

DPZ CODESIGN

Skylands

Summary Master Plan Report

5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

This page is intentionally blank.

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Contents

Introduction

Introduction 1

Implementation 12

Master Plan

Structure Plan 1 17

Illustrative Plan 18

Building Types 30

Plan Capacity 32

Norla Street 33

Activity Centre 1 Plan 34

Activity Centre Sections 38

Activity Centre 2 Plan 40

Activity Centre 3 Plan 44

Activity Centre 4 Plan 50

Activity Centre 5 Plan 51

Activity Centre 6 Plan 52

The Urban Amphitheatre 53

Character Details

The Transect 69

Architectural Considerations 70

Landscape Precedent Study 82

Street Assignment & Types

Streets 88

Appendix

Project Comments & Discussion 100

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

This page is intentionally blank.

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Living in Skylands

We know our aspirations for Skylands are high. And we recognize achieving our goals won't be easy, but we believe with persistence and determination we will reach them!

The ultimate built form of each Activity Centre is foundational to Skylands success. To achieve this success, we'll need to foster strong partnerships with all levels of government, infrastructure providers, architects, engineers, builders, landscapers and surrounding land owners. We hope that our work to date is seen as a measure of our determination.

Success will lead to the creation of a lifestyle for families that looks something like this:

In the heart of Skylands this young family's daily life unfolds with an effortless and healthy rhythm, as they embrace a lifestyle woven with ease and community warmth. Mornings bring the sound of children's laughter as they venture to the nearby Montessori school, the safe streets allowing them the freedom to explore on their own.

For downsizing parents and retirees, smaller dwellings nearby maintain independence while fostering a close-knit community.

Mornings echo with the simple joys of walking or biking to nearby shops, picking up essentials like bread, milk and the morning paper. Some may linger in the neighborhood's coffee shop before heading off to work.

Commuting to work in Hobart offers multiple transit options, whether it's a leisurely ferry ride or a refreshing bike journey along well-designed paths to the nearby Park and Ride. Each providing moments of quiet reflection amid the daily hustle.

Afternoons are marked by unhurried trips to nearby shops, where the family engages in the simple pleasures of community life – chatting with neighbours, discovering local treasures, kids meeting up with friends at the dance studio or restaurant, and relishing the sense of belonging that permeates the area. The accessibility of essential amenities by foot or bike fosters a genuine connection with the Activity Centre, turning everyday tasks into opportunities for meaningful interactions.

Evenings in Skylands are about more than just returning home; they're a return to community. Children play freely in the Activity Centre parks, and learn to bike in the alleys, their laughter filling the air, while parents catch up on verandahs, sharing stories and forging friendships. It's a life where safety is a given, and the community spirit is not an abstract ideal but an integral part of their everyday reality. In Skylands, the principles of thoughtful urban planning translate into a lived experience, where every day is a testament to the enriching benefits of a well-designed Activity Centre.

Field Carr

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023



Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Aspirations for a Sustainable Skylands

DPZ views each planning effort as an opportunity to introduce, incorporate, and enhance sustainability strategies within a comprehensive approach to traditional community design. Sustainable design for Skylands incorporates planning principles for traditional neighborhood development, integrating the 8 Cs – engendering a community that is:

1. Compact
2. Complex
3. Complete
4. Connected
5. Convivial
6. Conserving
7. Cost-Effective
8. Co-Designed



Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Introduction

8 C's

1. Compact

The proposed development pattern for Skylands present an efficient and equitable use of land area. The proposed structure plan demonstrates how the plan is based upon the development of 6 neighborhoods divided by greenway corridors. The neighborhoods are strategically located to preserve and enhance the site's natural amenities and heritage assets. Each neighborhood is sized to be approximately 50 ha each that fits within a pedestrian/bicycling shed. A pedestrian/bicycling shed is defined by the distance that most people are willing to walk or bike to a destination. This structure influenced the frequency of activity centers within each of Skylands's neighborhoods such that most residents have access to multiple activities and uses within a 5-min walk. The majority of developed areas within the community are covered by a pedestrian/bicycling shed; which enables residents to traverse a majority of the site without a car if desired.

Pedestrian/bicycling sheds vary in size according to the intensity; and in the case of Skylands, topography would also be a factor. The neighborhood centre is located in the southern portion of the site where the gentler topography allows relatively denser development, and where it is closer to the possible ferry station.

The circulation structure is designed to connect this neighborhood centre and sub-centers (activity centres) to each other with a spine throughout Skylands. This ensures the circulation network is easy to understand and useful for all Skylands residents, workers, and visitors.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023





2. Complex

Compactness also comes with a degree of complexity. Skylands, by its sheer size, offers a truly rich living experience through diversity of uses and building types. The Master Plan showcase a variety of environments and experiences, seen in the following development elements:

- For multiple reasons, a healthy neighborhood inclines a wide range of dwelling types and Skylands is no exception. It depicts a broad range of single family dwellings and of multifamily dwelling types to appeal to all market segments in the Hobart region. A wide palette of housing is proposed, aligned to the broad housing needs of the greater region, including a 5% allocation for social housing. It required creative strategies for the integration of various residential types handling various slope conditions to optimize a certain mix within each neighborhood. As a result, authentic variety in the various living experiences is offered in Skylands: living in 3-4 story multi-family dwellings within the activity centres, living in mixed-use buildings at the neighborhood centre, living in a predominant residential setting, be it in a low-density housing comprised of townhouses duplexes or single-family homes, or living mainly in nature, up against the hilltop park or along a greenway corridor.
- The neighborhood centre and activity centres present opportunities to integrate needed non-residential uses judiciously into each neighborhood in the form of neighborhood scaled commercial uses that can flourish, such as flower shops, coffee shops, dry-cleaners, small grocers, beauty salons, restaurants, small-scale professional offices, etc …
- Each centre is marked by a public space around which these convenient uses can be organized. Such diversity will positively contributes to the vibrancy of each neighborhoods. It also presents an important opportunity to provide a healthier jobs-housing balance for residents which can help alleviate traffic congestion.
- Authentic variety in the wide array of community amenities and types of open spaces is also proposed. Given the topographic challenges of the site, the Skylands Plan present a wide range of shared spaces for every demographic and every activity including: central greens and squares, neighborhood greenways, pocket parks for play areas, and community garden waterfront promenades, hiking trails, and natural areas designated for conservation. Additionally, prominent sites for community amenities such as a school, a religious institution, a community hall, a clubhouse, water-based activities are reserved.
- A full range of street types are proposed, closely tailored to the land uses they front. Moreover, the topographic features of the site virtually necessitate a wide variety of creative strategies for handling various slope conditions towards optimizing the development and circulation pattern.

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Introduction

8 C's

3. Complete

Skylands is conceived to offer a balance of uses – comprising housing; commercial/retail; and supportive community services, activities, and amenities. Density – at the degree the market can sustain – in fact helps ensure successful urbanism. Complete development engenders community vibrancy and resiliency, e.g., neighborhood commercial establishments are patronized; walkability is encouraged; community services and public amenities are active; etc. The development pattern for Skylands follows pre-WW2 urban development, like Battery Point in Hobart, where a great variety of complementary building types engage positively with the street in a pedestrian-friendly manner. Similarly, Skylands is a deliberate departure from the post WW2 suburban car-dependent sprawl development pattern. It offers a flexible framework for places to live, work, shop, and eat in close proximity to each other; and provides opportunities for cultural enrichment and recreation. Skylands present the community at large with an identifiable main neighborhood centre, along with other, smaller gathering places for both daytime and evening hours.

The Skylands plan allocated density appropriately by locating the highest density and mix of uses at the centres. As one moves away from the centres, the density and mix of uses naturally decreases. The transect zoning is assigned to create different immersive environments to appropriate locations defined not just by use, but also by form, character, density, etc. - similar to natural, sustainable ecological systems. In the Transect system, development is distributed so that it strengthens rather than stresses the integrity of each immersive environment. The Transect approach also controls the geographic extent of zones, disallowing the creation of large monocultures of any one particular type of building.











© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023



4. Connected

Skylands is conceived to be walkable, bikeable, permeable, and proximate. There has been extensive studies on the relationship between sprawl and climate change; car-oriented development causes increases in CO2 emissions.

Generally, the more connected a street network, the narrower each street can be, making them more comfortable for cyclists and pedestrians. Not every street must be a complete street, but most can be. The spine street and commercial streets around the centres will accommodate transit, all other streets are conceived to be designed as residential streets. The streets in Skylands do not look, or function, the same. The street types proposed address pedestrian safety needs and comfort levels; some include designated bicycle facilities; some must accommodate large vehicles; and all must be appropriately designed for prudent volumes and speeds of auto traffic that respect and support the surrounding land use context.

As a results, streets in Skylands are conceived as "outdoor rooms" that provide walkable, sustainable streetscapes within the overall open space network. Depending on their context, street designs change from the size of vehicular lanes, intersection designs, curb radii and details, footpaths widths, bike lanes, parking lanes, street tree spacing and lighting and street furnishing selection. Skylands also incorporates a network of pedestrian paths and green streets, including locations where topography makes vehicular streets challenging.

A"pedestrian first" approach in the design of streets will enhance community livability. Making the transition from vehicular travel to travel on foot or bike possible, is critical to the success of Skylands as a sustainable community.

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Introduction

8 C's

5. Convivial

Skylands offer an array of public spaces that are safe, engaging, accessible, and comfortable for both active and passive recreational activities. The open space network present mindful assemblages of open space in the form of nature preserves, parks, greens, squares, playgrounds, greenways, promenades, trails, and gardens at a variety of sizes and types – which are ideal for physical and mental well-being. Large open spaces are provided for community gatherings, as well as medium-sized and small-sized neighborhood-based open spaces such that all residents are within a 3-minute walk to an open space. Equally important, the Skylands plan offers regional-scaled open space in the form of the hilltop park and waterfront park that extend well beyond Skyland's limits. The landscape design for Skylands will also include native species and local flora that are well adapted to the local winds, topography, and soils. Where possible, the original vegetation is integrated into the urban design of the community.

This unifying green network in the plan also reinforces vehicular, cycling, and pedestrian connectivity within Skylands and beyond. The open spaces also provide a sequence of orientation points and trajectories that can enhance the community's identity and desirability.









© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

6. Conserving

Skylands is conceived to be resource-efficient, healthy, durable, and flexible. The master plan was developed by first identifying lands that should not be developed and should remain natural and protected. Included in those preserved lands are areas that conserve the Aboriginal and European heritage that exists on the peninsula. Special heritage areas were identified and conserved within the plan by being discretely integrated into public parks and promenades. This open space network ties into the greater regional open space system with active nature trail networks that weave across and beyond the peninsula.

The master plan makes provisions for contextual, sustainable infrastructure planning and design – specifically strategies for light imprint development including rain gardens, bioswales, the use of pervious pavers, compacted gravel trails, etc.. The topographic conditions of the site – extreme in several areas – mandates a light imprint approach particularly for sustainable grading and stormwater management.

The green corridors separating neighborhoods, connecting the hilltop park and waterfront present an opportunity to integrate beautiful, natural buffers in Skylands, that can permit the site's stormwater management to be more sustainable. Proposed parks, green spaces, and these green corridors do not only serve as aesthetic features and recreational amenities features; they also are proposed to collect flowing runoff and trap and clean it and recycle it where feasible.

In addition to light imprint, the architecture of Skylands is envisioned to incorporate vernacular, climate-appropriate strategies for light and ventilation into the building placements and designs.







Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

7. Cost-Effective

Resilient communities, such as Skylands, create and maintain value.

Throughout the US and internationally, Smart Growth developments typically generate higher economic value than adjacent suburban projects. The savings potentially earned equates to more discretionary "spending money" for Skylands residents for investing in community amenities and services such as parks, civic infrastructure, and the like. The cost savings and more compact configuration of this traditional neighborhood development also facilitate community maintenance and operation – critical to contemporary neighborhood sustainability.

At the scale of urbanism and the building, cost-saving strategies comprise many climatic design techniques that used to be more common than they are today. The variety of residential building types permit more compact footprints and efficient lot usage (i.e., cost-efficient use of the land), Lots in Skylands will be smaller than surrounding developments, because the community provides a variety of open spaces for residents, permitting them to willingly accept a smaller private back yard.

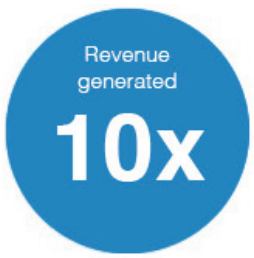
At the scale of buildings, the design of buildings will consider passive cooling strategies to encourage natural and improved ventilation and solar energy, the use of local and resource efficient materials, the planting of native species in yards that require minimal maintenance, etc … Additionally, narrower streets with shade trees, coupled with high-albedo roofs can keep the community cooler, minimize the heat-island effect and lower energy usage.



1. **Smart growth development costs one-third less for upfront infrastructure.** Smart growth development saves an average of 38% on upfront costs for new construction of roads, sewers, water lines, and other infrastructure. Many studies have concluded that this number is as high as 50%.



2. **Smart growth development saves an average of 10% on ongoing delivery of services.**



3. **Smart growth development generates 10 times more tax revenue per acre than conventional suburban development.** This is on an average per-acre basis.

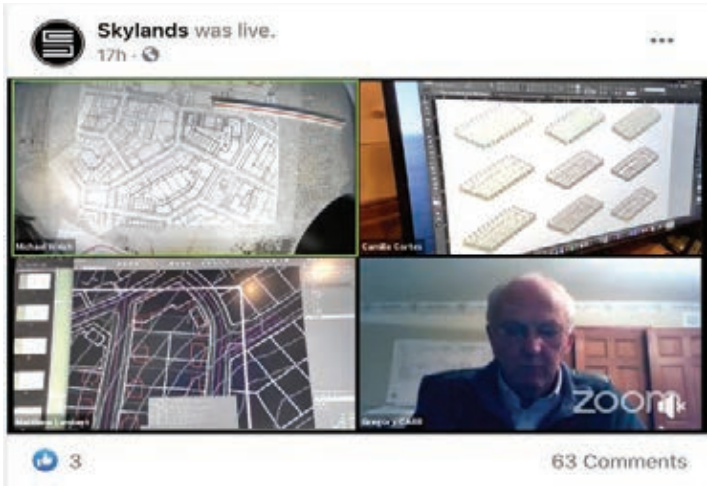
Source: Smart Growth America

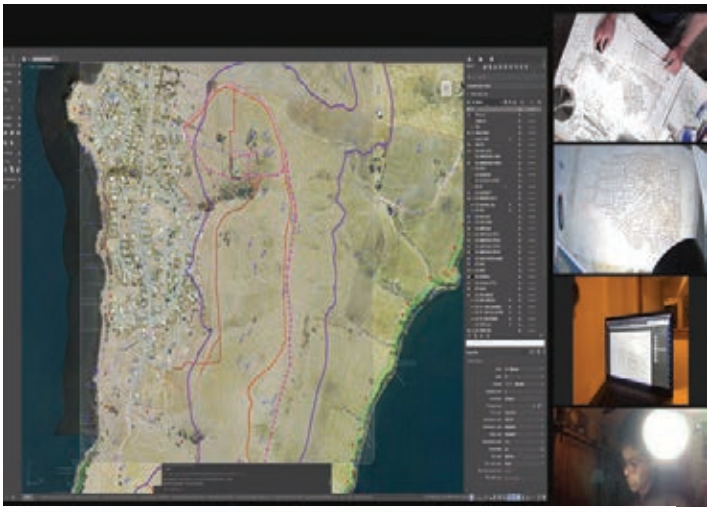
© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

8. Co-Designed

Skylands was designed in a collaborative process, including during a week-long charrette, albeit virtual, during COVID. Nevertheless, DPZ sought to maximize community input, education, and engagement to ensure that all stakeholders were able to meaningfully participate in the planning process. Prior to the charrette the team interviewed over a dozen stakeholder groups to solicit feedback for the design of the master plan.

