
Central North Hobart Design Guidelines
for Private Development

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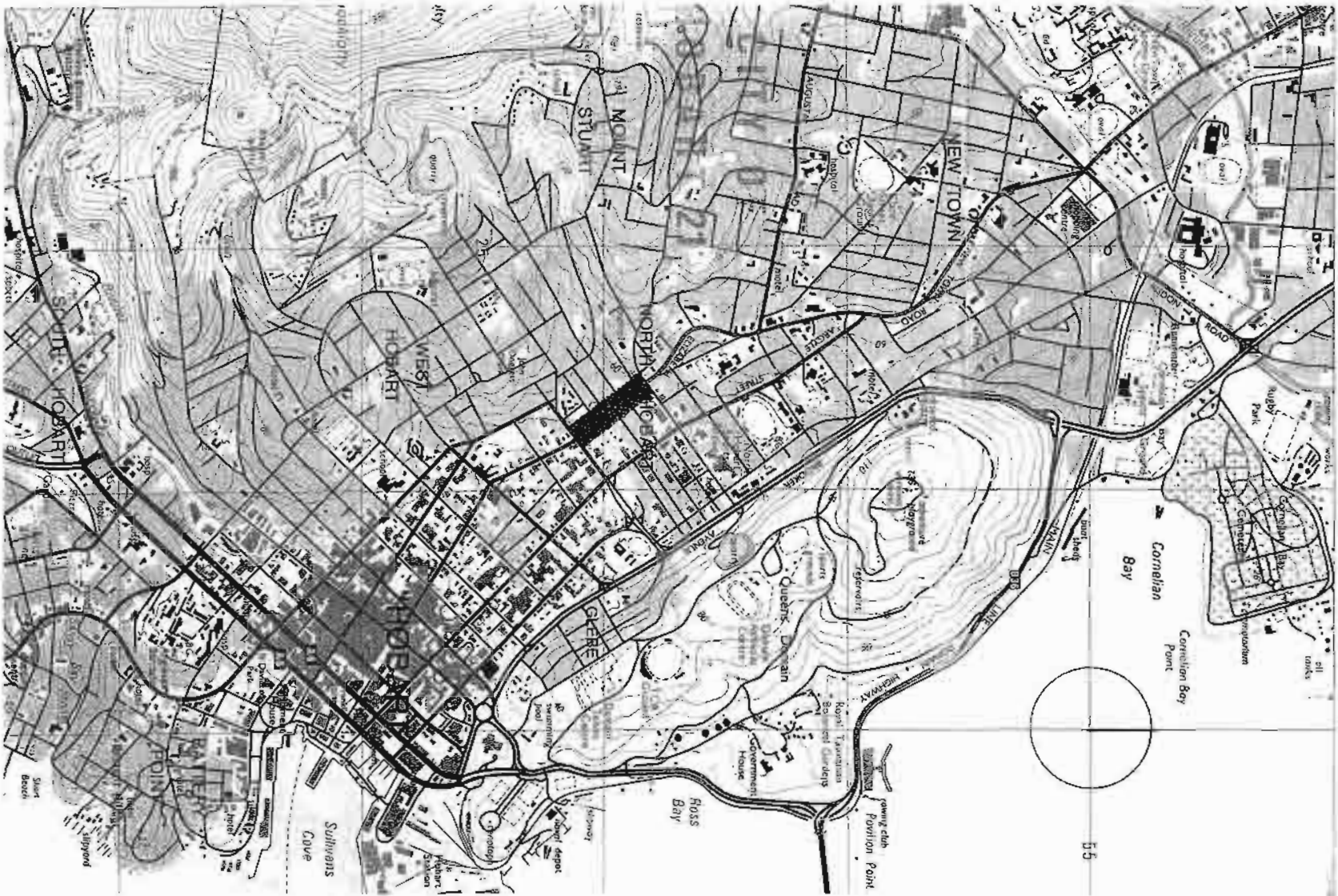
The urban character of Central North Hobart



1. Introduction

Central North Hobart Design Guidelines

1.1 Background



Central North Hobart and its relationship to Central Hobart. Study area hatched.
Scale 1:25000
Source : TasMap Edition 3 1988

The North Hobart commercial centre developed from the mid nineteenth century to serve a mix of local residential neighbourhoods.

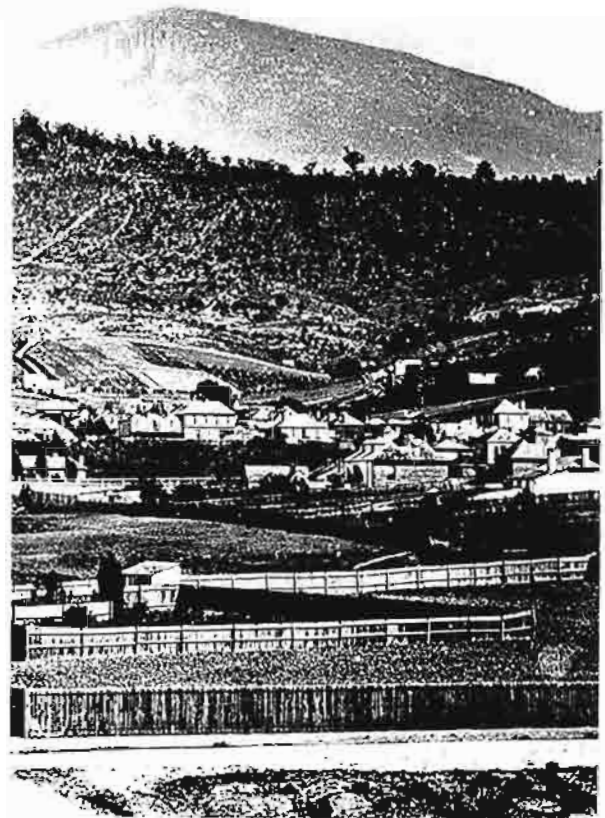
The suburb of North Hobart itself began as a small population of mainly rural cum suburban rich who could afford to live in the spacious surrounds the northern part of the city had to offer. (Pearce '92 p. 10)

The streetscape of upper Elizabeth Street now represents the urban growth of the late nineteenth and early twentieth centuries and those businesses which developed to serve the (suburban) community. It still provides that service but now doubles as a city wide restaurant magnet. It has become one of Tasmania's most sought after urban locations. (Woolley et al. '92 p. 1)

For some time it had been noted by resident groups and the Hobart City Council that while the area has significant urban design and townscape qualities, they were not recognised in any statutory sense. In spite of a development process which was often confronting to its local character the area has a strong identity underpinned by a history of community concern and activism. As a result the North Hobart commercial strip now offers one of the most diverse and vibrant local shopping streets in the state.

North Hobart has never been legislated as a Municipal District in its own right (unlike West Hobart or Sandy Bay for example.) It was a hinterland that became incorporated within Hobart itself, as the Town Boundary expanded with the growth of the city (Pearce p. 15) There are no boundaries which can be said to definitely

define North Hobart. Notwithstanding this the Central North Hobart precinct is well recognised within the city and the state.



North Hobart looking toward Mount Stuart and Mount Wellington c.1900 (Private collection)

The Consultant brief for the North Hobart Townscape Project Design Guidelines for Private Development was developed against this background, itself part of the ongoing process of managing the North Hobart precinct. It also identifies the need to consolidate the recommendations of the North Hobart Townscape Study (1992) which emerged from extensive community consultation earlier in the decade.

1.1 Background

Central North Hobart Design Guidelines

1.2 Purpose of the Project

The principal outcomes of the study, as indicated in the Project Brief seek:

- To identify and describe the attributes which combine to form the existing (and desired future) character of North Hobart
- To maintain and enhance the existing character of North Hobart
- To identify physical fabric which contributes to this character and to provide specific guidelines for its protection
- To identify key sites which are intrusive, and which provide opportunities for improvement
- To identify appropriate parameters for new development
- To assist Council in providing consistent and detailed advice to building owners and prospective developers

The character of Central North Hobart consists of a mix of building periods and styles. The precinct provides a commercial centre to the local community and a familiar place to generations of Tasmanians. The study seeks to incorporate this sense of place into its guidelines.



1.2 Project Brief

Central North Hobart Design Guidelines

1.3 *How the guidelines will fit.*

The recommendations and guidelines within this report, as part of councils urban design policy, will consolidate statements of desired future character within the City of Hobart Planning Scheme.

The guidelines support Council's urban design policy structure including:

General Urban Design Policies

Integrating visual, social, functional and environmental qualities of the city and its precincts. (See Draft Strategic Plan 1998 - 2000 esp. p.7, 21)

Activity: In terms of the NH precinct the position established in the '92 North Hobart Townscape Study has been summarised and incorporated and provides a local area assessment.

Townscape Principles for Central North Hobart have been identified to:

Prevent over development (and under development) of the North Hobart commercial centre by identifying:

- building scale, height, massing,
- views, street layout and orientation

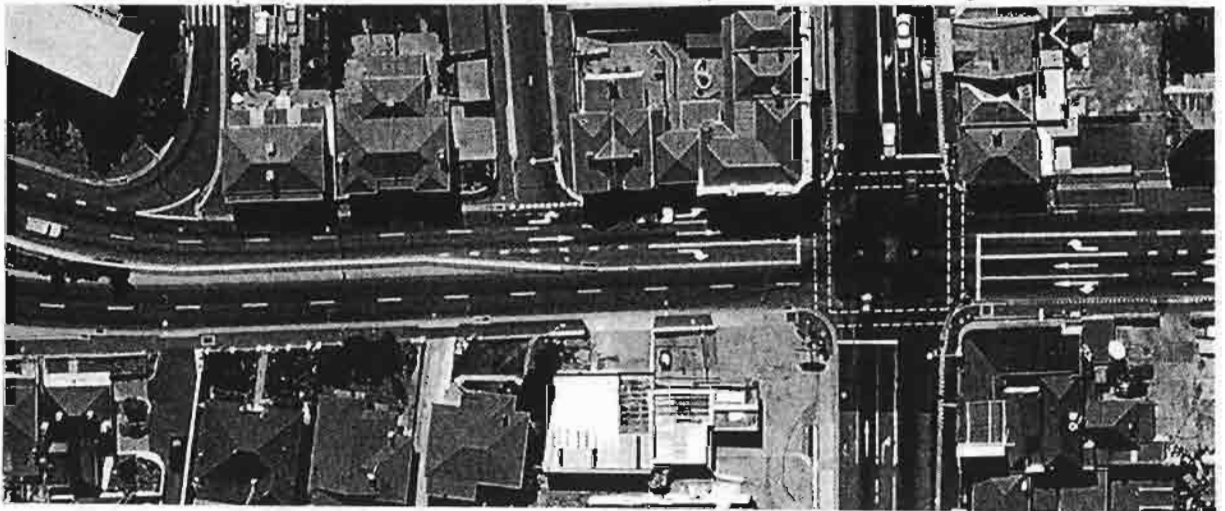
Ensure 'human scale' of development by assessing:

- grain
- building bulk
- scale of existing street space

The guidelines have been established to:

- Reinforce precinctual character (See Chapter 3: assessment sheets)
- Redefine (appreciation of) the street (see: 3.1, 3.2, 3.3.)
- Help people to find their way around (legibility)
- Protect views (orientation) (see: 3.2 , 3.5)
- Reinforce topography (appreciate landscape) and resultant urban character
- Enhance open/ public space (see: 3.1, 3.7)
- Reduce clutter (appreciate conservation character) (See: 3.1, 3.2)
- Complement North Hobart's familiar (traditional) scale (See 3.1, 3.2, 3.3)
- Encourage vitality of streets and laneways:
 - through active frontages, mixed use of spaces, providing additional pedestrian sidewalk space where possible, reduce perceived impact of motor vehicles
- Encourage permeability, easy access,
 - to ensure passive overlooking, surveillance, visibility, safety
- Ensure appropriate management / modification of space
 - (program of public work, public art policies) as a backdrop to private development

Differing periods of building within a defined hierarchy of streets identify Central North Hobart



2. **Planning / urban design context**

Central North Hobart Design Guidelines

2.0 *Planning and Urban Design Context*

The City of Hobart Planning Scheme 1982 identifies The Elizabeth Street North Precinct (No. 16 A) as 'the North Hobart shopping centre servicing surrounding Precincts and passing trade for local and specialist needs'. This precinct generally identifies the study area.

