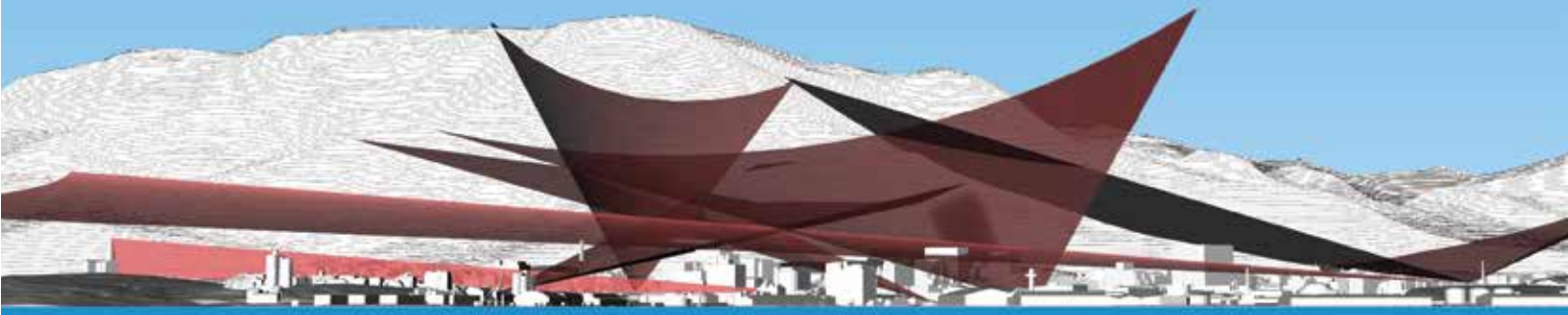
Building Height Standards
Review Project



Prepared for the Hobart City Council

Leigh Woolley Architect
June 30 2018

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Background

Building Height Standards
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Project Brief
Issued by the Hobart City Council
(10 November 2017)

The Objectives of the project are :

(i) To prepare height control planes for both the central area of Hobart and Sullivans Cove and consider appropriate maximum (non -discretionary) height limits for inclusion in the the relevant Planning Scheme.

(ii) To identify additional important view lines and vew protection planes in the central area of Hobart and Sullivans Cove for inclusion in the relevant Planning Scheme.

(iii) To define the urban context of Central Hobart and identify design principles for new buildings in the central area of Hobart and Sullivans Cove for inclusion in the relevant Planning Scheme.

Scope and Key Tasks

1. Define *Urban Context*

In the regional urban landscape, confirm the place of Central Hobart within the 'activity centre hierarchy'

Locate and identify characteristics of the 'urban amphitheatre'

Develop spatial principles to inform an appreciation of the 'urban amphitheatre', also acknowledging the 'amphitheatre to the Cove'.

2. Prepare height control planes for both the CBD and the Cove and consider maximum (non discretionary) height limits

Identify , through appropriate modelling, *'non-conforming'* buildings that confuse consideration of the 'amphitheatre to the Cove' and the 'urban amphitheatre'.

Identify an appropriate *height control plane* back from the Cove Floor (decending with and moving back form the Macquarie Ridge contour) while generating an emphasis west and north west.

Consider an *area of built intensity* where provisions could be modified to complement chnages in height limits (beyond the amenity building envelope) or potentially to incentivise better design outcomes.

3. Designate additional important *view lines and view protection planes*

Prepare an inventory of view lines and view protection planes as they currently exist in Masterplans, Site Development Plans and integrate and co-ordinate into view management provisions for Central Hobart to be included in the planning scheme. Extend to include city wide alignments incorporating connection to regional landscape horizons.

Develop view protection planes to ensure connectivity between the ground plane of the city centre and the cove floor and regional landscape horizons.

Model view shaft alignments and outline co-ordinates prior to determining height control planes.

4. Identify design principles for new buildings in the CBD which aim to protect the identified townscape and streetscape values.

Develop guidelines for development above the 'street wall' to consider how bulk reduces as height increases, to encourage permeability of light between buildings.

Report Structure

In response to the brief and having regard to the scale of the setting and the evolving process of development of Central Hobart, the report is divided into five sections.

Following an introduction the **Urban Context** of a 'small city in a large landscape' is discussed in response to the settlement expansion of the city region and the role of Central Hobart in the urban hierarchy. The key spatial characteristics of the *Urban Amphitheatre* and the *Amphitheatre to the Cove* are identified in order to locate and appreciate 'intensity at the heart of settlement' in Central Hobart.

In response to the context, and in order to consider a layering of the urban form **'non conforming'** development is identified, along with **height control planes** between Sullivans Cove and the city centre and then the inner hills. As a result a **potential area of built intensity** as an inner core precinct can be considered.

An **inventory of View Lines and View Cones** as view planes is then provided to identify the connecting alignments between the city centre and the regional landscape horizons. Individual view lines as well as view cones are identified, with modelling indicating the potential connectivity with and without height control planes.

The last section combines outcomes of the previous sections, integrating view protection and height control planes (with councils existing amenity building envelope) to generate a potential envelope for each urban block. Together with co-ordinating data for each urban block, this also assists in considering design guidelines in response to the identified townscape values.

The approach uses available modelling data including Councils K2Vi model. Considerations arising will accordingly be subject to detailed survey.

1.0 **Introduction**

A city with an intelligible topography

City as landscape

All cities are experienced as landscapes - where they are placed, as well as how they are formed in response to their locations influences subsequent judgements, and demands consideration in planning and design terms. In topographically diverse cities such as Hobart, there is also a constant reminder that, like the individual homes that form them, cities are sheltering places within larger landscapes.

In contrast to many cities that celebrate a capacity to over come geography by diminishing topographic diversity, in Hobart the opportunity still exists to celebrate and acknowledge the fundamental symbolic and ecological significance of the regional landforms and their particularities, from the centre of settlement.

Topography underpins and informs settlement. In Hobart the terms : Ridge, Cove, Hillside, Domain…etc. are references to landforms that underpin the experience and knowledge of the place. Orientation within the dwelling region is provided by landform and water-plane references, more than by built form. Movement within and across the surface of the city (across its landform) will continue to inform its planning and urban design, not only in terms of the orientation and alignment it offers, but in seeking an intelligible topography that includes the evolving built form.

Accessing the view

Although Tasmania is not particularly mountainous, a complex geology and limited 'low ground' means the 'natural rise' is strongly evident throughout the state, especially in the Hobart region. As a result views are an inherent feature of the dwelling experience. Even near the estuarine waters edge, the city's wider frames of reference are likely 'in view'. 'Accessing and sharing the view' is synonymous with movement within and across the city's landform, especially its hillsides. Views are also synonymous with residence.

While the footprint of settlement has grown considerably in recent decades, often blurring settlement margins, the capacity

to view beyond the built margins from the centre of settlement, continues to identify Hobart as 'a small city in a large landscape' [1].

Confusing the layered urban scale

In acknowledging the role of the regional urban landscape to the place of settlement, the project brief seeks to locate and consider spatial principles of the 'urban amphitheatre' (focused on Central Hobart) while also acknowledging the 'amphitheatre to the cove'. With these in mind the continuity of scale inherent to the city's built form, has been reviewed by identifying 'non-conforming' buildings and structures that currently confuse the layered rise of the built.

Height and density

Although they often align, building height is not a measure of density. (The footprint of Empress Towers and the adjacent Princes Park, if considered together, would for example be less dense than an equivalent area of adjacent Battery Point housing.) As indicated in the previous report [2] building height in Central Hobart should be considered an outcome of location and (built) form. And this form will be in response to other planning scheme provisions including the urban townscape, as well as the developments contribution to the specific urban precinct/ block and adjacent street spaces.

Central Hobart aspires to provide 'a compact built focus to the region and operate as the commercial hub of the state, reflecting an 'intensity at the heart of settlement'. [3]
Inherent to urban intensification, and indeed to the sense of being urban, is the process of 'densification'. As a feature of human settlements, density is increasingly contested, but it is not a recent phenomenon. 'Human life swings between two poles: movement and settlement', Mumford reminds us, but 'At the dawn of history, the city is already a mature form'. [4]

To improve 'urban liveability', integrated planning (including metropolitan governance) is considered essential to overcome policy silos and achieve coherent and consistent policy between departments and agencies.[5] With its footprint now spread over 169,546 sq. km.[6] (refer fig. p.15) Greater Hobart as a settlement is no longer a 'compact' city - indeed it is now one of the least densely settled major cities in Australia.[7] In counterpoint, especially in terms of sustainability, the city centre, in striving to be the intense 'compact' focus of settlement, should be more concerned with generating urban intensity, and the quality of living space being provided, than with 'density' per se.

"There is no single scale at which to measure urban density, but the larger the scale the lower the density. The best approach is to understand density as multi – scalar: for any location there is an internal density, a net density, a walk-able density and a metropolitan density."[8]

Five reports in one

To address the specific tasks in the brief, and in the absence of a strategic plan for the city region and an urban design framework for the city centre, this report necessarily 'over reaches'. In effect it is five studies in one report: Urban Context, Non-conforming buildings and structures, Views / View Cones inventory, Height Control Planes, and conceptual urban massing leading to outline Design Principles. Even with consistent effort and the best intentions, it is difficult to adequately address the scope of the brief - each section deserves more than time permits.

1 Urban Design Principles Project 2004 Woolley L. p.2
2 HIPS 2015 Height Standards – Performance Criteria Review. Woolley, L. 2016
3 op cit p. 53 and HIPS 2015 – PSA -17-3 Amendments and Hearing Feb 21 2018
4 Mumford, Lewis. The City in History. Pelican 1961 p.11
5 'Creating liveable cities in Australia' RMIT Center for Urban Research Oct 2017 p.19
6 Australian Bureau of Statistics 2017
7 Southern Tasmania Regional Land Use Strategy 2010- 2035 p.11
8 Dovey, K., Pafka, E. Urban density matters- but what does it mean ? The Conversation May 20 , 2016

2.0 **The Urban Context**

A small city in a large landscape

A dynamic landscape shelters settlement

By definition port cities provide refuge. As a significant deep-water southern ocean port, Hobart not only provides safe harbour for vessels, its expansive embayment /estuarine catchment also focuses and shelters the urban dwelling region.

In contrast with its sky and water horizons and circumscribed by high and rising ground, settlement in Hobart is integral with the layered undulations and familiar landforms of the region. The diverse and distinctive topography of Hobart, combined with a clear 'lucid' atmosphere, allows the 'near' and 'far' to have equal prominence, not least from the urban centre. This 'lived' landscape, where distant views are part of the felt experience of place, along with the shifting scale of outreach they offer, ensures that 'landscape' is appreciated as foundation to urban character and form, rather than simply urban 'back cloth'.

While the city's urban morphology has been shown to be a response to its topography,[9] the continuing task is to strengthen the capacity of the city to reveal, through its evolving form, the place of settlement.

In contrast to other major settlement locations in the nation, the place of Hobart and the shared experience of its landscape

9 HIPS 2015 Height Standards Performance Review. Woolley , L. 2016 op cit

kunanyi
'the mountain'

The mass of the Wellington Range and its familiar profile and escarpment above Hobart is known as 'kunanyi' – a Bruny Island word for 'the mountain' *(Greg Lehman pers comm. 17 jan 2018)*. Use of the term in this report is with this encompassing landscape presence in mind. This includes the familiar scale and form on the horizon within the Urban Amphitheatre, also when viewing west/south west from Sullivans Cove.

can continue to determine its urban character, especially the development and form of the city centre. While the landscape of the dwelling region provides the abiding urban context, the challenge is in cultivating and curating its urban form.

'Nature and the past are remarkably palpable in Tasmania …. so far as the two are separable, nature has evoked deeper appreciation than history.' [10]

Settlement landscapes and urban identity

The importance of settlement landscapes to the community's collective sense of place and culture, let alone their contribution to economic development within the region has and continues to be, acknowledged. [11]

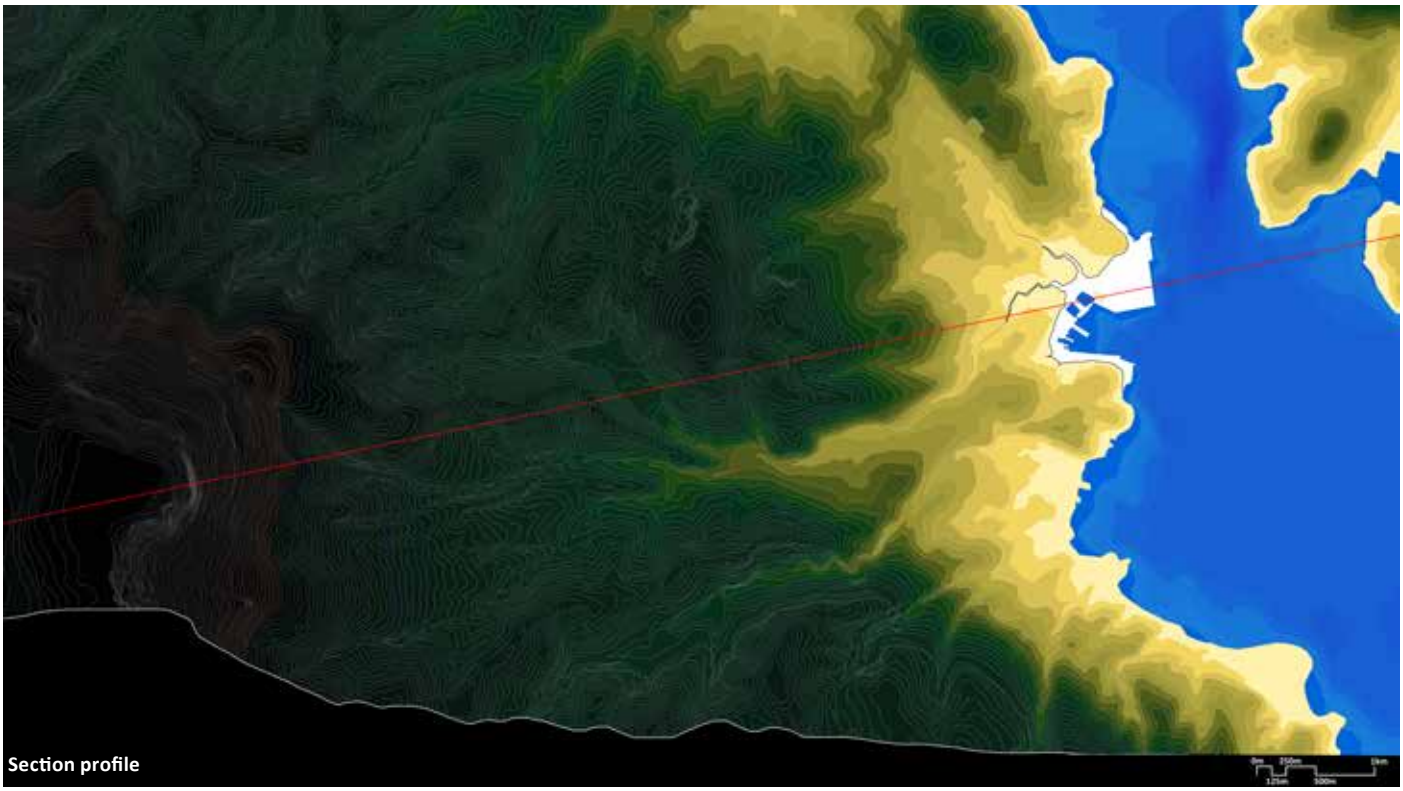
While a city's natural environment and its urban form when taken together 'comprise a record of the interaction between natural processes and human purpose over time',[12] landscape values and their protection especially at the urban scale, (and notwithstanding their perceived subjectivity), is a complex task. [13]

An initial approach is in acknowledging the environmental foundation to the urban context, and then integrating it into policy and development outcomes. While all cities are experienced as landscapes, Hobart more than most, and certainly more than any other state capital, is understood as ' a small city in a large landscape'.[14] It is not merely that one can view undeveloped naturally vegetated horizons from the centre of the city, but that even a casual urban gaze can assist the viewer in scaling the city **within** its landscape.

Below : Central Hobart within its settlement landscape. The 'natural rise' from sea level to alpine (1271 m). Section line W/SW from Cove Floor to kunanyi 'summit' (7.5km)

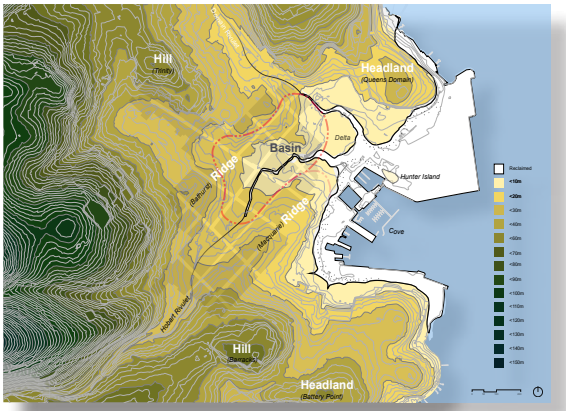
10 Roe, M. Illustrated Register of the National Estate 1981 Section 7/5
11 Southern Tasmania Regional Land Use Strategy, (STRLUS) State Growth Population Strategy 2015 p.37
(Also refer substantial literature – eg. JB Jackson, Yi Fu Tuan, K. Lynch, Hidenobu)

12 Spirn, A. W. The Granite Garden 1984, p. 12
13 STRLUS op cit p.36
14 Woolley, L. 2004 op cit p.2



Section profile

Central Hobart - landform structure
from : HIPS 2015 Height Standards Performance Criteria Review (Woolley 2016) p. 9



This puts Hobart in the enviable role as a city with identifiable natural limits, at the southern margin of the urbanised world, that can advance a specific understanding and appreciation of settlement values. These include a custodial role to wilderness landscapes within the Tasmanian jurisdiction and beyond.

The shared cultural and natural heritage that ascribes to peoples surroundings, of which landscapes are an essential component, are recognized as a foundation to cultural identity.[15] Attachment to place constitutes one of the most vital elements of human and landscape aesthetics, all the more so when applied to the complexity of the city, the location where the experience of change is expected, if not constant, [16] being both 'natural object and a thing to be cultivated'. [17]

Settlement expansion

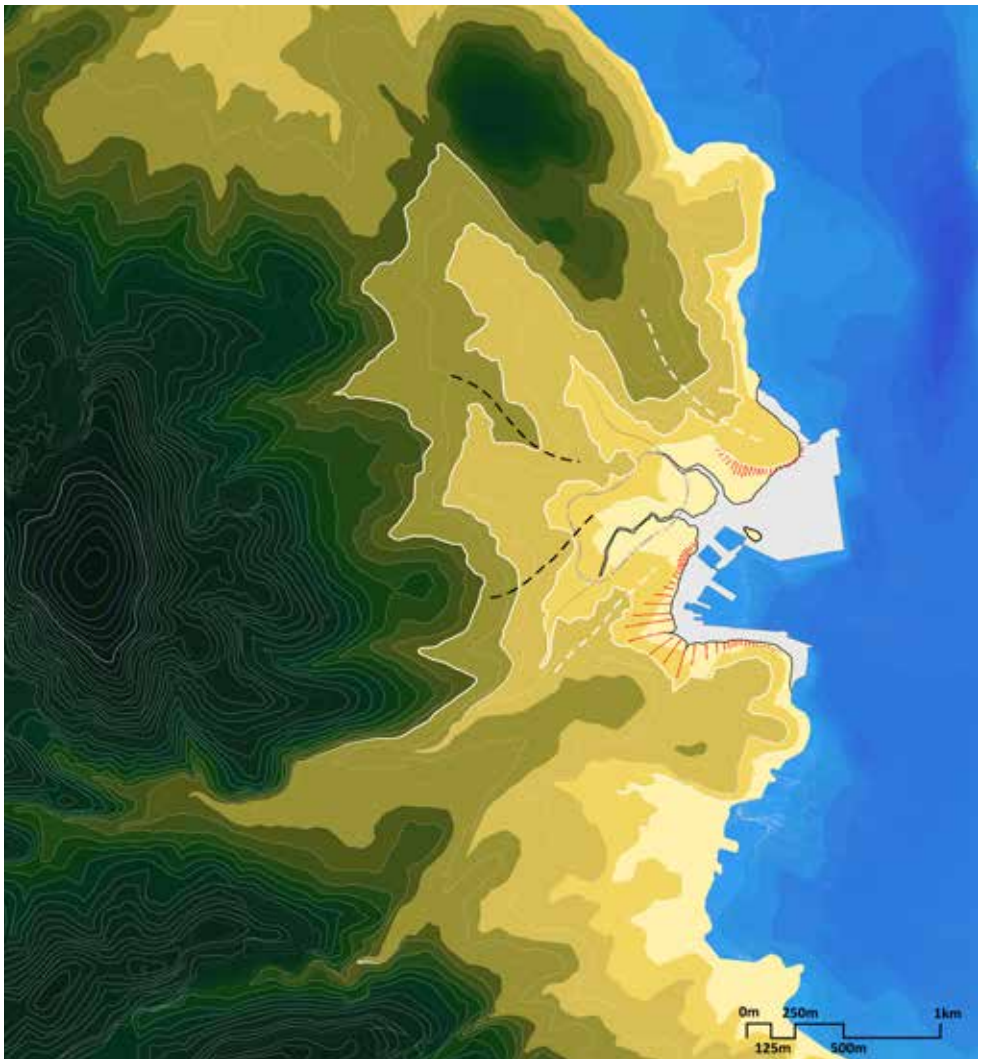
Notwithstanding the terrain, the form of Tasmanian settlements was determined not by grand plans, but by expansion along main roads. Even Hobart's initial town plan (Meehan 1811) provided an

15 Council of Europe, European Landscape Convention 2004 Article 5 : 'Each party undertakes to recognize landscape in law as an essential component of peoples surroundings, an expression of the diversity of their shared cultural and natural heritage, and a foundation of their identity.'

16 Lynch K. A Theory of Good City Form MIT 1982 p.42
17 Levi Strauss in Spirn op cit . p iv

Right : Central Hobart landform structure as an extended framework, beyond Sullivans Cove.

Identifies landform features as a sequence of 'lifts', including city centre slopes, city centre fringe, Inner hills, mid ground hills. Also includes city ridges.



High ground
Middle ground hills
Inner Hills
City Centre Fringe
City Centre Slopes
City Ridge
Cove Slopes
Basin
Cove Floor

open grid capable of extension, its form 'presuming a future provincial town rather than a capital city'. [18]

The post war change in personal mobility assisted by private automobile ownership, combined with declining household occupancy rates, and in the absence of a regional strategic plan, gave rise to a poly-centric, low-density development pattern in the Hobart region. This is now characterized by competing retail centres along topographically constrained radial transport corridors. Coupled with a resultant decline in public transport patronage, and expansion of the urban footprint exacerbating travel times and distance, this fundamentally changed Greater Hobart's urban structure, diminishing Central Hobart's role as the only major centre and retail hub.

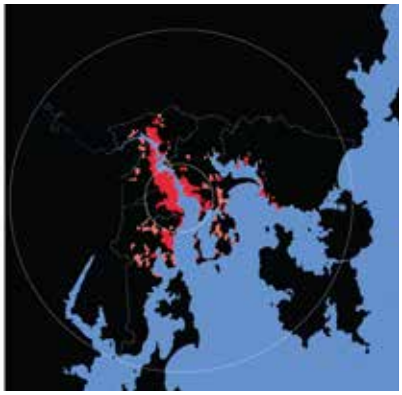
Although 'sluggish urban growth had preserved Tasmania's towns and cities from the ravages of twentieth century development' [19] the increasingly peri-urban low density urban pattern, is now encompassing earlier outlying villages and hamlets, challenging the earlier hierarchy [20] and its defined gradation of settlement that has ' long been distinctive in the Australian urban pattern'. [21]

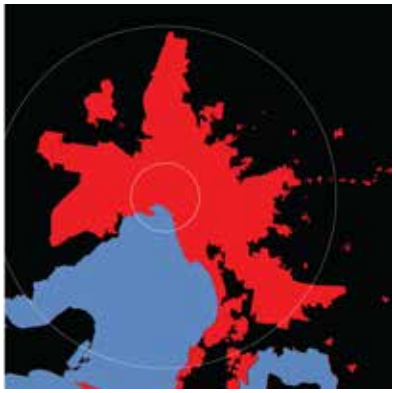
The municipal population of Hobart declined for a time from the 1960's as the metropolitan area developed and grew. Larger residential blocks, including substantial growth of un-serviced residential land,[22] generated significantly increased vehicular movements over ever- increasing distances. As the footprint of settlement expanded, so retail activity also dispersed to these suburban centres, while also servicing peri-urban growth.[23] 'This dispersement of the population has lead to the creation

18 Ratcliff, E. and McNeill, B The Companion to Tasmanian History UTAS 2005 . p.478

19 Davison, G. The Companion to Tasmanian History UTAS 2005
20 Scott, P. The Australian Geographer Vol 9 Issue 3 1964 p.134 '*No other (state) displays so equitable a population balance between metropolitan city, town and country'*
21 Scott op cit. p.134
22 State of the Environment 2003 soer.justice.tas.gov.au
23 Hobart Congestion Traffic Analysis 2016

Below : Greater Hobart is characterised by a poly-centric low-density settlement pattern.





Left : **Greater Hobart and Metropolitan Melbourne at same scale.** 10 km + 50 km Radii

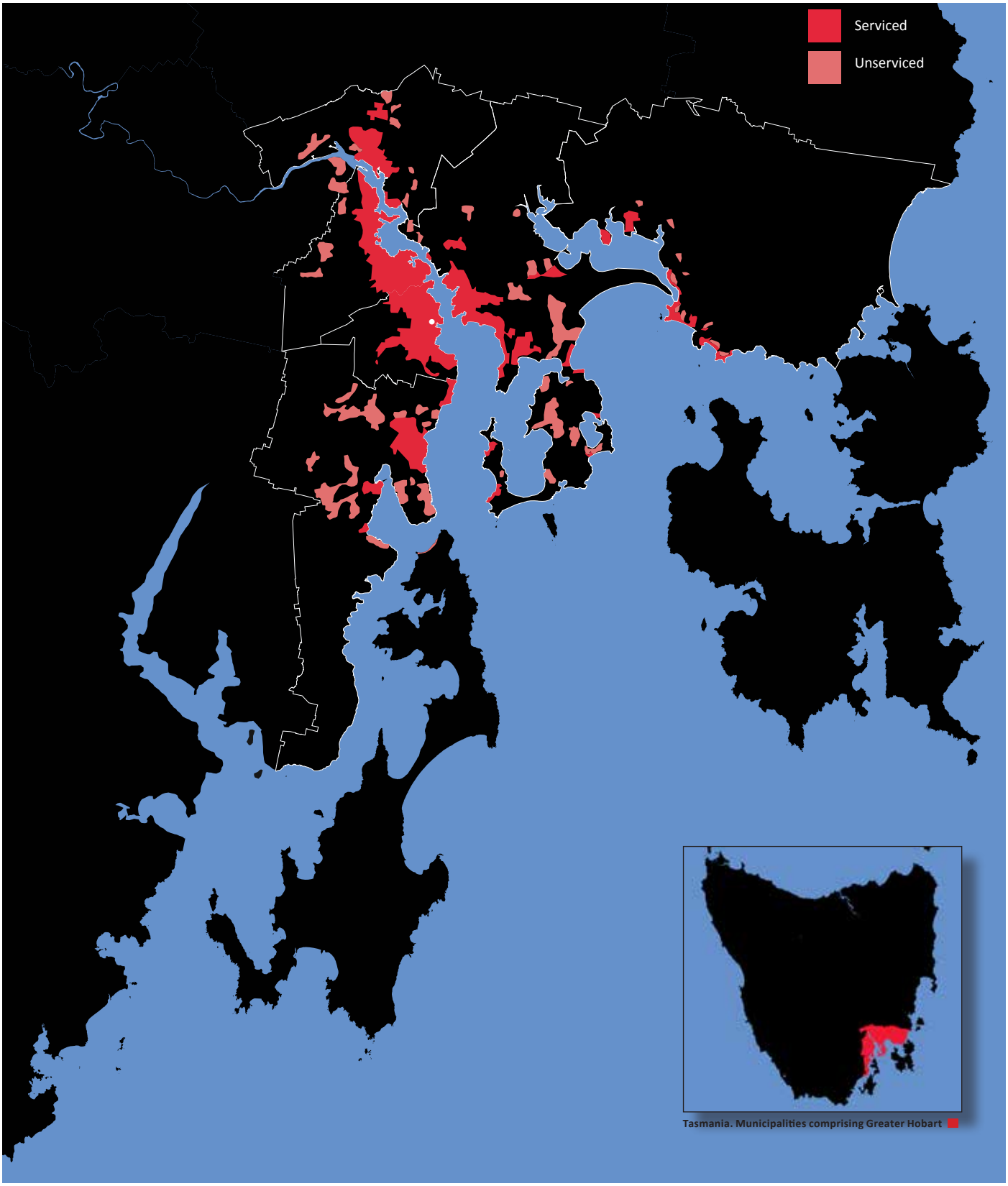
Settlement expansion : Greater Hobart *

Serviced and unserviced urban areas (estimate)

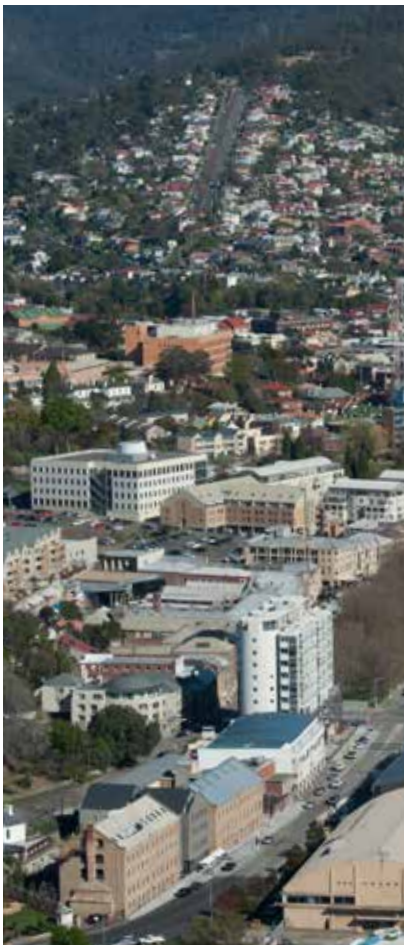
* Hobart, Glenorchy, Clarence , Kingborough, Brighton and Sorell.

Inner Hobart has the highest population density in the state with over 700 people / sq km

People per sq km.
Inner Hobart : 700 or more
Hobart (remainder) : 500 - 700
Glenorchy : 300 - 500
Clarence / Kingborough : 100 - 300
Brighton/ Sorell : less than 100
(ABS)



Tasmania. Municipalities comprising Greater Hobart



Although the focus of a low density urban region, Central Hobart has the densest population in the state. It is the location where density is anticipated. *Above* : Sullivans Cove (Cove Floor) to Forest Road (Mid ground). *Below* : The Cove Floor focusses public and civic activity _ PW1 Dark Feast.

of a car-dependent settlement pattern and significant areas of rural land being converted to what is essentially residential use'.[24] Reciprocal impacts on the central city in these decades (1960 – 90's) included increasing demolition for surface and multi-storey car parking, together with diminished pedestrian activity and movement.[25]

An outcome of urban sprawl is creating long travel distances with fragmented and dispersed urban activity patterns that make it difficult to develop and sustain a viable public transport system. Over the past few decades traffic volumes have grown considerably in Greater Hobart especially 'in parallel with traffic growth there has been multiple changes to land-use and transport systems which have increased congestion levels' [26]

Accordingly planning policy confirms that Greater Hobart be a more sustainable and compact settlement, with the CBD the Principal Activity Centre in the state.[27] While Inner Hobart's population is the densest in the state with over 700 persons / sq km.[28] this does not yet reflect sustainability within the urban region.

24 Southern Tasmania Regional Land Use strategy – Providing for housing needs. P.24
25 Townscape Topic Report CASP 1991 Woolley , L. 3.14
26 Hobart Congestion Traffic Analysis op cit.
27 STRLUS op cit.
28 Australian Bureau of Statistics 2012

Consolidating the Primary Activity Centre

Greater Hobart is now one of the least densely settled of the major cities in Australia with one of the highest proportions of single detached dwellings.[29] To address inefficiencies and inequities emerging from an expansion of the settlement footprint, and as low-density development potentially threatens long-term sustainability, areal growth (particular residential growth) needs to be managed on a regional or 'whole of settlement' basis, underpinned through a regional strategy plan.

In seeking to ensure that Greater Hobart can become a more sustainable and *compact settlement,* with Hobart CBD the principal activity centre, an urban growth boundary intends to 'minimise urban sprawl and lower density development'.[30] At the same time this is intended to accommodate an increase in population (especially along main transit corridors). As the principal activity centre in the regional hierarchy of Activity Centre Networks, the Central Business Zone (as the core of the Hobart Activity Centre) is intended to be the densest and most compact development precinct in the state. The 'primary hub for Tasmania ….where a significant proportion of all employment opportunities within the region… should continue to be focussed'.[31]

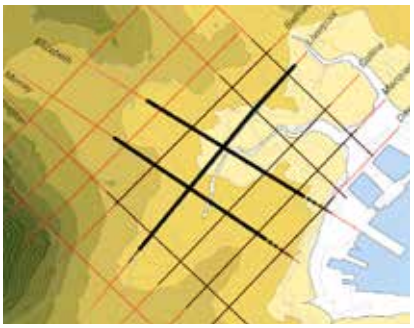
It is not the purpose of this report to confirm anticipated population growth or consider available developable land in the dwelling region or the city centre. In the absence of a settlement strategy and supporting urban design policy at the state level however, it is noted that current government policy is to grow Tasmania's population to 650,00 by 2050 [32].

With Central Hobart already experiencing

29 STRLUS op cit. p.11
30 op cit. p.85
31 op cit. p.76
32 Dept. State Growth *Population Growth Strategy*, 2015.

Bottom:
The Central Business Zone urban blocks vary in area. Alignment varies as a result of the non - orthogonal streets

Below :
The non orthogonal streets - Liverpool, Murray and Elizabeth



'growing pains'[33] it is necessary to both acknowledge and recognize the implications of reinforcing the role of Central Hobart as the 'primary hub'. As the principal activity centre in the state, and the intended focus of commercial, retail and tourism activity, this necessarily anticipates an increase in density ('densification') with urban consolidation. (The form that this urban focus should take needs further detailed consideration - including urban character assessments- beyond the scope of this project.)

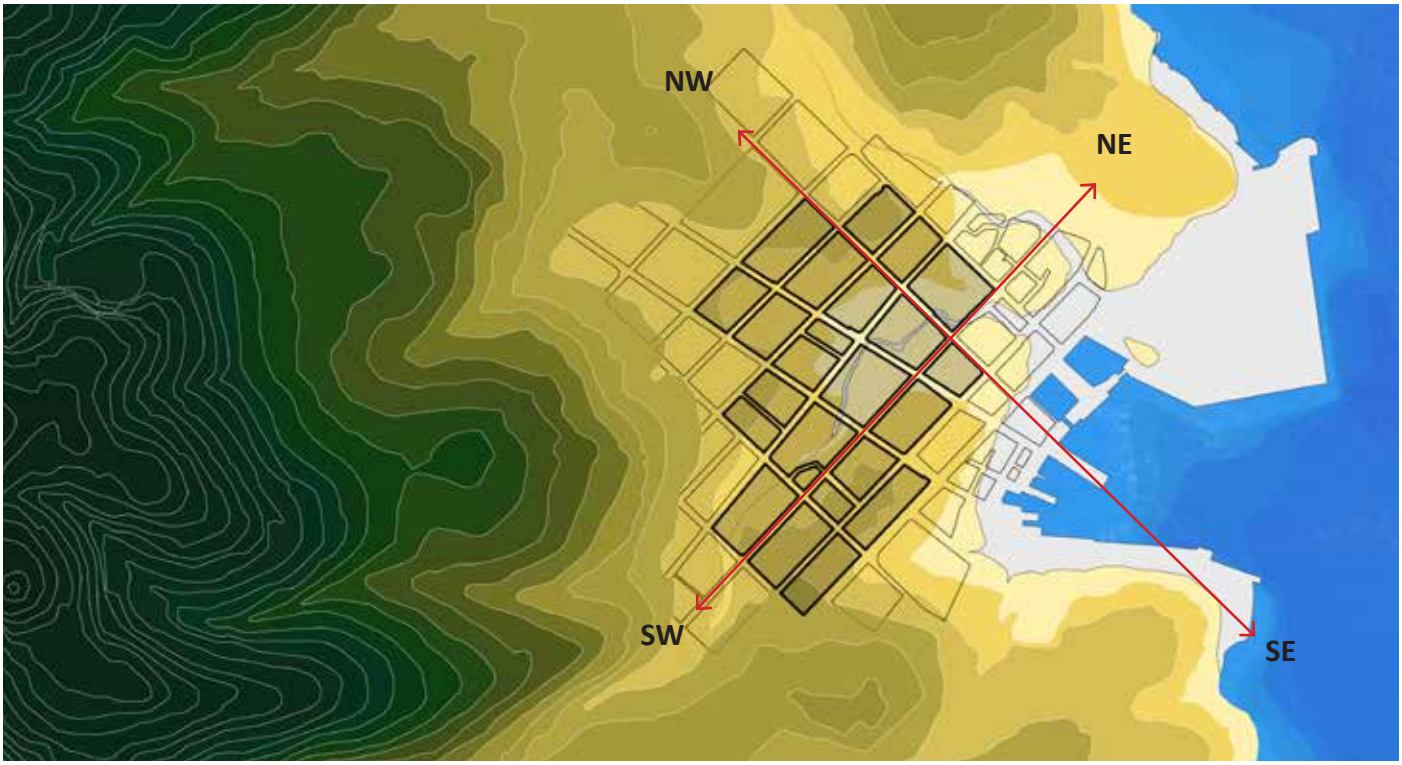
The Central Urban Blocks of the Primary Activity Centre

Only outline morphological analysis of Central Hobart has been undertaken.[34] For this report it is necessary to confirm the landform character and topography of the location on the urban structure, including amongst other characteristics, its street alignments. In response to the location, the scale and form of the urban blocks differ from one another, varying in size from 10,000 m^2 – 40,000 m^2. The alignment of the non-orthogonal streets (Liverpool, Elizabeth and Murray) has assisted some blocks in being larger, with others reduced in area.

The scale and permeability of the urban blocks also differ with the terrain. The 'narrowest' urban blocks are those between Macquarie and Davey Streets, in response to the topography of both the (Macquarie) Ridge and the Escarpment descending to the cove floor. The 'densest' urban blocks are those adjacent the Hobart Rivulet. The central urban blocks have consolidated along both the low ground of the Rivulet 'trough' and the elevated ridge along Macquarie Street. The largest and less intensely developed blocks, are those on the more elevated land on or adjoining the central area slopes to the north and north west of the central urban blocks.

By contrast the generally 'flat floor' provided by reclamation within Sullivans Cove, accentuates the adjacent rising ground. This differentiation is especially apparent in the

33 'Mercury' editorial Oct 17 2017
34 Woolley, L. 1991, 2016



vicinity of the 'Escarpment' adjacent Davey Street. While several urban blocks extend the central area pattern, for the most part the Cove Floor is characterized by multi-directional space, established as concrete aprons for port operations. Freestanding buildings, many utilitarian port service structures, provide frontages 'in the round' in contrast to the 'cheek by jowl' street facing urban blocks of the CBZ. The planar space of the Cove Floor contrasts with the undulating terrain of the city centre, enhancing its public and civic purpose.

The shape of the Central Business Zone

Elizabeth Street has been the primary commercial axis in the city from the early nineteenth century. The location and shape of the Central Business Zone (CBZ) has been formalised since the mid twentieth century. Its current form is primarily focused NE/ SW containing the urban blocks adjacent the rivulet trough and its natural 'basin'. Beyond this there is a narrow edge that runs along Elizabeth Street as far as Warwick Street.

(refer current zoning plan below).
It would seem that this extension, and the general location of the rest of the zone, was largely based on the City of Hobart Plan of 1945 (the 'Cook Plan'). [35]

The Plan was written when Elizabeth Street was the main commercial street and primary vehicular artery, extending to the principal port frontage in the state. (The pontoon bridge across the Derwent was not completed until 1946, and the Brooker Highway was not opened until 1958).

Cook accordingly suggested a deviation at Warwick Street (never acted upon) to Molle Street near Macquarie Street, to provide a diagonal by-pass of Central Hobart. The zoning he suggested (two business zones) (A) and (B) identified a core (Business 'B') bounded by Bathurst, Harrington and Argyle Streets with buildings up to 7 stories or 80 feet (nom. 26.5 m) and a business Zone 'A' being roughly triangular, pivoting from Warwick Street with buildings up to a maximum of three stories or 40 feet (13.2 m).[36]

35 City of Hobart Plan 1945 (Cook, F.)
36 Cook, F. op cit p. 32-33

Below left: Detail from the City of Hobart Plan 1945 and the proposed deviation at Warwick Street - and the resulting outer and inner business zones.

Below right : The current Central Business Zone (dark blue) and the narrowing along Elizabeth Street.

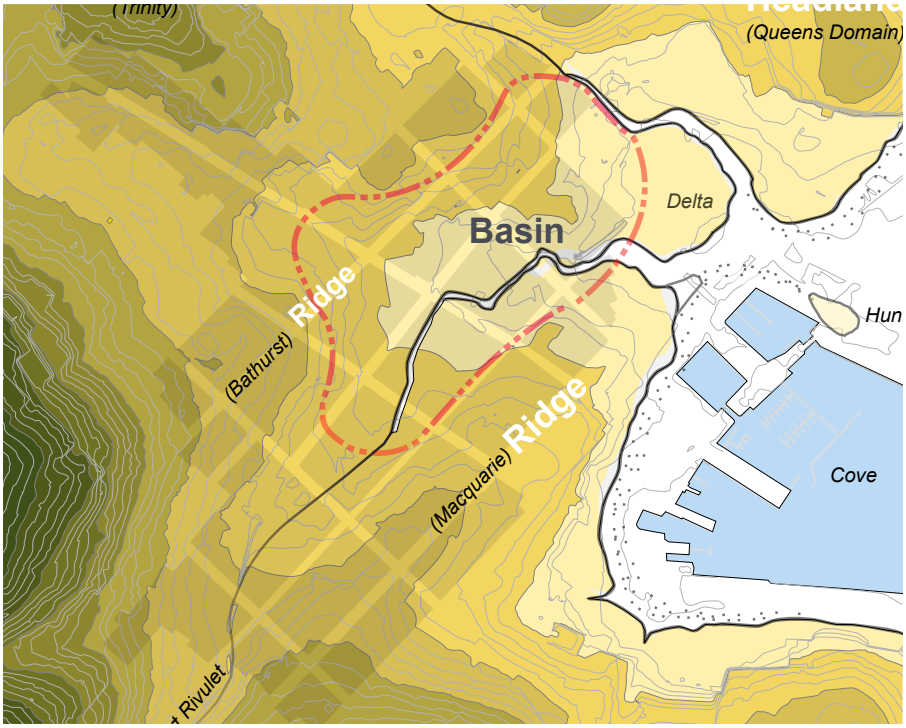
This appears to have influenced the Central Business district as a stretched precinct up to this higher contour, beyond the compact focus on the lower contours. At the proposed building scales, the triangulation of the zone (and views across it) would be comparatively unaffected by topography, notwithstanding the intention that the densest zone was on the lower contours.

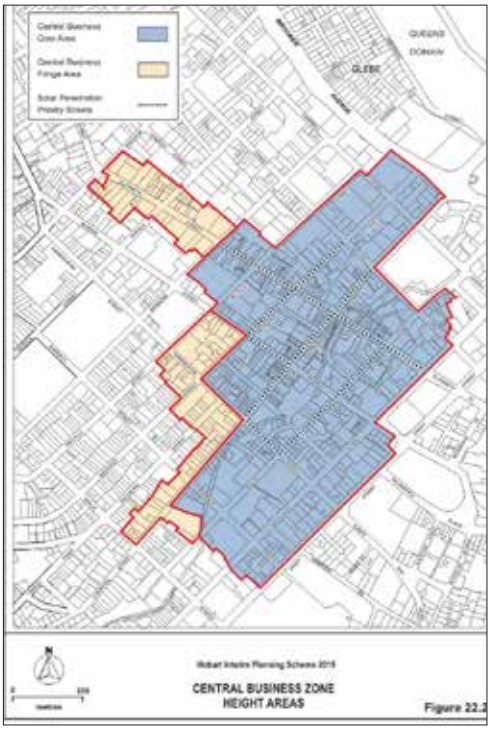
While the primary business zone was focused within the lower contours of Elizabeth Street and the rivulet basin, the extended triangular zone was predicated on soon to be outdated intentions.

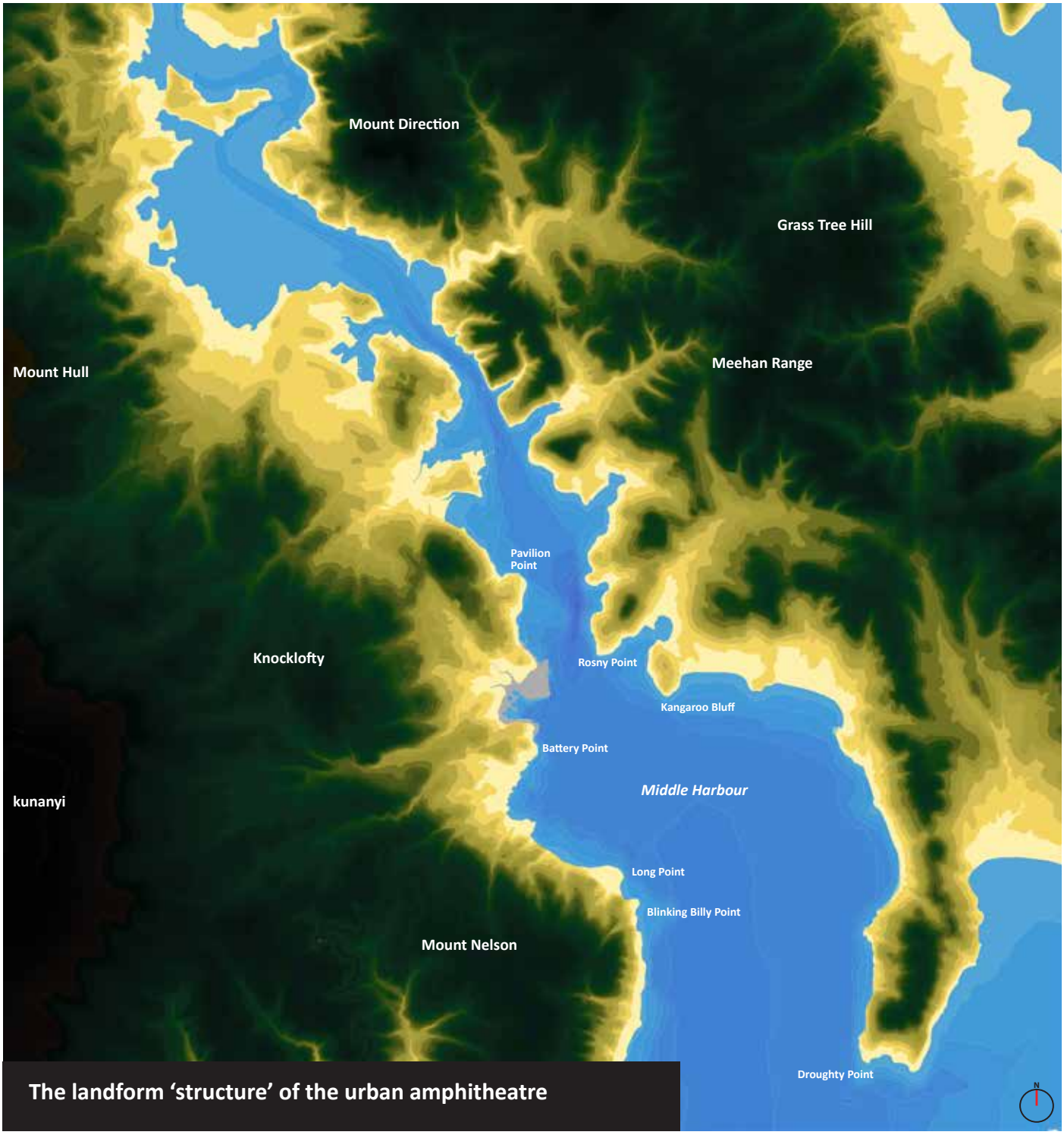
The contours around Warwick Street at Elizabeth Street are among the highest in the Zone, the others being along Macquarie Street between Harrington and Barrack. The lower contours are where Cook and subsequent planning schemes sought to consolidate the zone, not stretched along the rising contours. (Elsewhere in the 1945 Plan the low-ground areas were deemed 'decadent' and zoned for redevelopment, in contrast with the popularity of these areas today).

Below: The topography of Central Hobart identifying the 'Basin' + the CBZ urban blocks

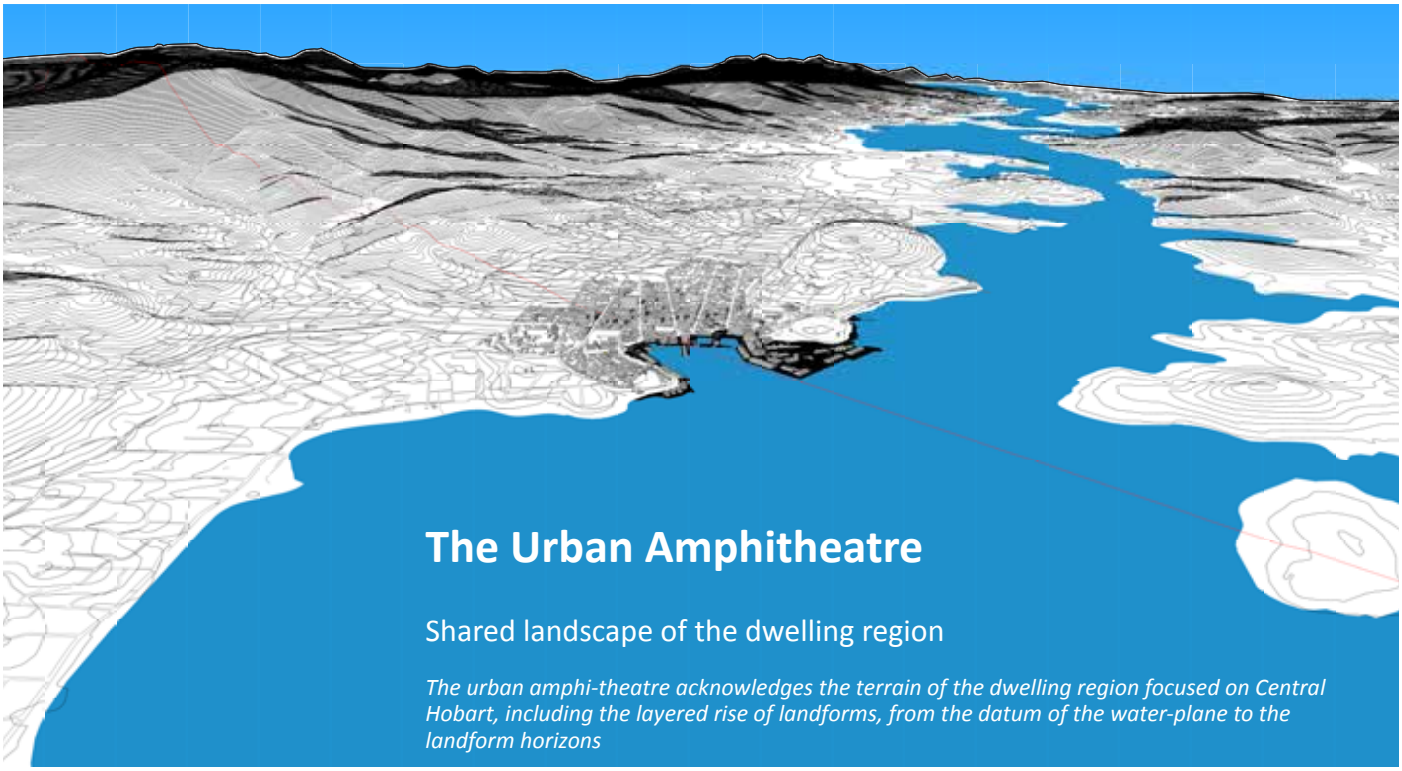
Below right : The CBZ core + fringe areas and solar penetration streets (HIPS 2015)







The landform 'structure' of the urban amphitheatre



The Urban Amphitheatre

Shared landscape of the dwelling region

The urban amphi-theatre acknowledges the terrain of the dwelling region focused on Central Hobart, including the layered rise of landforms, from the datum of the water-plane to the landform horizons

The Urban Amphitheatre refers to the integration of natural features (landform, water, sky) contributing to the urban setting, when viewing to and from Central Hobart. As the layered terrain of the dwelling region, focused on Central Hobart, the urban amphitheatre includes the progressive scaling of the 'natural rise', including the water-plane and its bathymetry (Derwent Estuary and Harbour).

Accordingly it includes topographic features on both the western and eastern shores of the city that contribute to the sense of 'containment' by rising and high ground, and those features that contribute to the sense of 'release' within the scale of the setting, especially assisted by the water-plane of the harbour. The relationship between land and water in this setting is accentuated by headlands, that often focus the continuous line of ridges and crests rising from and descending to the waterplane.

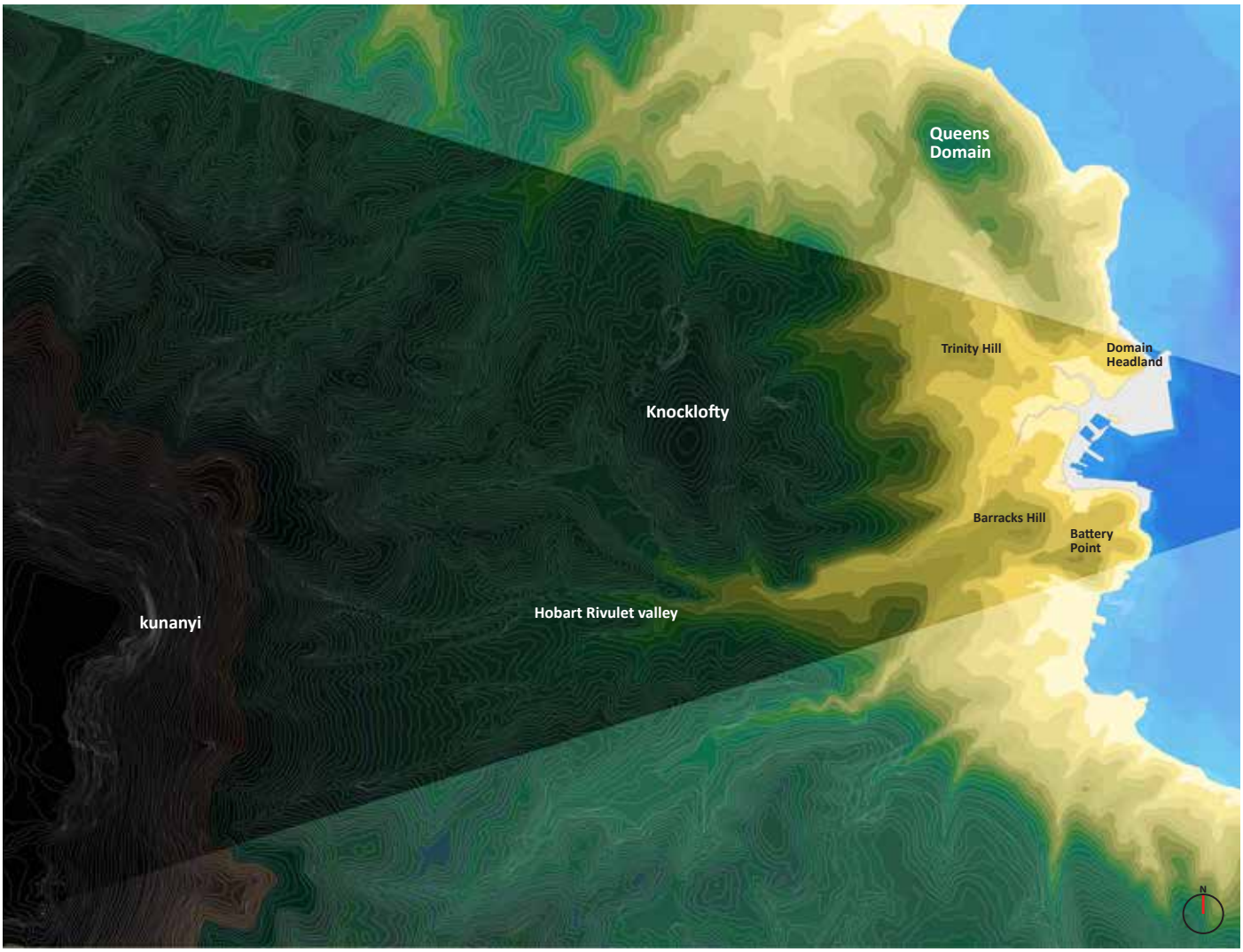
The Urban Amphi-theatre allows an appreciation of Central Hobart 'in the round', offering a consideration from multiple differing view-points. As a layering of landform across scales, (low, mid and high ground) the scale and spatial character provided by the urban amphitheatre seeks to ensure the familiarity that attaches to the landform of the city is acknkowledged, particularly when viewing into and out from the urban centre. The water-plane provides a focus between land and water-appreciated regionally as an accessible public edge and extended civic margin. By focusing on the place of built intensity in Central Hobart, the Urban Amphitheatre assists in scaling urban development and the relationship it has with the landscape setting, including the scales of the layered rise. The Urban Amphitheatre provides a spatial framework that can accommodate views within and beyond the municipality. Accordingly it identifies the layers of the landscape of which the city (centre) is a part.

The Urban Amphitheatre includes:

The Derwent Estuary, especially the 'Great Embayment' / Middle Harbour
Wellington Range / kunanyi/ Mount Hull, Mount Faulkner
The western shore (low, mid and high ground) including, (but not limited to), Knocklofty, Mount Nelson hillface and horizon leading to Porter Hill and then Long Point, Lower Sandy Bay.
The eastern mid to high ground - Meehan Range, Mount Direction, Gunners Quoin, Grass Tree Hill,
Headlands and points on both shores – including Battery Point, Queens Domain and Pavilion Point, Natone Hill and Lindisfarne Point, Rosny Hill and Rosny Point, Bellerive Bluff and Kangaroo Point, Droughty Hills and Droughty Point.

Spatial Characteristics:

The Urban Amphitheatre is defined by the rift valley of the Derwent Estuary.
Consists of undeveloped horizons, both high ground (generally vegetated) and water-plane
The landform character predominates at this scale, rather than built form character
'Containment' by rising and high ground - contrasts with 'release' across waterplane
Urban 'structure' incorporates landform and built form as a reciprocal relationship
Landform assists orientation within the urban environment. The continuity of landforms and their horizons assist re-orientation with the urban amphitheatre.


Queens
Domain
Trinity Hill
Domain
Headland
Knocklofty
Barracks Hill
Battery
Point
kunanyi
Hobart Rivulet valley
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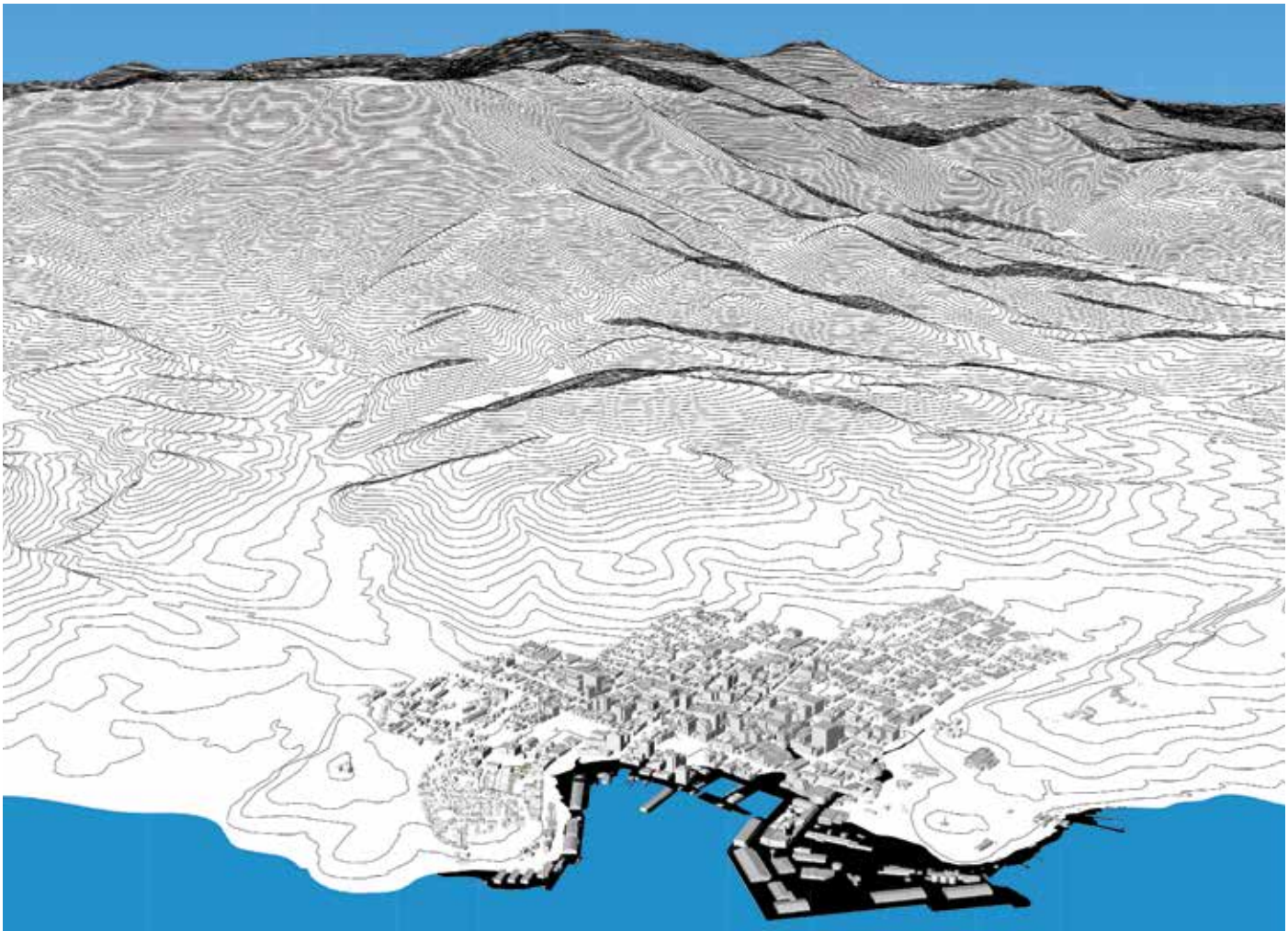


Amphitheatre to the Cove

Landscape and settlement focus of the dwelling region

The layering of rising ground from water-plane to horizon, incorporating adjacent hills and ridges, climbing away from Sullivans Cove and its earlier rivulet outfalls, being the low point of the location and flanked by distinct headlands.

The Amphitheatre to the Cove refers to the layering of rising ground from water-plane to horizon, climbing away from the earlier rivulet outfalls as the low point into Sullivans Cove, incorporating adjacent hills and ridges, especially to the west and north-west, and also flanked by distinct headlands.

The Amphitheatre to the Cove also refers to the progressive scaling between the high ground summit and the water-plane of Sullivans Cove. The emphatic topography of the urban setting reinforces the 'natural rise' as the most pronounced and most compressed in urban Australia. (Sea level to alpine (1270m) in 8.5km) Accordingly specific layered landform references are identified to acknowledge this, together with movement across the land and the progressive stepping down from high ground to waters edge.

Sullivans Cove – landform characteristics

The 'Cove' is a place of connection between waters of the land and the sea - a re-entrant space at the outflow of the mountain stream, removed from the deeper fast -flowing waters of the Derwent Estuary. It is an inclining inwards, a progressive stepping down and leveling out to the focus of the waters edge and beyond.

The slopes that identify the cove are reinforced by adjacent ridges and headlands. The headlands that define and embrace the cove also help provide sheltered waters. The landforms of the cove do not generate a uniform incline as slopes differ, especially toward the low lying 'delta' or outflow of the Hobart and former Domain Rivulets. Of changing gradients, the slopes vary from a gentle 'swale' and incline (at the south west corner of the cove – now encompassing St Davids Park),

an Escarpment edge (of the rise to what is now Franklin Square), through to a shallow transition between land and former sand spit (at the low point of Macquarie street @ Market Place / Campbell Street).

Spatial references in the Sullivans Cove Planning Scheme include: Cove Floor, Cove Slopes, Cove Ridges, the 'Wall to the Cove' and the 'Back of Cove'. Each of these topographic conditions suggest a built relationship acknowledging the cove as both an inclining inwards and 'natural' focus. With movement along and down the grade the sense of the cove should be reinforced. As the shared 'civic' domain for both the city and the state, this expectation should be further reinforced through development.