Additionally, DPZ integrated the recommendations of technical specialists into the plan as it evolved. Finally, this report has been updated to reflect further community feedback received.









Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Implementation

Implementation Principles

Staging

- Neighbourhood roll out will be aligned with provision of on-site infrastructure; timing of each neighbourhood will be considered in more detail in the Structure Plan to be developed.
- Within each neighbourhood, staging is based on 'pie sections' so that in each stage the central facilities as well as the urban facilities are provided. The 'size' of the pie will create the same percentage of each section of the transect as the transect represents in the complete neighbourhood, that is if the overall 'pie section' represents 20% of the neighbourhood then 20% of each transect will be developed. Thereby ensuring some community facilities are provided early.
- Agreed trigger points to be developed as part of the structure plan, for example:
    - Availability of existing infrastructure (hence first Neighbourhood proposed is N1 and N6 to 70m elevation)
    - 75% of any stage to be fully completed before the next stage begins (within neighbourhood)
    - The 75% would include 75% of the proposed 5% Social/Affordable housing to be delivered in each neighbourhood.
- Alignment with off-site infrastructure roll-out, e.g., Expansion of State Government Ferry Service – will guide timing of Neighbourhood 2 Ferry Terminal development

Design

- Each transect has a profile of typical development, for example the outermost "Low Density Residential" will include:
    - Larger lots that allow retention of vegetation and topography.
    - Predominantly single detached housing.
    - Informal landscaping with retained vegetation.
    - Roads dimensioned for local needs.
    - Building heights typically 1 or 2 storeys.
- Development of detailed design code (similar to Jindee) to be developed subject to the following milestones:
    - Commencement – pending Council approval of Masterplan
    - Finalisation – pending Council approval of Structure Plan and prior to submission of request to amend Clarence Local Provision Schedule

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Flexibility/Control of overall MP

- Final detailed design can be adjusted to respond to on ground matters, for example co-location of public infrastructure in coastal open space reserve to maintain natural and cultural values, once detailed engineering design are prepared for each neighbourhood
- Dwelling yield can be adapted to market demand, as design framework allows lot and dwelling mix to be adjusted.
- In recognition that the MP will be delivered in stages over the next twenty to thirty years it is proposed to develop a series of agreements and planning controls to ensure achievement of the Skyland vision, including but not limited to:
    - Developing Skylands MP Particular Purpose Zone ordinances
    - Part 5 agreements for example:
        - dealing with transfer of public open space;
        - Establishment of a Skyland MP architect to undertake initial assessment of proposed development against the endorsed design code, with final sign off by the Planning Authority
        - Deployment of infrastructure and handover to council to maintain, considering neighbourhood staging and standard practices such as road handover one year from completion.
    - Memorandum of Understanding (MOU) with the Tasmanian State Government, Infrastructure Providers, and others as identified to ensure co-ordination of structure plan implementation.
- Once a neighbourhood is substantially commenced, normal statutory processes would also apply to manage any proposed amendments to the approved masterplan as detailed in the Local Provision Schedule ordinances.

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

This page is intentionally blank.

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Master Plan

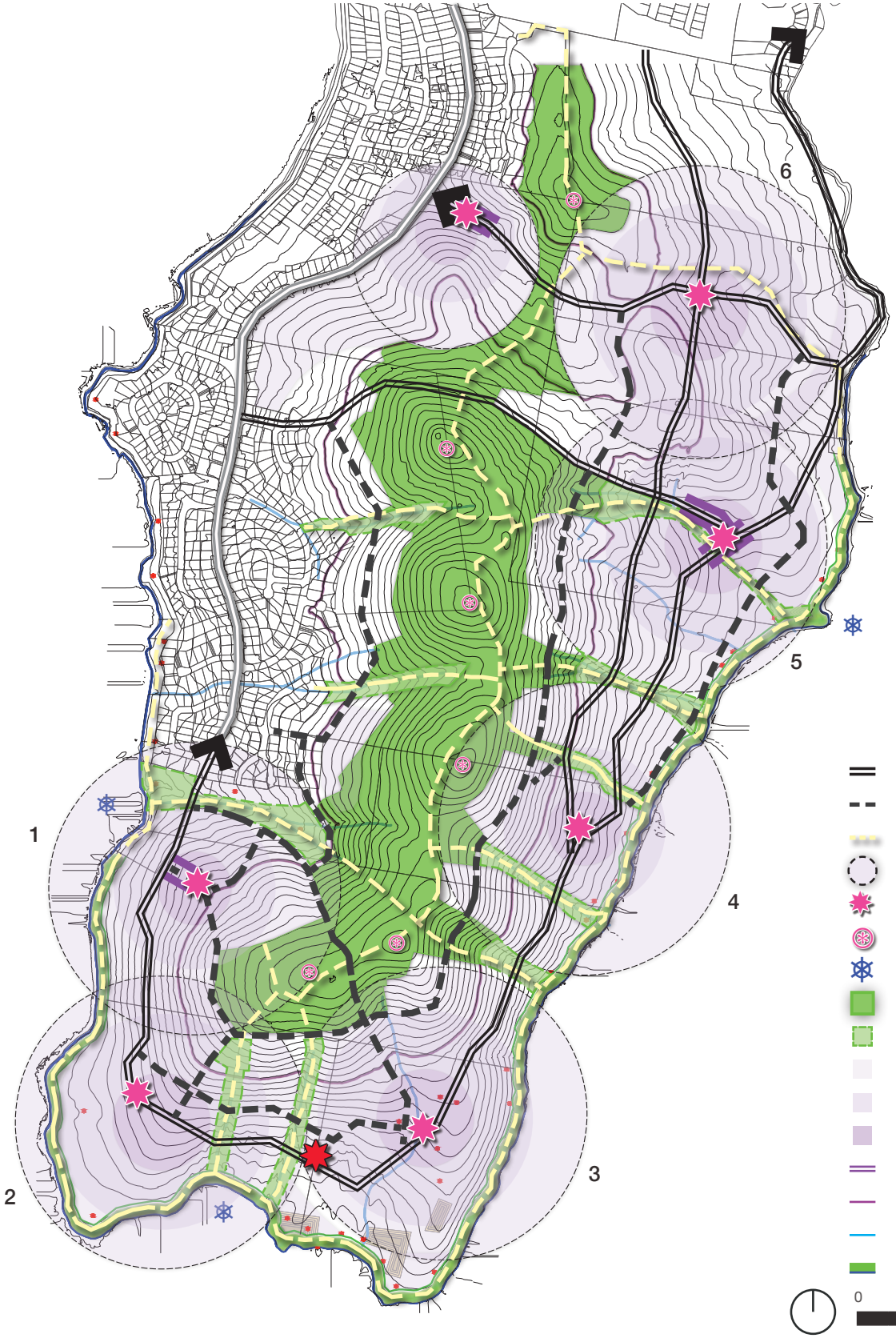
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

This page is intentionally blank.

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Structure Plan 1

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.

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.

- Primary Street
- Secondary Street
- Trail
- Pedestrian Shed (400m radius)
- Activity Centres
- Ridge High Points
- Waterfront Connections
- Open Space Preserve
- Open Space Reserve
- Low Density Residential
- General Residential
- Urban Mixed-Use
- Commercial Node
- 70m Line
- Gully
- Foreshore (30m buffer)

0 160 320 640 Metres

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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 Activity Centres that include one main neighbourhood centre, two activity centres, and three smaller activity centres anchored by civic buildings.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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

1 Neighbourhood Centre
2 Mixed-Use Activity Centre
3 Activity Centre
4 Open Space / Plaza
5 Potential School Sites
6 Daycare Centre
7 Museum / Other Civic Use
8 Clubhouse / Beach Club
9 Public School
10 Private School
11 Pedestrian Greenways
12 Preserve Trail Network (Gully)
13 Sheoak Lots
14 Existing Preserved Homes
15 Potential Marina/Ferry Access
16 Skylands Beach
17 Norla Street Connection
18 Lilly Property Plan
19 Hill-top Promenade
20 Hill-top Park



Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Illustrative Plan

Master Plan

Activity Centre Structure

Activity Centres 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 Activity Centres. This is the principal premise of this master plan, which trades preserved open space along the hilltop in exchange for complete Activity Centre development below and all of the positive attributes that this can bring to all residents.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Topography

There is a significant amount of topography on some parts of the site which can be seen on page 28, 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%.



Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Illustrative Plan

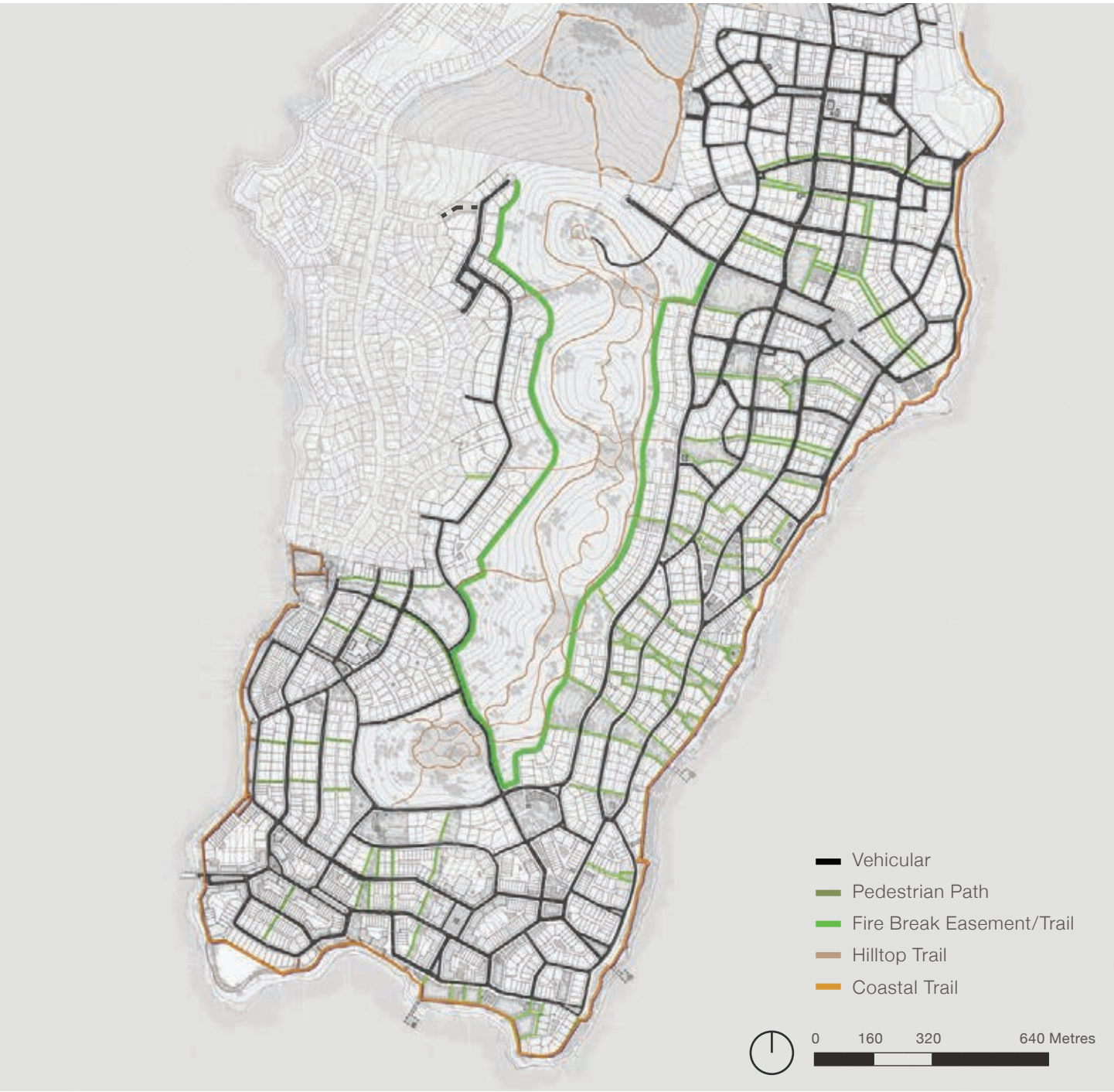
Master Plan

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.