In 1992 the North Hobart Townscape Project developed local urban design initiatives focussed on the Central North Hobart area. The report is currently the principal document providing 'intentions' for, and community perceptions of, North Hobart. It has been endorsed by the Hobart City Council as the current working document for the area.

An analysis of its recommendations provides both an ongoing framework and up date of urban design issues.

2.1 *Analysis : NH Townscape Report '92*

ASSESSMENT OF RECOMMENDATIONS

The recommendations of the North Hobart Townscape Project arose from an extensive process of community consultation and analysis of the character and urban form of North Hobart.

They were not prioritised but were presented in reducing scale from those at the regional level to that of urban detail.

Recommendations - Region

The principal recommendations from the Townscape Report included:

Make Elizabeth Street the 'People's Street'

It was suggested this should include a new mini public transport link (potentially a 'tram' or electric vehicle) running north-south between

Sullivans Cove and North Hobart along Elizabeth Street. Provide a bicycle lane each side along Elizabeth Street.

Analysis:

Elizabeth Street is appreciated as the principal civic space and spine along which commercial activities attach themselves.

The intention is to ensure that Elizabeth Street, as Hobart's traditional 'people's street', (and the historic northern route into and from the city centre), should strengthen its character in contrast to the other more engineered, and more dominantly 'vehicular' streets, eg Argyle Street.

Outcome / Implications

The preparation of guidelines and recommendations for the commercial centre of North Hobart should be considered in the light of Elizabeth Street as a continuous urban space.

Elements of the streetspace of Elizabeth Street which characterise and unify the street should be identified and worked with.

Opportunities for improvements (to both public and private development) whilst focussed on the commercial centre of North Hobart, should be applicable to other locations within the street.

Result: Refer to street section diagram. 3.1 'Streetspace analysis'

Encourage increased housing consolidation within North Hobart and surrounds.

Develop strategies to encourage additional housing from North Hobart to the city centre, particularly on elevated ground.

Review City of Hobart Planning Scheme 1982/91 in relation to providing new housing initiatives within the District Zone and with

regard description of the Service/ Light Industry Zones in North Hobart.

Analysis:

The renewed appreciation of inner city living, the acceptance and availability of smaller dwellings and the desire to maximise use of existing infrastructure provide positive conditions for housing consolidation in central North Hobart. Since the report was written this attitude has strengthened.

Outcome:

Over the past 5 years the HCC has sought to consolidate housing opportunity in the inner city through initiatives which:

- *actively discriminate in favour of residential development*
- *ensure an improved amenity to the pedestrian environment*

The development of public housing in the centre of the block bounded by Elizabeth and Argyle Streets has largely fulfilled community desires identified in the townscape study. While the architecture is well considered at both the urban scale providing a density which belies its precinctual impact. Of particular note from the community consultation phase and the expectations arising from it were the retention of Providence Rivulet as an open creek with public pedestrian access through the block.

Additional opportunities for housing within the commercial centre should be pursued.

Ensure continued support for community initiatives developed through the Townscape Project

Advisory Committee to oversee and manage initiatives of the Townscape Plan and in particular

the capital works program; and

additional community activities,

eg. the schools colouring project using the streetscape elevations developed during this project.

The current North Hobart Townscape Project Committee could continue to operate and provide this advisory capacity.

Outcome:

Project Committee should be reconvened to ensure community involvement in the development of the precinct.

Recommendations - Precinct

Recognise and protect the substantial heritage of North Hobart.

An Urban Conservation Study of North Hobart to consolidate and elaborate on the Historical study and Townscape study is recommended. This is required to create an inventory of heritage items and to assist with the possible extension of Council's urban conservation zones. The National Estate Grants Program is a potential funding source for this work.

The study should also identify historic gardens with a view to future protection.

Outcome:

This study has commenced (May 1998)

Recognise the impact of North Hobart's increasing popularity on its traditional service functions and its public space.

Endeavour to balance day/night and local community/regional uses within North Hobart. Attention is drawn to an increasing imbalance between night time uses and day time shopping centre activities.

Outcome: *Should continue to be investigated/monitored*

2.1 Analysis :

Enlarge public car parking off Lefroy Street to service rear of properties in conjunction with (future) new public housing. Ensure general public access to existing car park, provide adequate lighting and appropriate signage.

Outcome: This has been done and is now operating.

Provide **discretion with parking** provision in North Hobart, particularly with regard to (new) medium density housing. Requirements should regard North Hobart as an area of inner city housing where urban streets and lanes provide additional space.

Outcome: Opportunity exists, but private development market appears reluctant to test the situation .

(Recommendation noted in terms of guidelines.)*

Consolidate existing residential and commercial precincts

Encourage commercial properties in central North Hobart on the east side of Elizabeth Street to open to the rear. (notwithstanding amenity of adjacent recently developed residences.)

Outcome: Noted and recommended in guidelines (see 3.6 Outdoor dining)

Encourage infill development along Burnett Street between Elizabeth and Argyle Streets.

Outcome: Slow take up of opportunity.

Encourage new housing development in centre of Argyle St./Burnett St. block to provide public access along line of Providence Creek. Siting and layout should evolve from traditional North Hobart pattern of streets and lanes.

Outcome: This has been achieved - see comments above

Increase amenity, usefulness and character of public space.

Residential streets flanking Elizabeth Street should have deciduous street trees. Elizabeth Street is recommended not to have street tree planting. Burnett and Federal Streets to have native planting within centre of street.

Outcome: Upgrading of Pitt Street has generally followed this approach.

An 'Art in public works' scheme to be established by Council for Townscape improvements in North Hobart (eg 1% of public works budget).

Outcome: Community Arts Officer to note

Townscape improvements in North Hobart should be designed with the concerns of the handicapped in mind. This should be extended to the design of public space where possible.

Recommendations - Site Specific

Provide a network of public space within Central North Hobart

Redesign the entry area at **Swan Street** including the small park and the edge of Post Office grounds.

Redesign entry to **Little Arthur Street** (Tony Haigh Memorial space) to increase amenity by providing some pedestrian cover, additional seating, improved access to car park area and entry to Little Arthur Street. Increase lighting in area.

Outcome: Pending (See: 3.7 Laneways)

Encourage owners of **350 Elizabeth Street** (Purity supermarket site) to embark on a streetscape improvement exercise to improve the facade of the building, its relationship to the street and access to Burnett Place. There is potential here

for a competition or a collaboration between art and architecture students.

Outcome: Pending

Encourage the efficient use of car parks in North Hobart. In particular Councils car park in Lefroy Street should be upgraded to take account of redevelopment of adjoining (public) housing site and likely opening up of Elizabeth Street properties to the rear.

Outcome: HCC study of carparking recommended enlargement of car park through acquisition of adjacent properties no. 327, 321-323. This has not occurred. Otherwise upgrading has been done.

All projects involving the redesign of public spaces should have an appropriate public art component.

Recommendations - Urban Detail

Enhance pedestrian safety and amenity in Central North Hobart.

Realign street edges of 'core' area of Elizabeth Street space to identify enhanced pedestrian zone.

Outcome: Improvements have been made with footpath space widened crossing width reduced, pavement and curb upgraded.

Relocate central bus stop to provide greater pedestrian amenity in 'core' area of Elizabeth Street.

Outcome: Not yet achieved

Encourage community art project to repave footpath surface within 'core' area.

Outcome: Achieved through successful Community Art Paving Project

Provide uplighting to awning soffit to increase lighting of pedestrian areas and increase appreciation of pressed metal linings.

Outcome: Opportunity still exists, should be incorporated into guidelines.

Encourage lighting of facades above awnings to increase appreciation of diverse building form. Range of opportunities for collaborative artist/designer projects.

Outcome: Opportunity still exists, should be incorporated into guidelines.

Provide tap outlets for traders along Elizabeth Street to assist in maintaining cleanliness of footpaths.

Outcome: Opportunity still exists, should be incorporated into guidelines.

Encourage the design of a suite of street furniture for North Hobart. Range should include benches, seats (with arms), bike racks, rubbish bins and bollards. Design could emerge from the collaboration of an industrial designer/furniture maker working with local industry and the Council.

Outcome; Initially pursued by HCC but not as yet followed through

Signs projecting from the face of buildings should generally be located under awnings. Illuminated signs should typically be under awning signs. Illuminated awning signs are inappropriate although graphic neon signs are acceptable on the face of awnings. Signs projecting from the face of the building, above awnings and perpendicular to it are generally not considered appropriate.

Outcome: Refer Guidelines- 3.5 Signage

2.1 Analysis :

2.2 *Precinctual character assessment*
including attributes of desired future character



Elizabeth Street, between Burnett and Federal Streets, the commercial focus of central North Hobart

Description

A combination of opposites

Central North Hobart offers a combination of opposites where for example, traditional housing survives alongside industry and where the local shopping street doubles as a city wide restaurant destination. The commercial strip still manages to offer a diverse and vibrant local shopping street though one which is increasingly the focus of night time eateries.

Characteristic streetscape rhythm

The combination of reasonably narrow lot widths (usually between 7 and 12 metres), a generally strong line of awnings fixed to a robust masonry architecture, with a low proportion of openings to wall above first floor level, provides a characteristic rhythm to the street. Wider lot widths with uniform (horizontally aligned) facades are a detracting exception. Gaps within the streetscape are formed by street and lane openings (and a local pocket park), rather than undeveloped sites or on-grade parking, as seen further down Elizabeth Street - (cf. 3.1 Section 2.)

Heritage and Conservation Value

Although an area of significant heritage value, there is no single era or time which defines Central North Hobart. Its conservation value is evidenced in part by its commercial 'Federation' character. In places this is a 'stripped' Federation character in others there is Federation 'Free Style' and Federation 'Arts and Crafts' - (a robust red brick architecture, strong horizontal awnings,

decorative shop fronts many with intact period details - parapets, decorative gables, bay and oriel windows, feature stone lintels and cappings, unpainted brick work,)

Individual buildings are noteworthy (eg. former Soundy's and Palfreymans, ANZ Bank) but it is the combination of different periods of development and building style which provide an 'intact' precinct with established pedestrian amenity.

Mix of residential / commercial uses:

Pedestrian amenity is generated by:

- awnings providing weather and sun cover to footpath
- reasonably generous *footpath width*
- open footpath and pedestrian space ensures *activity within the street is visible*
- commercial glazed frontages ensure *visibility from street into buildings day and night*

Varied streetscape pattern

- generally narrow frontages ensures diverse building character
- limited lot amalgamation has minimised the tendency towards uniform frontages. This also provides numerous 'points of exchange' within a small distance (good shopping precinct)
- variety of outlets/ frontages within any given block - diversity of activity
- individually identified premises and signage

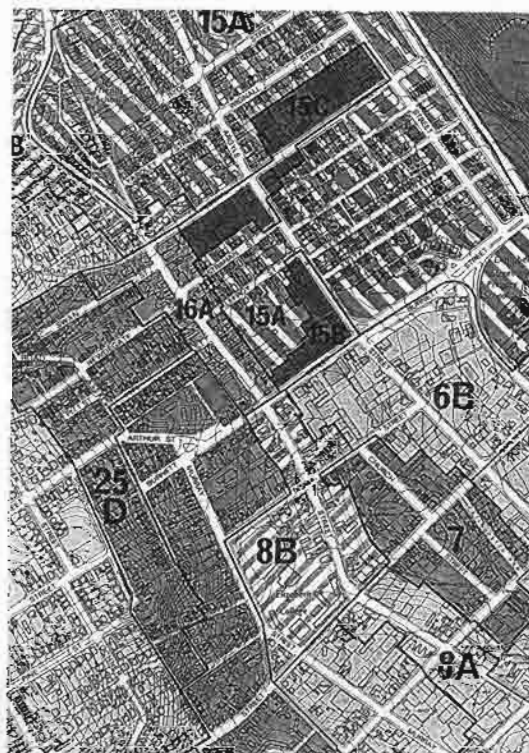
Many 'known' places/ landmarks

(institutions in their own right)

- 'Renown Cafe', State Theatre, Post Office
- former Palfreymans Building, 'Soundys' Building, Laundrette, Winnings Newsagency, Marti Zucco restaurant, Empire (now the Republic) Hotel, Kan Wan cafe (until its recent closure the oldest continuously operating restaurant in the state)

Detail considerations

Central North Hobart remains more intact and as a result more interesting than Central Hobart because in general there has not been the removal of alcoves to shops or commercial premises, or the loss of re-entrant shop fronts and the retention of hinged rather than automatic doors.



