

Huonville Residential & Commercial Precinct Draft Structure Plan

*A 20 year planning framework
for a liveable Huonville*

June 2025



We acknowledges the Melukerdee and Lyluequonny people, palawa community and broader Tasmanian Aboriginal community as the original owners and continuing custodians of this island lutruwita/Tasmania.

The Melukerdee and Lyluequonny belonged to the South East Nation, who had a distinctive and age-old connection with their ancestral lands and waters.

In the course of colonisation, dispossession of the Melukerdee and Lyluequonny people was early, rapid and extensive. We recognise the Tasmanian Aboriginal communities survival and continual connection with their country spanning more than 60,000 years.

We commit to imagining and realising a vision for the future of Huon Link Road Residential Area together. The Precinct provides a great opportunity for Huonville to understand a connection to Country and provide a community setting where communities can connect with and understand themselves within Country. For this reason, our work will be considered through Country and takes lead from the palawa aspirations for caring for the Country and helps build greater understanding of Country for a shared future.

Our work establishes a commitment to collaborating with Aboriginal people as we imagine and realise new places that hold space for these stories, connect with ancient landscapes, and allow Aboriginal people to realise their aspirations and continued connection with Country.

Contents

0: Introduction

Council Forward	5
About the Project	6
Planning Process	8
Planning Context	10
Governance Context	11

1: Background + Engagement

Community Profile	8
Evolving Precincts	14
Zoning	16
Housing for all	17
A Thriving Centre	17
Delivering Infrastructure	20
Supporting the Community	22
Living within the Environment	25
Getting Around	26
Engagement Outcomes	30
Future Considerations	22

2: Structure Plan

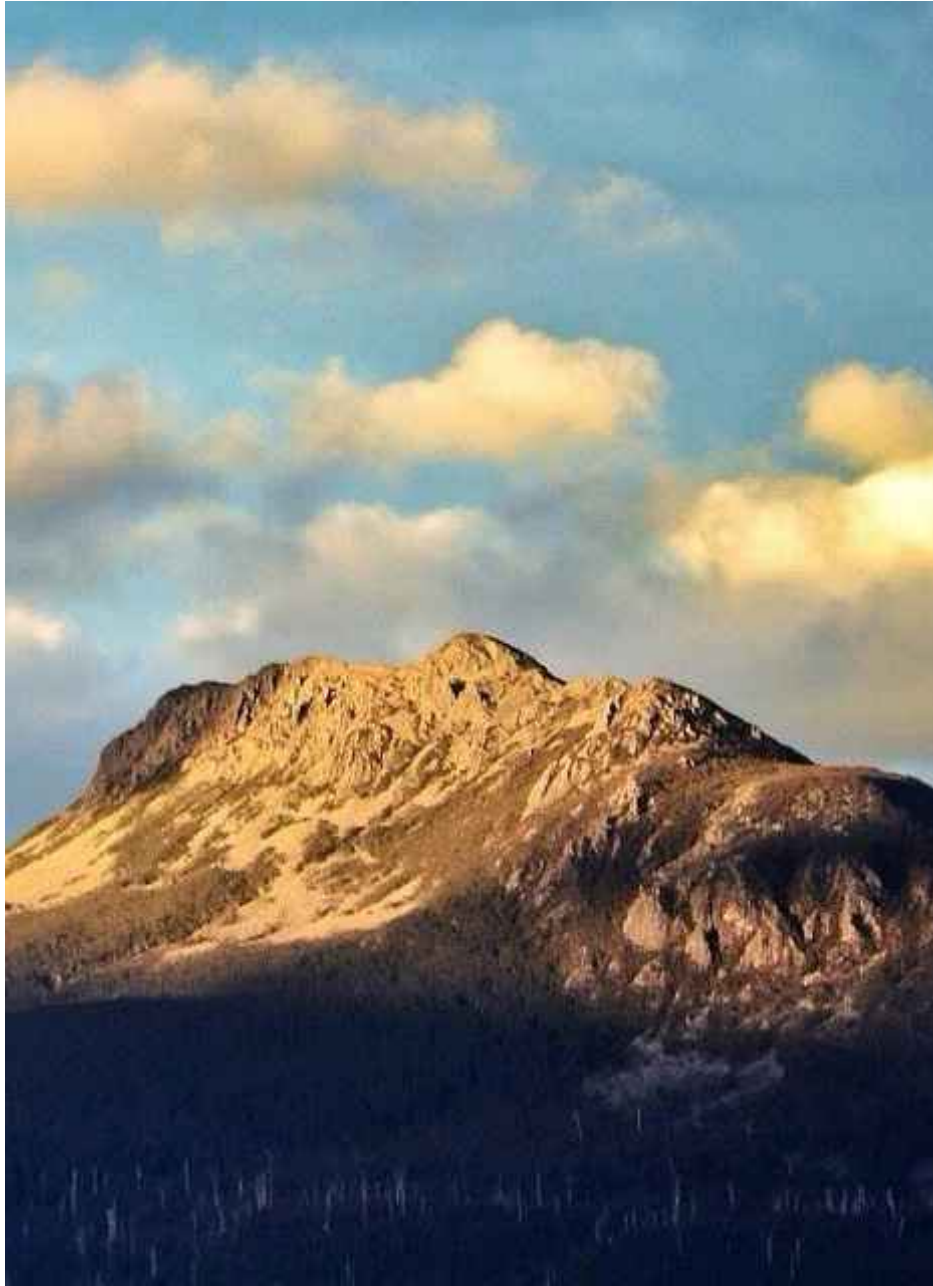
Vision + Objectives	38
Strategies	
Unlocking Development	40
Services and Community Infrastructure	42
Movement and Access	44
Density and Built Form	46
Activities and Spaces	48

3: Components

Street Hierarchy	52
Adapting Existing Streets	53
Creating New Streets	55
Open Space Function & Hierarchy	58
Residential Lot Structure	60
Residential Design Guidelines	62
Commercial Lot Structure	78
Commercial Design Guidelines	84
Public Realm Palette	96

4: Making it Happen

Implementation	99
----------------	----



Sleeping Beauty, Discover Tasmania

Forward

*An invitation to look after
Country, build stronger
communities, design better
developments, and keep
Huonville rural, creative
and productive.*

Message from the Mayor

It is with great pleasure that I introduce the Huonville Residential Precinct Draft Structure Plan. At its core, the Structure Plan is dedicated to the wellbeing of our residents, the sustainability of our beautiful natural environment, the vibrancy of our local economy, and respect for our Town's rich heritage and sense of place.

The Plan sets out a clear and carefully considered framework to guide future residential development, ensuring we address current opportunities and challenges while protecting what makes Huonville truly special. As your Mayor, I am committed to delivering the goals and objectives of this Plan to ensure Huonville's prosperity and liveability for generations to come.

Message from the CEO

I am pleased to present the Huonville Residential Precinct Draft Structure Plan, the result of thorough planning and extensive community input. This long-term Plan establishes a cohesive vision for Huonville's growth, taking a holistic approach to land use, infrastructure, open space, and connectivity to serve our community well into the future.

Our aim is to deliver a guiding roadmap that reinforces sustainable development, promotes resilience, preserves Huonville's unique character and natural assets, and responds to the diverse needs of a growing population. The Structure Plan provides a coordinated framework to implement both local and state priorities, underpinning our commitment to delivering the Huon Valley Community Vision through land use planning.

Prepared by

REALM studios

On behalf of

With

SGS Economics & Planning
Form Planning
WSP
Sugden & Gee



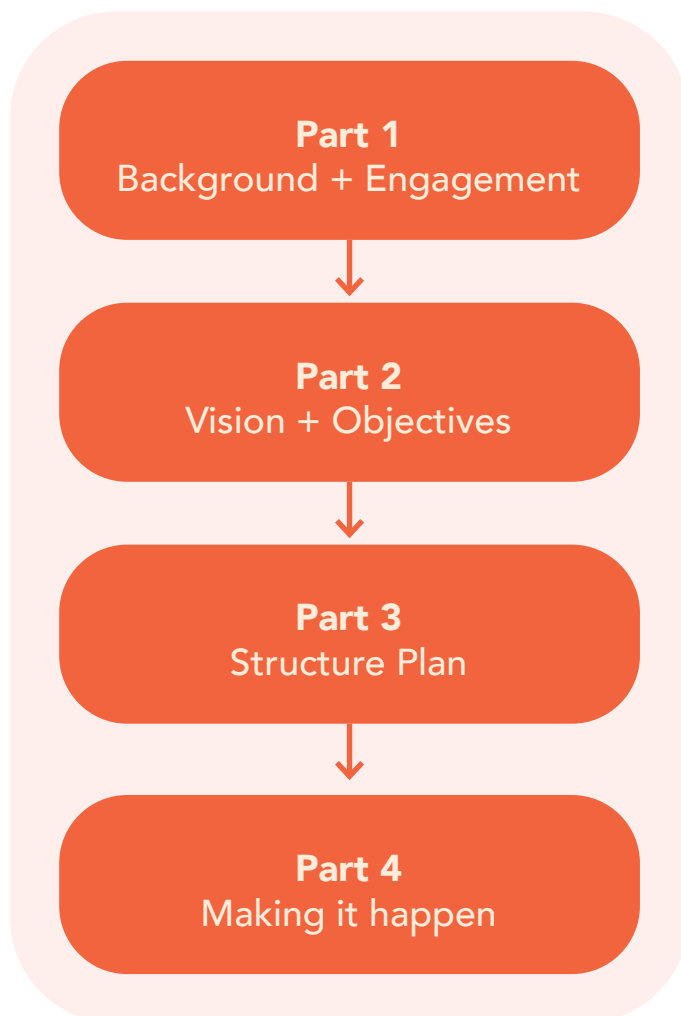
About the project

Purpose

This plan provides a strategic link between the state and local level planning policy. It applies the Regional Land Use Strategies (RLUSs) that define where development should occur including residential, commercial, industrial and community-based uses.

The Huonville Residential Precinct Structure Plan (The Plan) will inform the application of zoning and overlays in the Local Provisions Schedules, suggestions for re-zoning, and the preparation of Specific Area Plans or Particular Purpose Zones for places where a more unique integration of use and development is required.

Plan Structure



Cottage in Huonville, *REALMstudios*

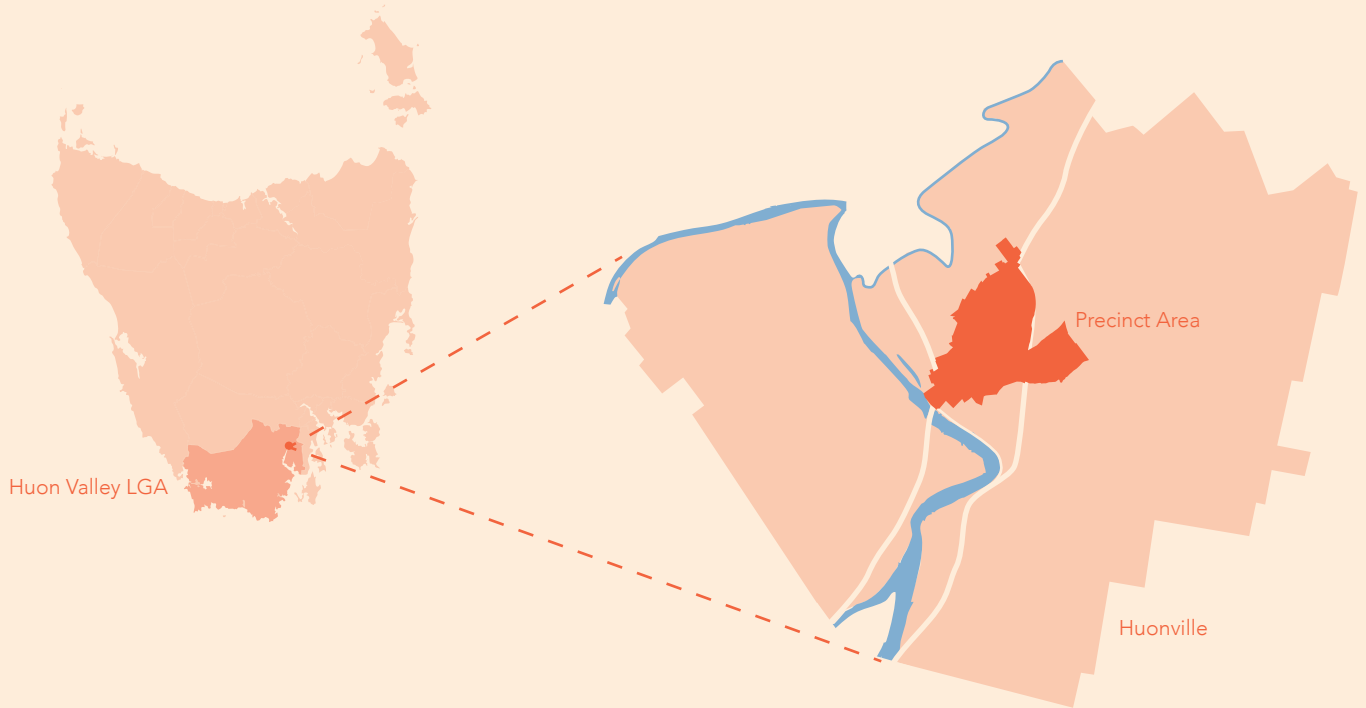
Why do we need a plan?

This Plan is a long-term plan, establishing a framework for future residential development that addresses current opportunities and challenges across the evolving precinct area.

It will serve as a roadmap to enhance Huonville with residential development, aligning broad goals with coordinated planning and infrastructure.

There are three key aims that underline the preparation of the structure plan:

1. To create a shared vision and identify land use strategies for sustainable development, greater resilience, and to preserve the character of Huonville.
2. To implement relevant local and state strategies and policies.
3. To ensure infrastructure, open space, and transport meet the needs of a growing population.



Developing the Plan

Project Process

This draft plan represents an emerging shared vision between Council, stakeholders, and the community. It reflects the ideas and input gathered so far through a collaborative process - working together to explore possibilities, identify potential actions, and begin to understand shared priorities.

We are seeking input from the community to help shape and refine this draft plan. Your feedback will help us understand what matters most, test our ideas, and ensure the plan reflects the needs and aspirations of the people who live, work, and visit here.

We want to hear from you—whether it's a big idea, a local insight, or a concern you would like addressed. Your voice is a vital part of this process.



Engagement Process

The development of the draft Structure Plan has been informed by targeted stakeholder engagement, focusing on key landowners, commercial operators, and service providers with a direct interest in the growth and transformation of the town.



Key Stakeholders Inputs

Engagement activities with key stakeholders were conducted through interviews and direct discussions, structured around a consistent set of questions exploring vision, development intentions, land use priorities, infrastructure needs, and barriers to change. The engagement process aimed to:

- Understand the aspirations and concerns of landowners and commercial stakeholders;
- Identify infrastructure and service needs to support future growth;
- Test key planning assumptions and development strategies;
- Explore opportunities for coordinated land use, staging, and investment;
- Inform the development of realistic, locally-supported strategies.

Stakeholders engaged to date include:

- Key Landowners;
- Commercial Business Owners & Landowners;
- Government and Institutional Stakeholders;
 - Department of State Growth
 - TasWater & TasNetworks
 - Homes Tasmania
 - Council officers

This early-stage engagement provides a foundation for the draft structure plan and will be complemented by broader community and stakeholder consultation prior to finalisation.



Community Input

The draft Huonville Structure Plan will be tested and refined through a broad program of community engagement. This will include online and in-person consultation activities designed to reach a wide cross-section of the community, including residents, local businesses, service providers, and community groups. Engagement methods will include surveys, a community workshop, and targeted focus groups to explore the key ideas included in the draft structure plan.

Feedback gathered through this process will directly inform the final structure plan and its implementation priorities, ensuring the plan reflects local values, needs, and aspirations.

Planning Context

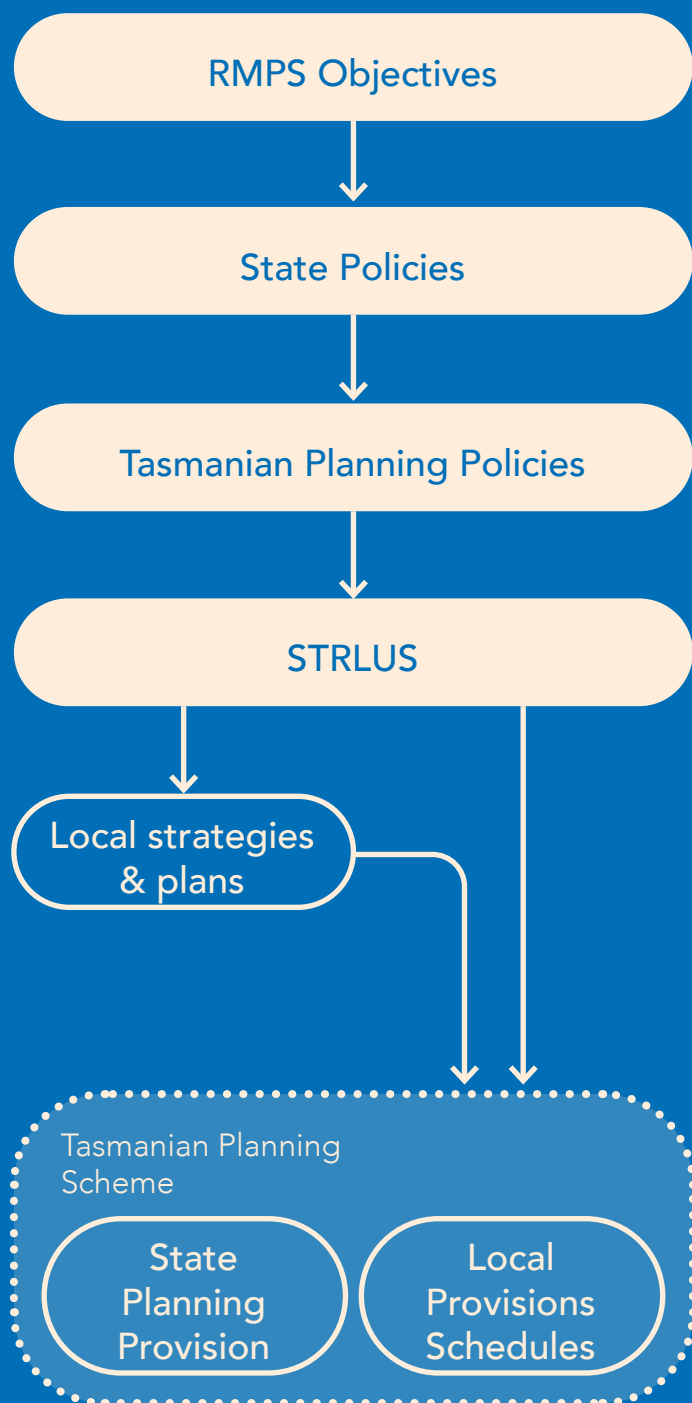
Tasmania's Resource Management and Planning System (RMPS) integrates environmental and planning processes, prioritising sustainable development through objectives implemented by legislation, policies, and strategies. At its core is the Land Use Planning and Approvals Act 1993, which governs the preparation of planning schemes focused on regulating land use and development, rather than acting as policy documents.

The Southern Tasmanian Regional Land Use Strategy (STRLUS) is the primary regional planning document, emphasising sustainable growth, resource protection, and a balance between community needs and environmental stewardship.

The Local Government Act 1993 mandates that municipalities create their own strategic plans.

Land Use Strategies vary in scope—from broad regional strategies like the STRLUS to more detailed, local-level plans such as this one.

Within this framework, it's essential that local structure plans align with STRLUS and other regional policies for effective implementation. Structure plans, while strategically important, are non-statutory within the RMPS hierarchy, guiding rather than regulating land use.



Governance Context

There is a need to recognise the vital role of governance bodies across the region and the importance of these partnerships in delivering future objectives. Collaboration with Tasmanian Government authorities, community members,

and businesses is integral to shaping and delivering the Plan. Working together will ensure comprehensive planning, thoughtful design, help secure funding, and successful delivery of The Plan.



Huon Valley Council's role will be to:

	Advocate: to government authorities and land managers.		Implement: policy change, planning controls or detailed proposals.
	Partner: with government land managers and community to work through shared aspirations.		Deliver: community infrastructure and public places.



Background + Engagement

The development of the Huonville Structure Plan is grounded in comprehensive background research and data collection. This work establishes a strong evidence base to guide the plan's strategic directions and ensure it reflects the specific needs, opportunities, and challenges facing the precinct and Huonville.

The research has been complemented by insights gained through stakeholder engagement helping to ensure the plan responds to the lived experience and aspirations of local people. Specialist expertise has also supported the selection and interpretation of technical data, ensuring that the structure plan is grounded in rigorous and appropriate methodologies.



Huonville Streetscape, Studio Hubert

Community Profile

Watercolour
by local artist
Amy Reid.



Huonville is the most populous town in the Huon Valley and functions as the region's primary service and administrative centre. Its strategic location, within commuting distance of Hobart and within rich natural landscapes, makes it an increasingly attractive place to live, work, and invest.

1.1.1 Population Growth

Population growth in the Huon Valley is projected to be strong and higher than the State average. Treasury's medium-series projection forecasts an increase of 5,152 people across the Huon Valley LGA between 2023 and 2053, from 19,454 to 24,606 residents.

Huonville, in particular, is expected to experience growth at an even faster rate. REMPLAN's medium-series projections at the Planning Area level show an average annual growth rate of 1.58%, reinforcing Huonville's role as a key focus area for new housing and infrastructure.

1.1.2 An Ageing Population

Huonville has an ageing population. The number of older residents is expected to continue increasing through to 2042, which will influence housing demand, health and community services, and local workforce

dynamics. Planning for accessible streets and housing, ageing in place, and appropriate service provision will become increasingly important.

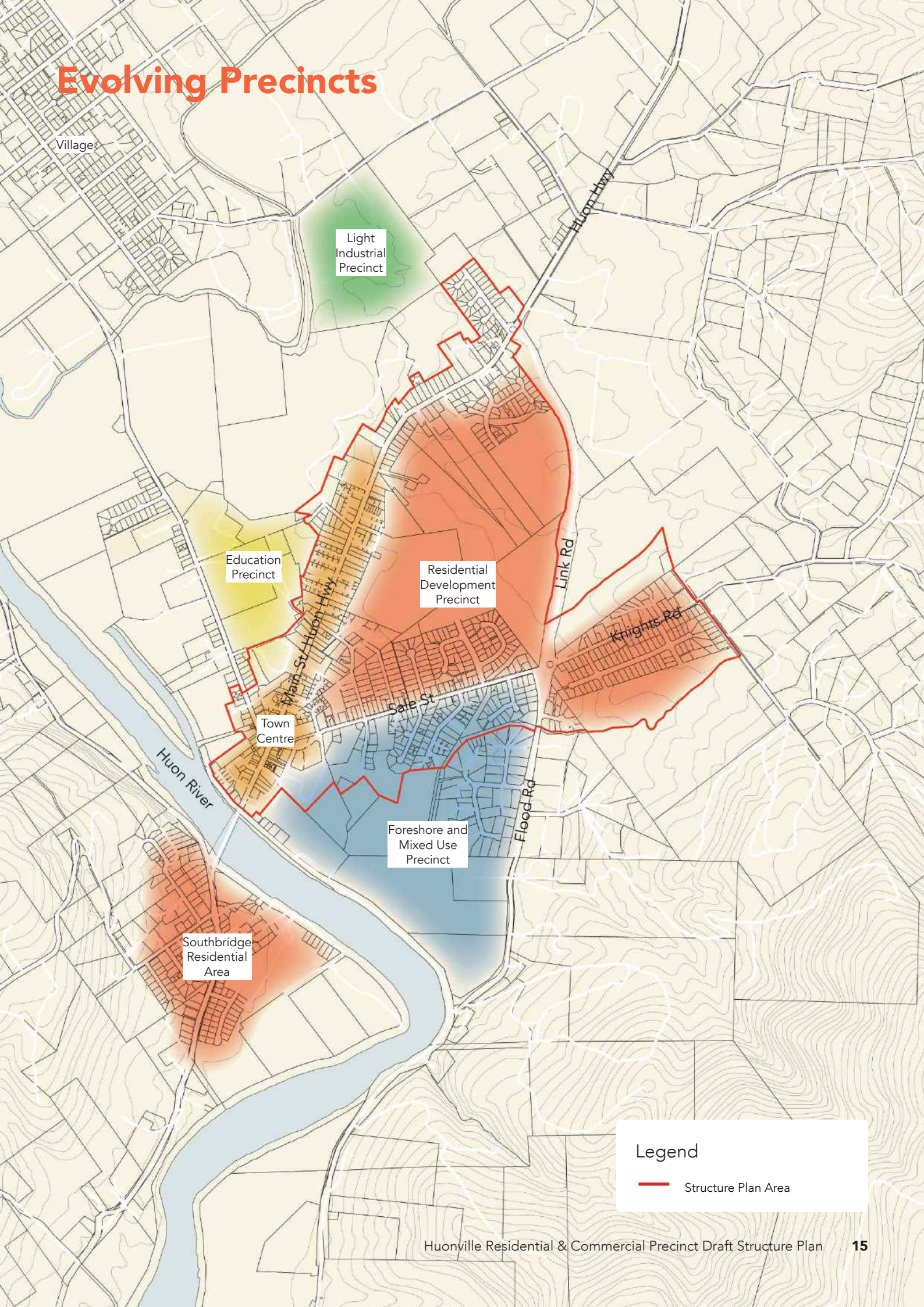
1.1.3 Attracting New Residents

Despite the ageing trend, Huonville continues to attract a diverse mix of new residents, including young families, professionals, and tree changers seeking a regional lifestyle close to Hobart. This demographic shift creates opportunities to support a more balanced population structure, revitalise the local economy, and ensure community vitality.