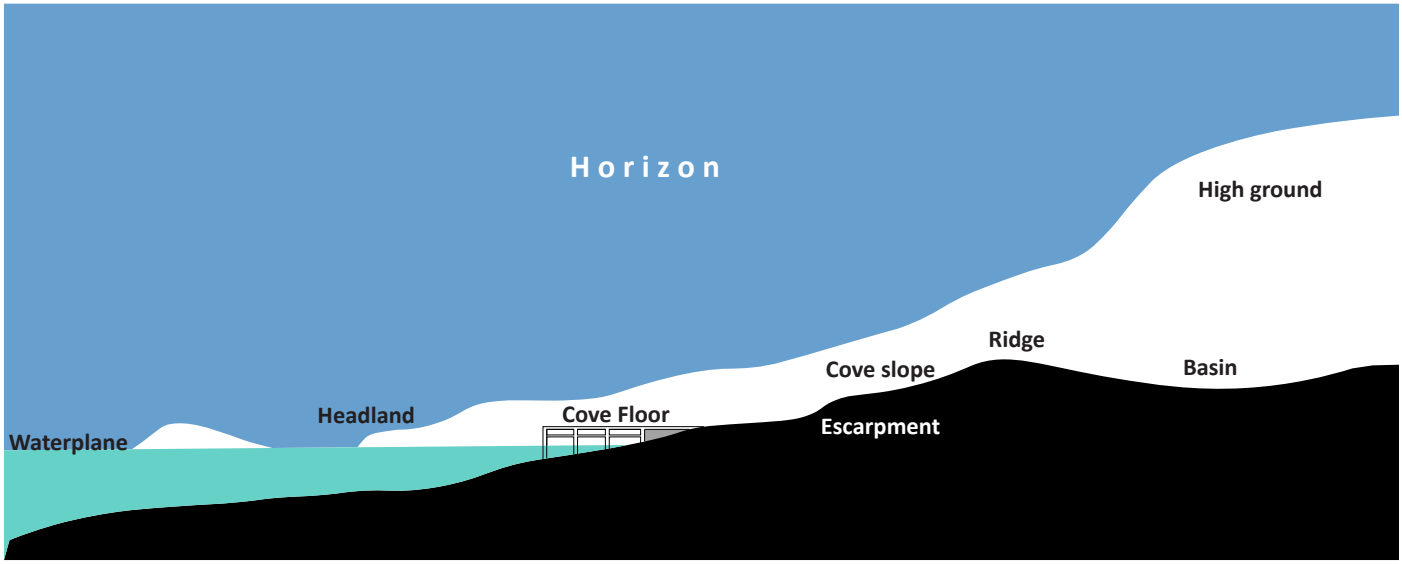
The intention is to amplify appreciation of the spatial character of the setting and its landscape, through the form that the city takes. This is not to devalue the evolved urban morphology, including some incongruous developments (refer 'Non conforming' buildings), but to identify and reinforce appreciation of the spatial characteristics of the cove, and in part the city centre, in response to its landform. Accordingly the distinctive layers of Cove Floor, an Escarpment edge, (sometimes including Cove 'Wall') a Ridge line above the escarpment, Cove Slopes and distinct Headlands are identified. Each of these anticipate a layered response between water and horizon. By reinforcing the form and role of the cove and the delta formed by its rivulets, the built response should progressively 'step down' from its more elevated contours to the waters edge. This consideration is embedded in a spatial appreciation of the 'amphitheatre to the cove'.

In Hobart 'the cove' does not exist without 'the amphi-theatre', it is both geologically enmeshed and culturally integrated, and inherent to an understanding of the place and its morphology.

Includes:
Sullivans Cove, and the extended waterplane adjacent Middle Harbour
The rising ground includes hill slopes leading to and including Wellington Range / kunanyi
Escarpments, slopes and ridges adjacent the topographic incline to the cove / 'cove floor'
The outfall of the Hobart and Domain Rivulets and their low-ground 'delta'.
Headlands and Ridges of Battery Point and the Queens Domain

Characteristics:
Visual connectivity to undeveloped horizons, both 'high' ground and water-plane
Landform character differentiates the reclaimed edge to the Cove Floor
'Containment' by rising and high ground - contrasts with 'release' across water-plane
Urban structure is an interplay of land-form and built-form

Below : The Amphitheatre to the Cove within the Urban Amphitheatre



Landform underpins urban structure

Both the Urban Amphitheatre and the Amphitheatre to the Cove, are embedded features of the rift valley of the Derwent, and its evolving urban densification. As landforms they provide foundation to, inform and have helped determine the urban structure of Central Hobart.

Judgements made when moving across the terrain, prior to and as a result of settlement, demand negotiation - be that crossing watercourses, ascending steeply rising land or negotiating challenging ground. The outcome of these decisions provide the foundation to the urban morphology.

Central Hobart is a case in point. The topography of ridges, basin, hill-sides and knolls provides a spatial framework in its own right, (refer figs. p.13, 24) defining alignments that have come to include the shape and form of the urban blocks. Even where there is no apparent land, decisions reveal themselves, such as is the case in Sullivans Cove and the urban morphology of the 'Cove Floor'.

"As a differentiated zone, neither of the land or of the sea, nor indeed of the town, reclamation generated an intermediate ('in-between') ground as a separated form, engineered as a continuous horizontal surface, in counterpoint to the 'given' undulating land adjacent and below. Partly suspended and frequently piered, it is a major construction, its depth belying its surface expanse. Concrete now provides the material synonymous with the 'floor' of the cove, and assists in delineating significance. As water is also ground for vessels that count on it for support, the 'floor' also includes the water of the cove. The tough resilient space is synonymous with being in Hobart, confirming the sense of being 'on the edge', while gesturing to the often harsh reality of confronting ever-changing weather and the movement and harbouring of vessels within an oceanic landscape. These utilitarian planar forms orient and locate citizens, both within their city and the world. In contrast to the undulating landform contours adjacent, the 'rawness' of the cove is essential in maintaining its historically differentiated working port functions and its distinct, yet idiosyncratic role as civic space within the state. 'Multi-directional' movements, inherent to the design and function of the wharf 'aprons', now provide the planar, changeable civic space hosting diverse events year-round."[1]

1 Woolley, L. 'Sheltering Human Presence: Revealing place through urban design practice.' Paper : Designing Place Conference , Nottingham UK 2012

Intensity at the heart of settlement

"The city centre will provide a compact built focus to the region and operate as the commercial hub of the state, reflecting an appropriate intensity at the heart of settlement.. " DFC 2016

Central Hobart is the location where urban density is intended and where intensity is anticipated. While 'Density' refers to the amount of people or elements of urban form (eg. dwelling units, floor area) per unit area of land, 'Intensity' is more complex, referring to the concentration of activities for example within streets and the urban blocks of the city centre . Intensity is generated in response to the form of a location, yet it will also influence that form. While density can be determined, intensity needs to be pursued.

Where density can be quantified, intensity is qualitative. As such intensity could be defined as the expression of density in terms of quality. The challenge when considering 'intensity', is how to work toward densification while also bringing qualitative improvement to the living / public space involved. In Central Hobart this can mean maintaining a level of visual connectivity through the city blocks not just along streets, reducing bulk where height increases above the street wall, and also ensuring light into streets and public spaces.

As Central Hobart is viewed down to, as well as viewed through, the volumetric form of the urban blocks, as well as their street edge character, will be influenced by the intensity of development. In this respect 'intensity' is part of an integrated approach interweaving spatial planning intentions with urban design principles into the form the city centre is becoming.

Considering 'non-conforming' buildings or structures assists in considering and adjusting, that form.

Intensity is anticipated in Central Hobart, 'at the heart of settlement'.

3.0 **Response to Context**

Considering a layered urban form

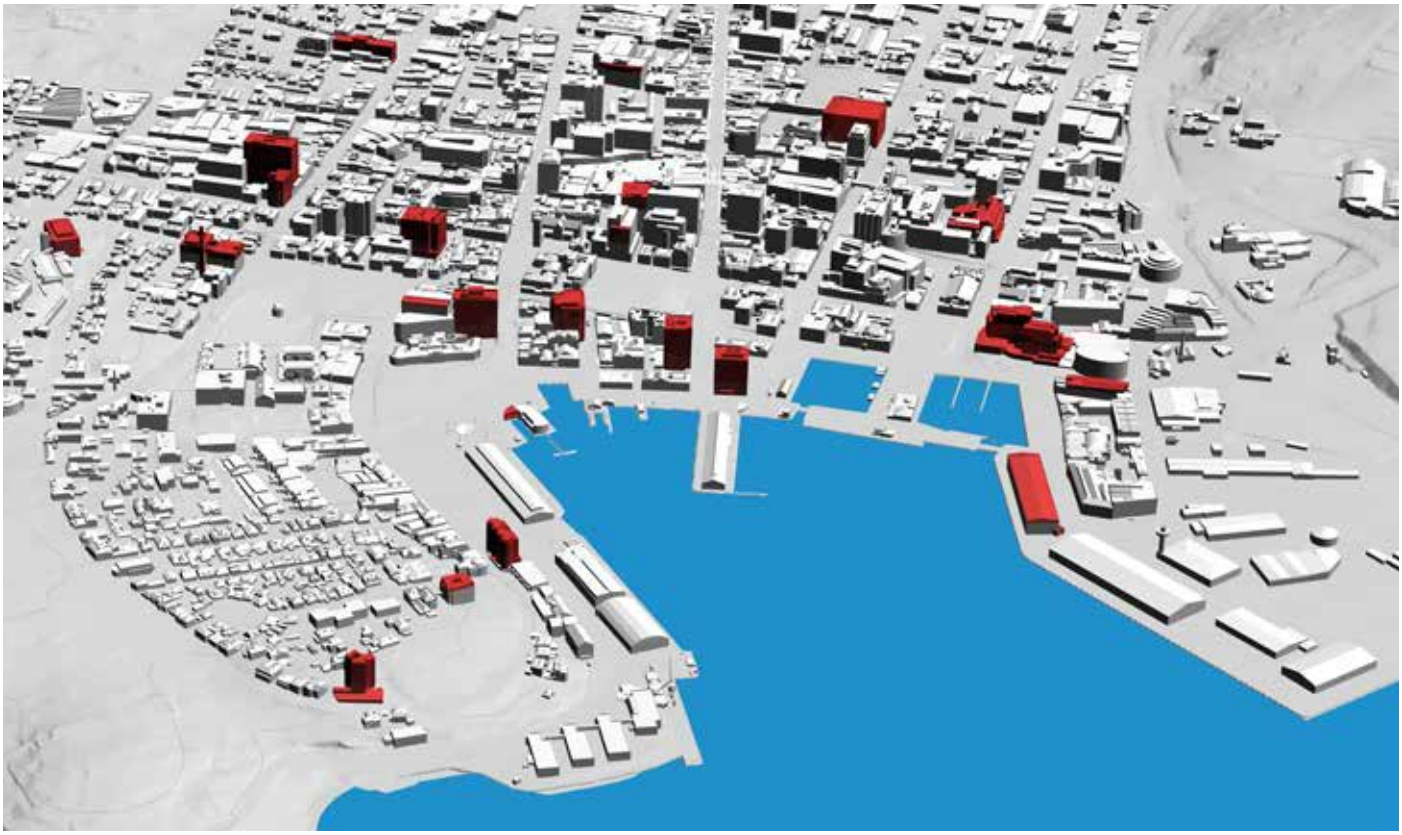
‘Non conforming’ development

“Identify through appropriate modeling ‘non conforming’ buildings that confuse consideration of the amphi-theatre to the cove and the ‘urban amphi-theatre’”.

As settlement and urban design values mature and planning schemes change, so expectations influencing the form of urban development also change. The term ‘Non-conforming’, does not necessarily apply to the time a building was built, nor does it indicate a lack of architectural excellence per se. It is an assessment based on the emerging definitions and interpretations of the Urban Amphitheatre and the Amphitheatre to the Cove, in particular where individual buildings or structures could now be seen to contradict or confuse these definitions. Accordingly it is a review of these buildings and structures against current and emerging planning intentions and urban design values.

‘Non conforming’ accordingly applies across scales, notably where spatial considerations contained within the SCPS (1997) apply. For example when considering the ‘amphi-theatre to the cove’, it is necessary to recognize the Cove Floor as a space in its own right - *(cf. SCPS 6.2)* where incursions into that functional space are considered as important as the form (and height) of buildings above.

Development (identified in red) likely to confuse the ‘layers’ within the natural amphi-theatres.

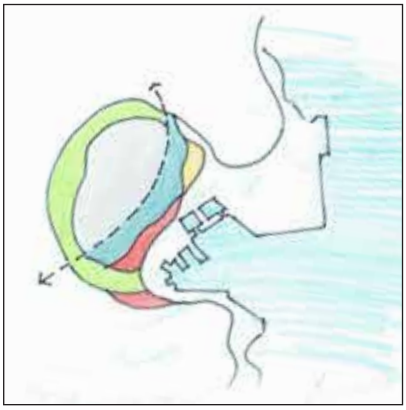


‘Non Conforming’ Development

Compiled as a general list to broadly consider height and scale provisions, especially in response to the spatial characteristics of the SCPS (1997). NB. 23.2 : ***‘that bulk and height of buildings must reflect the natural topography of the Sullivans Cove Planning area, the amphi-theatre sloping down to the Cove and the Macquarie and Regatta Point Ridges.’*** *And subsequent provisions arising from Height Standards - Performance Criteria Review 2016 and subject of PSA -17-3-1 including that :* ***‘The city centre will develop in a way which reinforces the layered landform rise back from the waterfront having regard to the distinct layers of the landform, respecting the urban amphitheatre including the amphitheatre to the Cove while providing a reduction in scale to the Queens Domain, the Domain and Battery Point headlands and the natural rise to Barracks Hill ’.***

Location	Building	Comment
Cove Floor 1 Franklin Wharf	Former Marine Board Building Design + Construction: 1969 -71 Architect : Philp Lighton Floyd and Beattie	Prominently located on the Cove Floor, at the intersection of the Argyle and Elizabeth street alignemnts, the free -standing office building generated a controversial built scale – significantly higher than the 2-3 storey’s typical within the cove / port precinct up to that time. Its location in the view -line from the Town Hall to the water-plane of the harbour and the port, undermined intentions that the adjacent urban block/space be developed as an open ‘civic square’. Issues: Height (39.5m) and resulting bulk in this location. Lack of active edges to the ground floor (at time of construction) - Subsequent wind turbines detract ..
Cove Floor Corner Morrison and Elizabeth streets	HEC offices Design and Construction : 1970 -72 Architect : Bush Parkes Shugg and Moon	Extending the frontage of the existing 1938 HEC offices on the Davey / Elizabeth street corner, the new building increased height on the Elizabeth / Morrison street corner on the Cove Floor -generating the second tallest office building in the city at the time. (47.5m) Issues: Height as a sheer wall (47.5m) and uniform bulk in this location. Lack of active edges, especially to Morrison Street, wind and shading impacts to the Cove Floor, especially along Morrison Street.
Cove Floor Castray Esplanade	Former Hobart Grain Silos (c.1958) Now Silos Apartments (c.1998) Architect : HBV	Former industrial building sold by Grain Elevators Board - now residential apartments – change of use just prior to SCPS (1997) being sealed. Building scale remains an existing ‘non-conforming’ height, inconsistent with acknowledged principles for Cove Floor / Wall. With changed use building scale is ‘non conforming’ in the precinct. Issues : Being on the Cove Floor height confuses Castray Esplanade, Salamanca Place scale
Cove Floor 1 Davey Street	Grand Chancellor Hotel (formerly Sheraton Hotel,) Construction 1985 + Architect : (WATG) Wimberley Allison Tong and Goo	Located at the earlier outflow of the two rivulets into Sullivans Cove. The site remains the low point of the Amphitheatre to the Cove. The built scale, (including bulk and height) is inconsistent with the topographic character and surrounding built scale. Considerable impact on the urban morphology of the early town, especially Hunter street / former Causeway and lower Macquarie Street. Issues : Height (40 m) and bulk. Precinct impacts.
Cove Ridge adjacent Princes Park, Battery Point	Empress Towers Construction : 1967 Architect : Bush Parkes Shugg and Moon	Located adjacent Princes Park at the leading edge of the Battery Point Headland, the site on the corner of Battery Square and Hampden Road is prominent, especially from the south-east. The buildings’ height (42m) in this location underpinned sufficient concern for the heritage values of the precinct that a separate planning scheme was enacted.
Cove Ridge Harrington and Davey Streets	Transmission and telecommunications towers Above former ABC television studios, Harrington Street, and former Telecom/ Telstra building on the corner of Davey and Harrington Streets.	Prominent feature of (generally redundant- ABC television) infrastructure. Within the view field from Salamanca Place to the layered slopes of kunanyi, the former transmission tower is accordingly among the most photographed ‘non conforming’ structures in the city.
City ridge, Between Collins, Macquarie and Harrington streets	Commonwealth Government Centre Between Collins, Macquarie and Harrington Construction : 1971 Architects : Commonwealth Department of Works	Amalgamation of lots in the late 1960’s to create an extensive site capable of providing large floor plates - allowed a tall and bulky building on the north facing slope - part of the Macquarie Ridge. Horizontally aligned spandrels and fenestration accentuate the monolithic presence, in a previously fine-grained precinct. Height : 58 m Issues : Height and bulk on a prominent ridge. Additions to roof top clutter the view field, especially from the west.

City ridge Bathurst and Argyle street corners	Vodaphone Building Corner Argyle and Bathurst Streets Construction : 2012 Architects :	Issues: Sheer walls to street frontages rise the full height of the building. Unrelieved boundary wall to the western elevation accentuates building bulk, with little opportunity to mitigate impact, also overwhelms adjacent heritage structures. Frontage at ground level allows minimum depth to activate the street edge. Car parking structure within the 'street wall' provides permanent vehicle ramp (above ground level) as an inactive frontage.
City basin Argyle street	Elevated walkway across street	Streets are a foundation to the public domain providing orientation and connection within the urban landscape of Central Hobart. Their amenity, including their relative openness, assisting connection to landscape horizons, should be protected. The elevated walkway across Argyle Street was built as a private access between offices and the General Hospital. The enclosed structure, (with dark tinted glass) impacts views along the street space, especially from the higher slopes beyond Bathurst Street. Its scale compounds shading of the street edge.
Cove Ridge Murray and Davey Styreets	Executive Building Construction : 1986 Architects: Blythe Yeung and Menzies	The redevelopment of the former Mail Exchange Site was subject to urban design principles emerging from the 1983 Sullivans Cove Urban Design Study. The view line from Franklin Square to St Georges Church Battery Point was to be maintained across the escarpment site. Accordingly the buildings shape was champfered, although the view shaft was reduced in width. Further guidelines stipulated the building be no higher than the HEC offices. Issue : Height in this location.
Cove Floor Macquarie Wharf	Mac 01 Hotel Construction : 2017 Architect : Circa Morris Nunn	The scale of the former Mac 1 shed allowed each side of the Cove 'wall' to be appreciated more easily, as the IXL buildings (Art School) are higher. There is a subtle distinction between freestanding buildings on the 'Cove floor', generally being of lesser scale, and those of and beyond the 'wall' providing an edge to that space. Earlier buildings were on solid 'natural' ground, not 'reclaimed' – including those along Hunter Street, albeit above a sand spit and rock island. The additional height of the new hotel, especially across the Cove, confuses this 'layered' hierarchy . The Cove Floor is multi –directional public (and often civic) space, facilitating movement and views across the planar surface. The additions at the NE corner of the building in this respect, could also be regarded as 'non-conforming,' as they provide a differing pattern to the free-standing shed form. At the same time the SCP scheme seeks improved circulation, including better physical and visual links across the floor, especially to the water, a quality the extension interupts.
Cove Floor Murray Street pier Franklin Wharf	Murray Street Pier re-development Construction : c 1995 Architect : Les Penzes	Enhanced connections from the Main Spaces of the Cove Floor (including Parliament Gardens) to the waters edge are anticipated in the SCP scheme. (21.2) The water edge has been traditionally reinforced by piers/ buildings that provide public access around their perimeter. As buildings they are longer than they are wide. The Murray Street Pier building was re-developed prior to the SCPS scheme (1997), its form departing from the (wharf) shed typology. Its widened frontage reduces visual and physical curtilage and is also inconsistent with the pattern of freestanding finger pier buildings.
City Ridge Corner Davey Street and Hampden Road	Repatriation Hospital Construction: c 1977	The multi storey brick building is located on the rise to Barracks Hill. Given the role of the Hill to the origins of the town, the buildings scale and form in this location diminishes its landform significance and that of the Barracks. Accordingly the heritage precincts (of which the Barracks provide the pivot), are also impacted.
Back of Cove / City basin Campbell street	Royal Hobart Hospital Construction: 2018	The scale of the new hospital extension (currently under construction) will rise to 68m as a uniform volume above Campbell Street. This scale will exceed existing and anticpated development envelopes for the precinct, noticeably those within / adjacent the low ground 'delta'.



Concept diagram
Height Control Planes - a layering back from the cove floor while generating an emphasis west and north west

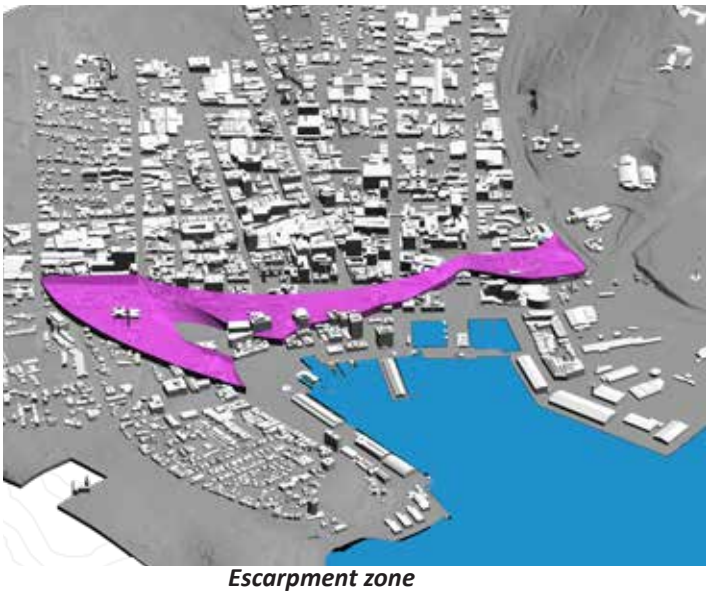
Reinforcing the amphi-theatre

Generating height control planes

'Identify an appropriate height control plane back from the cove floor (descending with and moving back from the Macquarie ridge contour) while generating an emphasis west and north-west.'

Having regard to the Urban Amphitheatre and the Amphitheatre to the Cove, Height Control Planes are proposed in consideration of the Desired Future Character statements - emerging from HIPS Review 2016 (and the subsequent PSA 17 -3.)

In particular: ' The city centre will develop in a way which reinforces the layered landform rise back from the waterfront having regard to the distinct layers of the landform, respecting the urban amphi-theatre including the amphi-theatre to the cove, while providing a reduction in scale to the Queens Domain, the Domain and Battery Point headlands and the natural rise to Barracks Hill.'



Escarpment zone

Rationale

In response to the topographic expectations inherent to the desired future character statement, specific considerations emerge. The **Cove Floor** is regarded as a space in its own right where existing height controls should continue to apply. It is noted that an approved Site Development Plan exists for Macquarie Point.

An **Escarpment Zone** is then identified. This is aligned with the edge of the escarpment to the shore (approximating the shoreline prior to reclamation) and rising to a curving edge in deference to both the shore and the natural rise. To the NE it incorporates the 'delta' as the low-lying outflow between the earlier rivulets as well - as a re-entrant edge acknowledging the Hobart Rivulet as the primary stream.

Above the SW corner of the cove, a deeper re-entrant edge acknowledges the 'swale' that mediates the leveling of the slope now incorporating St Davids Park. Beyond this a further Escarpment edge is maintained with a natural rise to manage alignments to kunanyi from St Davids Park and the rise to Barracks Hill on the southern margin.

Escarpment and ***Cove Face zone***

Above the Escarpment Zone and rising with the Macquarie Ridge a **Cove Face** height control zone negotiates the incline, as well as the curve from the delta as the 'back of cove' and Domain edge. It rises to an edge roughly parallel with the escarpment zone, arcing back as far as Bathurst Street to the NE. Extending to Harrington Street to the SW, its depth extends beyond the Macquarie Ridge to Collins Street. It is recognised that views from the Cove Floor to kunanyi are particularly sensitive to height impacts from this precinct edge of the cove.

An **Inner Hills Zone** further encircles the 'basin' and the central area, beyond the margins of the Cove Face zone. This zone provides a potential transition in scale from the fine grain of primarily residential precincts adjacent. It is located in response to the natural rise of the city centre slopes, beyond the lower contours of the 'basin'.

The area 'contained' by the height control planes provides a potential area of 'built intensity' where consideration for height beyond the amenity building envelope may be considered subject to scheme provisions including : Amenity, Heritage and Townscape.

Proposed Height Control dimensions:

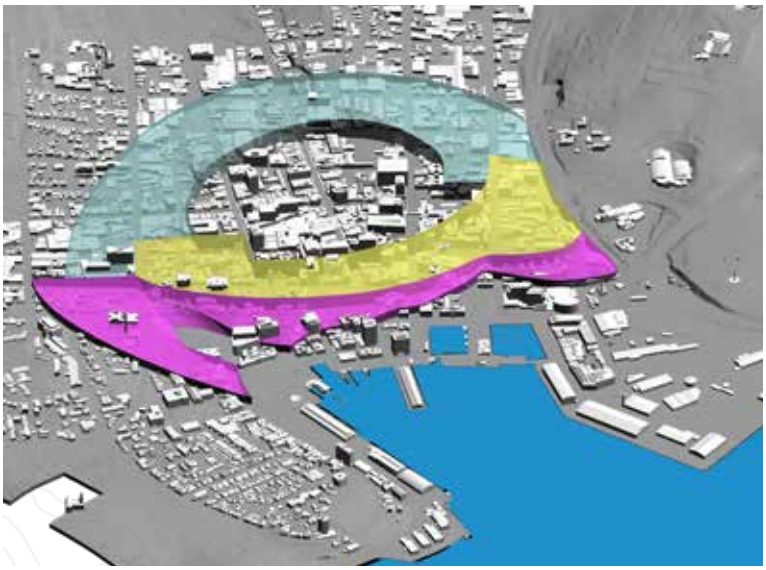
Cove Floor: Existing height controls apply - nominally 12 m - 18 m (12m eaves, 18m roof ridge) having regard to the spatial characteristics influencing development on the cove floor.

Escarpment Zone: 18 m at the edge of the Cove Floor, (existing heritage, townscape and amenity provisions notwithstanding), rising to a maximum 30m, plus the landform rise across the zone.

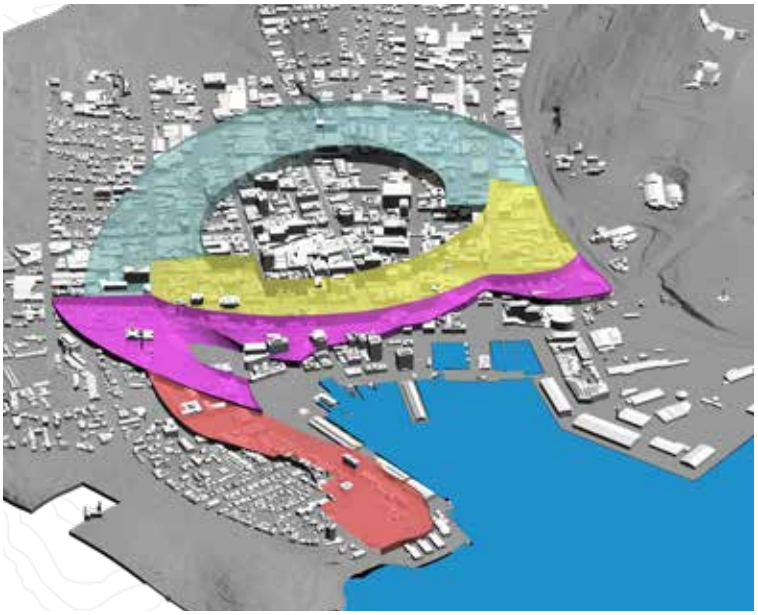
Cove Face Zone: Rising above the Escarpment Zone to a maximum 45 m. Returning deeper into the Domain Rivulet 'valley' to ensure a reduction of scale adjacent the Queens Domain.

Inner Hills Zone: Rising from an outer edge of 18 m to a maximum 45 m toward the centre.

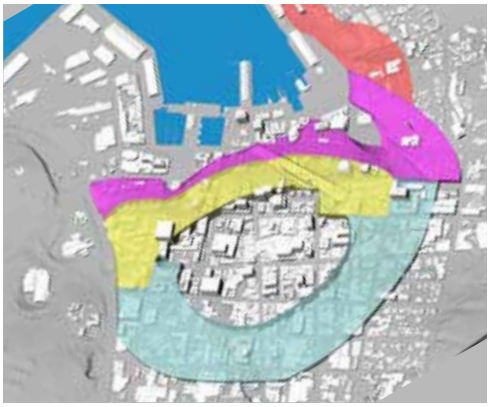
Battery Point edge: a transition in scale from the 18m escarpment edge to 12 m across the headland.



Escarpment, Cove Face and ***Hill Face zone***



Escarpment, Cove Face, Hill face and ***Battery Point edge zone***



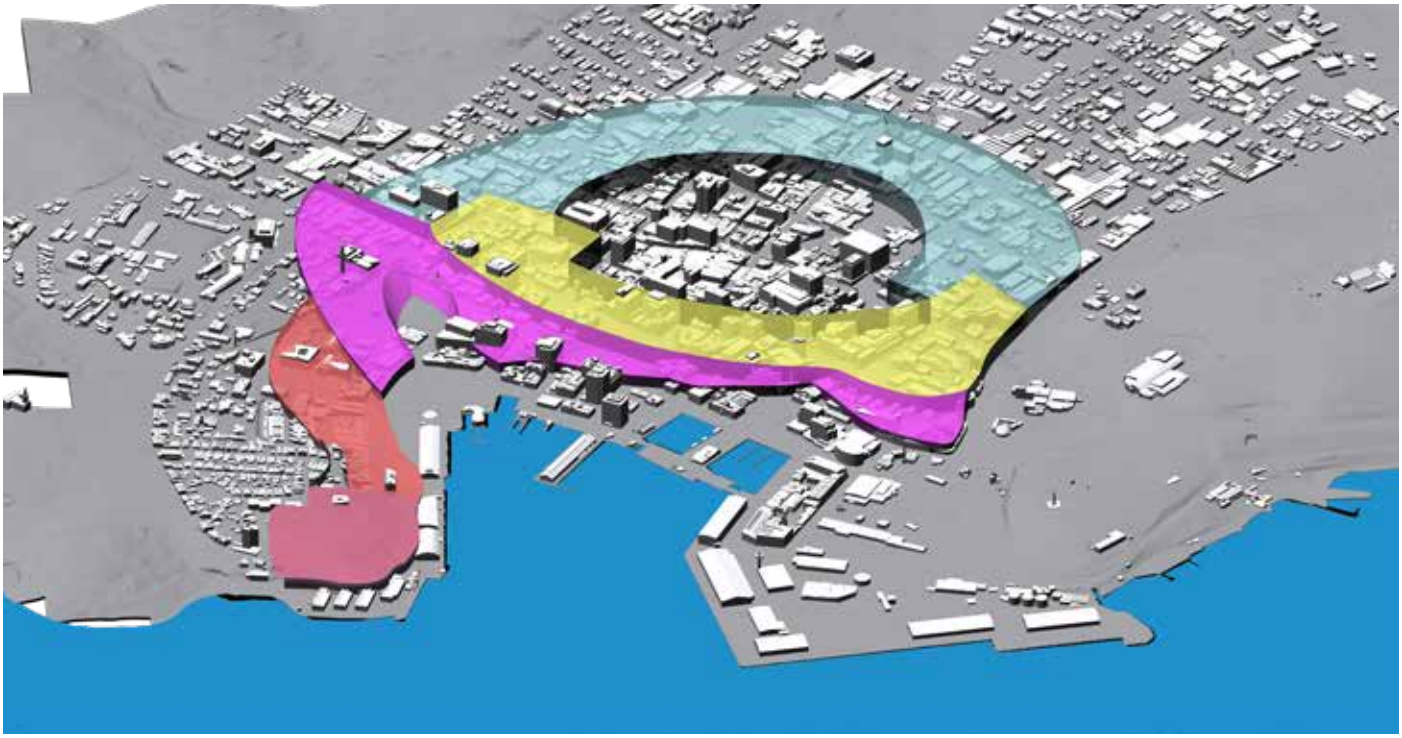
Considering an area of ‘built intensity’

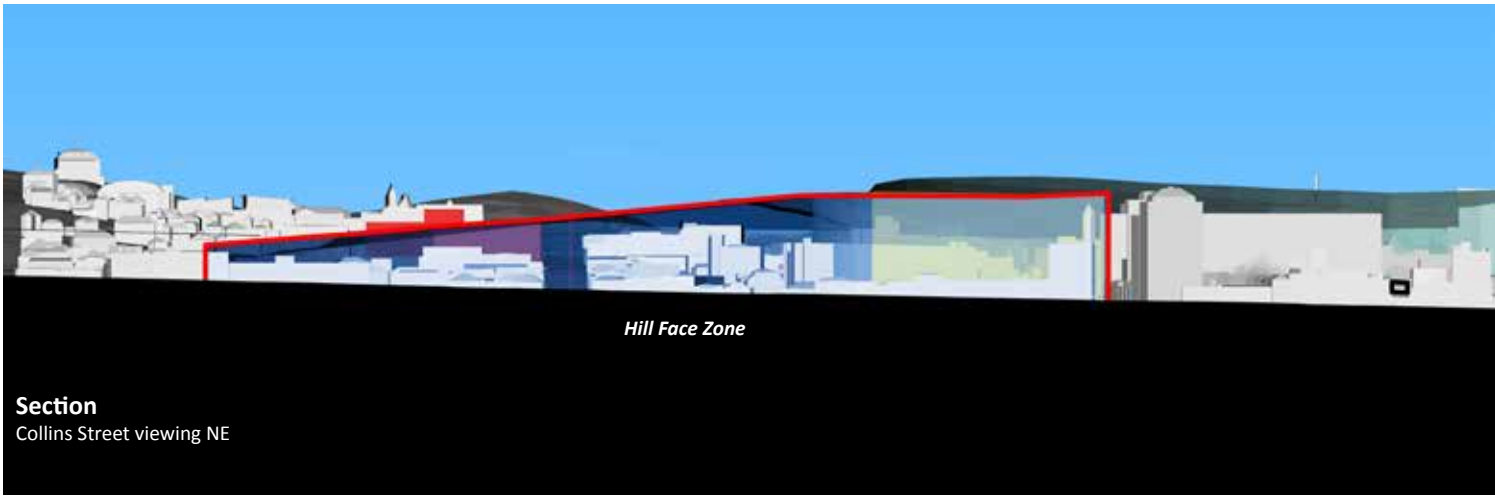
‘Consider an area of built intensity where provisions could be modified to complement changes in height limits (beyond the amenity building envelope) or potentially to incentivise better design outcomes.’

The area contained by the Height Control Zones is a location at the centre of the Central Business Zone and generally within the Central Area ‘basin’. It is defined both by the course of the Hobart Rivulet and the rising ground of the city centre slopes and ridges. It is generally behind the Macquarie Ridge and largely forward of the Bathurst Ridge.

Being at the core of both the historic and contemporary city centre, it is the location

The area ‘contained’ by the height control zones provides a potential area of ‘built intensity.’



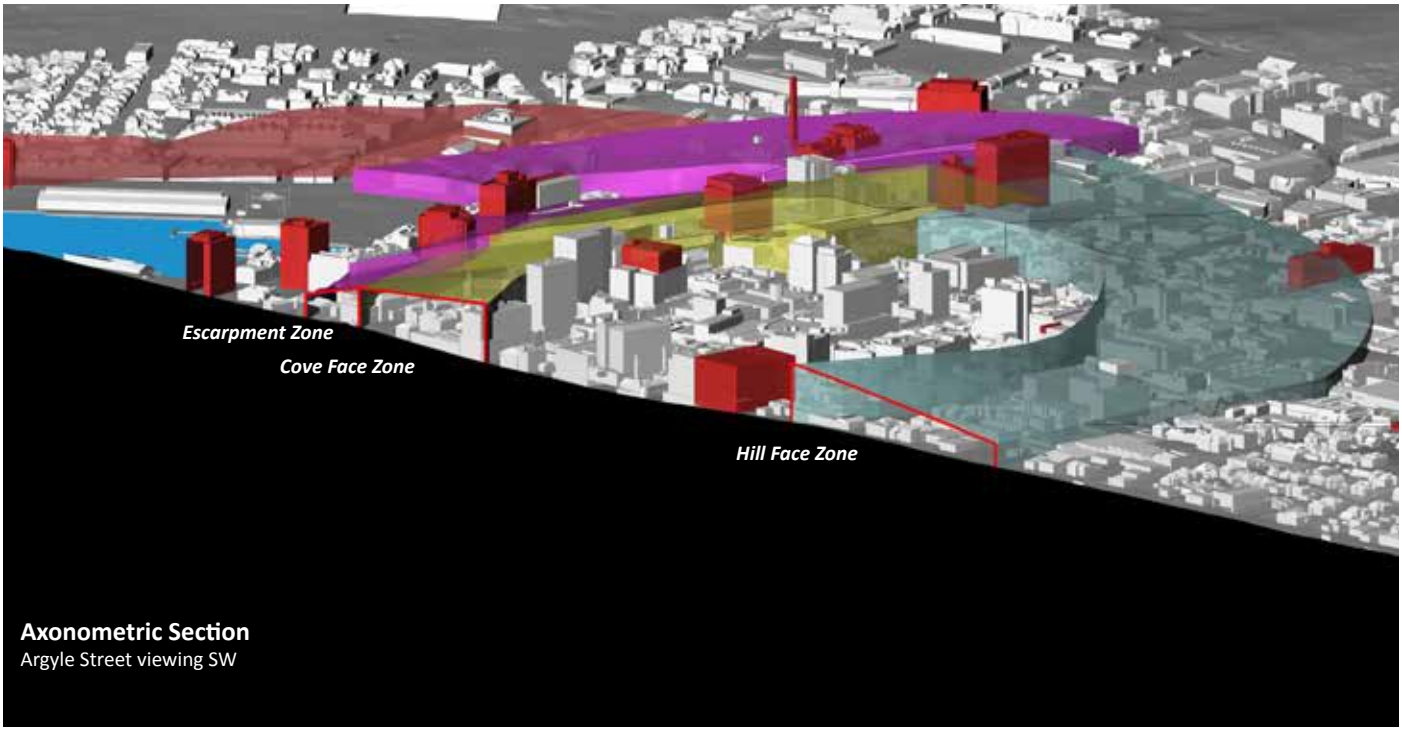


Section
Collins Street viewing NE

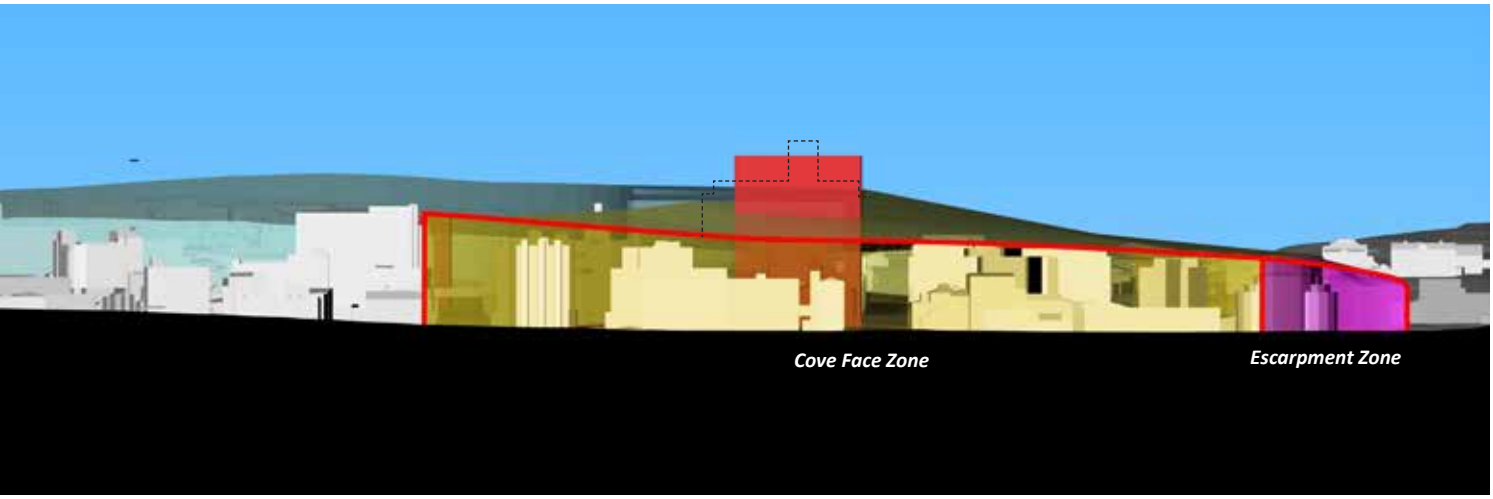
Proposed Height Control Zones

where enhanced public movement and activity is anticipated. Being the centre of the 'primary activity hub for Tasmania', it is the location where intensity of activity would most efficiently be serviced. Accordingly it is the location where permeability should be incentivised, and where public amenity should be prioritised.

Subject to existing and emerging scheme provisions, it is a location that could be considered a potential area of built intensity. Topographically this area would generally be located below the 20 m contour with its lowest contours adjacent the Hobart Rivulet in Argyle Street. The boundaries of the zones have been developed primarily in response to the landform, while also responding to subsequent street alignments. In consequence the zone boundaries are often located through the urban blocks, though also having regard to earlier laneways and their alignments.



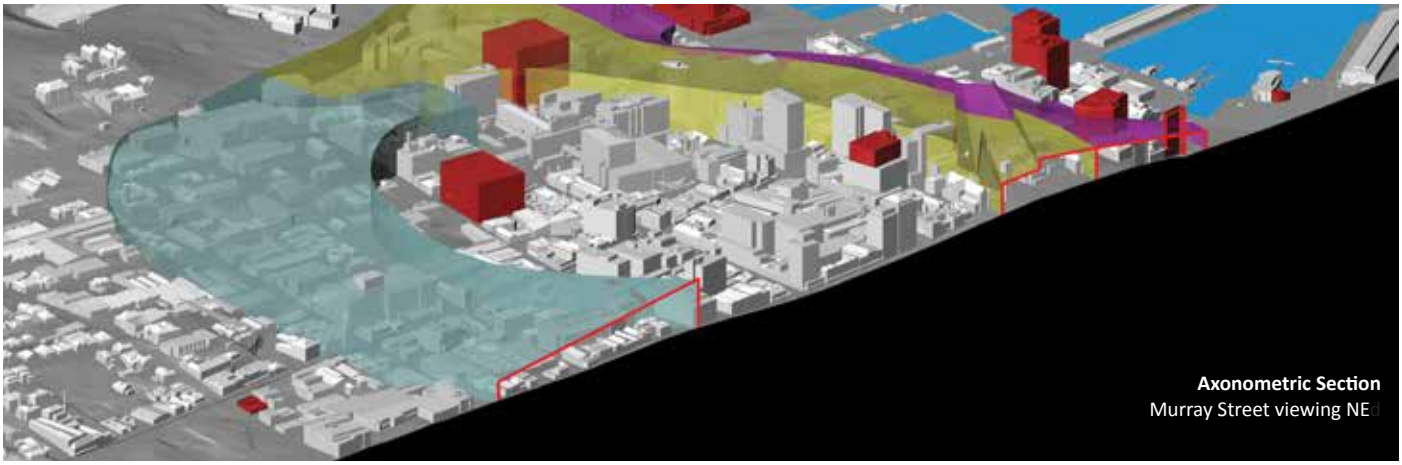
Axonometric Section
Argyle Street viewing SW



To co-ordinate with the proposed height control planes and reinforce the built focus of the activity centre network, areas beyond the control planes (and within the Central Business zone, Commercial and Mixed use zones) should be subject to an 18m height limit.

Axonometric Section
Bathurst Street viewing SE

Section
Argyle Street viewing SW



Axonometric Section
Murray Street viewing NE

4.0 **Maintaining Connectivity**
Views and View Cones

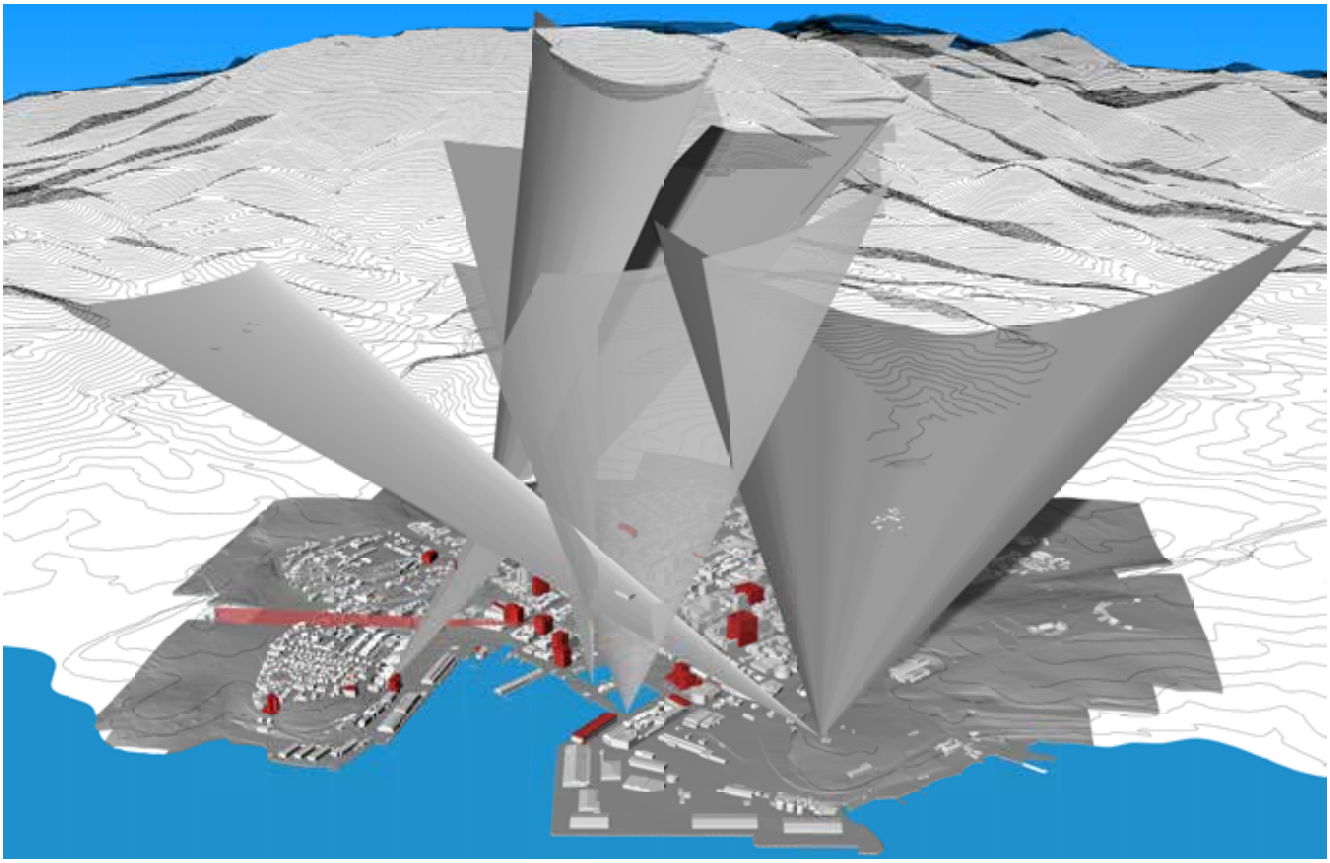
Managing and protecting views is inherent to an appreciation of the Hobart landscape, especially from the city centre. The interplay between views, vistas and desired view protection cones and planes will assist in shaping the urban form of the city centre.

An inventory of views (as a foundation to a View Code or View Framework) has been compiled *(refer pages 37- 40)* having regard to the landform structure of the City Centre and Sullivans Cove.

The locations have been determined by their public accessibility, (eg. street edge, parkland, roadway), whether they are recognized viewing locations or 'lookouts', (eg. Cenotaph headland, Mount Stuart lookout), whether they have historic connection to the development of the city (eg. Hunter 'Island' – beneath Hunter Street, Salamanca Place edge). Most are viewing 'out' from within, while some are viewing 'in' to the centre.

Consistent with the spatial characteristics of Sullivans Cove, and extended to include the Central Area, they are categorized according to the spatial character of the location. Accordingly they are grouped according to Cove Floor, Cove Slopes, Cove Ridge, city centre 'basin', city centre slopes + edges, with a pivotal location (Cove Headland-Cenotaph) individually identified.

Some of the proposed view cones viewing west above the estuary and Sullivans Cove to kunanyi



Beyond the Cove, the landform of the central area progressively reveals the categories of: City Centre 'Basin', City Centre 'Slopes' and City Centre 'Edges'.

The City Centre Edges also locates viewpoints beyond the city centre. Their inclusion in the inventory is however specific to views to the city centre.

View protection cones + view lines seek to maintain connection between the ground plane of the City Centre and the Cove Floor and the regional landscape horizons.

The inventory is structured as a framework that can progressively be added to.

View : a sight or prospect of a landscape, that can be taken in by the eye from a particular place

Viewing place/ viewpoint : an acknowledged place or area from which the view can be seen and from which the features of the view are more or less consistently visible.

Landscape in the view: the separate elements subject to viewpoint and viewer: such as foreground , middle ground and background, focal points, vanishing points, sky scape and framing, among others.

Each of these three elements interact with each other and will contribute to the quality, understanding and experience of the view. *(ref. Oxford Preservation Trust)*

Within this report the terms **'View Line'** and **'View Cone**' are used to distinguish between a defined alignment (along a street for example) as a 'view line', and a view field from a specific location to an expanded landscape horizon, as a 'view cone'.

Hobarts urban image is synonymous with its undeveloped landscape horizons.

View Lines and **View Cones**
An initial Inventory

(Refer also individual reference sheets)

View Point _Topography_	View Subject _ Description / Geographic location	RL	References / background
A **Cenotaph Headland**	*The prominent headland providing the northern rampart to Sullivans Cove and the SE margin of the Queens Domain*	22.0	
A1_ to regional horizons	A 1.1 Kunanyi and Wellington Range		HIPS Height Standards Review 2016
	A 1.11 Knocklofty (NW)		HIPS 2016
	A 1.2 Chimney Pot Hill (SW)		HIPS 2016
	A 1.3 Mount Nelson (S)		HIPS 2016
	A 1.4 Porter Hill (S/SE)		HIPS 2016
	A 1.5 Long Point, Lower Sandy Bay (S/SE)		MPDC Masterplan 2015, SDP 2015, 2017 HIPS 2016
	A 1.6 Harbour water-plane (S/ SE)		HRUDS 2008, MPDC Masterplan 2015, SDP 2015, 2017 Middle Harbour 'expansion' to Betsey Island
	A 1.7 Howrah Hills / Droughty Point (SE) (Refer also C 3.1)		HRUDS 2008, MPDC Masterplan 2015, SDP 2015, 2017 NB. She- oak re-vegetation
	A 1.8 Sunrise 25 April (E)		HRUDS 2008, MPDC Masterplan 2015, SDP 2015, 2017
	A 1.9 River water-plane, Tasman Bridge, Meehan Range , Domain edge (NE/ N)		
A2_ to local features	A 2.1 Macquarie Street (SW)		SCUDS 1983 SCUDWTS 1987
	A 2.2 Parliament Forecourt , Cove Floor		MPDC Masterplan 2015, SDP 2015, 2017
	A 2.3 St Georges Church Spire, Battery Point		MPDC Masterplan 2015, SDP 2015, 2017
	A 2.4 Government House and Domain Hill		CLA 2009

B **Cove Floor**	*The reclaimed space, including flat fill and piered concrete structure, generating the traditional port frontages, now also provides civic space to the city and the state.*	3.5	
B1 Franklin Wharf	B 1.10 Hunter Island (to kunanyi)		HIPS 2016
	B 1.11 Hunter Island to Betsey Island		HIPS 2016
	B 1.2 Constitution Dock SE corner (to kunanyi)		Civic Square Masterplan 2016
	B 1.3 Elizabeth Street Pier SE (to kunanyi) B 1.4 Elizabeth Street alignment to Mt Stuart		
B2 Princes Wharf	B 2.1 Forecourt PW 1 (to kunanyi)		
	B 2.2 Paddock to Cenotaph		PW1 + 2 Site Development and Conservation Plans 2000
B3 Salamanca Place	B 3.1 Base of silos (to kunanyi)		
B4 Macquarie Wharf	B 4.1 Between Mac 1 + 2 (to kunanyi)		
C **Cove Slopes**	*The sloping ground adjacent to the Cove Floor - Identifying the change in contour*		
C 1 Battery Point	C 1.1 Salamanca Place @ Mc Gregor to kunanyi and Hobart Rivulet Gully (including Knocklofty)		
	C 1.2 McGregor Street to Cenotaph (across cove)		
	C 1.3 Montpellier Retreat to Cenotaph (across Cove Floor)		PW1 + 2 Site Development and Conservation Plans 2000
C 2 'Saddle' and 'Swale' between Macquarie Ridge and Battery Point Headland	C 2.1 St Davids Park to kunanyi		
C 3 Franklin Square to / from Cove Floor via Brooke Street	C 3.1 Franklin Square @ Treasury forecourt to Cove Floor		IMAS SDP 2012
	C 3.2 Brooke Street to Treasury forecourt		PW1 + 2 Site Development and Conservation Plans 2000
C 4 Back of Cove	C 4.1 Campbell Street @ Bathurst Street (across Cove Floor and waterplane) C 4.2 Campbell Street @ Bathurst viewing NW		SCUDS 1983 SCUDWTS 1987 CASP – Townscape 1991 SCPS 1997 (6.4) ACIPA SDP (2013)
D **Cove Ridges**	*The landform ridges beyond the cove slopes and escarpments, reinforcing the enclosure of the cove*		
D 1 Macquarie Ridge	D 1.1 Franklin Square to St. Georges Church Spire, Battery Point		SCUDS 1983 Montpellier DA submission
	D 1.2 Franklin Square to kunanyi		
	D 1.3 Macquarie Street alignment (from Antill St) to Cenotaph		SCUDS 1983, CASP Townscape 1991
D2 Battery Point head-land	D 2.1 Princes Park to Cenotaph (across cove)		HIPS Height Review 2016

E **City Centre 'Basin'**	*The generally lower lying ground forming part of the Hobart Rivulet 'trough' (and its adjacent delta outflow) and defined by the rising ground of adjacent ridges (notably the Macquarie Ridge to the SE), and other enclosing city centre slopes .*		
E 1 Viewing south- east (NW – SE)	E 1.1 Bathurst Ridge to Macquarie Ridge - (and beyond) along Argyle Street		
	E 1.2 Along Elizabeth street from Brisbane Street		
	E 1.3 Bathurst Ridge to Macquarie Ridge along Murray		
E 2 Viewing south west (NE – SW)	E 2.1 Liverpool Street from Argyle to central area slope beyond Molle Street		
E 3 Viewing NE (SW – NE)	E 3.1 Liverpool Street from Elizabeth to Argyle (and base of Bathurst rise)		
E 4 Viewing north west (SE – NW)	E 4.1 Along Elizabeth Street from Liverpool Street		
F **City Centre slopes**	*The rising ground providing containment to the central area 'basin', especially to the N/ NW*		
F 1 from North	F1.1 Boa Vista Saddle		Historic view - mid 19c
	F 1.2 Carr Street		
	F 1.3 Elizabeth Street, from Warwick St		
	F 1.4 Murray Street near Devonshire Sq		Historic view – mid 19C
	F 1.5 Barrack Street across rivulet trough/ Mac Ridge / Barracks Hill		
F 2 from West	F 2.1 Goulburn Street from Barrack towards Harrington street		
	F 2.12 Lower Forest Road to Goulburn Street		
	F 2.2 Bathurst Street toward Queens Domain		CASP – Townscape 1991
G **City Centre Edges**	*Confirming the landform perimeters of Central Hobart - while also reinforcing its location at the outflow of rivulets, at the base of ridges and contained by inner area hills…*		
G 1 East	G 1.1 Glebe / Domain Carpark		
	G 1.2 Edward Street , Glebe		
	G 1.3 Scott Street, Glebe		
	G 1.4 Liverpool at Aberdeen Street		
	G 1.5 Tasman Bridge		
	G 1.6 Kangaroo Bluff , Bellerive		
	G 1.7 Tranmere, Howrah		

G 2 South	G 2.1 Long Point, Lower Sandy Bay		
	G 2.2 Mount Nelson lookout, Mt Nelson		
G 3 West	G 3.1 Huon Road, South Hobart		
	G 3.2 Forest Road, West Hobart		
	G 3.3 Summit Kunanyi		
G 4 North	G 4.1 Elizabeth Street, North Hobart to St Georges Church spire		
	G 4.2 Mount Stuart lookout, Mt Stuart		

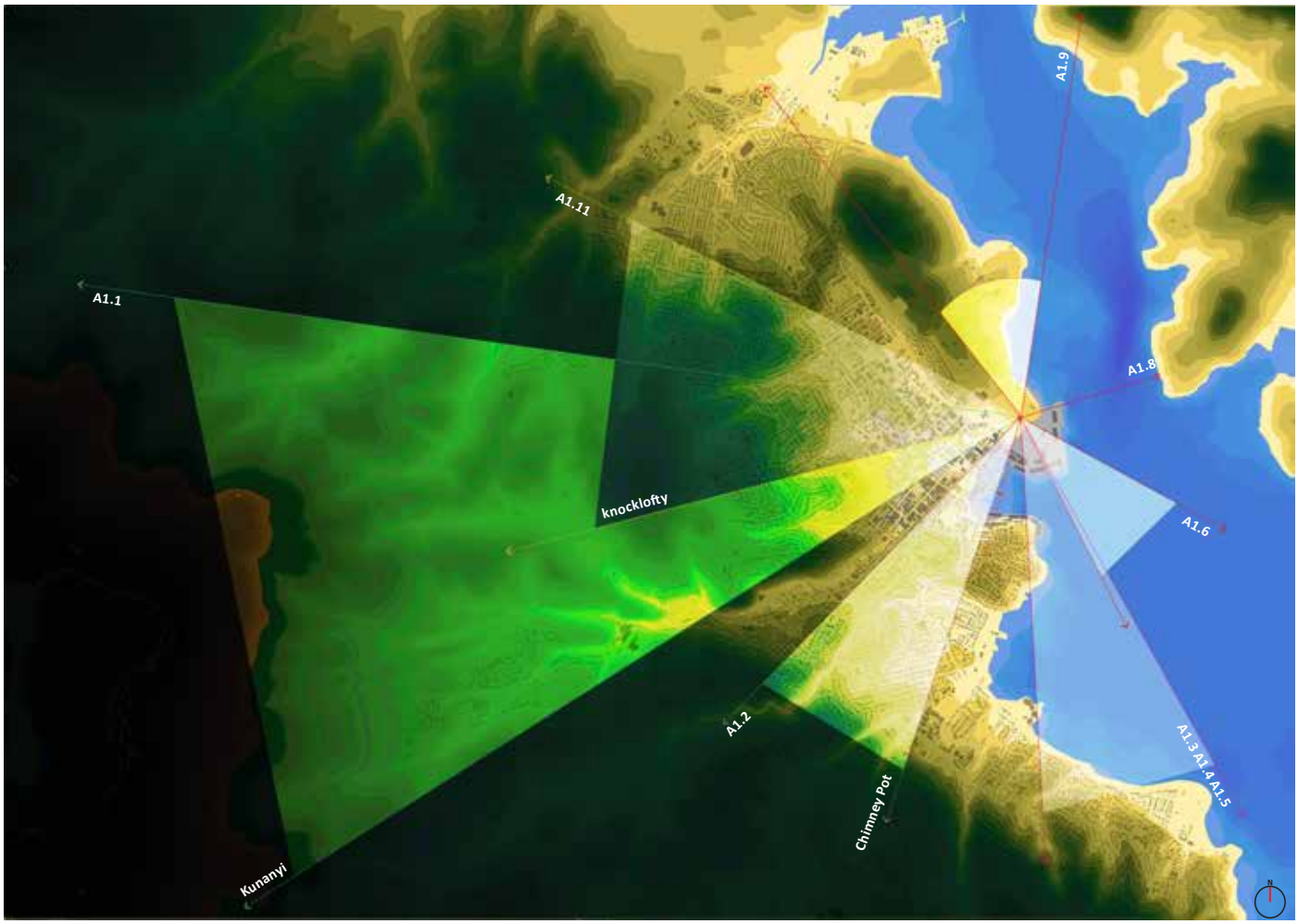
This is an initial inventory intended as a framework to be reviewed and added to.
Alignments and outline co-ordinates subject to detailed survey.

References :

SCUDS 1983 _ Sullivans Cove Urban Design Study Lester Firth 1983
SCUDBWTS 1987 Sullivans Cove Urban Detail Study Woolley et al 1987
Central Area Study Project (HCC) _ Townscape Topic Report Woolley 1991
SCPS 1997 _ Sullivans Cove Planning Scheme 1997
Princes Wharf 1 + 2 _ Site Development and Conservation Plans Shelton, Woolley 2000
HRUDS 2008 _ Hobart Railyards Urban Design Strategy SCWA 2008
Cultural Landscape Assessment _ Queens Domain Sheridan 2009
SC Masterplan _Office of the State Architect 2010
View Code Sullivans Cove / Visual impact assessment Woolley 2011
IMAS SDP (UTAS) Woolley 2012
ACIPA SDP (UTAS) Woolley 2013
MPDC Masterplan 2015,
MPDC SDP 2015,
Masterplan Civic Square Hobart (HCC) Woolley 2016
HIPS Height Standards Performance Criteria Review Woolley 2016
MPDC Re:set SDP 2017

A
Cenotaph Headland

The prominent headland, being the south-eastern margin of the Queens Domain and the northern rampart to Sullivans Cove



1828. Att. G.W. Evans NLA Rex Nan Kivell Collection http://nla.gov.au/nla.obj-135297750

A1 Regional Horizons

A 1.1 kunanyi and Wellington Range

A 1.4 Porter Hill (S/SE)
A 1.5 Long Point Lower Sandy Bay (S/SE)

A 1.3 Mount Nelson (S)
A 2.3 St. Georges church spire (S)

A 1.2 Chimney Pot Hill (SW)
A 2.1 Macquarie Street (SW)

A 1.11 Knocklofty (NW)

The distinctive headland above Macquarie Point (previously Queens Battery now the Cenotaph Headland) and War Memorial (Hutchison and Walker 1925), provides a publicly accessible and ceremonial location from which to view the city centre and its landscape setting - between mountain and harbour. The location has long provided extensive prospects as well as more intimate connection to the evolving form and activity of the port, its town and city. The location is a pivot point when considering the place of the city.

