



DPZ
CODESIGN

Skylands

Summary Master Plan Report

16 February, 2022

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16th February, 2022

Mr. Ian Nelson
General Manager
Clarence City Council
38 Bligh Street,
Rosny Park, Tasmania 7018
clarence@ccc.tas.gov.au

Re. Skylands Masterplan Submission

Dear Mr. Nelson,

We are delighted to respectfully submit our Masterplan covering the land we and the Lilly family own on the Droughty Point Peninsula. We want to thank Council for pausing development of the Tranmere Rokeby Peninsula Structure Plan to let us develop this plan that will create beautiful walkable communities.

There are manifold reasons why we believe this is the right approach and the right time for Tasmania, Hobart, Clarence, and the Community to support this plan. This is a unique opportunity to create what we believe will be one of Australia's most desirable and sustainable places to live for a wide cross section of the population.

Each of the six walkable neighbourhoods created in the masterplan have at their heart what is described in STRLUS as a "Vibrant and Attractive Activity Centre" and these neighbourhoods create a network of these centers, a further goal of STRLUS.

These centers will have shops for daily needs and small offices for residents. Each requires sufficient residents to make them viable. For that reason, the edges of the neighbourhoods extend past the current UGB.

The master plan is heavily based on the principles of The New Urbanism and Smart Growth. This has become the preferred choice for development by many cities around the world. It provides walkable urbanism for many segments of the population and for those who want to live in a walkable and connected community.

The master plan was deliberately designed to meet Tasmania's vision for future growth, as outlined in the State of Tasmania's Regional Land Use Strategy (STRLUS). Furthermore, it incorporates many of the goals and policies of Hobart and Clarence as well.

Introduction

The master plan report and presentations on the Skylands website, clearly document these principles in a more detailed manner.

Primary reasons we want to develop this peninsula in this way include:

- The walkable neighbourhood concept will provide the kind of development The State of Tasmania, Clarence Council and The Community have described in their goals for the future.
- The walkable neighbourhoods and their centers will only be viable when an adequate catchment is created for the commercial enterprises. They are the heart of these neighbourhoods.
- The creation of these catchments is driving the need to modify the current UGB.
- Six neighbourhoods are planned, each designed to incorporate a variety of housing choices to meet the demand and housing mix identified in the Macroplan market report.
- We believe the proposed development supports the State's infill development goals.
- Neighbourhood centres will reserve locations for diverse uses such as: cafes, restaurants, workspaces, medical centres, childcare centres, and other such neighborhood needs the Macroplan market report identified.

Small modifications to the UGB will help ensure the viability of the neighbourhood centres and enable creation of a permanently preserved regional hilltop nature reserve and park and revegetated corridors from park to river. This covers some 40% of the master planned area.

- We believe the current zoning of the land outside the UGB as 'environmental living' is thinking too narrowly and is not the most efficient use of the land. It will waste a valuable opportunity to develop more compactly, and instead encourage rural sprawl with all its inherent drawbacks such as the provision of infrastructure for too few lots. The compact nature of proposed development will ensure the creation of a well-planned and more efficient provision of services and infrastructure
- Moving the UGB in a more organic and undulating manner establishes six new compact neighbourhoods and a 112-hectare nature preserve/parkland above, along with revegetated green connectors between the park and the shoreline. This will create a unique and ideal place to live, aligned well with Tasmania's planning goals. Moving the UGB is the best way to ensure viability of the neighbourhoods.
- Approval of the complete masterplan will allow our family to transfer the hilltop parkland and other areas, to Council.
- The future undulating skyline will look quite similar to the western side of the amphitheater south of Hobart. Environmental living over the hilltops would not be similar.

- STRLUS identifies the peninsula as “future urban development”. The master plan proposes some 2,500 future dwelling on the peninsula at a Net Density of 20.8 du/ha.
- Completion is anticipated to be between 2052 and 2062, depending on demand.
- Most of the subject land is owned by an Australian family committed to doing what is right. The sheer size of this parcel presents a rare opportunity to design and enable the creation of the 6 sustainable neighborhoods.

Our family embarked on this rigorous planning effort because we strongly believe that typical suburban development patterns, similar to our earlier subdivisions and other subdivisions to the north, is not the most efficient approach and they do not provide healthy places to live or create happy and productive communities. Many Tasmanians may wish to live in subdivisions that predominantly provide for only one type of single-family housing, but Skylands is designed to appeal to those who wish to live in a more compact, connected and walkable neighbourhood. There are many who cannot find this type of housing in the greater Hobart area. It is our desire and intention to develop this land in the most rewarding manner for future residents and for all of Hobart. We believe this new community approach to be aligned with the State’s vision, so that current and future residents can live, work, shop and play in a sustainable, thriving and diverse community.

We believe, as Tasmania’s planning guidelines also seek to accomplish, that the Skylands master plan will create safe, healthy communities and happy residents who can enjoy community life. It is our desire to create pedestrian-friendly neighborhoods where residents can go through the many stages of life from childhood to young single adult, to married couples with kids, to empty nesters and day care for the elderly, simply by moving to a different place, in the same neighborhood.

This will forge lifelong friendships and all the positive benefits it brings. Moreover, the neighborhood centers, the hilltop nature preserve and park, bike and walking trails, playgrounds, and access to the Derwent for fishing, swimming, boating, etc. will all contribute to creation of a place where residents will love living.

Finally, being just a ferry ride from Hobart CBD and a quick drive to Hobarts’ international airport and flight to the mainland, will make Skylands an ideal location for young professionals. We also hope that will include innovative leaders to help Hobart and Clarence fulfill its mission of becoming a hub of innovation.

In summary, it is our sincere belief that the Skylands master plan fulfills and exceeds many of the State’s growth objectives. We are in full compliance with STRLUS, other than our request to modify the UGB to complete the neighbourhoods.

Introduction

We are aware of concerns raised by some nearby residents in a petition initiated some months ago and of those who either made comments in favor of the petition or simply “clicked” their support. Unfortunately, the petition was initiated early in the masterplan development process hence many of its assertions are simply wrong.

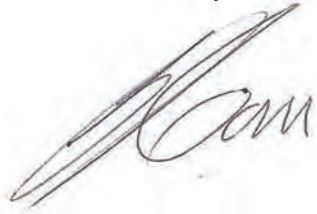
We recently posted on the Skylands website a detailed response to each of the issues raised. We were gratified to see the many comments in the Mercury supporting the masterplan approach and disagreeing with the petition.

A copy of our clarifications to the petition is included in this report.

We seek Council’s support for our request to approve the master plan which requires modifying the UGB to ensure the success of the neighbourhood centres.

DPZ CoDesign, Macroplan, Traffix Group, Turf Studios and ourselves are available as you need.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'G. Carr', is written over a light blue circular stamp. The signature is fluid and cursive.

Gregory J. Carr

For the Carr Family

COMPATIBILITY OF THE SKYLANDS MASTER PLAN WITH THE STRUCTURE PLAN

The Council Structure Plan work to date highlights the opportunity “to extend and connect the existing communities of Tranmere and Rokeby to provide a key growth area for Clarence, and Greater Hobart more broadly”.

We were grateful when Council agreed to pause development of the Tranmere Rokeby Structure Plan so we could develop a master plan that could be used to inform the Structure Plan’s development. Several reasons drove us to request this pause as documented below.

1. While we’d been interviewed by Councils Structure Plan Consultant (Niche Consulting Group), we realized on seeing some early structure plan development, that we had failed to give a good description of our vision of the future to Niche. Nor indeed had we thought sufficiently about what that vision should be.
2. From the day Bert Carr first saw this land in 1980, he knew, as we’ve all come to realize, this is a truly unique peninsula because of its form and location and that it requires nothing less than to become a beautiful place for people to live. Bert Carr’s first subdivision Camelot reflected his desire to make this a special place.
3. Because there was no master plan for the entire peninsula and no well-planned infrastructure, each subdivision that followed Camelot was simply a continuation of urban sprawl. Our focus, as indeed we believe was the focus of other owners developing land on the peninsula, was the near-term supply of lots to sell.
4. On reviewing the draft structure plan, with all its detail and reference to the planning guidelines and goals of Tasmania and the Community, we realized we should have had long ago, and now needed, a master plan for all of our land that would ensure the best possible ultimate outcome for all.
5. We decided to search for the very best planners to help us and our search led us to DPZ CoDesign (DPZ) with whom we met and talked about the peninsula and their work on many developments following the Principles of The New Urbanism and smart growth. We toured one of the places they designed, Kentlands in Maryland, USA where one of their offices is located. It is very attractive and desirable community, that was reinforced by our impromptu discussions with a few residents, all of whom gave glowing praise to it. DPZ showed us many other relevant projects, including one in Perth, Australia called Jindee. After talking with DPZ at length about their projects and about The New Urbanism we came away convinced this was what we needed to do on the Droughty Peninsula.
6. We then asked Clarence Council if they would consider meeting DPZ with a goal of pausing completion of the structure plan and allowing us the opportunity to provide more ideas for consideration by Niche for its development. Council agreed to look at this option and we flew one of DPZ’s Partners, Senen Antonio to Hobart to meet Council.
7. Ultimately Council agreed to pause the structure plan development and we flew DPZ’s Partner and lead planner for the project, Marina Khoury, to Hobart to meet with Council, Council Planning Staff and others. Marina also toured the property and local areas including Newtown, Hobart, Arthur Circus and many other. DPZ and ourselves also met with the adjoining landowners. All but one of whom are, or will be developing their land, Luckman, Lilly, Murray and Howie. They all agreed to not stand in the way of a delay to finalization of the structure plan. Specifically, Lilly enthusiastically supported the New Urbanism approach and later asked we plan their property too. Luckman also liked the approach and said they would likely incorporate some of the ideas, particularly smaller housing lots. Murray was not in agreement with the approach.

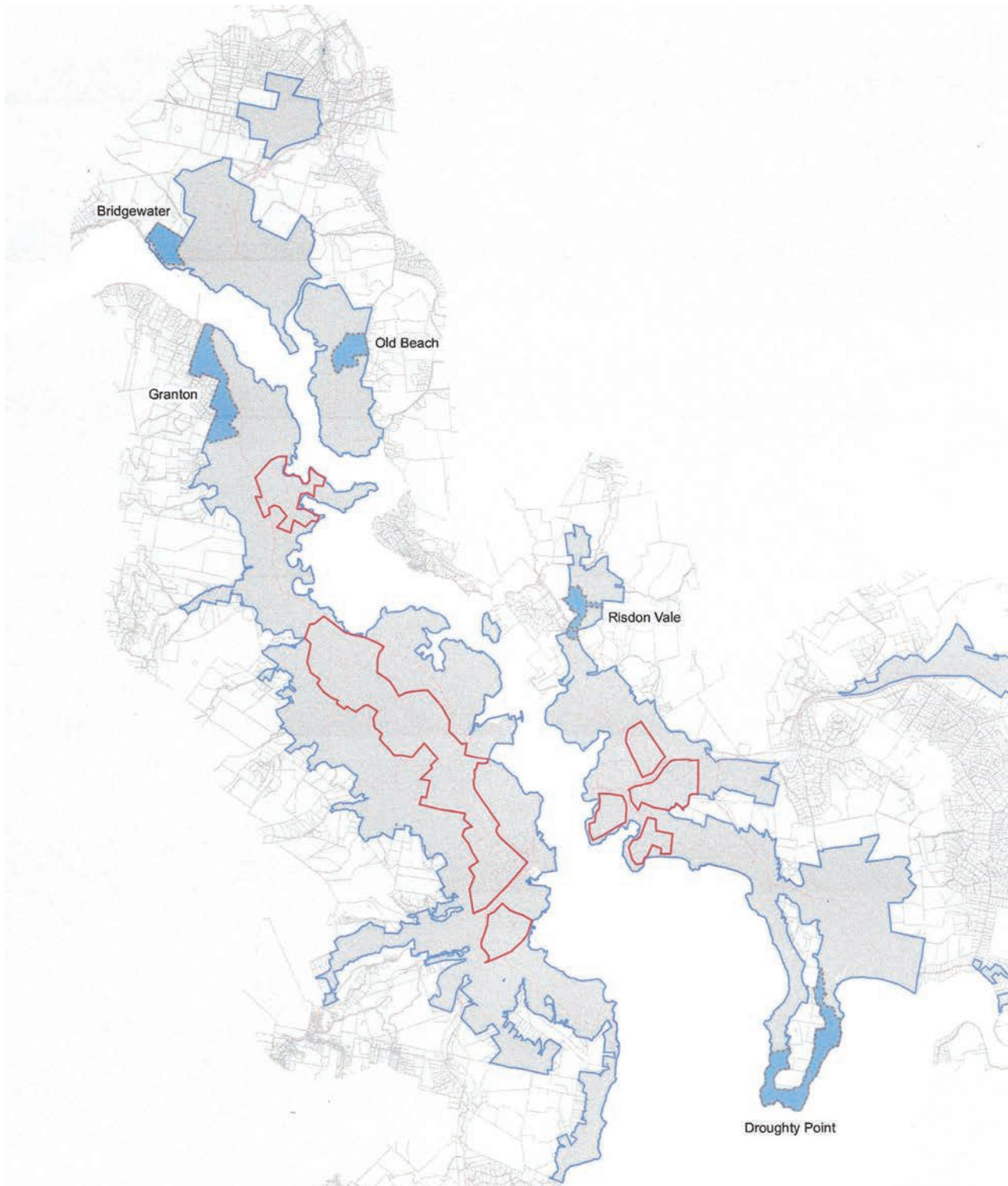
Introduction

8. Aldermen who were at the presentation by Marina Khoury in February 2020, when we sought Council's support of our effort may recall two photos we showed when we introduced DPZ. The first was of the Esperenza Diamond in the rough, the most valuable diamond ever discovered in America; and the second was of the polished diamond after it was transformed into a 147 facet triolette shape. We said then it was our goal was to do the same and take the most unique piece of undeveloped land in Tasmania and transform it into Tasmania's most beautiful development. We believe that is just what the master plan has achieved!
9. We engaged DPZ to plan the Skylands site in late 2019 with the firm intention of conducting an in-person, public, multi-day workshop where multiple designers from DPZ would directly interact with the community. The COVID-19 global pandemic unfortunately changed those plans when travel was no longer permitted. Instead, DPZ developed a project website and organized a multi-session virtual workshop (Charrette).
10. Prior to beginning planning efforts, DPZ studied the Niche draft Structure Plan and with Council's permission used much of the documentation provided, especially including the "public drop-in sessions, on-line surveys, and interviews with landholders.
11. DPZ recommended we conduct a market study to determine the site's development program potential to see if it aligned with the state's assigned residential units to the peninsula. We engaged another consultant, Macroplan from Melbourne to conduct this Market Analysis. Macroplan had recently completed a study for UTAS and were subsequently engaged in July of 2021 to provide expert assistance for the Greater Hobart Metroplan. This was needed to better inform requirements and validate assumptions in the Niche planning study. Their suggested development and program mix and absorption over the next few decades greatly informed DPZ in the design and structure of the master plan.
12. This was followed by engagement of Traffix Consulting from Melbourne to conduct a preliminary traffic assessment. They confirmed the findings of Midson Traffic engaged by Niche and looked at the implications of additional homes on the peninsula.
13. As described in the report, the public engagement for the master plan was more extensive than required. DPZ conducted stakeholder interviews and a weeklong virtual public Charrette that provided an opportunity for the public to ask additional questions and provide additional comments to those received under the Niche public consultation efforts.
14. The master plan preserves and sensitively incorporates the Aboriginal and European heritage sites into the master plan, as described in the heritage reports we commissioned over the past decade.

We anticipate the DPZ master plan which is carefully aligned with the urban development goals of Clarence, Hobart and the State of Tasmania as well as most of the goals of the draft structure plan, will be viewed positively by Council and Council's Structure Plan Consultants.

MINIMUM INFORMATION DETAILS TO SUPPORT THE AMENDMENT REQUEST

Map 10 on the next page is from STRLUS 2010-2035 and is a large-scale map showing “Residential Strategy for Greater Hobart Residential Development Areas”. The map shows the peninsula as a combination of a Greenfield Development Precinct within the Urban Growth Boundary that follows the coastline around the peninsula, and Environmental Living (minimum 20 hectare lots) between the urban areas on both sides of the peninsula.



Introduction

REVIEWING AND AMENDING THE REGIONAL LAND USE STRATEGIES

A request to amend the UGB.

Fundamentally the change to the UGB is needed to ensure the viability of the neighbourhood centers by providing sufficient residents within each walkable neighbourhood. The masterplan achieves this by changing some of the land currently zoned environmental living to Urban which will allow the completion of each walkable neighbourhood, the balance becoming public parkland.

The current strategy for the Droughty Point Peninsula has two Zones, Urban and Environmental Living.

This amendment is sought to change the Environmental Living Zone to a combination of “Low Density Residential” and “Parks and Open Space”.

It is commonly accepted that both Council and the Community would like to see some public open space along the hilltops and the Carr family agrees with this. However, if Environmental Living Zoning is retained, the majority of the hilltop will become private, and the public open space will be limited to quite a narrow strip/trail along the hilltops.

We believe a better solution is to rezone the area currently zoned Environmental Living into Low Density Residential Zoning with a large Public Open Space/Nature Preserve along the upper elevations and multiple Ridge to River re-vegetated nature corridors going through the Urban Zoning. Only in this way can the proposed 5-minute walkable neighbourhoods provide sufficient residents to make each neighbourhood center economically viable. This amendment is sought to modify the current UGB is described above.

Additionally, there is a high demand for a wide range of housing, that supply is not being met and as a result, too few units are currently available on the peninsula. The development proposed under the Skylands Master plan will not only provide the wide range of much needed housing, but it can also do so quickly and efficiently as illustrated in the master plan. It will do all of this in ways that meet the vast majority of the goals of the Tasmanian Planning Policies in our collective effort to create “sustainable settlements”.

Following are other benefits we consider the requested modification to the UGB will bring, in addition to creating viable and vibrant neighbourhood centres.

1. Skylands will be a model community, that meets the State’s regional vision of “a vibrant, growing, liveable and attractive region, providing a sustainable lifestyle and development opportunities that build upon our unique natural and heritage assets and our advantages as Australia’s southern most region.”
2. Environmental living, with 1 lot per 20 hectares is not sustainable development, in our opinion, because it does not make efficient use of readily developable available land within the Greater Hobart area that has good connections to all required infrastructure.
3. It seems likely at some point in the future the UGB would be amended as demand for housing grows and would result in the subdivision of these large lots. Each lot would be a subdivision by a different owner at a different time. The efficient and attractive integration of infrastructure for these subdivisions would be virtually impossible to coordinate.
4. Privatizing the hilltop for a few residents only is not the best and highest use for the land.

5. If environmental living is retained, the proposed public open space along the ridge will be narrow and, if and when revegetated, would be quite dissimilar to the treed hilltops to the north and those on the western side. Rather, the proposed nature preserve/park, along with the revegetated gullies from hilltop to foreshore would provide an amenity of higher value for Hobart and display a similar appearance to that of the western shore, and to the north of the peninsula.
6. The “2060” appearance of the “amphitheater is more attractive than it is today or would be in the future with a narrow-treed strip along the hilltops. Please see following images
7. The nature preserve and public park, as well as the greenway corridors, will encourage the establishment of native flora and fauna and we hope, become a study area for students of UTAS and others.

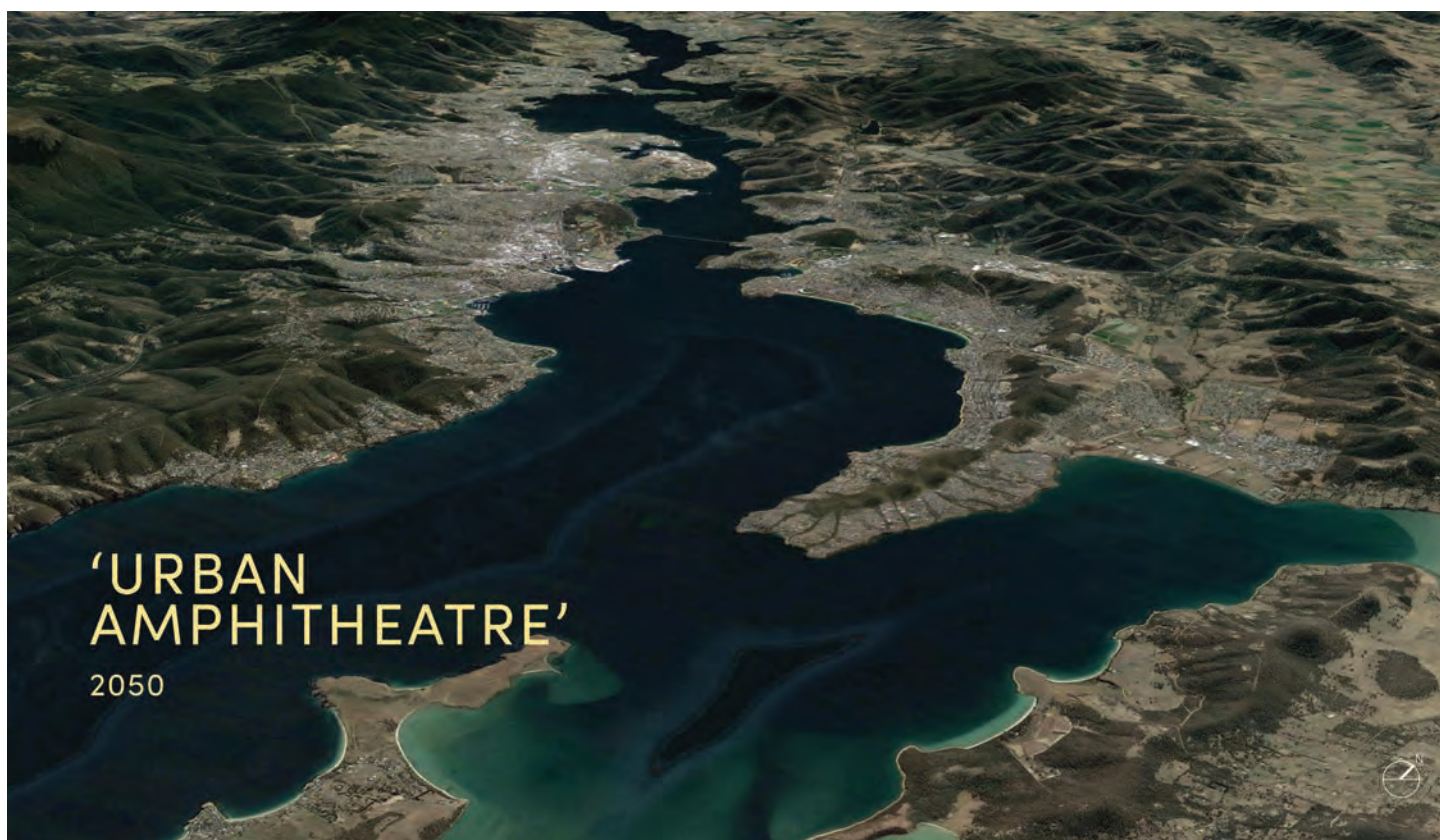
The Urban Amphitheater

The following page shows the Urban Amphitheater in 2020 and what the Urban amphitheater will look like in 2060.

In 2050, or when the full masterplan is complete, the Amphitheater is much more balanced and we believe, more attractive.

The 2050 view show what the Urban Amphitheater would have looked like if the peninsula had not been cleared for farming but instead developed in a similar fashion to the western shore Hobart CBD excepted.

Introduction



COMPLIANCE WITH THE STATE OF TASMANIA'S REGIONAL LAND USE STRATEGY 2010-2035

4a. FURTHERS THE SCHEDULE 1 OBJECTIVES OF LUPAA

a. *Maintenance of ecological processes and genetic diversity*

The proposed nature reserve/public park and the hilltop to river greenways will support this.

b. *To provide the fair, orderly and sustainable use and development of air, land and water; and*

The masterplan is designed for sustainable use and development of the land and surrounding waters.

c. *To encourage public involvement in resource management and planning*

One of the most important aspects of the planning approach practiced by DPZ CoDesign is the involvement of the public at the beginning of the design. This was accomplished via the virtual Charrette process.

d. *To facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c)*

The masterplan is designed to bring substantial economic development to Clarence that includes the six neighbourhood centers with their shops and offices. This development is sustainable because it reduces the use of cars through “walk to work” and the ferry service will reduce the number of people normally travelling to the Hobart CBD by car. All of the planning incorporated public input from the Charrette and from the Niche public interviews.

e. *To promote the sharing of responsibility of resource management and planning between the different spheres of Government, the community and industry in the State.*

4b. IS IN ACCORDANCE WITH THE STATE POLICIES MADE UNDER SECTION II OF THE STATE POLICIES AND PROJECT ACT 1993

We believe the entire masterplan is in accordance with these policies

4c. IS CONSISTENT WITH TASMANIA PLANNING POLICIES, ONCE THEY ARE MADE

We believe the entire masterplan is consistent with these policies because it is consistent with STRLUS

4d. MEETS THE OVERARCHING STRATEGIC DIRECTIONS, RELATED POLICIES AND THE STRATEGIC FRAMEWORK IN THE REGIONAL LAND USE STRATEGY - STRLUS 2010-2035

1. The Vision

- *A reasonable lifestyle and standard of living for all*
 - By providing housing opportunities for a broad cross section of the community and creating walkable neighbourhoods, Skylands will facilitate and allow a good standard of living for all.
- *Confident, friendly and safe communities*
 - Among the many advantages of the 5-minute walkable neighbourhoods is that they create a friendly environment. We've visited two such neighbourhoods in America, Kentlands in Maryland and Radburn in NJ (created in 1928) and have spoken with residents in both. They love where they live, they love the sense of community they experience, and they are both beautiful and well-maintained neighbourhoods.

Introduction

- *Active, healthy Tasmanians*
 - The design includes so many outdoor activities for residents, such as walking and biking (including to and from shops and small offices), playgrounds, fishing, boating, birdwatching and hiking trails for walking and biking along the ridgetops and shoreline that will connect to existing trails to the north. It is our goal to make as many of these places as possible accessible for those with disabilities too.
- *Vibrant, inclusive and growing communities where people feel valued and connected*
 - The goal of the neighbourhood centres is to provide spaces for multiple activities such as farmer markets, community festivals and recreational gathering activities like “yoga on the green”. It is our hope to also eventually include “street musician and magicians” as well as community celebrations and to watch the end of the Sydney Hobart yacht race for example as some of the centres are designed to have views to the water.
- *Thriving and innovative industries driven by a high level of business confidence*
 - Included in the master plan are small offices in each neighbourhood that we hope will become homes to small businesses. Additionally, it has long been a goal of the Carr family to establish some kind of scientific research hub as a satellite campus for UTAS.
 - Bert Carr was thrilled to provide land for installation of the CSIRO/UTAS TERSS (Tasmanian Earth Resources Satellite Station).
 - We believe this master planned development, in this unique location, will prove irresistible to the smartest and most innovative people in Tasmania. While no specific area has been set aside for this, any of the neighbourhood centres could easily be expanded to accommodate a scientific/technology hub or it could be located in the town centre. The location has the added attraction of being just a short drive to Hobart Airport.
- *Built and natural heritage that is valued and protected*
 - Previous studies have identified the remains of the Chipman Farm which has been shown as a protected area on the master plan. We intend to create interpretive signage about the farmhouse and its history. We plan to do the same for the William Collins whaling station even though visible remains have not been found.
 - Natural heritage along the shoreline will be taken care of by Clarence Council as that will become public property. The master plan protects the existing hills and saddles that will always be part of the skyline.

3. Strategic Directions

- *SD1 Adopting a more integrated approach to planning and infrastructure:*

Locating new development to maximise the use of existing infrastructure in the short-medium term, and new infrastructure in the longer term

- Neighbourhoods #1 and #6 will connect to extensions of the existing road, water, sewer and other systems. Before completion of the higher levels of Neighbourhood 1 a new water reservoir will be constructed as discussed with TasWater that will also serve the remainder of the neighbourhoods. Taswater advised that the existing sewer system can be extended to serve all neighbourhoods. It seems likely that the existing treatment works will require expansion at some point in the future.

- *SD2 Holistically managing residential growth*

Providing the opportunity form infrastructure providers to identify future infrastructure needs

- The complete master plan for all of the Carr and Lilly property (about 90% of the area to be covered under the new structure plan) will be gradually phased and developed over a 30-to-40-year time frame and will give adequate opportunity for infrastructure providers to develop what is needed.
- A goal of the Skylands master plan is to provide the strategic planning environment needed to create a more compact settlement pattern with a greater diversity of housing types and densities.

- *SD3 Creating a Network of Vibrant and Attractive Activity Centers*

Activity centres are places where we work, shop, meet, relax and live.

- Each neighbourhood will have at its centre a group of small shops, small offices, professional suites for medical care and places for people to congregate and mingle. All will be a short walk from the waterfront, and some will be almost at the waterfront including the one that will be close to the ferry terminal. There will also be small parks and playgrounds at or near the neighbourhood centres.

Provide greater opportunities for integrating land use with transport, and walking/cycling.

- Skylands is designed to be a walkable community first and foremost, because if it is not walkable, it cannot be sustainable. It is also planned to provide bike routes for recreational users and bike commuters. A network of cycling paths has been included in the master plan and residents will always be within 5 minutes of a neighbourhood centre that may also serve as a bus stop. Lastly, it is envisaged that Metro bus service or private operators will utilize the well linked network of roads and streets without cul-de-sacs to pick up people at multiple stops and likely take them to a terminal in Clarence where they would either work, shop, or take a bus to Hobart. In addition, at the appropriate time, a bus service or shuttle can be provided that will pick up from both sides of the peninsula including Rokeby and drop off at the ferry terminal on the Skylands master plan

- *The Activity Centre (neighbourhood centre) Network will provide the population with reasonable access to necessary facilities and services.*

- This is precisely the purpose of the 5-minute walkable neighbourhood design incorporated into the Skylands master plan.

Introduction

- *SD4 Improving our Economic Infrastructure*

Developing a strong Intelligent Communication network, an essential element being rollout of the National Broadband Network.... And increased opportunities for telecommuting and the “new economy” employment.

- With a broadly approved master plan completed for 30 to 40 years of development and by having a much denser development the infrastructure can be well planned and expanded and will be much more efficient.

- *SD7 Improving Management of our Water Resources*

The efficient and cost-effective distribution, re-use and management of our water resources

- The master plan provides for a more cost-effective distribution due to its compactness and increased housing density. The nature preserve and ridge to river connectors in the form of greenway corridors will be designed to capture run off and reintroduce it to the aquifer through water sensitive design.

- *SD8 Supporting Strong and Healthy Communities*

Improving quality of life and providing for a more socially inclusive society is increasingly recognized

- Adhering to the principles of The New Urbanism and creating homes for a broad cross section of the community for all stages of life. This includes homes for people who will work in the community by providing community facilities, childcare, health services, preschools, home, garden and yard maintenance, delivery services etc. Aiming for this greater mix of housing, coupled with the street and block layouts that provide pedestrian-friendly streetscapes creates a welcoming environment for a more socially inclusive society.

Opportunities for affordable housing in locations which have good access to community services and education and health facilities is one consideration.

- The master plan provides a wide array of housing types including rowhouses, small multi-family apartments and duplexes for example. As mentioned earlier, there will also be approximately 5% of social housing well dispersed in each neighbourhood. All these residents will have equal access to the services they need at the neighbourhood centre.

- *SD9 Making the Region Nationally and Internationally Competitive*

One of the key aspects identified is “Our clean, green and liveable” image.

- Skylands provides a wide array of components supporting this goal. It is the Carr family’s intention to provide development and landscape controls on lots in order to align with the goals of the master plan. Being a new development with the overall architectural style and landscaping being controlled by the Carr family through “House-land” packages offered by builders will increase the attractiveness of the neighbourhoods. Of course, the concept of compact 5-minute neighbourhoods is in itself a green approach and the neighbourhoods, neighbourhood centres, parks and pocket parks, walking and cycling paths and many other features will make Skylands a much sought-after place to live.

- *SD10 Creating Liveable Communities*

Livability refers to the degree to which a place supports quality of life, health and wellbeing for the people who live work or visit. Liveable environments. They are attractive, safe, accessible to people with disabilities and provide a high standard of amenity through such things as public transport, well designed open spaces access to education and health care services, recreational opportunities, air and water quality.

- DPZ has master planned the 6 connected neighbourhoods to be accessible to those with disabilities and the nature preserve/park will be as well. The opens spaces are being designed in conjunction with Turf Studios who have already prepared some very attractive concepts. Multiple recreational opportunities will be available including walking and cycling on the many trails in the hilltop park, the ridge to river connectors and the foreshore reserve, swimming, fishing, playgrounds, and other recreational opportunities in the many pocket parks as well. Water quality is excellent being from TasWater and the air quality could not be healthier with breezes rising from the salt water and sweeping across all the neighbourhoods. Salt air has significant health benefits, especially for the elderly as the negative ions in sea air accelerate the ability to absorb oxygen. The excellent water views for every neighbourhood will add to the enjoyment of residents.

Throughout the STRLUS there are many goals that will be met by Skylands. In addition to what is stated above, the most relevant policies, and our responses are noted below.

5. Biodiversity and Geodiversity: Regional Policies

- Consideration of the values of native vegetation has often been left to the development assessment stage... resulted in ad-hoc conservation of natural values.
 - The peninsula is largely covered with grassland as indicated in the Niche report, ...“there are 5 weed species scattered across the site. ”... A continuation of the existing type of development will largely eliminate these weeds in the developed areas, however the environmental living areas will continue to be a problem as each lot owner would be responsible for maintaining their lot. Expanding the developed area by moving the UGB and creating a true nature reserve/park above is a more judicious use of the land and will ultimately eliminate these weeds and replace them with native vegetation.

6. Water Resource: Regional Policies

- *WR 1.2 Incorporate total water cycle management and water sensitive urban design principles in land use and infrastructure planning to minimize stormwater discharge to rivers.*
 - The landscape designer on the planning team is Turf Studios from Sydney. They have won multiple awards and are experienced in water sensitive urban design to retain stormwater within the development by reintroducing runoff into the aquifer.
- *WR 2.2 Provide public access along waterways via tracks and trails*
 - As the neighbourhoods are developed, a 30-meter wide strip above the high water mark will be transferred to Council for the purpose of public access

Introduction

7.1 The Coast: Overview

- *...the realization of the policy at the regional level will require consolidation of residential development and prevention of any further residential development outside of established settlements, particularly ribbon development.*
 - Creating the 6 neighborhoods supports the consolidation of residential development by creating more, and a greater variety of homesites within each neighbourhood. Modifying the UGB to accommodate the 6 neighbourhoods will reduce the need for ribbon development elsewhere.

4. Managing Risks & Hazards: Regional Policies

- *MRH 1.1 Provide for the management and mitigation of bushfire risk*
 - The master plan for the bulk of the remaining undeveloped land on the peninsula provides the ideal opportunity for mitigating the bushfire risk with a long-term plan. As an example, fire hydrants can be strategically located within the nature preserve/park. The new water reservoir would provide adequate pressure to fight fires on the lower levels of the park and tanker trucks could refill from the hydrants to fight fires at the upper levels.
- *MRH 1.2 Ensure subdivision road layout designs provide for safe exit points in areas subject to bushfire hazard.*
 - While the bushfire risk will be minimal when the 6 neighbourhoods are complete, there will be some risk during construction that requires certain mitigation measures be put in place. In addition, should a bushfire occur in the nature preserve/park or elsewhere, some residents may want to leave because of smoke. The master plan provides for a connected network of streets, including east-west connectors that will be important at such times.
- *MRH 3 Protect life and property from possible effects of land instability*
- *MRH 3.3 Allow use and development in areas at risk of land instability only where risk is managed so that it does not cause an undue risk to occupants or users of the site, their property or the public.*
 - There are sensitive areas previously identified either by the Carr family through studies by Rock Solid Geotechnics and or by information gathered by Niche Consultants. However, the advantage of the master plan is that it allows in depth studies of areas planned for development during each phase, long before the subdivision plans are developed. Studies will identify what strategies will allow safe building in any suspect areas and if there are no safe strategies, the master plan can be modified by DPZ in a way that will retain the neighbourhood's concept and character.

