



# The Greater Glenorchy Plan

February 2021



**GLENORCHY**  
CITY COUNCIL



**FUTURE**  
**GLENORCHY**





## Greater Glenorchy Plan

### Adopted Version 01: February 2021

The Glenorchy City Council commissioned ERA Planning and Environment to lead a multidisciplinary team to develop the Greater Glenorchy Plan and who have in collaboration with the Council prepared this document. The team comprised:

ERA Planning and Environment (principal consultant)  
Precinct planning

SGS Economics & Planning  
Baseline report

Terroir  
Urban design

Playstreet  
Landscape architecture

**era**  
PLANNING  
& ENVIRONMENT

**TERROIR  
PLAY  
/ST.**

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# Contents

**Mayor’s vision 5**

**Part One: Introduction 6**

1.1	What is the Greater Glenorchy Plan.....	6
1.2	How ‘The Plan’ was formed.....	7
1.3	Policy setting.....	8
1.4	Background documentation.....	9
1.5	Engagement Summary   Stage 1.....	10
1.6	Engagement Summary   Stage 2.....	11

**Part Two: Greater Glenorchy - Current & Future Story 12**

2.1	What is Greater Glenorchy?.....	12
2.2	Our landscape.....	13
2.3	Glenorchy: the past, yesterday and today.....	14
2.4	Great Glenorchy master story.....	16
2.5	Beyond the Curtain: foundation themes.....	17
2.6	Our community.....	18
2.7	Socio-economic profile.....	19
2.8	The economy and employment.....	20
2.9	Tourism.....	23
2.10	Investment pipeline.....	24
2.11	Housing and residential development.....	26
2.12	Transport and travel patterns.....	28
2.13	Northern Suburbs Transit Corridor.....	29

**Part Three: Strategic framework 30**

3.1	Purpose of the strategic framework.....	30
3.2	Strategic objectives   Urban design principles.....	31
3.3	Reinforcing the activity centre hierarchy.....	32
3.4	Increasing urban density.....	33
3.5	Delivering new employment opportunities.....	34
3.6	Improving movement and access.....	35
3.7	Creating places for people.....	36
3.8	Greening Glenorchy.....	37
3.9	Integrating high-quality design outcomes.....	38

**Part Four: Precinct plan | Glenorchy CBD 40**

4.1	About Glenorchy CBD.....	40
4.2	Context profile.....	41
4.3	Community insights.....	44
4.4	Story from the future.....	45
4.5	Site analysis.....	46
4.6	Precinct urban design principles.....	50
4.7	Context plan.....	58
4.8	Precinct plan.....	59
4.9	Precinct plan actions.....	60

**Part Five: Precinct plan | Moonah CBD 62**

5.1	About Moonah.....	62
5.2	Context profile.....	63
5.3	Community insights.....	66
5.4	Story from the future.....	67
5.5	Site analysis.....	68
5.6	Precinct urban design principles.....	72
5.7	Context plan.....	80
5.8	Precinct plan.....	81
5.9	Precinct plan actions.....	82

**Part Six: Precinct plan | Claremont CBD 84**

6.1	About Claremont.....	84
6.2	Context profile.....	85
6.3	Community insights.....	88
6.4	Story from the future.....	89
6.5	Site analysis.....	90
6.6	Precinct urban design principles.....	94
6.7	Context plan.....	100
6.8	Precinct plan.....	101
6.9	Precinct plan actions.....	102

Part Seven: Implementing the plans.....	103
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Part Eight: References.....	104
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Part Nine: Appendix.....	105
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**We are a proud city; a  
city of arts;  
of opportunity;  
of partnerships; a city  
that makes exciting  
things happen.**





# Mayor's vision

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Our community has a vision for Glenorchy. We want to be proud, to celebrate our arts and culture, foster our community spirit and embrace exciting new opportunities.

To achieve our vision, we need to understand who we are and what our story is. We need to share that story to encourage people to visit, live and work in our centres. And we need to make Glenorchy, Moonah and Claremont reflect our story and our identity, to be places that feel like home.

Glenorchy has a bright future ahead. Developers small and large are investing in that future. We already have Mona, Australia's premier modern art museum, which draws visitors from across the world. The Derwent Entertainment Centre is set to be redeveloped, to create a home for the Jack Jumpers, Tassie's National Basketball Team. This will be surrounded by a retail, sport and entertainment precinct at Wilkinsons Point, activating our foreshore. There's new housing at Whitestone Point and more proposed for Windermere Bay, surrounding the historic Claremont Primary School site. Governments are investing in infrastructure to help our residents and visitors get around, including the Bridgewater Bridge redevelopment and activation of the Northern Suburbs Transit Corridor. These major developments are game changers for Greater Glenorchy, set to make us the most liveable, affordable and welcoming municipality in Tasmania.

This Greater Glenorchy Plan sets out how we will achieve our vision and create the Glenorchy, Moonah and Claremont we want for 2040. It describes what our people want our centres to look like in 2040. And it provides a precinct plan for each of our centres, proposing where new development will occur, where the green space will be, and how people will move around.

Each precinct plan:

- creates places for people, centres that feel welcoming and reflect who we are
- reinforces the importance of each city as a centre for activity
- encourages increased density
- creates connections for pedestrians, cyclists and vehicles
- supports job creation and growth of our economy
- promotes a greener Glenorchy
- supports high quality urban design and innovation.

We have proposed some big ideas in these plans, including creating new pedestrian walkways, entries and exits into centres, moving transport hubs and consolidating carparking to create open space, new developments and places for people to enjoy.

These plans are visionary. We will use the plans to excite governments and developers to invest in our centres. We will use them as a basis for Council programs. And we will use them to inform our planning scheme and approvals.

Together, let's create a future Glenorchy that we can all be proud of.



Alderman Kristie Johnston



# 1: Introduction

## 1.1 What is the Greater Glenorchy Plan?

The Greater Glenorchy Plan (the plan, GGP) has been prepared to further the City of Glenorchy's Community Plan 2015-2040. The Community Plan is the highest-level plan for the Greater Glenorchy area.

The plan is also part of a coordinated strategic planning effort across four of the metropolitan councils in Greater Hobart – Glenorchy, Clarence, Hobart and Kingborough – a program developed under the Greater Hobart Act 2019. This Act has arisen from the Hobart City Deal, which is a partnership between the three levels of government involving strategic planning decisions that consider benefits and implications across the Greater Hobart area.

The plan comprises a set of strategic objectives, urban design principles and a high-level precinct plan for each of the three activity centres: Glenorchy CBD, Moonah and Claremont.

The precinct plans articulate the identity, role, and function of each activity centre, highlighting and building on notable differences that influence their growth and features. The Greater Glenorchy area has grown and evolved with many new developments and activities. It is also recognised that enormous potential remains for urban renewal around the rail corridor and activity centres.

The Greater Glenorchy Plan will inform broader metropolitan and regional level strategic planning.

It is an important document that aligns with Council's Future Glenorchy program – where Council is working with developers, partners and residents of Glenorchy to grow the economy and make sure the city is a great place to live. Specifically, the three high-level precinct plans address key actions identified for both 'Growing Glenorchy' and 'Improving Liveability' under the Future Glenorchy program.

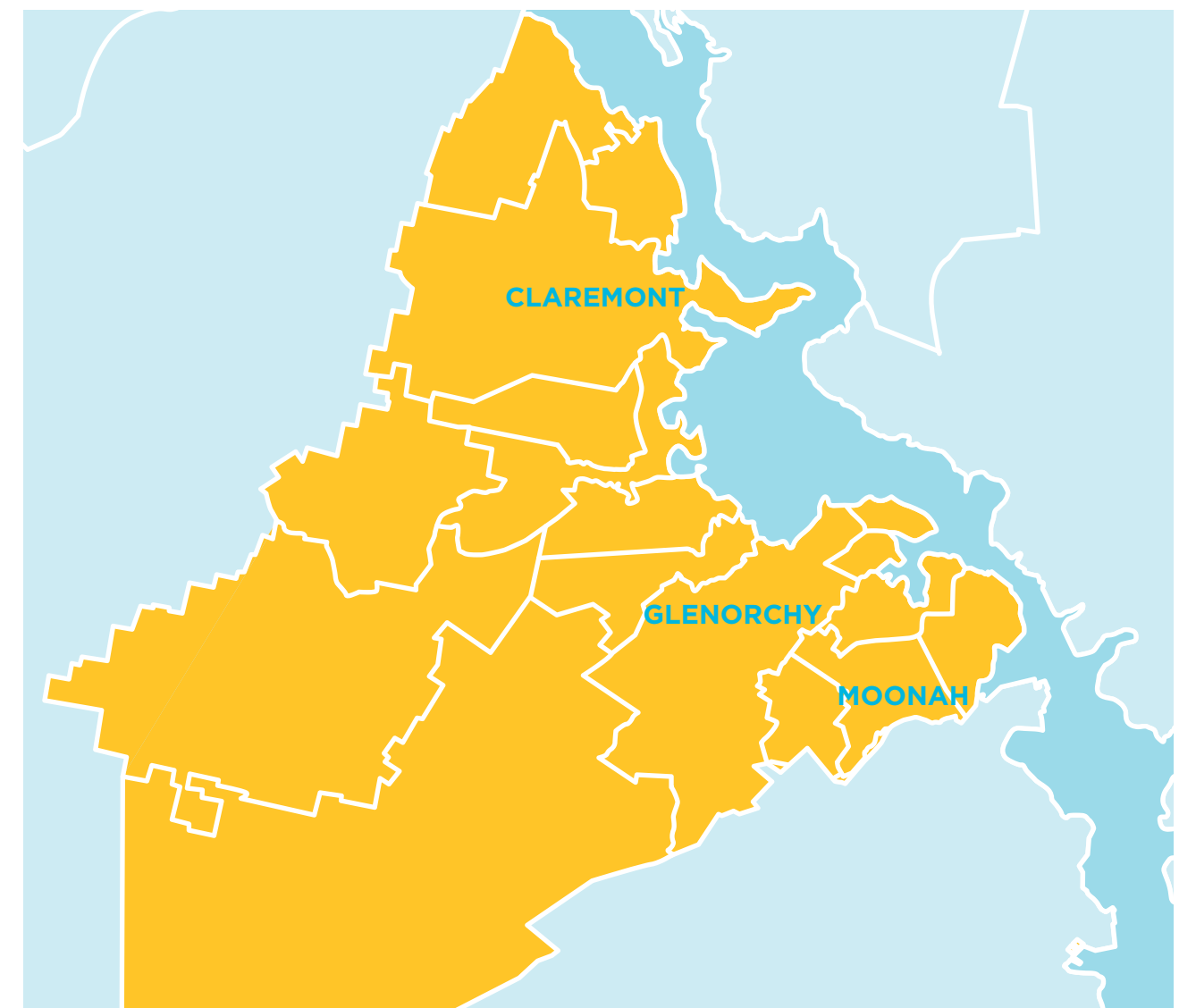


Figure 1.1 Map showing Greater Glenorchy and its key activity centres



# 1.2 How ‘the Plan’ was formed

This document is the **second stage** of a two-stage process.

Stage 1, undertaken during July, August and September 2020, determined an identity for the Greater Glenorchy area and each precinct (Glenorchy, Moonah and Claremont) informed by 100 interviews with residents and a social media engagement campaign called ‘Beyond the Curtain’. The outcomes of stage 1 have been used as a lens to guide stage 2.

Stage 2, being the focus of this report, establishes a framework for the future growth and development of Glenorchy through precinct plans for each precinct. The precinct plans sit under the umbrella of two overarching principles: Future Making and Place Making. These principles were informed by the identity development in stage 1.

## Future making

Future making is about identifying foundations and building on these to identify and create a future. Future making is not waiting to ‘see what happens’. Rather it is about putting mechanisms, levers, and processes in place to enable decision-makers to facilitate and create the future. Put simply, precinct planning creates an opportunity for Glenorchy to determine who and what Glenorchy will be.

## Place making

Place making at its heart is about creating active hubs for gathering, shopping, business, health and community services, entertainment and a diverse range of housing that attracts residents of all ages, cultures, incomes, and aspirations. Place making increases the attractiveness of an activity centre, creates opportunities for investment and inherently encourages people to come and spend time. It encourages people to walk and cycle by providing wider footpaths, safe design of public spaces, landscaping, public art, street lighting and outdoor dining and trading.

## Next steps

Stage 2 identifies a series of actions for each precinct plan with short, medium or long term time frames identified. Each action will require further investigation, community input, planning and financing. Flip to page 103 for further information.

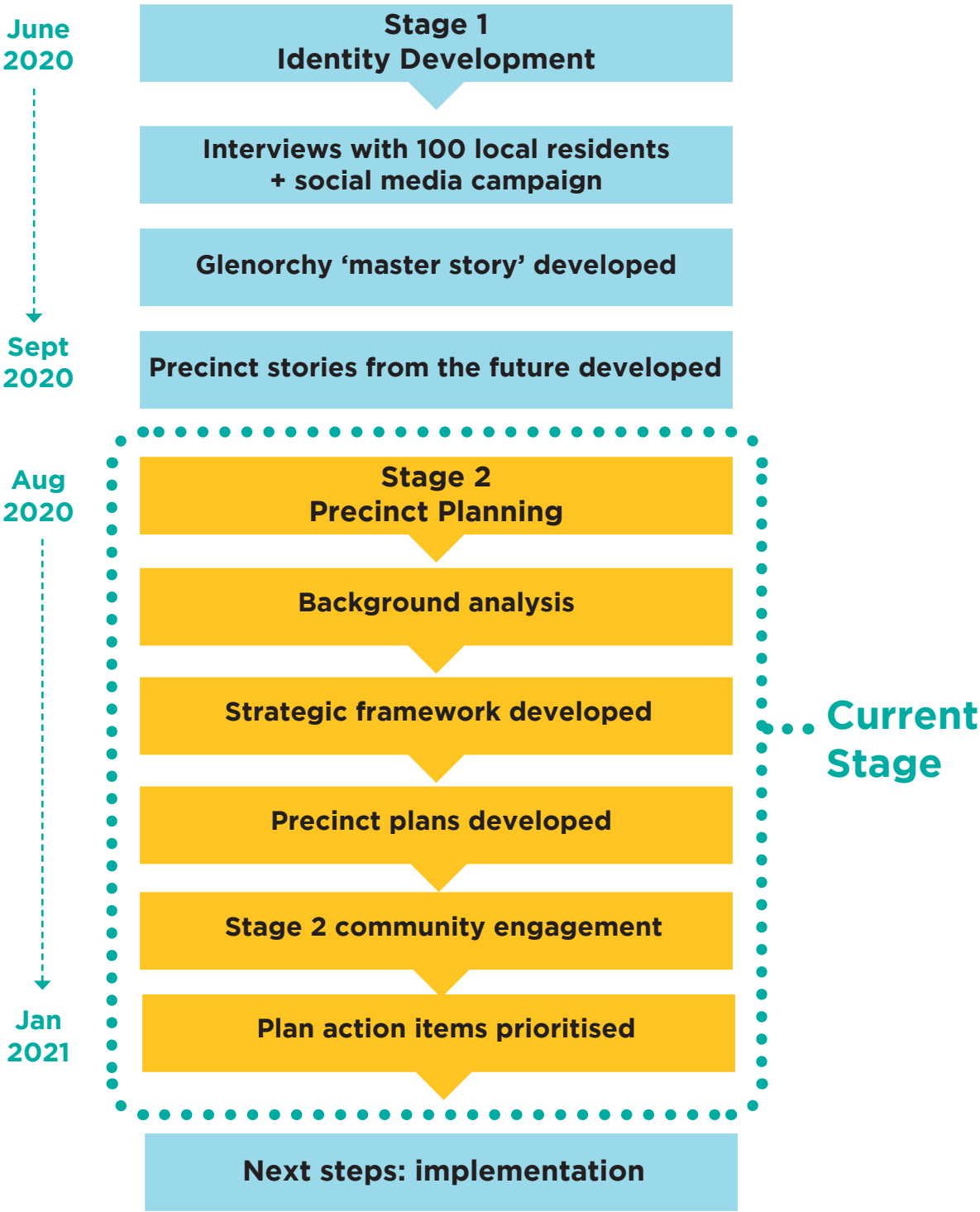


Figure 1.2 Process behind Greater Glenorchy Plan



## 1.3 Policy setting

The Greater Glenorchy Plan sits under three legislative frameworks: The Resource Management and Planning System (RMPS); the Local Government Act 1993; and the Greater Hobart Act 2019.

The RMPS is an integrated environmental and planning approval system formed by a suite of legislation, linked by common objectives focused on sustainable development.

The core planning legislation in the RMPS is the Land Use Planning and Approvals Act 1993. Other relevant acts include the State Policies and Projects Act 1993 and the Historic Cultural Heritage Act 1995. Key planning documents, such as the STRLUS<sup>1</sup> and the Glenorchy Interim Planning Scheme 2015, are statutory documents under the RMPS.

Councils under the Local Government Act 1993 are recognised as local planning authorities in the RMPS. Additionally, the Local Government Act 1993 provides for the making of municipal level strategic and annual plans, including the Glenorchy Strategic Plan 2016-2025.

The Greater Hobart Act 2019 arises from the Hobart City Deal, creates the governance framework between four of the metropolitan Councils (Glenorchy included) and establishes planning objectives for the Greater Hobart area. These planning objectives include:

- promoting in strategic and land use planning decisions the consideration of potential benefits and implications for the entire Greater Hobart area;
- facilitating the efficient and safe flow of transport, to improve access to and further the use of public passenger transport;
- to increase accessibility to existing and new cultural, sporting, recreational and community facilities that link to and contribute to cultural experiences;
- encouraging, promoting and providing for urban renewal and affordable housing that enhances amenity, liveability and ease of access to places and facilities and provision of passenger transport.

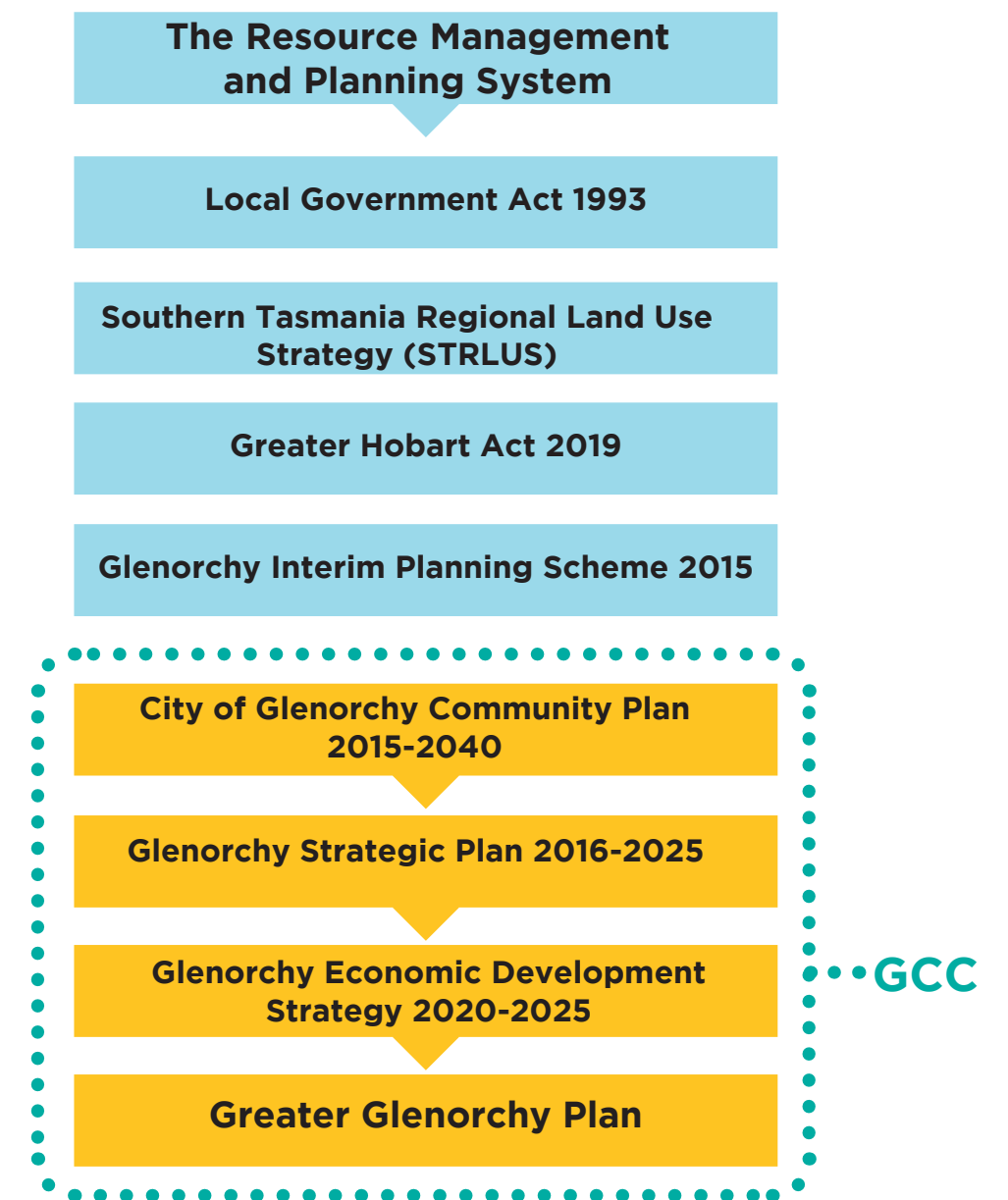


Figure 1.3 Policy framework for Greater Glenorchy Plan

<sup>1</sup> STRLUS - Southern Tasmanian Regional Land Use Strategy



## 1.4 Background documentation

As part of the process for developing this report, existing policies and strategic documents were reviewed and considered including the:

- **Hobart City Deal 2019;**
- **Southern Tasmania Regional Land Use Strategy 2010-2035;**
- **Hobart Transport Vision 2018;**
- **Greater Hobart Socio-economic Profile and Opportunity Assessment 2019;**
- **Glenorchy Socio-economic Profile and Opportunity Assessment 2019;**
- **CBD Strategic Directions Report 2015;**
- **Main Road Glenorchy Concept Urban Design 2016;**
- **Glenorchy to Hobart Public Transport and Corridor Study 2016;** and
- **Toward Infill Housing Development 2019.**



The following key objectives were considered important to carry across to this plan:

- **The activation of the Northern Suburbs Transit Corridor,** including providing for urban renewal, infill housing at urban densities and transport-orientated developments, is integral to the precinct planning process. What occurs in each precinct should not only complement the opportunities along the transit corridor but what is proposed along the transit corridor should complement each precinct.
- The **Activity Centre Network** is to be reinforced with the precinct plans providing centres that are complimentary and efficient, rather than creating unnecessary competition between centres.
- **The commercial areas of Glenorchy, Moonah and Claremont need to be revitalised,** with a strong emphasis on great design, open space and public art, encouraging business diversity, innovation and new technologies to stimulate jobs, creativity and collaboration. The Glenorchy CBD, in particular, is to improve its external connections, walkability and opportunities for vibrancy.
- **Local centres should be viewed as high-quality places** and as important social connectors at the heart of the local community.
- The Glenorchy CBD precinct plan should build on the **Main Road Concept Urban Design Report**, which is currently being implemented by Council. It applies to Main Road between Terry Street and Barry Street and considered adjacent streets such as Peltro Street.



## 1.5 Engagement summary | Stage 1

### Identity development

During July, August and September 2020, 100 people from Greater Glenorchy were interviewed through in-depth discussions uncovering what the 'real' Glenorchy is all about. A broad cross-section of community members from different corners of the LGA were interviewed which ensured a colourful tapestry of stories and experiences of Glenorchy were uncovered.

A Facebook page was developed to inform and to take the community along the journey as different stories emerged from the engagement process.

A report was developed which included key themes, an overall Glenorchy master story, community insights about each precinct as well as a 'vision' for each precinct in 2040.



**People from Glenorchy are more genuine.  
People aren't false here compared to other places.**  
**Lyndsay, Glenorchy**



Figure 1.4 Media from 'Beyond the Curtain' engagement



## 1.6 Engagement summary | Stage 2

### Draft 'Plan' community review

In November 2020, Council undertook community engagement to inform the community and stakeholder groups about the future precinct planning visioning of Glenorchy CBD, Moonah and Claremont activity centres.

Consultation was focused on obtaining feedback on the draft precinct plans and to establish which ideas, streetscape improvements and projects the community want prioritised.

Feedback was overwhelmingly supportive for each precinct plan with transport (cycling and light rail particularly), accessibility, arts and culture and streetscape improvements identified as key priorities for the community.



**850+** visits to project engagement website



**330+** informed participants



**58** survey responses

**22** quick poll responses

### Survey summary:

#### Glenorchy CBD Precinct Plan

**80%** support the plan



##### Top priority project:

Relocation of existing bus mall and creation of an integrated Transit Hub for buses, light rail, taxis and ride share vehicles.

#### Moonah Precinct Plan



**77%** support the plan



##### Top priority project:

Through zoning, encourage creative industries and niche retail to build on the arts, culture and the industrial heritage.

#### Claremont Precinct Plan

**72%** support the plan



##### Top priority project:

Revitalise the Village Green by improving playgrounds and public amenities; upgrading of Memorial Plaza with new paving and lighting; new seating, landscaping, shelter and lighting suitable for all ages; and new amphitheatre, trees and garden beds.



# 2: Greater Glenorchy | Current & Future Story

## 2.1 What is Greater Glenorchy?

This report identifies Greater Glenorchy as the Glenorchy Local Government Area (LGA). It is defined by the River Derwent to the east and Wellington range to the west. It adjoins Hobart LGA to the south and the Derwent Valley LGA to the north.

It forms part of the Greater Hobart area along with Brighton, Clarence, Hobart, Kingborough and Sorell LGAs.

**Greater Glenorchy is the third most populous municipality in Greater Hobart, accounting for approximately 22.3% of Greater Hobart's population. It is the fourth largest LGA in Tasmania.**

Greater Glenorchy includes three defined activity centres: Moonah, Glenorchy CBD and Claremont. These three centres have all grown around the siting of the original passenger train stations. Glenorchy CBD is recognised regionally as a Principal Activity Centre.



If we do things well, people should come here because it's fun, not just because of a need.

Maxine, Glenorchy



Figure 2.1 Satellite imagery of Glenorchy LGA



## 2.2 Our landscape

The landscape is the way we visually experience an area. Cities, towns and suburbs are all experienced as landscapes, with natural and built features defining them. The natural landscape is a defining feature in not only how we experience Greater Hobart but in shaping how the metropolitan city has grown and evolved. It is also at the heart of many of our urban growth challenges.

The mountain, the river and the connections between them are defining features in the Greater Hobart landscape. They are integral to our sense of place.

The massive presence of kunanyi/Mount Wellington orientates people in and around the city. We look to the mountain to inform us about the day ahead: will it be cold, will it be windy, will it be sunny? timtumili minanya/the River Derwent likewise orientates and informs people. Its colour and its surface reflecting the weather. Views are an inherent feature of the landscape experience, and accessing and sharing the view is synonymous with movement in and around Greater Hobart (Leigh Woolley. Architect, 2018).

The mountain and River Derwent are linked on the western shore of Greater Hobart by connecting rivulets: an old English term uniquely embraced by Tasmania. These rivulets wind their way down from the mountain, creating the gullies and valleys through the mountain foothills and onto the river plain. New Town Rivulet defines the LGA boundary with Hobart while Humphreys Rivulet cuts through the Glenorchy CBD with other rivulets existing in the Greater Glenorchy area.

Some residential areas extend up the mountain foothills, and isolated hills define peninsula features along the River Derwent. However, much of the core urban area, in particular the corridor extending from Moonah to just north of Glenorchy, is relatively flat, as the Derwent River plain widens out here. As a result, mid and distant views to the surrounding hills and mountain remain possible.

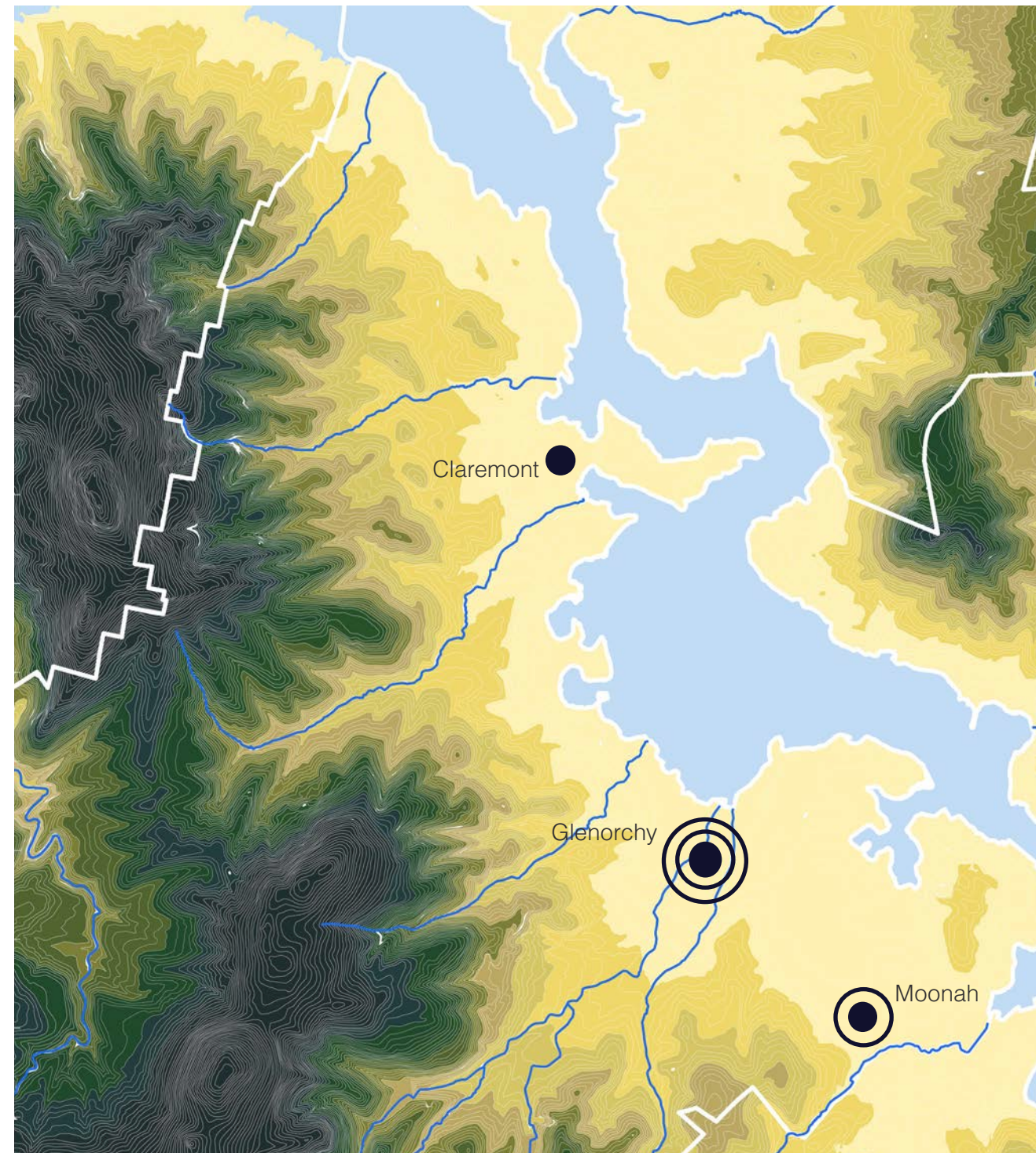


Figure 2.2 Topographic map of Glenorchy LGA



## 2.3 Glenorchy: the past, yesterday and today

### Iutruwita 42,000BP - ongoing

The first inhabitants of the area where Greater Glenorchy lies today were the muwinina people. Their lands extended from the Huon River to the upper timtumili minanya/River Derwent along the eastern coast of the Derwent River estuary and Huon River estuary, extending west towards what is now known as the Tasmanian Wilderness World Heritage Area.



### 1804-1820 colonial period

The earliest land grants in the Greater Glenorchy area date from 1804, and by the 1820s it was occupied by farms and was a rural retreat from Hobart Town. Its rural growth continued through the mid-1800s. Commercial orchards developed into a significant industry and the first coolstore was built in the 1880s. Remnants of its rural past continue to today with heritage listed farmhouses dotted across the area.



### 1840-1911 suburban settlement

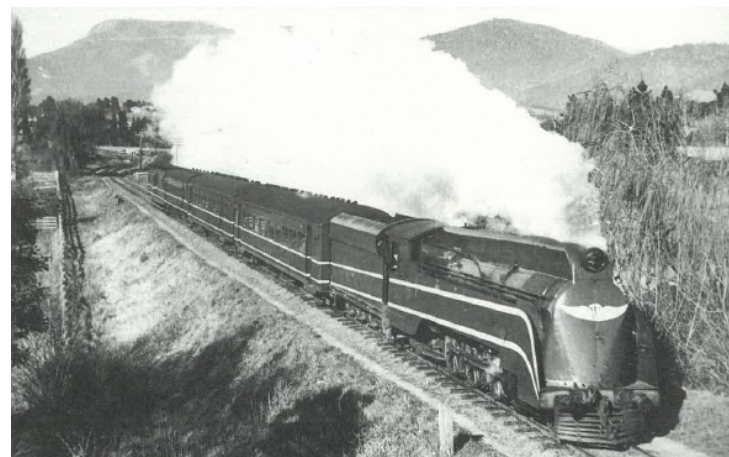
The period between 1840 and 1860 was one of steady growth in Greater Glenorchy, culminating in the area becoming a municipality in 1864. A coach road ran to Hobart and a ferry across the River Derwent went to Risdon. The railway was connected to Glenorchy in the 1870s, and the tram service to Hobart started in 1893. By 1911 the population was nearly 3,400.





## 1911- 1940s industrialisation

Greater Glenorchy remained a predominantly rural settlement until after World War I when the Electrolytic Zinc Company (now Nyrstar) at Lutana and the Cadbury confectionery factory at Claremont were established. Industrial development began to take over from farming and orcharding from the 1920s, although the area continued to remain a grain, fruit and hop-growing district until the 1940s.



## 1947-1990s post-war era

By 1947 the population had grown to more than 14,000. In 1952 the Brooker Highway from Hobart to Berriedale began giving motor car access to Glenorchy. It put pressure on congested shopping areas in Moonah and Glenorchy, and the Council undertook street-widening and off-street parking works. By 1964, when Glenorchy was proclaimed a city, more than 150 industrial sites employed more than 50,000 people. The last orchards were subdivided in 1972. Between the 1970s and the late 1990s, the city's population was stable at over 40,000 people.



## Today

Today Glenorchy is a rich and diverse environment. Community and people are what make Glenorchy the place it is today, and it celebrates its multiculturalism and age diversity. The area not only provides for its residents but employs and attracts people from across Greater Hobart as well as visitors, with its buzzing arts scene and diverse recreational facilities.





## 2.4 Greater Glenorchy master story

**As part of stage 1 of the Greater Glenorchy Plan process, a ‘master story’ for the Greater Glenorchy plan was developed.**

### The master story

As far back as we can remember, we have been misunderstood by others.

We had abundant land. Our grassy plains stretched from the mountain to the river. Others named us after a narrow valley.

We cultivated thriving farmlands. Apple orchards lined our main streets and our pockets. Others defined us as the outskirts of a capital city.

We built a proud hub of industry. Here, we produce some of the world’s best. Others classed us as a place of desperation.

We were labelled ‘The Flannelette Curtain’, ‘North of Creek Road’, ‘Bogans’.

We thickened our skin and got on with it. We were working too hard to be drawn into petty snobbery.

Here, we know what really matters. It’s why we volunteer even when we have nothing to give.

It’s why we welcome those who have not been welcomed elsewhere. And it’s why we support each other, especially when times get tough. In Glenorchy, we accept people for who they are. We are all equal here.

Others call us working class. We call ourselves real.

And this realness – a simple understanding of what is important – is what makes Glenorchy special. It makes our community, families and businesses richer in all the ways that really matter. Labels and vanity mean nothing here. Instead, we embrace simplicity, equality and kinship.

As this place grows and changes, we’ll bring everyone along for the journey: young and old, rich and poor, newly arrived migrants and people who have been here for five generations. We’ll support the isolated, the marginalised, the misfits, the people with nowhere else to go. We will not leave anyone behind or push anyone out.