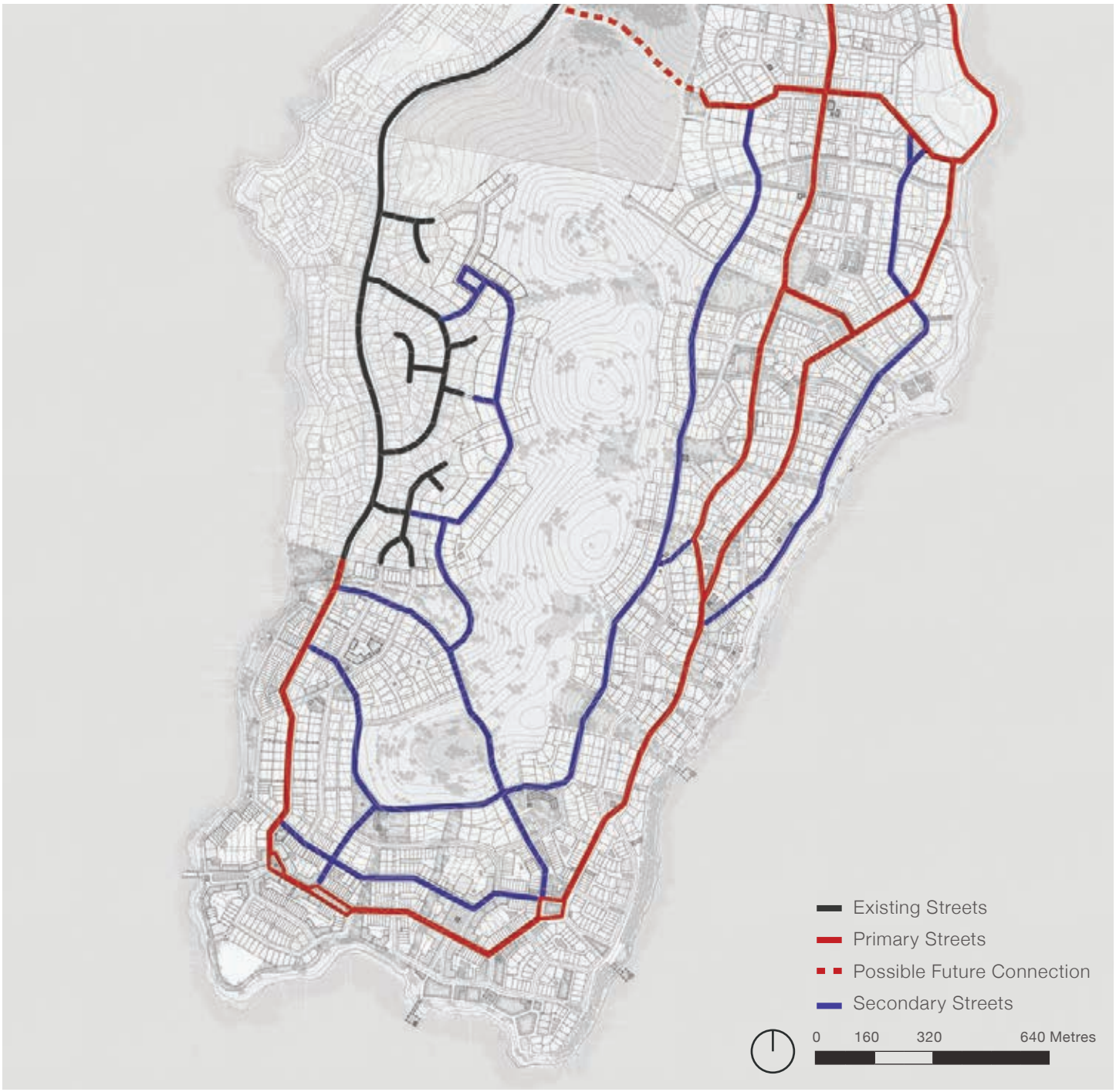
© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Illustrative Plan

Master Plan

Transportation

The actual design and placement of the bus stops will be finalized in the detailed design stage.

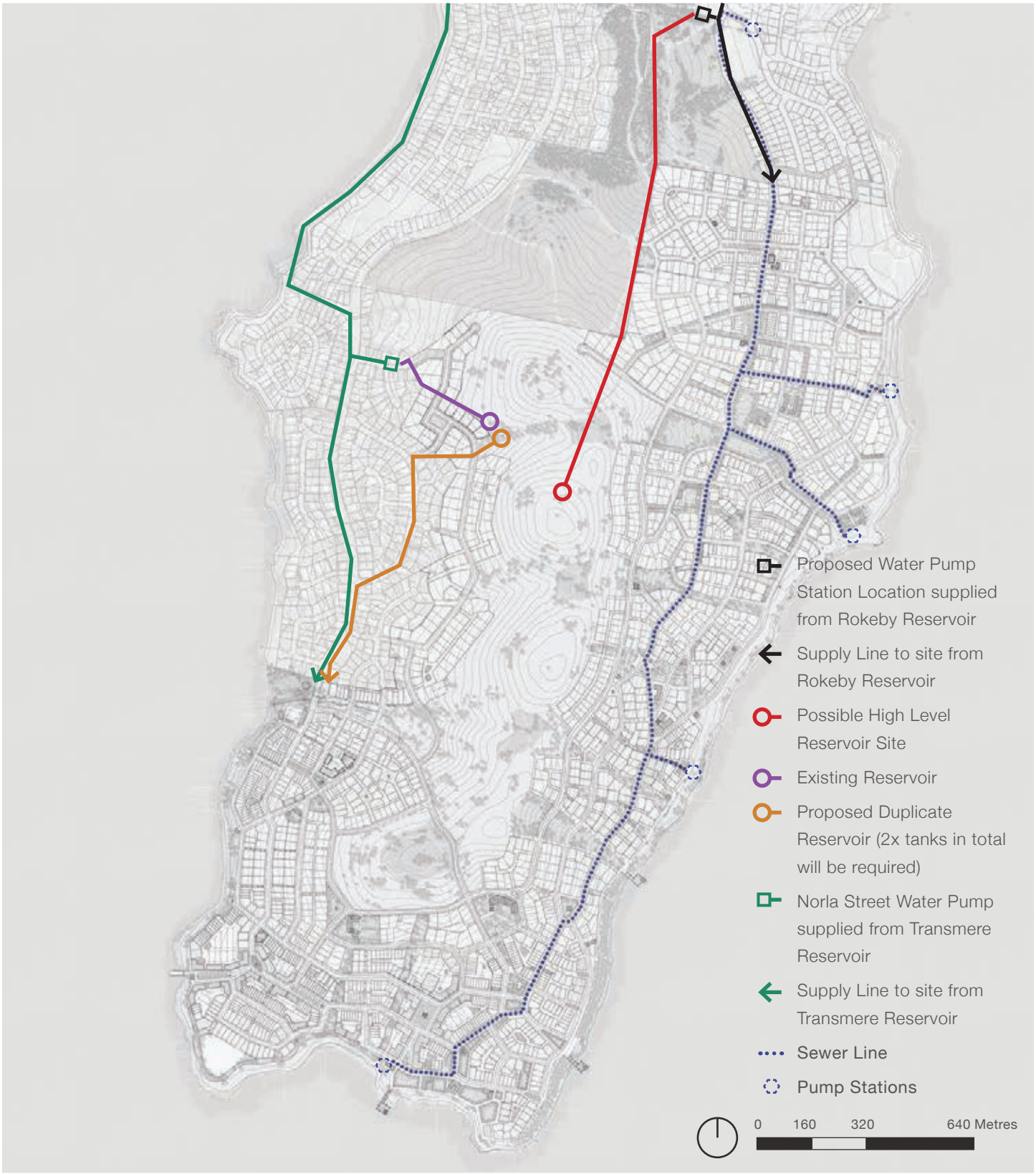




© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Water & Sewer



Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

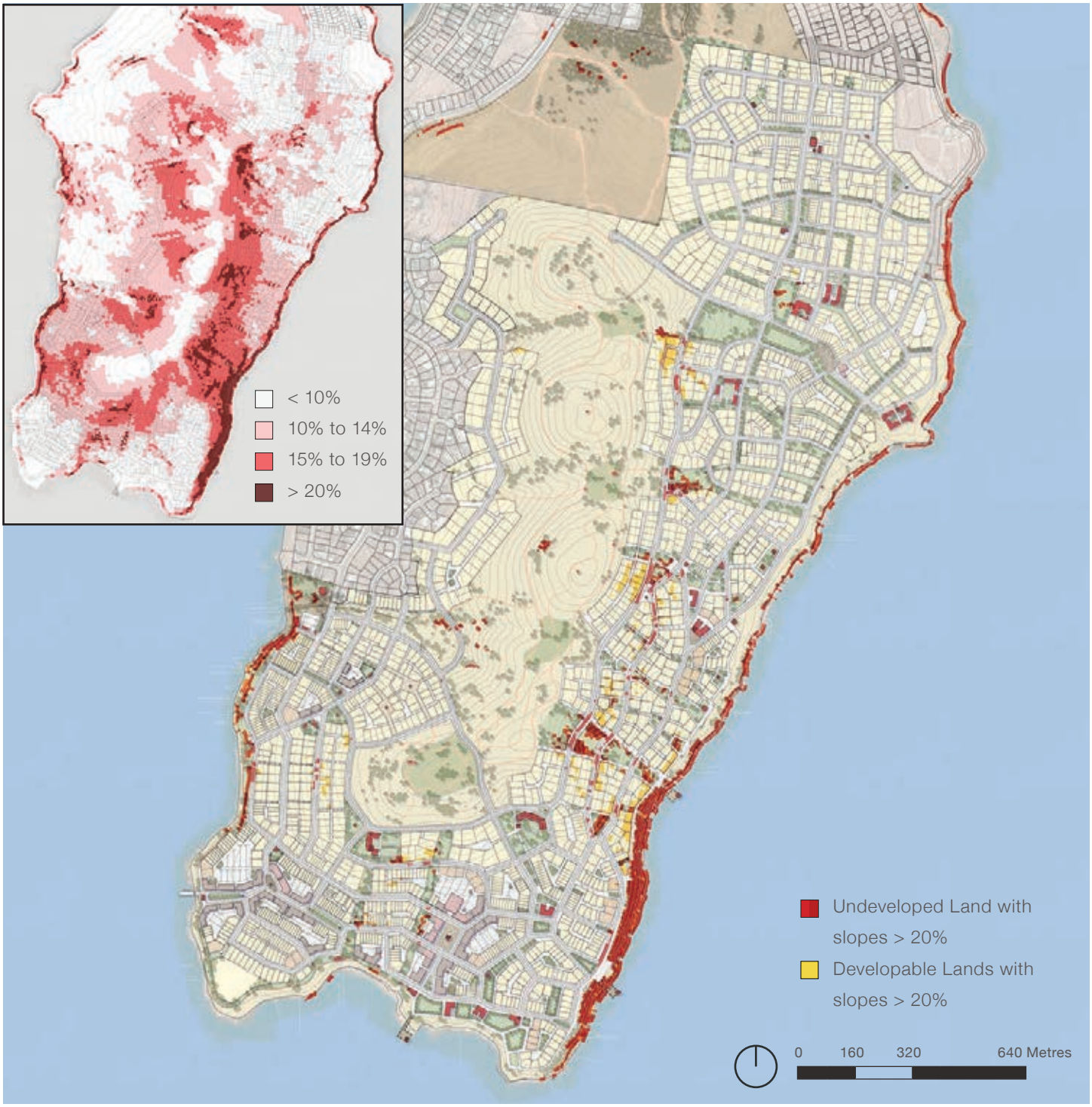
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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 is 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.



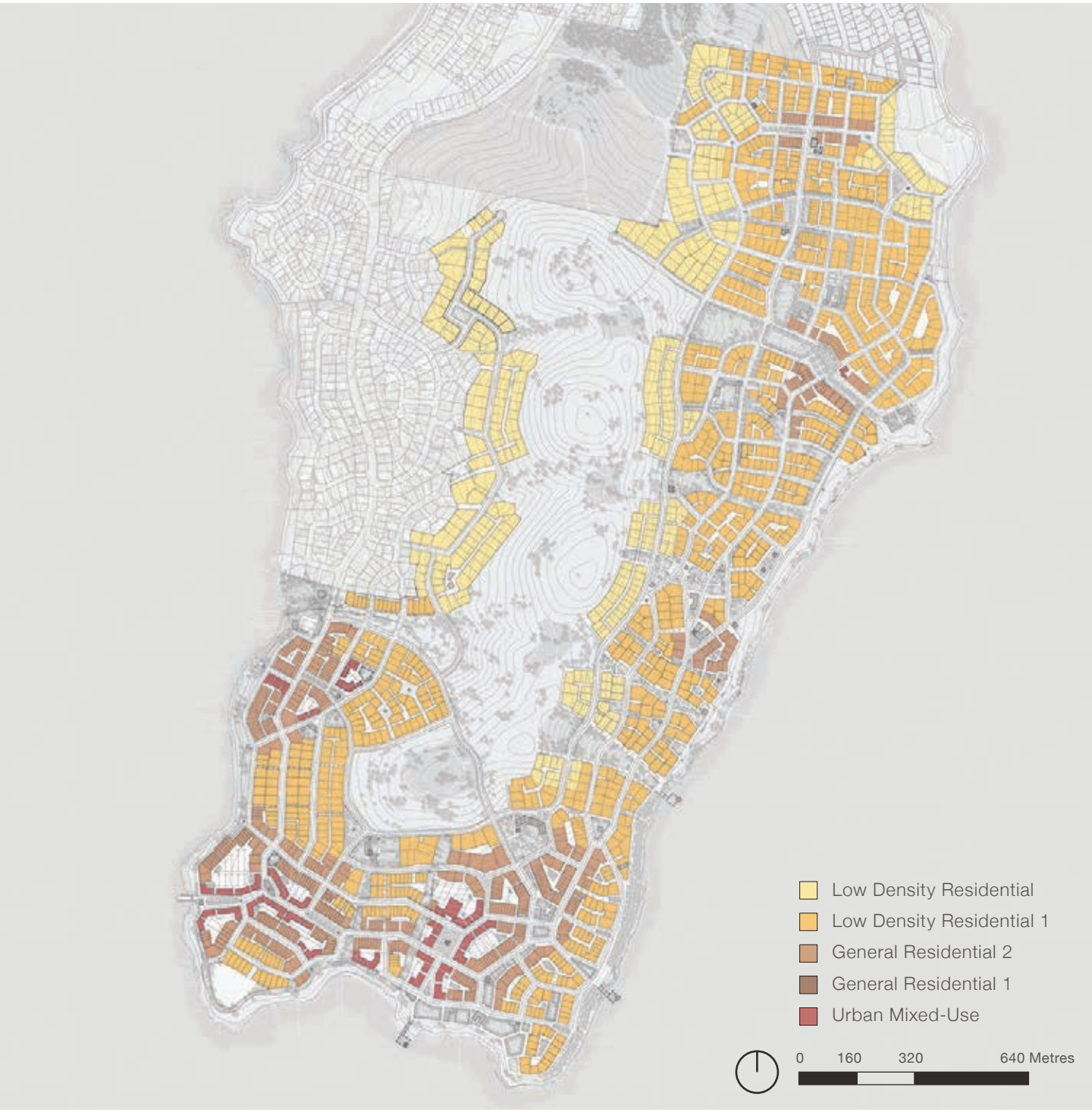
© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.