The commercial / residential zoning of Central North Hobart (Zone 16a) as indicated on the City of Hobart Planning Scheme 1982 Zoning Plan.

2.2 Precinctual character

Central North Hobart Design Guidelines

It remains an unselfconscious community focus. Currently the commercial precinct is characterised by the absence of dark tinted plate glass, security roll-a-doors/ screens, and deep plan buildings needing air conditioning and associated artificial lighting. Laneways are not yet principally exhaust outlets for main street frontages. North Hobart unlike many other commercial precincts is alive after 5 pm - it is important to ensure the liveliness is maintained over all parts of the day.

The precinct reflects a slow (and incrementally developing) pace of development. The differing periods of development maintain a 'sense of mystery' and 'otherness' about times past which is strengthened by linkways and small streets and the as yet generally undeveloped space behind commercial buildings.

Pedestrian issues:

- motor vehicle traffic and perceived speed (safety of pedestrians)
- inconsistent width of pavement
- poor surface treatment in places : material, slope, uneven paving
- limited awning 'cover' in places
- conflicting uses : loading/ unloading over footpath in locations (esp. Purity loading dock)

Modulation of the streetscape by a complex layering of rhythms

(refer diagrams 3.2, 3.21)

- lot widths are similar in most blocks giving rise to a regular streetscape rhythm. (refer 3.2)
- Where lot widths are wider, or have been

amalgamated, the building frontages have been divided into legible segments eg. 369 - 373 Elizabeth Street (former "Soundys Building"), 321 - 323 and 307 - 311 Elizabeth Street.

- varied gable fronts and parapet treatments with strong roof lines provide a consistent and well defined edge to the street

- the 'assertiveness' and variation of the facades are unified by their strong horizontal ownings (refer 3.3)

- the rhythm of the streetscape, particularly as it curves gently down the slope ensures variety, expectation and continuity

- the solid (masonry) to void (openings- windows) relationship, particularly above awnings, ensures a strong, generally two storey, wall to the street enlivened by decorative gables, pediments and detailing. (Refer 3.21)

The streetspace of North Hobart has a sense of arrival/ gentle repose within the extended space of Elizabeth Street. This is achieved by virtue of it being more level than in other blocks along its length, except for the central block of Elizabeth Street between Collins Street and Liverpool Street. The sense of repose is also achieved by the street gently curving away to the north and south. Views up and down are closed by buildings defining the street edge as the street curves.

2.2 **Precinctual character**

2.3 Tourism - North Hobart Commercial Area

Hobart is a very attractive destination for visitors and being the State's capital City, it offers visitors a great range of attractions, facilities and services. Sullivans Cove and Salamanca Place are ranked as the most visited destination after the Port Arthur Historic Site, with Mt Wellington and the Botanical Gardens being ranked within the top six attractions.

Visitor numbers to Hobart have been increasing and the length of stay has also increased despite State trends towards shorter stays. The 1996 Tasmanian Visitor Survey conducted by Tourism Tasmania reveals:

about 78% of the total visitors to Tasmanian visited Hobart;

about 76% of the total visitors stayed at least one night in Hobart;

the average length of stay in Greater Hobart has remained at 5.2 nights whilst the average stay within the State has declined from 11 days to 9.7 days since 1992;

since 1992 Hobart has increased the total number of adult overseas and interstate visitors from about 291500 to 367900, a growth of some 76400 visitors;

the growth rate of visitors to Hobart during 1992-96 of some 26% compares with a growth rate of 19% for the State over the same period; and

the growth markets are the Visible Achievers, Socially Aware Young Optimist market segments.

The City's central business area, Sullivans Cove and North Hobart are the recognised as the principal

'eating out' venues for visitors and locals. Each of these places have a different urban character which is reflected in the streetscape, the atmosphere and presentation of services. Whilst there will always be competition for the interest of the potential customer between these places, some of the attractive features of North Hobart as a place to visit are considered to be:

its urban character set by the scale and form of the street and buildings within a local shopping strip;

the cosmopolitan feel of the place - variety of shops, eateries, theatre, art works, mix of housing styles, strong cultural influences and it's recognition within the local community as a multi-cultural place;

its accessibility as a main street environment - you have to walk and what you see is what you get, without the facades and frills of a suburban shopping area;

the choice of restaurants within a short distance and the attraction of the State theatre as 'the' alternative to modern commercial theatre complexes;

as a place for meeting people and mixing with the locals; and

as a place of activity which extends into the evening.

These are features which continue to attract local Tasmanians to the North Hobart commercial area but they are also the very qualities which will attract visitors who wish to seek out places that offer local experiences. This is particularly so for the recognised growth markets - Visible Achievers, Socially Aware Young Optimist market segments who are more discerning about the type of experiences they seek. Authenticity is an important

element in the experiences being sought by these markets and North Hobart provides a strong cultural setting that is reflective of its past role. Whilst the CBD and the Sullivans Cove waterfront will continue to attract visitors, a growing number of visitors and locals are also likely to opt for the more 'honest' urban setting of North Hobart. The diversity of eating places and the cultural ambience of North Hobart are strong attributes for attracting repeat customers, casual trade and those seeking quality food without the 'view'.

However the above attractive features are also vulnerable to the extent that any threats to the integrity of the North Hobart commercial area as a place will also have the potential to affect its appeal as a visitor destination. A major ill-conceived development or the incremental loss of urban detail can change the image, and thus how the place is talked about and the quality of experience that is gained.

The opportunities for improving tourism experiences within the North Hobart commercial area include:

- adopting the urban design guidelines (Section 4) to retain the inherent streetscape qualities and to guide future changes;

- improving the pedestrian environment whilst retaining the strength of the street as the dominant space - possible use of the rear parts of buildings and land areas to capture sunlight and be removed from the traffic noise;

- extending the community art within the street and public spaces;

- encouraging the North Hobart retailers to co-operatively market the place with some common images rather than just as individual outlets - give North Hobart a 'brand' to market its image;

- developing the North Hobart cultural walk; and

- promoting and packaging the potential for innovative theatre - dining experiences and the cultural walk - dining experiences within North Hobart.

The opportunities for enhancing cultural and economic development within the North Hobart commercial area that will also cater for visitor interest may include:

- encouraging backpacker accommodation and small scale visitor accommodation within the North Hobart commercial area (generally above ground floor or upgrading of existing facilities) or where appropriate, within the surrounding residential area (eg. bed and breakfast, self contained apartments);

- continuing to review the options for a tram connection along Elizabeth Street to Sullivans Cove;

- encouraging new restaurant development that takes advantage of the potential opportunities for outdoor dining areas (Section 3.6);

- encouraging boutique shops with a cultural emphasis to be located within the commercial area (eg. designer clothes, art/craft, food outlets);

- using the street environs as the exhibition space for artworks and staging of community art events;

- encourage the relocation of some or all of the functions of the Office of Multicultural and Ethnic Affairs or the Migrant Resource Centre into North Hobart in the long term; and

encouraging countries with Consulate representatives in Hobart to share resources within an 'international' house with street frontage, information, meeting room and secretarial services.

The proposed guidelines Section 3 and 4) have emerged from a detailed understanding of the physical and social qualities of North Hobart, the identification of potential threats and the formulation of practical responses for retaining the essential urban character of the commercial area. If adopted by the Council and supported by the local community and commercial operators, then North Hobart will build it's reputation for being the 'peoples' street of Hobart.

2.4 Current issues

These issues extend those previously identified in the 1992 North Hobart Townscape Study Project report.

Underdevelopment:

(Central North Hobart has a distinctive built pattern and scale which is generally two storey.)

- the desire for on ground carparking to service existing commercial outlets and the development of single storey facilities in lieu of two storey.

Failure to recognise the conservation value of the precinct:

- eg. painting / covering brickwork, altering facades, destroying period details :
 - shopfronts
 - awnings
- development out of character with the pattern / rhythm of the streetscape

Competing identities (signage):

- the brash commercialism and scale of corporate signage versus the more consistent and appropriately scaled local business identification

Restaurant competition within Hobart :

- recent developments in Sullivans Cove have further consolidated the port area as a restaurant mecca for the region at the expense of North Hobart.

Vehicular densities:

- Initiatives identified by the Townscape Report 1992 and followed up by the Hobart City Council have improved pedestrian

amenity. As a result there is generally slower movement of traffic through the precinct with the impression that there is more traffic. There is also a tendency for traffic to remove itself from the principal local route of Elizabeth Street and instead use the side streets .

Servicing/ unloading of 'Purity Supermarket' within Elizabeth Street.

- The frontage of 30 metres is effectively 'dead' in terms of streetscape vitality. (Notwithstanding the fact that the supermarket is an important commercial player to the precinct)
- Offloading onto and over the footway
- Cleaning down of the facility means the footpath is effectively a spillway at times

Commercial vacancies

- Upper levels appear difficult to let with a resulting intention for single storey development in lieu of two storey

2.4 Current issues



The assessment sheets aim to manage the existing character of Central North Hobart.



3. **Assessment sheets**

Central North Hobart Design Guidelines



3.1 Streetspace character

Background

The character of a street is not static within a particular zone. Rather it is as continuous as the extent of the street itself. It can be described as 'human-movement institutionalized' (Rykwert).

Elizabeth Street in Central Hobart should be regarded as part of a continuous space extending from Sullivans Cove through the city centre into Central North Hobart and on to its termination with Augusta / New Town Road. Urban design initiatives and Urban Detail should acknowledge this continuity while accommodating precinctual variations.

By encouraging pedestrian activity, to walk or to a lesser degree to take public transport, can be regarded as a public act which makes the street a safer component of community. (In contrast to driving which as a private act can turn the street into a utility) Compare for example the character of Elizabeth Street to Argyle Street.

Pedestrian activity is to be encouraged and further facilitated in Central North Hobart.

The scale of the 'space of the street' (See section 1, diag. 3.1) provides a familiar sense of enclosure. This can assist in feeling safer as a pedestrian, particularly compared to more open spaces (without possible overlooking) where motor vehicle speeds are greater.

Section 1 Central North Hobart

Reinforce the existing dimension / scale of the street space (as determined within the ratio of facade height to street width- 0.4 : 1.0 + -)

Maintain and reinforce the 19 metre average street width

Reinforce awnings (see: 3.3) as the principal element of footpath cover and pedestrian protection

Maintain the existing footpath width and where possible widen.



Section 2 Lower North Hobart

Where possible reduce the width of the expanded streetspace to ensure consistency with (or an identifiable transition between) Section 1: North Hobart and Section 3: Central Hobart

Retain existing awning cover and wherever possible extend in accord with Section 1/ Section 3.



Section 3 Central Hobart

Elizabeth Street is appreciated as part of a continuous space extending through the city centre (Section 3) and into Central North Hobart before its termination with Augusta / New Town Road.

Urban design initiatives generally (particularly in Section 3) should acknowledge this continuity.