In Glenorchy, we have what Tasmania – and the world – needs. This place will remind you of what is important. It will make you focus on the things that matter. It will make you a better version of yourself.

As we look to the future, we will go beyond what others have said and create a new understanding of our place and people. Now, we invite you to be real with us.





## 2.5 Beyond the curtain: foundation themes

During the stage 1 interviews with the community, there were common threads that mattered to people in the area and form the foundations of the master story for Glenorchy. Eleven themes were identified which have been shared on social media throughout the project.



1| The flanny doesn't fit anymore



2| The Glenorchy spirit



3| Welcome home



4| Made in Glenorchy



5| Who are we?



6| The underbelly



7| More than a housing estate



8| Our community as an asset



9| The Moonah effect



10| Glenorchy's broken heart



11| Old Claremont





## 2.6 Our community\*

Greater Glenorchy's population of 47,969 is young and culturally diverse. With a median age of 38.3, the LGA has the second youngest demographic in Greater Hobart. While the population has been ageing, it has been at the slowest rate in Greater Hobart. Into the future, the median age is expected to slightly decline, and remain a younger community compared to the rest of Greater Hobart and Tasmania, which will experience a stronger force of ageing.

Population growth is expected to slightly accelerate to 0.7% per year through to 2041, reflecting the accelerated growth of the past five years.

Of its current population, 21.8% are 'new residents': that is, they have moved to Greater Glenorchy in the past five years. Of these 'new residents', close to 20% are from the Hobart LGA alone, significantly greater than any other single LGA. This may indicate the attractiveness of Greater Glenorchy to Hobart residents seeking more affordable housing.

Greater Glenorchy has long been a destination for overseas migrants, but recent years have seen a rise in migrants from Asia and Africa. Almost one third of all migrant arrivals to Greater Hobart have settled in Greater Glenorchy. In total, 15.5% of 'new residents' have come from overseas.

Suburbs that are 'beacons of cultural diversity' include West Moonah, Moonah, Glenorchy, Lutana-Derwent Park, Montrose, and Chigwell.

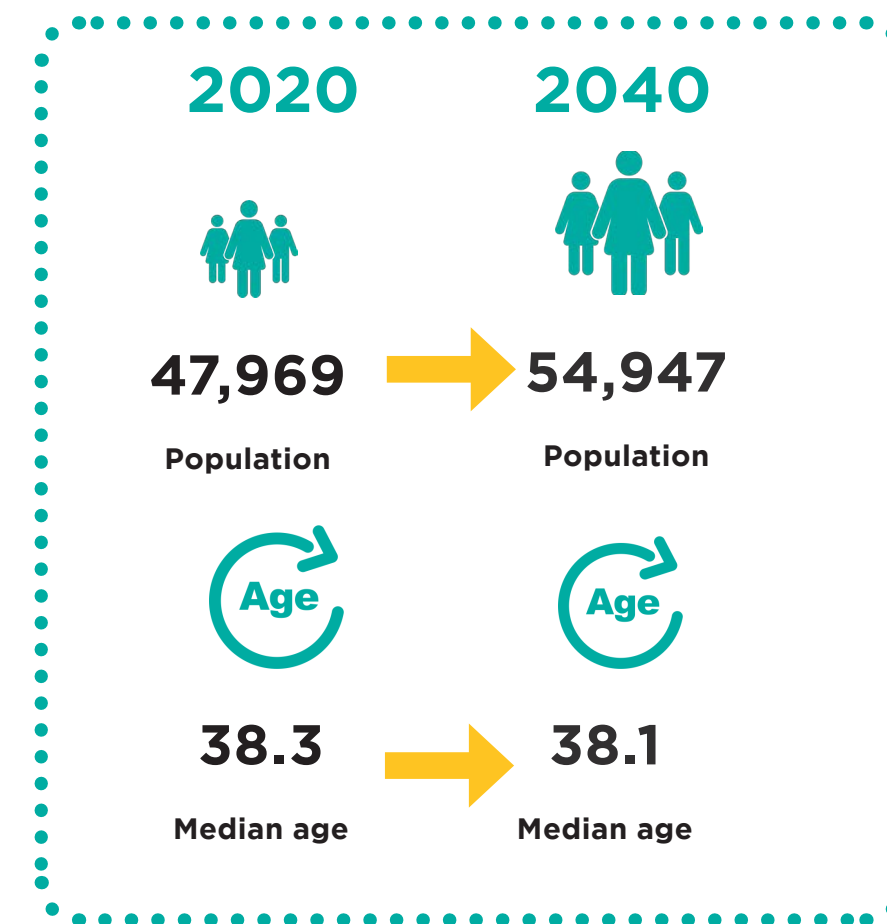


Figure 2.4 Demographic changes over time

## Diverse & mobile



**21.8%** are new residents  
of which:  
**15.5%** are overseas arrivals

Figure 2.3 Glenorchy migration changes



## Theme 8| Our Community as an asset

The sense of community is what makes Glenorchy different – people see it, and many experience it. But, there is a strong acknowledgment that we must do more with it. We want to be known for our people as much as our place.

\* Refer to Attachment 1 for more information: Glenorchy Identity Development and Precinct Planning, SGS Economics & Planning



## 2.7 Socio-economic profile\*

Greater Glenorchy has a labour force participation rate in line with Tasmania, at 59.3%. This is lower than both Greater Hobart and Australia at 61.6% and 64.6% respectively. Its residents generally record below-average household incomes and high school completion rates but have higher than average trade qualifications. In Greater Glenorchy some socio-economic diversity is evident, as residents in Moonah generally have higher levels of educational attainment than Glenorchy or Claremont and have a higher median weekly household income.

An analysis of indicators of socio-economic level of advantage and disadvantage using the Socio-Economic Indexes for Areas (SEIFA) method was undertaken for this plan. A high score indicates relatively advantaged communities, whereas a low SEIFA score indicates relatively greater disadvantage. An initial observation sees clear delineations across local government boundaries, where there are higher SEIFA scores to the south in the Hobart LGA. To the north are even greater levels of disadvantage in Bridgewater and Green Point. Within the Greater Glenorchy area, pockets of relative disadvantage in and around Claremont, Glenorchy and Moonah have been identified.

**It is important to remember that statistics do not fully capture the essence of any community. Community is about people, their lives, interactions, and stories as articulated in the identity development in Stage 1 of the project.**

\* Refer to Attachment 1 for more information: Glenorchy Identity Development and Precinct Planning, SGS Economics & Planning

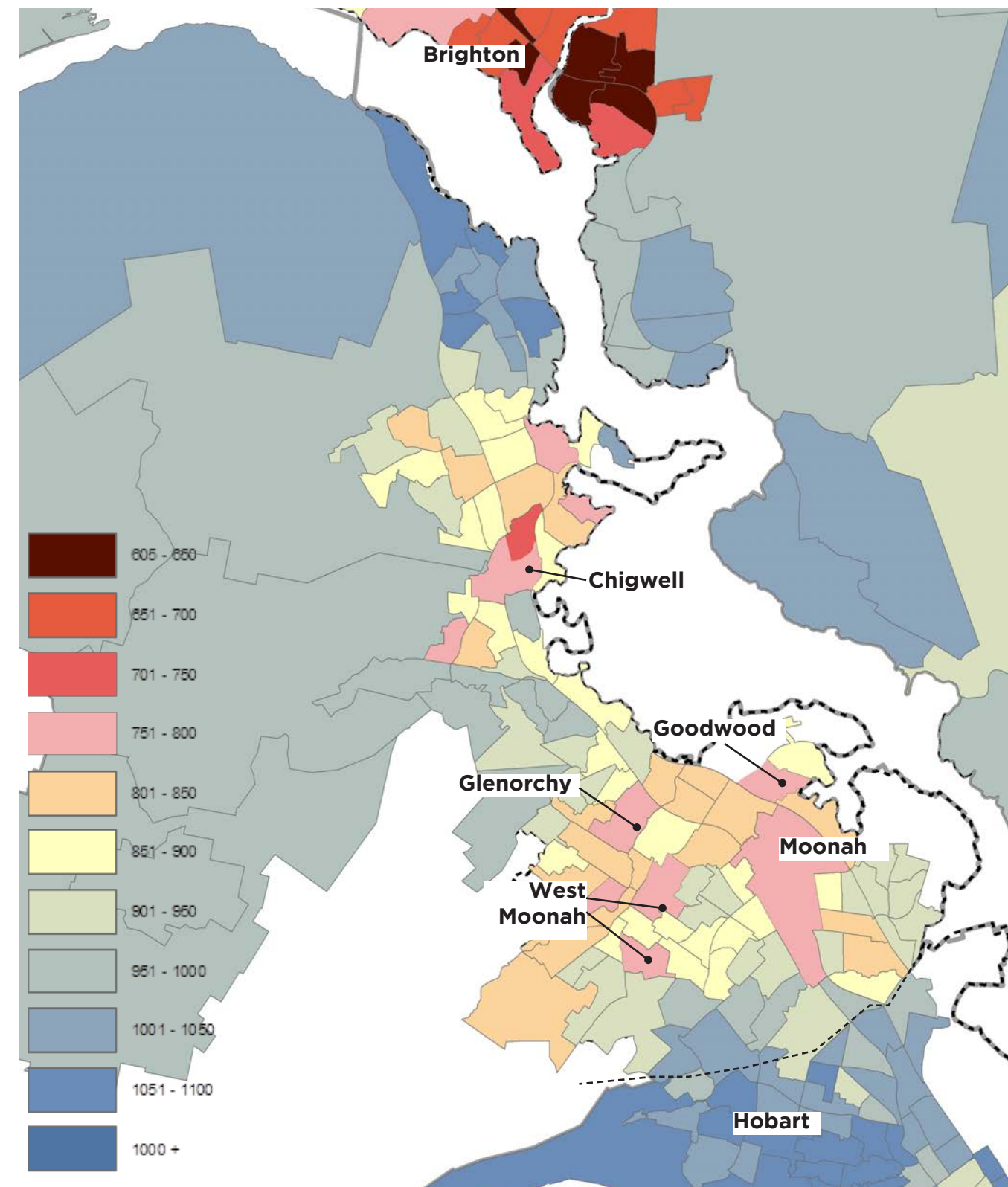


Figure 2.5 Demographic changes over time



## 2.8 The economy and employment\*

Greater Glenorchy contains the second largest economy in Greater Hobart accounting for 20.1% of GRP activity. Manufacturing is Greater Glenorchy's most prominent industry, contributing \$344.3 million (IGVA\*) in 2017-18 and accounted for 13.9% of jobs in the LGA. Health care and social assistance was the second largest IGVA contributor, followed by construction and retail trade. Retail trade was the second largest employer, accounting for 13% of total jobs.

By 2051 construction, health care and social assistance, retail trade and transport, postal and warehousing are expected to be the major industries based on employment generation. Jobs in manufacturing are expected to continue declining, reducing by about 50% by 2051.


Greater Glenorchy is the second most self-sufficient LGA in Greater Hobart. Of the residents who live in Greater Glenorchy, 39.3% are also employed there. Total self-sufficiency is 110.4%, meaning there are more jobs in Greater Glenorchy than people in the labour force. The Hobart LGA accounts for a further 40.3% of jobs for Greater Glenorchy residents, indicating an important relationship between the two LGAs particularly in terms of transport.

### **Spatial distribution of employment growth highlights several observations:**

- **There is strong employment growth concentrated tightly in the centre of the Hobart CBD.**
- **Strong employment growth is set to occur across the broader area of the Glenorchy LGA.**
- **Job growth in the Glenorchy LGA is not clustering in more central locations, suggesting that the centres are still evolving and not yet sufficiently mature to be distinct areas.**
- **There appears to be a greater amount of job growth occurring south of the Glenorchy CBD. This could be a natural result of the economic growth corridor extending north from the Hobart CBD.**

### **Changing employment patterns for the three activity centres shows:**

- **Glenorchy CBD will increasingly move away from retail to other population-serving industries.**
- **Claremont will also move away from retail, at a smaller localised level, with a greater level of employment growth in public administration and education.**
- **Moonah is expected to experience the greatest level of change with a shift away from its industrial base towards a population-based centre with a specialised health and education focus.**

 We still manufacture in the area and have been doing so for 50 odd years. It is cheaper to buy in from the mainland or China, but that is our point of difference.  
I am proud of making it from start to finish.

**Elisha, Glenorchy**

\* Refer to Attachment 1 for more information: Glenorchy Identity Development and Precinct Planning, SGS Economics & Planning  
IGVA - Industry Gross Value Add



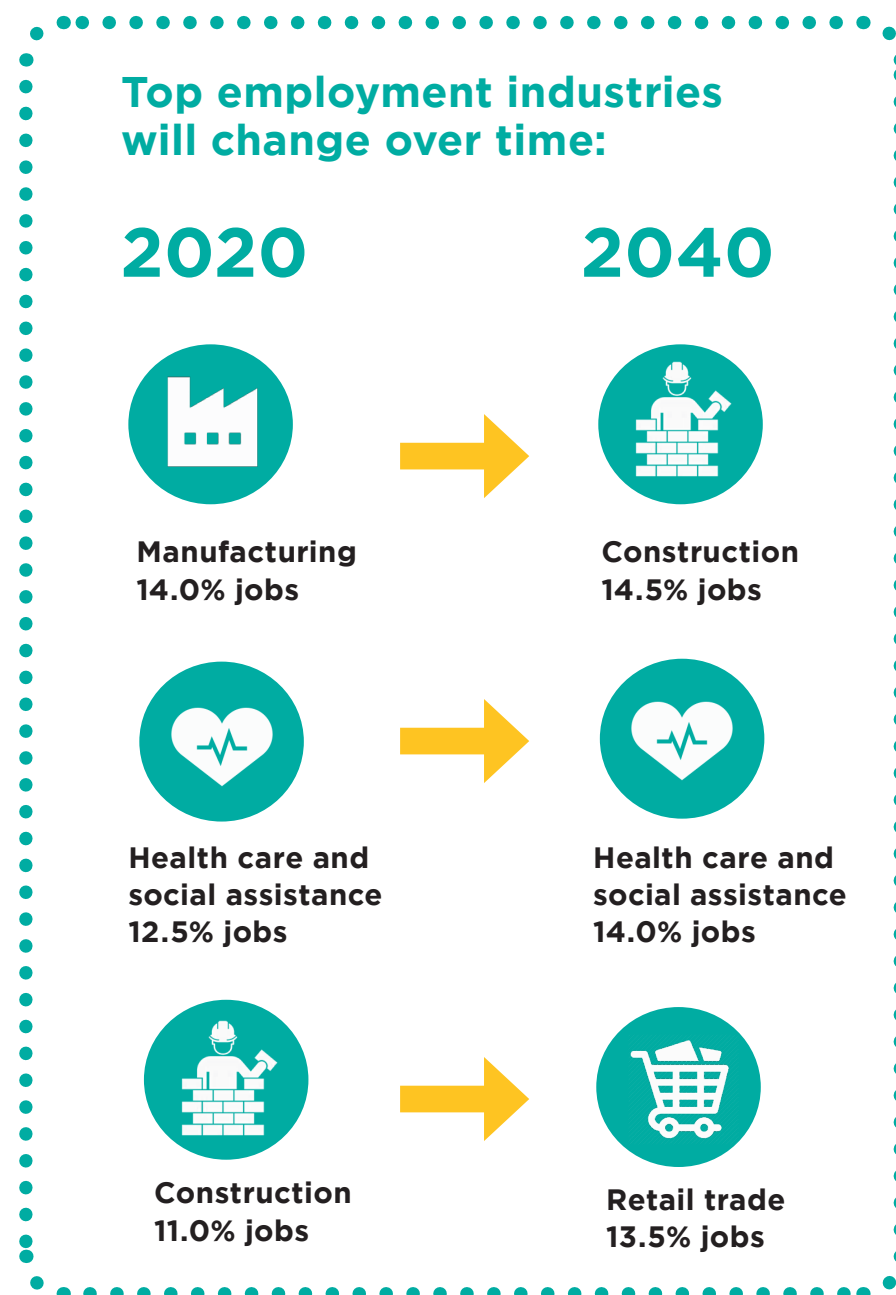


Figure 2.6 Predicted employment industry changes

## Retailing

Just over 40% of employment in retail trade in Greater Glenorchy is located in the Glenorchy CBD. Moonah accounts for 28.6%.

Greater Glenorchy is expected to experience a retail floor area deficiency of about 5,564 sqm by 2040. The floor area gap is identified as being for household goods, supermarket and other food. In comparison, surplus floorspace for hospitality, clothing, department stores and other retail is expected.

Looking at the individual activity centres, Moonah is expected to experience the largest floor area deficiency of about 4,132 sqm, followed by Claremont with a smaller retail gap of about 505 sqm. Glenorchy CBD (including the Hobart Showground) is expected to have a surplus of retail floorspace of about 967 sqm.

## Commercial activities

Commercial floorspace in Greater Hobart is strongly centred on the Hobart CBD. This is expected to continue into the future with demand for a further 80,515 sqm in office floorspace over the next 20 years (City of Hobart, 2020). Commercial floorspace demand across Greater Glenorchy is predicted to be around 22,000 sqm.

Most demand for commercial floorspace will be in Glenorchy, followed by Moonah, and only a very small increase required for Claremont, reflecting its neighbourhood function.

**The Precinct Plans will assist in balancing the retail and commercial deficits expected into the future.**

**The activation of the transit corridor will be critical in encouraging more commercial activity to be delivered in the Glenorchy CBD and reduce development pressure in the Hobart CBD.**



Industrial activities

Industrial land use covers a range of industries of employment, including manufacturing, wholesale trade, transport, postal and warehousing. Industrial uses can be large or small scale and driven by population, transport or export. The largest industrial precinct in Greater Glenorchy is the Prince of Wales Bay Maritime Precinct (including Nyrstar), which accounts for 36.5% of manufacturing employment (AEC Group Pty Ltd, 2019a).

Provision of industrial land across Greater Hobart is a significant strategic planning issue that requires cooperation and coordination across LGAs. It also needs to balance demand with residential, commercial and retail activities. For example, in the Hobart LGA, priority has been given to growth in commercial, retail and residential activities, and it now relies on other LGAs to meet its population’s needs for industrial land. Moreover, industrial land supply has very specific requirements that may not be available in all LGAs (SGS Economics and Planning, 2011).

Demand for industrial land in Greater Glenorchy is expected to be about 211,311 sqm by 2036, the majority of which will be outside the three precincts of Glenorchy, Moonah and Claremont. Demand within the Glenorchy, Moonah and Claremont areas will rise due to projected population growth, and therefore it will relate more to service industries such as trade wholesaling, repairs and servicing of equipment and vehicles. However, industrial land use creates lower job density and is not conducive to creating urban intensity in an activity centre.

Increasing rates of employment densification equals job growth and urban intensity in an activity centre.

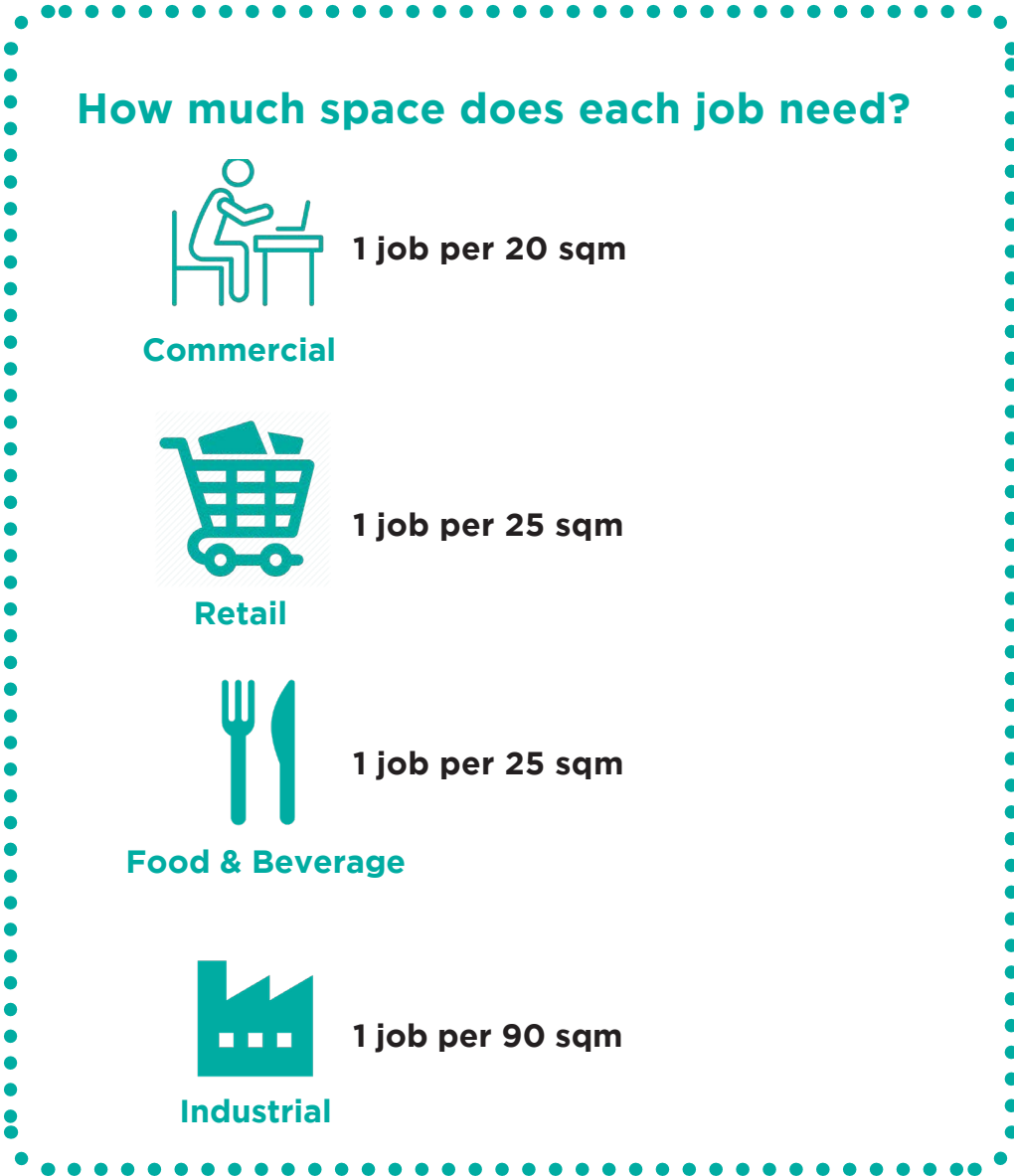


Figure 2.7 Space required per person per m2 for each type of industry (on average)



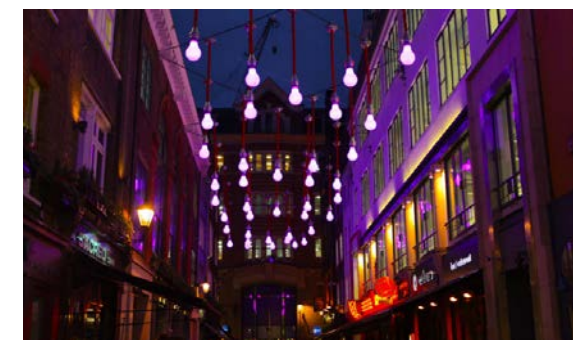
## 2.9 Tourism

Tourism activity in Greater Glenorchy has significantly grown over the past decade, particularly in terms of overnight visitors. In 2008 day-trip visitors accounted for about 75% of all visitors to the LGA. By 2018, this had reduced to 53.5% of visitors, and overnight visitors had increased to 44.4%. The average night stay is 2.9 nights.

### Greater Hobart Destination Action Plan 2018

#### Common objectives:

1. To increase visitor numbers
2. To increase visitor length of stay
3. To increase visitor expenditure
4. To increase visitor dispersal  
(geographically and seasonally)
5. To increase visitor satisfaction





## 2.10 Investment pipeline\*

Separate to development vision opportunities identified in the Greater Glenorchy Plan, over the next 10 years, there are significant investments planned for the Greater Glenorchy area with \$1.8 billion in the investment pipeline.

Projects include the new Bridgewater Bridge, the redevelopment of Wilkinsons Point by the LK Group, MOAB the Mona Caravan Park, Glenorchy Jobs Hubs, upgrade of the Nyrstar Cellhouse and the development of Cosgrove High School.

These represent projects across a diverse range of industries and confidence in Greater Glenorchy as a place to invest.



**\$1.8 billion**

Value of construction projects in Greater Glenorchy over the next 10 years

(Source: Glenorchy City Council)

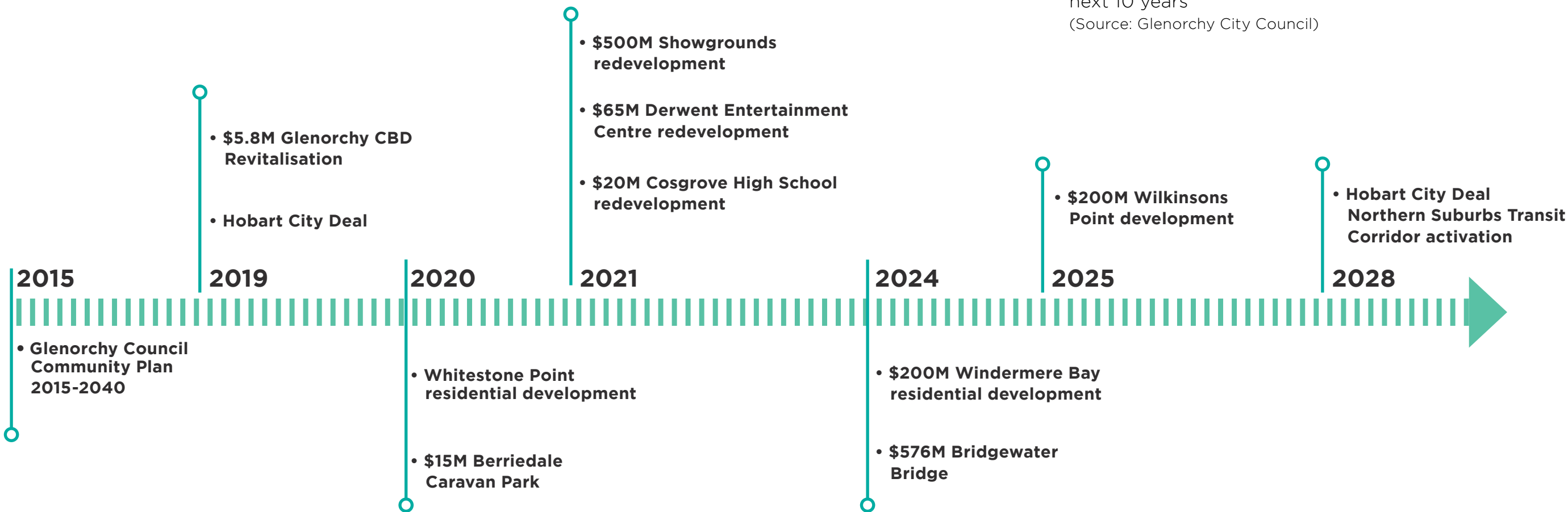
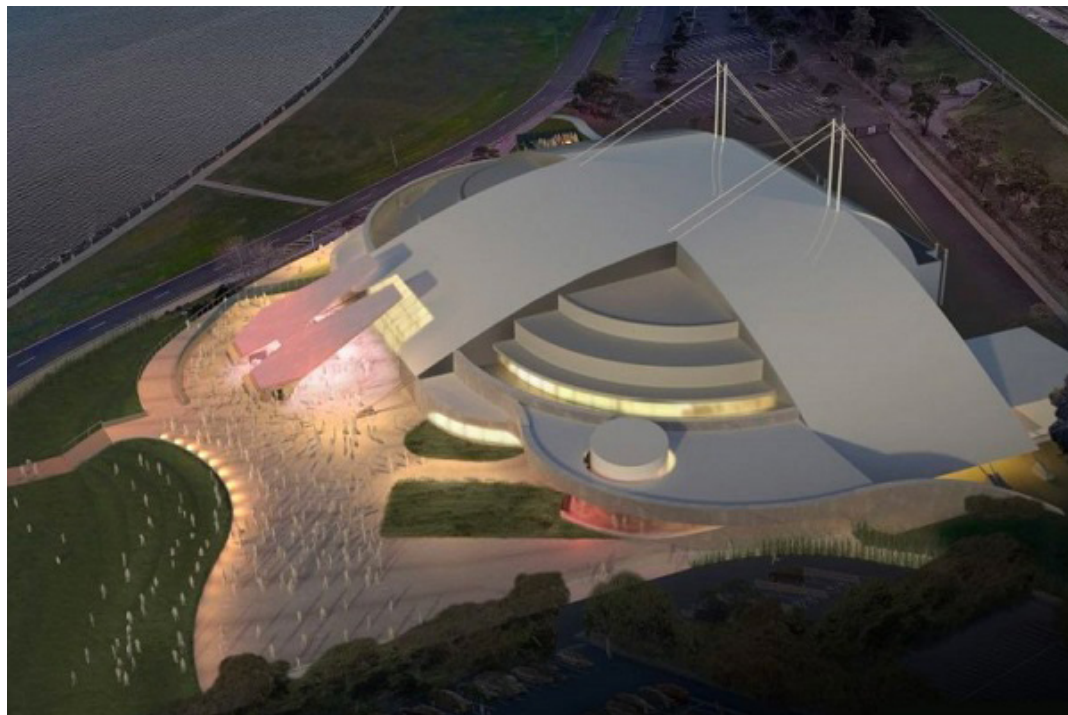


Figure 2.8 Estimated investment timeline (subject to change)

\*Proposed developments are subject to statutory planning / development approvals







## 2.11 Housing and residential development\*

Home to over 82% of the region's population (Southern Tasmanian Council Authority, 2011), Greater Hobart is the largest single settlement in Tasmania.

Greater Glenorchy includes a large part of the core urban environment known as the 'metropolitan area'. The STRLUS identifies an urban growth boundary as the primary strategic planning tool to manage residential growth across the metropolitan area (and other urban development).

The settlement strategy under STRLUS is aligned with the activity centre network and provides for integration with existing and future transport corridors. As a result, it identifies the corridor between Hobart and Glenorchy along the alignment of the main road and rail corridor as an infill residential development area.

Greater Hobart has traditionally been a low-density city and, prior to the STRLUS, about 85% of residential growth was by way of greenfield subdivision at average densities of about 10 dwellings per hectare. Maintaining this pattern of residential growth has been identified as unsustainable, not only in terms of infrastructure capacity but also due to locational disadvantage, impacts on both natural values and loss of agricultural land. The STRLUS promotes minimum residential densities in this corridor of at least 25 dwellings per hectare.

Greater Glenorchy is responsible for the 'lion's share' of infill development under the STRLUS with a target of 5,300 additional dwellings between 2010 and 2035.

By 2020, few pockets of residential development in the 'densification corridor' achieve greater than 15 dwellings per hectare, let alone 25 dwellings per hectare (see Figure 2.10). This is a strategic opportunity given that population growth across Greater Glenorchy is likely to be concentrated in these areas.

**It is important to recognise creating compact settlement is not just about 'density' but equally about the quality of living, the quality of design and urban vibrancy.**



Figure 2.9 Dwelling density targets along the transit corridor



\* Refer to Attachment 1 for more information: Glenorchy Identity Development and Precinct Planning, SGS Economics & Planning



Greater Glenorchy is becoming a less affordable area, with a higher proportion of tenants experiencing rental stress (38.7%) than Greater Hobart (34.7%). Glenorchy renters experience the highest level of rental stress (42%), closely followed by Claremont (38.6%) and Lutana (38.5%) (ABS Census 2016).

Rental affordability is a solid market indicator of changes to the relationship of supply to demand and signals an increase in demand relative to supply.

This is in-line with a broader trend in Greater Hobart, where rental affordability has dropped more markedly since 2011 and there has been a known housing supply shortage.

The majority of households live in low-density detached dwellings across Greater Hobart. Greater Glenorchy has a higher share of single-person households than Greater Hobart. Single-person householders are typically aged between 50 and 79.

Single-person households make up a sizable share of medium-density dwellings. This means that many single-person households occupy family-sized dwellings in Glenorchy; one explanation is the relative shortage of medium-density housing that allows households to change housing to suit their needs as they age.

**There will be more demand for medium-density dwellings, driven by infill developments due to ageing population, decreasing average household size, and growing scarcity of land.**

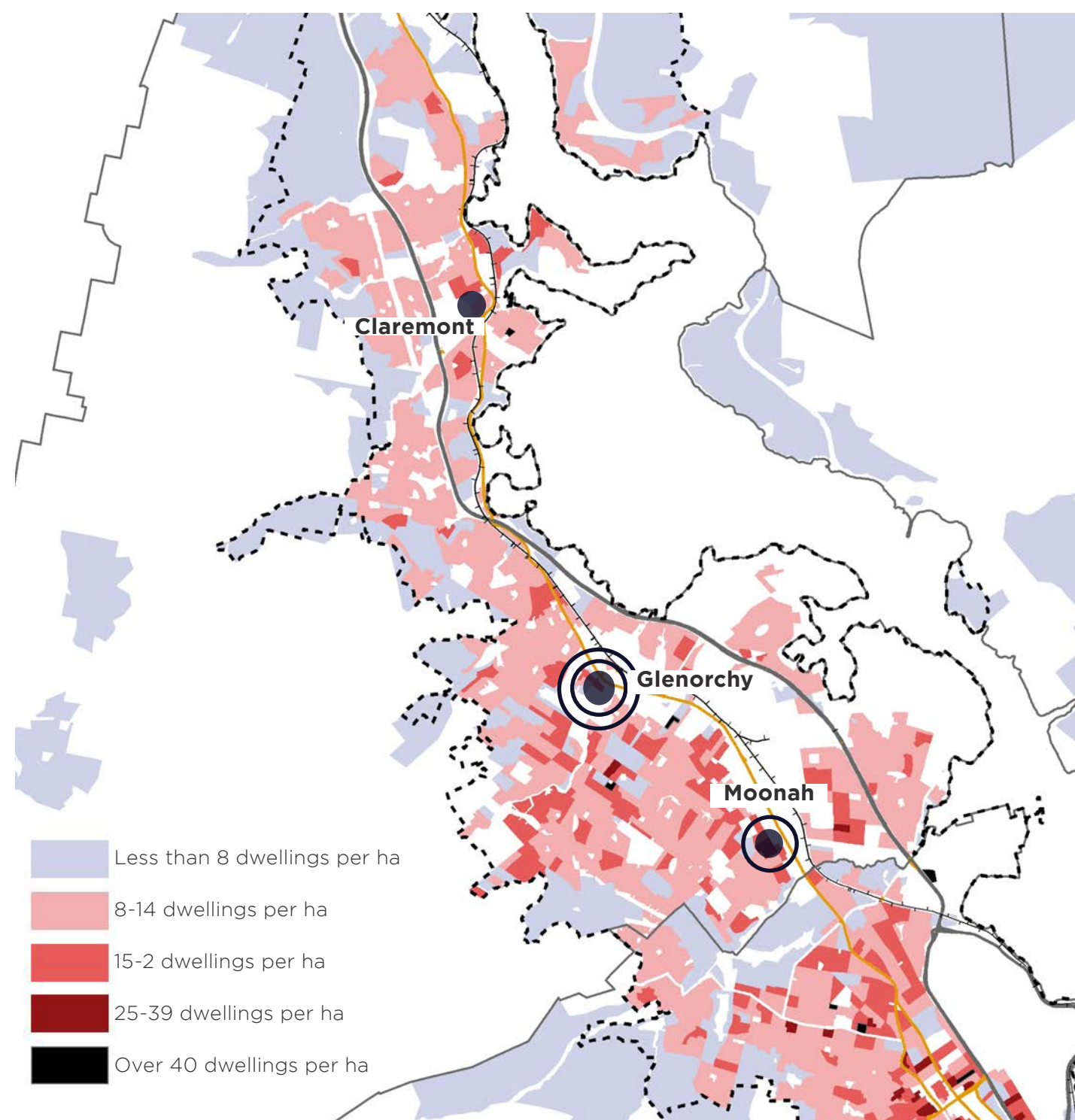


Figure 2.10 Existing dwelling density at the mesh block level



## 2.12 Transport and travel patterns

Journeys in Greater Hobart strongly rely on the road transport network; 77% of weekday trips are by private vehicle (DSG, 2020) and 83% of journeys to work are by car (Infrastructure Tasmania, 2018). This is a higher proportion than any other capital city in Australia.