1.1.4 Planning for a Diverse Future

Huonville's community is in transition—growing, ageing, and diversifying. Meeting the needs of current and future residents will require a focus on housing choice, employment opportunities, transport connections, and well-located community infrastructure. As growth continues, thoughtful planning will be essential to ensure Huonville remains a resilient, inclusive, and liveable regional centre.

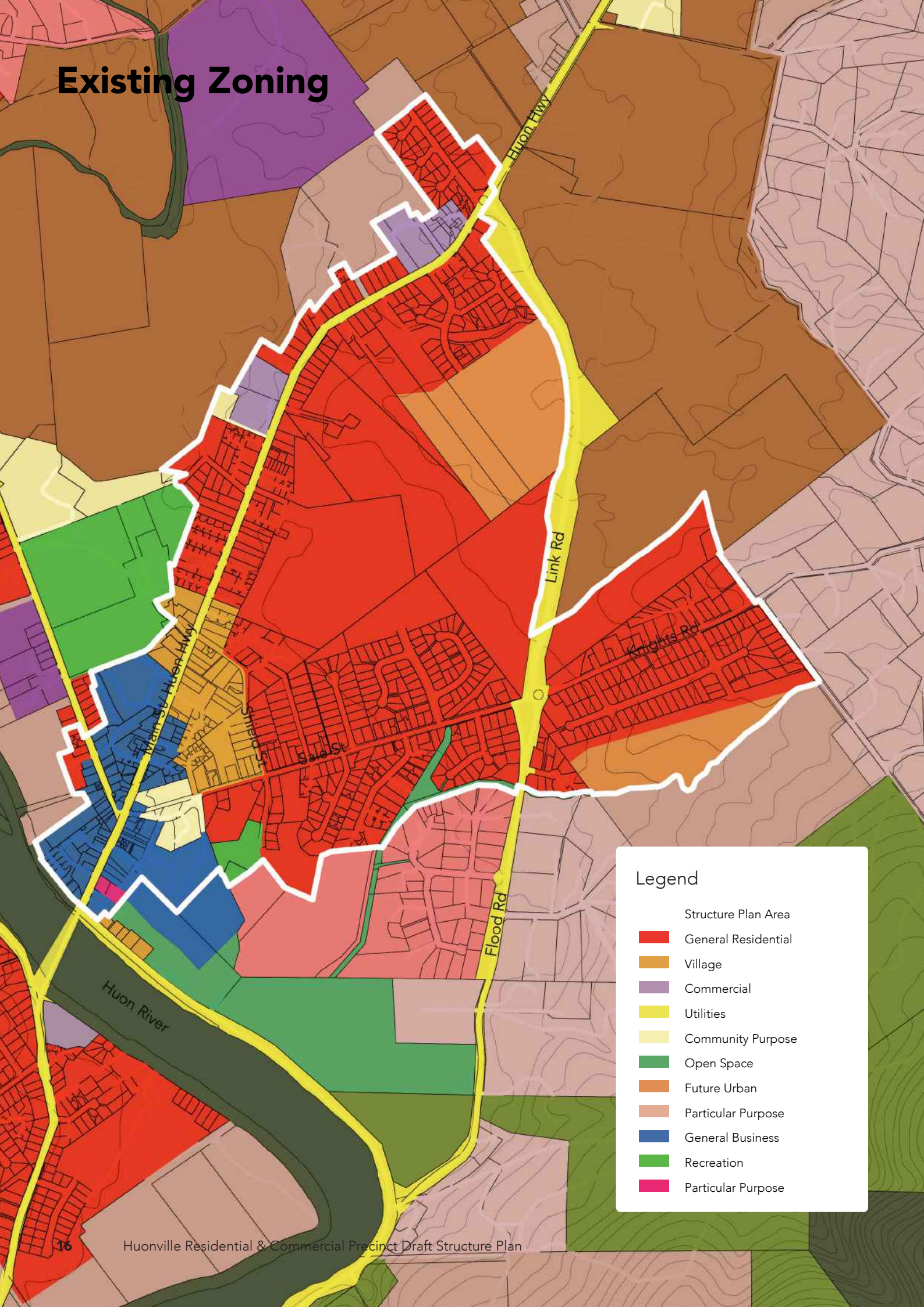
Evolving Precincts



Legend

— Structure Plan Area

Existing Zoning



Legend

Structure Plan Area

- General Residential
- Village
- Commercial
- Utilities
- Community Purpose
- Open Space
- Future Urban
- Particular Purpose
- General Business
- Recreation
- Particular Purpose

Housing for all

The Huon Valley is one of Tasmania's fastest-growing regions, with Huonville at the centre of this growth. The town is attracting more residents, particularly young families and retirees, which is driving up housing demand.

1.2.1 Growing Demand

Recent projections show two possible scenarios for how much housing may be needed:

- **High Growth Scenario** from the Huon Valley Land Use and Development Strategy (LUDS): 1,390 new dwellings needed in Huonville and Ranelagh.
- **Medium Growth Scenario** based on a Southern Regional Tasmania Residential Demand and Supply Study which included a housing market assessment, a whole of region residential land supply audit, and population and housing forecasts estimates 529 new dwellings will be required for Huonville and 88 for Ranelagh.

Both scenarios indicate strong demand for new homes, well above what current planning allows. This plan is working towards the Medium Growth Scenario and will be re-evaluated every 5 years.

1.2.2 Housing Supply

Under current zoning, the precinct can accommodate 387 new dwellings. This means:

- It meets about 73% of the Medium Growth Scenario.
- It meets about 28% of the High Growth Scenario.

With some strategic rezoning the precinct's capacity could rise to 750 to 1,000 dwellings. This would:

- Exceed the Medium Growth need.
- Deliver about 54% to 72% of the High Growth need.

Further planning measures, such as greater housing diversity could enhance this capacity.

1.2.3 Diversity and Affordability

The LUDS highlights that 95.8% of dwellings in the Huon Valley are detached houses. Other housing options (like townhouses or units) account for only 1.9% of the total housing stock. This lack of diversity limits options for downsizing, renting, or accessing more affordable housing.

Despite high homeownership (81.8%), the region faces housing affordability issues:

- Rental vacancy rates are critically low, below the REIA's healthy benchmark of 3%.
- Rental Affordability Index scores for Huonville, Cygnet, and Southport have dropped below 100, indicating that renters are in housing stress, spending over 30% of income on rent.
- Only 6.2% of housing is privately rented, and just 1.4% is social housing—both well below state averages.

Short-term rentals, such as Airbnb listings, further constrain the long-term rental market. In 2021, Huonville alone had 113 short-term rental properties, compared to just 435 in the private rental pool.

1.2.4 Strategic Priorities

To meet future housing needs and support a resilient, inclusive community, Huonville will need to prepare a Specific Area Plan to:

- Increase housing diversity, particularly through medium-density options and affordable housing models.
- Enable greater housing supply, such as infill development and revised lot sizes.
- Balance new development with protection of character, infrastructure capacity, and climate resilience.

A Thriving Centre

Huonville is the commercial heart of the Huon Valley, supporting a broad retail catchment that extends well beyond the township. Its role as the region's primary service centre will continue to strengthen as population growth accelerates, bringing increased demand for retail, health, hospitality, and other commercial services.

1.3.1 Commercial Demand

The LUDS identifies demand for up to 17,570 square metres of additional commercial floorspace across Huon Valley LGA by 2042. A significant share of this will need to be delivered in Huonville.

The structure plan will still need to support delivery of approximately 5,000 square metres of new commercial floorspace—roughly equivalent to the existing Huon Village complex.

1.3.2 Capacity and Considerations

The structure plan area contains enough capacity to meet this demand. However, the available supply will be tied to the intensification of sites with existing businesses, rather than greenfield or vacant development opportunities. This introduces potential constraints related to site consolidation, landowner willingness, and timing.

1.3.3 High-Quality Commercial Growth

To guide the development of quality commercial buildings, a Huonville Design Guidelines (refer appendix) has been developed to support high-quality commercial development. The Design Guidelines aims to:

- Improve the walkability of Huonville as a vibrant regional centre,
- Ensure commercial developments are pedestrian-friendly, landscape-integrated, and responsive to local character,
- Encourage the use of upper-storey space, fine-grain built form, and active frontages,
- Promote environmentally responsive design and adaptable buildings that can accommodate a variety of business types over time.

The Design Guidelines will assist landowners, developers, and Council in delivering consistent and high-quality outcomes that enhance the town's amenity and commercial function.

1.3.4 Strategic Priorities

To maintain Huonville's commercial viability and support job creation within the township, the structure plan should inform the preparation of a Specific Area Plan that:

- Identifies priority sites for commercial intensification or expansion,
- Promotes walkable, well-served nodes that integrate with residential growth,
- Ensures that zoning and overlays support flexible use and adaptive reuse of buildings,
- Identifies and prioritises infrastructure needs upgrades - especially parking, access, and connectivity - that support new business growth.



Supporting an active, vibrant town centre that celebrates local character and enables businesses to thrive.

Top left: Shopfront in Huonville, REALMstudios

Top right: Signage in Huonville, REALMstudios

Middle right: Huon Arcade, REALMstudios

Bottom left: Ramped Entrance, REALMstudios

Bottom right: Pedestrian Laneway, REALMstudios

Delivering Infrastructure

The structure plan area is generally well positioned for future development, with access to utilities including water, sewer, electricity, and telecommunications. However, as residential and commercial activity increases, targeted upgrades and coordinated delivery will be required to ensure infrastructure keeps pace with growth.

1.4.2 Water and sewer networks

Reticulated water and sewer infrastructure is available in much of the structure plan area, but capacity upgrades will be needed to support development in key precincts. Early collaboration with TasWater will be critical to align infrastructure delivery with land release staging.

1.4.3 Stormwater management

Stormwater infrastructure is limited in parts of the area, particularly in newer or lower-density areas. Integrated stormwater services will be needed to manage runoff, reduce flooding risks, and incorporate sustainable urban drainage systems into future subdivisions and street design.

1.4.4 Electricity and telecommunications

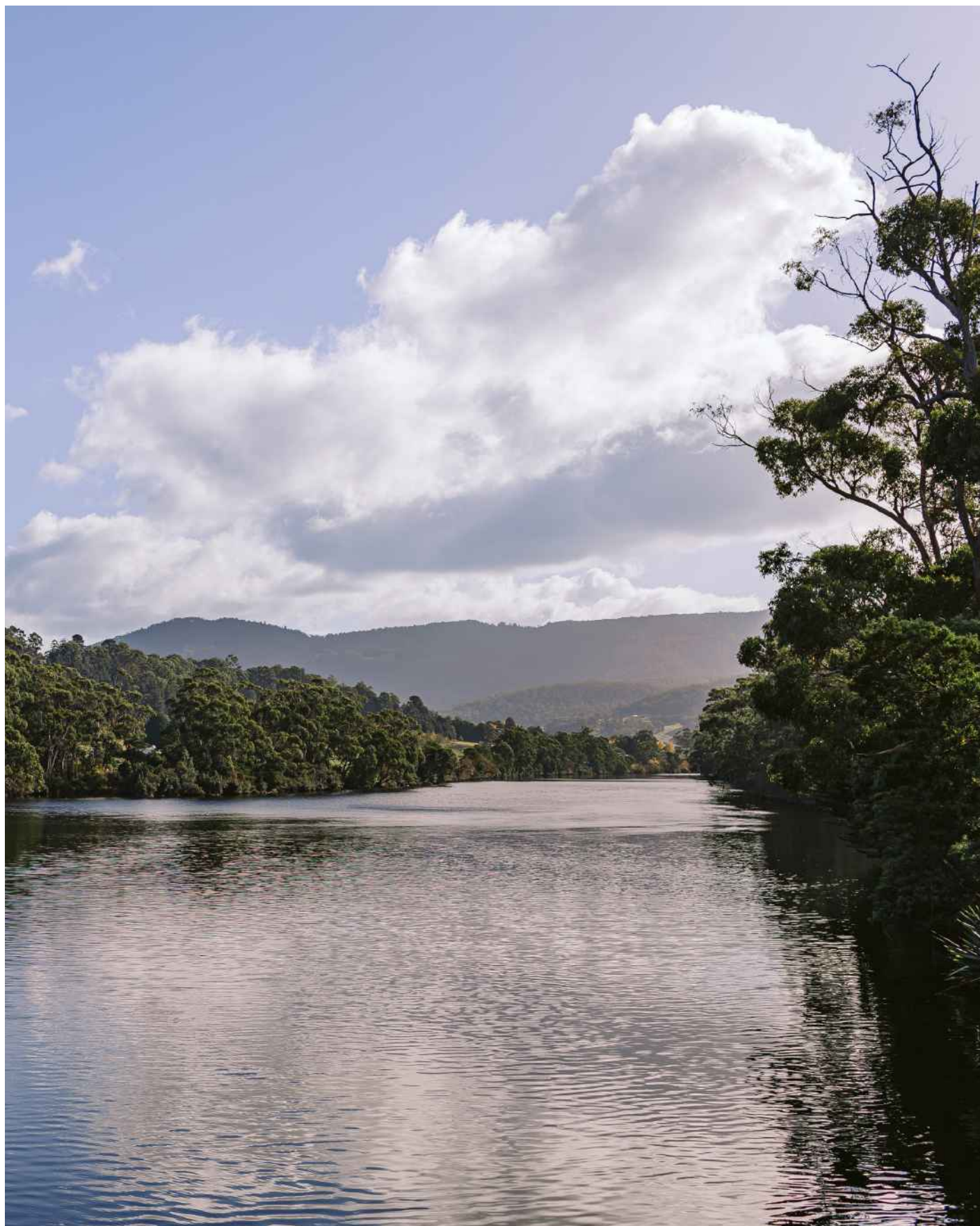
Power and telecommunications can be extended into new growth areas, but service providers will require advance notice to deliver upgrades efficiently. Planning should support early infrastructure provision in priority areas to avoid delays in housing and commercial development.

1.4.5 Strategic priorities

- Coordinate with utility providers early to secure infrastructure capacity for growth areas.
- Prioritise upgrades to water and sewer infrastructure in line with staged land release.
- Deliver an integrated stormwater strategy, including water-sensitive urban design.
- Ensure electricity and telecommunications infrastructure supports commercial and higher-density residential areas.
- Align infrastructure delivery with development staging to reduce delays and support timely growth.
- Provide integrated stormwater services to manage stormwater quality and quantity under a Strategic Asset Management Plan.

Kingsgrove Drive with water-sensitive urban design integrated into the street, *REALMstudios*.





Huon River, *Studio Hubert*

Supporting the Community

As Huonville's population grows and ages, demand for community infrastructure will increase. While the town already functions as a central hub for services across the Huon Valley, targeted investment and land use planning will be required to ensure services are well-located, accessible, and responsive to community needs. The following projections come from the Huon Valley Land Use and Development Strategy (LUDS).

1.5.1 Aged Care Facilities

There is a forecast undersupply of residential aged care, with a need for approximately 141 additional beds by 2041. As the Valley's population ages, Huonville—alongside Cygnet—will need to be a priority location for future aged care development.

1.5.2 Youth Services

While Huonville currently accommodates two youth services, analysis suggests there is demand for one additional youth facility. However, rather than duplicating services in Huonville, strategic redistribution to underserved towns like Geeveston, Dover or Cygnet may be more appropriate. The structure plan should support flexible and adaptable youth service spaces that can respond to shifting needs over time.

1.5.3 Health Services

General medical provision is currently adequate, but residents have raised concerns about a lack of after-hours services, limited breadth of available health services, and barriers to access due to transport gaps.

While new infrastructure isn't required, the structure plan should support better integration of health services with public transport and outreach facilities, particularly for vulnerable residents.

1.5.4 Childcare and Early Learning

A slight shortfall in playgroups is expected, with one additional service needed by 2041. No new maternal and child health facilities are required, but outreach services should be strengthened. The relocation and upgrade of the existing Huonville Childcare is currently underway.

1.5.5 Recreation and Open Space

The structure plan should address key gaps in open space and recreation across Huonville. While there is good overall provision, several areas lack access to neighbourhood and local parks—particularly where future growth is expected. There is also an undersupply of netball courts, with one existing facility in town. Community feedback has consistently called for better infrastructure for walking, cycling, and recreation. A network of paths and trails, linking homes, parks, and key destinations, will support both daily travel and recreation.

1.5.6 Education

There is no immediate need for new public schools, but population growth may drive demand for one additional independent primary school over the long term. Better access to existing schools remains a priority. The plan should identify opportunities to co-locate educational uses with other services and ensure enough land is available for future flexibility.

1.5.7 Strategic Priorities

- Co-locate services into accessible community hubs, particularly near the town centre and future residential growth areas,
- Reserve, protect, and consolidate land for future social infrastructure development,
- Ensure community facilities and homes are accessible by public and active transport,
- Encourage flexible, multipurpose spaces that can adapt to evolving demands.



Huonville Foreshore, *Studio Hubert*



Sleeping Beauty Mountain Range, *Tripadvisor*

Living within the Environment

Huonville sits within a region of exceptional natural character. The Huon River is a defining feature—providing recreation, scenic amenity, productive land, and a strong sense of place. Nearby national parks and conservation reserves reinforce the area’s environmental significance, while the community places a high value on access to natural areas as a core part of Huonville’s liveability.

1.6.1 Protecting biodiversity health

The structure plan area contains important ecological features, including waterways, wetlands, native vegetation, and wildlife corridors. These areas are vulnerable to habitat loss, invasive species, and the effects of climate change. Planning must protect and enhance these values through careful land use, maintaining buffers to waterways, avoiding fragmentation of habitat, and supporting biodiversity corridors across the urban edge.

1.6.2 Responding to climate change

Climate projections indicate a warmer and more volatile future. Temperatures are expected to rise by up to 3.3°C by the end of the century, with more frequent extreme weather events including heatwaves, flooding, and bushfires. Planning must embed resilience at all levels—through climate-responsive urban design, increased canopy cover, and a strategic approach to hazard management.

1.6.3 Managing natural hazards

Huonville faces a range of environmental risks that must be carefully managed through the structure plan.

Bushfire risk is significant, with climate change expected to increase fire frequency and severity. Historic fires have impacted the town centre, and growth must avoid high-risk zones.

Flooding is a major concern, particularly along the Huon River’s north bank and near Wilmot Street. Past flood events have caused

significant damage and disruption. Stormwater and flood risk management will be critical as urban development increases.

Landslip, erosion, and coastal inundation also pose risks in certain areas, particularly where vegetation has been cleared or landform altered. Development should avoid high-risk zones and use low-impact design to stabilise land and protect soil health.

Urban heat and air quality will become greater concerns as climate change intensifies. Encouraging the urban tree canopy and using permeable materials can reduce heat and improve environmental performance.

1.6.4 Strategic Priorities

- Avoid new development in high-risk areas, including bushfire-prone zones, floodplains, and erosion-prone slopes.
- Incorporate climate-responsive design, including incorporating tree canopy, shade, and passive cooling strategies.
- Strengthen environmental protection overlays and planning scheme tools to safeguard biodiversity, waterways, and soils.
- Embed water-sensitive urban design and stormwater mitigation into new development.
- Ensure infrastructure and growth areas support long-term climate resilience and hazard preparedness.

Getting Around

Most people in Huonville today use cars for most trips. Over 80% of residents drive to work, while 3.4% of residents walk to work each day and public transport rates are low. However, 62 households (5.4%) do not own a car and rely on other transport options to get around. The design of streets, distances between services, and lack of pedestrian and cycling infrastructure reinforce this limited choice. It is critical that Huonville's transport network becomes more balanced, offering safer, more convenient choices for all users- particularly pedestrians, cyclists, and public transport users.

1.5.1 Reimagining Main Street

In April 2025, the Huon Link Road opened reducing through-traffic on Main Street, diverting approximately 4,000 vehicles per day. This creates a major opportunity to redesign Main Street as a safer, walkable and vibrant town centre, supporting local businesses, public life, and more travel choices. Streetscape enhancements, pedestrian-priority crossings, and traffic calming will support this transition.

1.5.2 Safety and Accessibility

Crash data shows that the Main & Sale Street roundabout is a significant safety concern for vehicles and pedestrians. Nearby, pedestrian fatalities have occurred on roads with disconnected footpaths and no safe crossings. Future planning needs to prioritise redesigning key intersections, expanding the pedestrian network, and improving safety through lighting, signage, and safer crossings.

1.5.3 A walkable and bikeable future

Walking and cycling in Huonville is limited because there are no safe routes to use, there is a lack of continuous paths, dedicated bike lanes, or street environments that encourage everyday active transport. New development should include a connected, accessible network of shared paths, footpaths, and low-speed local streets to support walking and cycling between homes, schools, shops, and parks.

1.5.4 Better public transport access

Bus services operate along the Huon Highway, but frequency is limited, and if it is raining or windy, there are few places to shelter while waiting. Land use planning should support higher residential densities near existing bus routes. Better walking connections and secure places to store bicycles, along with improved shelters and signage, and a park and ride area, can make services more accessible and attractive.

1.5.5 Connecting new growth areas

The planned development requires coordinated access solutions. Some areas lack clear or feasible road connections. A street hierarchy will manage vehicle movement and create a legible, permeable place. Local road upgrades and new connections will be necessary to ensure development is integrated into the wider town.

1.5.6 Strategic directions

- Transition Main Street into a people-focused, mixed-movement corridor.
- Prioritise pedestrian and cycling infrastructure across all new growth areas.
- Improve safety and access through targeted upgrades at intersections and key crossing points.
- Plan for integrated transport hubs, co-located with community and commercial infrastructure.
- Support more frequent, reliable and accessible public transport with improved infrastructure.
- Establish a clear street hierarchy to connect new neighbourhoods and distribute traffic efficiently.

Image:



Huonville Streetscape, *Studio Hubert*



Huonville Aerial,
Studio Hubert



Engagement Outcomes

The draft Plan has been informed by the aspirations shared during community consultation for the Community Vision and the Huon Valley Land Use and Development Strategy (LUDS).

Stage 1: Engagement Outcomes

The engagement process to inform the draft Plan was designed to gather additional local insights, test early ideas, and ensure that the plan responds to the needs, aspirations, and practical realities of those most directly involved in shaping the town's future. Input from landowners, commercial stakeholders, developers, and infrastructure agencies has played a critical role in identifying opportunities, constraints, and areas of consensus.

This section summarises the key themes and outcomes emerging from those early discussions. These insights have informed the draft structure plan and will continue to shape the implementation approach and future engagement activities.