Guidelines :

3.1 Streetspace character

Central North Hobart Guidelines

3.1 Streetspace character

Study area shaded

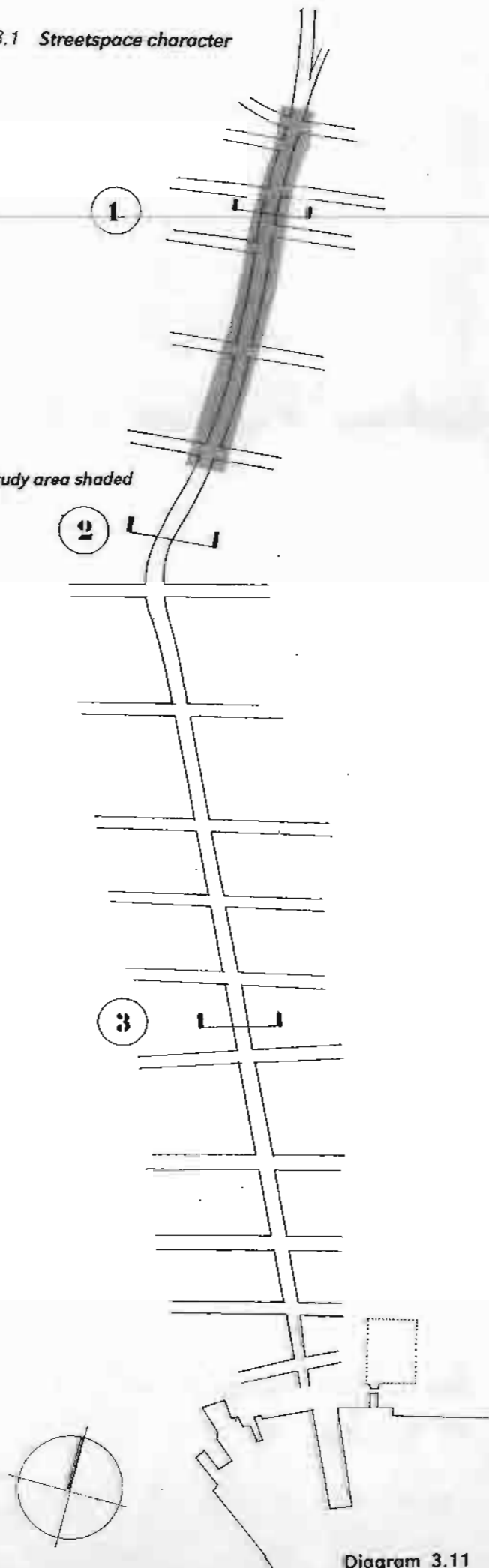


Diagram 3.11

Section 1 Central North Hobart

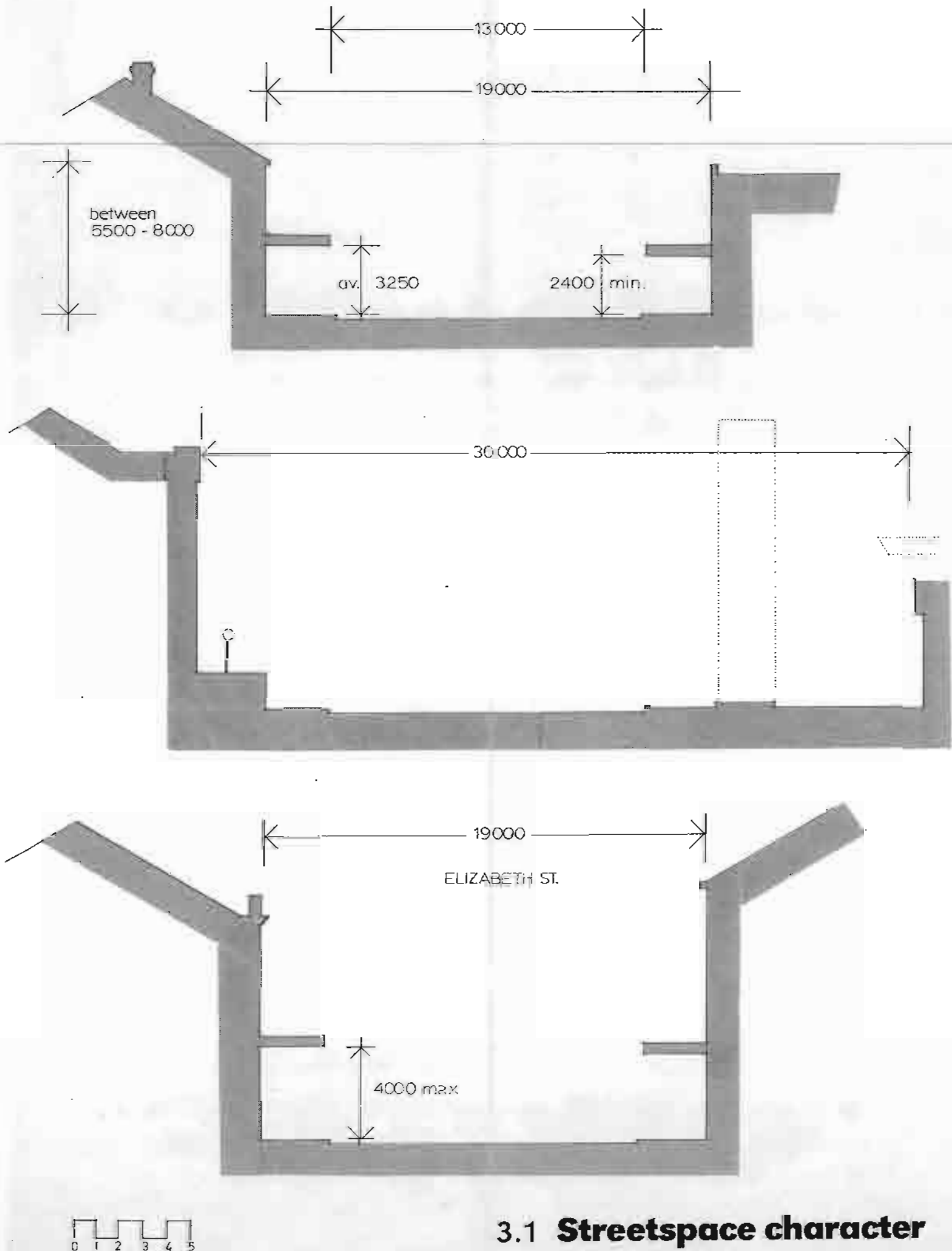
- Predominantly two storey buildings
- Streetscape for the pedestrian defined by awnings which reduce apparent width of street
- Awnings vary in height above pavement but provide near full cover to footpath
- Footway and commercial outlets generally defined by scale of traditional awning
- Orientation within street and change in topography readily appreciated by stepped awnings
- Awnings scale and location mean pedestrian oriented commercial signage is under awning.
- Varied streetscape above awnings contrast with commercial glazed frontages below (refer diag. 3.34)
- Streetspace proportion (height of facades to width of street) approximately 0.4 : 1

Section 2 Lower North Hobart

- Streetspace more open and less defined as a result of building set backs / demolitions
- Signage and low planting on right hand side of street becomes principal street edge design element
- 'Suburban' commercial character in contrast to traditional hard edge to street, (parking between building and street, high illuminated signs out of scale with building and streetscape, building not perpendicular to street, diminutive inconsequential planting in contrast to awnings or other traditional urban detail/ urban gardens

Section 3 Central Hobart

- Building scale generally two to three storeys built up to street edge property line
- Height of awnings above footpath reflect more generous building dimensions especially late Georgian / Victorian styles and period detailing
- Scale of pedestrian space is more generous as a result of awning height and width of footpath
- Streetspace proportion (height of facades to width of street) approximately 0.75: 1 (Central Hobart is characterised by a 1:1 proportion)



3.1 Streetspace character

Central North Hobart Guidelines

3.2 *Building Form*

Principles ;

Recognise the cultural significance of those elements which contribute to the overall built character of the precinct. These include the buildings themselves, the subdivision pattern, materials, and vistas.

Encourage appropriate infill which reinforces the character of the street and the 'sense of place' of Central North Hobart

When assessing existing built character include materials and details which form part of the traditional shop fronts and their upper storeys

Guidelines :

Recognise common elevation height of 4 and 8 metres. New infill should not generally exceed 9 metres at the street edge boundary.

Recognise lot width. Ensure new development and its streetscape rhythm maintains the characteristic 7 - 12 metre lot width.

New development should respect the characteristic and dominant pattern of building frontages. While these provide a contiguous element to the street, (as reinforced by the solid to void proportion) individual frontages are none the less identified and detailed in their own right.

Solid to void ratios should reinforce the pattern of the existing street. (see; Solid to void diagram 3.21)
Above awnings this is 15 - 25 % of void to wall face
Below awning this may vary between 25 - 65%.

Minimise the visual clutter of signs and unnecessary structures

Building Form includes:

- Elevations - solid to void
- Shopfronts - pattern at street, in plan, figure ground
- Upper floors

Upper level (above awning) :
traditionally **residential**
Lower level (below awning) :
traditionally **commercial**

Note wider lot width and lower scale.
Single storey shop fronts confirm
conservation value. View connection to
Knocklofty hillside and Mount
Wellington from east side of Elizabeth
Street.

Characteristic corner buildings -
address corner, double storey, with
elevation continuing around corner.
Important streetscape feature.

Common elevation height 8 metres + - .

Upper storeys indicate earlier shop/
house tradition. Fenestration is
frequently domestically scaled (eg.
intimate bay windows). Although
Edwardian buildings are unashamedly
part of a continuous streetscape, their
detailing identifies the individual
building and its lot width (eg. parapet
caps, cornice lines)

Each 'frontage' is designed to stand
alone 'in its own right' while
acknowledging the pattern of the street
and the scale of the streetspace.



Two storey masonry forms predominate.

Well defined corners characterise the precinct.

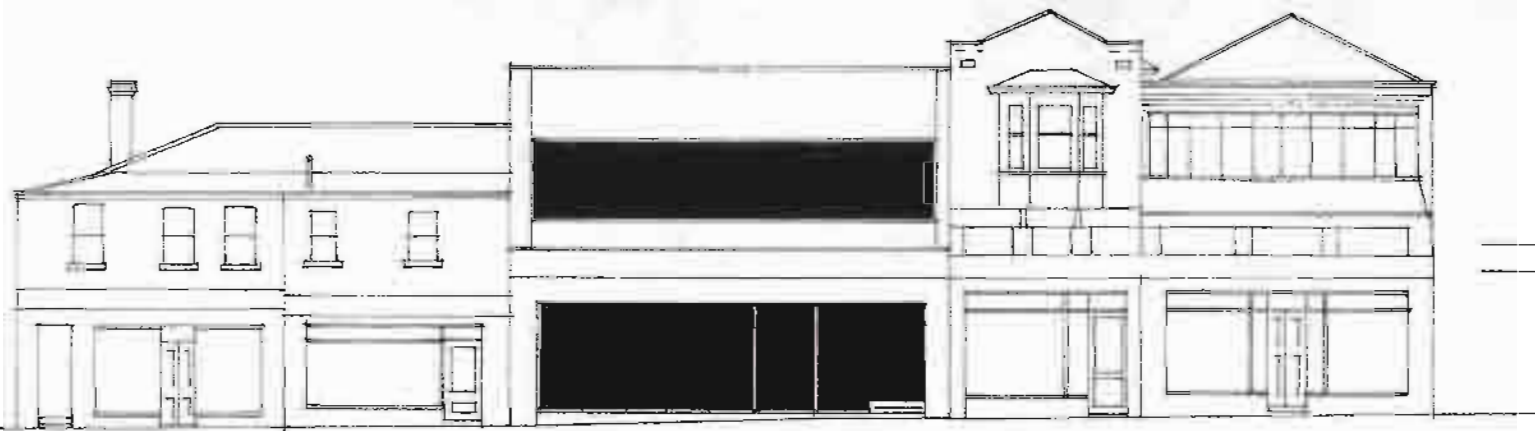


3.21 Solid to void proportion

Different building periods and styles have given rise to the now familiar streetscape pattern. A distinctive feature are masonry walls with a higher proportion of opening below awning than above. This gives rise to a characteristic solid (wall) to void (opening) ratio.