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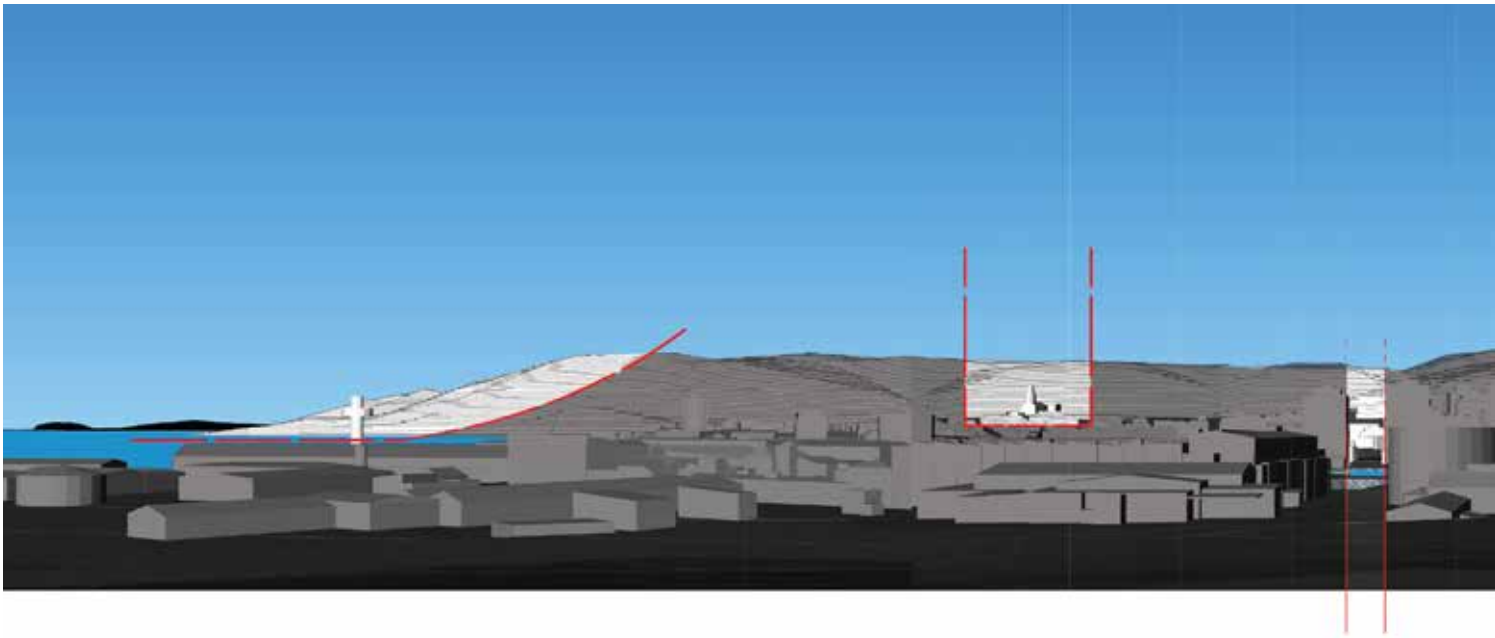


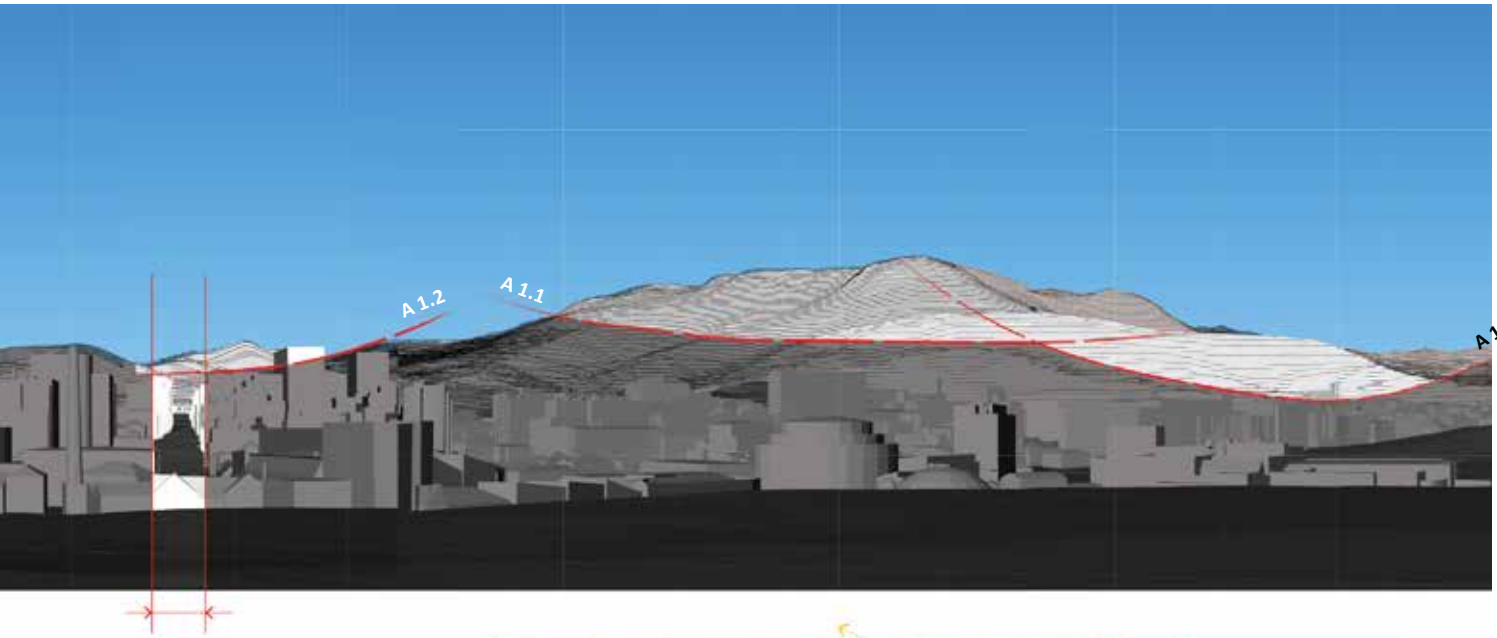
A 1.3
A 1.4
A 1.5

A 2.3

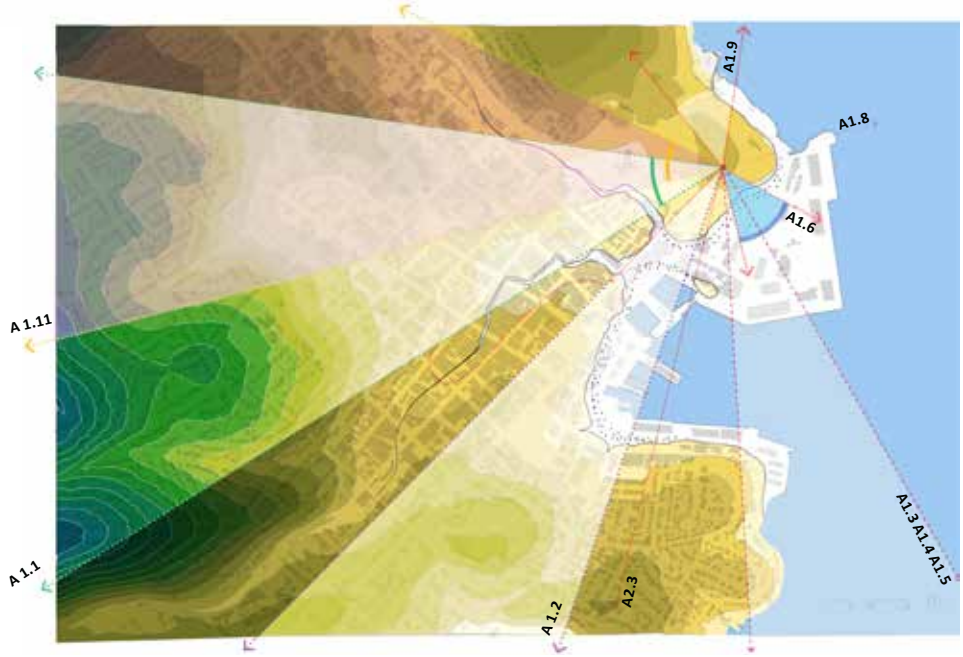
A 2.2

A 2.4 Govt House and Domain Hill

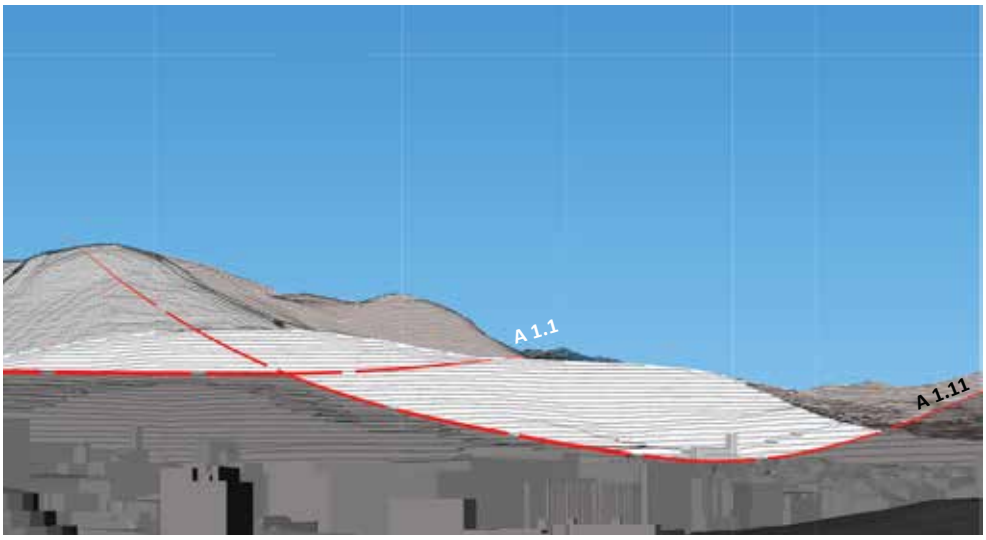
A 1.9 River waterplane and Meehan Range



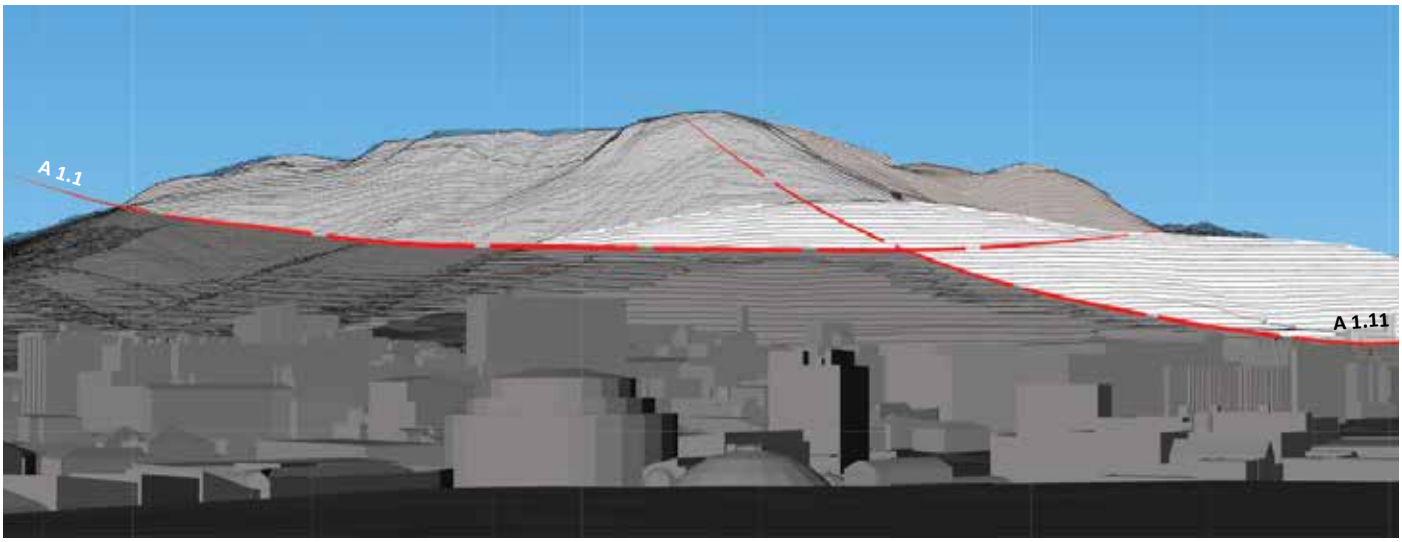
A 2.1



View Point : Cenotaph headland, either side of the monument.
South west side :
A 1.1 , A 1.11, A 1.2, A 2.1, A 2.2,
South east side :
A 2.3, A 1.3, A 1.4, A 1.5, A 1.6,
North east side :
A 1.8, A 1.9



kunanyi view cone (A1.1) and Knocklofty view cone (A1.11) should be considered together



Knocklofty Reserve hillface (A 1.11) above right :
An accessible hillside (for a time called Woodmans Hill), Knocklofty was subject to woodcutting and quarrying before being purchased by the council in 1945 for the community. Now revegetated thanks to local volunteers, the popular bushland reserve of 140 hectares links to the Wellington Reserve, providing an important middle ground between town and the high ground beyond. The base of the view cone includes the high ground of Trinity Hill.

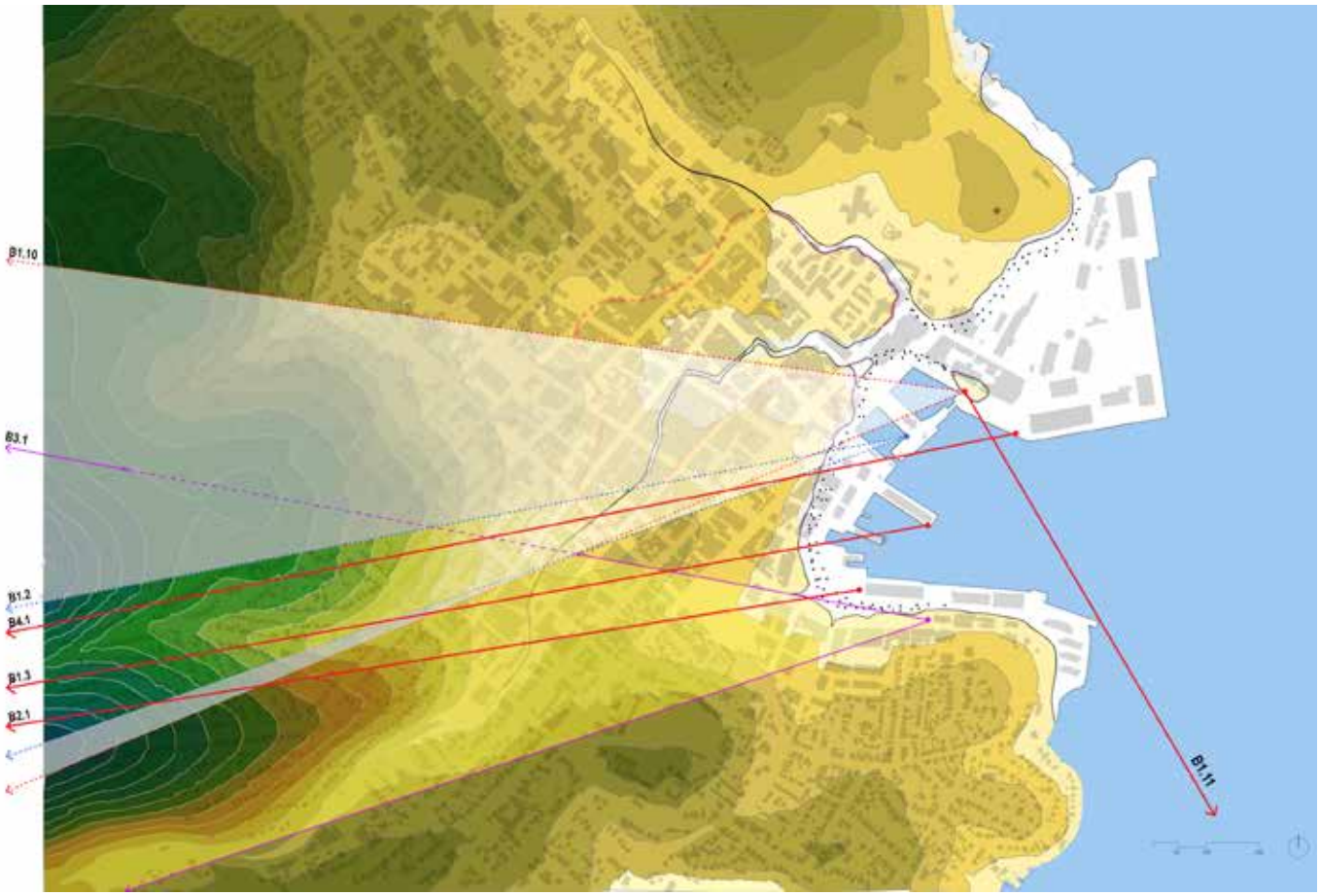
Right : **The layered rise from the railway terminus (now Brooker Highway Roundabout) c. 1885.**
Foreground: **former Domain Rivulet,** Mid frame**: Bathurst Ridge with Knocklofty behind,** High ground **: kunanyi and the landform horizon.**

UTAS e-prints

B

Cove Floor

The reclaimed space, including flat fill and piered concrete structure, generating the traditional port frontages, now also provides civic space to the city and the state.



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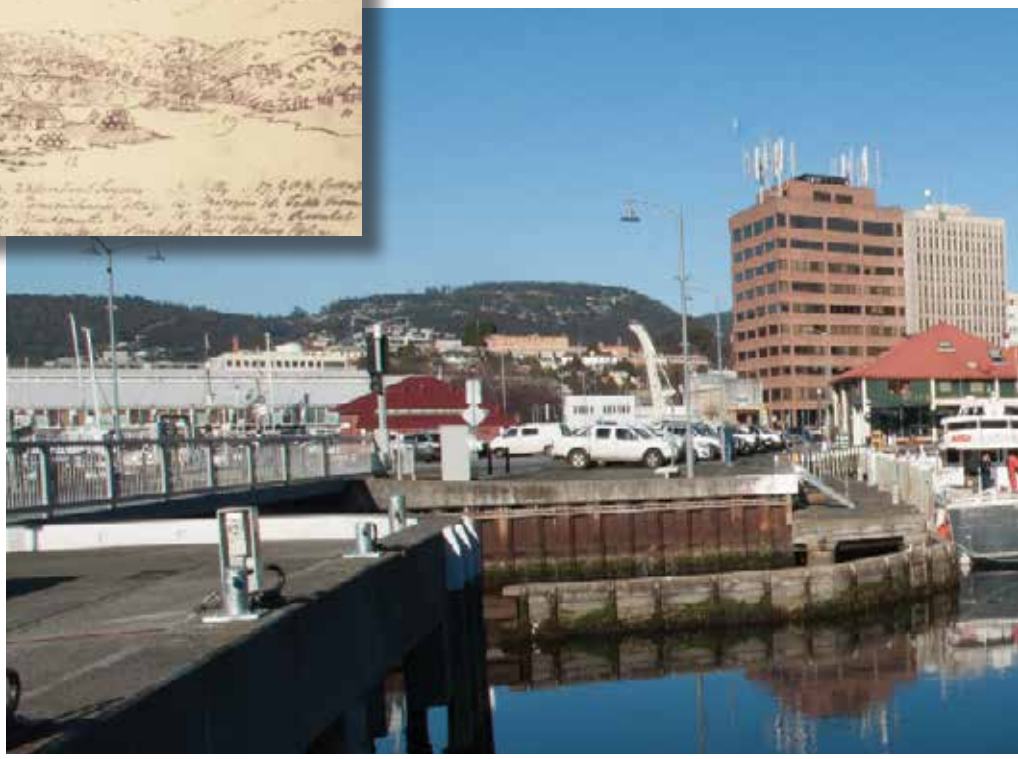
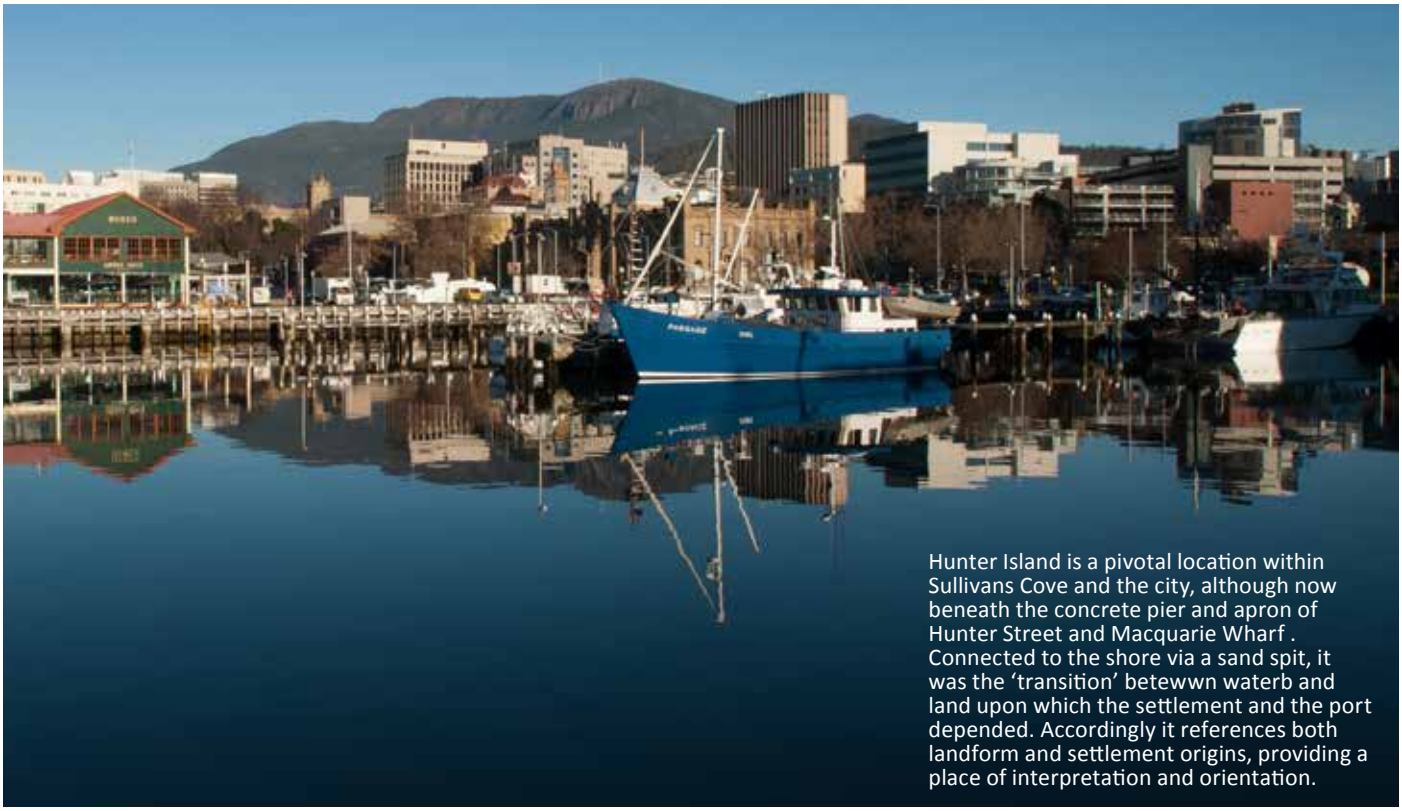
Between land and water, the Cove Floor is a differentiated, publicly accessible space. As a planar surface extended from the land into the cove, it assists orientation.

Prideaux Harris 1804-5 (TAHO)
Hunter Island (foreground) prior to the causeway and subsequent reclamation to generate the Cove Floor.





Hunter Island is a pivotal location within Sullivans Cove and the city, although now beneath the concrete pier and apron of Hunter Street and Macquarie Wharf . Connected to the shore via a sand spit, it was the 'transition' betewwn waterb and land upon which the settlement and the port depended. Accordingly it references both landform and settlement origins, providing a place of interpretation and orientation.

B Cove Floor

B1 Franklin Wharf

B1.10 Hunter Island (street) to kunanyi

View Point: SE Corner of Victoria Dock
View Field : Wellington Range _kunanyi, including 'Organ Pipes' and horizon
View Point elevation : 2.29 m (state datum)

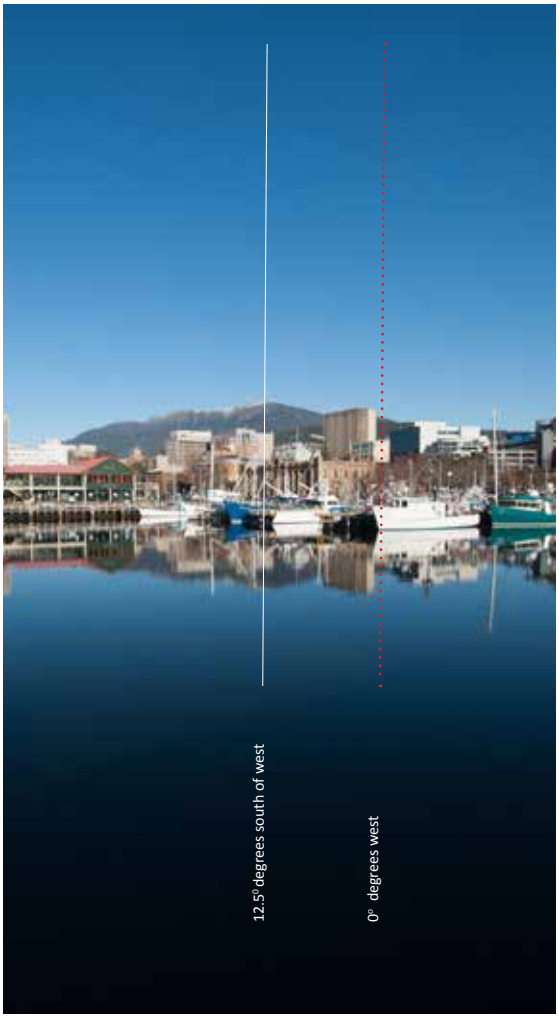
** Co-ordinates:* E 474 822.332 N 658 943.174

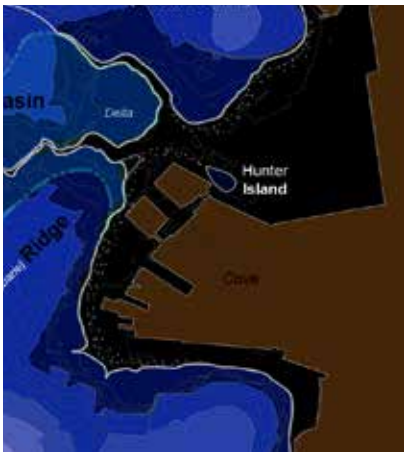
* Horizon Cone width = 22 ° 21'
* Elevated Cone width = 32 °
* Cone Elevation = 7 ° 55 '

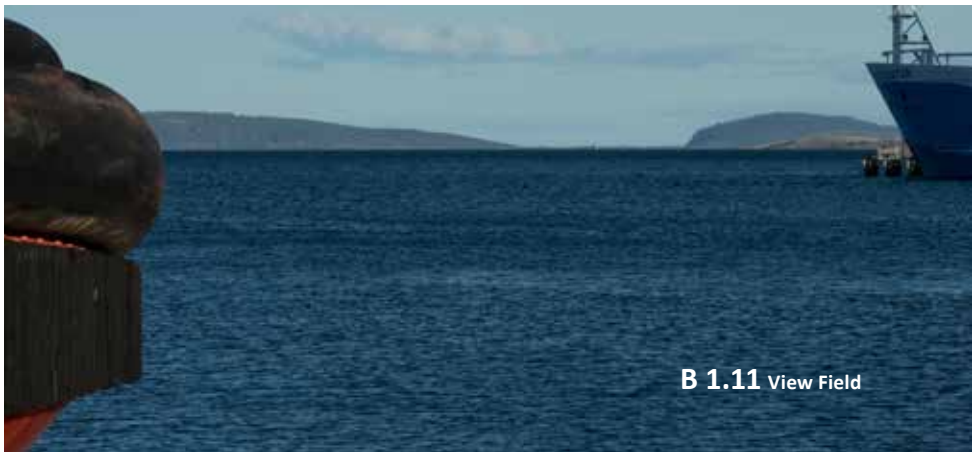
** As provided by HCC Survey : April 2018*

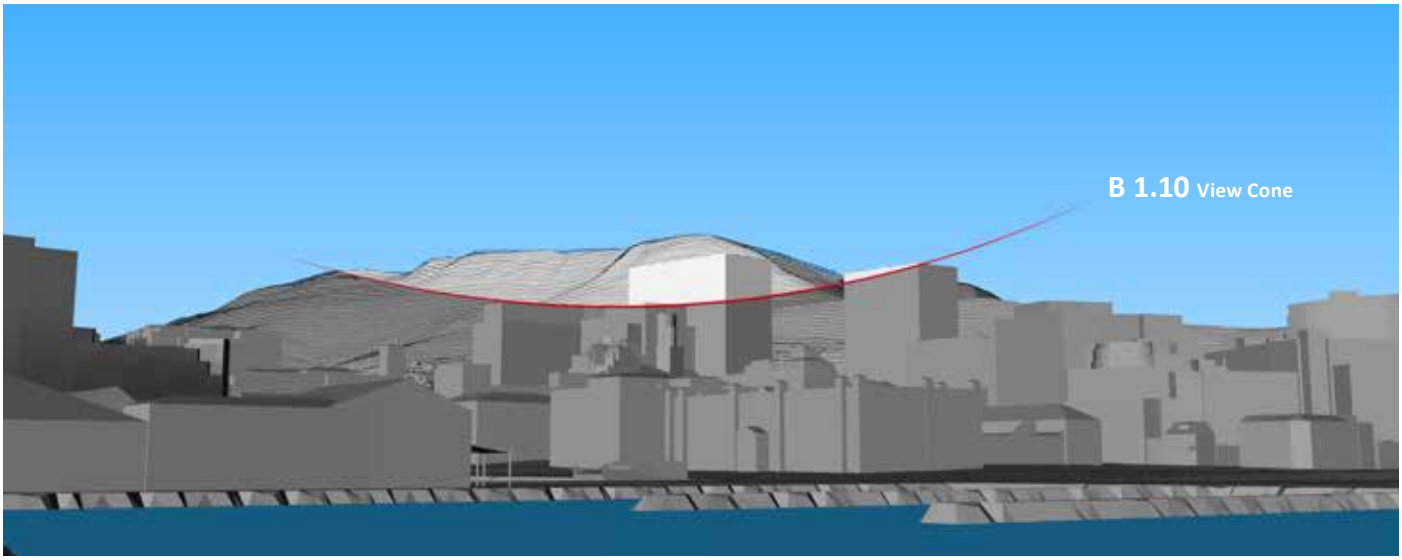
View Point B 1.10 combines with view B 1.11 to provide a deep vista SE across the harbour water-plane.

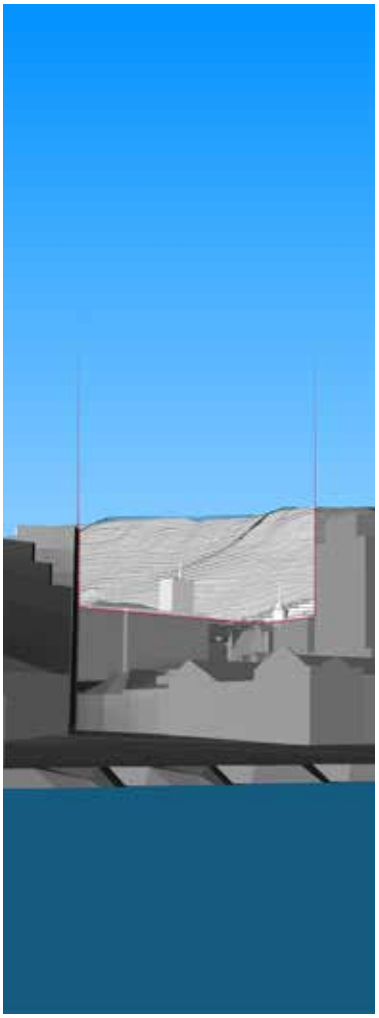
View B1.10 should also be considered with A 1.1 and A 1.11.





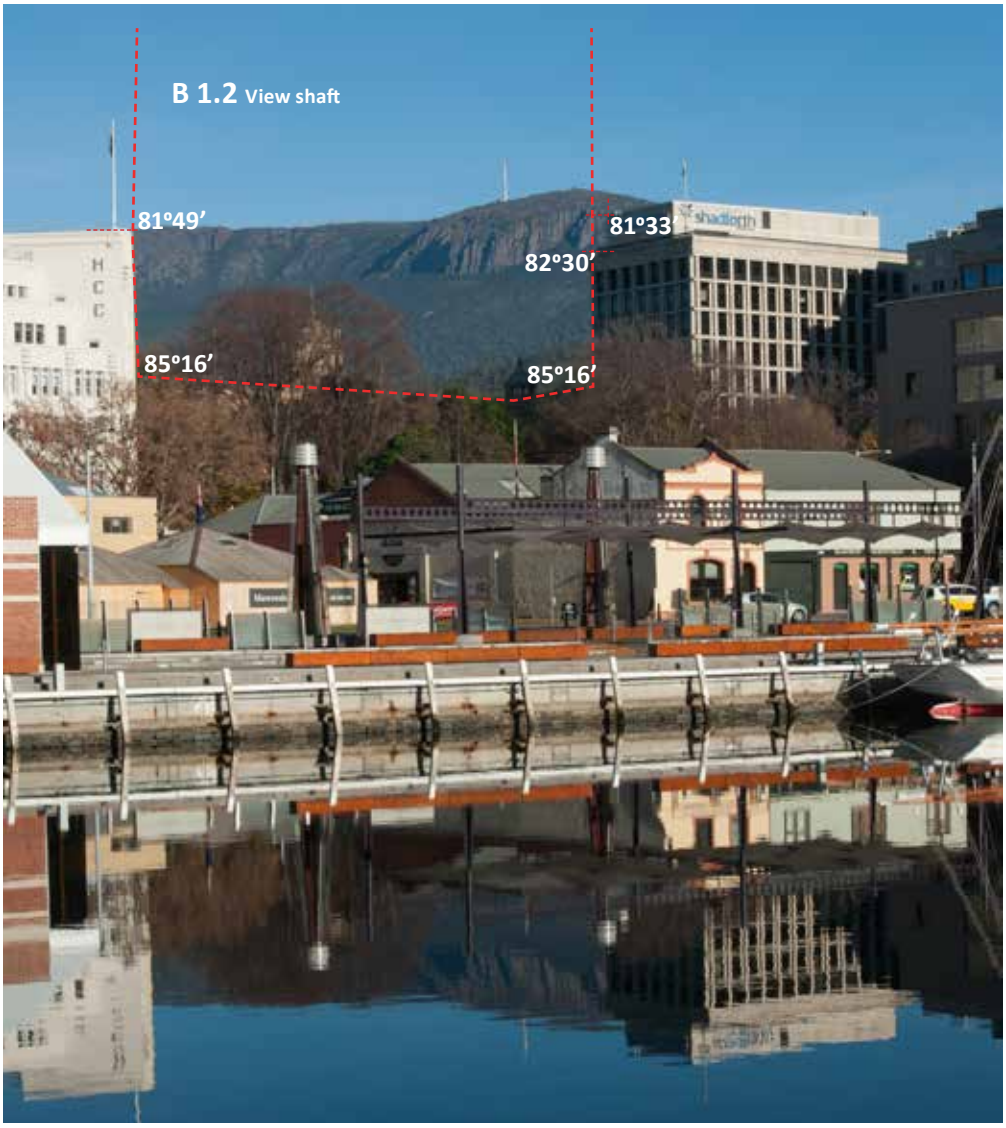

B 1.11 View Field


B 1.10 View Cone



B1 Franklin Wharf

B1.2 Constitution Dock SE corner to kunanyi



View Point : SE corner Constitution Dock
View Field : Across and including enclosed dock and urban block along Argyle Street, to face of kunanyi including horizon.
View Point Elevation : 2.29 m (state datum)

Shaft co-ordinates as provided by HCC Survey : April 2018

B1 Franklin Wharf

B1.3 Elizabeth Street Pier (SE) to kunanyi

View Point : SE corner Elizabeth Street Pier
View Field: toward kunanyi including SW horizon
View Shaft : along Elizabeth Street to Mount Stuart and Goat Hills

Elevated above the waters of the cove, the view-field from the SE corner of Elizabeth Street Pier reinforces the breadth of kunanyi. The continuity of the horizon can be further appreciated with the view-shaft along the Elizabeth street alignment, connecting the mid - ground of Mount Stuart and the higher contours of Goat Hills beyond.

B2 Princes Wharf

B2.1 PW 1 forecourt to kunanyi

View Point : Forecourt PW 1
View Field : aligned to kunanyi

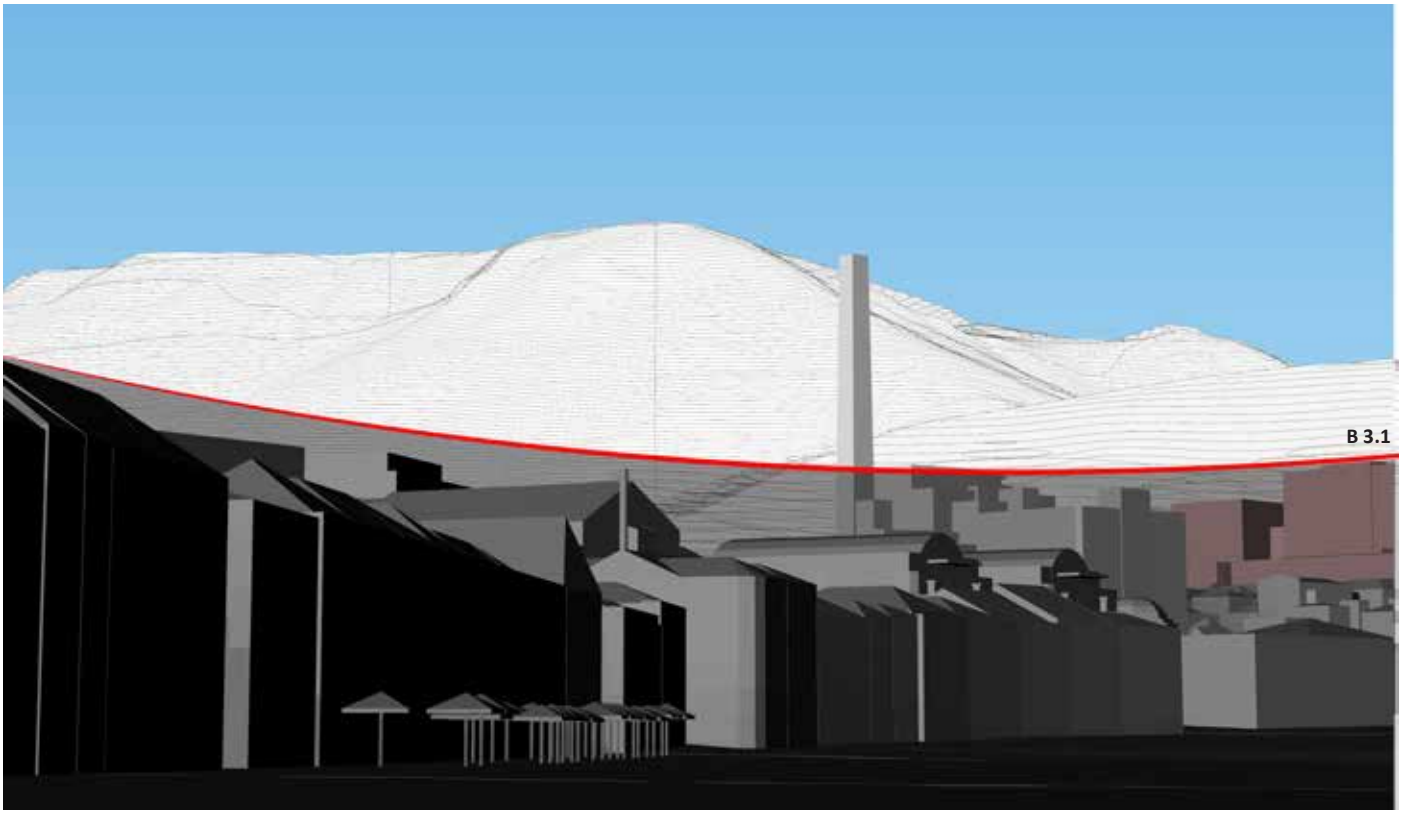
The horizon of kunanyi across the Cove Floor and Parliament Gardens from the entry to Princes Wharf 1 shed, reinforces the layers of the amphitheatre. Particularly evident at dusk, the alignment also refers to the 'swale' and creek bed now incorporating St Davids Park, arcing back from the escarpment edge and the 'wall' to the cove. (Refer Fig.C 2.1)

B2.2 'Paddock' (Princes Wharf) to cenotaph

View Point : Between PW1 shed and IMAS @ Castray Esplanade
View Field : Cenotaph with Grass Tree Hill beyond

B3 Salamanca Place

B3.1 Base of silos (NW) to kunanyi



B3 Salamanca Place

B3.1 Base of silos (NW) to kunanyi

View Point : Base of silos in Salamanca Place
View Field : kunanyi + layered rise, including Knocklofty

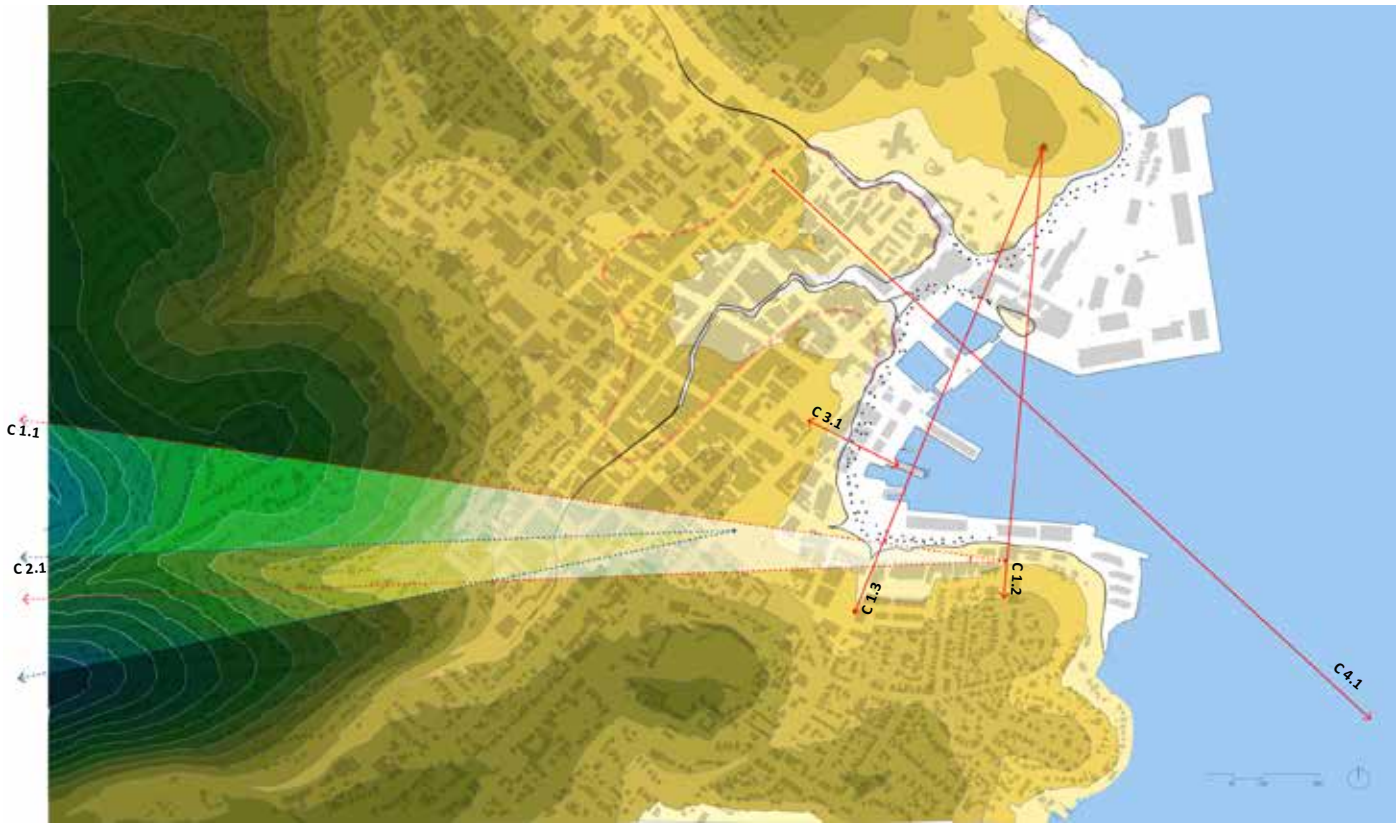
B4 Macquarie Wharf

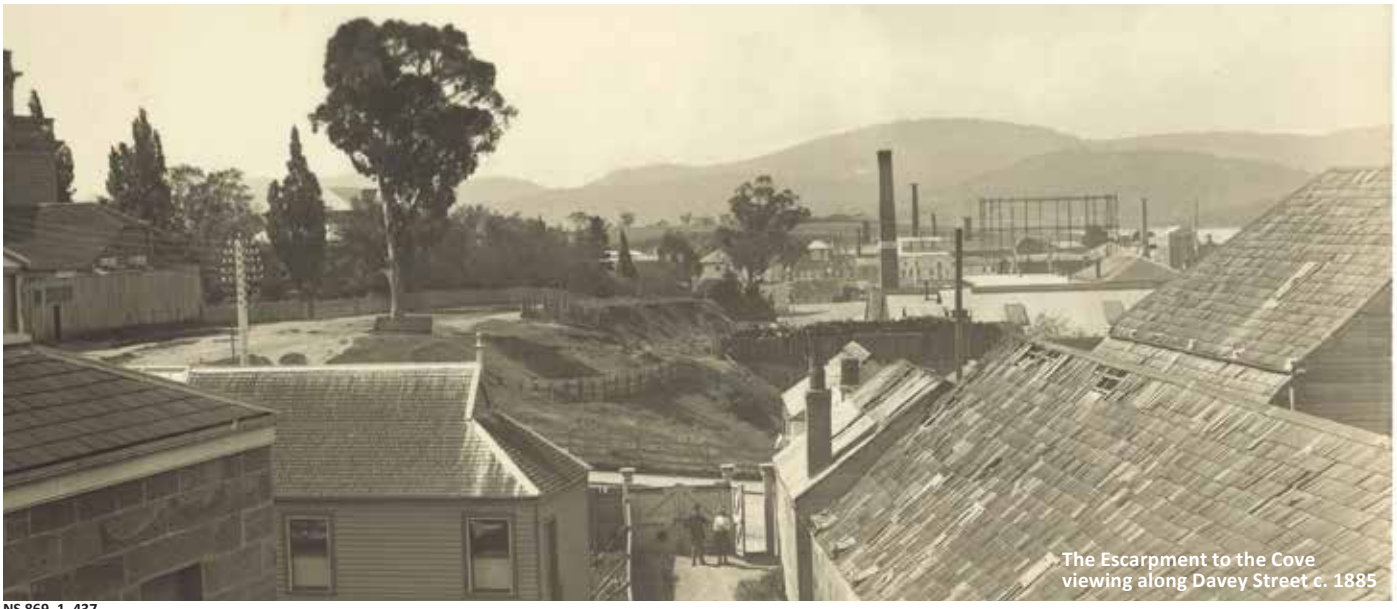
B4.1 Between Mac 01 and Mac 02 (W) to kunanyi, (SE) down river

Stretching from the west to the south-east the concrete apron between Mac 01 and Mac 2 shed provides a panoramic view of the landscape horizon. From the high ground of kunanyi to the W/ SW, to the deep prospect down river to the SE, the piered edge offers a significant public viewing point.

C
Cove Slopes

The sloping ground adjacent the Cove Floor -
Identifying the change in contour





The Escarpment to the Cove viewing along Davey Street c. 1885

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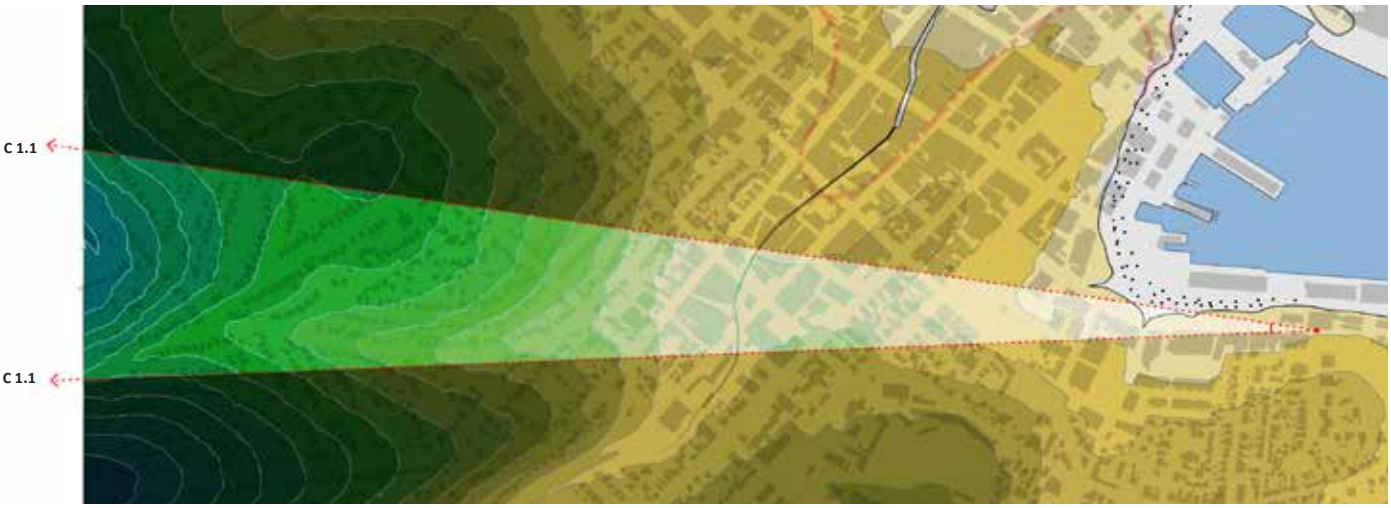
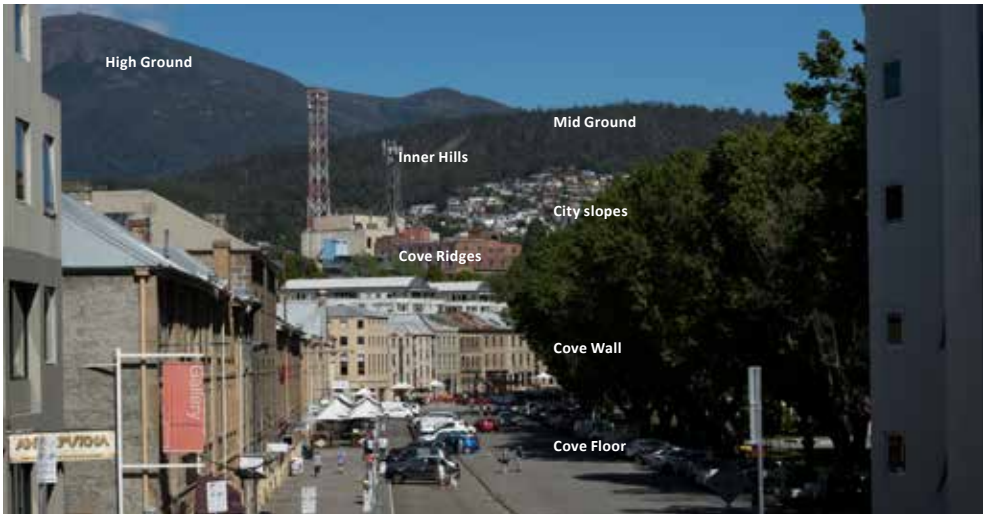
C1 Battery Point

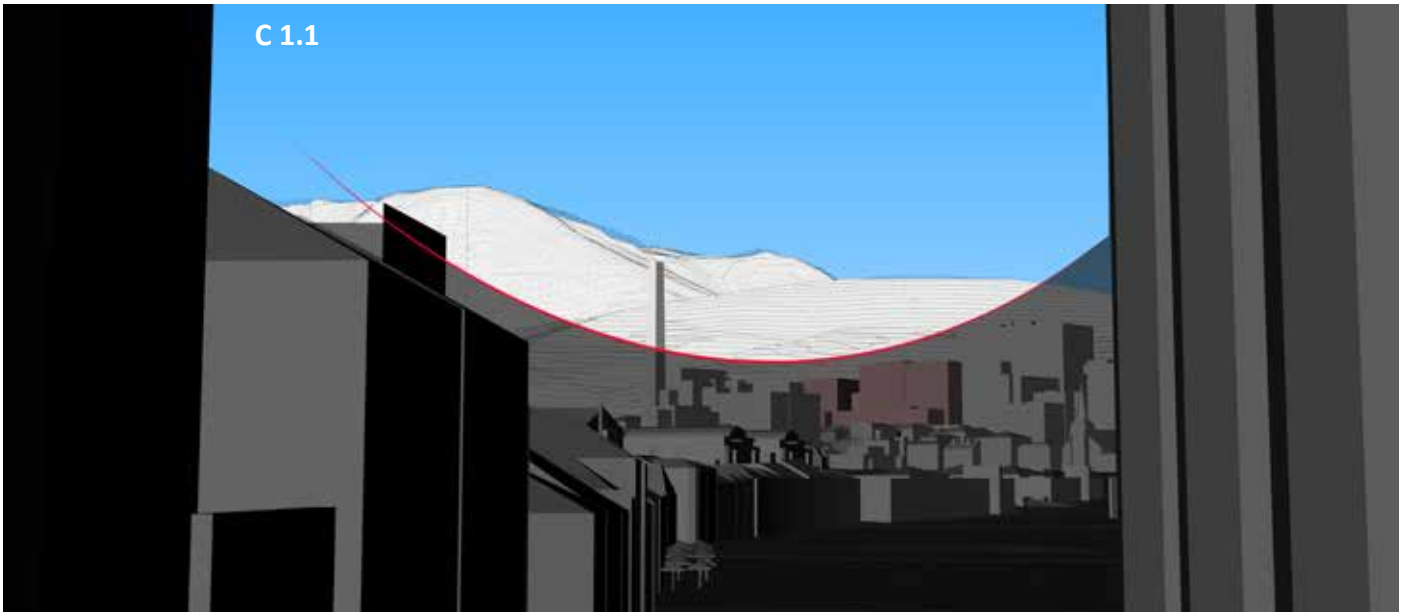
C1.1 Salamanca Place @ McGregor Street to kunanyi and Knocklofty



From this location on the cove slope rising from the Cove Floor to the base of McGregor Street, the spatial characteristcs underpinning Sullivans Cove and Central Hobart are in view, as a scaled sequence. They include the Cove Floor, the Cove Wall, the Cove Slopes, the Cove Ridges, the City slopes, the Inner hills, the Mid-Ground and the High-Ground. These connections should continue to be experienced in relation to one another, in order that the urban landscape remains intelligible.

The 'non conforming' impact of outdated television infrastructure, is an unecessary imposition within one of the most photographed urban view-fields in the nation.





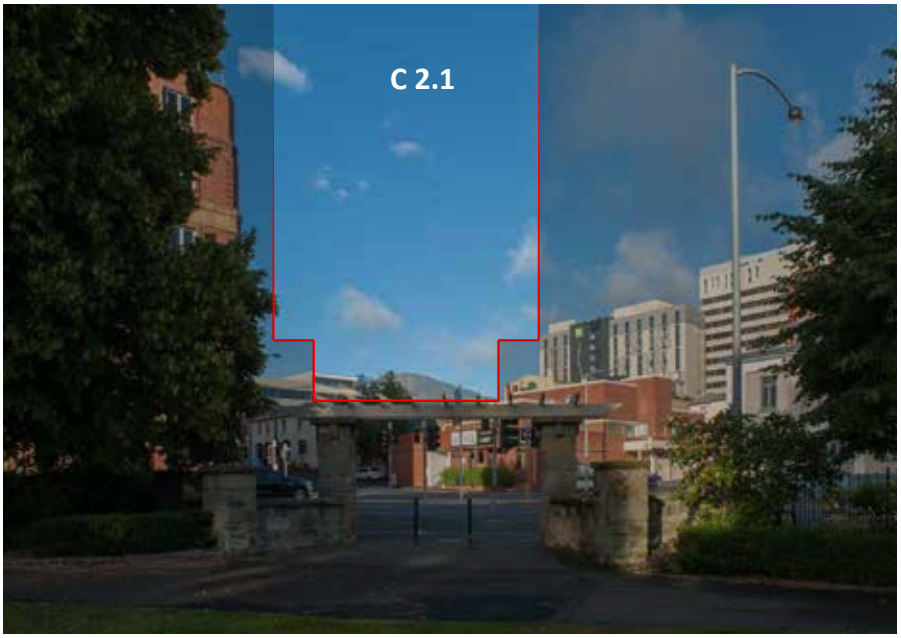
C1 Battery Point

C1.2 McGregor Street to Cenotaph (across cove)

C1 Battery Point

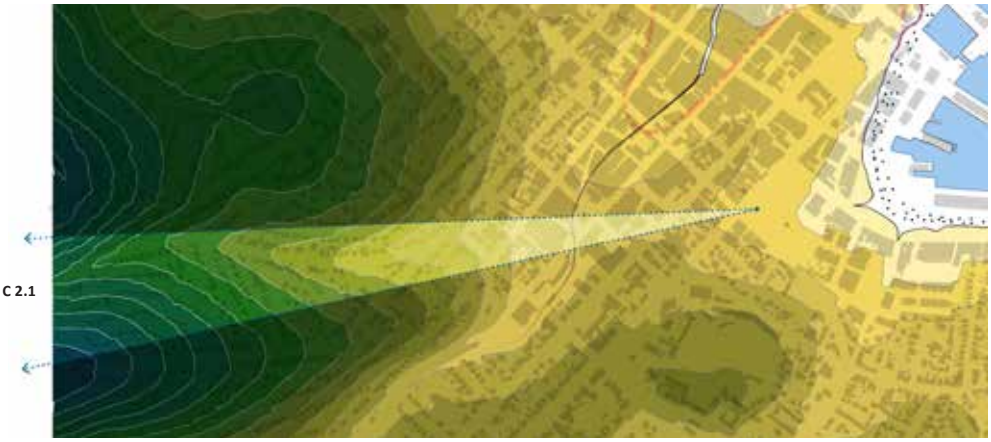
C1.3 Montpellier Retreat to Cenotaph (across Cove Floor)

C2 ‘Swale’ and saddle
between Macquarie Ridge + Battery Point
C 2.1 St Davids Park to kunanyi



A creek running to the SW corner of Sullivans Cove, in an area described in 1805 as ‘a place of real seclusion and rare beauty’, meant this area became the settlement’s initial burial ground, prior to it becoming St Davids Park in 1919.

Providing a gentle grade from the Cove Floor to the base of Barracks Hill and the Macquarie Ridge, this ‘swale’ also aligns with kunanyi and the regional horizon.



C3 Franklin Square
to / from Cove Floor via Brooke St

C 3.1 Franklin Square @ Treasury Forecourt to Cove Floor

As one of the few public places where the 'escarpment' to the cove is experienced as an abrupt change in grade, the Brooke Street 'link' also provides an historic connection between Franklin Square (and the previous courts) and the waterfront. Views from both the top of the escarpment (C 3.1) and the Cove Floor (C 3.2) assist orientation and an appreciation of the urban landform and its evolving built history.

C3 Franklin Square
to / from Cove Floor via Brooke St

C 3.2 Brooke Street Pier to Treasury Forecourt

C4 Back of Cove

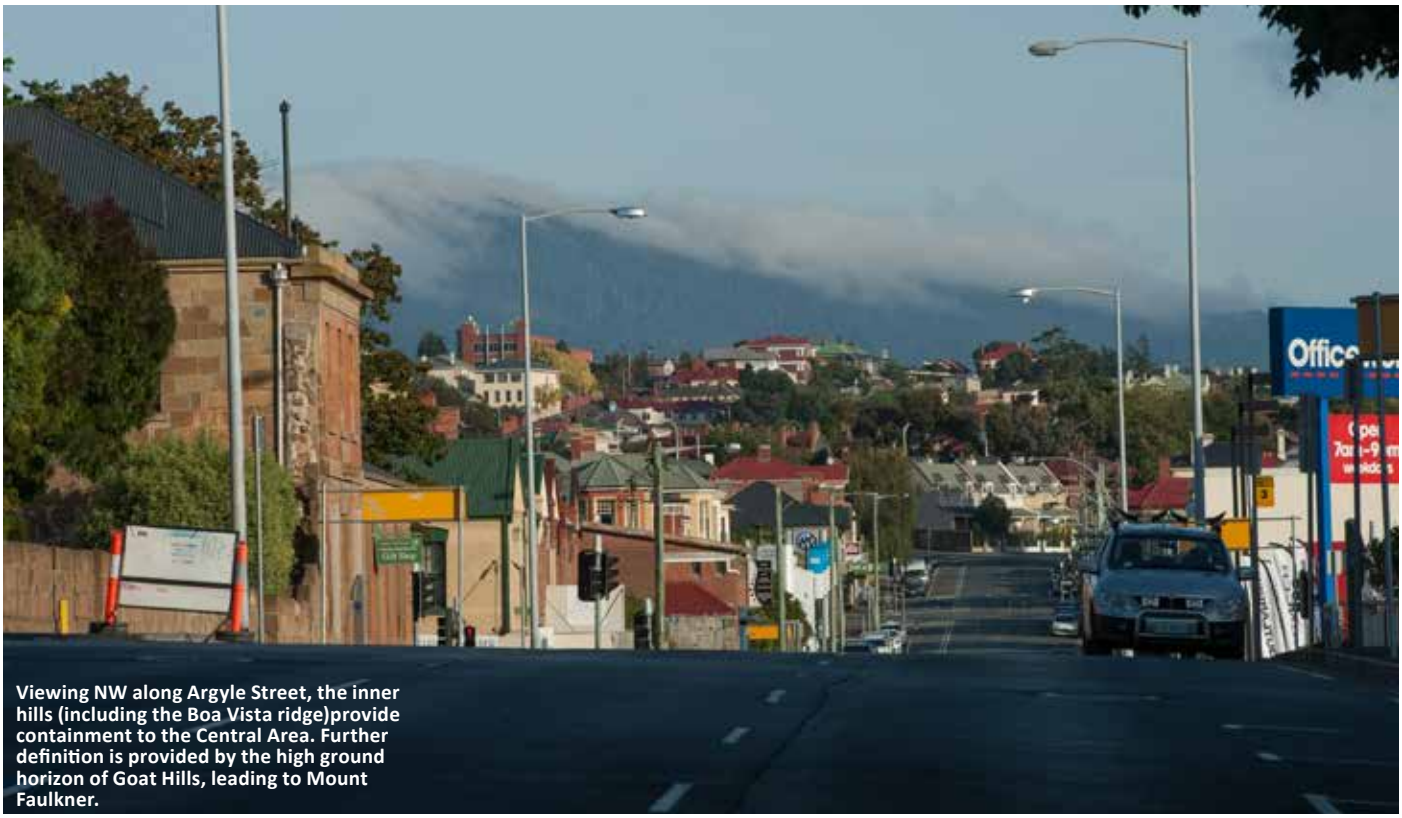
C 4.1 Campbell Street @ Bathurst Street viewing SE
(across Cove Floor and harbour water-plane)

The deep prospect along and down Campbell Street extends across Sullivans Cove and the waterplane to the undeveloped and defining headland of Droughty Point. *(refer Urban Amphitheatre p.20)* Beyond the rising ground of the Howrah Hills above Droughty and Trywork Points, the view-field includes the elevated Mount Augustus above Sandford.

In the far distance (some 50 kms away) the high-ground of the Tasman Peninsula (Mount Koonya and Mount Arthur), confirm this as among the deepest prospects, (on-ground from a central city street), in urban Australia.

C4 Back of Cove

C 4.1 Campbell Street @ Bathurst Street viewing NW

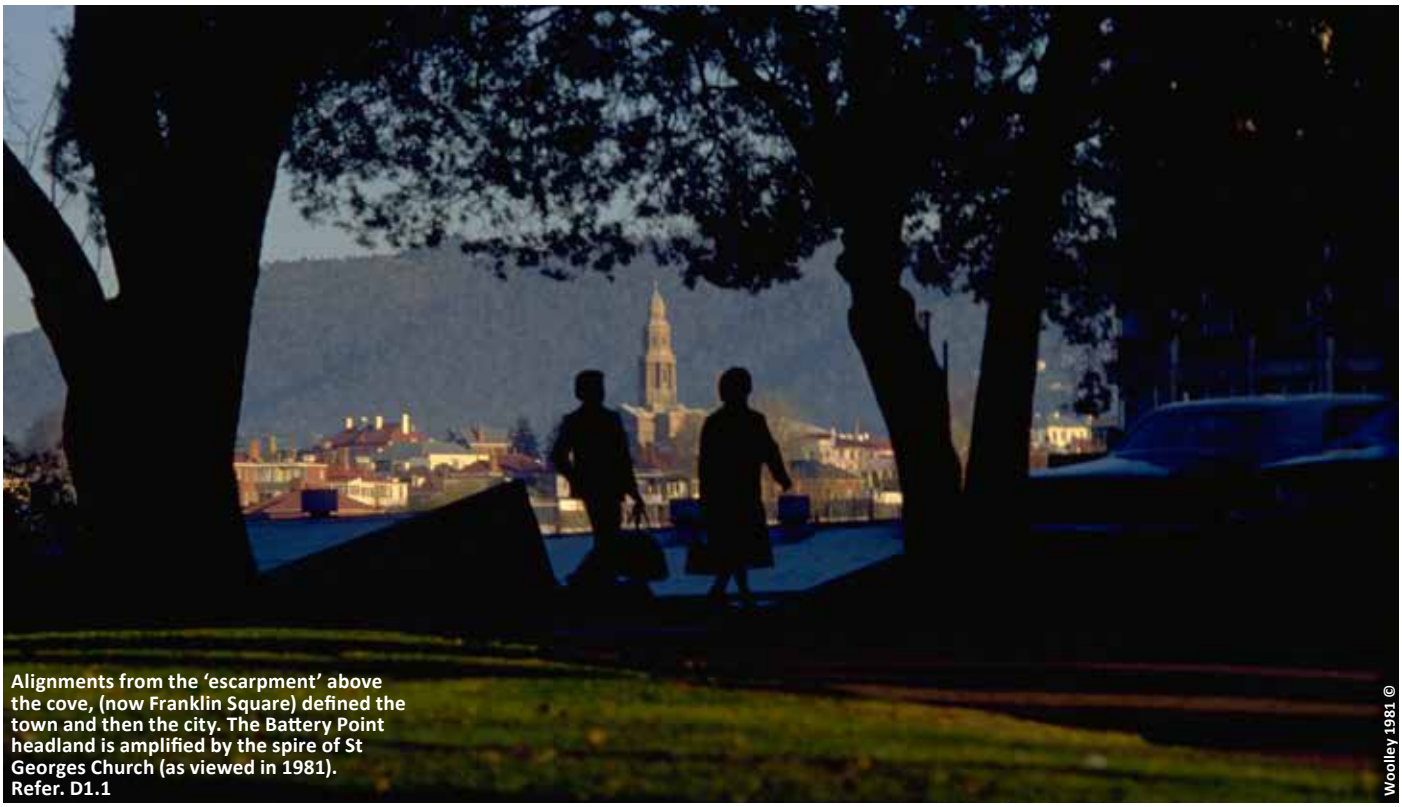


Viewing NW along Argyle Street, the inner hills (including the Boa Vista ridge)provide containment to the Central Area. Further definition is provided by the high ground horizon of Goat Hills, leading to Mount Faulkner.

D

Cove Ridges

The landform ridges beyond the cove slopes and their escarpments - reinforcing 'enclosure' of the cove.

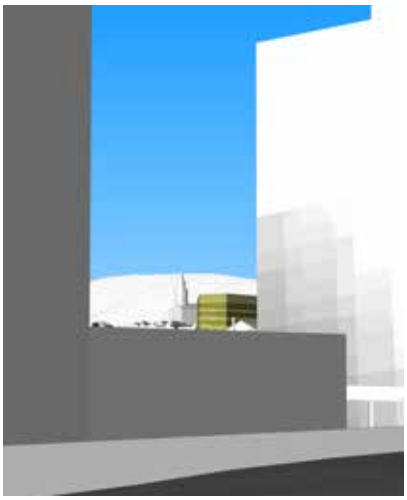


Alignments from the 'escarpment' above the cove, (now Franklin Square) defined the town and then the city. The Battery Point headland is amplified by the spire of St Georges Church (as viewed in 1981). Refer. D1.1

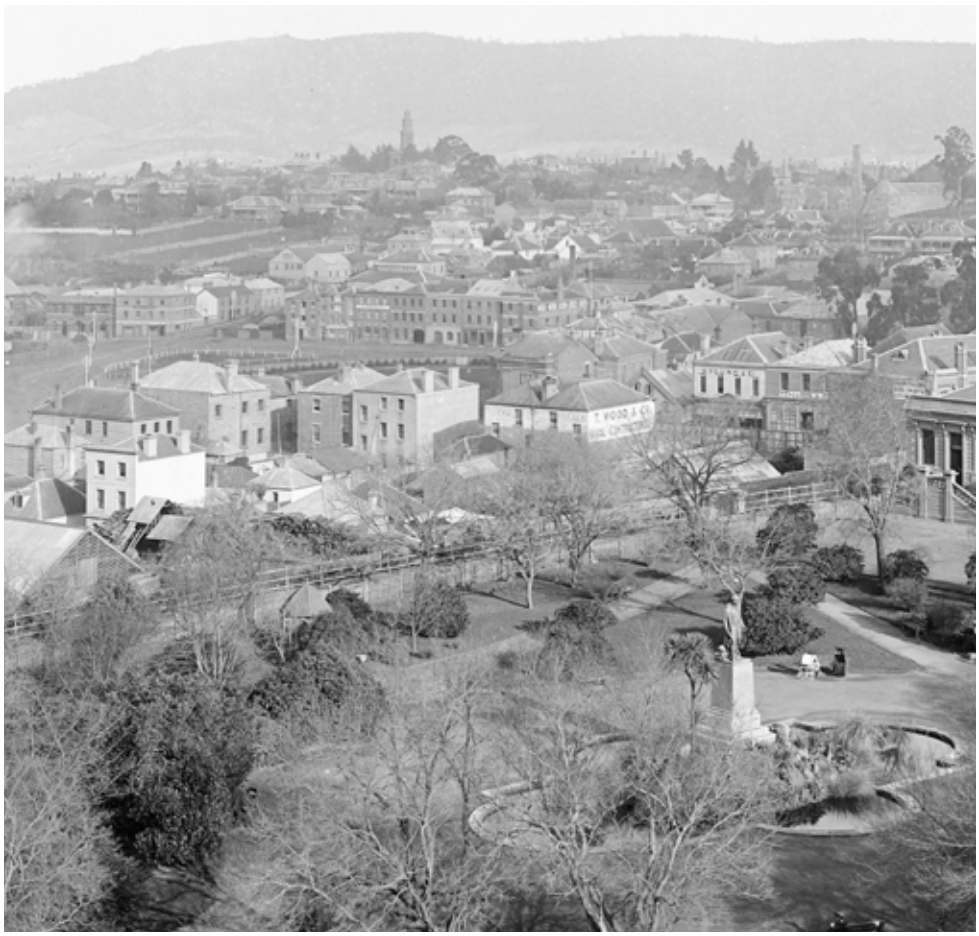
Woolley 1981 ©

D 1 Macquarie Ridge

D 1.1 Franklin Square to St Georges Church, Battery Point



Franklin Square is the principal public open space along the Macquarie Ridge, and Central Hobart. Its location above the escarpment provided overview of the cove and then the docks. St Georges Church Battery Point amplifies the ridge of Battery Point. Alignment to it from Franklin Square connects headland and ridge, assisting orientation and comprehension of the urban landscape and its layered history. Vulnerable to development on the cove slopes, the view shaft has been actively identified since 1983.