9. Cultural Values: Overview

- *Tasmanian Aborigines have inhabited Tasmania for 40,000 years. Our heritage values are increasingly recognized as part of our unique competitive advantage and contribute significantly to the community's sense of place, and their recognition and management needs to be set at an appropriate standard.*
 - Studies have already been conducted for the Carr family for both areas where the subdivision is complete and for the entire area being master planned. Multiple sites have been mapped and are shown on both the Niche Structure plan and the Skylands Master plan. DPZ and the Carr family recognize and appreciate the importance of these sites and the master plan has been developed to protect these sites. It is also our intention to work in more depth with Aboriginal Heritage as soon as the master plan receives approval and before the more detailed subdivision layout for neighbourhood 1 begins. It is anticipated these efforts for neighbourhood 1 will inform efforts for future neighbourhoods, well in advance of subdivision planning. We believe this will lead to a very good outcome for Aboriginal Heritage.
 - Cultural Heritage is more well defined and have also been shown and preserved on the master plan.
- *The identification, recognition and protection of landscape values is not a straightforward matter. While there has been some local work on skylines and landscapes within some areas in Southern Tasmania (particularly around Greater Hobart).....Such process can be fraught with difficulties arising from the inherent subjectivity and the fact that working landscapes evolve.....*
 - We believe it is most likely the entire peninsula was originally wooded, there are traces of some very large old trees (and these are shown protected on the master plan). It's believed the evolution of the current landscape began with wood for fires at the Collins whaling station, then wood for the boilers at the IXL jam factory. Finally, the hills were cleared for agriculture. The steepness of the land and the relatively dry climate make it marginal for farming although the Carr family have grown crops and currently run livestock. One reason the weeds have become so prevalent is its' marginality and the impact of eradication costs on profitability.
 - The creation of the hilltop nature preserve/park will, we believe, create a landscape that is much more like it was originally and will be quite like the landscape to the north and the landscape on the western shore.

9.3. Cultural Values: Regional Policies

- *CV 4.3 Protect existing identified key skylines and ridgelines around Greater Hobart by limited development potential and therefore clearance through the zones in planning schemes*
 - The Carr family realizes that many residents, mostly on the western shore, are fearful of change to the existing bare hilltops. We believe what we will create will ultimately be much more attractive than it would if the land above 70 meters was used for environmental living with a thin strip of vegetated area along the ridgeline. The creation of a sustainable community that meets so many of Clarence city and Hobart's growth priority goals is a worthwhile trade.

Introduction

10. Recreation and Open Space: Overview

- *Open spaces and recreational facilities contribute to the quality of life enjoyed by the Tasmanian Community. Well planned, designed and implemented open space and recreational planning policies aid in the delivery of a wide range of broader personal, social, economic and environmental objectives for the community.*
- *Planning for a regional system of built and natural environments has significant benefits including:*

- *Providing opportunities for a diverse range of physical activities*

As previously indicated, and as shown in the report, the master plan provides for a wide variety of open spaces, including large and small, passive and active, urban and less urban, waterfront and hilltop opportunities

- *Contributing to the ‘livability’ of towns and cities*

Skylands is designed under the principles of New Urbanism which is heavily focused on livability and vitality. Successful examples abound and were shown in all of the DPZ charrette presentations. Many of DPZ’s built communities can be viewed on their website: www.dpz.com.

- *Creating ‘green spaces’ for relaxation, contemplation and social interaction*

The master plan provides neighbourhood center parks, private and public pocket parks, naturalistic greenway corridors between neighbourhoods and the hilltop nature preserve/park

- *Conserving natural and cultural values*

We believe the master plan design illustrates the natural and existing cultural and heritage values of the site that are preserved and enhanced. The master plan was also designed to closely follow the site’s topography and contours and non-developable land is clearly indicated on the master plan.

- *Encouraging healthy lifestyles*

One of the most basic principles of New Urbanism is the creation of walkable community in the form of connected streets and blocks, a mix of housing and uses presenting pedestrian friendly facades to the streets and access to a high-quality public realm. Such environments encourage healthy lifestyles whether that be by physical activity, or by social interaction for people of all ages.

- *Creating environments for hosting cultural and social events and functions*

This is a goal for Skylands and we already host an Australia Day event and when lookout is completed at the southern end of the hilltop park we anticipate the public will watch the end of the Sydney to Hobart while enjoying “barbies” etc.

-

- *Maintaining utilitarian values such as water storage and quality, flood mitigation, and other environmental services (e.g. clean air)*

There will be no water storage in the master plan however flood mitigation will be improved greatly with the street network generally running along the slopes and detention ponds/rain gardens, will capture water at the edge of the hilltop park.

- *Contributing to climate change.....mitigation...and by encouraging non-motorised transport etc.*

A key concept of the master plan is internal capture so there is less driving to and from work and less vehicular trips for daily shopping needs. Walking and cycling paths are a significant part of the design and it's anticipated that at some point local bus service will pick up passengers at the neighbourhood centers and take them to the ferry terminal or to Clarence.

11. Social Infrastructure: Overview

- *Includes educational and health facilities, social housing and other community facilities.*
 - Private educational facilities such as Montessori that has already indicated a strong interest in establishing a school in Neighbourhood 1
 - It is planned to have some health care facilities and our goal is to have a doctor's office, even if it's only operated part time, in Neighbourhood 1
 - We are committed to the inclusion of social housing at the target 5% level. This housing will be indistinguishable for other housing. We are aware of the rising need for social housing, and it needs to include one- and two-bedroom homes.
 - Community facilities, yet to be identified, will be located in the neighbourhood centres
 - Accommodations that will be suitable for aged care is to be provided so that the aged can continue living within their communities. Our goal is for these facilities to be located close to the neighbourhood centres for the convenience of the residents, and staff.
 - Multiple sites for childcare facilities will also be distributed throughout.

12. Physical Infrastructure: Overview

- The timely and efficient delivery of infrastructure services is a crucial aspect of a well-planned and efficiently functioning region.
 - Each neighborhood will be built over a 5-year period and phased incrementally to ensure services, including infrastructure, can keep up with the demand.
 - A good example is TasWater that has already created a schematic layout with target elevation for a new tank that will supply all of the future neighbourhoods. They have also provided a schematic layout for the sewer system including pumping stations for the entire development. While much detail engineering will be required as the neighbourhoods are planned in detail, they show how much more efficient the final system will be and how much less expensive for all its construction and maintenance will be, simply because they can plan for the entire area rather than plan each time for the next area of sprawl to be developed.
 - Utility corridors will be established as part of the master plan

Introduction

13. Land Use and Transport Integration: Overview

- *... Improved integration of transport and land use planning is both a major challenge and critical factor in the development of efficient and livable urban areas and becoming a more environmentally sustainable community in the face of a changing climate.*
- *.... As residential development has increased in outer suburbs, away from established public transport routes, services have gradually spread far across a wide geographic area, but still across a small population base. Secondly it has resulted in high road construction and maintenance costs on a per person basis in rural areas.*
 - Skylands makes much more efficient use of road infrastructure because more homes will be built within more compact neighbourhoods with clear centres and edges defined.
- *Improving walking and cycling infrastructure and linkages, particularly for local trips*
 - The DPZ master plan is heavily focused on providing extensive and safe, walking and cycling paths.
- *Recognise and preserve the Derwent River as a passenger transport corridor, including identifying passenger boarding locations and maintaining road and river access to these locations.*
 - A ferry terminal close to the southern end of the peninsula is proposed. Car parking is hidden within the blocks immediately adjacent to the terminal. Additionally, it's anticipated a local bus shuttle will pick up and drop off at each of the neighborhood centres. This will provide access to the ferry to residents of the Rokeby area too.
 - When most of the neighbourhoods are built it's likely a ferry will operate between Skylands and the new Arm End golf course.
- *Addressing car parking as a key determinant of car-based travel*
 - Some car parking will be provided at the neighbourhood centres as well as on-street parking along many streets, however the goal of the master plan is to encourage walking so parking will be limited and shared between uses where possible.
 - Car parking will be provided at the ferry terminal, and the shuttle bus service will discourage too much park and ride.
- *Increasing residential densities and mixed use around designated integrated transit corridors where appropriate*
 - Metro currently provide service to the south end of the existing neighbourhoods.
 - Depending on demand, Metro may ultimately establish a stop at each neighbourhood centre. For transit to succeed, the average surrounding residential density should be a minimum of 20 du/acre.

13.5 Land Use and Transportation Integration: Regional Policies

- *LUTI 1 Develop and maintain an integrated transport and land use planning system that supports economic growth, accessibility, and modal choice in an efficient, safe and sustainable manner.*
- *LUTI 1.1 Give preference to urban expansion that is in physical proximity to existing transport corridors and the higher order Activity Centres rather than Urban Satellites or dormitory suburbs*
 - Skylands will be directly connected to an existing Metro bus route that terminates just north of future Neighbourhood 1. It is anticipated that eventually the bus route may run through each neighbourhood centres along the main spine street.
- *LUTI 1.2 Allow higher density residential and mixed-use developments within 400, and possibly up to 800 metres of integrated transit corridors*
 - Each neighbourhood center will have a bus stop, i.e., it will be part of an integrated transit corridor
 - Greater densities, such as small apartment buildings are planned near the neighbourhood centers.
- *LUTI 1.3 Encourage residential development above ground floor level in the Primary, Principal and Major Activity Centers.*
 - While there are no major primary, principal or major activity centres designated on the Structure Plan, we anticipate mixed-use buildings and live-work units at each neighbourhood centre.
- *LUTI 1.4 Consolidate residential development outside of Greater Hobart into key settlements where the daily and weekly needs of residents are met.*
 - Skylands is designed as a compact, walkable, mixed-use community, consisting of 6 defined neighbourhoods as indicated in the master plan report.
- *LUTI 1.6 Maximise road connections between existing and potential future roads with new roads proposed as part of the design and layout of the subdivision.*
 - The Skylands plan shows ultimate connections to 4 major roads going north: Tranmere, Oceana, Tollard and Droughty Point Road.
 - The Skylands master plan also suggests east-west connections across the peninsula to improve street connectivity.
- *LUTI 1.9 Ensure car parking requirements in planning schemes and provision of public car parking is consistent with achieving increased use of public transport.*
 - Following the principles of New Urbanism, Skyland seeks to minimize car traffic and local parking where possible. The walkable and bikeable transportation network, coupled with the ferry terminal and shuttle bus service with pickup at each neighbourhood centre will go a long way towards reducing the needs for single-use car trips and its associated parking.

Introduction

- *LUTI 1.11 Encourage walking and cycling as alternative modes of transport through the provision of suitable infrastructure and developing safe, attractive, and convenient walking and cycling environments.*
 - One of the most important design aspects of the Skylands master plan is walkability and bicycle paths as outlined in the master plan report.

14 Tourism

- *Support innovative and sustainable tourism for the region*
 - The hilltop park will be a regional draw.
 - While the Skylands master plan is focused on residential development it seems likely that the non-residential uses in the neighbourhood centres, along with the cultural aspects and plans to create interpretive signage and permanent exhibits related to Aboriginal Culture, the Chipman Farm and the William Collins whaling station, the nature reserve/park, ridge to river walks and the foreshore public reserve will very likely attract tourists. Its proximity to Hobart airport along with many other tourist attractions in and around Hobart will likely make it a place to see for tourists. The ferry will make it convenient to visit from Hobart.
 - If a market develops for short term accommodation, such as people visiting friends and relatives, tourists and even business people looking for somewhere other than the CBD to stay, and if Council and the Community were supportive then a small, high quality, hotel/motel could be designed into one of the neighbourhoods.

15 Strategic Economic Opportunities

- *...has a history as a hub of research, creativity and learning / A place of research excellence and learning*
- *The region has a number of world-class research institutions*
 - One of our goals is to create an innovation hub, hopefully attached to UTAS. We believe the environment of Skylands will prove very attractive to innovative people and those who are highly creative. Skylands has those special differentiators that could make it a magnet for entrepreneurs.

18 Activity Centers

- *Provide the focus for services, employment and social interaction... They are community meeting places, centres of community and government services, locations for education and employment, settings for recreation, leisure and entertainment activities and places for living...*
- *The benefits of the Activity Centre approach are significant in that it:*
- *Enhances the viability and vibrancy of centres and the surrounding urban environment*
- *Assists in focusing the delivery of key community services*
- *Provides a centre around which housing opportunities can be planned*
- *Creates opportunities to live and work more closely*
- *Assists in creating a more sustainable environment by reducing private vehicle travel and facilitating use of non-motorized forms of transport (walking and cycling)*
 - The DPZ design for Skylands has put much focus on the neighbourhood centres which may be considered the activity centres.
 - We plan to own the buildings in the activity centres so we can maintain good control over the quality of their products and ensure the types of activities that are suited to the standards we want to achieve for those who live in the neighbourhoods.

19 Settlement and Residential Development

- *The location, form, type and density of residential development is a significant land use planning issue as it is a key element in travel behavior and the demands upon the transport system*
 - Sustainable design incorporated into Skylands will reduce the need to travel. It is expected that many people will work from home several days a week or in a small office in the neighbourhood centre.
- *The location and capacity of the physical infrastructure*
 - Skylands will be somewhat like plugging into an electrical outlet. All the necessary infrastructure is available to the north and one of the next steps after master plan approval will be to meet with all the infrastructure providers, Roads, Water, Sewer, Electric, Communications to map out a plan for the efficient extension of the existing services. As noted earlier, TasWater has already prepared a concept plan for water and sewer.
- *Demand for social services and infrastructure*
 - We have not investigated these yet other than the need for community facilities such as childcare centres, as identified in the Macroplan report.

Introduction

- *Impacts upon the natural environment and its values*
 - DPZ and Turf Studios each had access to the Niche report and to previous environmental studies that have been conducted.
 - There appear to be no impediments to development of Skylands, but more detailed assessments will become apparent at each of the subdivision design stage.
- *Managing for, mitigating or adapting to natural hazards and risks*
 - Niche conducted a preliminary review and we have had investigations completed by consultants for parts of the property.
 - DPZ addressed known risks in the design however more in-depth studies will be conducted at the subdivision stages.
- *The capacity to accommodate a growing and aging population*
 - An important goal of the New Urbanism is to create walkable convivial neighbourhoods that provide for a variety of housing where people can age in place surrounded by their friends and family.
 - Housing will be designed for both the elderly and for those with disabilities, and it is our hope to also include an elderly care facility in one of the neighbourhoods.
- *The resilience of the community to climate change*
 - Reducing transportation costs and designing walkable communities is the first step towards adapting to climate change and living within a resilient community.
 - We described earlier the measure that will be taken to minimize flooding risks
 - Rising sea levels under the worst forecasts will not affect any of the development because it is held back 30 metres from the HWM and the ground rises quite steeply.

19.6 Greater Hobart Residential Strategy

- *..... Existing supply and construction trends have been analyzed and it is clear that continuing the current rate of urban expansion is not sustainable, particularly against the capacity of existing residential areas to accommodate additional dwellings. At present approximately 85% of new dwellings occur through greenfield development and at relatively low densities of between 7 to 10 dwellings per hectare (net density)*
- *..... Strategy proceeds With a minimum net density of 15 dwellings per hectare. Residential growth will be primarily managed through an Urban Growth Boundary that will set the extent for a 20-year supply of residential land for the metropolitan area.*
 - The Skylands master plan is planned for completion in a minimum of 30 years. This likely ties in well with Greater Hobarts needs, after the current 20-year supply period
 - By substantially completing neighbourhoods 1 and 6, then adding single neighborhoods after substantially completing each, Greater Hobart/Clarence will effectively have a supply of housing that can keep up with the demand.
 - The master plan provides a net density of 20.8 dwellings/ hectare or 8.4 dwellings / acre.

ADDITIONAL INFORMATION

1. *Justification for any additional land being required beyond that already provided for under the existing regional land use strategy. This analysis should include current population growth projections prepared by the Department of Treasury and Finance.*

There is a high demand for housing as reported regularly in the newspapers, by realtors and others. This is supported by our direct knowledge of sales in our current development that is largely complete. In partnership with a local builder we built a single family home at 1 Ardilletta Place and it sold in a week for \$1,200,000. Several of the lots in the current development that were planned for single family housing were developed with two and three units.

Not far to the north of Skylands around Skala Road and Carella Street, is an area of about 1.1 HA of mostly sloping land that has 26 separate dwellings on it and 11 separate driveways. Further demonstrating the desire for the wide range of housing types included in the Skylands Masterplan.

While we do not have access to figures for other areas, we do know that in Clarence in 2020 there was in excess of 5,000 lots within the Clarence UGB that were either approved or could be readily approved and able to be released over the coming years. This included the Rokeby/Tranmere Peninsula, of which Skylands is part.

The Residential and Commercial Market Analysis Study carried out by Macroplan for Skylands projected a demand for 2,531 Dwelling units and 7,900 SM of Commercial space for the Tranmere/Rokeby Peninsula.

Although there is sufficient land for the foreseeable future within the UGB, we don't believe this land is has the potential to create the walkable communities, so important to achieving many of the overarching State policies such as the Future Planning Policies that Skylands can.

Introduction

2. *Analysis and justification of the potential dwelling yield for the proposed additional area of land*

The approximately 52 hectares of land above the UGB is currently zoned environmental living. This change is sought to ensure a sufficient catchment to ensure viability each of the 6 neighbourhood centers.

Skylands is the second New Urbanism project that DPZ CoDesign has planned. The first was Jindee in Western Australia. It is proving to be a very popular development.

3. *Analysis of land consumption (i.e. land taken up for development) since the original land use strategy was declared*

We do not have that analysis however we do know that land developed has all been in the form of typical Urban Sprawl. The Skylands Masterplan seeks to change this completely and has the land area to make this highly desirable change, identified and sought after in Tasmania's growth strategies,

4. *Justification for any additional land being located in the proposed area, considering the suitability of the area in terms of access to existing physical infrastructure, public transport, and activity centres that provide social services, retail and employment opportunities.*

The need for the additional land outside the existing UGB is driven by the goal of developing the six walkable neighbourhoods. As mentioned earlier in order for these neighbourhoods to be walkable they require shops where residents can walk to get their daily needs such as, milk, bread, small grocery items, newspapers, etc. In turn these shops need enough customers to make them viable. Having enough customers requires the substantially all of the land within a 5-minute walk to be developed.

The masterplan calls for the UGB to be modified to accommodate this in an attractive way and eliminates what we believe is not sustainable development, "environmental living". By doing this a large hilltop nature preserve/park will be created that will not only provide walking and hiking trails, play areas and lookouts, picnic areas and other amenities designed for use by those with physical disabilities too.

Activity centres are planned for the neighbourhood centres as are small offices designed to encourage walk-to-work opportunities. Social services will likely be included in neighbourhood 6, the largest.

New infrastructure required will be easily and efficiently connected to the existing physical infrastructure, almost like a "plug-in" approach. Some roads will require upgrading in the second half of the 30-year development timeframe however water and sewer can be efficiently connected to existing systems. A new water reservoir will need to be constructed by the Carr family in the first 5 years.

This is a logical expansion that will not be a continuation of Urban Sprawl. It is simply a "squeezing" of the land between the current UGB on both sides of the peninsula and by doing so creates a magnificent hilltop nature preserve/hilltop park.

5. *Consideration of appropriate sequencing of land release within the local area and region.*

Because we do own the majority of the land covered by the masterplan, we can control sequencing in a very logical manner that will ensure efficient construction, operation and maintenance of infrastructure. We will begin with neighbourhood One that will be an extension from the end of our current development that lies toward the southern end of the peninsula. Next will be neighbourhood six at the north end of the eastern side of the peninsula. Next will be neighbourhood two which has the largest neighbourhood center and will also have the areas to celebrate both Aboriginal and European Cultural History. At the current rates of housing demand, we expect this to be the work that will be completed in the first 15 to 20 years. The speed of development can be sped up or slowed down, to meet demand.

6. *Consideration for any targets for infill development required by the regional land use strategy*

We believe the land we are seeking to rezone fits within the target for infill under the target 50% infill and 50% greenfield. If development within the current UGB were completed, we believe the proposed development outside the UGB could be considered infill because much of the required infrastructure would already be there. This is not “typical” expansion outside the UGB that is simply “urban sprawl”.

7. *Potential for land use conflicts with use and development on adjacent land that might arise from the proposed amendment.*

There is no potential for land use conflict.

We include with this submission the following:

- The Skylands Master Plan Report prepared by DPZ CoDesign, organized into 5 different sections as follows:
 - **Existing Conditions:** this section documents the site’s immediate context and current site conditions. It briefly describes the various development patterns observed in Hobart as well as the State’s overarching vision for future development. Finally, it provides a summary of the market study conducted by Macroplan, and a preliminary transportation assessment led by Traffix Group.
 - **Master Plan:** this section documents the design of the 6 neighbourhoods collectively and independently at the scale of the community. It also includes a landscape section prepared by Turf Design that describes the preliminary ideas for the hilltop park and its connection to Hobart’s urban amphitheater.
 - **Character Details:** this section identifies urban and architectural elements at the scale of the block and building types. It also includes a landscape precedent study prepared by Turf Design that provides additional character images to illustrate components of the landscape illustrative plan. Street assignment and types: this section maps a street network and proposed street sections for each street type.
 - **Appendix:** this section includes a summary of answers provided to Council’s specific questions following a presentation of the master plan. Finally, it includes responses to staff comments related to hopefully aligning this master plan to the evolving Structure Plan.
 - **Resources:**
 - The Residential and Commercial Market Assessment Report prepared by Macroplan.
 - The Traffic Engineering Report prepared by Traffix Group.
 - A memo by DPZ CoDesign providing links to additional resources related to the economic, social and environmental benefits of smart growth. This memo also includes a description of regulatory documents that typically accompany a master plan such as Skylands.
- Our response to the petition.

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Existing Conditions

Site Location & Context	5
Planning Neighbourhoods.....	11
Defining The Market	13
Future Housing Needs	14
Transportation Analysis.....	17

Master Plan

Aspirations for a Sustainable Skylands	25
Virtual Charrette	26
Master Plan Input	27
Proposed Structure Plans	28
Structure Plan 1	29
Amending the UGB.....	30
Illustrative Plan	32
Plan Capacity.....	42
Norla Street.....	43
Neighborhood 1 Plan.....	44
Neighbourhood 2 Plan.....	48
Neighbourhood 3 Plan.....	52
Neighbourhood 4 Plan.....	58
Neighbourhood 5 Plan.....	59
Neighbourhood 6 Plan.....	60
The Urban Amphitheatre.....	61
Hilltop Park	64
Visual Impact Study.....	78

Character Details

Block Types	90
Building Types.....	92
Mixed Blocks	94
Accessing Parking on Steep Slopes.....	96
Architectural Elements and Style.....	97
Prototypical Floor Plans	98
Architectural Considerations	102
Landscape Precedent Study.....	114

Street Assignment & Types

Streets.....	120
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Appendix

Project Comments & Discussion	132
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Existing Conditions

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Site Location & Context

Existing Conditions



Droughty Point Peninsula, with the 290 ha. Skylands site highlighted in yellow

Regional Context

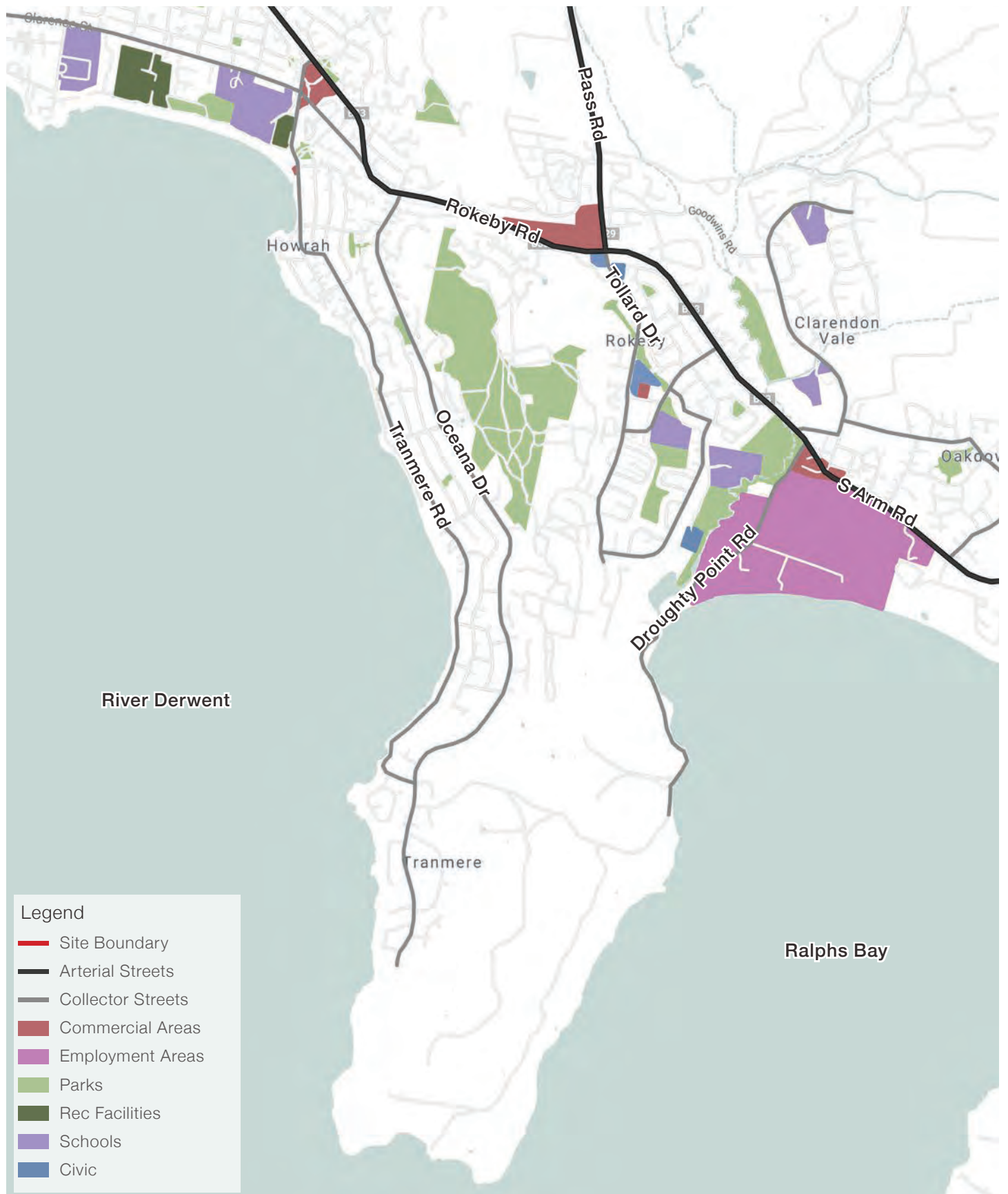
The Droughty Point Peninsula is located approximately 15 kilometres east from City Centre Hobart. It is surrounded by the River Derwent and Ralphs Bay on 3 sides.

Both Tranmere and Rokeby are adjacent to the Skylands site and as such will be the most directly impacted by the development which occurs on Skylands.

The following page illustrates some of the services and connections that currently exist within the immediate context of Skylands.

Site Location & Context

Existing Conditions



Site Location & Context

Existing Conditions



1. View looking south east, with one of 5 key bluegum trees which should be preserved



Site Image Key Plan



2. View looking west down the hill to the existing Tranmere development



3. View looking east towards Sanford

Site Location & Context

Existing Conditions

Project Site

The project site is made up of two parcels, one which is 290 hectares and the other which is 20 hectares. They are disconnected by a small 13 hectare parcel owned by the Lilly family.

Adjacent to the western edge of the property are a series of recently constructed subdivisions.



Site Location & Context

Existing Conditions

Constraints

The site has very few constraints however the few constraints that do exist act more as defining characteristics than they do as constraints.

There are several aboriginal and historic sites located within the property which have been carefully mapped,

but they are not shown here for their protection. The other constraints are primarily the current limit of development to 70 metres elevation, and the gullies, which provide natural drainage for the peninsula.

We have also included a continuous 30 metre foreshore, or waterfront buffer.

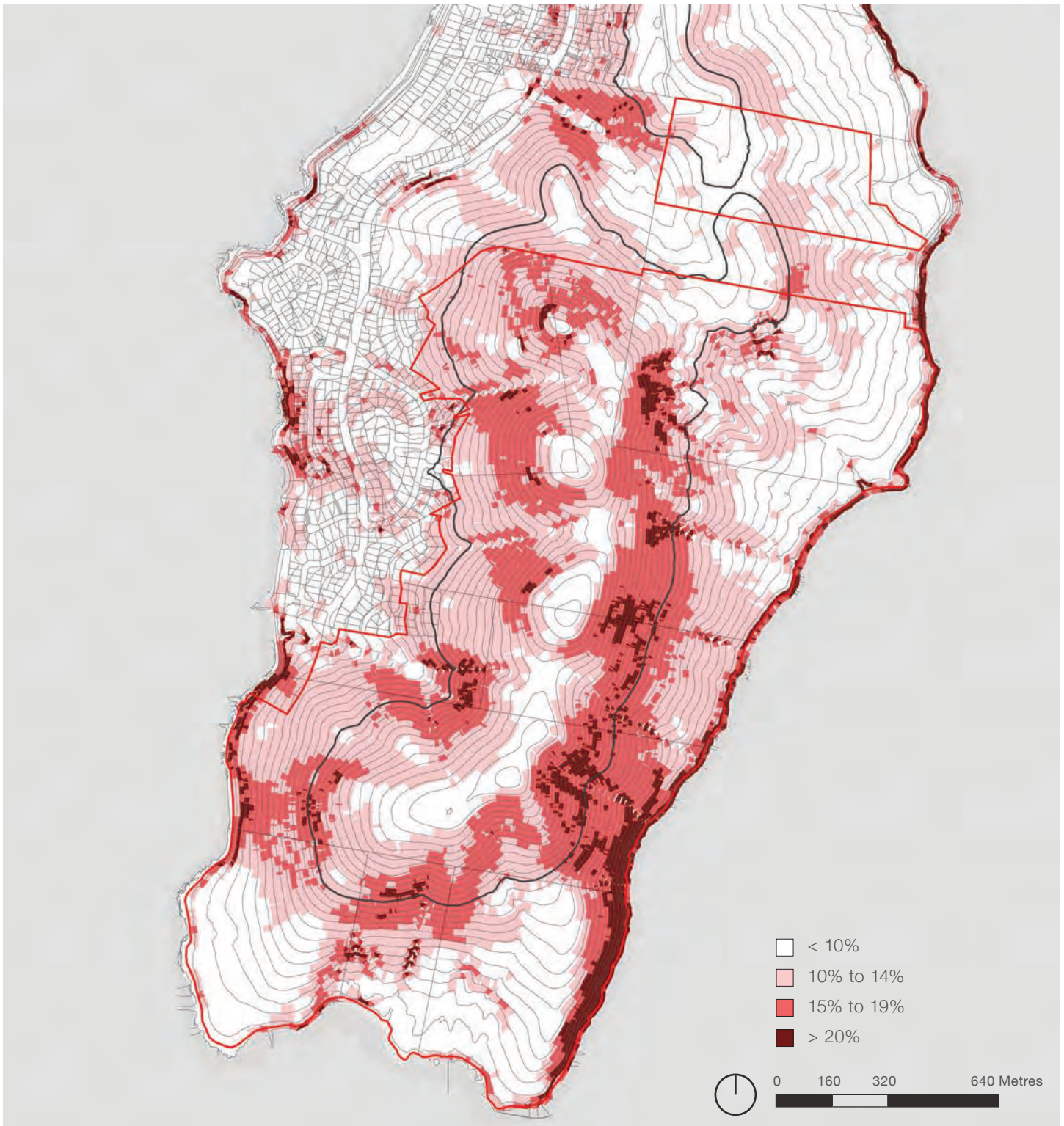


Site Location & Context

Existing Conditions

Slope Analysis

A slope analysis was overlaid on the site to better visualize the intensity of the slope, helping the designers plan appropriately on the steeper slopes.





The contrast between drivable suburbanism on the left and walkable urbanism on the right

Conventional Suburban Development vs Traditional Neighbourhood Development

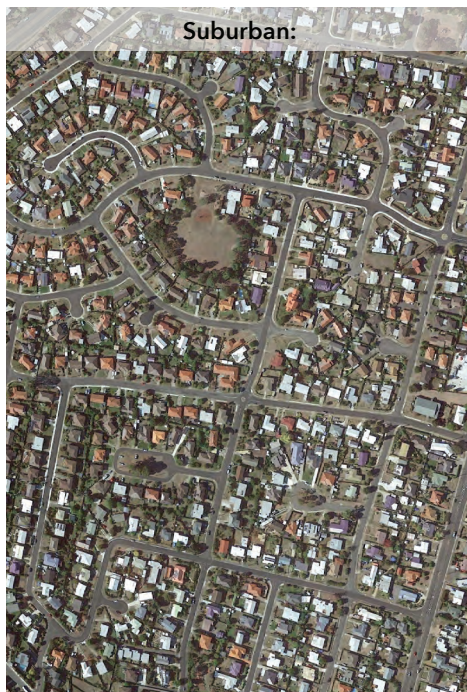
There are two models of growth patterns by which the peninsula can be developed by, either walkable urbanism or drivable suburbanism.

The current model of development adjacent to Skylands is the drivable suburbanism which is principally one type of development, scaled to the car, with little to no regard given to the pedestrian experience.

The Skylands growth pattern is to be TND and to create a diverse, well connected, compact, and pedestrian scaled development modeled around the principles of walkability. A place where people can choose to walk, bike, or drive to a mix of uses that are generally within a 5-minute (400 metre centre to edge) walk of most residences.



Environmental & Rural:



Suburban:



Urban:

Current models which exist in Hobart

Planning Neighbourhoods

Existing Conditions

Policy Documents (STRLUS)

This document guided the development of the proposed Structure Plan and Master Plans

4.1 THE VISION

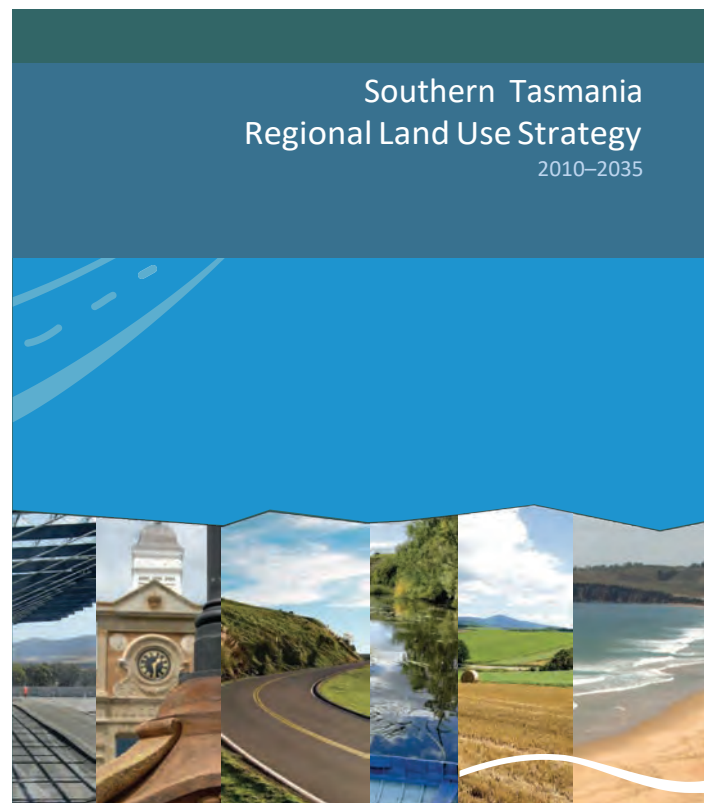
The Tasmanian Government has framed a 2020 vision for the State under its community strategic plan, *Tasmania Together*: The Tasmania Together goals underpinning the vision of particular relevance to the Regional Land Use Strategy are:

- A reasonable lifestyle and standard of living for all
- Confident, friendly and safe communities
- Active, healthy Tasmanians with access to quality and affordable health care services
- Vibrant, inclusive and growing communities where people feel valued and connected
- Thriving and innovative industries driven by a high level of business confidence
- Built and natural heritage that is valued and protected
- Sustainable management of our natural resources.

The regional vision augments the Tasmania Together vision and goals. The regional vision for Southern Tasmania is:

Vision

“A vibrant, growing, livable and attractive region, providing a sustainable lifestyle and development opportunities that build upon our unique natural and heritage assets and our advantages as Australia’s southern most region.”



Amended 19 February 2020

Defining The Market

Existing Conditions

“Development of Tranmere Rokeby Peninsula has the potential to support Tasmania’s future population growth, create new housing outcomes within the Greater Hobart area and alleviate emerging housing diversity and affordability challenges.”



Site Program

The team started the design work based on a market program that was developed by Macroplan, where they identified a broad mix of housing types that are missing from the current market.

Key opportunities addressed in the Macroplan report include:

1. The potential for a new residential destination catering to a wide market supporting housing diversity and affordability objectives and catering to a growing pre-retirement and retirement age cohort as well as families and first home buyers
2. New retail and services opportunities supporting residents, workers and visitors to the area that will complement pockets of coastal communities
3. Opportunities to create a unique tourist destination opening new markets in the region and Hobart through events, hospitality and services fronting the River Derwent.