Above awning:

Solid : 60%
Opening : 40 %



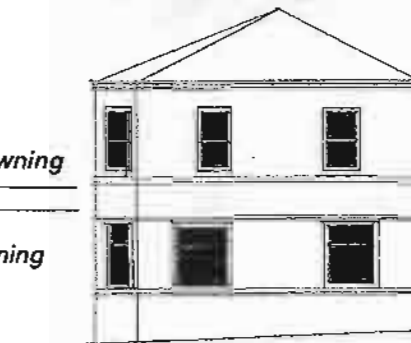
c 1840 Georgian
Houses turned into shops (c1900)

c 1991
Shop with offices over

c 1920 'Federation'
Shops with banking over

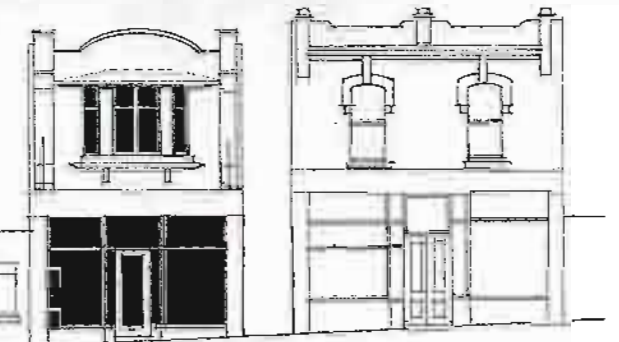
Solid : 90%
Opening : 10%

Above awning
Below awning



c. 1854 Georgian
Inn + hotel

Solid : 80%
Opening : 20%



c 1929 Federation Free style
Shop house

Below awning:

Solid : 34 %
Opening : 66%

Solid : 83%
Opening : 17 %

Solid : 49%
Opening : 51%

Guideline:

In order to reinforce the existing pattern, proportion of openings should be:

Between 15 - 25% - Above awnings
Between 25 - 65 % - Below awnings

3.3 Awnings

Extent of Awning — — —

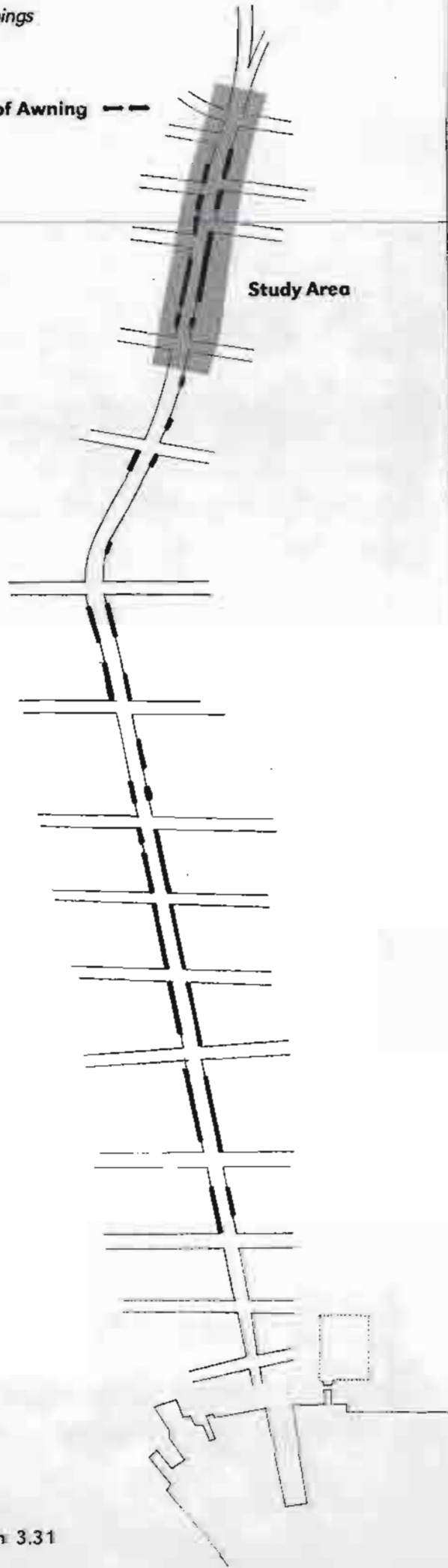
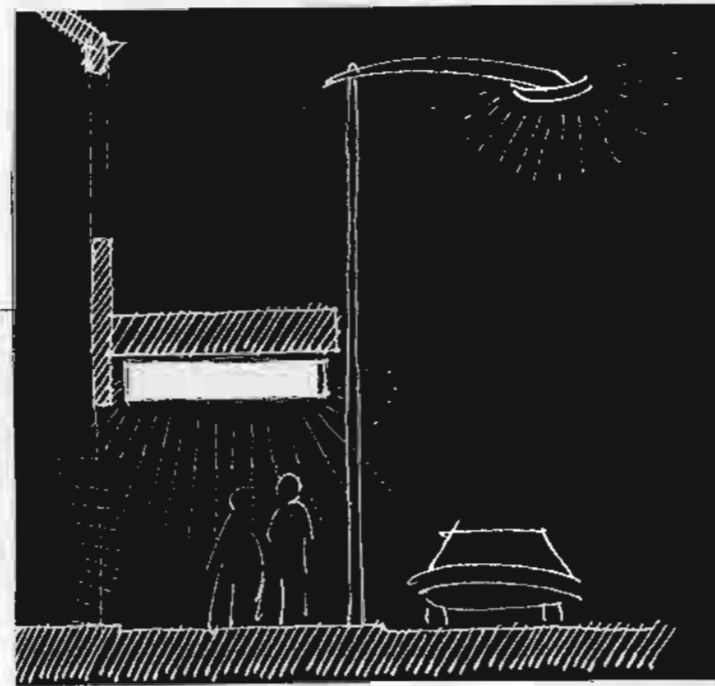
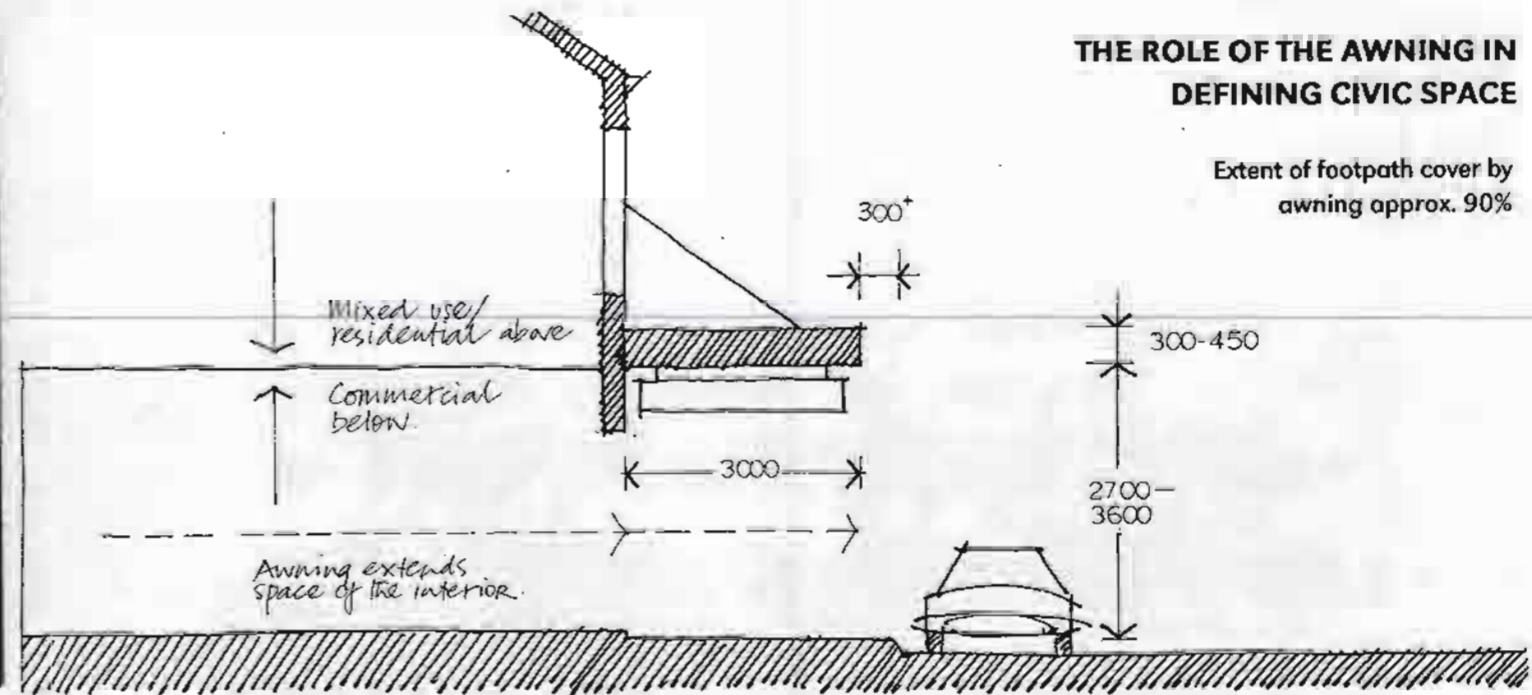


Diagram 3.31



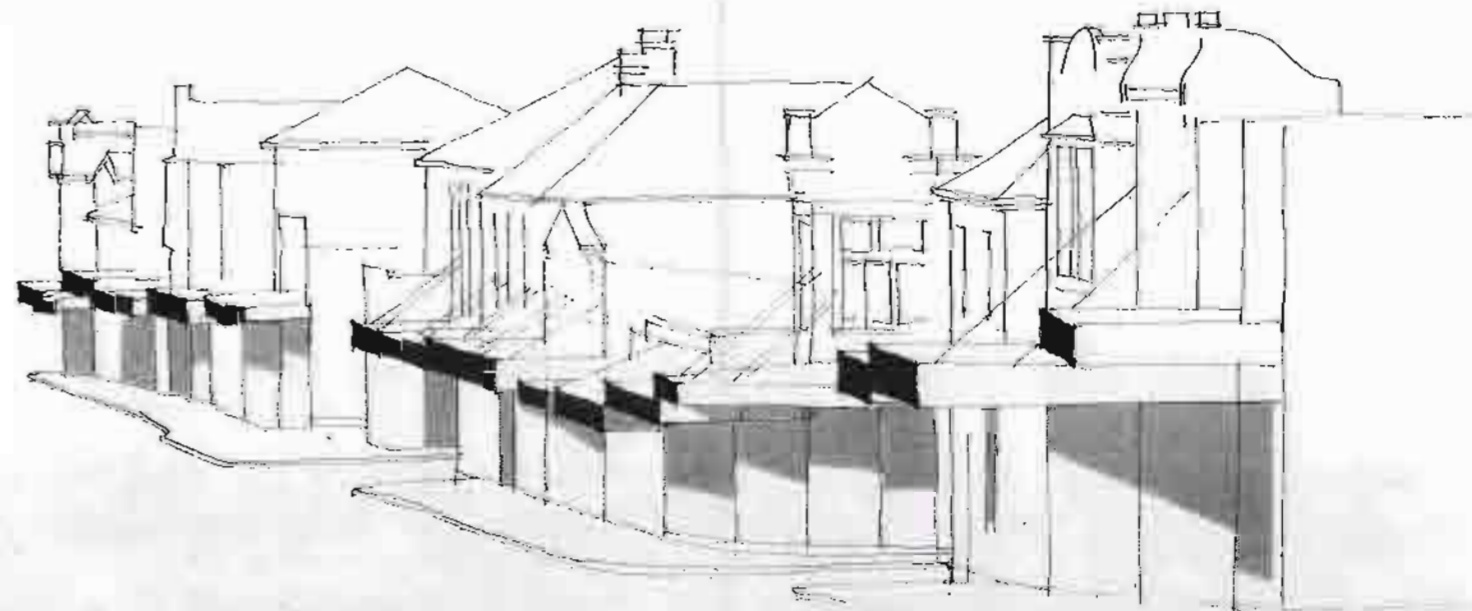
3.32 Illumination of footway assisted by under awning signage



3.33 Awnings reinforce pedestrian space



3.34 Detail above awnings remains largely intact



3.35 Awning line reinforces local identity.

Diagram 3.31
EXTENT OF AWNING WITHIN ELIZABETH STREET

Commercial precincts are generally identified by a continuous awning projecting horizontally from the building wall

Awnings offer weather protected space providing a more relaxed pedestrian environment. They provide a public amenity of assistance to commercial activity as they allow customers to linger at all times and in all weathers (Diags. 3.34, 3.35)

The awning is a commercial signifier. It makes the commercial precinct more legible by identifying the footway as a pedestrian oriented space

The discontinuous line within Diagram 3.31 indicates -

- opportunity for pedestrian enhancement and
- commercial infill opportunities

Identity with the local environment is strengthened by the awning profile identifying pedestrian space while referring to the terrain and changing contour (Diag. 3.34)

THE ROLE OF THE AWNING IN DEFINING CIVIC SPACE

Extent of footpath cover by awning approx. 90%

300-450

2700-3600

3.3 Awnings

Central North Hobart Guidelines

3.3 Awnings

Principles

Awnings should be retained for their function within the street as well as their conservation value.

