



Northern Suburbs Transit Corridor Growth Strategy

July 2024



We acknowledge the muwinina people as the first inhabitants and traditional owners of nipaluna/Hobart. We acknowledge the enduring spirit of Country—the knowledges, languages, stories, songlines, land, skies, waterways, and Spirit systems. We pay our respects to the many Indigenous peoples who know this place as their home.

Northern Suburbs Transit Corridor Growth Strategy

Prepared for the Tasmanian Department of State Growth



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Introduction

Purpose of the Growth Strategy

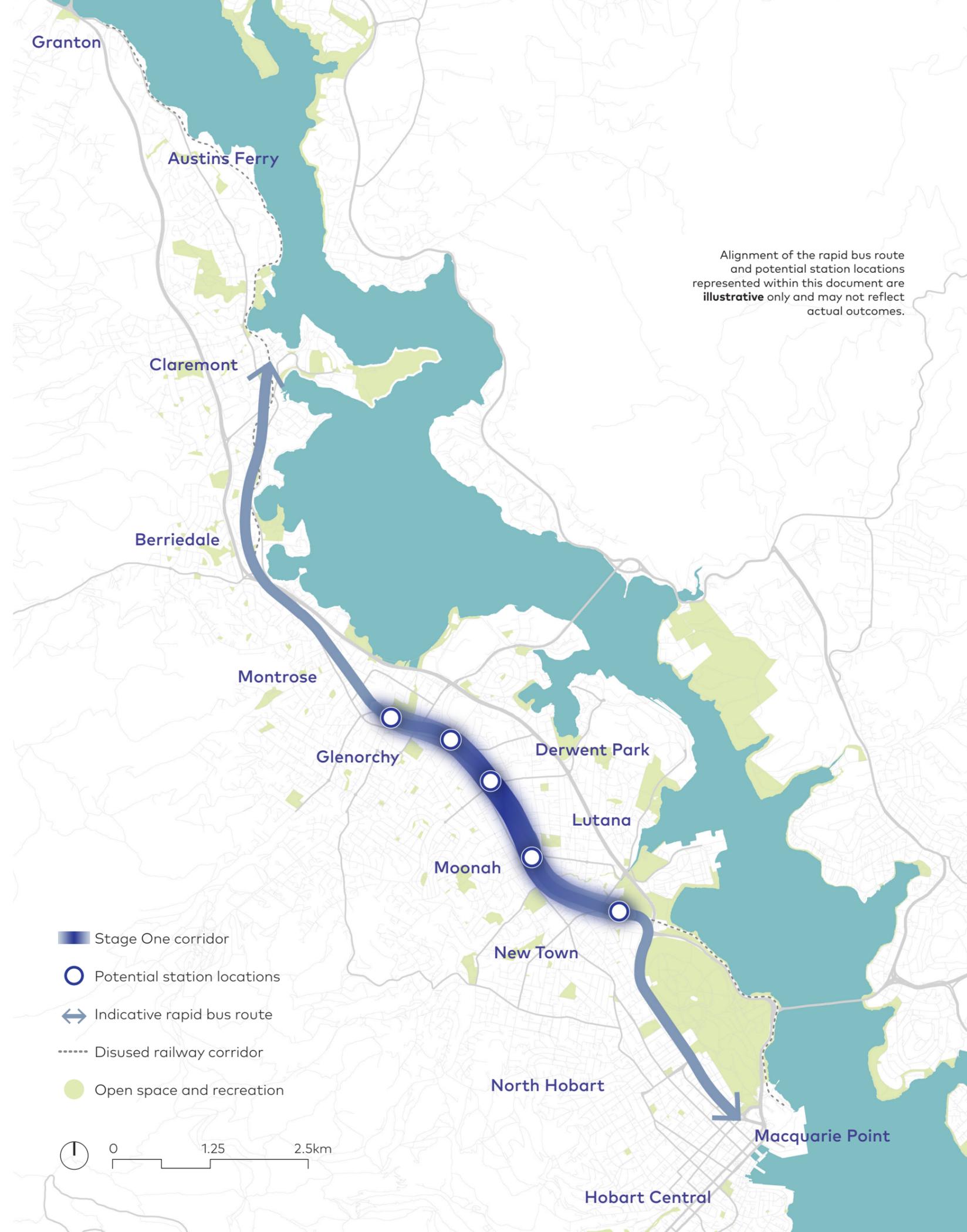
The Hobart City Deal, signed by the Australian and Tasmanian Governments and the Clarence, Glenorchy, Hobart and Kingborough councils in 2019, included a key commitment to activate the Northern Suburbs Transit Corridor (NSTC). Activation of the existing rail corridor presents a once-in-a-generation opportunity to accelerate growth and shape the long term direction of Greater Hobart.

The Northern Suburbs Transit Corridor Growth Strategy (the Growth Strategy) has been prepared to establish a vision for the corridor and sets short, medium and long term recommendations and actions to maximise the benefits of this game-changing transit investment. The strategy has been informed by engagement with the property and development sector.

The Growth Strategy can set an enduring legacy of urban change through land use planning and policy responses, anchored by a faster and more direct public transport system. The Growth Strategy can help achieve significant city-shaping aspirations to increase use of public transport across the community, and deliver transit-oriented urban renewal to improve housing supply, affordability, and diversity.

The opportunities presented by the NSTC are substantial, and realising its potential will require commitment over coming decades. The corridor's success will rely on collaboration and support across government, the business and development sectors, and most importantly the community.

Stage One of the corridor activation will focus on the four kilometre stretch between Glenorchy and New Town.