Stakeholder engagement revealed strong alignment around the desire for Huonville to grow in a coordinated, well-served, and future-focused way.

Key themes emerging from discussions included:

Landowner readiness

Major landowners are prepared to proceed with development and are supportive of higher densities, better integration between sites, and a connected public realm. The capacity to deliver approximately 1,000 new dwellings was identified, with a preference for inner-residential character and a central boulevard linking the precinct.



Huon River Foreshore, Studio Hubert

Commercial focus

Stakeholders expressed broad support for redeveloping key commercial sites, relocating industrial uses out of the town centre, and strengthening Huonville's role as a services hub with a traditional retail strip. There is openness to redesigning existing commercial land—such as the Woolworths complex—and coordinating redevelopment opportunities near Sale Street and the Esplanade.

Infrastructure and access

Participants highlighted the importance of pedestrian and active transport connections, particularly linking new development to Main Street and the Link Road. There was strong support for improved stormwater management, relocation of key assets like the Council Depot, and staged delivery of utilities to support growth.

Social and affordable housing

While demand for social housing is modest in absolute terms, stakeholders noted potential latent demand - particularly from lower-income households and key workers. Participants expressed interest in ensuring future housing responds to affordability, diversity, and service access.

Role of Council

Several stakeholders called for Council to take a more proactive, strategic role in land assembly, zoning flexibility, and development coordination - especially where land ownership is fragmented or constrained by existing uses.

This feedback has directly informed the draft strategies and spatial directions outlined in part 2 of the structure plan, and will guide the next phase of detailed planning and implementation.



Future Considerations

The following strengths, weaknesses, opportunities and challenges affect the structure plan area:

	Strengths	Weaknesses
Density and Built Form	• Huonville is a commuter town with close proximity to Hobart. • There are empty lots and greenfield sites that could be developed to increase housing. • Main Street is a consolidated commercial centre.	• There is limited housing diversity to cater for different living arrangements. • There are limited retirement living options. • Strata Title Lots turn their backs on public streets, disrupt the urban fabric, and do not contribute to open space provision. • Off-street carparking facilities create gaps with poor street activation along Main Street. • There are some larger scale industrial uses along Main Street that restrict opportunities for street activation and could be relocated to an industrial precinct.
Movement and Access	• Huonville is a gateway to the Huon Valley. • There is an existing bus network that travels between Hobart and Dover. • There are shared walking and riding paths alongside the Link Road, Kingsgrove Drive, and Skinners Creek.	• There is a high reliance on private vehicles. • There is no dedicated cycle route to the town centre and the recreational and educational precinct (including schools). • The Main Street is unsafe and has a high accident rate. • Cul-de-sac roads have poor connectivity. • Narrow pedestrian laneways have poor passive surveillance. • The footpath network is not continuous.

Density and Built Form

Opportunities

- Deliver diverse and affordable housing stock, particularly for smaller families, lone households, renters, and social and affordable housing.
- Create opportunities to age in place, including new aged care independent living units close to the town centre.
- Attract young people to stay through improved liveability.
- Encourage residential growth from both greenfield and infill development.
- Consider buffer treatments where Agricultural Zone adjoins the General Residential Zone.
- Increase density along Main Street to create additional commercial floorspace.

Challenges

- Flood risk restricts the amount of developable land.
- Most of the structure plan area is privately owned land. Investigate mechanisms to ensure that there are enough houses being constructed to meet demand.
- The structure plan area is not large enough to accommodate the projected population growth for Huonville and Ranelagh.
- Residential sprawl leads to an undefined town centre, an urban growth boundary could be defined around Huonville.

Movement and Access

- Extend the Skinners Creek movement corridor connection to the Huon River.
- Connect footpaths for a continuous pedestrian network.
- Connect a cycling network of footpaths, shared paths, on road bike lanes, and protected bike lanes.
- Improve the safety of Main Street now that Cygnet-bound traffic is diverted to the Link Road.

- The Link Road bisects potential greenfield development sites. It will be difficult to connect across/ onto the Link Road to unlock these sites.
- There is limited funding for expensive road safety improvements, creating a dependence on grant funding.

Services and Infrastructure

Strengths

- The structure plan area is close to Huonville town centre and existing services including the primary and high schools.
- Huonville has good sporting facilities.
- Huonville is serviced by power, water, and sewer.
- Main Street is a consolidated commercial centre that serves the Huon Valley.

Weaknesses

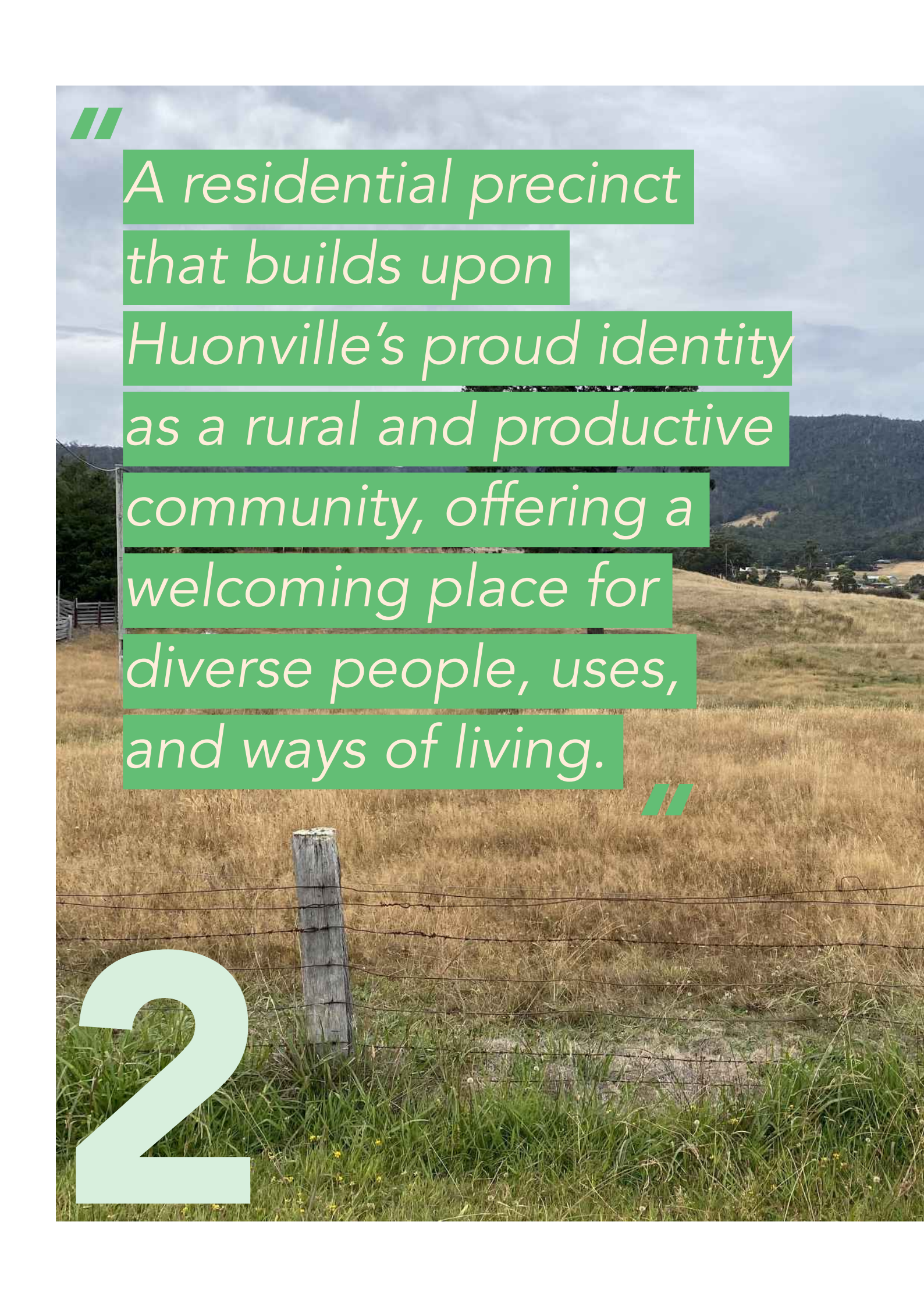
- The service centre is vulnerable to flooding.

Activities and Spaces

- Huonville receives more winter sun than most of the Huon Valley.
- There are surrounding agricultural businesses including apples and cherries.
- The Huon River is located to the south of the town.
- There is fishing and boating access from the Huonville Boat Ramp.
- Huonville is a gateway to surrounding forest areas that are popular with tourists.
- There are views to Sleeping Beauty Mountain.
- There are natural values that could be developed to expand the open space network

- The region is vulnerable to bushfires and flooding.
- There is not a connected open space network.

	Opportunities	Challenges
Services and Infrastructure	• Incorporate a dedicated youth space in the development of the town centre or the education precinct. • There is a future school development next to the structure plan area. • Provide additional employment land for a shift towards a service based economy.	• Additional water, sewer, and power connections will be needed with increased residential density. • Flood risk impacts the future viability of the Huonville town centre.
Activities and Spaces	• Ensure that there is a walkable network of public open space. • Consolidate the public open space into larger and centrally located areas. • Improve natural values along waterway protection areas. • Improve weed and pest management. • Fund open space via developer contributions. • Reinforce the connection between the residential area and surrounding agricultural areas. • Improve community resilience to bushfire and flood impacts.	• Most open spaces are located in flood affected areas, along waterways. • Small open spaces are difficult to maintain.

A photograph of a rural landscape. In the foreground, there is a field of tall, dry grass and some green weeds. A wooden fence post and a wire fence are visible. In the background, there are rolling hills and a cloudy sky.

//

*A residential precinct
that builds upon
Huonville's proud identity
as a rural and productive
community, offering a
welcoming place for
diverse people, uses,
and ways of living.*

//

2



Structure Plan

This section sets the direction for Huonville's future. It outlines a shared vision for the town—a statement of what we want Huonville to become—and the objectives that will guide decision-making to help realise that vision.

The structure plan is a response to both current challenges and future opportunities. It draws on detailed research, technical analysis, and the values expressed by the community to define a clear and achievable pathway for growth. The strategies presented in this section provide the high-level actions and policy directions that will shape how land is used, where development occurs, and how infrastructure and services are delivered.

Together, the vision, objectives, and strategies form the backbone of the structure plan. They are designed to guide planning decisions, inform investment, and ensure that growth enhances the things that make Huonville a distinctive and liveable place.

Objectives



Local identity: Reinforce the country town feel by protecting key views to hills, orchards, and the river, while embedding local identity through native planting, storytelling, and cues from the area's cultural heritage.



Safe Connections: Create a permeable and connected network that prioritises walking and cycling, including pathways, trails, and tree-lined streets that link homes with schools, parks, the river and town centre.



Economic and social vibrancy: Strengthen the nearby town centre by increasing its catchment and making it easy for residents to take short trips to local businesses, services, and events.



Open spaces for lifestyle and leisure: Provide a variety of open space types - from local parks and community gardens to areas for informal play, walking dogs, and connecting with neighbours.



Safe community: Prioritise public spaces that are welcoming and accessible for everyone, that promote passive surveillance, lighting, and pedestrian safety.



Diverse and adaptable housing choices: Provide a range of lot sizes and housing options for all stages of life that also support rural lifestyle aspirations such as gardening.



Environmental systems and climate resilience: Safeguard riparian zones and natural vegetation, integrating these into the public space to support biodiversity, manage stormwater, and cooling.



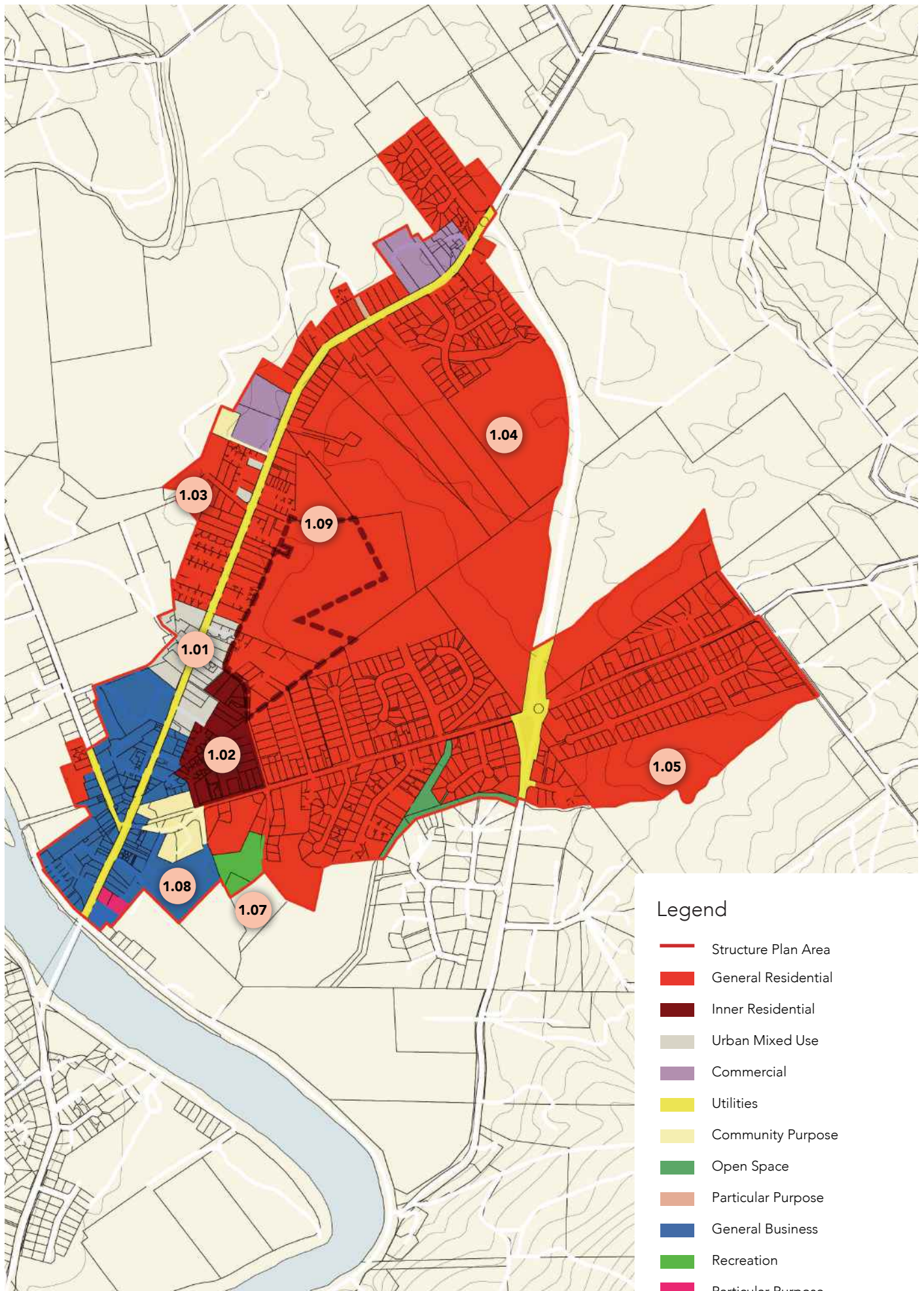
Sustainability in everyday living: Encourage climate-responsive development such as rainwater tanks, solar power, passive design, and the use of low-carbon, locally sourced materials.

Strategies

2.1 Unlocking Development

The identification of key development sites and opportunities for changes to land zoning will unlock future development. This will be essential for Huonville to develop in a way that benefits its current and future communities.

Item	Strategic Direction
1.01	Implement a rezoning of the Village Zone along Main St to Urban Mixed Use Zone.
1.02	Implement a rezoning of the Village Zone along Shield St to Inner Residential Zone.
1.03	Implement a rezoning of the General Residential Zone land where there are current business uses to Urban Mixed Use Zone.
1.04	Implement a rezoning of the Future Urban Zone along the Link Rd to General Residential Zone.
1.05	Implement a rezoning of the Future Urban Zone to the south of Knights Rd to General Residential Zone.
1.06	Implement a rezoning of General Residential Zone/ Future Urban Zone land to Open Space Zone to create future public open space that will service new development.
1.07	Investigate and facilitate the potential relocation of the Bowls Club and redevelopment of the site. Ensure that an appropriate alternative location is identified for the club's continued operation.
1.08	Investigate the potential redevelopment of the Council Depot site. Consider a range development pathways including: land swaps, expressions of interest, or other creative approaches that maximise community benefit.
1.09	Investigate the rezoning of key portions of General Residential Zone near the town centre to Inner Residential Zone. This will enable increased housing diversity.
1.10	Prepare a Specific Area Plan over the greenfield residential land between Main Street and Huon Link Road to assist with implementation of the strategies relevant to the land outlined in the below sections.
1.11	Prepare a Specific Area Plan over Main Street to assist with the implementation of the Commercial Urban Design Guidelines.



Legend

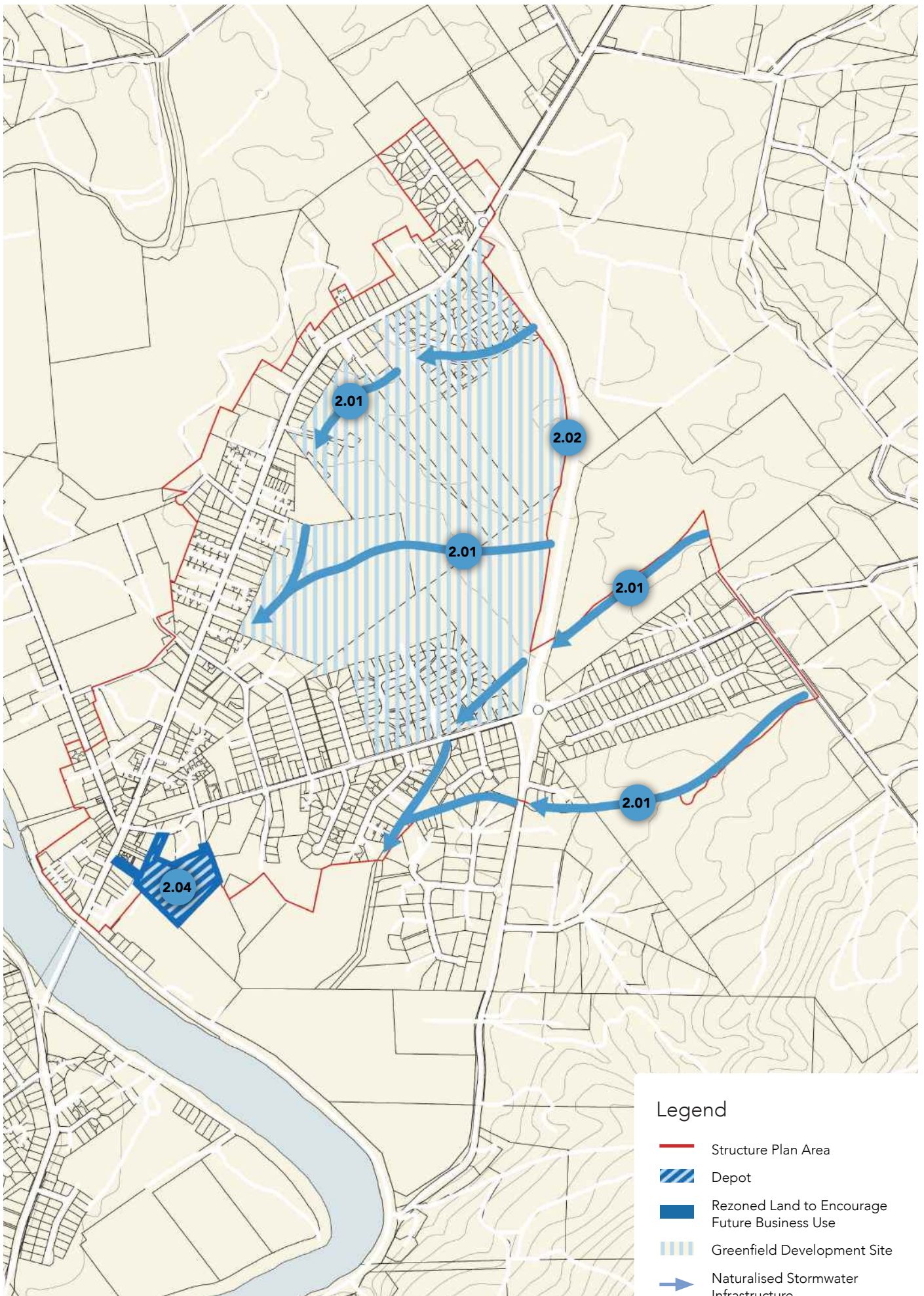
- Structure Plan Area
- General Residential
- Inner Residential
- Urban Mixed Use
- Commercial
- Utilities
- Community Purpose
- Open Space
- Particular Purpose
- General Business
- Recreation
- Particular Purpose

Strategies

2.2 Services and Community Infrastructure

Huonville is a service hub for the Huon Valley, offering a range of essential services and infrastructure that support the community. The town is well-equipped with healthcare facilities, including the Huonville Community Health Centre, as well as childcare and education including primary and secondary schools. It also has a range of community infrastructure such as council chambers, library, community meeting spaces, and sportsfields. It is serviced by power, water, and sewer, and is well connected by the Huon Hwy and the Link Rd, facilitating travel to Hobart and other regions.

Item	Strategic Direction
2.01	Implement riparian buffer zones along waterways and major overland flow paths.
2.02	Advocate for all electrical services to be undergrounded including the existing electrical lines.
2.03	Improve lighting to support a safe environment along streets and within public spaces. Lighting will adopt dark sky lighting principles to protect the nights sky.
2.04	Investigate opportunities to incorporate a dedicated youth space in the development of the town centre or the education precinct.

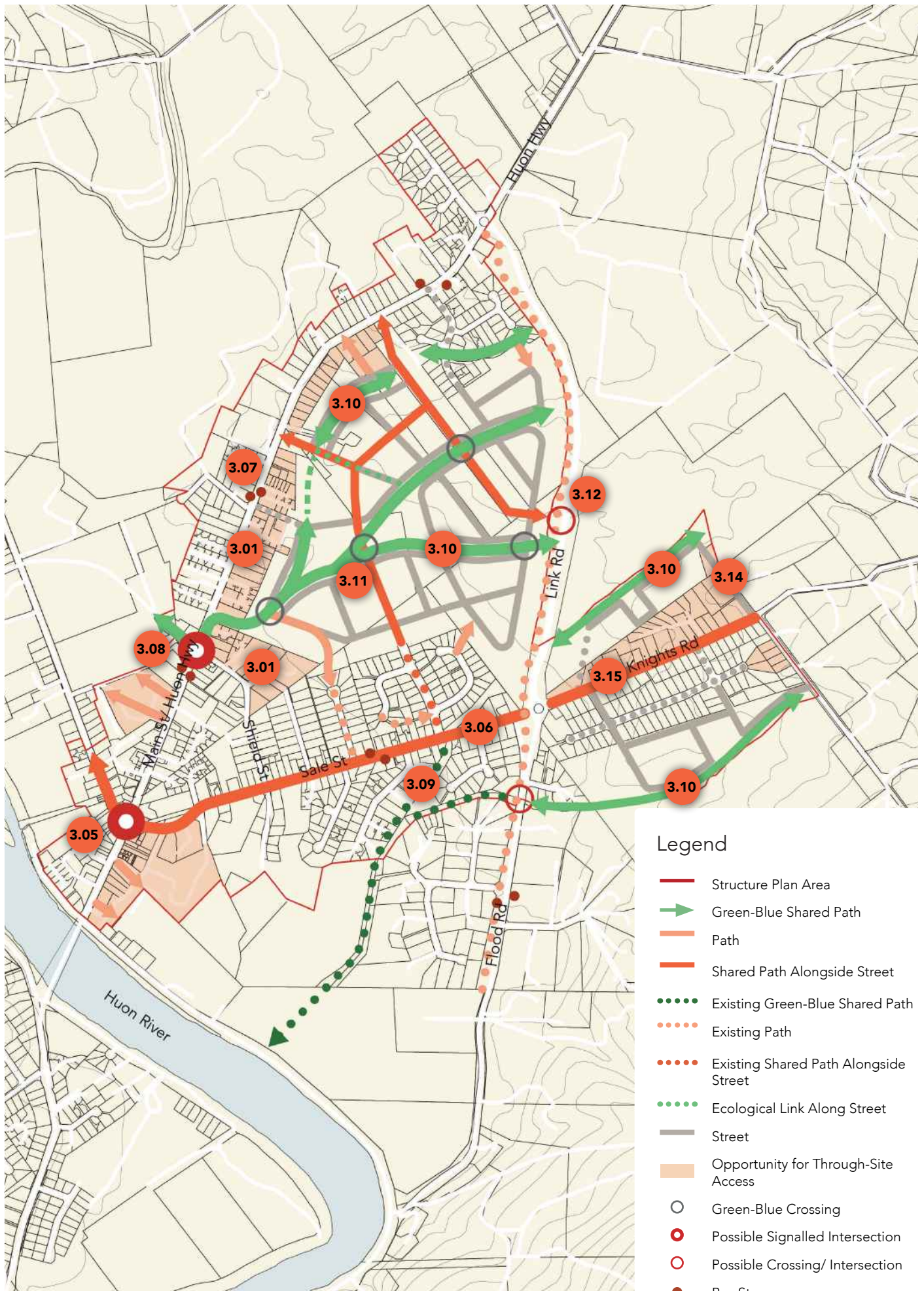


Strategies

2.3 Movement and Access

The Huon Link Road is a new link that connects the Huon Highway with the Channel Highway, diverting Cygnet-bound highway traffic from Main St in Huonville. This infrastructure investment will reduce congestion and improve safety while enhancing access to the surrounding residential areas. It provides an opportunity to re-think Huonville's pedestrian, cycling and vehicular network.