The reasons for car reliance are a contentious local issue, and the debate around needing more roads and road connections continues.

It is more useful to look at the issue from a different perspective:

### what is the urban outcome which the community is seeking?

We know that the Greater Glenorchy community values and is seeking to enhance the walking and cycling opportunities to better connect with the natural environment, open spaces and built environment.

**We also know from the ‘Beyond the Curtain’ campaign that the community is seeking more liveable outcomes and commented negatively on expanses of car parking and traffic.**

At a higher level, the Tasmanian Government has articulated a transport vision for Greater Hobart, which aims to:

- Provide for the efficient movement of people;
- Improve passenger experience;
- Introduce new technologies;
- Improve pedestrian and cycling infrastructure;
- Support changes in land use; and
- Invest in key infrastructure projects.

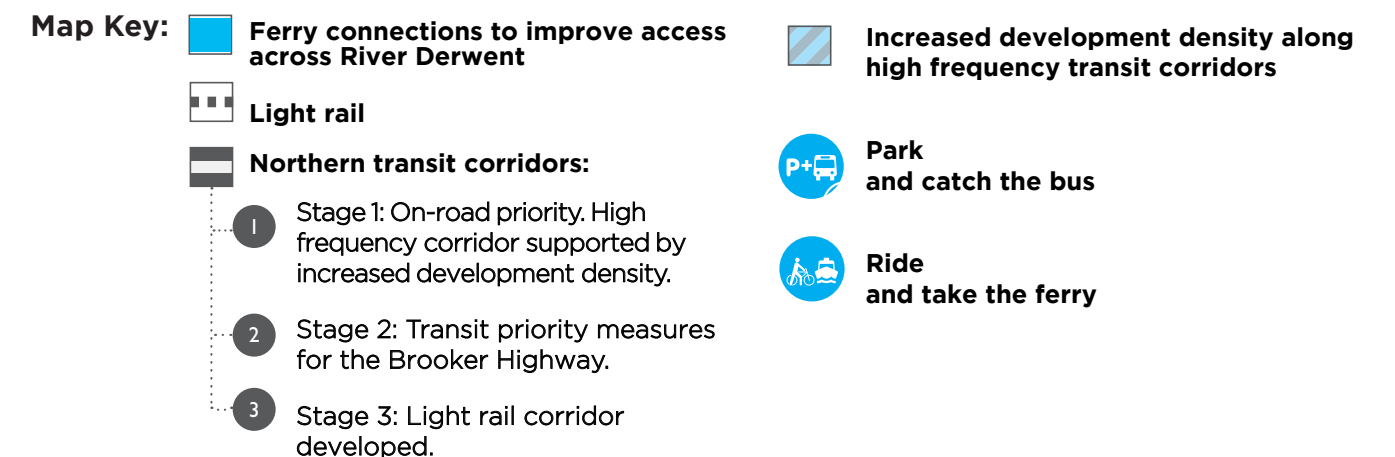
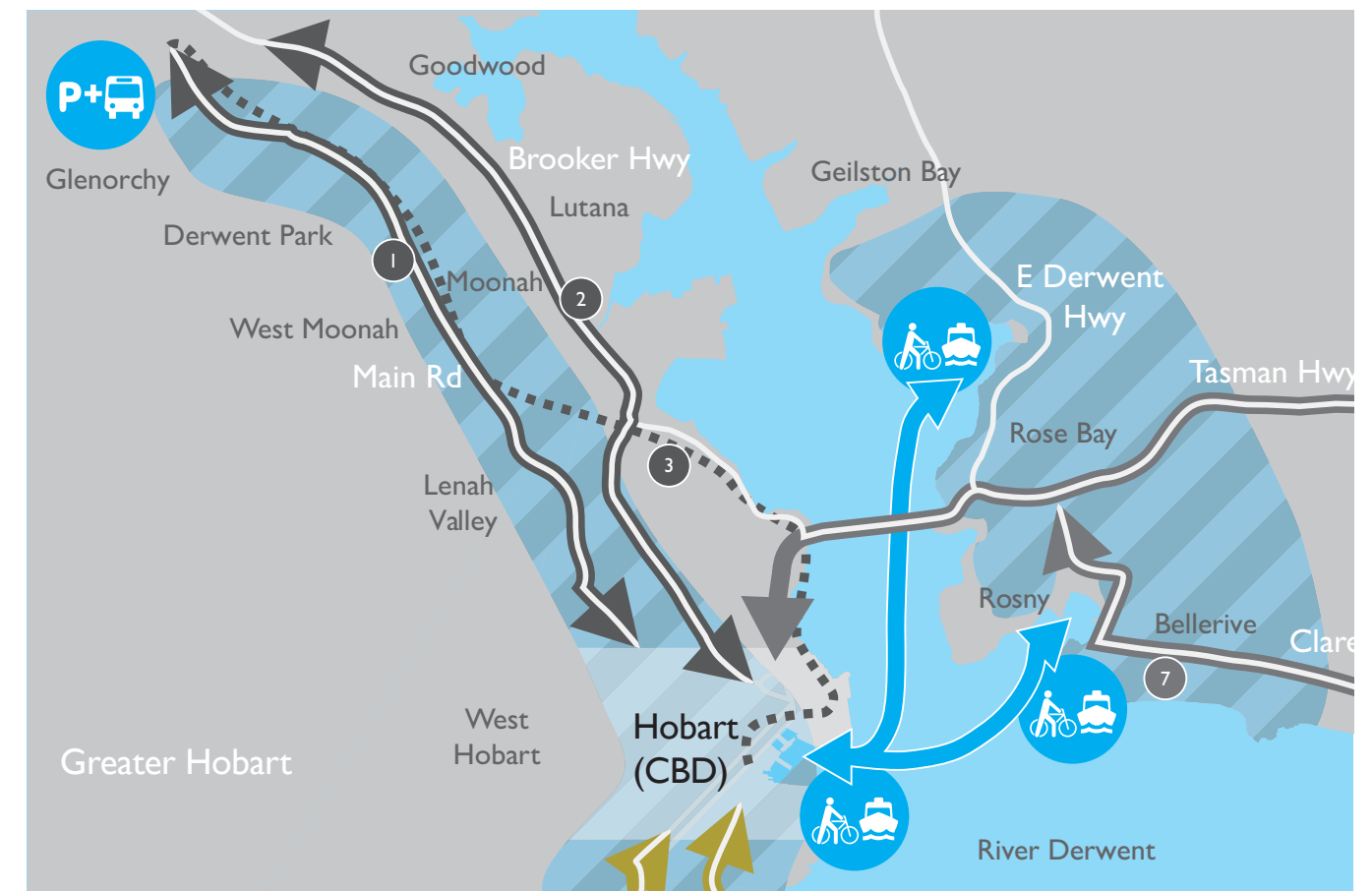


Figure 2.11 Hobart Transport Vision (Source: State Growth)



## 2.13 Northern Suburbs Transit Corridor

The Hobart to Glenorchy rail corridor is recognised as having significant potential for integrated land use and transport considerations and is identified as a priority project under the Hobart City Deal.

Since 2009, various studies have considered the development of public transit along the unused rail corridor between Hobart and Brighton, including the economic viability of a rapid transit service. Each study has recognised that Greater Hobart has a small, low-density population with a high car dependency.

The Glenorchy to Hobart Public Transport and Corridor Study (GHD, 2016) examined how the Glenorchy to Hobart Public Transport Corridor will potentially lift and revitalise Glenorchy, Moonah and Claremont.

**The report suggests that the transport corridor will be a catalyst for urban renewal in the region by increasing connectivity and attracting higher density development.**

It recognises that urban renewal is inextricably linked to the quality of transit along the transport corridor.

The study identifies (see Figure 2.12) the types of precincts along the corridor. Glenorchy CBD and Moonah (shown as Albert Road) are identified as 'urban villages' with transit-orientated developments that will be enhanced by retail development. On the other hand, Claremont is identified as being a 'residential village' that will have a residential character and provide opportunities to increase residential density.

Only in corridors where there is significant density of journey origins and destinations can public transport routes be cost effective and efficient. There is a recognised and well-documented need to increase urban density within a distance of 400 to 800 metres of the Northern Suburbs Transit Corridor and activity centres of Glenorchy CBD, Moonah, and Claremont by;

- **Encouraging infill development that increases residential density;**
- **Converting unsuitable or under-utilised light industrial land near the corridor to residential or mixed use developments; and**
- **State and local governments cooperating to attract job density into the activity centres along the corridor.**

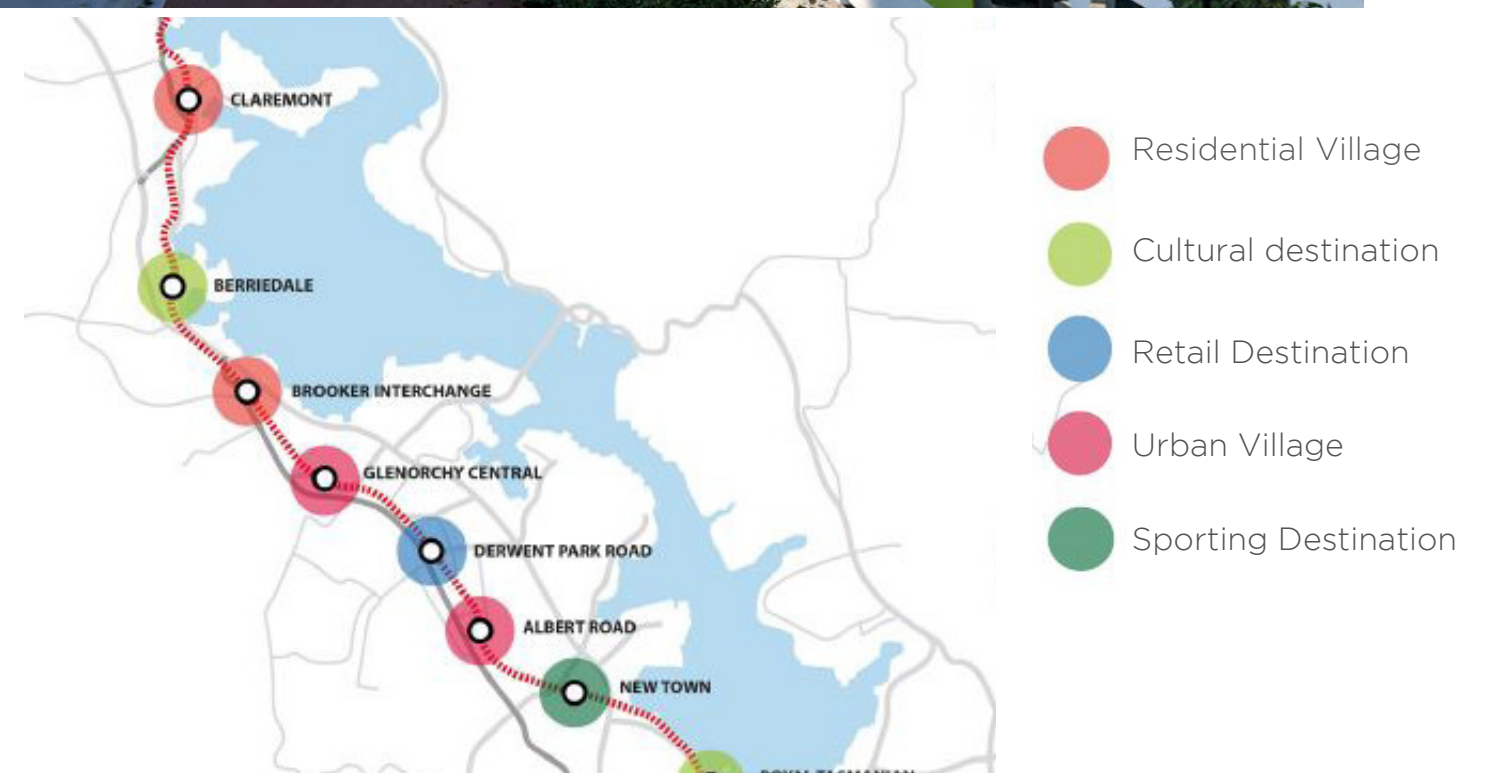


Figure 2.12 Hobart Transport Vision (Source: State Growth)



# 3: Strategic framework

## 3.1 Purpose of the strategic framework

The strategic framework establishes the overall direction for the Greater Glenorchy Plan. The framework consists of overarching strategic objectives, precinct specific urban design principles and action items for each precinct plan.

This framework lays the foundations to develop a plan for delivery and implementation for each precinct plan. Some objectives and actions are short-term which can be achieved in the next few years. Others are medium to long term and require further detailed investigation, design development and work with key stakeholders and partners, or rely on Northern Transit Corridor activation.

### How the precinct plans contribute to achieving the Glenorchy Community Goals:

#### Building image and pride

The precinct plans will invoke a sense of pride for each activity centre, highlighting the attributes to others.

#### Making lives better

The precinct plans will contribute to safe, inclusive, active, and vibrant communities. The precinct plans will focus on developing a hub of multiculturalism, arts, and culture.

#### Valuing the environment

The precinct plans will value and enhance both the natural and built environment of each activity centre, focusing on their revitalisation, with a strong emphasis on great design, open spaces, and public art.

#### Open for business

The precinct plans are to contribute to a strong economy and jobs for the future. The precinct plans will encourage business diversity, innovation, and new technologies to stimulate jobs, creativity, and collaboration.

#### Leading Our Community

The precinct plans contribute to making our community's vision a reality. The communities of Glenorchy will be confident that Council manages the community's assets soundly for the long term with the community forming a key part of decision making in designing our future.



Figure 3.1 GGP Strategic framework outline



## 3.2 Strategic objectives | Urban design principles

**The strategic objectives are directly informed by;**

- the goals under the City of Glenorchy Community Plan 2015-2040;
- the analysis of the existing policy context;
- situational analysis review; and
- through stakeholder and community engagement.

### Strategic objectives:

1. Reinforcing the activity centre hierarchy
2. Increasing urban densities
3. Delivering new employment opportunities
4. Improving movement and access
5. Creating places for people
6. Greening Glenorchy

### Precinct urban design principles:

The urban design principles for each of the precinct plans work to achieve the strategic objectives. These urban design principles build on the strategic work already undertaken for the development of the vision, with the precinct plans providing the final layer of detail required to realise a successful, vibrant, and sustainable set of activity centres.





### 3.3 Strategic objective 1: reinforcing the activity centre hierarchy

Each activity centre over time has developed unique characteristics, which both contribute to and are because of their role and function within the established hierarchy. Complementarities and efficiencies, rather than unnecessary competition between activity centres, are reinforced through the precinct planning process. An important consideration is building on the strong and locally distinct identity of each activity centre to harness its unique strengths and characteristics.

The precinct plans focus on consolidating the Glenorchy CBD as the city centre for the Greater Glenorchy area. More recent economic activity has been shifting south into Moonah. Therefore, strategic investment by Council and other government agencies may be required to maintain the Glenorchy CBD's primacy in the hierarchy as well as to manage commercial and retail land supply.

**Moonah is predicted to become a popular residential area benefiting from its proximity to both Glenorchy and Hobart CBDs, accessibility to a range of recreational opportunities, its arts and cultural scene as well as a distinctive and established character.**

The predicted population growth around Moonah may drive additional demand for commercial and retail activity exceeding that predicted for the Glenorchy CBD. The precinct plans aim to direct most of the growth, in commercial and retail activity, primarily to the Glenorchy CBD to avoid a watering down of the principal function of Glenorchy and locationally disadvantaging communities to its north.

Once activated, the Northern Suburbs Transit Corridor will provide for an efficient and accessible connection for Moonah residents to Glenorchy CBD. Improving the 'attractiveness' of the Glenorchy CBD as a place to work, shop and recreate is critical for its success.





### 3.4 Strategic objective 2: increasing urban densities

Greater Hobart has traditionally been a low-density metropolitan area. This makes providing quality mass public transit expensive and uncompetitive in terms of travel time, and it increases dependency on private cars for meeting daily travel needs (PWC, 2014).

Successfully activating the Northern Suburbs Transit Corridor requires increasing residential and job density within 800m of transit hubs. Each activity centre in the Greater Glenorchy Plan is located on the transit corridor, and new development opportunities in and around activity centres are aligned to achieve greater residential and job density.

Importantly, the precinct plans recognise that desired urban densities for this corridor under the STRLUS (being at least 25 dwellings per hectare) represent the ‘missing middle’ (medium density) in housing stock. The plans do not propose high-density apartment living, which may be more suited to the Hobart CBD and other capital cities.

Increasing residential and job densities will create conditions that are more conducive to the financing and delivery of mass public transit and contribute to resolving Hobart’s lack of economic scale.

Increasing these densities will also provide for a more equitable community by creating opportunities for further affordable housing in well-serviced, central areas and by reducing dependency on cars. Reduced car movements and car parks will in turn help create more attractive environments that are friendly to pedestrians and active transport.

**Activating the Northern Suburbs Transit Corridor, together with transit-orientated developments, has the ability to drive a substantial increase in land value as a result of improved travel times and connectivity. This increase will be most prominent for those land uses and zonings that benefit from density, pedestrians and transit connectivity; retail, commercial and residential uses.**





### 3.5 Strategic objective 3: delivering new employment opportunities

The Greater Glenorchy area, and in particular the area from Moonah through to Glenorchy, has previously been known as the industrial heartland of Southern Tasmania. With over 279 ha of land zoned for industrial purposes (SGS Economics and Planning, 2011), the Greater Glenorchy area has provided for a diverse range of industrial activities including heavy manufacturing, marine and shipping fabrication, transport and warehousing, small scale manufacturing and service-based industries.

With the establishment of the Brighton Industrial Hub and Intermodal Facility in 2013 there has been a gradual and ongoing shift of some industrial activities to the Brighton area. Additionally, the expansion of industrial land options in the Clarence LGA and in particular the Cambridge area has provided more industrial land options close to Hobart Airport, the other key export and import gateway in Southern Tasmania.

**Greater Glenorchy will 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.**

Future jobs growth in the Greater Glenorchy area along the Norther Suburbs Transit Corridor will need to focus on activities that provide for higher density jobs, which deliver more employment and therefore people.

The precinct plans therefore preference zoning that provide for these activities, along with residential use and development to support opportunities for people to live near these new employment opportunities and along the Northern Suburbs Transit Corridor. The plan also recognises the opportunity to mix low-impact light industrial uses (particularly those focused on creative industries) with commercial, retail and residential uses.





## 3.6 Strategic objective 4: improving movement and access

The Greater Glenorchy Plan will seek to assist in delivering the Hobart Transport Vision as well as offer actions to improve movement and access on a more local level.

Consolidating car parking will better prioritise residents needs and local business functions while creating much needed green space in each of the precincts.

### How the precinct plans contribute to achieving the Hobart Transport Vision goals:

#### Efficient movement of people

- Review and rationalise on-street parking where required to create additional traffic lanes
- Priority transit lanes in the right places
- High-quality vehicles and passenger facilities, accessible to all
- Extended operating hours to better serve the community in the evenings and on weekends

#### Pedestrian and cycling improvements

- Fill in gaps in the network
- Improved safety and wayfinding across the network

#### Changes in land use

- Increase inner city residential densities
- Increase development along transit priority corridors and around transit hubs

#### Infrastructure investment

- Advocate for the activation of the northern suburbs rail corridor for passenger transport





### 3.7 Strategic objective 5: creating places for people

Providing high amenity public spaces for people, including wider footpaths, landscaping, bike racks, public art and street furniture, creates comfortable and welcoming activity centres where people can walk through, sit, stand, play, talk, read, or just relax and contemplate. The community and visitors then want to spend more time in that place, and it becomes the centre or 'heart' of day-to-day life. Creating an attractive and highly liveable community is an important step in encouraging infill development (Emma Riley & Associates, 2015).

The precinct plans focus on delivering amenity to the centres and connecting key features and activities in and around the precincts. They thereby create safe and easy environments to walk and cycle from surrounding residential and recreational areas. Good physical connections and permeability enhance choice, support social cohesion, and make places lively and safe through 'eyes on the street'. The combination of urban density and creating places for people contributes to urban intensity. Intense urban areas are 'sticky'. They attract people and investment because they are places where experience and interaction are valued.

**With multiculturalism a core element of Greater Glenorchy's identity, these connections are an opportunity to meet and engage with community members from diverse backgrounds. Walking, cycling and connections to public transport are prioritised where possible over cars and car parking. Opportunities for temporary uses of space for social activities and events are identified.**

Designing new places and buildings, taking into account noise, wind, heat, rain, traffic and pollution, is a further critical element. Similarly, the activity centres should feel safe and secure, providing for good passive surveillance and lighting for night-time use. The precinct plans therefore identify key design and place elements to activate the streets and public spaces for public use.





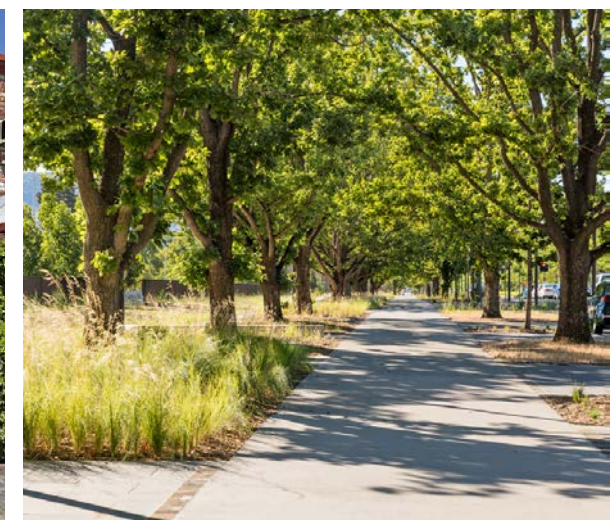
### 3.8 Strategic objective 6: greening Glenorchy

Greening urban space is recognised as contributing to high-quality urban environments. Greater Glenorchy has a relatively low proportion of public landscaping. Greening urban spaces can come in many forms, ranging from trees and shrubs being integrated into streetscapes, public spaces with maintained lawn and established trees, to vegetation being integrated into the built form and development, such as vertical gardens, living walls and green roofs.

On some specific sites in Greater Glenorchy, there are success stories and recent streetscape works along Main Road will make significant improvements to the Glenorchy CBD. However, large expanses of hard stand areas remain in each precinct. Certainly, the historical industrial use of substantial areas in Greater Glenorchy has contributed to the lack of mature vegetation, trees and public landscaping more generally. This lack of landscaping contributes to an urban 'heat island' effect in summertime as well as detracting from the overall aesthetics of each centre and its surrounds.

Urban greening not only contributes to more pleasant spaces for people in summertime. It also provides weather protection, helps to combat air and noise pollution, calms traffic, soaks up rainwater that might otherwise contribute to flooding impacts, contributes to better stormwater quality, and contributes to good mental health outcomes for the local community.

**In a post-Covid environment, the green quality of urban spaces will be even more important as people refocus on their immediate local environment for their recreational and social needs.**





### 3.9 Strategic objective 7: integrating high-quality design outcomes

Quality design of buildings, infrastructure and spaces will be important to making each of the activity centres a more desirable place to work, visit and spend time.

Places that promote and demonstrate high-quality design outcomes are also more successful at attracting private investment. Design excellence sees structures, buildings, places and spaces not as isolated elements but as part of the whole activity centre and enhances the distinctive character and culture of the urban environment. It incorporates opportunities for local cultural and artistic input as an expression of Greater Glenorchy's multicultural identity. It encourages creative and innovative approaches, adds richness and diversity, and turns a functional place into a memorable place.

**The precinct plan actions broadly consider the planning scheme requirements and amendments relevant to each activity centre and other mechanisms available to Council to achieve high-quality design outcomes.**



#### Theme 7| More than a housing estate

**For years, our population grew as more and more houses were built. They were affordable, available to those most in need. But they forgot to build some of the other things we needed to thrive as a community – the places where we can meet and share our experiences.**







Our business builds things for the community – not just for now, but for future generations. So, if we make some revenue from that, it's right to return some of that back into the community.

**Peter, Claremont**



# 4: Precinct plan | Glenorchy CBD

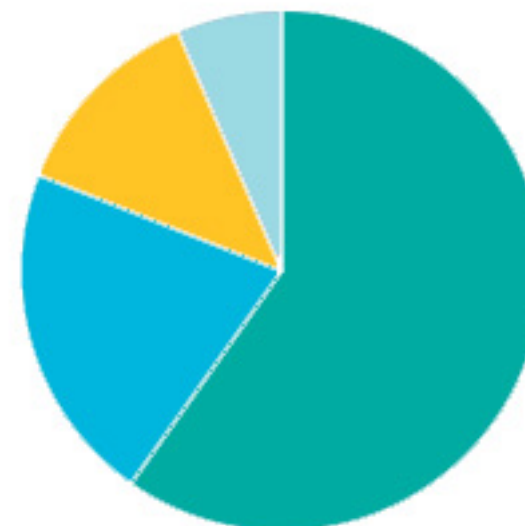
## 4.1 About Glenorchy CBD

Glenorchy CBD is the main commercial centre for the LGA. It is centrally located within the city and contains three large shopping centres (Northgate, Centro Glenorchy and Glenorchy Plaza), as well as specialty shops within the older shopfronts. It contains important government facilities and services such as Council Chambers, Centrelink and Medicare services, regional health facilities, the public library, Migrant Resource Centre as well as a bus exchange. Significant recreational facilities include the swimming pool, KGV Oval and the Glenorchy Recreation Ground (Eady Street) nearby.

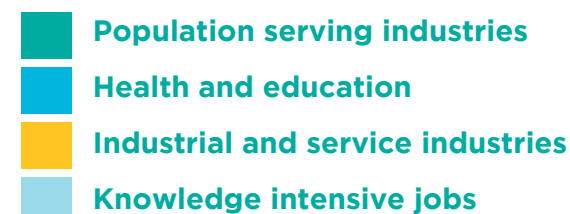
It is the most blended of the three activity centres in terms of residential, commercial, and industrial lands. Population growth in and around the centre is much higher than the Glenorchy LGA average and about double the rate of Greater Hobart. This level of growth suggests that the centre will potentially be well serviced by a growing population catchment. Much of the growth is set to occur with residents aged 65+, with a much higher concentration than Greater Hobart.

Further out but still within 400 m of the CBD, is other key public infrastructure that has potential to increase visitation into the CBD, including Cosgrove High School, Guilford Young College, Glenorchy Primary School and Glenview. Within 800 m of the CBD is GASP, Montrose Foreshore Community Park and Wilkinsons Point.

Glenorchy CBD is expected to diversify away from being a traditional retail centre to a broader service centre aligned with its primary activity centre function. Key employment industries emerging are in health, accommodation and food services, rental services, and professional services. This shift in employment industries is happening at a faster rate than the Greater Hobart average.

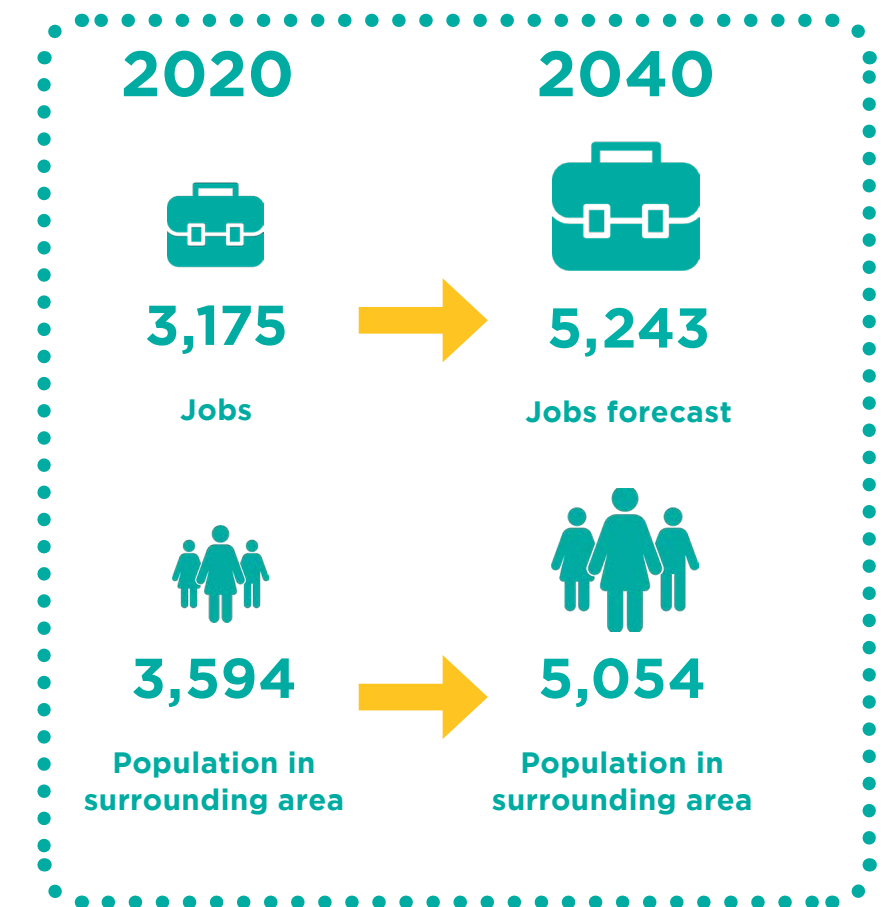


**Predicted 2040 jobs growth by industry in Glenorchy**



(Source: SGS Economics and Planning)

**Figure 4.1 Predicted jobs growth by industry**



**Figure 4.2 2040 Forecasts/ targets for Glenorchy CBD**



## 4.2 Context profile | Glenorchy CBD

### Context map

Legend

- Business and commercial zoning
- Public open space / recreation areas
- Industrial zoning
- Education facilities
- Residential areas
- Large facilities / infrastructure
- Tourism use
- Supported residential accommodation
- Existing rail corridor and Intercity Cycleway
- Brooker Highway
- Main road
- Shopping strip

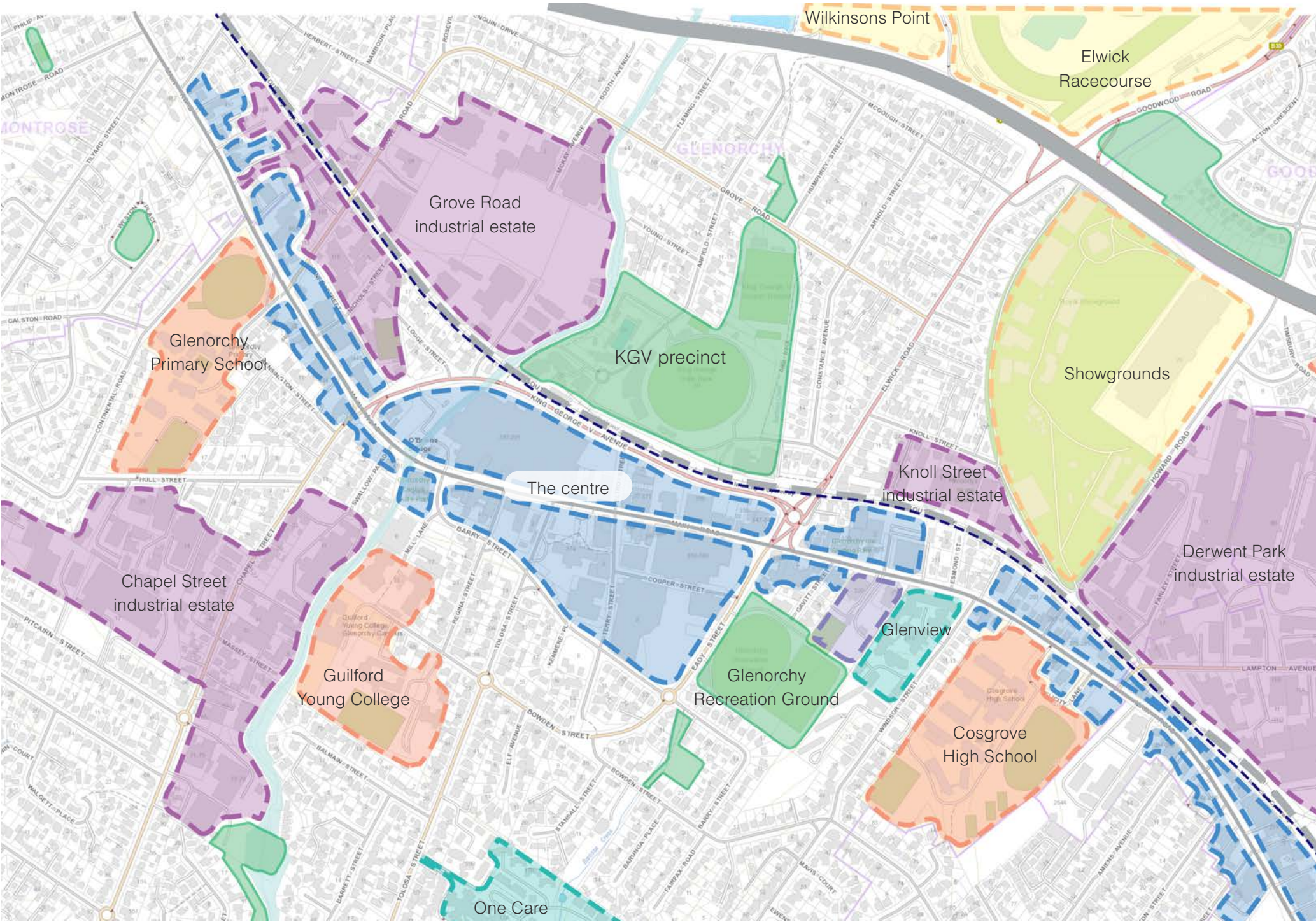


Figure 4.3 Glenorchy CBD context map



## 4.2 Context profile | Glenorchy CBD\*

The boundary for the Glenorchy CBD was determined through desktop review and considers the planning scheme, the location of businesses through Google data as well as the geometries of Hobart's Small Area Land Use Projections (SALUP) travel zones polygons.