Stage One focus area

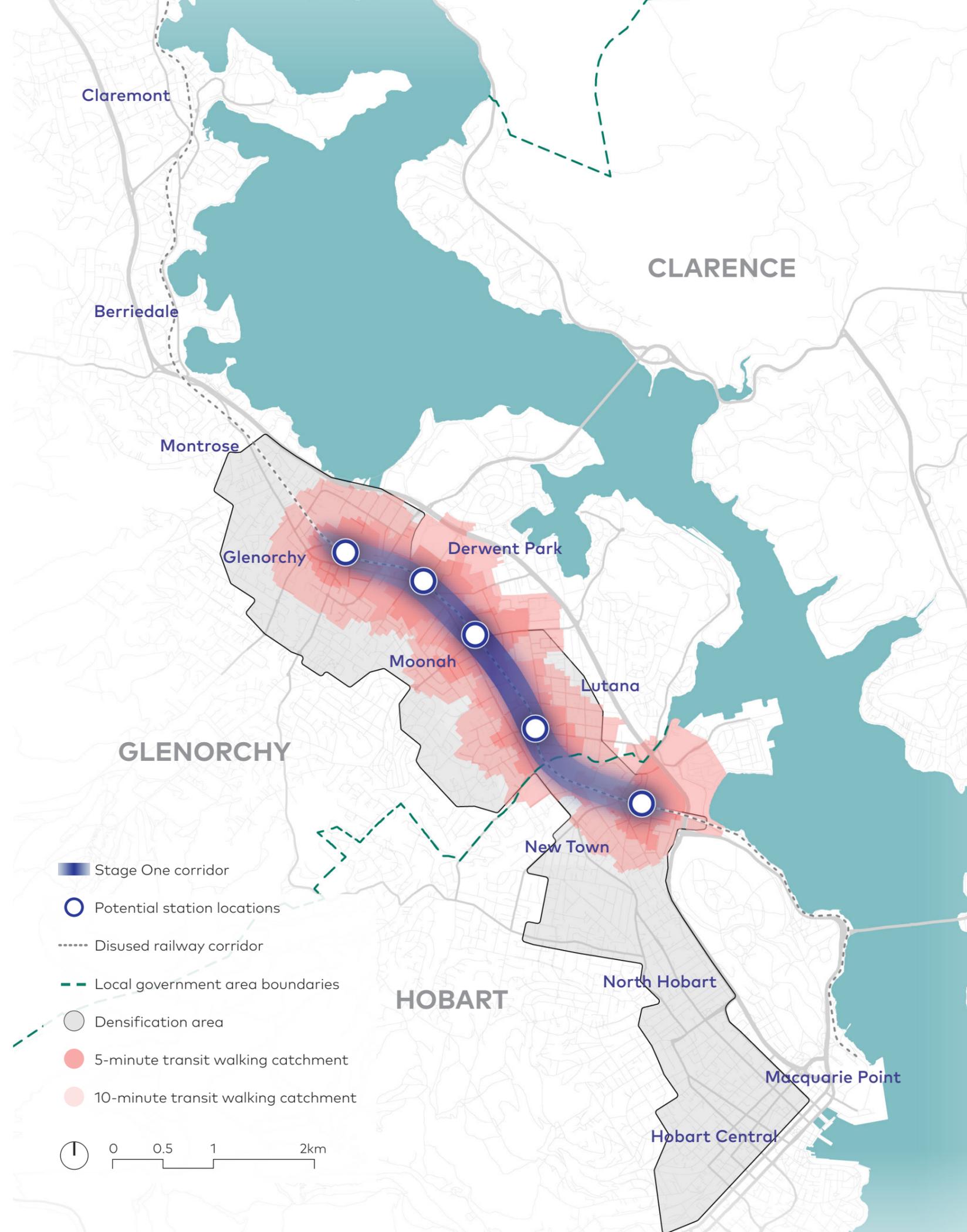
The focus area for this Growth Strategy is the four kilometre stretch between Glenorchy and New Town within the densification area identified in the Southern Tasmania Regional Land Use Strategy.

This is consistent with the 30-Year Greater Hobart Plan. This densification area is poised to play a leading role in the development of Greater Hobart and is projected to absorb a large proportion of the region's new dwellings and population over coming decades.

The corridor is anchored by the 10-minute walking catchments from the transit corridor as indicated in the graphic.

The study area extends across the two local government areas of Glenorchy City Council and Hobart City Council. Most growth driven by Stage One of the activation is anticipated to occur within Glenorchy City.

Recent housing development in the region has been occurring around the urban fringe. The NSTC presents an opportunity to coordinate growth in a concentrated way and activate under-utilised spaces within the existing urban footprint.

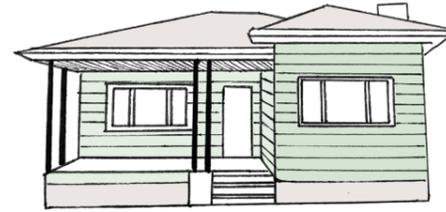


Context of the corridor

An analysis of existing context and conditions has been undertaken to ensure the Growth Strategy is informed by a detailed understanding of the corridor.

Activation will lead the corridor into a period of growth and change, with a transition in its housing profile, transport network and development pattern.

Understanding what makes this corridor special can help make sure future planning retains and reinforces its strengths of community, character, and economy.



Housing

Housing market movements in recent years are expected to create issues relating to gentrification and housing affordability. The corridor's existing residential profile is strongly dominated by detached houses, and the new greenfield housing being delivered on the urban fringe adds further to this trend.

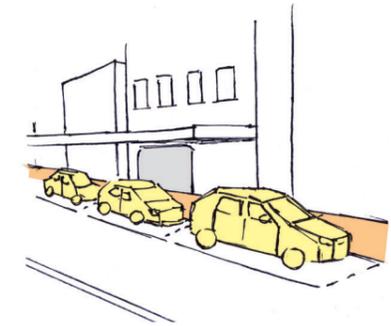
As community demographics change, this lack of housing diversity is driving a mismatch between existing residential stock and the types of homes required to meet the needs of current and future communities. The Government is committed to addressing housing supply constraints and support the growing demand for compact medium density residential accommodation in locations with access to employment, services, education, and recreation for a diversity of needs.



Community

The corridor is made up of a mix of established and emerging communities. It is known as a welcoming place that benefits from a great diversity of cultures. Stretching through Moonah, Derwent Park and Glenorchy, the corridor encompasses many of the most diverse communities in Tasmania with a high number of overseas migrants newly settled in the corridor.

The corridor is home to a high share of single-person households, typically aged between 50 and 79, seeking housing that suits their changing needs as they age. The corridor is also home to a significant student population, residing in Hobart for tertiary education.

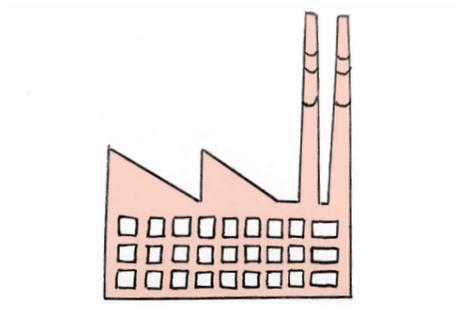


Transport

The region is serviced by a bus network along Main Road and the Brooker Highway, as well as major arterial roads. There is no fast, direct and high-capacity public transit option and the region is characterised by a dispersed, low density suburban development pattern. These factors drive high levels of car usage, with traffic congestion placing significant pressure on arterial roads and creating network pinch points. For many residents, widely available low-cost parking makes private car travel a convenient option.

Existing bus services on Main Road have high patronage and high levels of service, but have low travel time reliability. Activation of the transit corridor can provide improved mobility choice, and presents an opportunity to reduce the number of cars on the road network and drive behaviour shifts towards public transport use.

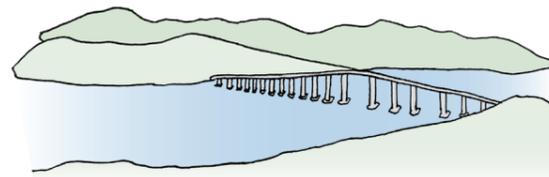
The percentage of people in Greater Hobart who walk or cycle to work is currently higher than the national average. The Growth Strategy will help unlock more compact development, which will enable a further increase in people using active forms of transport to get to work, shopping or public transport.