Item	Strategic Direction
3.01	Advocate for public pedestrian access as part of future development to improve connections between Main St and adjacent precincts.
3.02	Advocate for footpaths and/or shared path along all new streets and deliver missing footpaths along existing streets.
3.03	Advocate for the co-location of new streets and green-blue corridors for improved access and passive surveillance.
3.04	Deliver raised thresholds along key pedestrian routes.
3.05	Partner with State Government to deliver an improved intersection at Main Street and Sale Street. Explore the inclusion of traffic lights, traffic calming, and a bike lane along Sale Street to deliver a safe pedestrian friendly environment.
3.06	Deliver a safe east-west cycling route along Sale Street.
3.07	Partner with State Government to deliver an improved Pine Lane bus stop.
3.08	Partner with the State Government to improve the Main, Heron and Shield Street intersection. Explore improvements such as traffic calming to deliver a safe pedestrian friendly environment.
3.09	Deliver an extension to the Skinners Creek Shared Path providing a continuous connection from the residential areas to the Huon River Waterfront.
3.10	Make provision for shared paths or footpaths along the green-blue corridors. Where an existing drainage corridor exists, explore opportunities for including a footpath. Explore alternative routes in areas that are too constrained. Investigate opportunities to connect to surrounding shared path networks such as Conlans Link. The path can be of various widths and surface finishes.
3.11	Deliver culvert crossings over the green-blue corridors to preserve natural values.
3.12	Partner with State Government to safehold land for a future vehicle connection onto the Link Road to ensure access can be provided to the east if required.
3.13	Advocate that all future roads are connected for walking and cycling through movements avoiding cul-de-sacs and unlocking isolated parcels of developable land.
3.14	Advocate for two additional access points from Knights Road to unlock future development to the north.
3.15	Deliver street improvements to Knights Road so that it aligns with its function and road hierarchy.

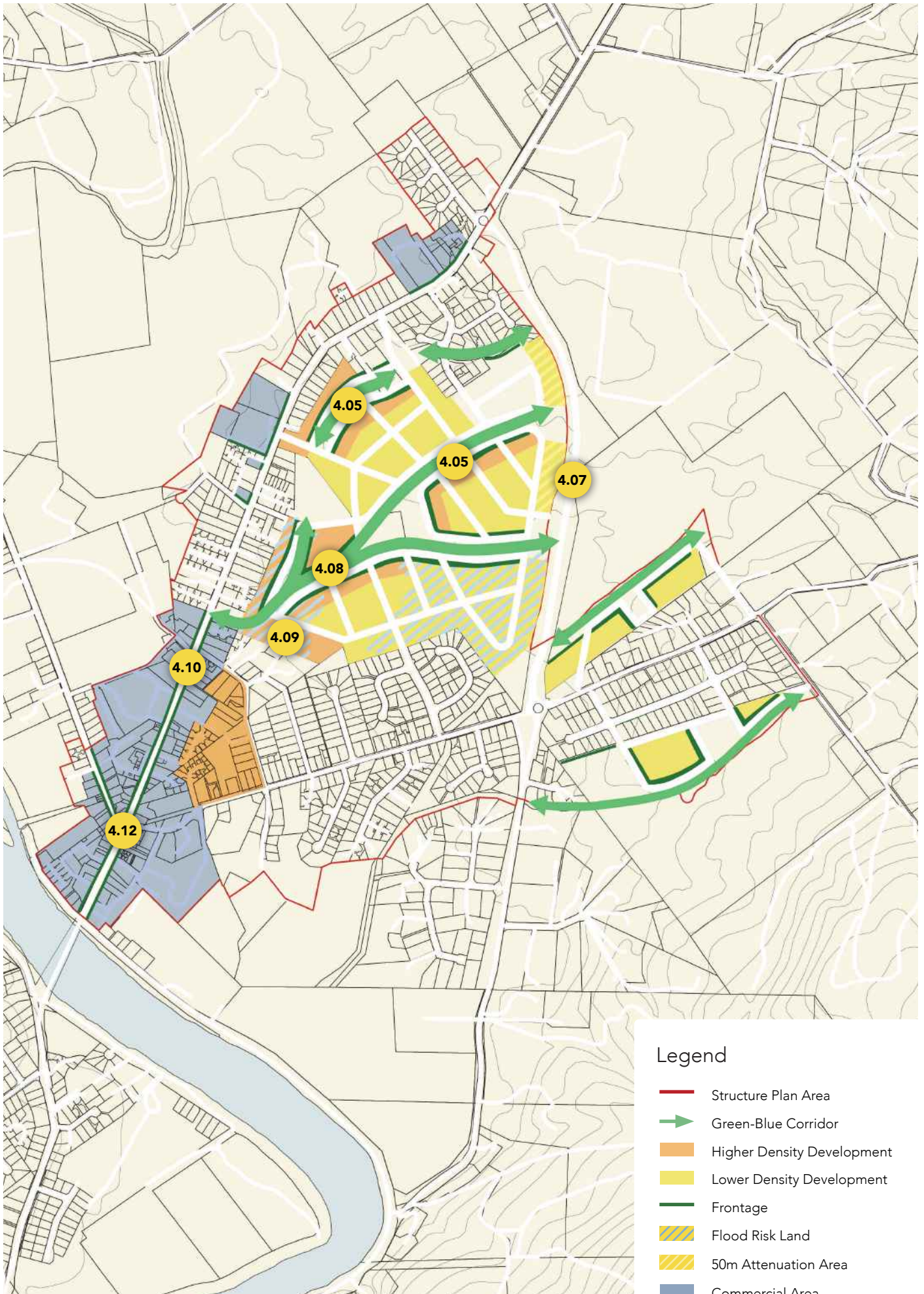


Strategies

2.4 Density and Built Form

The current residential development in Huonville is characterised by “ribbon” development along Main St, Sale St, and Knights Rd. Much of the newer residential development has cul-de-sac blocks with poor connectivity. Main St was originally characterised by single dwelling cottages with large front setbacks and attractive landscaping. Only a few of these remain, as many have been developed into detached multiple dwelling strata title units. There is an opportunity for new development to reinforce Huonville’s character, to improve community connectivity, and to increase the diversity of housing offerings.

Item	Strategic Direction
4.01	Review the structure plan boundary every 5 years to ensure that there is adequate residential land provision to meet evolving demand.
4.02	Facilitate via a Specific Area Plan for the distribution of housing density to ensure that key view lines and views to the surrounding hills are maintained.
4.03	Facilitate via a Specific Area Plan for builtform materials that are sustainable and respond to Huonville’s existing character.
4.04	Facilitate via a Specific Area Plan for built form to be orientated for maximum solar access to public and private open space.
4.05	Facilitate via a Specific Area Plan for medium and higher density development along green-blue corridors and adjacent to public open spaces.
4.06	Facilitate via a Specific Area Plan for built form frontage to be aligned with the street.
4.07	Advocate for lower density along the Link Road where a permit will be required to develop lots in the highway attenuation buffer. Orientate built form frontage to face away from the Link Road.
4.08	Facilitate via a Specific Area Plan for medium and higher density development within the town centre and in close proximity to the town centre.
4.09	Advocate for the delivery of independent living units that support aging in place in close proximity to the town centre.
4.10	Advocate for shop top housing along Main Road in General Business and Urban Mixed Use areas.
4.11	Advocate for social and affordable housing integration across the structure plan area.
4.12	Advocate for the consolidation of business and community uses in the town centre and along Main St.
4.13	Identify potential new heritage items.

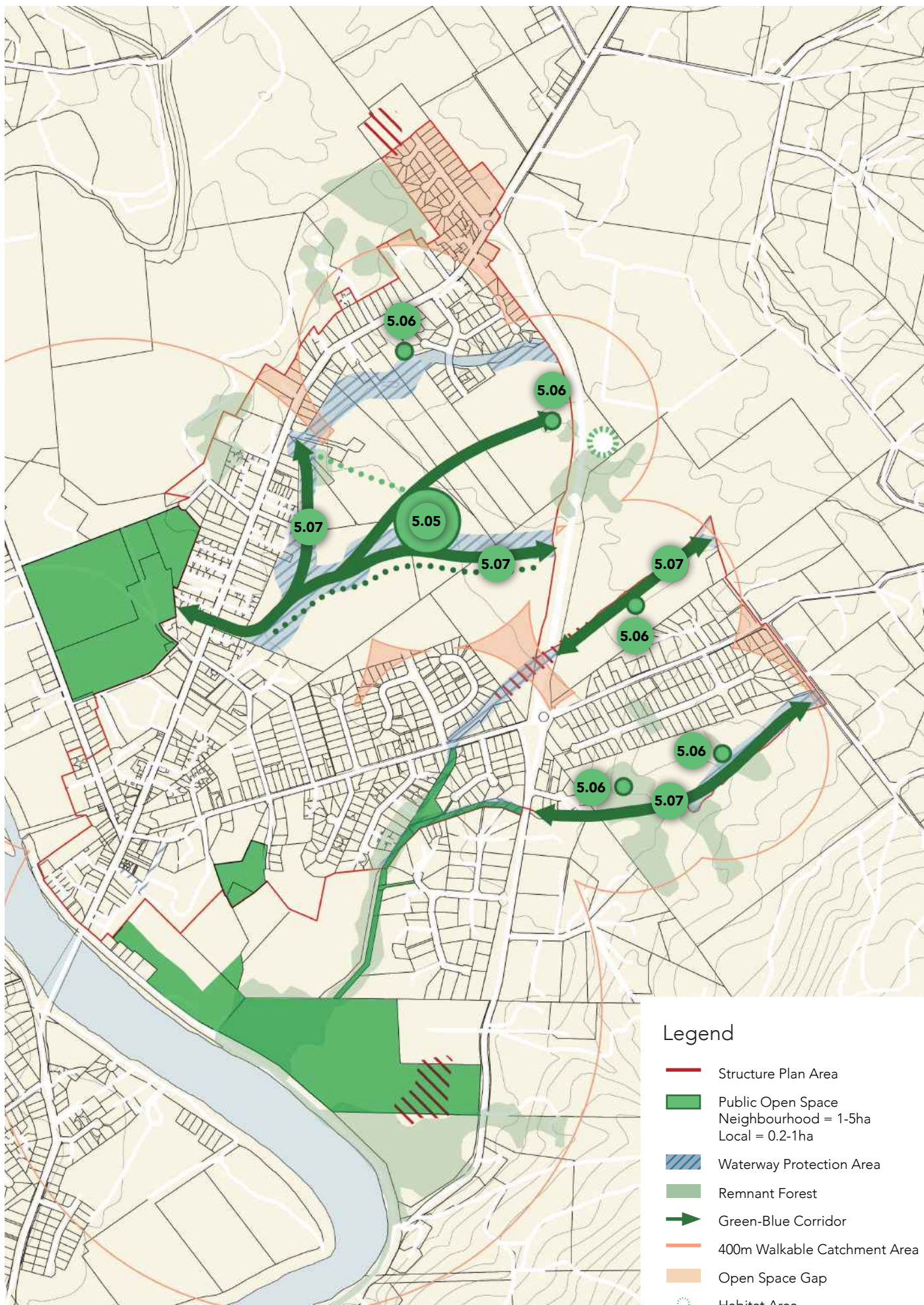


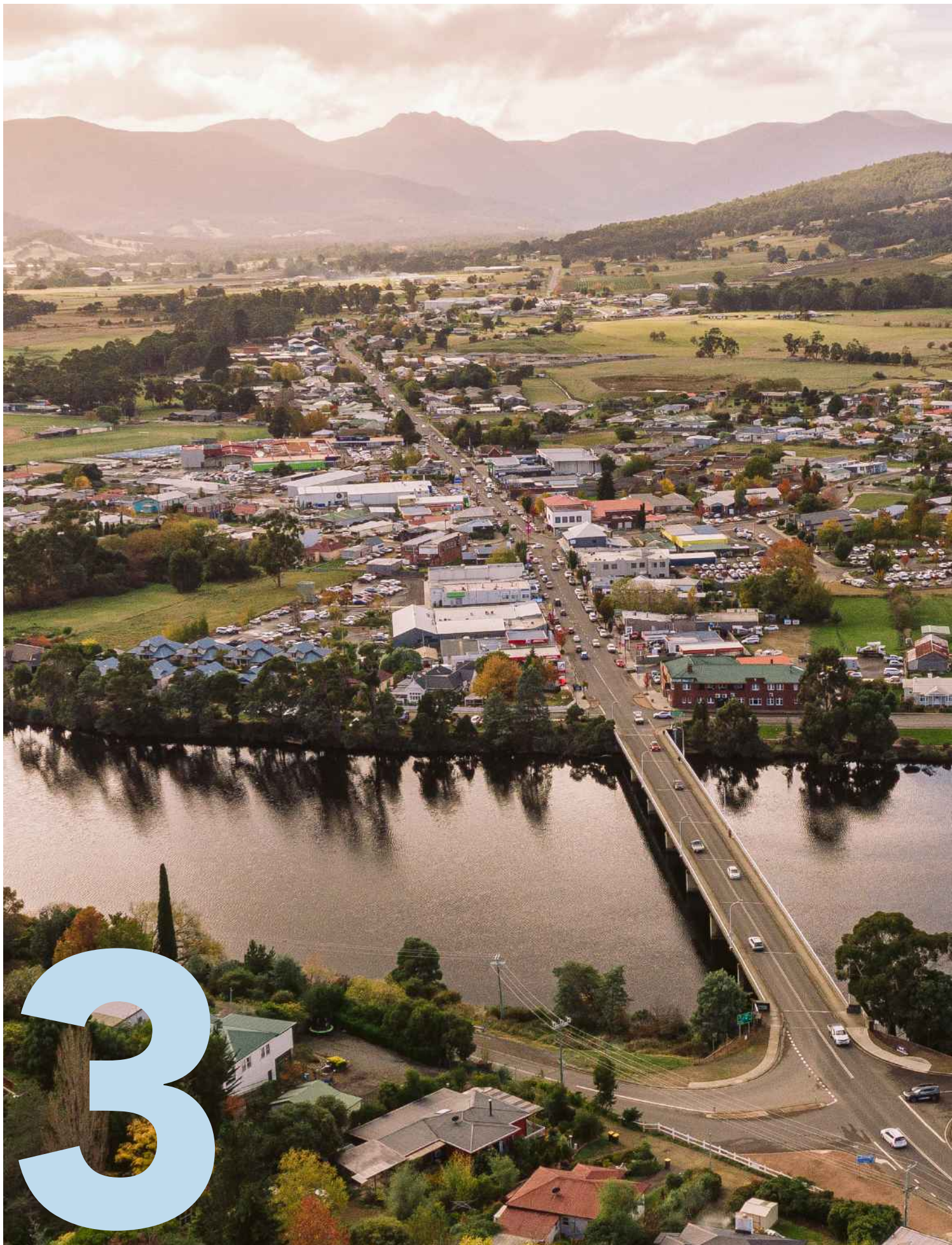
Strategies

2.5 Activities and Spaces

Currently, there are two open space areas in Huonville that are developed with facilities. The Huonville Recreation Ground is a regional facility that consists of sports grounds, swimming pool, netball and tennis courts, skate park and small playground. The second open space area is the Huonville Foreshore Playground which provides facilities that are consistent with a local park. There are additional areas zoned Open Space or Recreation, but they are currently undeveloped. There is also the Bowls Club which is zoned recreation however is privately operated with restricted access. The LUDS identifies that the existing recreation facilities are generally sufficient to cater for the forecast population across the Huon Valley. Demand for additional open space in the Huon Link Road Residential Area Structure Plan is based on achieving adequate walking catchments.

Item	Strategic Direction
5.01	Implement protection requirements for existing trees and remnant forest areas.
5.02	Deliver improvements to natural values along green-blue corridors.
5.03	Deliver a weed and pest management program in areas with natural values.
5.04	Partner with developers to deliver increased canopy cover on all new streets.
5.05	Advocate for a new neighbourhood open space that is connected to the open space network via green-blue corridors.
5.06	Advocate for new local open spaces within a 400m walking catchment of all residential areas. Ensure that local open spaces are connected to the open space network via green-blue corridors or shared paths. Locate open spaces: • to take advantage of vantage points with good views • for optimum solar access • to incorporate areas of remnant forest with habitat value.
5.07	Deliver amenity along green-blue corridors including shared paths, seating, wayfinding, lighting and informal play.
5.08	Deliver community gardens to reinforce Huonville's rural character as a food production area.







Components

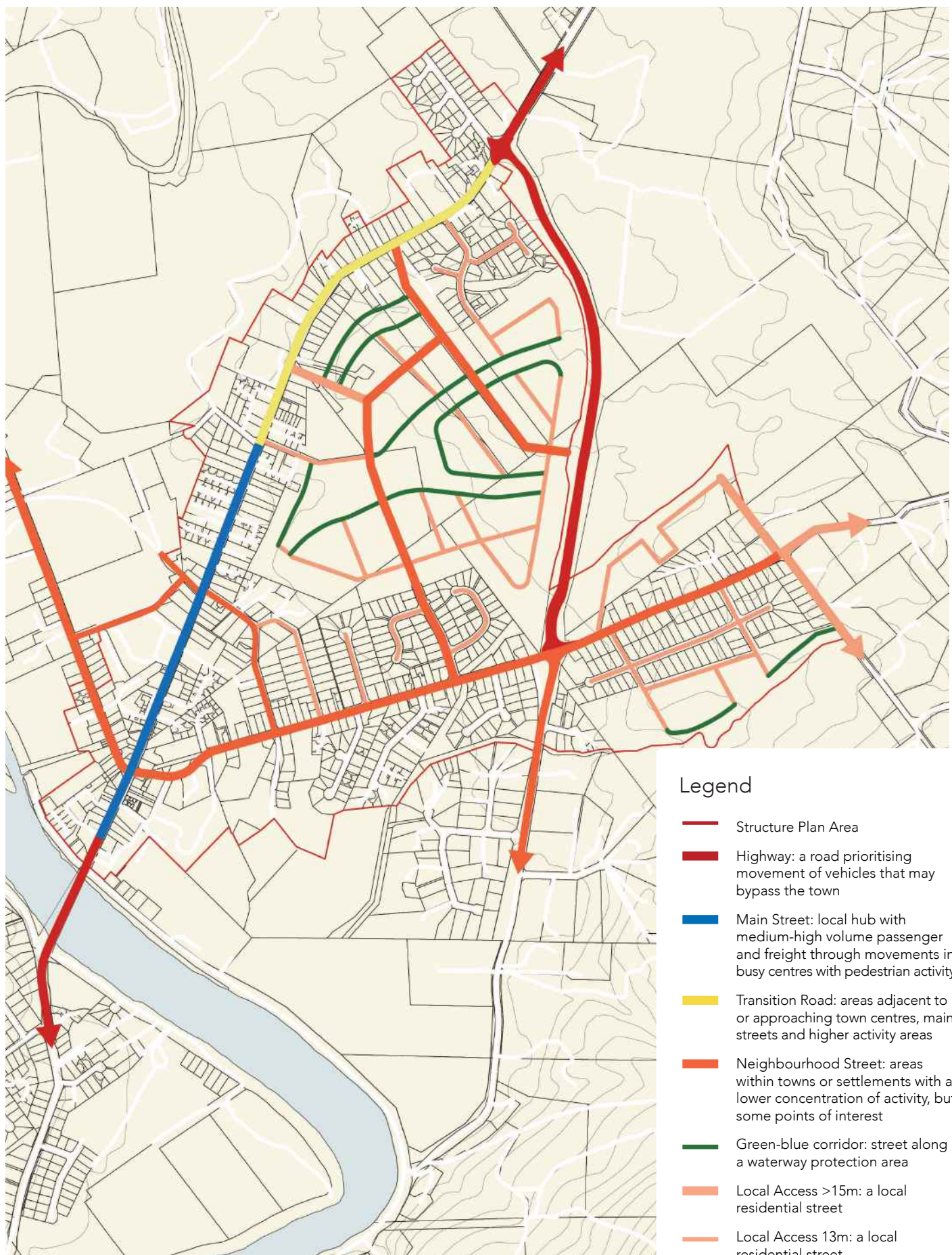
This part of the structure plan provides more detailed guidance on how to realise the strategic directions outlined in Part 2. It translates the vision and objectives into practical, place-based design requirements that will shape the future form and character of Huonville.

The guidance applies to both public spaces - such as streets, parks, and open spaces - and private development, including built form, setbacks, and dwelling distribution. It is intended to support consistent, high-quality outcomes that reflect the town's identity, respond to local context, and meet the needs of a growing and diverse community.

By setting clear expectations for development and design, this section will help ensure that future change contributes positively to the look, feel, and function of Huonville.

