



Online Survey Results

Central Hobart Precincts Structure Plan

Prepared 2022



yoursay.hobartcity.com.au

Prepared by



City of **HOBART**

Purpose

The purpose of the survey was to seek feedback from the community on the ideas put forward in the Central Hobart Precincts Paper Discussion Paper. The discussion paper put forward five city shaping goals each with their own set of potential future directions and also proposed five precincts within the study area – each with their own characteristics and potential.

Objectives

The objectives of the survey were to:

1. Gather feedback on the city shaping goals and associated potential future directions.
2. Understand the level of support for the proposed precincts, what felt were each precincts greatest assets and opportunities in the future.

Survey design and approach

The survey included a mix of quantitative questions such as Likert scales as well as a number of open text questions to help summarise and compare broader trends.

Open-ended questions were used to capture respondents' more detailed thoughts and ideas. The quantitative questions were used to understand a broad level of support for specific concepts and ideas.

To complete the survey, respondents were required to register as a Your Say Hobart user. This ensured that each survey was only completed once per respondent. As well as being hosted online, respondents could also request a hard copy version of the survey or complete the survey over the phone. Respondents were also given the opportunity to submit their feedback via email, written submission or by attending one of four face-to-face workshops.

Key Considerations and Limitations

Key themes

The aim of this report was to identify and summarise the major themes that were raised within the survey but stop short of overlaying analysis or assumptions about the reasons why respondents feel the way they do. The report does not provide recommendations or next steps. Instead, it forms one input into development of the Central Hobart Precincts Plan.

Discussion paper

The survey was designed to understand people's feedback about ideas and concepts raised in the discussion paper. While it was recommended that respondents read the discussion paper prior to completing the survey. There was no way to know the level to which respondents read the discussion paper.

Survey sample

While requiring respondents to register ensured that respondents only completed the survey once and provided valuable demographic data. The requirement to register may also be a barrier for

some people to complete the survey. The sample itself was self-selecting in the sense that any individual could choose to complete the survey.

Open-ended questions

Open-ended questions are one of the best ways of finding out the details and nuances of people's experiences. At the same time, it is not as easy to compare responses, and there are many ways to read and analyse the results. This report covers the most powerful themes. It does not include specific mention of every concept and issue raised. At the same time, care has been taken not to over-generalise and the raw data featuring all responses has been provided to the project team.

City-shaping goals

What we asked

The first section of the survey focussed on the five city shaping goals put forward in the discussion paper. Respondents were asked to provide their level of support for each goal, as well their support for a selection of proposed future directions listed under each goal.

The discussion paper included over 200 potential future directions and while the survey only gauged support on a selection of these, respondents were also given the opportunity to provide comment on any of the ideas and potential future directions listed within the discussion paper via an open-ended question for each goal.

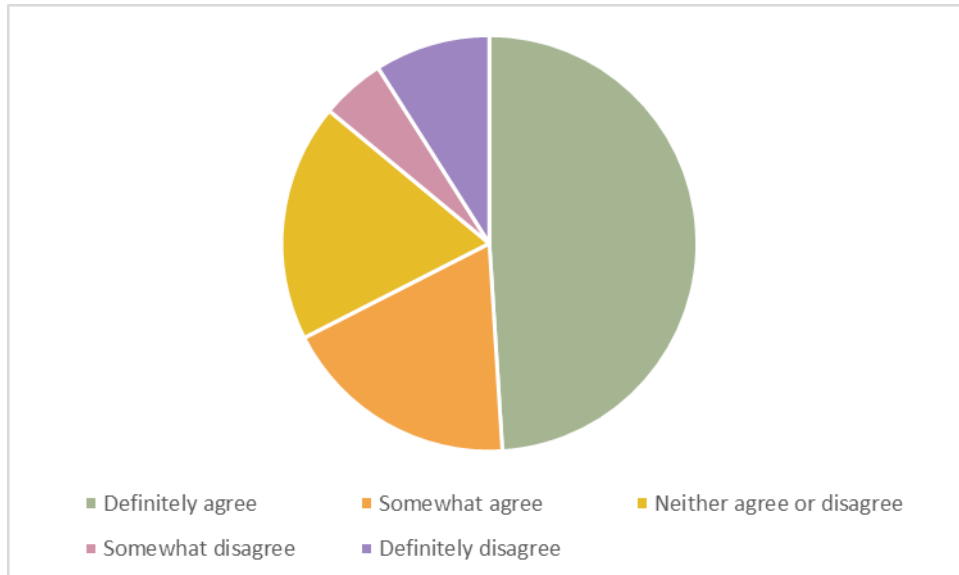
Those potential future directions that were included in the survey were chosen because they represented an idea or concept that the City may not have engaged on with the broader community in the past; or that may be of high interest to the community, such as building heights.