Program	Macroplan Program	
	Units	Area
Retail and Office		5,900 sq.m.
Grocer		2,000 sq.m.
Multi-family	633 units	-
Small Multi-family flats	-	-
Townhouse	910 units	-
Duplex	229 units	-
Detached Single Family	750 units	-
Estate	-	-
Total	2,531 units	7,900 sq.m.

The full report may be viewed [here](#) and the executive summary [here](#).

Future Housing Needs

Existing Conditions

1. Macroplan was commissioned by the Carr Family Trust to provide advisory and commentary regarding the economic and demographic situation in Hobart and the adjacent areas to determine the future of housing supply and demand for dwellings.
2. The uncertainty caused by the COVID pandemic has led to a significant amount of contrast between major forecasters. Notably, the Reserve Bank's expectation of a recovery spike followed by a moderately slower but still strong growth were recently replaced with expectations of a more sustained period of growth followed by a slowdown in the mid 2020's.
3. Growth in Tasmania has reacted well to the pandemic. Where other states have seen significant growth drop off or even negative growth, Tasmanian growth has remained at a level above the long-term average. This has meant, in combination with low interest rates, there has been a large surge in demand for housing in the Tasmania and in particular in Greater Hobart. This state is likely to be ongoing, and preference for remote-work lifestyles will persist leading to greater opportunity for densification in middle ring and outer suburbs.
4. Tasmanian population growth has been strong over the last five years, experiencing an average growth of 1.34% per annum. This is significantly higher than estimations done previously upon which the current regional plan (the Southern Tasmania Regional Land Use Strategy) is based. This growth relates to an additional 5,000 persons per annum across the state, of which an average of 3,000 were in Hobart.
5. Previous projection series estimated growth in Hobart of 0.7% per annum, upon which the current UGB was based. The high series from the same forecast estimated ongoing growth at 1.2%. The most recent series were conducted in 2019 by the Tasmanian Department of Treasury and Finance (DoT) to 2067 (2042 for LGAs) and in 2021 by the Federal Centre for Population (CfP) to 2031. The medium series from the DoT places Tasmanian growth at 0.2% per annum on average to 2067 whereas the CfP projection places Tasmanian growth at 0.6% going up to 0.8% over the course of the decade. The high series from the DoT places growth at 0.6% and trend growth is approximately the same. As such we have adopted the high series from the DoT as our primary influence. As such we have adopted the high series from the Dept. of Treasury as our primary influence (1.2%) which is substantially less than the CfP growth rate (1.5%) on a post pandemic basis.
6. The DoT high series estimates that Greater Hobart will need to house 56,000 additional population from 2018-2042. This is during a period of significant decline in the average household size, meaning these new residents will demand a higher number of houses per person than previous generations. We expect that Skylands' supply will be exhausted prior to 2040. This is not based on the allocation of any consumer preferences to Skylands, but this project is likely to be very popular with the general market due to its location, views, and proximity to the water.
7. Work from home and less frequent commutes opens up a significant pathway for Hobart as a borough for people who work in Melbourne and Sydney due to the relatively achievable commutes via plane to these cities when considered on a once or twice per week basis (particularly in Melbourne. This trend will also open up more distant areas within Greater Hobart to settlement. The proximity of Skylands to the airport relative to other areas of Hobart gives it a significant advantage as a launching point in this case, especially considering that the development avoids the significant infrastructure bottleneck over the Tasman Bridge.

Future Housing Needs

Existing Conditions

8. Tasmania's dynamic supply market (i.e. approvals and completions) is meeting active demand, with significant increases in houses to market since growth increased in the mid 2010s. This has alleviated some pressure on the housing market however underlying demand activation as a result of the low interest rate environment has caused rapid price growth in housing, leading to Hobart becoming Australia's least affordable market both for owners and renters.
9. Long term supply in Greater Hobart is difficult to estimate however broken up into the constituent LGAs can be estimated to be:
 - Hobart (LGA): 2,600 dwellings
 - Clarence: 10,600 dwellings (including Skylands at 3,500)
 - Glenorchy: 4,000 dwellings
 - Kingborough: 1,200 dwellings
 - Brighton: 3,000 dwellings
 - This makes the Greater Hobart total future supply approximately 21,000 dwellings, however this is based on ideal yield figures and includes a lot of high-cost infill supply, relying on which to fill gaps will lead to significant price increases across Hobart, fueling unaffordability.
10. Based on the DoT high series, and a conservative reduction in average household sizes to an average of 2.3, demand for housing in Greater Hobart to 2042 is estimated to be approximately 24,000 dwellings. This would result in a total exhaustion of Hobart's land supply within the UGB over the period.
11. This outcome highlights the need to for short-term extensions of the UGB to maintain a standard 10 years of zoned supply along with 5 years unzoned identified supply which is a standard buffer applied to minimise the impact of planning policy on the housing market.
12. Efforts should be made to ensure reviews consider urban consolidation (i.e. urban continuity), existing infrastructure and proximity to the existing CBD. Additionally, preferences for views and recreational pursuits as a significant component of growth is likely to come from retirees and sea/tree change.
13. The breakdown between infill and greenfield in terms of definition is also important. The term and what it constitutes is not applied consistently across Hobart. In other places it refers primarily to redevelopment of existing lots, usually into denser dwelling types i.e. townhouses and apartments. Skylands notably has a mix of dwelling types that incorporates both houses and higher density dwelling types which will provide a significant contribution to existing planning objectives relating to higher urban density.
14. All dwellings which are developed within range of existing infrastructure and amenity, or significantly contribute to the development of new infrastructure (especially if including higher density dwelling types around key nodes) should be considered infill for the purposes of reaching community infrastructure targets. This is because Hobart is in a phase of significant expansion and needs to encourage growth around existing facilities to ensure their long-term access to services and high quality of life. For example, Skylands represents an infill growth opportunity insofar as it is not only proximate to the CBD but the proposed additional lots will be completing neighbourhoods that would otherwise be less sustainable (for example sustainable community facilities).

Future Housing Needs

Existing Conditions

15. Our key findings are:

- There is insufficient developable and zoned land inside the urban growth boundary. This should typically be a 30 year supply to retain ten years developable plus five years zoned at the end of the period.
- There is insufficient land in Greater Hobart to achieve this outcome in addition, even if Skylands is expanded to its maximum 3,500 lot size.
- We have reviewed the other municipalities and find that with the exception of Clarence and Brighton, none have ten years developable and five years supply remaining within the UGB.
- Because the Skylands project already has 1,700 lots in the UGB it should have preference for additional lots because this will make the project more sustainable. 5. The limited active non-house dwelling supply in Hobart means that projects like Skylands should receive preference in line with ongoing urban densification objectives.

The full report can be located [here](#).

Transportation Analysis

Existing Conditions

Introduction

Traffic Group were engaged to provide a high-level traffic engineering assessment of the development potential of the Droughty Point urban growth area with particular attention to the access and traffic impacts, opportunities and constraints of the site.



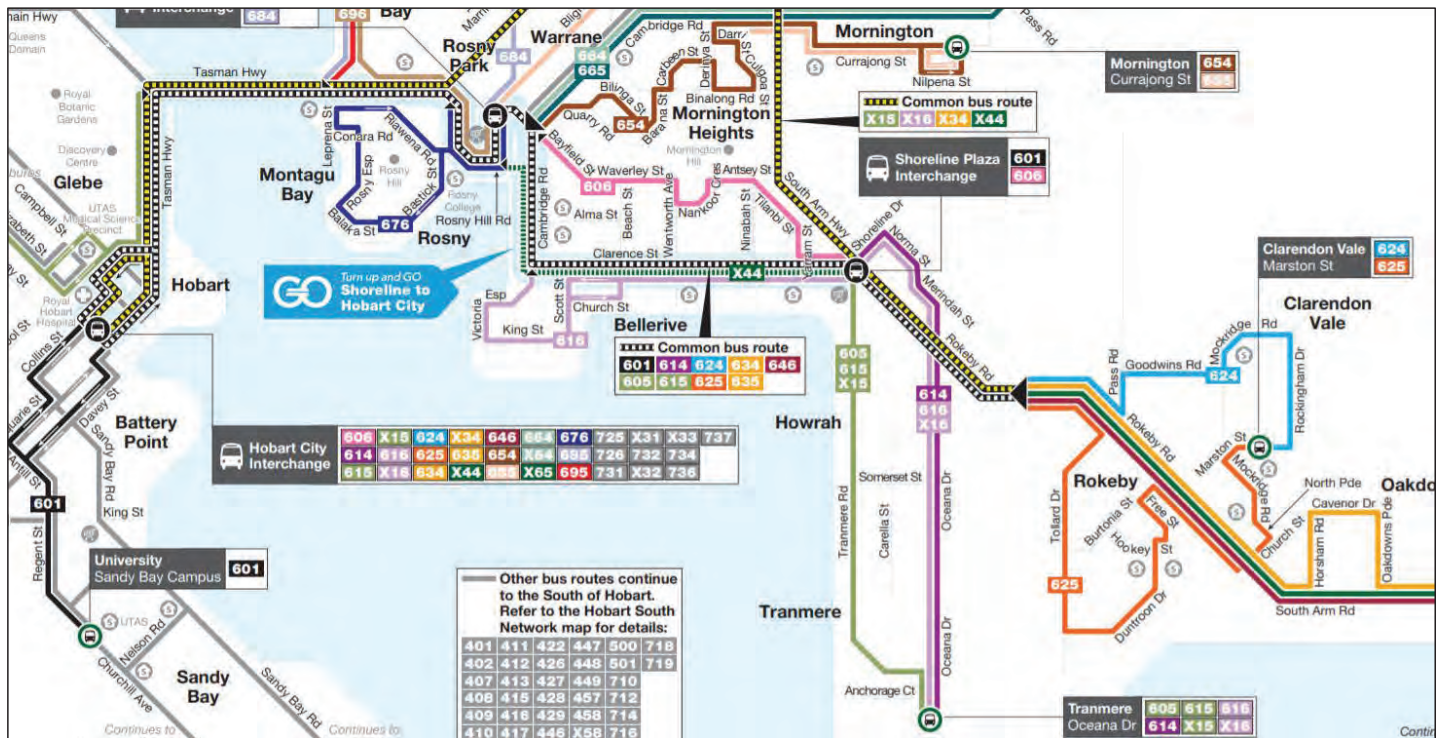
Traffic Volumes

The diagram shows the vehicle trips per day for each of the roads that will connect to Skylands.

Oceana drive is generally low, ranging from 1,154 vpd to 7,448 vpd.

Transportation Analysis

Existing Conditions



Public Transportation

The following are the bus routes that serve the area

Tranmere Road Bus Routes:

- 605
- 615
- X15

Oceana Drive Bus Routes:

- 616
- X16

Tollard Drive Bus Route:

- 625

Transportation Innovations

- Bus services to be delivered early –in first stage.
- Ferries to Hobart:
 - One terminal on the western shore from around 2028
 - One terminal on the eastern shore from around 2033
- Marina/Water Taxi
- Car pooling as a contributor to moving people to Hobart
- Drone/Amazon deliveries to reduce residents shopping travel
- Electric vehicle charging stations (from 2036)
- Autonomous taxis/buses (from 2041)

Trip Generation Rates

The Greater Hobart Household Travel Survey 2019 was a comprehensive survey of approximately 2,000 households in the Greater Hobart area conducted by the Tasmanian Government to establish daily travel patterns. Key findings:

- On average there are 1.8 cars and 1.3 bicycles per household.
- The average person makes 3.2 trips per day (all modes combined).
- Overall 77% of weekday trips are made by car (54% as driver, 23% passenger).
- Commuter (work-related) trips –84% by car (77% as driver, 7% as passenger), 7% by bus, 6% walking, 2% cycling.
- Average car occupancy is 1.8 persons per car overall, and 1.2 persons per car for commuter trips.

At 2.4 persons per household, the Greater Hobart Household Travel Survey 2019 suggests the average household generates:

- 7.68 trips per day (weekday average) of which:
- 4.15 trips per day are by car as driver and 1.77 trips per day are by car as passenger
- 1.23 trips per day are on foot

- 0.38 trips per day are by bus (or one return trip for every six households), and
- 0.08 trips per day are by bicycle.
- Based on a typical peak-to-daily ratio of 10%, in the order of 0.77 trips per household are estimated to occur during the road network peak hours, of which 22% are work-related, with a slightly higher than average proportion by car as driver:
- 0.45 trips by car as driver & 0.15 trips by car as passenger

Trip Generation Assumptions

- 100 new dwellings per year,
- 0.64 trip-ends per dwelling in the AM peak,
- 0.70 trip-ends per dwelling in the PM peak,
- 20 jobs created per year (600 jobs over 30-year development horizon) with 0.5 peak hour trips per job,
- ferry service taking 200 passengers in the peak hour from 2030 and 400 passengers in the peak hour from 2035, and
- daily traffic generation equivalent to 10 times the AM peak.

Transportation Analysis

Existing Conditions

Stage	Year	No. of Dwellings	AM Peak (Cumulative)			Cumulative Peak Hour Traffic Generation			Cumulative Daily Traffic Generation		
			internal	external	total	internal	external	total	internal	external	total
Stage 1	2021 to 2025	500	50	270	320	50	300	350	500	2,700	3,200
Stage 5	2026 to 2030	500	100	540	640	100	600	700	1,000	5,400	6,400
Stage 2	2031 to 2035	500	350 ¹	610	960	350	700	1,050	3,500	6,100	9,600
Stage 6	2036 to 2040	500	600 ²	680	1,280	600	800	1,400	6,000	6,800	12,800
Stage 3	2041 to 2045	500	650	950	1,600	650	1,100	1,750	6,050	9,500	16,000
Stage 4	2046 to 2050	500	700	1,220	1,920	700	1,400	2,100	7,000	12,200	19,200

Traffic Generation

Under the full build-out with the 3,000-dwelling scenario, the external traffic impacts are expected to be in the order of:

- 12,200 vehicle trip-ends per day
- 1,220 vph in the AM peak
- 1,400 vph during the PM peak

For the purpose of arterial road planning, the Department of State Growth Rokeby Stage 3 Planning Study assumes that by the end of 2039, there will be 1,771 dwellings within the Skylands development area, and applied peak-hour and daily traffic generation rates in line with TDT2013/04a. This corresponds to:

- 13,105 vehicles per day
- 1,257vph in the AM peak
- 1,381vph in the PM peak

The figures are comparable and accordingly the external arterial road network will be able to cater for the number of dwellings planned for, subject to timely arterial road network upgrades identified in the Department of State Growth Rokeby Stage 3 Planning Study.

Transportation Analysis

Existing Conditions

Year	Tranmere Road	Oceana Drive	Tollard Drive	Droughty Point Rd
Existing Volume	5,898 vpd	2,937 vpd	5,000 vpd ¹	500 vpd ¹
2021 – 2025	7,248 vpd	4,287 vpd	5,000 vpd	500 vpd
2026 – 2030	7,248 vpd	4,287 vpd	7,700 vpd	500 vpd
2031 – 2035	8,598 vpd	5,637 vpd	7,700 vpd	500 vpd
2036 – 2040	8,598 vpd	5,637 vpd	9,050 vpd	1,850 vpd
2041 – 2045	9,273 vpd	6,312 vpd	9,725 vpd	2,525 vpd
2046 – 2050	9,273 vpd	6,312 vpd	11,075 vpd	3,875 vpd

Note (1) – Traffic volumes estimated.

Local Road Impacts

Based on the development pattern identified in the preliminary Master Plan, it is anticipated that traffic generated by areas 1, 2 and half of area 3 will utilise Oceana Drive and Tranmere Road, with the remainder of area 3 and areas 4, 5 and 6 utilising Tollard Drive and Droughty Point Road.

Conclusions

- The existing traffic generation rate within the suburb of Tranmere is lower than the TDT2013/04a rates.
- Traffic generation rates are likely to trend downward post-COVID and as technologies allow for increased remote working.
- In order to accommodate the proposed level of development, trip capture will be needed by creating jobs within the neighbourhood centres.
- The potential for ferry services providing access to Hobart CBD should be investigated to alleviate the pressure on the Tasman Bridge.
- Key local roads providing access to the development area will carry ultimate volumes which remain within the capacity of a two-lane two-way road.
- Droughty Point Road will need to be upgraded to a two-lane two-way connector providing access to the development area from 2036 onwards based on the anticipated rate of development.

The full report may be viewed [here](#).

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Master Plan

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Aspirations for a Sustainable Skylands

Master Plan



8 C's of Sustainable Communities

- | | |
|--------------------------|--|
| 1. Connected | Walkable Bikeable Transit-Ready Permeable Proximate |
| 2. Compact | Structured on a pattern of 5 & 10 minute walks |
| 3. Complete | Balance of Jobs Housing Retail Schools Programmed open space |
| 4. Complex | Housing for a diversity of Age Income Transect preference |
| 5. Convivial | Public spaces that are Safe Engaging Accessible Comfortable |
| 6. Conserving | Buildings that are Resource-Efficient Healthy Durable Flexible |
| 7. Cost-effective | Structures that are Appropriate-Tech Conventional Repairable |
| 8. Coordinated | Protocols of Subsidiarity Sequence of Coded Principles Appeal |

Virtual Charrette

Master Plan

Skylands Virtual Charrette Schedule

November 2 - 11 [USA] / November 3 - 12 [TAS]

USA	TASMANIA	Nov 2 / Nov 3 Mon / Tues	Nov 3 / Nov 4 Tues / Wed	Nov 4 / Nov 5 Wed / Thurs	Nov 5 / Nov 6 Thurs / Fri	Nov 6 - 8 / Nov 7 - 9 Fri-Sun / Sat-Mon	Nov 9 / Nov 10 Mon / Tues	Nov 10 / Nov 11 Tues / Wed	Nov 11 / Nov 12 Wed / Thurs
10:00 AM	2:00 AM	Client Briefing [USA only]	Team Briefing [DPZ]	Team Briefing [DPZ]	Team Briefing [DPZ]	Public Review and Response to Mid-Term Plans & Presentation	Team Briefing [DPZ]	Team Briefing [DPZ]	Team Briefing [DPZ]
10:30 AM	2:30 AM								
11:00 AM	3:00 AM								
11:30 AM	3:30 AM								
12:00 PM	4:00 AM								
12:30 PM	4:30 AM								
1:00 PM	5:00 AM		Design Session	Design Session			Design Session		
1:30 PM	5:30 AM				Design & Production Session				
2:00 PM	6:00 AM	Design Session							Design & Production Session
2:30 PM	6:30 AM								
3:00 PM	7:00 AM								
3:30 PM	7:30 AM		Live Design Sessions [7:00am - 9:00am]	Live Design Sessions [7:00am - 9:00am]			Live Design Sessions [7:00am - 9:00am]	Design Session	
4:00 PM	8:00 AM								
4:30 PM	8:30 AM								
5:00 PM	9:00 AM								
5:30 PM	9:30 AM	Opening Presentation [9:00am - 11:00am]	Meeting #1 Land Use & Development Program	Meeting #3 Community Needs	Mid-Term Presentation [9:00am - 11:00am]		City Staff Download [9:00am - 11:00am]		Final Presentation [9:00am - 11:00am]
6:00 PM	10:00 AM		Break	Break					
6:30 PM	10:30 AM		Meeting #2 Circulation & Infrastructure	Meeting #4 Building Types & Zoning					
7:00 PM	11:00 AM								
7:30 PM	11:30 AM	Design Session			Design Session		Live Design Sessions [11:00am - 1:00pm]		Next Steps
8:00 PM	12:00 PM		Live Design Sessions [11:30am - 1:00pm]	Live Design Sessions [11:30am - 1:00pm]					
8:30 PM	12:30 PM	Team Wrap-Up			Team Wrap-Up				

Project Team

Client Team

David Carr

Greg Carr

Lead Design Team: DPZ

Marina Khoury - Project Director

Michael Weich - Project Manager

Matthew Lambert - Senior Designer

Senen Antonio - Senior Designer

Andrejs Galeniaks - Designer

Greg Littell - Designer

Camille Cortes - Designer

Chris Ritter - Illustrator

Consultant Team

Macroplan:

Glenn Lamont

Estella Zhang

Traffix Group:

Jodie Place

Henry Turnbull

Turf Design:

Mike Horne

Olivia Monteleone

Master Plan Input

Master Plan

The master plan design process began with a public design charrette, where the design team, client, and community members virtually gathered for over a week to undertake the Skylands master plan design. Below

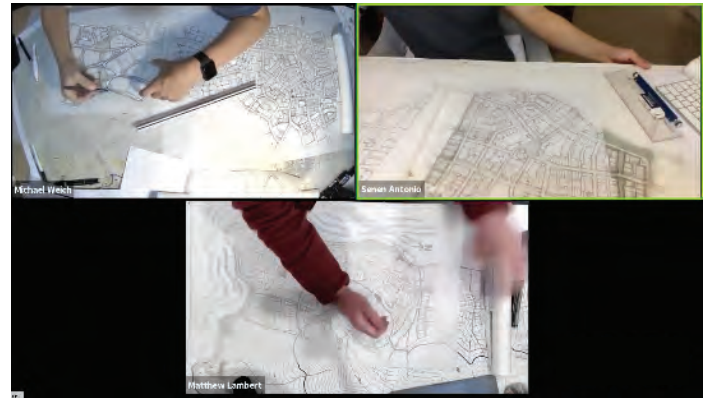
is a summary of **Project Goals**, **Preservation Goals**, and **Public Suggestions**, that came out of the charrette, which directed the design work for the Skylands Master Plan.

Development Goals:

- Adhere to the health and wellness plan Clarence has adopted;
- Enable wellbeing, with provision of recreational trails and open spaces;
- Provide active and passive recreational opportunities;
- Provide a diversity of housing for people of all ages;
- Place lower density housing on the higher slopes;
- Aim for 5% of all homes reserved for social housing;
- Assign commercial/retail uses in the neighbourhood centres;
- Consider cycling as transport link, not only recreational link;
- Enhance walkability;
- Provide park and ride nodes, shuttle buses on loops, ferry transport;
- Assess traffic impacts and provide east-west links for enhanced connectivity;
- Be consistent with existing regulatory documents, such as STRLUS;
- Be aware that Niche is developing a Structure Plan.

Preservation Goals:

- Protect the ridge-line and steepest slopes;
- Connect people to the history of the site, and protect heritage sites;
- Preserve open views to the water;
- Provide a continuous foreshore promenade;
- Provide wildlife habitat corridors;
- Preserve the Tasmanian's quality of life;
- Prepare a Nature Conservation Plan.



Public Suggestions

Ideas implemented:

- Parks, biking trails, hiking trails
- Ferry terminal access
- Waterfront / foreshore and skyline public access
- Tree-lined streets
- Play areas for cricket and football
- Housing diversity and retail options, within an acceptable range
- Heritage preservation (Aboriginal & European)

Ideas under consideration:

- Reforestation / tree planting vs/ bush fire prevention
- Norla Street extension alternatives
- Social housing

Ideas set aside:

- Suburban style development patterns, business as usual
- No east-west connectors as irresponsible to not plan for future growth
- Architectural style mandate

Proposed Structure Plans

Master Plan

The master plan design process involved reviewing all of the previous studies conducted on the site including a draft structure plan that helped provide insight and guidance on what was envisioned from a regional perspective.

From these documents two structure plan options were developed, building upon the one completed by the Niche Planning Studio.

Each of the structure plans attempts to address

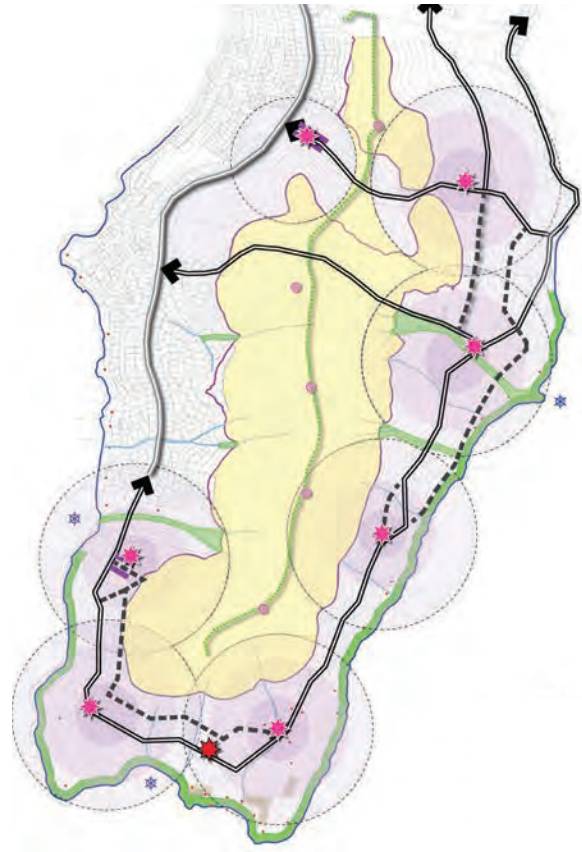
specifically the constraint of the 70 metre elevation development limit and possible encroachments. These would then provide the structuring elements for the master plan work that would follow.

Each one has specific trade-offs with regard to how the development is treated, as shown below.



Structure Plan 1

Structure plan 1 proposes encroaching beyond the 70m elevation to complete neighbourhoods, in exchange providing generous greenways down from the hilltop to the water front. This option preserves the hilltop as public open space (shown in green).



Structure Plan 2

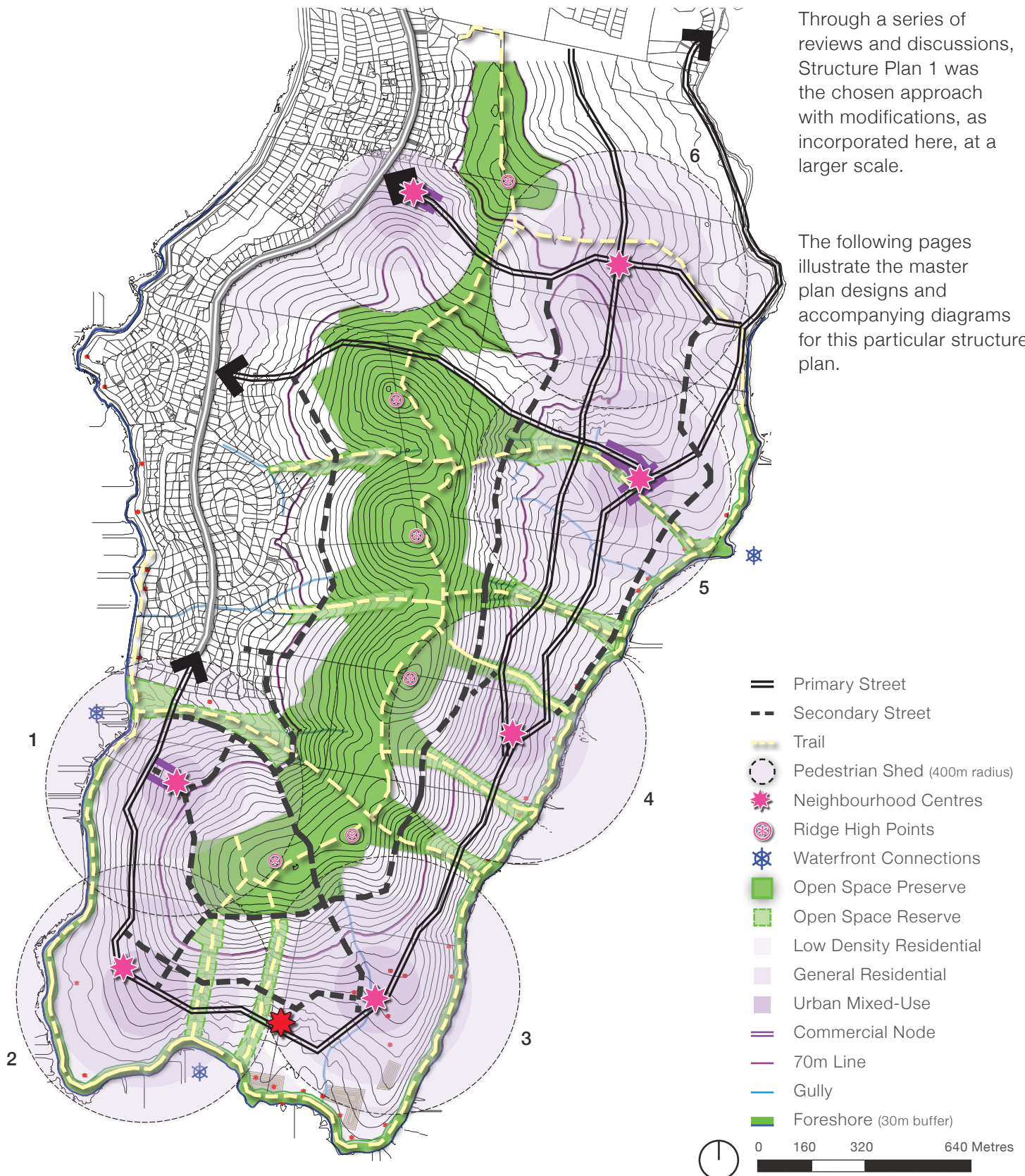
Structure Plan 2 proposes that only rural living (large lot) development be permitted above the 70m elevation, which would essentially result in the privatization of the entire hilltop, with the exception of a narrow trail at the top, but without public access down to the water.

Structure Plan 1

Master Plan

Through a series of reviews and discussions, Structure Plan 1 was the chosen approach with modifications, as incorporated here, at a larger scale.

The following pages illustrate the master plan designs and accompanying diagrams for this particular structure plan.



Amending the UGB

Master Plan

The State of Tasmania's Regional Land Use Strategy (STRLUS) provides the strategic direction for regional growth for the State and cities within it by providing comprehensive regional planning policies that enable a better integrated approach to Planning and the alignment with the provision of Services and Infrastructure. The regional vision for Tasmania is *“a vibrant, growing, liveable and attractive region, providing a sustainable lifestyle and development opportunities that build upon our unique natural and heritage assets and our advantages as Australia's southernmost region.”*

Skylands aspires to be such a thriving community, offering “a sustainable lifestyle and development opportunities” consisting of 6 neighbourhoods that provide residents with the ability to shop, work and play within a 15-minute walk (1200 metre centre to edge) from home, with access to safe walking, cycling and transportation options. This concept is aligned to the 20-minute neighbourhood initiative that the City of Melbourne is pursuing as they work to retrofit their communities. The Skylands peninsula presents a unique opportunity to encourage a more traditional pattern of development that can be more responsive to the effects of climate change by recognizing one of the principal ways we contribute to GHG emissions is where we choose to live and how we get around to meet our daily needs.

Given the size and width of the peninsula, and the proposed locations of the neighborhoods and their centres, the master plan encroaches into the Urban Growth Boundary (UGB) established by the State. This submission seeks to modify the UGB with varied contours to be established at the edges of the neighbourhoods, rather than at a fixed contour line. The proposed plan responds to the natural topography rather than maintaining a strict contour boundary for development that the 70m UGB suggests. The master plan is influenced by the inherent undulating landscape character and slopes creating a fluid visual line that completes the look of the surrounding ‘urban amphitheatre’.

The justifications for seeking the amendment and expansion of the UGB line are listed below. The design of Skylands purposefully meets the overarching strategic vision for the state, and supports some of the STRLUS planning policies.

In support of: SRD-1: Provide a sustainable and compact network of settlements with Greater Hobart at its core, that is capable of meeting projected demand.

and

In support of LUTI-1: Develop and maintain an integrated transport and land use planning system that supports economic growth, accessibility and modal choice in an efficient, safe and sustainable manner.

LUTI-1.4: Consolidate residential development outside of Greater Hobart into key settlements where the daily and weekly needs of residents are met.

- The desire to provide 15-min or complete neighbourhoods is linked to the desire to provide a more sustainable development pattern, under and over the 70m line. This means each neighbourhood should provide a diversity of uses, building types, and open space types. The mix of uses in each neighbourhood should be as robust as the market can bear because such uses have the highest chance of thriving with a greater catchment area (population).
- In order to create the Skylands neighbourhoods, the catchment of each neighbourhood centre needs to be sufficiently large enough to make the centre's small shops, small professional services and small offices and other commerce, viable. This is why the plan undulates the junction of development and the hilltop park, above 70 meters.

In support of: SRD-1: Provide a sustainable and compact network of settlements with Greater Hobart at its core, that is capable of meeting projected demand.

and

In support of SRD-2: Manage residential growth for Greater Hobart on a whole of settlement basis and in a manner that balances the needs for greater sustainability, housing choice and affordability.

- The master plan aims to accommodate the residential and non-residential demand and mix predicted by the Market Study provided by Macroplan. The totality of the land area required to meet that program is generally equal to the amount of land assigned to developable areas in the master plan. Using less land means the master plan can meet the residential unit count, but not the projected residential mix.
- Varying lot sizes are assigned contextually. Larger lots /lower densities about hilltop areas, with many lots fronting streets facing the hilltop park rather than turning their backs to it. Higher density building types are provided at the centres of each neighbourhood.

In support of SRD-1.3: Support the consolidation of existing settlements by restricting the application of rural living and environmental living zones to existing rural living and environmental living communities.

- Land not currently zoned for such use may only be zoned for such use when specific conditions apply for which Skylands does qualify. It is our belief that the “environmentally living” zoning category is not an appropriate zoning category to assign to land above the 70m line because it essentially privatizes the hilltop for wealthy residents only. One could argue that it is not environmental living but a version of rural sprawl that consumes a lot of land for very few large lots. Instead the preservation of the majority of the hilltop as a regional park, available to all residents and visitors to Skylands, should be considered a significant improvement to the Structure Plan.

In support of: ROS 1: Plan for an integrated open space and recreation system that responds to existing and emerging needs in the community and contributes to social inclusion, community connectivity, community health and well being, amenity, environmental sustainability and the economy.

and

In support of: BNV 1: Maintain and manage the region's biodiversity and ecosystems and their resilience to the impacts of climate change.

BNV 1.2: Recognise and protect biodiversity values deemed significant at the local level and ensure that planning schemes:

- specify the spatial area in which biodiversity values are to be recognised and protected (either by textual description or map overlay); and*
 - implement an ‘avoid, minimise, mitigate’ hierarchy of actions with respect to development that may impact on recognised and protected biodiversity values.*
- The 6 neighbourhoods are located in such a way that preserves and enhances the site's natural amenities and heritage assets. The Skylands master plan acknowledges the importance of open space and a prominent skyline and that is why a large regional park is proposed on the top of the ridge that will be revegetated with native plants to bring back some native flora and fauna to the peninsula. Moreover, we believe it is as important to maintain and manage the site's biodiversity, hence the deliberate connecting of the hilltop park to the foreshore promenade with multiple greenway corridors on all sides of the peninsula that are strategically located at each of the neighborhood edges. These greenways will provide enhanced wildlife corridors, and will also incorporate total water cycle management and water sensitive urban design elements to minimise stormwater discharge into the Derwent River.

Illustrative Plan

Master Plan

This master plan which was derived from Structure Plan 1, illustrates how development can be organized across the peninsula, centered around 6 different neighbourhoods that include one main town centre, two neighbourhood centres, and three smaller neighbourhood centres anchored by civic buildings.



Annotated Plan

The annotated plan identifies the major plan elements throughout the master plan. Each of these can be seen on the following pages at a greater scale.