Economy

The corridor has a long history as a hub of industry and manufacturing. This is visible today in the significant employment precincts characterised by warehouses, wholesalers and shopfronts preserved across the study area. While Hobart CBD functions as the major employment and service centre for the region, the corridor has retained a concentration of local jobs and maintains a high level of self-containment.

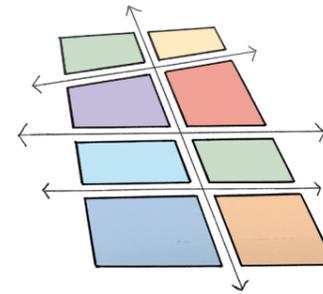
Glenorchy CBD currently has a retail trade and civic focus, but is expected to shift towards other population-serving functions, accommodation and food, education and health care. Moonah and Derwent Park are currently focused on industrial and manufacturing activities, but are projected to transition with diversified employment opportunities, specialised health and education, and population-serving uses.



Character

The corridor holds history and culture stretching back for tens of thousands of years. Its distinctive landscape is made up of significant sites and places of the muwinina people, from kunanyi / Mount Wellington to the River Derwent. The corridor's unique topography defines the landscape, and its urban centres are oriented to the surrounding scenic views.

The corridor also has character embedded at the street level, particularly in Moonah with its unique laneway culture, boutique retailers, converted warehouses, and multicultural eateries. The corridor has a vibrant creative sector, and is home to major tourism, arts and cultural venues.



Planning and development

A range of projects and strategies are currently being planned and delivered for the corridor. Glenorchy City Council has completed the Greater Glenorchy Plan, which includes precinct plans that connect Glenorchy, Moonah and Claremont. Hobart City Council is undertaking precinct structure planning across the city and is developing 20-year future land use visions for the CBD through the Central Hobart Plan and for North Hobart through the North Hobart Neighbourhood Plan.

Initiatives led by Councils, the Tasmanian Government, and the private sector are in the pipeline and aim to revitalise public spaces, redevelop major recreation and entertainment precincts, and deliver new open spaces. There are significant aspirations and a real appetite for growth in the corridor, along with broad community support for compact development that is tailored to local characteristics and context. The Growth Strategy's vision is to encourage meaningful development activity that drives infill medium density residential and mixed use uplift within the study area.

Vision for the corridor

Vision statement

The Northern Suburbs Transit Corridor will offer a great lifestyle, housing choice, fast and direct public transport, and a sustainable vibrant economy, nestled between the mountains and river.



A vision for the corridor has been developed with the aim of informing and shaping every element of the Growth Strategy, setting an overarching message about how to approach future planning of the corridor.

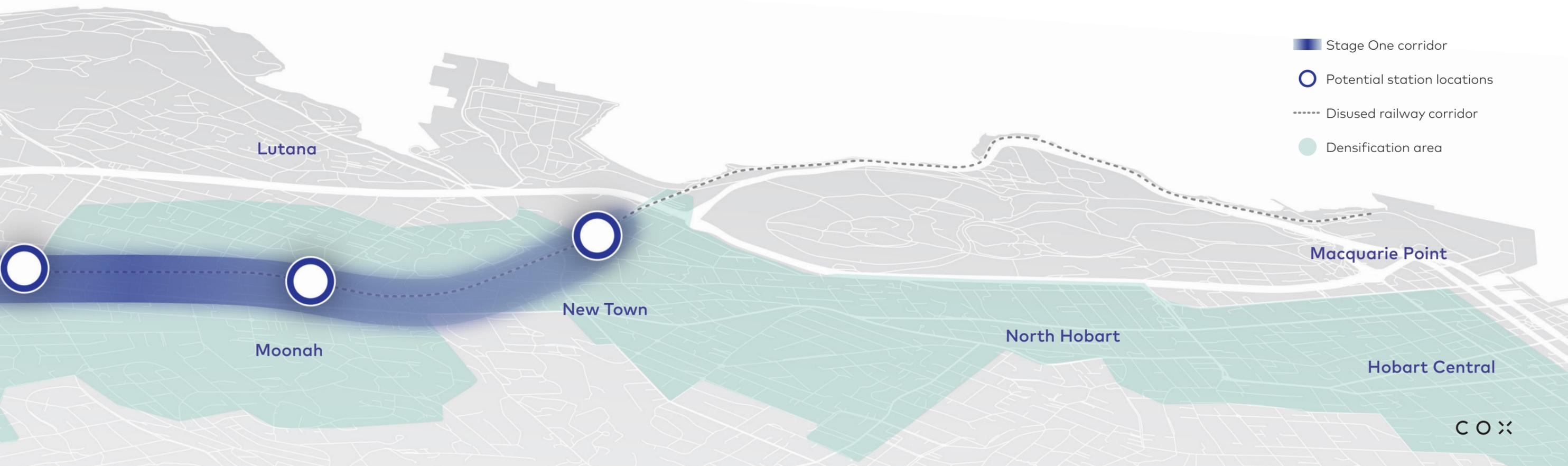
The vision statement sets a foundation for the strategy and aims to sum up the major aspirations of the corridor. A series of growth principles has also been established, built under four key pillars:

- Housing choice and lifestyle options
- A connected place
- Community at the heart
- A centre of opportunity

Stretching along a scenic landscape between the mountains and river, the NSTC links a series of distinct places and communities. Activation of the corridor presents an ideal opportunity to unlock transit-oriented renewal. Revitalisation will build upon the established urban structure, laneways and industrial bones to emerge as a more connected, green and vibrant place.

This transition will encourage quality housing options and services for a diverse and changing community across all stages of life, supporting the needs of everyone from students to families and retirees. The corridor will grow in a way that celebrates its natural and cultural assets, honouring what makes this place special.

The NSTC will be a centre of opportunity, with enhanced access to culture and education, and strengthened clusters of industry, enterprise and innovation. The corridor will be known for its great lifestyle, with housing choice, fast and direct transit, active and sustainable economy, and iconic natural landscape. Locals will stay and enjoy a bright future here, and new people will be welcomed to live, work and visit.



Growth principles



Housing choice and lifestyle options

A new way of living

Activation of the corridor will support the creation of compact and well-designed precincts around transit stations. These transit-oriented communities will offer a new way of living in Greater Hobart with more connected, active and sustainable lifestyles.

Walkable precincts will enable easy access to jobs, schools, shopping and green space, with everything all in one place. More compact densities can re-imagine places with human scale development, and make it convenient and attractive for people to walk, cycle or use public transport to get around.

Mixed use cores around stations will provide essential local services and vibrant streets, supported by medium density housing that gradually transitions outwards to integrate with surroundings.

The introduction of apartment living into the mix of housing options will provide for increased housing choice and a range of lifestyles.

A diverse supply of homes

The corridor will transition into a place of housing choice with a diverse supply of homes in the right places. A range of housing types and densities will be provided, from standalone houses to townhouses, terraces, duplexes, and low- to medium-rise apartments. Increased choice will provide the long term housing growth needed in the corridor while still retaining its character.