Why we asked

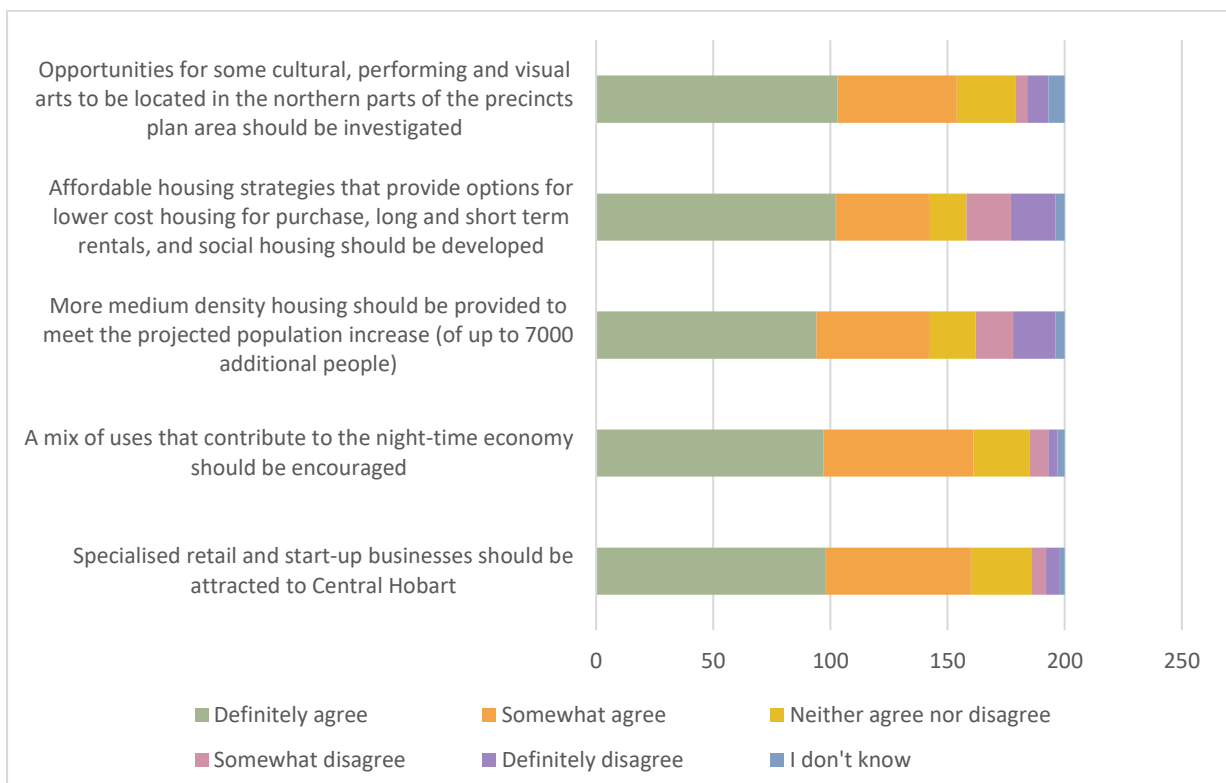
The discussion paper was intended to present a number of ideas to the community and encourage discussion and feedback on these concepts. We wanted to gather community feedback and ideas around these goals and use this feedback to shape the outcomes of the precincts plan.

Goal 1: A world class capital city

Q. What is your level of support for Goal 1 described in the discussion paper?



Q. To what level to do you agree with the following potential future directions to make the goal of Hobart as a world-class capital city by 2042 a reality?



Q. Do you have any comments on any of the ideas and potential future directions for Goal 1: A world-class capital city?

TRANSPORT

The strongest theme when commenting on Goal 1 was **Transport** (67 comments) with comments relating to **active travel** (45 comments) most frequently mentioned. Some respondents wanted to see a **reduction in vehicles** and **congestion** (17 comments) in central Hobart with the view that 'world class' cities prioritised public space for people rather over the movement of vehicles. There was a desire for greater investment in active travel infrastructure including **public transport** (8 comments) such as busses, light rail and ferry, **cycling and e-scooters** (6 comments) and alternative transport modes such as ride sharing.

On the other hand there was number of respondents who was to see greater investment in **vehicular transport** (15 comments) such as cars and motorbikes. With improved access and parking facilities a key priority. There was concern that any reduction in vehicular access would stop people visiting the city, especially in the absence of an efficient and affordable public transport network, and would have a negative impact on businesses, the ability to access key services and for people with accessibility constraints.

PLANNING, BUILT FORM & HOUSING

Planning, built form and housing (50 comments) was seen as a critical issue within Goal 1, with respondents indicating a desire for new developments to be designed and built in a way that demonstrates **design excellence, building quality and sustainability** (15 comments).

The **protection of heritage** and the **capping of building heights** (17 comments) was also important, with respondents citing the **protection of view lines, access to sunlight** and **prevention of wind tunnels** as key reasons for this view. Some respondents also indicated a desire for current buildings to be **renovated** and re-purposed to meet current needs and for new developments to be designed in a way that allows for easy re-configuration in the future.

In terms of **housing** (13 comments) there was some support for **medium density and mixed use development** to be increased in the central Hobart. Respondents wanted to see a variety of **housing options** and developers contributing to public amenity through developer contributions.

While most respondents were supportive of increasing the residential population in central Hobart, some expressed **concerns over population growth** or felt that the numbers presented in the discussion paper had been underestimated.