Their role as providers of cover to the footpath and their contribution to the space of the street is significant.

The area of new awnings should be equal to that provided by existing (traditional) awnings.

The dimensions of awnings is relevant in terms of their extension perpendicular to the street.

Awnings assist in identifying commercial premises and in distinguishing between commercial and non commercial uses along Elizabeth Street.

The character of Elizabeth Street includes a variety of buildings some of a non-commercial nature. Examples such as churches (eg. no. 181) town houses and period homes set back from the street edge (eg. no. 313) maintain their period character without awnings.

Awnings provide the logical location for lighting and signing premises and their activities. (see 3.5 Signage)

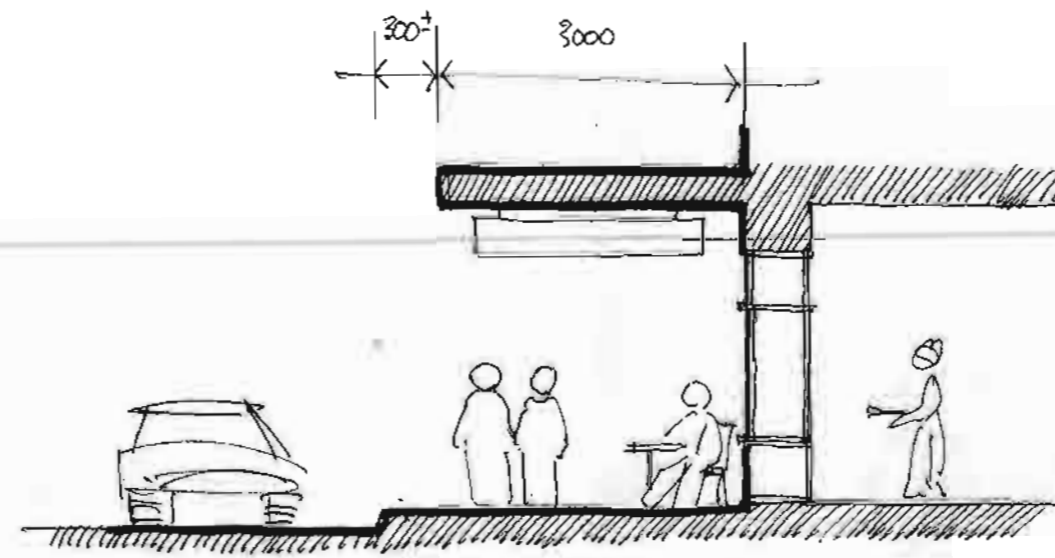


Diagram 3.36 Section through awning/footpath

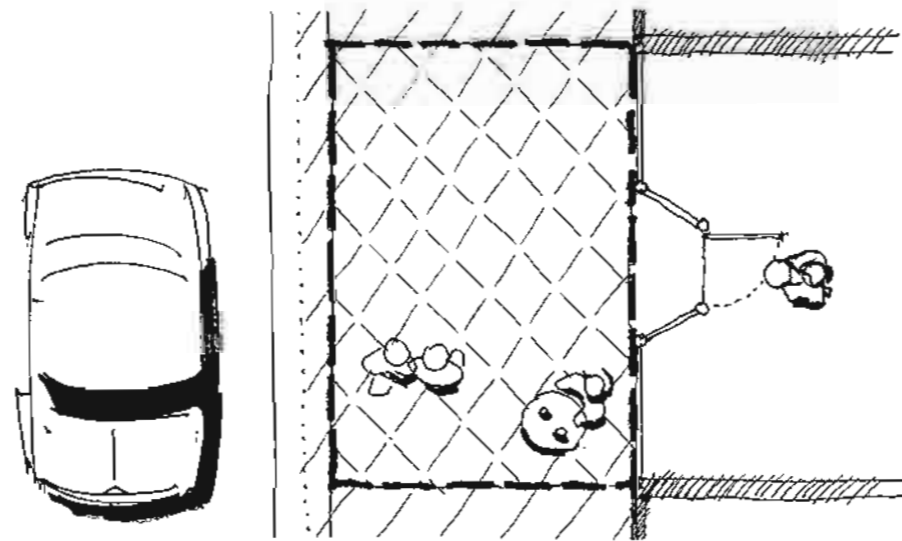


Diagram 3.37 Plan of footpath with awning over
Awning typically covers up to 90% of footpath



Awnings which provide extensive cover to the footpath are an integral public amenity.

Guidelines

Awnings should be actively retained and where appropriate (see 3.31) reinstated. This should include, where possible, existing hanging steel bracing from the building wall above

Ensure new awnings provide the same percentage cover of footpath as those typical within the street (ie. to within 300 mm of kerb line from the building face). Traditionally this equates to approximately 90% cover of the footway. Where footpaths have been widened the original / traditional percentage cover for the precinct should apply. (See diags. 3.31, 3.61)

Small awnings which do not provide the typical cover to the footway will not be allowed.

The depth of the awning at its street edge will not exceed 450 mm.

Signage will generally be affixed to the underside of the awning. Illuminated signage at this location is to be encouraged. Signage on the outer edge of the awning will not generally be illuminated.

Opportunities to provide uplighting to the soffit of the awning should be encouraged.

Awnings need not be provided where they would interfere with the integrity or character of heritage buildings if they did not originally provide them.

Ensure awnings are within 2700 and 3600 mm of the footway surface. On sloping ground awnings will be stepped preferably at increments equal to the original lot width.

3.4 Materials

Background

Together with the scale and form of the street, building materials combine to determine the character of the precinct.

Predominant in the image of North Hobart are the following:

1. Masonry tradition:

- red brick
 - from various periods especially Edwardian 'reds', generally stretcher bond sometimes with brick on edge coping.
- stone, particularly sandstone
- render, over brick esp. parapet cappings.

2. Metal finishes:

- chrome plate /stainless /brass, particularly as window frames, architectural hardware
- pressed metal, awning soffits, ceiling linings
- steel, sometimes as painted window frames, generally as utilitarian urban detail, unpainted galvanised aluminium, increasingly as window frames, doors

3. Timber:

- traditionally as window frames, doors interior floors and architectural detail

The tonal palette of the street is predominantly that of red brick with 'traditional red' (red oxide) custom orb metal sheet roofing.

The metal faced awnings, which are painted, largely divide the street elevation into open glazed shop fronts below and the solid masonry walls with openings above. Below awnings there is a more diverse palette often with painted surfaces.

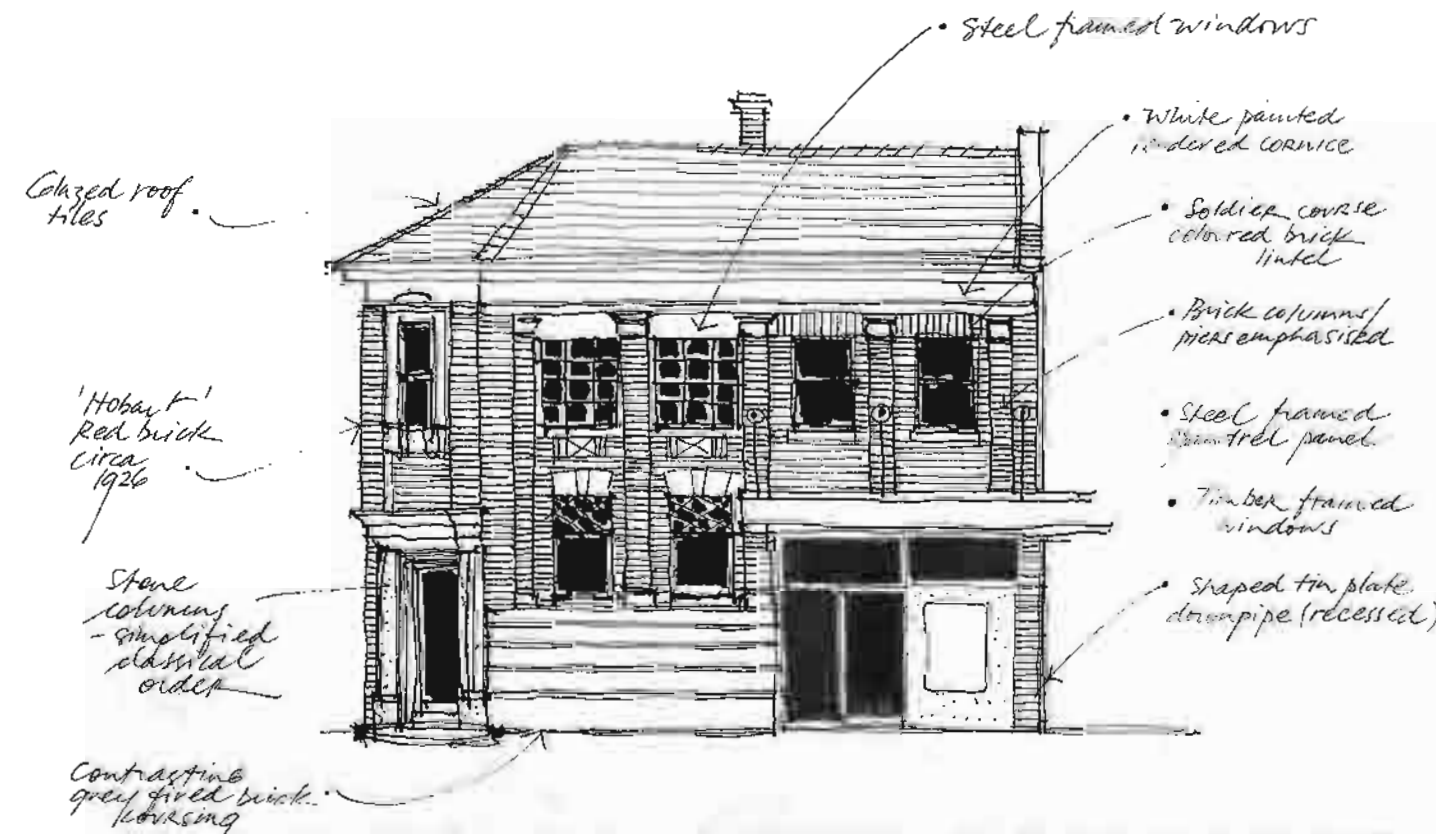
Original architectural detail and building materials which are largely unaltered, confirm the material richness of the street and its conservation value. (Examples: No. 333, former Brots shoe store, now Mit Zitrone, No. 369-373, former Soundys building, No 378 current ANZ Bank)



3.41 The red brick shop - house architecture of Central North Hobart. Though the original awning has been removed the character remains substantially intact by virtue of its unembellished materials.



3.42



3.43 No. 378 A variety of materials are found within the finely detailed and largely intact facade.

Guidelines:

Wherever possible maintain the surface finish as intended in the original design of the building.

Brick and stone in particular shall not generally be painted.

Resist alteration to materials which disguise their inherent character

Recognise the mix of materials that comprise the enduring image of Central North Hobart and seek to have new work respond to this palette

Where the existing palette cannot be extended choices should be made which respect the original material rather than mimicking them.

Ensure new development and its material selection make a positive contribution to the urban character of the street (ref. 3.1 Streetscape character) by building on the existing material palette and/ or accentuating the existing character.

3.4 Materials

Signage

Background

Signage in Central North Hobart is diverse in both scale and character ranging from large illuminated sky signs to sandwich boards on the pavement. Most signage however, is either part of the architecture of the building (ie. a component of the original design of the building) or is an under awning sign placed perpendicular to the building. Under awning signs are generally illuminated and have come to identify the commercial streetscape. They provide light to the pavement, signify activity and indicate the diversity of businesses operating in the commercial 'strip'.