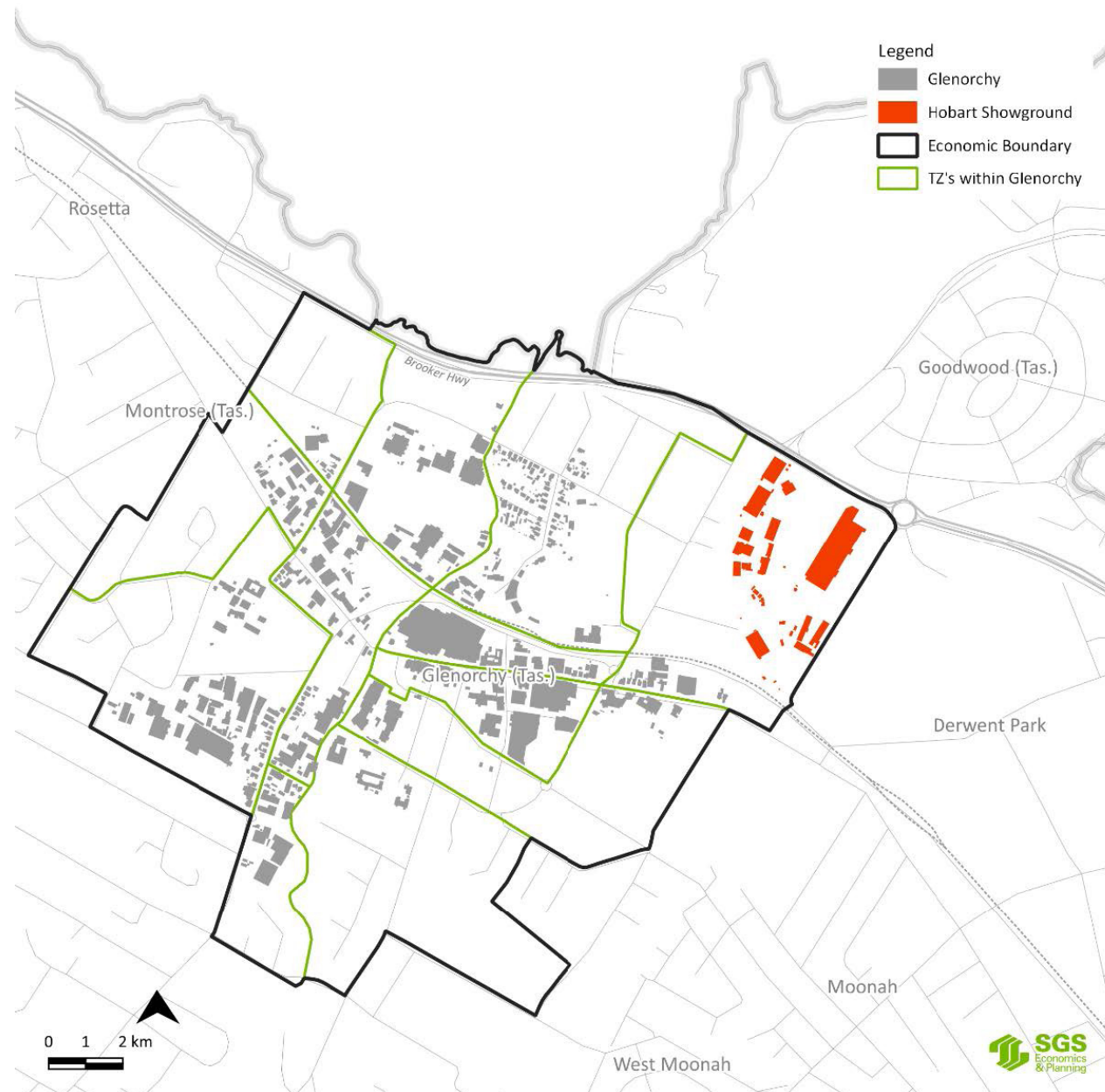


Figure 4:4 Glenorchy CBD boundary and associated travel zones

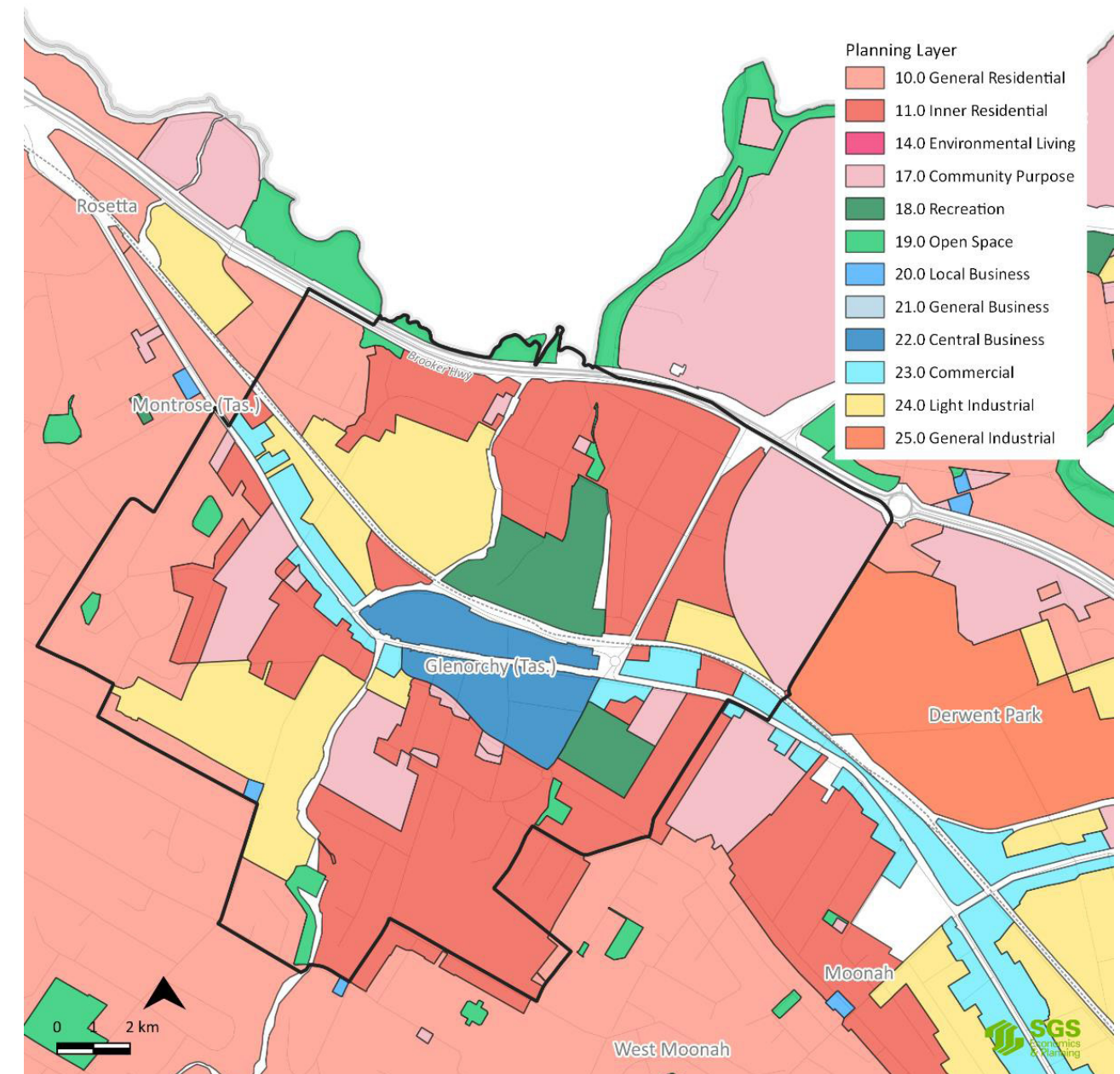


Figure 4:5 Glenorchy CBD boundary and associated zoning

\* Refer to Attachment 1 for more information: Glenorchy Identity Development and Precinct Planning, SGS Economics & Planning



## 4.2 Context profile | Glenorchy CBD\*

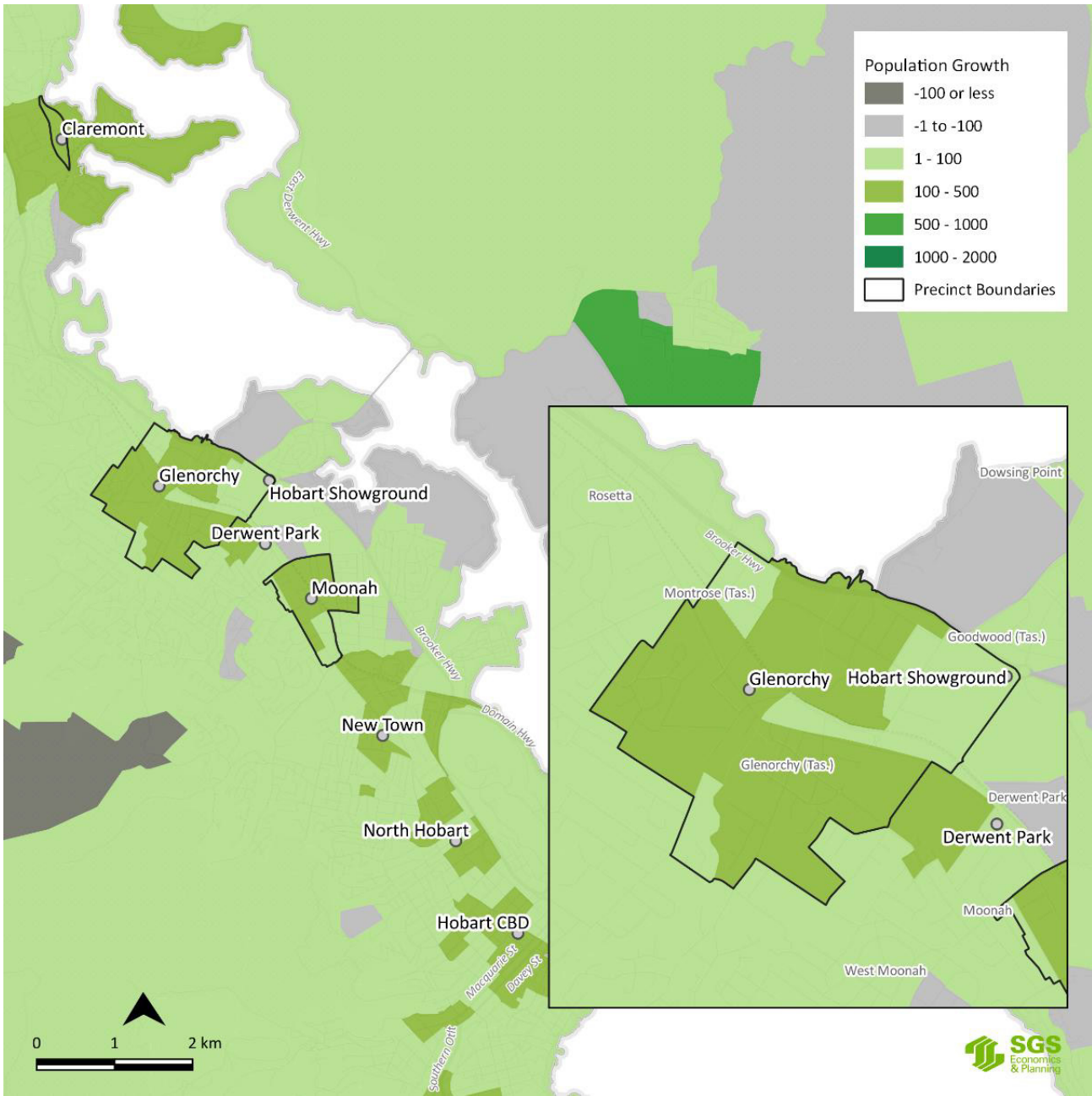


Figure 4:6 Population change across Glenorchy LGA



### Theme 1| The flanny doesn't fit anymore

They used to talk about “the Flannelette Curtain”. They said that north of Creek Road was full of bogans. We never really cared that much – that’s their opinion, not ours. And anyway, this place has changed. We’ve outgrown that image – now, we’re just as likely to be wearing a suit, high vis. jeans, activewear or traditional dress. And you might see us in a flanny sometimes too.



## 4.3 Community insights | Glenorchy CBD

As part of the Beyond the Curtain campaign, the community provided the following insights about the Glenorchy CBD:

- Glenorchy needs to decide if it wants to be a ‘big city’, an industrial area, or a service hub. People commented on the positive work that has been done to try and improve the Glenorchy CBD – but so far, nothing has worked.
- The mix of businesses and services in the CBD needs to be addressed. People said, ‘There is everything I need – but nothing to keep me here.’
- The shopping centres are very disconnected. In general, people said that with the distance and the weather, they don’t really browse between the different centres. Similarly, there was a demand for improved connectivity with the waterfront, Tolosa Park, KGV and the Tasmanian Transport Museum.
- People also said that the bus mall is not a welcoming place, and they don’t want to go through there alone or at night.
- There is a feeling that the city has spread out (flat and wide), while the middle of the CBD has slowly died off.
- People said there is too much concrete and roads – it feels like a place for cars and industry, not for community / people.
- People told us that the buildings – both businesses and houses – are quite run down.
- People love the fast bus into town and don’t want to pay for parking. They think Main Road is too busy, and find all the roads connecting the different shopping areas too busy and confusing (Terry Street, Elwick Road, King George V Avenue, Chapel Street etc).
- People really want the fast rail.



### Theme 2| The Glenorchy Spirit

**Footy teams, fire fighters, knitting collectives, RSLs... in Glenorchy, people love to get involved in their community. It’s about being part of something and making a difference. There are lots of volunteers here – it seems like more than other places. Maybe it’s because we know what’s really important?**





## 4.4 Story from the future | Glenorchy CBD

So much has changed here, it's like the place has a new lease of life. The main shopping centre is buzzing, it's the perfect place to spend a day with the family checking out the different clothing shops and buying some things for the house... I'm a bit obsessed by IKEA! We also like to go to the factory-outlet sales - you can get a great bargain without having to shop online.

For lunch, we usually grab a sandwich and eat it out in the square where we can listen to the buskers - my son is practising his guitar so he can have a go when he's old enough. There are lots of nice restaurants around there. It's nice to come down in the evenings for dinner or an icecream after the movies.

Every weekend we try to get down to the waterfront to watch the sailing, take the dog for a run and grab a coffee. There are loads of great brunch spots down there now that the old DEC area has been transformed. We see lots of different people who are staying in the hotels down that way. It makes the whole area feel really vibrant - there's always something happening, even at night.

In winter we check out the footy at KGV - it's such a big community event. We took our neighbours down there for the first time last year. They had just moved here from Syria and had never heard of Aussie Rules, and now they are huge Magpies fans - the kids all have a kick at the end of our road most afternoons, or ride their bikes down to the school.

The AFL matches and music concerts at KGV and the old DEC are huge. We can't wait until the new line-up is announced. I still can't believe that Ed Sheeran headlined the charity fundraising gig here last year!

Tolosa Park is excellent at any time of year. The big trees, green spaces, the creek, the community gardens, the special places for people with a disability, the mountain bike trail, the walking tracks and the new play equipment... it's a natural oasis for everyone to enjoy.

We're so proud to have some of Hobart's best schools here - there's a real sense of positivity about the future. And with the big hospital here now, the conference area and the train into Hobart, I'm not worried about them having to move to get a good job.

Beyond the Curtain



**There is a sense of encouragement between multicultural societies. They empower each other to take a step forward and create new opportunities in Glenorchy.**  
**Una, Glenorchy**



## 4.5 Site analysis | Glenorchy CBD | Precinct plan zone

### Solar access

Glenorchy CBD generally has good solar access for a commercial centre. Good design principles and standards will ensure equitable sunlight distribution along the east-west axis and ensure sunlight to the Council forecourt is protected.

Similarly, overshadowing of the residential area to the south of the Glenorchy CBD is also an important consideration due to the east-west orientation of Barry Street.



Figure 4:7 Glenorchy CBD streets with good solar amenity

#### Legend

Good solar access

### Building heights

The Glenorchy CBD contains primarily one and two-storey buildings, with an occasional three-storey (or equivalent) structure. Building heights are measured above natural ground level and the graduating building heights for the Big W and Northgate shopping centres reflect the sloping ground.

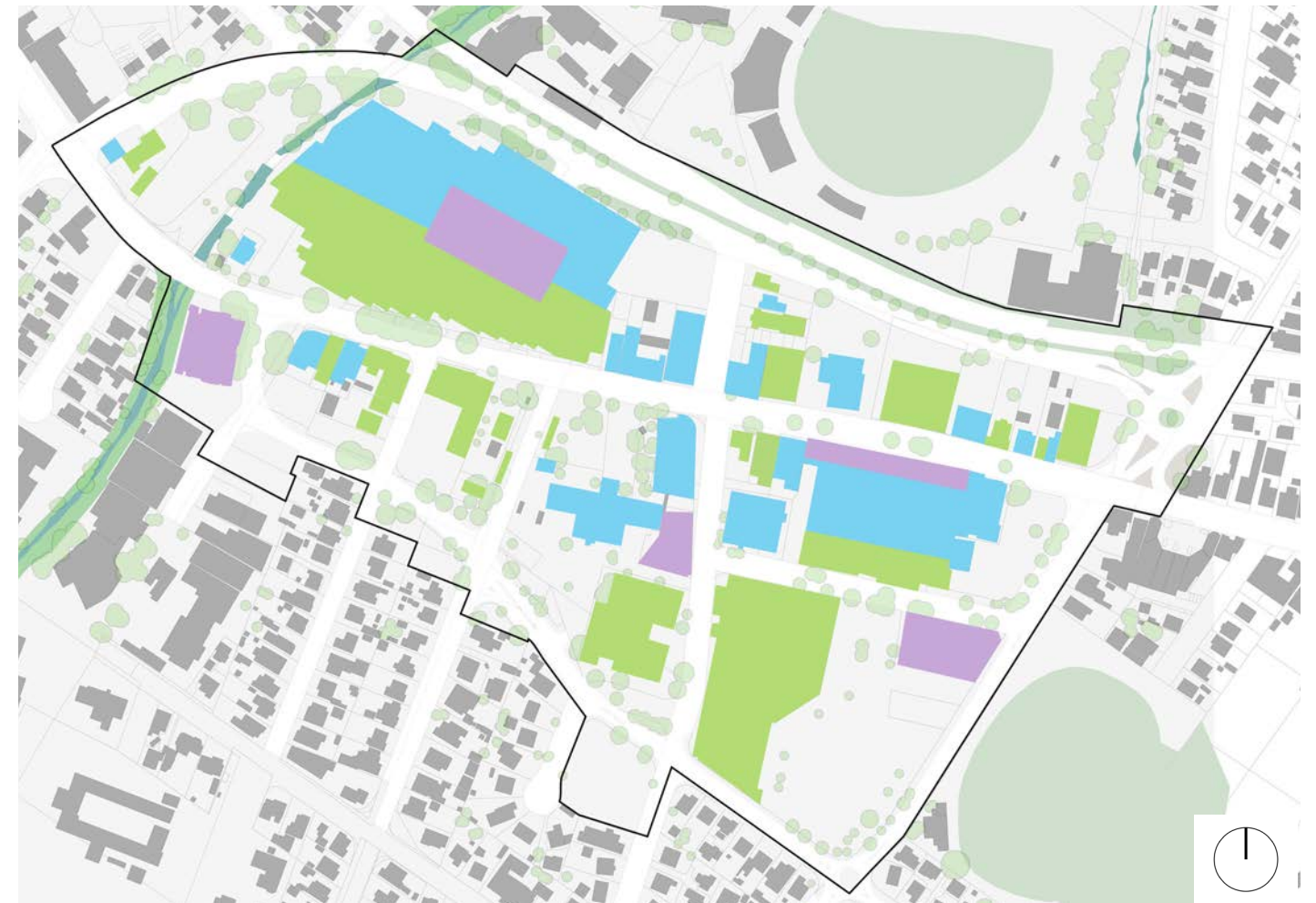


Figure 4:8 Glenorchy CBD various existing building heights

#### Legend

1 storey (equivalent)  
2 storey (equivalent)  
3 storey (equivalent)  
Precinct boundary



## 4.5 Site analysis | Glenorchy CBD | Precinct plan zone

### Existing land use

The Glenorchy CBD is primarily comprised of three small shopping centres surrounded by car parking. There is a civic area towards the centre of the CBD focused on community services, including Council Chambers and the library.

Beyond these land uses the Glenorchy CBD contains numerous banks, offices, and a mixture of retail such as chemists, a fruit market and second-hand clothing stores.

There are limited restaurants and evening activity.



Figure 4:9 Glenorchy CBD existing types of land use

Legend			
	Shopping centre		Community / health
	Industrial / service industry		Bulky goods
	Retail and services		Pub / hotel
	Residential areas		Vacant
	Food services		Entertainment
	Offices		Precinct boundary

### Under-utilised sites

There are large areas of land within the Glenorchy CBD that are either vacant of any buildings (noting that Council owns a substantial portion of this land) or contain buildings that are under-utilised. This under-utilisation extends to sites that contain buildings of one or two storeys in the precinct boundary where there is a permitted height limit of 20 metres (up to 6 storeys).



Figure 4:10 Glenorchy CBD identified under-utilised sites

Legend	
	Under-utilised sites
	Public car parking
	Vacant buildings and sites
	Precinct boundary



## 4.5 Site analysis | Glenorchy CBD | Precinct plan zone

### Public amenity, activation and public spaces

The CBD contains large areas of street frontages that have minimal to no street activation. Some traditional high street shopfronts are retained: the southern eastern side of Main Road and south of Northgate in particular.

Council streetscape works along Main Road are introducing high quality streetscape spaces, with the remaining public spaces across the CBD requiring review.

There are limited awnings and other features that enable comfortable, interesting pedestrian movement through the CBD.



Figure 4:11 Glenorchy CBD pedestrian connections & active street fronts

#### Legend

- |                                |                                |
|--------------------------------|--------------------------------|
| ---> Formal pedestrian links   | Pedestrian crossing            |
| ---> Informal pedestrian links | Public toilets                 |
| ---> Internal pedestrian links | ----- Intercity Cycleway       |
| Active frontages               | ----- Bike lane                |
| Public forecourts              | ----- Precinct boundary        |
| Defined laneways               | Controlled pedestrian crossing |

### Movement and traffic issues

Pedestrian movement is primarily along footpaths on car-dominated roads, through the three shopping centres and Council Chambers. There are substantial areas of under-utilised car parking, with busy roads surrounding and through the CBD with on-street parking that alienates pedestrian movement.

The CBD also includes busy intersections with the intersection of Main Road, Eady Street, Elwick Road, King George V Avenue and the Intercity Cycleway creating a confusing and unfriendly pedestrian environment.



Figure 4:12 Glenorchy CBD movement and traffic issues

#### Legend

- |                                    |                              |
|------------------------------------|------------------------------|
| Difficult intersection             | Undercover car parking areas |
| Poor pedestrian/cyclist connection | Open car parking areas       |
| Pedestrian connection              | Bus mall                     |
| On-street parking                  | Intercity Cycleway           |
| Rat run                            | Precinct boundary            |
| Vehicle queuing                    |                              |



## 4.5 Site analysis | Glenorchy CBD | Precinct plan zone

### Trees, vegetation and open spaces

There are various species of exotic and native trees lining road frontages. The mature eucalyptus trees on the northern side of Northgate are a notable landscape feature.

There are minimal areas of landscaped open space with the exception of the Council Chambers forecourt and the northern boundary of Northgate.

A unique natural feature to the CBD is the Humphreys Rivulet; being an open water course on the edge of the centre. It is currently, mostly ‘hardened’ with concrete and gabion walls and should be reviewed in the future to make it accessible and better integrated into the natural environment.



Figure 4:13 Glenorchy CBD green space

#### Legend

- Significant (listed) tree
- Conservation significance tree
- Existing tree
- Heat island effect
- Open spaces
- Precinct boundary

### Topography, sightlines and vistas

Glenorchy CBD enjoys views to kunanyi/Mt Wellington and glimpses between buildings to the River Derwent.

The Glenorchy CBD is generally flat with a gentle gradient in a north-easterly direction towards the KGV Recreation area.



Figure 4:14 Glenorchy CBD topography

#### Legend

- Distant views
- Open / broad landscape views
- Obstructed view
- Strong linear corridor
- Rivulet corridor
- Poorly defined street edge
- Precinct boundary



# 4.6 Precinct urban design principles | Glenorchy CBD



## Principle 1: reinforcing its primacy

Glenorchy CBD is the principal activity centre servicing the Greater Glenorchy area. Anchor institutions, such as public and social sector organisations that have a significant stake in a place, are recognised as important for ‘community wealth building’.

These facilities bring people into the CBD and should be retained into the future. Building on these by encouraging public sector services to locate in the precinct will be important to maintain the activity centre hierarchy. Some of these are currently located on the fringe or just outside the precinct boundaries, such as Medicare offices, and over time these should be encouraged to relocate into a central position.

Future retail and commercial floorspace has been strategically identified to benefit the Glenorchy CBD, with limited introduction of non-commercial uses.

The Hobart Showgrounds and Wilkinsons Point are growing retail and commercial areas, limited to particular types of uses. To avoid detrimental impacts on the CBD, it is important to develop improved connections to these sites and focus complementary activity within the Glenorchy CBD. Wilkinsons Point, in particular, will be a strong attractor for visitors into the Glenorchy area.

The precinct plan also recognises that, to reduce the likelihood of Moonah emerging as a competing centre, Council and other government investment into the CBD will be required. This will vary and include; investment into creative and active public spaces, locating anchor institutions in the CBD as well as Council leveraging appropriate use and design outcomes for future development opportunities as landowner.

### Related strategic objectives

**Strategic Objective 1:** Reinforcing the activity centre hierarchy

**Strategic Objective 3:** Delivering new employment opportunities

### Precinct plan actions: (Refer to page 60 for more info)

#### Deliver:

**Action 4:** New pocket parks to define ‘green’ entrances to CBD

**Action 9:** Encourage redevelopment of ‘gateway’ sites

**Action 18:** Planning Scheme amendments to assist delivery of GGP

**Action 21:** Analyse and rezone land to increase residential & job density

#### Advocate:

**Action 6:** Redevelop Glenorchy Central precinct

**Action 16:** Encourage provision of Government services in core centre

**Action 17:** Limit retail and commercial uses outside of core centre

#### Partner:

**Action 10:** Ideal location for new integrated transit hub

**Action 14:** Improve accessibility to nearby attractions

**Action 20:** Explore options for better use of Council-owned land





# 4.6 Precinct urban design principles | Glenorchy CBD

## Principle 2: defining the precinct

With commercial strip development to the north and south, entrances into the Glenorchy CBD are not well defined. The precinct plan focuses on physically defining the CBD by; reducing the dominance and increasing the efficiency of car parks, through new place-making features, new building forms and through zoning amendments. New buildings, public art, and sculptures can act as urban markers, highlight the CBD boundaries, and offer pedestrian amenity at ground level. Using quirky architectural gestures will strengthen the CBD edges, activate street corners, and provide memorable quality urban design improvements.

Considerations of realignment options for the intersection of Main Road, Elwick Road and KGV Avenue roundabout has significant potential to redefine Main Road as a shared space, with KGV Avenue taking over the arterial road function.

Council is also in a unique position, as it owns significant parcels of land, to facilitate appropriate urban development in terms of both use and design. It is important for the precinct plan to identify specific development and investment opportunities that reinforce the identity and future of the CBD.

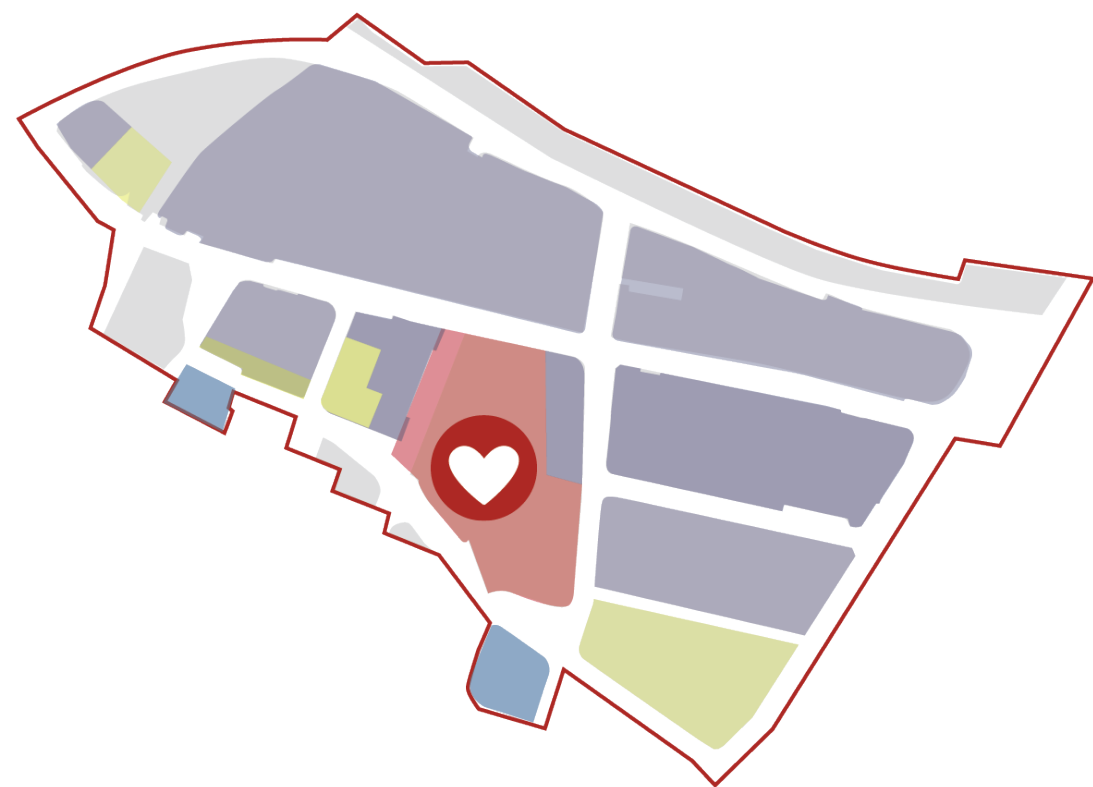


Figure 4:15 Different types of land use in Glenorchy CBD

Related strategic objectives
<b>Strategic Objective 2:</b> Increasing urban densities
<b>Strategic Objective 3:</b> Delivering new employment opportunities
Precinct plan actions: (Refer to page 60 for more info)
<b>Deliver:</b>
<b>Action 4:</b> New pocket parks to define ‘green’ entrances to CBD
<b>Action 5:</b> Consider rezoning to encourage infill residential development
<b>Action 8:</b> New public spaces with good solar access
<b>Action 9:</b> Encourage redevelopment of ‘gateway’ sites
<b>Advocate:</b>
<b>Action 6:</b> Redevelop Glenorchy Central precinct
<b>Action 7:</b> New pedestrian connections to future transit hub & KGV
<b>Partner:</b>
<b>Action 10:</b> Ideal location for new integrated transit hub
<b>Action 11:</b> Consider traffic calming for improved pedestrian safety
<b>Action 14:</b> Improve accessibility to nearby attractions
<b>Action 21:</b> Analyse and rezone land to increase residential/job density





## 4.6 Precinct urban design principles | Glenorchy CBD



### Principle 3: building the heart of city life

The suburb of Glenorchy grew up around a busy passenger train service and station. In 1964, a city status was given to Glenorchy and this began a new period of civic ambition. While the history of the place is long, one of the most striking design periods still evident today is the 1960s. The Council Chambers and forecourt and Olympic swimming pool are a testament to this civic achievement.

The next 10 years will be a period of renewal, refurbishment, and densification. A key focus for the CBD will be strengthening the Civic Precinct, which contains Council Chambers (including forecourt), bus mall and Glenorchy Library and forms the heart of the city. Resettling and unearthing the centre would restore and celebrate the importance of people to the place with new visual and movement corridors to connect the heart with existing activities and new development opportunities.

High-quality public spaces built around a vibrant city heart are also a driver for increased private investment in existing buildings and an attractor for new development.

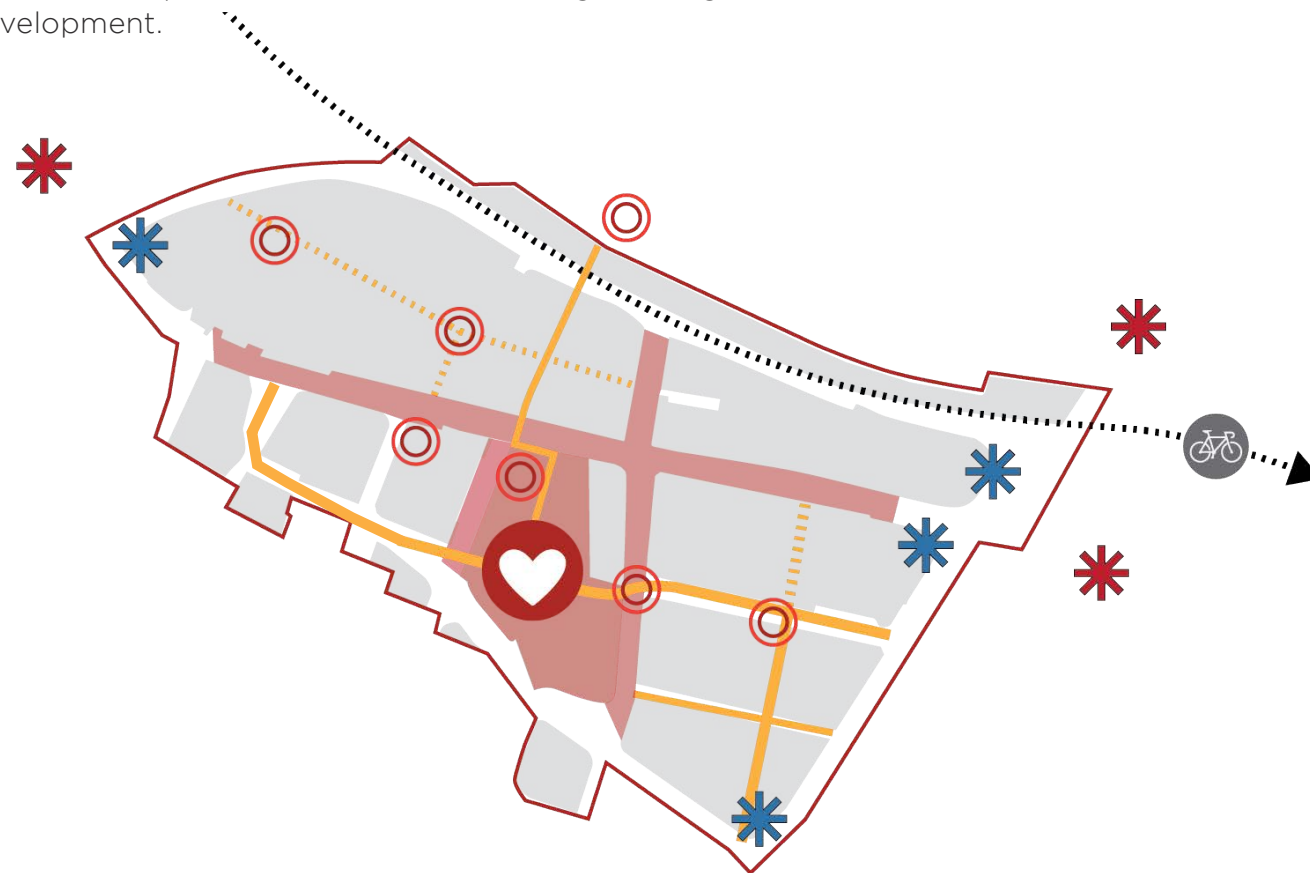


Figure 4:16 Key pedestrian areas in Glenorchy CBD

### Related strategic objectives

**Strategic Objective 1:** Reinforcing the activity centre hierarchy

**Strategic Objective 6:** Integrating high-quality design outcomes

### Precinct plan actions: (Refer to page 60 for more info)

#### Deliver:

**Action 1:** Extend and reorientate Council forecourt

**Action 2:** New masterplan for Civic Precinct

**Action 19:** Ensure streetscape improvements meet accessibility codes

#### Advocate:

**Action 3:** Improve & extend pedestrian laneway along Cooper Street

**Action 6:** Redevelop Glenorchy Central precinct

**Action 12:** Limit retail and commercial uses outside of core centre

**Action 16:** Encourage provision of Government services in core centre

#### Partner:

**Action 10:** Ideal location for new integrated transit hub

**Action 11:** Consider traffic calming for improved pedestrian safety

**Action 14:** Improve accessibility to nearby attractions

**Action 15:** Potential transit hub parking/ drop off / taxi zone





# 4.6 Precinct urban design principles | Glenorchy CBD

## Principle 4: building connections

Many large-scale community and education-based facilities bring people into the surrounding area on a day-to-day basis. These include Cosgrove High, Glenview, Guildford Young College, and the Migrant Resource Centre. These are in addition to the significant recreational facilities in the surrounding area. The precinct plan identifies the walkability and cyclability between these facilities and the Glenorchy CBD, and encourages connections to them.

There is strategic importance to the transit stop location for the Northern Suburbs Transit Corridor. To maximise locational benefits, this stop should be located as close as practicable to the centre of the CBD and integrate with bus services, pedestrian and cycle routes.

The precinct plan also recognises the importance of the future masterplan being prepared to highlight the surrounding area as a regional sport and recreation hub.

Within the precinct, there is little connectivity between shopping centres and a lack of ‘in-between spaces’ such as pedestrianised laneways and outdoor undercover spaces. Improved connections and permeability between the shopping centres of Centro, Big W, and Northgate will encourage pedestrian movement throughout the precinct.