ENVIRONMENT

There was a strong desire for **open space, greening and sustainability outcomes** (24 comments) in the study area, including increased planting and **street trees**, green roof tops and vertical gardens, greater access to parks and **open space** and an improved **connection to the rivulet**. Respondents also indicated a desire for future decisions to be made in a way that is environmentally sustainable that adapts and mitigate the effects of **climate change** such as improved infrastructure for electric vehicles and renewable energy.

SENSE OF PLACE

Community benefit (23 comments) was a priority for a number of respondents with a desire for Central Hobart to provide greater access to **arts, culture, events and recreation** (12 comments), a greater **sense of community** and opportunities for **families** to participate in life. Increased **accessibility** for people of all ages and abilities was also raised.

HOBART – THE PLACE

When commenting on Goal 1, a number of respondents questioned the idea of making Hobart a **world class capital city** (15 comments). Respondents were more interested in building on what makes Hobart special and unique rather than comparing the city to global examples.

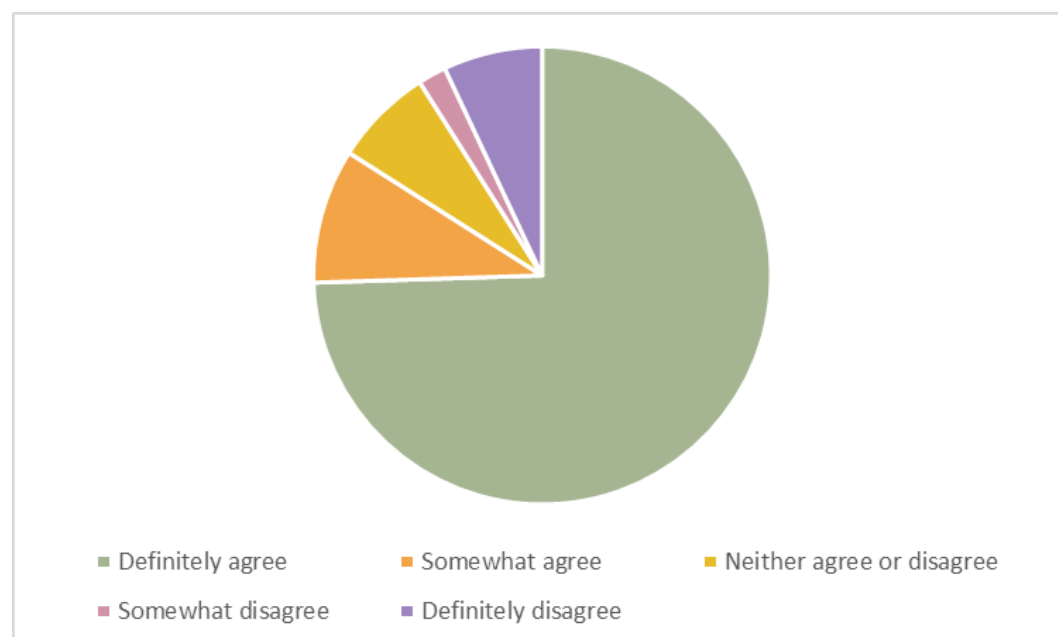
Some respondents wanted the scope of the project to look further than the 64 block study area and incorporate issues and opportunities within the **Greater Hobart region** (6 comments)

ECONOMY AND BUSINESS

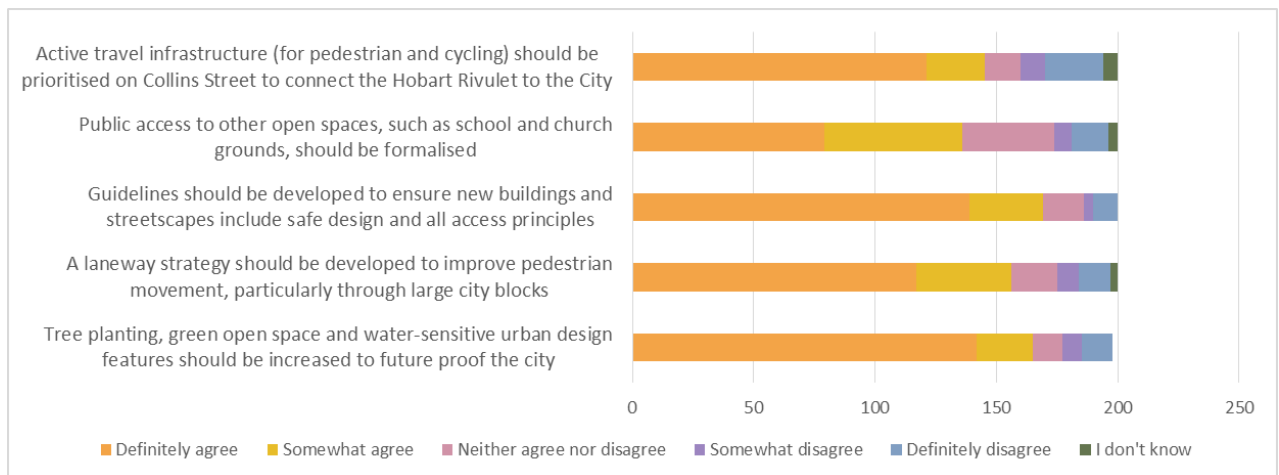
Supporting businesses (17 comments) was raised as a key focus for a number of respondents who were keen to see the local business and particularly the small business community, supported in central Hobart and for the sector to be diverse and thriving. This included consideration for the **tourism industry** and an increase in **night time economy** including both retail and restaurants. There was also a desire for retail to support residential amenity with ready access to essential supplies such as **fresh food**.