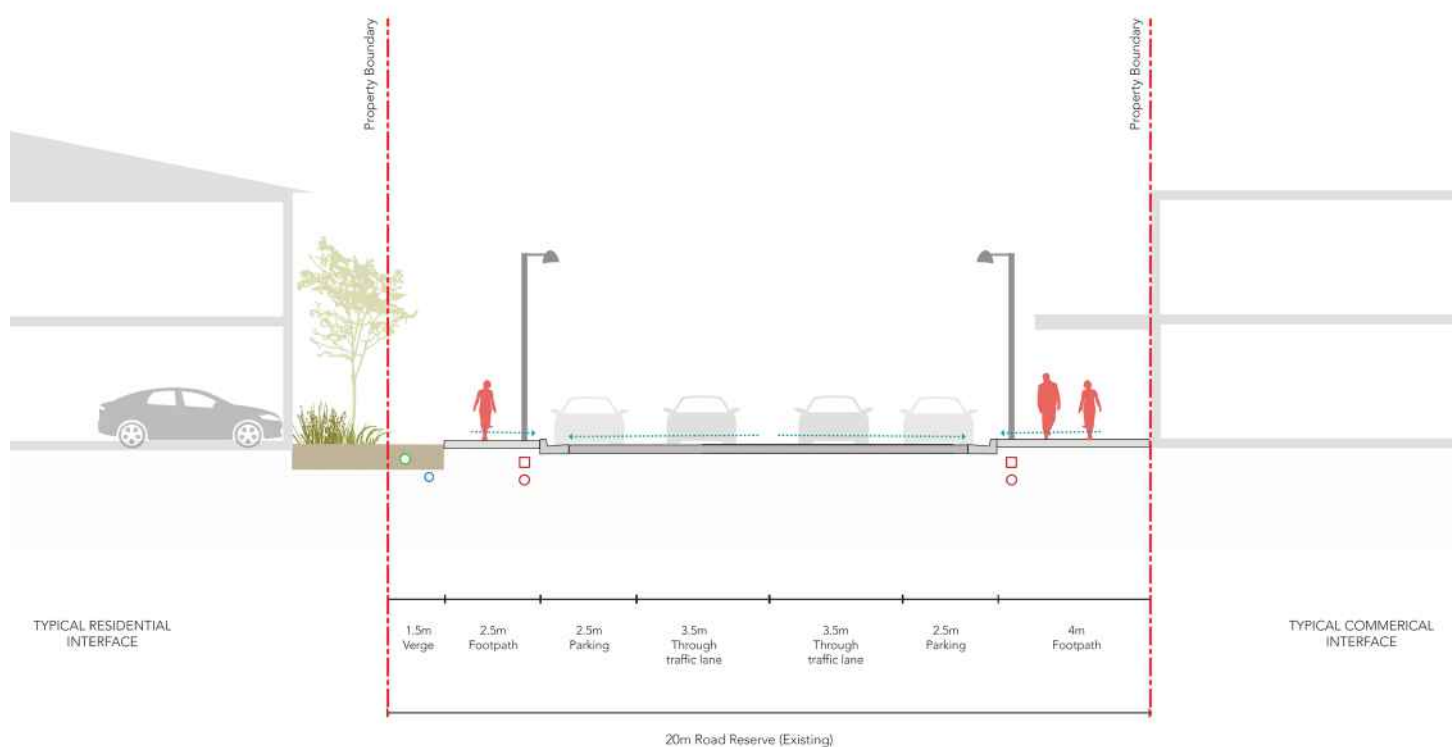
Huonville Aerial, Studio Hubert

3.1 Street Hierarchy



3.2 Adapting Existing Streets

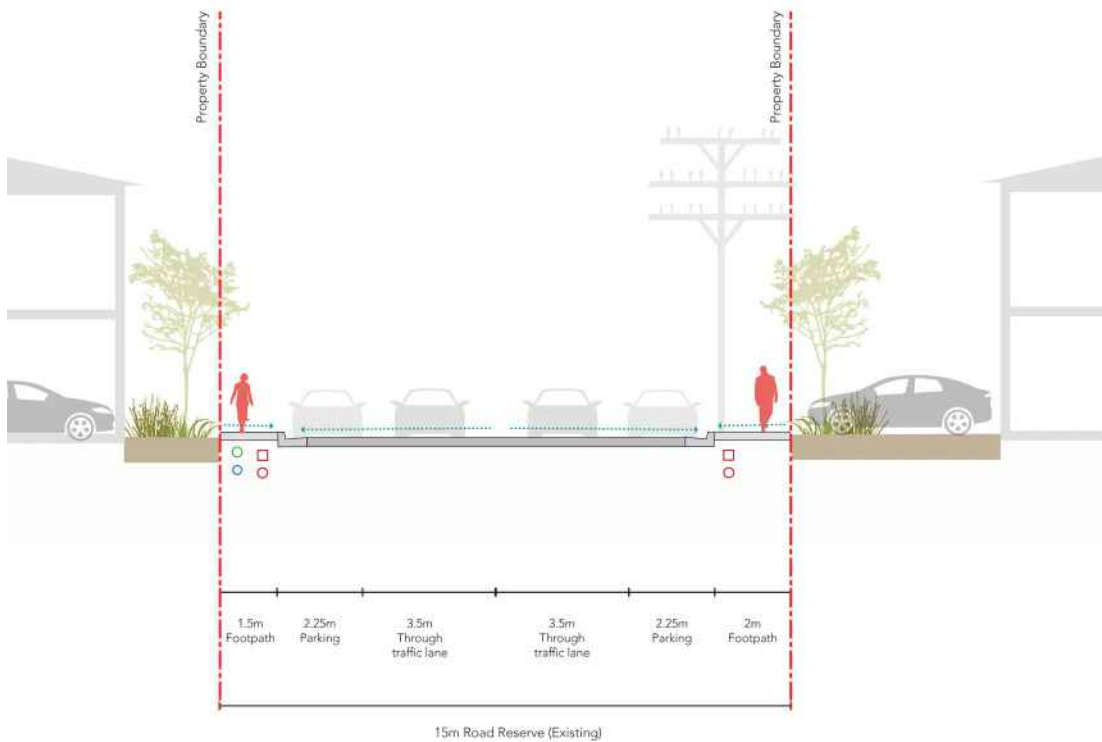
Main Street: Existing



Main Street: Proposed



Sale Street and Knights Road: Existing Neighbourhood Street



Sale Street and Knights Road: Proposed Neighbourhood Street



3.3 Creating New Streets

Neighbourhood Street



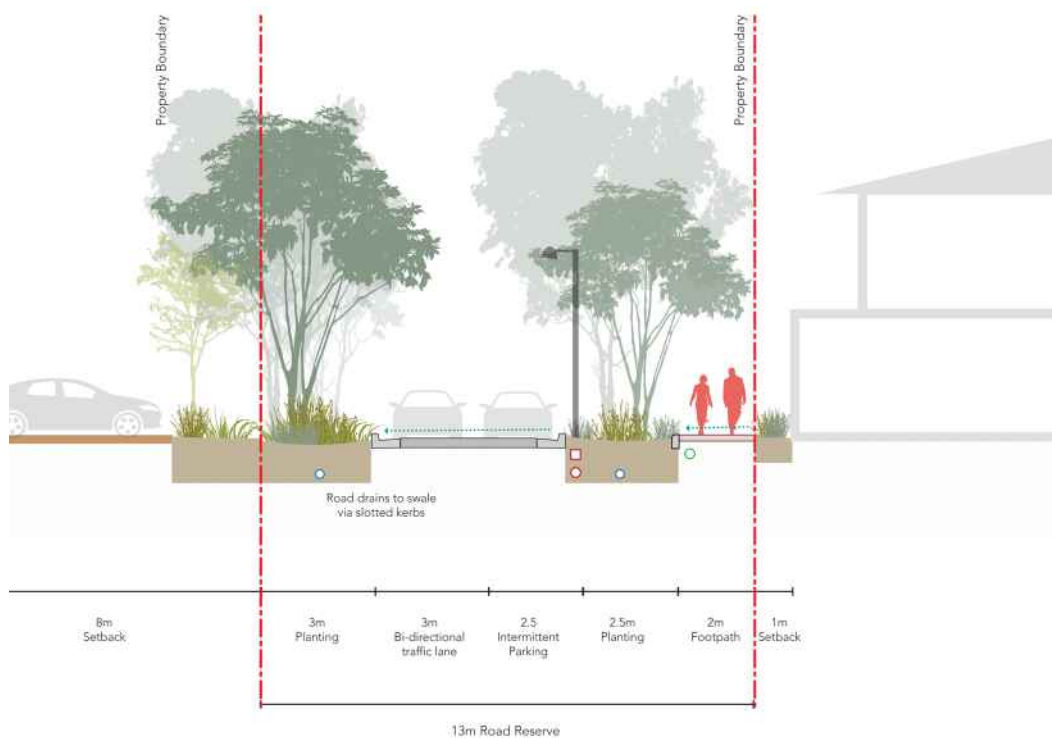
Green-Blue Corridor



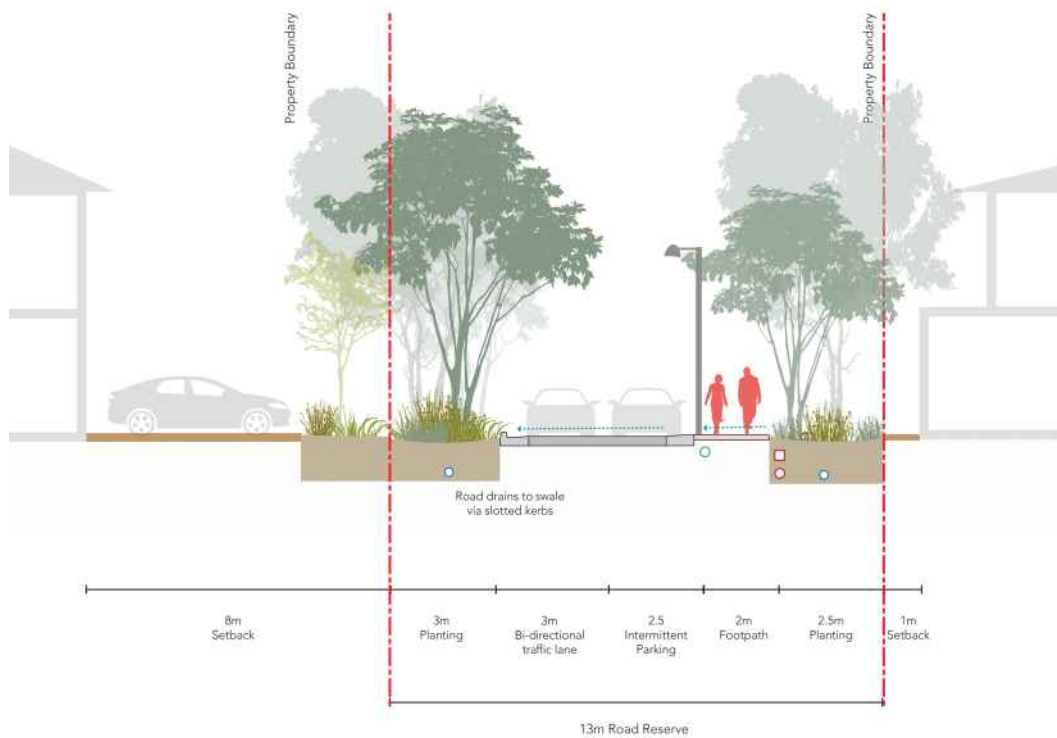
Local Access >15m



Local Access 13m with Edge-of-Lot Footpath



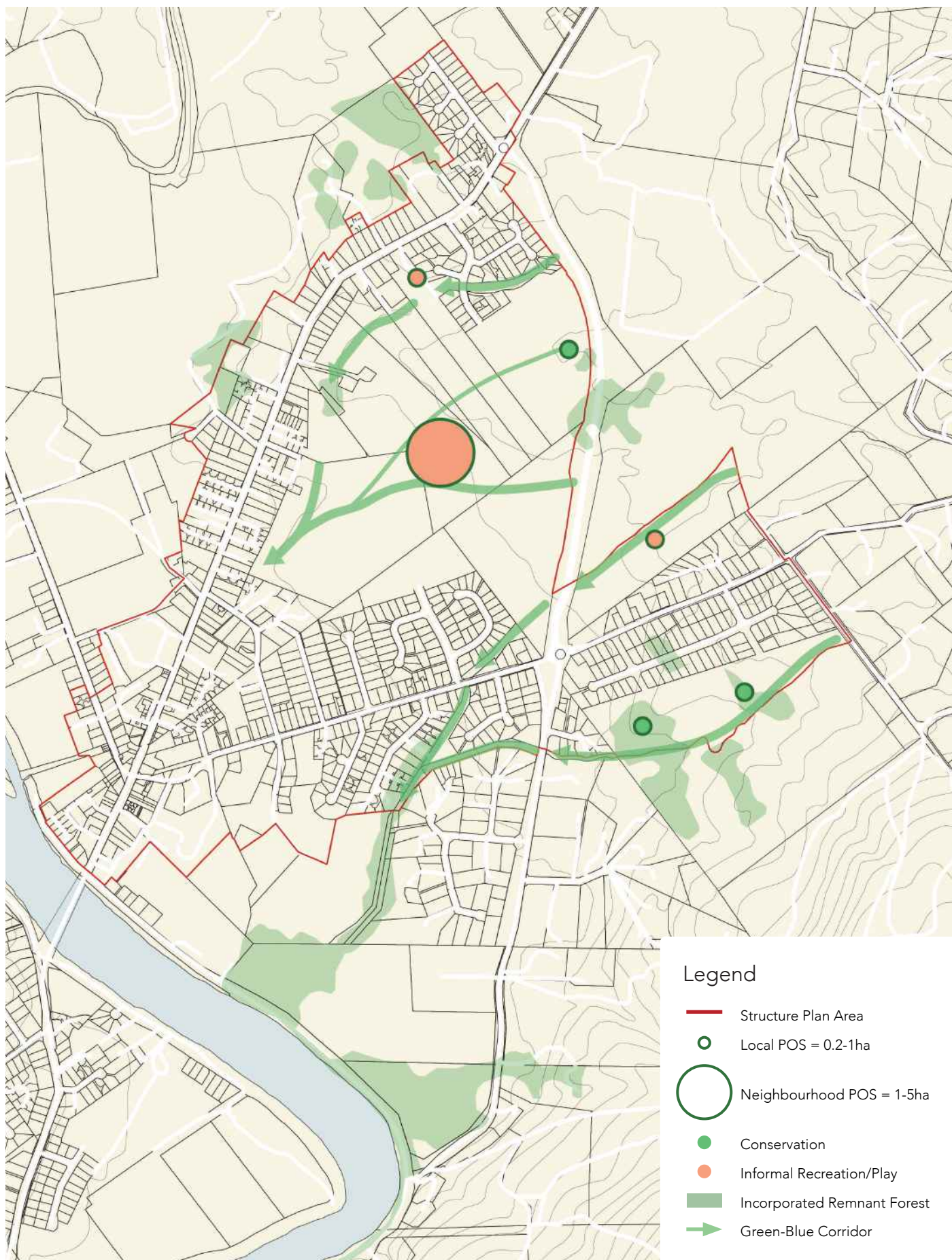
Local Access 13m with Back-of-Kerb Footpath



Rear Laneway



3.4 Open Space Function & Hierarchy





Huonville Foreshore, *Studio Hubert*

3.5 Residential Lot Structure

The structure plan establishes a clear and adaptable framework made up of streets, open spaces, blocks, and lots. This framework supports a walkable, connected neighbourhood organised into distinct residential clusters - each offering a mix of housing types, lot sizes, and tenures to foster diversity, inclusion, and a strong sense of community where people of all ages, incomes, and household types can find a place to live.

Block Principles

Blocks - defined as the land between streets - have been shaped to work with the street network, green-blue corridors, open spaces and surrounding landscape, while enabling efficient subdivision and high-quality design outcomes.

Typical Lot Size

A typical lot depth of approximately 35 metres has been applied across the plan. This supports good solar access and the integration of usable private open space and landscaping.

A base lot width of 10 metres (around 350m²) has been used as a starting point, supporting fine-grain development and flexibility in subdivision. These base lots can be amalgamated or subdivided to enable a rich mix of dwellings - including detached homes, townhouses, compact cottages, and small multi-unit developments.

Residential Diversity

Within each block, lot arrangements are structured to encourage a varied urban grain and accommodate a range of dwelling forms into residential clusters. A wide range of housing types is anticipated within the plan area, including:

- Compact homes and small lots that support affordability and low-impact living
- Larger detached dwellings for families and multi-generational households
- Townhouses and terrace homes offering medium-density options
- Mixed-use dwellings in more central or active locations
- Specialist and supported housing, including social housing, NDIS-compliant homes, and independent living units for older generations.

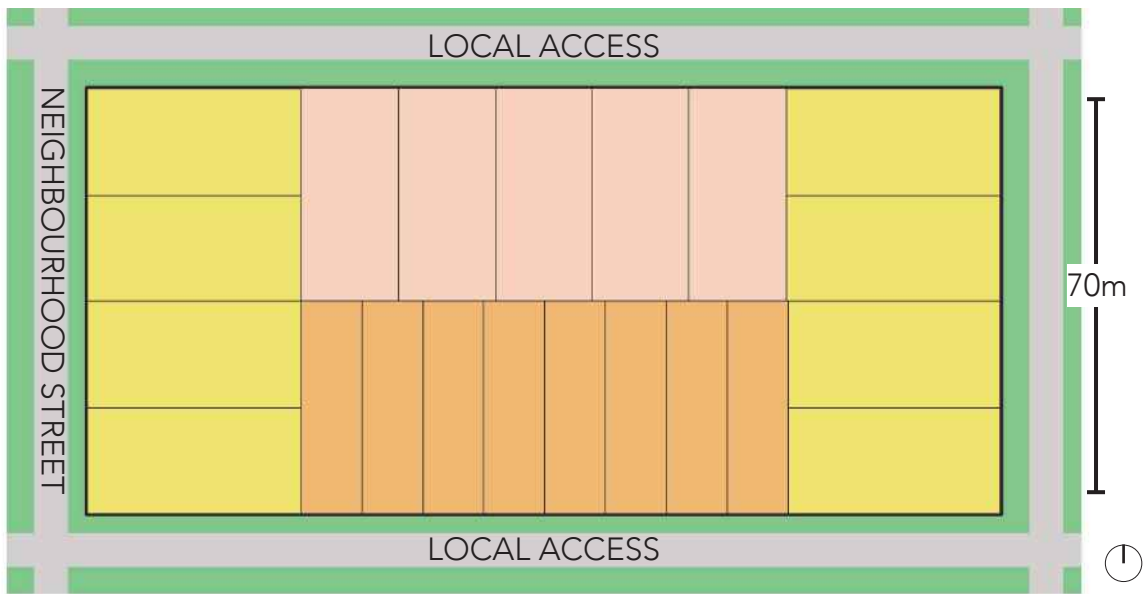
This layered approach provides a flexible and future-ready residential structure, supporting gradual intensification while maintaining liveability, permeability, and equitable access to open space.

Early design principles have been guided by considerations such as solar orientation, privacy, and the provision of quality private open space - ensuring liveable, energy-efficient outcomes across different dwelling types.

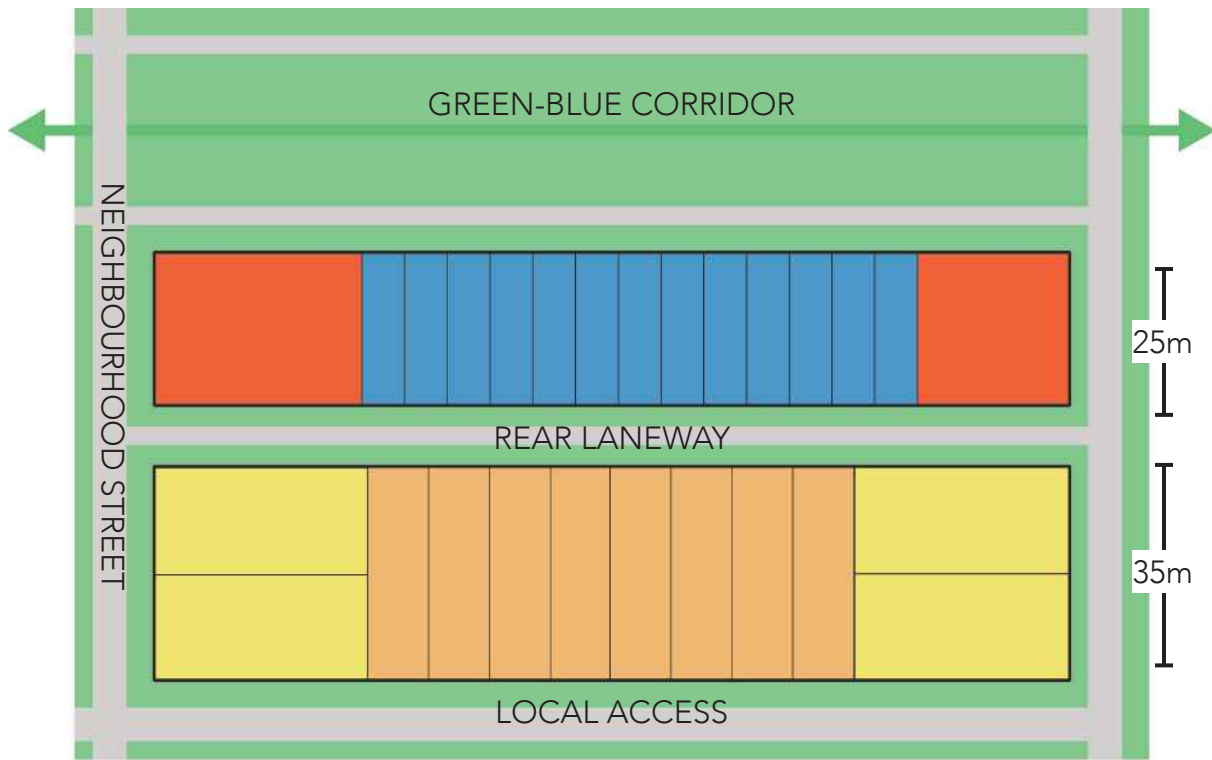
Final lot sizes and layouts will be refined through detailed design and subdivision, ensuring outcomes respond to market demand, infrastructure constraints, and community needs.

This structure is intended to support a compact, walkable community, where residents can live closer to shops, services, open space, and each other. While the housing types illustrated are conceptual, they demonstrate how the neighbourhood can accommodate a rich mix of residents and lifestyles.

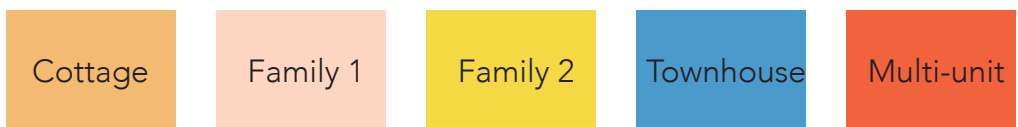
Block Scenario 1: Typical



Block Scenario 2: Adjacent to Open Space or Green-Blue Corridor



Lot Typologies



3.6 Residential Design Guidelines

Cottage Lot



Witchcliffe,
WA

Designed to provide an affordable option, these 350m² lots are oriented on the north / south axis, with living to the north. They are perfect to accommodate a small solar passive house (<100m²), similar to the weatherboard settlement houses that were built in Huonville in the 1930's.

1.0 Built Form

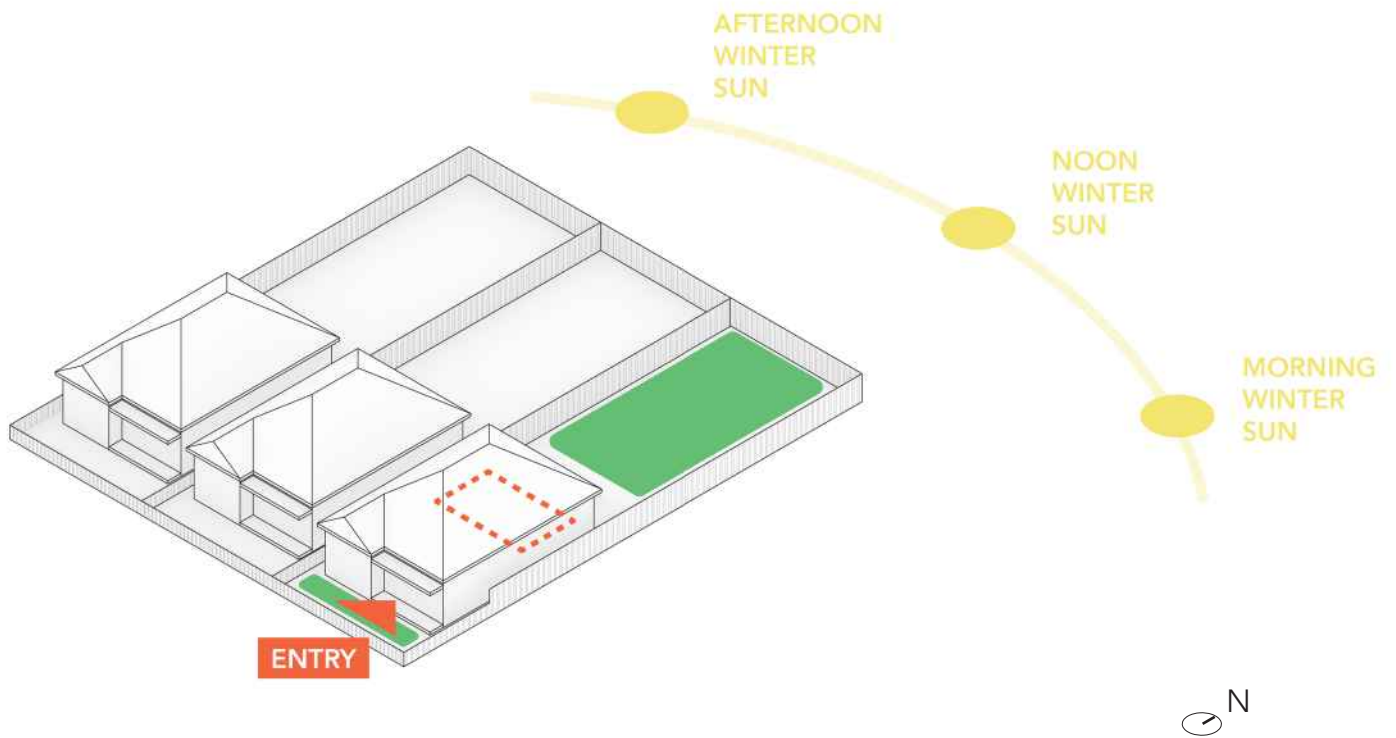
- 1.1 1 storey maximum height.
- 1.2 20-35° roof pitch.
- 1.3 Reduce the bulk of the rear facing roof to limit overshadowing of private open space.
- 1.4 Articulate the front facade with a verandah and/or projecting gable.