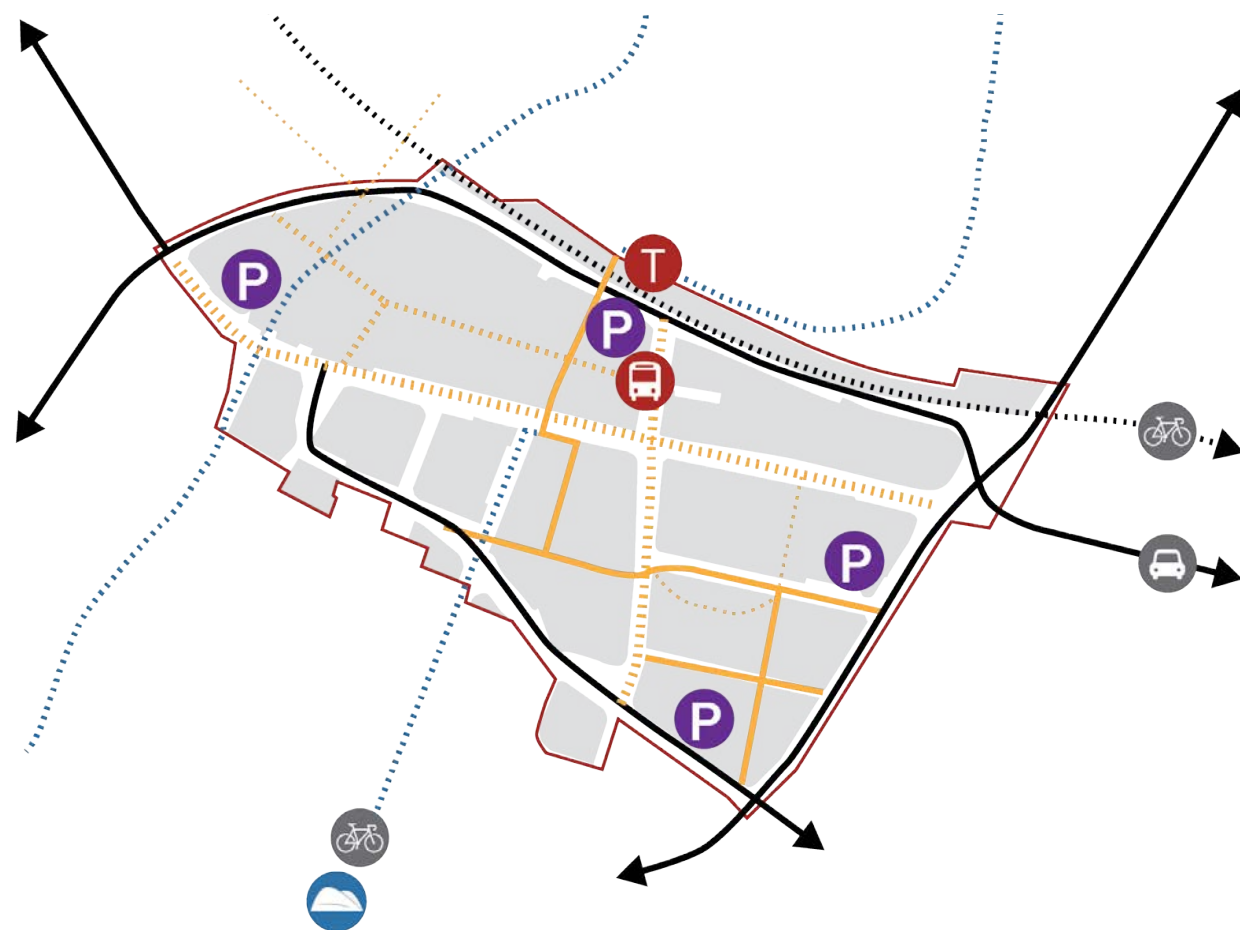


Figure 4:17 Key movement corridors in Glenorchy CBD

### Related strategic objectives

**Strategic Objective 1:** Reinforcing the activity centre hierarchy

**Strategic Objective 4:** Improving movement and access

### Precinct plan actions: (Refer to page 60 for more info)

#### Deliver:

**Action 1:** Extend and reorientate Council forecourt

**Action 2:** New masterplan for Civic Precinct

**Action 8:** New public spaces with good solar access

**Action 18:** Planning Scheme amendments to assist delivery of GGP

**Action 19:** Ensure streetscape improvements meet accessibility codes

#### Advocate:

**Action 3:** Improve & extend pedestrian laneway along Cooper Street

**Action 6:** Redevelop Glenorchy Central precinct

**Action 7:** New pedestrian connections to future transit hub & KGV

**Action 12:** Limit retail and commercial uses outside of core centre

**Action 13:** Encourage ‘high street’ built form along Main Road

#### Partner:

**Action 10:** Ideal location for new integrated transit hub

**Action 11:** Consider traffic calming for improved pedestrian safety

**Action 14:** Improve accessibility to nearby attractions

**Action 15:** Potential transit hub parking/ drop off / taxi zone





## 4.6 Precinct urban design principles | Glenorchy CBD



### Principle 5: grounding landscape

The Glenorchy CBD has a non-perpendicular, varied street arrangement. Traditional urban planning would encourage buildings to the frontage, creating strong building lines, yet in Glenorchy some of the varied setbacks open up views to kunanyi/Mount Wellington, Humphreys Rivulet and the River Derwent. The Organ Pipes in profile are a particular defining element of Glenorchy CBD's location.

Maintaining and enhancing visual connections to the mountain, the river and connecting waterways is embraced in the precinct plan as a way to define place. Specific opportunities to enhance these visual connections have been identified in the precinct plan.



Figure 4:18 Green corridors and open space in Glenorchy CBD

### Related strategic objectives

**Strategic Objective 5:** Greening Glenorchy

**Strategic Objective 4:** Improving movement and access

### Precinct plan actions: (Refer to page 60 for more info)

#### Deliver:

**Action 1:** Extend and reorientate Council forecourt

**Action 2:** New masterplan for Civic Precinct

**Action 18:** Planning Scheme amendments to assist delivery of GGP

#### Advocate:

**Action 3:** Improve & extend pedestrian laneway along Cooper Street

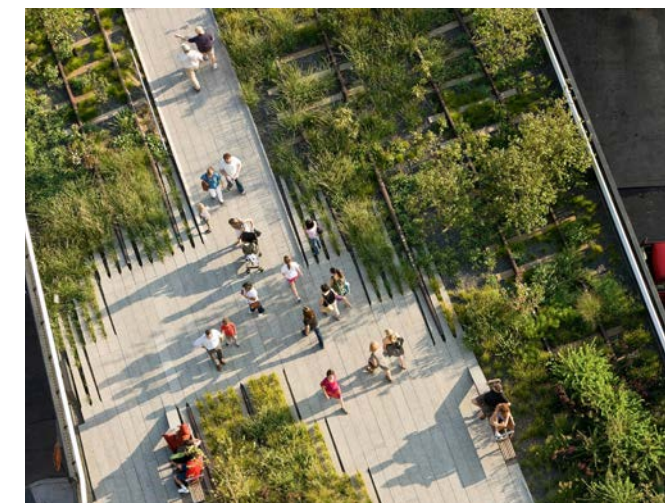
**Action 7:** New pedestrian connections to future transit hub & KGV

**Action 8:** New public spaces with good solar access

#### Partner:

**Action 14:** Improve accessibility to nearby attractions

**Action 20:** Explore options for better use of Council-owned land





# 4.6 Precinct urban design principles | Glenorchy CBD



## Principle 6: urban renewal

The precinct plan recognises that the highest and best use of land within proximity to the activity centre, will be uses that bring density of jobs and people. Particularly land within 400 m and 800 m of its boundaries and the Northern Suburbs Transit Corridor.

Some nearby industrial zones should be converted, over time, to residential purposes and/or mixed-use zones to support more people living in walking distance of the Glenorchy CBD and Northern Suburbs Transit Corridor.

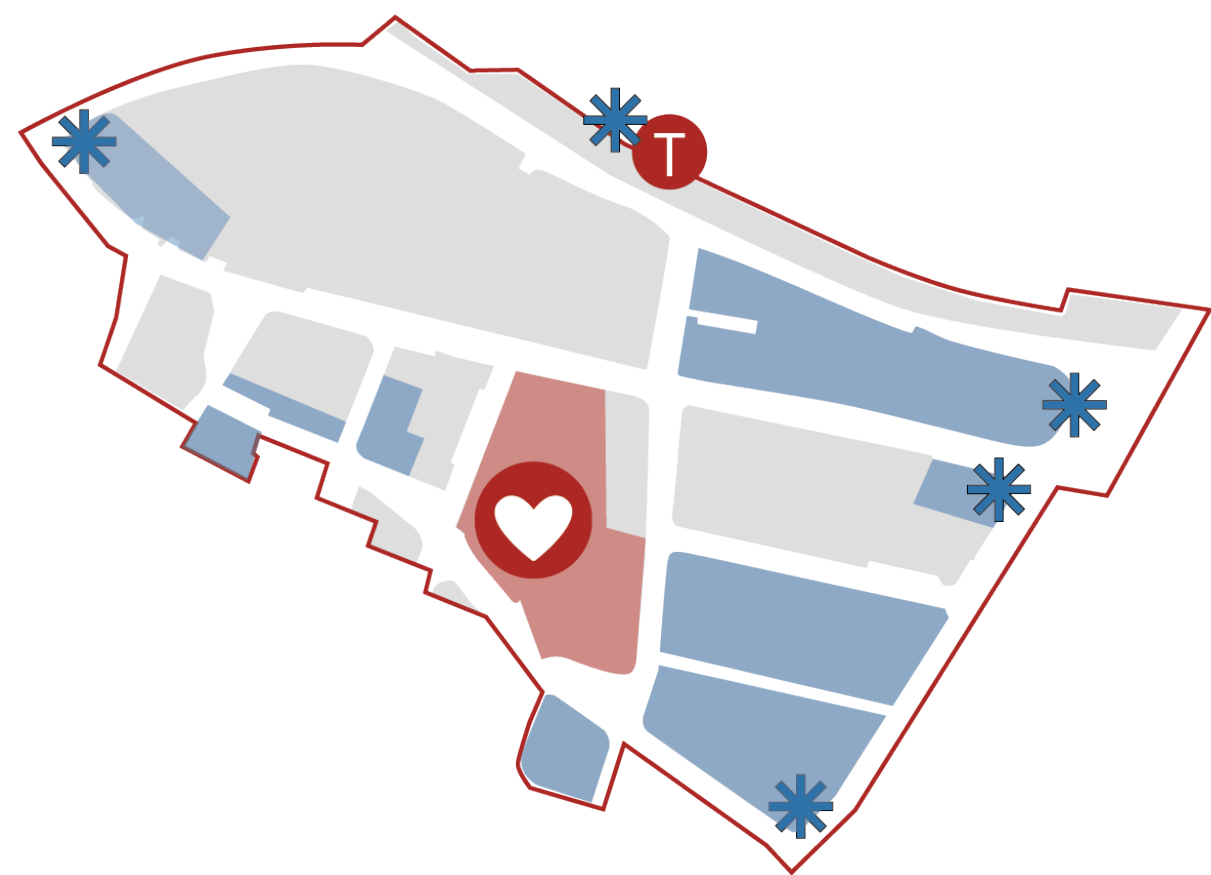


Figure 4:19 Development opportunity sites in Glenorchy CBD

Related strategic objectives

**Strategic Objective 1:** Reinforcing the activity centre hierarchy

**Strategic Objective 2:** Increasing urban densities

**Strategic Objective 3:** Delivering new employment opportunities

**Strategic Objective 6:** Integrating high-quality design outcomes

Precinct plan actions: (Refer to page 60 for more info)

Deliver:

**Action 4:** New pocket parks to define ‘green’ entrances to CBD

**Action 5:** Consider rezoning to encourage infill residential development

**Action 9:** Encourage redevelopment of ‘gateway’ sites

**Action 18:** Planning Scheme amendments to assist delivery of GGP

**Action 21:** Analyse and rezone land to increase residential/job density

Advocate:

**Action 6:** Redevelop Glenorchy Central precinct

**Action 13:** Encourage ‘high street’ built form along Main Road

Partner:

**Action 10:** Ideal location for new integrated transit hub

**Action 20:** Explore options for better use of Council-owned land





## Glenorchy Central - Vision 2040



2020

Artist Impression of 2040 retail/business precinct in Glenorchy Central Parking area looking north (indicative only).



## Barry Street - Vision 2040



Artist Impression of Cnr of Barry Street and Mill Lane in 2040 looking east (indicative only).

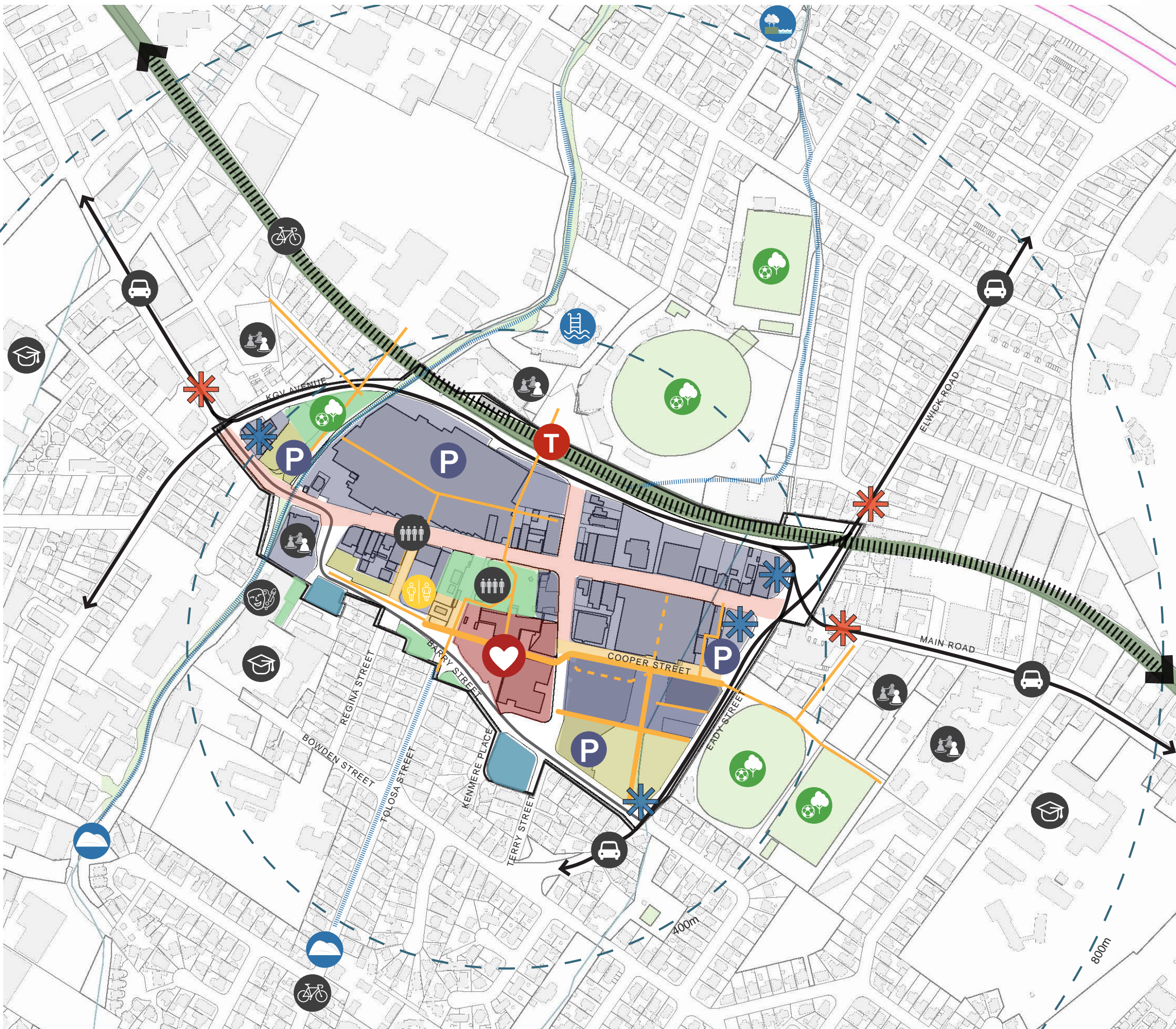


# 4.7 Glenorchy CBD | Context plan

## Legend

	Precinct boundary
	Existing rail corridor and Intercity Cycleway
	Walkability zone (400m/800m)
	High Street precinct
	Commercial/retail precinct
	Mixed use precinct
	Residential precinct
	Open space existing
	Green transit corridor
	Public open space
	Civic precinct
	Gateway buildings
	Entry gateway
	Pedestrian connections
	Pedestrian access
	Community
	Arts
	Recreation
	Public amenities
	Schools
	Parking
	Pool
	Mountain
	Transit hub
	Foreshore
	Gathering
	Traffic route

0m 50m 150m 350m





# 4.8 Glenorchy CBD | Precinct plan





## 4.9 Precinct plan actions | Glenorchy CBD

### Advocate | Partner | Deliver

Method	No.	Precinct Plan Action	Timing	Stakeholders	Related Strategic Objectives
<b>Deliver</b>	<b>1</b>	Extend and reorientate Council forecourt to maximise solar access and connection through to St Matthew's Church. Upgrade landscaping and public amenities. Allow for community-orientated events throughout the year. Details subject to future master plan.	Long term	Glenorchy City Council, development industry, community, building owners	1: Activity centre hierarchy 5: Greening Glenorchy 7: High-quality design
<b>Deliver</b>	<b>2</b>	New built form to existing civic precinct with details subject to future masterplan. As part of masterplan consider: wrapping the Council forecourt space around to Barry Street to create north-west facing public plaza with views of kunanyi/Mount Wellington, using more hard landscaping treatments; and providing architectural additions to existing civic built form to provide for permeability, expression of 1960s built form and pedestrian connections to surrounding network of footpaths and other pedestrian infrastructure.	Long term	Glenorchy City Council	1: Reinforcing the activity centre hierarchy 3: New employment 4: Movement & access 5: Places for people 7: High-quality design
<b>Deliver</b>	<b>3</b>	Investigate creation of an improved pedestrian laneway extending from Eady Street through the civic heart (Cooper Street) to link back through the civic public open space along Barry Street to Humphreys Rivulet/Main Road.	Medium term	Glenorchy City Council	4: Movement & access
<b>Deliver</b>	<b>4</b>	Consider removing car parking and creating new pocket parks on Council-owned land (10 & 11 Tolosa Street, Glenorchy) to soften transition between adjacent residential areas and the precinct while providing for traffic calming and a 'green' entrance from Tolosa Street.	Medium term	Glenorchy City Council	5: Places for people 6: Greening Glenorchy
<b>Deliver</b>	<b>5</b>	Consider rezoning Council-owned land at 9-11 Mill Lane and 8 Terry Street to create opportunity for mixed-use / infill residential development.	Medium term	Glenorchy City Council	2: Increased density 3: New employment
<b>Advocate</b>	<b>6</b>	Potential redevelopment precinct with new roads, laneways and pedestrian connections, allowing for upgrade of existing supermarket, other retail and commercial activities and improved integration with the precinct.	Long term	Glenorchy City Council, land owners	1: Activity centre hierarchy 3: New employment 4: Movement & access 5: Places for people 7: High-quality design
<b>Partner</b>	<b>7</b>	Potential future elevated pedestrian connection, linking 'mountain to water' and connecting the Council forecourt to the future transit hub and KGV while providing for increased activation along the north side of Northgate and provision of potential new multistorey car park.	Long term	Glenorchy City Council, Metro, State Growth, land owners	4: Movement & access 5: Places for people
<b>Partner</b>	<b>8</b>	Potential new public open space suitable for all ages in the north-west corner of the activity centre allowing for good solar access. Should retain the existing mature trees and connect future trails to Intercity Cycleway and McKays timber yard (to facilitate long-term conversion to residential).	Medium term	Glenorchy City Council, land owners	5: Places for people 6: Greening Glenorchy
<b>Advocate</b>	<b>9</b>	Encourage redevelopment of north-east area and north-west area of activity centre for retail and commercial redevelopments with activated ground floors, maximised built form site coverage, and a emphases on defining the street edge and activity centre gateways. May require site consolidation.	Long term	Glenorchy City Council, land owners	1: Activity centre hierarchy 3: New employment 4: Movement & access 5: Places for people 7: High-quality design
<b>Partner</b>	<b>10</b>	Ideal location for new transit hub to maximise location benefits. The hub should be integrated with bus services, pedestrian and cycle routes and ride share/ taxis services.	Long term	Glenorchy City Council, Metro, State Growth, land owners	1: Activity centre hierarchy 3: New employment 4: Movement & access 5: Places for people 7: High-quality design
<b>Partner</b>	<b>11</b>	Consider traffic calming to reduce traffic speeds from westbound traffic on Elwick Road and provide for a safe pedestrian and cyclist connection across the Intercity Cycleway. Integrate soft and hard landscaping including potential public art.	Long term	Glenorchy City Council, State Growth, land owners	4: Movement & access 5: Places for people



## 4.9 Precinct plan actions | Glenorchy CBD

### Advocate | Partner | Deliver

Method	No.	Precinct Plan Action	Timing	Stakeholders	Related Strategic Objectives
Partner	12	Investigate realignment of Main Road, Elwick Road and KGV Avenue roundabout intersection to reroute primary vehicle movement corridor from Main Road to KGV Avenue as well as provide for more efficient movement through the intersection.	Long term	Glenorchy City Council, State Growth, land owners	4: Movement & access
Advocate	13	Promote traditional high street built form and use along Main Road, including active ground floor frontages such as retail and food services and provision of awnings. Review against existing Glenorchy Urban Design Specific Area Plan provisions.	Long term	Glenorchy City Council, land owners	1: Activity centre hierarchy 5: Places for people 7: High-quality design
Partner	14	Develop improved all-ability access connections to nearby attractors including: the commercial activity located at Hobart Showgrounds and Wilkinsons Point; recreation infrastructure such as GASP, Montrose Bay, Glenorchy Recreation Ground (Eady Street) and KGV Recreation Area; and community activities such as Guilford Young College, Glenview and Cosgrove High School.	Long term	Glenorchy City Council, State Growth, land owners	4: Movement & access
Partner	15	Potential redevelopment of car park to provide drop-off and pick-up zones for future transit hub with multistorey car parking.	Long term	Glenorchy City Council, land owners	1: Activity centre hierarchy 4: Movement & access 5: Places for people
Advocate	16	Work with all levels of government to ensure that government services and facilities for Greater Glenorchy are located within the boundaries of the precinct. This will vary from investment into creative and active public spaces, locating anchor institutions in the CBD, to Council leveraging appropriate use and design outcomes for future development opportunities as landowner.	Long term	Glenorchy City Council, State Growth, land owners	1: Reinforcing the activity centre hierarchy 2: Increased density 3: New employment
Advocate	17	Aim to limit retail and commercial use and development outside the CBD that undermines the primacy of the Glenorchy CBD.	Long term	Glenorchy City Council, land owners	1: Activity centre hierarchy
Deliver	18	Investigate amending the planning scheme to: <ul style="list-style-type: none"> <li>Establish an amenity building envelope for the Glenorchy CBD to retain solar access along streets and in public open space areas;</li> <li>Mandate the provision of awnings and active frontages consistent with the precinct plan;</li> <li>Adjust existing building setback provisions in the Glenorchy Urban Design Specific Area Plan on side streets to enable views through to kunanyi/Mount Wellington;</li> <li>Include residential amenity provisions for future infill residential development that may occur above ground floor level in the Central Business Zone in order to deliver high quality residential living; and</li> <li>Include a specific precinct parking plan that reduces requirements in relation to on-site car parking.</li> </ul>	Short term	Glenorchy City Council	1: Activity centre hierarchy 3: New employment 4: Movement & access 5: Places for people 7: High-quality design
Deliver	19	In accordance with the Glenorchy City Council's Access Policy (December 2016), ensure that all streetscape improvements, footpaths and other public work provides equal opportunities and non-discriminatory practices that enable people with disability to access, participate and be included in the social, economic and cultural life of the precincts.	Long term	Glenorchy City Council, land owners	4: Movement & access 5: Places for people
Partner	20	Explore options for Council to leverage appropriate use and design outcomes for development opportunities on Council-owned land, including in partnership with the private sector.	Long term	Glenorchy City Council, land owners	2: Increased density
Deliver	21	Undertake an analysis of land within 800 m of the activity centre and the Northern Suburbs Transit Corridor and rezone land where required, to increase residential and job density.	Short term	Glenorchy City Council	2: Increased density 3: New employment



# 5: Precinct plan | Moonah

## 5.1 About Moonah

Moonah has a gritty character with laneways and shop allotments defined by 'front of house' and 'back of house'. The original title boundaries and density of the strip shopping remains evident and defines this precinct. This character is enhanced by the many developed fine-grain connections and has an urban character reminiscent of larger, denser cities.

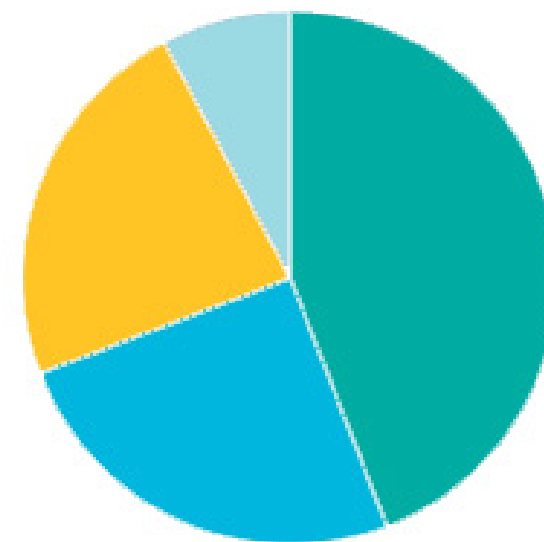
The adjacent New Town area in the City of Hobart contains two major public high schools which attract people into the broader area. New Town also contains other shopping facilities including Kmart and two major supermarkets which complement the range of services in Moonah. Given the close proximity between the two areas there are likely to be important economic and social connections.

Moonah has a high street character and is a recognised creative art location. The edges of the precinct and surrounding area have a focus on commercial and industrial activity.

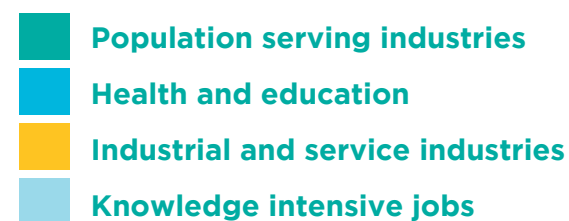
There are a growing number of jobs and working families and young people moving into the local area, and consequently Moonah is experiencing the greatest level of change, involving a shift away from its industrial base and more towards a population-based centre, with a specialised health and education focus.

There are, however, substantial areas within 400 m and 800 m of the precinct area that prohibit residential use (such as the Commercial and Light Industrial zones under the Glenorchy Interim Planning Scheme 2015) and job-generating activities that contribute to urban densities.

This is a key strategic issue given that the population in and around the Moonah activity centre is expected to experience an annual growth rate of 6.2% through to 2036, which is significantly higher than the Glenorchy LGA and Greater Hobart growth rates.

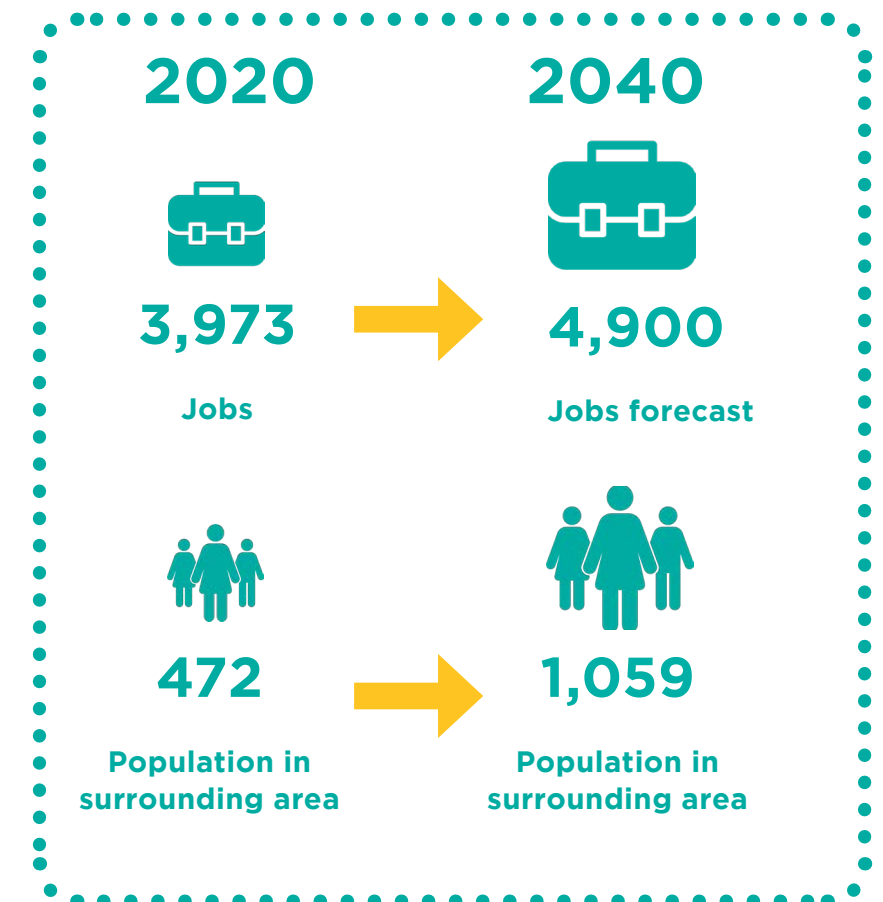


**Predicted 2040 jobs growth by industry in Moonah**



(Source: SGS Economics and Planning)

**Figure 5.1 Predicted jobs growth by industry**






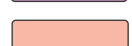
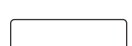
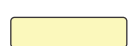



**Figure 5:2 2040 forecasts/ targets for Moonah CBD**



## 5.2 Context profile | Moonah

### Context map

#### Legend

-  Business and commercial zoning
-  Public open space / recreation areas
-  Industrial zoning
-  Education facilities
-  Residential areas
-  Large facilities / infrastructure
-  Existing rail corridor and Intercity Cycleway
-  Brooker Highway
-  Main road

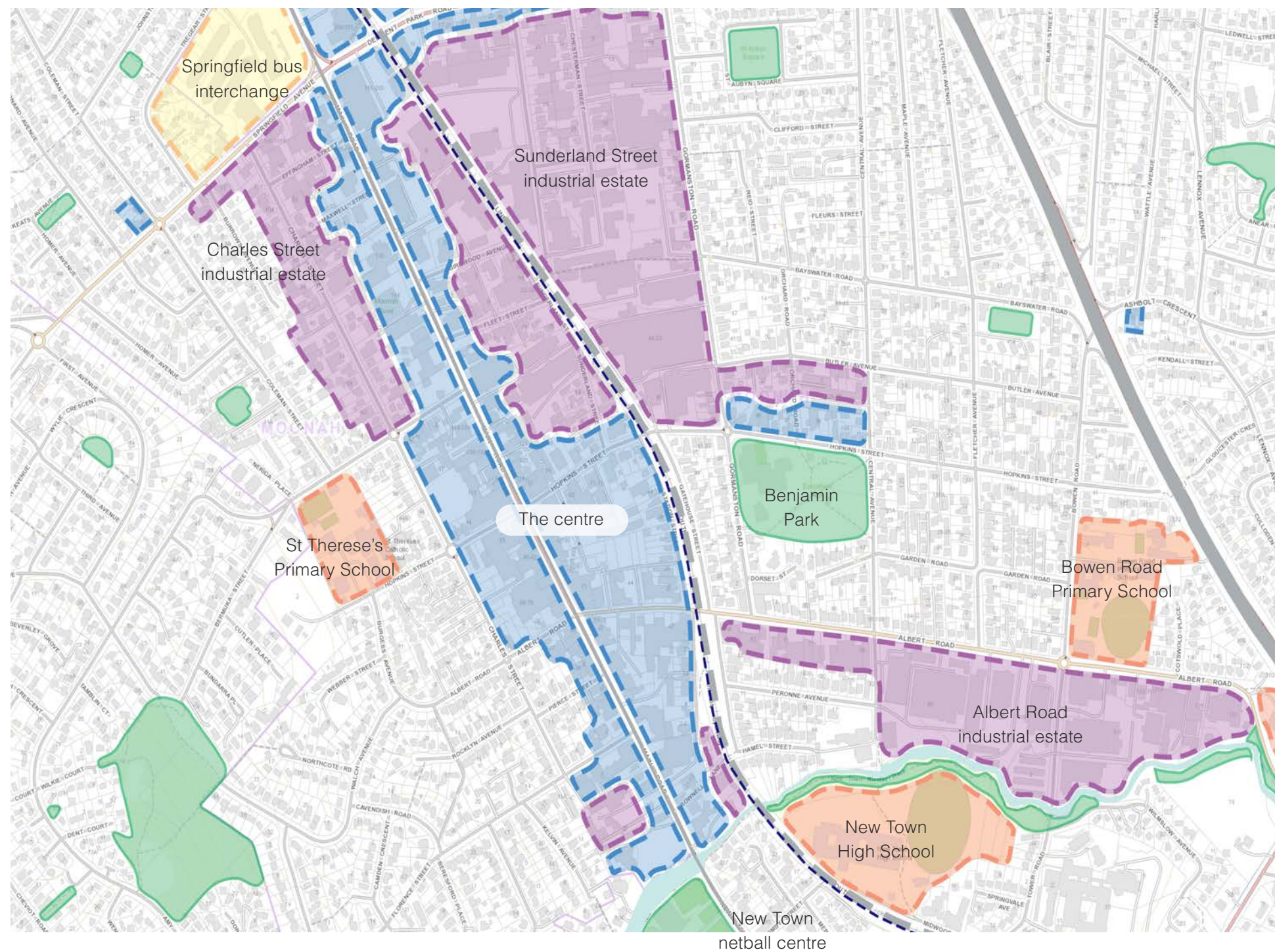


Figure 5:3 Moonah CBD context map



## 5.2 Context profile | Moonah CBD\*

The boundary for the Moonah CBD was determined through desktop review and considers the planning scheme, the location of businesses through Google data as well as the geometries of Hobart's Small Area Land Use Projections (SALUP) travel zones polygons.