Dwellings will be provided with a mix of tenures, including rental, affordable and social housing, so a wide mix of people can call the corridor home. A greater diversity of choice will help housing affordability through more dwellings with different sizes and price points.

Housing will cater to the needs of existing and future residents, providing for a diverse and growing community. Homes will support all stages of life, from student accommodation and family homes to ageing in place. Larger dwellings with more bedrooms will suit family households. The right amenities will help create inclusive neighbourhoods.



A connected place

An integrated movement network

Distinct centres and places will be linked through an enhanced and interconnected transport network. The corridor will be an accessible environment for people of all ages, backgrounds and levels of mobility.

Beyond offering a linear passage from the Northern Suburbs to Hobart CBD, the network can also weave connections within, along and out of the corridor.

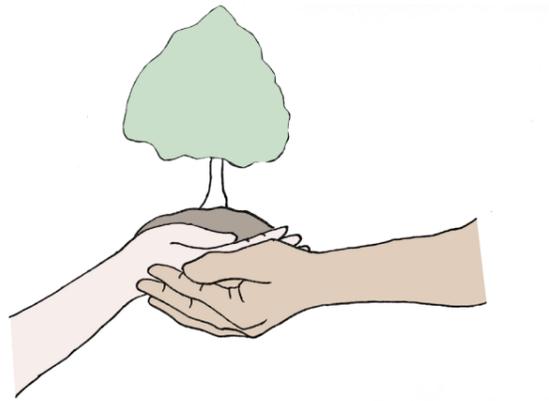
A rapid bus network will support a shift towards public transport use and reduce reliance on private car travel. Areas surrounding the corridor will transition into a walkable urban environment, catering for increased walking and cycling through safe and comfortable active transport connections. Encouraging greater uptake of active transit will promote movement between urban areas, natural places and open spaces.

A linked series of distinct centres

Stretching from Hobart CBD through the heart of Glenorchy, the corridor connects a sequence of centres with distinct roles. Each centre will play a vital role within the activated corridor, with transit helping to create connections and enhanced integration between places.

Each of these centres are destinations in their own right, offering varied functions and supporting diverse communities. Activation of the corridor will transform these centres in a way that maintains their unique qualities as individual places to live, work and play.

Communities love their unique centres, from the boutique and creative Moonah to the relaxed, family friendly atmosphere of Glenorchy.



Community at the heart

A welcoming and inclusive place

The corridor will be a place that encourages strong community pride, social connections and an appreciation of Hobart's natural beauty. This will build on the community's existing diversity and multicultural strengths, with a mix of established and emerging communities.

Social infrastructure, including quality recreation and public spaces, will foster a sense of community. A network of welcoming places will provide opportunities for people to socialise, connect and create. This will ensure the corridor remains a place that people love and can feel a sense of belonging.

Activation of the corridor will catalyse renewal and can unlock social transformation for disadvantaged community members. Transit will provide access to education and employment opportunities, and a diverse mix of affordable housing types and tenures can allow people to remain in the area they call home.

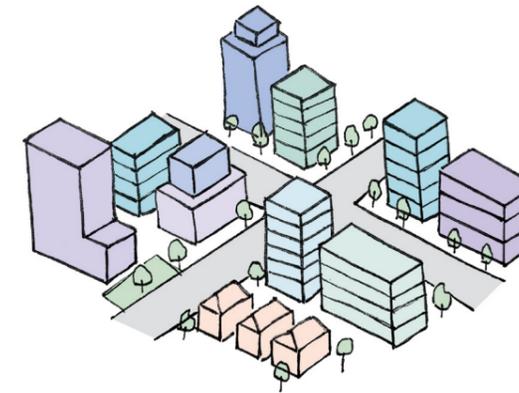
Celebration of natural and cultural assets

Urban renewal of the corridor will reinforce its attractive and distinctive environment. By retaining and celebrating the things that make it special, the corridor will deliver engaging, inviting and attractive spaces that are contextual and local.

The corridor is rich with significant Aboriginal places, European heritage, and the diverse backgrounds of its community today. Cultural landscapes, buildings and significant places will be celebrated through public domain enhancements.

The corridor will continue to celebrate innovation, the arts and creative industries through cultural infrastructure of temporary spaces, arts centres, galleries and museums.

One of the corridor's greatest assets is its environmental character, with the River Derwent and kunanyi / Mount Wellington defining a sense of place and scenic identity. Environmental assets will be celebrated, with generous recreational spaces forming an expansive green network of walking links and cycling trails.



A centre of opportunity

Build upon economic assets

The corridor will be a place of ambition and opportunity, with transit providing connections between clusters of activity to increase productivity and support a diversity of employment. The corridor will evolve its competitive economy and continue to build upon existing economic assets.

The corridor will support the creation of new employment hubs with a population-serving focus for emerging compact communities. Revitalisation will create a more vibrant and attractive place with an active night time economy, laneway culture, and unique dining and retail experiences. Transit will also strengthen the corridor's significant entertainment and tourism focus.

As parts of the corridor undergo urban renewal, it will be important to manage the evolution of employment land. Significant industrial precincts across the Northern Suburbs offer a centrally located supply of local jobs. The corridor will be supported by economic hubs that will continue to see the area be a key service centre for Greater Hobart.

Opportunities close to home

Activation of the corridor will provide a convenient link between significant centres and amenities, supporting easy access to employment, education, culture and entertainment, shopping, services, recreation, and open space. The NSTC will support the creation of a 15-minute city with great places to live, work and play all within close reach.

Residents, workers, students and visitors will enjoy access to everything they need within a short walk, bike ride or transit trip. Businesses and employers will have unprecedented access to customers, collaborators, and skilled workers. A diverse range of jobs will be in reach, including Hobart CBD and industrial enterprise corridors of the Northern Suburbs.

The activated corridor will bring beauty, learning and culture closer to home. The NSTC will be a short journey to regionally significant open spaces and recreation. Culture and amenity will be within close reach, including MONA, Moonah Arts Centre, MyState Bank Arena, and Glenorchy Art and Sculpture Park.

Recommendations

Purpose of the recommendations

A series of recommendations and actions have been developed to help realise and implement the vision for the corridor. Unlocking growth along the corridor will be a large-scale and long-term initiative. This will require a layered planning and policy response as the transit alone will not be a silver bullet for the corridor's complex challenges.

The recommendations identify critical levers that can facilitate the growth opportunity and help generate urban change and renewal. This includes measures to facilitate compact urban infill development and drive residential and mixed use development.

The actions are not solely focused on unlocking growth, but also ensuring it is the right kind of growth, aligning with the corridor vision, aspirations, and community expectations.

The recommendations have been shaped by the visioning phase and industry engagement process, and can be summed up in four overarching steps:

- Begin a transition in character
- Prime the corridor for growth
- Provide the right kind of growth
- Deliver on the corridor's potential

These recommendations can be measured over time and are intended to guide future growth and decision-making. The intention of these recommendations is to start an open discussion. This Growth Strategy does not seek to identify a lead or allocate responsibility for specific actions at this stage.