2.0 Setbacks

- 2.1 1m minimum side setback
- 2.2 3m minimum front setback
- 2.3 15m minimum rear setback

3.0 Site

- 3.1 Private open space located in the rear. It should be directly accessible off a living area.
- 3.2 100m² minimum private open space.
- 3.3 No carparking on the lot, streetside carparking only.
- 3.4 0.9m maximum front fence height.



Legend

— Living Space

Townhouse Lot



Kingston,
TAS

Efficient lots from 180–300m², that support terraced or semi-detached two storey homes close to shops and parks. With private rear courtyards. Layouts are optimised for solar orientation, with north-facing living spaces and shared walls to reduce heat loss. Ideal for singles, couples, and small families seeking low-maintenance living.

1.0 Built Form

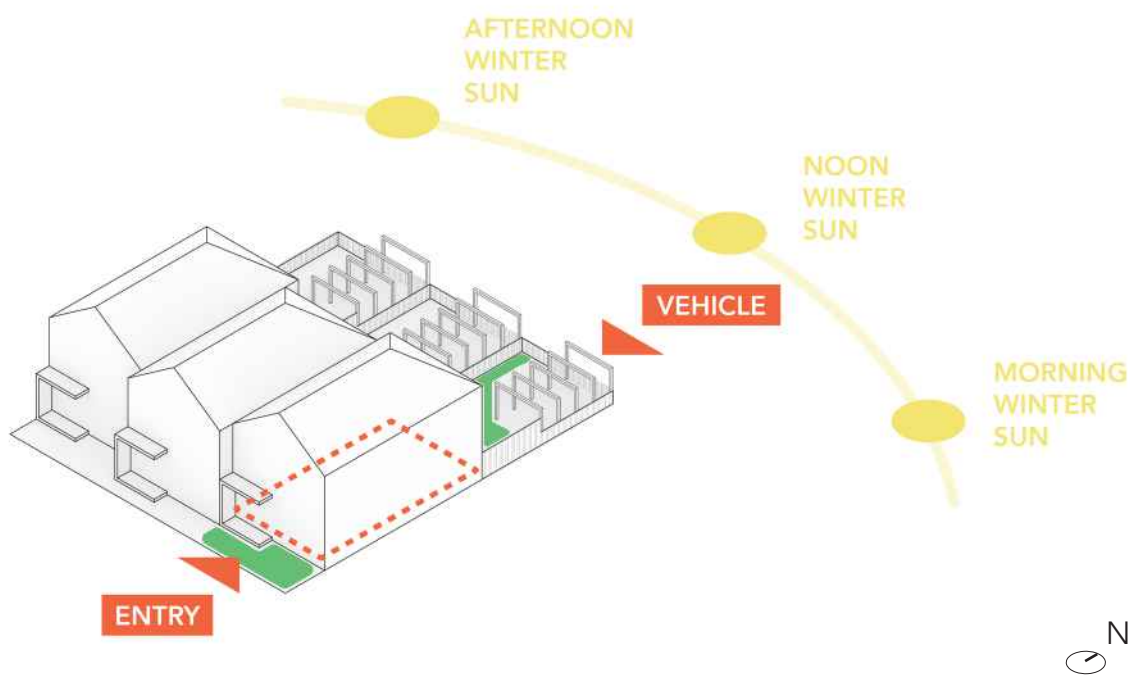
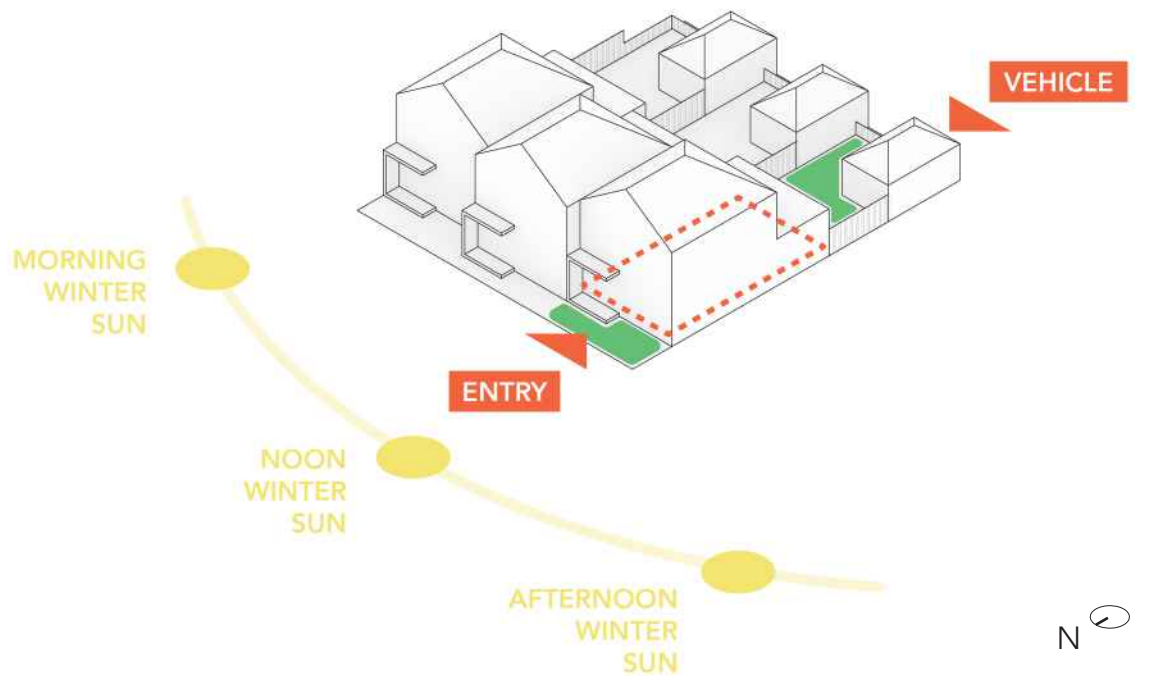
- 1.1 2 storey maximum height.
- 1.2 20-35° roof pitch.
- 1.3 Reduce the bulk of the rear facing roof to limit overshadowing of private open space.
- 1.4 Reduce the bulk of the rear facade by stepping down to 1 storey to limit overshadowing of private open space.
- 1.5 Articulate the front facade with a verandah or awning.
- 1.6 Articulate groups of buildings by varying their front and rear setbacks.

2.0 Setbacks

- 2.1 0m minimum side setback
- 2.2 3m minimum front setback
- 2.3 15m minimum rear setback

3.0 Site

- 3.1 Private open space located in the rear. It should be directly accessible off a living area.
- 3.2 30m² minimum private open space.
- 3.3 Rear-loaded carparking to either a carport or garage located on the rear boundary. Use a carport if overshadowing of private open space is an issue.
- 3.4 No front fence. 0.9m maximum fence height to rear lane.



Legend

— Living Space

Family Lot 1



Witchcliffe,
WA

Designed for multi-generational households with garage and utilities to the south and living to the north, these 450 - 650m² lots are designed to capture and maximise solar gain, with room for easy care courtyard gardens and play spaces.

1.0 Built Form

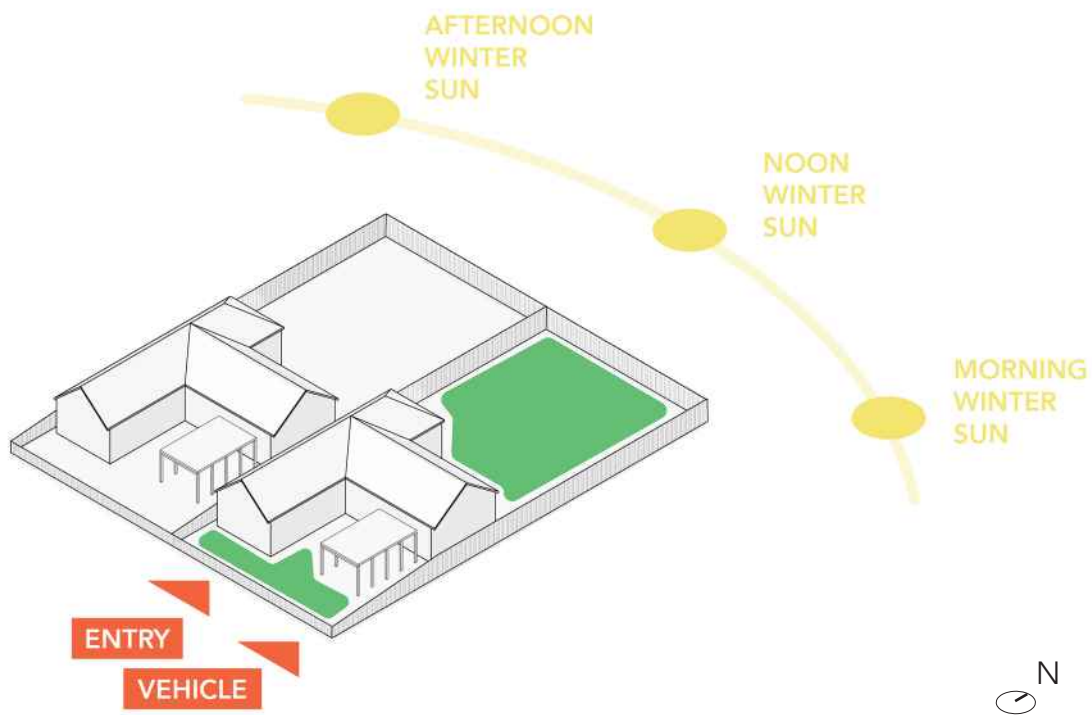
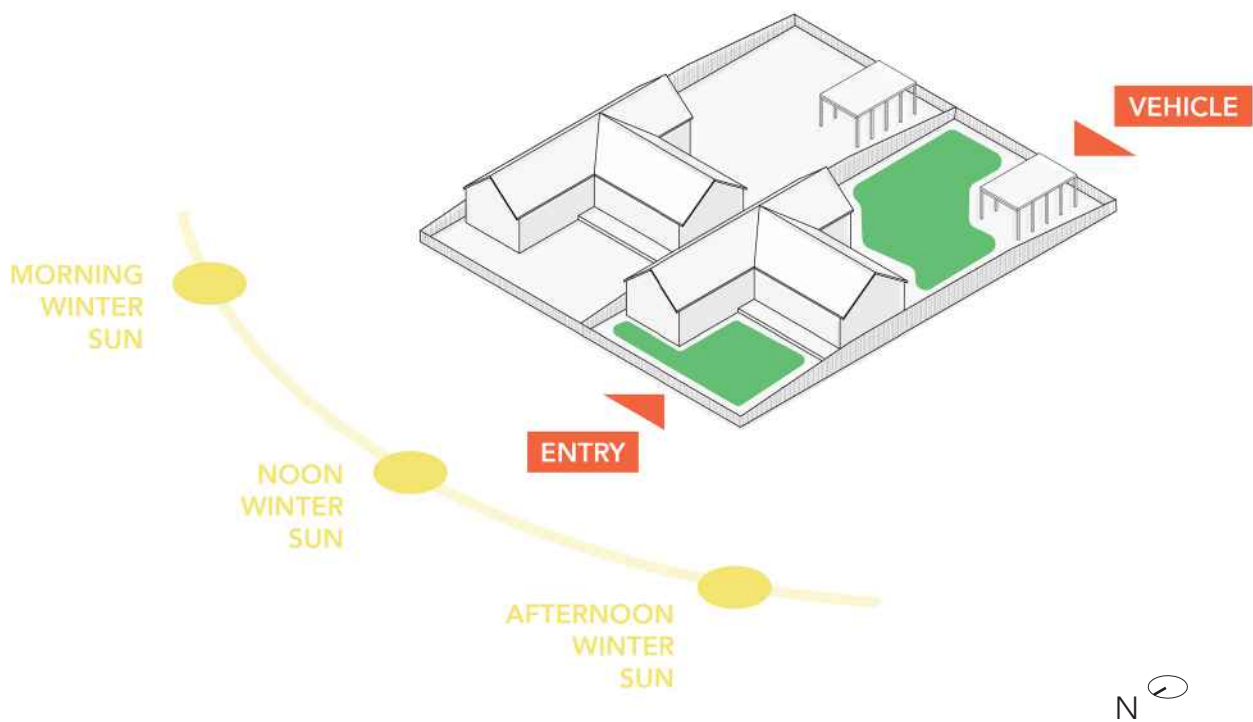
- 1.1 2 storey maximum height.
- 1.2 20-35° roof pitch.
- 1.3 Reduce the bulk of the rear facing roof to limit overshadowing of private open space.
- 1.4 Articulate the front facade with a projecting gable and/or verandah.

2.0 Setbacks

- 2.1 1m minimum side setback
- 2.2 3m minimum front setback
- 2.3 15m minimum rear setback

3.0 Site

- 3.1 Private open space located in the rear. It should be directly accessible off a living area.
- 3.2 100m² minimum private open space.
- 3.3 Carport located in the rear for lots with a north facing frontage, and in the front for lots with a south facing frontage.
- 3.4 0.9m maximum front fence height.



Legend

— Living Space

Family Lot 2



Witchcliffe,
WA

Designed for multi-generational households, these 700-1000m² lots are oriented east / west with building setbacks to the north to ensure each home has optimum solar access and plenty of room for gardens, play areas, chook pen and a garden shed.

1.0 Built Form

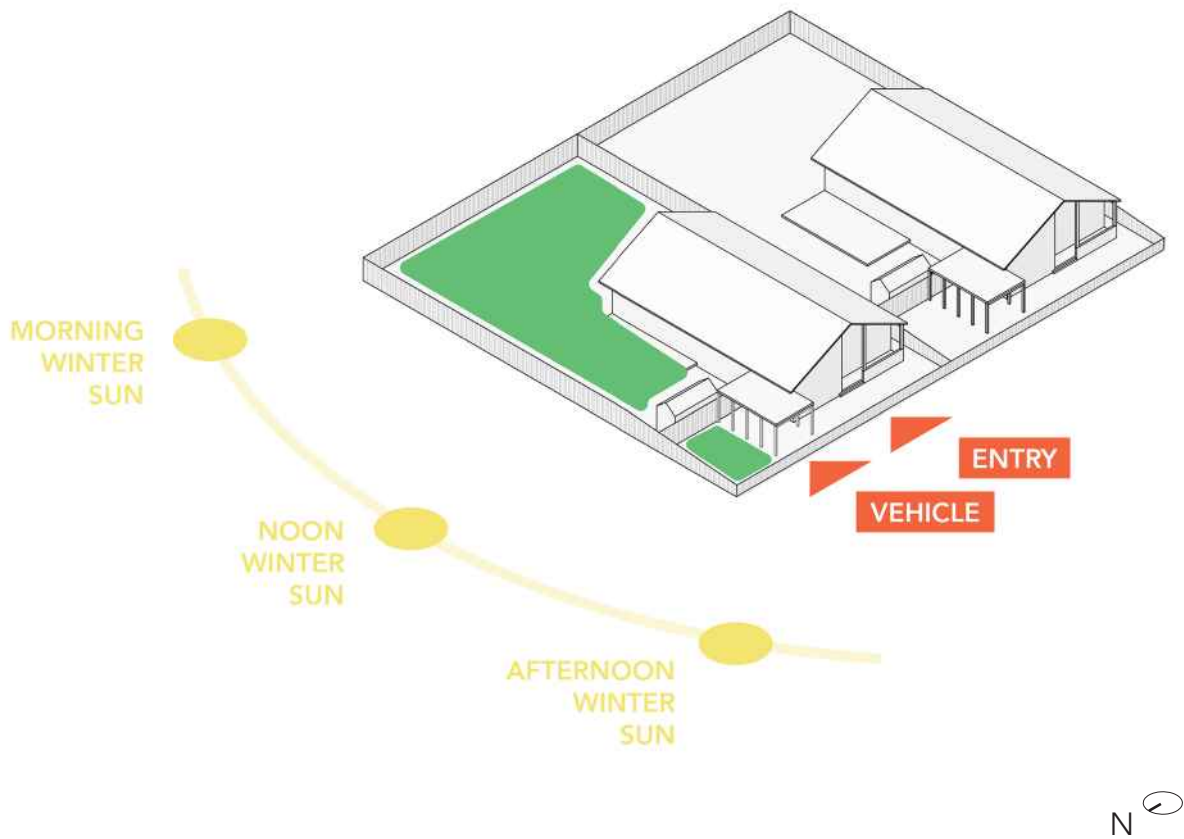
- 1.1 2 storey maximum height.
- 1.2 20-35° roof pitch.
- 1.3 Reduce the bulk of the rear facing roof to limit overshadowing of private open space.
- 1.4 Articulate the front facade with a projecting gable and/or verandah.

2.0 Setbacks

- 2.1 1m minimum side setback
- 2.2 3m minimum front setback
- 2.3 15m minimum rear setback

3.0 Site

- 3.1 Private open space located in the rear and northern side. It should be directly accessible off a living area.
- 3.2 100m² minimum private open space.
- 3.3 Carport located in the front within the side setback.
- 3.4 0.9m maximum front fence height.



Legend

— Living Space

Multi-unit Lot



*Durack,
QLD*

Typically arranged on strata lots, these compact, single-storey dwellings (80m²) are designed for older residents and downsizers seeking low-maintenance, accessible homes. Units are often clustered around shared open space, with layouts optimised for solar access, comfort, and walkability.

1.0 Built Form

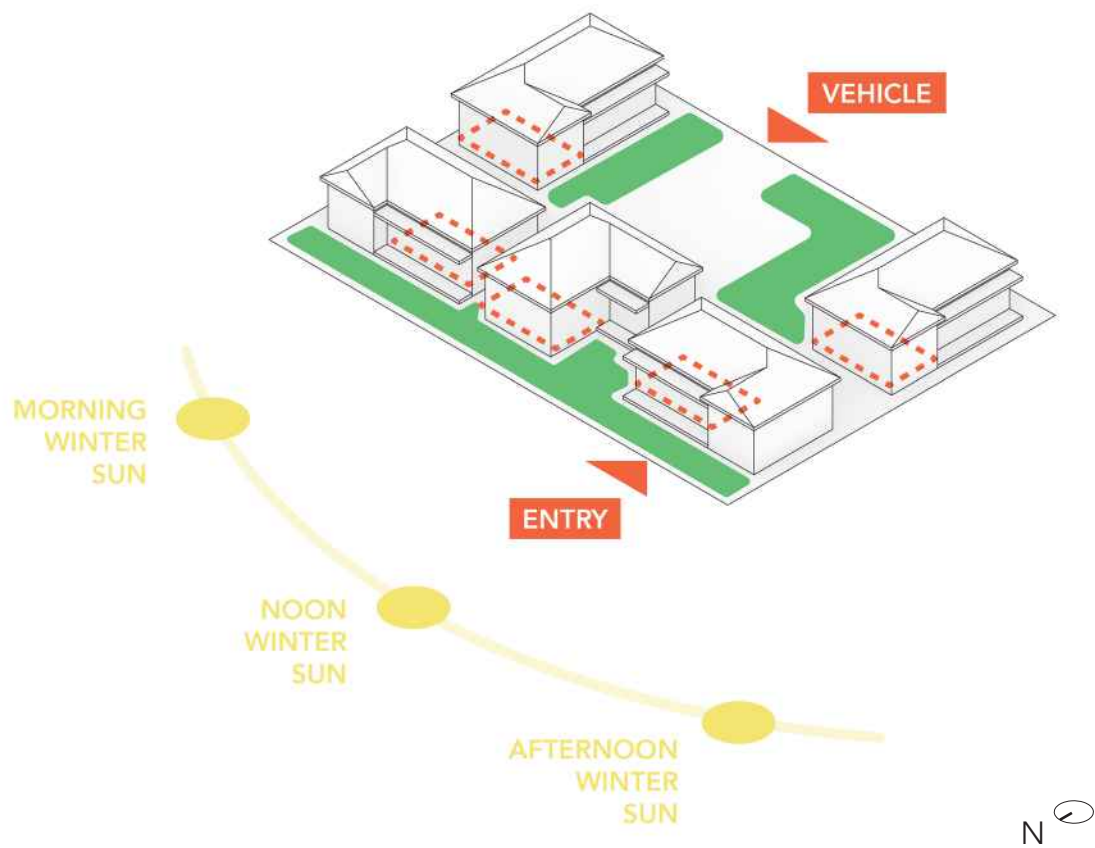
- 1.1 1 storey maximum height.
- 1.2 20-35° roof pitch.
- 1.3 Reduce roof bulk and overshadowing of neighbouring dwellings.
- 1.4 Articulate groups of buildings by varying their front and rear setbacks and orientation.

2.0 Setbacks

- 2.1 1m minimum side setback
- 2.2 3m minimum front setback

3.0 Site

- 3.1 Private open space directly accessible from a living area.
- 3.2 10m² minimum private open space.
- 3.3 1 carspace per dwelling. Carparking aggregated in a single area.
- 3.4 No front fence.
- 3.5 Located next to public open space or a green-blue corridor.



Legend

— — Living Space

Shoptop Lot



Huonville,
TAS

Designed for mixed use areas, shoptop housing comprises residential units situated above ground-floor retail or commercial spaces. They are suitable for 1-2 people households and create an affordable alternative for students and young professionals. Their proximity to the town centre offers convenient access to buses, amenities and services.

1.0 Built Form

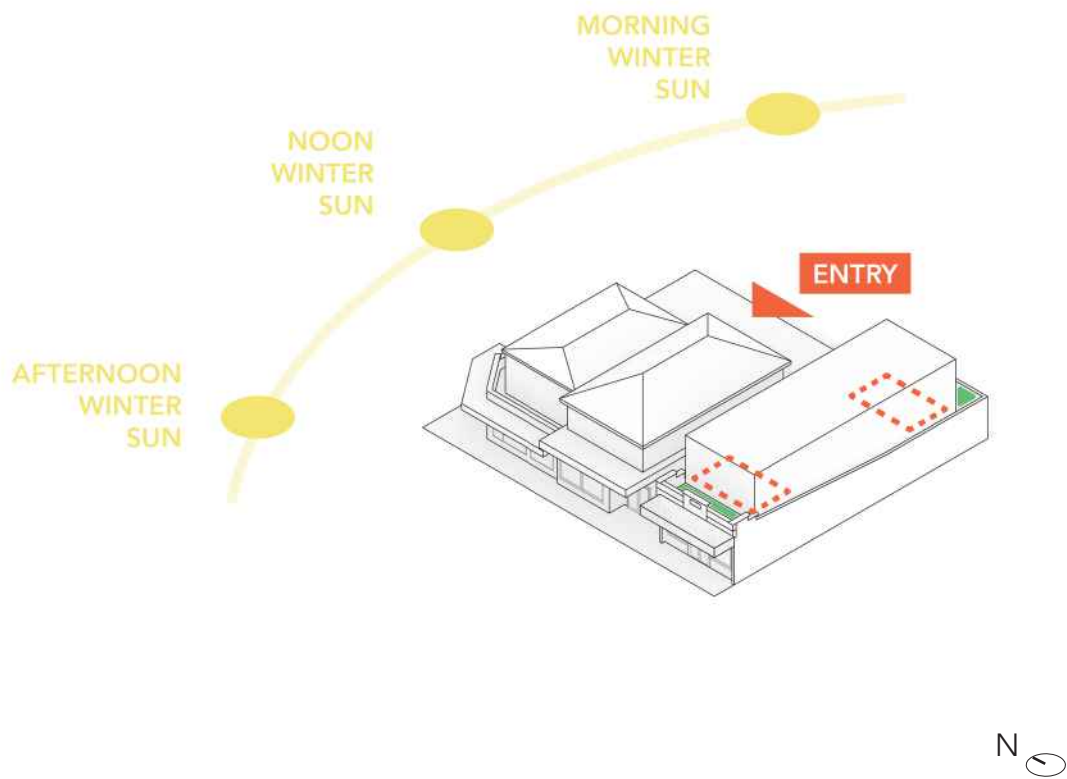
- 1.1 2 storey maximum total height.
 - 1.2 Appropriately respond to the existing urban fabric by referring to the commercial built form guidelines.
-

2.0 Setbacks

- 2.1 Setbacks as per commercial site layout guidelines.
-

3.0 Site

- 3.1 No carparking.
 - 3.2 No front fence.
-



Legend

— — Living Space

Apartment Lot



*Goulburn Street,
Hobart TAS*

Located near the town centre and next to public open space, three-storey townhouses that are divided into apartment units provide an opportunity for students, small families and downsizers seeking low-maintenance living. Shared areas including parking and stairwells help to foster communities.