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D 1 Macquarie Ridge

D 1.2 Franklin Square to kunanyi

NB. kunanyi on the horizon W/SW beyond Macquarie Street

The role of the escarpment, (upon which Franklin Square is now located) is significant to the development of the city. Intended as the public focus of the Meehan Plan (1811), then the site of the first Govt. House, before becoming Franklin Square (1852), the location has long been pivotal to the form and growth of the city centre. Connections to the landscape horizons of the city (kunanyi) are still possible from the park - literally located at 'the heart of settlement'.

D 1 Macquarie Ridge

D 1.3 Macquarie Street alignment NE to Cenotaph

The alignment NE along Macquarie Street reinforces the role of the Meehan Range to the Urban Amphitheatre, providing containment to the central area. *(above right and right)*

The street-space 'scale' along Macquarie Street varies between the urban blocks. With movement NE along Macquarie Street, the headland of the Queens Domain is reinforced by the Cenotaph Obelisk (1925). The Royal Engineers Building (1846) formalises the Macquarie Street alignment, also strengthening the ceremonial role and orientation provided by the headland.

Across Sullivans Cove the grassed headlands of Battery Point, (Battery Park *foreground - below*) and the Queens Domain, (Cenotaph headland - *middle distance - below*), can be appreciated.

D 2 Battery Point Headland

D 2.1 Princes Park to Cenotaph

E

City Centre ‘Basin’

The lower lying ground forming part of the Hobart Rivulet ‘trough’ (and its adjacent ‘delta’ outflow) defined by the rising ground of adjacent ridges (notably the Macquarie Ridge to the SE) , and other enclosing city centre slopes.

NS1013_1_928 c. 1860

NS1231_1_18 c. 1910

E 1 Viewing South-East (NW to SE)

E 1.1 Bathurst Ridge to Macquarie Ridge (and beyond) along Argyle Street

The 'street space' (and hence the connecting 'view-shaft') is strongly impacted by a sky- bridge, when viewing SE along Argyle Street.

E 1 Viewing South-East (NW to SE)

E 1.2 Along Elizabeth Street near Brisbane Street

Tall trees in Elizabeth Street Mall now mask the traditional 'view to the docks' down Elizabeth Street

E 2 Viewing South-West (NE to SW)

E 2.1 Liverpool Street from Argyle to central area slope beyond Molle street

Viewing SW along Liverpool Street from near Argyle Street

The central area 'basin' is appreciated when viewing along the undulating alignment of Liverpool Street. At either end of the street the natural rise to vegetated horizons confirm the 'contained' scale of Central Hobart, between Queens Domain vegetation and the Meehan Range to the North East *(below)* and the base of Chimney Pot Hill to the South West. *(right opposite)*

E 3.1 Liverpool Street above Barrack viewing NE

E 3 Viewing North-East (SW to NE)

E 3.1 Liverpool Street from Elizabeth to Argyle (below) and above Barrack (left)

Liverpool Street viewing NE from Elizabeth Street corner

E 4 Viewing North-West (SE to NW)

E 4.1 Along Elizabeth Street from Liverpool Street

E 4 Viewing North-West (SE to NW)

E 4.2 Along Argyle Street from Cove Floor and Macquarie Ridge

Being a primary street of the urban grid, Argyle Street provides deep views across the undulating terrain of Central Hobart - from both its south-eastern and north-western extremities. From the Cove Floor the Macquarie Ridge confirms Argyle Street as a cove slope *(bottom left),* while from the Macquarie Ridge the Bathurst Ridge is evident in the middle distance *(right),* with the inner city hill side of the Boa Vista saddle beyond. The street space (and hence the views) are compromised by sky bridges. *(Refer 'non conforming' p.28).*

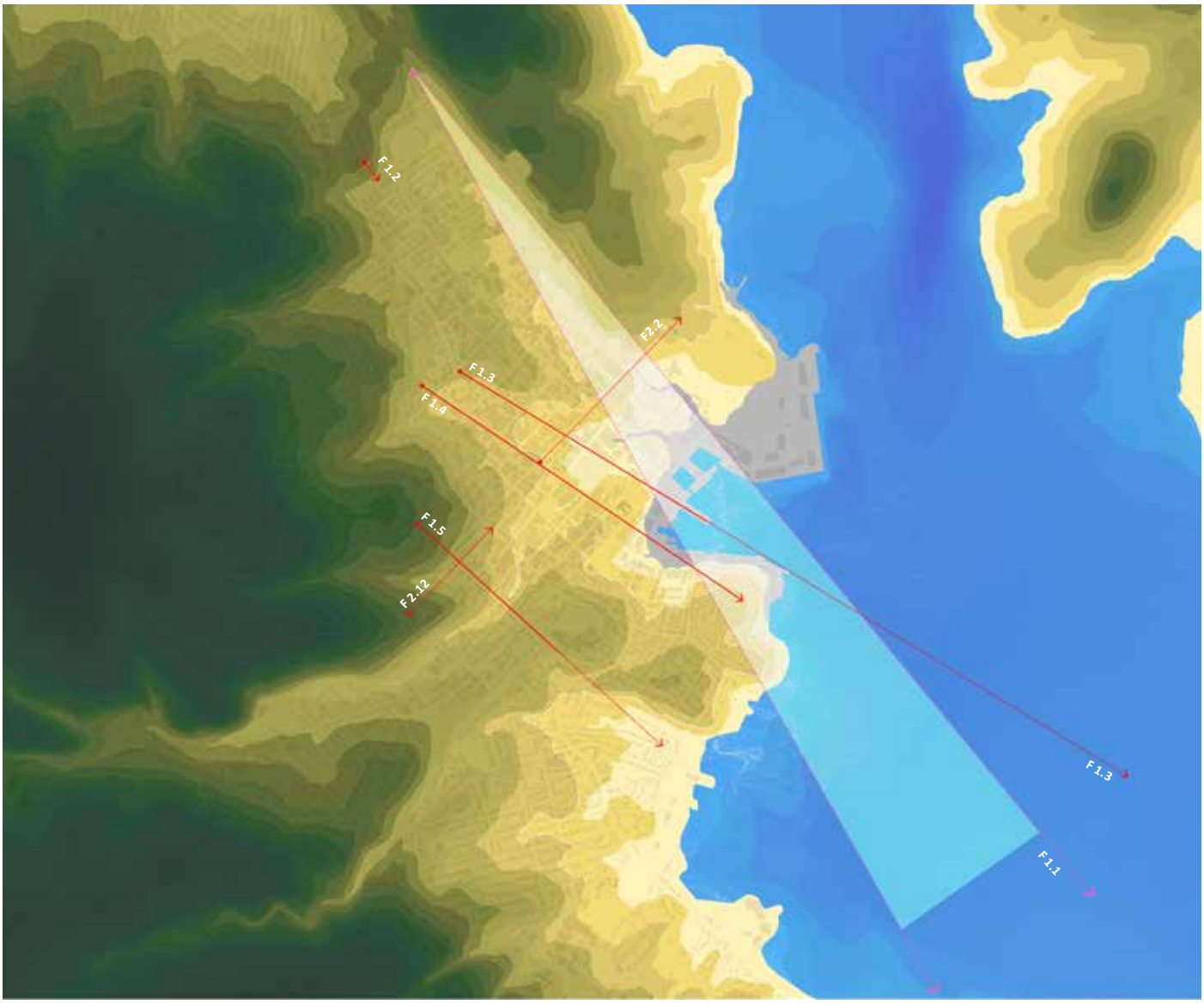
E 4.2 From Cove Floor along Argyle street

E 4.2 From Macquarie Ridge along Argyle street

F

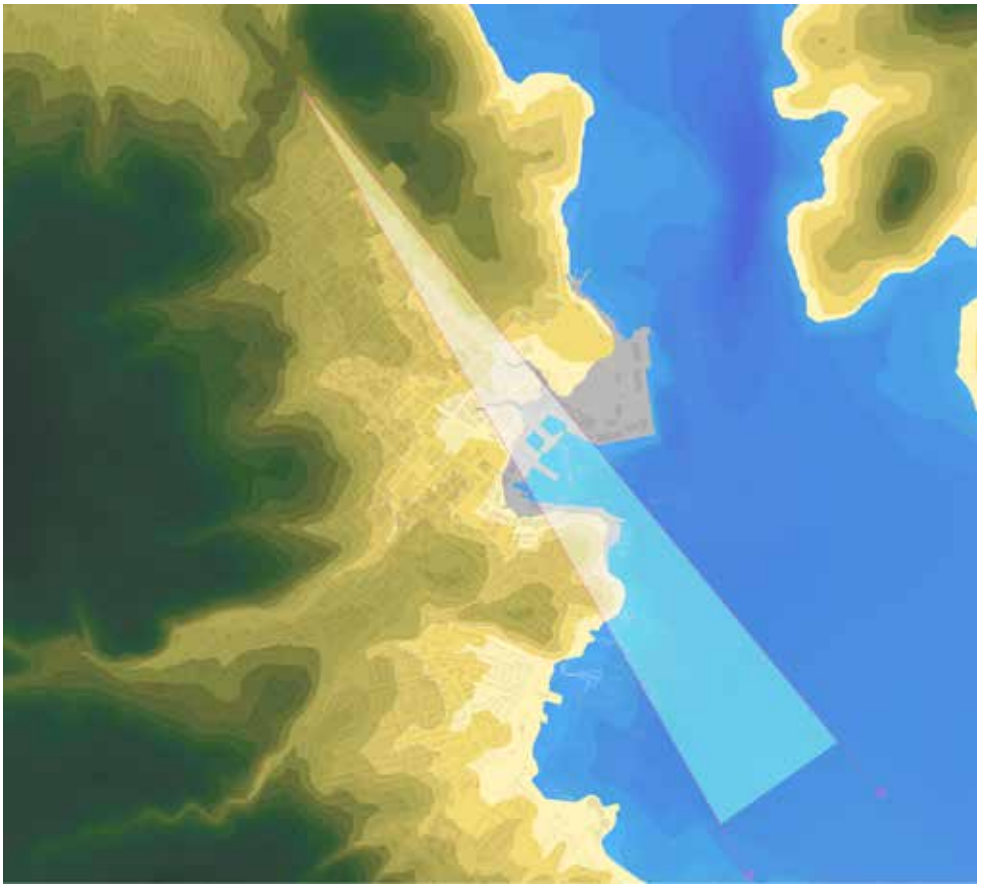
City Centre Slopes

The rising ground, especially North and North-West of the low ground 'basin', providing containment to the Central Area

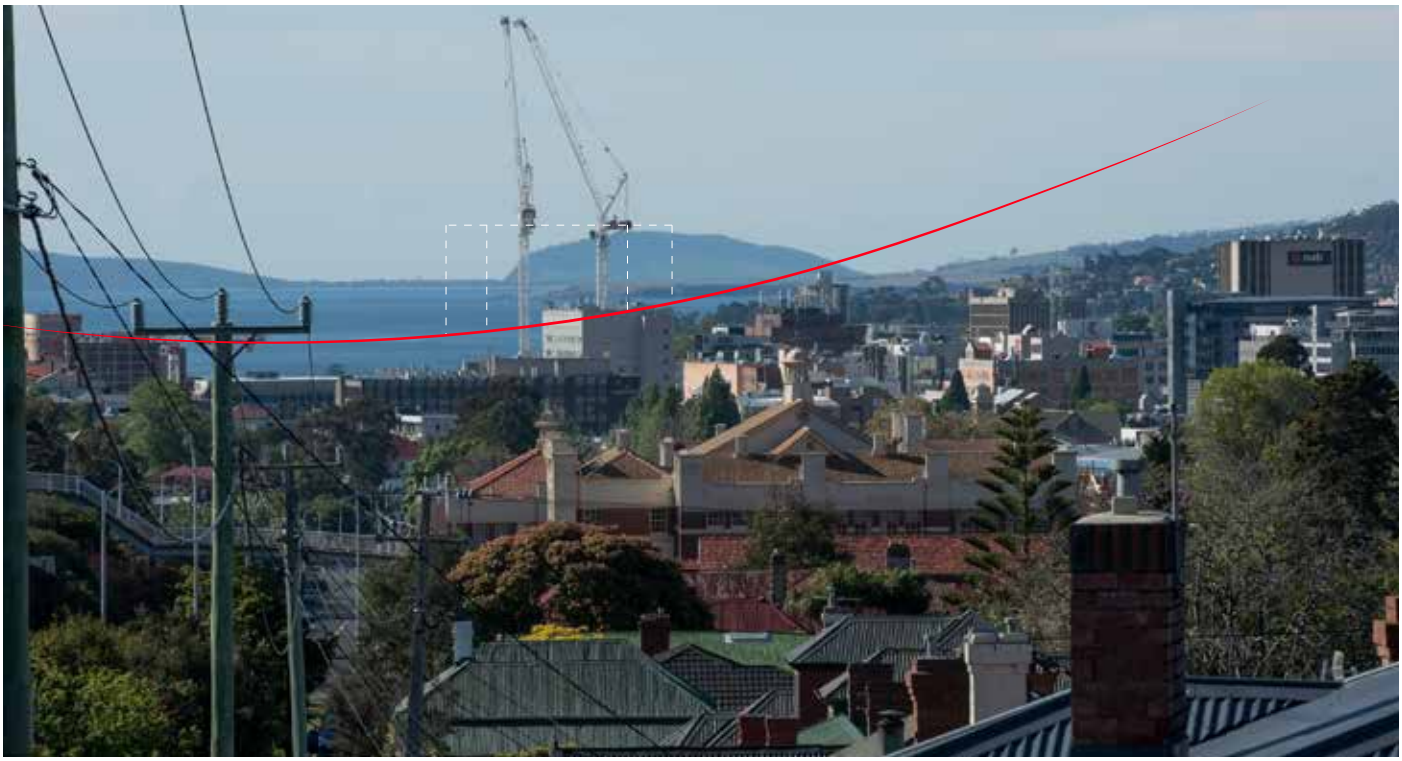


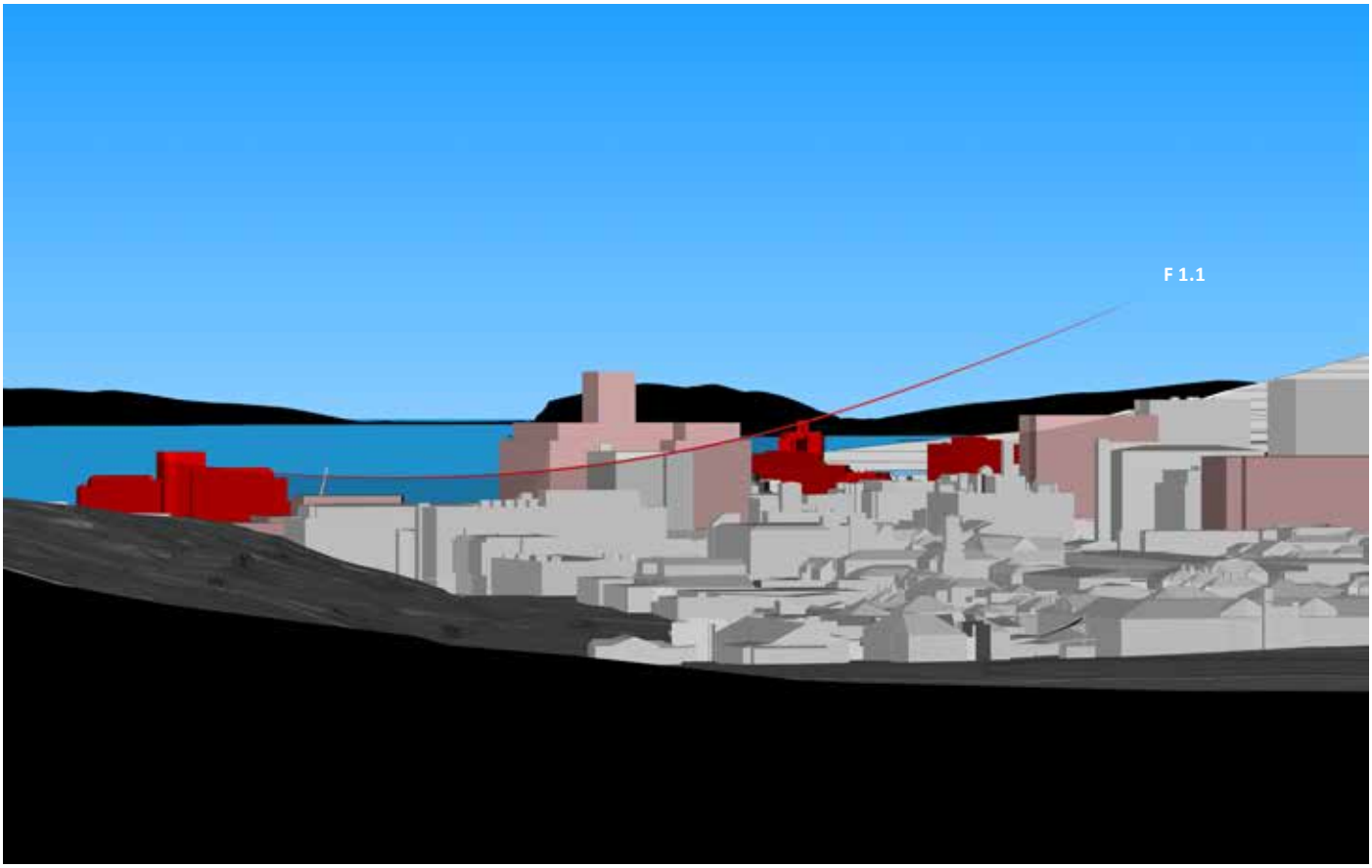
F1 North
F 1.1 Boa Vista Saddle

View Point: At the junction of Park Street and Letitia Street with Boa Vista Road, North Hobart.
View Field : Toward the harbour water-plane including Betsey Island on the south- east horizon.



Located at the edge of the topographic 'saddle' between the Queens Domain and the inner hills of the city centre, the deep prospect down and along the edge of the Domain, and above the former Domain Rivulet, connects to the harbour water-plane and the southern sky, above Betsey Island. Long recognised as an arrival point within the urban landscape to the capital city, *(refer Knutt Bull 1865 below)* the alignment is vulnerable to development bulk and height adjacent to the Cove Floor.




F 1.1

F 1 From North

F 1.2 Carr Street North Hobart

F 1 From North

F 1.3 Elizabeth Street from Warwick Street

Viewing south east from the ridge above Murray street

F 1 From North

F 1.4 Murray Street near Devonshire Square corner

Murray Street near Devonshire Square viewing south east

From Macquarie Ridge along Murray street

The abrupt rise west of the city centre (formerly Lime Kiln Hill) was a popular late nineteenth century viewing point, *(right)* - now less publicly accessible. NB. Murray Street at its base - centre right. *Above:* Viewing NW from the Macquarie Ridge across the Bathurst Ridge to the inner urban hill face - from which the image *(top left corner)* and the historic image were taken .

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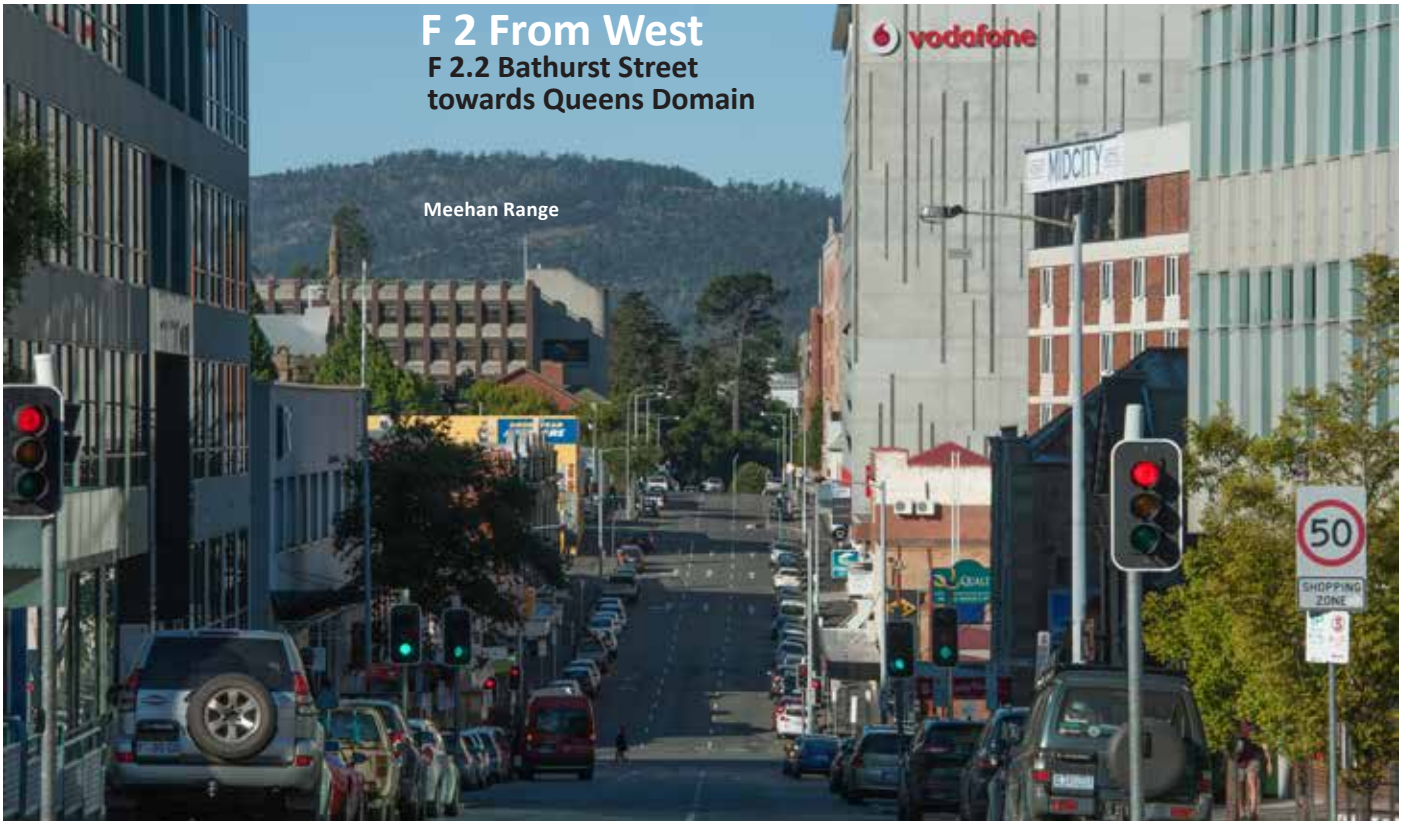
F 2.1

F 2 From West

F 2.1 Goulburn Street from Barrack towards Harrington
F 2.2 Lower Forest Road to Goulburn Street


F 2.2



F 2 From West

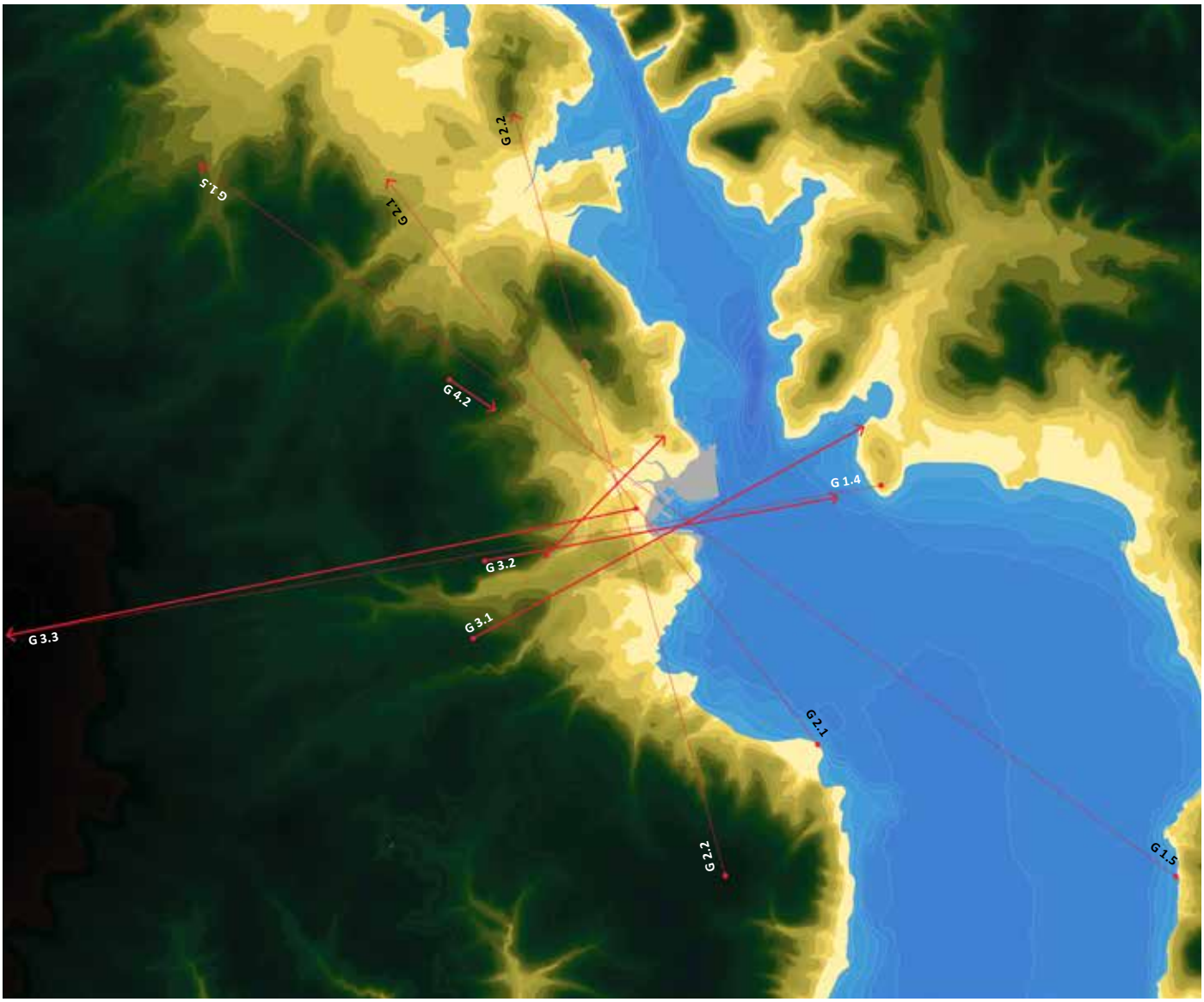
F 2.2 Bathurst Street towards Queens Domain

Meehan Range

G

City Centre Edges

Locations confirming the landform perimeters of Central Hobart - also reinforcing its placement at the outflow of rivulets, at the base of ridges and contained by inner area hills above the waterplane datum



The layered topographic rise is strongly evident from Tranmere

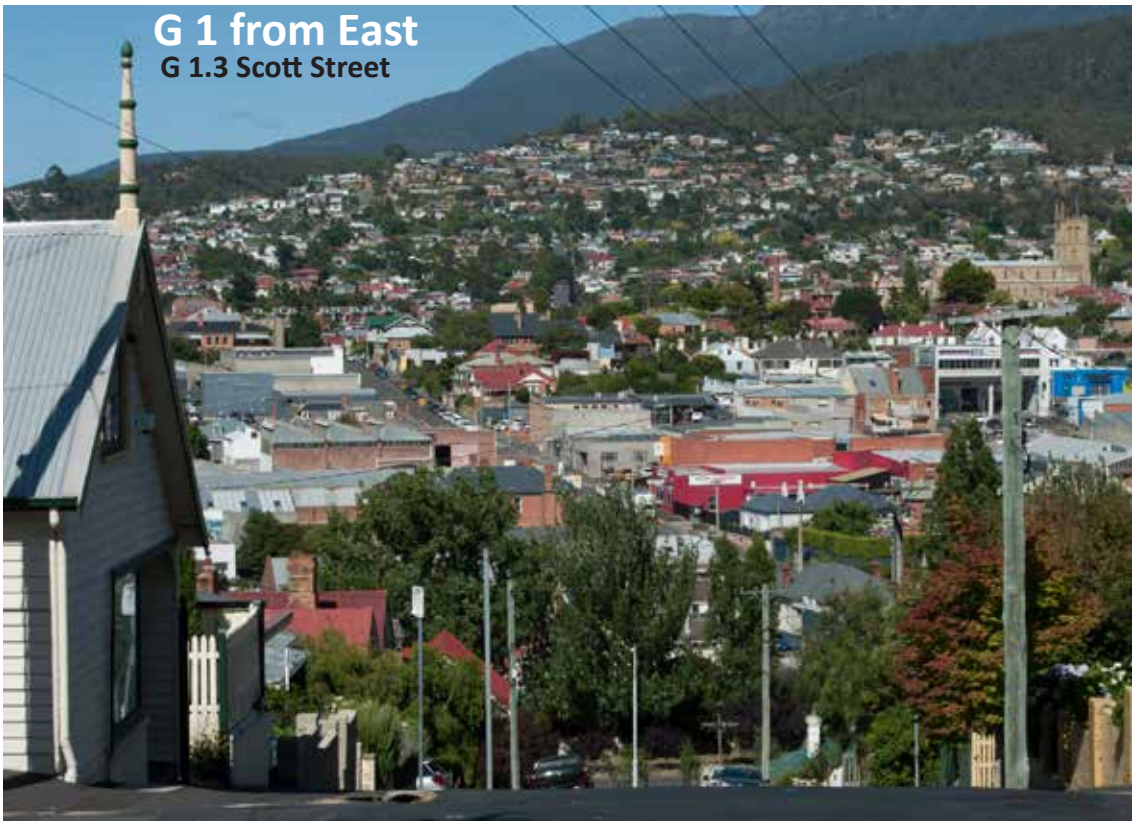

G 1.1

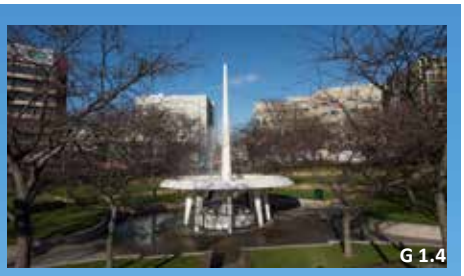
G 1 from East

G 1.1 Glebe Carpark

G 1.2 Edward Street, Glebe to Chimney Pot Hill

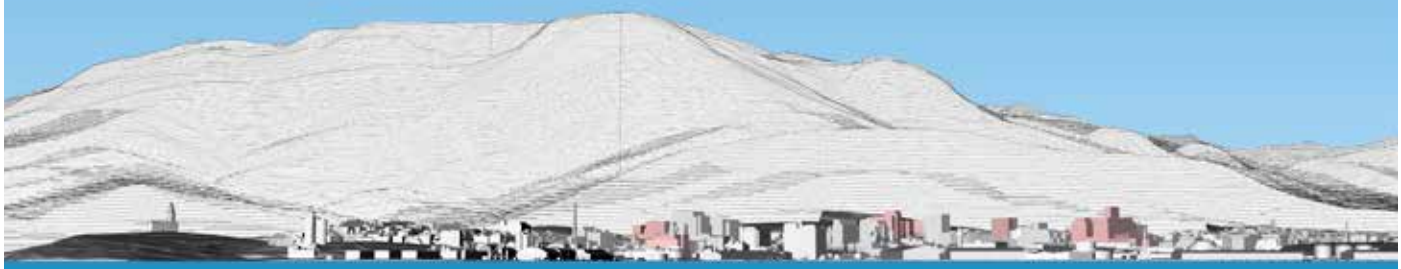

G 1.2



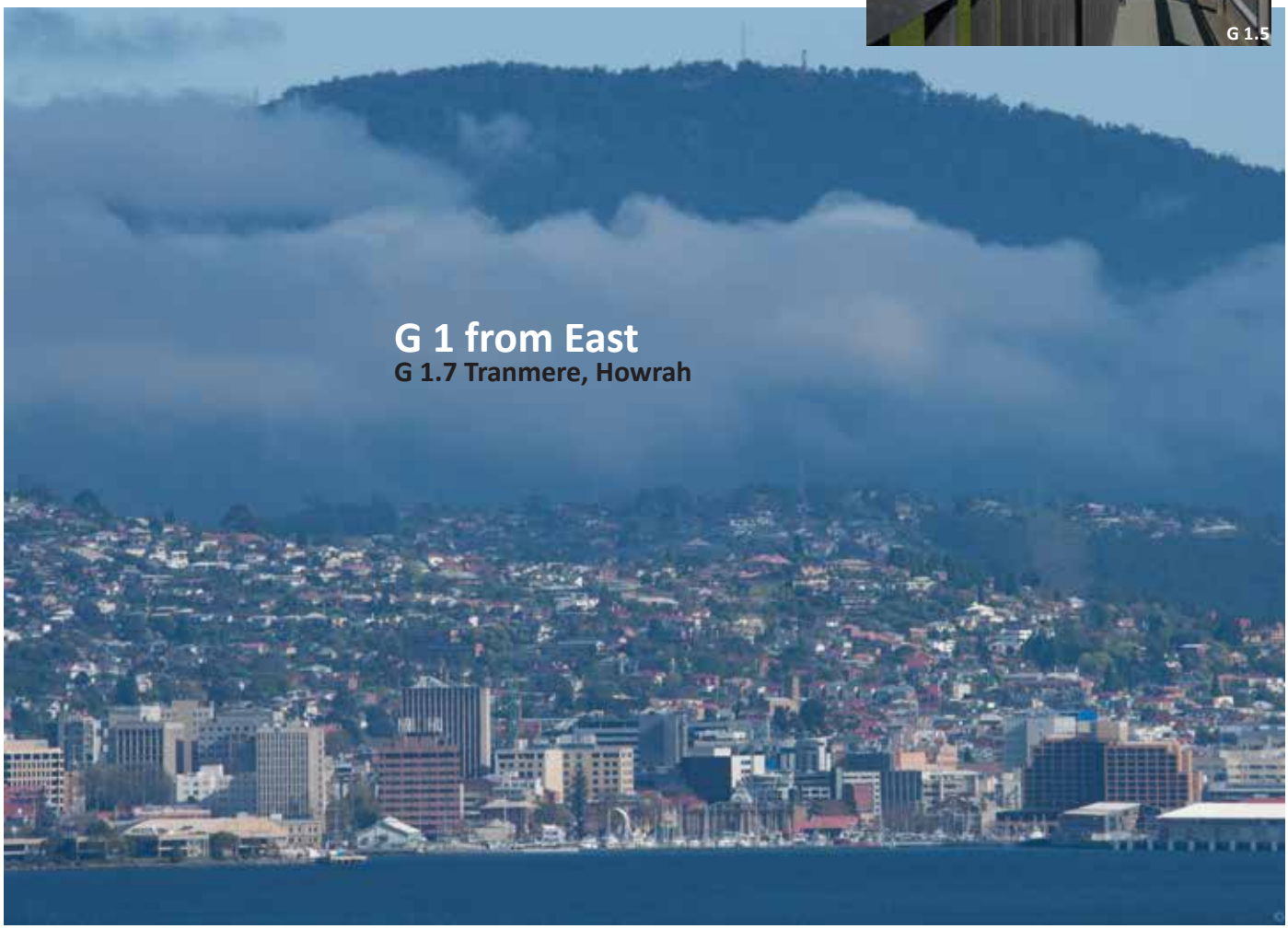

G 1.4

G 1 from East

G 1.4 Liverpool Street at Aberdeen St
G 1.5 Tasman Bridge
G 1.6 Kangaroo Bluff, Bellerive to kunanyi




G 1.5

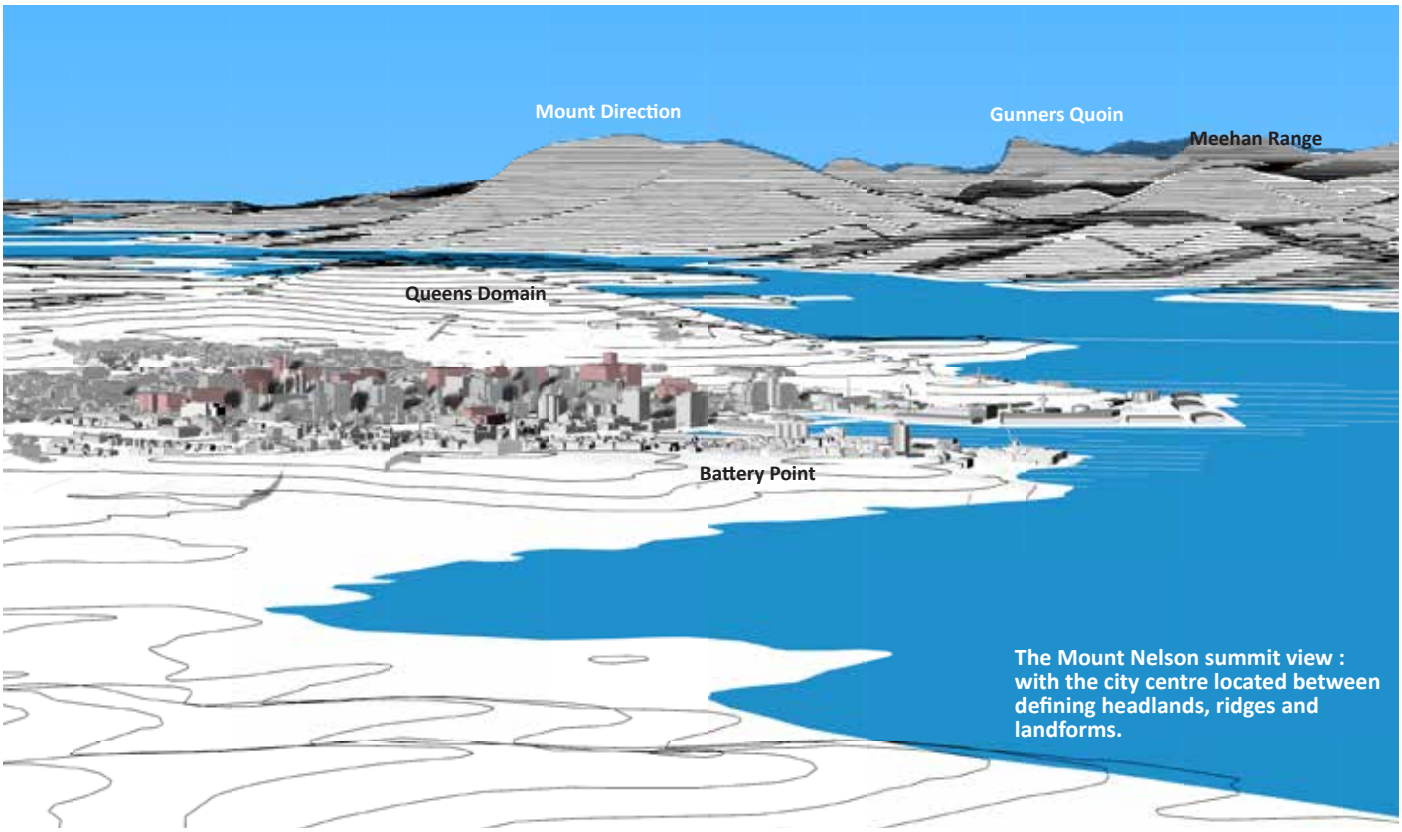


G 1 from East

G 1.7 Tranmere, Howrah

G 2 from South
G 2.1 Long Point, Lower Sandy Bay

G 2 from South
G 2.2 Mount Nelson Lookout



The Mount Nelson summit view : with the city centre located between defining headlands, ridges and landforms.

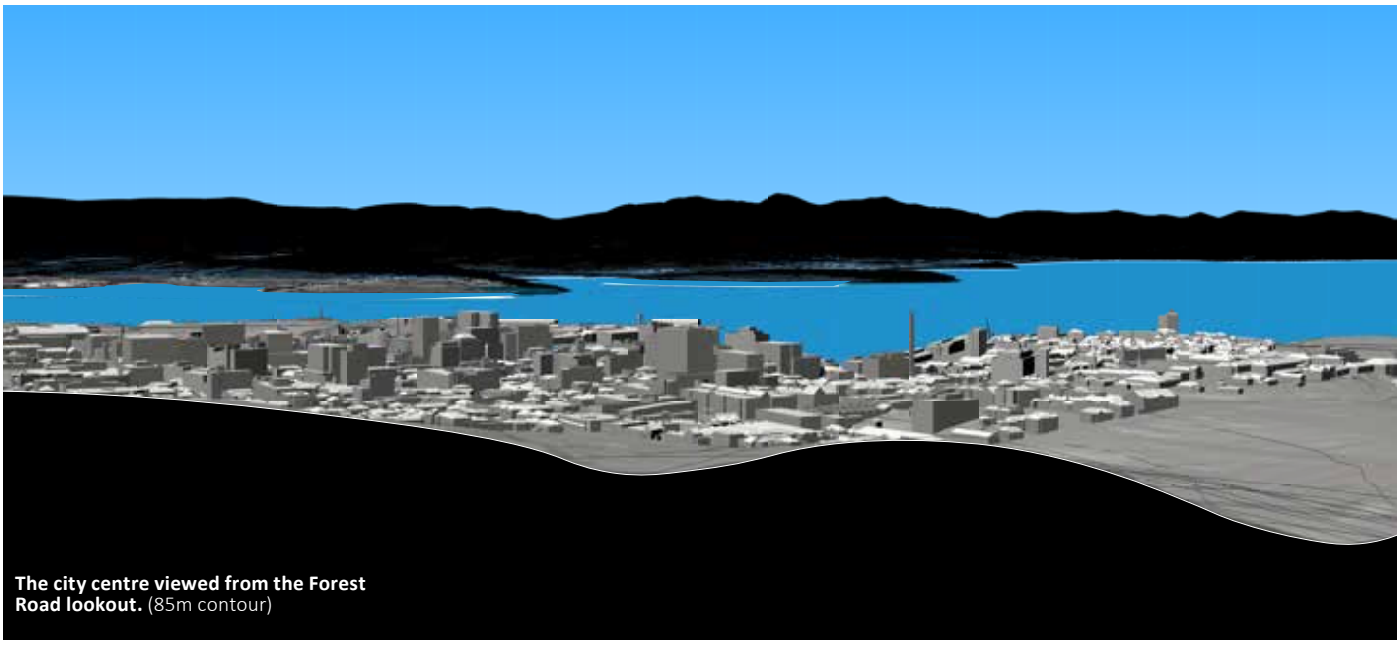
G 3 from West

G 3.1 Huon Road, South Hobart

From this elevation (RL75 m) and alignment (E/NE), the waterplane of the river and harbour (combined with the valley of the Hobart Rivulet), affirms the location of Central Hobart.

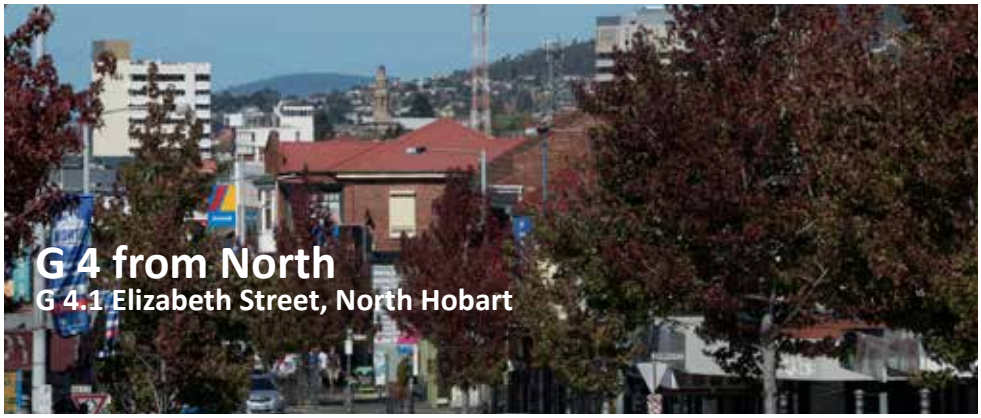
The landform horizons of the Meehan Range provide scale and continuity. Rosny Hill in the middle distance, enhances and focuses these layered relationships. Together with the waterplane it provides scale and orientation and assists in identitying the city centre 'in its setting'. Accordingly the landform of Rosny Hill is significant from this view-point, and should be identified.

G 3 from West
G 3.2 Forest Road, West Hobart

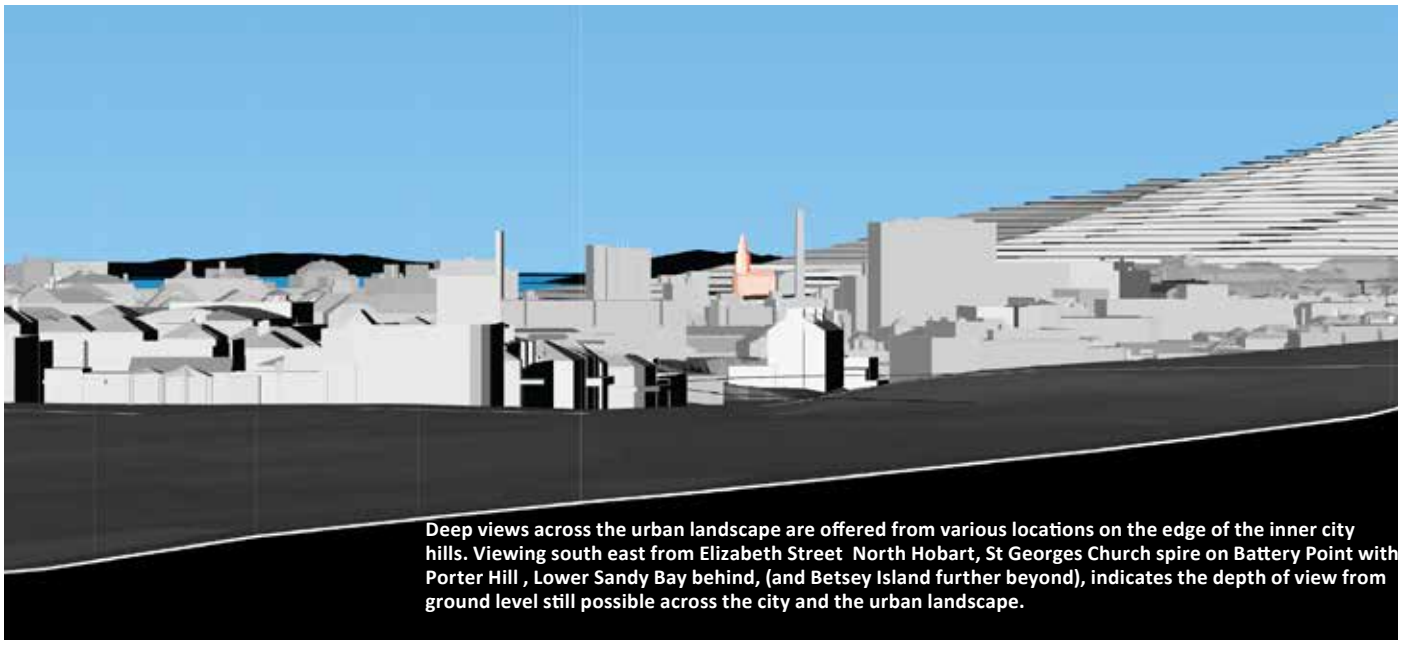


The city centre viewed from the Forest Road lookout. (85m contour)

G 3 from West
G 3.3 Summit kunanyi

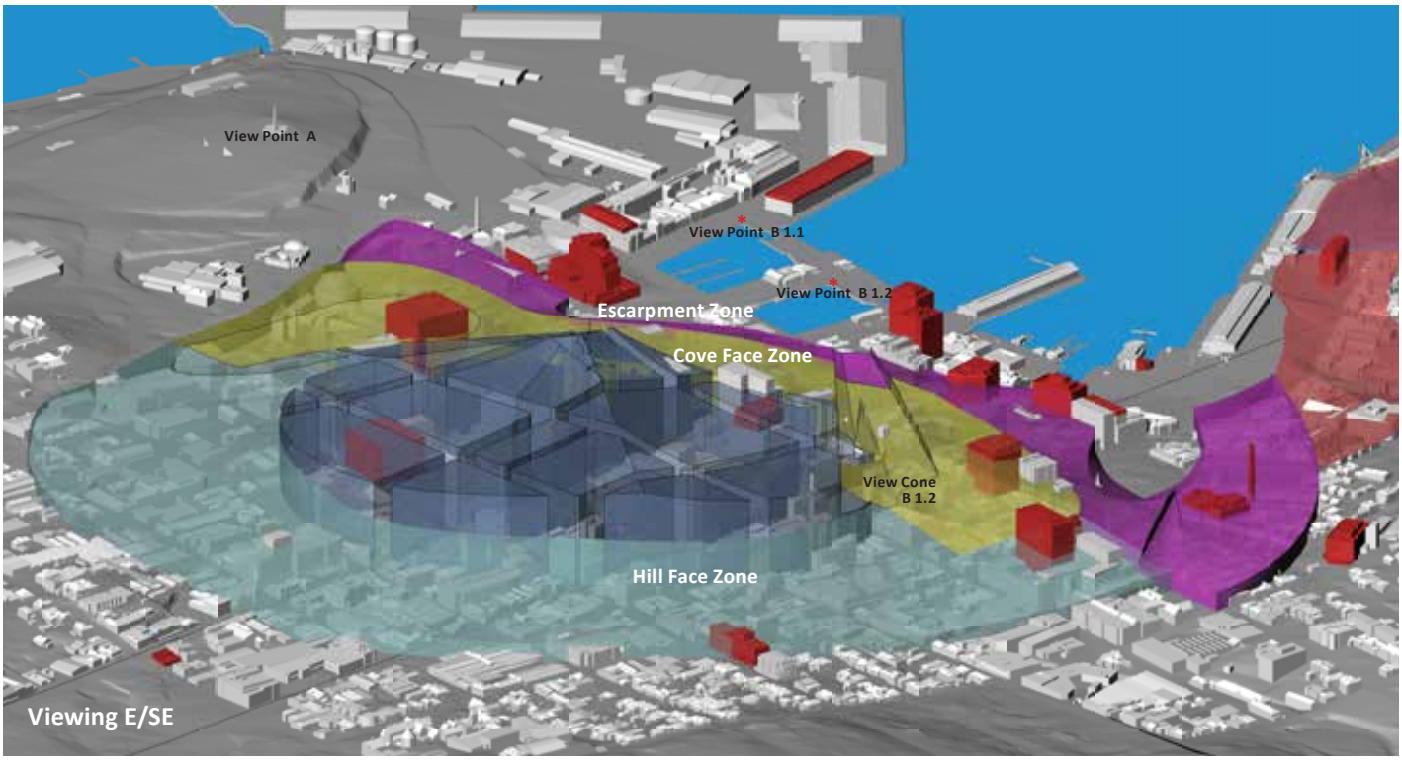


G 4 from North
G 4.1 Elizabeth Street, North Hobart



Deep views across the urban landscape are offered from various locations on the edge of the inner city hills. Viewing south east from Elizabeth Street North Hobart, St Georges Church spire on Battery Point with Porter Hill , Lower Sandy Bay behind, (and Betsey Island further beyond), indicates the depth of view from ground level still possible across the city and the urban landscape.

G 4 from West
G 4.2 Mount Stuart Lookout, Mount Stuart



The analysis uses available modelling data including Councils K2Vi model. Considerations arising will accordingly be subject to detailed survey.

5.0 **‘Shaping’ outcomes**

Integrating view protection and height control planes

Height Control Planes have been developed and modelled together with view fields including View Protection Cones and view shafts. A potential area of built intensity has been indentified as the area ‘contained’ by the height control planes.

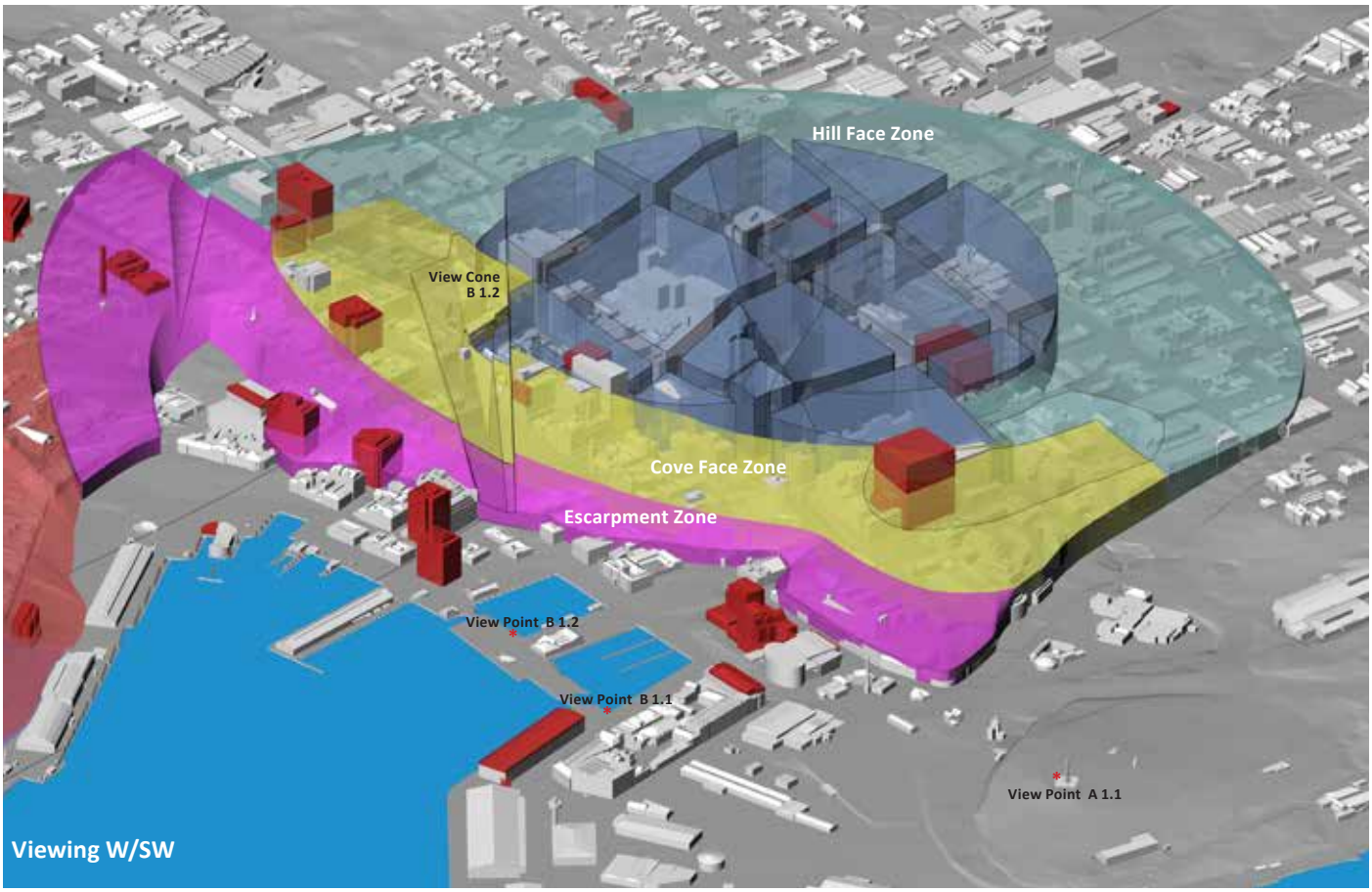
When these components are modelled together, an ‘envelope’ is generated that will not impact the identified regionally locating views. This can then be considered as a potential outcome in its own right.

It is recognised that this potential ‘envelope’ (or residual ‘volume’) is a conceptual massing, rather than a potential ‘mass’. It is not a development envelope. Any development within this ‘area’ would be subject to the amenity, heritage and townscape provisions of the planning scheme.

It does indicate however that from significant viewpoints, potential height beyond the amenity building envelope, could be considered without detriment to views identified.

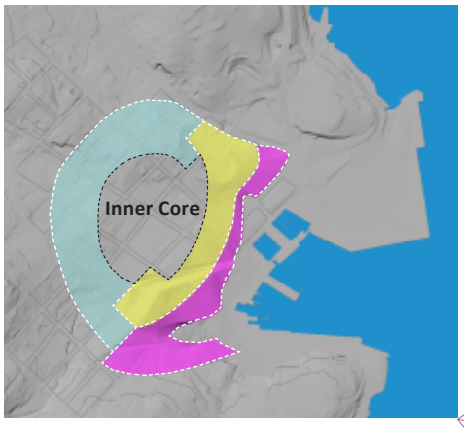
The height control planes themselves are also influenced by specific view shafts and view cones. The further integration of these is necessary to develop an integrated modelling as a potential outcome.

The integration of height control planes + view cones generate a conceptual volume over the contained ‘centre’.



5.1 Identifying the 'Inner Core' Precinct :

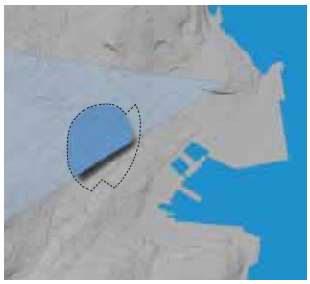
Considering the area contained by the height control planes and the influence of View Cones shaping its potential canopy



The Inner Core precinct defined by the adjacent Height Control Planes

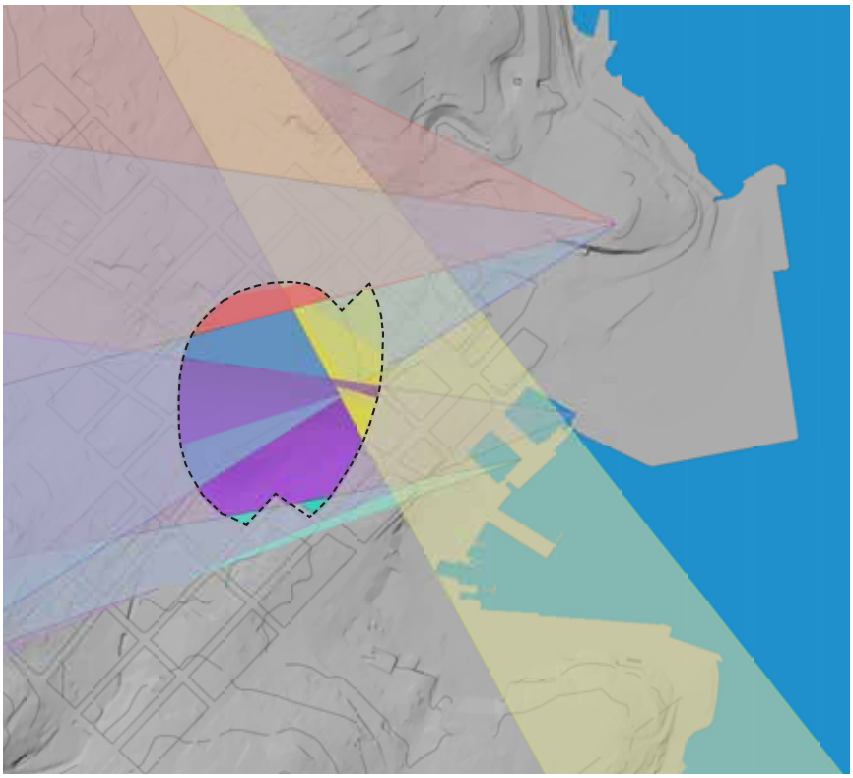
View Cone F 1.1

View Cone B 1.1



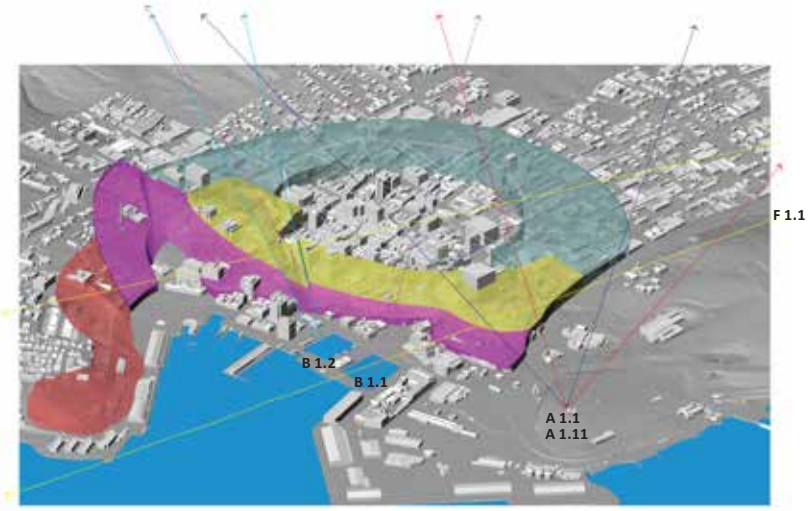
View Cone A 1.1

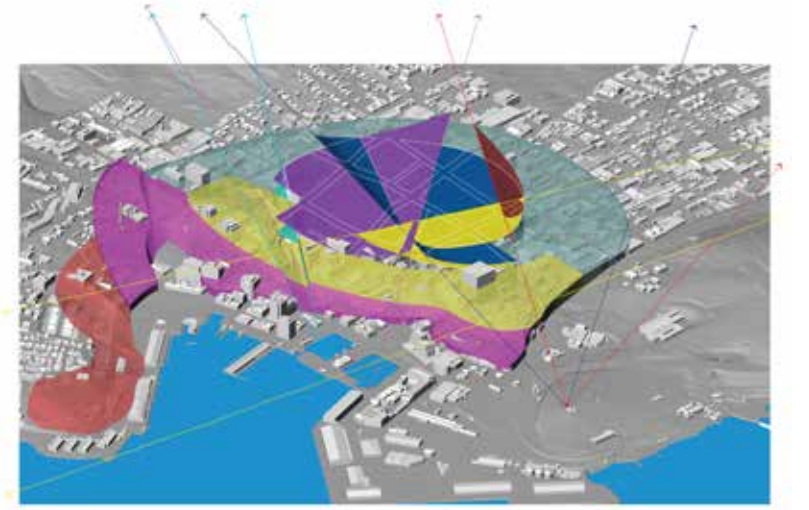
Influence of View Cones on the Inner Core precinct



View Cone A 1.11

View Cone B 1.2



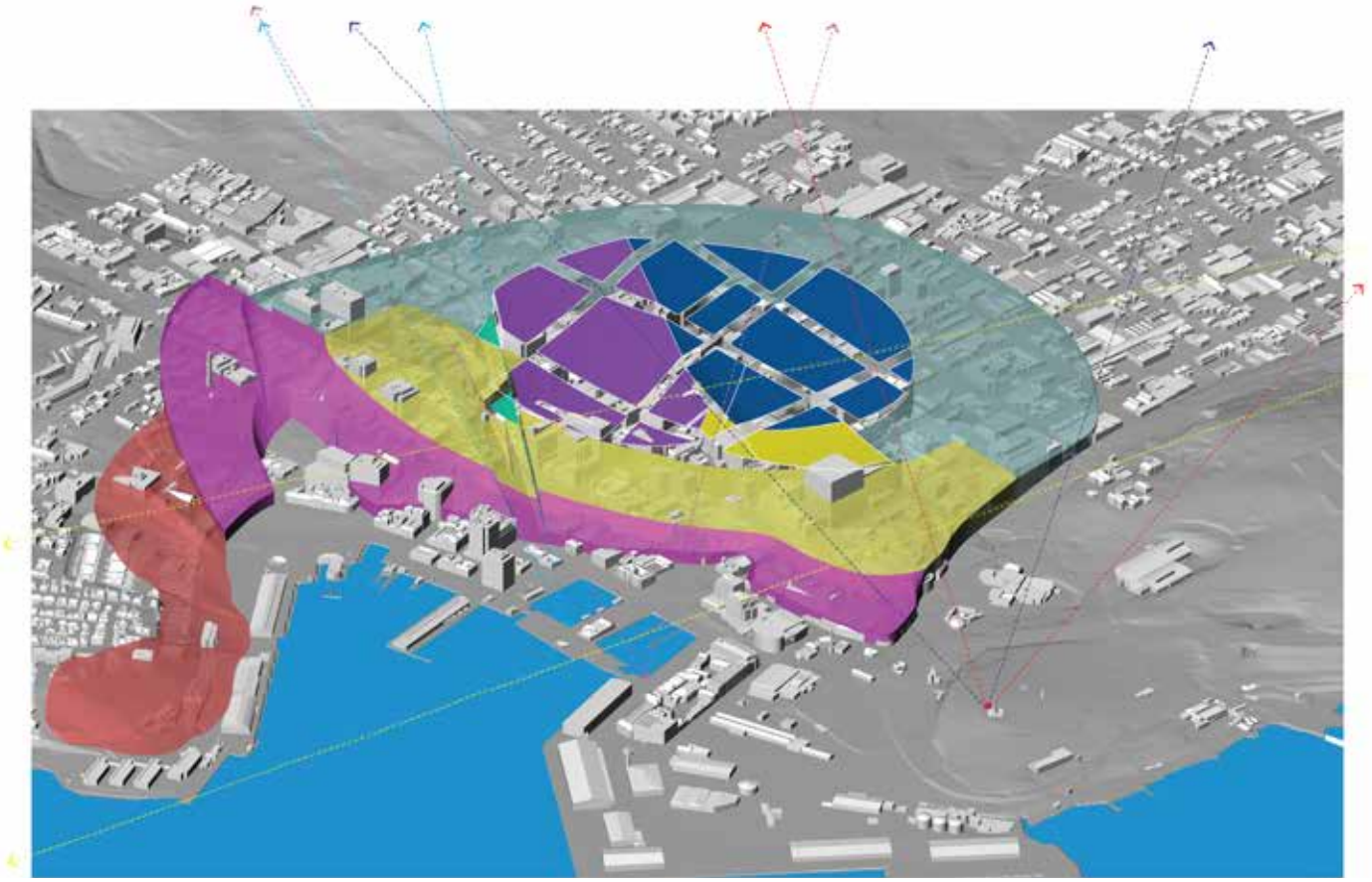


B 1.1
A 1.1
F 1.1
B 1.2
A 1.11

Top : Primary View Cone alignments passing over height control planes and the potential area of built intensity, the 'Inner Core'.