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Begin a transition in character

- Put early amenity enhancements in place
- Provide amenity to drive and support growth

Prime the corridor for growth

- Develop a corridor plan
- Realise the opportunity
- Provide supporting infrastructure

Provide the right kind of growth

- Ensure quality outcomes
- Support affordable housing

Deliver on the corridor's potential

- Support development feasibility
- Streamline the delivery process
- Set the standard through catalyst sites

Begin a transition in character

The corridor's original freight function has influenced the development of its surrounds, with parts of the study area today retaining heavy industrial character. To support more housing and urban growth, amenity enhancements are needed to transition and renew these places. Public realm and urban design interventions can increase desirability and change market perception of the corridor.

As the transit corridor is a long term strategic project, amenity enhancements also represent potential early actions that can begin to catalyse the desired change. The preparation of a corridor-wide urban amenity improvement plan would identify

projects and interventions across the corridor. This could identify opportunities to provide new and enhanced parks and community spaces, invest in active transport links to support a more pedestrian friendly and walkable environment, and activate blank walls facing the corridor

As the corridor grows, the provision of open space, recreation, education, and cultural facilities should grow to match. High quality public assets will enhance the corridor's lifestyle appeal, attracting people to live, work and visit. Long term initiatives can retain and reinforce the corridor's unique elements, providing upgraded corridors of open space, new public spaces and linkages.

Put early amenity enhancements in place

- 1 Prepare an urban amenity improvement plan to identify and deliver projects to improve public amenity in the corridor
- 2 Provide new and enhanced parks and community spaces
- 3 Invest in new and enhance existing active transport links to create a walking and cycling friendly environment
- 4 Activate blank walls facing the corridor

Provide amenity to drive and support growth

- 5 Audit the social and recreational infrastructure needs of the corridor
- 6 Coordinate delivery of needed services and amenities, and long term public realm initiatives

Case study:

Parramatta Road Amenity Improvement Plan

The Parramatta Road Urban Amenity Improvement Program (PRUAIP) is a \$198 million initiative by the NSW Government to improve open space and active transport links along the Parramatta Road corridor. The program brings State agencies and local councils together to collaborate on projects that will improve public amenity in the corridor. Six local councils have been provided funding under the program to deliver 32 projects across three categories:

- Streetscape upgrades including tree planting, multi-purpose lighting, new pavements, pedestrian and cycle pathways and safer crossings
- Creation of new and improved open spaces including a new urban plaza, which are important to support communities in a high density environment
- New walking and cycleways which link to key transport locations and open spaces

The PRUAIP also contains a public art framework as a curatorial guide to the creating and commissioning of public artworks along the corridor.



Landcom NSW

Prime the corridor for growth

A coordinated plan for the corridor can integrate the transport investment and land use aspirations. This can define extents to growth across the broader corridor and articulate the development potential and vision. Updated land use planning can identify appropriate development controls that are tailored to context, constraints and local characteristics.

Development of an employment lands study can help inform the identification of industrial pockets with potential to convert to residential and mixed uses, key employment precincts to retain and reinforce, and transition sites to manage interfaces between uses.

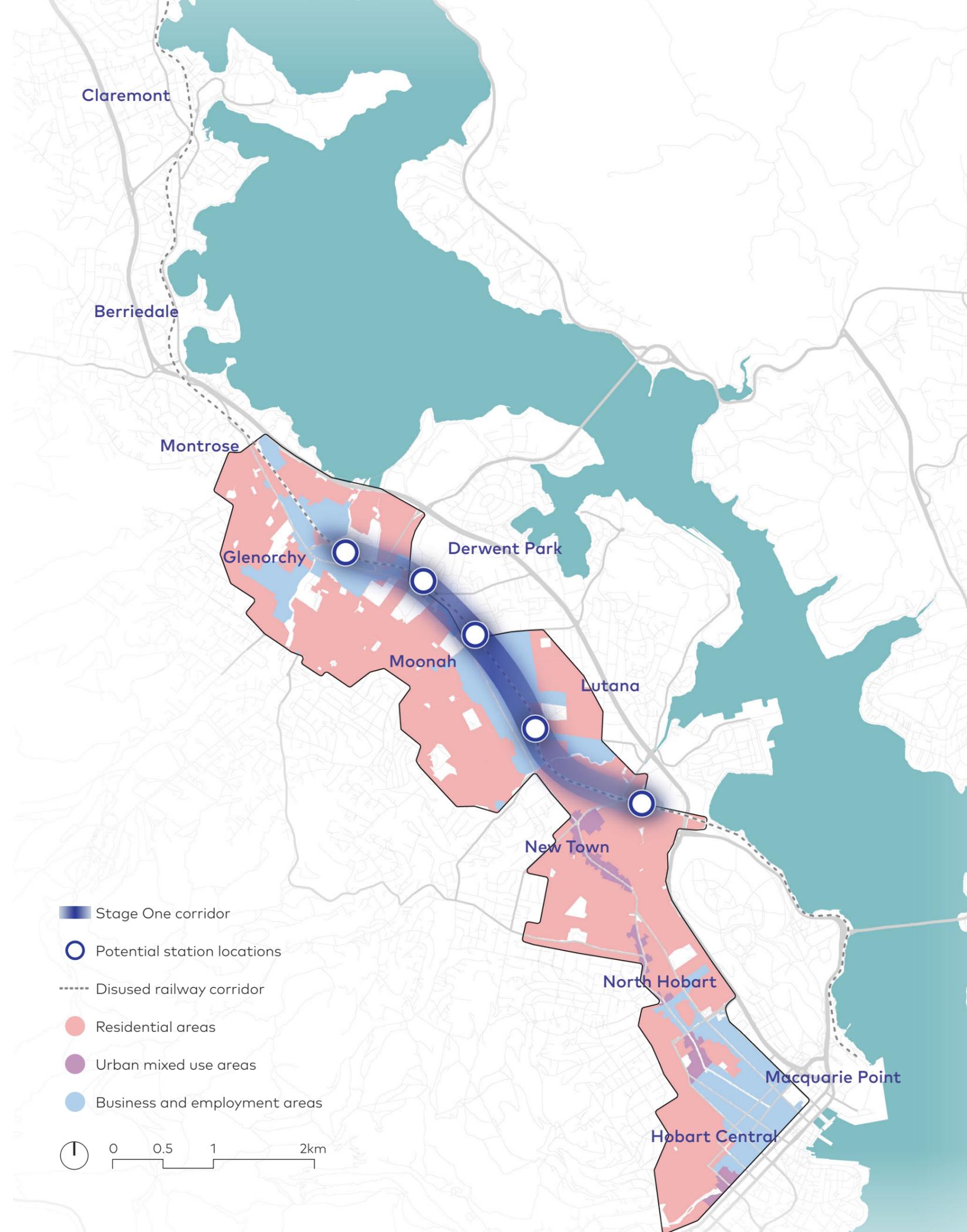
The transit project itself is a story of corridor preservation. It is important that opportunity sites around the corridor are similarly preserved to avoid squandering the growth opportunity with new development that does not align with the long term vision. To achieve this, land use planning of the corridor should stipulate both maximum and minimum density controls.