1.0 Built Form

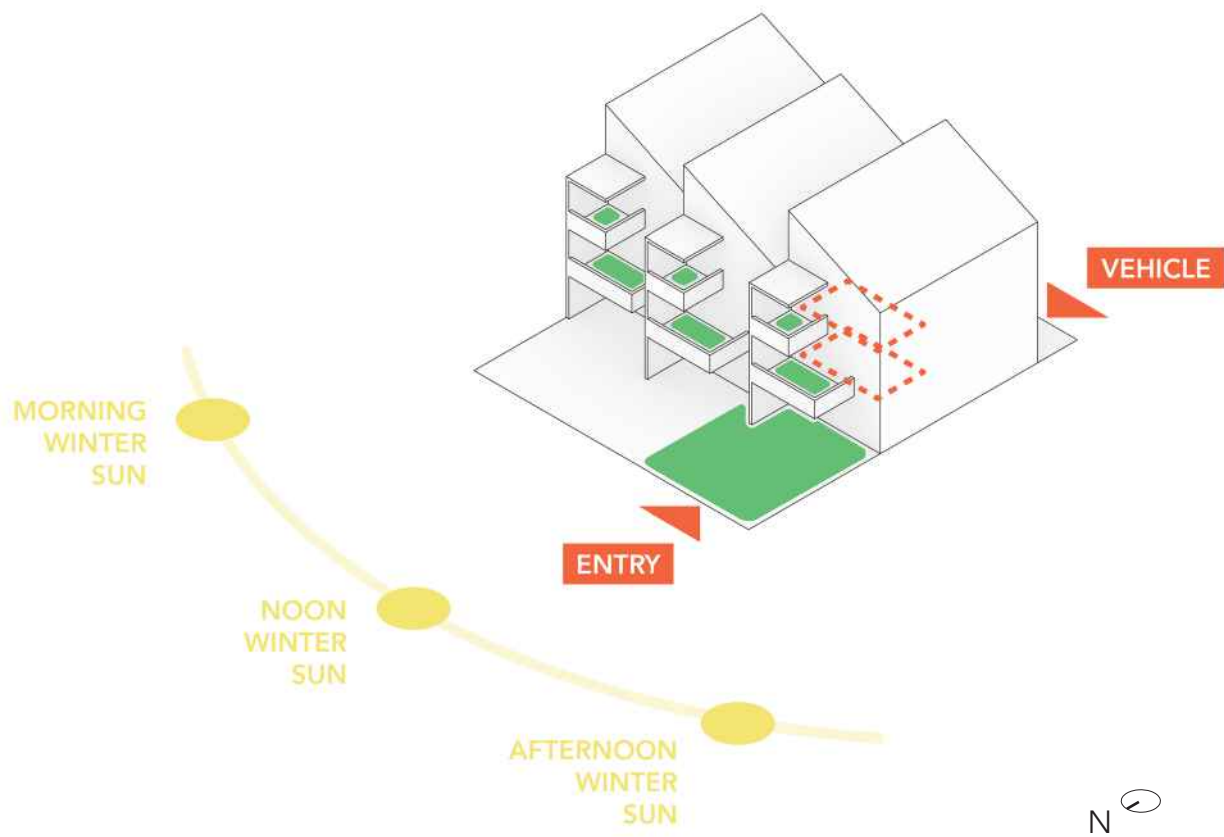
- 1.1 3 storey maximum total height.
- 1.2 20-35° roof pitch.
- 1.3 Articulate the front facade with a verandah, awning, or balconies.
- 1.4 Articulate groups of buildings by varying their front and rear setbacks.

2.0 Setbacks

- 2.1 6m minimum side setback
- 2.2 6m minimum front setback
- 2.3 6m minimum rear setback

3.0 Site

- 3.1 1 carspace per dwelling. Rear-loaded carparking aggregated in a single area at the rear.
- 3.2 No front fence.
- 3.3 Located next to public open space or a green-blue corridor.

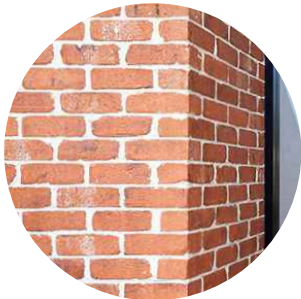


Legend

— Living Space

Built Form Palette

Facade



Brick

Use: Single-storey or multiple-storey building facade.

Notes: Fair faced finish in red, brown, and blue-black. Can include mottled detailing.



Weatherboard

Use: Single-storey building facade.

Notes: Paint finish. Can include a fair faced brick base.



Timber Cladding

Use: Single-storey building facade.

Notes: Weathered finish. Can include a fair faced brick base.



Vertical Metal Sheet

Use: Single-storey building facade.

Roof



Corrugated Metal Sheet

Use: Sloped roof.

Notes: With brick, weatherboard, or metal facade. Pale-mid grey colour.



Roof Tile

Use: Sloped roof.

Notes: With brick facade. Brown colour.

Front Fences



Batten

Use: Dwelling boundary along main or neighbourhood street.
Notes: Weathered timber or paint finish. Spaces between slats maintains visibility through the fence.



Timber Post and Wire

Use: Dwelling boundary along main or neighbourhood street.
Notes: This fence references surrounding agricultural fences. Weathered timber posts support the wire mesh.



No Fence, Planted Edge

Use: Dwelling boundary along local street.
Notes: Vegetation can be used to indicate a boundary line and provide screening.

3.7 Commercial Lot Structure

While the residential structure plan focuses on accommodating new housing through a flexible and future-ready framework, the commercial component prioritises the retrofitting and revitalisation of existing commercial lots. This approach supports the town centres gradual transformation into a more vibrant, walkable, and economically resilient hub that serves the evolving needs of the community.

Lot Principles

Commercial lots - defined as land currently zoned or used for retail, services, or light commercial activity, are generally established and occupied. The structure plan identifies opportunities to improve their connectivity, interface, and function through incremental change and targeted interventions. Block arrangements have been assessed to support pedestrian-friendly environments, preserve existing town character, better integrate with the surroundings, and layer new uses such as shoptop housing.

Rather than defining new lot patterns, the plan focuses on the reconfiguration of existing lots. Many are oversized or inefficiently used, offering potential for subdivision, amalgamation, or vertical expansion.

The typical lot sizes—ranging from 300m² to over 2,000m²—are well suited to accommodate a broad mix of uses. The plan encourages fine-grain development at the street edge, while enabling deeper lots to support larger footprint retail, parking, service access, or laneway/arcade activation.

Commercial Evolution and Mixed Use

This structure supports the evolution of the town centre from not just a regional service centre but a local activity hub, with an emphasis on small businesses, services, and flexible workspaces. Where appropriate, the framework supports mixed-use redevelopment, allowing residential uses above or behind commercial tenancies. This can help increase local population density, boost foot traffic, and

support the viability of local shops and services. A broad range of uses are encouraged, including:

- Retrofitted shopfronts and active ground-floor tenancies
- Redevelopment of former industrial or large-format retail sites
- Flexible working, maker spaces, and service businesses.
- Medium-density residential or aged-care housing above commercial uses.

Public Realm and Activation

Streets and public spaces are key to commercial revitalisation. The plan promotes street upgrades, placemaking interventions, and new public spaces that support community life and economic activity. These may include street upgrades, parklets, outdoor dining zones, or pedestrian crossings. Retrofitting efforts are guided by principles of walkability, accessibility, and passive surveillance to ensure commercial areas feel safe, comfortable, and inviting.

A Framework for Transition

Recognising that redevelopment will occur gradually, the structure plan sets out clear urban design guidelines that guide change over time, ensuring short-term improvements don't preclude long-term outcomes. The focus on retrofit allows existing businesses to remain viable while new uses and intensities are introduced in a measured and adaptive way.

This approach supports the creation of a resilient, diverse, and locally distinctive commercial centre, places that reflect community identity, adapt to future needs, and foster stronger connections between living, working, and daily life.



Ulmarra High Street Upgrade Project, NSW

Block Study - Fine Grain

Fine-grain commercial blocks are typically composed of smaller, individually-owned lots with shopfronts directly addressing the street. These areas often form part of the historic main street and are well-integrated into the pedestrian network. However, many may suffer from ageing building stock, inconsistent activation, or underutilisation of rear land and upper floors.

Opportunities for Enhancement:

1. Adaptive Reuse: Encourage the upgrade and reuse of existing buildings for diverse commercial or community uses, retaining local character.
2. Upper Floor Uses: Support residential, studio, or co-working uses in underutilised upper levels to increase local density and vitality.
3. Rear-Lot Activation: Unlock value at the rear of lots through laneway housing, micro-tenancies, or shared community courtyards.
4. Outdoor Amenity: Introduce parklets, green buffers, and outdoor dining to soften the street edge and enhance the pedestrian experience.
5. Facade Improvements: Incentivise facade upgrades that respect heritage value while improving accessibility and visibility.

The block study opposite highlights how small-scale interventions and supportive policy can help preserve the rich texture of fine-grain commercial blocks while unlocking new layers of use, identity, and activation.



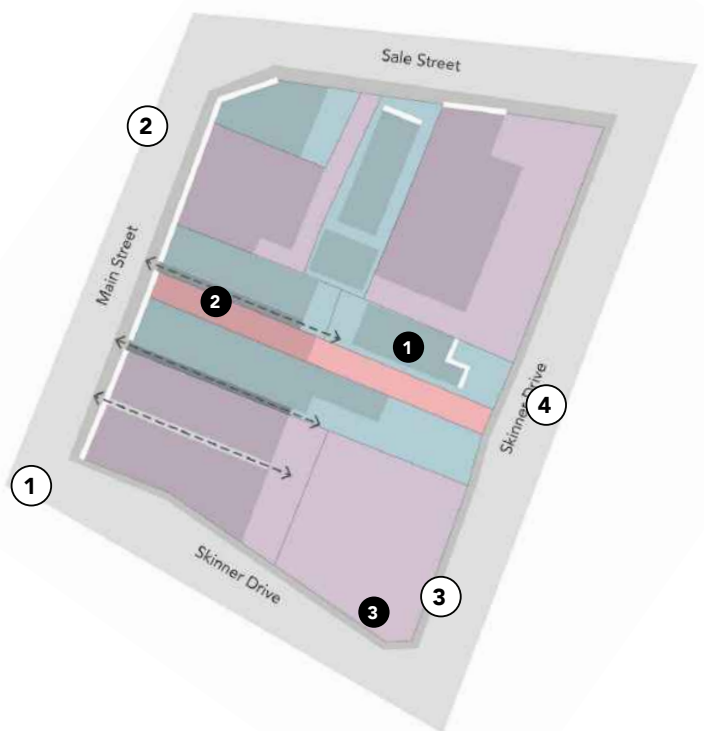
Typical Fine Grain Block

This typical smaller block is characterised by several good pedestrian connections from Main Street through to Skinner Drive, and the bus stop. Main Street corner lots provide activation and two-storey built form.

- 1 Some shorter lots allow for development on Skinner Drive, this activation is positive and could be explored further
- 2 Laneways and arcades provide good connectivity between Main Street and Skinner Drive
- 3 Pedestrian amenity around bus stop could be improved



Location Plan NTS



Block Study - Large Footprint

Large commercial blocks are often characterised by a single-use typology, such as supermarkets, bulky goods retailers, or legacy industrial buildings, with expansive areas of surface car parking and minimal street interface. These blocks tend to prioritise vehicular access over pedestrian movement and often lack integration with surrounding neighbourhoods

Opportunities for Retrofit:

1. Subdivision and Permeability: Introduce new internal laneways or arcades to break down the scale of the block, improving walkability and enabling staged redevelopment over time.
2. Edge Activation: Retrofit street-facing edges with active uses such as shopfronts, small tenancies, or community-facing services to enhance public life and passive surveillance.
3. Vertical Intensification: Enable upper-level commercial or residential development above large-format buildings.
4. Integrated Parking: Reconfigure existing car parks to the rear of the lot.
5. Civic Space: Incorporate small public spaces or plazas as focal points for activity and social interaction.

The block study opposite demonstrates how a large-footprint site can evolve incrementally—retaining viable anchor uses while introducing finer-grain built form, street-based activity, and a more human-scaled public realm.



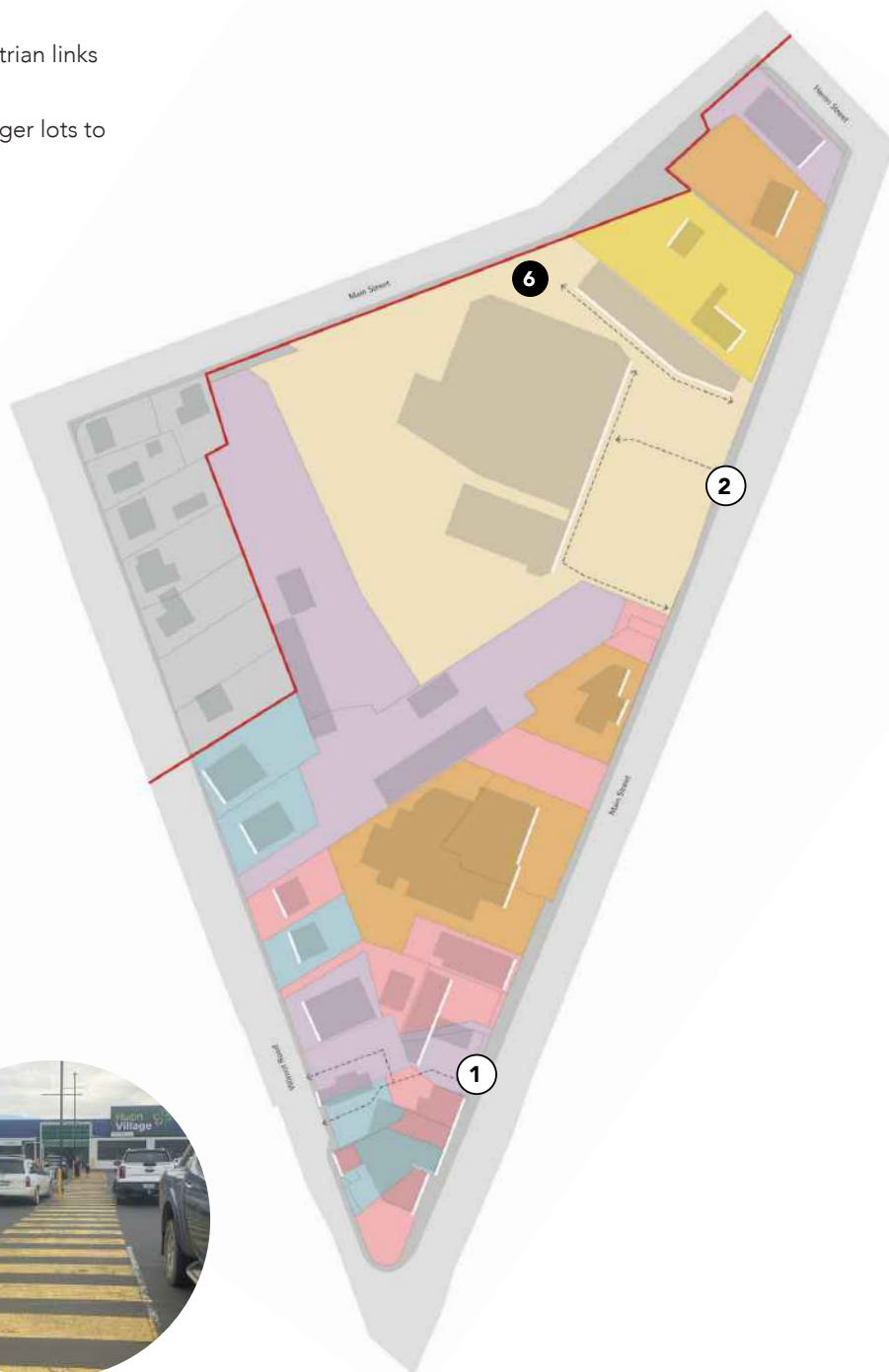
Typical Large Footprint Block

This typical large block includes a variety of lot sizes, with smaller grain at the corner of Main Street and Wilmot Road, and larger lots in the centre, including Huon Village / Woolworths.

- 4 Retain lot size variety
- 5 Encourage additional pedestrian connections
- 6 Strengthen existing informal pedestrian links
- 7 Encourage any development on larger lots to contribute to the public domain



Location Plan NTS



3.8 Commercial Design Guidelines

Site Layout

1.0 Building Layout

- 1.1 Buildings should have their primary frontage to Main Street.
 - 1.2 Buildings should have zero setback from Main Street.
 - 1.3 Building footprint should be 30m maximum depth.
 - 1.4 Utilise courtyards mid block, especially on laneways.
 - 1.5 Buildings should frame existing courtyards on a minimum of 2 sides, with active frontages facing the courtyard.
 - 1.6 Buildings on corner blocks should have an active frontage to both Main Street and the side street.
 - 1.7 Development at the rear of the site, or development of blocks on side streets should have an active street frontage .
-

2.0 Laneways / Arcades

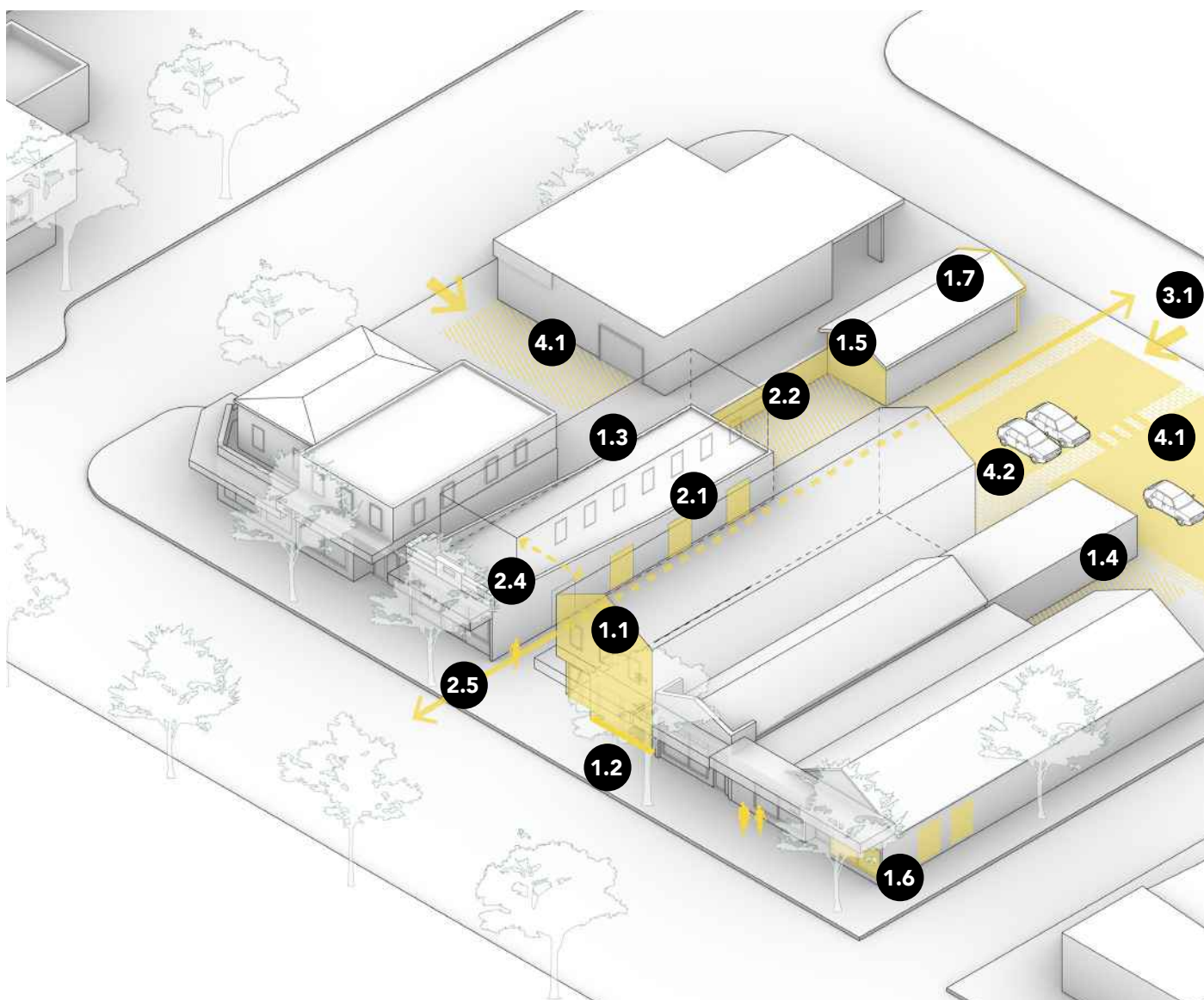
- 2.1 Side walls on laneways should include windows for activation and passive surveillance.
 - 2.2 Sites with side laneways should include mid block courtyards to provide opportunity for outdoor space, and to reduce laneway length.
 - 2.3 Pedestrian laneways should be minimum 4m width, shared laneways a minimum 6m width.
 - 2.4 Laneways and arcades should be located every 30m along Main Street for good east-west pedestrian connection.
-

3.0 Vehicle Access

Avoid crossovers on Main Street by locating vehicle access from the rear or side of the site wherever possible.