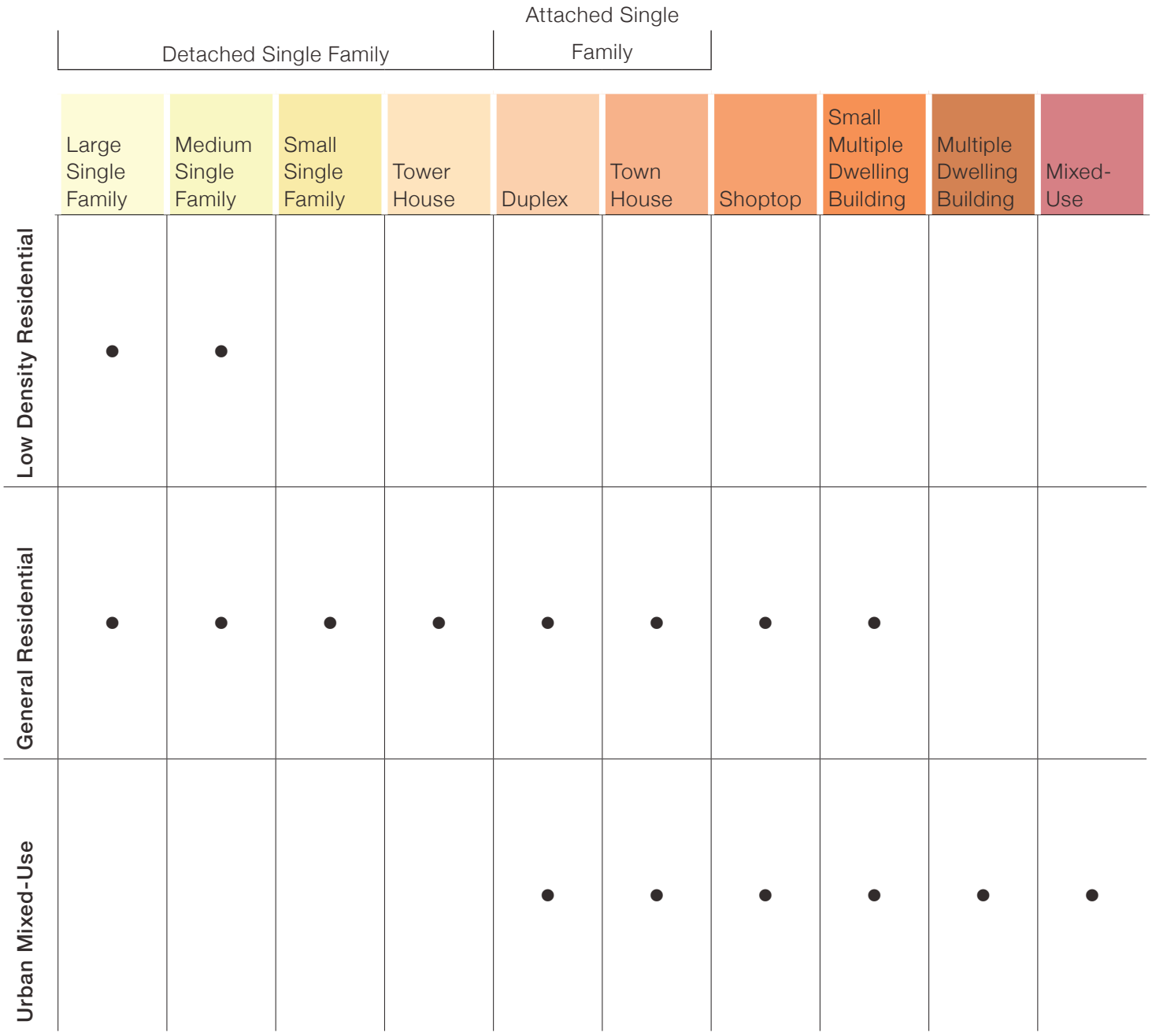
The zoning will be further refined during the Specific Area Plan phase.



Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Building Types

Per Zone



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023



Tower House or 'Sheoaks' House example



Small Single Family House example



Small Multiple Dwelling Building example



Town House example

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Plan Capacity

Master Plan

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

Plan Yields

The Master Pan, 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 Activity Centre
2. Preserve and improve the hilltop as an open space amenity for the public
3. Design complete Activity Centres each with a centre and edge
4. Design Activity Centres 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 dwellings 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.

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Norla Street Easement

In order to provide access to the existing water tower and for maintenance trucks for the hilltop park, an easement is proposed at the end of Norla Street. Nevertheless, the development above the existing housing will be caped with a culdesac for vehicular traffic.





Norla Street Easement
Hilltop Park & Water Tank Access
Fire break Easement - Unpaved Road

0 160 320 640 Metres

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre 1 Plan

Master Plan



Activity Centre 1

The first Activity Centre, 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 activity centre by a linear green.

This Activity Centre 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.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023



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.

Sheoaks Homes

A view of the Sheoak tower houses sitting in amongst the trees. Using a combination of larger lots and smaller footprint detached single family houses is the best way to preserve the best of the Sheoak trees, ensuring this area of the site remains a very unique location. The predominant building type is a tower house which has small footprint but, could be up to three stories tall.

Building Types Mix

1. Tower House
2. Single Family House



Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre 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.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre 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 88.



Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre Sections

Master Plan



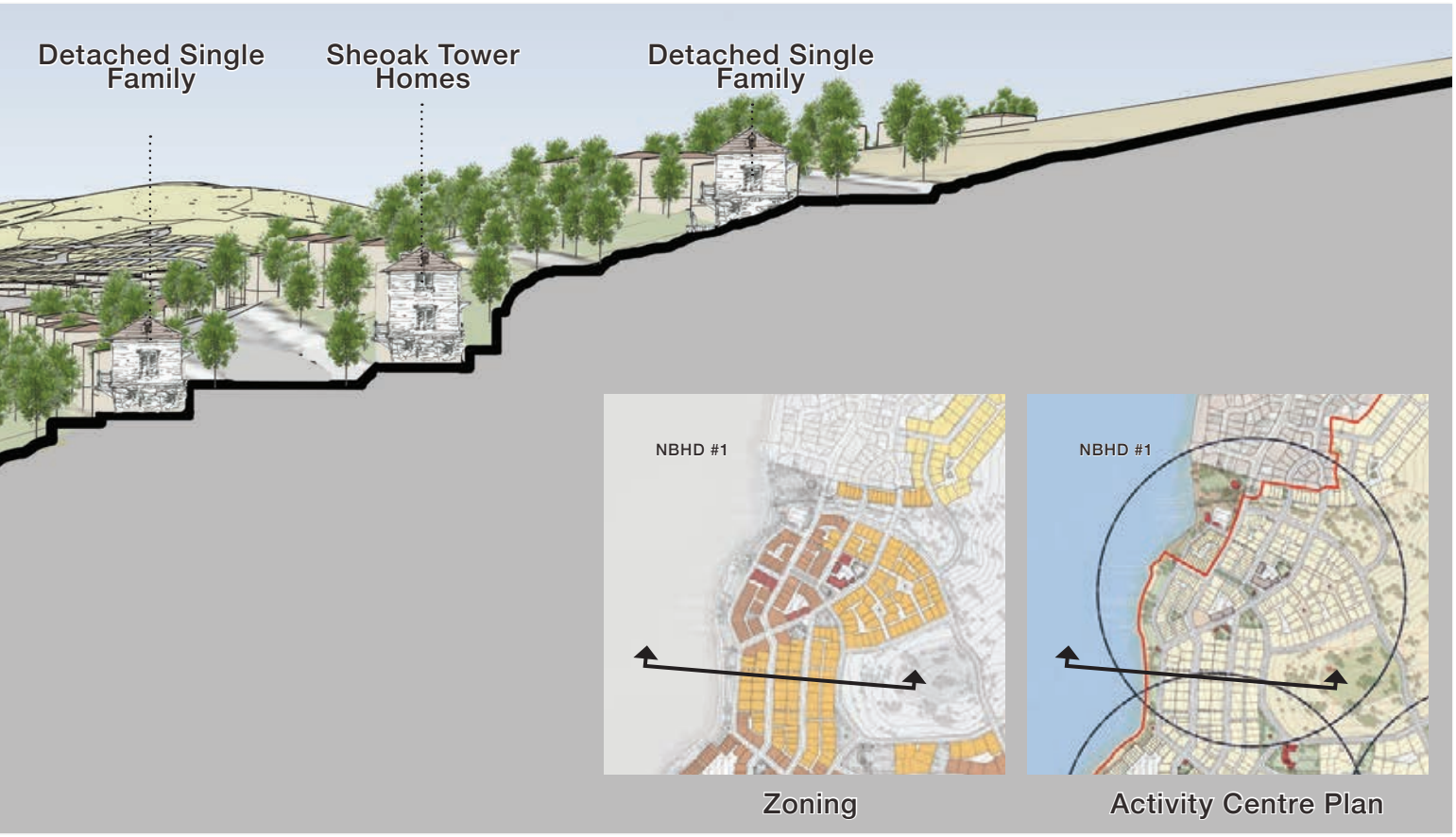


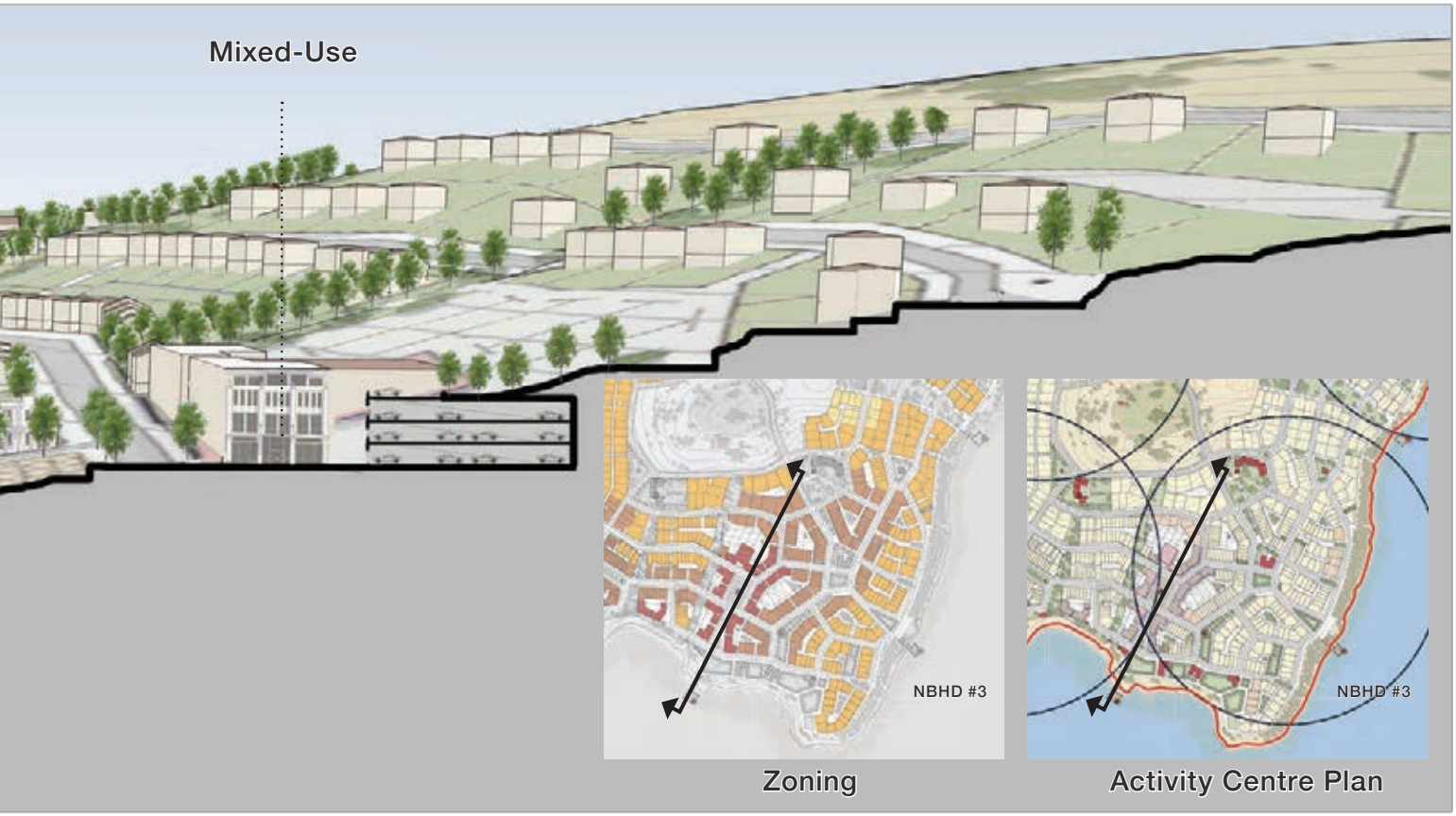
© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre Sections

Master Plan





© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre 2 Plan

Master Plan



Activity Centre 2

Activity Centre 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 activity 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.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre 2 Plan

Master 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.

Building Types Mix

1. Townhouse
2. Carriage House
3. Multiple Dwelling Building
4. Sideyard House
5. Single Family House
6. Large Single Family House
7. Small Multiple Dwelling Building
8. Bungalow
9. Mansion flat (Multiple Dwelling Building)

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre 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 activity centre of Activity Centre 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.

Building Types Mix

1. Mix-use Building
2. Commercial Building
3. 6-Pack (Multiple Dwelling Building)
4. Townhouse
5. Single Family House

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.





© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre 2 Plan

Master Plan



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre 3 Plan

Master Plan



Neighbourhood Centre

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

Overall the main street from Activity Centre 2 comes in to the Neighbourhood 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 Activity Centre 4.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023



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.

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.