Develop a corridor plan

- 1 Prepare an employment lands study to identify key activity areas
- 2 Develop a plan for the corridor and targeted precincts
- 3 Update land use planning through appropriate mechanisms

Realise the opportunity

- 4 Set maximum and minimum density controls in key areas



To support renewal and growing demand, the study area must be equipped with the necessary urban infrastructure. Addressing latent infrastructure needs across the broader corridor can help avoid piecemeal upgrades and reduce feasibility concerns about developer contributions.

As some areas transition from industrial uses, it will also be important to understand any major land remediation needs. A coordinated approach can help prepare for the future by directing the needed interventions and investments. This should occur parallel to the corridor planning process.

Provide supporting infrastructure

- 5 Assess the capacity of supporting urban infrastructure around the corridor to understand current and future requirements
- 6 Assess land contamination and remediation risks across the corridor
- 7 Coordinate delivery of recommended infrastructure upgrades and investments

Corridor plan

The preparation of a comprehensive plan would provide an opportunity to analyse and propose appropriate land use changes across the corridor.

Best-practice corridor planning would be informed by a detailed understanding of existing activity centres, landscape assets, view corridors, cultural and recreational attractors, tourist destinations, and areas of distinctive character. An overlay of built and natural constraints, such as flood prone land, heritage considerations and strata-titled properties would help identify the sites with potential to accommodate growth or renewal driven by the Project.

The corridor plan should crucially be informed by a market take-up and feasibility overlay to understand the realistic take-up and quantum of development. Future land use typologies can be prepared that are tailored to the corridor's context, character and market. Land use, built form, density and height controls can be expressed through custom development typologies that offer a way to plan for communities across large precincts and corridors.

A successful corridor plan should be prepared in line with locally relevant design principles and parameters, such as:

- Respond to existing urban form
- Orient residential density towards high value amenity including views and open space
- Consider interfaces with sensitive uses and users
- Provide a buffer between residential development and major roads or industrial uses
- Ensure adequate solar access to public open spaces, areas of environmental value and amenity, and existing private open space
- Provide a gradual transition in building height and density as the distance from transport is increased
- Major road corridors through centres to be reinforced with ground-floor retail activity to create mixed-use medium density corridors that enable a better interface between habitable rooms and busy roads



Provide the right kind of growth

The corridor's urban environment is entering a state of transition, with potential to transform in a high quality, sustainable and innovative way. A whole-of-government collaborative approach would provide an opportunity to feasibly implement best practices in sustainable development and design excellence at a corridor-wide scale. Building design and materials can be optimised to reduce energy use, heat, household bills and greenhouse gases.

The development of design guidelines for medium density developments will showcase the kind of development we'd like to encourage. These guidelines will include a

range of dwellings sizes and bedroom mixes, encouraging developments that provide housing diversity and greater choice for the community.

Provisions to incentivise affordable housing can help prevent the corridor's growth from driving a social divide. Mechanisms and incentives could offer a density bonus or discount on infrastructure contributions in exchange for providing affordable housing. Government owned sites can more feasibly deliver affordable and social housing, and public-private partnership opportunities can be explored to provide diverse housing types, tenures, and prices.

Ensure quality outcomes

- 1 Develop design guidelines for medium density housing typologies and standards
- 2 Incentivise sustainable building design, materials and energy/water efficiency

Support affordable housing

- 3 Provide incentives to encourage affordable housing
- 4 Deliver affordable and social housing on government owned sites
- 5 Explore public-private partnerships to deliver affordable housing

Case study:

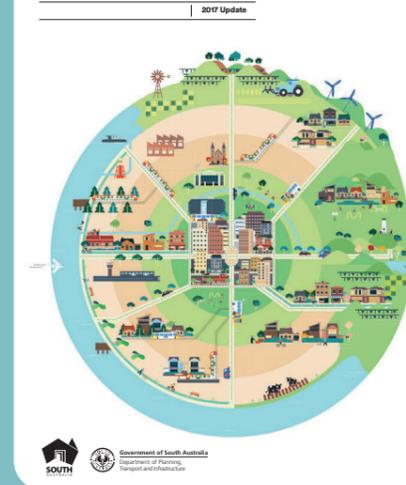
The 30-Year Plan for Greater Adelaide

South Australia aims to 'lead the nation in the proportion of homes sold or built that are affordable by low and moderate-income households' and to have the lowest proportion of groups in housing stress.

These targets were reinforced by The 30-Year Plan for Greater Adelaide (2010, updated in 2017) which specifies that 15 per cent of homes in all new significant developments should be affordable.

Applicable developments include surplus and residential government land projects, declared major developments and projects, and rezoned land that increases dwelling yield, including all new growth areas.

THE 30-YEAR PLAN FOR GREATER ADELAIDE



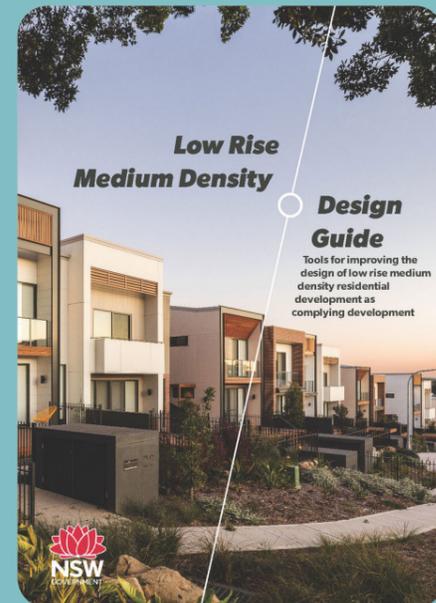
SA Department of Planning, Transport and Infrastructure

Case study:

NSW Low Rise Medium Density Design Guide

The NSW Low Rise Medium Density Design Guide (2020) aims to encourage more variety in the form of housing and improve design by addressing key considerations, including layout, building envelopes, public domain, visual appearance and architectural form, landscaping, private open space, height, access, light, natural ventilation and privacy.

The guide provides design criteria to help streamline the delivery of medium density housing as 'complying development'. Complying development is a fast track approval process for straightforward development that combines the planning and building approval into one application.



NSW Department of Planning and Environment

Deliver on the corridor's potential

There is no shortage of ambition for the corridor, and the right levers can help turn this potential into feasible outcomes.

A range of elements pose a challenge to urban renewal, including high commercial and industrial land values and low employment land vacancy. Aspects of the development approvals process can be perceived as barriers to growth, including car parking requirements.

Given the scale and significance of the project, it warrants dedicated approval and delivery pathways. The development sector have identified lengthy timeframes

for approvals as an impediment to feasible urban renewal. Streamlined approvals pathways or a well resourced authority at the State Government level could be implemented to more efficiently coordinate and deliver the infrastructure, planning, approvals and delivery process.