Goal 2: Public spaces to engage and enjoy

Q. What is your level of support for Goal 2 described in the discussion paper?



Q. To what level do you agree with the following potential future directions to make public spaces to engage and enjoy a reality?



Q. Do you have any comments to provide on any of the ideas and potential future directions for Goal 2: Public spaces to engage and enjoy?

TRANSPORT

In Goal 2, **transport** (149 comments) was once again the strongest theme. Many respondents were supportive of improving **active travel** (111 comments) opportunities in central Hobart including the **prioritisation of pedestrians** (22 comments) and improved infrastructure for **cycling and e-scooters** (20 comments) and **public transport** (12 comments).

There was strong support for improving the active travel opportunities from the Rivulet Park along **Collins Street** (15 comments) with respondents calling for improved infrastructure such as bike lanes and additional greening.

Respondents also commented on the need for a **reduction in car use, speed limits and parking** (20 comments) within central Hobart.

Vehicle transport (38 comments) including cars and motorbikes was also a strong theme with concern that the use of road space for alternative uses such as bike lanes and parklets would be to the **detriment of car users** and that this would increase **congestion**, reduce accessibility and have a **negative impact on business** who rely on vehicle access and parking for their customers.

ENVIRONMENT

Environment (52 comments) was a strong theme in Goal 2 with a call for an increase in **planting and street trees** (20 comments) to improve liveability and combat the effects of **climate change**.

Respondents also wanted to see an increase in **open space** (19 comments) and a call for this to be achieved through strategic planning of sites within the city.

COMMUNITY BENEFIT

Ensuring public spaces were planned in such a way to achieve **community benefit** (39 comments) was important and a number of respondents sought **improved infrastructure** (20 comments) such as lighting, seating, accessible footpaths and improved safety.

Providing **safe and accessible spaces** for all age groups was important. As was the desire for increased **activation** of public spaces through outdoor dining, creative activities and pleasant spaces to sit and socialise.

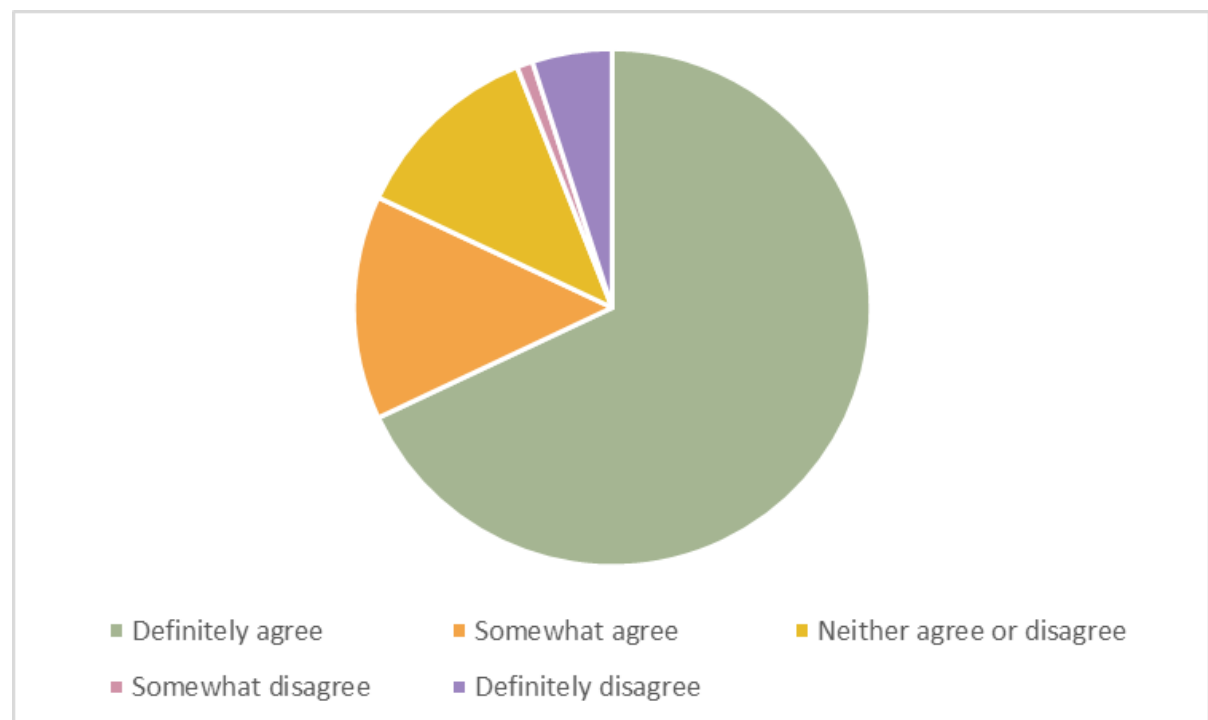
BUILT FORM AND PLANNING

A number of respondents indicated a desire for new developments to make a **greater contribution to public space** (10 comments) through the provision of open space, greening, public art and improved public infrastructure such as seating and pedestrian amenity. Restricting **building heights** to retain access to view lines and sunlight was also raised as was the protection of **heritage** in the city.