Building Types Mix

1. Shoptop Houses
2. Park-Under Townhouse



Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre 3 Plan

Master Plan



Neighbourhood 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 Neighbourhood Centre.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

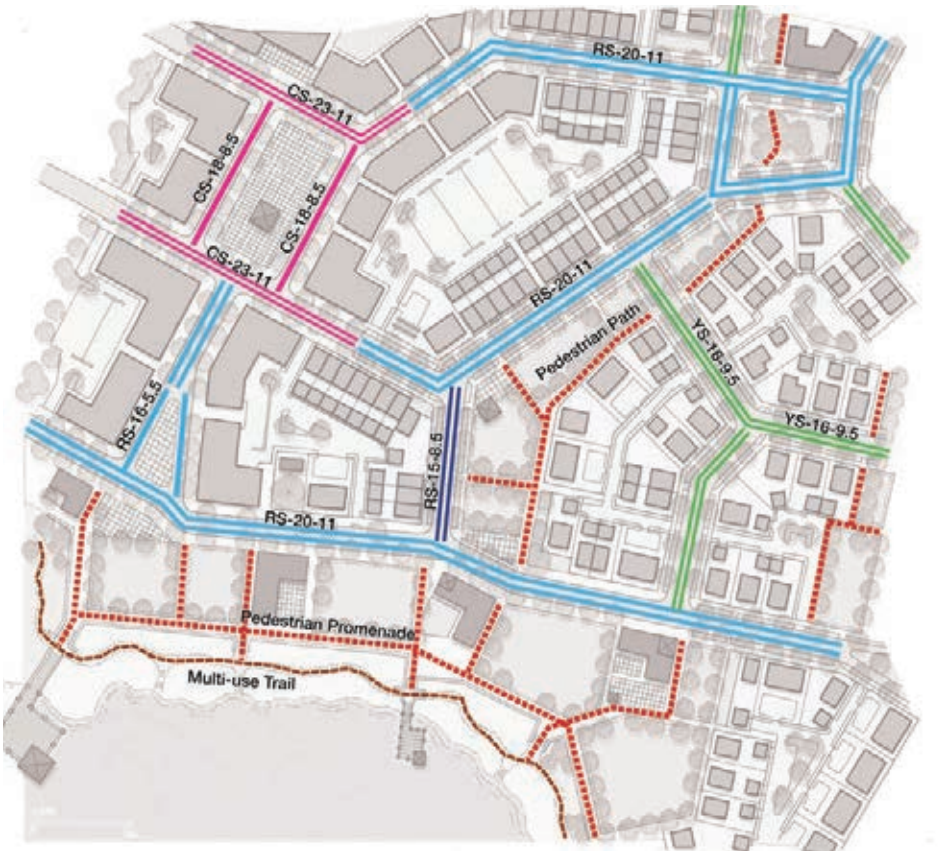
Activity Centre 3 Plan

Master Plan



Plan Highlights

1 Neighbourhood 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 Jetti / 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 88.



Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre 3 Plan

Master Plan

Neighbourhood Centre

Illustration looking south towards River Derwent, illustrating the Neighbourhood 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.

Building Types Mix

1. Mix-use Building
2. Townhouses
3. Single Family House
4. Carriage Houses
5. Mansion Flats
6. Large Multiple Dwelling Building

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.





© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre 3 Plan

Master Plan



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre 4 Plan

Master Plan



Activity Centre 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 activity centre and splits off on either side to connect the street along the Foreshore with the hilltop streets.

This Activity Centre 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.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre 5 Plan

Master Plan



Activity Centre 5 comprises virtually one full, pedestrian shed with a full array of residential types. Its activity 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 Activity Centre. 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. Activity Centre 5 also offers at least 4 other civic amenities: two small Activity Centre clubhouses, a small school and open amphitheater, and a beach club intentionally sited on the titular Droughty Point.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Activity Centre 6 Plan

Master Plan



While Activity Centre 6 comprises a separate parcel, it nonetheless has been designed with anticipated connections to Activity Centre 5, particularly via extensions of Activity Centre 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 Activity Centre.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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 master plan. 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.



Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

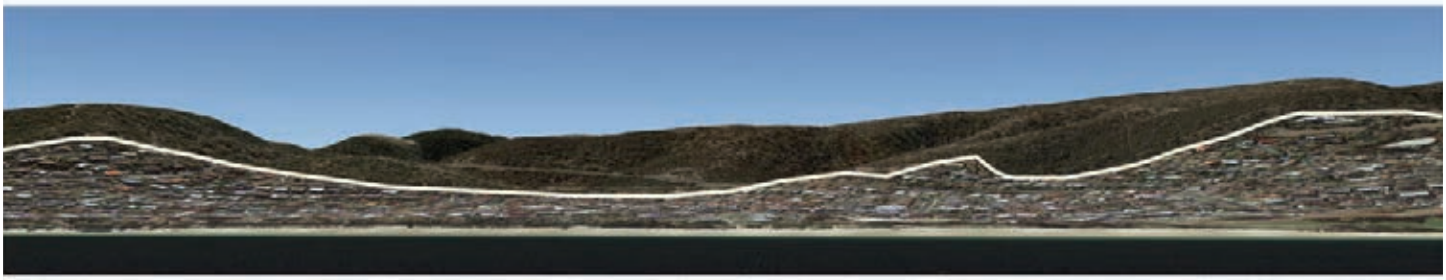
The Urban Amphitheater - Greater Hobart Area



TRANMERE FROM DROUGHTY POINT



TRANMERE FROM DROUGHTY POINT



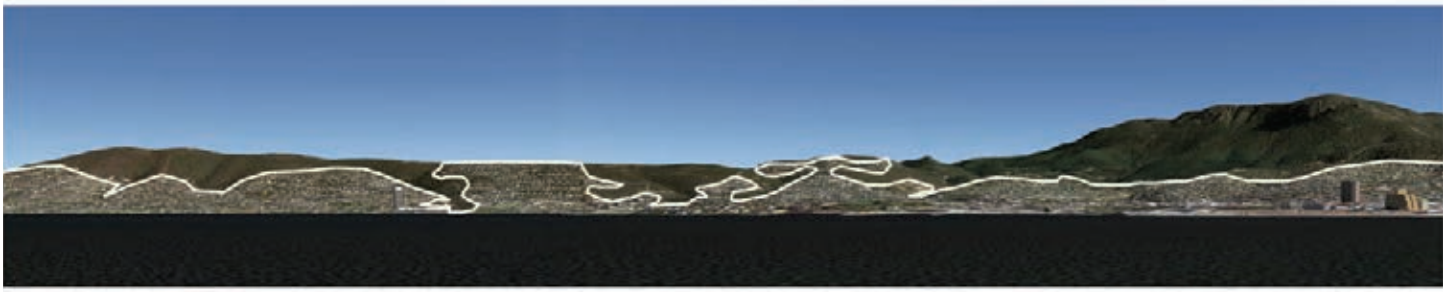
BELLERIVE TO HOWRAH



VIEW TOWARDS BATTERY POINT



VIEW TOWARDS HOBART



HOBART, UNDULATING URBAN GROWTH BOUNDARY

turf

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023



Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

A Landscape Vision for Skylands

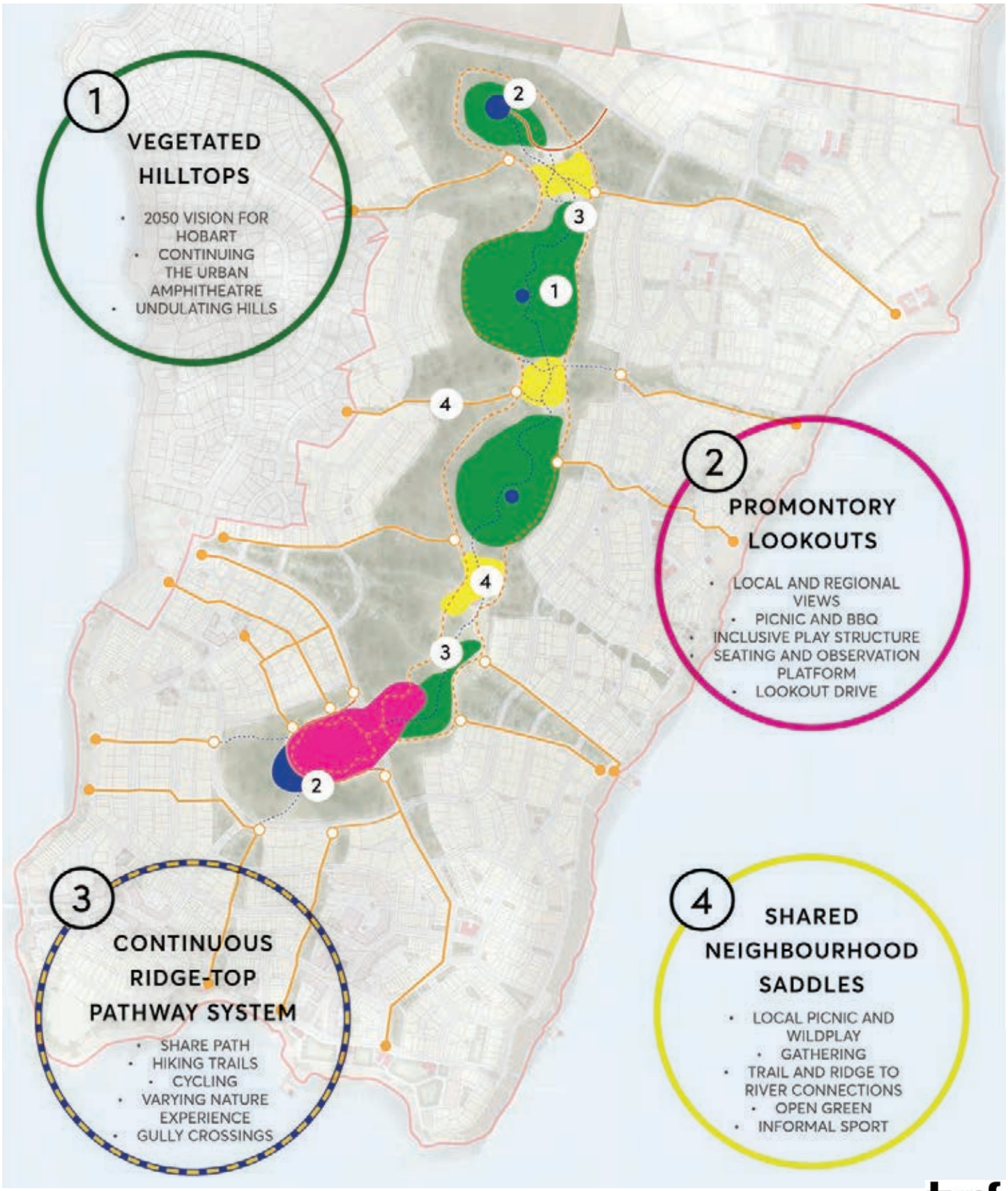
Skylands creates a destination for local and visiting communities to experience expansive views across the Derwent river and feel connected to the undulating ridgetop landscape.

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 Activity Centre 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,

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

The Urban Amphitheatre

Master Plan

North Promontory Lookout



1. Circular Lookout Platform with bench seating
2. Interpretive signage along edge
3. Alternate lookout drive from Norla Street with layby
4. Loop cycling and walking track around hilltop
5. Dense forested hills with native trees and shrubs
6. Walking trail along the ridgetop
7. Riparian gully corridor with surrounding vegetation and bioretention

turf

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023



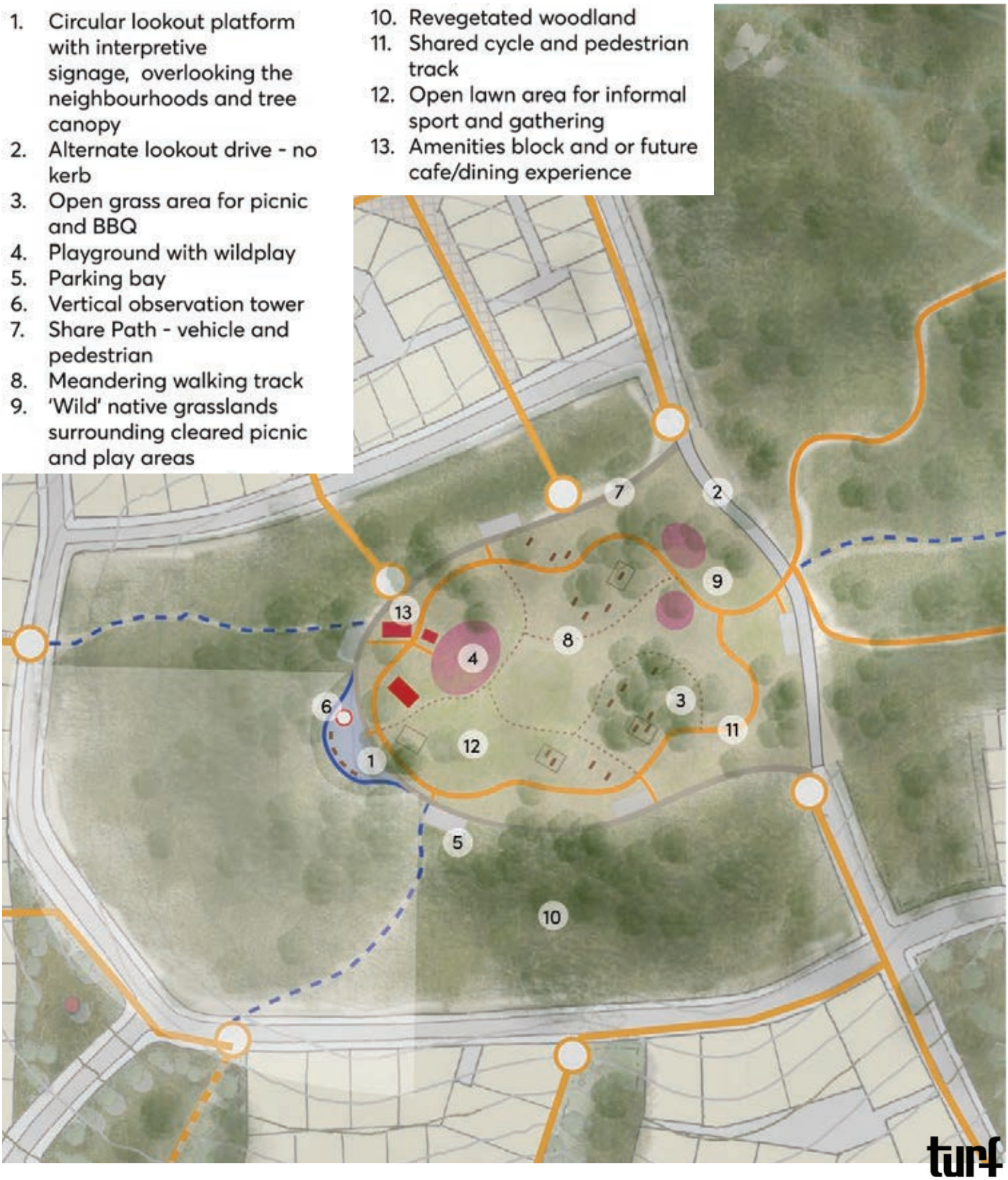
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

The Urban Amphitheatre

Master Plan

South Promontory Lookout

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



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.