Early catalyst sites offer an opportunity to set a benchmark standard of design and density, and to reinforce the desired future vision of the corridor. Sites owned by the State Government and Local Government can be harnessed to facilitate early delivery of transit-oriented development.

Support development feasibility

- 1 Undertake a traffic and parking strategy for the corridor to investigate opportunities to adjust traffic impact assessments and ease car parking requirements in key areas
- 2 Informed by employment land study, identify opportunities to consolidate and co-locate key city-building uses

Streamline the delivery process

- 3 Investigate opportunities to streamline the planning and delivery process, such as a dedicated authority or approvals pathways

Set the standard through catalyst sites

- 4 Deliver early stage development on government owned sites
- 5 Provide incentives to encourage the delivery of early catalyst developments in line with desired outcomes

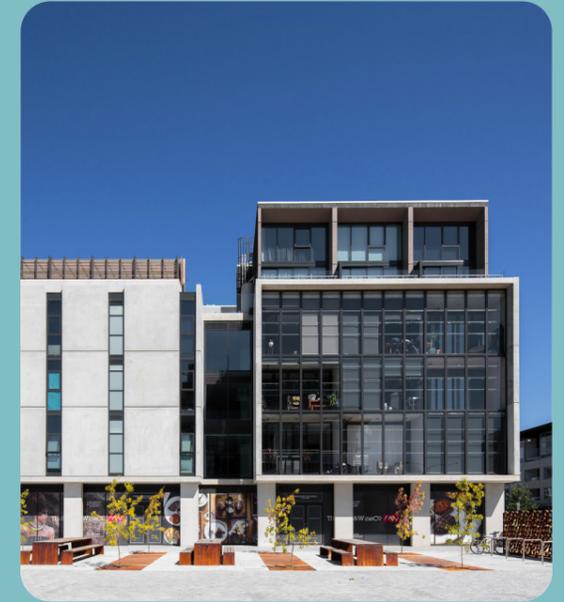
Benchmark development:

The Element (Canberra)

Element is a mixed use development on the harbour at Kingston Foreshore of Canberra.

The philosophy behind Element has been to create a carefully designed building which expresses an imaginative modularity, offering proof that inner urban spaces can not only be attractive and liveable places but also cost effective to construct and efficiently serviced.

The development incorporates retail space, apartments and three-bedroom 'sky homes', most of which have elevated views over the harbour.



Cox Architecture for Chase Building Group
Photography by Rodrigo Vargas

Benchmark development:

21 Peter Doherty Street (Brisbane)

The 21 Peter Doherty Street multi-residential project is part of the Boggo Rd Urban Village master planned precinct in Dutton Park.

It contains 64 apartments in a variety of formats and sizes. Car spaces are concealed within basements and a private roof terrace provides views over surrounding heritage and the city skyline.

The buildings range from five to four storeys and respond to the site's sloping topography, maintaining a human scale.



Cox Architecture for Leighton Properties
Photography by Christopher Frederick Jones

Next steps

Staging of the corridor

To help achieve a successful NSTC Growth Strategy, a plan for staging and implementation is crucial to set clear priorities and timelines for change, and identify opportunities to drive both short-term and long-term growth.

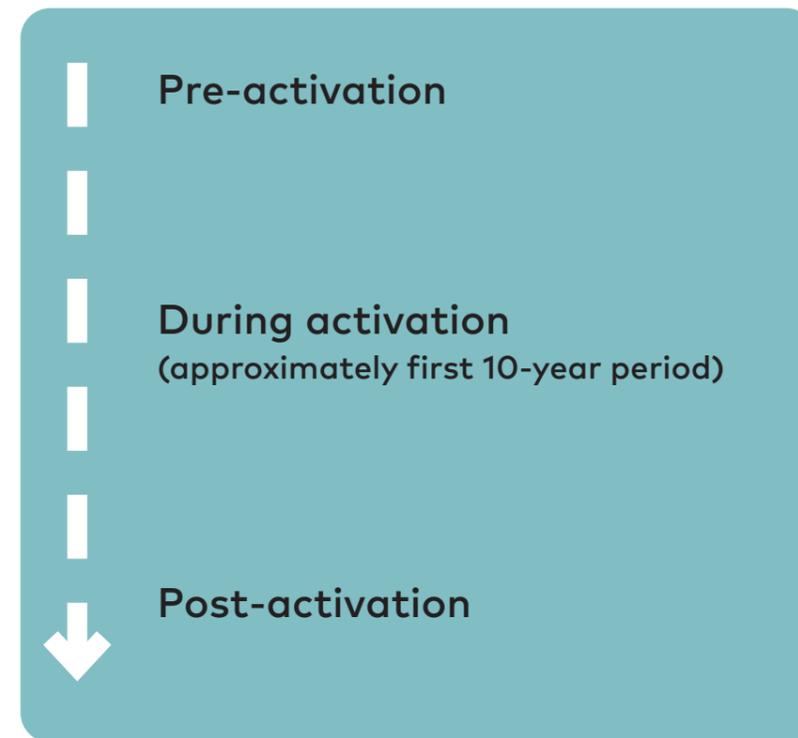
The following pages have broken down the ultimate future vision into stages with priorities, directions, and actions for each timeframe. This can help inform the provision of services, resources, and responsibilities to ensure that growth occurs in line with necessary supporting actions and upgrades.

Next steps have been outlined that are based on activating the corridor across three stages, aligning with timeframes developed across previous NSTC investigations:

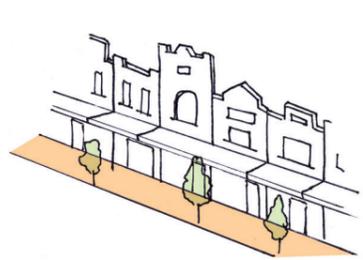
1. Pre-activation
2. During activation (approximately first 10-year period)
3. Post-activation

A series of implementation and staging principles have been prepared to inform the plan, and help ensure the desired strategic outcomes are achieved and can provide the greatest net benefit. A high level potential logical phasing of development has been outlined to align with the identified principles and drivers.

The next steps and staging plan have also taken into account 'base case' developments, initiatives and upgrades that are not directly linked to the NSTC but have an impact and influence on the corridor's development and profile.



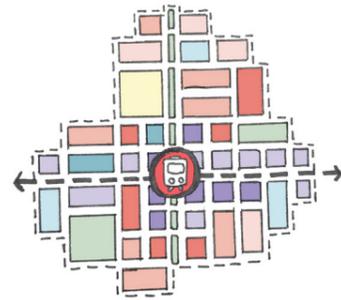
Implementation and staging principles



Put amenity in place before growth

Amenity drivers are essential to driving growth in the corridor. While some places in the corridor already have significant existing character and amenity to leverage, other parts are in poor condition and will rely on amenity enhancements to drive feasible renewal.