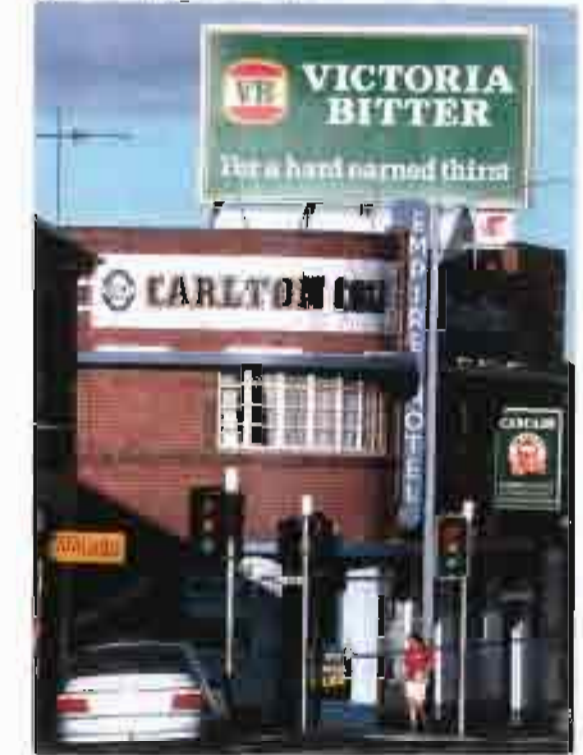
As a result of limited above awning signage, the character of commercial buildings in Central North Hobart remain largely true to the period of building construction, in this case predominantly between 1880 - 1930. This is increasingly rare in commercial precincts and historic urban areas in the state. It also indicates Central North Hobart's role as a traditional pedestrian precinct rather than a vehicular dominated site. Information is principally oriented toward the pedestrian rather than the motorist.

As a result of the areas conservation value and in response to previous community consultation where pedestrian amenity was highly regarded, (and because under awning signage is obviously successful), limited above awning signage is considered appropriate.

Urban Not Suburban Signage

The success and familiarity of the under awning sign is a reflection of the urban character of North Hobart. Most people intending to shop or eat in Central North Hobart (if they haven't walked there) first need to find somewhere to park. Then, as pedestrians, they choose or are oriented to the establishment of choice usually by the under awning sign. This is in contrast to suburban locations where drive-in establishments, often in stand alone settings rely on sky signs or signage high on the building

to attract the attention of the motorist. This is not the case in North Hobart. Here the location is the attraction. There is pressure however to disregard this character and allow overscaled signage designed for larger scale (often suburban) shopping centres.



Signage oriented toward the motorist rather than the pedestrian. The extensive corporate signage on the former 'Empire hotel' prior to its change of ownership.

Recommended Signage Approach

As a result of the above, and in order to better manage the conservation and heritage value of the red brick commercial buildings along the street, it is recommended that illuminated above awning signage should not generally be permitted. Illuminated signage on the face of the awning may be appropriate as a graphic device although the awning itself should not be illuminated. There are already successful examples of this form of signage in the precinct.

Creative 'signage' opportunities were indicated in the earlier study. In this instance a fresh focus may be brought to the building facades themselves by the creative use of lighting. This would enhance the facades and the image of Central North Hobart by highlighting the unique character of the streetscape.

3.5 *Signage and Advertising, including Lighting*

General Principles :

- To allow for appropriate identification and promotion of businesses and buildings
- To appropriately manage the public environment as an accessible, legible domain
- To protect the significant characteristics of the streetscape including buildings, streetscapes and vistas
- To protect and manage distant views while maintaining roofscape character



Over bearing, overscaled signage diminishes heritage values and legibility within the street.

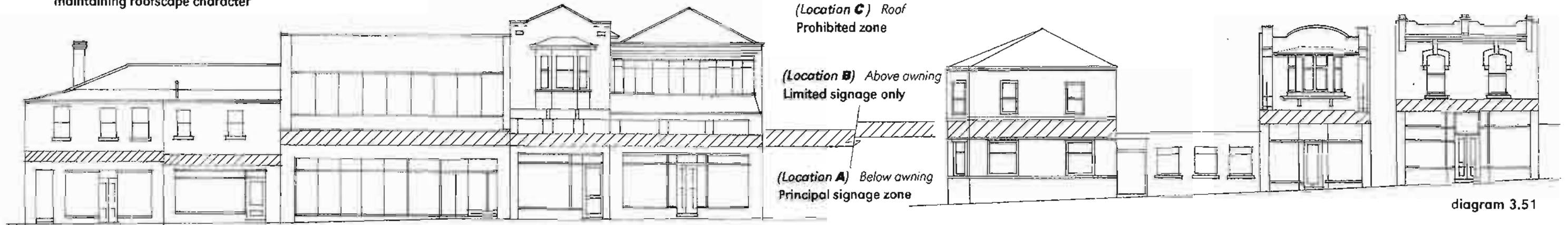


diagram 3.51

Specific Principles :

- Signage and advertising should not dominate the character of the building to which it is attached. Its message should be aimed at pedestrians rather than vehicular traffic.
- Tradition and contemporary values need interpretation in Central North Hobart. On heritage buildings signage should be sympathetic in character and design to the building particularly with regard lettering and colour.
- The heritage value of Central North Hobart suggests that building colour and lighting can be regarded as a 'sign' and subject to the same permits.

Skilled signage design must underpin its development and production.

Sign definition: for the purposes of this report the word 'sign' is intended to mean any graphic, pictorial or written display (including its structure) when viewed from a street or other public space. A sign may also include the wall of a building, free standing walls, fences etc. upon which the graphics are painted or displayed.

Approach :

- Ensure that the observer/ viewer is not overloaded by messages competing for attention .
- Outcome: Advertising signage should be located within those areas identified on the diagram 3.51
- Ensure that ones view is not dominated and ones privacy violated by advertising messages which are irrelevant to ones purposes.
- Outcome: Large scale signage, especially sky signs, should not be permitted because they are not locally specific, can distract motorists and obscure views .

Ensure that the form of communication is expressive of the activity being communicated.

Outcome: Corporate signage which does not identify the activity and relate to the location should not generally be permitted.

Signage location :
Refer Diagram 3.51.

(Location A) Below awning
Signage in Central North Hobart shall be concentrated below awning.

(Location B) Above awning
Above awning to lowest line of the roof (generally the gutter line) - limited signage, generally only if part of the architecture of the building.

(Location C) Roof
Roof signage shall be prohibited.

(Location C) Roof
Prohibited zone

(Location B) Above awning
Limited signage only

(Location A) Below awning
Principal signage zone



Well considered signage where the building and its architecture is enhanced.

Location A Signs

Under awning signs :

- Dimension should not exceed 2500 mm x 500 mm x 300 mm
- Clearance above footpath nominally 2700 mm (absolute min. 2400 mm) height not to exceed 3500 mm.
- To be located perpendicular to the building facade.
- Illumination (internal or external) not to be animated or flashing.

Sandwich boards and small projecting banner signs. :

To be discouraged

Location B Signs

Fascia signs:

Generally to be contained within the fascia depth and not illuminated. If no other illuminated signage is provided limited well designed illuminated signage (within the fascia depth) may be considered.

Wall edge signs:

Building identification signs, face mounted, non illuminated as part of the building design and character. Max. dimension equal to area of under awning sign.

3.6 Outdoor Dining Areas

Background and Principles

Street life is to be encouraged. Providing opportunities for people to eat comfortably outdoors is a positive way to achieve this.

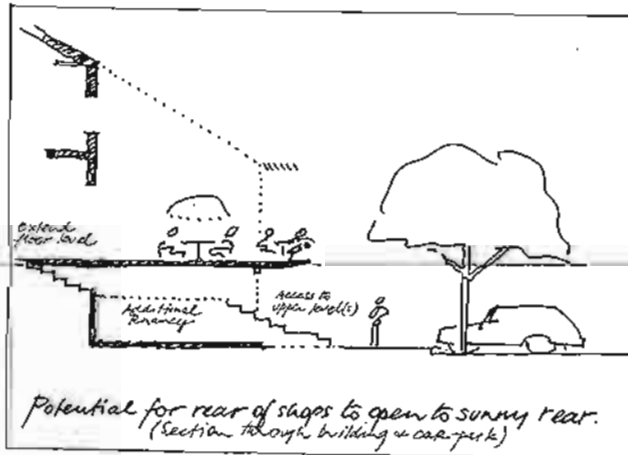
Central North Hobart currently has limited outlets (and opportunities) for outdoor dining within the street, principally due to the width of the footway.

Footpath widening, as part of earlier streetscape improvements, have provided opportunities for outdoor dining some of which are yet to be taken. Further widenings (which are not easily accommodated within the constraints of the existing street) will unlikely occur for some time.

Additional outdoor dining areas will therefore likely occur within existing lots rather than in the public space of the street. As a result creative solutions to outdoor dining should be encouraged and pursued.

In an endeavour to encourage greater appreciation of the street, some building frontages (below awning) could become more transparent and accessible. Where conservation values are not denied frontages in some instances could be made more accessible by windows / doors being larger and / or opening further.

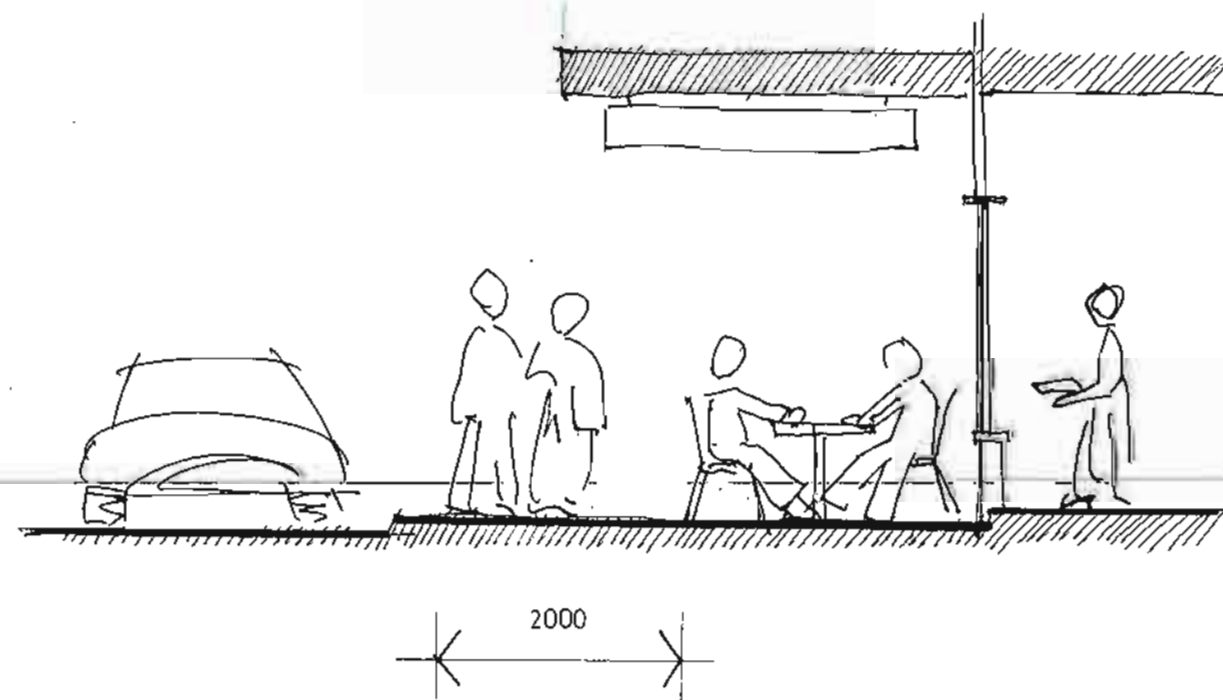
The success of many outdoor dining locations owes much to them being on or about the same level as the footpath. Buildings on the western edge of Elizabeth Street have in many cases a step up from the pavement. This is not only a barrier for disabled people but it reduces ready involvement with the footpath and the street.



The rear of existing buildings can provide alternative outdoor dining options. (from Townscape Report '92)



3.61 The existing arrangement for outdoor dining at Mit Zitrona (333 Elizabeth Street) is unobtrusive, does not block pedestrian movement, allows adequate viewing into and out of the restaurant and is not defined by any objects/ signage placed within the pedestrian space. Adequate cover is provided by the traditional awning fixed to the building.



3.62 Outdoor Dining Areas in Central North Hobart
An unobstructed path width of 2 metres must be maintained

Guidelines :

Creative solutions to outdoor dining should be encouraged.

Outdoor dining opportunities in spaces adjacent to Elizabeth Street, including laneways, linkways and along the edges of buildings (where servicing is not restricted) should be encouraged.