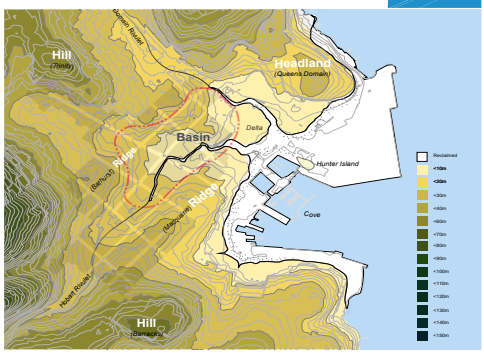
Left : Shape of view cones (colour coded) over Inner Core precinct

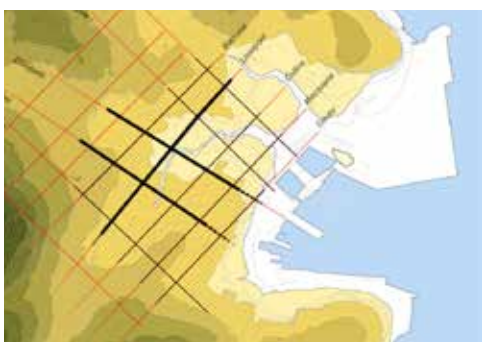
Bottom : View Cone alignments (colour coded) with urban blocks differentiated, above the Inner Core precinct.



5.2 **Considering the 'Inner Core' urban blocks**

Central Hobart urban blocks and the Inner Core Precinct (- - - -)





Comments about the urban blocks
(refer also p.17)

In response to Meehans 1811 plan and set-out the Central Area street grid aligns NW / SE and NE / SW. *(Refer alos : HIPS Height Review 2016 Woolley p.11)* The central urban blocks are as a result generally rectilinear, typically around 200 m x 100 m, providing a typical surface area of some 20,000 m². Non-orthogonal streets (Liverpool, Elizabeth and Murray) contribute to the differing dimension and configuration of the urban blocks. *(Refer diagram lower right)*

Elongated along their NW/ NE and SE / SW faces, the central urban blocks are generally located within the central area 'basin', between the natural rise of the Macquarie and Bathurst Ridges. *(Refer diag. upper and middle right)*

The course of the Hobart Rivulet provides a natural focus within the 'basin' that drains through the adjacent 'delta', (historically) to Sullivans Cove. Further landform definition is provided by the rising ground of the adjacent ridges together with the Domain and Battery Point headlands, and the adjacent Barracks and Trinity Hills. *(refer diagram upper right)*

*NB. **The Amenity Building Envelope* is identified in HIPS 2015 (Fig. 22.3) On NW / NE frontages it indicates a maximum 20m street wall face, above which a 31° building envelope rises to 45m. On SW/ SE facing frontages a 15m street frontage height and 45° building envelope, also rising to 45m seeks to maintain solar penetration to the opposite side of the street.***

The 'contained' space of the Inner Core

Comprising the core Central Hobart urban blocks, the 'contained' area can be identified topographically as primarily within the 'basin', defined by the Macquarie and Bathurst Ridges, (to the north and south respectively) and also by the narrowing of the rivulet 'trough' (to the SW), and its opening out as a 'delta', (to the NE/E).

Analysing the Inner Core urban blocks

Having identified the 'inner core' urban blocks not subject to height control planes, but beneath view cones, and recognising the role of the amenity building envelope, it is possible to consider the shape and scale of the envelope generated between the two.

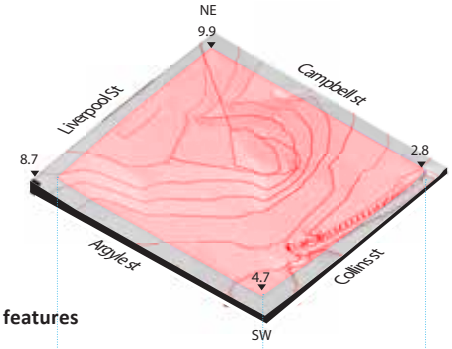
Accordingly each 'inner core' urban block has been considered with regard its topographic features (grade and alignment), its configuration (lineal and areal dimension), its existing built form and the configuration and pattern of individual lots within the urban block. With this foundation information the 'amenity building envelope'* can then be overlain to generate a 'base', or anticipated block massing condition. (Heritage and finer grained townscape provisions not - withstanding).

The outcome is the identification of a potential envelope, above the amenity building envelope, that will not impact on the identified key view fields. It may also, subject to other provisions being satisfied, provide for development beyond the amenity building envelope.

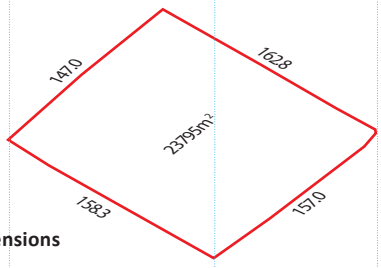
This analysis is undertaken for each of the identified primary urban blocks, (secondary streets and laneways excluded) leading to a diagram of the potential massing, assisted by a section through the subject block.

NB. Within each urban block buildings under construction, or with development approval, are toned pink.

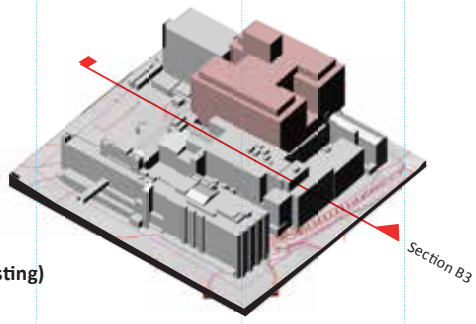
B3



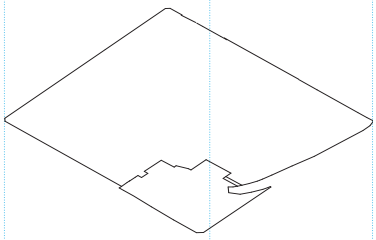
Topographic features



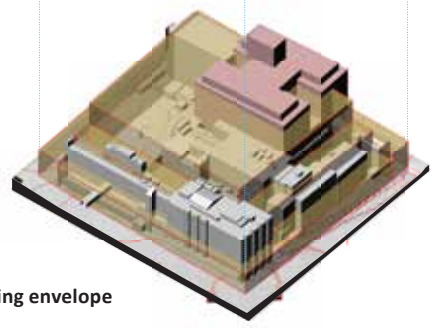
Proportion / dimensions



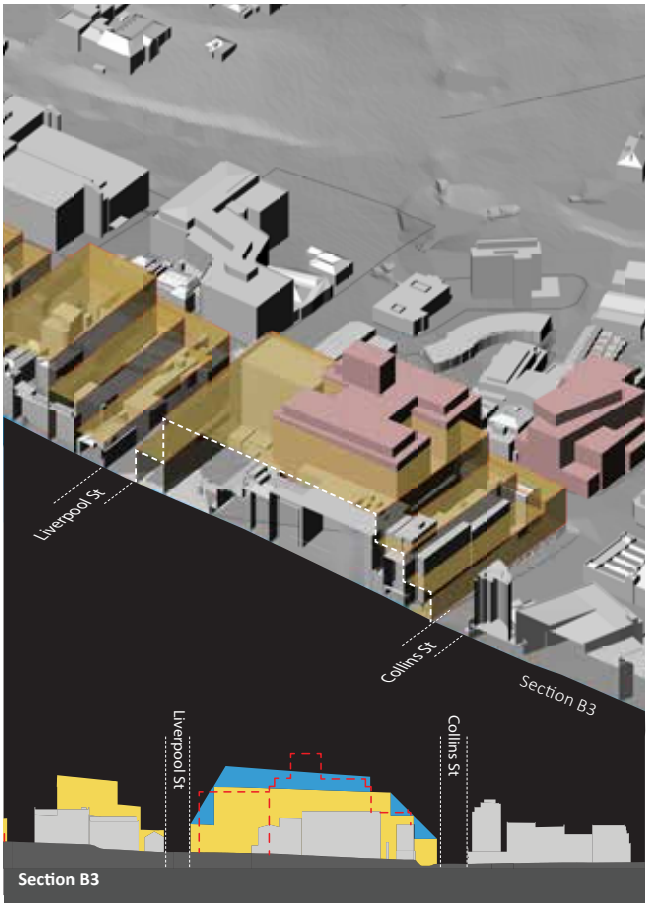
Built form (existing)



Lot configuration

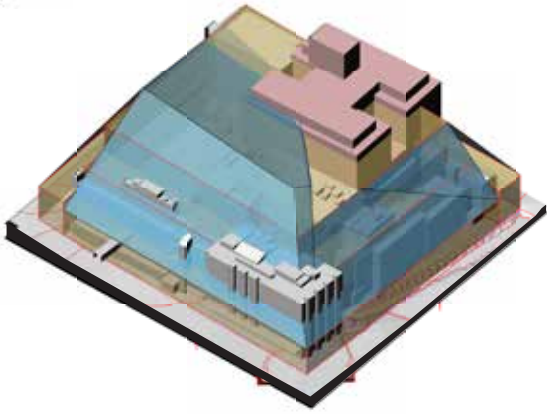


Amenity building envelope

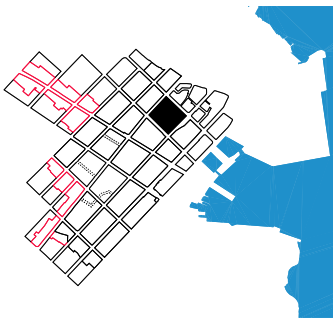


Urban Block B3 Largely located within the low ground 'basin' of Central Hobart, also incorporating the Hobart Rivulet on its SW edge, the precinct and especially the rising ground toward Liverpool Street has long been known as the Hospital 'block'. With an area of 23,795 square metres, it is one of the largest urban blocks in the central area. Being roughly square, (each boundary being approx. 150 m with orthogonal corners), it is unusual within the Central Hobart urban grid. The natural rise NW along Campbell Street, from the low point at its corner with Collins, provides a 7m change in grade, while the Liverpool Street edge remains generally level.

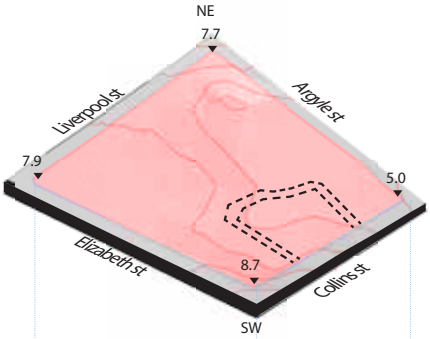
At the edge between the Inner Core Precinct and the Cove Face Height Control Zone, the potential envelope above the amenity building envelope, and beneath the 'ceiling' generated by view cones (A 1.1, F 1.1) , is focused toward the NW edge of the urban block. As a result of its sheer face to Campbell Street, the bulk of the new hospital (under construction), would rise beyond the amenity building envelope. In this instance View Cone F1.1 would also identify this additional bulk as 'non-conforming'.



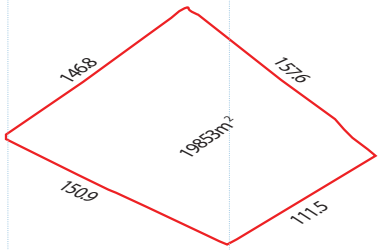
Potential integrated envelope



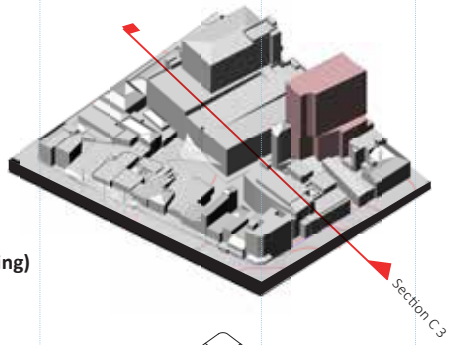
C3



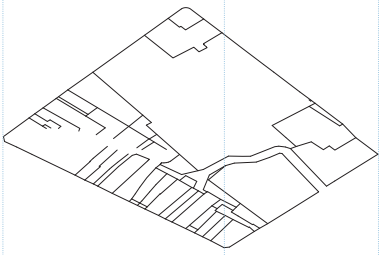
Topographic features



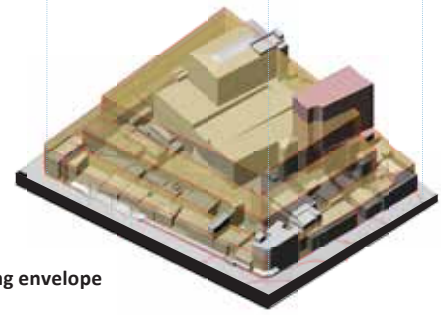
Proportion / dimensions



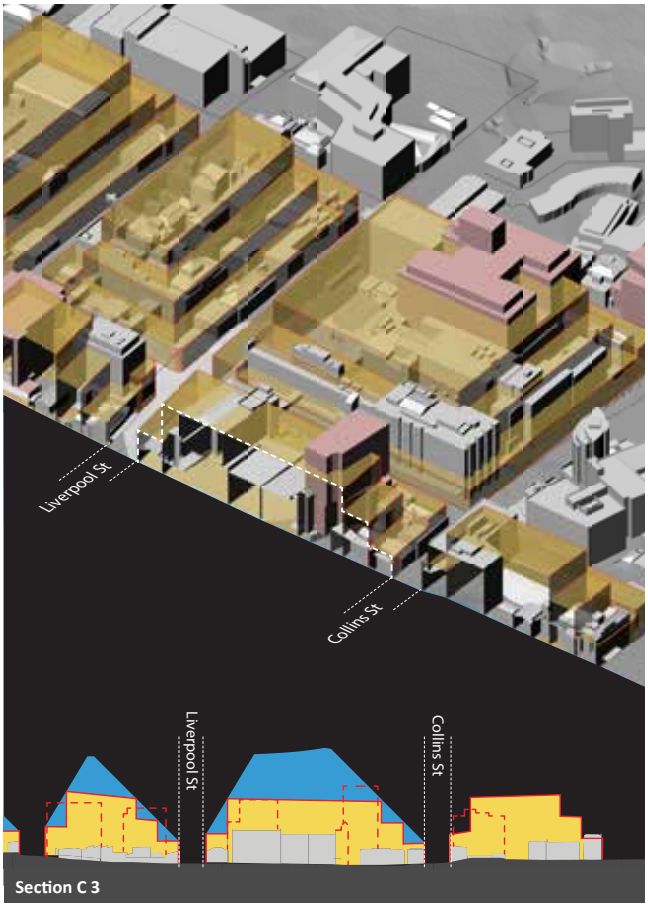
Built form (existing)



Lot configuration



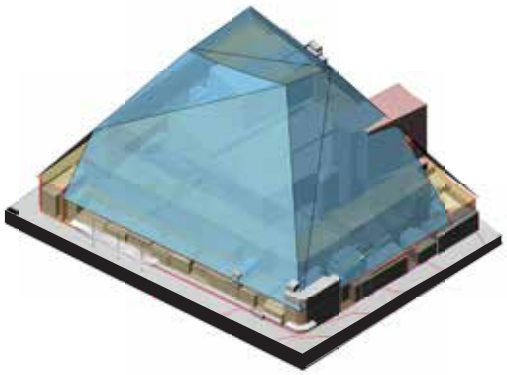
Amenity building envelope



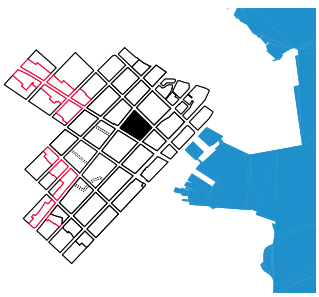
Urban Block C 3 The urban block has an area of approximately 20,000m^2. Incorporating the Hobart Rivulet, that aligns diagonally from near its NW corner (Elizabeth and Liverpool) to its SE corner, (Campbell and Argyle) it is located within the low ground 'basin' of Central Hobart.

With the only orthogonal corner being Argyle / Collins, the urban block is primarily shaped by the non-orthogonal alignment of Elizabeth Street along its south western side, and Liverpool along its North-Eastern edge. Although the resulting urban block is roughly square, with its perimeter street edges typically 150 m in length, Collins Street is the anomaly, being 111.5 m in length. The re-entrant laneway of Kemp Street provides access to the block interior (and previously the Hobart Rivulet), from the Collins Street frontage.

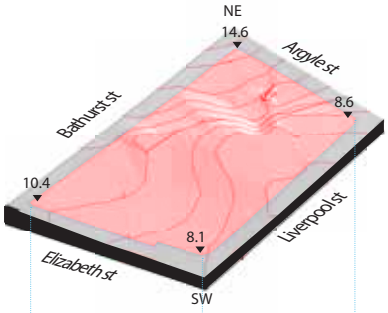
The configuration of property boundaries / lots within the block differs between narrower frontages along Elizabeth Street, contrasting with deeper lots along Argyle and Liverpool. Substantial lot amalgamation is evident, especially toward the interior of the block, much of which remained undeveloped until the mid 20c by virtue of the open course of the Hobart Rivulet.



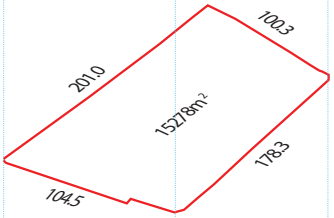
Potential integrated envelope



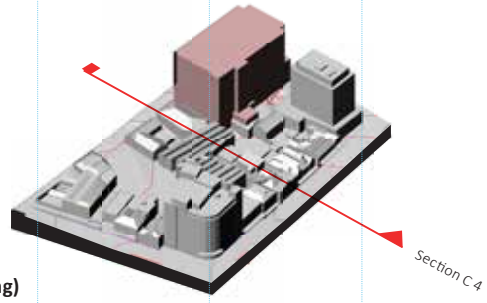
C4



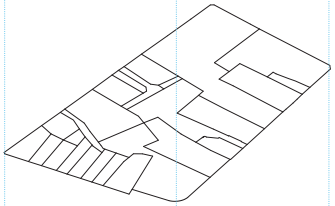
Topographic features



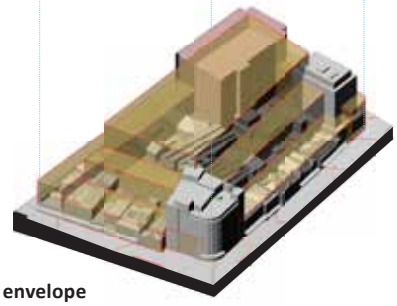
Proportion / dimensions



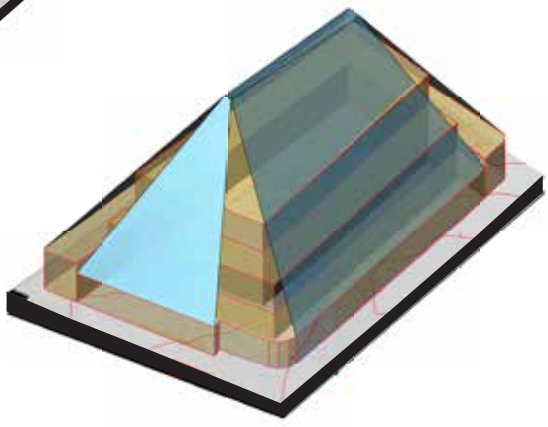
Built form (existing)



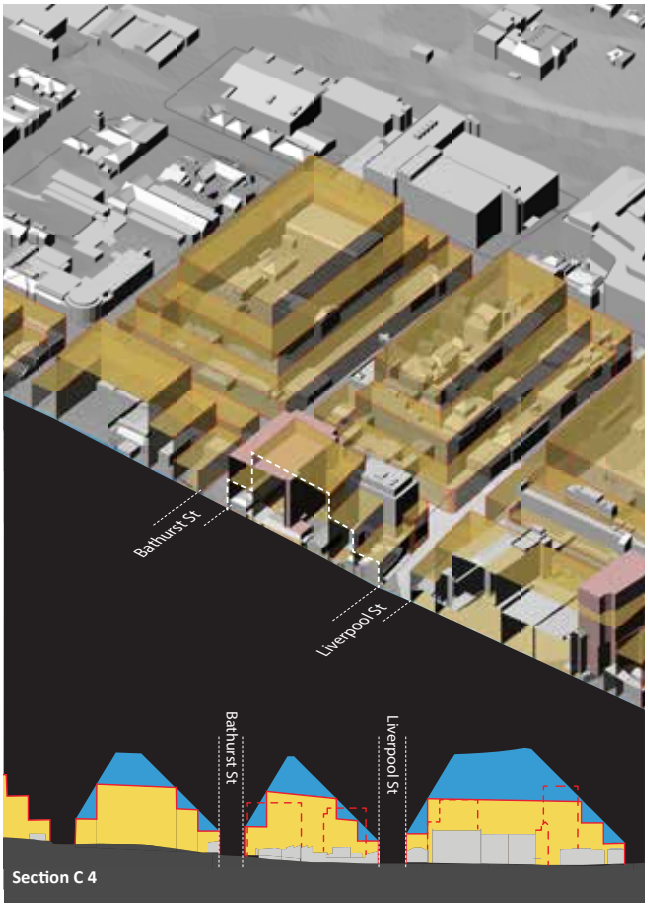
Lot configuration



Amenity building envelope

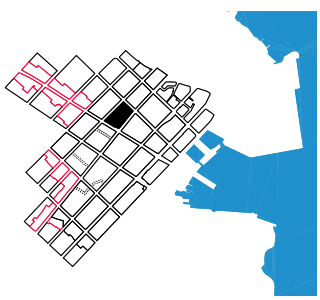


Potential integrated envelope

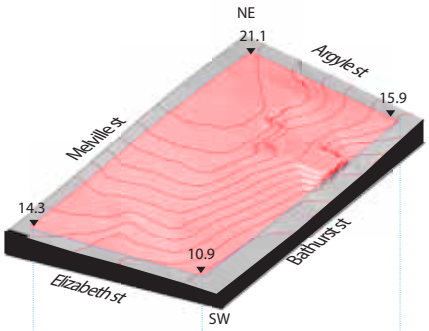


Urban Block C4 Located within the Inner Core precinct at the north-eastern edge of the 'basin', the urban block is generally rectilinear, being some 200 m along its Bathurst Street frontage and 100m along its Argyle and Elizabeth Street edges. The shape of the urban block is largely defined by its non-orthogonal streets, Liverpool and Elizabeth, as only the Argyle / Bathurst Street corner is orthogonal.

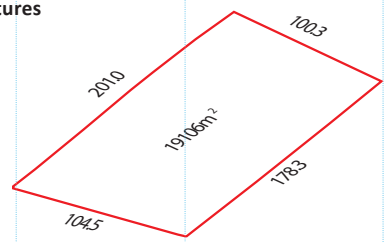
With an area of 15,278 m² it is not a large block, with the natural rise to its north-eastern corner now defined by the bulk of a recent office/ carpark. With respect to the Amenity Building Envelope this is a 'non-conforming' form. The configuration of property boundaries / lots within the block differs between narrower frontages along Elizabeth Street, contrasting with deeper lots along Argyle and Bathurst. The section between Bathurst and Liverpool Streets identifies a potential envelope above the (existing) amenity building envelope, and beneath the view cone (A1.1). In response to the dimension of the urban block, the envelope generated is centrally located, broadly elongated north-east / south-west.



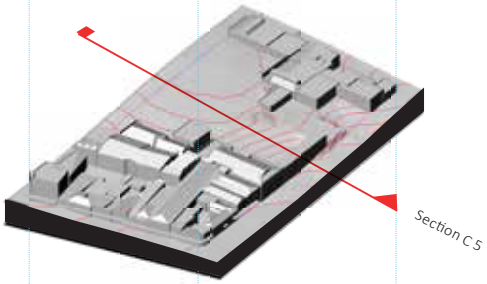
C5



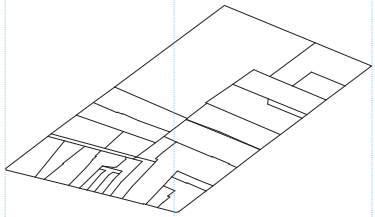
Topographic features



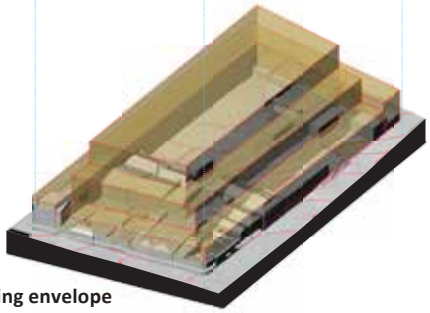
Proportion / dimensions



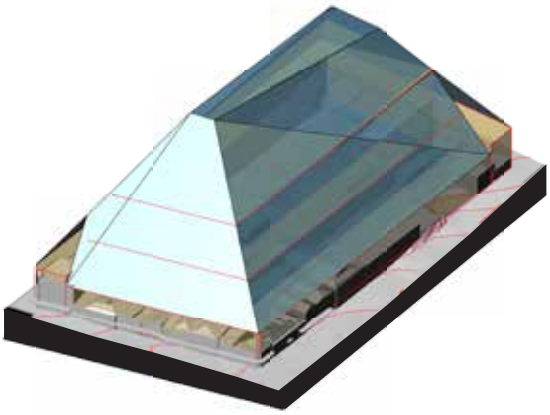
Built form (existing)



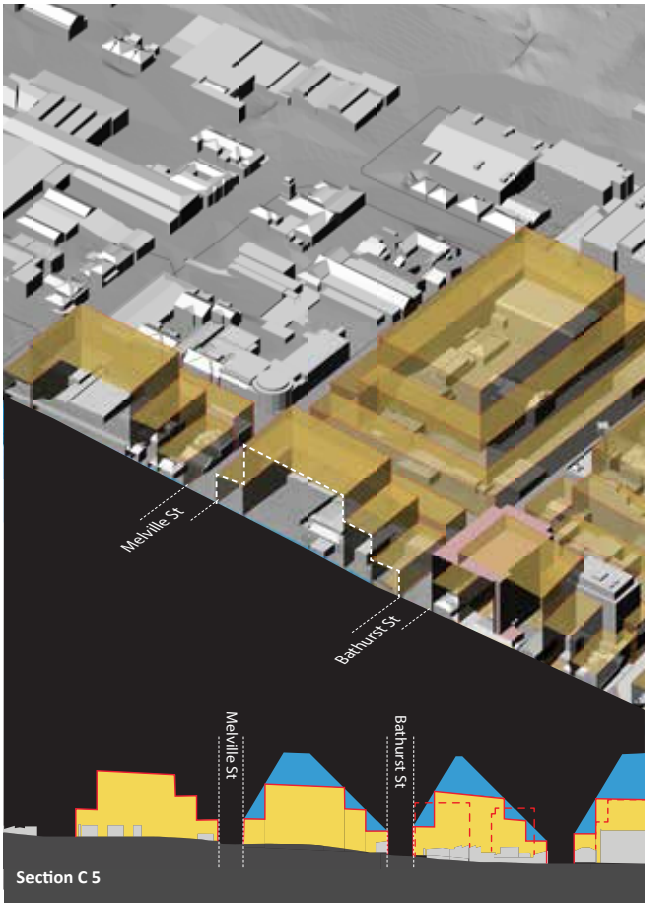
Lot configuration



Amenity building envelope



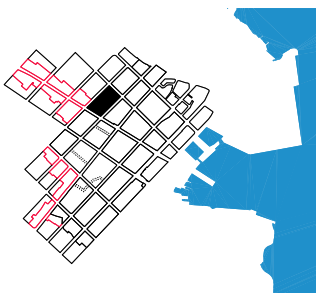
Potential integrated envelope



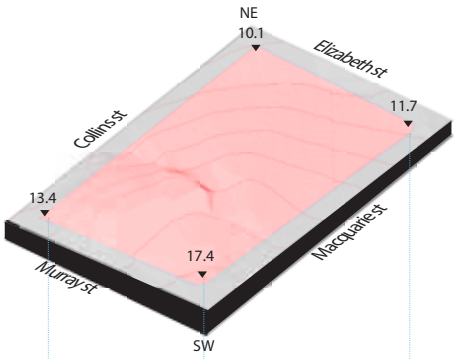
Urban Block C 5 The urban block is primarily located within the Inner Core Precinct. Bound by Elizabeth, Bathurst, Argyle and Melville and comprising an area of some 19,107 m2, it rises in grade from a low point at the Elizabeth / Bathurst corner some 10 m (diagonally) across the block, to the Argyle / Melville corner. The natural rise toward this corner reinforces a distinctive 'knoll'. Largely rectilinear, the urban block has frontages of approximately 200m along Melville Street (Bathurst Street 178m) and approximately 100m along both Elizabeth and Argyle Streets.

The configuration of residual property boundaries / lots within the block differs between earlier narrower frontages along Elizabeth Street, and the contrast with deeper lots along Bathurst and Melville. Substantial lot amalgamation is evident, especially toward the NE corner.

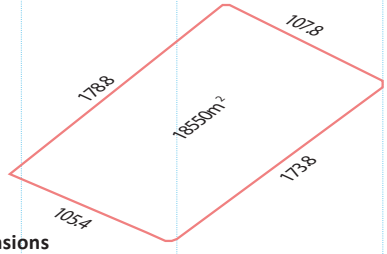
The section between Melville and Bathurst Streets indicates a potential residual envelope generated above the (existing) amenity building envelope, and beneath the view cone (A1.1). Given the dimension of the urban block, the potential envelope generated is an elongated centrally aligned volume.



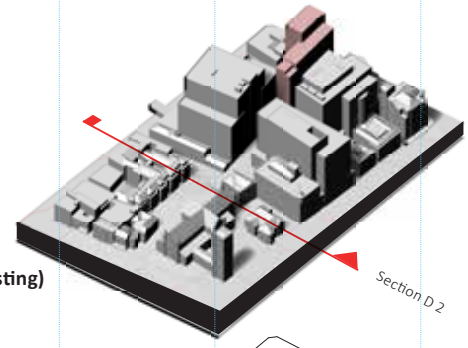
D2



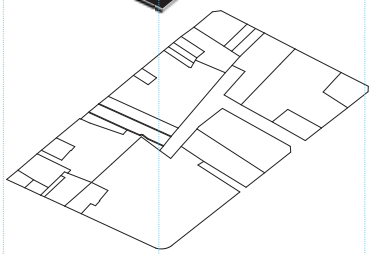
Topographic features



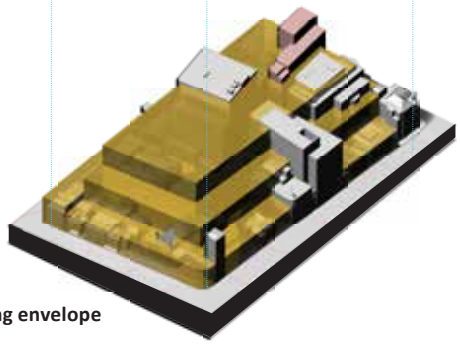
Proportion / dimensions



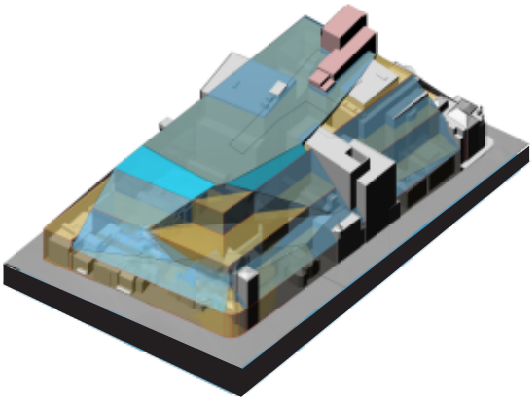
Built form (existing)



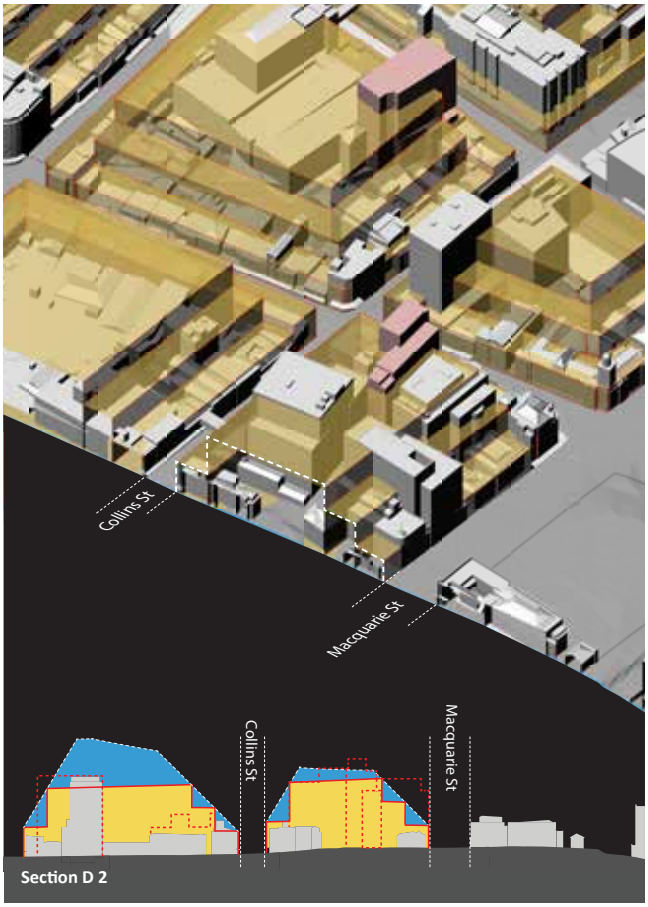
Lot configuration



Amenity building envelope

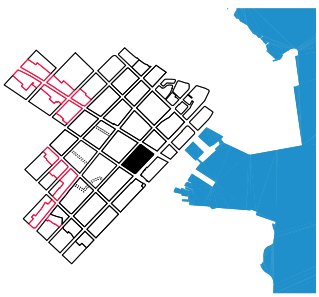


Potential integrated envelope

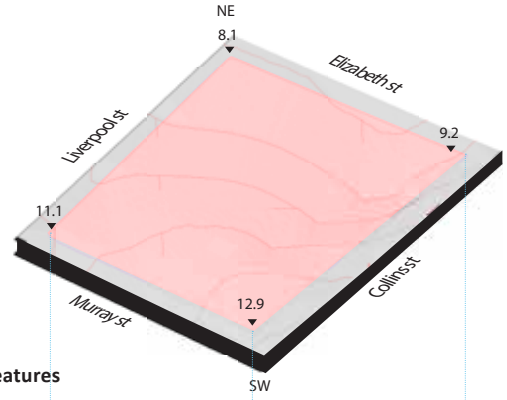


Urban Block D 2 With no orthogonal corners, but with both Elizabeth and Murray and Macquarie and Collins generally parallel to one another, the urban block generates an 18,550m^2 parallelogram. The Cove Face Height Control Zone arcs through the urban block (NE to SW) with the whole block also subject to the Hunter Island View Cone (B1.1).

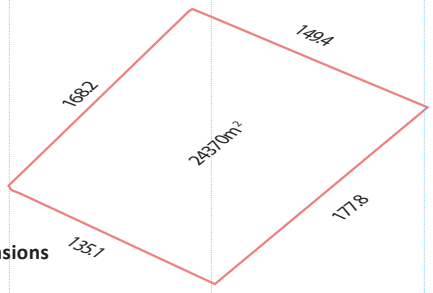
The SW corner is subject to the View Cone (B1.2), from the edge of Constitution Dock viewing to kunanyi. As a result the potential envelope above the Amenity Building Envelope is not significant (refer indicative section). It is also noted that the urban block, especially its SW edge, comprises many heritage properties, potentially limiting application of the amenity building envelope to the precinct. This is less the case at the NE edge of the block where more substantive development has already occurred, with further development underway.



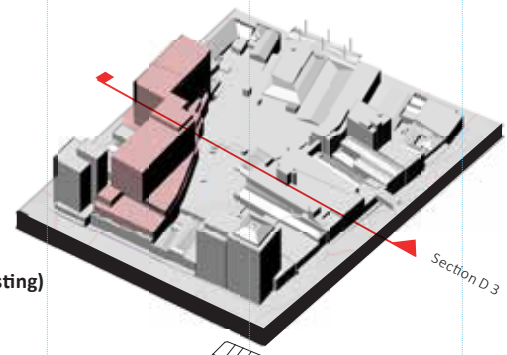
D3



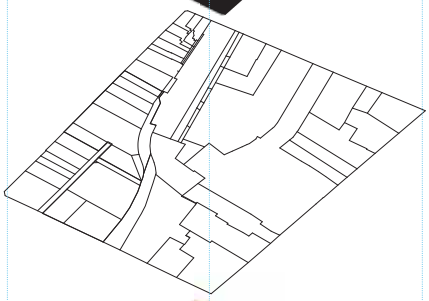
Topographic features



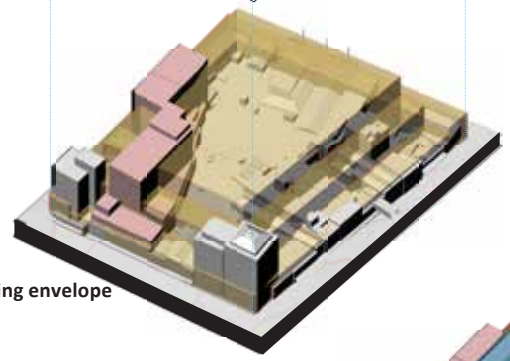
Proportion / dimensions



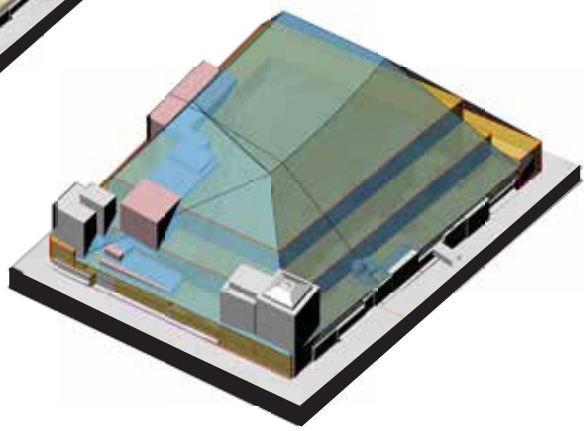
Built form (existing)



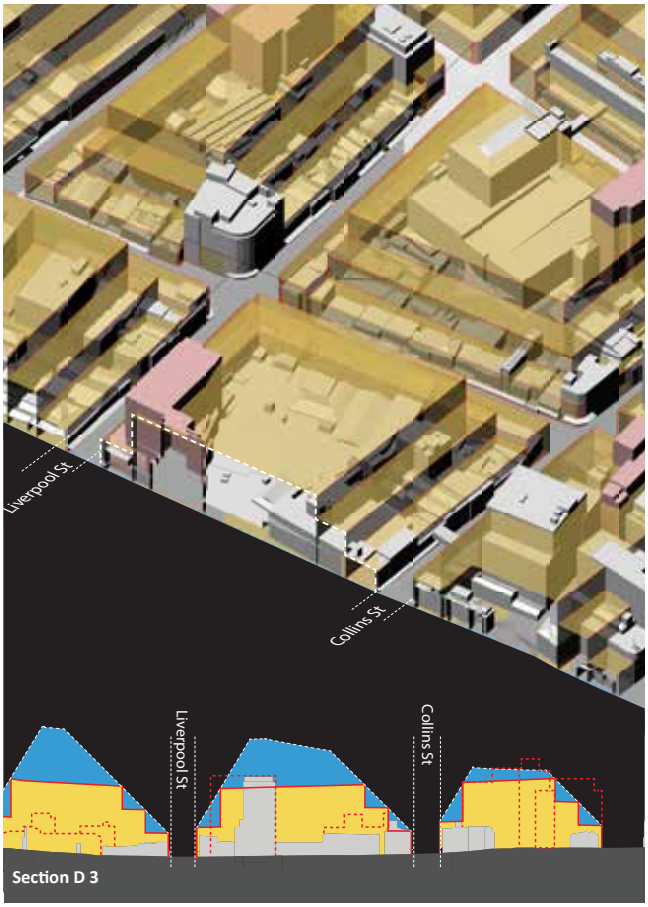
Lot configuration



Amenity building envelope

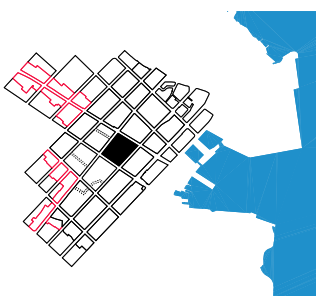


Potential integrated envelope

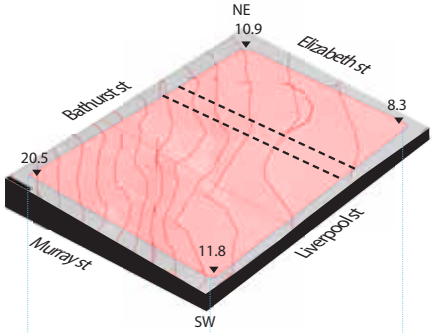


Urban Block D 3 Frequently described as the 'city centre' block, and located within the Inner Core Precinct, the urban block is bound by Collins to the SE, Liverpool to the NW and Murray and Elizabeth to the SW and NE respectively. With an area of 24,370 m² and frontages varying between 135 m and 178 m, the block is less rectilinear than those adjacent, especially to the SW, where the rivulet trough narrows and the urban blocks elongate. (refer diags. p.88)

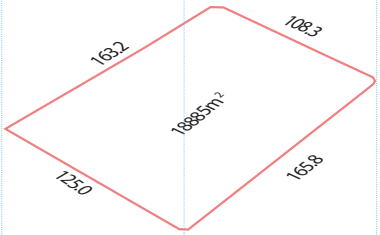
Being within the 'basin', topographic character is determined by the SW to NE aligned course of the Hobart Rivulet, flowing through the block from Murray to Elizabeth. Comparatively shallow grades along street frontages further identify the central area 'basin' location. The section (D3) between Liverpool and Collins identifies a residual envelope above the amenity building envelope and beneath View Cone B1.1. In this block the street wall is often higher than the amenity building envelope, especially at the NW and SW corners, where sheer-wall structures predominate.



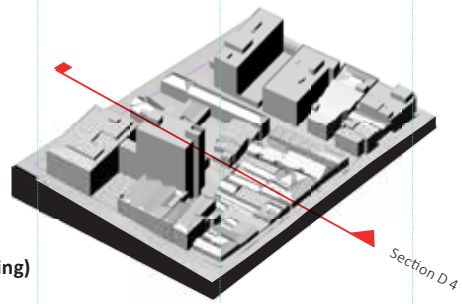
D4



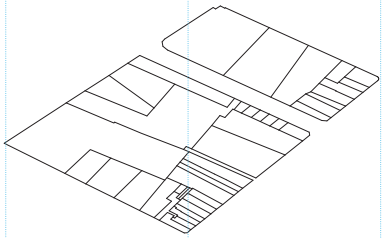
Topographic features



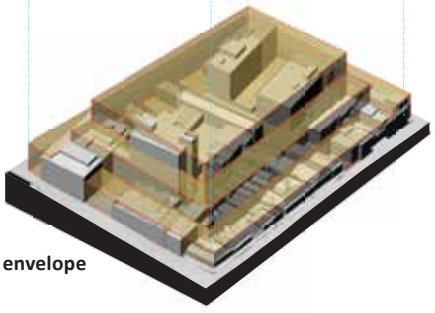
Proportion / dimensions



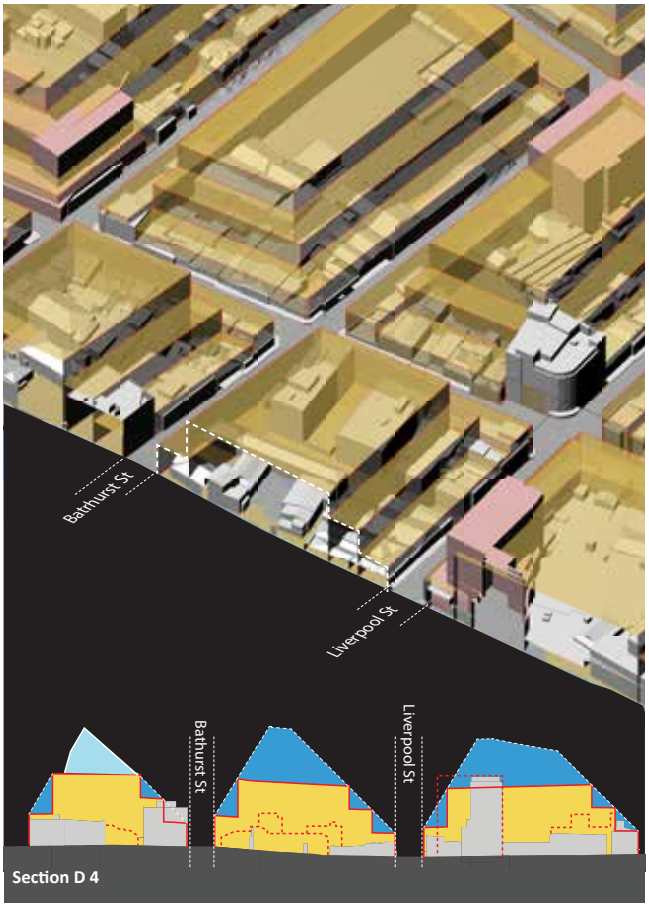
Built form (existing)



Lot configuration



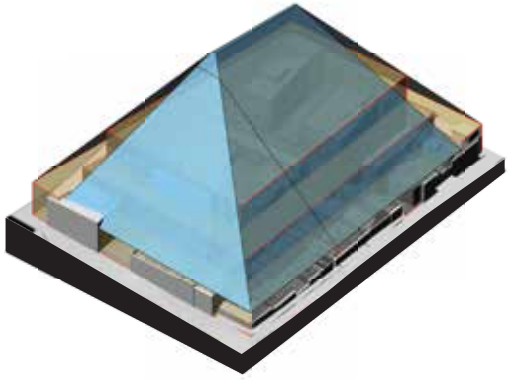
Amenity building envelope



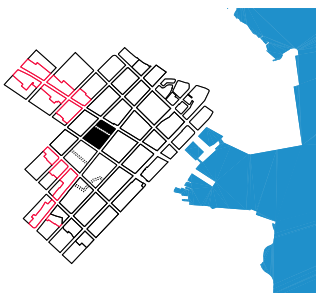
Urban Block D 4 The extended urban block is located within the Inner Core Precinct. The primary block is bound by Elizabeth, Bathurst, Murray and Liverpool and comprises an area of some 18,885 m2. A sub-block running parallel with Elizabeth, is formed by Criterion Street. Predominantly aligning NE – SW with frontages varying between 108 m and 166 m, the extended urban block is characterized by the change in grade from the lower ground within the 'basin', to the Bathurst (Street) Ridge. This is evident along both the Murray and Bathurst Street frontages, where changes in grade of some 10 m are experienced.

The lot configuration within the block differs between the earlier narrow frontages in evidence along Liverpool Street, contrasting with deeper amalgamated internal lots toward Bathurst Street.

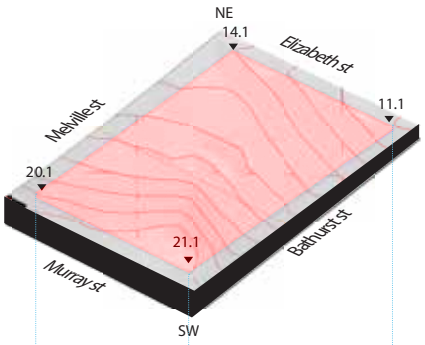
The section between Bathurst and Liverpool Streets indicates a residual envelope generated above the (existing) amenity building envelope, and beneath the view cone (A1.1). The existing 'street wall' along much of the Liverpool Street frontage is below the Amenity Building Envelope. Streetscape character requires detailed consideration.



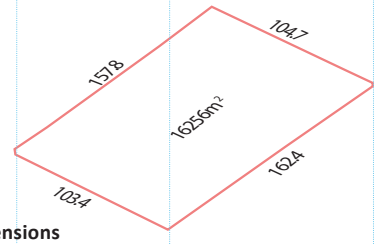
Potential integrated envelope



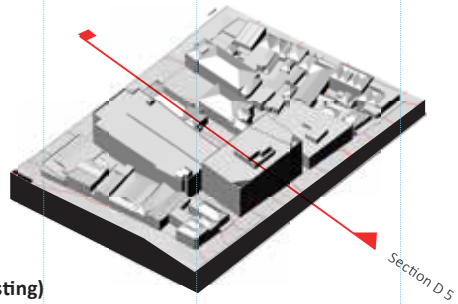
D5



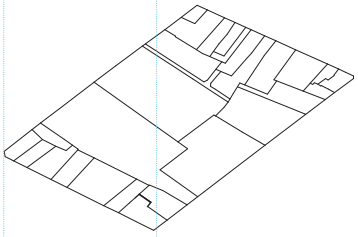
Topographic features



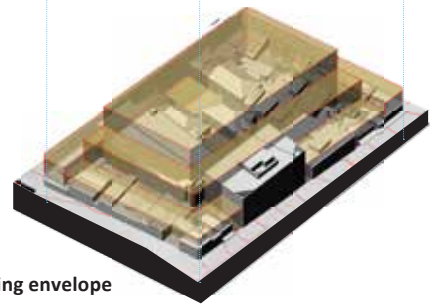
Proportion / dimensions



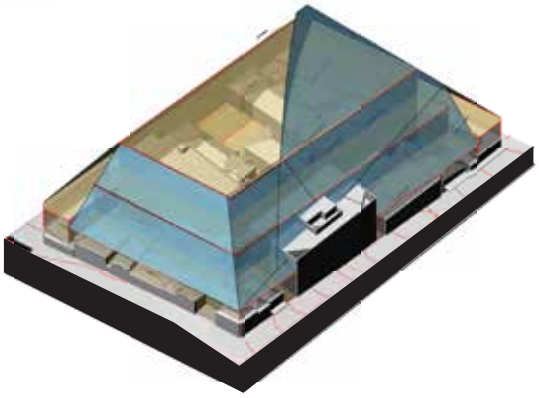
Built form (existing)



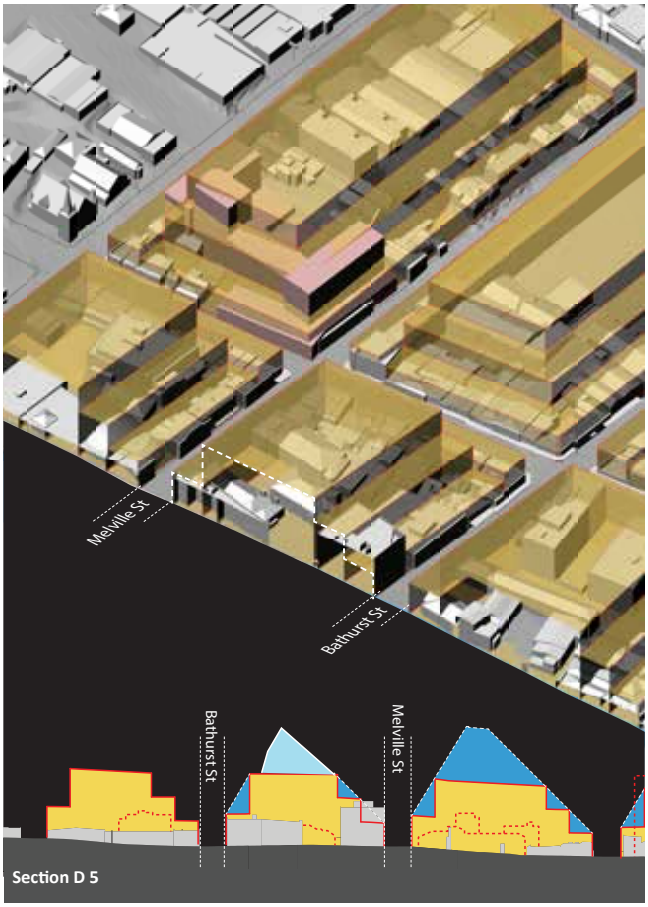
Lot configuration



Amenity building envelope



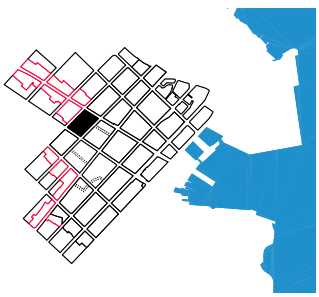
Potential integrated envelope



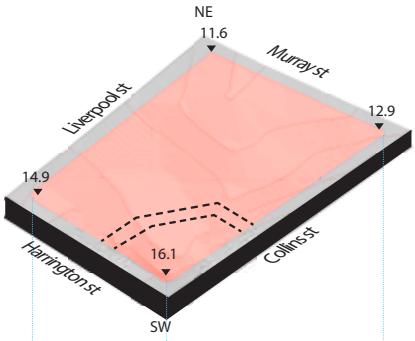
Urban Block D 5 The urban block is located within both the Inner Core Precinct and the Hill Face Zone. Bounded by Elizabeth, Bathurst, Murray and Melville and comprising an area of some 16,256 m^2, its lower contours are part of the 'basin', its rising grades forming part of the Bathurst Ridge. Relatively flat along its Murray Street boundary between Bathurst and Melville, by contrast it has a 10m fall along Bathurst between Murray and Elizabeth, while the gentle grade along Elizabeth Street underpins its urban amenity.

A finer grain of residual lot boundaries is more evident along the Elizabeth and Murray Street frontages than along Bathurst and Melville. Here lot amalgamation has generated large lots, sometimes allowing through-block links, as evidenced with the development of the Bathurst Street Car Park.

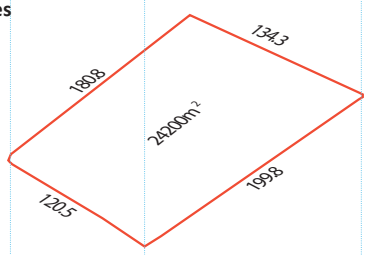
The cross-section between Melville and Bathurst identifies a potential envelope above the amenity building envelope, and beneath the view cone (A1.1), also shaped by the interface between the Inner Core and Hill Face Zones. The building bulk of the Bathurst Street offices, is evident beyond the anticipated amenity building envelope along the Bathurst Street edge.



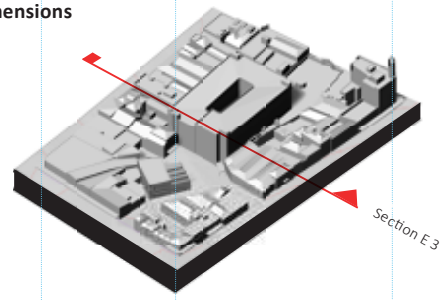
E3



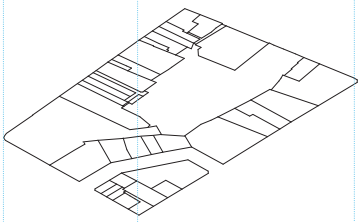
Topographic features



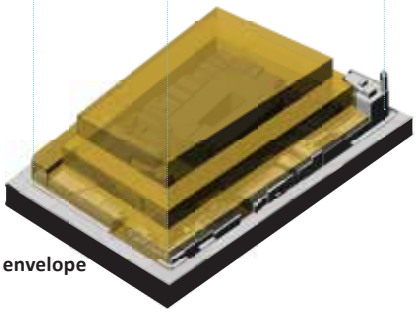
Proportion / dimensions



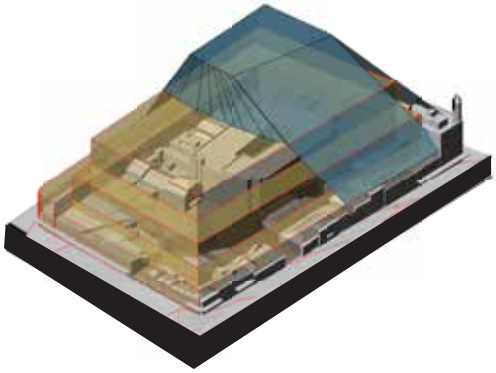
Built form (existing)



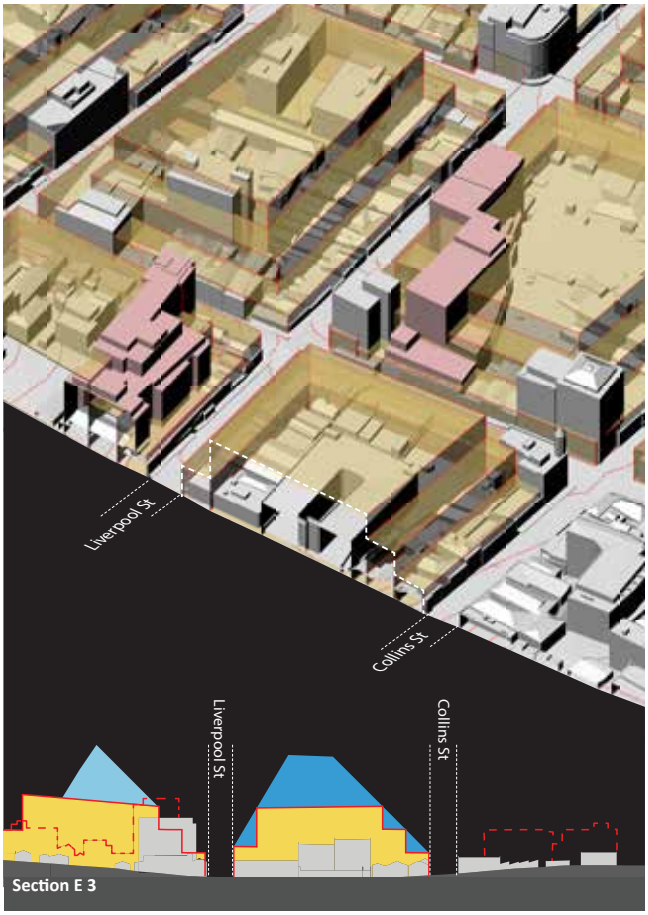
Lot configuration



Amenity building envelope



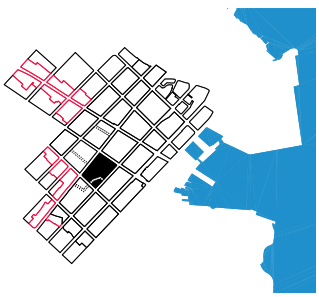
Potential integrated envelope



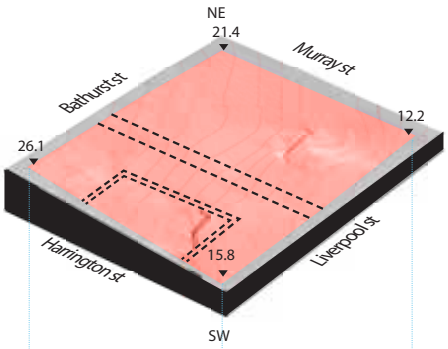
Urban Block E 3 encompassing part of the Hill Face Zone and the Inner Core Precinct and bound by Collins, Harrington, Liverpool and Murray Streets the urban block predominantly aligns NE – SW, with frontages varying between 120 m and 200 m. It has an area in excess of 24,000m^2. Victoria Street cuts through the south-western corner of the block, linking Harrington and Collins.

Located within the 'basin', this rectilinear urban block also incorporates the 'trough' of the Hobart Rivulet. The diverse configuration of lots differs between the earlier narrow frontages along Liverpool and Harrington and larger interior lots, now typically straddling the rivulet. The Victoria Street laneway provides service access to the 'interior' of the block, also differentiating the slightly more elevated south-western corner between Harrington and Collins Street.

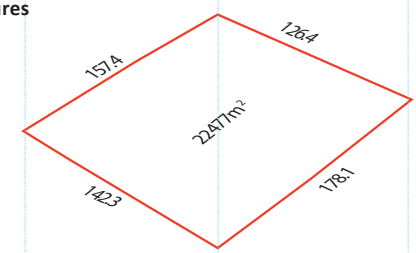
The cross-section between Liverpool and Collins Street identifies a residual envelope generated above the amenity building envelope, and beneath the view cone (View B1.1) The 'street wall' to each frontage is generally below the Amenity Building Envelope. Accordingly streetscape character requires detailed consideration.



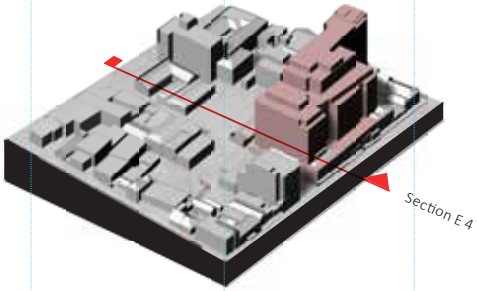
E4



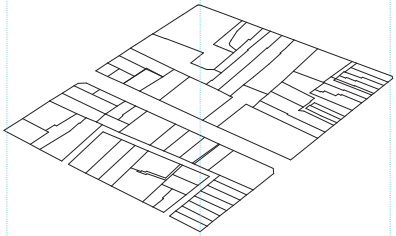
Topographic features



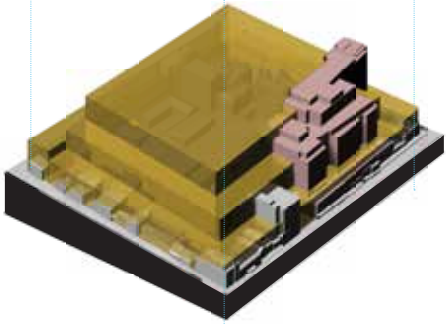
Proportion / dimensions



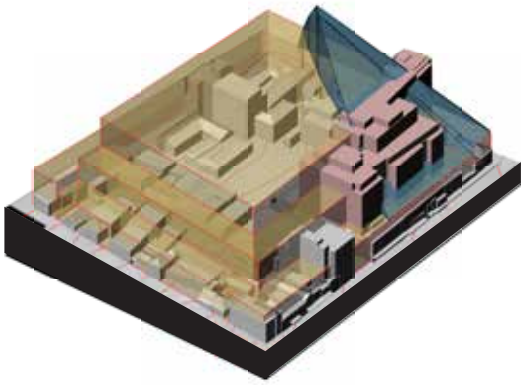
Built form (existing)



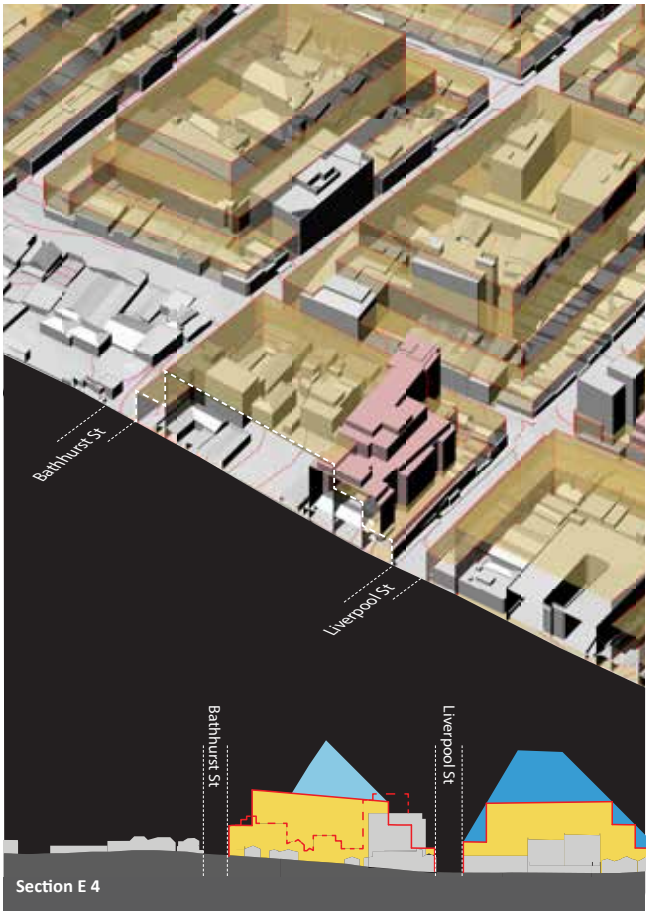
Lot configuration



Amenity building envelope



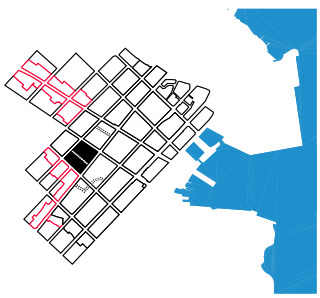
Potential integrated envelope



Urban Block E 4 The extended urban block is located within both the Hill Face Zone and the Inner Core Precinct. The primary block is bound by Harrington, Bathurst, Murray and Liverpool and incorporates an area of some 22,500 m^2. A sub-block running parallel with Murray is generated by Watchorn Street, with an internal lane (Harrington Lane) between it and Harrington Street. Predominantly aligning NE – SW with frontages varying between 125 m and 180 m, the extended urban block is characterized by the change in grade from the Bathurst Street ridge to the lower ground of the 'basin'. The change in grade is especially evident along the Murray Street frontage.

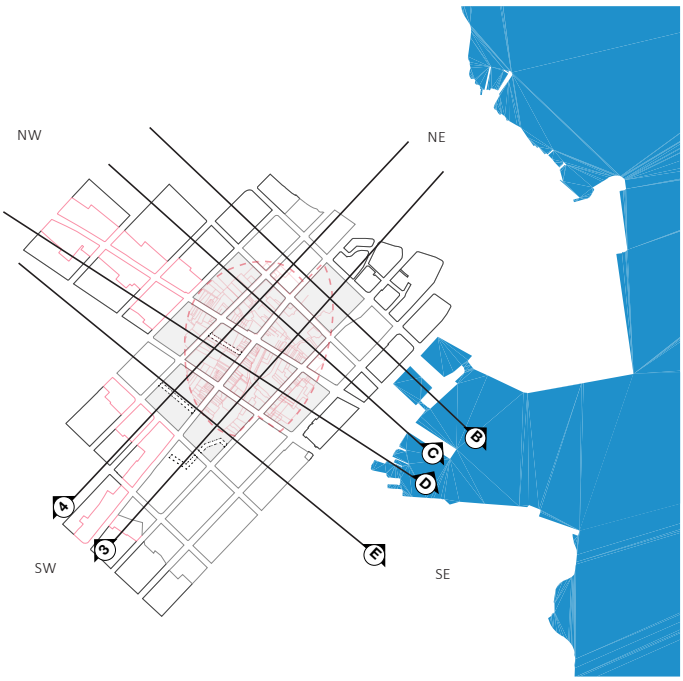
The diverse lot configuration differs across the extended block notably between the narrow frontages along Liverpool Street and the deeper internal lots that negotiate the incline.