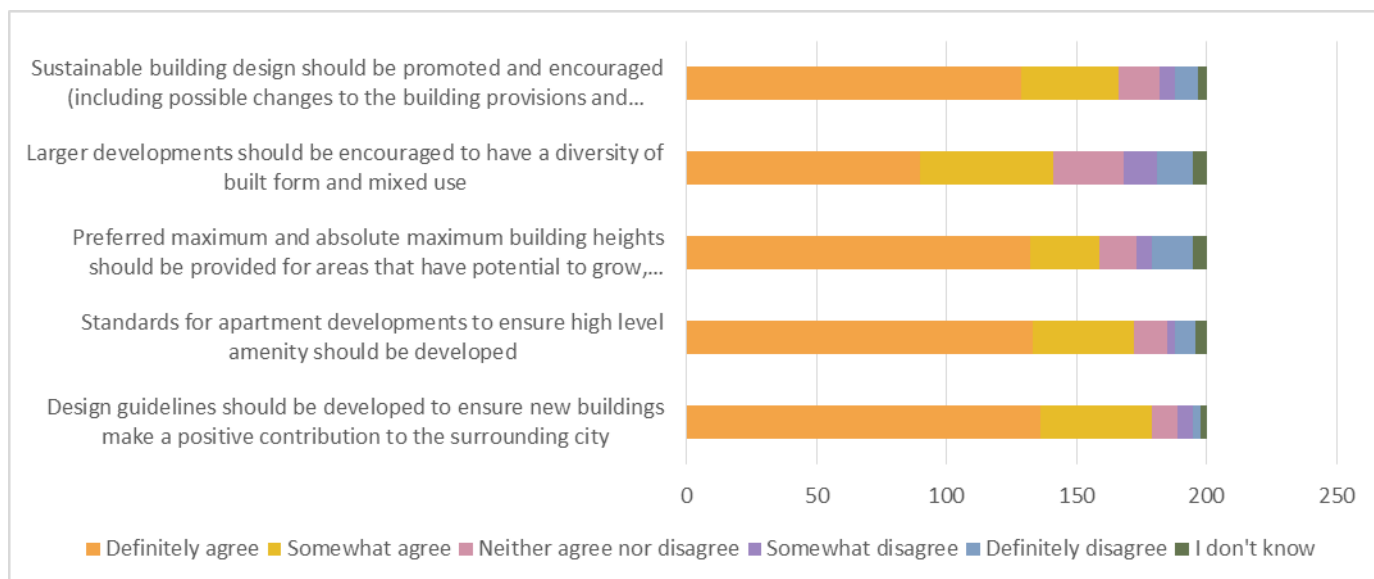
Some respondents also raised the need for greater consistency in public space through the standardisation of materials such as paving, seating, pit lid design, etc.

Goal 3: Sustainable buildings with character

Q. What is your level of support for Goal 3 described in the discussion paper?



Q. To what level do you agree with the following potential future directions to create sustainable buildings with character?



Q. Do you have any comments on any of the ideas and potential future directions for Goal 3: Sustainable buildings with character?

BUILT FORM

There was a strong desire from respondents for **design excellence and building quality** (49 comments) to be prioritised with new developments that compliment heritage architecture, contribute to public amenity and provide positive interaction with the street.

There was a strong focus on new developments being **sustainable** (28 comments) through high standards for waste, water and energy efficiency and the use of sustainable building materials. Respondents also want new developments to be designed in such a way to allow for the renovation or re-purposing of buildings as needs change.

Some respondents wanted to see the City of Hobart more involved in **strategic master planning** and to have greater power to enact and enforce planning provisions. There was some criticism that some recent developments in Hobart had not achieved a positive contribution to the City.

There was some interest in the idea of **developer contributions** (10 comments) with respondents supportive of the need for new developments to benefit the community through the provision of affordable housing, open space and improved public infrastructure for pedestrian, cycling, seating, and greening.