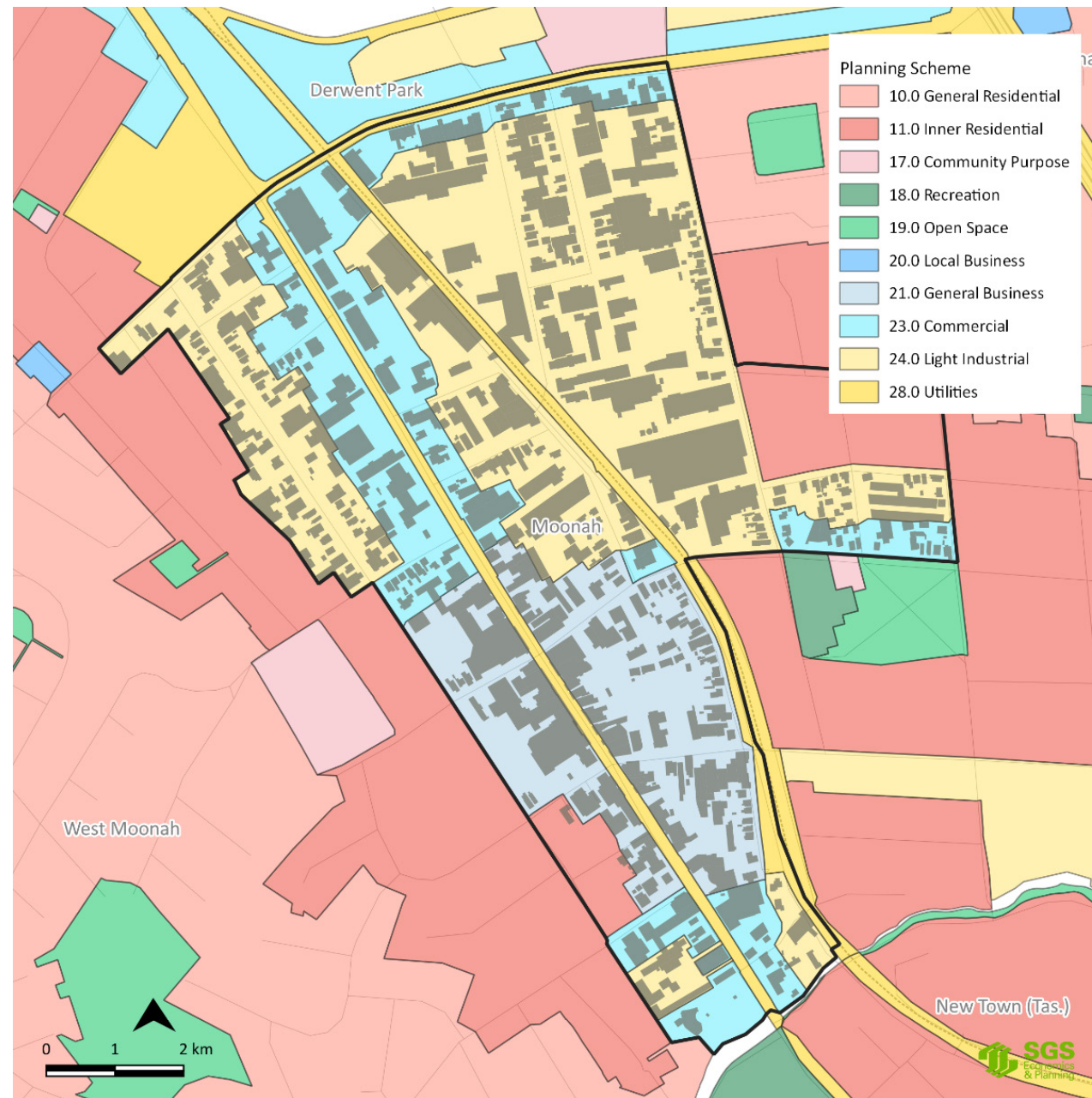


Figure 5:4 Moonah CBD boundary and associated zoning



Figure 5:5 Moonah CBD boundary and associated travel zones

\*Refer to Attachment 1 for more information: Glenorchy Identity Development and Precinct Planning, SGS Economics & Planning



## 5.2 Context profile | Moonah CBD\*

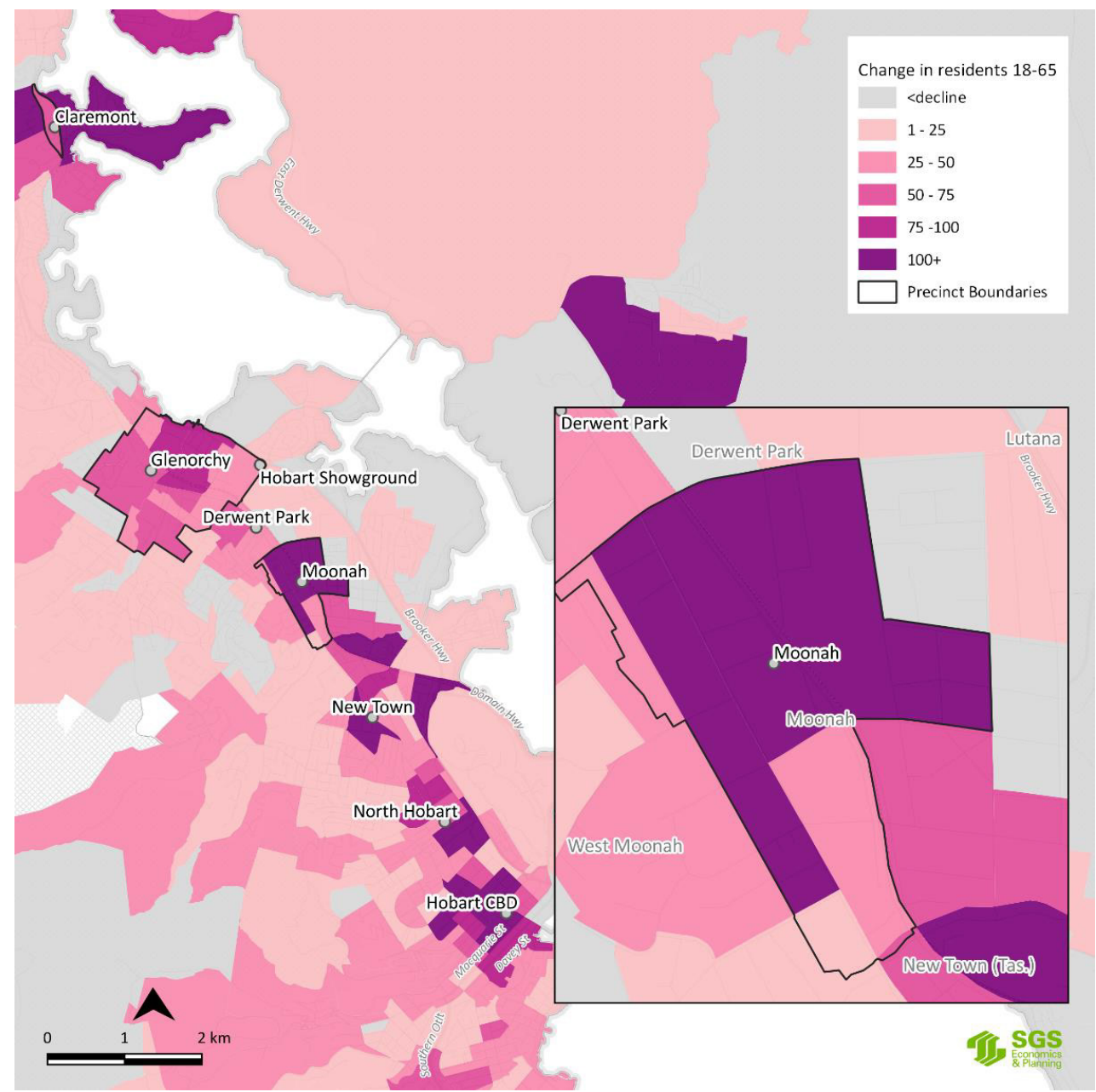


Figure 5:6 Residents aged 18-65 in Moonah and surrounds



### Theme 3| Welcome Home

As far back as we can remember, Glenorchy has been a place of diversity. We welcome those who choose to call our city home, and enjoy the rich culture this creates. We want to do more to support this – to encourage a connected and multi-layered society.

#### A growing number of working families

Figure 5:6 illustrates the resident population by age group across Moonah precinct. The most notable observation is that it is likely to experience a greater number of working families aged 18-65 within its boundaries. As the map illustrates, this seems to be a continuation of a trend occurring between the broader Glenorchy area and the Hobart CBD. It tends to have a higher number of younger residents moving in, when compared to the Glenorchy CBD.

\*Refer to Attachment 1 for more information: Glenorchy Identity Development and Precinct Planning, SGS Economics & Planning



## 5.3 Community insights | Moonah

The following is a summary of the precinct insights for Moonah from Stage 1 community engagement.

- In general, people really like the direction that Moonah has taken over the past few years. They enjoy the small, eclectic and multicultural shops and restaurants that have come in to fill the empty shopfronts and warehouses. They love being able to get a good coffee and meal without leaving the suburb.
- People like embracing multiculturalism, in particular around food and festivals.
- People would like more places to meet and congregate and socialise between community groups – they want places like MAC to be more open, not just somewhere people go for special cultural or launch events.
- People would like to see more parks, playground and dog areas – social and recreational places for the increasingly younger residents.
- People also like the bike track and want it to be done up so it is more inviting. They want the suburb to encourage more walking and bike riding through its layout.
- People would also like Moonah to feel more connected to the natural areas of the river and mountain.
- Please don't over-gentrify the area – people like the old warehouses and the grittiness. They compared it to places like Newtown in Sydney. A place for everyone.
- People would like to see the main road strip become 'more of a strip'.
- People hate the toilets in the car park at the back of Banjos. This came up multiple times. They want to see some welcoming and accessible public facilities, including for older people and people with babies/kids.



### Theme 9| The Moonah effect

**You've heard of the MONA effect? It's like that, only Moonah. While bigger shops are shutting down, small, eclectic and locally owned shops are opening up. The area has become a haven for young families and new migrants. We love the diversity and contrast, but want to hold on to what we are – a bit rough around the edges with absolutely no elitism.**





## 5.4 Story from the future | Moonah

I love spending Sunday morning in Moonah – I start at the farmer’s market and then explore all the little shops on Main Road and in the funky laneways and arcades. Last weekend I found the cutest hand-made African earrings, an incredible Tassie-made t-shirt for my daughter, and a second-hand book I can’t wait to read.

I try to buy our bread from one of the local bakeries, meat from the butcher up the road and our veggies from the family-owned grocer – it’s nice to support the small guys, and the quality is always excellent.

At night, we really enjoy going to the local restaurants – there’s the new Indonesian place, the Chinese dumpling restaurant and the incredible Kenyan Kitchen – that’s the kids’ favourite. They’re all so cheap, and the owners are really friendly as well. We go there so often they remember our names.

It’s amazing to watch the area change throughout the year – the whole suburb turns into an explosion of colour for the Holi festival, the roads are painted with rainbows for the Pride Parade, and lots of warehouses are converted into pop-up galleries for local makers and creators for the MAC Arts Fair.

And of course, we love it when Taste of the World takes over the main strip, car parks and parks – I heard that next year they are even opening pop-up restaurants in the houses on Charles street. So much incredible food!

One of our favourite things to do is to ride our bike down to the waterfront. The gardens and graffiti on the bike track feel like New York! The kids love to head to the nature playground as well – it’s such a nice place to meet people from different cultures. There’s really something for everyone here.

Beyond the Curtain

**When I was younger, there was a fish and chips shop and a hot dog shop in Moonah. That’s all you got here.**  
**Maree, The Wool Shop, Moonah**





## 5.5 Site analysis | Moonah CBD | Precinct plan zone

### Solar access

Moonah has a north-west-south-east orientation with good overall sunlight access to shop frontages, particularly the western strip along Main Road and public spaces. As the activity centre densifies, it is important to consider solar access amenity across the precinct. Similarly, development within the precinct boundaries needs to prevent unreasonable overshadowing of the adjoining residential uses.



Figure 5:7 Moonah CBD streets with good solar amenity

#### Legend

Good solar access

### Building heights

Moonah is a low-rise environment with predominantly one-storey buildings, except along Main Road between Albert Road and Hopkins Street where buildings are either two-storey or single-storey with two-storey parapet to the street.

The low-rise nature of buildings outside this area facilitates visual connections to the broader landscape.



Figure 5:8 Moonah CBD various existing building heights

#### Legend

- 1 storey
- 2 storey
- 2 storey parapet walls
- 3 storey
- Precinct boundary



# 5.5 Site analysis | Moonah CBD | Precinct plan zone

## Existing land use

The Moonah activity centre has a mixture of uses, including retail, community services, residential and food services, and some evening activity.

There are a number of single detached dwellings within the precinct boundary, particularly fronting onto Station Street which retains a residential appearance.



Figure 5:9 Moonah CBD existing types of land use

### Legend

- |                               |                   |
|-------------------------------|-------------------|
| Shopping centre               | Bulky goods       |
| Industrial / service industry | Pub / hotel       |
| Retail and services           | Vacant            |
| Residential areas             | Precinct boundary |
| Food services                 | Offices           |
| Community Services            |                   |

## Under-utilised sites

Moonah contains clusters of buildings along the boundary of, and in proximity to Main Road along Hopkins Street. Beyond this discrete area there are many sites that are under-utilised.

There are large areas of sealed car parks that, anecdotally, are surplus to the needs of the activity centre. Key under-utilised industrial sites and buildings are a mixture of single and two-storey in an area that allows for three to four storeys as a permitted standard.



Figure 5:10 Moonah CBD identified under-utilised sites

### Legend

- |                            |
|----------------------------|
| Under-utilised sites       |
| Public car parking         |
| Vacant buildings and sites |
| Precinct boundary          |



## 5.5 Site analysis | Moonah CBD | Precinct plan zone

### Pedestrian amenity, activation and public spaces

Moonah contains a well-activated high street, particularly for the shops and cafes bordered by the Hopkins Street car park and the eastern side of Main Road. Unique to Moonah are the fine-grain allotments with the laneways connecting the activity centre.

There is very limited activation on the western and north-west side of the activity centre bordered by Charles Street and Hopkins Street. These precinct edges are dominated by vast areas of car parking and back-of-house operations respectively.



Figure 5:11 Moonah CBD pedestrian connections & active street fronts

#### Legend

- |                                |                                |
|--------------------------------|--------------------------------|
| ---> Formal pedestrian links   | Defined laneways               |
| ---> Informal pedestrian links | Controlled pedestrian crossing |
| ---> Internal pedestrian links | Pedestrian crossing            |
| Active frontages               | Public toilets                 |
| Public forecourts              | Intercity Cycleway             |
| Awnings                        | Precinct boundary              |
| Outdoor dining                 |                                |

### Movement and traffic issues

Main Road runs through the centre of Moonah, has car parking on both sides of the road and is a dominant feature of the precinct. Vehicle queuing along Main Road is a regular occurrence, even outside of peak hour.

Albert Road and Hopkins Street act as arterial roads within the Greater Glenorchy area, carrying significant traffic movements into and around the precinct. Albert Road draws vehicles into the centre from the Brooker Highway.



Figure 5:12 Moonah CBD movement and traffic issues

#### Legend

- |                            |                   |
|----------------------------|-------------------|
| Difficult intersection     | Vehicle queuing   |
| Poor pedestrian connection | Key car parks     |
| Pedestrian connection      | Car links         |
| On-street parking          | Precinct boundary |
| Angle parking              |                   |



# 5.5 Site analysis | Moonah CBD | Precinct plan zone

## Trees, vegetation and open spaces

Moonah contains minimal established trees, landscaped areas, or comfortable public open spaces within the precinct boundaries, partly due to its industrial heritage.

The key open spaces within proximity to the precinct area are the linear parks adjacent to the transit corridor.



Figure 5:13 Moonah CBD green space

### Legend

- Existing tree
- Heat island effect
- Open spaces
- Precinct boundary

## Topography, sightlines and vistas

Moonah is generally a flat area. This provides for good walkability and accessibility.

There are small areas within the precinct that have views to kunanyi/Mount Wellington, such as the Intercity Cycleway. Views are most prominent on the east-west running streets.



Figure 5:14 Moonah CBD topography

### Legend

- |                        |                     |
|------------------------|---------------------|
| Distant views          | Rivulet corridor    |
| Open / broad views     | Poorly defined edge |
| Obstructed view        | Precinct boundary   |
| Strong linear corridor |                     |



## 5.6 Precinct urban design principles | Moonah CBD



### Principle 1: fine-grained allotments

Moonah's character is that of grit, laneways and shop allotments with defined 'front of house' and working 'back of house'. The original DNA of the title boundaries and density of the strip shopping typology remains evident and defines this specific precinct bounded by Albert Road and Amy Street.

This character is enhanced by the many developed fine-grain connections, like laneways and site connections through the precinct.

Hobart's suburbs have been formed around the dominant typography where roads follow contours and buildings live between specific landscape settings. Moonah's street grid is unique to Hobart in the rigidity of the street grid found here, made possible by Moonah's siting on flat lands. This urban character is reminiscent of larger, denser cities.



Figure 5:15 Small allotments and laneways have been retained in Moonah CBD

### Related strategic objectives

**Strategic Objective 1:** Reinforcing the activity centre hierarchy

**Strategic Objective 3:** Delivering new employment opportunities

**Strategic Objective 6:** Integrating high-quality design outcomes

### Precinct plan actions: (Refer to page 82 for more info)

#### Deliver:

**Action 2:** Improve pedestrian link from Main Road to future Transit Hub

**Action 4:** Create new urban park adjacent to amenities in Moonah carpark

**Action 16:** Amendments to Planning Scheme to increase density, public amenity & creative industry opportunities

#### Advocate:

**Action 3:** Encourage & retain high-street retail/food frontages

**Action 6:** Encourage activation of existing arcades and laneways

#### Partner:

**Action 14:** Potential new pedestrian laneways in new developments





# 5.6 Precinct urban design principles | Moonah CBD



## Principle 2: high street with a creative gritty edge

Moonah retains its traditional high street characteristics and is organically evolving around a culture and food scene. It also has locational advantages, and it is predicted that demand for residential use and development in and around Moonah will be strong, particularly as it still is an affordable area. Its economic potential is strong and evident, and it is likely to be the next area in the growth corridor that is extending northwards from central Hobart, through North Hobart and New Town.

With this potential comes the risk that the Moonah activity centre will undermine the primacy of the Glenorchy CBD and also lose its current character and appeal. This requires a careful balance in the ongoing transformation of Moonah.

Moonah’s position in the activity centre hierarchy should be enhanced by orientating it towards more niche retailing and supporting its evolving culture and food scene. This would upscale the centre, positioning Moonah as a desirable ‘destination retail’ and centre of creativity.

**Providing opportunities for creative industries and niche producers that require both an area to manufacture and a shopfront could be uniquely Moonah and build on the industrial heritage of Greater Glenorchy.**

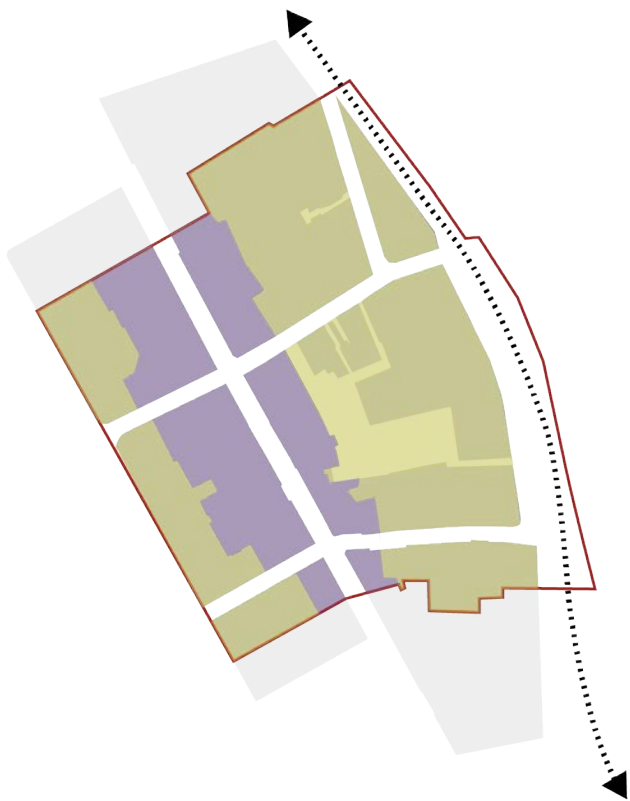


Figure 5:16 Existing land use pattern (retail and niche industry) in Moonah CBD

### Related strategic objectives

- Strategic Objective 1:** Reinforcing the activity centre hierarchy
- Strategic Objective 3:** Delivering new employment opportunities
- Strategic Objective 5:** Creating places for people

### Precinct plan actions: (Refer to page 82 for more info)

#### Deliver:

- Action 1:** Upgrade/revitalise Main Road footpaths along main strip
- Action 5:** Upgrade ‘gateways’ into Moonah to create sense of place
- Action 8:** Upgrade/revitalise Hopkins Street core pedestrian zones
- Action 9:** Upgrade/revitalise Albert Street core pedestrian zones
- Action 16:** Amendments to Planning Scheme to increase density, public amenity & creative industry opportunities

#### Advocate:

- Action 3:** Encourage & retain high-street retail/food frontages
- Action 6:** Encourage activation of existing arcades and laneways
- Action 13:** Mixed use development opportunities with active frontages

#### Partner:

- Action 14:** Potential new pedestrian laneways in new developments





## 5.6 Precinct urban design principles | Moonah CBD



### Principle 3: encouraging working families

Moonah is uniquely positioned to attract more working families, a result of Hobart's population growth and changing housing affordability. It is a well serviced and located suburb. The zoning around the precinct needs to contribute to its viability and vitality. An important consideration is to make the highest and best use of land. Particularly within walking distance of Moonah, and urban renewal opportunities associated with the Northern Suburbs Transit Corridor with higher densities for residential development and transit-orientated developments more generally.

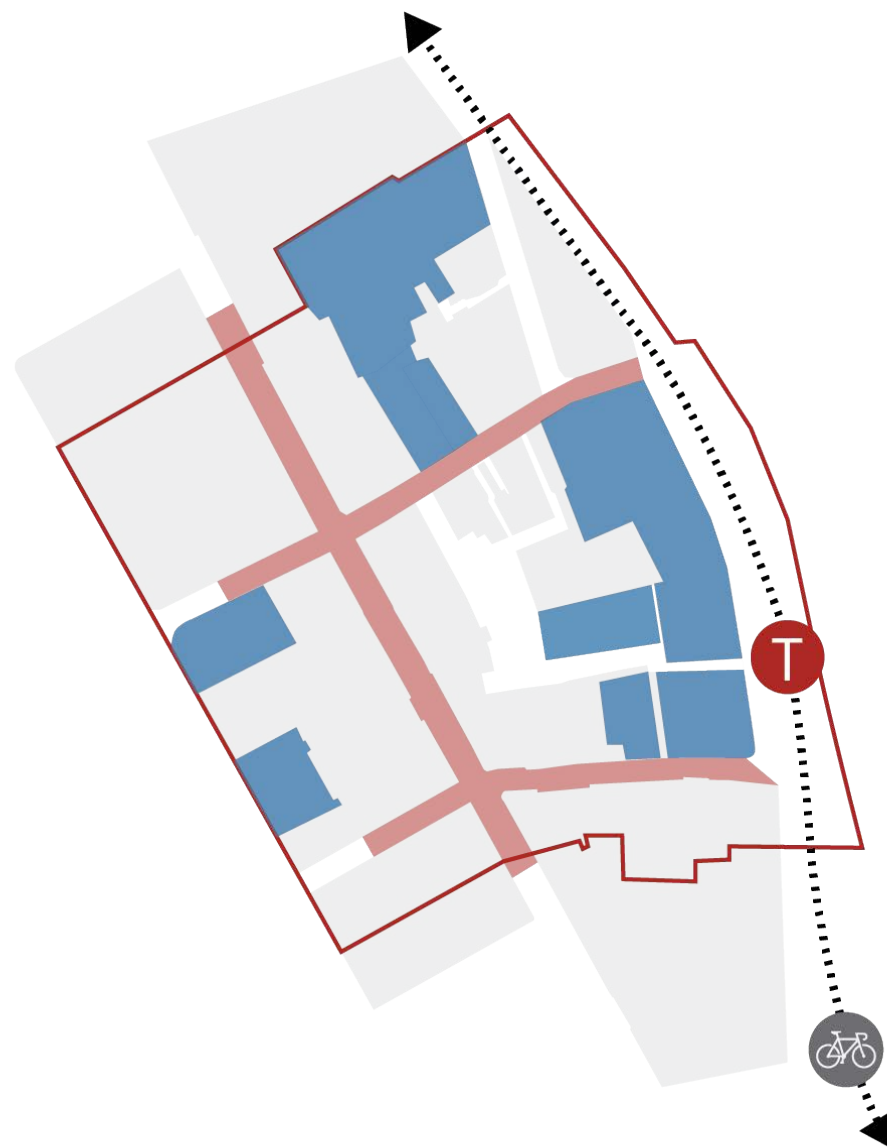


Figure 5:17 Development opportunity sites in Moonah CBD

### Related strategic objectives

**Strategic Objective 1:** Reinforcing the activity centre hierarchy

**Strategic Objective 2:** Increasing urban densities

**Strategic Objective 3:** Delivering new employment opportunities

**Strategic Objective 5:** Creating places for people

### Precinct plan actions: (Refer to page 82 for more info)

#### Deliver:

**Action 4:** Create new urban park adjacent to amenities in Moonah carpark

**Action 16:** Planning Scheme amendments to assist delivering of GGP

**Action 17:** Ensure accessible solutions for any streetscape improvements

**Action 19:** Review land zoning within 800m of the proposed transit hub

**Action 22:** Undertake detailed traffic and parking assessment in activity

#### Advocate:

**Action 12:** New residential infill development opportunities

**Action 15:** Ideal location for new integrated transit hub

**Action 21:** Improve safety/amenity of Intercity Cycleway crossings

#### Partner:

**Action 11:** New public space/crossing/share zone adjacent to Transit Hub





# 5.6 Precinct urban design principles | Moonah CBD



## Principle 4: strengthening the vibrancy

The vibrant and unique cultural diversity found in Moonah is fundamental to its character, liveliness, and energy. For this reason, the precinct plan builds on these traits by strengthening the alleyways, providing warmer lighting, ensuring awnings remain to provide pleasant all-weather protection, and reinforce the identity of individual retail and service outlets. The precinct plan identifies pockets for art and public space, and areas for flexible outdoor day and evening activities.

These opportunities that strengthen the vibrancy of Moonah must reflect its character, having a light touch on the activity centre and simply accentuate what is already great.

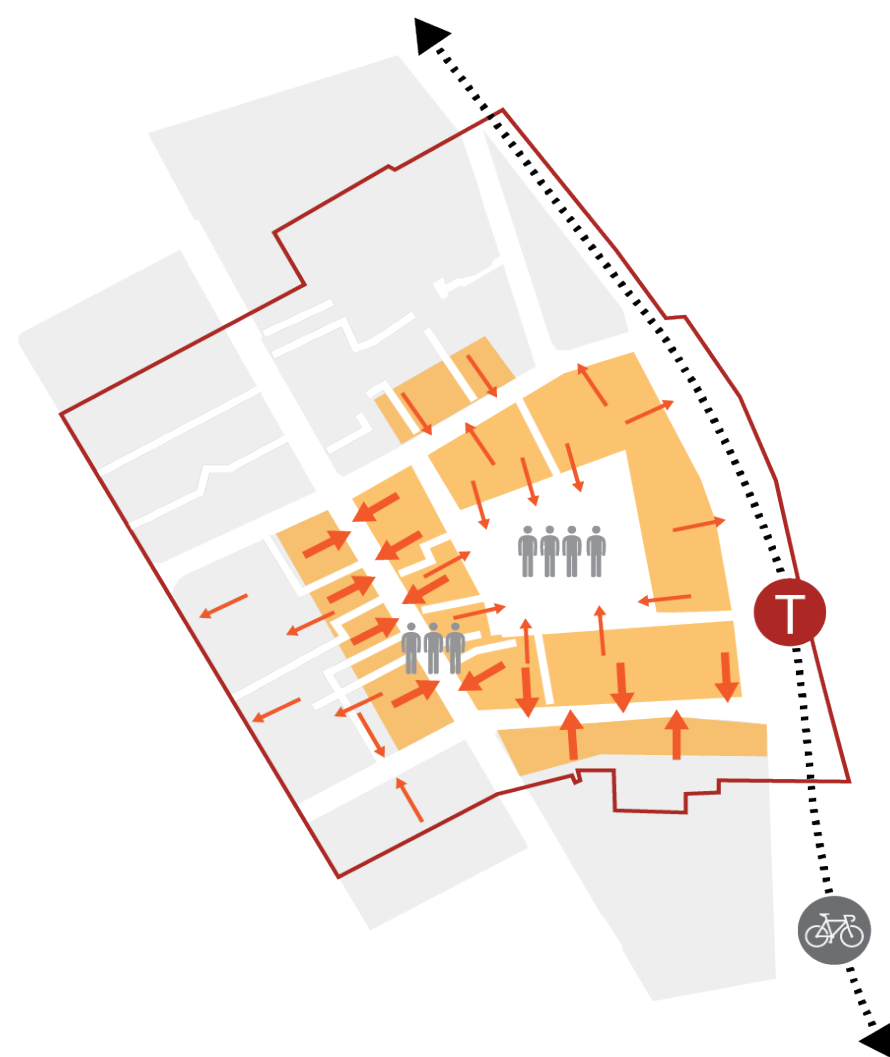


Figure 5:18 Strengthening the core and creating space for activities in Moonah CBD

### Related strategic objectives

**Strategic Objective 1:** Reinforcing the activity centre hierarchy

**Strategic Objective 2:** Increasing urban densities

**Strategic Objective 4:** Improving movement and access

**Strategic Objective 5:** Creating places for people

### Precinct plan actions: (Refer to page 82 for more info)

#### Deliver:

**Action 1:** Upgrade/revitalise Main Road footpaths along main strip

**Action 4:** Create new urban park adjacent to amenities in Moonah carpark

**Action 16:** Planning Scheme amendments to assist delivering of GGP

**Action 17:** Ensure accessible solutions for any streetscape improvements

**Action 20:** Prepare signage strategy to improve signage in precinct

#### Advocate:

**Action 3:** Encourage & retain high-street retail/food frontages

**Action 6:** Encourage activation of existing arcades and laneways

**Action 7:** New retail development facing new urban park

**Action 8:** Upgrade/revitalise Hopkins Street core pedestrian zones

**Action 9:** Upgrade/revitalise Albert Street core pedestrian zones

**Action 13:** Mixed use development opportunities with active frontages

**Action 15:** Ideal location for new integrated transit hub

#### Partner:

**Action 10:** Investigate opportunities for connections to proposed park

**Action 14:** Potential new pedestrian laneways in new developments





# 5.6 Precinct urban design principles | Moonah CBD



## Principle 5: a residential village

The precinct plan focuses on achieving the highest and best use value of the land in proximity to the activity centre; land uses that create both high density living and high density jobs within walking distance of the precinct. The Northern Suburbs Transit Corridor, including investment into transit-orientated developments, can drive a substantial rise in land value because of improved travel times and connectivity. Again, this rise will be prominent for those land uses and zonings that benefit from density, pedestrian, and transit connectivity; retail, commercial and residential uses.

Moonah not only benefits from being on the corridor, but future growth is important to achieving a viable mass public transport option along the corridor and achieving the infill objectives in the STRLUS.

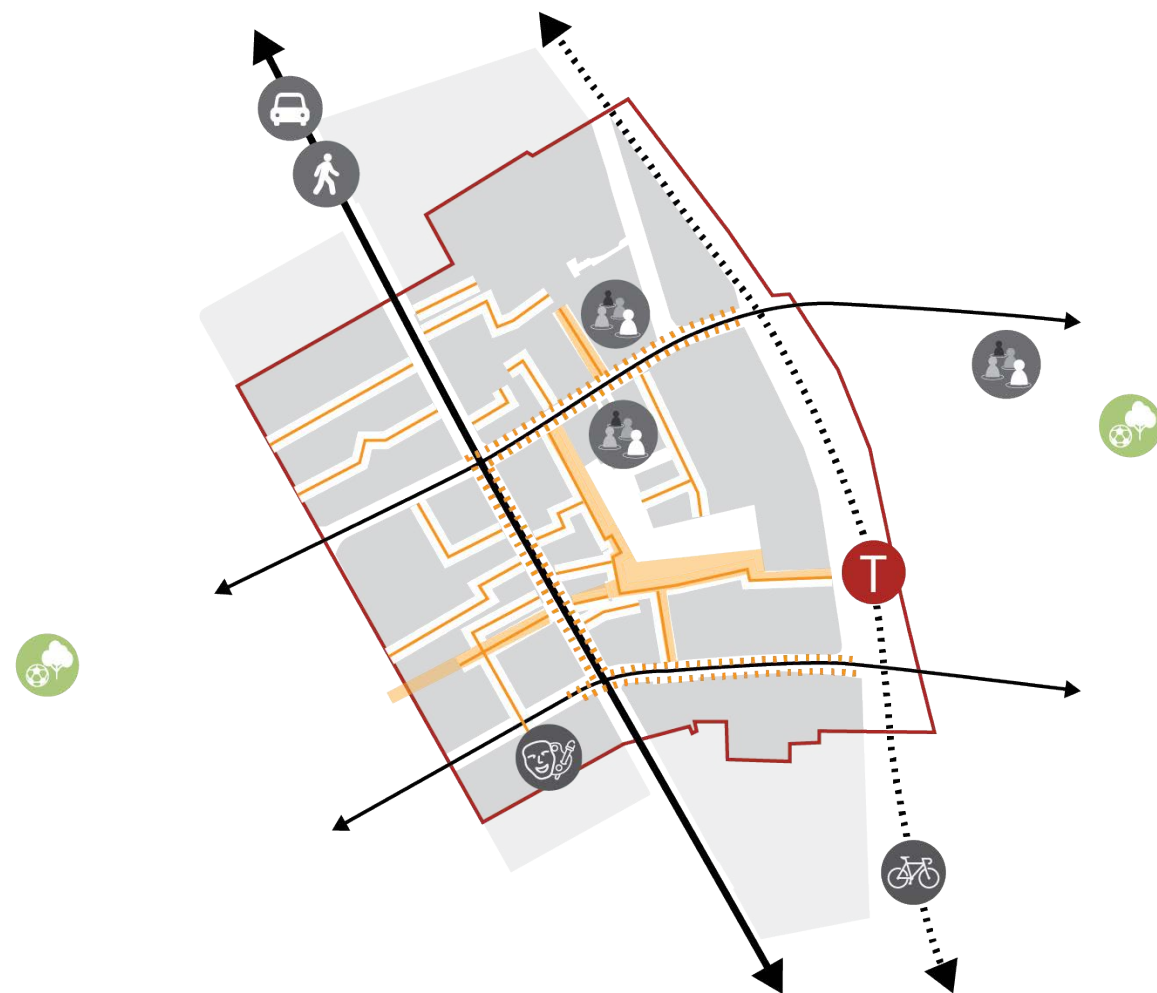


Figure 5:19 Transit-orientated movement pathways in Moonah CBD

### Related strategic objectives

**Strategic Objective 1:** Reinforcing the activity centre hierarchy

**Strategic Objective 2:** Increasing urban densities

**Strategic Objective 3:** Delivering new employment opportunities

### Precinct plan actions: (Refer to page 82 for more info)

#### Deliver:

**Action 16:** Planning Scheme amendments to assist delivering of GGP

**Action 19:** Review land zoning within 800m of the proposed transit

#### Advocate:

**Action 3:** Encourage & retain high-street retail/food frontages

**Action 12:** New residential infill development opportunities

**Action 13:** Mixed use development opportunities with active frontages

**Action 15:** Ideal location for new integrated transit hub

#### Partner:

**Action 18:** Explore options to leverage best use/design outcomes for Council-owned land including considering private partnerships





# 5.6 Precinct urban design principles | Moonah CBD



## Principle 6: grounding landscape

Moonah’s density and industrial heritage has meant the CBD has not retained many mature trees nor benefited from a central green space to allow people to gather. Moonah carpark has a good network of established trees and good solar amenity. It also has good access to the future transit hub and Main Road. It also has under-utilised parking areas that could be transformed into parklets which will provide green open spaces for the community to use for passive recreation and events.

Better access to Benjafield Park will allow for increased patronage during business hours and provide space for workers in the CBD to undertake passive and recreational activities. Further greening along the transit corridor may be possible once the transit corridor mode of activation is established.



Figure 5:20 Green corridors and future open space opportunities in Moonah CBD

### Related strategic objectives

**Strategic Objective 5:** Creating places for people

**Strategic Objective 6:** Greening Glenorchy

### Precinct plan actions: (Refer to page 82 for more info)

#### Deliver:

**Action 1:** Upgrade/revitalise Main Road footpaths along main strip

**Action 2:** Improve pedestrian link from Main Road to future Transit Hub

**Action 4:** Create new urban park adjacent to amenities in Moonah carpark

**Action 5:** Upgrade ‘gateways’ into Moonah to create sense of place

**Action 8:** Upgrade/revitalise Hopkins Street core pedestrian zones

**Action 9:** Upgrade/revitalise Albert Street core pedestrian zones





## Moonah Pocket Park - Vision 2040



2020

Artist Impression of 2040 pocket park in Moonah Carpark looking north-west (indicative only).



## Albert Road - Vision 2040



Artist Impression of Albert Road near the MAC in 2040 looking west (indicative only).