4.0 Off-street Parking

- 4.1 Locate off-street parking and loading zones to the rear of the site.
 - 4.2 Ensure there are dedicated pathways for people walking through carpark.
-



Parking at Rear, Main Street
REALMstudios



Rear access Huon Arcade
REALMstudios



Windows to laneway, 20A Main
Street
REALMstudios

Built Form: Fine Grain Block

1.0 Two-storey Development

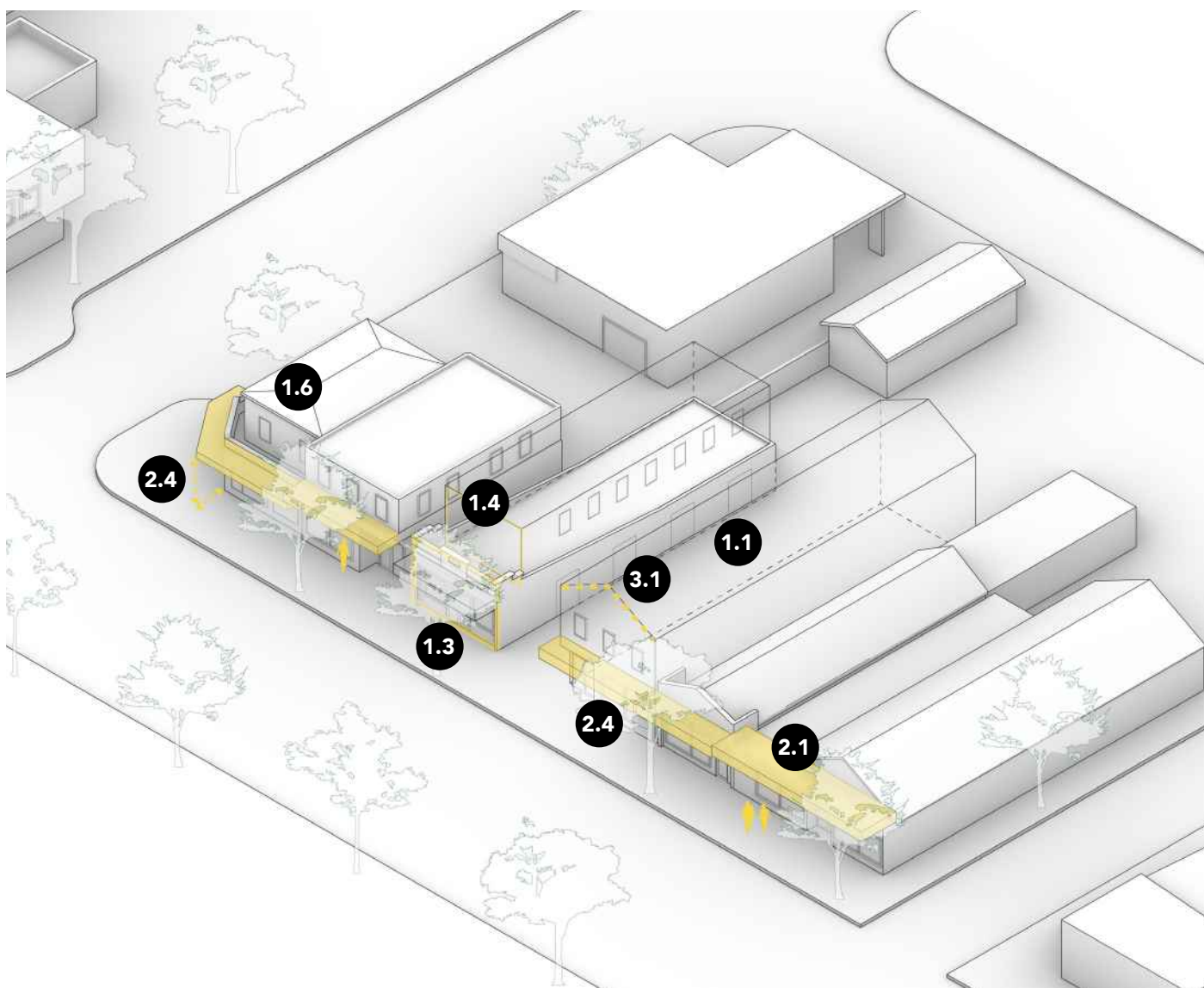
- 1.1 First-floor development is encouraged on Main Street to provide additional commercial space or residential uses.
 - 1.2 The ground floor should appear visually dominant and the first floor recessive.
 - 1.3 First-floor extensions to existing buildings should respect the massing and architectural language of the ground floor.
 - 1.4 The first floor should have a zero setback from Main Street, except for the provision of a balcony, or to respond to a ground floor parapet.
 - 1.5 Locate first floor balconies overlooking the street to provide an outlook for building occupants and passive surveillance of the street.
 - 1.6 Residential uses at the first floor should have their primary outlook to Main Street, or to the rear of the site.
 - 1.7 First-floor commercial spaces should ideally be accessed from doorways onto Main Street, or side streets.
-

2.0 Awning

- 2.1 Provide a continuous awning on Main Street for weather protection.
 - 2.2 Awning material should be solid to shade to the footpath.
 - 2.3 Awnings should be between 2.8-3m high and 2.5-2m deep.
 - 2.4 New awnings should respond to the height of existing neighbouring canopies when within the recommended range
-

3.0 Roof Form

- 3.1 New roof forms should respond to the neighbouring roof forms, or predominant roof forms in that block. The common preferred roof forms on Main Street are hip and gable, and flat roofs concealed behind a parapet wall or decorative bulkhead.
-



Two-storey, Main Street
REALMstudios



Apartment above shop,
Wilmot Road
REALMstudios



Apartment above shop,
Wilmot Road
REALMstudios

Built Form: Large Footprint Block

1.0 Building Layout

- 1.1 Buildings should have their primary frontage to Main Street.
 - 1.2 Large tenancies benefit from secondary entrances to create a through-block link and to activate side streets and rear carparks.
 - 1.3 Buildings should have zero setback from Main Street.
 - 1.4 Buildings on corner blocks should have an active frontage to both Main Street and the side street.
 - 1.5 In a development with multiple tenancies, locate smaller tenancies at the street front to create a fine grain of frequent entrances, and larger tenancy such as a supermarket, to the rear.
 - 1.6 Utilise courtyards mid block, especially on laneways.
-

2.0 Arcades

- 2.1 The Main Street entrance to a large tenancy at rear of the site can create an arcade with activation from side windows of smaller tenancies.
 - 2.2 A wider doorway is needed for large tenancies with more foot traffic.
-

3.0 Vehicle Access

- 3.1 Avoid crossovers on Main Street by locating vehicle access from the rear or side of the site wherever possible.
-

4.0 Off-street Parking

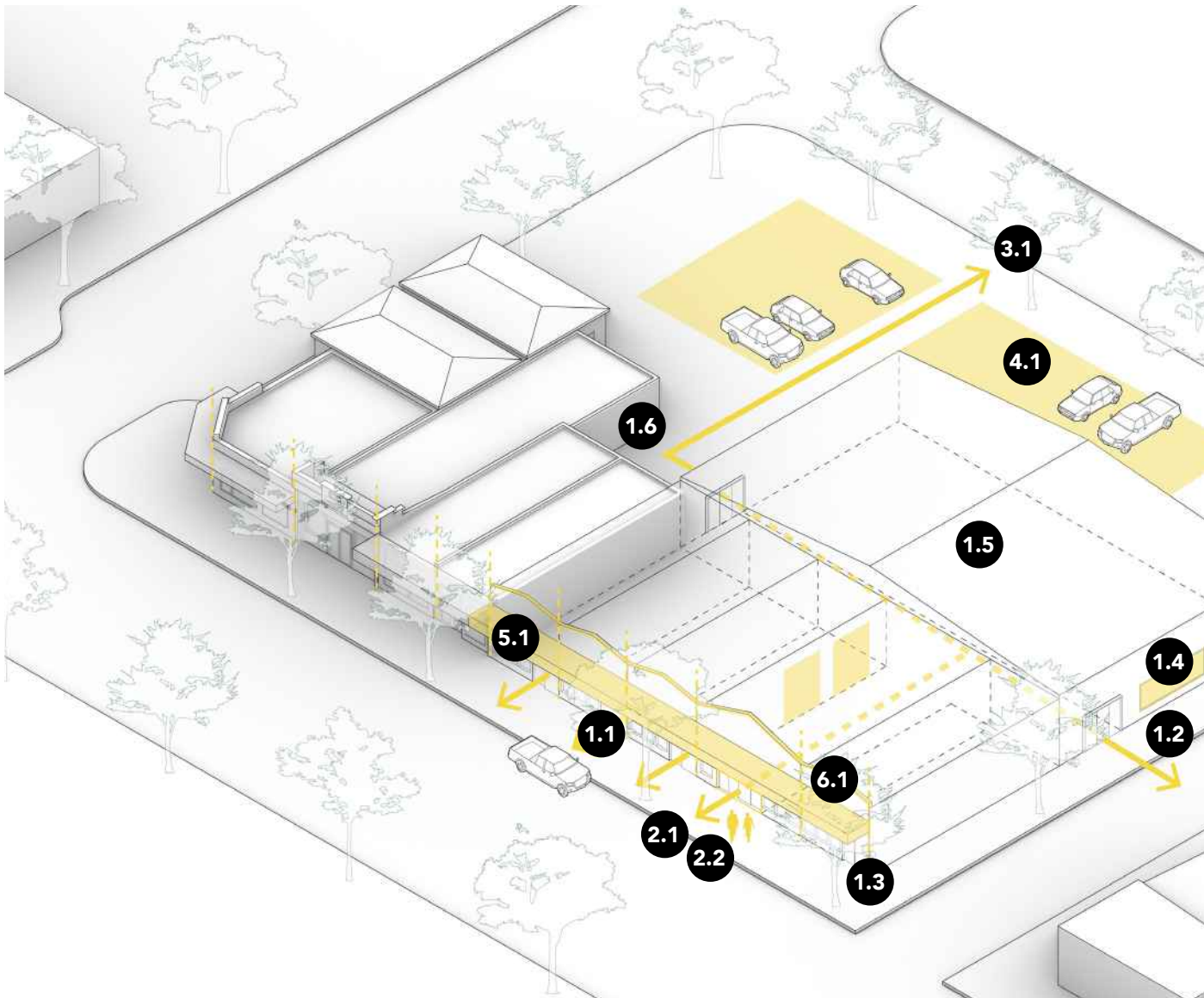
- 4.1 Locate off-street parking and loading zones to the rear of the site.
-

5.0 Awning

- 5.1 Provide a continuous awning on Main Street for weather protection.
-

6.0 Building Rhythm

- 6.1 Built form on large sites should respond to the existing rhythm of the street and scale of roof form and shopfronts. The design of the streetwall and location of openings can be used to break up a long wall.
-



Shopfront Details

1.0 Materials

- 1.1 Facade materials should be durable and easy to maintain.
- 1.2 Materials should be sensitive to the existing palette of Main Street, in colour and type.
- 1.3 Materials with texture such as masonry and horizontal cladding are encouraged.

2.0 Signage

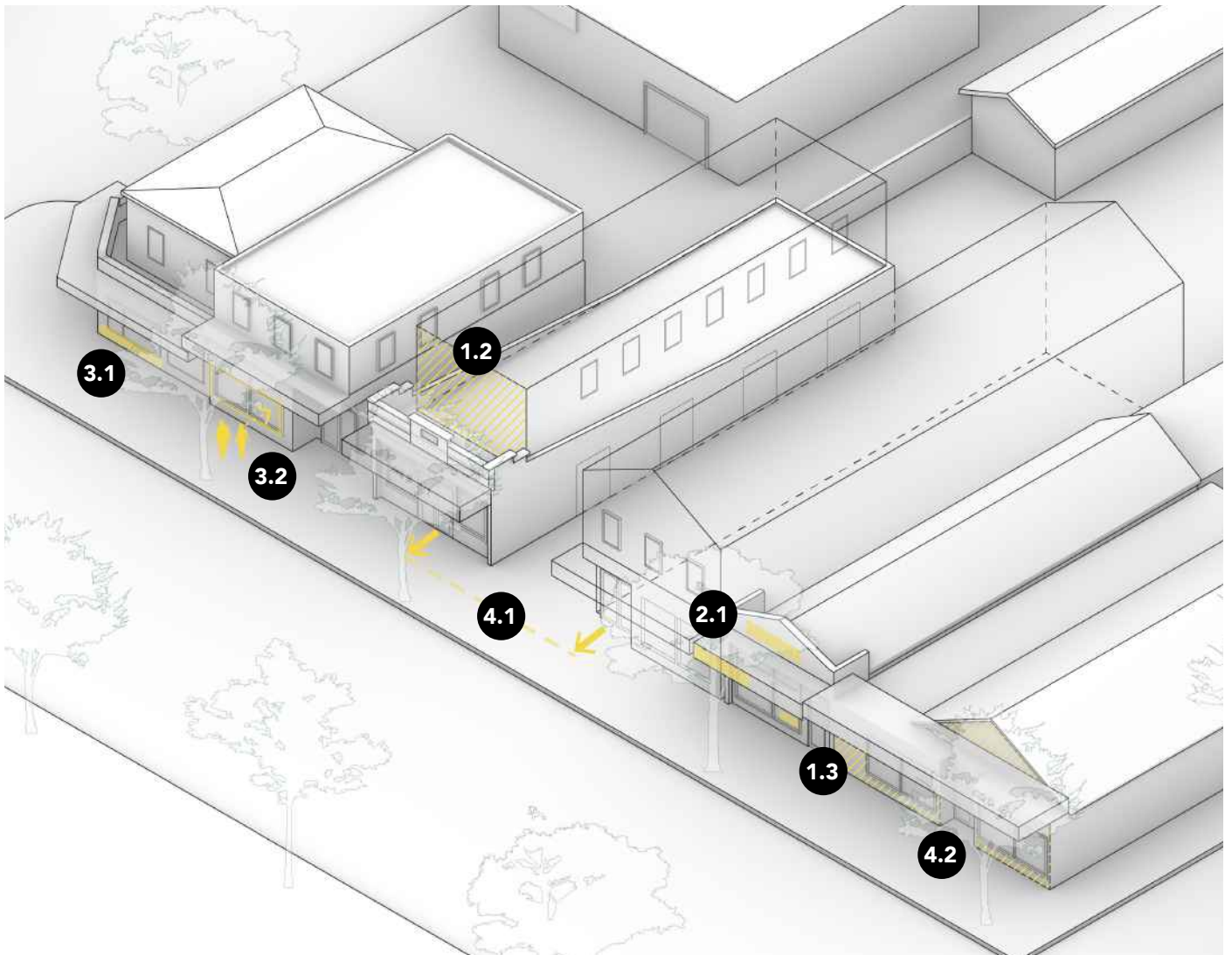
- 2.1 Facade signage should be integrated with the built form, on awnings, bulkheads and shop windows, rather than on separate structures.
- 2.2 Signage should be a scale that is legible to pedestrians and people driving without being visually dominating or creating visual clutter.

3.0 Windows

- 3.1 A sill height of 500mm is preferred.
- 3.2 Shopfronts should be 80% glazing for good visual permeability.

4.0 Building Entries

- 4.1 Locate entrances a maximum of 10m apart, more than one entry for large sites.
 - 4.2 Buildings with raised floor levels should accommodate ramps within the building footprint.
-



Johns Supermarket
REALMstudios



Clear glazing, Main Street
REALMstudios



Ramp, Main Street
REALMstudios

Built Form Palette

Facade

Facade materials should:

- be durable and easy to maintain
- be sensitive to the existing palette of Main Street
- have a fine grain, such as the texture of roughcast render or the small scale of brick, tile or timber boards



Brick

Use: Shopfronts, laneways
Note: most are red brick or mottled, can include extruded details, can be painted



Weatherboard

Use: Shopfronts, upper levels
Note: Most are painted



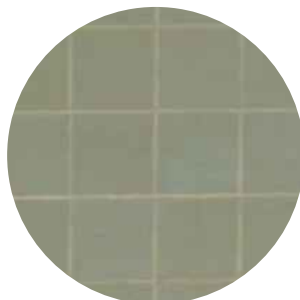
Roughcast Render

Use: Shopfronts
Note: Use on masonry and brick only, not lightweight cladding



Smooth Render

Use: Side and rear walls
Note: Use on masonry and brick only, not lightweight cladding



Tile

Use: Lower half of shopfront wall
Note: Avoid shiny tiles



Textured Concrete Block

Use: Shopfront, visible side walls
Note: Can be painted



Precast Concrete

Use: Rear walls, side walls
Note: Good smooth base for mural

Roof

Roof materials should:

- be light in colour to reduce impacts of urban heating
- be sensitive to the existing colour palette of Main Street and not be visually dominating



Corrugated Metal Sheet

Use: Sloped Roofs



Roof Tile

Use: Sloped Roofs, with brick facades



Transparent

Use: Infrequently used, front setbacks and some heritage
Note: Vertical metal or timber is most common

Fencing

Glazing

Glazing should:

- provide a visual connection between the shopfront and the street, with signage placement carefully considered to ensure this
- be clear unless privacy is essential, when it can opaque



Brick

Use: Shopfronts, laneways
Note: most are red brick or mottled, can include extruded details, can be painted



Opaque

Use: Areas of shopfront that require privacy
Note: Use sparingly, ensure majority of shopfront is clear glazing



Branding Applied

Use: Shopfronts
Note: Use sparingly, ensure majority of shopfront is clear glazing

Awning



Smooth Soffit

Use: Any location
Note: Should be solid to provide shade and weather protection



Feature Soffit

Use: Any location
Note: Corrugated metal is common



Fabric Shading

Use: Shopfront that is west facing, has footpath trading or wide footpath
Note: Can be adjustable

Signage

Signage should:

- be of a scale that is visible to people walking on the footpath and people driving at 60kms/hr
- be of a scale and placement that does not visually dominate the street



Integrated

Use: Materials that allow integration, brick, precast concrete



Attached

Use: Awning, shopfront facade, glass



Sandwich Board

Use: Awning, shopfront facade, glass

Public Realm

1.0 Street Greening

- 1.01 A continuous tree canopy should be achieved along Main Street and into major side streets at intervals of 15m.
-

2.0 Side streets

- 2.1 Continue the footpath width and pavement treatment of Main Street along the major side streets that play a role of 'precinct thresholds'
- 2.2 Extend the width of footpaths on corners and into major side streets to allow for civic purpose and to reduce the distance for people crossing the road.
-

3.0 Footpaths

- 3.1 The pavement treatment on Main Street should be continuous throughout the commercial area
- 3.2 Additional footpath width can be gained by utilising some carspaces along main street
- 3.3 Vehicle crossovers and side streets should have raised thresholds crossings to maintain a continuous pedestrian path along Main Street .
-

4.0 Activation

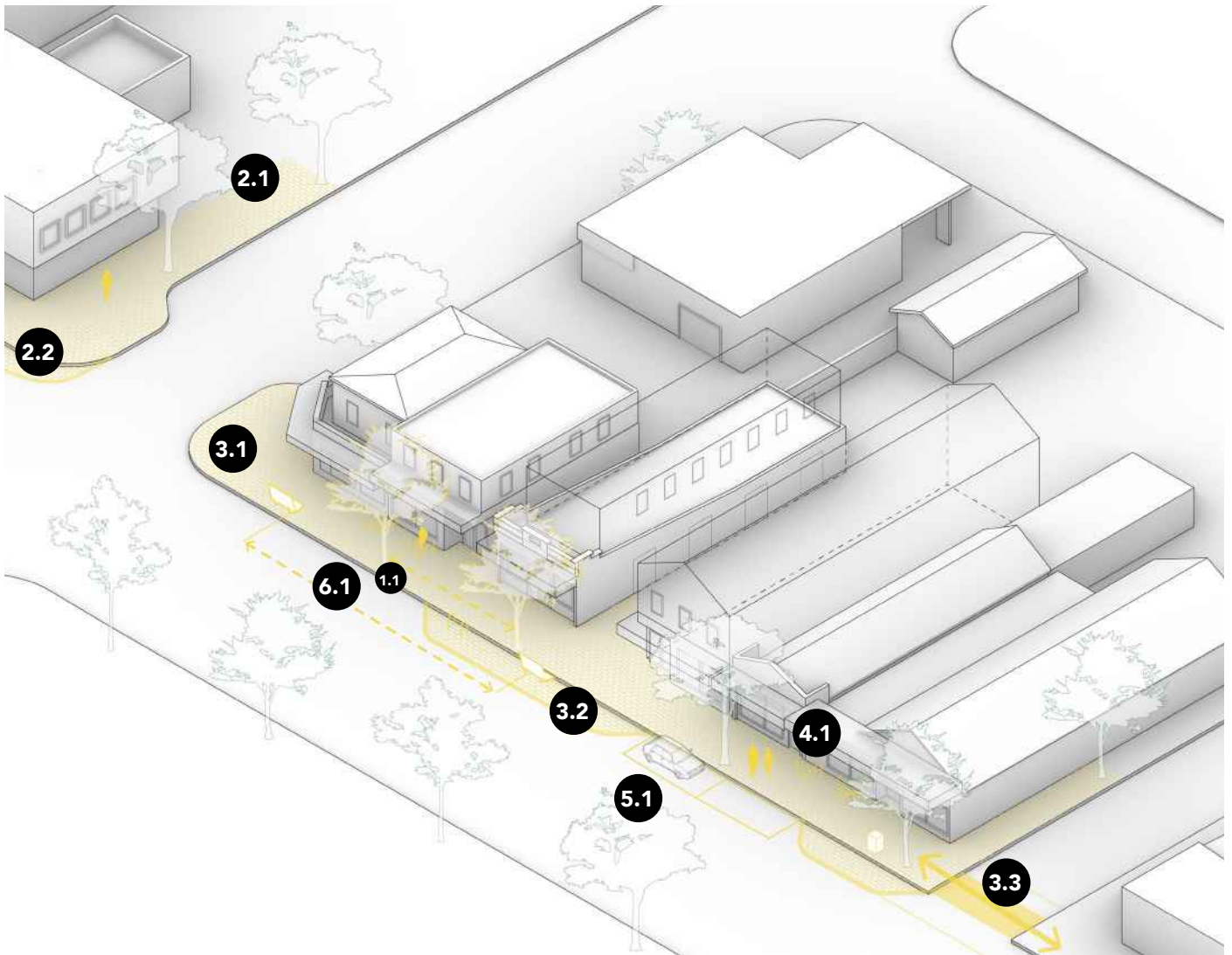
- 4.1 Footpaths should be wide enough to accommodate footpath dining and trading, planter boxes and sandwich board signage along the building edge.
- 4.2 Ensure there are dedicated pathways for people walking through carpark.
-

5.0 On-street parking

- 5.1 Short stay parking on Main Street for convenient short trips
-

6.0 Street Furniture

- 6.1 Seating should be provided every 50m
-



DS Cafe, Main Street
REALMstudios



Street Tree, Main Street
REALMstudios



Footpath, Main Street
REALMstudios

3.9 Public Realm Palette

Footpath Paving



Grey Base Paver and Red Accent Paver

Use: Main Street footpaths.



Red Kerb Edge Paver

Use: Main Street footpaths.



Exposed Aggregate Concrete

Use: Footpaths, crossings.



Brushed Concrete

Use: Shared paths.

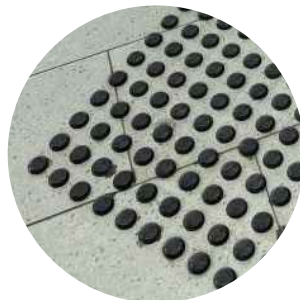
Permeable Path



Compacted Fines Gravel

Product:
Use: Parks, riverfront, and green-blue corridor.

Tactile indicator



Black Plastic Studs

Use: Footpaths, crossings, and bus stops.

Kerb



Concrete, Rolled Edge

Use: All kerb edging.

Light Pole



Steel Curved, Double or Single

Use: Footpaths, carparks, and parks.

Seating



Picnic Table

Use: Parks.



Bench Seat

Use: Parks, shared paths and streets.



Bench Seat - Circular

Use: Parks and parklets.



Custom Furniture (Varies)

Use: Custom feature items can be included in parks on a case-by-case basis.

Bollard



Square Steel Painted

Use: Laneways, carparks & parks

Bin



Square Metal and Timber

Use: Footpaths and parks

Bike Parking



Stainless Steel Hoop

Use: Parks and footpaths.

Tree pit



Passively Watered

Use: New Trees during establishment 2-3 years



Cut-Out with Planting

Use: Wide footpath



Permeable Epoxy-Gravel

Use: Narrow footpath, is trafficable





Huonville Streetscape, *Studio Hubert*

Making it happen

This structure plan sets a long-term vision for how Huonville can grow in a way that is sustainable, inclusive, and aligned with the aspirations of its community. It provides a strategic framework to guide land use, infrastructure investment, environmental protection, and urban design over the coming decades.

At this stage, the structure plan is a draft. Its purpose is to invite feedback, spark conversation, and test ideas with the people who know Huonville best - its residents, businesses, landowners, and service providers. The final plan will be shaped by these conversations.

Making it happen means turning the strategies into coordinated action. To do this, an Implementation Plan will be developed and included in the final structure plan. This will identify:

- Priority actions and projects
- Timeframes and staging
- Roles and responsibilities
- Funding and delivery pathways

The Implementation Plan will be informed by ongoing community and stakeholder engagement, ensuring it reflects local values, opportunities, and constraints. It will also support Council in aligning planning, infrastructure, and service delivery.

This is the beginning of a shared journey - one that will evolve as Huonville grows. By working together we can ensure that future change is guided by a clear, place-based vision that benefits the community.