Open Space Calculations	
108 ha	Total Open Space
57 ha	Hilltop Parklands Total
3 ha	PROMONTORY
4 ha	Local Parks Total
29 ha	Green Corridors
22 ha	Foreshore

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Illustrative Landscape Plan



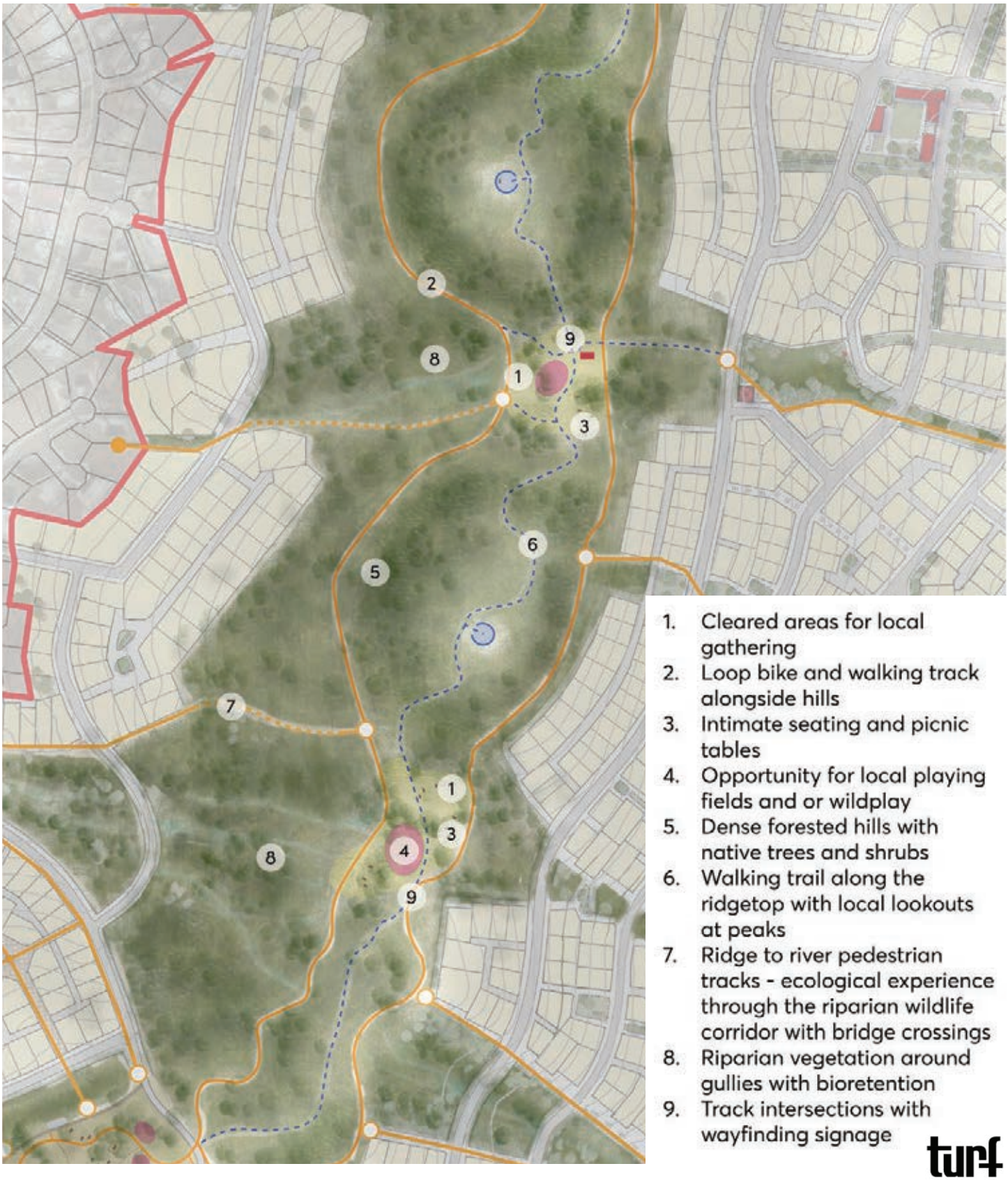
© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

The Urban Amphitheatre

Master Plan

Activity Centre Saddles



1. Cleared areas for local gathering
2. Loop bike and walking track alongside hills
3. Intimate seating and picnic tables
4. Opportunity for local playing fields and or wildplay
5. Dense forested hills with native trees and shrubs
6. Walking trail along the ridgetop with local lookouts at peaks
7. Ridge to river pedestrian tracks - ecological experience through the riparian wildlife corridor with bridge crossings
8. Riparian vegetation around gullies with bioretention
9. Track intersections with wayfinding signage

turf

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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 master plan 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 Activity Centres. 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.

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

The Urban Amphitheatre

Master Plan

Sheoak Area



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Character Details

This page is intentionally blank.

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Low Density Residential

- Larger lots that allow retention of vegetation and topography
- Single detached housing
- Informal landscaping with retained vegetation
- Roads dimensioned for local needs
- Building heights - typically 1 or 2 stories

Low Density Residential 1

- Larger lots that allow retention of vegetation and topography
- Predominantly single detached housing
- Informal landscaping with retained vegetation
- Roads dimensioned for local needs
- Building heights - typically 1 to 2 stories

General Residential 2

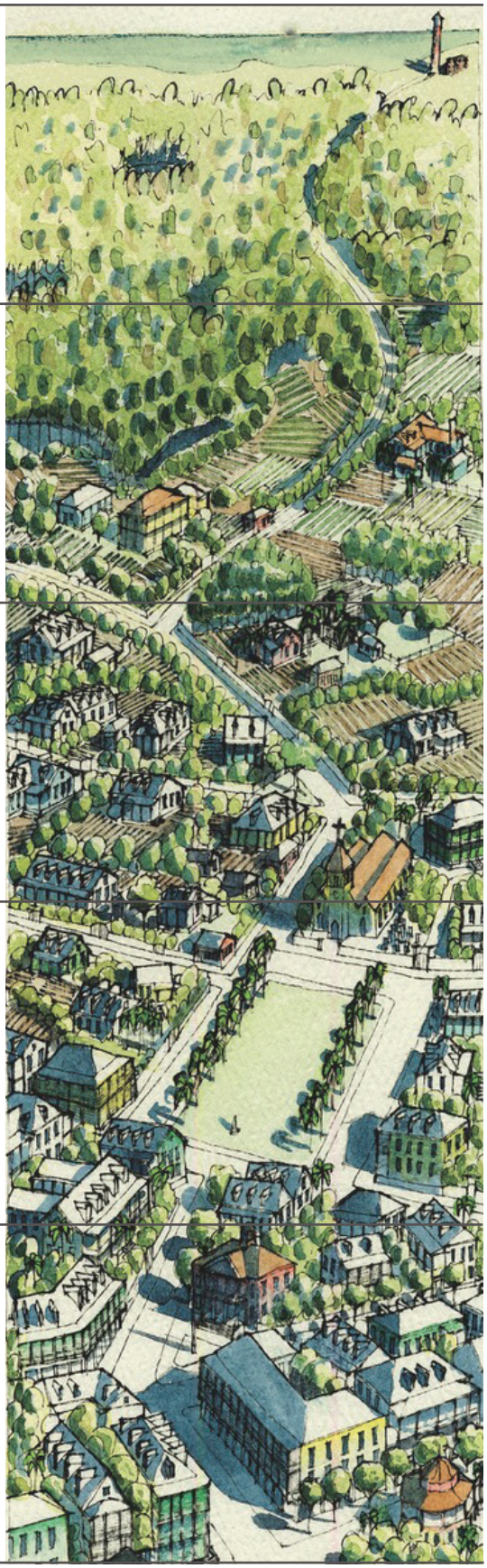
- Medium to larger residential lot sizes.
- Predominantly single detached housing
- Landscaping has mostly informal character
- Larger lot sizes and irregular thoroughfare alignments included to accommodate natural site conditions
- Building heights - typically 1 to 3 stories

General Residential 1

- Medium Intensity development that includes a component of mixed use activity.
- Mix of house types including detached and attached dwellings, terraces apartments houses, small apartment buildings with scattered commercial activity
- Street of urban character with reduced building setbacks, raised kerbs, regular road patterns and landscaping
- Building heights - typically 1 to 4 stories

Urban Mixed-Use

- Higher density, mixed use buildings that accommodate retail, offices, terraces and apartments.
- Tight network of urban streets with wide footpaths, raised kerbs, regular street tree planting and buildings set close to footpaths.
- Substantial pedestrian activity
- Building heights - typically 2 to 5 stories



© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.

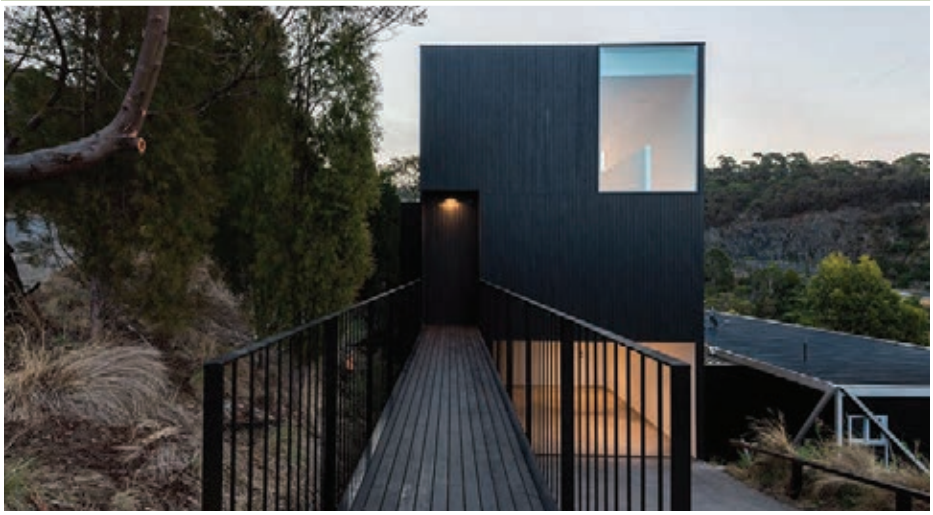


Low Density Residential

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. These may include secondary structures such as outbuildings.







TASMANIA PROJECT

AUSTRALIA PROJECT

OTHER PROJECT

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023













Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Architectural Considerations

Character Details



Low Density Residential 1

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.







TASMANIA PROJECT

AUSTRALIA PROJECT

OTHER PROJECT

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023













© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Architectural Considerations

Character Details



General Residential 2

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.







TASMANIA PROJECT

AUSTRALIA PROJECT

OTHER PROJECT

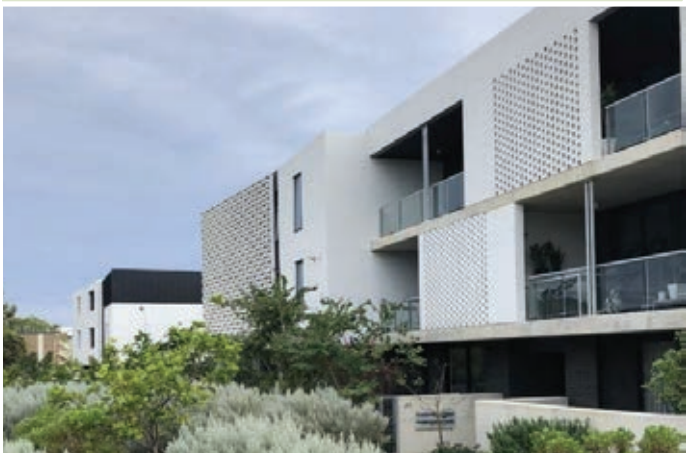
© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023









Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Architectural Considerations

Character Details



General Residential 1









TASMANIA PROJECT

AUSTRALIA PROJECT

OTHER PROJECT

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Architectural Considerations

Character Details











Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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 activity 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.







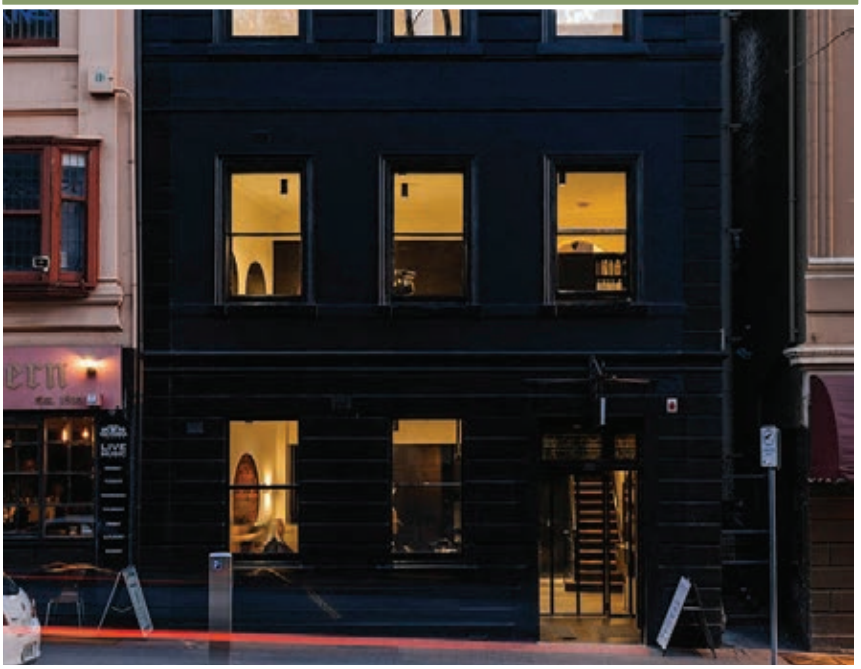
TASMANIA PROJECT

AUSTRALIA PROJECT

OTHER PROJECT

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023













© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Architectural Considerations