BUILDING HEIGHTS

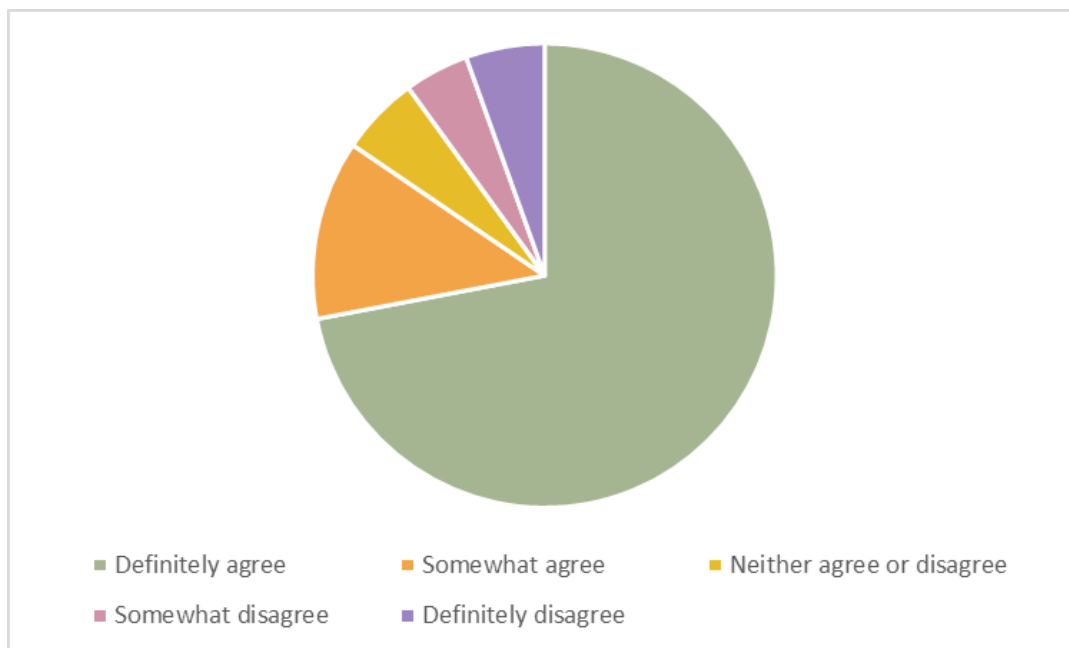
The **capping building heights** (28 comments) had strong support within Goal 3 with many citing the **protection of heritage** (11 comments) and access to **sunlight and view lines** as important. Some

respondents commented that capping building heights would create greater certainty for developers and the community and that a cap on building heights should be absolute and not open to any exemption.

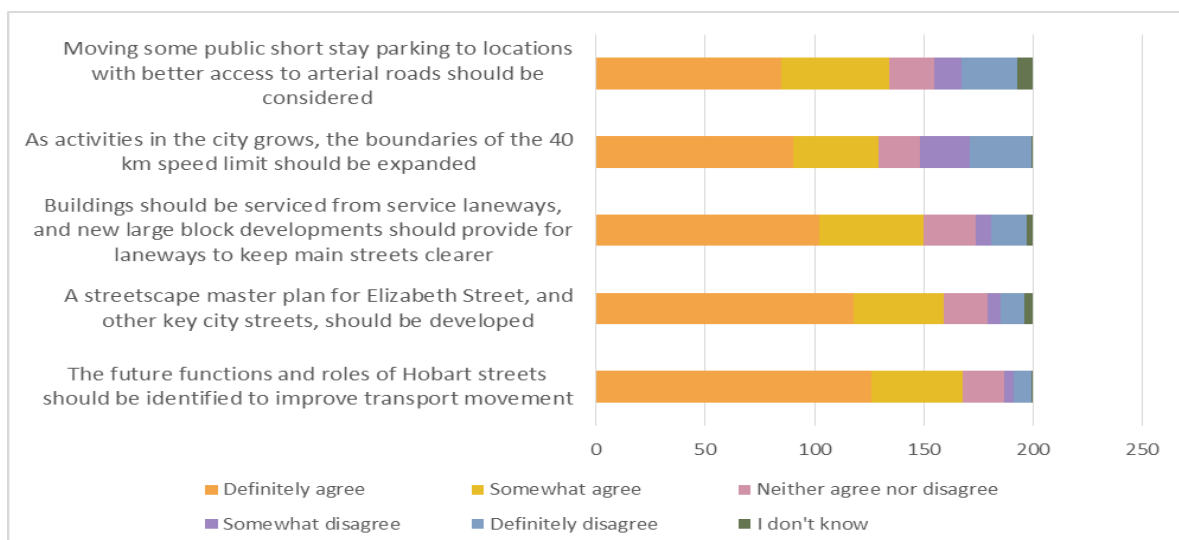
On the other hand there were a number of respondents who were supportive of **increased building heights** within the city and felt that the height of a development should be **decided on merit** (10 comments).

Goal 4: Connected and accessible

Q. What is your level of support for Goal 4 described in the discussion paper?



Q. To what level do you agree with the following future directions to make the vision of Central Hobart as a connected and accessible city a reality?



Q. Do you have any comments on any of the ideas and potential future directions for Goal 4: Connected and accessible city?

ACTIVE TRAVEL

Improving **active travel** (105 comments) opportunities and the **reduction of vehicle use** (31 comments) within central Hobart was the strongest theme in Goal 4. Respondents cited the improvement of **public transport** (32 comments) as essential with suggestions of free inner city buses, ferry and tram services and park and ride facilities put forward.

Respondents also wanted to see a greater commitment to improving infrastructure for **cycling and e-scooters** (27 comments), **pedestrians** (20 comments) and **alternative transport options** such as ride share facilities within Hobart.