2020



# 5.7 Moonah CBD | Context plan

## Legend

- Precinct boundary
- Existing rail corridor and intercity Cycleway
- Walkability Zone (400m/800m)
- High Street precinct
- Commercial/retail precinct
- Mixed use precinct
- Open space existing
- Green transit corridor
- Public open space - activation link
- Entry gateway
- Pedestrian connections
- Arts
- Community
- Recreation
- Schools
- Transit hub
- Bus stop
- Gathering
- Traffic route
- Parking

0m 50m 150m 350m





# 5.8 Moonah CBD | Precinct plan

Legend

Precinct boundary

Existing rail corridor and Intercity Cycleway

Vehicular circulation - primary

Vehicular circulation - secondary

Pedestrian circulation - primary

Pedestrian circulation - secondary

Existing heritage

Shop front awning/ strengthening

Celebrate Intercity Cycleway with public art

Indicative built form - commercial/ retail

Indicative built form - mixed use

Indicative built form - residential infill

Indicative built form - civic / infrastructure

Built form activation

Public open space

Indicative tree planting

Carpark

Pedestrian connections - new and existing

Footpath and public domain upgrades shared open space

Key pedestrian crossing points

See Precinct Plan Actions

Precinct plan actions

1

Upgrade Main Road with streetscape improvements

2

Enhance pedestrian and shared zone network

3

Encourage active ground floor frontages, such as retail / food services

4

Create new urban park for daily use and events

5

Upgrade entry points to the centre on Main Road

6

Upgrade and activate existing retail arcade

7

Encourage new retail infill development activating proposed urban park

8

Extend public domain upgrades to Hopkins Street. Provide upgraded forecourt to Multi-Cultural Hub

9

Extend public domain upgrades to the Moonah Arts Centre

10

Investigate opportunity to provide pedestrian link

11

Improve connection between the town centre and the Intercity Cycleway and provide potential new open space area (acquisition required)

12

Potential future residential infill development sites (indicative only)

13

New built form opportunities with potential for consolidated carparking

14

Potential new pedestrian laneways

15

Future transit hub location





## 5.9 Precinct plan actions | Moonah CBD

### Advocate | Partner | Deliver

Method	No.	Precinct Plan Action	Timing	Stakeholders	Related Strategic Objectives
<b>Deliver</b>	<b>1</b>	Consider upgrading Main Road between Albert Road and Hopkins Street with footpath widening and kerb extension to create space, social infrastructure, outdoor dining, retail spill-out, street trees, warm lighting and new multifunction poles.	Long term	Glenorchy City Council, community, building owners	4: Movement & access 5: Places for people 6: Greening Glenorchy 7: High-quality design
<b>Deliver</b>	<b>2</b>	Consider extending and enhancing existing pedestrian and shared zone network (cyclists, scooters & light vehicle access) leading from Main Road, through the proposed urban park and plaza, to Station Street, Intercity Cycleway and future transit hub along the Norther Suburbs Transit Corridor.	Long term	Glenorchy City Council, community, building owners, State Growth	4: Movement & access 5: Places for people 6: Greening Glenorchy 7: High-quality design
<b>Advocate</b>	<b>3</b>	Encourage and retain traditional high street built form and use along Main Road including active ground floor frontages, such as retail and food services on ground floor with awnings.	Medium term	Glenorchy City Council, building owners	1: Activity centre hierarchy 5: Places for people
<b>Deliver</b>	<b>4</b>	Investigate reclaiming car parking and incorporate existing public amenity (toilet block) to create new urban park and plaza for daily and night-time use and events within the Hopkins Street car park. Investigate opportunity to provide connection from existing semi-private open space to proposed public park.	Long term	Glenorchy City Council, building owners, businesses, community	5: Places for people 6: Greening Glenorchy 7: High-quality design
<b>Deliver</b>	<b>5</b>	Consider upgrading Main Road north and south to signify entry to central Moonah, with footpath treatments, kerb extensions, street tree plantings and multifunction poles.	Medium term	Glenorchy City Council	1: Activity centre hierarchy 5: Places for people 6: Greening Glenorchy
<b>Advocate</b>	<b>6</b>	Encourage improvement and activation of existing retail arcades and laneways.	Short term	Glenorchy City Council, building owners, businesses, community	4: Movement & access 5: Places for people 7: High-quality design
<b>Advocate</b>	<b>7</b>	Potential built form with activation of north-facing elevation onto urban park and plaza providing for retail spill-out.	Long term	Glenorchy City Council, building owners, businesses, community	2: Increasing urban density 3: New employment 5: Places for people
<b>Deliver</b>	<b>8</b>	Consider extending public domain upgrades to Hopkins Street, with footpath treatment, kerb extensions, street tree plantings and raised vehicle crossovers to provide continuous footpath for pedestrians. Provide upgraded forecourt to both original and new Moonah Arts Centres.	Long term	Glenorchy City Council	4: Movement & access 5: Places for people 7: High-quality design
<b>Deliver</b>	<b>9</b>	Consider extending public domain upgrades to Albert Road, with footpath treatment, kerb extensions, street tree plantings and raised vehicle crossovers to provide continuous footpath for pedestrians.	Long term	Glenorchy City Council	4: Movement & access 5: Places for people 7: High-quality design
<b>Partner</b>	<b>10</b>	Investigate opportunity to provide connection from existing semi-private open space to proposed public park.	Long term	Glenorchy City Council, community, building owners, State Growth	4: Movement & access 5: Places for people 7: High-quality design
<b>Partner</b>	<b>11</b>	Look to create a new crossing point on Station Street, improving connection between the centre and the Intercity Cycleway supported by potential new open space area through strategic acquisition. Requires removal of some existing angled on-street parking.	Long term	Glenorchy City Council, community, building owners, State Growth	4: Movement & access 5: Places for people 7: High-quality design
<b>Advocate</b>	<b>12</b>	Potential residential infill development, either through new build development or, where heritage listed, retrofitting existing structures or extending.	Long term	Glenorchy City Council, community, building owners, State Growth, development industry	2: Increasing urban density 3: New employment 5: Places for people 7: High-quality design
<b>Advocate</b>	<b>13</b>	Potential mixed use development opportunities with built form to maximise site coverage and active frontages to the street.	Long term	Glenorchy City Council, community, building owners, development industry	2: Increasing urban density 3: New employment 5: Places for people 7: High-quality design



## 5.9 Precinct plan actions | Moonah CBD

### Advocate | Partner | Deliver

Method	No.	Precinct Plan Action	Timing	Stakeholders	Related Strategic Objectives
Partner	14	Potential new pedestrian laneways achieved through either strategic acquisition or future redevelopment of sites.	Long term	Glenorchy City Council, community, building owners, development industry	1: Activity centre hierarchy 3: New employment 4: Movement & access
Advocate	15	Ideal location for new integrated transit hub to maximise location benefits. The stop should be located as close as practicable to the centre of the precinct and integrate with bus services, pedestrian and cycle routes.	Long term	Glenorchy City Council, community, State Growth	1: Activity centre hierarchy 2: Increasing urban density 3: New employment 4: Movement & access
Deliver	16	Investigate amending the planning scheme to: <ul style="list-style-type: none"><li>• Rezone land within the precinct to facilitate the residential and mixed use outcomes in the precinct plan;</li><li>• Mandate the provision of awnings and active frontages consistent with the precinct plan;</li><li>• Include residential amenity provisions for future infill residential development that may occur above ground floor level in the General Business Zone in order to deliver high quality residential living; and</li><li>• Allow for opportunities for creative industries and niche producers that require both an area to manufacture and a shopfront to build on the arts, culture and industrial heritage of Greater Glenorchy.</li></ul>	Short term	Glenorchy City Council	1: Activity centre hierarchy 2: Increasing urban density 3: New employment 5: Places for people
Deliver	17	In accordance with the Glenorchy City Council's Access Policy (December 2016), ensure that all streetscape improvements, footpaths and other public work provides equal opportunities and non-discriminatory practices that enable people with disability to access, participate and be included in the social, economic and cultural life of the precincts.	Long term	Glenorchy City Council	4: Movement & access 5: Places for people
Partner	18	Explore options for Council to leverage appropriate use and design outcomes for development opportunities on Council-owned land, including in partnership with the private sector.	Long term	Glenorchy City Council	1: Activity centre hierarchy 2: Increasing urban density 3: New employment
Deliver	19	Undertake an analysis of land within 800 m of the activity centre and the Northern Suburbs Transit Corridor and rezone land where required, to increase residential and job density.	Short term	Glenorchy City Council	1: Activity centre hierarchy 2: Increasing urban density 3: New employment
Deliver	20	Consider preparing a signage strategy that works with businesses and other government agencies. The signage strategy may include an analysis and audit of existing signage (both lawful and unlawful) and detail matters such as areas appropriate for signage, way-finding, signage principles and signage style manual for example, to ensure that there is only concise and legible signage in the precinct.	Medium term	Glenorchy City Council	5: Places for people 7: High-quality design
Advocate	21	Improve safety of Intercity Cycleway crossings at Albert Road and Hopkins Street and use public art to celebrate the connection.	Medium term	Glenorchy City Council, community	4: Movement & access 5: Places for people 7: High-quality design
Deliver	22	Undertake a detailed traffic and car parking assessment and potentially prepare a parking precinct plan for inclusion in the planning scheme.	Short term	Glenorchy City Council	1: Activity centre hierarchy 2: Increasing urban density 4: Movement & access 5: Places for people



# 6: Precinct plan | Claremont

## 6.1 About Claremont

Claremont is the northernmost of the three precincts. A key feature is Claremont Plaza, an 8,000 sqm single-supermarket shopping centre with some speciality shops primarily along Main Road. The Intercity Cycleway ends at the Claremont precinct.

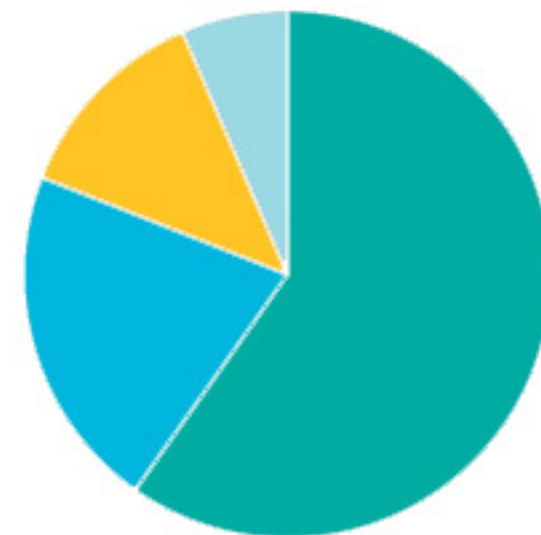
Claremont is surrounded by a growing working family and elderly resident demographic, and the precinct is positioned as a neighbourhood centre serving its local community. Unique to Claremont is the 'village green' (Claremont Recreation Ground) bounded by Main Road, the Intercity Cycleway and Box Hill Road. It contains a playground, men's shed and Girl Guide hall.

In 2016, the population around the Claremont activity centre was estimated to be approximately 119 residents. This is expected to double to 261 by 2036. While this level of growth is substantially higher than in Greater Glenorchy and Greater Hobart, it is off a very small base.

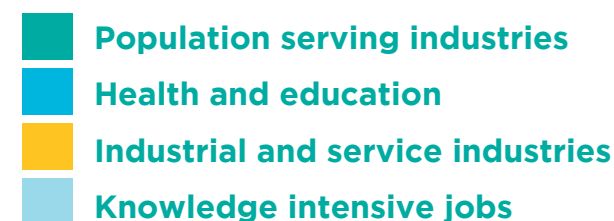
Due to the smaller population, it is difficult to be certain about the future demographic. Almost all future growth is likely to occur within the ages of 18-65 and 65+. Claremont already has a much older demographic than the Glenorchy LGA and Greater Hobart.

Residents aged 65+ made up about 44.6% in 2016, compared to about 18% in the Glenorchy LGA and Greater Hobart. By 2036, this is expected to grow to almost 47.9%, which is approximately 28% higher than Greater Glenorchy and Greater Hobart.

Like the Glenorchy CBD and Moonah precincts, Claremont is experiencing greater growth within population-serving industries, with total growth through to 2036 predicted to be 40.2%. Like Moonah, it has a higher contribution from industrial jobs than the Glenorchy CBD, at 21.9%, which primarily arises from the nearby Cadbury's chocolate factory.

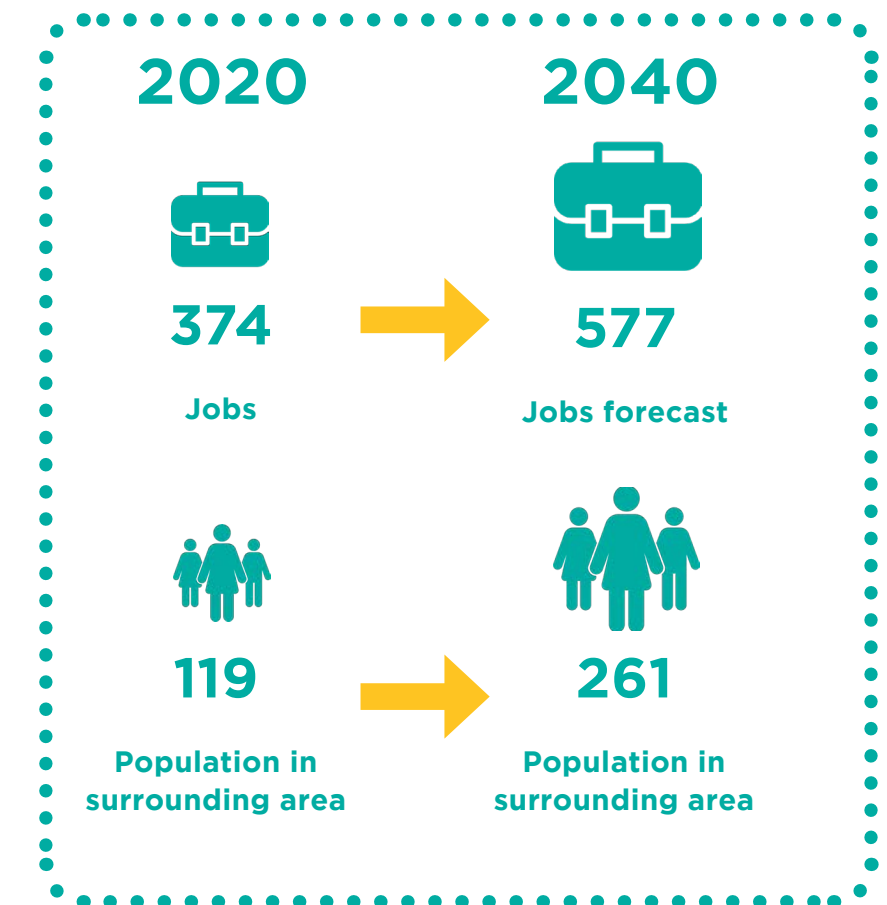


**Predicted 2040 jobs growth by industry in Claremont**



(Source: SGS Economics and Planning)

**Figure 6:1 Predicted jobs growth by industry**



Claremont CBD core is to remain focused on providing more retail and community services to meet the demands of the growing population in surrounding areas

**Figure 6:2 2040 targets for Claremont CBD**



## 6.2 Context profile | Claremont

### Context map

**Legend**

- Business and commercial zoning
- Public open space / recreation areas
- Private recreation areas
- Education facilities
- Residential areas
- Development site
- Large facilities / infrastructure
- Tourism use
- Existing rail corridor and Intercity Cycleway
- Existing shared use trail
- Main road



Figure 6:3 Claremont CBD context map



## 6.2 Context profile | Claremont CBD\*

The boundary for the Claremont CBD was determined through desktop review and considers the planning scheme, the location of businesses through Google data as well as the geometries of Hobart's Small Area Land Use Projections (SALUP) travel zones polygons.

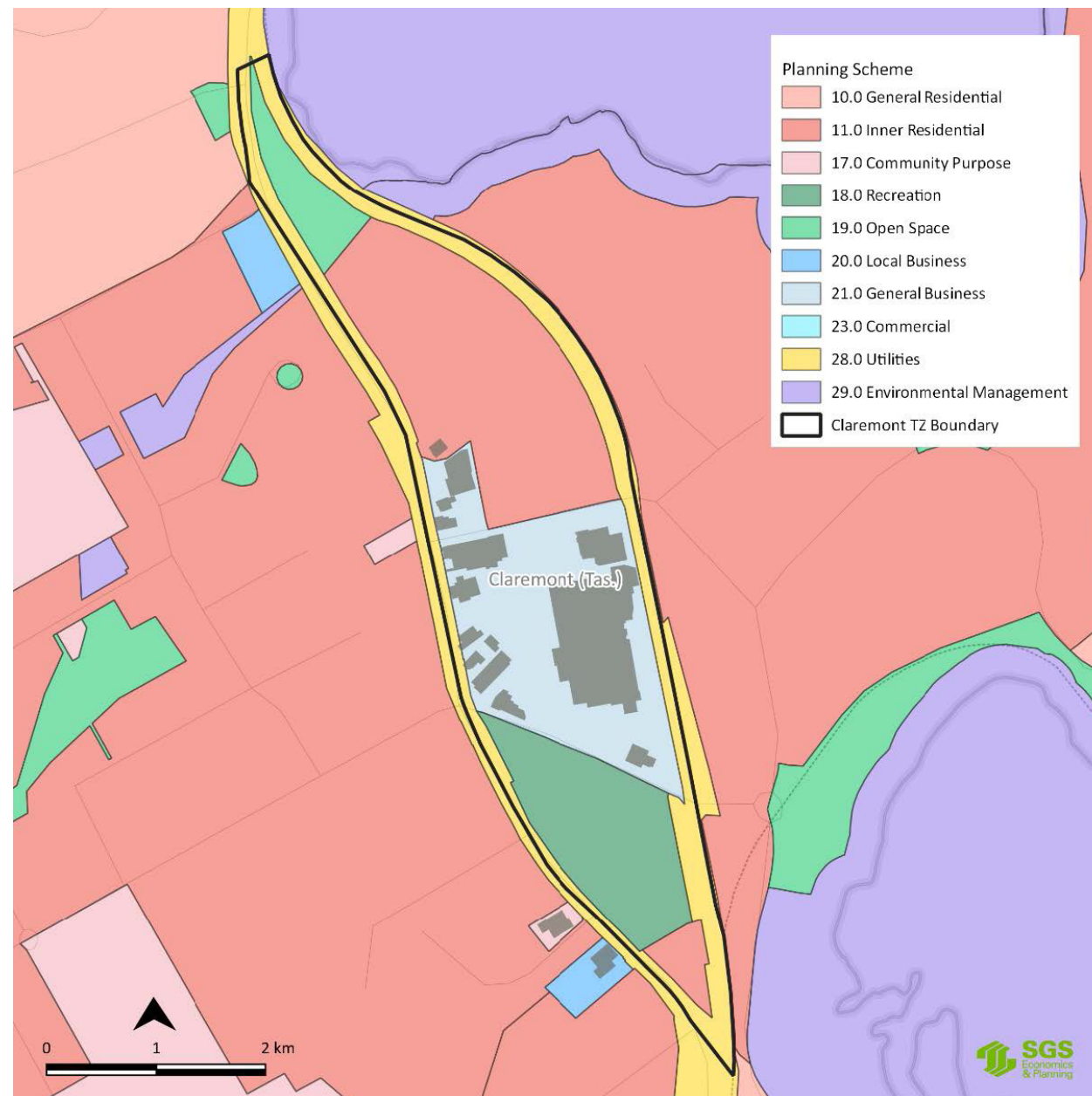


Figure 6:4 Claremont CBD boundary and associated zoning

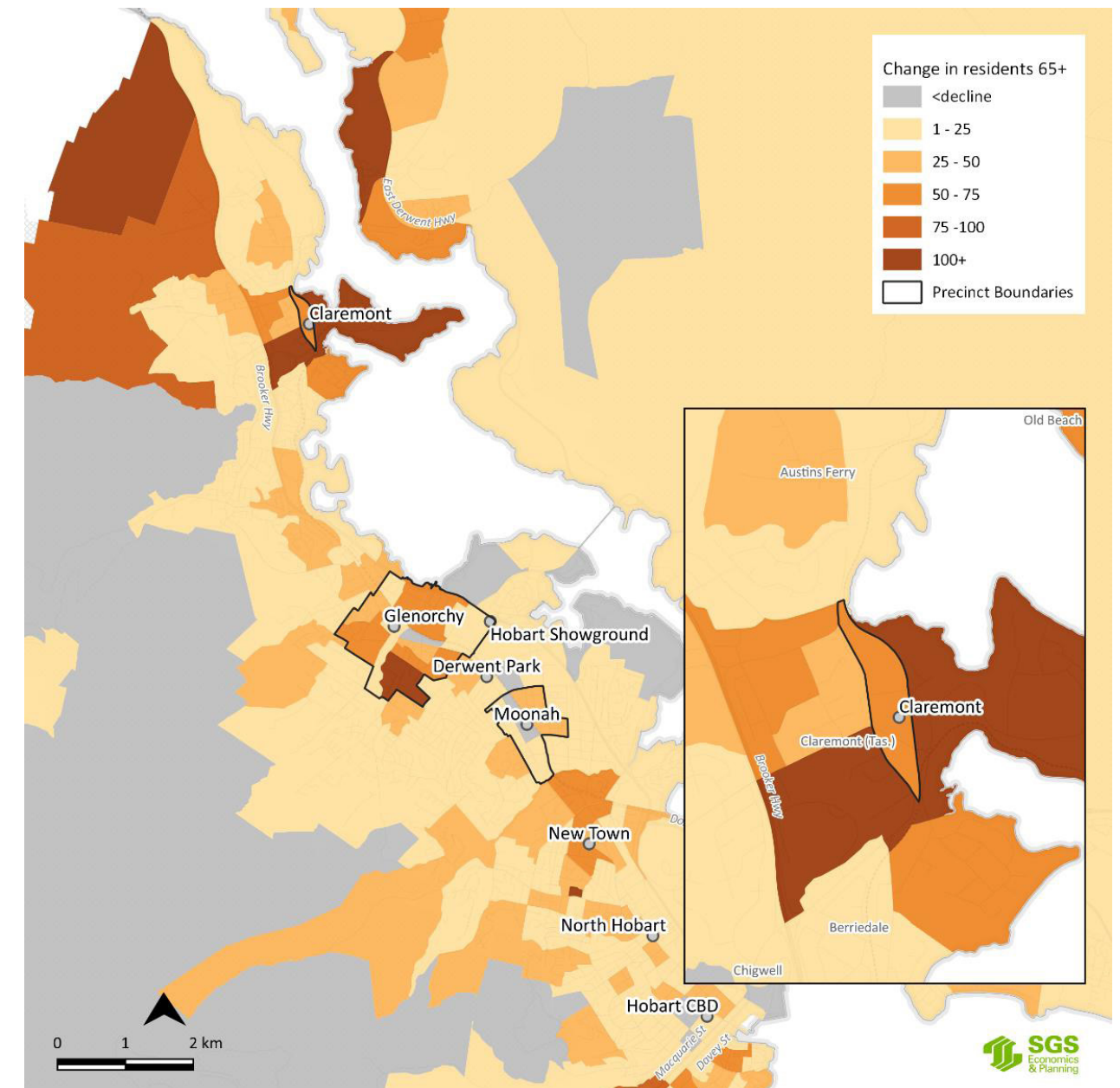


Figure 6:5 Residents aged 65+ in Claremont and surrounds

\*Refer to Attachment 1 for more information: Glenorchy Identity Development and Precinct Planning, SGS Economics & Planning



## 6.2 Context profile | Claremont CBD\*

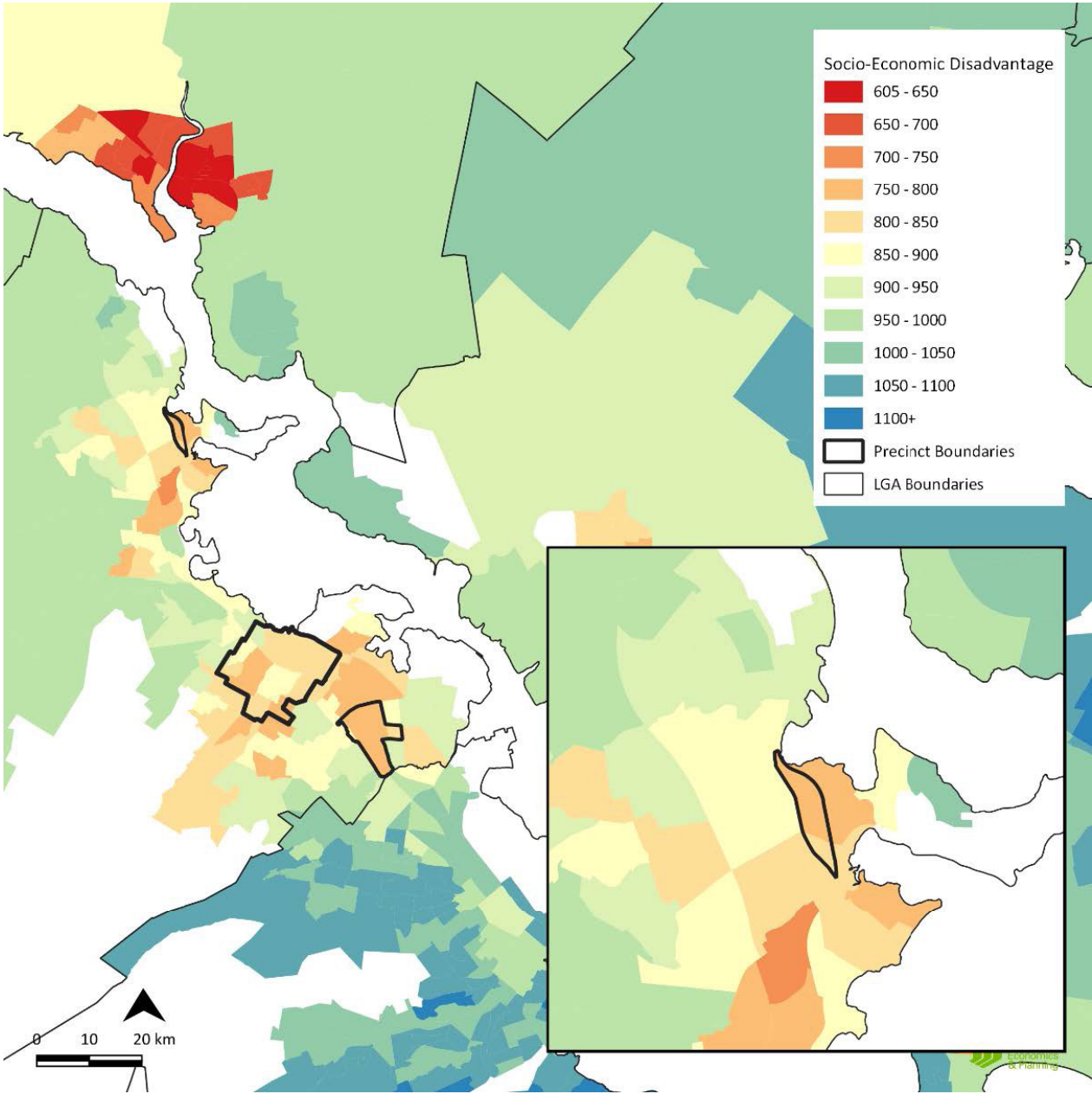


Figure 6:6 Socio-economic disadvantage in Claremont

### Socio-economic status

According to the 2016 Census, the socio-economic level of advantage and disadvantage (SEIFA), identifies Claremont as having an average SEIFA score of around 808.0. This is around 2% higher than the Greater Hobart average of 791.5, though 9% lower than the Glenorchy LGA and 23% lower than the Hobart LGA. Claremont has the lowest socio-economic index out of all three centres. A spatial representation of these scores is provided in Figure 6.5

\*Refer to Attachment 1 for more information: Glenorchy Identity Development and Precinct Planning, SGS Economics & Planning



## 6.3 Community insights | Claremont

The following is a summary of the precinct insights for Claremont from the community engagement undertaken by The20:

- People like the traditional village atmosphere and still refer to Claremont Plaza as 'the village'. Some describe themselves as 'village people'.
- People like having the 'local store' rather than the big chains – for example, a small hardware store, not a Bunnings.
- The area was described as 'pretty but not pretentious'. It's lovely and leafy, with views of the river and mountain.
- There is an opportunity to better connect the various areas, such as Windermere Bay, Cadbury Estate, Claremont House, the shopping centre, the hotel and Mt Faulkner. People would like to be able to connect with the history of the area, especially Claremont House.
- The Oval has the potential to be the real community hub and could be used more than it is currently.
- People would also like something to help young people feel connected to the community.
- People love that there are no parking meters (free parking) and the quick bus trip into town.



### Theme 11| Old Claremont

**Heritage listed mansions, protected elm trees and a Chocolate-box estate... Claremont is the old girl of Glenorchy. We gather in the Village (they might have changed the name, but we're still 'Village people!'), enjoying local stores with a traditional atmosphere. But we don't want Claremont to stay in the past – we want to share our success with our neighbours and welcome the next generation.**





# 6.4 Story from the future | Claremont

We feel so lucky to live here – it’s like being a million miles away from Hobart, but it’s only a twenty-minute drive – or ten on the train!

It’s lovely to walk along the waterfront track. It’s nicely maintained – even my wife, who has a walking frame, can use it. We meet lots of people on our walk, and we often pop into one another’s houses for a cuppa – or, we meet down at the Village for a slice of the world’s best mud cake.

Next week I’m catching up with Jamie from Chigwell again – he’s been struggling with his maths homework. We met through the Community Coaching program in the new community hall. I help him with schoolwork, and he helps me with my new phone! Next year he’s starting at the heritage Skills Hub in the old College site – he wants to be a stonemason, so I introduced him to the guy who does the maintenance at Claremont House. We’re going to have a walk around the gardens there after we have lunch. It’s nice having that connection between generations.

It’s lovely having the tourists come through on their way out to New Norfolk. The scenic tours from Hobart are excellent, and lots of people ride their bikes up from Mona. Tourists also love taking the ferry across from Austins Ferry – I use it to visit my friends over in Bridgewater too! It’s great to have that up and running again – and it’s nice to have those kinds of opportunities for the kids looking for their first job.

I’m involved in the school fair, the volunteer fire brigade, the cricket club and the yoga down in the community hall. I also love going to the concerts, and the live music at the hotel is great on a Sunday. The doctor here is excellent, and so is the physio. The Thursday Trash and Treasure market on the Oval is also really enjoyable, and it’s nice to see it being used every day of the week.

It’s easy living here; I don’t really need to go anywhere else. Why would I ever want to leave?

Beyond the Curtain

“It feels like you’re so close to history here. It’s quite fascinating.”  
Krysia, Claremont





## 6.5 Site analysis | Claremont CBD

### Solar access

Claremont has a north-south axis with mostly single-storey development scattered across the activity centre. Any further densification and additional height should consider amenity impacts to the village green and consider appropriate setbacks to ensure sunlight reaches key public spaces and any potential future cafe zones.

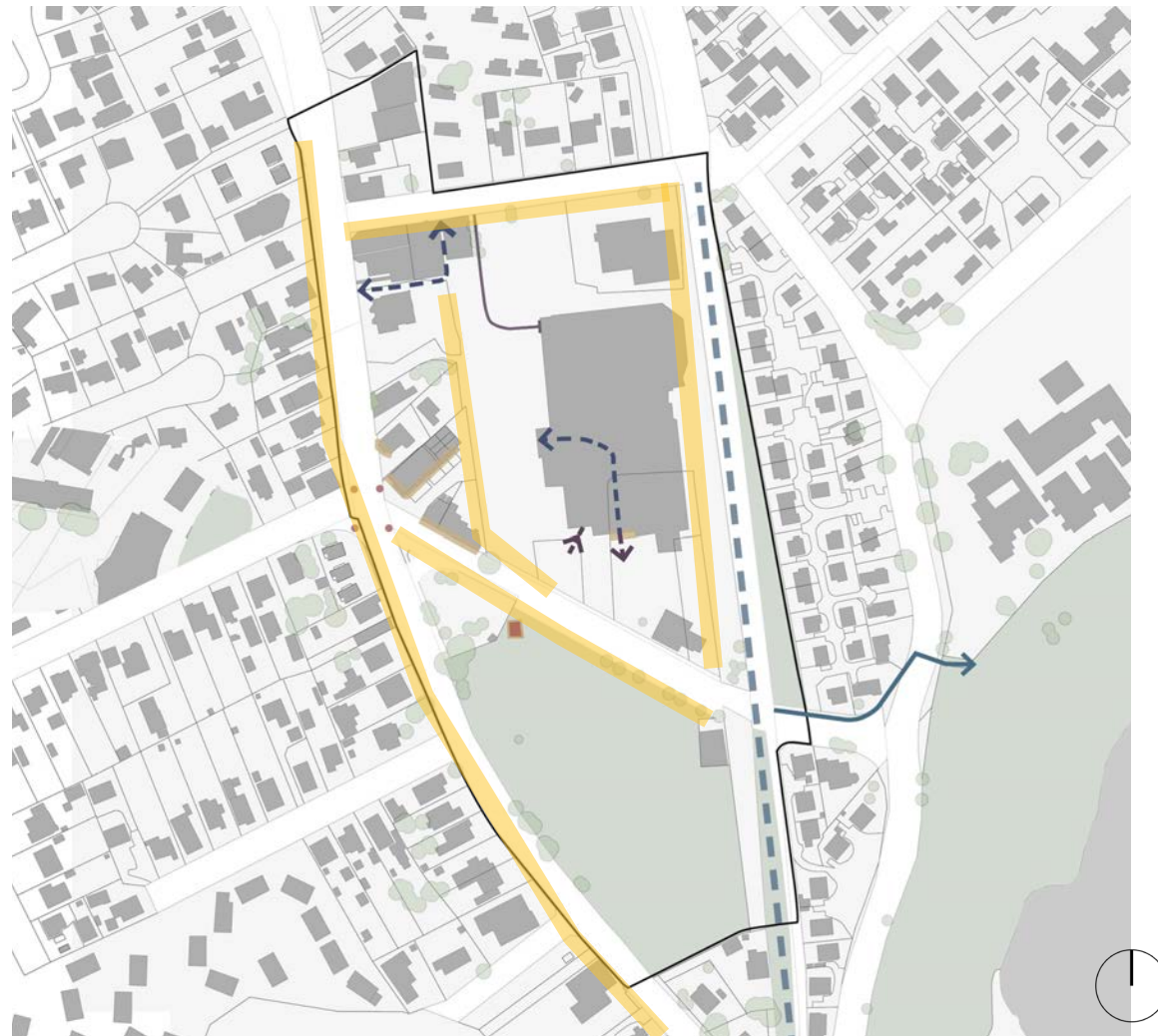


Figure 6:7 Claremont CBD streets with good solar amenity

### Legend

Good solar access

### Building heights

The precinct is primarily a single-storey shopping centre surrounded by car parking, with the village green located south of the commercial area. Further storeys should be concentrated to the north to ensure the village green solar amenity is protected.



Figure 6:8 Claremont CBD various existing building heights

### Legend

1 storey  
2 storey  
3 storey  
Precinct boundary



# 6.5 Site analysis | Claremont CBD

## Existing land use

Claremont is dominated by an 8,000 sqm shopping centre, car parking, a village green and strip shopping on Main Road. There is no evening activity or food services outside of the shopping centre.



Figure 6:9 Claremont CBD existing types of land use

### Legend

- Shopping centre
- Retail and services
- Food services
- Offices
- Community / health
- Precinct boundary

## Pedestrian amenity, activation and public spaces

Pedestrian amenity is generally limited to the footpaths along the roads and a walkway into the car parking off Main Road. Footpaths along Main Road are narrow. There are limited active frontages beyond the corner of Main Road and Box Hill Road. The shopping centre has large expanses of blank walls and back-of-house operations adjacent to the Intercity Cycleway.

The Girl Guides Hall and Men’s Shed have very limited activation and passive surveillance due to limited hours of operation. Expanding community uses for these spaces will increase activity around the Village Green.