Character Details

Civic Buildings

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







TASMANIA PROJECT

AUSTRALIA PROJECT

OTHER PROJECT

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023













Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Landscape Precedent Study

Character Details

Local Neighborhood Parks



Community Park, San Diego, CA



Monts d'Arree Loop Track, Armonica, Regional Natural Park, France

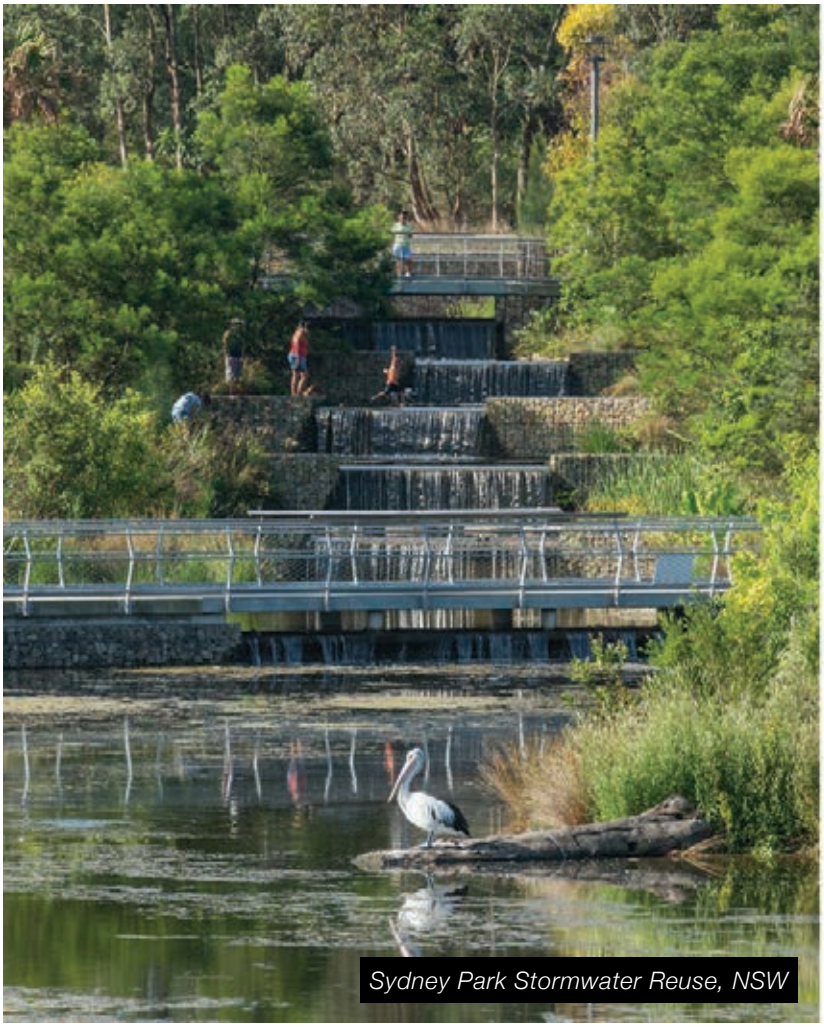


Mount Buller Summer trail, VIC

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Local Neighborhood Parks


Sydney Park Stormwater Reuse, NSW


Sydney Park Stormwater Reuse, NSW


Tanner Springs Park, Portland, USA

turf

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Landscape Precedent Study

Character Details

Southern Promontory



Ku-ring-gai National Park, NSW - West Head Lookout

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023


Kurrajong Gap Lookout, VIC


Vedahougane Lookout, Norway

Southern Promontory

turf

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Landscape Precedent Study

Character Details

Southern Promontory



Lizard Log Playground and Park, Western Sydney NSW



Bald Hill Headland Reserve, NSW



Mooraculum Alpine Playground, Switzerland

turf

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Street Assignment & Types

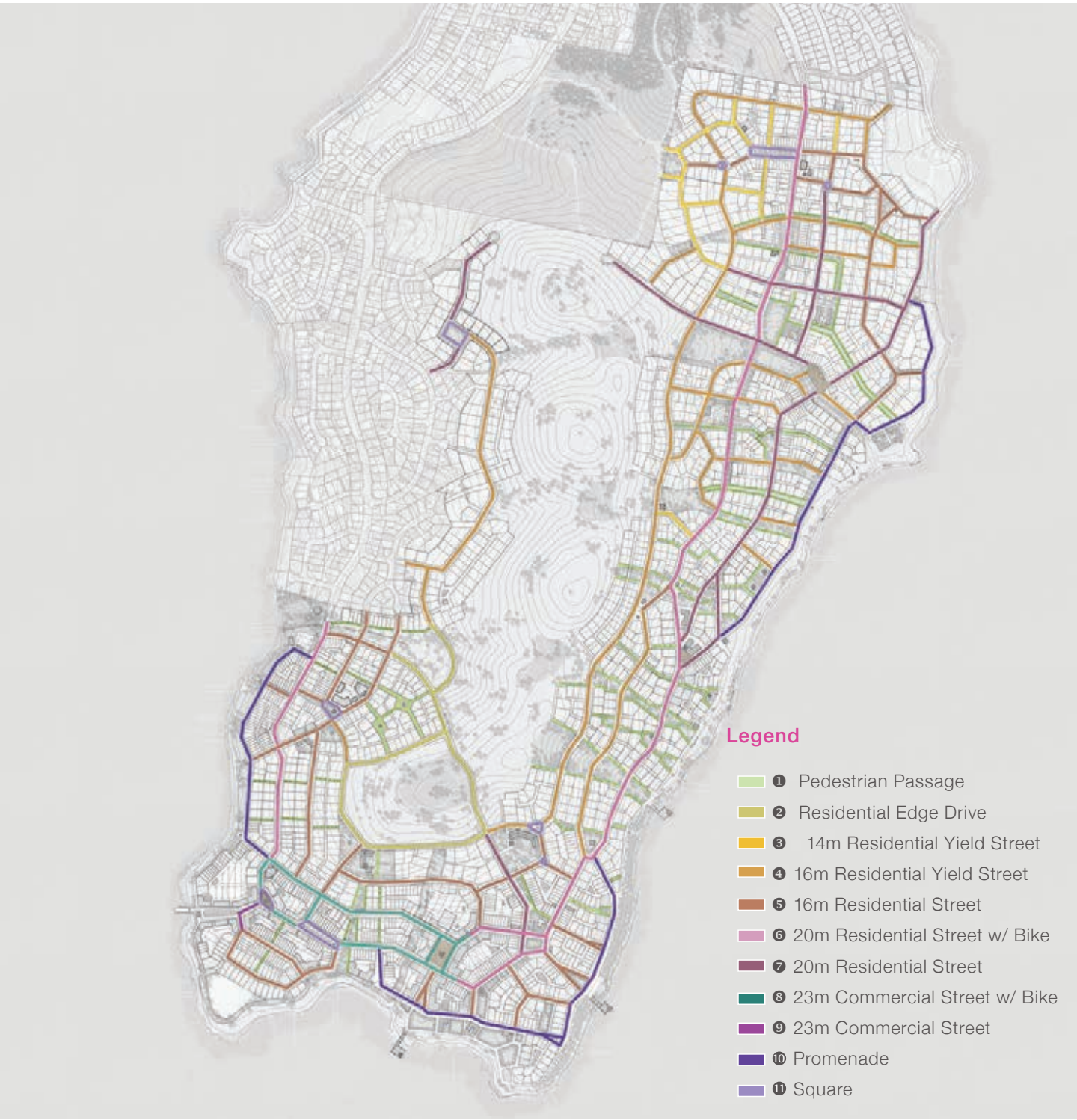
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Streets

Street Assignment & Types

Street Types

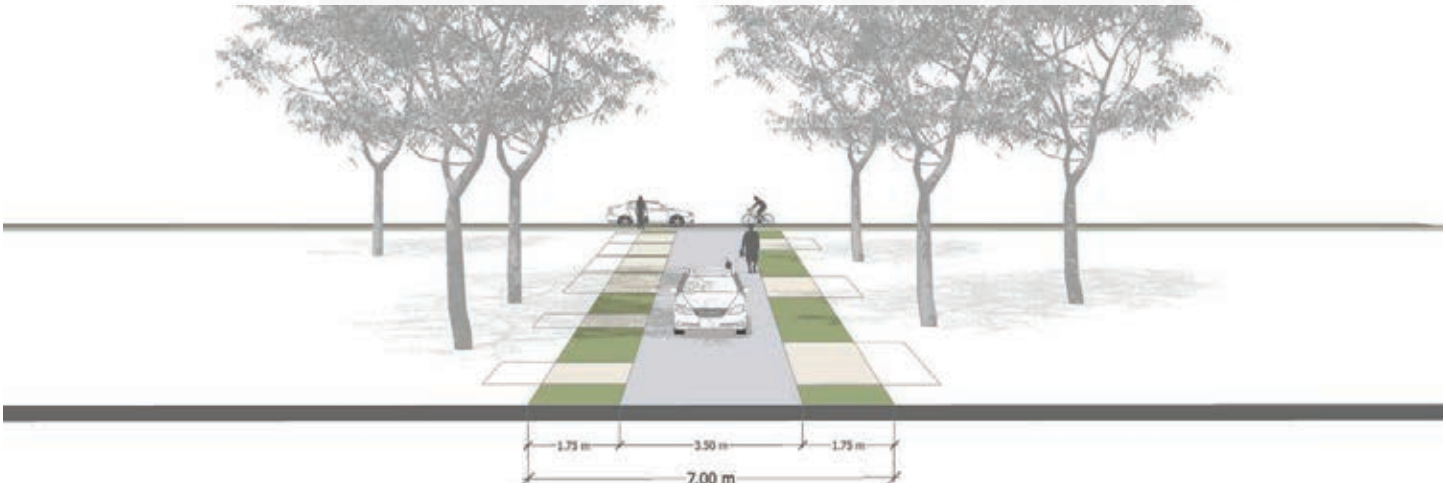
A variety of street types are proposed for Skylands, depending on their adjacent land use and context. Each street is keyed to a specific street section that defines how wide the travels lanes, parking, greenway (planter), and footpath should be. The following pages illustrate each of these in detail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



© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Standard for Residential

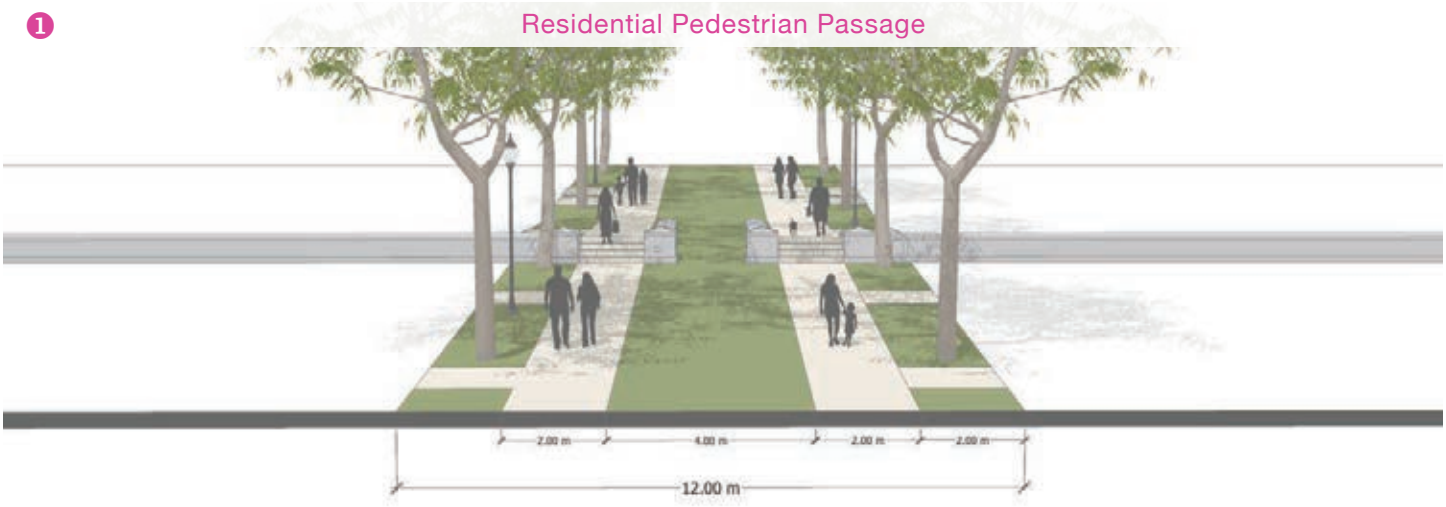
Residential Alley



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	-		

1

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	-		

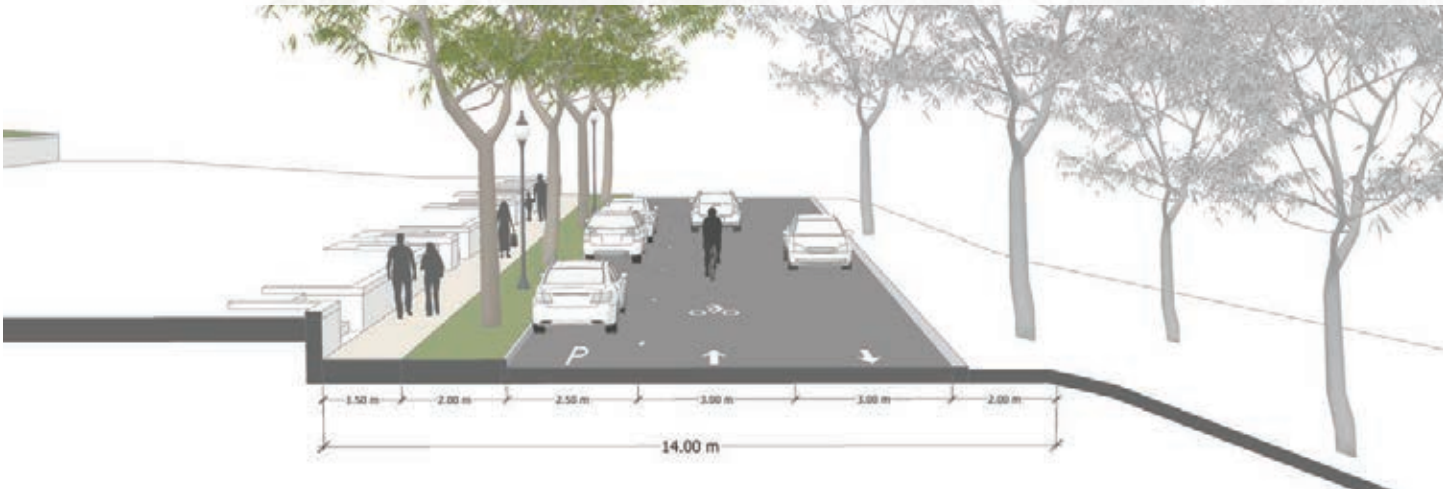
© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Streets