Outdoor dining areas should not be developed at the expense of the utilitarian and continuous space of Elizabeth Street. No platforms or devices within the street which would alter the level of the footway should be allowed.

Outdoor dining areas within the footpath must allow for an unobstructed path width of 2000 mm.

No screens/ signs or devices to identify outdoor dining should be allowed to clutter the Elizabeth Street pedestrian environment.

Awnings are recognised as the appropriate cover to the pedestrian space within Elizabeth Street. They also provide the most appropriate canopy for outdoor dining areas within the streetspace. Secondary devices such as umbrellas are considered inappropriate. No product advertising should be permitted on any furniture.

Outdoor dining opportunities should particularly be encouraged where they can access good winter light.

3.6 Outdoor dining areas

3.7 Laneways and alcove (re-entrant) spaces

Background and Principles;

The laneways running to and from Elizabeth Street provide an indispensable, if often undeveloped, component of the open space system. While the hard edged building line to the street follows a generally consistent alignment or setback it consists of laneways, indentations and re-entrant spaces. These have evolved over time and now form part of the pattern and fabric of the street. They also provide an essential component to its future management.

The alcove or re-entrant space at the doorway threshold provide not just a transitional space between the street and the building interior but an intimacy increasingly being lost in recent



The alcove spaces at shop fronts and for upper level tenancies are a characteristic feature of the streetscape.

Guidelines:

Where possible encourage linkways to extend the network of informal public space particularly in new development.

Ensure corners between streets and lanes are not 'dissolved' at the expense of the street frontage.

Recognise that small commercial outlets are locating at the rear of existing street front commercial buildings.

Encourage the diverse commercial use of buildings fronting laneways.



The street edge is defined by the diverse arrangement of streets, laneways, linkways and shop front re-entrant spaces. 3.71

commercial development. Their conservation value is significant.

Unlike Central Hobart where links through the city blocks have been progressively closed those in North Hobart still provide vital residential connections. Additional opportunities exist which should form part of future development.

Laneways/ linkways need to be carefully treated in the hierarchy of public open space. They should not be treated as streets nor as street frontages. As a result their frontages/ edges should reinforce the principal street edge and not return into the lane. Lanes are defined by not being the street.

The grimly detailed laneway at the junction of Little Arthur Street and Elizabeth Street. Redesign should occur having regard to its role within the public space hierarchy



Encourage the opening of additional links between buildings to rear lots.

Resist the closure of laneways (or the 'building in' of them) particularly where these provide a view or connection to the rear of the lot.

Ensure re-entrant spaces (such as doorway alcoves) are not so deeply recessed as to preclude ready visibility of persons within them from the footpath.

The semi public nature of some re-entrant spaces means that (subtle) separation from the public footway - for example a change in surface material - should be regarded as a positive design feature.

3.7 Laneways & alcove spaces

The guidelines consolidate and extend community responses developed as part of the North Hobart Townscape Project.



4. **Summary Guidelines**

Central North Hobart Design Guidelines

4.1 Key Recommendations

New development in Central North Hobart should:

- Maintain the character and pattern of Elizabeth Street as the traditional commercial spine running northwards from the city centre.
- Continue the traditional rectangular building form parallel to Elizabeth Street where buildings are generally one or two storeys.
- Respect and use building frontages to create a formal enclosure of the street space and of its nearby laneways and public spaces.
- Improve pedestrian amenity and convenience through the provision of ground level through-block, public pedestrian access where feasible, minimising disruption of footpaths by vehicular crossings
- Ensure a high standard of access for those of limited mobility
- Provide protection from the elements for the pedestrian by continuation of awnings projecting perpendicularly from the building face and providing between 80 - 90% cover of the footway.
- Acknowledge important focal points within the precinct. These include intact corner buildings such as the former Palfreymans Building (340 - 344 Elizabeth Street) Soundys buildings (369 -373), and the North Hobart Post Office (412) as well as buildings and their garden spaces which now reflect the earlier settlement pattern such as the former Davis College building (313) Views

to the dominant skyline features such as the Holy Trinity Church (Warwick Street), the highground of the Queens Domain, Knocklofty Reserve and beyond to Mount Wellington.

- Assess and incorporate at the earliest opportunity the results of the urban conservation study of the precinct.
- Provide detail and architectural interest at various levels of the streetscape including:
 - definition of the building edge at its boundaries
 - roof lines which contribute to the diverse pattern of the existing streetscape
 - treatment of the ground level with its re-entrant doorways and detailing
- Protect and manage the historic streetscape (*in general terms the whole of the streetscape of the study area*), its individual buildings and their period details particularly its red brick character. Ensure painting of intact brickwork on the Elizabeth Street frontage is not permitted.

Streetspace

Reinforce the existing dimension / scale of the street space (as determined within the ratio of facade height to street width- 0.4 : 1.0 + -)

Maintain and reinforce the 19 metre average street width

Reinforce awnings (see: 3.3) as the principal element of footpath cover and pedestrian protection

Maintain the existing footpath width and where appropriate widen .

Building form

Recognise the common elevation heights of 4 and 8 metres.

New infill should not generally exceed 9 metres at the street edge boundary.

Recognise lot width. Ensure new development and its streetscape rhythm maintains the characteristic 7 - 12 metre lot width.

Solid to void ratios should reinforce the pattern of the existing street. (see; Solid to void diagram 3.21)
Above awnings this is 15 - 25 % of void to wall face
Below awning this may vary between 25 - 65%.

Awnings

Awnings should be actively retained and where appropriate reinstated.

Ensure new awnings provide the same percentage cover of footpath as those typical within the street (ie. to within 300 mm +/- of kerb line from the building face). Traditionally this equates to between 80 - 90% cover of the footway. Where footpaths have been widened the original percentage cover for the precinct should apply.

Small awnings which do not provide the typical cover to the footway shall not be allowed.

The depth of the awning at its street edge should not exceed 450 mm.

Signage will generally be affixed to the underside of the awning. Illuminated signage at this location is to be encouraged. Signage on the outer edge of the awning will not generally be illuminated.

Creative lighting approaches below awning (eg. to provide uplighting to the awning soffit) should be encouraged.

Ensure awnings are within 2700 and 3600 mm above the footway surface.

Materials

Wherever possible maintain the surface treatment in the original design of the building.

Brick and stone in particular shall generally not be painted.

Resist alteration to materials which disguise their inherent character

Recognise the mix of materials that comprise the enduring image of Central North Hobart and seek to have new work respond to this palette

Where the existing palette cannot be extended choices should be made which respect the original material rather than mimicking them.

Ensure new development and its material selection make a positive contribution to the urban character of the street

Signage

Signage and advertising should not dominate the character of the building to which it is attached. Its message should be aimed at pedestrians rather than vehicular traffic.

The heritage value of Central North Hobart suggests that building colour and lighting can be regarded as a 'sign' and subject to the same permits.

Skilled signage design must underpin its development and production.

Large scale signage, especially sky signs, should not be permitted because they are not locally specific, can distract motorists, obscure views and have an overwhelming impact on the scale and character of the buildings on which they are placed and the streets within which they are located.

Location A Signs

Signage in Central North Hobart shall be concentrated below awning.

Under awning signs :

- Dimension should not exceed 2500 mm x 500 mm x 300 mm
- Clearance above footpath is a minimum of 2400 mm (preferably 2700 mm) and does not exceed 3500 mm.
- To be located perpendicular to the building facade.
- Their illumination (internal or external) is not to be animated or flashing.

4.1 Key Recommendations

Location B Signs *Above awning*

Above awning to lowest line of the roof (generally the gutter line) - limited signage, generally only if part of the architecture of the building.

Fascia signs:

Generally to be contained within the fascia depth and not illuminated. If no other illuminated signage is provided limited well designed illuminated signage (within the fascia depth) may be considered.

Wall edge signs:

Building identification signs, face mounted, non illuminated as part of the building design and character. Max. dimension equal to area of under awning sign.

Location C Signs *Roof*

Roof signage shall be prohibited.

Linkways

Encourage linkways to extend the network of informal public space particularly in new development.

Do not allow corners between streets and lanes to be 'dissolved' at the expense of the street frontage.

Encourage the diverse commercial use of buildings fronting laneways.

Ensure re-entrant spaces (such as doorway alcoves) are not so deeply recessed as to preclude ready visibility of persons within them from the footpath.

Outdoor Dining

Outdoor dining areas should not be developed at the expense of the utilitarian and continuous pedestrian space of Elizabeth Street . No platforms or devices within the street which would alter the level of the footway should be allowed.

Outdoor dining areas within the footpath must allow for an unobstructed path width of 2000 mm.

No screens/ signs or devices to identify outdoor dining should be allowed to clutter the Elizabeth Street pedestrian environment.

Awnings provide the most appropriate canopy for outdoor dining areas within the streetspace. Secondary devices such as umbrellas are considered inappropriate. No product advertising should be permitted on any furniture.

Outdoor dining opportunities should particularly be encouraged where they can access good winter light.

4.2 *Integration into the City of Hobart Planning Scheme 1982*

This section indicates:

what components of the Central North Hobart Design Guidelines could be incorporated into the City of Hobart Planning Scheme 1982;

the scope of amendments required; and

the process for achieving such amendments within the scheme.

4.2.1 Components

The guidelines outlined in Section 4.1 are considered to be suitable, subject to Council approval, for inclusion within the existing planning scheme. This could be achieved by way of a Schedule for Central North Hobart Commercial Area being added into the scheme. The remainder of the report can be used as a reference document with much of Section 3 potentially being used in a brochure for explaining/informing/educating people about the guidelines in the development approval process.

Section 4.1 would need to be structured in a Schedule format, which could include the components of:

Schedule Name;

Definitions;

Objectives (these are currently listed under New Development in Central North Hobart within Section 4.1);

Application for Approval (the Council's process for dealing with applications in the commercial area); and

the Guidelines (streetscape, building form, materials, signage, outdoor dining, linkways)

4.2.2 Scope of Amendments

The proposed Schedule will require cross-referencing powers and in some cases, amendment to other parts of the scheme. The parts of the existing planning scheme that would require review are seen to be:

key words used within the proposed Central North Hobart Commercial Area guidelines would need to be defined (eg. facade, awnings, streetscape etc) at the start of the Schedule, or, if necessary by amendment to Interpretation in Section 1.7;

the precinct statement for R16 Elizabeth Street (North Precinct) would need to be reviewed with stronger references made to the intent of the guidelines and role of the schedule;

Density Schedule B (Table B1 - Precincts and Density Controls) to review the requirements listed for basic plot ratio, maximum plot ratio, dwelling unit factor, minimum lot area, minimum frontage and minimum inscribed circle with respect to the guidelines;

the permitted height of 4.8m in the Height Schedule C;

Section D.3.2 of the Siting and Landscape Schedule D which sets out planning controls for the Commercial and Residential Zone;

whether any alterations are required to the Traffic, Access and Parking Schedule provisions and in particular the policy for the Commercial and Residential Zone (Section E.9.5);

whether there is sufficient evidence for the North Hobart commercial area to be included as a commercial precinct within the Heritage Schedule F; and

4.2 Key Recommendations

the potential requirement for any specific changes to Signs Schedule G to meet the guidelines for signage.

4.2.3 Process of Amendment

The procedures for the amendment of a planning scheme are set out in the *Land Use Planning and Approvals Act 1993*. The steps can be summarised as:

Council drafting the proposal for amendment of the planning scheme in accordance with Planning Note 5 ...;

approval by Council of the draft amendment and forwarding the proposal to the Resource Planning and Development Commission;

the Commission considers whether to accept, modify or reject the proposed amendment;

if approved or subject to modification, the amendment proposal is required to be certified by the Resource Planning and Development Commission;

public notification of the amendment proposal for a specified time period, inviting representations;

Council is required to respond to the representations and provide planning advice to the Commission;

the Commission may then decide to hold a public hearing about the proposed amendment;

the Commission accepts, rejects or seeks modification;

the planning scheme is amended as determined by the decision of the Commission.

Bibliography:

Pearce, Kim 1992
North Hobart Historical Research Project
Unpublished Report for the Australian Heritage Commission

Woolley, Leigh et al 1992
North Hobart Townscape Project Report
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Photographs by Leigh Woolley



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