Some respondents also wanted to see improved safety outcomes through a **reduction in speed limit** (11 comments) and for the use of **one-way streets** to be reviewed.

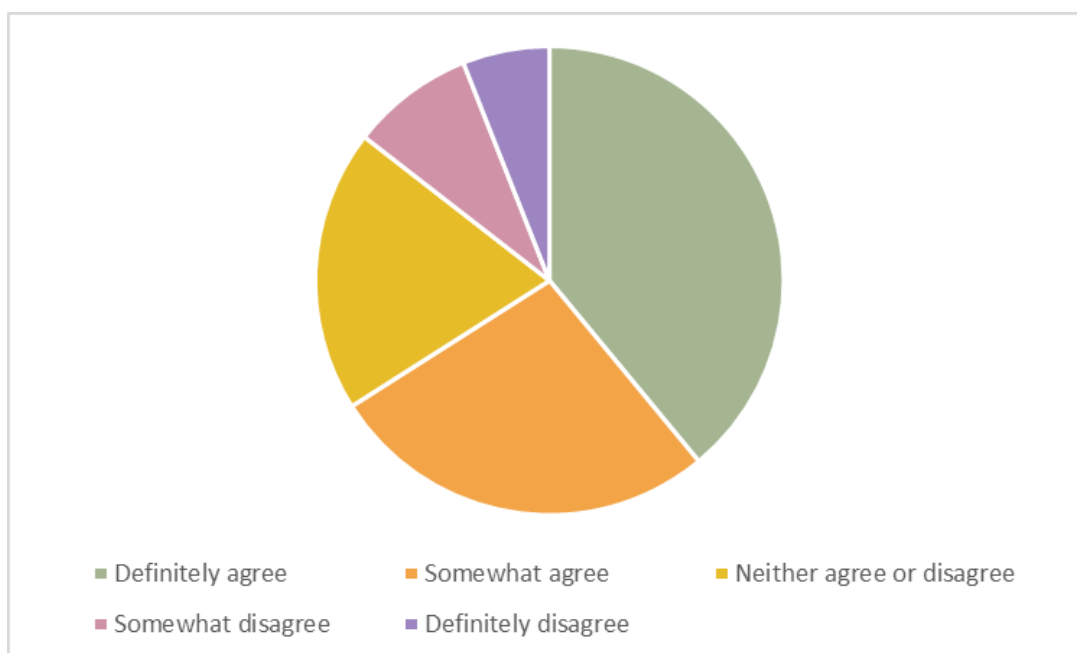
VEHICLE TRANSPORT

Finding solutions to **congestion** (15 comments) and **improving infrastructure for cars and motorbikes** (13 comments) was also important for a number of respondents with concern that reducing vehicle use and parking amenity would have negative outcomes for **businesses, access to keys services** and those with **accessibility constraints**.

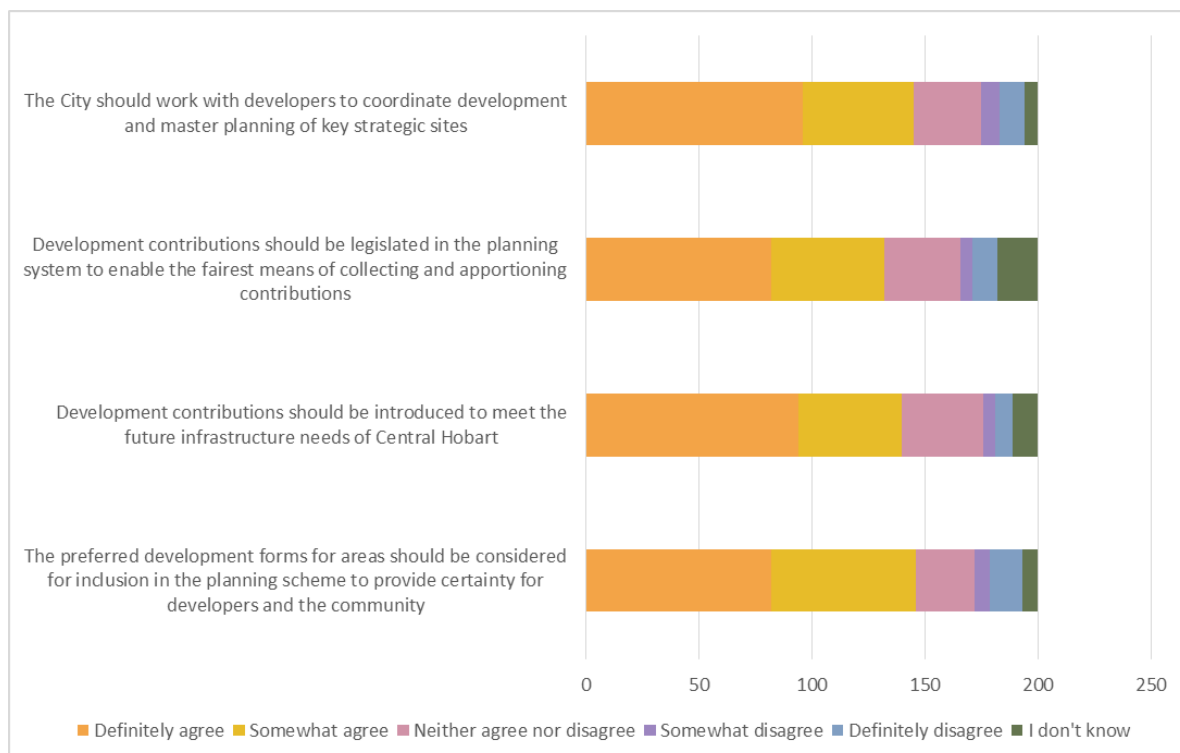
Respondents wanted to see **improved parking amenity** (11 comments) and for the network to be looked at in the broader context of Greater Hobart with suggestions of a tunnel or **by-pass** as a solution for reducing congestion in the City.