The section (E 4) between Bathurst and Liverpool Streets identifies a residual envelope at the edge of the Hill Face Zone and Inner Core precinct, generated above the amenity building envelope, and beneath View Cones A1.1, B1.1. The 'street wall' to each frontage is generally below the Amenity Building Envelope. This is noticeably so along Liverpool Street where streetscape character requires detailed consideration.

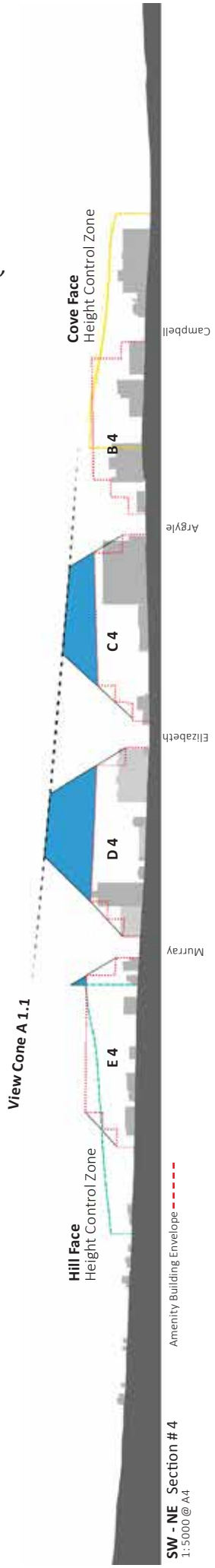


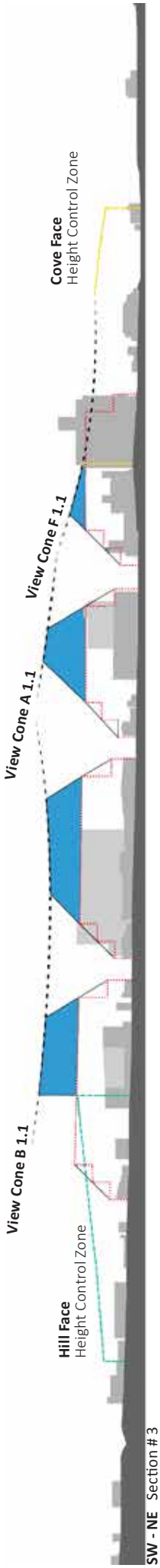
5.3 **Indicative Sections :** Longitudinal

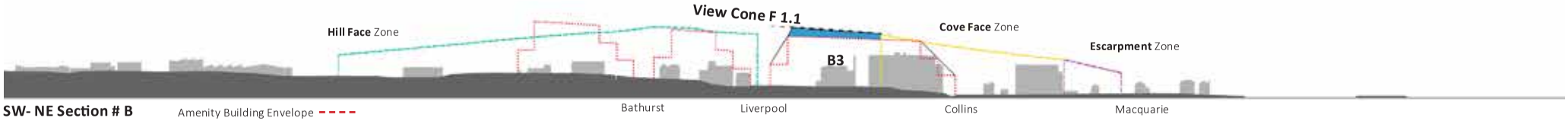
The Inner Core precinct within the Central Area landform, identifying (potential) envelopes beneath View Cones



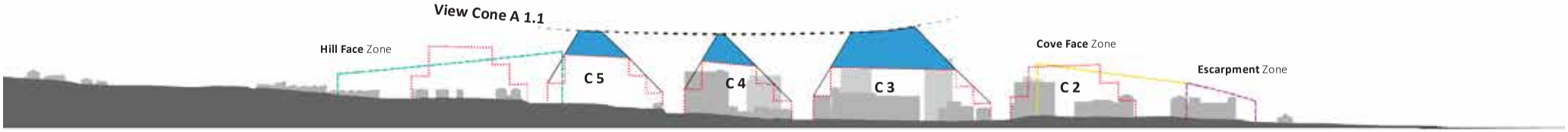
SW - NE Longitudinal sections (# 3, 4)
NW - SE Longitudinal sections (# B, C, D, E)



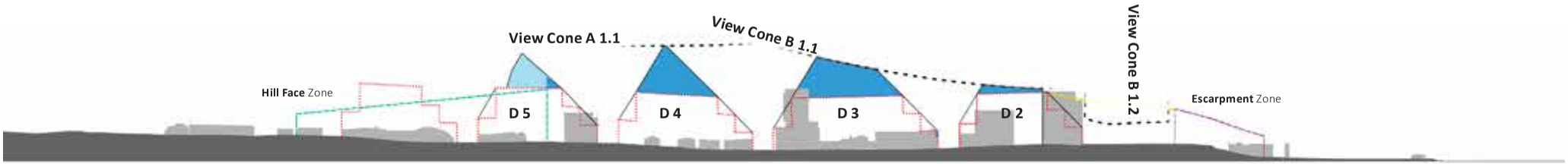




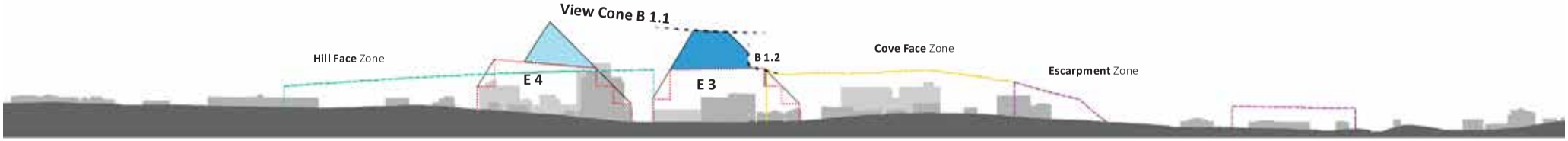
SW- NE Section # B
Amenity Building Envelope
1: 5000 @ A4



SW - NE Section # C



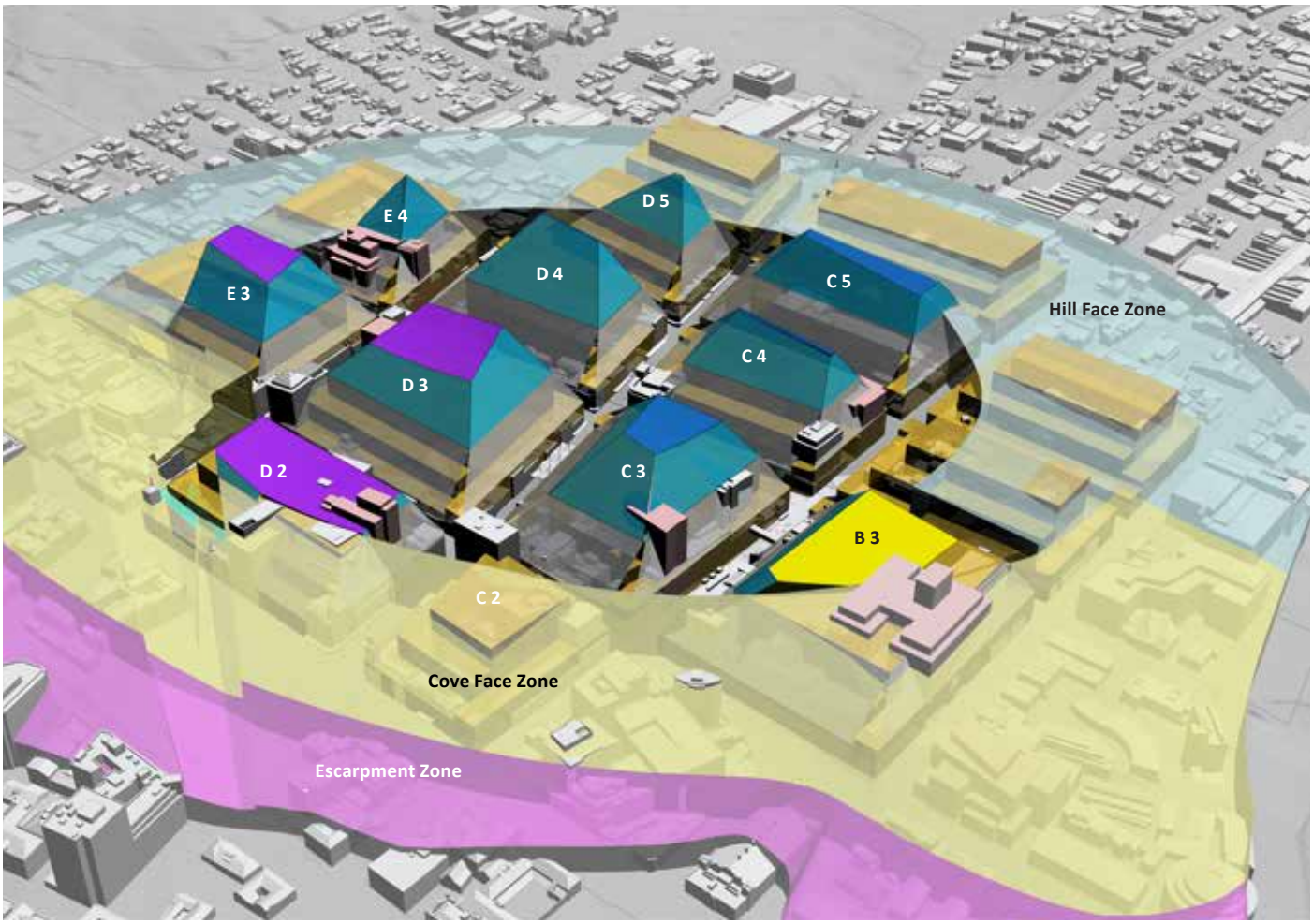
SW - NE Section # D



SW - NE Section # E

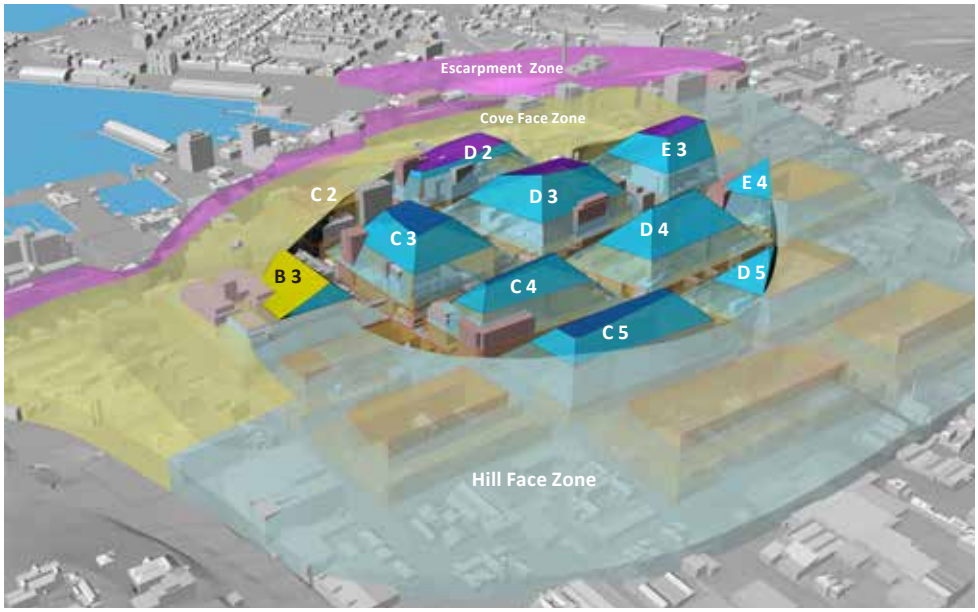
5.4 **Indicative views:** Axonometric

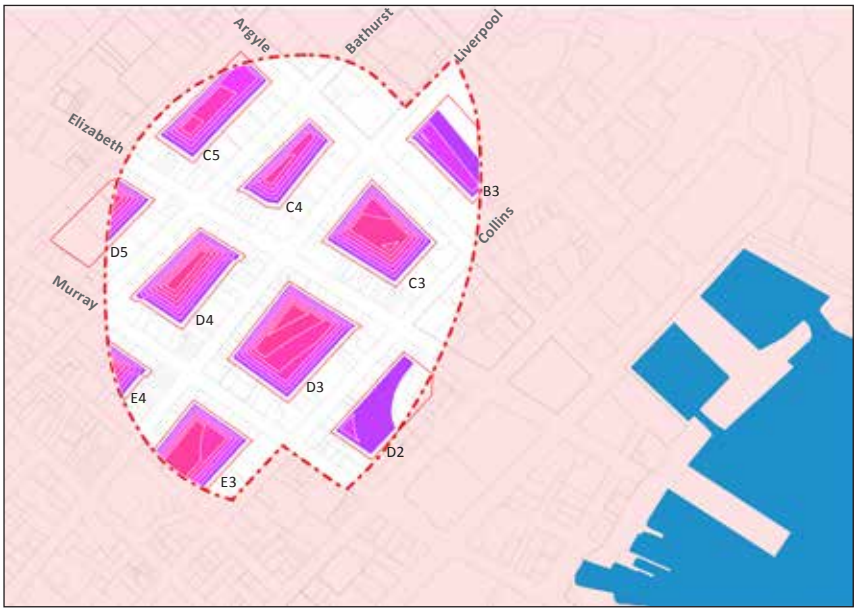
Conceptual massing: Inner Core urban blocks
(and adjacent height control zones)

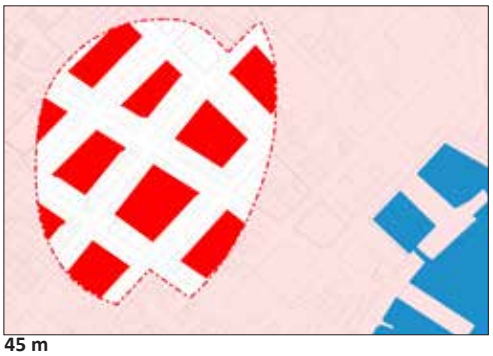


Above: Viewing North-West from above the Cove Floor
Below: Viewing South-West from above the Queens Domain

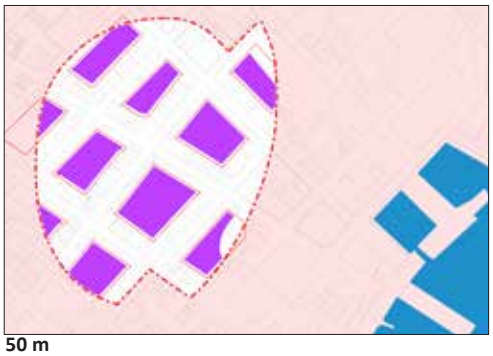
View Cone A 1.1
View Cone B 1.1
View Cone F 1.1
View Shaft B 1.2







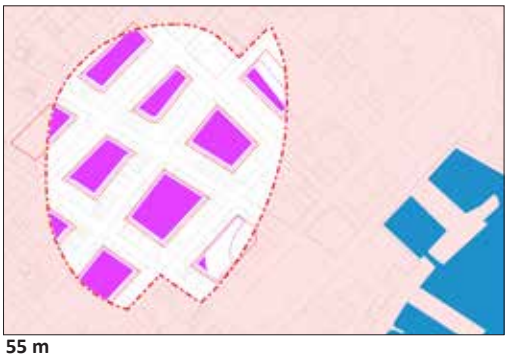
45 m



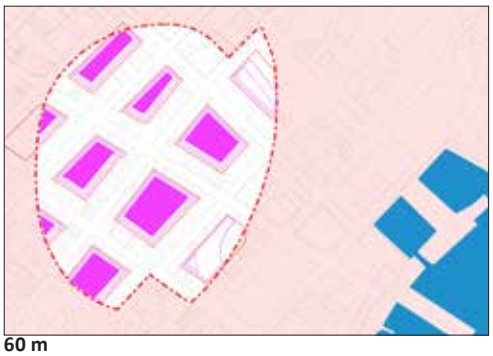
50 m

Composite Plan:
Inner Core Precinct

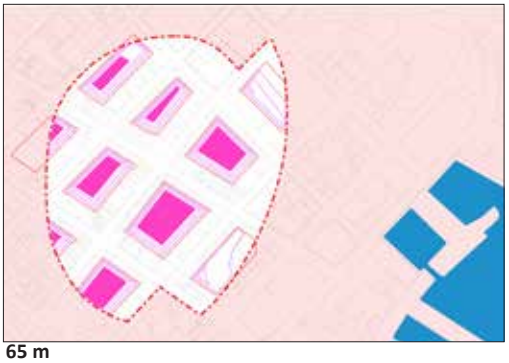
The primary urban blocks (excluding secondary streets and lanes) are considered at incremental heights, incorporating set backs for the Amenity Building Envelope *(fig. 22.3 HIPS 2016)* and identified View Cones.



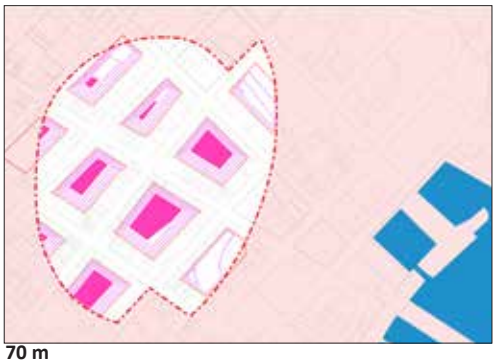
55 m



60 m

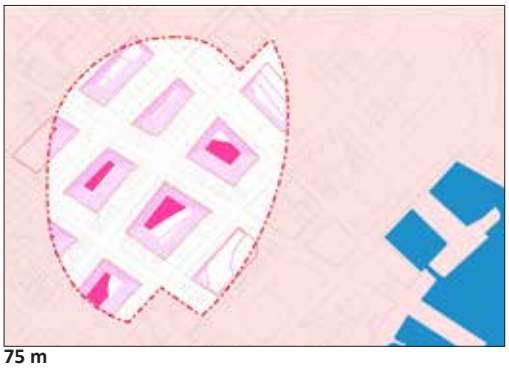


65 m

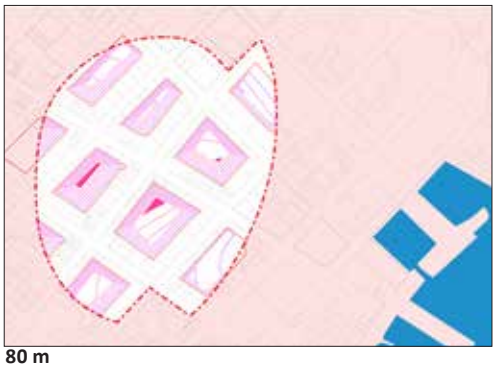


70 m

The analysis indicates that the deeper blocks can conceptually accommodate development above the current amenity building envelope (45m). This potential is however progressively limited above 65m.



75 m



80 m

Note: *This analysis does not consider individual property boundaries, secondary streets and laneways, detailed townscape and heritage provisions.*

5.5 Summary considerations

A layered urban form underpins an intelligible topography

Reinforcing natural amphi-theatres

A dramatic landscape provides the foundation to Central Hobart's urban structure and identity. Landform horizons can be experienced from the centre of settlement, including Sullivans Cove and the city centre. Maintaining this spatial character can, and should, guide future growth of the city centre.

As the primary hub of the state activity centre network, the Central Business Zone should provide the compact centre of the dwelling region and the state, and the anticipated location of built intensity.

To assist in providing an intelligible topography as the city centre consolidates, a 'layering' of built form, stepping back from the Cove and its low lying delta, will reinforce the landform experience of the 'Amphitheatre to the Cove', while providing the built focus of the regional 'Urban Amphi-theatre'.

Recognise that 'non-conforming' buildings confuse the anticipated layering of built form, and do not provide an ongoing building height datum.

Topography and location

Development above the 'street wall' within the Central Business Zone will generally have greater impacts on views the higher the contour. The higher locations in the zone are along Macquarie Street above Harrington and upper Elizabeth Street, above Brisbane.

Densification should be encouraged on the lower contours of the CBZ, while also acknowledging the importance of stepping back from the rivulet outfalls. This will assist a compact centre that can continue to be viewed 'down to' and also 'viewed around'.

The massing of the urban blocks within and adjacent to the area of the rivulet outfalls (the 'delta') should reinforce the contour incline, generally to the low point of the amphi-theatre to the cove, and the focus of the urban amphi-theatre.

Height Control Planes

Acknowledge that height control planes - when applied across Central Hobart, would 'shape' built form 'back' from the cove, and also assist in differentiating the Queens Domain (and Barracks Hill and Battery Point) from the central urban blocks.

Acknowledge that the suggested height control planes including 'Escarpment', 'Cove Face' and 'Hill Face' zones, will assist in managing built form to progressively reduce in height from the higher contours toward the Cove Floor, (and from within the central area 'basin'), also reducing toward the headland promontories.

View Cones

Acknowledge that connectivity to landscape horizons and significant landforms of the dwelling region from the city centre and Sullivans Cove, can continue to be achieved by implementing view shafts and view cones from recognised view points.

Views to kunanyi from the Cove Floor will likely be more substantially impacted by development outside the Amenity Building Envelope, if located SW beyond Harrington Street in the CBZ.

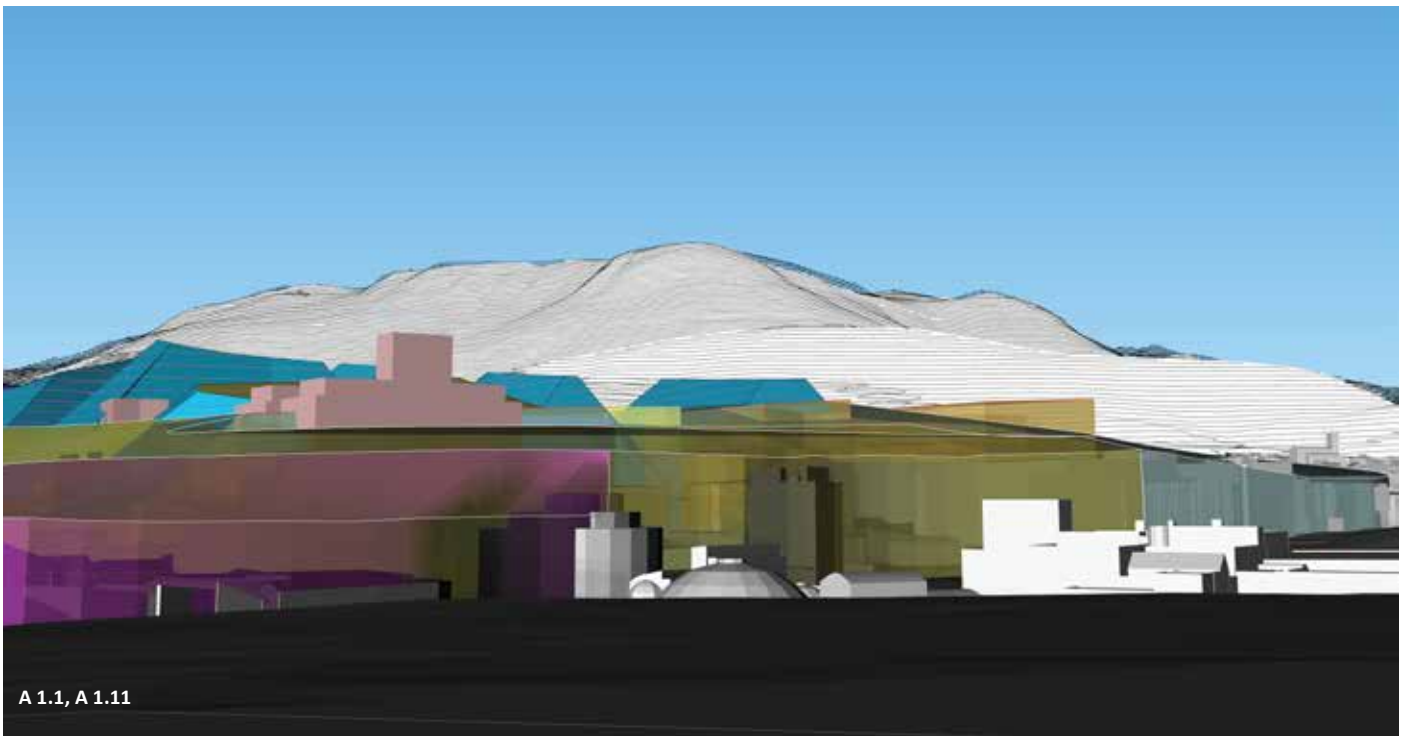
Views to the water-plane of Sullivans Cove and the harbour water-plane leading to the regional landscape and the southern horizon, can be achieved in part by implementing a view cone from the city edge 'saddle' (near Boa Vista Road and Cleary's Gates) (F 1.1)

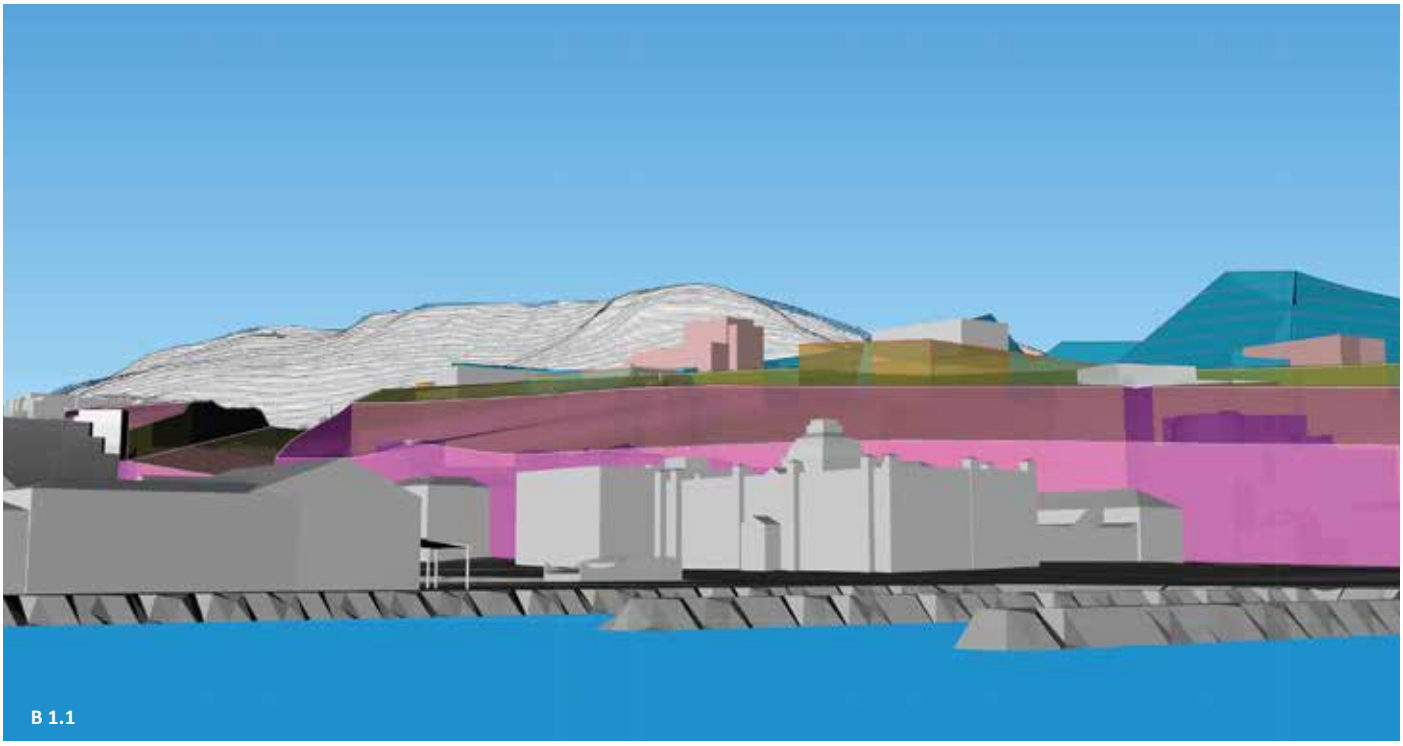
Views to the regional landscape horizon and high ground of kunanyi and the local hill face of the Knocklofty Reserve will be retained by implementing view cones from the Cenotaph headland. (A 1.10, A 1.11)

Views to kunanyi from Franklin Wharf (B 1.2) and Hunter (Island) on the Cove Floor (B1.1) can continue to be accessed by implementing view cones from these locations.

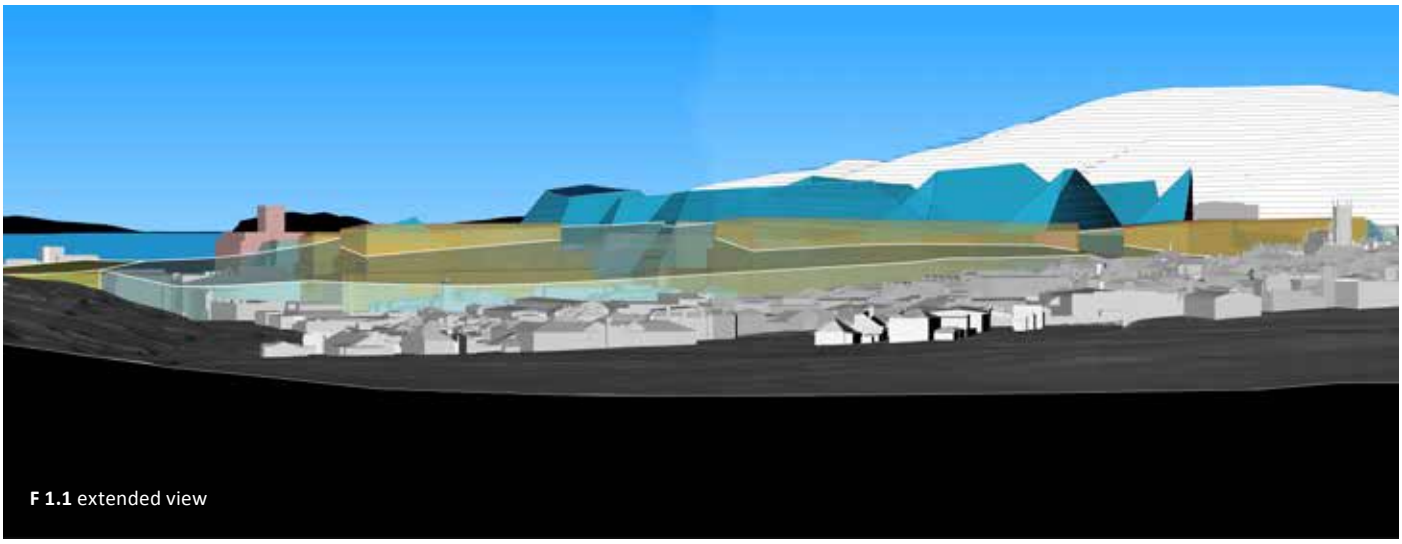
Composite images from key View Points, including proposed height control planes and potential envelope massing within the Inner Core precinct.

Right : From Franklin Wharf B 1.2
Below: From Cenotaph A 1.1, A 1.11
Far Right : From Hunter Island B 1.1
Far right middle and below : From Boa Vista 'saddle': F 1.1

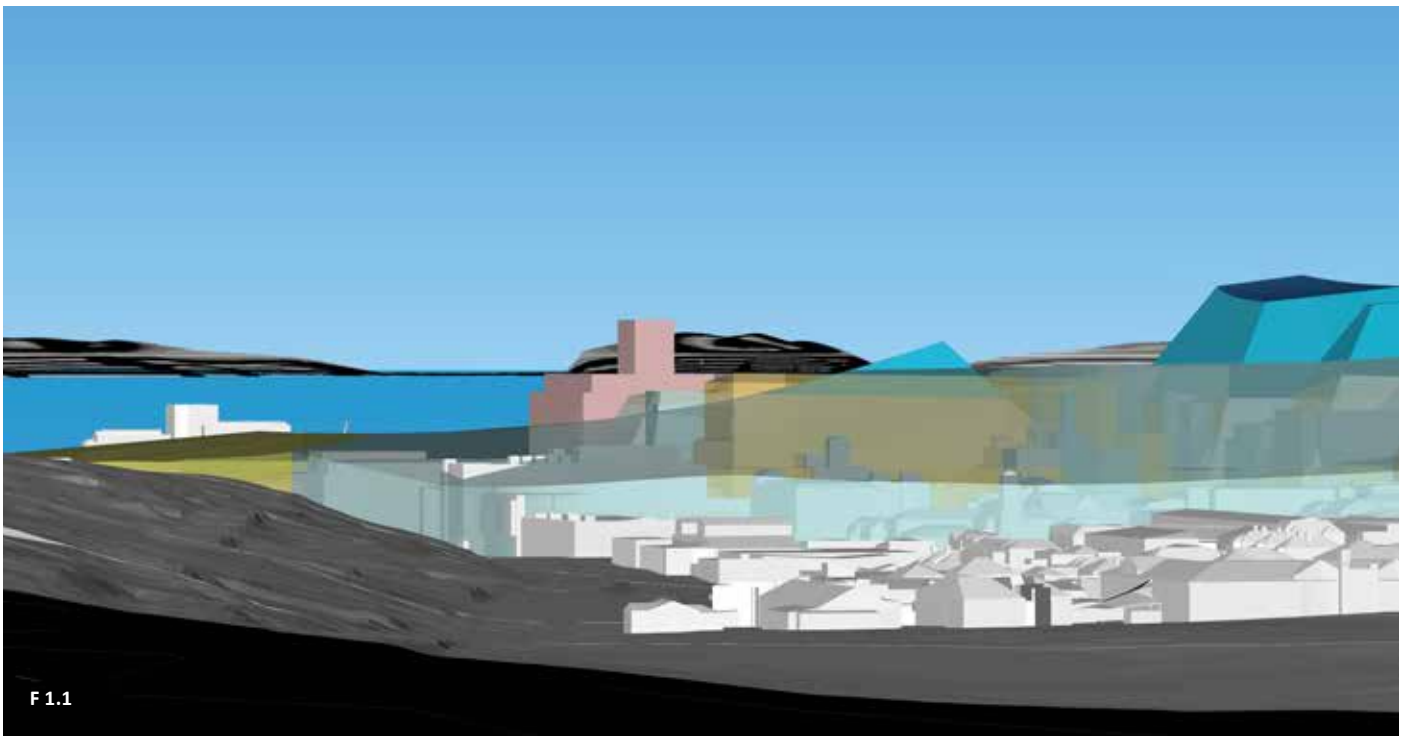




B 1.1



F 1.1 extended view



F 1.1

5.6 Emerging Design Principles

Some considerations

Diversity and varied scale

As the focus of the region and its encompassing landscape, Hobart's city centre has well defined central urban blocks of varying dimension and built scale. By virtue of the landscape, the city centre nestles within the low ground 'basin' also undulating across ridges, and inner city slopes. Local landform and topopgraphy, together with the emerging built form, contribute to the spatial experience of streets within the 'Inner Core'. *Topographic diversity will continue to contribute to diversity within the central city built form*. Accordingly a diversity of building height within the inner core should be pursued rather than a particular or uniform height datum.

Where height increases bulk reduces

Streetscapes and urban block 'massing' in Central Hobart reflects a layering of building period and scale. Generally there has been an absence of large monolithic structures of uniform bulk. To maintain familiar streetscape rhythm and to assist in providing amenity, and to seek view glimpses between buildings and avoid sheer walls, a set back on internal boundaries (above the 'street wall') should be pursued. An increase in setback should be considered for residential use.

Buildings in the Central Business Zone accordingly should *where height increases, reduce in bulk,* particularly if beyond the Amenity Building Envelope. This should apply to varying degree to each elevation not just above the 'street wall'. Taller buildings in Central Hobart accordingly must be designed 'in the round' - to be seen from all sides. Buildings outside the amenity building envelope must be considered (and argued) across scales, in the context of the individual property, the urban block and the city centre.

'Street space' scale considered

Central Hobart has variety and diversity in the pattern of street frontages and corresponding 'street wall' heights. In the context of each urban block, street frontage heights should link streetscape character, and the scale of street space enclosure. Ensure development addresses laneways and linkways as well as primary street frontages. Maintain adequate light to street spaces while *providing continuous pedestrian protection to the street edge*.

City roof-scape

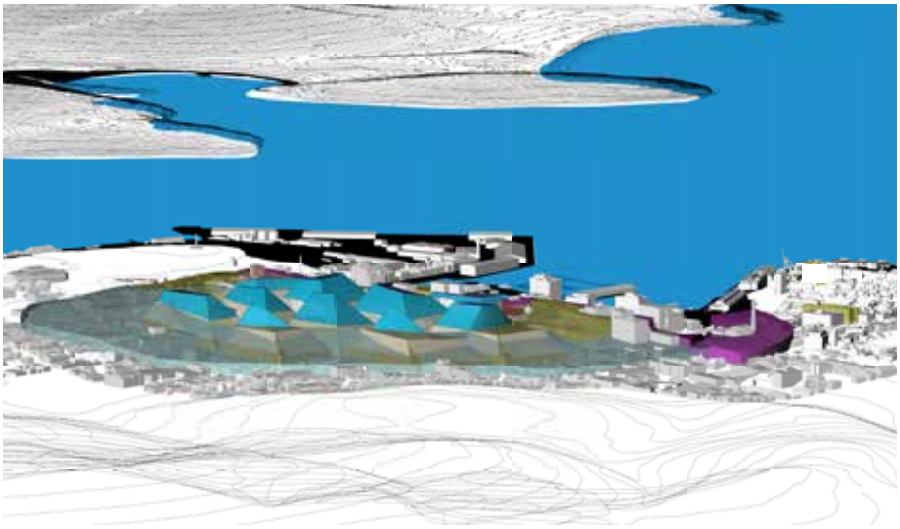
As the Central Urban blocks are viewed 'down upon' from surrounding hills, buildings in the Central Business Zone, particularly if outside the Amenity Building Envelope, should be designed with a profile and roof treatment in consideration of the cityscape. Roof spaces and their forms should be treated as a considered aspect of the overall building form - effectively a fifth elevation.

Fine grain / diverse height

Although Hobart's central urban blocks vary in size, they are generally not large (typically 100m x 200m) and streets are not wide (typically 18m). Accordingly it is appropriate to avoid, especially when there is lot amalgamation, a uniform height (and mass) to buildings above the 'street wall'.

To ensure (as much as possible) the fine-grain evident in frontages is carried through to its skyline character, and to avoid a 'wall of towers', differentiation in urban modelling is sought. (The progressive implementation of the amenity building envelope will contribute to this outcome). This may necessitate separation between building elements, even the deliberate extending of finer profiled elements higher, to visually differentiate the building mass, rather than building mass being uniform.

Conceptual representation of envelope modelling (Inner Core precinct urban blocks). - viewing east from kunanyi. (elevation 1240 m)



Conclusions

• To maintain the characteristic gradation in scale of fine-grained low-rise residential precincts (on adjacent slopes) transitioning to a compact centre, development intensity should be located on the lower contours of the 'basin' of the CBZ, rather than its higher contours.

• Height control zones stepping back from the Cove and the inner hills assist in identifying an 'Inner Core' precinct within the 'basin'. Modelling suggests that development above the Amenity Building Envelope could be pursued within this precinct, without intruding into primary view cones, thus maintaining connectivity to regional landscape horizons and significant landform features.

• The area 'contained' by height control planes (identified as a potential area of built intensity) be considered an 'Inner Core' precinct of the CBZ. Accordingly it be termed the 'inner core (height) precinct'.

• Initial modelling of the 'inner core' urban blocks, the amenity building envelope, identified View Cones, (while acknowledging outline townscape provisions), indicates capacity for development above 45m, with limited opportunity on most urban blocks above 65m.

• In the precinct contained by the height control zones (the *'Inner Core' precinct*), height beyond the anticipated Amenity Building Envelope could, in several locations, rise to 75m without impacting primary view cones, subject to heritage and detailed townscape provisions.

• By locating within the lower contours of the Central Business Zone (within the 'basin'), development outside the Amenity Building Envelope will more readily be 'contained' within the city's natural landforms, being also set back from the Queens Domain, generally (NW) of the Macquarie Ridge and generally (SE) of the Bathurst Ridge, while also grading down to the Cove Floor.

• In considering appropriate height control planes for Sullivans Cove and Central Hobart the following are recommended:

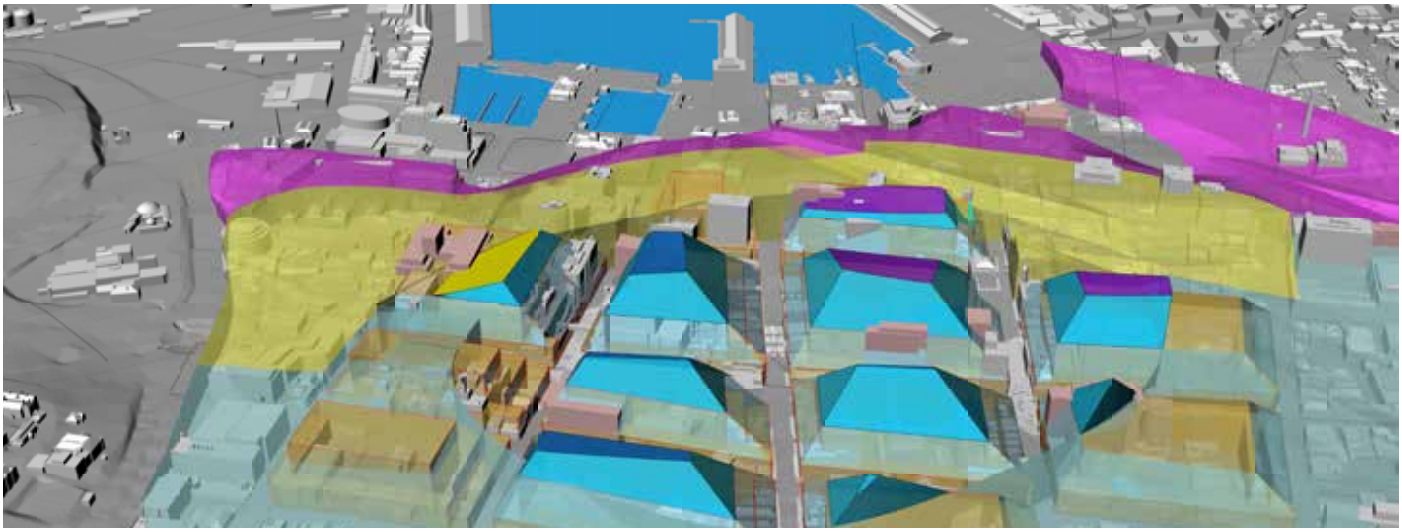
An *Escarpment Zone* rising from 18m to 30m (+ natural rise),
A *Cove Face Zone* rising from 30m to 45m, (+ natural rise)
A *Hill Face Zone* rising from 18m to 45m. (+ natural rise) *(Refer to plan p. 30 - 32)*

• Within the *inner core precinct* amenity, townscape and heritage provisions and identified view cones should determine height outcomes.

• The combination of proposed height control planes with view protection planes will assist in maintaining Central Hobart as a 'compact' and 'contained' urban form.

LW 30 June 2018

Conceptual envelope modelling - urban blocks (Inner Core precinct) and adjacent height control planes. Viewing south -east above Elizabeth Street.



Building Height Standards Review – draft planning scheme amendments

Scheme	Clause	Amendment	Comment
Hobart Interim Planning Scheme 2015	Zoning map	Rezone 4 block areas to Central Business from Commercial	4 areas currently zoned Commercial, on the boundary of the Central Business Zone, were included within the 'height area 4' band and therefore are considered to have greater potential than the Commercial Zone allows for. It is considered they are better suited to being zoned Central Business (see Annexure 1).
	Part B Administration 4.1 Planning Terms and Definitions	Insert a new definition for 'Urban Context Report'	An Urban Context Report will be referenced in the Central Business Zone Height and Form provisions. The definition sets out what is required of this report (see Annexure 2).
	Urban Mixed Use Zone 15.4.1 Building Height P1 and P2	Insert maximum building height of 15m.	Sets a maximum height limit of 15m for the whole of the Urban Mixed Use Zone.
	Central Business Zone 22.1.3 Desired Future Character Statements	Insert new clauses to 22.1.3.1 and 22.1.3.2 and delete the reference to building beyond the Amenity Building Envelope.	Amends the statements to reflect the Building Height Standards Review Report (L Woolley June 30 2018), and ensure the statements are considered for all developments discretionary for height, not just those outside the Amenity Building Envelope (see Annexure 3).
	Central Business Zone 22.4.1 Building Height	Insert new Acceptable Solutions and Performance Criteria to reference 5 different height areas, including absolute maximum heights for each area.	Amends the standard to introduce absolute maximum heights based on height areas derived from the Building Height Standards Review Report (L Woolley June 30 2018) (see Annexure 4).
	Central Business Zone Figure 22.2 Central Business Zone Height Areas	Replace existing map with new map showing Height Areas 1-5 and Solar Penetration Priority Streets	Removes the current Figure 22.2 showing the Central Business Core and Fringe Height Areas, and replaces with a plan showing the new 5 height areas (see Annexure 4).
	Central Business	Insert a footnote that	The Performance Criteria for Building

	Zone Figure 22.3 Amenity Building Envelope	clarifies the maximum height in Height Area 3 is 30m	and Form within Height Area 3 relate to the Amenity Building Envelope. The footnote ensures it is clear that the maximum height within this envelope is 30m in Height Area 3, rather than 45m, which applies in other height areas.
	Central Business Zone Figures 22.4 i Plan View of Permitted Development Under 22.4.1 A4 and 22.4 ii Elevation view of Permitted Development Under 22.4.1 A4	Change reference from 22.4.1 A4 to 22.4.1 A5 in title and within the text on the plans	Under the current scheme, there are two height areas, and two height clauses. Under the proposed changes, there are three height clauses relating to the 5 height areas. Therefore, the later clauses under the Height and Form provisions need to be renumbered, and this needs to be reflected in the plans.
	Central Business Zone Figures 22.5 i Heritage Streetscape Standard and 22.5 ii Heritage Streetscape Standard Height Example	Change reference from 22.4.1 A5 to 22.4.1 A6 within the texts on the plans	As above.
	Central Business Zone Figure 22.6 View Lines and View Cones	Include new figures showing further identified view lines and view cones	Further view lines and view cones are identified in Section 4 of the Building Height Standards Review Report (L Woolley June 30 2018), and these will be added under Figure 22.6.
	Commercial Zone clause 23.4.1 Building Height	Amend provisions to be more consistent with the drafting of the Central Business Zone and introduce a maximum height limit of 18m	Makes the height provisions of the Commercial Zone more consistent with the Central Business Zone and set a maximum height limit (see Annexure 5).
	Commercial Zone clause 23.4.2 Setback	Amend A1 to require setback to be no *more* than 0m, instead of no less than.	Fixes an inaccuracy in the HIPS. This clause was intended to require buildings to be built right to the front boundary. (See Annexure 5).

Sullivans Cove Planning Scheme 1997	15.5 Wapping Local Area Plan clause 15.5.9 Height	Insert a new provision that development must be no more than 21m in height	Introduces a maximum 21m height limit for Wapping.
	Schedule 1 – Conservation of Heritage Values clause 22.3 Definitions	Replace the definition of height for the HIPS 2015 definition of height	To ensure maximum building height limits relate to the same definition of height in the SCPS and the HIPS.
	Schedule 1 – Conservation of Heritage Values clause 22.4.5 'Discretionary' 'Buildings or Works'	Insert a new dot point that limits the height of development to a maximum of 18m, except within the area bounded by Campbell Street, Liverpool Street, Brooker Avenue and Macquarie Street, where the height limit is 21m.	A height limit of 18m is applied to the entire SCPS area, except for an area around Wapping. This specified area is slightly larger than the area subject to the Wapping Local Area Plan.
	Schedule 1 – Conservation of Heritage Values clause 22.5.4 'Permitted' 'Building or Works'	Replace reference to 'height' with reference to 'façade height'	Ensures that changing the definition of height in the SCPS (which was previously to the eaves or parapet) does not result in unintended consequences. Under the heritage provisions, it is important that development adjacent to a heritage listed building retains façade heights that match the façade height of the adjacent building (not the overall height).
	Schedule 2 – Urban Form Table A: Height and Plot Ratio	Delete the row of the table that deals with plot ratios for development above 21m in height	Development will not be allowed to exceed 21m in height, therefore this row of the table is unnecessary
	Schedule 2 – Urban Form clause 23.3	Specify identified view lines and view cones	Further view lines and view cones are

	Objectives	not already included.	identified in Section 4 of the Building Height Standards Review Report (L Woolley June 30 2018), and reference to these will be added.
	Schedule 2 – Urban Form clause 23.5 Definitions	Replace the definition of height for the HIPS 2015 definition of height	To ensure maximum building height limits relate to the same definition of height in the SCPS and the HIPS.
	Schedule 2 – Urban Form clause 23.6.1A New Buildings	Delete the reference to parts of buildings above eaves or parapets needing to reinforce the Objectives of the Schedule	This reference relies on a definition of height being to the eaves or parapet. With the substitution of the definition for height for the HIPS definition (being the overall height), this requirement is no longer relevant.
	Schedule 2 – Urban Form clause 23.6.2 'Discretionary' Buildings	Insert a new paragraph that limits the height of development to a maximum of 18m, except within the area bounded by Campbell Street, Liverpool Street, Brooker Avenue and Macquarie Street where the height limit is 21m.	A height limit of 18m is applied to the entire SCPS area, except for an area around Wapping. This specified area is slightly larger than the area subject to the Wapping Local Area Plan.
	Schedule 2 – Urban Form clause 23.8 Development in Activity Area 2.0 Sullivans Cove 'Mixed Use' North of Brooker Avenue	Insert a reference to height being no more than 18m.	Ensures building height does not exceed the absolute maximum of 18m in this area.
	Part G - Definitions	Replace the definition of height for the HIPS 2015 definition of height.	To ensure maximum building height limits relate to the same definition of height in the SCPS and the HIPS.

Annexure 1

Amend the Zoning Plan of the Hobart Interim Planning Scheme 2015 by rezoning the areas indicated in blue below from Commercial to Central Business.

Annexure 2

A new definition is proposed for 'Urban Context Report'. An Urban Context Report will be required for developments that don't meet the Acceptable Solution for height in Height Areas 1-4. This forms a basis for a design response that respects and responds to the characteristics of the site and surrounds.

4.1 Planning Terms and Definitions

Urban context report:

means a report that addresses:

a) a full description of the site including shape, size, orientation and easements;

b) topography and contours of the site and the surrounding area;

c) street frontage features such as poles, street trees, street furniture and cross-overs

d) the location, use and height of existing buildings and the location of any private open space on the site and surrounding properties;

e) the location of any public open space in the surrounding area;

f) existing solar access to the site, surrounding properties and public spaces including footpaths;

g) existing views to and from the site, paying particular regard to those identified in Figure 22.6 and on the landform horizons to kunanyi / Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor;

h) any pedestrian linkways or vehicular laneways in the surrounding area;

i) the existing pattern of subdivision, including previous property boundaries on the site if amalgamation has occurred;

j) the history and pattern of development on the site and in the surrounding area;

k) the building form, scale and rhythm of the surrounding area;

l) the architectural style, building details and materials of the surrounding area;

m) distances to adjoining zones;

n) off-site noise sources;

o) any other notable physical or cultural characteristics of the site or surrounding area.

Annexure 3

Draft amendments to clause 22.1.3 Desired Future Character Statements:

Desired Future Character Statements	Implementation Strategy	Comments
Townscape and Streetscape Character - **22.1.3.1 Objectives:** (a) That the Central Business Zone provides a compact built focus to the region reflecting an appropriate intensity in its role as the heart of settlement. (b) That the Central Business Zone develops in a way which reinforces the layered landform rise back from the waterfront having regard to the distinct layers of the landform, respecting the urban amphitheatre including the amphitheatre to the Cove, while providing a reduction in scale to the Queens Domain, the Domain and Battery Point headlands and the natural rise to Barracks Hill (see Figures 22.7 and 22.8). (c) That the Central Business Zone consolidates within, and provides a transition in scale from, its intense focus in the Basin, acknowledging also the change in contour along the Macquarie Ridge, including both its rising and diminishing grades, including to the low point of the amphitheatre to the Cove (see Figures 22.7, 22.8 and 22.9). (d) That the Central Business Zone provides a built form that complements the streetscape and townscape, and affords a high level of amenity. (e) That the historic cultural heritage values of places and precincts in the Central Business Zone be protected and enhanced in recognition of the significant benefits they bring to the economic, social and cultural value of the City as a whole. **22.1.3.2 Building Height, Siting, Bulk and Design** The height, siting, bulk and design of a building above the street wall ~~and beyond~~	Clause 22.4 Development Standards for Buildings and Works	Additional clause provides a better linkage between 22.1.3.2 and 22.1.3.1. Reference to 'height' added as some of the provisions relate directly or indirectly to height. It is considered that

~~the Amenity Building Envelope (see Figure 22.3)~~ must be consistent with the objectives in clause 22.1.3.1, having regard to: (a) the consolidation of the Central Business Zone in a manner which provides separate building forms and a layered visual effect rather than the appearance of a contiguous wall of towers; (b) maintaining a level of permeability through city blocks by reductions in bulk at each elevation as height increases allowing for sunlight into streets and public spaces; (c) the building proportion and detail reflecting and reinforcing the streetscape pattern; (d) the building not being an individually prominent building by virtue of its height or bulk, thus reinforcing a cohesive built form and the containment provided by the urban amphitheatre; (e) reinforcing consistent building edges and height at the street wall allowing for solar penetration where possible; (f) the provision of weather protection for footpaths to enhance pedestrian amenity and encourage, where appropriate, interior activity beyond the building entrance; (g) the provision of permeability in support of the open space network; (h) the building addressing laneways and through site links as well as primary street frontages; (i) if beyond the Amenity Building Envelope (see Figure 22.3) be designed to be seen in the round and have a roof profile and treatment which enhances the cityscape, eg; rooftop gardens.		any development discretionary for height (not just those outside the Amenity Building Envelope) should meet these criteria. Reinforces that taller elements should be set back from every boundary, including internal boundaries. Inserted to reflect the Emerging Design Principles in the latest version of the Building Height Standards Review Project report.

Annexure 4

Draft amendments to Central Business Zone clause 22.4.1:

22.4.1 Building Height and Form

Clause 22.4.1 deals with form of development as well as height.

Objective:		**Comments**
That building height: (a) contributes positively to the streetscape and townscape; (b) does not unreasonably impact on historic heritage character; (c) does not unreasonably impact on important views within the urban amphitheatre; (d) does not unreasonably impact on residential amenity of land in a residential zone; and (e) provides significant community benefits if outside the Amenity Building Envelope.		
Acceptable Solutions	**Performance Criteria**	
A1 Building height within Height Areas 1 and 2 (see Figure 22.2.) must be no more than: (a) 15m if on, or within 15m of, a south-west or south-east facing frontage; (b) 20m if on, or within 15m of, a north-west or north-east facing frontage; (c) 30m if set back more than 15m from a frontage; unless an extension to an existing building that: (i) is necessary solely to provide access, toilets, or other facilities for people with disabilities; (ii) is necessary to provide facilities required by other legislation or regulation.	**P1.1** Development within Height Areas 1 and 2 must make a positive contribution to the streetscape and townscape, having regard to: (a) the height, siting, bulk, design and materials of proposed buildings and their compatibility with existing buildings in the area; (b) preventing unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi / Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor; (c) preventing unreasonable impacts on pedestrian amenity from overshadowing of the public footpath, particularly for city blocks with frontage to a Solar Penetration Priority Street (see Figure 22.2.); (d) preventing unreasonable	Performance Criteria are now separated to refer specifically to different height areas (detailed in Figure 22.2) Performance Criterion P1.1 is restructured to remove the split between buildings within the Amenity Building Envelope and buildings outside of it. All development must meet P1.1, whether it is within the envelope or outside of it. Particular consideration (e.g. a report by a specialist) should be given to wind tunneling if development is outside of the Amenity Building Envelope. The view lines and view cones that are referenced in the Performance Criteria (P1.1(b), P2.1(c) and P3.1(b)) are identified in Section 4 of the Building Height Standards Review Report (L Woolley June 30 2018).

	impacts on the amenity of public open space from overshadowing; (e) preventing unreasonable impacts on pedestrian amenity from adverse wind conditions, particularly if development is outside the Amenity Building Envelope in Figure 22.3; and (f) consistency with the Desired Future Character Statements in clause 22.1.3.	
	P1.2 A design response must be provided that demonstrates the form, design, materials and detailing of the proposed development derives from and responds to characteristics identified in an urban context report in a way that makes a positive contribution to the streetscape and townscape. If development is subject to P1.3(a) below, the design response must address how and why proposed civic amenities are of significant value for the city, accessible, of high quality and desirable for the location.	P1.2 is a new provision that requires all development that does not meet the Acceptable Solution in A1 to provide an 'Urban Context Report' and a design response that derives from this report. A new definition for 'Urban Context Report' is proposed to support this provision. P1.2 is intended to ensure that the design of larger buildings are well considered in their context and of a high quality.
	P1.3 Development must be contained within the Amenity Building Envelope in Figure 22.3 unless it: a) provides significant benefits by way of civic amenities, such as: i. public open space	P1.3 is a redrafted provision relating to civic amenities, which includes specific examples of desirable civic amenities, requiring that they are of high quality and are easily accessible to the public.

	that has a high level of amenity in terms of access to sunlight, space and accessibility; ii. pedestrian links that include active frontages addressing the linkway; iii. public areas within the building such as plazas or viewing areas; iv. public art that is high quality, meaningful, visible and easily accessible to the public; or v. public toilets in locations that have limited existing facilities; or b) is a minor extension to an existing building that already exceeds the Amenity Building Envelope. **P1.4** Development must be no more than 60m in height within Height Area 1 and no more than 45m in height within Height Area 2.	P1.4 is a new Performance Criterion which introduces maximum building heights. These height limits are not 'as of right', but are *absolute* heights which must not be exceeded. Discretionary development is still required to satisfy each of the other performance criteria, and in many instances buildings will not be capable of reaching these maximum heights due to a variety of factors detailed in other provisions.
A2 Building height within height areas 3 and 4 (see Figure 22.2.) must be no	**P2.1** Development within Height Areas 3 and 4 must make a	A2 and its corresponding Performance Criteria is a new provision relating to height areas 3 and 4.

more than: (d) 15m if on, or within 15m of, a south-west or south-east facing frontage; (e) 18m if on, or within 15m of, a north-west or north-east facing frontage; unless an extension to an existing building that: (i) is necessary solely to provide access, toilets, or other facilities for people with disabilities; (ii) is necessary to provide facilities required by other legislation or regulation.	positive contribution to the streetscape and townscape, having regard to: (a) the height, siting, bulk, design and materials of proposed buildings and their compatibility with existing buildings in the area; (b) the need to gradually transition the height of development within Height Area 4 between higher buildings in the core of the Central Business Zone (Height Area 1) and lower buildings in adjacent zones and Height Area 5; (c) preventing unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi / Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor; (d) preventing unreasonable impacts on pedestrian amenity from overshadowing of the public footpath, particularly for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2; (e) preventing unreasonable impacts on the amenity of public open space from	The Performance Criteria are substantially similar to those relating to A1, however they also reinforce the need for transition between the more intensive development in Height Area 1 and lower development in adjacent zones and Height Area 5.

	overshadowing; (f) preventing unreasonable impacts on pedestrian amenity from adverse wind conditions; particularly if development is outside the Amenity Building Envelope in Figure 22.3; and (g) consistency with the Desired Future Character Statements in clause 22.1.3; **P2.2** A design response must be provided that demonstrates the form, design, materials and detailing of the proposed development derives from and responds to characteristics identified in an urban context report in a way that makes a positive contribution to the streetscape and townscape. If development is subject to P1.3(a) below, the design response must address how and why proposed civic amenities are of significant value for the city, accessible, of high quality and desirable for the location. **P2.3** Development must be contained within the Amenity Building Envelope in Figure 22.3 unless it: a) provides significant benefits by way of civic amenities, such as: i. public open space that has a high level of amenity in terms of access	

	to sunlight, space and accessibility; ii. pedestrian links that include active frontages addressing the linkway; iii. public areas within the building such as plazas or viewing areas; iv. public art that is high quality, meaningful, visible and easily accessible to the public; or v. public toilets in locations that have limited existing facilities; or b) is a minor extension to an existing building that already exceeds the Amenity Building Envelope. **P2.4** The height of development must be no more than: (a) 30m within Height Area 3; (b) 45m within Height Area 4; or (c) 21m within Height Area 4 if within 50m of land within Height Area 5 or the Commercial Zone.	Maximum heights are lower within these height areas. An additional provision restricting the height limit within 50m of the Commercial Zone/Height Area 5 to 21m ensures there is a clear transition between the central core of the city and surrounding zones.
A3 Building height within Height Area 5 (see Figure 22.2.) must be no more than: (a) 11.5m ~~and a maximum of 3 storeys~~; or	**P3.1** The height, siting, bulk and design of development must respect the transition between the Central Business Zone and adjacent zones and must make a positive contribution to the	The references to maximum storey heights is removed for consistency.

(b) 15m ~~and a maximum of 4 storeys,~~ if the development provides at least 50% of the floor space above ground floor level for residential use; unless an extension to an existing building that: (i) is necessary solely to provide access, toilets, or other facilities for people with disabilities; (ii) is necessary to provide facilities required by other legislation or regulation.	streetscape and townscape, having regard to: (a) the height, bulk, design and materials of proposed buildings and their compatibility with existing buildings in the area; (b) preventing unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi / Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor; (c) preventing unreasonable impacts on pedestrian amenity from overshadowing of the public footpath; (d) preventing unreasonable impacts on the amenity of public open space from overshadowing; (e) preventing unreasonable impacts on pedestrian amenity from adverse wind conditions; and (f) consistency with the Desired Future Character Statements in clause 22.1.3. **P3.2** Development must be no more than 18m in height.	
~~**A2**~~ **A4** Building height within 10 m of a residential zone must be no more than ~~8.5~~ 9.5 m.	~~**P2**~~ **P4** Building height within 10m of a residential zone must be compatible with the building height of existing buildings on adjoining lots	the Acceptable Solution height limit is increased to 9.5m, as this is the permitted building envelope height limit in the Inner Residential Zone. It is inconsistent for the height limit in the Central Business Zone to be lower than the adjacent residential zone.

	in the residential zone.	
~~A4~~ A5 Building height of development on the same title as a place listed in the Historic Heritage Code, where the specific extent of the heritage place is identified in Table E1.3.1, and directly behind that place, must: (a) not exceed 2 storeys or 7.5m higher (whichever is the lesser) than the building height of any heritage building within the place, and be set back between 5m and 10m from the place (refer Figures 22.4 I and 22.4 ii); and (b) not exceed 4 storeys or 15m higher (whichever is the lesser) than the building height of any heritage building within the place, and be set back more than 10m from the place (refer Figures 22.4 I and 22.4 ii);or (c) comply with the building height in clauses 22.4.1 A1 ~~A4 and A2~~; whichever is the lesser.	~~P4~~ P5 Development on the same site as a place listed in the Historic Heritage Code and directly behind that place must: (a) be designed, sited, arranged, finished, constructed or carried out so as to not unreasonably detract from those characteristics of the place which contribute to its historic cultural heritage significance; and (b) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.	
~~A5~~ A6 Building height of development within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer Figure 22.5 i), must: (a) not exceed 1 storey or 4m (whichever is the lesser) higher than the facade building height of a heritage building on the same street frontage (refer figure 22.5 ii); and (b) not exceed the facade building height of the higher heritage building on the same street frontage if the development is between two heritage places (refer figure 22.5 ii);or (c) comply with the building height in Clauses 22.4.1 A1 ~~A4 and A2~~; whichever is the lesser.	~~P5~~ P6 Building height within 15m of a frontage and not separated from a place listed in the Historic Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must: (a) not unreasonably dominate existing buildings of cultural heritage significance; (b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place; and (c) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite	

	side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.	

The plan below describes the different height areas, and notates blocks to be rezoned. Figure 22.2 Central Business Zone Height Areas will be replaced with a map based on this plan.