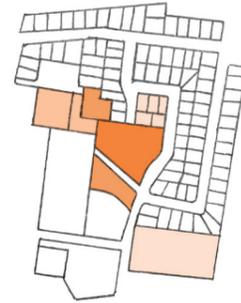
Each stage should deliver new amenity and facilities to enhance the corridor's lifestyle appeal and support a growing community.



Transit-oriented growth

It is important to ensure that development across the study area is oriented to the transit stations and corridor. Development should occur at a density commensurate with the future rapid bus network.

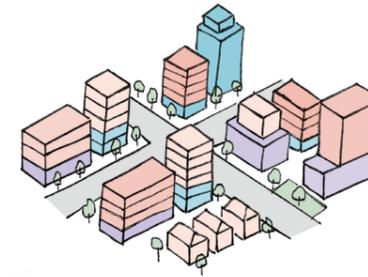
The transport investment is the single biggest driver of development and the most significant growth will occur following the corridor's activation.



Encourage early movers

Deliver early stage development on Local and State government owned sites. Government-owned land offers an opportunity to set a benchmark standard of design and density, and to reinforce the future vision of the corridor.

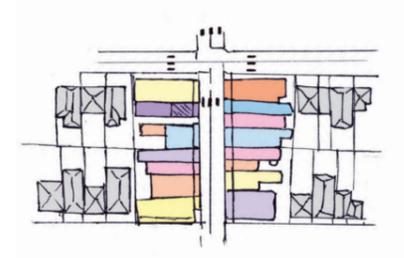
Large, consolidated and potentially underutilised sites in private ownership are also suited to early stage development.



New housing and jobs at every stage

Each stage should enable the delivery of growth in housing and jobs. While some employment land transitions in use, growth in dwellings will drive demand for population-serving industries and a net increase in jobs.

Across the three stages, sites with high levels of transit connectivity can support compact residential communities, while key employment precincts can be retained, reinforced and consolidated.



Manage phasing between uses

As growth and change occurs, it will be important to prevent ad hoc development that creates undesirable interfaces and conflicts between incompatible uses.

Careful staging and delivery will be crucial if key sites are identified to undergo urban renewal from industrial to mixed and residential uses.

Pre-activation stage

At the pre-activation stage, the planning and policy setting of the corridor will take shape to help support its vision. Updated land use planning, design standards and policy adjustments can be made at this stage to help unlock and incentivise growth. This early stage can also be used to preserve opportunity sites across the corridor through minimum density controls.

A series of investigations can be undertaken at this stage to understand the unique employment precincts along the corridor, identify opportunities to streamline development approvals and delivery, and determine infrastructure and remediation needs across the corridor.

During this stage, amenity enhancements across the corridor can be introduced to improve its profile and development feasibility. Early stage development interventions across the corridor will

begin to emerge around the future transit stations. This may include development of government owned sites, and potentially well-positioned catalyst sites in private ownership.

Throughout this stage, a range of 'base case' plans and developments will occur that are separate to the NSTC but can influence the study area's profile, amenity and growth. The Greater Glenorchy Plan will continue delivering new open spaces and public domain interventions.

Across the broader corridor, other 'base case' interventions occurring at this stage will include the New Bridgewater Bridge, greenfield land release in Granton, Central Hobart Plan, and Macquarie Point redevelopment.

Actions

1. In parallel to inform the corridor plan, prepare an employment land study to encourage consolidation and co-location of uses
2. Develop a corridor plan and targeted precincts
3. In parallel to inform the corridor plan, assess the capacity of urban infrastructure in the corridor, and assess land contamination and remediation risks
4. Update land use planning across the corridor through appropriate mechanisms, including maximum and minimum density controls
5. Prepare an urban amenity improvement plan for the corridor
6. Prepare design guidelines for medium density housing typologies and standards
7. Put early amenity enhancements in place across the corridor, including new and enhanced parks, community spaces, and active transport
8. Activate blank walls facing the corridor
9. Investigate opportunities to ease car parking requirements in key areas
10. Investigate opportunities to streamline the planning and delivery process
11. Develop incentives to encourage early catalyst developments, sustainable design, and affordable housing
12. Deliver affordable and social housing on government owned sites

During-activation stage

(approximately first 10-year period)

Under the during-activation stage, urban renewal will occur on key sites that are well-located and ripe for turnover. Residential and mixed use development will begin to emerge on opportunity sites.

The transit activation will improve transport accessibility to employment centres. These connections will encourage economic growth along the corridor and drive urban renewal.

Continued amenity and public domain enhancements will help sustain a steady pace of development. Ongoing investment in social and recreational infrastructure will support the needs of a growing resident and worker base in the corridor.

The growing residential population base will strengthen the well-established local retail, commercial and hospitality businesses along Main Road from Moonah to Glenorchy Central.

Informed and identified by an employment land study, key city-building economic hubs will be retained, reinforced and consolidated where appropriate. Many strong and well-located service-based industrial occupiers like auto trades, breweries, home renovation suppliers, and other small distributors will remain in their existing locations. Opportunities for co-location of compatible employment uses will be identified and encouraged.

Throughout this stage, a range of 'base case' plans and developments will continue to occur separately, but can influence the broader corridor's profile, amenity and growth.

Actions

1. Coordinate delivery of urban infrastructure and land remediation in the corridor
2. Retain, reinforce and consolidate key employment hubs
3. Audit the ongoing social and recreational infrastructure needs of the corridor, and provide continual amenity interventions to drive and support growth
4. Explore public-private partnerships to deliver affordable and social housing
5. Continually preserve opportunity areas of the corridor with minimum and maximum density controls
6. Continually incentivise affordable housing and sustainable building design and materials
7. Continually implement design guidelines for medium density housing typologies and standards

Post-activation stage

In the post-activation stage, the corridor will continue to take shape in line with its vision, emerging as a series of vibrant and compact centres oriented to the transit connection. Major centres along the corridor will develop and strengthen in line with their hierarchical roles. Hobart CBD will continue to benefit through enhanced accessibility and broadened worker base. Glenorchy CBD will be reinforced as the strategic commercial and civic heart of the corridor. Long term amenity efforts can further enhance Glenorchy CBD during this stage.

The broader Main Road corridor will be primed to undergo renewal at the post-activation stage. Higher quality urban development, mixed uses and strengthened high street characteristics can transform this key spine through the study area.

The corridor will continue to develop in a way that strikes a balance between compact urban communities and crucial employment precincts. The corridor's strong key employment hubs will continue to be reinforced and consolidated where appropriate.

Urban renewal of appropriate remaining underutilised employment sites will occur post-activation.

Actions

1. Retain, reinforce and consolidate key employment hubs
2. Encourage renewal of broader Main Road corridor as a high street environment with mixed use developments
3. Deliver further amenity interventions to Glenorchy CBD
4. Audit the ongoing social and recreational infrastructure needs of the corridor, and provide continual amenity interventions to drive and support growth
5. Encourage consolidation and co-location of unique employment uses and industries in the corridor
6. Continually incentivise affordable housing and sustainable building design and materials
7. Continually implement design guidelines for medium density housing typologies and standards

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