Plan Highlights



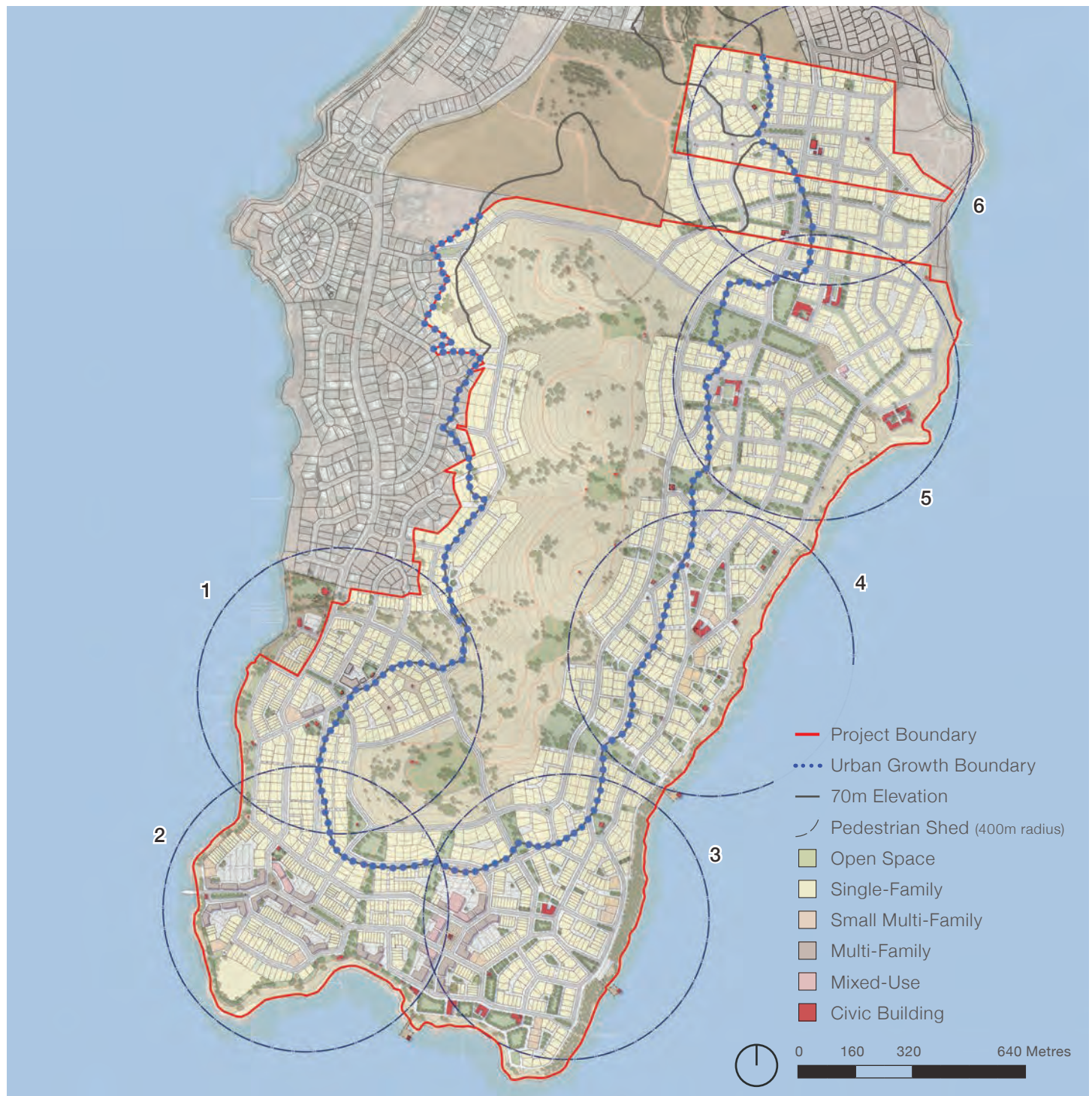
Illustrative Plan

Master Plan

Neighbourhood Structure

Neighbourhoods are structured by a 5-minute walk, or pedestrian shed, a design discipline that ensures residents have access to parks, daily needs, and diverse housing and experiences nearby their homes. The site's topography constrains where development can occur,

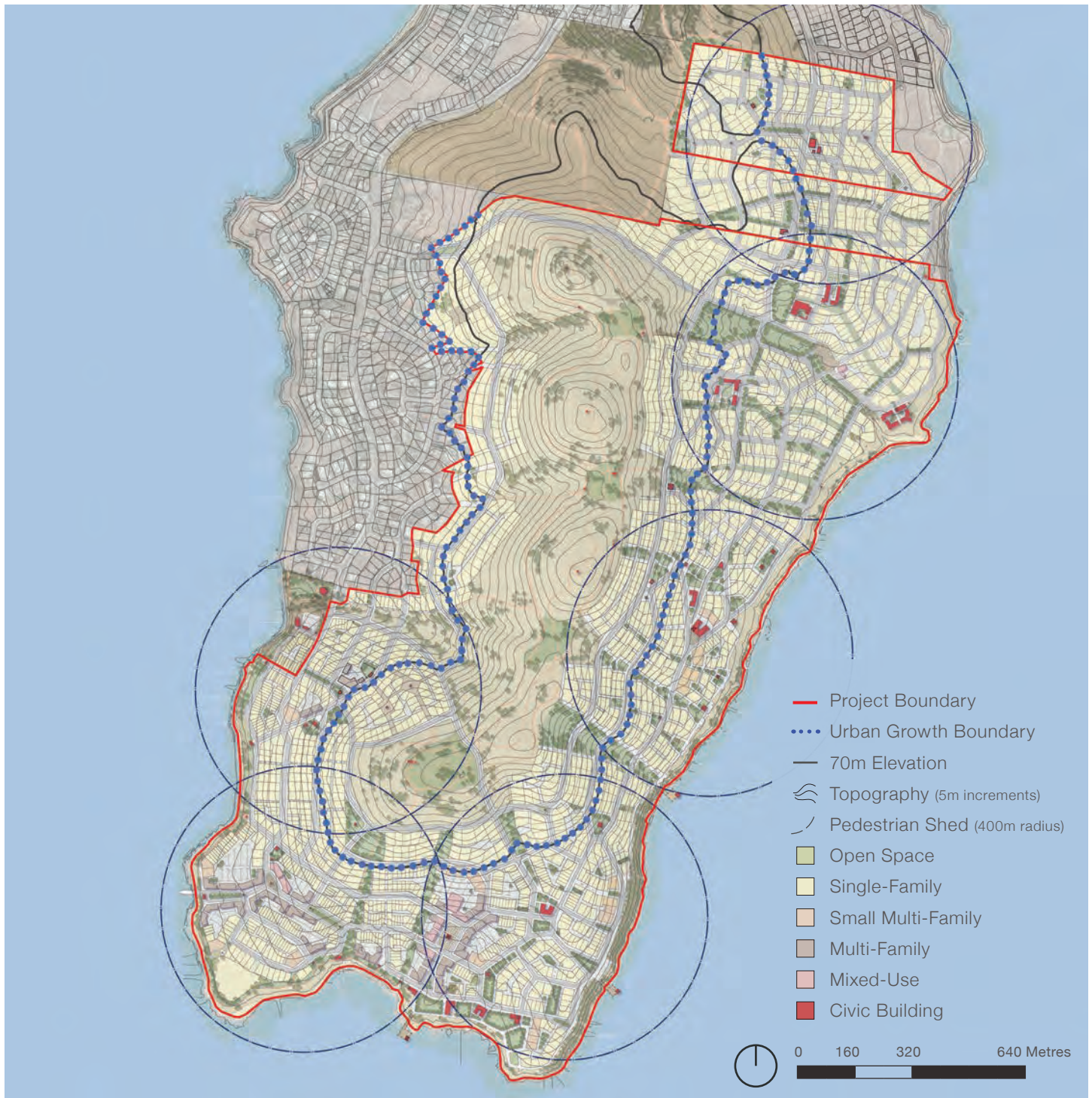
due to the 70 metre elevation, but is encroached upon, to complete the neighbourhoods. This is the principal premise of this master plan, which trades preserved open space along the hilltop in exchange for complete neighbourhood development below and all of the positive attributes that this can bring to all residents.



Topography

There is a significant amount of topography on some parts of the site which can be seen on page 40, which translates the topography into a heat map of intensity of slope. The topography illustrated here represents 5 metre elevation lines. Generally streets run along contour

lines with lots asymmetrically positioned on the street with one lot uphill on one side of the street and the other downhill on the other side of the street. This is the typical condition for areas with a slope greater than 15%.



Illustrative Plan

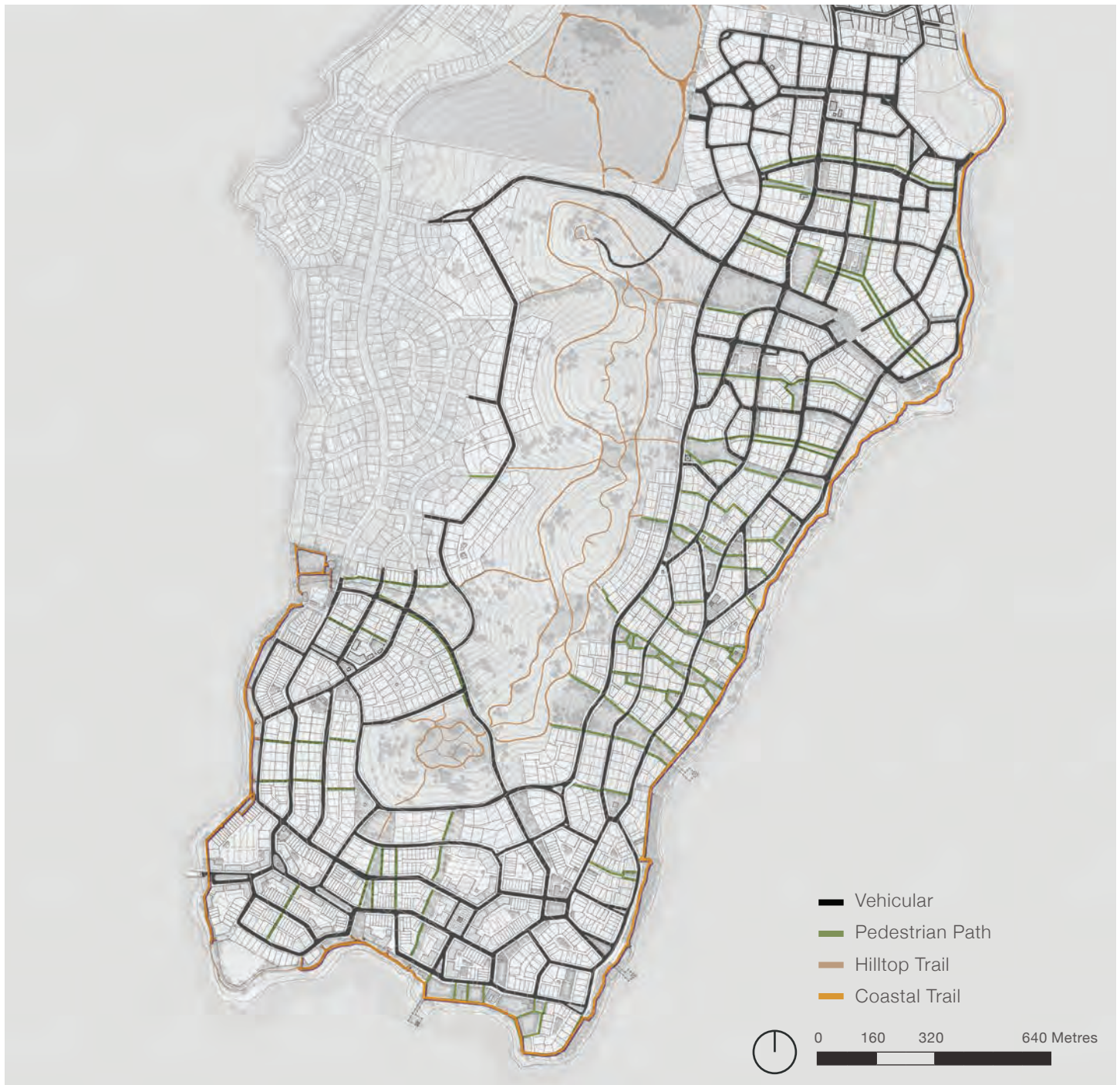
Master Plan

Street Circulation

An efficient circulation layout is combined with walkable/bikeable streets that form a connected network. Such a proposed network that promotes multi-modal streets will further contribute to a more sustainable community and a healthier populace.

A collective system of footpaths, paths and trails will provide pedestrians and bicyclists with more choice of routes, creating a complete and diverse circulation network.

Streets are designed as public spaces. As such they play a much larger role in the public life of its users than just streets for traffic.

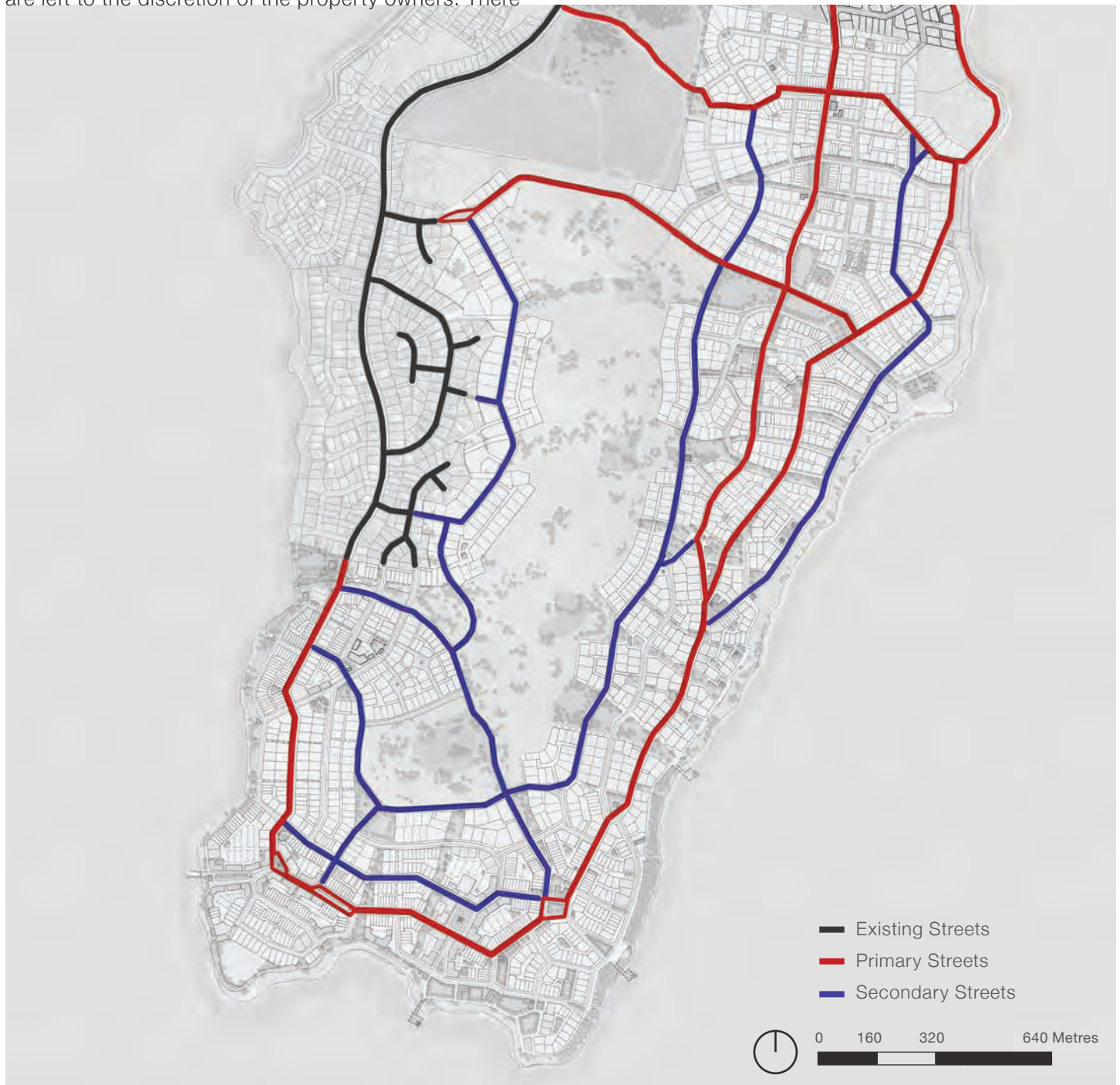


Street Hierarchy

The plan includes a hierarchy of streets (of varying character and scale). Few streets should prioritize traffic over pedestrians. Primary Streets are pedestrian-friendly streets with active uses at grade, held to the highest standard of urban performance. For example, the general trajectory of Primary Streets should be coded into the Structure Plan, whereas Secondary Streets are left to the discretion of the property owners. There

should be a minimum of 1 east/west street but more is better for traffic demand management.

Kerb ramps for alley or garage access are discouraged along Primary Streets. Secondary streets are also intended to be pedestrian friendly, however they allow limited entries to parking and kerb ramps for alleys are acceptable along these streets.



Illustrative Plan

Master Plan

Open Space

There are 4 types of open space, categorized by potential management/ownership which are shown in this plan. They range from natural open space to private mid-block open space. The open space is also sized and scaled appropriately to ensure they are usable, for a wide variety of active and passive uses, including carefully located play fields.

Open space is also used to open up the most important views, particularly views to the water, pulling them deeper into the site, and situated to maximize the number of lots fronting along them.

This plan has a total of 40% of its land devoted to open space.



Private Lots

Illustrated here are what would be considered private lands and public lands. The private lots which would be developed and sold are shown in black.



Illustrative Plan

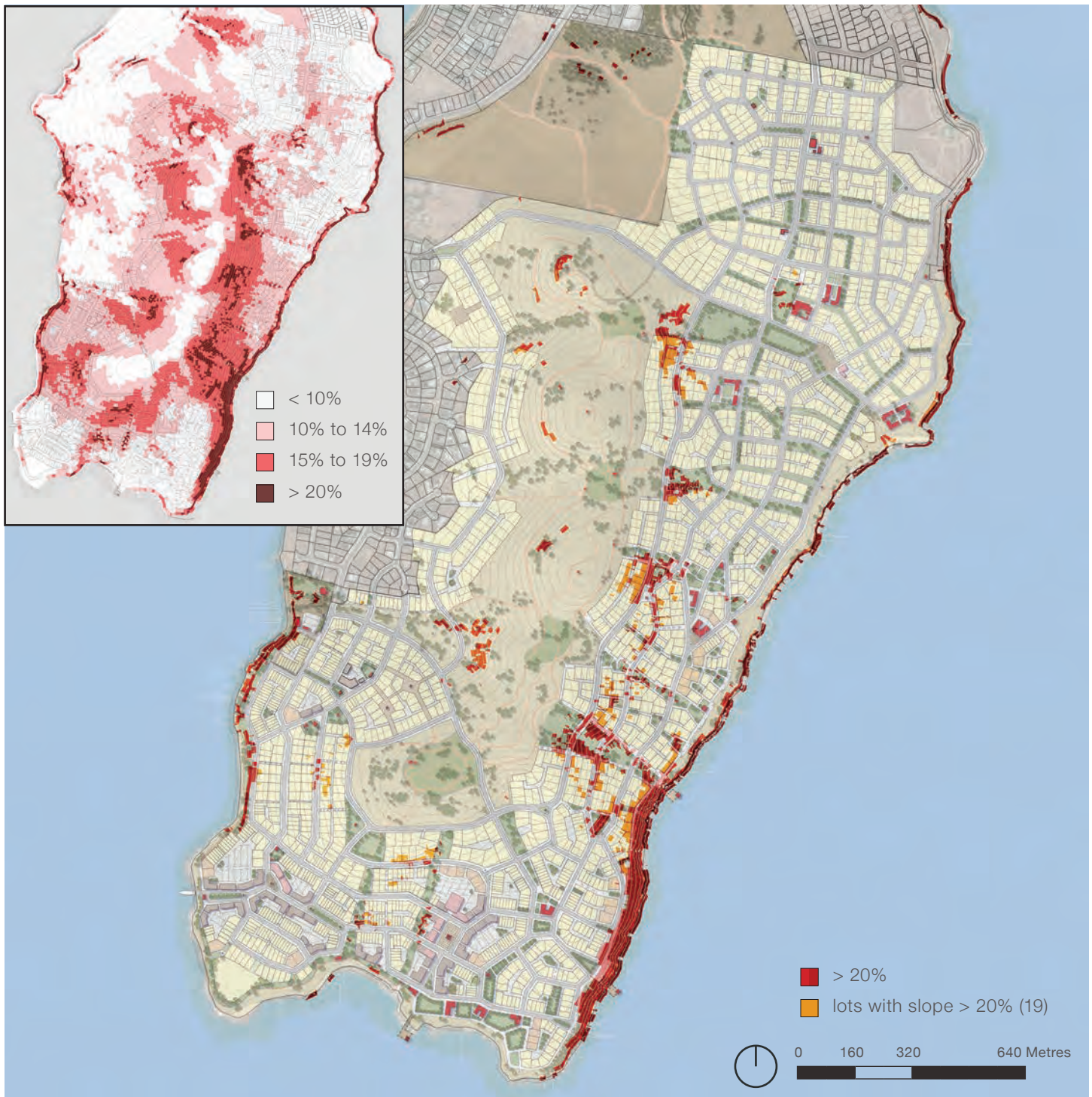
Master Plan

Slope Overlay Diagram

The majority of the site is under 15% slope, as illustrated in the smaller diagram. The plan works intentionally to limit streets to slopes under 15% as much as possible. By doing this many of the streets that are in the steeper slope areas tend to run with the topography, or angle against it to reduce the slope but still provide the ability

to traverse the side of the hill as needed. The largest lots are typically provided uphill, or where the steepest terrain is located.

There are a total of 19 lots that are affected by slopes greater than 20%.

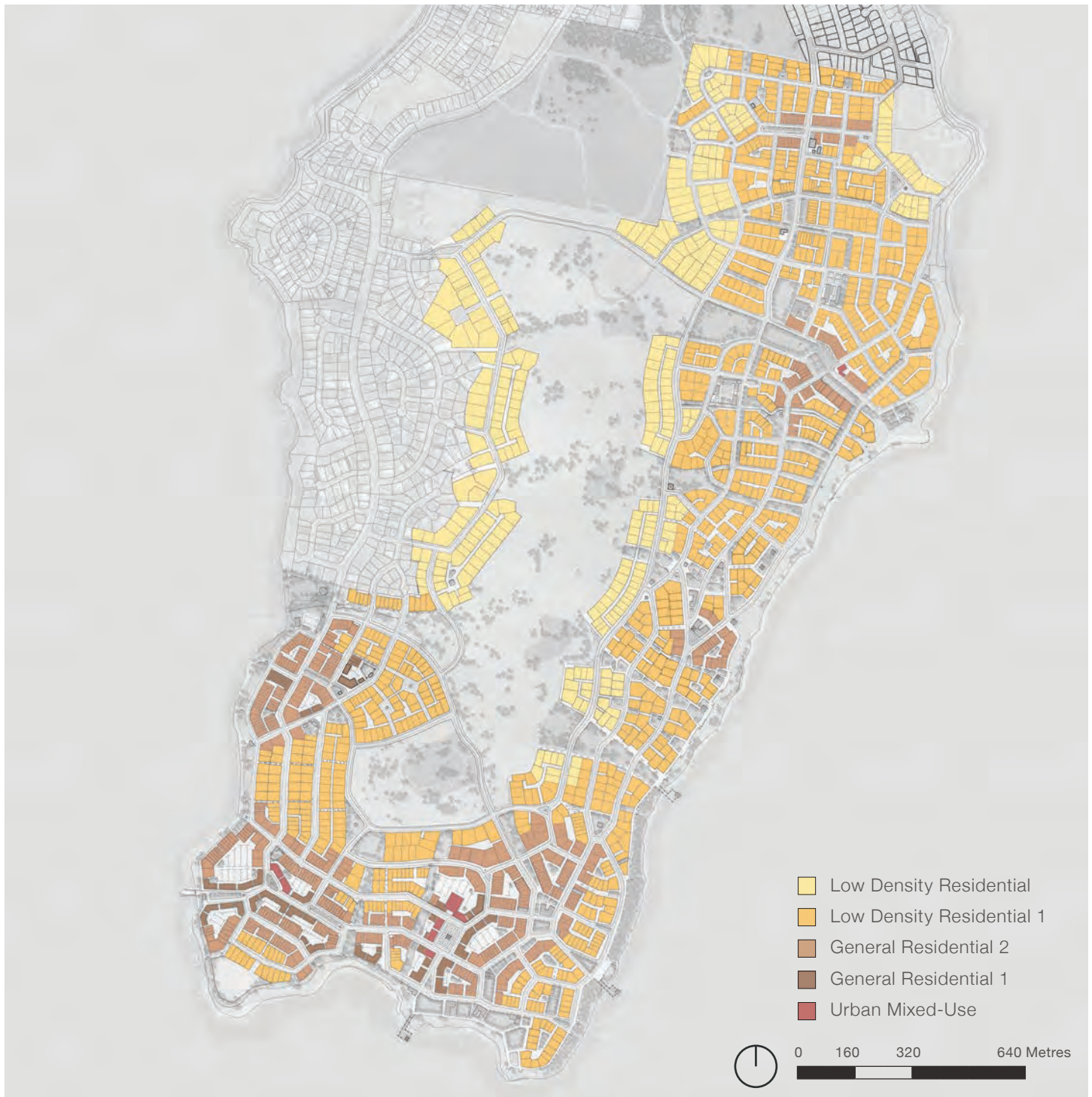


Zoning

The zoning on the site is temporarily notional, as it looks at the existing zoning as well as the program established by Macroplan, trying to address the mix of lot types and how they fit into the zoning. There are 5 zoning categories currently proposed, which fit within the current zoning categories, with some revisions to

standards. Zones which we anticipate having deviations from the existing zoning are noted with a '1' and/or '2' after them.

The zoning will be further refined during the Specific Area Plan phase.



Plan Capacity

Master Plan

Program	Master Plan 1		Macroplan Program	
	Units	Area	Units	Area
Retail and Office		9,580 sq.m.		5,900 sq.m.
Grocer		2,000 sq.m.		2,000 sq.m.
Multi-family	590 units	-	633 units	-
Small Multi-family flats	82 units	-	-	-
Townhouse	873 units	-	910 units	-
Duplex	181 units	-	229 units	-
Detached Single Family	867 units	-	750 units	-
Estate	-	-	-	-
Total	2,593 units	11,580 sq.m.	2,531 units	7,900 sq.m.

Plan Yields

The Master Plan, which was established based on the parameters set by Structure Plan 1 aimed to achieve the following objectives.

1. Protect the hilltop by only building above the 70 metre line, to complete the neighbourhood
2. Preserve and improve the hilltop as an open space amenity for the public
3. Design complete neighbourhoods each with a centre and edge
4. Design neighbourhoods that were diverse in housing types
5. Design an overall plan that followed the Macroplan market mix provided
6. Formalize and extenuate the gully's as linear parks connecting the hilltop to the Foreshore Trail and water front.

The program included here illustrates what the proposed design can yield. The yield can be increased or decreased depending on the market, as each plan is built upon a framework that allows the lot and unit mix to be adjusted as necessary.

According to Macroplan, this is the target mix that will give the plan the best long term viability and success.

Norla Street Extension

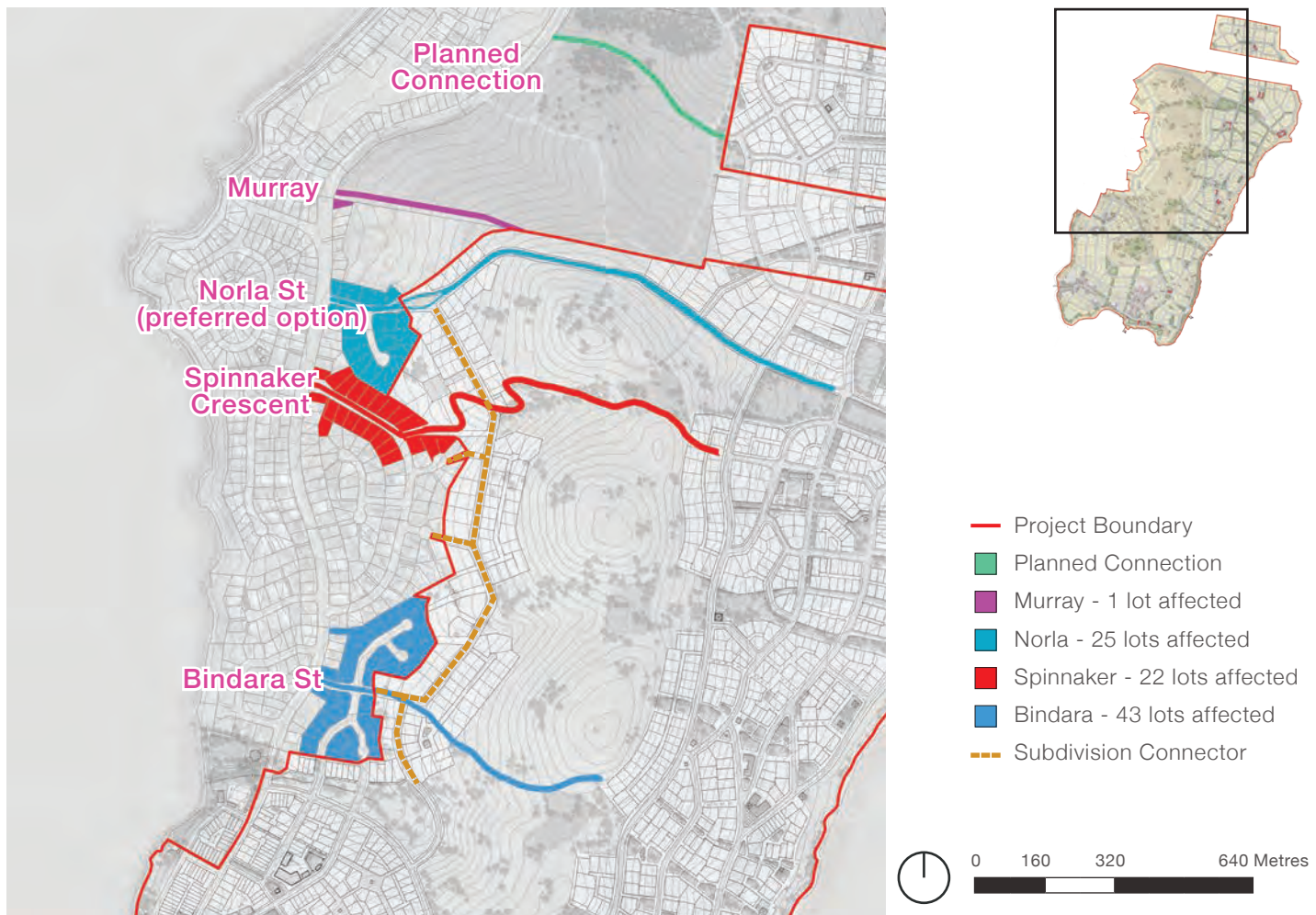
A connected network of streets is important to spread the traffic over a greater number of streets, rather than concentrating it all on one or two streets. This will help alleviate traffic congestion. The diagram looks at all of the different potential connections analyzing the affected lots for each of the potential connections.

The added concern is locating roads over the hilltop is not desirable from an environmental impact as well as a visual impact for the surrounding area.

Additionally a connector road (parallel to Oceana) linking to multiple subdivisions, is proposed to add connections and reduce reliance on Norla Street solely.

Given the importance of street connectivity, the Norla Street connection seems to be the most viable as it allows a connection with limited impact on residents, it is well situated to not require a road extend over the hilltop, extending above 100m (50m below the top of the hill).

Additionally a street has been connected along the lower portion of the western hill to take any potential pressure off of Norla Street



Neighborhood 1 Plan

Master Plan



Neighbourhood 1

The first neighbourhood, which is also envisioned to be the first phase of development, connects to Oceana Dr. running along side the Clarence owned parcel which is connected to the neighbourhood centre by a linear green.

This neighbourhood is structured by long blocks that follow the topography, using pedestrian connections to break down the scale of the block and allow for some pedestrian connectivity traversing up the hillside.

The hilltop transcends down the hill through a more formalized park, before transitioning to a series of streets and passages connecting down to the waters edge.





Sheoaks Homes

A view of the Sheoak tower houses sitting in amongst the trees. Using a combination of larger lots and smaller footprint house is the best way to preserve the best of the Sheoak trees, ensuring this area of the site remains a very unique location.

Illustration intended to convey a sense of intensity of development and the general character of streets, blocks, open spaces and building types. It is not intended to depict any particular style.



Neighborhood 1 Plan

Master Plan



Sheoak Detail

There is a small area that has a cluster of Sheoaks concentrated on the western side of the hill. Not all of the trees are in good shape, some may need to be pruned, but in order to also preserve some of the trees, tower houses are proposed to sit within them. Tower houses are small footprint homes which in this instance are designed to sit on very large lots to minimize the disruption of the Sheoaks and provide a unique opportunity to take advantage of the nature of the site.

House footprints on the downhill side of the street are wider to the street to accommodate garage parking. Footprints on the uphill side of the street are smaller footprint which are designed to park under.

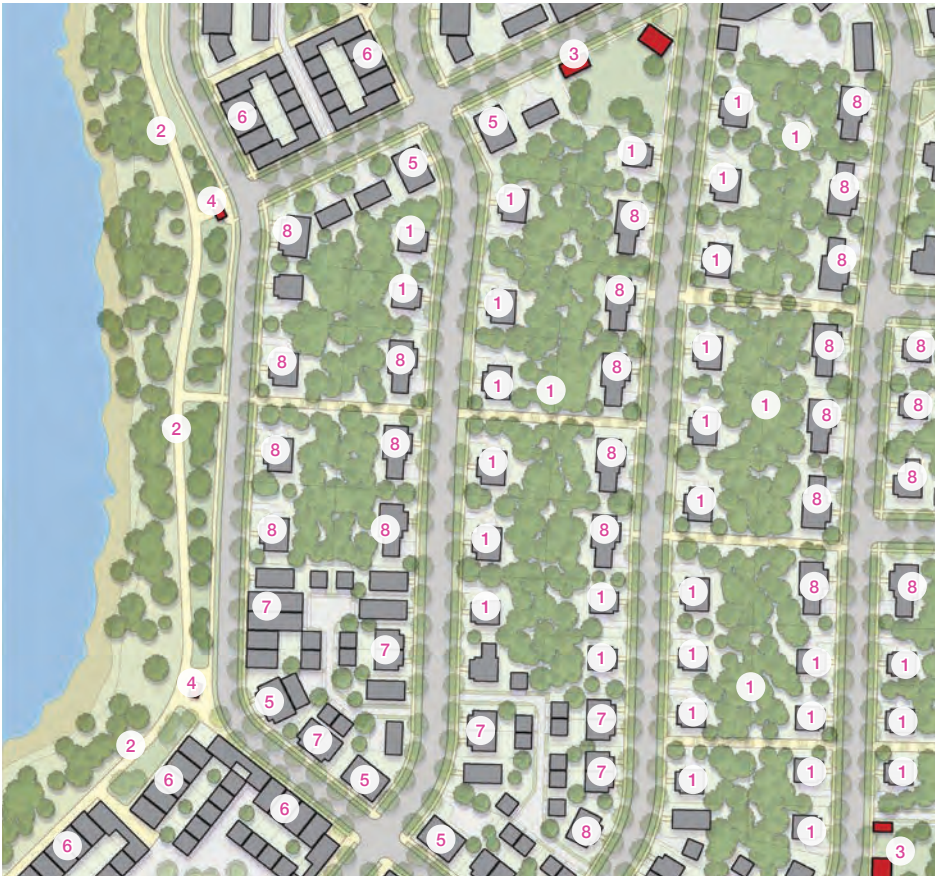


Neighborhood 1 Plan

Master Plan

Plan Highlights

- 1 Sheoak Tower Homes
- 2 Foreshore Trail
- 3 Day Care
- 4 Pavilions
- 5 Small Multi-Family Flats
- 6 Town House
- 7 Duplex
- 8 Detached Single-Family



Connectivity

Each of the streets that is drawn in the master plan has been designed with a specific function in mind.

Each of these designations is tied to a specific right-of-way and pavement width.

This diagram ties the specific street sections to the plan. The street sections may be found beginning on page 120.



Neighbourhood 2 Plan

Master Plan



Neighbourhood 2

Neighbourhood 2 which is situated at the southern tip of the site is made up of a mix of residential uses ranging from very small footprint tower houses sitting carefully between the sheoaks, to town houses and small multi-family flats near the neighbourhood centre which organized around a central plaza. Views open up to the water, looking towards Hobart. In some instances larger lots face out to the water, fronted by a pedestrian path, while others lots have open views to the water and are fronted by a street, and still other lots back to the water, making the views and water front more private. Each of these has a different benefit and providing multiple opportunities and experiences, builds towards a better, more flexible and market ready plan.





South Hilltop Green

The hilltop has been preserved and the plan very deliberately connects to the water front through a series of pedestrian paths, and passages, connecting through a variety of open spaces. These open spaces are designed to provide maximum views to the hilltop, to the water, and maximizes the number of lots with direct access to well defined open space.

Attached housing frames and encloses the green with detached housing provided behind in a variety of different building types.



Neighbourhood 2 Plan

Master Plan

Ferry Plaza

The Ferry Terminal Plaza anchors the passenger ferry terminal that carries passengers from Hobart to Droughty Point, with this specific location being one of many potential stops. The neighbourhood centre of neighbourhood 2 is flanked by the ferry terminal and is lined by multi-family buildings framing a central linear park. The street bends very specifically to provide a deflected termination on the building corner as the street bends with the topography. This deflection adds to the visual stimulation drawing people down the street to the water, all while protecting and opening views out to the water.

Illustration intended to convey a sense of intensity of development and the general character of streets, blocks, open spaces and building types. It is not intended to depict any particular style.



Neighbourhood 2 Plan

Master Plan



Neighbourhood 3 Plan

Master Plan



Town Centre

The Town Centre is the heart of the entire Skylands development and holds the greatest density. It is located in neighbourhood 3 and is designed to follow the topography and also takes advantage of the gully that runs through the neighbourhood, turning it into a neighbourhood amenity, and a natural greenway connection for pedestrians to maneuver from the hilltop to the water and vice versa.

