughty Point (greenfield)	**6,100**	**3,000**
14	Risdon Vale area – particularly both sides of Sugarloaf Road (greenfield)	**900**	**450**
15	Glebe Hill, Rokeby and Oakdowns area (greenfield)	**1,300**	**650**
16	ParanVille east of Pass Road (greenfield)	**2,550**	**1,250**
17	Clarendon Vale – north & east extensions (greenfield)	**1,850**	**900**
18	Lindisfarne and Geilston Bay fringe development (greenfield)	**750**	**350**
19	Scattered infill in Lindisfarne area (infill)	**300**	**150**
20	Scattered infill in Howrah and Shoreline area (infill)	**400**	**200**
	TOTAL CLARENCE (Metro)	**15,300**	**7,600**
	KINGBOROUGH		
21#	Central Kingston CBD and surrounds including Kingston Park and south-west of CBD (infill)	**4,900**	**2,500**
22	Spring Farm/Whitewater Estate on south-west edge of Kingston (greenfield)	**120**	**50**
23	Huntingfield south (greenfield)	**950**	**450**
24	Scattered Kingston, Kingston Beach and Blackmans Bay infill – plus some very limited Taroona infill (infill)	**1,900**	**900**
	TOTAL KINGBOROUGH (Metro)	**7,800**	**3,900**
	TOTAL GREATER HOBART (Metro)	**60,000**	**30,000**

- Part of existing STRLUS Densification Area

APPENDIX 2

Relevant Policies from the Southern Tasmania Regional Land Use Strategy (STRLUS)

Policy	Description
Residential Development	
SRD2	Manage residential growth for Greater Hobart on a whole of settlement basis and in a manner that balances the need for greater sustainability, housing choice and affordability
SRD2.1	Ensure residential growth for Greater Hobart occurs through 50% infill development and 50% greenfield development
SRD2.2	Manage greenfield growth through an Urban Growth Boundary which sets a 20-year supply limit with associated growth limits on dormitory suburbs
SRD2.3	Provide greenfield land for residential purposes across the following Greenfield Development Precincts …….
SRD2.4	Recognise that the Urban Growth Boundary includes vacant land suitable for land release as greenfield development through residential rezoning ……
SRD2.5	Implement a Residential Land Release Program that follows a land release hierarchy planning process as follows ……
SRD2.6	Increase densities to an average of at least 25 dwellings per hectare within a distance of 400 to 800 metres of integrated transit corridors and Principal and Primary Activity Centres, subject to heritage constraints
SRD2.7	Distribute residential infill growth across the existing urban areas for the 25 year planning period as follows ……
SRD2.8	Aim for the residential zones in planning schemes to encompass a 10 to 15 year supply of greenfield residential land when calculated on a whole of settlement basis for Greater Hobart
SRD2.9	Encourage a greater mix of residential dwelling types across the area with a particular focus on dwelling types that will provide for demographic change including an ageing population
SRD2.10	Investigate the redevelopment to higher densities potential of rural residential areas close to the main urban extent of Greater Hobart
SRD2.11	Increase the supply of affordable housing
SI2	Provide for the broad distribution and variety of social housing in areas with good public transport and accessibility or in proximity to employment, education and other community services

Physical Infrastructure and Services	
PI1	Maximise the efficiency of existing physical infrastructure
PI1.1	Preference growth that utilises the under-capacity of existing infrastructure through the regional settlement strategy and Urban Growth Boundary for the metropolitan area of Greater Hobart
PI2	Plan, coordinate and deliver physical infrastructure and servicing in a timely manner to support the regional settlement pattern and specific growth management strategies
PI2.1	Use the provision of infrastructure to support desired regional growth, cohesive urban and rural communities, compact and sustainable urban form and economic development
PI2.3	Identify, protect and manage existing and future infrastructure corridors and sites
PI2.4	Use information from the STRLUS, including demographic and dwelling forecasts and the growth management strategies, to inform infrastructure planning and service delivery
PI2.5	Develop a regionally consistent framework(s) for developer charges associated with infrastructure provision, ensuring that pricing signals associated with the provision of physical infrastructure (particularly water and sewerage) is consistent with the STRLUS
SI1	Provide high quality social and community facilities to meet the education, health and care needs of the community and facilitate healthy, happy and productive lives
LUTI1	Develop and maintain an integrated transport and land use system that supports economic growth, accessibility and modal choice in an efficient, safe and sustainable manner
LUTI1.1	Give preference to urban expansion that is in physical proximity to existing transport corridors and the higher order Activity Centres rather than urban satellites or dormitory suburbs
LUTI1.9	Ensure car parking requirements in planning schemes and provision of public car parking is consistent with achieving increased usage of public transport
LUTI1.11	Encourage walking and cycling as alternative modes of transport through the provision of suitable infrastructure and developing safe, attractive and convenient walking and cycling environments
ROS1	Plan for an integrated open space and recreation system that responds to existing and emerging needs in the community and contributes to social inclusion, community connectivity, community health and well-being, amenity, environmental sustainability and the economy

Physical Infrastructure and Services	
SEO1	Support and protect strategic economic opportunities for Southern Tasmania
SEO1.1	Protect the following key sites and areas from use and development which would compromise their strategic economic potential through planning scheme provisions – Hobart Port, Macquarie Point and Prince of Wales Bay
T1	Provide for innovative and sustainable tourism for the region
T1.5	Provide flexibility within commercial and business zones for mixed use developments incorporating tourism related use and development
IA1	Identify, protect and manage the supply of well-sited industrial land that will meet regional needs across the 5, 15 and 30 year horizons
IA1.2	Locate new industrial areas away from sensitive land uses such as residentially zoned land
IA1.3	Provide for a 30 year supply of industrial land, protecting such land from use and development that would preclude its conversion to industrial land use
IA1.4	Provide a 15 year supply of industrial land, zoned for industrial purposes within the new planning schemes
IA1.5	Aim to ensure a minimum 5 year supply of subdivided and fully serviced industrial land
AC1	focus employment, retail and commercial uses, community services and opportunities for social interaction in well-planned, vibrant and accessible regional activity centres that are provided with a high level of amenity and with good transport links with residential areas
AC1.4	Promote a greater emphasis on the role of activity centres, particularly neighbourhood and local activity centres, in revitalising and strengthening the local community
AC1.6	Encourage an appropriate mix of uses in activity centres to create multi-functional activity in those centres
AC1.10	Activity centres should encourage local employment, although in most cases this will consist of small-scale businesses servicing the local or district areas
AC2	Reinforce the role and function of the Primary and Principal activity Centres as providing for the key employment, shopping, entertainment, cultural and political needs for southern Tasmania
AC2.3	Undertake master planning for the Primary and Principal Activity Centres …. Examine issues of urban amenity, economic development, accessibility, urban design and pedestrian movement
AC2.4	Encourage structure and economic development planning for low-level Activity Centres by local planning authorities
AC3	Evolve Activity Centres focusing on people and their amenity and giving the highest priority to the creation of pedestrian oriented environments
AC3.4	Provide for coordinated and consistent car parking approaches across the Principal and Primary Activity Centres that support improved use of public transport and alternative modes of transport, pedestrian amenity and urban environment.

Greater Hobart Committee

Four Cities. One Hobart.