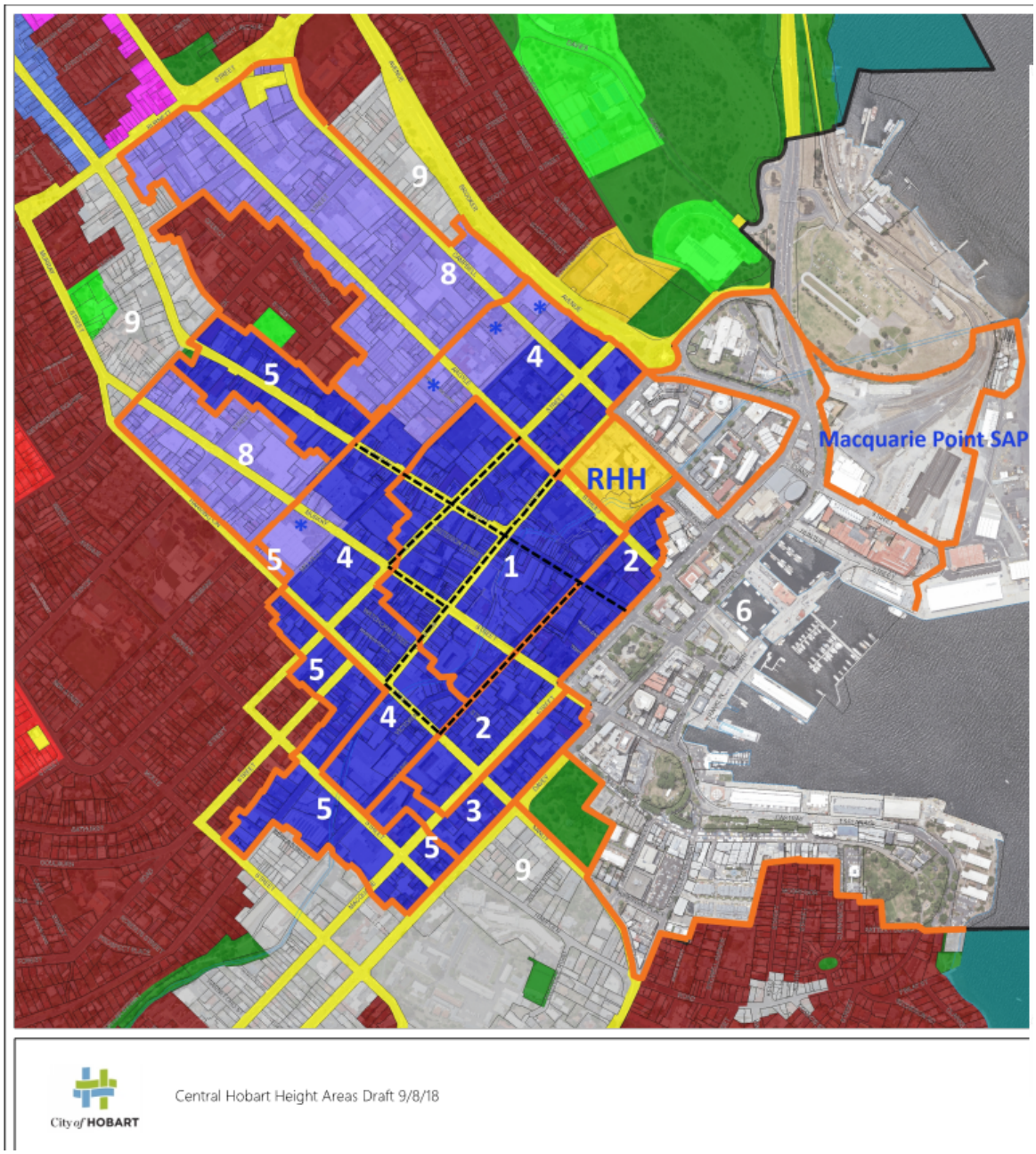
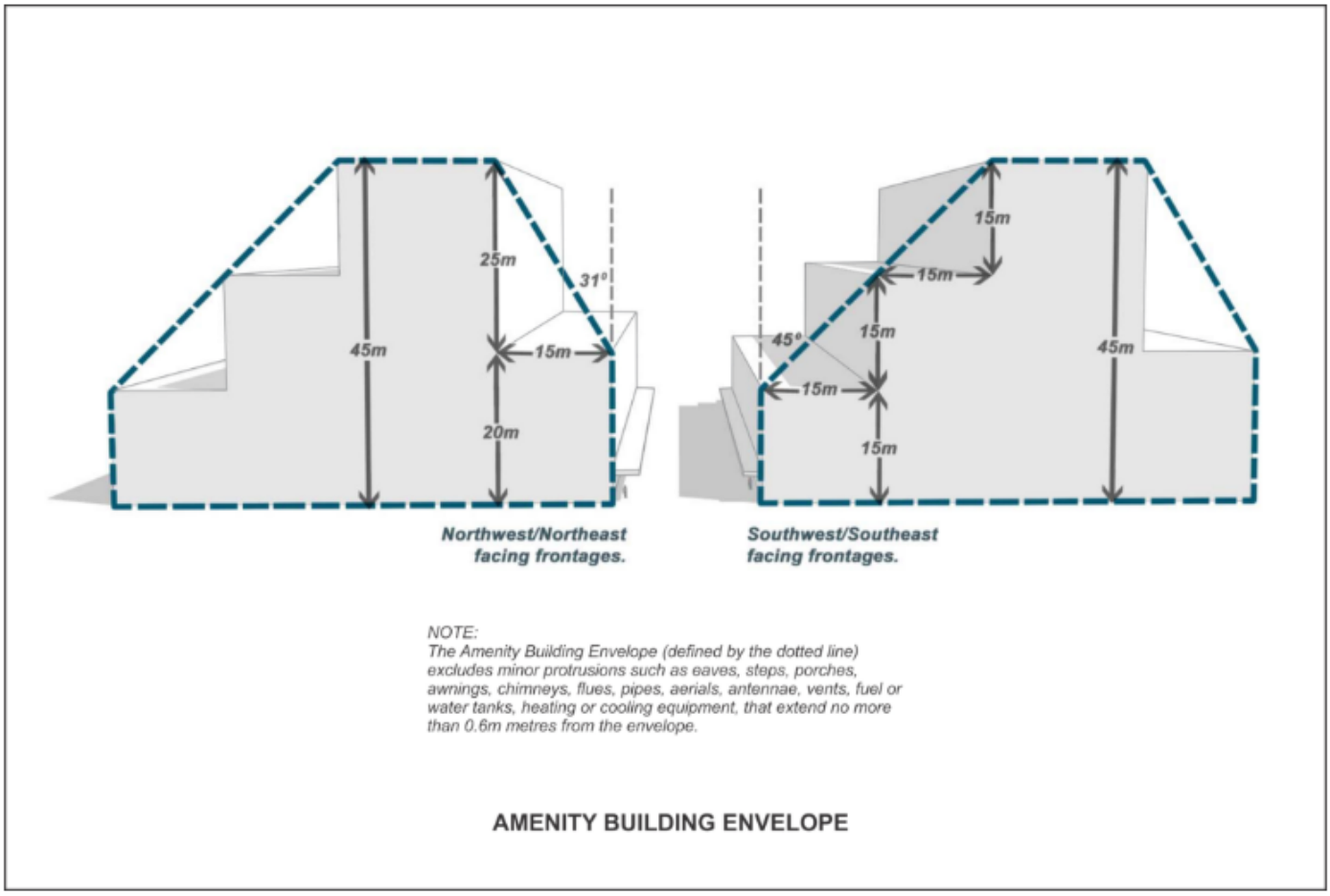


Figure 22.3 Amenity Building Envelope

The Footnotes to Figure 22.3 Amenity Building Envelope are amended to include clarification that in Height Area 3, the maximum height within the envelope is 30m. This also means the third suggested 15m step would not be achievable in this height area.



Footnotes

The Amenity Building Envelope has been developed with regard to heritage, streetscape and sense of scale, wind tunneling effects and solar penetration.

The 20m height at the northwest/northeast facing frontages maintains a 1:1 ratio of street:building height for the purposes of townscape aesthetics and maintaining a human scale.

The 15m height and subsequent 45 degree building envelope angle at southwest/southeast facing frontages maintains sufficient solar penetration to the opposite side of the street and also helps to control air and wind turbulence.

The Amenity Building Envelope is shown by the thick dotted lin. The 15m setbacks for the 'steps' of development shown within the envelope are suggestive only. Development does not have to comply with the suggested 15m setbacks in order to comply with the envelope.

Note that the maximum height of the Amenity Building Envelope in Height Area 3 is 30m.

Figure 22.6 View Lines and View Cones

This figure will be amended to include further relevant view cones as detailed in Section 4 of the Building Height Standards Review Report (L Woolley June 30 2018) (refer report).

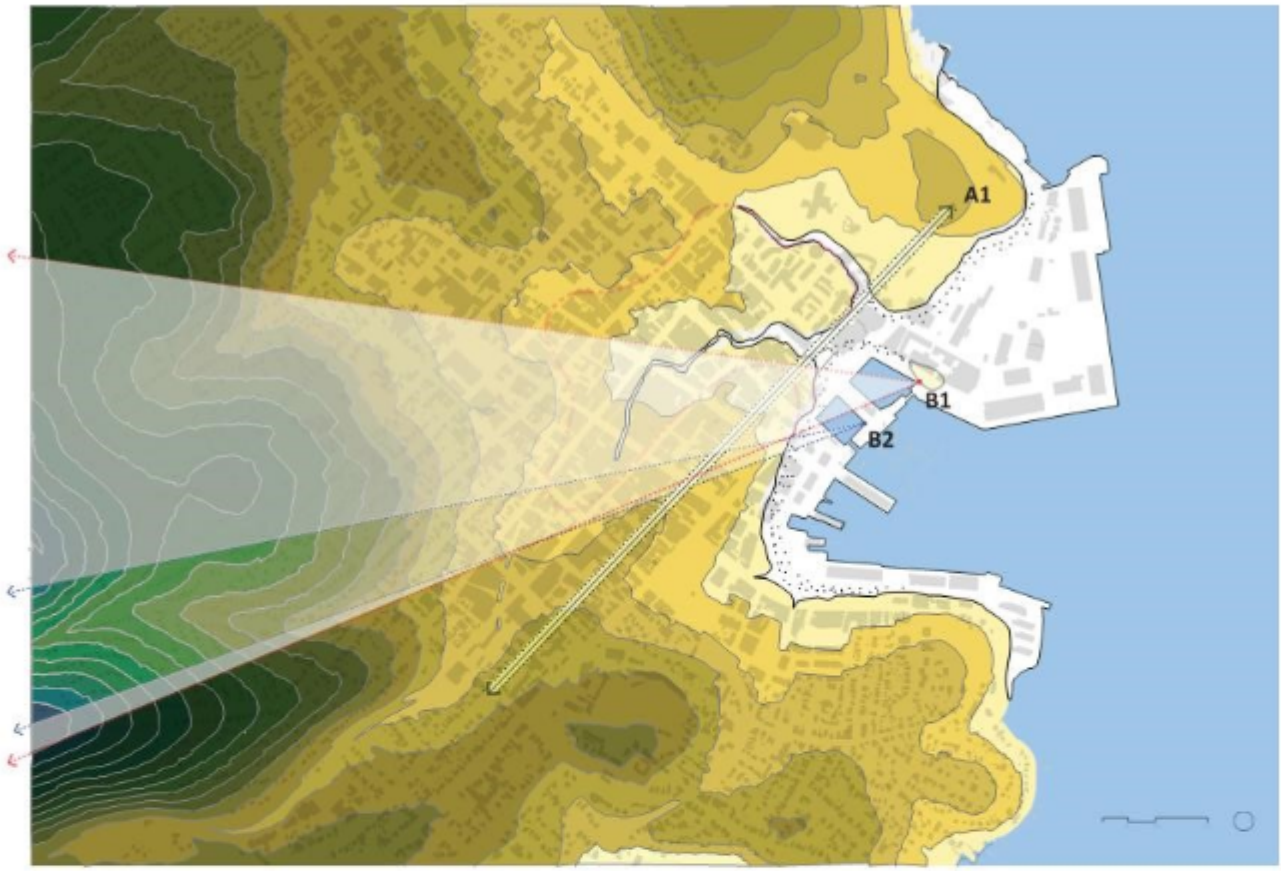


Fig. 22.6 View Lines and View Cones

Legend :

A 1 : Macquarie Street to / from Cenotaph
View line width = street width

B 1 : Hunter Street (above Hunter Island) to kunanyi (Mount Wellington)
Cone Width : 22 ^{0} 21' at horizon, 32^{0} extent of arc
Cone Elevation : 7^{0} 55', Base of cone : 6^{0} 41'
View Point :
E : 474822.332
N: 658943.174

B 2 : Franklin Wharf (Constitution Dock edge - 10 m from SE corner) to face of kunanyi (Mount Wellington)
Angle from horizontal : 8^{0} 34'
Building edges (left) : 81^{0} 49' (upper) 85^{0} 16' (lower)
Building edges (right) : 81^{0} 33' (upper) 82 30 (mid) 85^{0} 16' (lower)
View Point :
E : 474685.740
N : 658836.092

Figure 22.7 Central Hobart Landform Structure

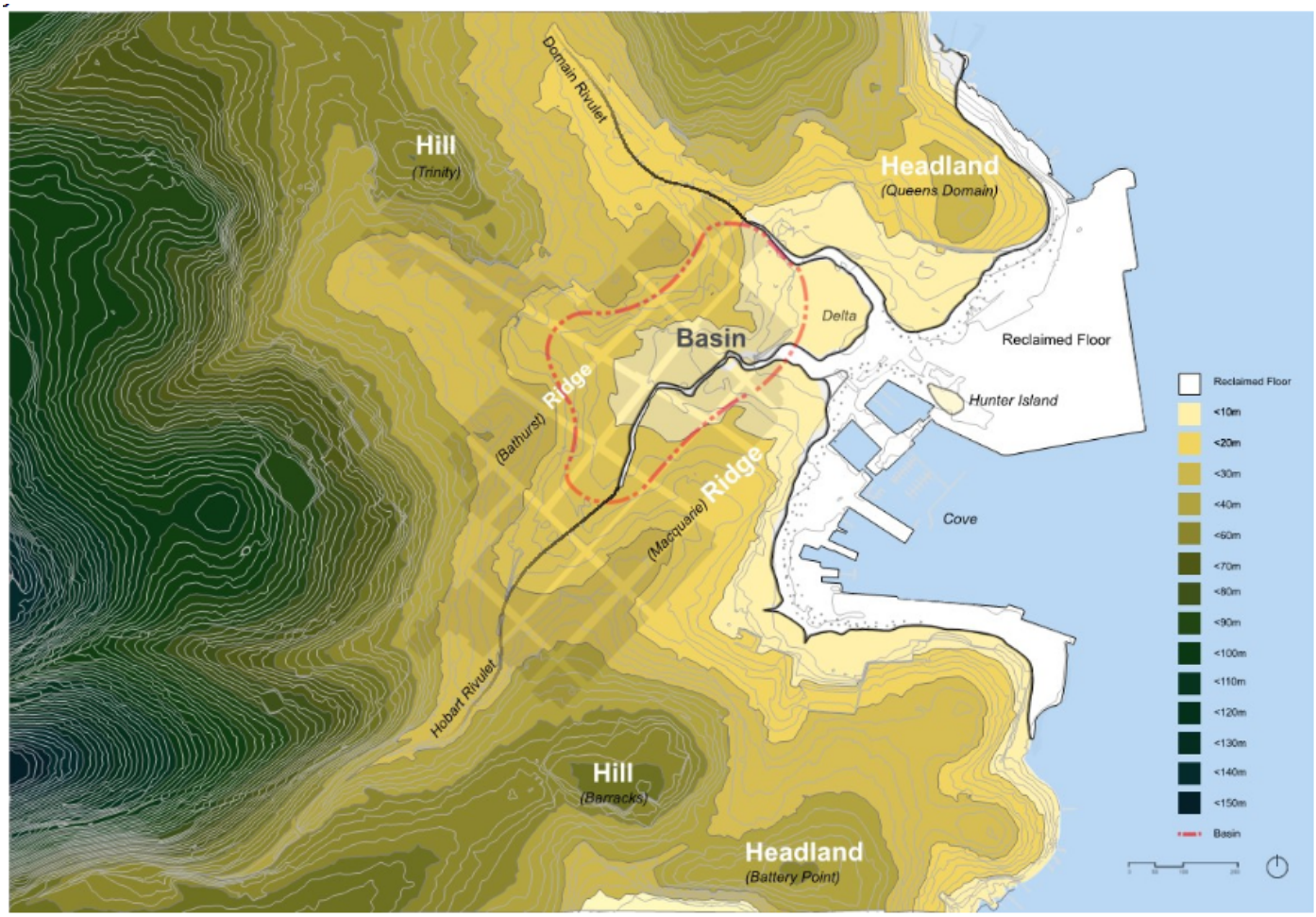
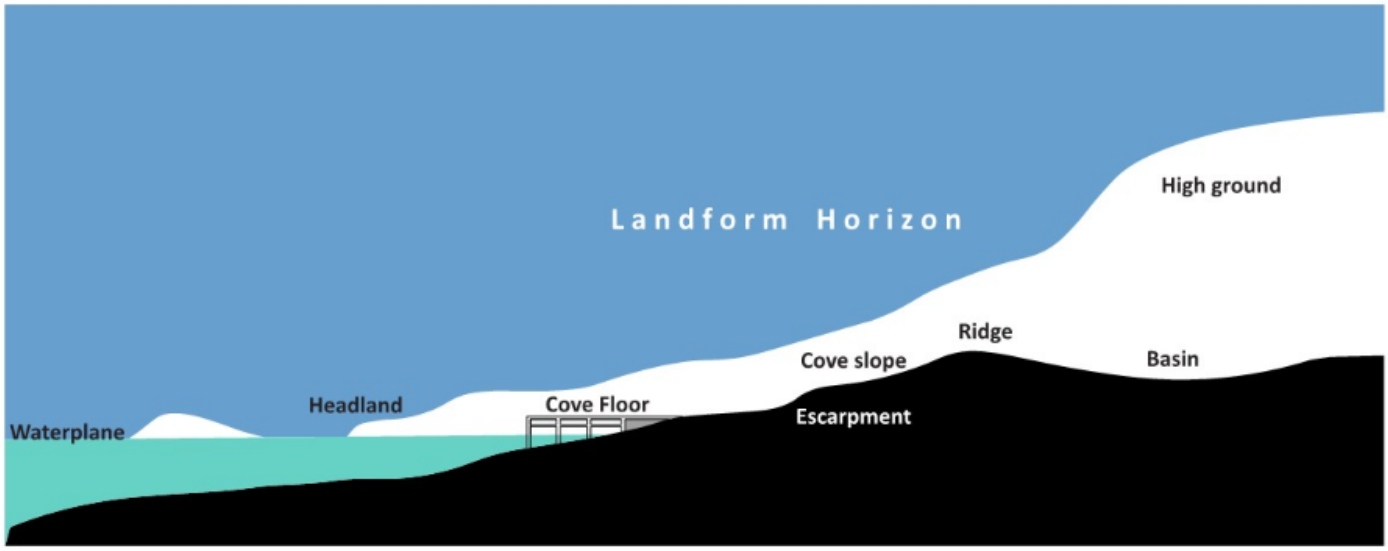
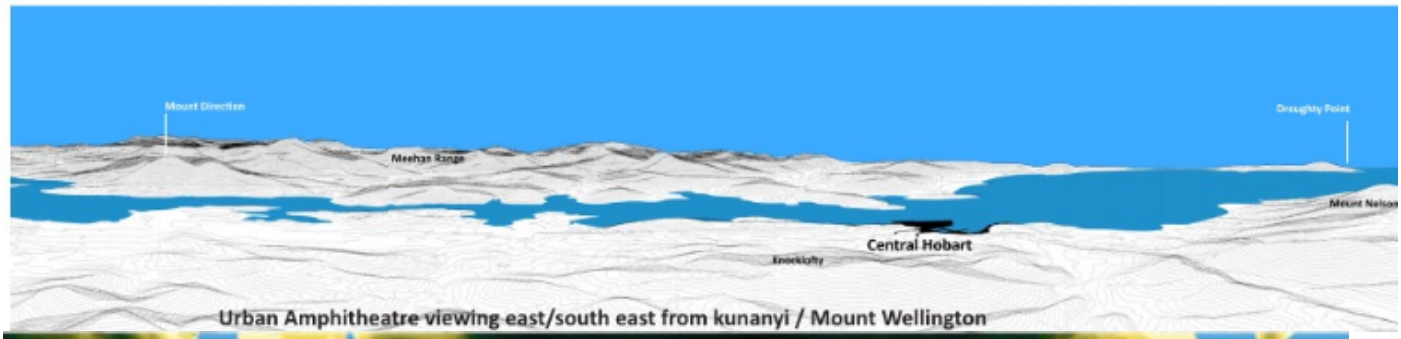


Figure 22.8 The Amphitheatre to the Cove within the Urban Amphitheatre

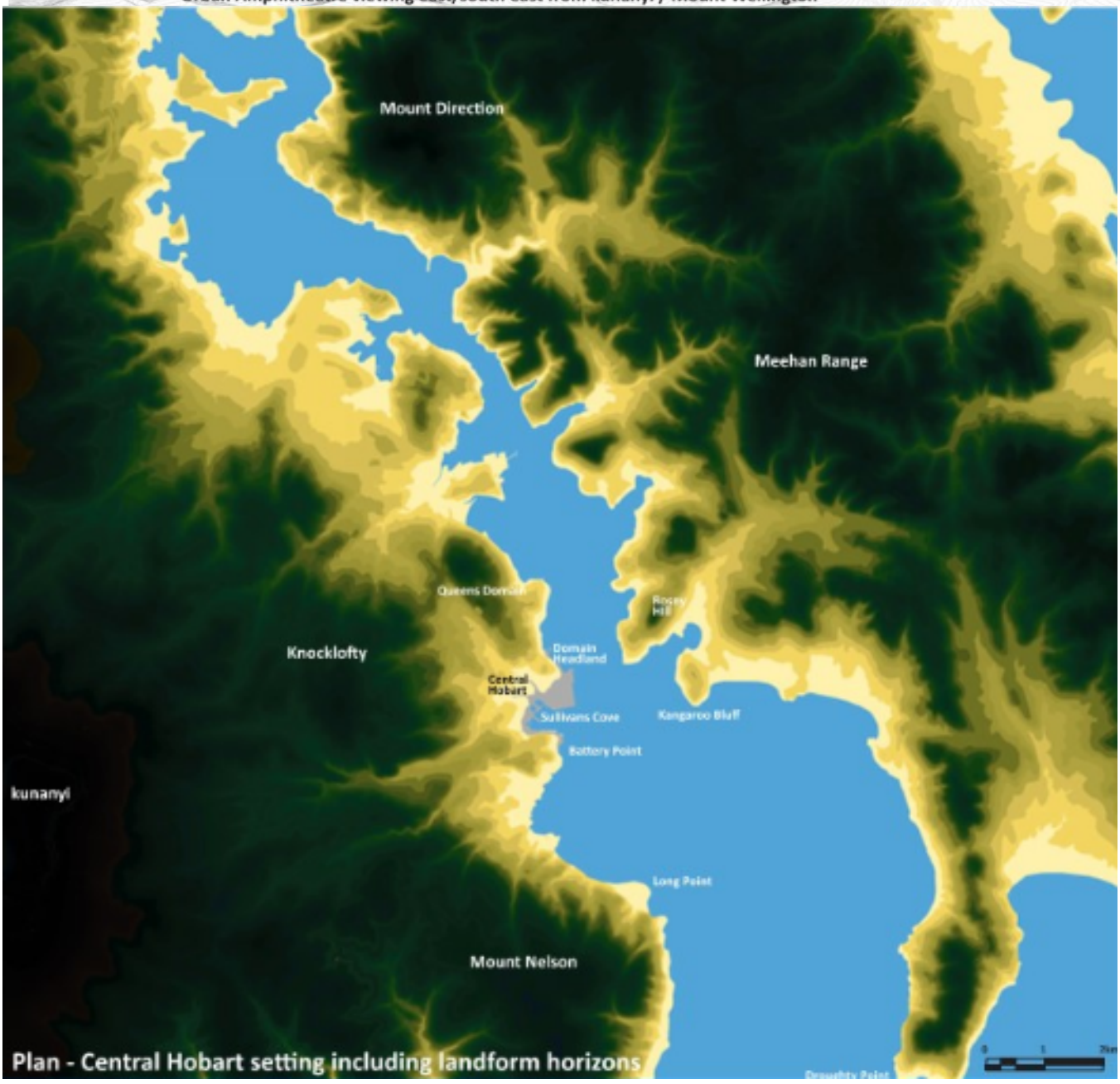


Diagrammatic section:
The Amphitheatre to the Cove within the Urban Amphitheatre, as identified in Figure 22.9

Figure 22.9 The Urban Amphitheatre: Plan and axonometric views



Urban Amphitheatre viewing east/south east from kunanyi / Mount Wellington



Plan - Central Hobart setting including landform horizons

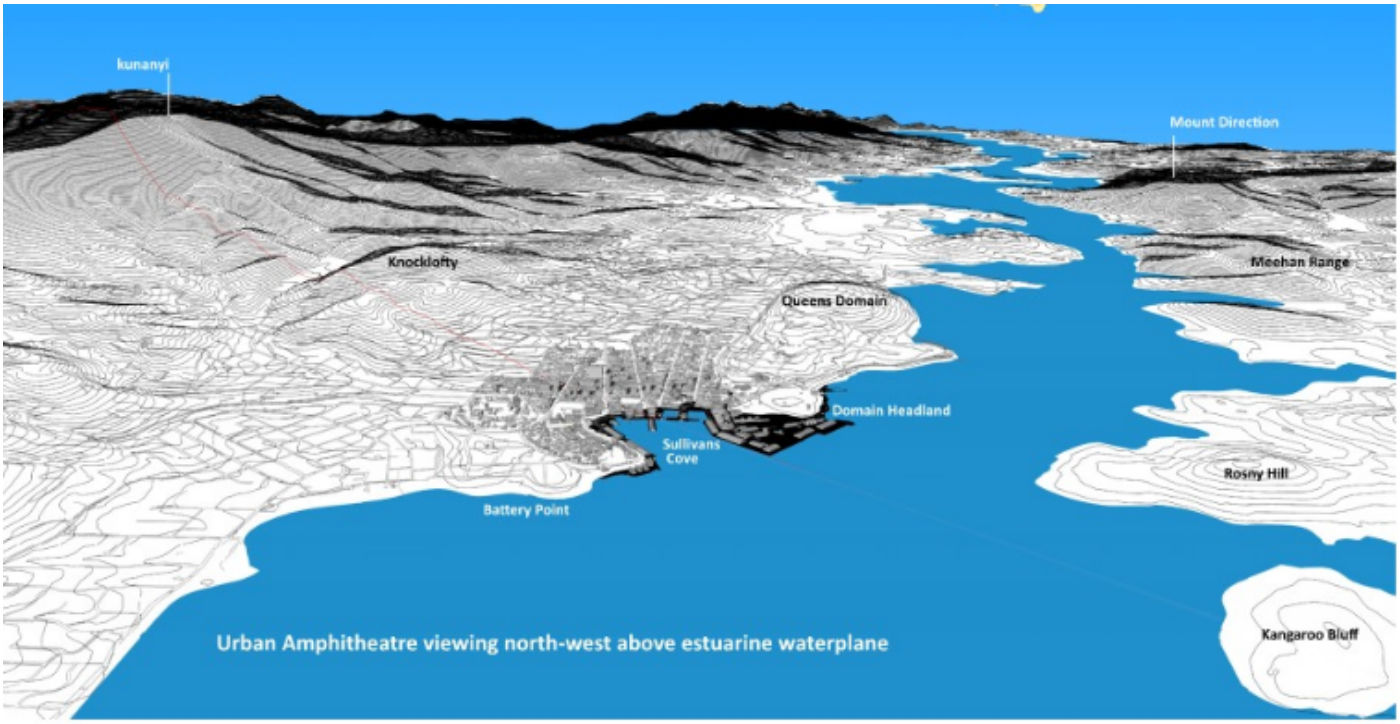


Figure 22.9 - The Urban Amphitheatre : Plan and Axonometric Views

Annexure 5

Commercial Zone draft amendments:

23.4.1 Building Height

Objective:	To ensure that building height contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone.	**Comments**
Acceptable Solutions	**Performance Criteria**	
A1 Building height must be no more than: (a) 11.5m high ~~and a maximum of 3 storeys~~; or (b) 15m high ~~and a maximum of 4 storeys~~, if the development provides at least 50% of the floor space above ground level for residential use.	**P1.1** The height, siting, bulk and design of development must respect the transition to adjacent zones and must make a positive contribution to the streetscape and townscape, having regard to: (a) the height, bulk, design and materials of proposed buildings and their compatibility with existing buildings in the area; (b) preventing unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi / Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor; (c) preventing unreasonable impacts on pedestrian amenity from overshadowing of the public footpath; (d) preventing unreasonable impacts on the amenity of public open space from overshadowing; (e) preventing unreasonable impacts on pedestrian amenity from adverse wind conditions; and **P1.2** Development must be no more than 18m in height.	A1 is amended to remove references to numbers of storeys for consistency with heights in other zones. The Performance Criteria under P1.1 are redrafted for consistency with the Performance Criteria of the Central Business Zone. The view lines and view cones that are referenced in the Performance Criteria (P1.1(b)) are identified in Section 4 of the Building Height Standards Review Report (L Woolley June 30 2018). P1.2 introduces an absolute maximum building height into the Commercial Zone. This height is consistent with the maximum height of the adjoining Height Area 5 in the Central Business Zone.

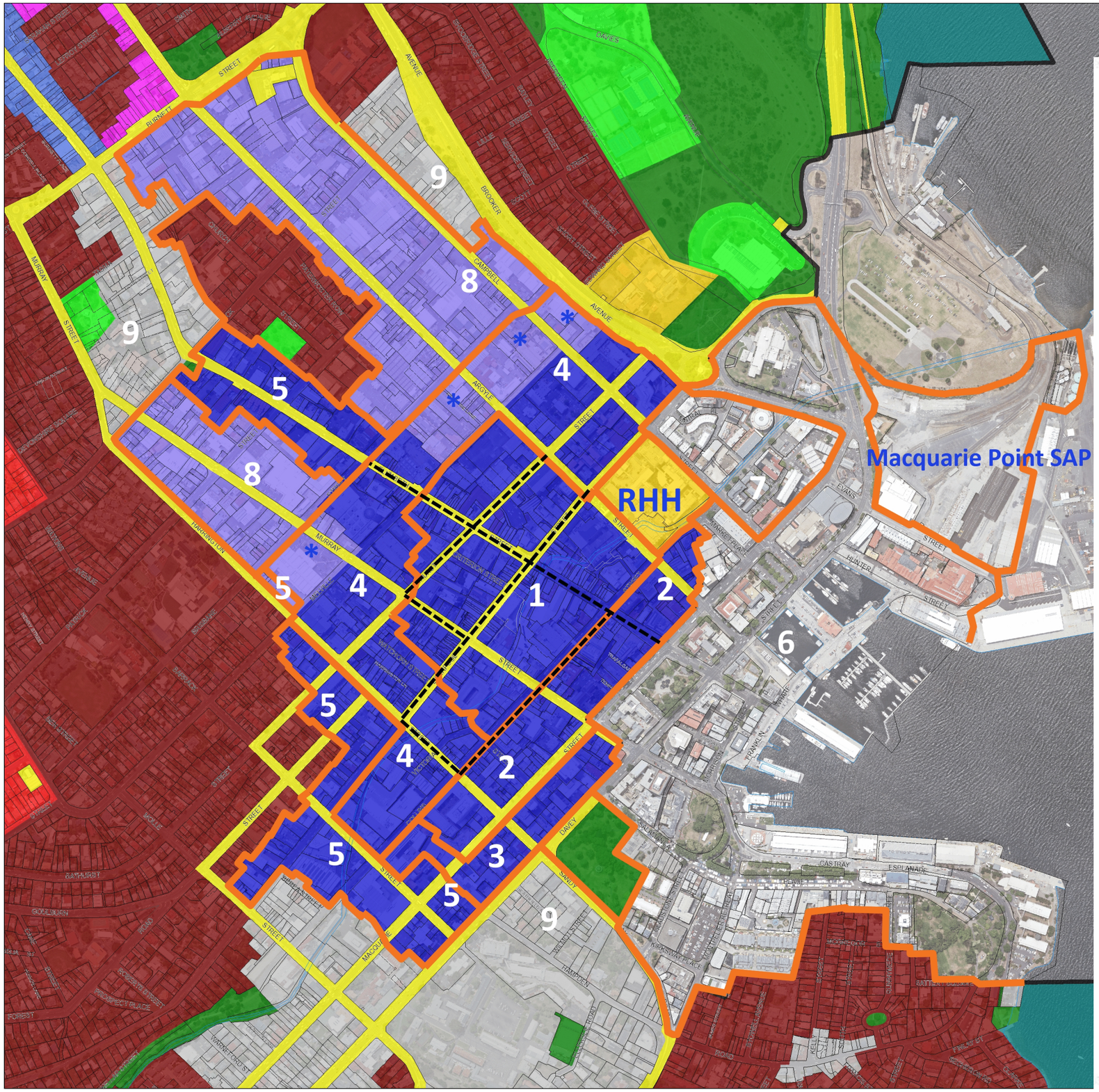
A2 Building height within 10 m of a residential zone must be no more than ~~8.5 m~~9.5m.	**P2** Building height within 10 m of a residential zone must be compatible with the building height of existing buildings on adjoining lots in the residential zone.	A2 is amended to allow for height up to 9.5m, as this is the maximum building height in the adjoining Inner Residential Zone.

23.4.2 Setback

Objective:	To ensure that building setback contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone	**Comments**
Acceptable Solutions	**Performance Criteria**	
A1 Building setback from frontage mu st be parallel to the frontage and must be no ~~less~~ more than: 0m.	**P1** Building setback from frontage must satisfy all of the following: (a) be consistent with any Desired Future Character Statements provided for the area; (b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape; (c) enhance the characteristics of the site, adjoining lots and the streetscape; (d) provide adequate opportunity for parking.	A1 should read 'no more than' rather than 'no less than'. It is intended that development is built up to the street boundary to maintain the current streetscape.
A2 Building setback from the General Residential or Inner Residential Zone must be no less than: (a) 5m; (b) Half the height of the	**P2** Building setback from General Residential or Inner Residential Zone must be sufficient to prevent unreasonable adverse impacts on residential amenity by: (c) Overshadowing and	

wall, Whichever is the greater.	reduction of sunlight to habitable rooms and private open space on adjoining lots to less than 3 hours between 9.00 am and 5.00 pm on June 21 or further decrease sunlight hours if already less than 3 hours; (d) Overlooking and loss of privacy; (e) Visual impact when viewed from adjoining lots; Taking into account aspect and slope.	

Attachment C



Height Area	Acceptable Solution Maximum Height	Performance Criterion Maximum Height
1	As per 22.4.1 A1 (30m)	60m
2	As per 22.4.1 A1 (30m)	45m
3	18m	30m
4	18m	45m or 21m if within 50m of land within Height Area 5 or the Commercial Zone.
5	As per 22.4.1 A3 (11.5m or 15m)	18m
6 Sullivans Cove	As per SCPS Figure 8 deemed to comply heights	18m
7 Wapping	As per SCPS Figure 3b Height Control Diagram and Figure 8 deemed to comply heights	21m
8 Commercial Zone	As per 23.4.1 A1 (11.5m or 15m)	18m
9 Urban Mixed Use Zone	As per 15.4.1 A1 - 10m	15m
Macquarie Point SDP	Building Envelopes provide for 15m AHD to 30m AHD	To be determined when revised Masterplan is completed

* Rezone to Central Business

Pedestrian Priority Streets

City of HOBART

Central Hobart Height Areas Draft 9/8/18

N

Scale: 1: 8,000

0 50.00 100.00 200.00

Meters

Attachment D

City of Hobart - Building heights in the Inner Core – block by block analysis

Background

The report prepared for the Hobart City Council *Building Height Standards – Review Project* by Leigh Woolley June 2018 examines building height potential for the 'inner core' region of the city. Included in the analysis are diagrams indicating the maximum heights development on the inner city blocks could be achieve, taking into consideration the Amenity Building Envelope and significant view lines. Each block is considered with regard to its maximum potential height, and whether there is the practical capacity to achieve this height.

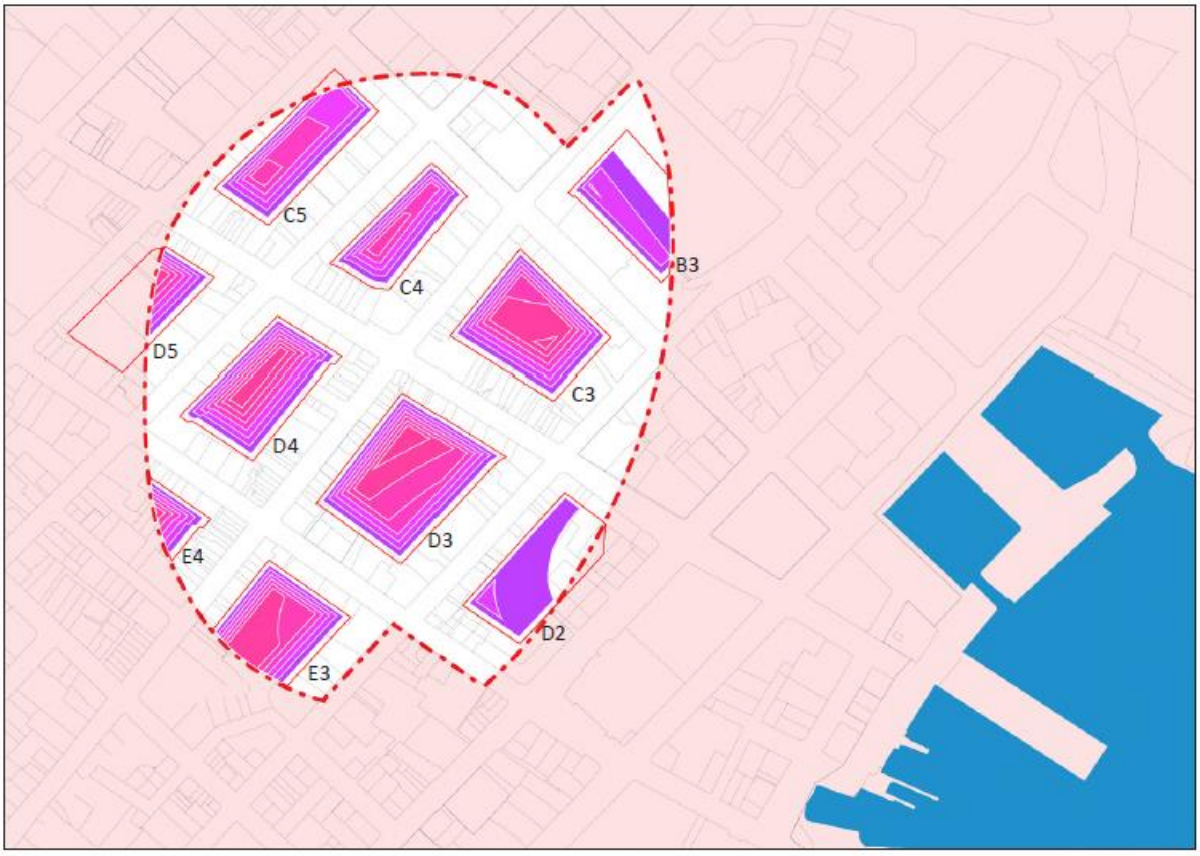


Figure 1: *Inner Core region of the city showing block identification numbers.*

50m maximum height limit

There is one block that appears to allow only for an absolute maximum of 50m – block 'D2'.

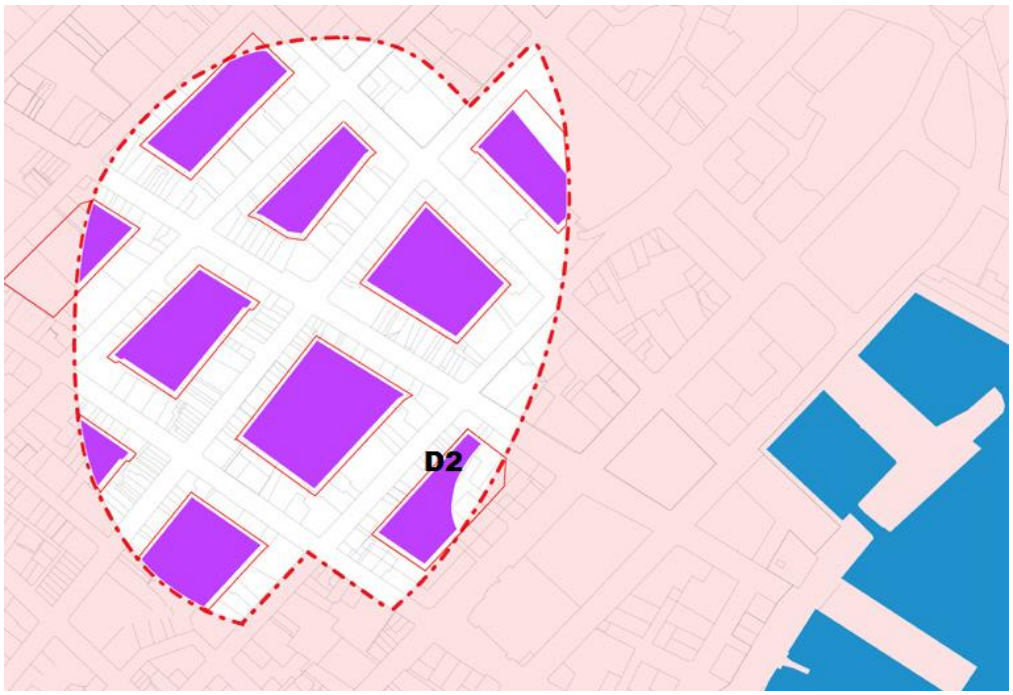


Figure 2: *possible areas for 50m maximum height limit within Inner Core*

Block D2

Figure 3: *Block 'D2', showing cadastre, aerial imagery and heritage overlay.*

- In the area shown to be capable of higher development, there is little existing high development or amalgamation of land blocks (with the exception of 110 Collins Street).
- There is an approval for a 62.2m high tower at 28-32 Elizabeth Street (Palace hotel) which is outside the suggested area of height concentration (due to view lines) and would therefore not conform to these guidelines.
- There are some significant heritage restrictions on the block (see figure 3 above), and the area that could theoretically achieve a height of 50m is almost exclusively over heritage listed places (notably St David's Cathedral and carpark) or blocks that have already been developed (110 Collins Street).
- Blocks with any practical redevelopment potential are small, surrounded by heritage places, and shallow in relation to the street frontage.
- There is likely very little practical opportunity to achieve a height of 50m.

65m maximum height limit

There are 4 blocks that appear to allow for an absolute maximum of 65m – blocks 'E4', 'D5', 'C5' and 'C4'.

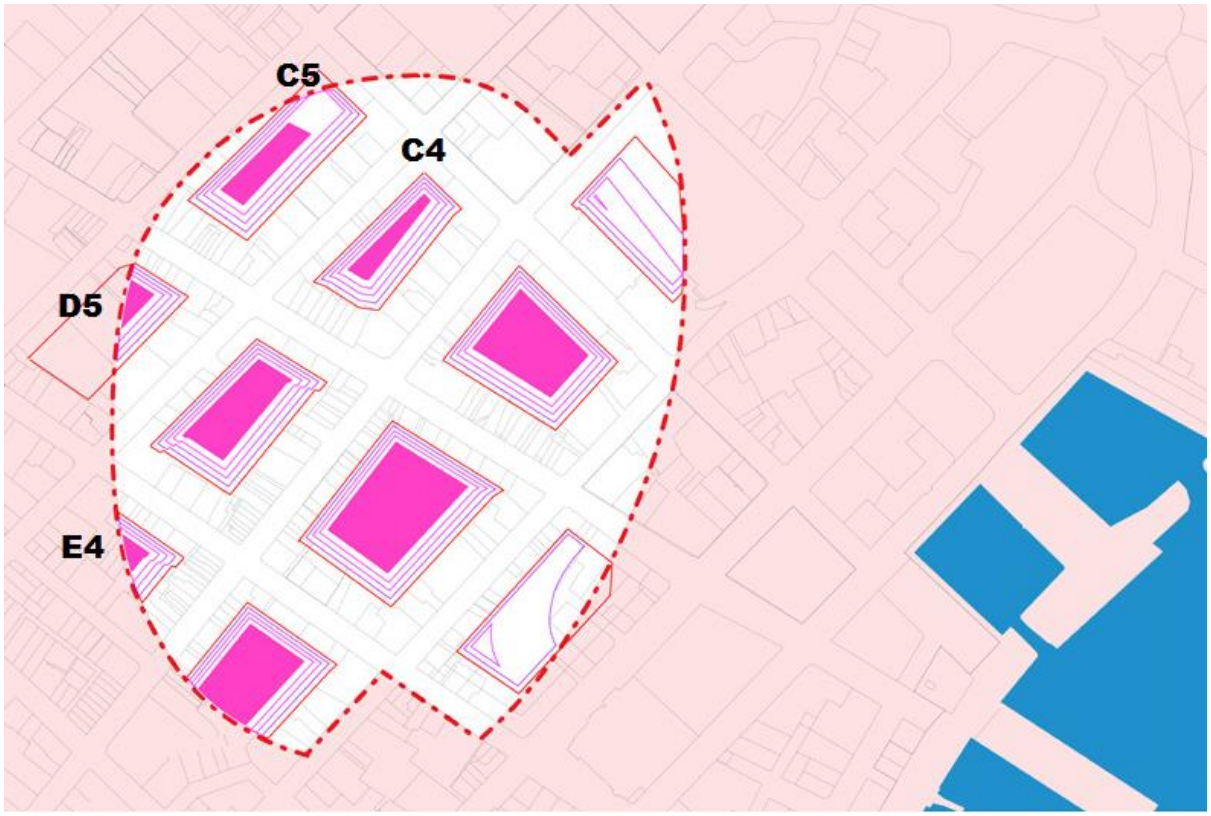


Figure 4: *possible areas for 65m maximum height limit within Inner Core*

Block E4

Figure 5: *Block 'E4', showing cadastre, aerial imagery and heritage overlay.*

- Only a small section of the block is considered to be capable of supporting development up to 65m.
- Currently there is a reasonably low level of lot amalgamation on the block
- There are some heritage listed places on the block (See Figure 5 above) but also some unlisted places that have some development potential.
- 104-110 Murray Street is intended to be redeveloped, and two permits have been issued for the site. One permit was approved for 59.4m office, shops and restaurant, which expires on 26 October 2019, and one permit for a 59.6m student accommodation building was refused by Council but approved on appeal and has an extension of time until 3 September 2019. The height diagrams for this block do not indicate it could achieve a 65m height limit.
- There is a small area to the rear of the unlisted 114-116 Murray Street that could have some potential for redevelpoment.
- Critically, the diagram showing potential heights (see Figure 4) does not account for the Amenity Building Envelope being applied to Watchorn Street, which would be required if a

development proposal were submitted. If the diagram were adjusted to include this, the maximum height would not reach 65m.

Block D5

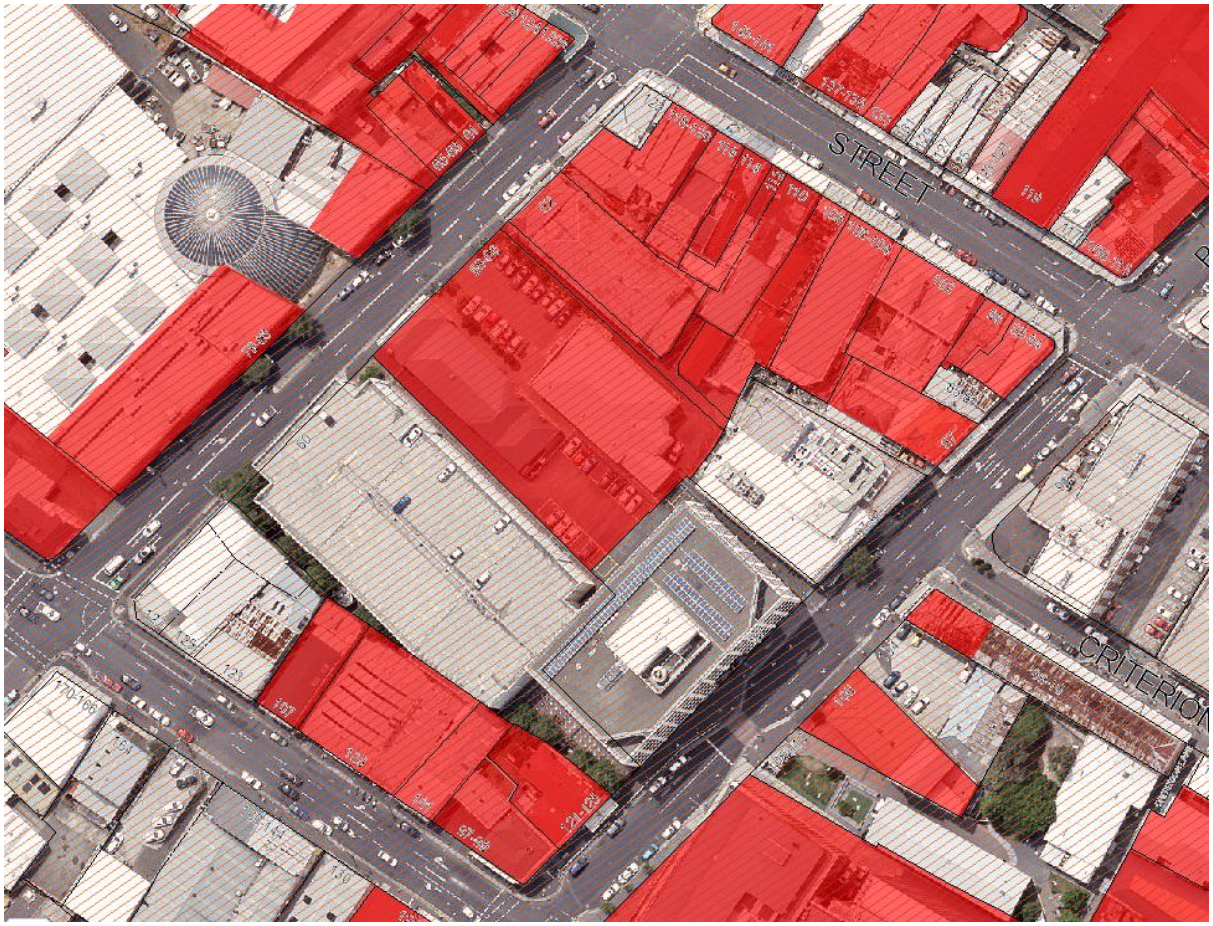


Figure 6: *Block 'D5', showing cadastre, aerial imagery and heritage overlay.*

- The area notated as being capable of achieving 65m entirely over heritage places, with listed buildings on those places taking up almost the whole area of the lots.
- In this instance, any development over the Amenity Building Envelope is completely over heritage listed buildings, so there is very limited practical development potential for higher buildings.
- The only non-listed places within the Inner Core area are 99 Bathurst Street, which has previously been developed as offices, and 93-97 Bathurst, which has not yet been developed and does have some development potential, but unlikely to 65m due to the size of the block, the aspect, surrounding development and heritage.

Block C5

Figure 7: *Block 'C5', showing cadastre, aerial imagery and heritage overlay.*

- Block C5 is one of the Inner Core blocks with the largest redevelopment potential
- heritage places concentrated along Elizabeth Street and half of Bathurst Street.
- Includes reasonably large amalgamated blocks already (except along Elizabeth Street)
- recent (May 2018) amalgamation of titles at 40 Melville Street, indicating impending redevelopment of this site is very likely. This site could potentially be capable of achieving development potential of 65m in a section at the rear, although it is on the very fringe of the Inner Core area.
- Properties fronting argyle street has lower potential for development (60m in height) due to rise in topography at the Argyle/Melville Street corner as well as impact on viewlines.
- A likely site to be redeveloped in the near future, and likely to the maximum potential of the site, is 62-66 Argyle Street. This specific site is considered by the height diagrams to have a height potential of less than 45m. it is noted, however, that development is possible outside of the Amenity Building Envelope. On adjacent properties in this location, the influence of view cones sets in if development is above 60m, and therefore it is likely 60m may be the

absolute maximum around this site, if development is permitted to extend beyond the Amenity Building Envelope.

- Another prime development site is 70-82 Argyle Street, which is a large 5508m^2 site, which has had one previous expired application for a supermarket, carpark and offices. Due to topography and viewlines, development on this site is likely to generally be restricted to a maximum of 60m with a smaller section potentially achieving 65m.

Block C4

Figure 8: *Block 'C4', showing cadastre, aerial imagery and heritage overlay.*

- Recent carpark development on the corner of Bathurst and Argyle Streets
- Existing tall buildings on the corner of Argyle and Liverpool Streets (Police headquarters) and liverpool and Elizabeth Streets (Commonwealth Bank)
- Limited development/land amalgamation potential along Liverpool and Elizabeth Street due to heritage
- Significant opportunity for development at 82-84 Bathurst Street (undeveloped car parking), particularly if amalgamation were to occur with adjacent properties at 78-80 Bathurst, 52 Bathurst, 69 Liverpool Street and 75-77 Liverpool Street. The band of higher development potential encompasses part of this site so there is potential for the maximum height of 65m to be achieved.

75m

There are 4 blocks that appear to allow for an absolute maximum of 75m – blocks ‘D4’, ‘E3’, ‘D3’ and ‘C3’.

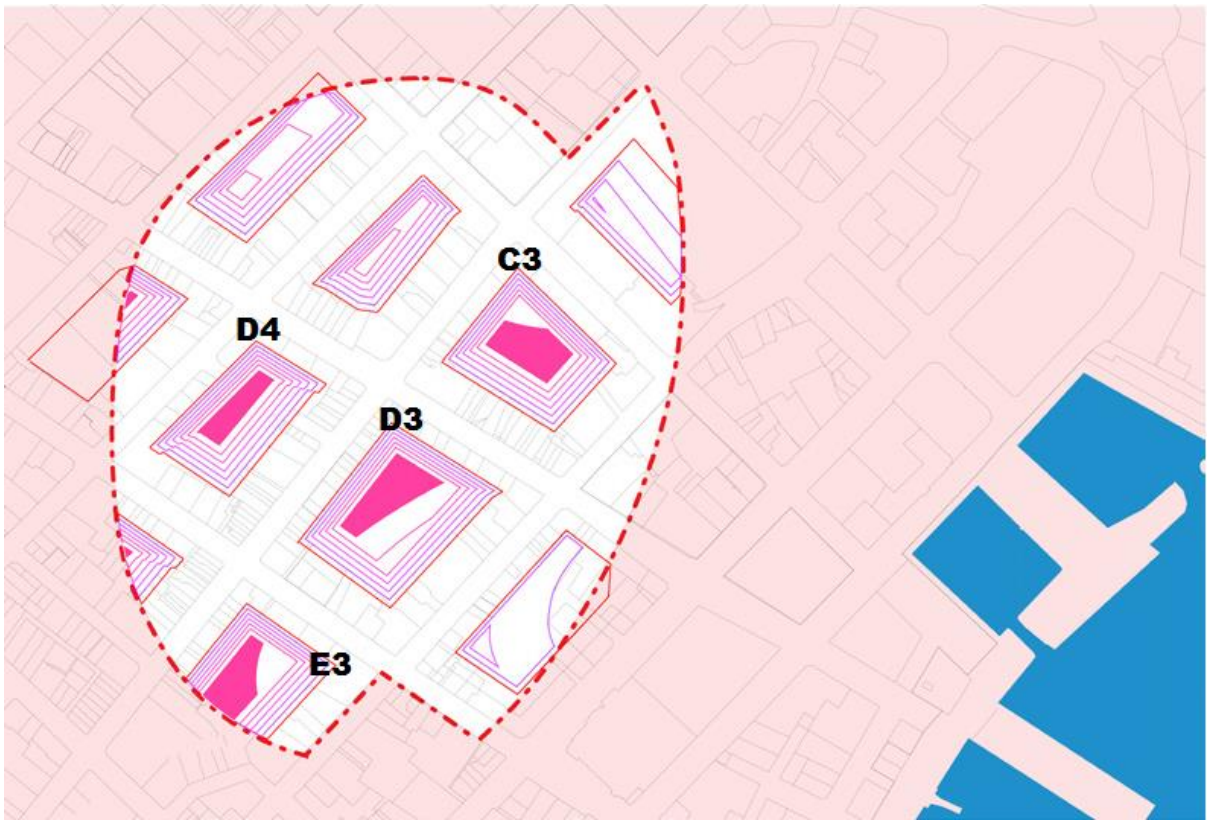


Figure 9: *possible areas for 75m maximum height limit within Inner Core*

Figure 10: *possible areas for 75m maximum height limit within Inner Core, showing approximate area in m².*

Block D4

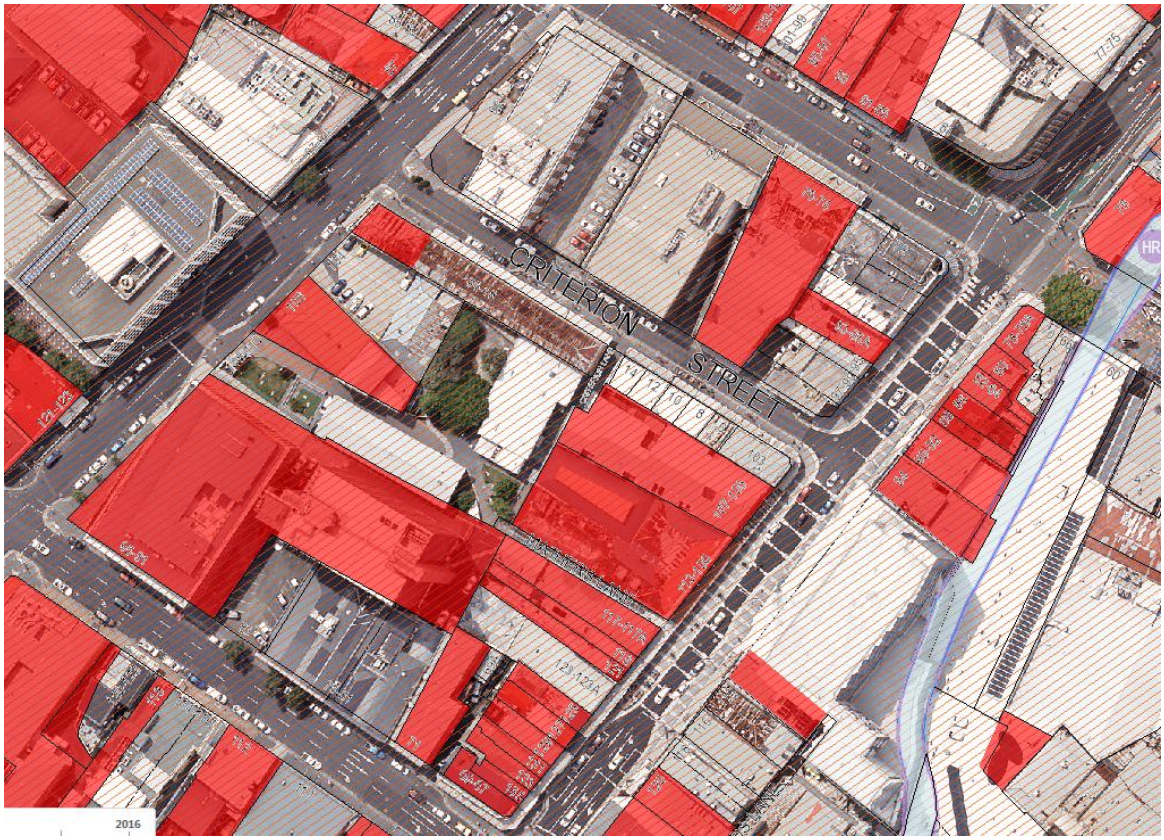


Figure 11: *Block 'D4', showing cadastre, aerial imagery and heritage overlay.*

- The section of this block considered to be able to accommodate 75m is small and partially over Criterion Street. If the Amenity Envelope were to be applied to properties fronting Criterion Street, the development potential up to this height would disappear, therefore it is considered that this block has no potential for development to 75m.

Block E3

Figure 12: *Block 'E3', showing cadastre, aerial imagery and heritage overlay.*

- The area of the block proposed to be capable of achieving 75m in height is primarily over the centrepoint carpark, which is already heavily amalgamated and developed. It is unlikely this site will be redeveloped in the near future.
- No significant heritage influence on section with higher development potential.

Block D3

Figure 13: *Block 'D3', showing cadastre, aerial imagery and heritage overlay.*

- Considered to be the 'central' Hobart block
- Largely developed with a fairly high degree of amalgamation
- Heritage considerations at frontages, but centre largely unlisted (which is where the potential for higher development is focussed.
- The centre of this block includes the Cat and Fiddle arcade, Target, Harris Scarfe, and the recently completed Icon development (maximum height of 52.7m).
- The centre of the block is largely free of heritage concerns, so there is some potential for a tower to reach more significant heights if the Cat and Fiddle Arcade/Target were substantially redeveloped.

Block C3

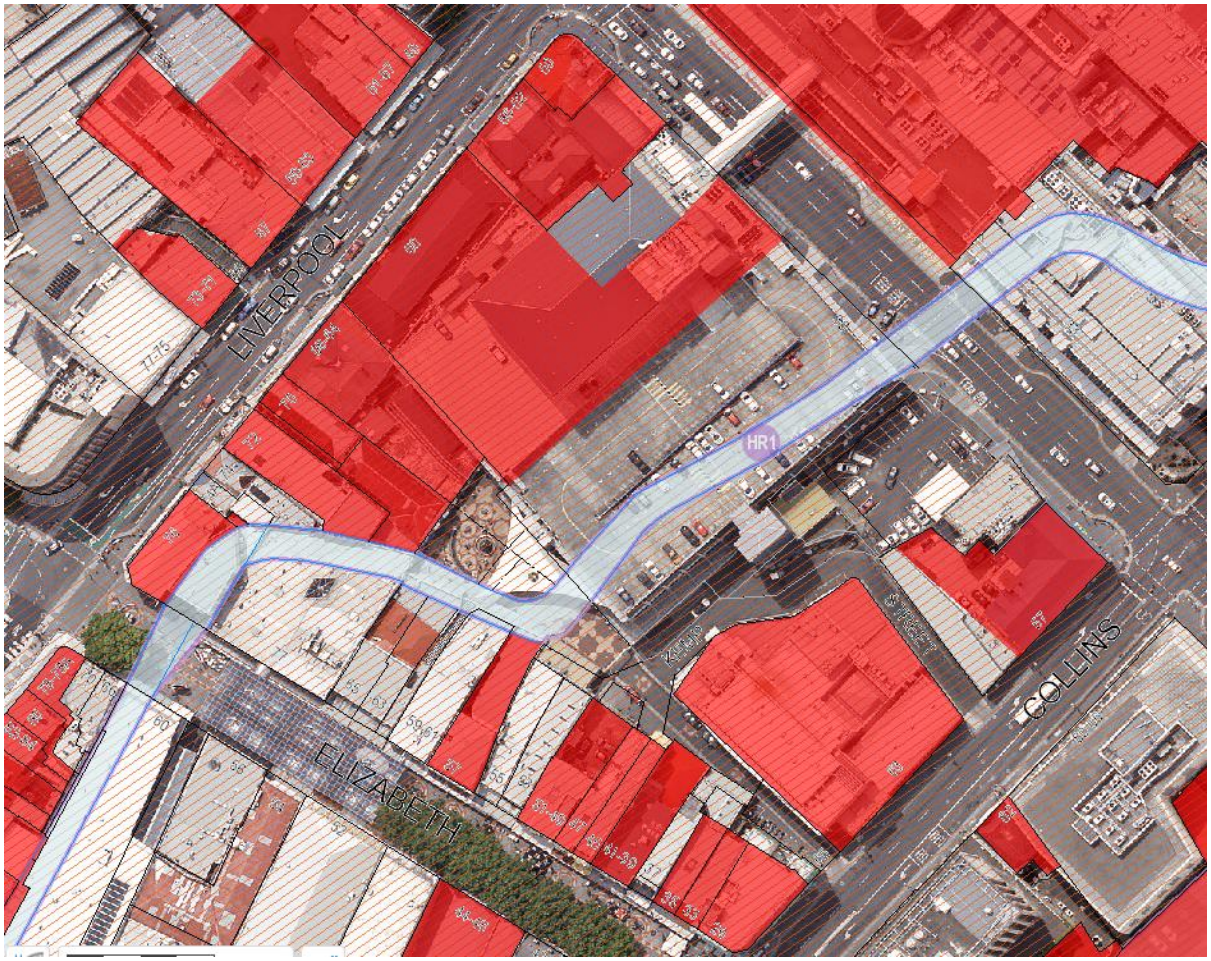


Figure 14: *Block 'C3', showing cadastre, aerial imagery and heritage overlay.*

- This block includes a relatively high degree of existing lot amalgamation and is already significantly developed, including recent development at 38, 42 and 44 Argyle Street and 52-56, 60 and 60A Liverpool Street for supermarket, shops, carpark and offices (maximum height 46.4m)
- The area considered to be capable of supporting development up to 75m is over the recently developed 42 Argyle Street and the Argyle Street carpark. It is very unlikely that further development would occur in this location, other than perhaps for further parking levels, which is unlikely to be the type of development that would be supported at such a significant height.

Discussion

It is clear that in many circumstances, the maximum potential height as modelled in the report *Building Height Standards – Review Project* would not be able to be practically achieved, due to issues such as topography, lot arrangement, heritage, existing development and identified view cones. This is particularly the case in relation to areas designated as having the potential to reach

75m in height. The only block considered to be practically capable of achieving a height of 75m is block 'D3', Hobart's most central block.

Even of those blocks considered to have a development potential up to 65m, many do not have significant practical potential up to this height. Only block C4 and C5 are considered to have any potential development sites that could in part have practical scope for redevelopment to meet 65m, although other sites within these blocks would not allow for development at this height. No significant potential redevelopment sites on any other city blocks are considered to be capable of achieving 65m. Two of the most prime sites for redevelopment (on Argyle Street between Bathurst Street and Melville Street) could only reach a maximum of 60m, due to topography and view cones.

Rather than assigning each city block a separate height limit, it is considered that the most practical approach would be to assign a single maximum height level for the whole inner core. A maximum building height of 60m is considered practical, given the limitations on development higher than this. It is noted that, unless strict height envelopes are applied to each block, the maximum height could be applied to at any point within a block, not only in areas concentrated towards the centre. Assigning a more modest (yet still significant) height limit would allow for a significant development potential but limit negative impacts of high elements that are proposed outside of the noted areas of concentration.

It is also noted that the height modelling is based purely on an Amenity Building Envelope extrapolation beneath identified view cones. Other considerations such as heritage, townscape and scale further limit setting the maximum building height at a higher level.

Even at 60m there is one city block for which this height is considered to be above what is possible under identified view cones (block D2). However, given there is very little development potential at all on this block, it is considered that a 60m maximum height will not pose a significant concern, and if development on the block were to occur, height should adequately be controlled by heritage considerations and view protection requirements.

In the one instance of block D3 where a 75m tower could be possible, there would be the potential to apply for a planning scheme amendment for a Site Specific Qualification to allow for greater height if redevelopment were desired. This could also potentially be the case for sites that may be able to support 65m. In these individual instances, an amendment process would ensure proper consideration is had to specific circumstances and whether such a height can meet all requirements of the scheme.

Conclusion

It is considered appropriate that the maximum building height be set to 60m for the entire Inner Core area of the Central Business Zone.

22.0 Central Business Zone

22.1 Zone Purpose

22.1.1 Zone Purpose Statements

22.1.1.1 To provide for business, civic and cultural, community, food, hotel, professional, retail and tourist functions within a major centre serving the region or sub-region.

22.1.1.2 To maintain and strengthen Hobart's Central Business District and immediate surrounds including, the waterfront, as the primary activity centre for Tasmania, the Southern Region and the Greater Hobart metropolitan area with a comprehensive range of and highest order of retail, commercial, administrative, community, cultural, employment areas and nodes, and entertainment activities provided.

22.1.1.3 To provide a safe, comfortable and pleasant environment for workers, residents and visitors through the provision of high quality urban spaces and urban design.

22.1.1.4 To facilitate high density residential development and visitor accommodation within the activity centre above ground floor level and surrounding the core commercial activity centre.