Overall the main street from neighbourhood 2 comes in to the Town Centre Plaza and then continues on as the streets begin to follow the topography as the main street moves north terminating on a green and a school, before continuing on to neighbourhood 4.





Pedestrian Greenways

The Skylands site is principally made up of topography that lends itself well to stepping pedestrian ways up and down the hillsides, as illustrated here.

Private drives and access to garages are provided on the high side and the low side but do not need to run through, thus alleviating additional need for retaining walls. The houses along these slopes can take advantage of the topography by building into the slope.

Illustration intended to convey a sense of intensity of development and the general character of streets, blocks, open spaces and building types. It is not intended to depict any particular style.



Neighbourhood 3 Plan

Master Plan



Town Centre Detail

This plan shows in greater detail the siting of the different building types on the site, as well as parking access and location, tree plantings, and special sites reserved for civic buildings. The plan is based on the prior smaller scale plan but makes revisions as necessary as things become more precise. The following page provides a list of specific features of the Town Centre.



Neighbourhood 3 Plan

Master Plan

Plan Highlights

- 1 Town Centre Plaza
- 2 Shade Structure or Art Piece
- 3 Mixed-Use Buildings
- 4 Multi-Family Buildings
- 5 Small Multi-Family Flats
- 6 Town House
- 7 Duplex
- 8 Detached Single-Family
- 9 Open Space Greens
- 10 Droughty Point Farm Museum
- 11 Beach Club
- 12 Day Care
- 13 Jetty / Pier
- 14 Floating Restaurant
- 15 Cricket Pitch
- 16 Chinamans Beach
- 17 Blue Gum Tree
- 18 Whaling Station Museum
- 19 Formal Promenade
- 20 Foreshore Trail

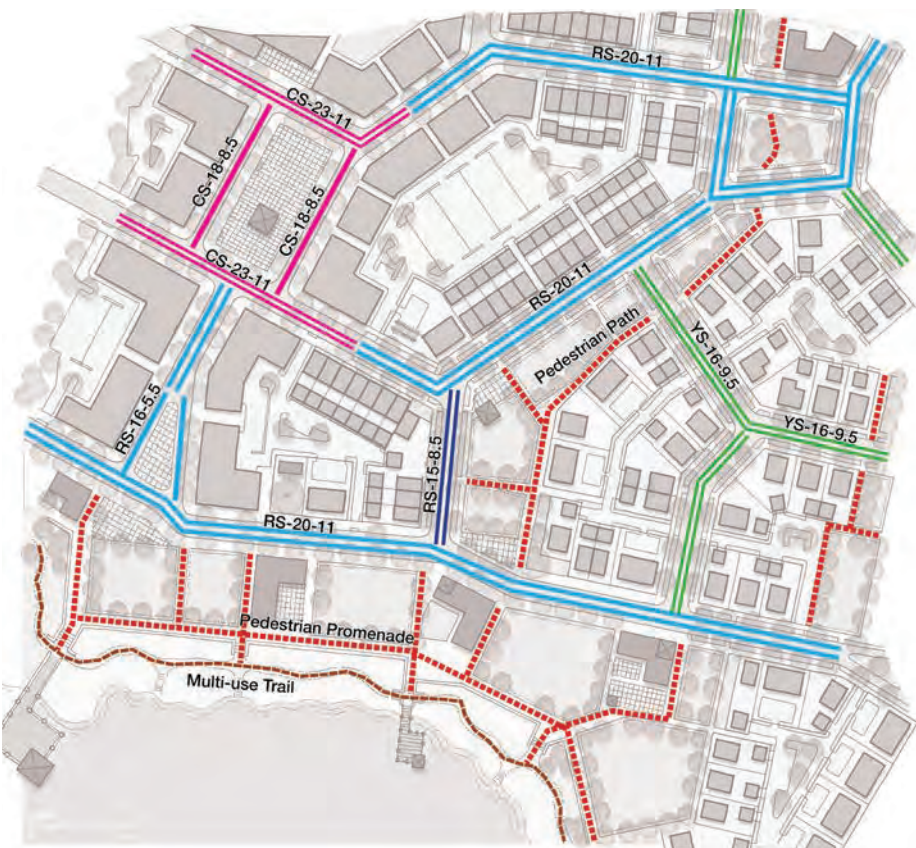


Connectivity

Each of the streets that is drawn in the master plan has been designed with a specific function in mind.

Each of these designations is tied to a specific right-of-way and pavement width.

This diagram ties the specific street sections to the plan. The street sections may be found beginning on page 120.



Neighbourhood 3 Plan

Master Plan

Town Centre

Illustration looking south towards River Derwent, illustrating the town centre plaza with long views out to the water.

The plaza is framed by mixed-use buildings with a grocer on the north side.

The street to the water quickly transitions to townhouse lots, opening up to a green which widens to pull views of the water deeper into the site.

A variety of building types are shown framing the street, with surface parking located in the centre of the blocks.

Illustration intended to convey a sense of intensity of development and the general character of streets, blocks, open spaces and building types. It is not intended to depict any particular style.



Neighbourhood 3 Plan

Master Plan



Neighbourhood 4 Plan

Master Plan



Neighbourhood 4

This is the steepest area of the site, the large majority still under 20% slope, which is reflected in the lack of east/west streets. The streets in this area follow the topography for the most part, only angling slightly against it as the main street meets the neighbourhood centre and splits off on either side to connect the street along the Foreshore with the hilltop streets.

This neighbourhood is principally composed of larger lot single-family types, due to the topographical constraints.

There are a series of green paths which traverse the hillside providing multiple opportunities for pedestrians to circulate, connecting the hilltop with the waterfront linear park.



Neighbourhood 5 Plan

Master Plan

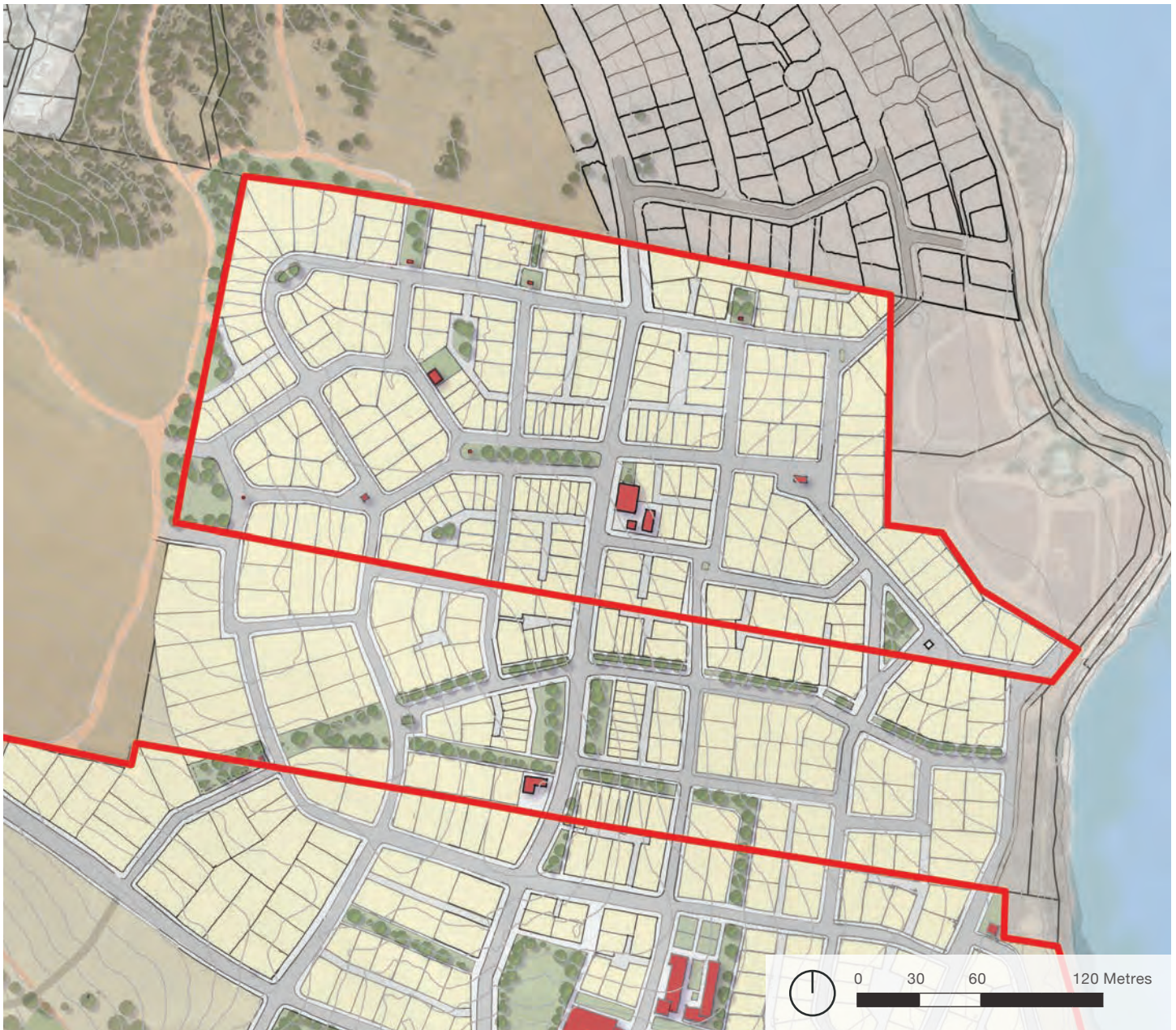


Neighbourhood 5 comprises virtually one full, pedestrian shed with a full array of residential types. Its neighbourhood centre lies at the intersection of the spine road running north-south and the connection from Norla Street running east-west. The moderate slopes allow for the blocks to run perpendicular to the coast and ridge, visually extending these amenities into the heart of the neighbourhood. The manageable topography also facilitates a more extensive green corridor network, with many residences envisioned to enfront landscaped pedestrian paths; these green corridors may be designed with an interpretative overlay of indigenous landscape and/or public art elements, becoming the setting for the celebration of local cultural identity. Neighbourhood 5 also offers at least 4 other civic amenities: two small neighbourhood clubhouses, a small school and open amphitheater, and a beach club intentionally sited on the titular Droughty Point.



Neighbourhood 6 Plan

Master Plan



While Neighbourhood 6 comprises a separate parcel, it nonetheless has been designed with anticipated connections to Neighbourhood 5, particularly via extensions of Neighbourhood 5's streetblock network through the (outparcel) Lilly site. The more rectangular configuration of this parcel results in a more orthogonal urban fabric, with a main axis running east-west and streetblocks branching off this axis to the north and south of this parcel. A small central green and clubhouse are the primary amenities within this neighbourhood.



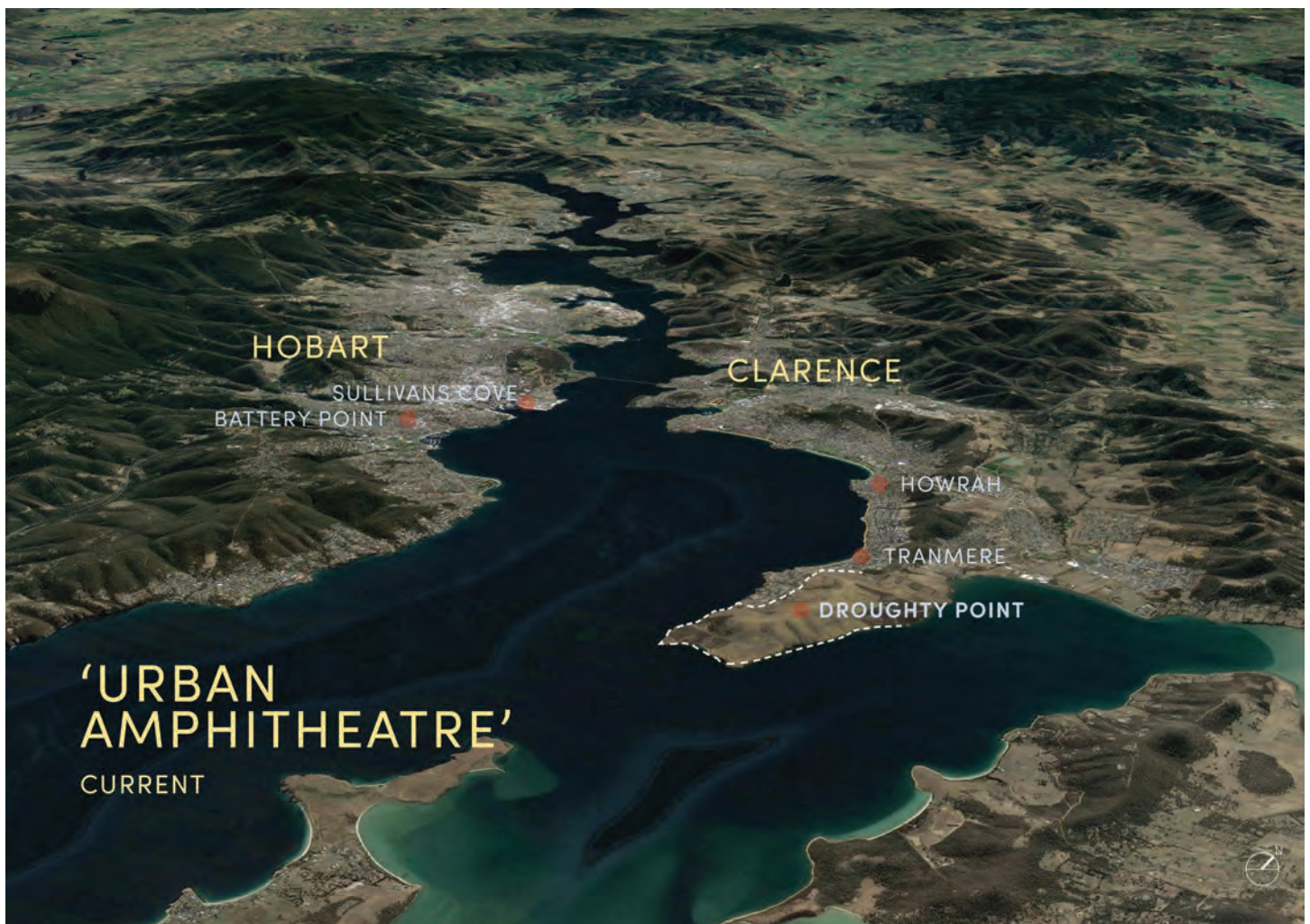
The Urban Amphitheatre

Master Plan

The Urban Amphitheatre

The settlement patterns of Greater Hobart are informed by the components of the landscape, with a relaxed urban growth boundary that rises and falls as the slope varies. The dense vegetated ridgetop generally expands above areas of 20% slope and surrounding existing gully corridors, where development is un-achievable. This green spine wraps around the Derwent landscape to form the image of the 'urban amphitheatre'.

This visual characteristic has been considered in the level of development and open space network in the skylands masterplan. Through visual studies, it is apparent that the general framework of development does not stick strictly to a contour level. Our proposal looks upon the existing development patterns and creates a varied development line that is achievable based on the site's slope and surrounding context. Whilst doing so, it provides a significant area of open space that aims to continue the vegetated hilltops as seen when viewing the surrounding Hobart landscape.



The Urban Amphitheatre

Master Plan

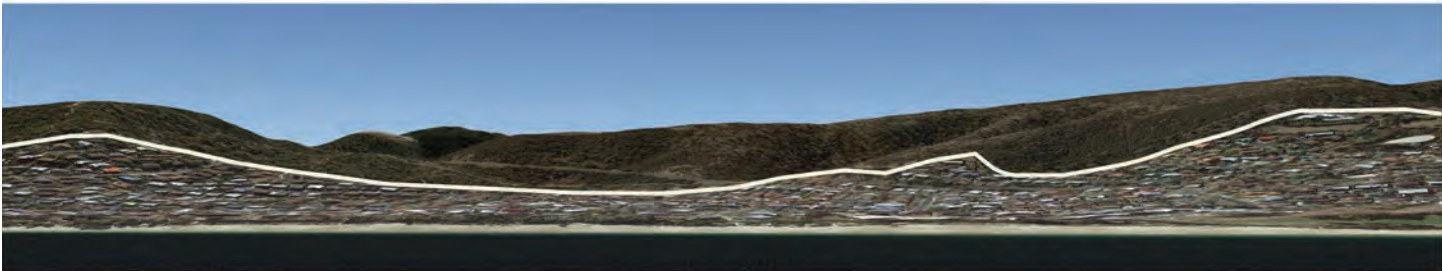
The Urban Amphitheater - Greater Hobart Area



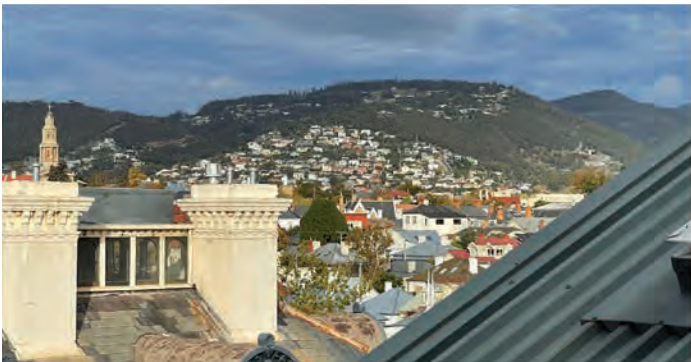
TRANMERE FROM DROUGHTY POINT



TRANMERE FROM DROUGHTY POINT



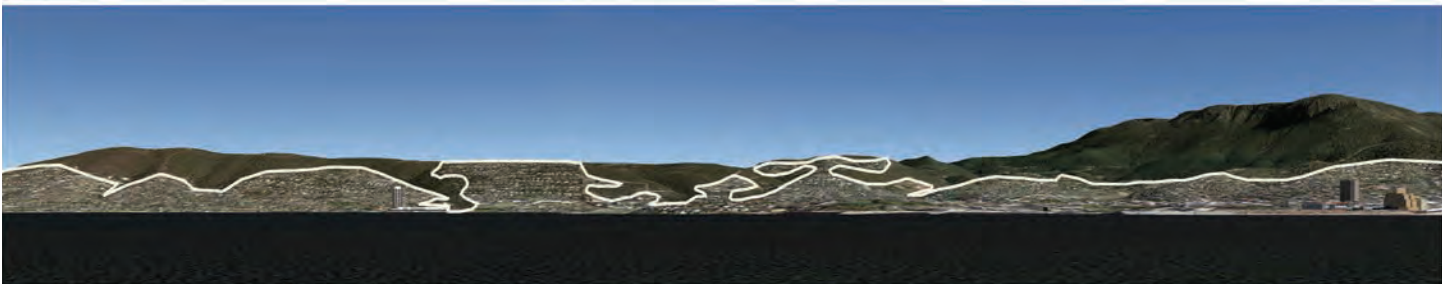
BELLERIVE TO HOWRAH



VIEW TOWARDS BATTERY POINT



VIEW TOWARDS HOBART



HOBART, UNDULATING URBAN GROWTH BOUNDARY



The Urban Amphitheatre

Master Plan



Hilltop Park

Master Plan

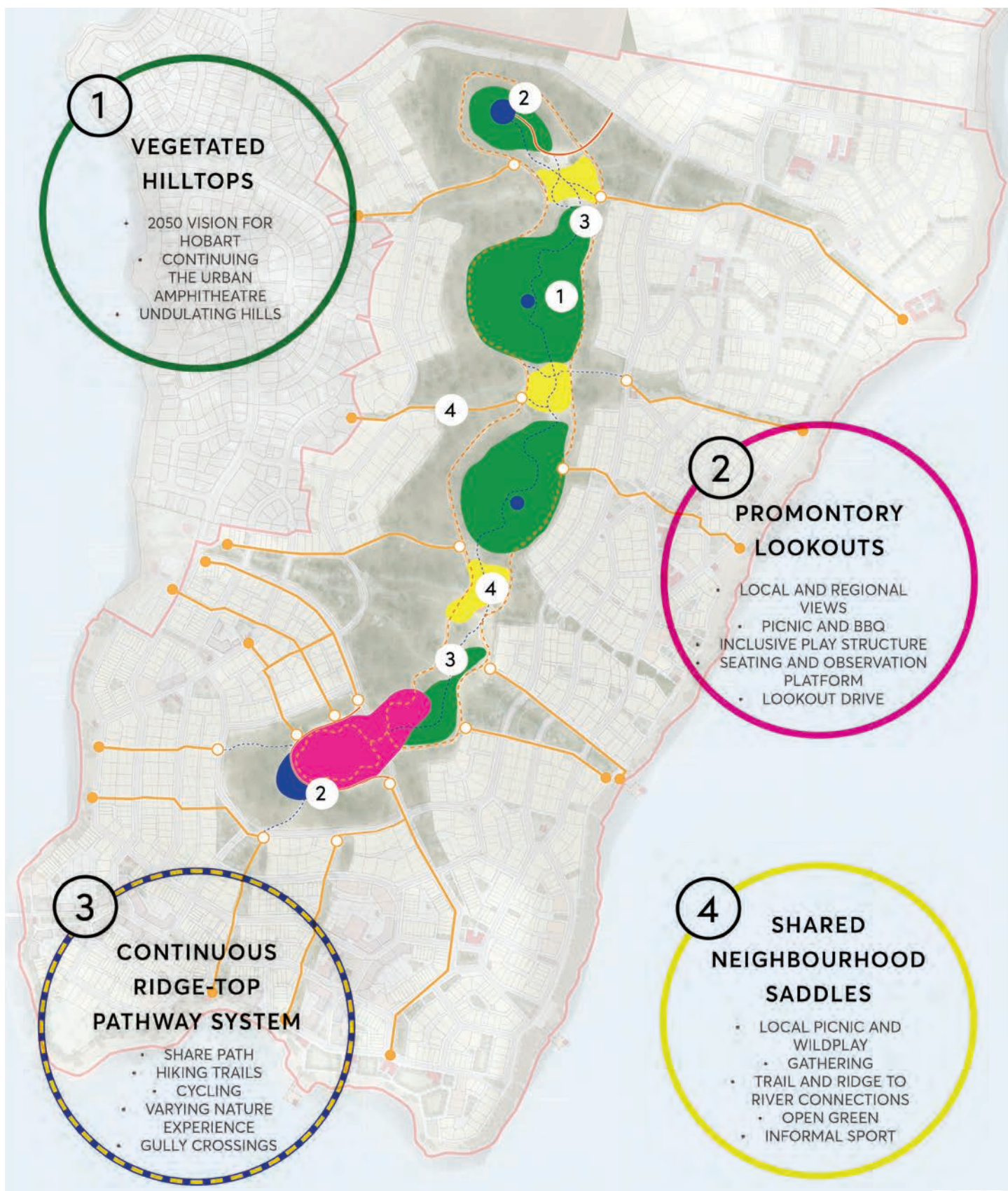
A Landscape Vision for Skylands

Skylands creates a destination for local and visiting communities to experience expansive views across the Derwent river and feel connected to the undulating ridgetop landscape.

The parklands are organised by three hills, two saddles, and a promontory inspiring opportunity for passive and active recreation through areas of picnic, cycling, observation and gathering amongst the natural landscape.

A series of gullies connect the ridge to the river through the neighbourhood precincts. The flow patterns create rich ecological moments, with opportunity for community engagement and increased public amenity.

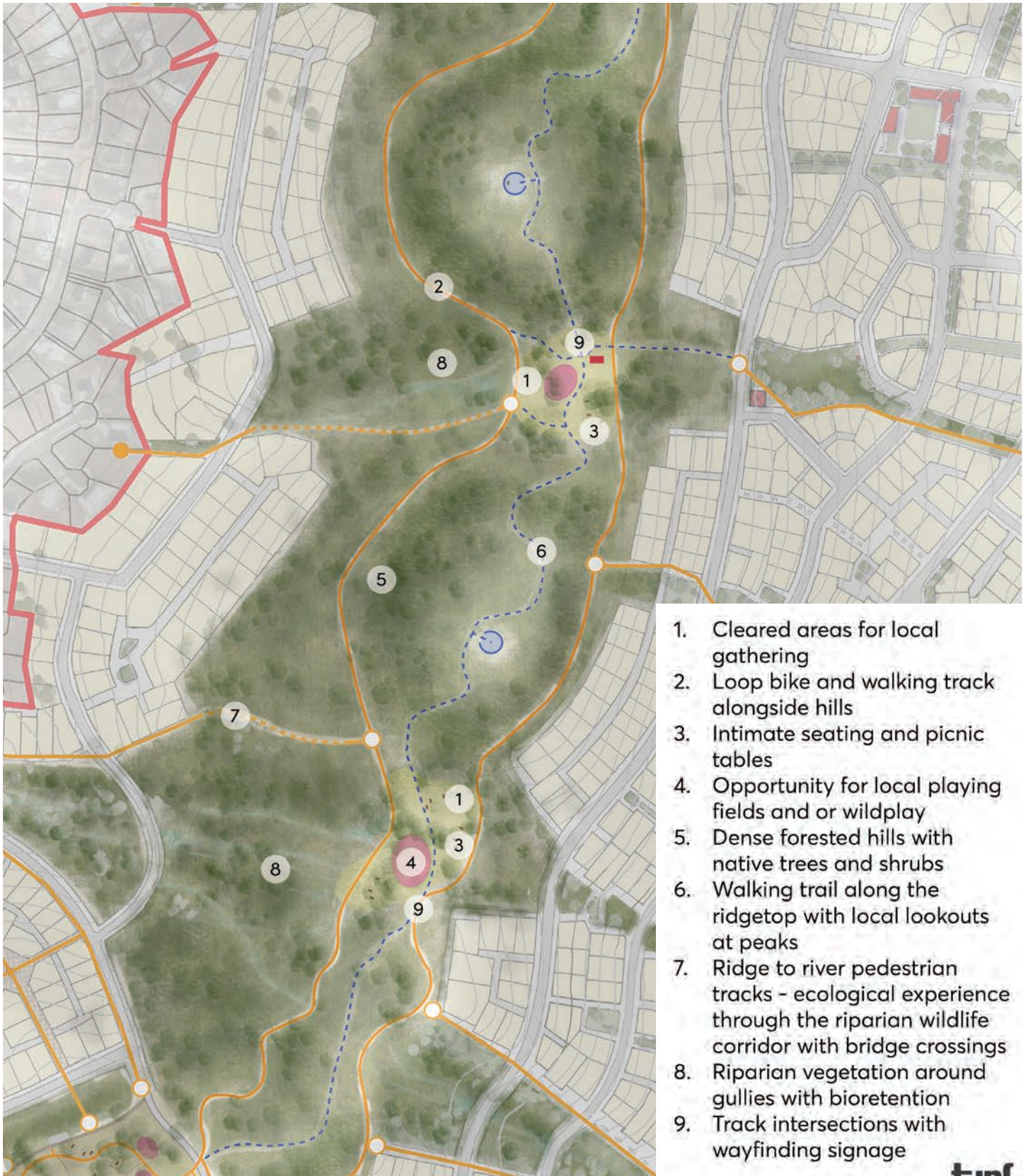
The foreshore hugs the edge of Droughty Point providing a central public domain. Expanding from street frontages to an active water edge, a lively atmosphere is created integrating elements of nature, business, play and cultural heritage to enhance the identity of the Derwent region.



Hilltop Park

Master Plan

Neighbourhood Saddles



turf

Hilltop Park

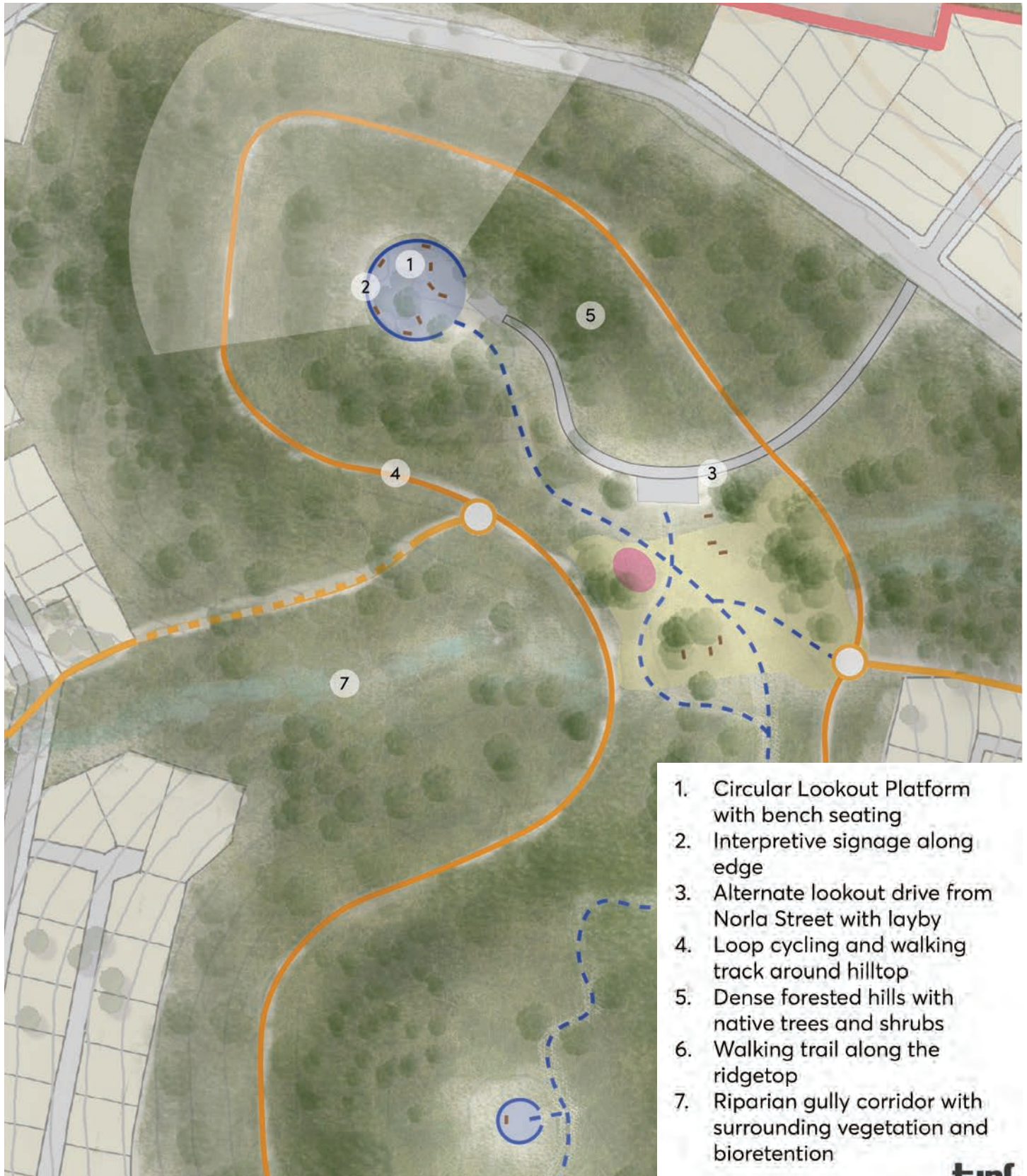
Master Plan



Hilltop Park

Master Plan

North Promontory Lookout



turf

Hilltop Park

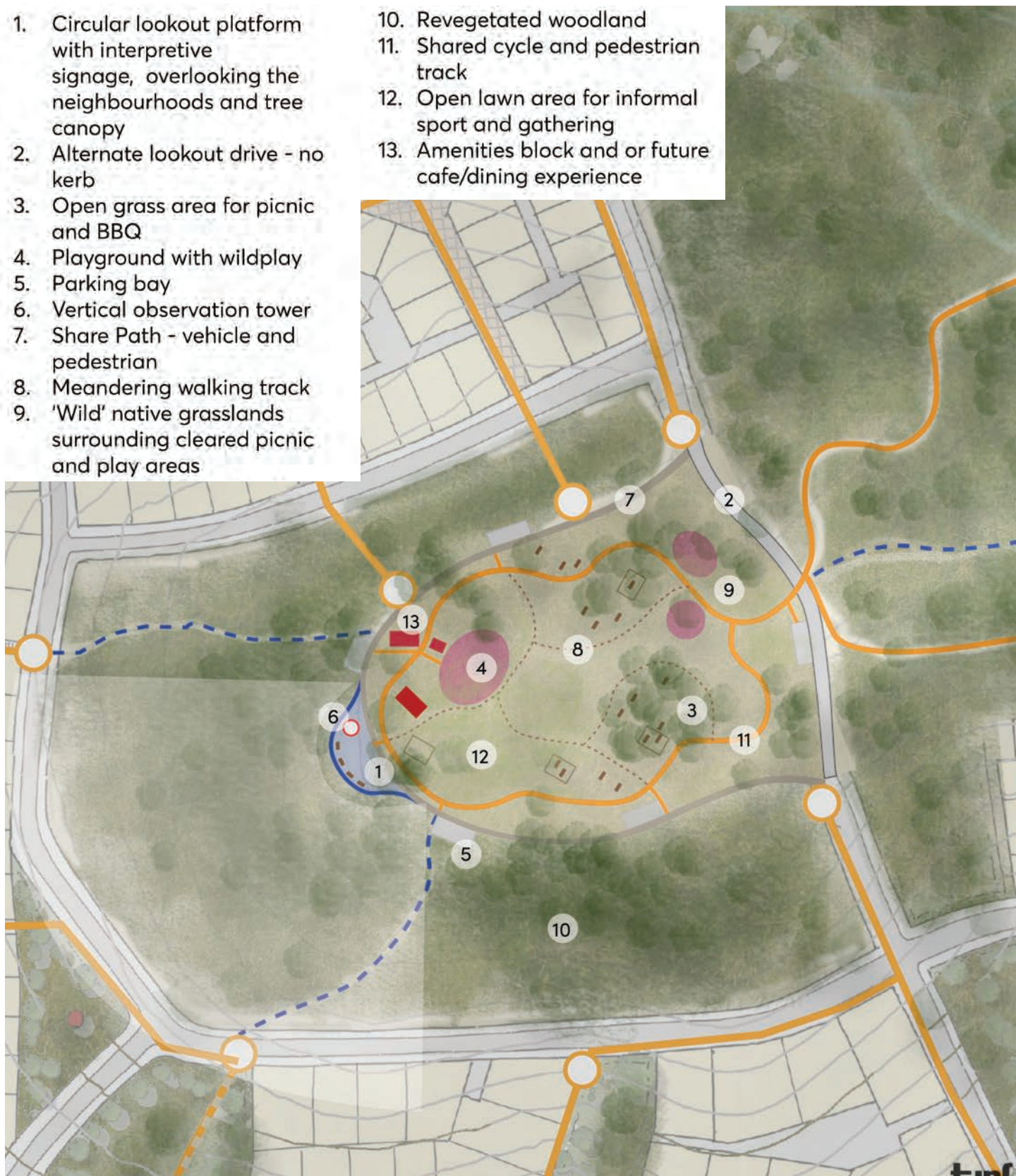
Master Plan



Master Plan

1. Circular lookout platform with interpretive signage, overlooking the neighbourhoods and tree canopy
2. Alternate lookout drive - no kerb
3. Open grass area for picnic and BBQ
4. Playground with wildplay
5. Parking bay
6. Vertical observation tower
7. Share Path - vehicle and pedestrian
8. Meandering walking track
9. 'Wild' native grasslands surrounding cleared picnic and play areas

10. Revegetated woodland
11. Shared cycle and pedestrian track
12. Open lawn area for informal sport and gathering
13. Amenities block and or future cafe/dining experience



Hilltop Park

Master Plan



Hilltop Park

Master Plan

The Illustrative Landscape Plan

The peninsula of Droughty Point completes the formation of the urban amphitheatre through its connected ridgeline and landscape components - hilltops, saddles and a promontory.

Skylands responds to the relaxed form of the landscape to deliver nuanced urban settlement patterns.

The hilltop parklands are inclusive of public amenities and spaces for passive recreation amongst the natural scenery. The southern promontory has the opportunity to perform as the central park space and destination lookout, accessible by car and foot, from river to ridge. It captures the significant vantage points of skylands and publicly invites all users to enjoy the spacious surrounds of the environment unique to Hobart, whilst connecting people across the ridgetop landscape via tracks and openings.

Strategies for revegetation and water sensitive design ensure the qualities of the native environment and existing system are both preserved and celebrated during the design and development process.

Each component from river to ridge works in concert as an integrated system.