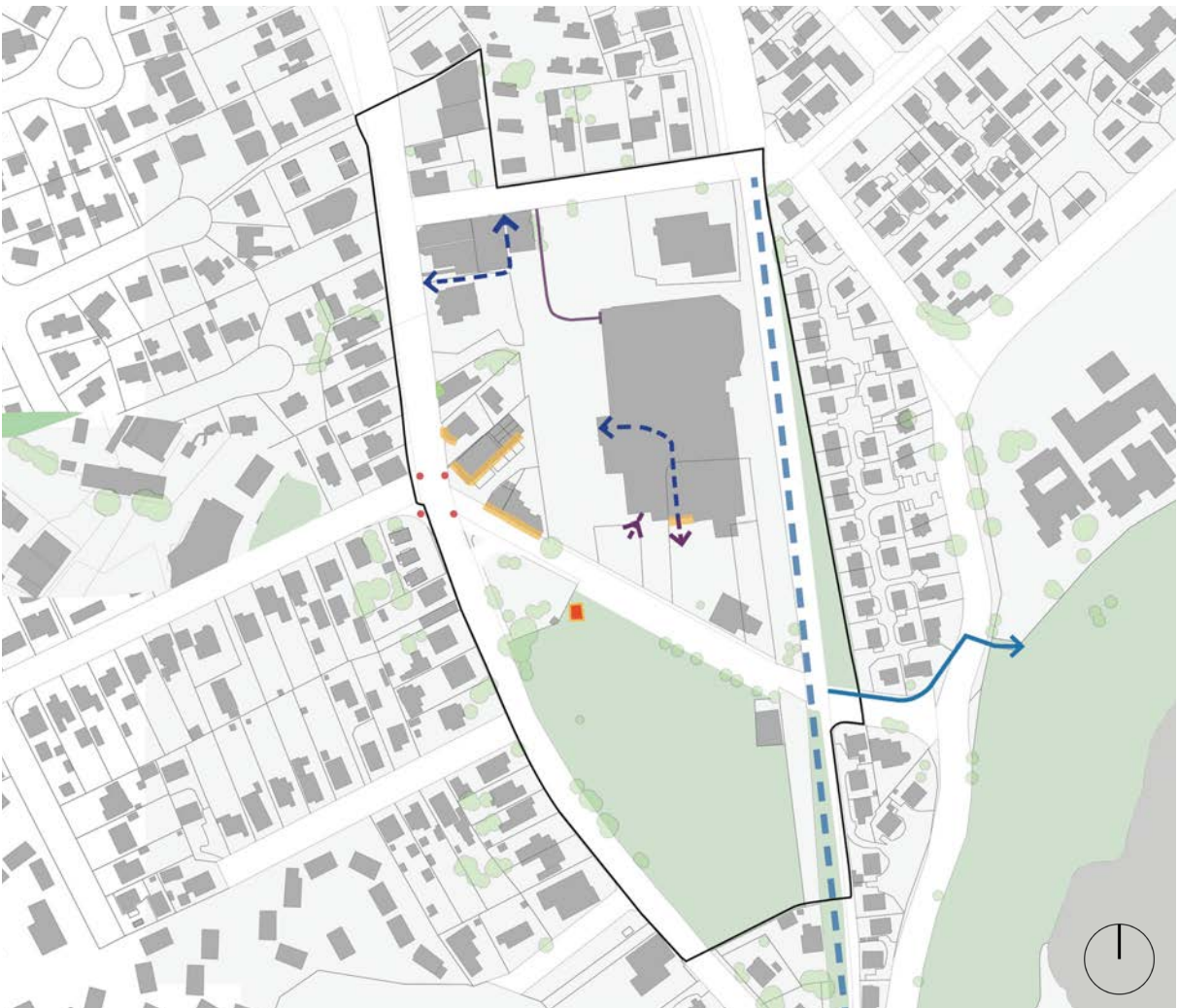


Figure 6:10 Claremont CBD pedestrian connections & active street fronts

### Legend

- Formal pedestrian links
- Informal pedestrian links
- Internal pedestrian links
- Active frontages
- Controlled pedestrian crossing
- Public toilets
- Intercity Cycleway
- Shared path
- Precinct boundary



## 6.5 Site analysis | Claremont CBD

### Movement and traffic issues

Main Road to the west cuts off the Claremont area to the west. There are several vehicle access points to the car parking areas off Main Road, Bilton Street and Box Hill Road.

There are limited formal pedestrian options beyond the footpaths along the roads within and surrounding the precinct.

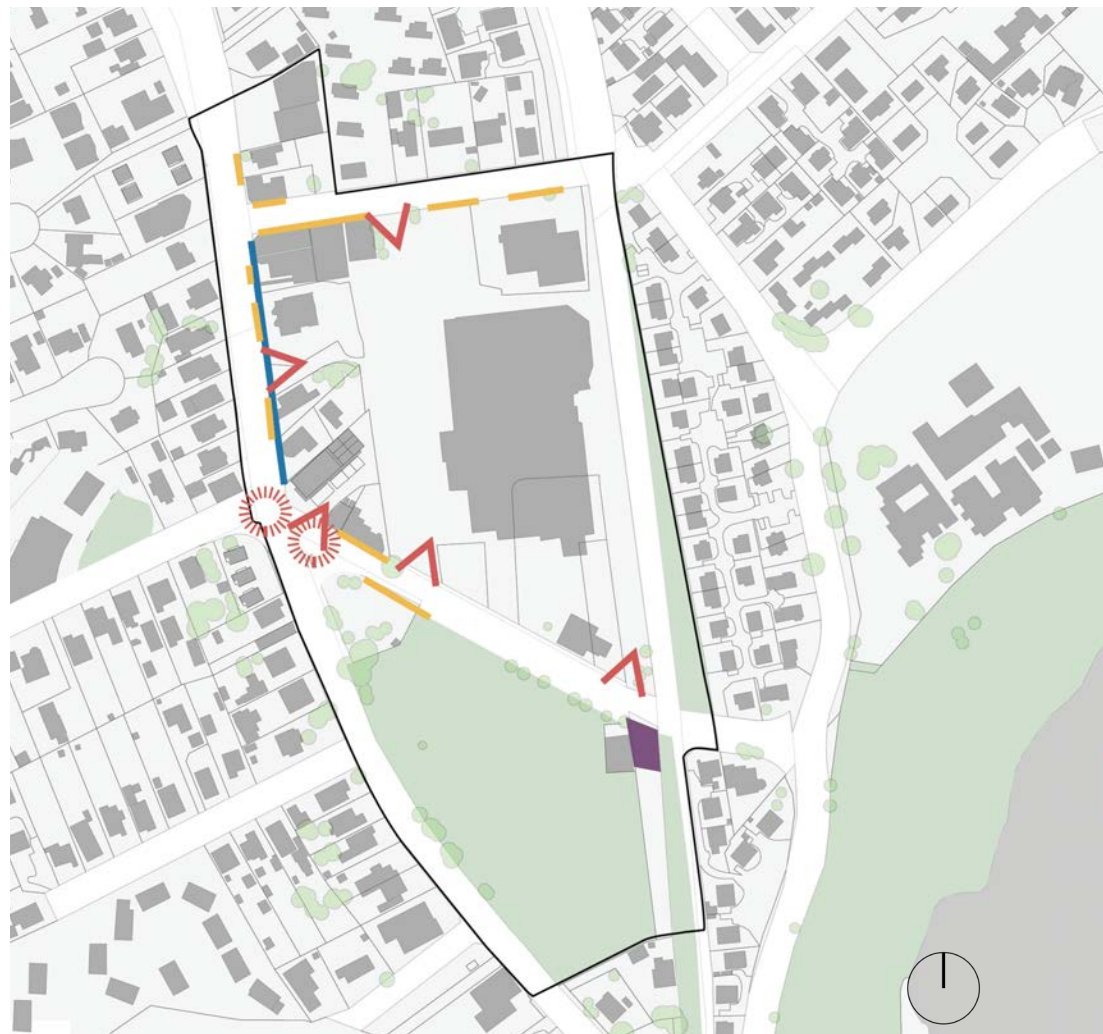





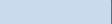



Figure 6:11 Claremont CBD movement and traffic issues

#### Legend

- |   |                            |   |                   |
|---|----------------------------|---|-------------------|
|  | Vehicle access points      |  | Narrow footpath   |
|  | Poor pedestrian connection |  | Precinct boundary |
|  | On-street parking          |  | Vehicle queuing   |
|  | Informal car parking       |   |                   |

### Trees, vegetation and open spaces

Beyond the village green there are limited areas of public open space, landscaped areas or established trees. This is at odds with the garden suburb traditions of nearby Cadbury Estate.

The existing large expanse of car parking is hot in summertime.

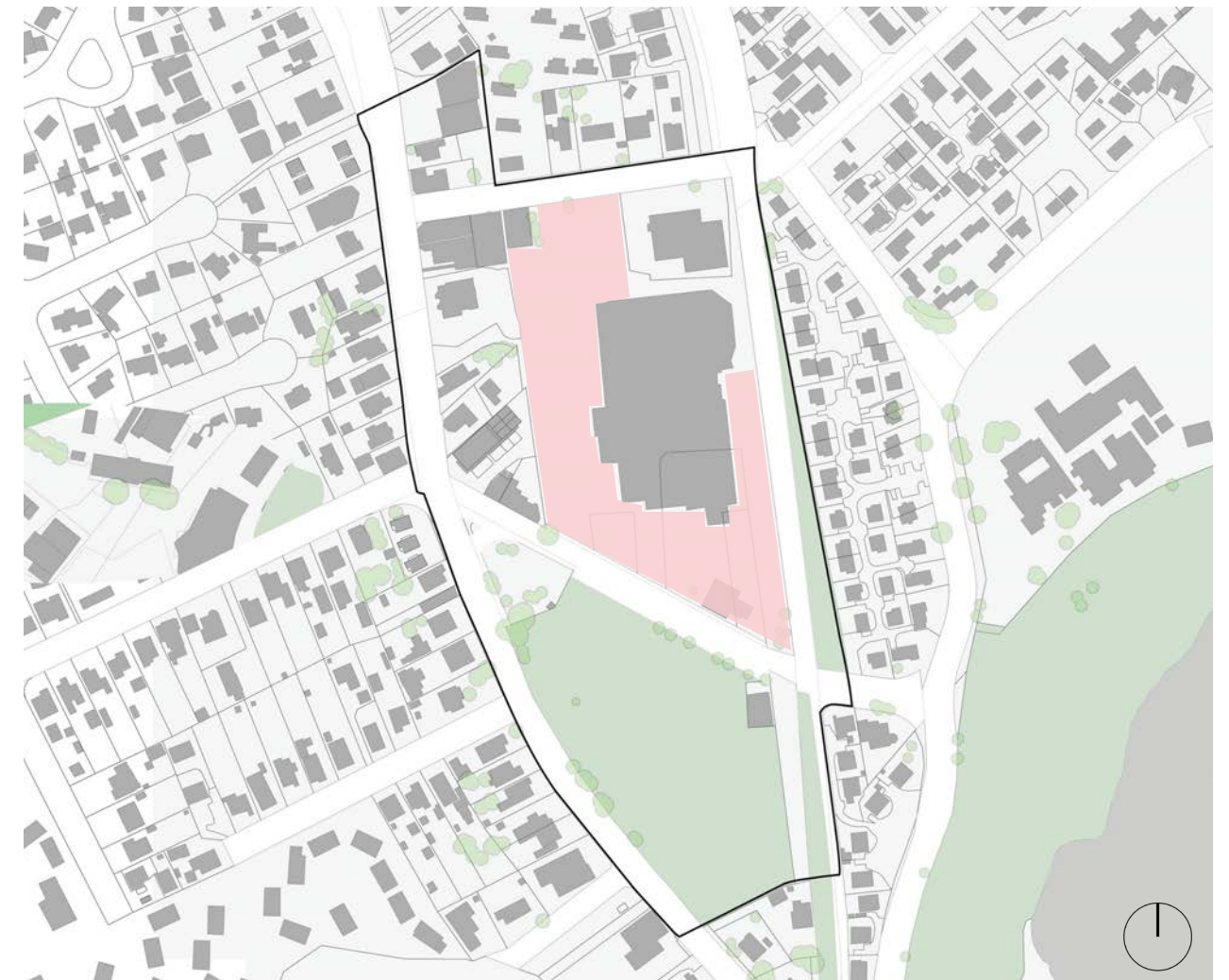



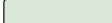



Figure 6:12 Claremont green space

#### Legend

- |   |                           |
|---|---------------------------|
|  | Significant (listed) tree |
|  | Existing tree             |
|  | Heat island effect        |
|  | Open spaces               |
|  | Precinct boundary         |



# 6.5 Site analysis | Claremont CBD

## Topography, sightlines and vistas

Claremont is uniquely placed in proximity to the River Derwent with commanding views to kunanyi/Mount Wellington to the west and Mt Direction, Windermere Bay and Dogshear Point to the east.

These vistas and sightlines have the potential to significantly contribute to the amenity of Claremont. The precinct has a north-west – south-east gradient flattening out on the village green.

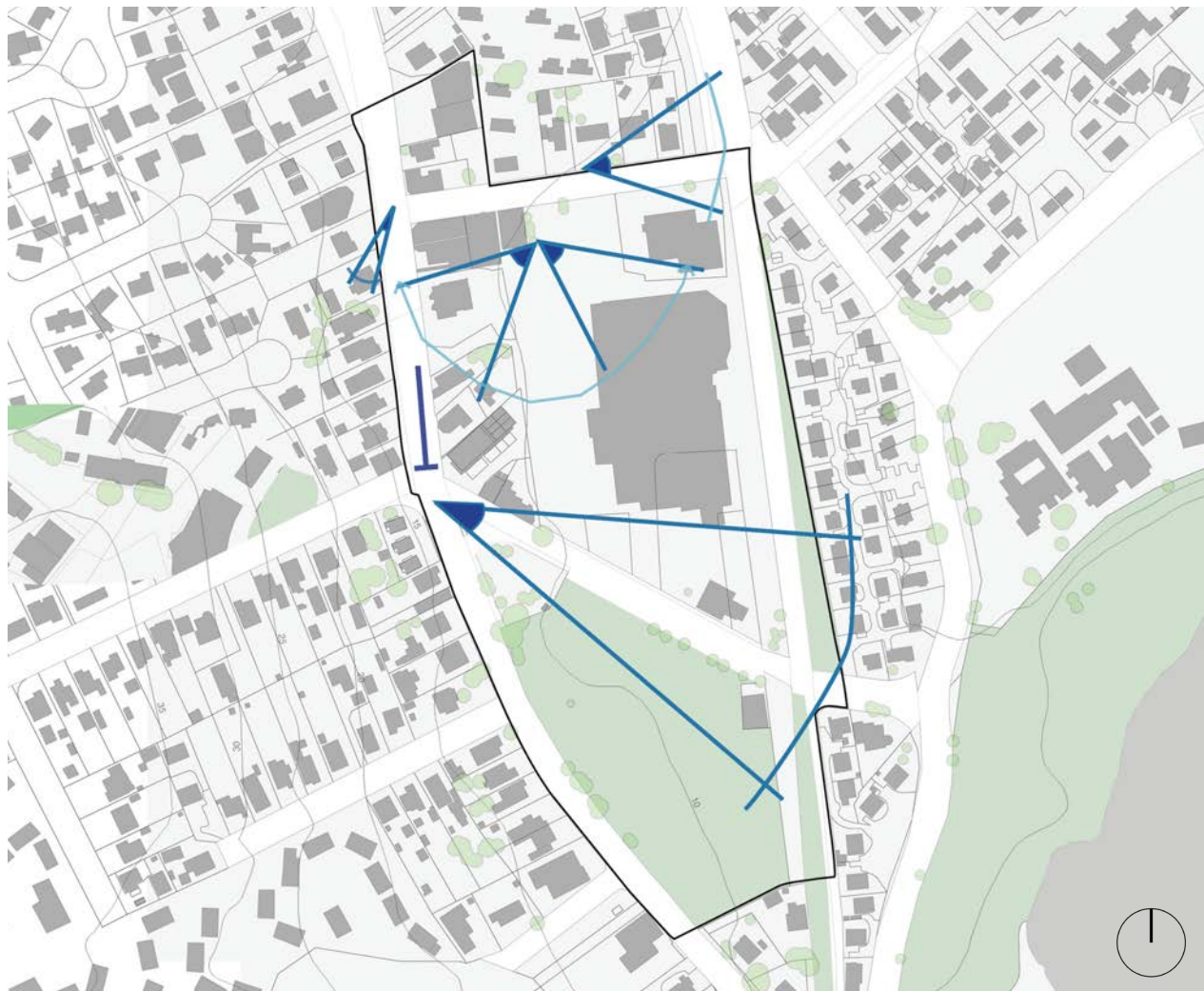






Figure 6:13 Claremont CBD topography

### Legend

-  Distant views
-  Open / broad views
-  Obstructed view
-  Precinct boundary

“As a community, if we can promote health, mental health, and education, that will open more doors for young people to change the community.”  
Samson, Chigwell



## 6.6 Precinct urban design principles | Claremont CBD



### Principle 1: a local place for local people

The Claremont activity centre is a neighbourhood centre that serves its local demographic. Claremont's relative distance from the economic centre of Hobart means that it will continue to focus on meeting the needs of residents in Claremont and nearby suburbs, such as Austins Ferry.

As Claremont is a neighbourhood centre, the precinct plan focuses on delivering a local centre that is a high-quality social connector with good accessibility, connectivity and safety, rather than identifying significant new retail or commercial development opportunities.

Further medium-density residential development within walking distance to the activity centre, like at the former primary school site, will enhance the vibrancy of the centre as well as support the Northern Suburbs Transit Corridor.

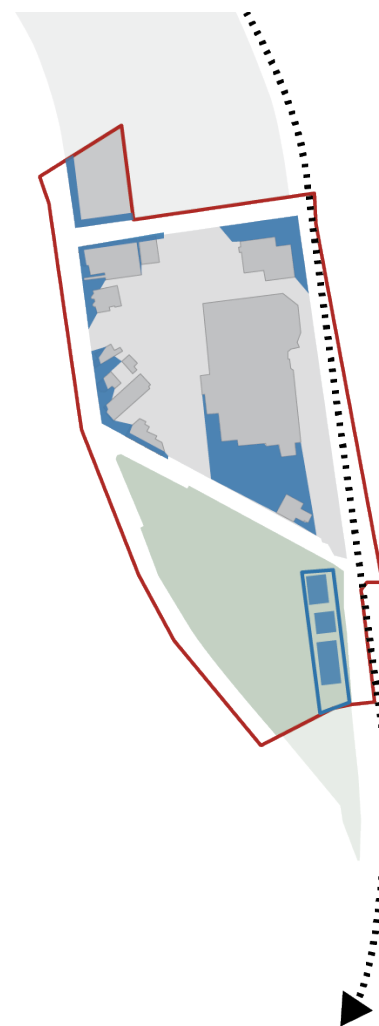


Figure 6:14 Development opportunity sites in Claremont CBD

### Related strategic objectives

**Strategic Objective 1:** Reinforcing the activity centre hierarchy

**Strategic Objective 2:** Increasing urban densities

**Strategic Objective 3:** Delivering new employment opportunities

**Strategic Objective 5:** Creating places for people

### Precinct plan actions: (Refer to page 102 for more info)

#### Deliver:

**Action 1:** Upgrade Main Road with streetscape improvements

**Action 3:** Upgrade Village Green with new public space/playground

**Action 4:** Expand community facilities with new amenities

**Action 5:** Review of bus stops and provide bus shelters

**Action 9:** Revitalise Village Green with amphitheatre trees and gardens

**Action 10:** Improvements to intersections for pedestrian accessibility

#### Advocate:

**Action 6:** Improve pedestrian amenity in shopping centre carpark

**Action 7:** Improve public amenity of the frontage of Claremont RSL

#### Partner:

**Action 8:** Partner with community to expand Village Green uses

**Action 11:** New bus transit zone to link with transit corridor





# 6.6 Precinct urban design principles | Claremont CBD



## Principle 2: the centre of a garden suburb

The precinct plan defines the edges of the precinct, widening footpaths, increasing permeability, minimising barriers on Main Road, providing landscaping, enhancing entrances and rationalising materiality.

It celebrates the activity centre being the heart of a garden suburb, with strong visual landscape connections to kunanyi/Mount Wellington, the Meehan Range beyond and the nearby River Derwent foreshore.



Figure 6:15 Green space opportunities in Claremont CBD

### Related strategic objectives

**Strategic Objective 5:** Creating places for people

**Strategic Objective 6:** Greening Glenorchy

### Precinct plan actions: (Refer to page 102 for more info)

#### Deliver:

**Action 1:** Upgrade Main Road with streetscape improvements

**Action 2:** Revitalise Memorial Plaza with new paving and lighting

**Action 3:** Upgrade Village Green with new public space/playground

**Action 5:** Review of bus stops and provide bus shelters

**Action 9:** Revitalise Village Green with amphitheatre trees and gardens

#### Partner:

**Action 8:** Partner with community to expand Village Green uses





## 6.6 Precinct urban design principles | Claremont CBD



### Principle 3: externalising activity

In previous times, public buildings defined and celebrated the street corners, such as the original station, the church, the Memorial Hall, library and RSL. Walk into the shopping centre today and there is a sea of people, catching up over coffee, stopping for a chat and doing their daily shopping. The precinct now operates inwardly, where it used to operate outwardly.

Externalising this activity and encouraging people to more broadly experience the precinct is a desired outcome to recover its civic identity. Connecting the village green to the shopping centre with a central garden linking it with nearby community use at the guide hall and men's shed will encourage people outside to enjoy the natural landscape setting.

Upgrading Main Road corridor through street space improvements, including narrowing lanes, improving pedestrian connections, street trees, public art and signage will visually signal that this is a local community place. It will not only prioritise people over cars, it will also highlight speciality shops along Main Road and public-use buildings, encouraging economic activity outside of the shopping centre.

At the northern end of the Intercity Cycleway, externalising activity will be an impetus for recreational cyclists, particularly on weekends, to stop in Claremont, grab a coffee or some food and sit down before heading back south.



Figure 6:16 Activation opportunities in Claremont CBD

### Related strategic objectives

**Strategic Objective 1:** Reinforcing the activity centre hierarchy

**Strategic Objective 4:** Improving movement and access

**Strategic Objective 5:** Creating places for people

### Precinct plan actions: (Refer to page 102 for more info)

#### Deliver:

**Action 1:** Upgrade Main Road with streetscape improvements

**Action 4:** Expand community facilities with new amenities

**Action 13:** Prepare signage strategy to improve signage in precinct

#### Advocate:

**Action 6:** Improve pedestrian amenity in shopping centre carpark

#### Partner:

**Action 11:** New bus transit zone to link with transit corridor

**Action 14:** Improve safety of crossing at Box Hill and install public art





# 6.6 Precinct urban design principles | Claremont CBD



## Principle 4: connecting people

The precinct plan identifies opportunities to create community connections. This can be by activating the village green through pop-up markets, community gardens, and outdoor activities more generally, and by strengthening the existing community uses of the men’s shed and guide hall.

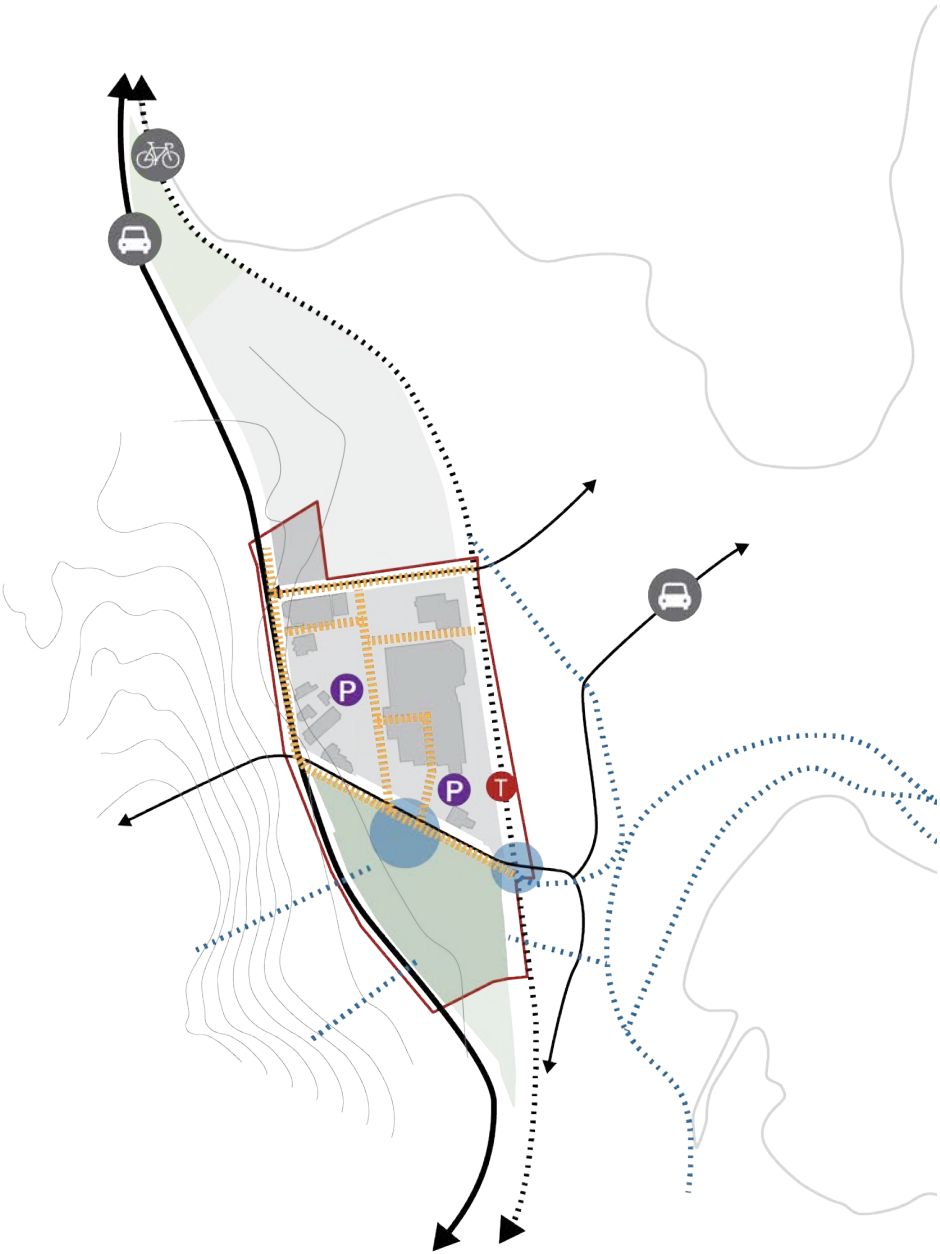


Figure 6:17 Key movement pathways in Claremont CBD

### Related strategic objectives

- Strategic Objective 1:** Reinforcing the activity centre hierarchy
- Strategic Objective 3:** Delivering new employment opportunities
- Strategic Objective 5:** Creating places for people

### Precinct plan actions: (Refer to page 102 for more info)

#### Deliver:

- Action 1:** Upgrade Main Road with streetscape improvements
- Action 3:** Upgrade Village Green with new public space/playground
- Action 9:** Revitalise Village Green with amphitheatre trees and gardens
- Action 10:** Improvements to intersections for pedestrian accessibility
- Action 13:** Prepare signage strategy to improve signage in precinct

#### Advocate:

- Action 7:** Improve public amenity of the frontage of Claremont RSL

#### Partner:

- Action 11:** New bus transit zone to link with transit corridor
- Action 14:** Improve safety of crossing at Box Hill and install public art





## Claremont Village Green - Vision 2040



2020

Artist Impression of revitalised Claremont Village Green in 2040 looking north (indicative only).



**“We feel so lucky to live here – it’s like being a million miles away from Hobart, but it’s only a twenty-minute drive – or ten on the train!”**

**Claremont | Story from the future  
Beyond the curtain**

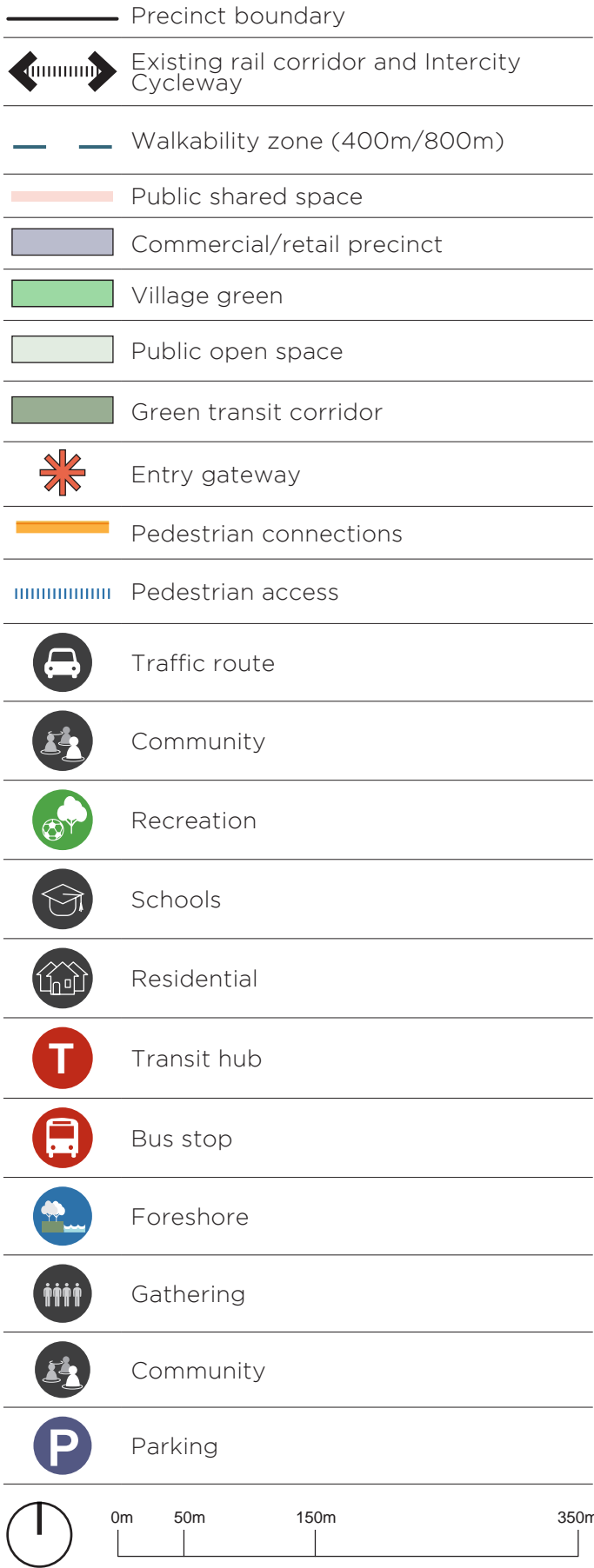


Artist Impression of future light rail (indicative only).



# 6.7 Claremont CBD | Context plan

## Legend





# 6.8 Claremont CBD | Precinct plan

## Legend

	Precinct boundary
	Existing rail corridor and Intercity Cycleway
	Vehicular circulation - primary
	Vehicular circulation - secondary
	Pedestrian circulation - primary
	Pedestrian circulation - secondary
	Existing heritage
	Screening to back of house/ loading bays (green screen/ public art)
	Celebrate intercity cycleway with public art
	Shopping centre entrances
	Indicative built form - commercial/ retail
	Indicative built form - mixed use
	Indicative built form - residential
	Indicative built form - civic / infrastructure
	Built form activation
	Public open space
	Indicative tree planting
	Bus Interchange
	Carpark
	Pedestrian connections
	Footpath and public domain upgrades
	Key pedestrian crossing points
	See Precinct Plan Actions

## Precinct Plan Actions

- 1 Upgrade Main Road with streetscape improvements such as new paving, lighting and landscaping features
- 2 Revitalise Memorial Plaza with new paving and lighting
- 3 Create new garden parkland with seating, landscaping, shelter and lighting suitable for all ages
- 4 Extend community facilities for a range of users
- 5 Consider new bus stops to benefit both shopping centre and Recreation Ground
- 6 Enhance circulation through shopping centre carpark with continuous pedestrian links, crossing points, trees and lighting where feasible.
- 7 Improve eastern frontage of RSL, activating Intercity Cycleway current end-point.
- 8 Improve existing open space through community led planting
- 9 Revitalise Village Green with amphitheatre, trees and garden beds
- 10 Investigate improvements to intersection for traffic calming and improved pedestrian connections
- 11 Future transit hub location





## 6.9 Precinct plan actions | Claremont CBD

### Advocate | Partner | Deliver

Method	No.	Precinct Plan Action	Timing	Stakeholders	Related Strategic Objectives
<b>Deliver, Partner</b>	<b>1</b>	Consider upgrading Main Road with footpath widening on eastern side and kerb extensions, accommodating social infrastructure, retail spill-out, street trees and new multifunction poles to encourage increased activation and new strong-edged built form.	Medium term	Glenorchy City Council, development industry, land owners	4: Movement & access 5: Places for people 6: Greening Glenorchy 7: High-quality design
<b>Deliver</b>	<b>2</b>	Examine revitalising Memorial Plaza with new paving and lighting.	Medium term	Glenorchy City Council	4: Movement & access 5: Places for people
<b>Deliver</b>	<b>3</b>	Consider upgrading the village green with: removal of existing playground and public amenities; creation of new garden parkland with seating, landscaping, play spaces, shelter and lighting suitable for all ages	Medium-long term	Glenorchy City Council	4: Movement & access 5: Places for people 6: Greening Glenorchy 7: High-quality design
<b>Deliver, Advocate</b>	<b>4</b>	Potentially extend community facilities at park and Intercity Cycleway edge, defined by new architectural awning and public amenities to street front, as well as encouraging activation of the existing men's shed and Girl Guides hall.	Medium term	Glenorchy City Council, community	4: Movement & access 5: Places for people 6: Greening Glenorchy 7: High-quality design
<b>Partner</b>	<b>5</b>	Examine locating bus stops along Box Hill Road to benefit both shopping centre and Recreation Ground, with extended footpaths, dedicated crossing points, street trees, lighting and signage.	Medium term	Glenorchy City Council, Metro, State Growth, land owners	1: Activity centre hierarchy 4: Movement & access 5: Places for people
<b>Advocate</b>	<b>6</b>	Work with shopping centre owner to undertake traffic and car parking assessment that provides for an improved circulation through shopping centre carpark with continuous pedestrian links, crossing points, trees and lighting where feasible.	Short term	Glenorchy City Council, land owners	1: Activity centre hierarchy 4: Movement & access 5: Places for people
<b>Advocate</b>	<b>7</b>	Promote improvements to eastern frontage of RSL, activating Intercity Cycleway current end-point.	Short term	Glenorchy City Council, land owners	1: Activity centre hierarchy 4: Movement & access 5: Places for people
<b>Partner</b>	<b>8</b>	Consider improving existing open space through community-led planting, e.g. community gardens, seed bombing, rehabilitation/restoration.	Short term	Glenorchy City Council, community	5: Places for people 6: Greening Glenorchy
<b>Deliver</b>	<b>9</b>	Revitalise Village Green with amphitheatre, trees and garden beds.	Medium term	Glenorchy City Council	5: Places for people 6: Greening Glenorchy
<b>Deliver</b>	<b>10</b>	Investigate improvements to intersection for traffic calming and improved pedestrian connection.	Medium term	Glenorchy City Council	4: Movement & access 5: Places for people
<b>Partner</b>	<b>11</b>	Ideal location for new transit to maximise location benefits and proximity to new bus stop area on Box Hill Road and potential extended shopping centre with active frontage.	Long term	Glenorchy City Council, State Growth	1: Activity centre hierarchy 4: Movement & access 5: Places for people
<b>Deliver, Advocate</b>	<b>12</b>	In accordance with the Glenorchy City Council's Access Policy (Dec 2016), ensure that all streetscape improvements, footpaths and other public work provides equal opportunities and non-discriminatory practices that enable people with disability to access, participate and be included in the social, economic and cultural life of the precincts.	Short term	Glenorchy City Council	4: Movement & access 5: Places for people
<b>Deliver</b>	<b>13</b>	Consider preparing a signage strategy that works with businesses and other government agencies. The signage strategy may include an analysis and audit of existing signage (both lawful and unlawful) and detail matters such as areas appropriate for signage, way-finding, signage principles and develop a signage style manual to ensure concise and legible signage in the precinct.	Short term	Glenorchy City Council	5: Places for people 7: High-quality design
<b>Partner</b>	<b>14</b>	Investigate safety of Intercity Cycleway crossings at Box Hill Road and use public art to celebrate the connection.	Medium term	Glenorchy City Council, State Growth	4: Movement & access 5: Places for people 7: High-quality design



# 7: Implementing the precinct plan actions

## Implementation methods

### Deliver



Actions that are marked 'Deliver' refer to projects that Glenorchy City Council will administer and deliver directly. Each action will require further investigation, community input, planning and financing. Each project will also require an implementation program which will be linked to the Council Plan, Annual Plans and budget process to ensure a whole of Council approach. Funding may come from a variety of sources including government grants and through partnerships with the community and development industry.

### Partner



Actions that are marked 'Partner' refer to projects that Glenorchy City Council will deliver in conjunction with either state agencies, community groups, land owners or the development industry. Funding may come from a variety of sources including government grants and through partnerships with the community and development industry.

### Advocate



Actions that are marked 'Advocate' involve private land that can deliver public amenity benefits, community services and/or precinct 'activation'. Council will work with land owners, the development industry and wider community to assist in the delivery of these projects.

### Timing



Timing is categorised as either short term (0-3 years), medium term (4-7 years) or Long term (8+ years). Time frames are only provided as a guidance and will be further defined as an implementation program is developed for each action.



# 8: References

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# 9: Appendixes

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1. Glenorchy Identity Development And Precinct Planning, SGS Economics & Planning, 2020
2. Beyond the Curtain Project Report, The20, 2020





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