22.1.1.5 To ensure development is accessible by public transport, walking and cycling.

22.1.1.6 To encourage intense activity at pedestrian levels with shop windows offering interest and activity to pedestrians.

22.1.1.7 To encourage a network of arcades and through-site links characterised by bright shop windows, displays and activities and maintain and enhance Elizabeth Street Mall and links to it as the major pedestrian hub of the CBD.

22.1.1.8 To respect the unique character of the Hobart CBD and maintain the streetscape and townscape contribution of places of historic cultural heritage significance.

22.1.1.9 To provide a safe, comfortable and enjoyable environment for workers, residents and visitors through the provision of high quality spaces and urban design.

22.1.2 Local Area Objectives

There are no Local Area Objectives for this Zone.

22.1.3 Desired Future Character Statements

Desired Future Character Statements	**Implementation Strategy**
Townscape and Streetscape Character - **22.1.3.1 Objectives:** (a) That the Central Business Zone provides a compact built focus to the region, reflecting an appropriate intensity in its role as the heart of settlement. (b) That the Central Business Zone develops in a way that reinforces the layered landform rise back from the waterfront, having regard to the distinct layers of the landform, respecting the urban amphitheatre, including the amphitheatre to the Cove, while providing a reduction in scale to the Queens Domain, the Domain and Battery Point headlands and the natural rise to Barracks Hill (see Figures 22.7 and 22.8). (c) That the Central Business Zone consolidates within, and provides a transition in scale from, its intense focus in the basin, acknowledging also the change in contour along the Macquarie Ridge, including both its rising and diminishing grades, including to the low point of the amphitheatre to the Cove (see Figures 22.7, 22.8 and 22.9). (d) That the historic cultural heritage values of places and precincts in the Central Business Zone be protected and enhanced in recognition of the significant benefits they bring to the economic, social and cultural value of the City as a whole.	Clause 22.4 Development Standards for Buildings and Works

22.1.3.2 Building Siting, Bulk and Design

The siting, bulk and design of a building above the street wall and beyond the Amenity Building Envelope (see Figure 22.3) must be consistent with the objectives in clause 22.1.3.1, having regard to:

(a) the consolidation of the Central Business Zone in a manner which provides separate building forms and a layered visual effect rather than the appearance of a contiguous wall of towers;

(b) maintaining a level of permeability through city blocks by reductions in bulk as height increases allowing for sunlight into streets and public spaces;

(c) the building proportion and detail reflecting and reinforcing the streetscape pattern;

(d) the building not being an individually prominent building by virtue of its height or bulk, thus reinforcing a cohesive built form and the containment provided by the urban amphitheatre;

(e) reinforcing consistent building edges and height at the street wall allowing for solar penetration where possible;

(f) the provision of weather protection for footpaths to enhance pedestrian amenity and encourage, where appropriate, interior activity beyond the building entrance; and

(g) the provision of permeability in support of the open space network.

22.4 Development Standards for Buildings and Works

22.4.1 Building Height

Objective:

That building height:

(a) contributes positively to the streetscape and townscape;

(b) does not unreasonably impact on historic heritage character;

(c) does not unreasonably impact on important views within the urban amphitheatre;

(d) does not unreasonably impact on residential amenity of land in a residential zone; and

(e) provides significant community benefits if outside the Amenity Building Envelope.

Acceptable Solutions	Performance Criteria
A1 Building height within the Central Business Core Area in Figure 22.2 must be no more than: (a) 15m if on, or within 15m of, a south-west or south-east facing frontage; (b) 20m if on, or within 15m of, a north-west or north-east facing frontage; (c) 30m if set back more than 15m from a frontage; unless an extension to an existing building that: (i) is necessary solely to provide access, toilets, or other facilities for people with disabilities; (ii) is necessary to provide facilities required by other legislation or regulation.	**P1.1** Development contained within the Amenity Building Envelope in Figure 22.3 must make a positive contribution to the streetscape and townscape, having regard to: (a) the height, bulk and design of existing and proposed buildings; (b) the need to minimise unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi/ Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor; (c) the need to minimise unreasonable impacts on pedestrian amenity from overshadowing of the public footpath for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2; and (d) the need to minimise unreasonable impacts on the amenity of public open space from overshadowing. **P1.2** Development outside the Amenity Building Envelope in Figure 22.3 must provide significant benefits for civic amenities such as public space, pedestrian links, public art or public toilets, unless a minor extension to an existing building that already exceeds the Amenity Building Envelope, and must make a positive contribution to the streetscape and townscape, having regard to: (a) the height, bulk and design of existing and proposed buildings; (b) the need to minimise unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi/Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor; (c) the need to minimise unreasonable impacts on pedestrian amenity from overshadowing of the public footpath for city blocks with frontage to a Solar Penetration Priority Street see Figure 22.2; (d) the need to minimise unreasonable impacts on the amenity of public open space from overshadowing; (e) the need to minimise unreasonable impacts on pedestrian amenity from adverse wind conditions; and (f) the degree of consistency with the Desired Future Character Statements in clause 22.1.3.
A2 Building height within 10m of a residential zone must be no more than 8.5m.	**P2** Building height within 10m of a residential zone must be compatible with the building height of existing buildings on adjoining lots in the residential zone.

A3 Building height within the Central Business Fringe Area in Figure 22.2 must be no more than: (a) 11.5m and a maximum of 3 storeys; (b) 15m and a maximum of 4 storeys, if the development provides at least 50% of the floor space above ground floor level for residential use; unless an extension to an existing building that: (i) is necessary solely to provide access, toilets, or other facilities for people with disabilities; (ii) is necessary to provide facilities required by other legislation or regulation.	**P3.1** The siting, bulk and design of development must respect the transition between the core area of the Central Business Zone and adjacent zones and must make a positive contribution to the streetscape and townscape. **P3.2** Development outside the Amenity Building Envelope (Figure 22.3) must provide significant benefits in terms of civic amenities such as public space, pedestrian links, public art or public toilets, unless a minor extension to an existing building that already exceeds the Amenity Building Envelope, and must make a positive contribution to the streetscape and townscape, having regard to: (a) the height, bulk and design of existing and proposed buildings; (b) the need to minimise unreasonable impacts on the view lines and view cones in Figure 22.6 and on the landform horizons to kunanyi/ Mt Wellington and the Wellington Range from public spaces within the Central Business Zone and the Cove Floor; (c) the need to minimise unreasonable impacts on pedestrian amenity from overshadowing of the public footpath; (d) the need to minimise unreasonable impacts on the amenity of public open space from overshadowing; (e) the need to minimise unreasonable impacts on pedestrian amenity from adverse wind conditions; and (f) the degree of consistency with the Desired Future Character Statements in clause 22.1.3.
A4 Building height of development on the same title as a place listed in the Historic Heritage Code, where the specific extent of the heritage place is specified in Table E13.1, and directly behind that place must: (a) not exceed 2 storeys or 7.5m higher (whichever is the lesser) than the building height of any heritage building within the place, and be set back between 5m and 10m from the place (refer figures 22.4 i and 22.4 ii); and (b) not exceed 4 storeys or 15m higher (whichever is the lesser) than the building height of any heritage building within the place, and be set back more than 10m from the place (refer figures 22.4 i and 22.4 ii); or (c) comply with the building height in clauses 22.4.1 A1 and A2; whichever is the lesser.	**P4** Development on the same site as a place listed in the Historic Heritage Code and directly behind that place must: (a) be designed, sited, arranged, finished, constructed or carried out so as to not unreasonably detract from those characteristics of the place which contribute to its historic cultural heritage significance; and (b) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.

A5 Building height of development within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must: (a) not exceed 1 storey or 4m (whichever is the lesser) higher than the facade building height of a heritage building on the same street frontage (refer figure 22.5 ii); and (b) not exceed the facade building height of the higher heritage building on the same street frontage if the development is between two heritage places (refer figure 22.5 ii); or (c) comply with the building height in Clauses 22.4.1 A1 and A2; whichever is the lesser.	**P5** Building height within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must: (a) not unreasonably dominate existing buildings of cultural heritage significance; and (b) not have a materially adverse impact on the historic cultural heritage significance of the heritage place; (c) for city blocks with frontage to a Solar Penetration Priority Street in Figure 22.2, not exceed the Amenity Building Envelope illustrated in Figure 22.3, unless it can be demonstrated that the overshadowing of the public footpath on the opposite side of the Solar Penetration Priority Street does not unreasonably impact on pedestrian amenity.

22.4.2 Setback

Objective:	
To ensure that building setback contributes positively to the streetscape and does not result in unreasonable impact on residential amenity of land in a residential zone.	
Acceptable Solutions	**Performance Criteria**
A1 Building setback from frontage must be parallel to the frontage and must be no more than: 0 m	**P1** Building setback from frontage must satisfy all of the following: (a) be consistent with any Desired Future Character Statements provided for the area; (b) be compatible with the setback of adjoining buildings, generally maintaining a continuous building line if evident in the streetscape; (c) enhance the characteristics of the site, adjoining lots and the streetscape; (d) provide for small variations in building alignment only where appropriate to break up long building facades, provided that no potential concealment or entrapment opportunity is created; (e) provide for large variations in building alignment only where appropriate to provide for a forecourt for space for public use, such as outdoor dining or landscaping, provided the that no potential concealment or entrapment opportunity is created and the forecourt is afforded very good passive surveillance.
A2 Building setback from a residential zone must be no less than: (a) 6 m; (b) half the height of the wall, whichever is the greater.	**P2** Building setback from a residential zone must be sufficient to prevent unreasonable adverse impacts on residential amenity by: (a) overshadowing and reduction of sunlight to habitable rooms and private open space on adjoining lots to less than 3 hours between 9.00 am and 5.00 pm on June 21 or further decrease sunlight hours if already less than 3 hours; (b) overlooking and loss of privacy; (c) visual impact when viewed from adjoining lots, taking into account aspect and slope.

22.4.3 Design

Objective:	
To ensure that building design contributes positively to the streetscape, the amenity and safety of the public and adjoining land in a residential zone.	
Acceptable Solutions	**Performance Criteria**

A1 Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new building or alterations to an existing façade provide windows and door openings at ground floor level in the front façade no less than 40% of the surface area of the ground floor level façade; (c) for new building or alterations to an existing facade ensure any single expanse of blank wall in the ground level front façade and facades facing other public spaces is not greater than 30% of the length of the facade; (d) screen mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces; (e) incorporate roof-top service infrastructure, including service plants and lift structures, within the design of the roof; (f) not include security shutters over windows or doors with a frontage to a street or public place;	**P1** Building design must enhance the streetscape by satisfying all of the following: (a) provide the main access to the building in a way that addresses the street or other public space boundary; (b) provide windows in the front façade in a way that enhances the streetscape and provides for passive surveillance of public spaces; (c) treat large expanses of blank wall in the front façade and facades facing other public space boundaries with architectural detail or public art so as to contribute positively to the streetscape and public space; (d) ensure the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is insignificant when viewed from the street; (e) ensure roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact; (f) not provide awnings over the public footpath only if there is no benefit to the streetscape or pedestrian amenity or if not possible due to physical constraints; (g) only provide shutters where essential for the security of the premises and other alternatives for ensuring security are not feasible; (h) be consistent with any Desired Future Character Statements provided for the area.
A2 Walls of a building facing a residential zone must be coloured using colours with a light reflectance value not greater than 40 percent.	**P2** No Performance Criteria.
A3 The facade of buildings constructed within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must: (a) include building articulation to avoid a flat facade appearance through evident horizontal and vertical lines achieved by setbacks, fenestration alignment, design elements, or the outward expression of floor levels; and (b) have any proposed awnings the same height from street level as any awnings of the adjacent heritage building.	**P3** The facade of buildings constructed within 15m of a frontage and not separated from a place listed in the Historic Heritage Code by another building, full lot (excluding right of ways and lots less than 5m width) or road (refer figure 22.5 i), must: (a) be of a design sympathetic to the elevational treatment and materials of the existing heritage building; and (b) not unreasonably detract from the historic cultural heritage significance of the existing heritage place.
A4 For new buildings or alterations to existing façades within the Active Frontage Overlay (Figure 22.1) provide windows with clear glazing and door openings at ground floor level in the front façade and façades facing other public space boundaries no less than 80% of the surface area;	**P4** Provide windows in the front façade in a way that enhances the streetscape, provides for an active street frontage and passive surveillance of public spaces.
A5 For new buildings or alterations to existing façades within the Active Frontage Overlay (Figure 22.1) awnings must be provided over public footpaths.	**P5** Awnings may not be provided over the public footpath only if there is no benefit to the streetscape or pedestrian amenity.

22.4.4 Passive Surveillance

Objective:	
To ensure that building design provides for the safety of the public.	
Acceptable Solutions	**Performance Criteria**

A1	**P1**
Building design must comply with all of the following: (a) provide the main pedestrian entrance to the building so that it is clearly visible from the road or publicly accessible areas on the site; (b) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the front façade which amount to no less than 40 % of the surface area of the ground floor level facade; (c) for new buildings or alterations to an existing facade provide windows and door openings at ground floor level in the façade of any wall which faces a public space or a car park which amount to no less than 30 % of the surface area of the ground floor level facade; (d) avoid creating entrapment spaces around the building site, such as concealed alcoves near public spaces; (e) provide external lighting to illuminate car parking areas and pathways; (f) provide well-lit public access at the ground floor level from any external car park.	Building design must provide for passive surveillance of public spaces by satisfying all of the following: (a) provide the main entrance or entrances to a building so that they are clearly visible from nearby buildings and public spaces; (b) locate windows to adequately overlook the street and adjoining public spaces; (c) incorporate shop front windows and doors for ground floor shops and offices, so that pedestrians can see into the building and vice versa; (d) locate external lighting to illuminate any entrapment spaces around the building site; (e) provide external lighting to illuminate car parking areas and pathways; (f) design and locate public access to provide high visibility for users and provide clear sight lines between the entrance and adjacent properties and public spaces; (g) provide for sight lines to other buildings and public spaces.

22.4.5 Landscaping

Landscaping is not regulated in this zone in this planning scheme. It is not considered necessary in the Hobart context.

22.4.6 Outdoor Storage Areas

Objective:	
To ensure that outdoor storage areas for non-residential use do not detract from the appearance of the site or the locality.	
Acceptable Solutions	**Performance Criteria**
A1 Outdoor storage areas for non-residential uses must comply with all of the following: (a) be located behind the building line; (b) all goods and materials stored must be screened from public view; (c) not encroach upon car parking areas, driveways or landscaped areas.	**P1** Outdoor storage areas for non-residential uses must satisfy all of the following: (a) be located, treated or screened to avoid unreasonable adverse impact on the visual amenity of the locality; (b) not encroach upon car parking areas, driveways or landscaped areas.

22.4.7 Fencing

Objective:	
To ensure that fencing does not detract from the appearance of the site or the locality and provides for passive surveillance.	
Acceptable Solutions	**Performance Criteria**

A1 Fencing must comply with all of the following: (a) fences, walls and gates of greater height than 1.5m must not be erected within 4.5m of the frontage; (b) fences along a frontage must be at least 50% transparent above a height of 1.2m; (c) height of fences along a common boundary with land in a residential zone must be no more than 2.1m and must not contain barbed wire.	**P1** Fencing must contribute positively to the streetscape and not have an unreasonable adverse impact upon the amenity of land in a residential zone which lies opposite or shares a common boundary with a site, having regard to all of the following: (a) the height of the fence; (b) the degree of transparency of the fence; (c) the location and extent of the fence; (d) the design of the fence; (e) the fence materials and construction; (f) the nature of the use; (g) the characteristics of the site, the streetscape and the locality, including fences; (h) any Desired Future Character Statements provided for the area.

22.4.8 Pedestrian Links

Objective:	
To ensure that the existing network of malls, arcades and through-site links is maintained.	
Acceptable Solutions	**Performance Criteria**
A1 Existing malls, arcades and through-site links must be retained.	**P1** Building design must comply with all of the following; (a) Opportunities for through site pedestrian links are not reduced; (b) Connections are provided to existing malls and arcades.

Figure 22.1 Active Frontage Overlay

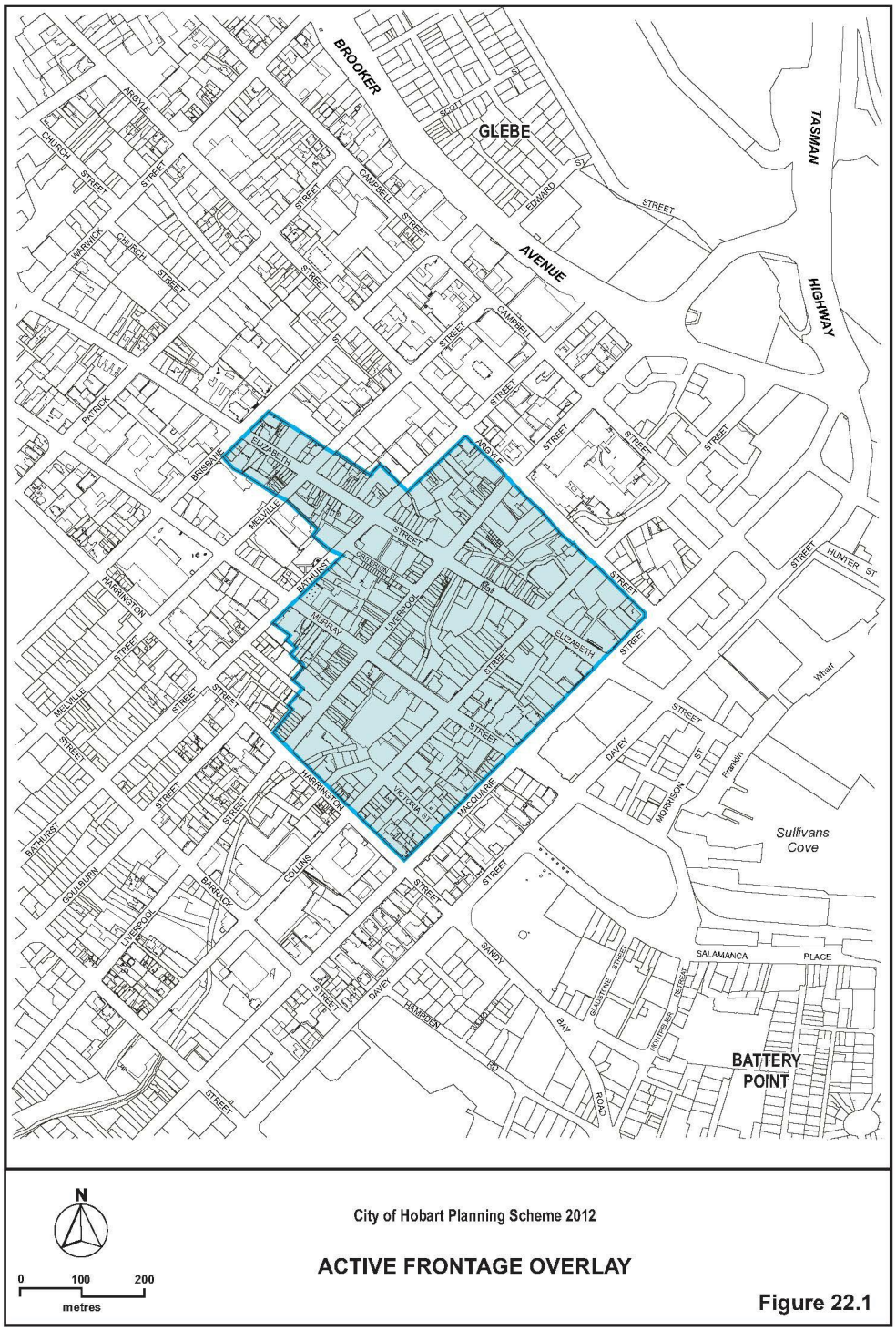


Figure 22.2 Central Business Zone Height Areas

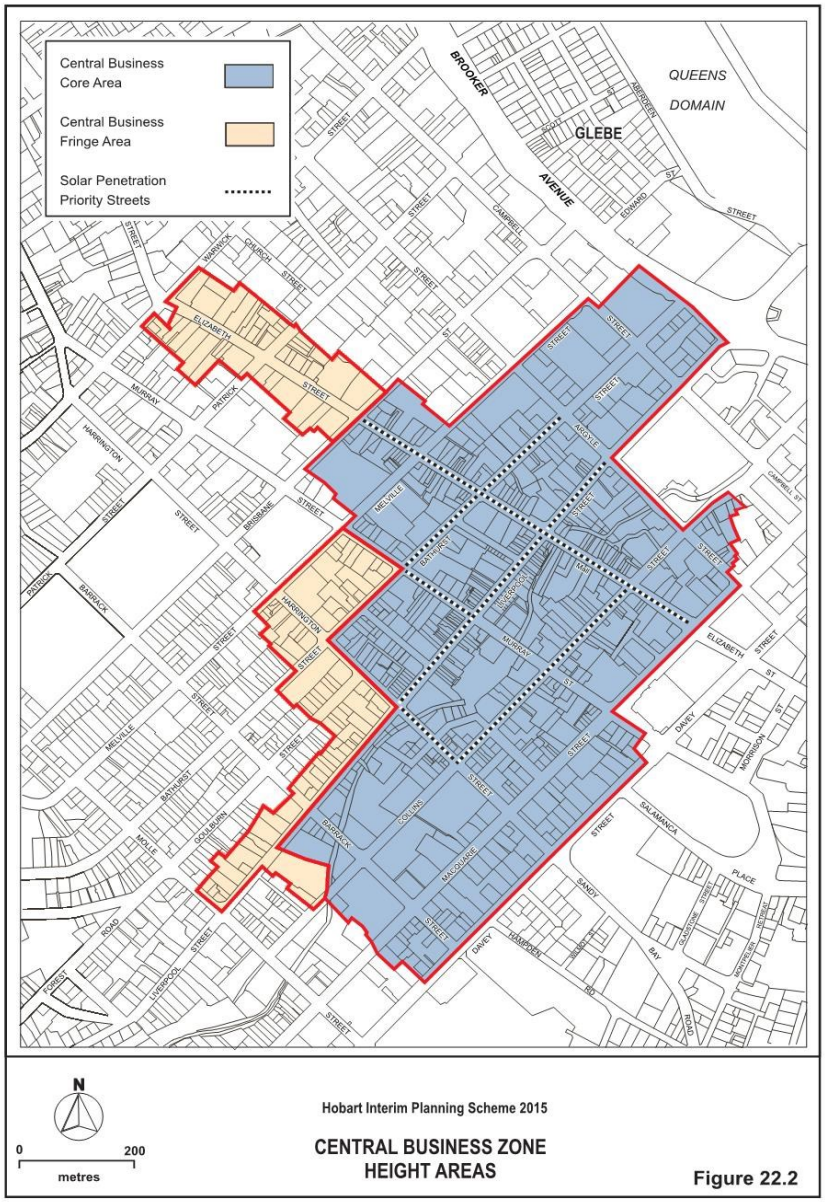
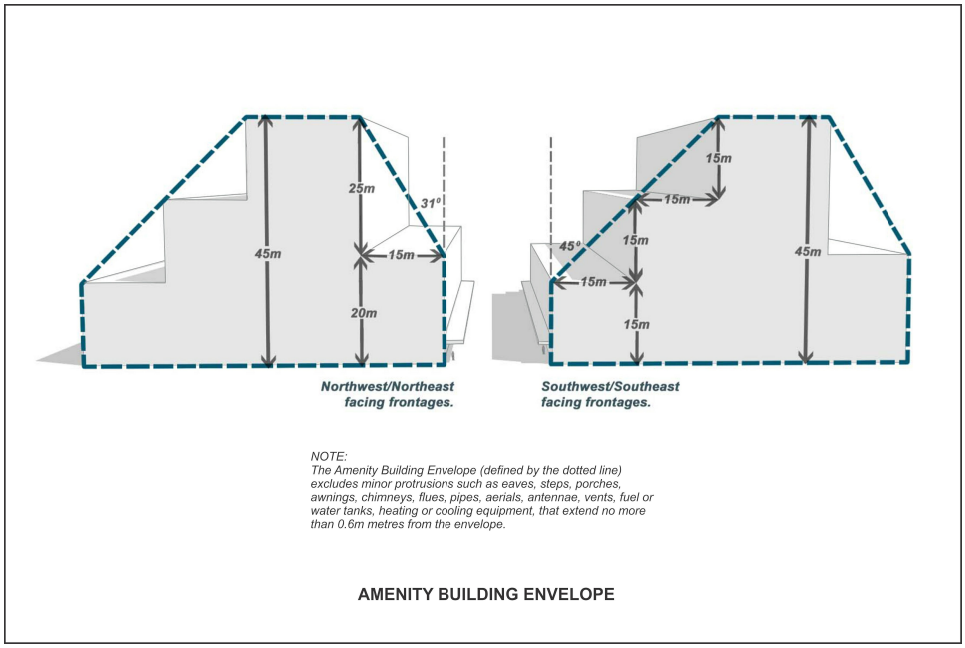


Figure 22.3 Amenity Building Envelope



Footnotes

The Amenity Building Envelope has been developed with regard to heritage, streetscape and sense of scale, wind tunneling effects and solar penetration.

The 20m height at the northwest/northeast facing frontages maintains a 1:1 ratio of street:building height for the purposes of townscape aesthetics and maintaining a human scale.

The 15m height and subsequent 45 degree building envelope angle at southwest/southeast facing frontages maintains sufficient solar penetration to the opposite side of the street and also helps to control air and wind turbulence.

The Amenity Building Envelope is shown by the thick dotted lin. The 15m setbacks for the 'steps' of development shown within the envelope are suggestive only. Development does not have to comply with the suggested 15m setbacks in order to comply with the envelope.

Figure 22.4 i Plan View of Permitted Development Under 22.4.1 A4

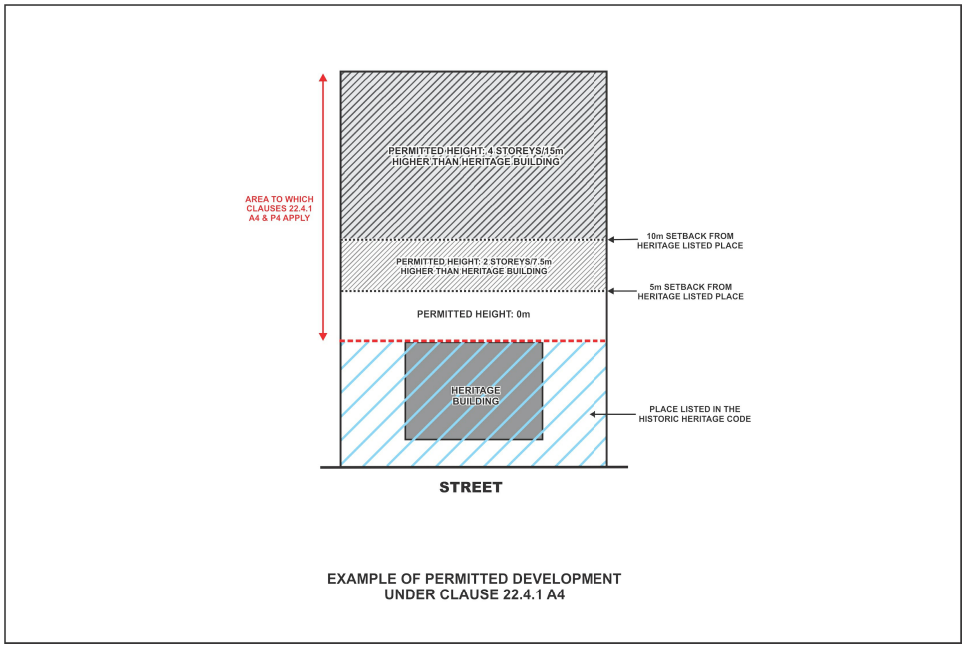
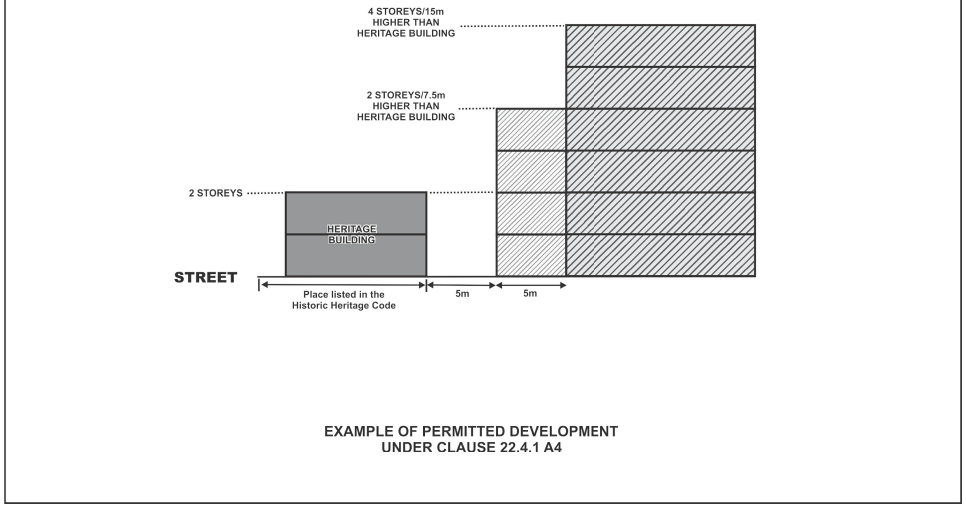


Figure 22.4 ii Elevation View of Permitted Development Under 22.4.1 A4



EXAMPLE OF PERMITTED DEVELOPMENT
UNDER CLAUSE 22.4.1 A4

Figure 22.5 i Heritage Streetscape Standard

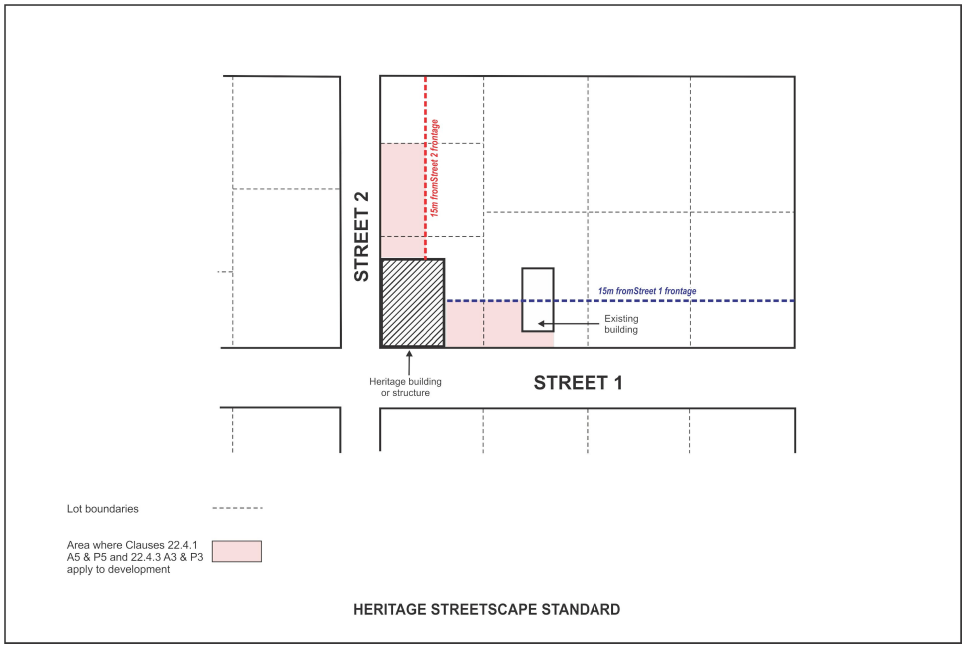


Figure 22.5 ii Heritage Streetscape Standard Height Example

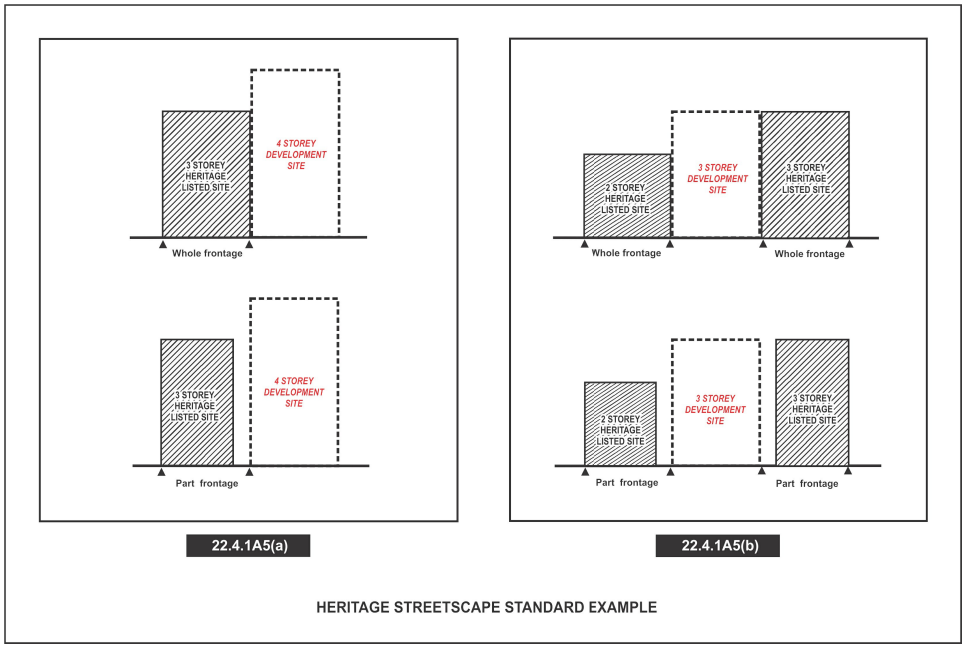


Figure 22.6 – View Lines and View Cones

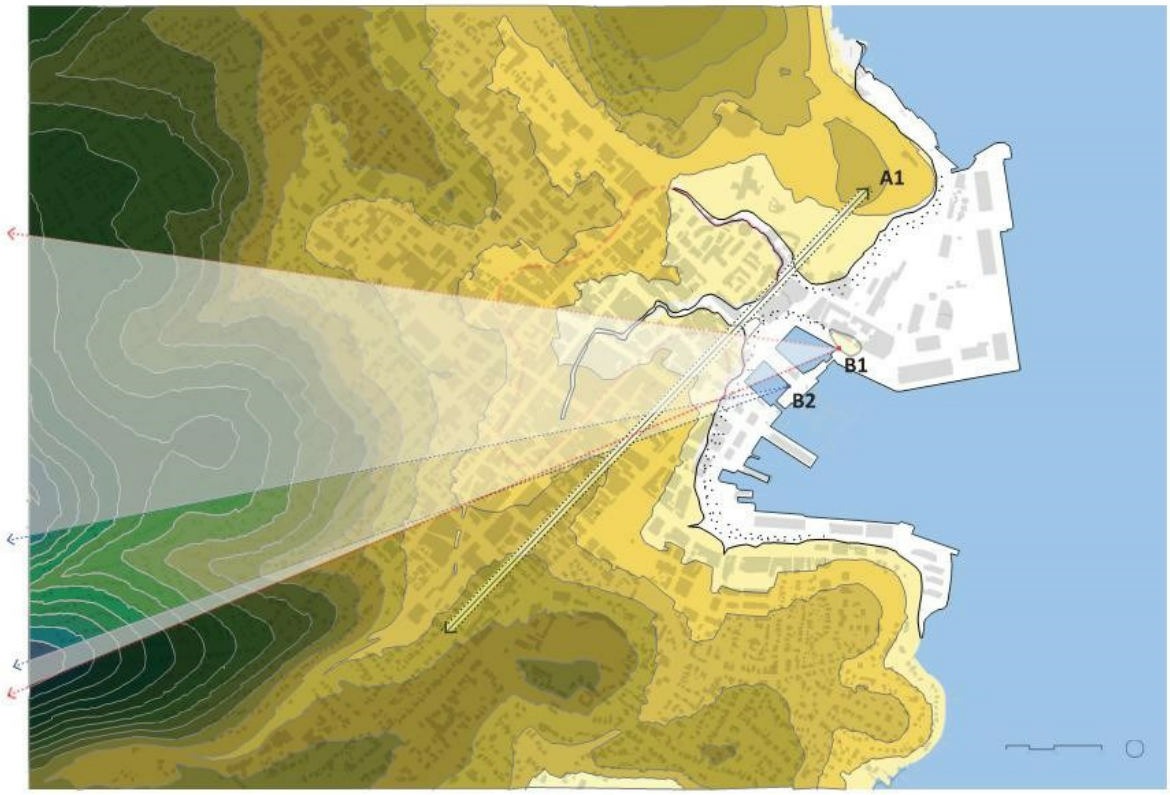


Fig. 22.6 View Lines and View Cones

Legend :

A 1 : Macquarie Street to / from Cenotaph
View line width = street width

B 1 : Hunter Street (above Hunter Island) to kunanyi (Mount Wellington)
Cone Width : 22 ^{0} 21' at horizon, 32^{0} extent of arc
Cone Elevation : 7^{0} 55', Base of cone : 6^{0} 41'
View Point :
E : 474822.332
N: 658943.174

B 2 : Franklin Wharf (Constitution Dock edge - 10 m from SE corner) to face of kunanyi (Mount Wellington)
Angle from horizontal : 8^{0} 34'
Building edges (left) : 81^{0} 49' (upper) 85^{0} 16' (lower)
Building edges (right) : 81^{0} 33' (upper) 82 30 (mid) 85^{0} 16' (lower)
View Point :
E : 474685.740
N : 658836.092

Figure 22.7 – Central Hobart Landform Structure

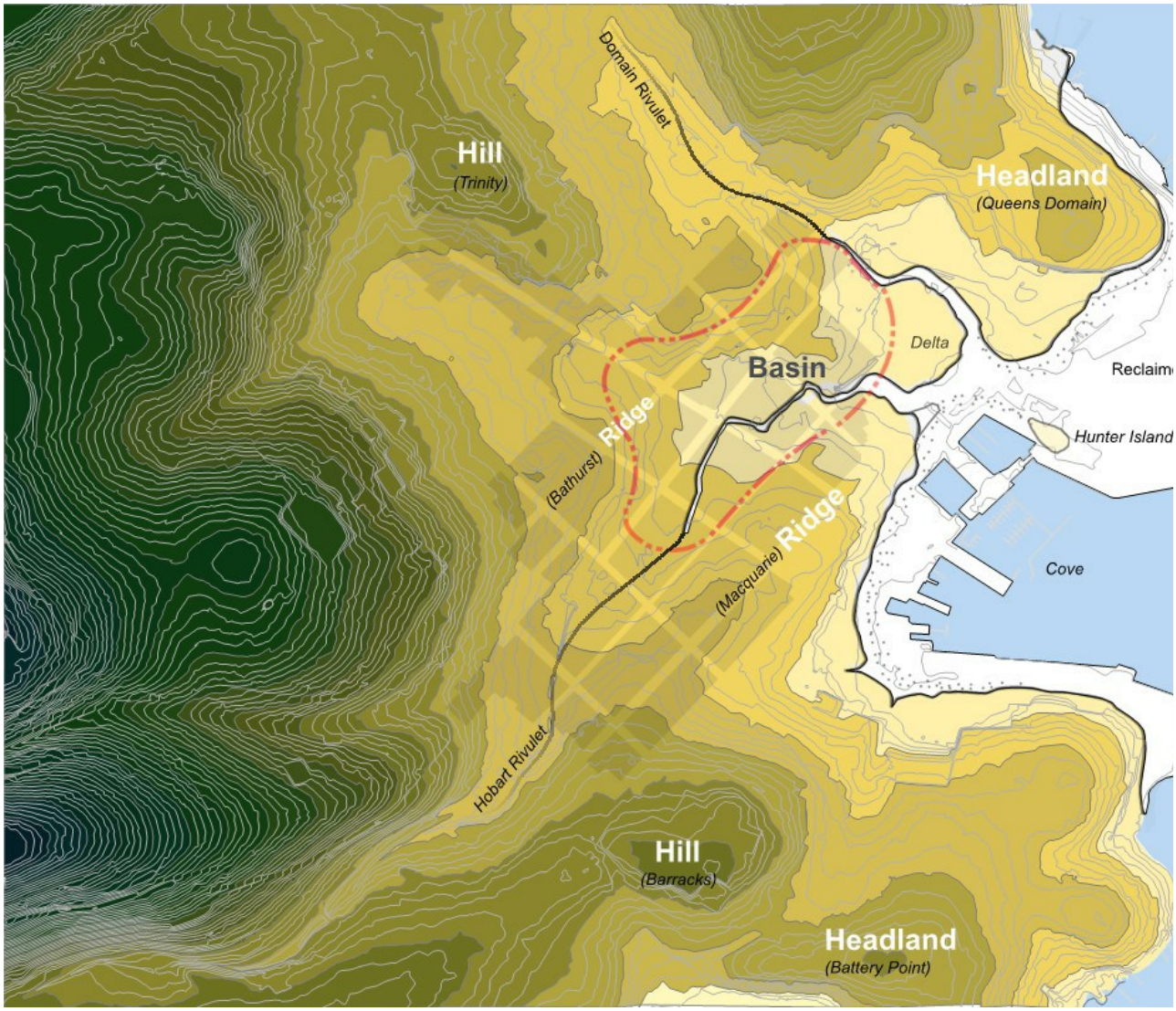
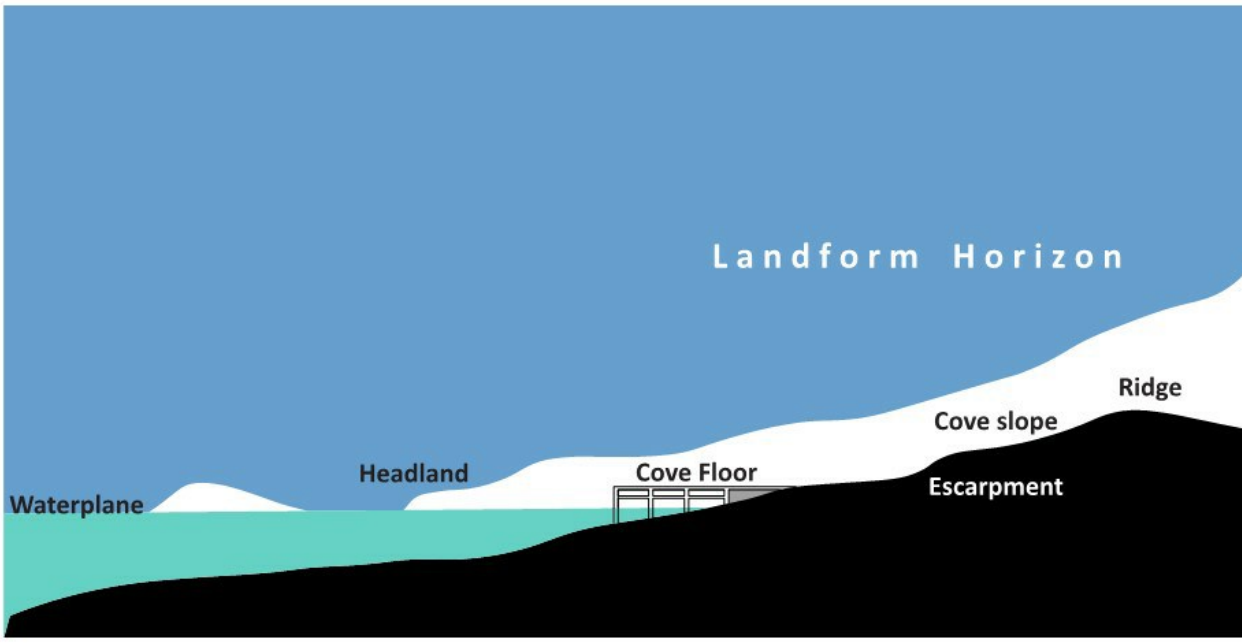
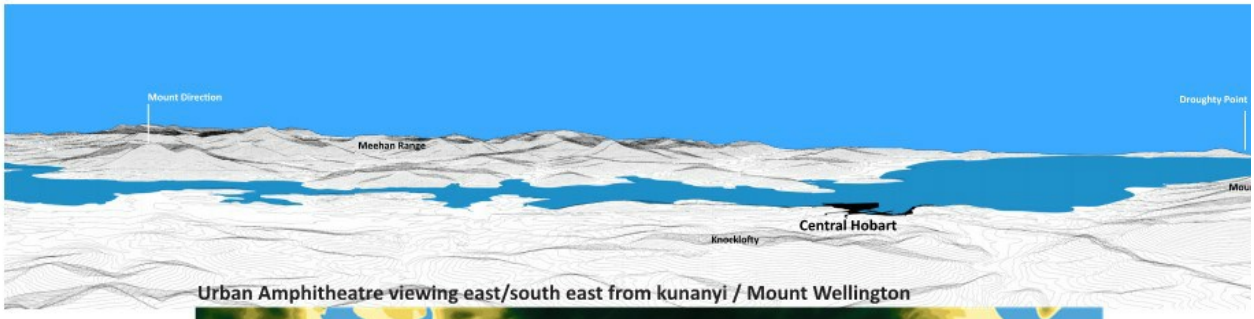


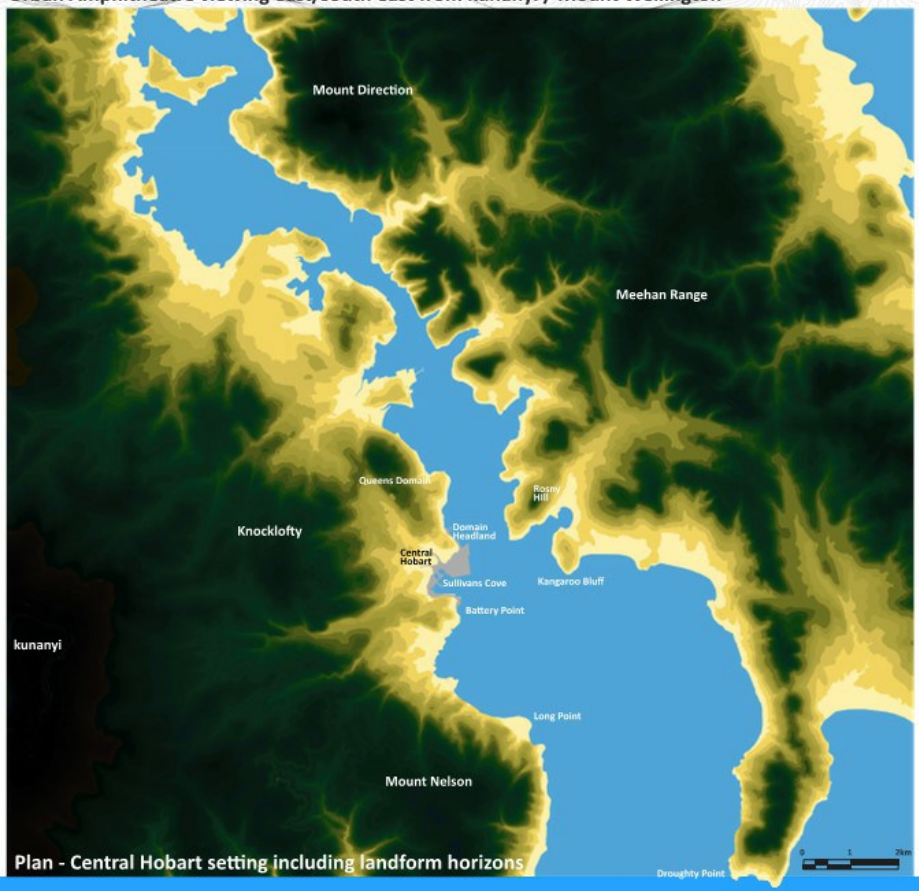
Figure 22.8 – The Amphitheatre to the Cove within the Urban Amphitheatre



Diagrammatic section:
The Amphitheatre to the Cove within the Urban Amphitheatre, as identi

Figure 22.9 – The Urban Amphitheatre: Plan and axonometric views





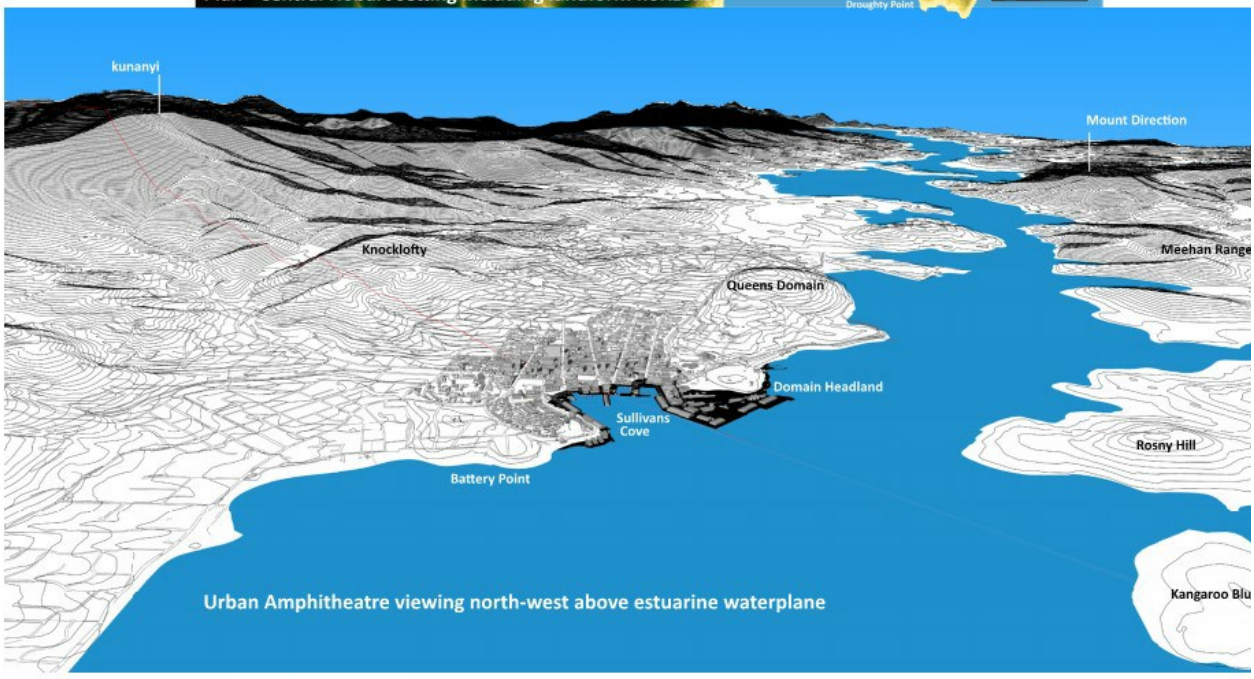


Figure 22.9 - The Urban Amphitheatre : Plan and Axonometric Views

Map 22.1 Central Business Zone Active Frontage - LISTmap

HOBART CITY COUNCIL

SULLIVANS COVE PLANNING SCHEME

Scheme Boundary

Heights as per Wapping Local Area Plan

N

SULLIVANS COVE

RIVER DERWENT

Deemed to Comply Heights

8 metres	
9 metres	
12 metres	
15 metres	
18 metres	
15 metres[4]	
Height discretionary	

NOTES

1. *Plot ratio is determined by reference to maximum height - refer Schedule*
2. *Height and bulk are also determined by reference to Places of Cultural Significance - in Schedule 1 - Conservation of Cultural Heritage Values.*
3. *For places listed in Table 1, Schedule 1 - Conservation of Cultural Heritage Values, the maximum permitted height shall be that of the principal building.*
4. *Development for a use in Tables 19.3.1 & 19.3.2 except car park. Height for the development of a car park and any other use is discretionary.*

0 50 100 150 200
metres

Figure 8

DEEMED TO COMPLY HEIGHTS

HYDRO-ELECTRIC COMMISSION

POSTAL ADDRESS
GPO BOX 355D
HOBART TASMANIA 7001

4-16 ELIZABETH STREET
HOBART TASMANIA 7000

TELEPHONE (002) 30 5111
TELEX: 58091
FAX: (002) 30 5823

OUR REF.

YOUR REF.

ASK FOR Mr K. Stove
Phone 30 5643

The Director
Planning of Development
City of Hobart
HOBART TAS 7000

ATTENTION Mr P. Curtis

BUILDING HEIGHT SURVEY - HOBART CBD

Dear Peter

Attached is a listing of specific building heights in the Hobart CBD.

Heights were determined by Analytical Photogrammetric measurements from controlled 1:6000 colour aerial photography based on points marked on the locality plan provided.

As the orientation details are captured and held within the Zeiss environment, additional information (such as extra heights) can be determined at a most cost effective rate.

We would welcome further enquiries regarding this and other inhouse facilities.

Yours faithfully

Keith Stove
Supervisor - Geographic Information

HEIGHTS OF BUILDINGS WITHIN HOBART CENTRAL BUSINESS DISTRICT - PREPARED FOR HOBART CITY COUNCIL

POINT NO.		STREET	BUILDING NAME	SURFACE LEVEL (A.H.D.)		HEIGHT OF BUILDING
1	156	Bathurst	Westside	At Roof Parapet	(S.L. 47.38)	21.03
2		Bathurst	Westside	Footpath (Cnr)	(S.L. 26.35)	
3	116	Bathurst	Education Dept	Roof Parapet	(S.L. 44.98)	20.27
4		Bathurst	Education Dept	Footpath	(S.L. 24.71)	
5	114	Bathurst	Highfield	Parapet	(S.L. 32.50)	11.06
6		Bathurst	Highfield	Footpath (Cnr)	(S.L. 21.44)	
7	99	Bathurst	Office Building	Parapet	(S.L. 42.13)	24.55
8		Bathurst	Office Building	Footpath Mid Build	(S.L. 17.58)	
9	88	Bathurst	Downtowner	Parapet (Cnr)	(S.L. 34.86)	24.73
10	Eliz	Bathurst	Downtowner	Footpath (Cnr)	(S.L. 10.13)	
11	113	Bathurst	Shop	Parapet (Cnr)	(S.L. 18.69)	7.88
12	Eliz	Bathurst	Shop	Footpath (Cnr)	(S.L. 10.81)	
13	30	Bathurst	Police Building	Parapet	(S.L. 39.75)	22.18
14		Bathurst	Police Building	Footpath	(S.L. 17.57)	
15	?	Bathurst	Tech College	Parapet	(S.L. 39.42)	24.04
16		Bathurst	Tech College	Footpath (WR)	(S.L. 15.38)	
17	190	Liverpool	Connors	Parapet	(S.L. 25.54)	10.67
18		Liverpool	Connors	Footpath	(S.L. 14.87)	
19	126	Liverpool	MLC	Parapet	(S.L. 50.54)	39.22
20		Liverpool	MLC	Footpath	(S.L. 11.32)	
21	78	Liverpool	Goldings	Parapet	(S.L. 19.03)	10.47
22		Liverpool	Goldings	Footpath (Cnr)	(S.L. 8.56)	
23	76	Liverpool	National Bank	Parapet	(S.L. 20.98)	12.33
24		Liverpool	National Bank	Footpath	(S.L. 8.65)	
25	81	Liverpool	Commonwealth Bank	Parapet	(S.L. 38.30)	30.17
26		Liverpool	Commonwealth Bank	Footpath	(S.L. 8.13)	
27	47	Liverpool	Capita Building	Parapet at Street Edge	(S.L. 46.00)	37.46
28		Liverpool	Capita Building	Footpath (Cnr)	(S.L. 8.54)	

POINT NO.		STREET	BUILDING NAME	SURFACE LEVEL (A.H.D.)		HEIGHT OF BUILDING
29	48	Liverpool	R.H. Hospital	Parapet	(S.L. 32.08)	23.30
30		Liverpool	R.H. Hospital	Footpath	(S.L. 8.78)	
31		Liverpool	R.H. Hospital	Parapet (Wing)	(S.L. 51.50)	41.02
32		Liverpool	R.H. Hospital	Footpath	(S.L. 10.48)	
33	169	Liverpool	Legal & General	Parapet	(S.L. 37.90)	24.40
34		Liverpool	Legal & General	Footpath	(S.L. 13.50)	
35	181	Collins St	Village Cinemas	Parapet	(S.L. 35.37)	13.73
36		Collins St	Village Cinemas	Footpath	(S.L. 21.64)	
37	151	Collins St	Office	Parapet	(S.L. 23.57)	7.01
38		Collins St	Office	Footpath	(S.L. 16.56)	
39	149	Collins St	Shop	Parapet	(S.L. 24.35)	7.50
40		Collins St	Shop	Footpath	(S.L. 16.85)	
41	186	Collins St	Shop	Parapet	(S.L. 24.50)	5.78
42		Collins St	Shop	Footpath	(S.L. 18.72)	
43	131	Collins St	Office	Parapet	(S.L. 21.32)	6.05
44		Collins St	Office	Footpath	(S.L. 15.27)	
45	170	Collins St	Treasury (State Offices)	Parapet	(S.L. 36.99)	20.86
46		Collins St	Treasury (State Offices)	Footpath	(S.L. 16.13)	
47	113	Collins St	T & G	Top of Clock Tower	(S.L. 53.63)	40.11
48		Collins St	T & G	Footpath	(S.L. 13.52)	
49		Collins St	T & G	Parapet	(S.L. 39.20)	25.68
50	109	Collins St	SBT	Footpath	(S.L. 12.96)	
51		Collins St	SBT	Parapet	(S.L. 55.64)	42.68
52	91	Collins St	Fitzgeralds	Parapet (Midway)	(S.L. 28.39)	16.82
53		Collins St	Fitzgeralds	Footpath	(S.L. 11.57)	
54	108	Collins St	Trafalga Building	Footpath	(S.L. 11.10)	
55		Collins St	Trafalga	Parapet Main Tower	(S.L. 59.84)	48.74
56	38	Collins St	Westpac Bank	Footpath	(S.L. 10.33)	
57	Eliz	Collins St	Westpac Bank	Parapet	(S.L. 29.92)	19.59
58	40	Collins St	ANZ Bank	Footpath	(S.L. 9.30)	
59	Eliz	Collins St	ANZ Bank	Parapet	(S.L. 19.21)	9.91
60	29	Collins St	MBF	Footpath	(S.L. 8.30)	
61	Eliz	Collins St	MBF	Parapet	(S.L. 30.13)	21.83
62	27	Collins St	AMP	Footpath	(S.L. 8.91)	
63	Eliz	Collins St	AMP	Tower Parapet	(S.L. 66.38)	57.47

POINT NO.		STREET	BUILDING NAME	SURFACE LEVEL (A.H.D.)		HEIGHT OF BUILDING
64	66	Collins St	Telecom	Footpath	(S.L. 5.02)	
65		Collins St	Telecom	Tower Parapet	(S.L. 39.63)	34.61
66	31	Collins St	R.H. Hospital	Footpath	(S.L. 4.30)	
67	Argyle	Collins St	R.H. Hospital	Parapet	(S.L. 38.33)	34.03
68	24	Collins St	R.H. Hospital	Footpath	(S.L. 4.83)	
69	Argyle	Collins St	R.H. Hospital	Parapet	(S.L. 25.08)	20.25
70	1	Collins St	Transport Tas	Footpath	(S.L. 3.28)	
71		Collins St	Transport Tas	Parapet/Top Floor	(S.L. 20.50)	17.22
72	179	Macquarie	Offices	Footpath	(S.L. 28.67)	
73		Macquarie	Offices	Parapet	(S.L. 35.11)	6.44
74	167	Macquarie	Macquarie Inn	Footpath (Cnr)	(S.L. 23.04)	
75		Macquarie	Macquarie Inn	Parapet	(S.L. 55.00)	31.96
76	166	Macquarie	Shop	Footpath	(S.L. 23.82)	
77		Macquarie	Shop	Parapet	(S.L. 31.78)	7.96
78	144	Macquarie	T.G.I.O.	Footpath	(S.L. 21.72)	
79		Macquarie	T.G.I.O.	Parapet	(S.L. 67.41)	45.69
80	147	Macquarie	Prudential Building	Footpath	(S.L. 20.38)	
81		Macquarie	Prudential	Parapet	(S.L. 43.68)	23.30
82	134	Macquarie	Lands Building	Footpath	(S.L. 19.88)	
83		Macquarie	Lands Building	Parapet	(S.L. 57.04)	37.16
84	128	Macquarie	Offices	Footpath	(S.L. 17.85)	
85		Macquarie	Offices	Parapet	(S.L. 32.82)	14.97
86	111	Macquarie	Reserve Bank	Footpath	(S.L. 14.24)	
87		Macquarie	Reserve Bank	Parapet	(S.L. 53.88)	39.64
88	95	Macquarie	C.M.L.	Footpath	(S.L. 11.73)	
89		Macquarie	C.M.L.	Parapet	(S.L. 37.60)	25.87
90	9	Macquarie	G.P.O.	Footpath	(S.L. 11.29)	
91	Eliz	Macquarie	G.P.O.	Clock Tower	(S.L. 44.04)	32.75
91A		Macquarie	G.P.O.	Parapet	(S.L. 23.89)	12.60
92	91	Macquarie	Mercury	Footpath	(S.L. 8.45)	
93		Macquarie	Mercury	Parapet	(S.L. 30.48)	22.03
94	83	Macquarie	Stock Exchange	Footpath	(S.L. 4.26)	
95		Macquarie	Stock Exchange	Parapet Of Tower	(S.L. 36.76)	32.50
96	57	Macquarie	City Hall	Footpath	(S.L. 2.50)	
97		Macquarie	City Hall	Parapet	(S.L. 13.11)	10.61
98	20	Macquarie	Sheraton	Footpath	(S.L. 2.05)	
99		Macquarie	Sheraton	Parapet At Margaret St	(S.L. 14.29)	12.24

POINT NO.		STREET	BUILDING NAME	SURFACE LEVEL (A.H.D.)		HEIGHT OF BUILDING
100		Macquarie	Sheraton	Parapet at Tower	(S.L. 49.71)	47.66
101	50	Macquarie	Town Hall	Footpath	(S.L. 10.02)	
102		Macquarie	Town Hall	Parapet Main Build	(S.L. 25.00)	14.98
103		Macquarie	Franklin Square	Paving Around Foundation	(S.L. 14.94)	
104		Macquarie	Franklin Square	Footpath (Cnr)	(S.L. 11.56)	
105		Macquarie	Franklin Square	High Trees	(S.L. 20.54)	5.60
106		Macquarie	Franklin Square	High Trees	(S.L. 34.30)	19.36
107	7	Macquarie	Roberts	Footpath	(S.L. 4.92)	
108		Macquarie	Roberts	Parapet	(S.L. 10.09)	5.17
109		Davey St	Repat Hospital	Footpath at Davey Street	(S.L. 35.93)	
110		Davey St	Repat Hospital	Parapet	(S.L. 61.66)	25.73
111	2 Heathfield	Davey St	Telecom Exchange	Footpath	(S.L. 20.39)	
112		Davey St	Telecom Exchange	Parapet	(S.L. 47.61)	27.22
113	1 Sandy Bay Road	Davey St	Telecom	Footpath	(S.L. 16.85)	
114		Davey St	Telecom	Parapet	(S.L. 43.25)	26.40
115	47	Davey St	Church	Footpath	(S.L. 16.03)	
116		Davey St	Church	Top of Spire	(S.L. 46.27)	30.24
117	34	Davey St	State Offices	Footpath	(S.L. 14.14)	
118		Davey St	State Offices	Parapet	(S.L. 36.33)	22.19
119	22	Davey St	H.E.C.	Footpath	(S.L. 5.94)	
120		Davey St	H.E.C.	Parapet	(S.L. 31.27)	25.33
121	19	Davey St	Customs House	Footpath	(S.L. 2.59)	
122		Davey St	Customs House	Parapet	(S.L. 17.05)	14.46
		Davey St	St. Davids Park	Top of Tree		21.94
		Davey St	St. Davids Park	Top of Tree		25.31
123	19	Argyle St	Office Building	Footpath	(S.L. 5.59)	
124		Argyle St	Office Building	Parapet	(S.L. 32.12)	26.53
125		Murray St	State Library	Footpath	(S.L. 20.72)	
126	91	Murray St	State Library	Parapet	(S.L. 37.14)	16.42
127		Murray St	State Library	Parapet	(S.L. 54.90)	34.18
128		Murray St	St Davids Cath.	Footpath	(S.L. 16.74)	
129		Murray St	St Davids Cath.	Top of Spire	(S.L. 59.22)	42.48
130		Murray St	St Davids Cath.	Top of Cable (Ridge)	(S.L. 37.15)	20.41
131		Murray St	St Davids Cath.	Top of Tree	(S.L. 34.94)	18.20
132	10	Murray St	State Offices	Footpath	(S.L. 5.82)	
133		Murray St	State Offices	Top of Parapet	(S.L. 51.82)	46.00

POINT NO.		STREET	BUILDING NAME	SURFACE LEVEL (A.H.D.)		HEIGHT OF BUILDING
134	1	Murray St	Customs House Hotel	Footpath	(S.L. 3.42)	
135		Murray St	Customs House Hotel	Parapet	(S.L. 13.18)	9.76
136	188 Collins	Harrington St	Commonwealth Offices	Footpath	(S.L. 21.32)	
137		Harrington St	Commonwealth Offices	Parapet	(S.L. 76.03)	54.71
138	2	Gladstone	Offices	Footpath	(S.L. 20.12)	
139		Gladstone	Offices	Parapet	(S.L. 35.80)	15.68
140	8	Gladstone	Salamanca Inn	Footpath	(S.L. 11.89)	
141		Gladstone	Salamanca Inn	Ridge (Gable)	(S.L. 28.57)	16.68
142		Gladstone	Salamanca Inn	Ridge (Gable)	(S.L. 28.68)	16.79
143	21	Gladstone	Stoppy's Hotel	Parapet	(S.L. 14.55)	10.37
144	Sal. Pl.	Gladstone	Stoppy's Hotel	Footpath	(S.L. 4.18)	
145	7-9	Morrison	H.E.C.	Parapet	(S.L. 51.08)	47.42
146		Morrison	H.E.C.	Footpath	(S.L. 3.66)	
		Morrison	Parliament Square	Tops of Tree		18.34
		Morrison	Parliament Square	Tops of Tree		13.18
		Morrison	Parliament Square	Tops of Tree		13.87
147	1	Franklin Wharf	Marine Board Building	Parapet	(S.L. 42.13)	39.45
148		Franklin Wharf	Marine Board Building	Footpath	(S.L. 2.68)	
149		Franklin Wharf	Elizabeth Pier	Ridge (Gable)	(S.L. 12.38)	9.78
150		Franklin wharf	Elizabeth Pier	Footpath	(S.L. 2.60)	
			Elizabeth Pier			