Hilltop Park

Master Plan

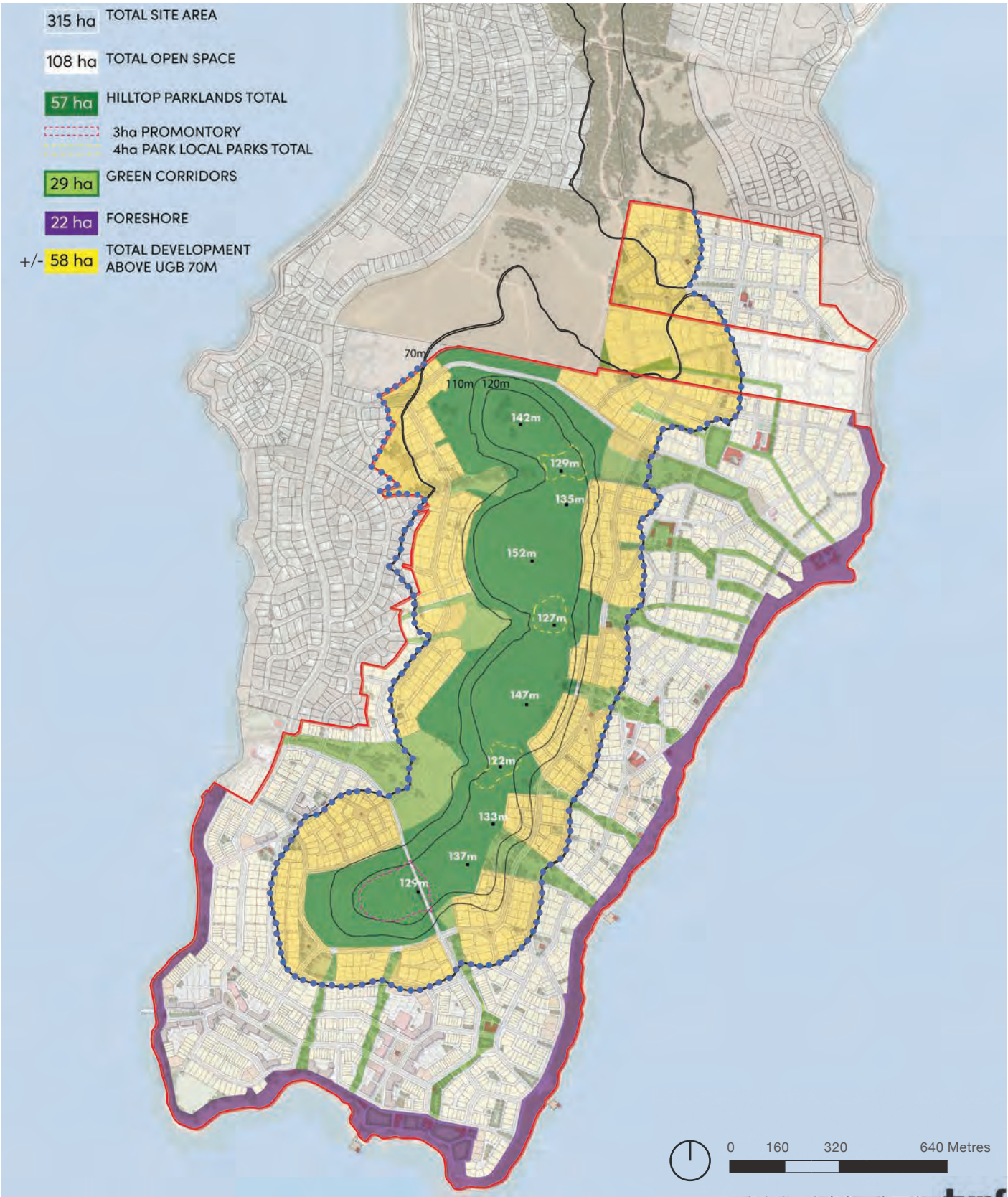
Illustrative Landscape Plan



Hilltop Park

Master Plan

Open Space Calculations



Hilltop Park

Master Plan

Open Space Calculations



Hilltop Park

Master Plan

The value/ loss of the sheoaks and how the introduction on private gardens and open space replaces them

The site does not currently exhibit significant areas of protected species. There is an approximate 15ha community of Sheoaks (*Allocasurina Verticillata*) on the south-west side of Droughty Point that are not currently listed as protected or of significant ecological value. The skylands masterplan has incentives for long term ecological strategies that include the revegetation of hilltop parklands, riparian corridors and an increased target of canopy coverage and open space amongst neighbourhoods. These future targets exceed the value of the sheoaks and hence have no intention of total retention.

There is potential with the planning of lots and open space to protect approximately up to 30% of the sheoak community. As a result, unique clusters of vegetation around smaller footprints could be formed with the addition of planting clusters of native species to enhance their overall value.

Hilltop Park

Master Plan

Sheoak Area



turf

Visual Impact Study

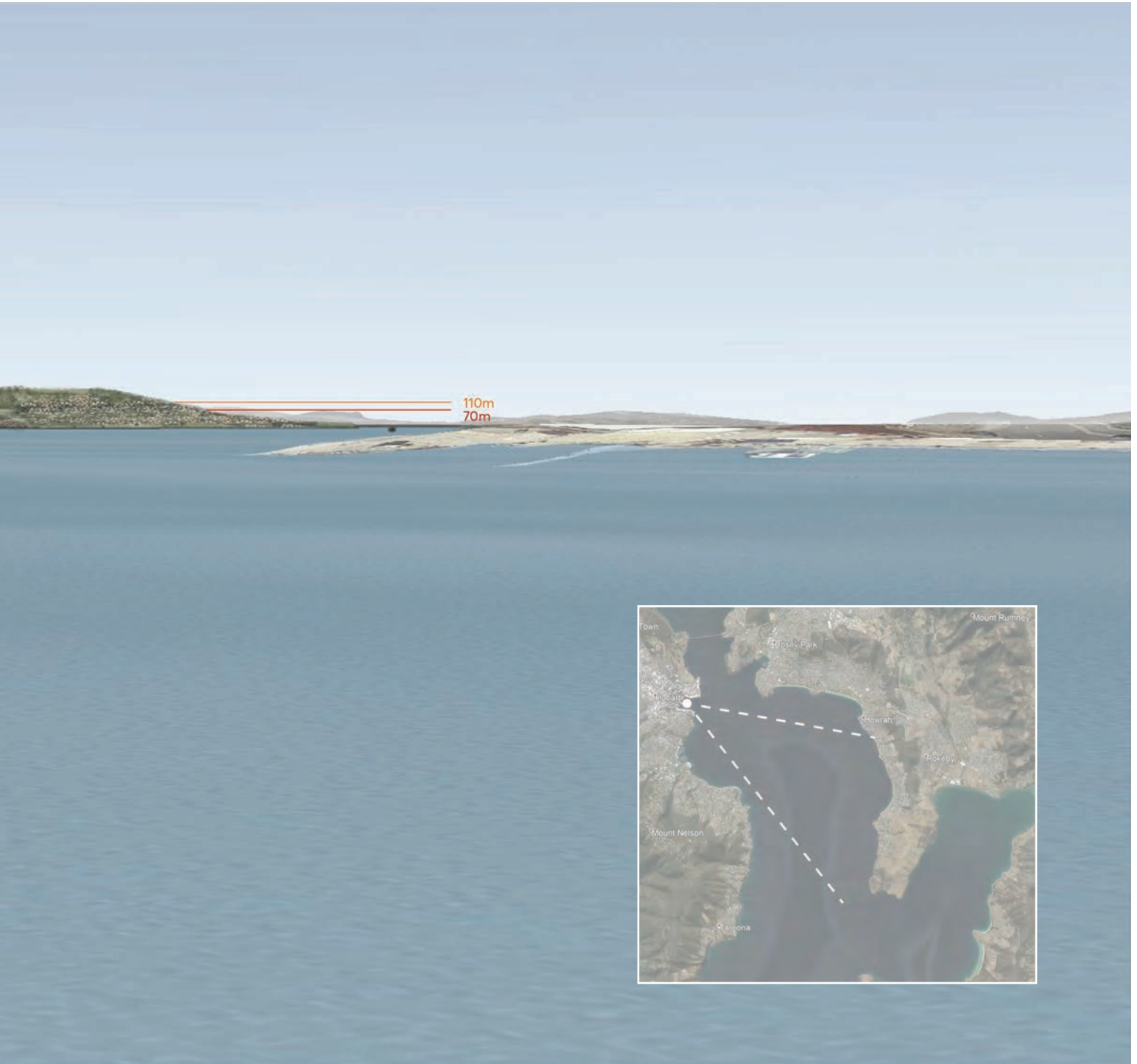
Master Plan

Kings Pier Marina



Visual Impact Study

Master Plan



Visual Impact Study

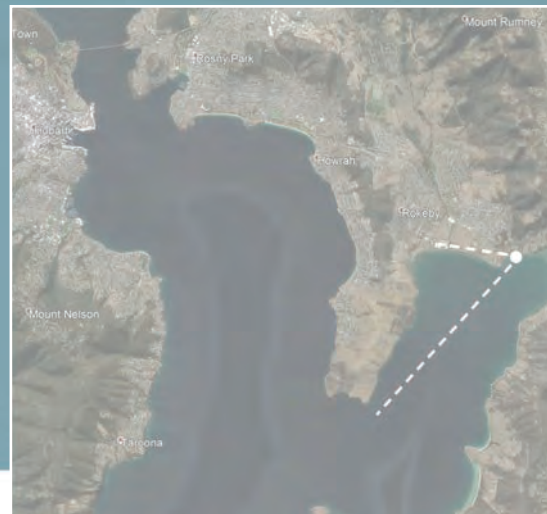
Master Plan

Lauderdale



Visual Impact Study

Master Plan



Visual Impact Study

Master Plan

Mount Nelson



Visual Impact Study

Master Plan



Visual Impact Study

Master Plan

Crayfish Point



Visual Impact Study

Master Plan



Visual Impact Study

Master Plan

Long Beach Point



Visual Impact Study

Master Plan



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Character Details

Block Types

Character Details

Blocks

An analysis of different building types on a typical block (70m x 130m).

These building types were selected based on the Macroplan Report, their suitability for the site, and the infill development goals for Tasmania.

They are only meant to illustrate the general density of each of these building types. The following pages illustrate a mix of building types within the block.

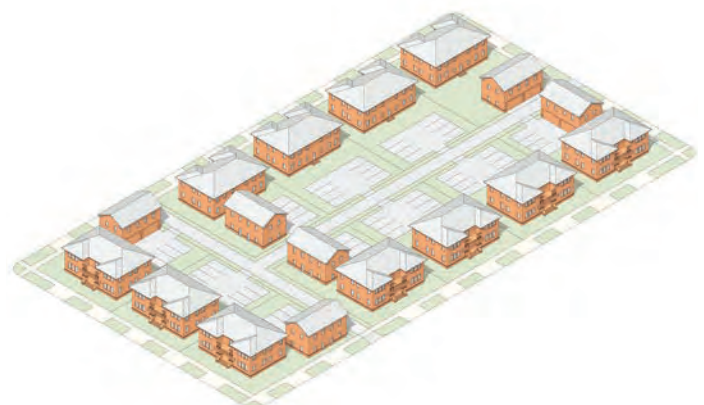
Large Single-Family (7.5 units/ha)



Duplex (23.5 units/ha)



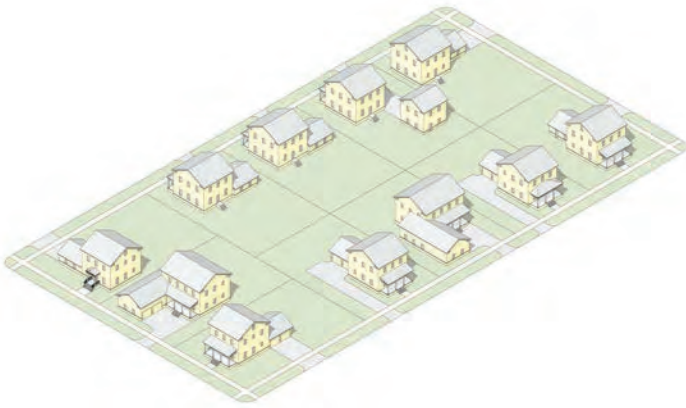
Small Multi-Family Flats (46.9 units/ha)



Block Types

Character Details

Medium Single-Family (10.3 units/ha)



Small Single-Family (15.0 units/ha)



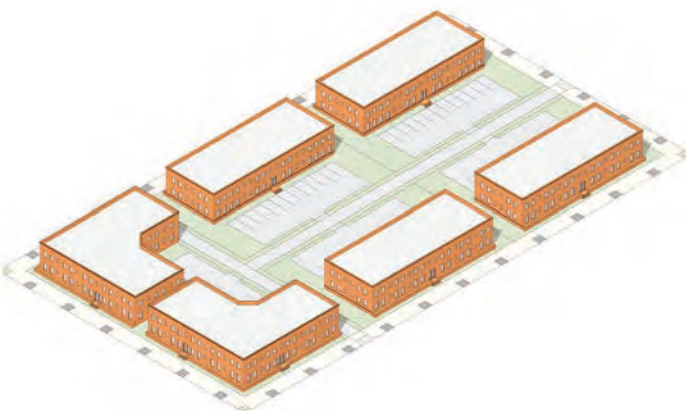
Rowhouse (31.9 units/ha)



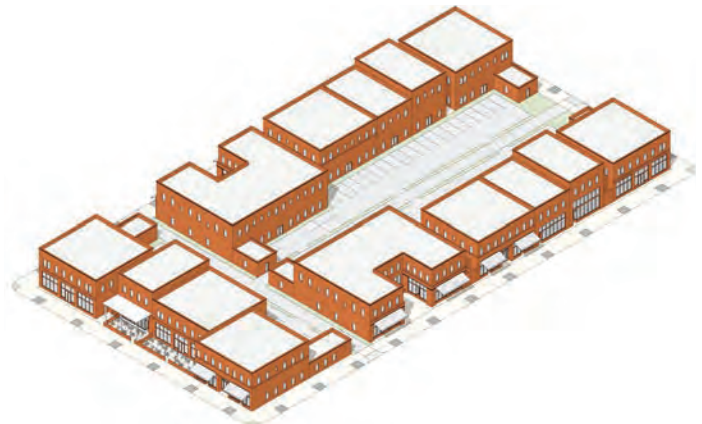
Shop Top (31.9 units/ha)



Multi-Family (77.8 units/ha)



Mixed-Use (48.8 units/ha)



Building Types

Character Details

Types by Zone

The matrix shows the same building types as the previous page, arranging them into their different zoning categories, from least dense to most dense.

	Large SF	Medium SF	Small SF	Duplex
LDR 1				
GR 1 & 2				
UMU				

SF = Single-Family

MF = Multifamily

Building Types

Character Details

Rowhouse

Shop Top

Small MF

Multifamily

Mixed-Use



Mixed Blocks

Character Details

Blocks

These blocks (70m x 130m) illustrate different building types mixed within a block and the resulting density for each block.

7 Du / Ha Average Block Density

Large SF

Medium SF



10 Du / Ha (avg.)

Medium SF

Small SF

Duplex



14 Du / Ha (avg.)

Small SF

Duplex

Rowhouse



SF = Single-Family

MF = Multifamily

Mixed Blocks

Character Details

22 Du / Ha (avg.)

Duplex

Shop Top

Small MF



38 Du / Ha (avg.)

Rowhouse

Multifamily

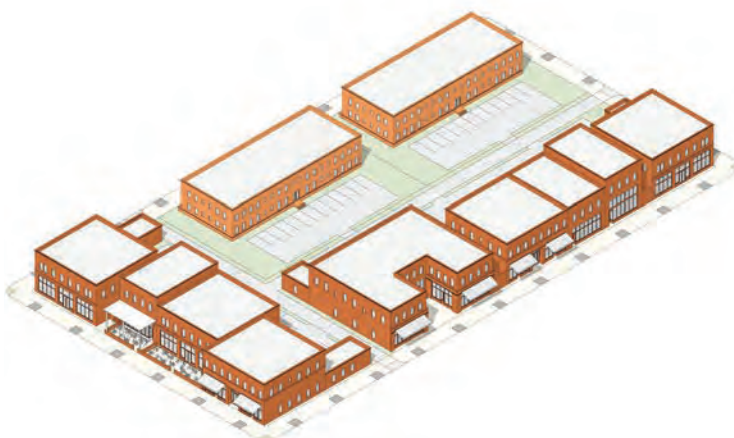
Mixed-Use



42 Du / Ha (avg.)

Multifamily

Mixed-Use

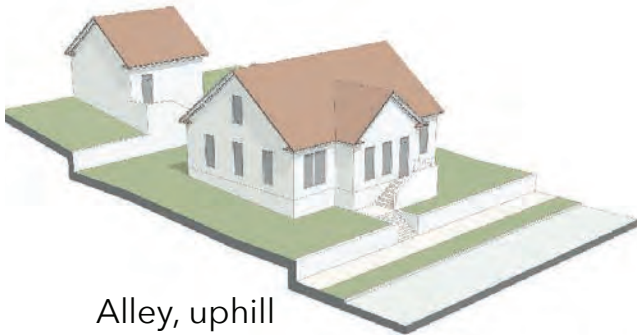


Accessing Parking on Steep Slopes

Character Details

The following studies look at categorizing possible garage placement and access on a sloped lot of 15% or less.

Alley / Rear-Lane Access

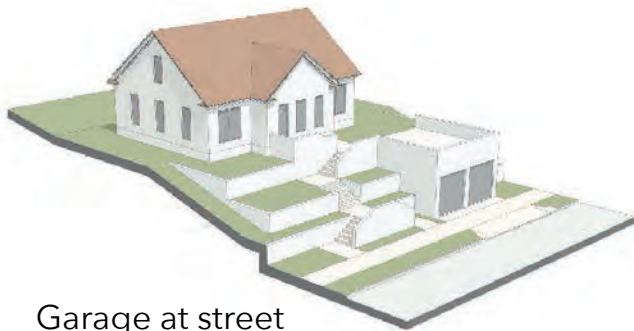


Alley, uphill



Alley, downhill

Street Access / Front-Loaded



Garage at street



Garage court



Garage, under house



Garage, in rear

Architectural Elements and Style

Character Details

The following are sketches of select building types based on the local vernacular, ranging from traditional to modern, intended to illustrate the potential character of Skylands. It is followed by prototypical plans and front elevation sketches for each type to assist in helping define the architectural character of Skylands.

RUSTIC / TRADITIONAL

MODERN / CONTEMPORARY

Small Single Family

Small single-family houses on 20% slope, which is the predominant condition where most of the single-family homes will be built.



Townhouse

Townhouses on 12% slope, which is the maximum slope where most of the townhouses have been proposed on the site.



Small Multi-Family Flats

Small multi-family flats on 12% slope, which is the maximum slope where most of the small multi-family flats have been proposed on the site.



Mixed - Use

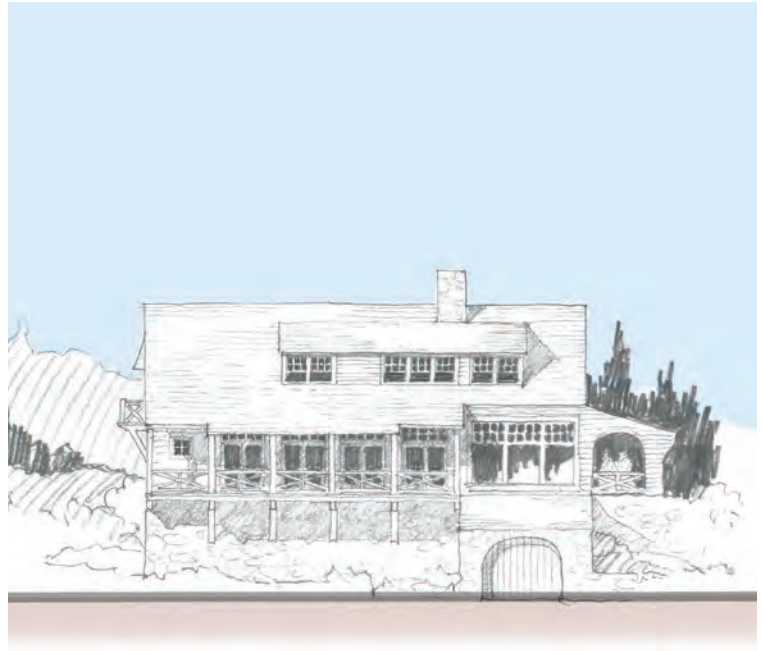
Mixed-use buildings on 5% slope, which is the average slope where most of the mixed-use has been proposed. Mixed-use can go on steeper slopes but the floor-plate becomes less efficient and narrower.



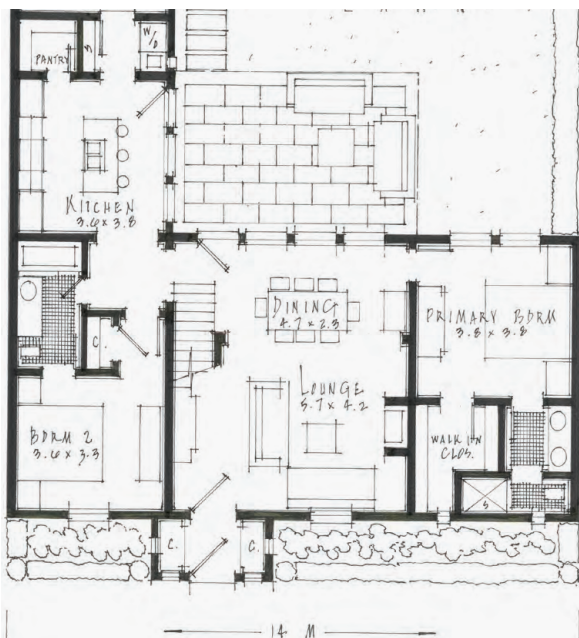
Prototypical Floor Plans

Character Details

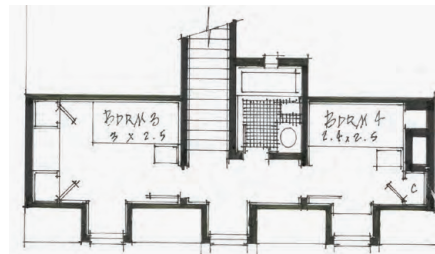
Large SF Floor Plan



Medium SF Floor Plan



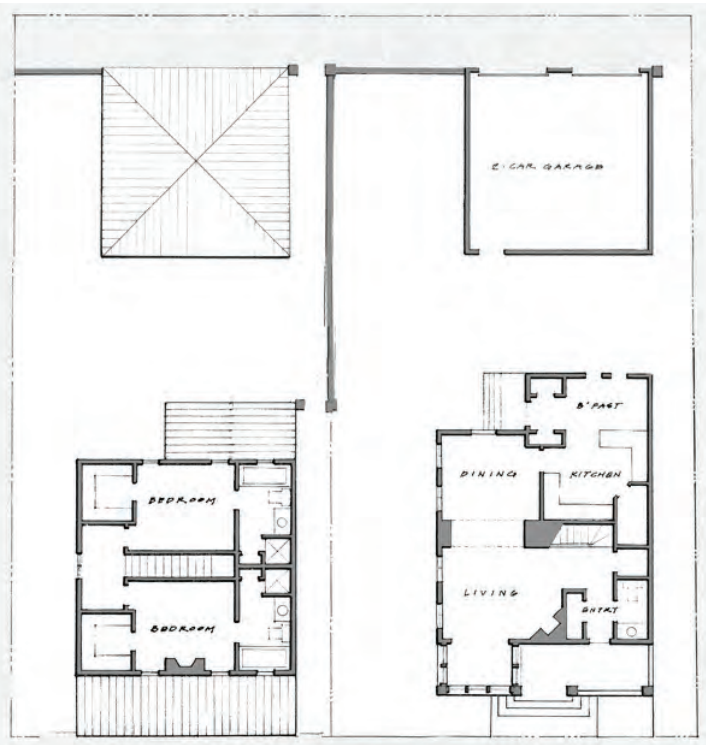
Front Elevation



Prototypical Floor Plans

Character Details

Small SF Floor Plan



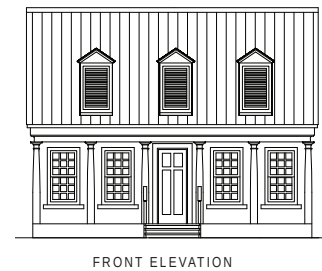
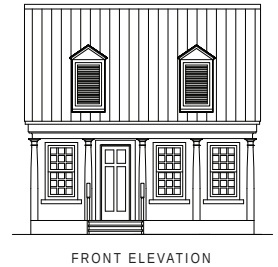
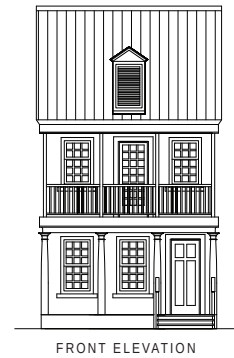
Duplex Floor Plan



Prototypical Floor Plans

Character Details

Rowhouse Floor Plan



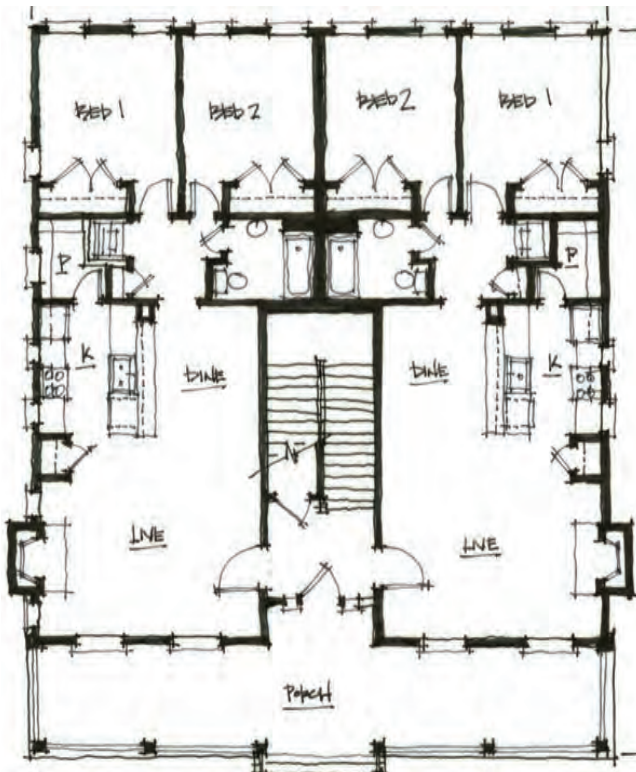
Shop Top Floor Plan



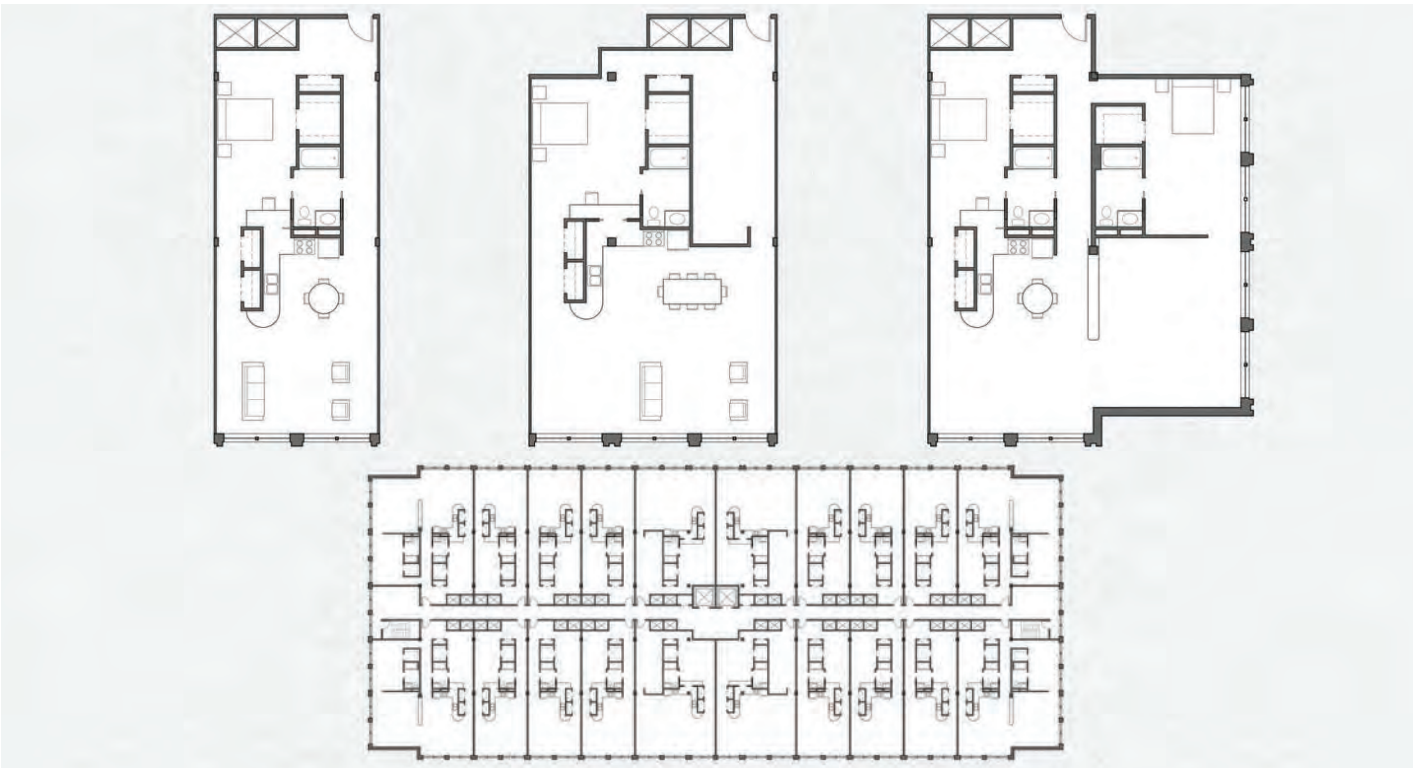
Prototypical Floor Plans

Character Details

Small MF Floor Plan



Multifamily Floor Plan



Architectural Considerations

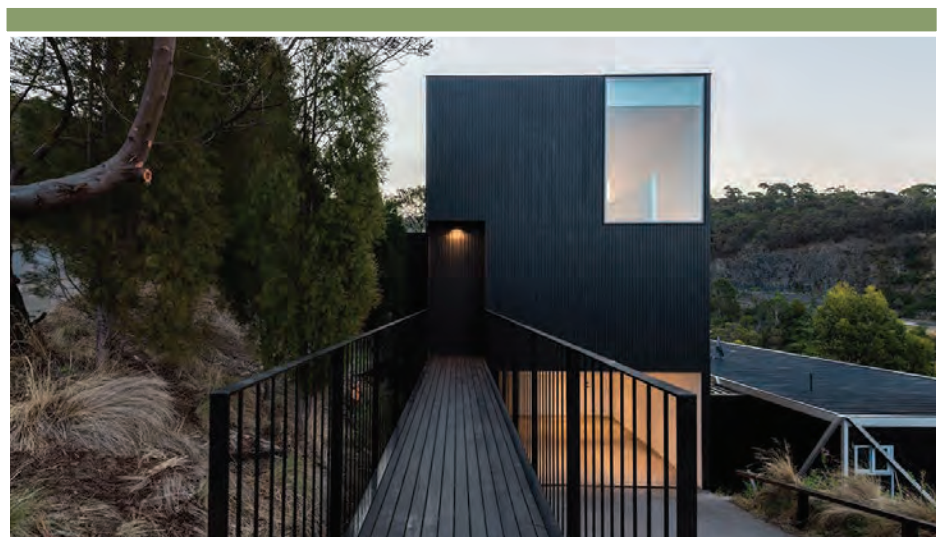
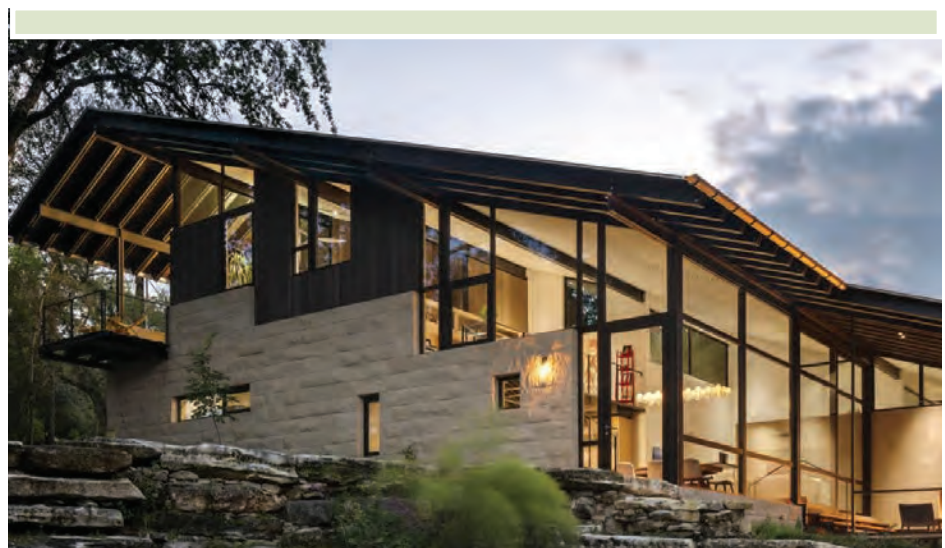
Character Details

The following pages are character images used in the exploration of Skyland's character. Most examples are local, either from Tasmania or from Australia, but there are others from North America that illustrate building types that are either 1. not found within the region that should be introduced, or 2. based on it's typology, not it's architectural style necessarily.



RL - Rural Living

These lots are proposed along the upper levels. Due to their large size, they have the freedom to be positioned in the landscape in a variety of ways. They may look rustic or very modern, and can sit conspicuously or not on the site and include secondary structures such as cabins.



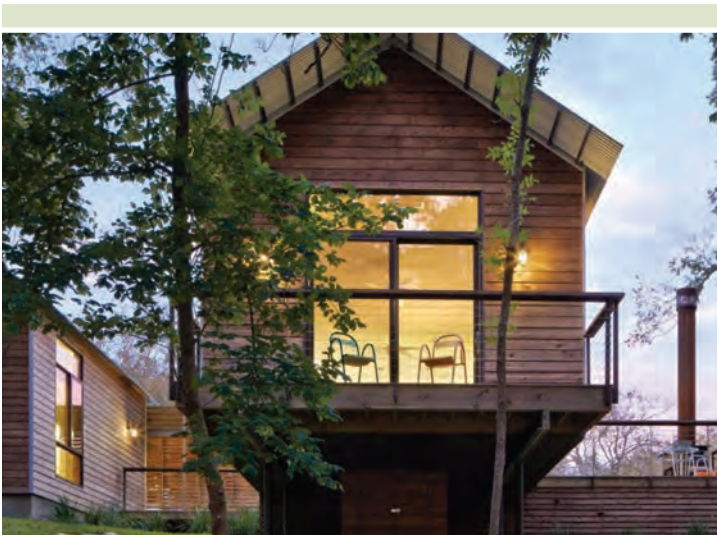
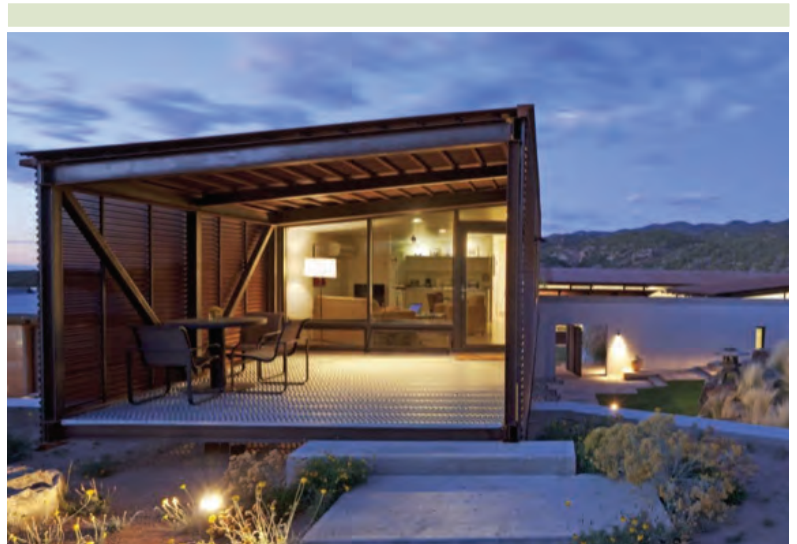
TASMANIA PROJECT

AUSTRALIA PROJECT

OTHER PROJECT

Architectural Considerations

Character Details



Architectural Considerations

Character Details



Low Density Residential

Primarily consists of detached single family homes with or without outbuildings.

Some may have shallow setbacks, others deeper setbacks with elaborate or naturalistic landscapes along frontages.

The architecture can greatly vary but the placement of the house on the lot should minimize the impact of the garage along the frontage to create a cohesive and harmonious streetscape.