Street Assignment & Types

❷ Residential Edge Drive



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		

❸ 14m Residential Yield Street

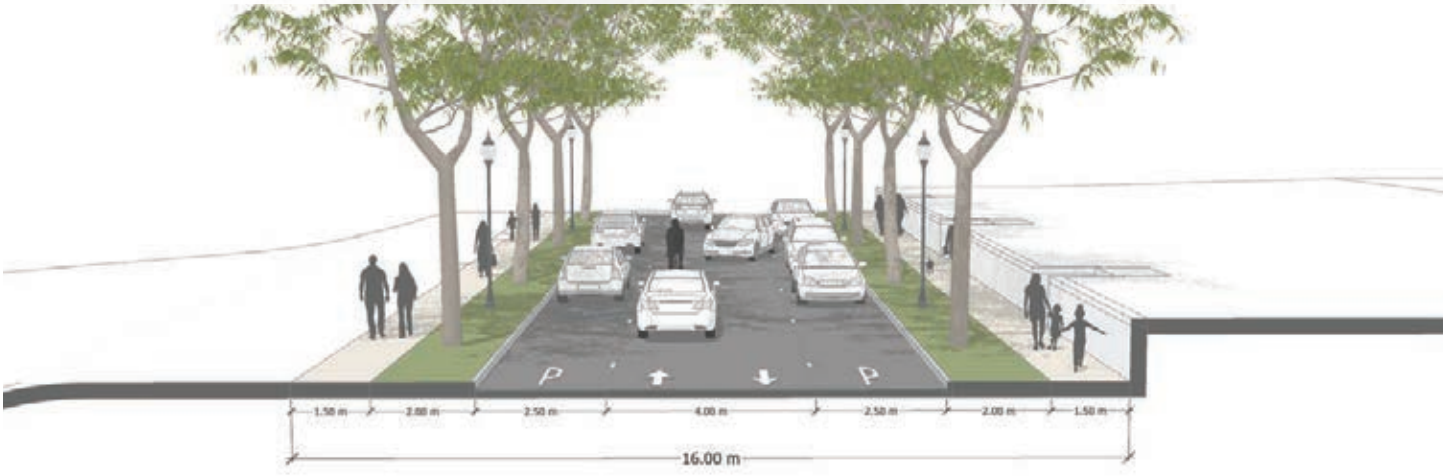


Yield Street [YS-14-6.5]					
Right of Way	14m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	1.75m	Curb Width	-	Travel Lanes	1 yield
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	4m
Planting Strip Width	2m	Bike Facility Width	-	Roadway Width	6.5m
Median Width	-	Parking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

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

4

16m Residential Yield Street



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		

5

16m Residential Street



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		

© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Streets

Street Assignment & Types

6 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		

7 20m Residential Street

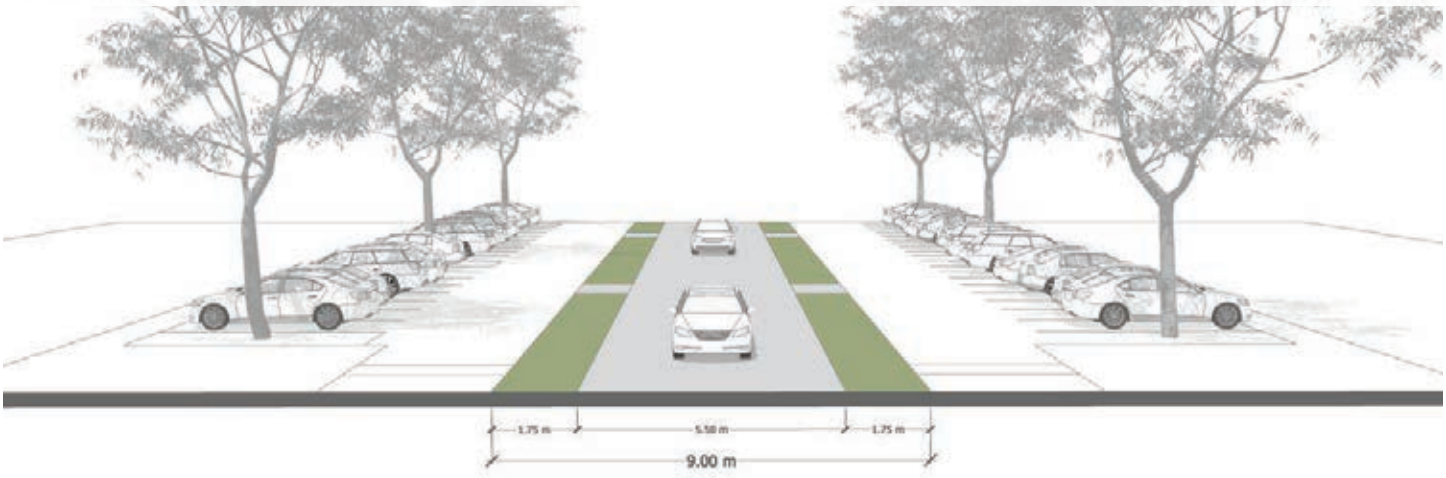


Residential Street [RS-20-11]					
Right of Way	20m	Curb & Gutter Type	Vertical	Parking Width	2.5m
Footpath	2m	Curb Width	-	Travel Lanes	2
Planting Strip Type	Grass	Bike Facility Type	Shared	Travel Lane Width	3m
Planting Strip Width	2.5m	Bike Facility Width	-	Roadway Width	11m
Median Width	-	Parking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

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Standard for all Commercial

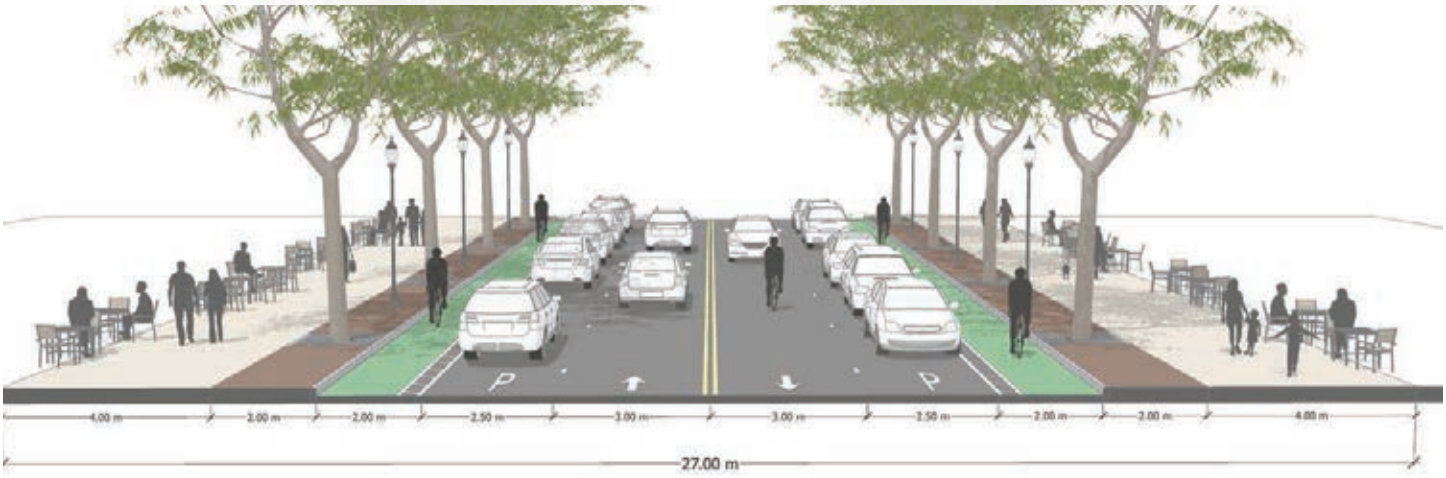
Commercial Alley



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	-		

8

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		

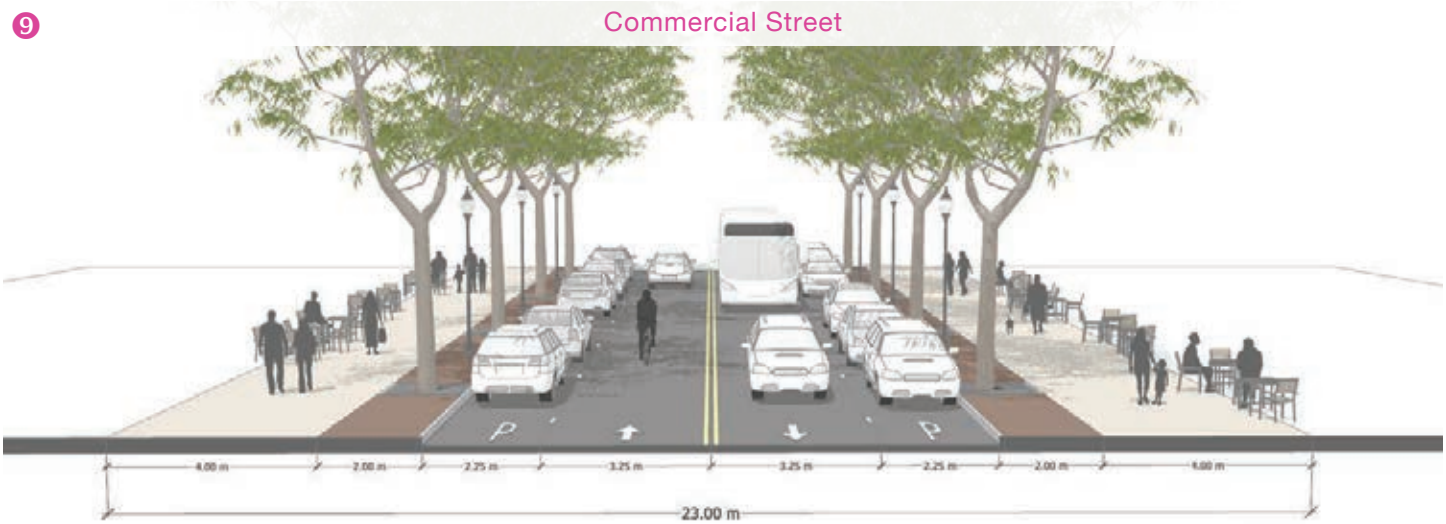
© 2023 DPZ CoDesign | Skylands | 5 November, 2023

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Streets

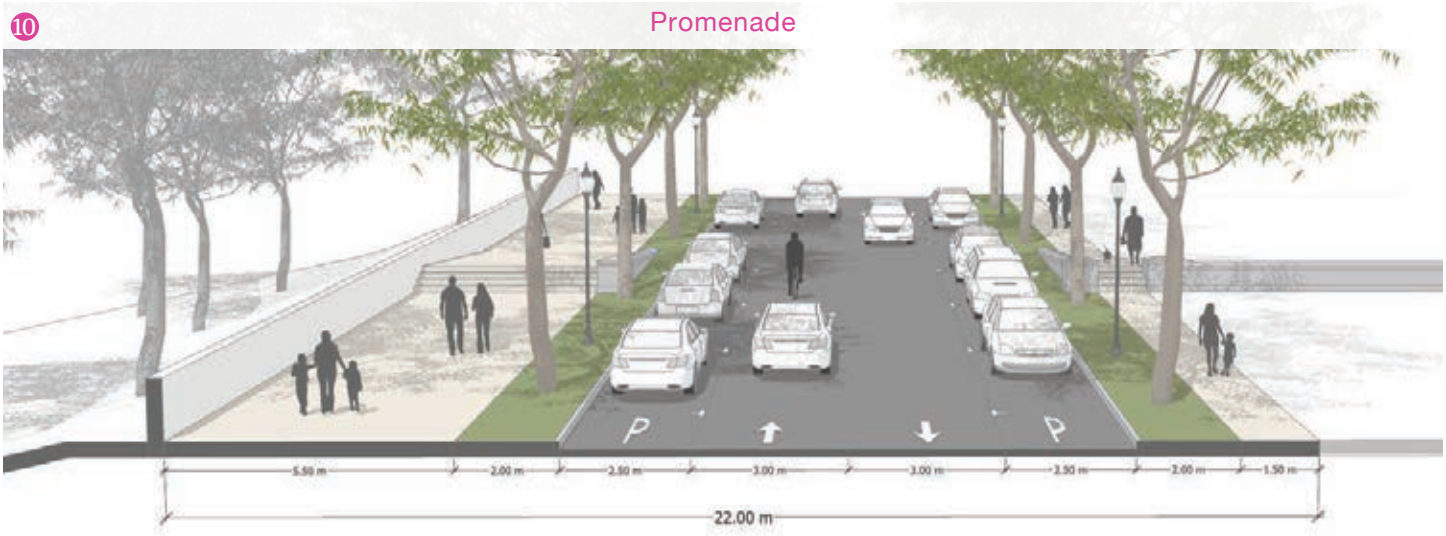
Street Assignment & Types

⑨ 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		

⑩ Promenade



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		

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

10 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		

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Streets

Additional Street Assignment & Types - Based on Capacity Needs

One-Way Residential Street



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		

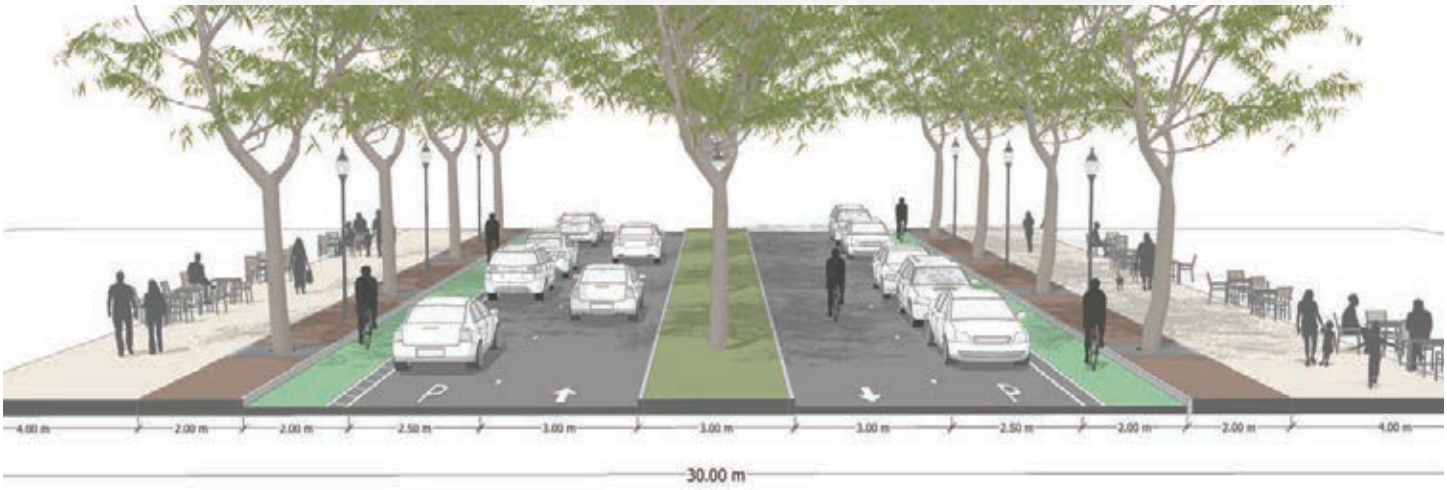
One-Way Commercial Street



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		

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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		

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

This page is intentionally blank.

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

Appendix

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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 Ridegtop 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.

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.



© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

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.

© 2023 DPZ CoDesign | Skylands | 5 November, 2023
Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

This page is intentionally blank.

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023

SKYLANDS

PREPARED BY:

DPZ CoDESIGN

DPZ
CoDESIGN

Document Set ID: 5154781
Version: 2, Version Date: 04/12/2023