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Architectural Considerations

Character Details



Architectural Considerations

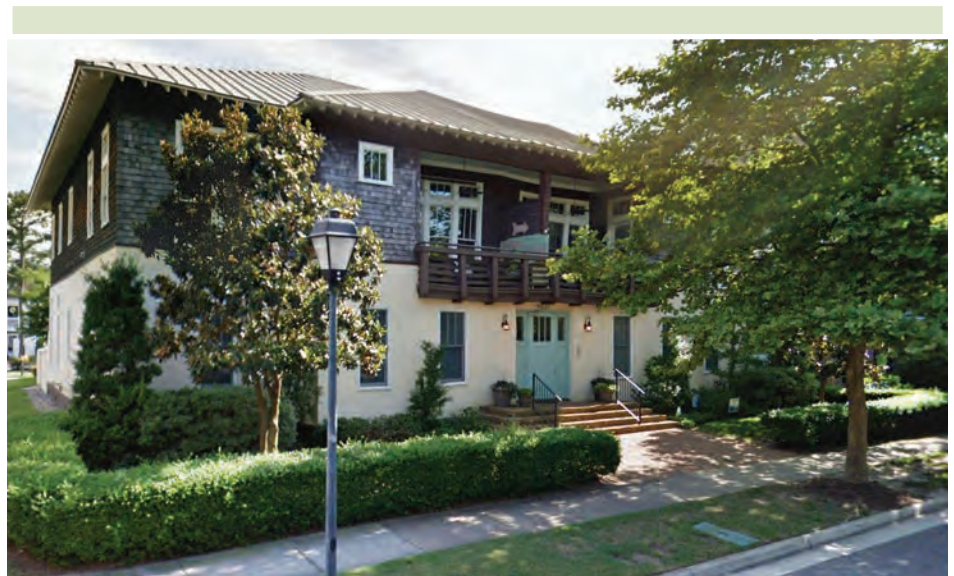
Character Details



General Residential

Primarily consists of a residential urban fabric with a variety of building types, ranging from detached single family to attached single family and small multifamily or mixed-use buildings.

Setbacks tend to be shallower and more consistent along frontages. The streetscreen can vary with trees regularly planted in nature strips in residential areas, to deeper footpaths with trees in grates in the mixed-use areas.



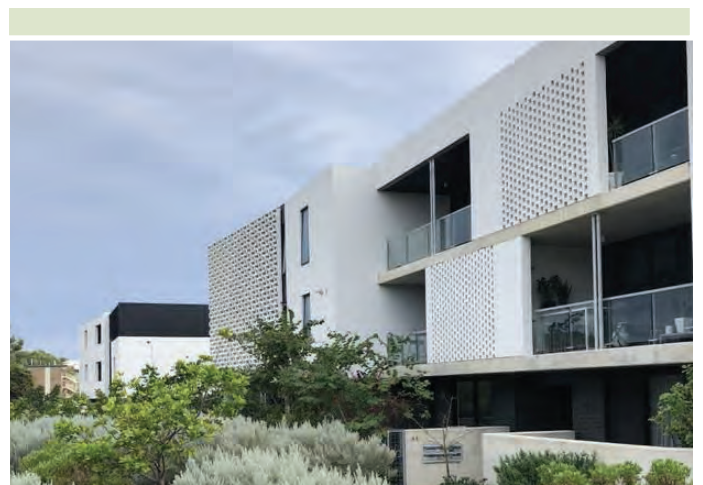
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OTHER PROJECT

Architectural Considerations

Character Details



Architectural Considerations

Character Details



General Residential



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OTHER PROJECT

Architectural Considerations

Character Details



Architectural Considerations

Character Details



Urban Mixed-Use

Consists of the highest density mixed-use building types that accommodate retail shops, offices, townhouses, and multifamily buildings. These buildings typically frame the neighbourhood centres central open space. Buildings are set close to the property line, against deep footpaths, forming as continuous as possible building wall, hiding the parking in the middle of the block to ensure a vibrant streetscape.



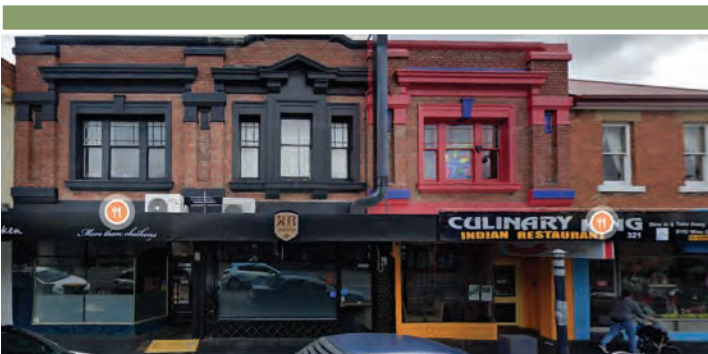
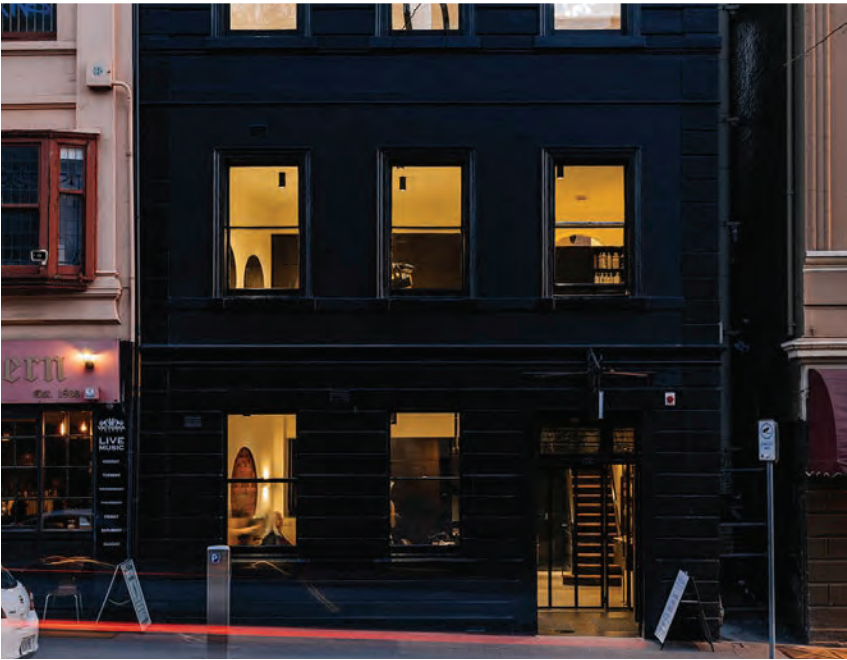
TASMANIA PROJECT

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OTHER PROJECT

Architectural Considerations

Character Details

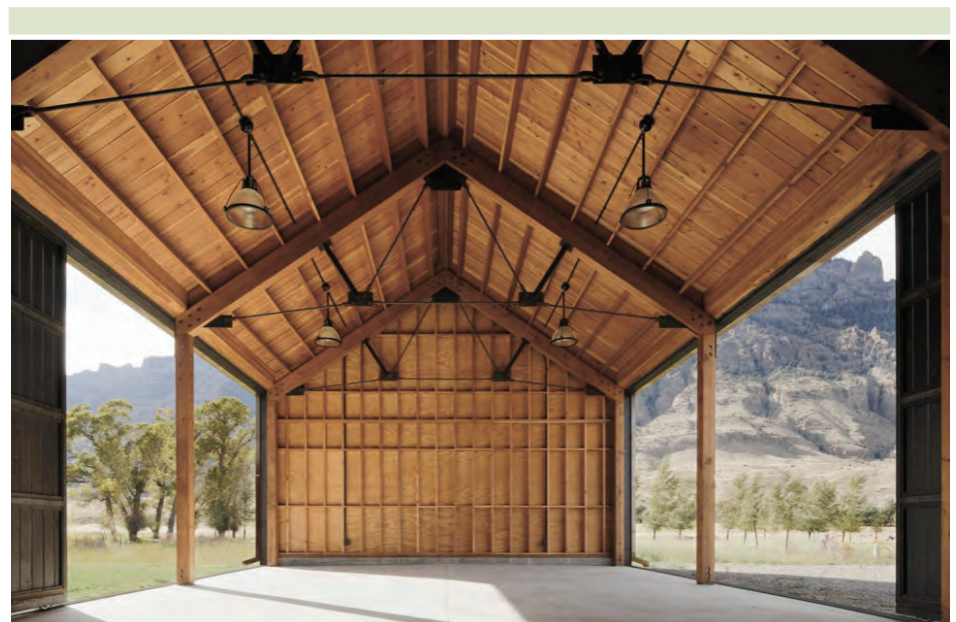
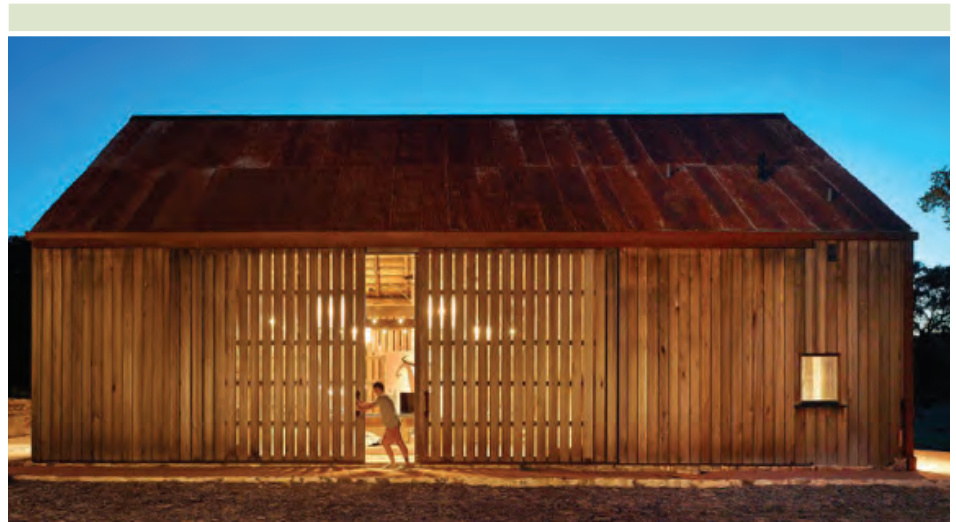


Architectural Considerations

Character Details

Civic Buildings

Public or community buildings set in prominent locations within their neighbourhoods, such as parks, greens, squares, and plazas.



TASMANIA PROJECT

AUSTRALIA PROJECT

OTHER PROJECT

Architectural Considerations

Character Details



Landscape Precedent Study

Character Details

Local Neighborhood Parks



Landscape Precedent Study

Character Details

Local Neighborhood Parks



Landscape Precedent Study

Character Details

Southern Promontory



Landscape Precedent Study

Character Details



Southern Promontory



Landscape Precedent Study

Character Details

Southern Promontory



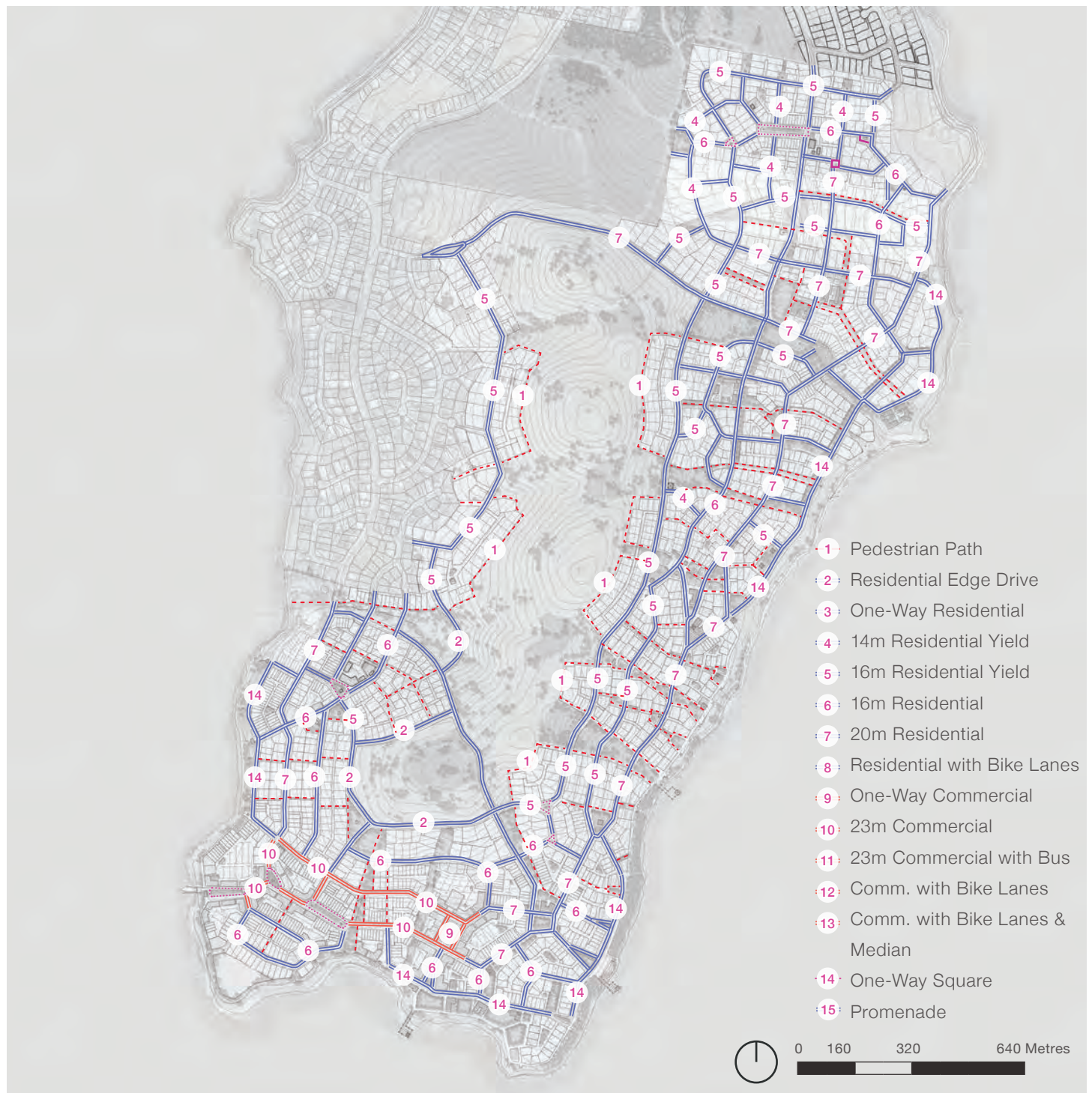
Street Assignment & Types

Streets

Street Assignment & Types

Street Types

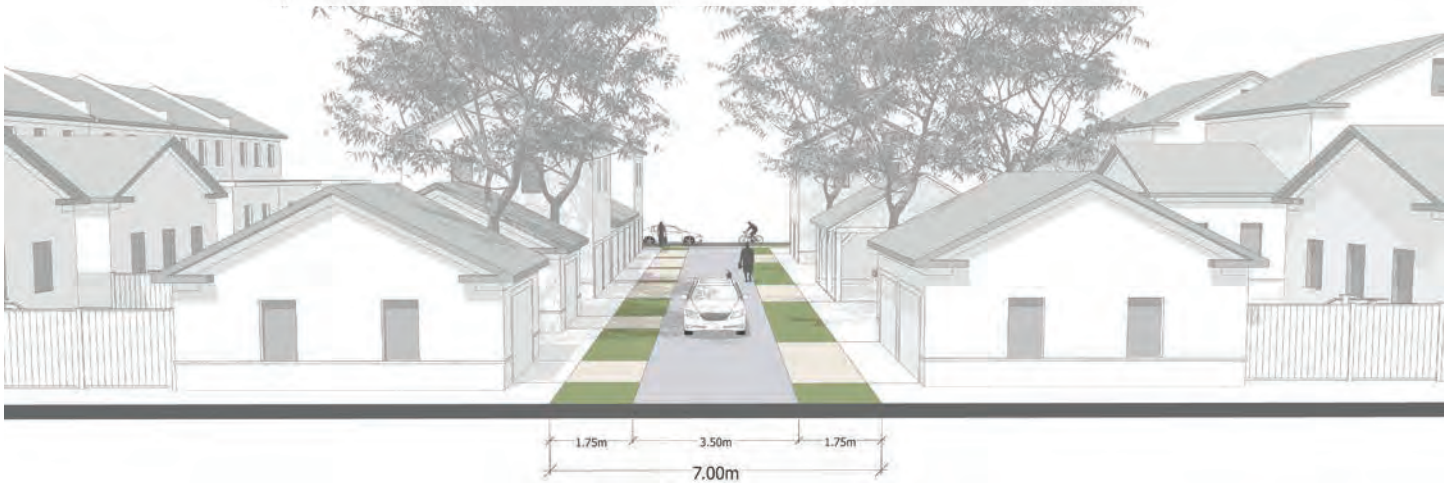
A variety of street types are proposed for Skylands, depending on their adjacent land use and context. Each street is keyed to a specific street section that defines how wide the travel lanes, parking, greenway (planter), and footpath should be. The following pages illustrate each of these in detail and key them to the overall plan.



Streets

Street Assignment & Types

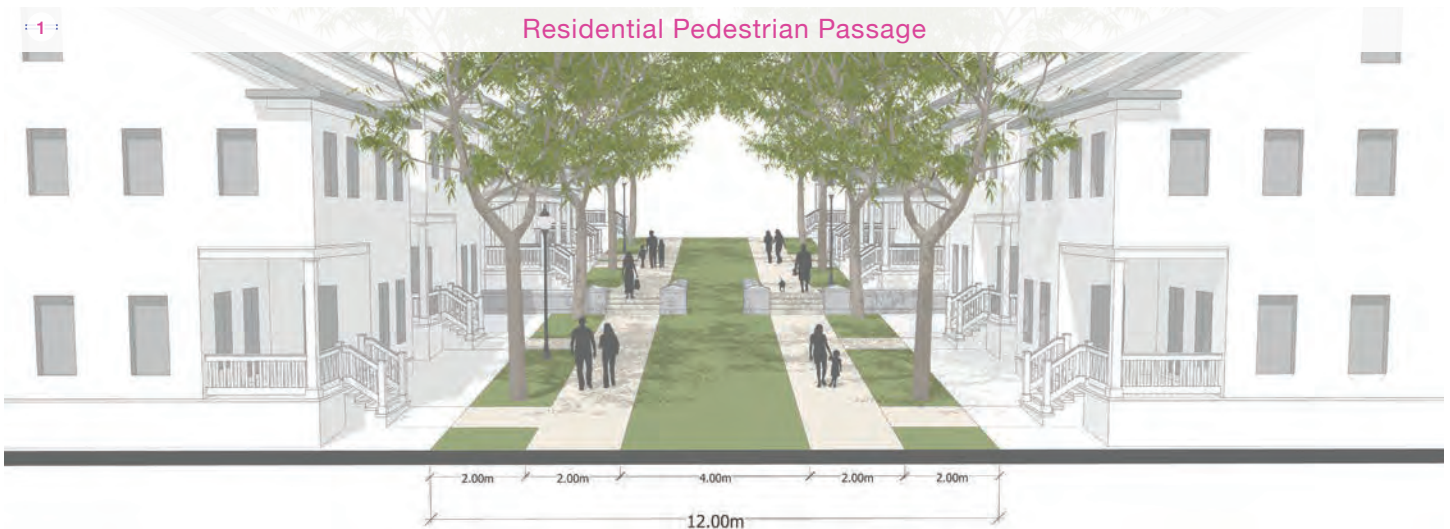
Residential Alley



Residential Alley [RA-7-3.5]

Right of Way	7m	Curb & Gutter Type	-	Parking Width	-
Footpath	-	Curb Width	-	Travel Lanes	1
Planting Strip Type	Grass	Bike Facility Type	-	Travel Lane Width	3.5m
Planting Strip Width	1.75m	Bike Facility Width	-	Roadway Width	-
Median Width	-	Parking Lanes	-		

Residential Pedestrian Passage

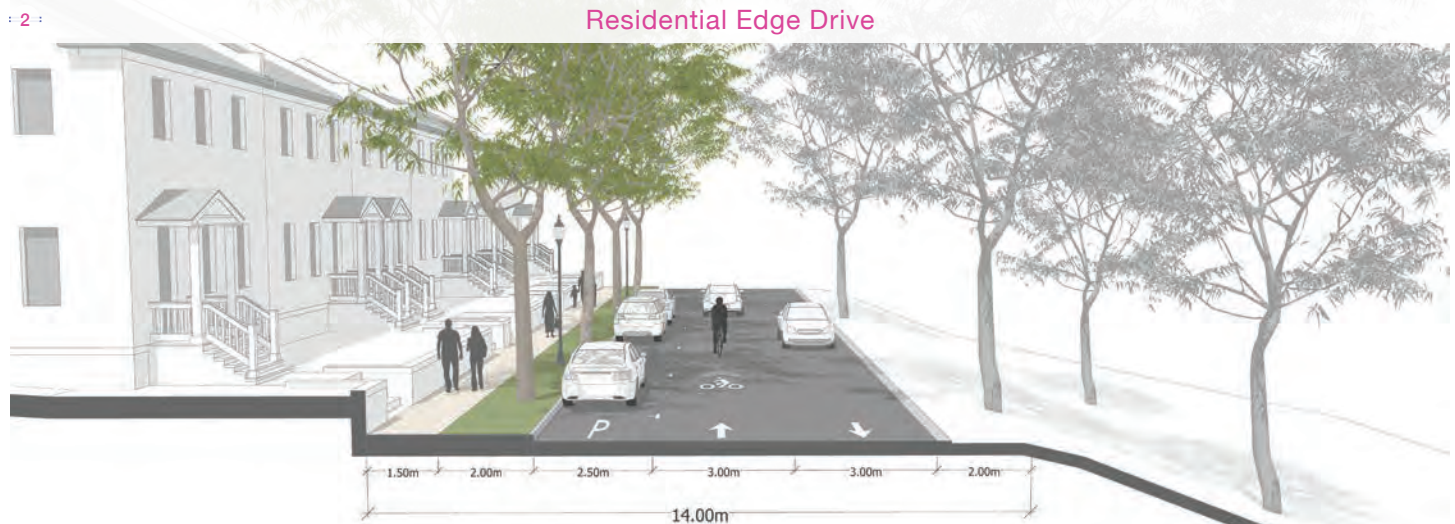


Residential Pedestrian Passage [PP-12-4]

Right of Way	12m	Curb & Gutter Type	-	Parking Width	-
Footpath	2m	Curb Width	-	Travel Lanes	-
Planting Strip Type	Grass	Bike Facility Type	-	Travel Lane Width	-
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	-
Median Width	4m	Parking Lanes	-		

Streets

Street Assignment & Types



Residential Edge Drive [DR-14-8.5]

Right of Way	14m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	1.5m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	8.5m
Median Width	-	Parking Lanes	1		



One-Way Residential Street [RST-14-5.5]

Right of Way	14m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	1.75m	Curb Width	-	Travel Lanes	1
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2.5m	Bike Facility Width		Roadway Width	5.5m
Median Width	-	Parking Lanes	1		

Streets

Street Assignment & Types



Residential Street [RST-16-8.5]

Right of Way	16m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	1.75m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	8.5m
Median Width	-	Parking Lanes	1		



Yield Street [YS-14-6.5]

Right of Way	14m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	1.75m	Curb Width	-	Travel Lanes	1 yield
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	4m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	6.5m
Median Width	-	Parking Lanes	1		

Streets

Street Assignment & Types



Residential Yield Street [YS-16-9]

Right of Way	16m	Curb & Gutter Type	Vertical	Parking Width	2,5m
Footpath	1.5m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	4m Yield
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	9m
Median Width	-	Parking Lanes	2		

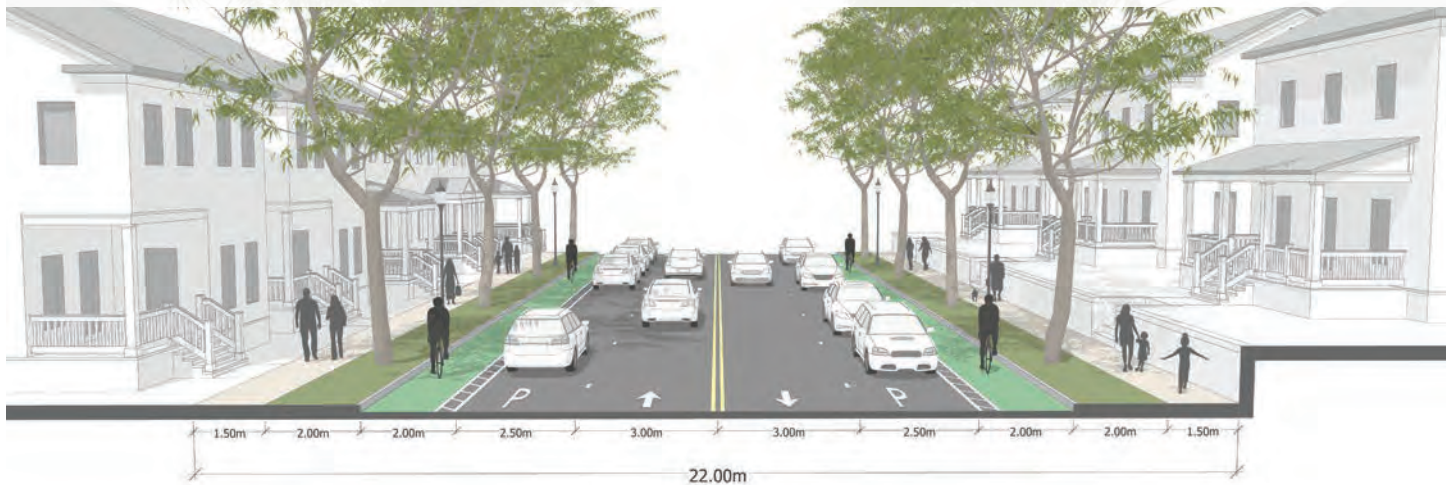


Residential Street [RS-20-11]

Right of Way	20m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	2m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2.5m	Bike Facility Width	-	Roadway Width	11m
Median Width	-	Parking Lanes	2		

8

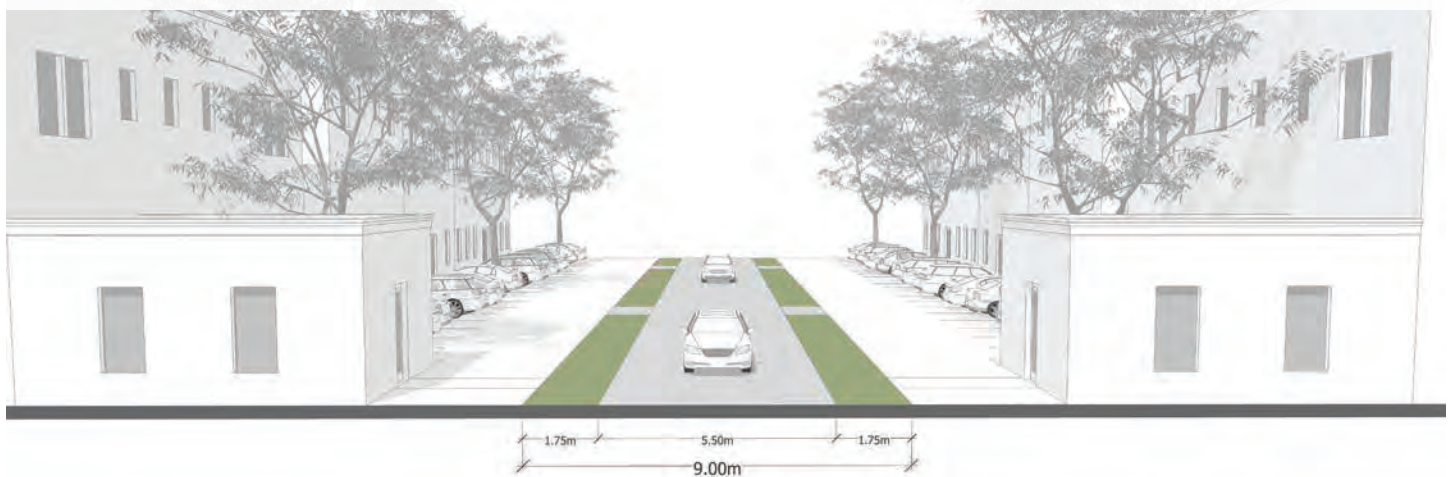
Residential Street with Bike Lanes



Residential Street with Bike Lanes [RS-22-15-BL]

Right of Way	22m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	1.5m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Grass	Bike Facility Type	Parking Protected	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	2m with Buffer	Roadway Width	15m
Median Width	-	Parking Lanes	2		

Commercial Alley



Commercial Alley [CA-9-5.5]

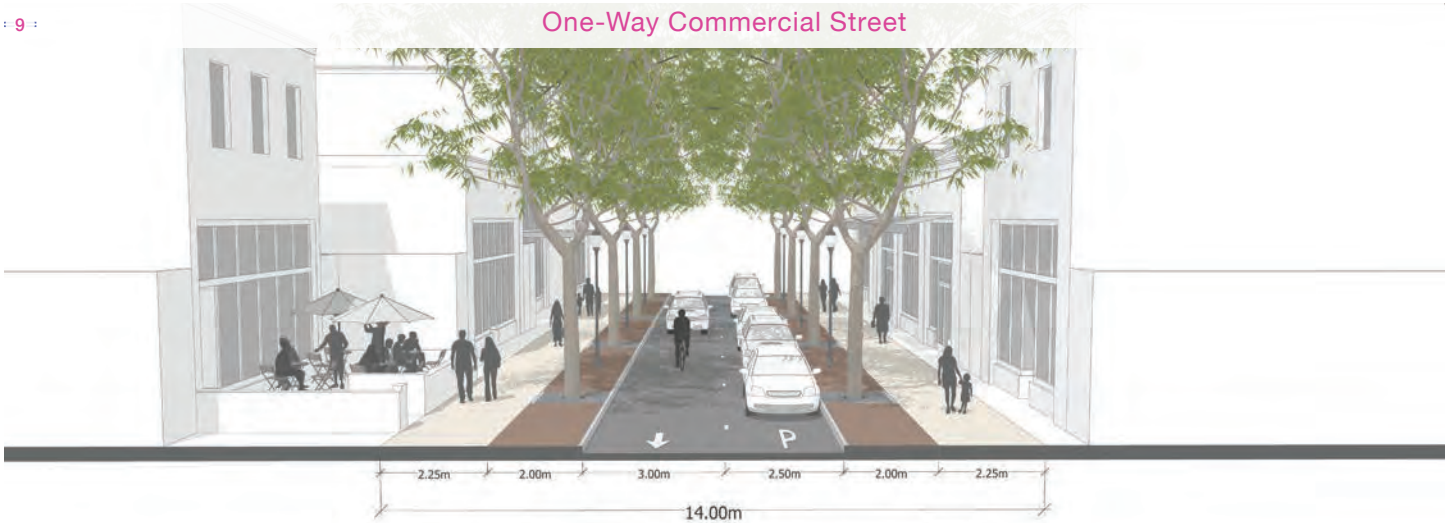
Right of Way	9m	Curb & Gutter Type	-	Parking Width	-
Footpath	-	Curb Width	-	Travel Lanes	1 yield
Planting Strip Type	Grass	Bike Facility Type	-	Travel Lane Width	5.5m
Planting Strip Width	1.75m	Bike Facility Width	-	Roadway Width	5.5m
Median Width	-	Parking Lanes	-		

Streets

Street Assignment & Types

9

One-Way Commercial Street

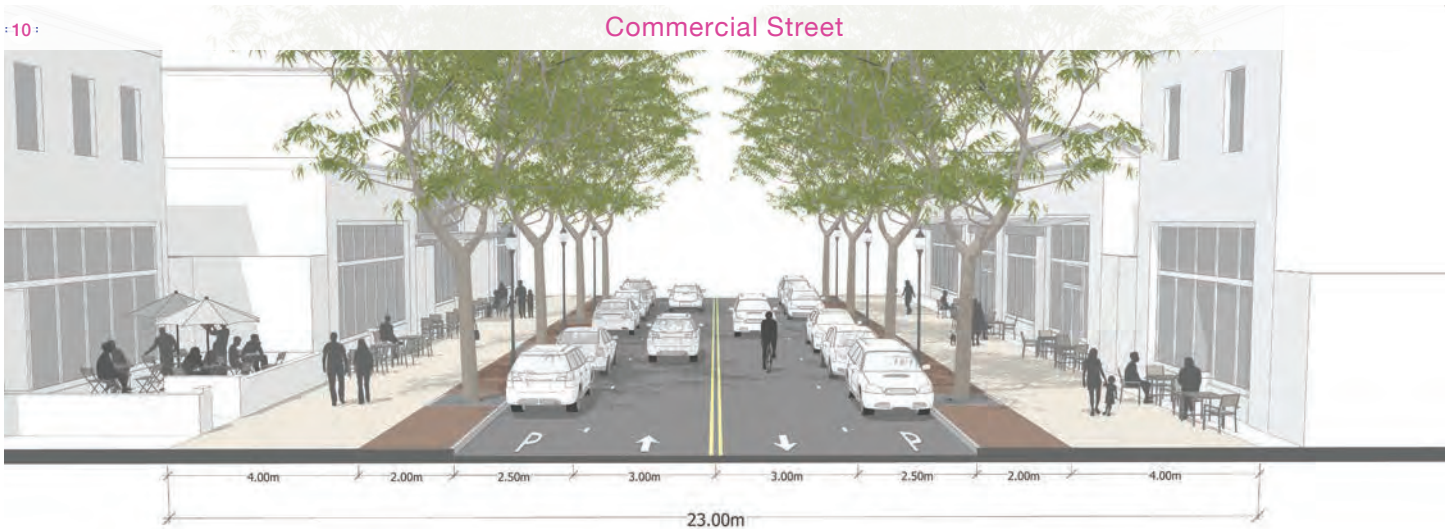


One-Way Commercial Street [CS-14-5.5]

Right of Way	14m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	2.25m	Curb Width	-	Travel Lanes	1
Planting Strip Type	Paving	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	5.5m
Median Width	-	Parking Lanes	1		

10

Commercial Street



Commercial Street [CS-23-11]

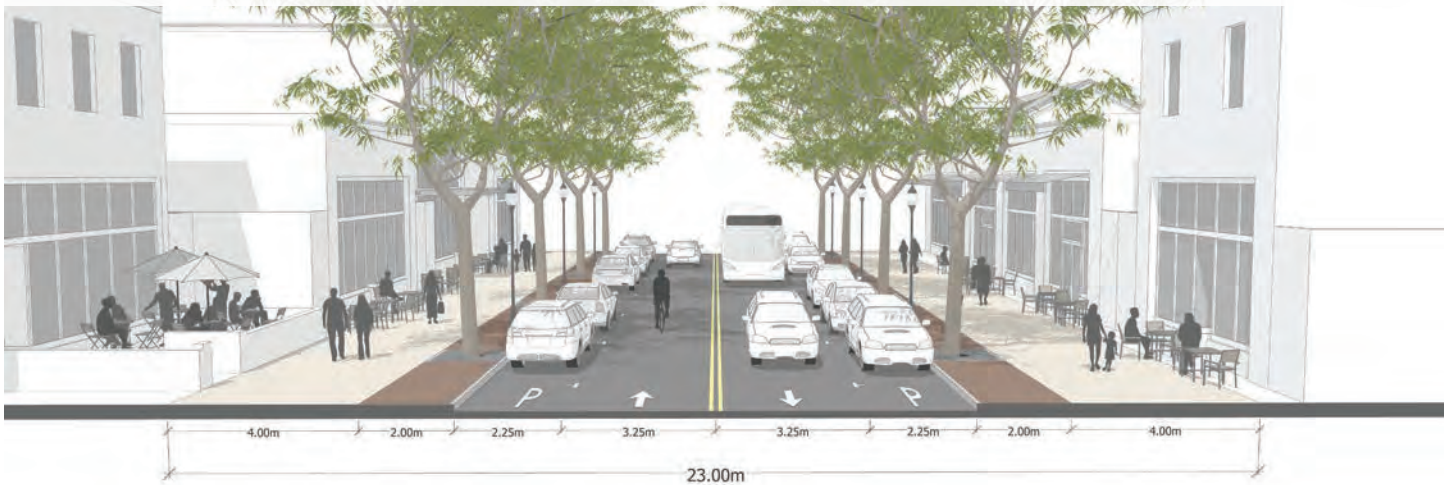
Right of Way	23m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	4m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Paving	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	11m
Median Width	-	Parking Lanes	2		

Streets

Street Assignment & Types

11

Commercial Street with Bus

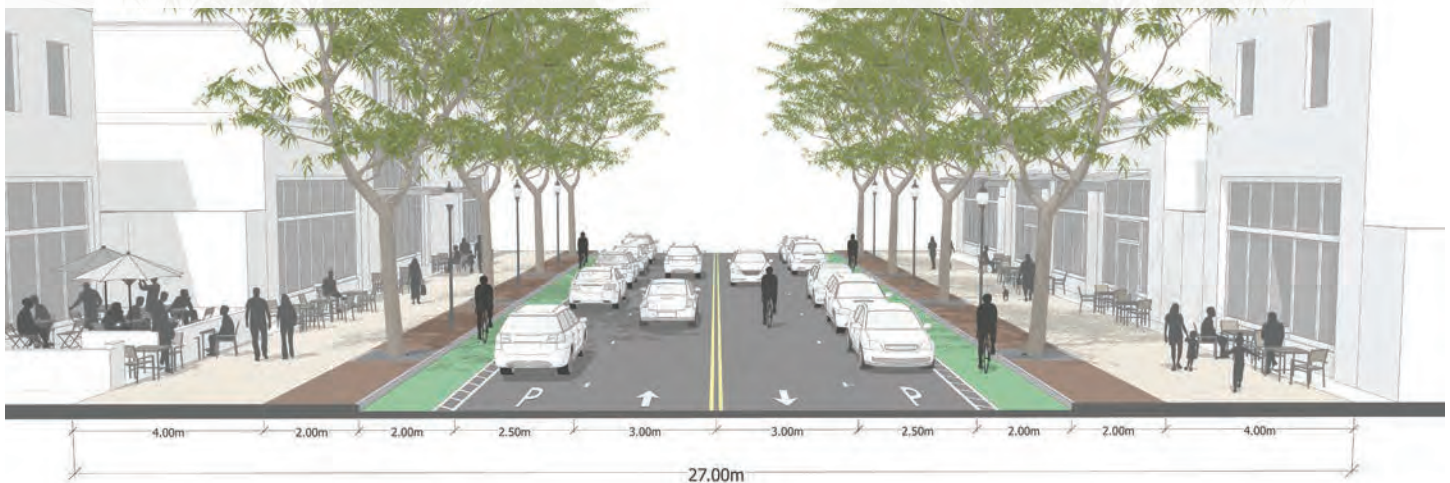


Commercial Street with Bus [CS-23-11-BUS]

Right of Way	23m	Curb & Gutter Type	Vertical	Parking Width	2.25m
Footpath	4m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Paving	Bike Facility Type	Shared	Travel Lane Width	3.25m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	11m
Median Width	-	Parking Lanes	2		

12

Commercial Street with Bike Lanes



Commercial Street with Bike Lanes [CS-27-15-BL]

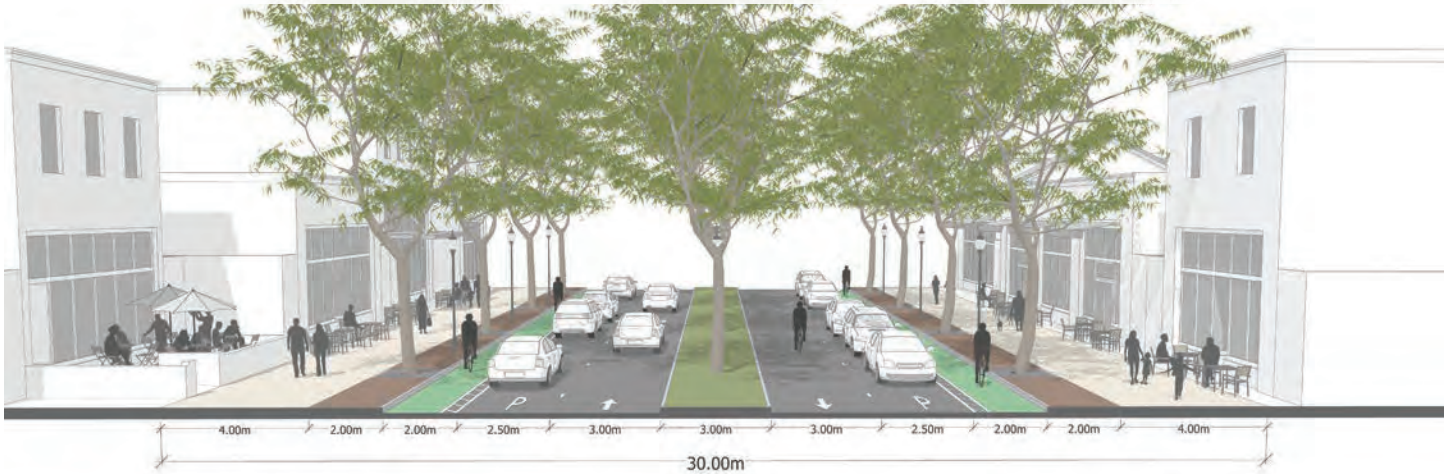
Right of Way	27m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	4m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Paving	Bike Facility Type	Parking Protected	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	2m with Buffer	Roadway Width	15m
Median Width	-	Parking Lanes	2		

Streets

Street Assignment & Types

13

Commercial Street with Bike Lanes and Median



Commercial Boulevard with Bike Lanes [BLVD-30-18-BL]

Right of Way	30m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	4m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Paving	Bike Facility Type	Parking Protected	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	2m with Buffer	Roadway Width	18m
Median Width	3m	Parking Lanes	2		

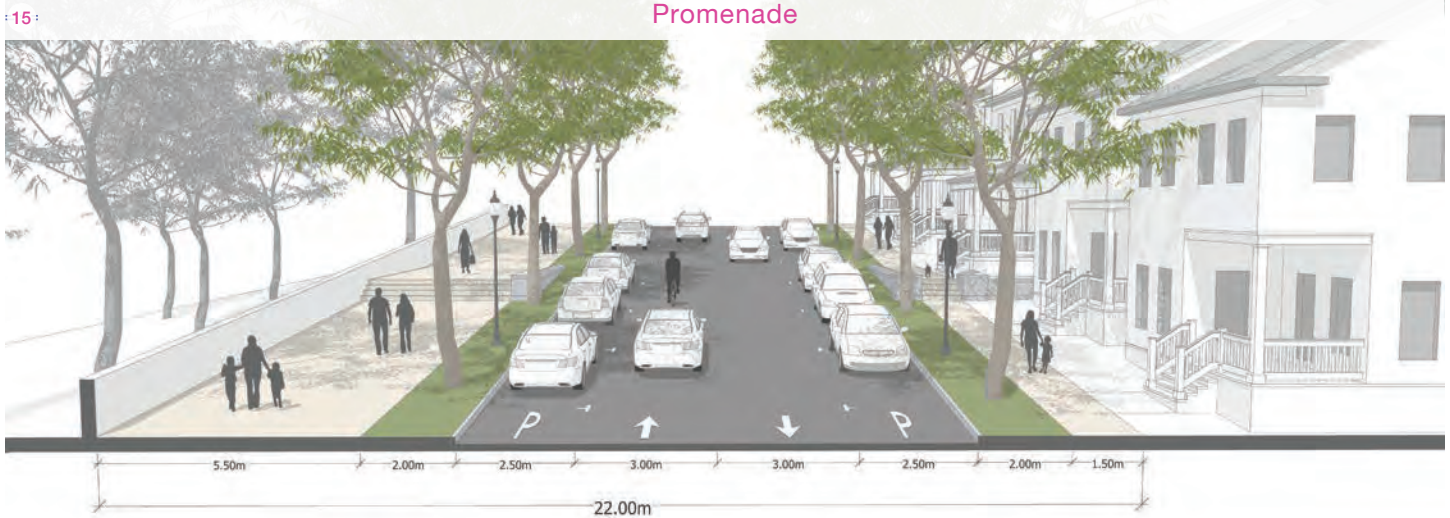
14

One-Way Square



One-Way Square [SQ-18-8.9]

Right of Way	18m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	Varies	Curb Width	-	Travel Lanes	1
Planting Strip Type	Paving	Bike Facility Type	Shared	Travel Lane Width	3.9m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	8.9m
Median Width	-	Parking Lanes	2		



Promenade [PR-22-11]

Right of Way	22m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	Varies	Curb Width	-	Travel Lanes	2
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	11m
Median Width	-	Parking Lanes	2		

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Appendix

Project Comments & Discussion

Appendix

This section was developed in response to questions the Clarence City Councilors had after the first presentation of the Skylands Master Plan on June 24th, 2021. Responses to these questions were provided in a virtual presentation on July 19th, 2021. They have been further edited here. The questions and answers are grouped under the 9 sub-headings provided by Council.

I. 70m contour / UGB issues

1. What contour levels would urban growth reach around the property?

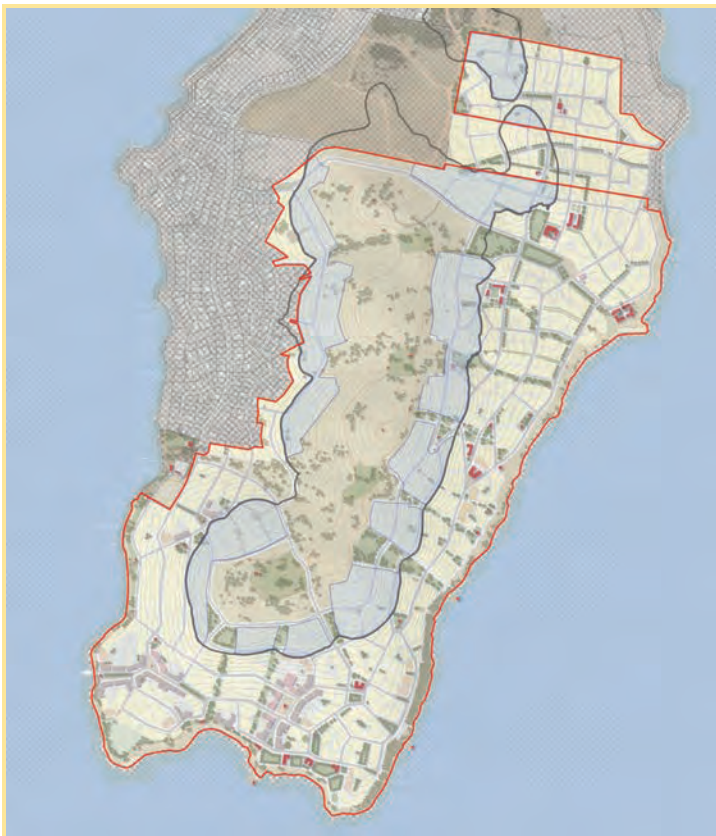
- The diagram below indicates the developed areas with the highest contours indicated for each neighbourhood. The highest contours are indicated in pink and range from 95m to 130m.
- The highest contour level of the edges of each neighbourhood is directly correlated to the elevation of their corresponding neighbourhood centre.



Project Comments & Discussion

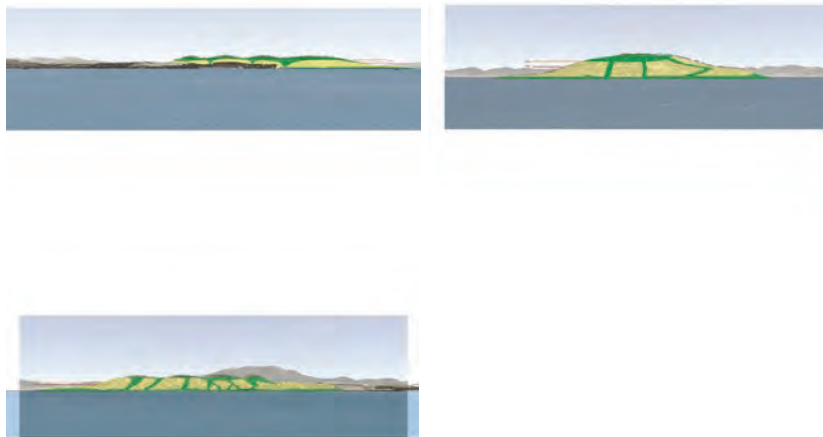
Appendix

2. If the UGB were expanded to allow those levels to be reached – what would the total area of that be and how much of that would be for urban development?
 - a. The diagram provided below indicates the amount of acreage taken up over the UGB for development versus how the total acreage that is retained as open space on hilltop.
 - i. **Total Hilltop = 133Ha**
 - ii. **Total Developed Area above 70m = 40Ha**
 - iii. **Total Area retained for open space above 70m, and as green fingers = 93Ha**
/ (all calculations include green fingers only on Carr owned property)



3. What is the visual impact of the urban development above the UGB, including when viewed from the western shore?

- a. Views of Skylands from the western, eastern and southern shores are included in the report and shown as vignettes here.
- b. The greatest impact on views is between the no development scenario (the current condition) and some development (proposed condition). Due to the peninsula's location in relation to its surrounding shores, it is harder to distinguish development to the 70m line and above the 70m line from the shorelines.



4. The reason for exceeding the UGB is to complete neighbourhoods. Why is this the case – why can't neighbourhoods be completed within the UGB?

- a. The desire to provide 15-min or complete neighbourhoods is linked to the desire to provide a more sustainable development pattern, under and over the 70m line. This means each neighbourhood should provide a diversity of uses, building types, and open space types. The mix of uses in each neighbourhood should be as robust as the market can bear because such uses have the highest chance of thriving with a greater catchment area (population).
- b. The master plan aims to accommodate the residential and non-residential demand and mix predicted by the Market Study provided by Macroplan. The totality of the land area required to meet that program is generally equal to the amount of land assigned to developable areas in the master plan. Using less land means the master plan can meet the residential unit count, but not the projected residential mix.
- c. The proposed plan responds to the natural topography rather than maintaining a strict contour boundary for development that the 70m UGB suggests. The master plan is influenced by the inherent undulating landscape character and slopes creating a fluid visual line that completes the look of the surrounding 'urban amphitheatre'.
- d. Varying lot sizes are assigned contextually. Larger lots /lower densities about hilltop areas, with many lots fronting streets facing the hilltop park rather than turning their backs to it. Higher density building types are provided at the centres of each neighbourhood.

Project Comments & Discussion

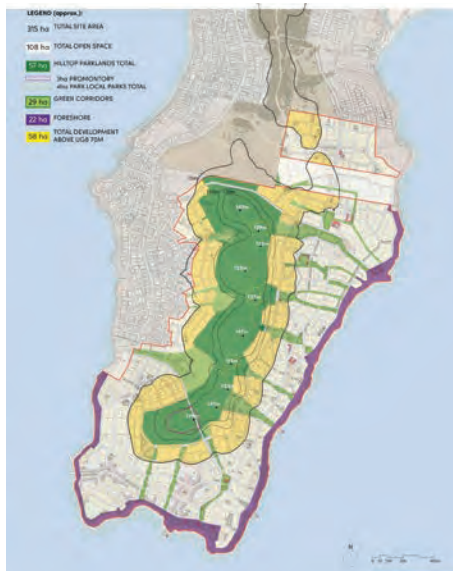
Appendix

- e. It is our belief that the “environmental living” zoning category is not an appropriate zoning category to assign to land above the 70m line because it essentially privatizes the hilltop for wealthy residents only. One could argue that it is not environmental living but a version of rural sprawl that consumes a lot of land for very few large lots.
- f. It is interesting to note that when the 70m elevation was set at a hearing before the Resource Management and Planning Tribunal in 2002. In the evidence given, two factors were deemed important by the Tribunal:
 - i. The water supply could only support development to the 75-meter level (this was somehow shown on plans as 70 meters).
 - 1. In reality, the water supply above 70 meters is a non-issue. This is because a new higher elevation reservoir in an unobtrusive location and concealed by vegetation, is feasible and will be provided.
 - ii. The land was visually very prominent from Hobart.
 - 1. When the 75-meter level for urban development was set, technology available today to create actual views of what development on the peninsula will look like from the western shore were unavailable. With today’s mapping, and other technologies, it is simple to create multiple views from the eastern shore looking west at Hobart, and from the western shore looking east at Skylands. Both have been done and will be available soon for current and future residents on both shores to see. These views show that the ultimate appearance looking east from Hobart will be quite similar to the appearance looking west from the peninsula. An aerial view of the amphitheater looking north up the estuary in 2020 compared to the view that will be seen in 2050 shows a more balanced and hence more attractive amphitheater in 2050 than what we see today.
- g. In order to create the Skylands neighbourhoods, the catchment of each neighbourhood centre needs to be sufficiently large enough to make the centre’s small shops, small professional services and small offices and other commerce, viable. This is why the plan undulates the junction of development and the hilltop park, above 70 meters.
- h. We acknowledge the importance of open space and a prominent skyline and that is why we are proposing a large regional park on the top of the ridge. Moreover, we believe it is as important to have horizontal views protected, as it is to have vertical ones protected, and that is why we included greenway corridors throughout the master plan that more than compensate land wise for the suggested intrusion over the 70m.

II. Recreation & Open space

5. What % of the public open space is in each reserve type: the hilltop, gullies (unsuited to development anyway), coastline, neighbourhood parks, etc.

- a. The diagram below indicates the percentages of open spaces:
 - i. Total open space (hilltop parklands, gullies + foreshore)= 108ha (35% of total site area)
 - ii. Hilltop parklands= 57ha (53% of total open space) including 3ha promontory park and 4ha of local parks
 - iii. Green Corridors = 29ha (27% of total open space)
 - iv. Foreshore= 22ha (20% of total open space)



6. How is the % of open space split in height bands

- a. Open space is as evenly distributed as possible so that each home is less than a 5 minute walk from a park or open space, in addition to the gullies, foreshore and hilltop park.
- b. Gullies rise from the foreshore to the hilltop and range greatly from 20m to 135m wide and are wider than necessary as they can serve as wildlife corridors, and greenways between neighbourhoods .
- c. The variable heights form a coherent landscape that responds to the surrounding topography. This further creates nuanced experiences and connections between neighbourhoods and landscape/open space.

Project Comments & Discussion

Appendix

7. Will the hilltop reserve be given to Council as public open space? If so will it be fully developed first?

- a. Yes, gradually as subdivisions develop, portions of the hilltop park will also be developed concurrently. The Carr family will come to an agreement with Council on what land is transferred under a part 5 agreement at each phase of development.
- b. Continuous walking / hiking trails may be provided sooner of course.

8. Will the public open space be staged to fit in with the staging of the neighbourhoods?

- a. The Carr family will come to an agreement with Council on what land is transferred at each phase of development.
- b. The park and open space distribution and phasing proposals will be coordinated with the subdivision phases.
- c. A revegetation strategy should be initially discussed and planned to achieve a long term goal of getting some canopy/vegetated cover. Further studies should be made on species, timeline and stages of implementation over the coming years. Development of amenities amongst the hilltop parklands would be implemented in later stages of the development, once neighbourhoods and access routes (roads/tracks) are underway

9. In protecting the natural values and attractions of the hilltop, what facilities or structures will be allowed (seats, bbq's, etc)?

- a. The hilltop park incorporates 4 main landscape principles, very much keyed to the location, geography and environmental features of the ridge.
 - i. Enhanced ecological values - to ensure the park thrives for generations to come.
 - ii. Ridgetop experience - to ensure the park is a memorable and fun experience for many.
 - iii. Connected river to ridge with gully corridors - to ensure preservation of sensitive areas and enhancement of wildlife corridors
 - iv. Water sensitive urban design - to ensure areas ripe for revegetation and sensitive native environments are both celebrated and preserved and that as far as possible runoff is reintroduced to the aquifer and not discharged to the Derwent, in the design of the master plan..
- b. The hilltop park incorporates 4 distinct 'areas' that are integrated to work in concert together:
 - i. Vegetated Hilltops: revegetation will be ongoing.
 - ii. Promontory Lookouts: parking, benches, open lawn areas and some signage may come in earlier phases while the playground, and an observation tower may come in later phases.
 - iii. Continuous Ridgetop pathway system: shared bike/walk trails and parking may come in earlier phases while interpretive signage or art in public spaces may come in later phases.
 - iv. Shaded neighbourhood saddles: picnic areas, a small lookout area and riparian vegetation may come in earlier phases while the loop bike path or playfields may come in later phases.

10. Will there be boat and kayak launching points and would they have associated facilities (changing rooms etc)?

- a. The master plan has identified potential locations for such launching points on the east side. As within the foreshore park area, the city would be expected to maintain it. The Carr Family Trust (CFT) is open to providing land for support facilities and envisions a private operator to provide storage and bathroom facilities.

11. Can you elaborate on the coastal trail plans; e.g. what amenities should it have?

- a. The coastal trail will be on land transferred to Council progressively as subdivisions are approved. A foot path with a minimum 3-m width is anticipated along with expanded areas for seating, fishing, etc. The CFT would assist the Council in developing this coastal strip.

III. Traffic Management & Connectivity

12. Who would develop the Norla St. link road?

- a. It is the Carr family's intention to develop it. A Traffic study will be required to determine when the Norla St connection would be needed and at what phase it would be most advantageous to build it.

13. Will staging ensure that vehicular and pedestrian connectivity is in place early in the development?

- a. Staging is required to ensure the least disruptive development one neighbourhood at a time. Pedestrian, bike and car infrastructure will be provided as subdivisions require them. The Carr family will build it incrementally, neighbourhood by neighbourhood.
- b. The spine roads will be built by the CFT as each neighbourhood is developed. After neighbourhoods 1, 2 and 6 are completed, one of the spine roads would be fully developed for connectivity

Project Comments & Discussion

Appendix

14. Will the development contribute to traffic conflicts at the South Arm Rd intersection? Does the traffic study indicate impacts on major intersections to the north and if so, possible solutions?

15. What will be the trigger point for your suggested upgrade of Droughty Point Road and who will undertake such work?

- a. Preliminary traffic assessment indicated no major traffic conflicts over the long term. Additional traffic impact studies are required, alongside other Transportation Demand Management (TDM) measures as possible solutions such as a ferry shuttle, internal trip capture (10-+20%), staggered work hours, etc...
- b. Traffix Group has indicated that the development is anticipated to only produce modest increases in traffic on Droughty Point Road in the early stages with an ultimate volume of in the order of 3,874 vpd.
- c. Traffix Group has indicated that there is not expected to be a need to upgrade Droughty Point Road until 2036 at which point it would likely need to be upgraded to a two-lane, two-way road.. At that time, if not already installed, it would be appropriate to upgrade the South Arm Road intersection to include turn lanes, similar to the Hawthorne Place intersection immediately to the north.
- d. As multiple users will benefit from the upgrade, the CFT would anticipate discussions to begin in the next few years as to what, if any, contributions the CFT should be liable for. The CFT would simply want to be treated as other developers have been treated in Clarence.

16. How is connectivity with the Luckman's addressed?

- a. DPZ's master plan shows a suggested street and trail connection from the Luckman property to the Carr property. It has been preliminarily coordinated with the Luckman family and aligns with the suggested trajectory shown on the Niche Structure Plan.

IV. Natural Values

17. How will the she oaks be impacted

- a. We appreciate that the she-oaks are visually prominent on an otherwise bare hillside. However, the following is important to note:
 - i. It is unlikely they existed before the peninsula was cleared for farmland and timber (*Initially in the 1800's they were cleared of trees used for rendering at the William Collins whaling station and boilers for the IXL jam factory.*)
 - ii. She-oaks are not a protected species, and many do not consider them to be a particularly attractive tree.
- b. It is not the Carr family's intention to retain the sheoaks as they do not provide any significant environmental value. This has been substantiated by the environmental report. In their present state they present a significant bushfire hazard and if retained in total are very likely to be lost to a bushfire in the future.
- c. Nevertheless, this may be an area that is somewhat unique where home footprints are smaller, and lots larger, to encourage the preservation of a certain percentage of trees on some lot.
- d. We understand the community likes gazing upon them, but there will be a revegetation plan for the ridge to river connectors and the hilltop which will be more significant and more attractive.
- e. 30% of the existing sheoaks could be retained within the proposed area of the hilltop parklands and surrounding public open space, with the added suggestion of planting local native species to enhance their ecological value. The hilltop parklands will continue to provide opportunities to develop a further long-term ecological strategy that aims to increase vegetation and biodiversity amongst the riparian and woodland community. Additionally, Skylands canopy initiatives within neighbourhoods further exceed the environmental benefits of the sheoaks to the future community.



Project Comments & Discussion

Appendix

V. Ferry service

18. How will the ferry operate and connect to the City?

- a. The Carr family will do all they can to support the ferry's operation. They are committed to making it work and the details will be figured out as needed.
- b. The location of the ferry terminal will be along the west side, and within walking distance of the town centre.

19. Is a park and ride from Rokeby envisaged?

- a. There will be a certain number of parking spaces reserved on site, near the ferry terminal, for commuters to be used on a first-come, first-use basis. A park and ride is a good idea and will be pursued as traffic volumes develop. In addition, it may tie into a park and ride service to Clarence centre to alleviate city parking and provide a convenient connection to the Hobart bus service.
- b. As Skylands is being designed to reduce traffic, a scheduled local bus service may simply pick up passengers at bus stops allowing residents to leave their cars in the garage. Such a bus service may be envisaged down the road when warranted.

VI. Development Program and Staging

20. When do you hope to start construction?

- a. The CFT wants to begin as soon as possible. There are inquiries for homesites almost daily and all lots in the current approved subdivision have been purchased or reserved by buyers.

21. What are the time frames for the stages

- a. The Macroplan report indicated a potential absorption of 100 dwelling units/year or approximately 5 years / neighbourhood.

22. Will each stage be completed before moving to the next stage?

- a. Phasing / Staging is critical to the success of this development and it needs to be further discussed. It will be refined and revised as needed as Skylands progresses. Ideally each neighbourhood is predominantly completed before another one begins but some spaces in centres may be retained by the CFT for non-residential uses.

23. In what order is it envisaged that the various neighbourhoods and the major park be staged?

- a. Stage 1 will certainly be the continuation of the existing development and build out of neighbourhood 1. Stage 2 will likely be neighbourhood 6 to ensure the Lilly property can also begin to develop soon. Future staging will be determined by demand, but will likely be either neighbourhood 2, or 5.
- b. At this point it is the CFT's intention to reserve the building of the town centre (neighbourhoods 3 and 4) as some of the last phases when there is a critical mass ready to accommodate the most robust non-residential uses intended for that location.

24. How can you ensure the neighbourhood activity centres are developed concurrently so those neighbourhoods are not left without that essential heart?

- a. Not every neighbourhood centre may get everything but it is the intention for each centre to provide a space for retail, office and other non-commercial uses. They will have to actively recruit businesses to locate on the peninsula and future homeowners may also want to locate their businesses here. Additionally, COVID-19 has certainly cemented remote working as a more permanent condition for many.
- b. The CFT is aware that an initial subsidy of commerce may be required for the first neighbourhood centre buildings. A small grocer, or a coffee shop, instead of expensive landscaping, will contribute to the spirit of community building. They will reserve sites for community buildings and they may even be willing to build some.
- c. We know Possum Montessori school has already expressed a desire to locate here. Multiple childcare sites are also reserved as the Macroplan report indicated there is a shortage of them.
- d. Recruiting the right tenants will be important. A group of doctors approached the CFT recently about establishing a service, although they have since changed their minds. A successful café operator in the Clarence area wanted to purchase a site for a café; however in order to ensure the retail, and other services are meeting the needs and goals of the neighbourhoods, the CFT intends to lease space in the neighbourhood centres.

VII. Detailed design & implementation

25. Why do you believe it is necessary to control the architectural design of the buildings in the estate?

- a. The CFT believes it is very important to have urban controls as some sense of predictability of form will contribute to the pedestrian-friendly frontages which will add to the attractiveness of the place.
- b. DPZ has developed tight architectural codes where a certain style was desired, but it is not desirable for a site as large as this one. Moreover it is our understanding that Tasmania's planning system further complicates this by placing restrictions on architectural controls. Instead, it is better to work with the local builders to contextualize their architecture to this peninsula, and to give them each a chance to reflect a particular identity.
- c. The CFT has held preliminary discussions with one of the very active builders on the peninsula with a goal to provide buyers a land-house package from a selection of models. We believe this approach will also be attractive to buyers because they will know their total cost before buying the land and be able to move into their new home much more quickly. This may also simplify the approval process by Clarence Council.

26. How do you believe the control of building design should occur? Do you envisage a special area plan in the planning scheme, and perhaps additional private arrangements, e.g. covenants?

- a. Form and the building's placement on the site matters greatly.
 - i. Yes, a SAP should be developed. Your own codes recognize this, such as your regulations to protect sunlight in yards. Similarly, DPZ's codes are written to ensure buildings present a decent frontage to the streets, so urban controls specify parking access and location, front yard setbacks, lot coverage, degree of pervious materials,, and most important frontage and yard types, such as verandahs, stoops and fences.
 - ii. Where relevant, DPZ's codes sometimes provide additional architectural guidelines such as storefront standards related to glazing, durable materials and signage, etc....
 - iii. The CFT will also explore possible HOA arrangements, as this is what is done in Jindee, a DPZ community in Perth.
 - iv. DPZ may serve as Town Architect to review designs initially for the first phases to ensure the architecture looks good and harmonious along each street.

27. The illustrations you have presented show fairly non-descript building designs and American-styled residences and vegetation. However, from the DPZ CoDesign Selected Projects Booklet dated October 8, 2019, which you've provided to the Aldermen, it appears you've developed guidelines for more locally inspired designs, including the Australian example of Jindee in the City of Wanneroo, Western Australia. What was the process to develop these designs, including how you ensured they were suited to the special qualities of the site?

- a. The illustrations in the report are intended to illustrate the general urban character and building types/intensity of development, not the style of buildings.
- b. The CFT intends to work with local builders to develop the Skylands way. Some neighbourhoods, by virtue of the local builders selected, may have a more distinctive look.
- c. Jindee developed architectural standards (produced by Roberts Day Architects) that anchored 5 principles of timeless architecture into their document. It is related to elements such as building height and orientation, verandahs, roofs, the transition from indoor to outdoor living, colors and materials, etc.... What Jindee does well, as will Skyland, is to develop an architecture of place, not of time.
- d. Sometimes a style is developed that specifically appeals to the design sensitivities of the developer, however that is not the case with the CFT at this stage.

28. From the Jindee website <https://www.jindee.com.au> it appears that in setting up the Jindee development a partnership was developed with a number of builders to produce a range of home plans which comply with the overall estate vision and architectural standards. Can you give an overview of how this partnership was developed, and who was involved? Would you follow this approach at Skylands?

- a. Yes, Jindee is set up in a rather common US way that is becoming more common in Australia too. The developer selects a pool of local builders who are given different block faces and each of their house types are reviewed and marked up and pegged to certain lots.
- b. Typically the urban standards are administered by the local municipality and the more detailed ones are administered by the developer's architect. Both are needed to anchor the successful implementation of the vision and often used as a strong selling point to prospective buyers. They are codified into the HOA or community legal docs.
- c. The Carr family will be partnering with local Architects, Designers and Builders.

Project Comments & Discussion

Appendix

29. In the Jindee situation, the architect and urban planner whom led the initial plan, Andres / Ludwig, regularly returned to lead the design team for Jindee, which included the national planning team of Roberts Day. Would you follow this approach at Skylands?

- a. Yes, DPZ's most successful projects are the ones in which they have stayed involved and re-evaluated phases as needed, have the trust of the local authorities and community, and managed to keep the builders in line with their best designs, etc...
- b. It is the CFT's intention to keep DPZ on for significant support for Phase 1 and to help as each future phase's initial development plan is prepared to make sure the Skyland's tone is correctly set and to provide guidance to builders and reassurance to Clarence. DPZ can act as Town Architect of Skylands remotely and train others to do the same.
- c. It is important to have continuity in the overall landscape and public domain planning and design as well. The landscape architects Turf Design Studio look forward to working in collaboration with a local team as required.

VIII. Outcomes

30. Has any research been done on how your projects have performed compared to traditional subdivision estates?

- a. Yes, economic research has been conducted on how new urbanist communities fare compared to more conventional sprawl communities. Generally NU communities have outperformed conventional communities by commanding higher premiums of 15% and higher.
- b. In the US, national organizations such as Smart Growth America, the Congress for New Urbanism, the Knight Foundation and others have also produced reports that clearly document the environmental and social benefits compared to more conventional sprawl communities.
- c. Some of these studies will be provided to staff for distribution and review.

31. Thinking of outcomes, in terms such as: community development, resident satisfaction, and/or quality of life – are there any surveys or reports on new urbanism projects that you can point us to?

- a. Yes, DPZ provided testimonials from residents of their communities such as Kentlands, Norton Commons and Middleton Hills expressing their appreciation for the design of the communities and how it has enhanced their quality of life.
- b. Additionally, it is important to note that Clarence City and State of Tasmania's own policy documents and reports also indicate a desire for this type of planning.

IX. Communications

32. You have advised that you will be engaging with the “petitioners” (presumably the “Friends of Tranmere & Droughty Peninsula Inc.) How do you intend to do that/at what stage?

- a. The CFT and DPZ intend to respond to the petition, in particular to clarify several misconceptions about the master plan and process.
- b. It is the CFT’s intention to highlight the fact that much public input was received both before the charrette through a series of stakeholder interviews and during the multi-days charrette.

33. Can you confirm Greenprint Developments P/L is interested in the treatment its land and has there been consultation with the other owners within the council’s structure plan area? If so what do they think?

- a. The Lilly family was enthusiastic about the planning during the charrette and asked DPZ to include their parcel in the master planning process. They indicated that they liked the direction the master plan was heading in and the principles it promoted.
- b. Mr. Luckman was equally positive towards the development and to date has had no objections.
- c. Mr. Murray indicated he was not pleased with this intensity of development during the charrette.

Project Comments & Discussion

Appendix

ISSUE / QUERY	COMMENTS / FURTHER ACTIONS	NICHE TO CHANGE	DPZ TO CHANGE OR FURTHER JUSTIFY	DPZ COMMENTS / RESPONSES
Walkable catchments	Catchments as proposed by DPZ (excluding proposed catchment at end of Oceana drive) to be shown around retail centres			The existing western commercial node was considered but it is out of the Skylands master plan area. Those commercial uses may potentially impact the amount of commercial in Neighbourhood 1 but this will be determined by market demand. A goal of the master plan is to remain flexible with uses but sites will be reserved in the centre for commercial tenants who want to be embedded in a walkable environment which will be a distinguishing element of Skylands. Since Neighbourhood 1 is in the first phase, the amount of land reserved for non-residential uses will be determined during the subdivision phase. The CFT is already working to recruit tenants for both the existing western node and Skylands.
Commercial node at end of Oceana drive is not considered while planning for new commercial centres	Existing western commercial node should inform location of new centres and form the centre of a realigned walkable catchment			
Housing density	Housing density to be updated to reflect increased density around neighbourhood centres			
Community, retail centres and schools	Community, retail centres and schools to be shown on structure plan as per Macropian justification			The retail centres are generally in the same location and at neighbourhood centres. They need to be along the primary circulation route / spine road in order to remain viable. Schools are not shown on the Structure Plan as their locations are more flexible. Additionally, schools come in many different scales and with different programmatic and site design needs. It is the CFT's intention to site and build at least one private school, and more if a need for them is determined. There are many sites throughout the plan reserved for civic uses such as schools.
Development encroaches beyond 70m contour	Development must cease at a maximum elevation of 70m to ensure access to reticulated water supply in accordance with TAS Water submission (or alternative engineering solution should be provided)			The CFT has been in communication with TAS Water who are open to providing water supply at an elevation higher than 70m, depending on the engineering solution proposed.
Open space and drainage gullies between walkable catchments	Dedicated drainage gullies that serve as public open space to be shown between walkable catchments as per DPZ structure plan			
Western ferry access point	Western ferry access point has previously been rejected by CSIRO during referrals on a jetty application. This location should be removed			The exact location of the ferry access point will be determined once all constraints have been adequately addressed.
Structure plan shows ferry access point and path through EPBC protected Handfish habitats	Ferry access point must be relocated so as to not disturb Handfish habitats			The CFT will provide a letter confirming any disturbance / construction will occur outside of breeding season.
Location of primary road	Oceana extension to run through centre of catchments as per DPZ structure plans			
Tollard drive does not go straight down on the DPZ Structure Plan	DPZ Structure Plan to reflect Street hierarchy plan and include a straight connection via Tollard drive down to the peninsula, and ultimately link with Oceana drive			The master plan has been revised to reflect this.
Norlia extension	Norlia road should not be extended to form main East- West connection and alternative access should be considered			Alternate east-west access points were preliminarily evaluated and the Norlia Street extension seemed to make the most sense. It disturbs few home sites, already exists as a dirt trail and would connect at a lower hill elevation than other alternatives considered. This Norlia connection can be further alleviated through additional connections along the entire subdivision, helping to take the pressure off of Norlia Street exclusively. The more east-west connections across the peninsula, the more distributed the traffic flow can be which leads to reduced congestion.
Secondary streets	Secondary street layout to be shown as per DPZ Structure Plan			
Notes	After a decision has been made regarding the 70m elevation development limit (as per the advice and approval from TAS Water), additional public open space at the hilltop should be negotiated between the landowners and Council and then updated on the adopted Structure Plan by Niche and DPZ. Decision to be made regarding which Structure Plan is preferred by DPZ.			

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SKYLANDS

PREPARED BY:

DPZ CoDESIGN

DPZ
CoDESIGN