Goal 5: Investment-ready and innovative

Q. What is your level of support for Goal 5 described in the discussion paper?



Q. To what level do you agree with the following future directions to make the vision of Central Hobart as an investment-ready and innovative city a reality?



Q. Do you have any comments on any of the ideas and potential future directions for Goal 5: Investment-ready and innovative?

STRATEGIC DEVELOPMENT & COMMUNITY BENEFIT

In commenting on Goal 5, there was desire for the City to play a more **strategic role in master planning** (21 comments) and developing the Hobart in the future.

Respondents wanted the City to lead developers rather than being led and ensure new developments are **beneficial to the community** (19 comments) rather than just benefiting the developer.

Respondents also wanted greater opportunities for **community consultation on strategic planning matters** to inform and shape the city and for development decisions to be made with the community front of mind. There was also concern that the **planning scheme is too flexible** and that exemptions are granted for the benefit of the developer rather than for the benefit of the community.

The concept of **developer contributions** (20 comments) was strongly supported with respondents backing the idea of developers contributing to public infrastructure to meet the needs of the growing population.

Some concern was raised over the **relationship between the City and private developers** (12 comments) citing that the developers have too much influence over the Council and that community needs and desires are often ignored.

There was also some concern regarding the inclusion of preferred development forms in the planning scheme. While respondents agreed that certainty for developers was important, some felt that being too **restrictive** (6 comments) would impact on innovation and creativity.

OTHER THEMES

UNIVERSITY OF TASMANIA

Throughout the survey there was a consistent narrative that expressed concern around the **University of Tasmania's** move into the city. Concerns included:

- Criticism around the University's recent developments in the city including their size and scale and their lack of interaction with the street.
- The potential to create dead zones in the city that will negatively impact local business.
- The amount of lost rates to be paid to the City of Hobart.
- Lack of consultation with community and business.

Alternatively there was a number of positive comments around the University's relocation with some respondents excited to see increase in students and employees in the city and the potential benefits for business.

LACK OF TRUST IN THE CITY OF HOBART

Throughout the survey there was also a number of comments indicating a lack of trust in the City of Hobart and the engagement process around the Central Hobart Precincts Plan. Some respondents questioned whether the engagement opportunity was genuine and whether their feedback would have any influence over the outcomes of the project.

The Precincts

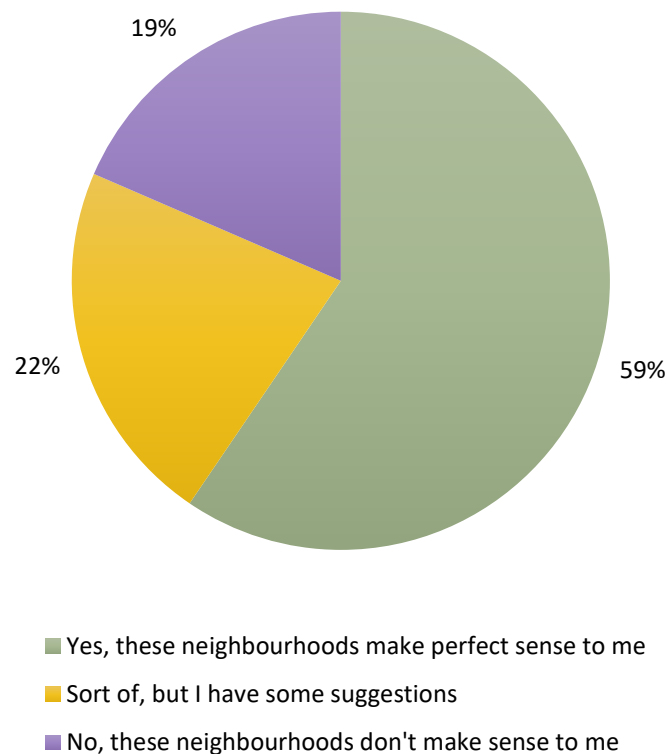
What we asked

The second section of the survey focussed on the five precincts identified in the discussion paper. Respondents were firstly asked to provide feedback on how the precincts were defined in terms of their borders and definitions. They were then given the opportunity to provide their feedback on each precincts' greatest assets and potential opportunities to grow and develop in the future.

Why we asked

As part of the precincts plan each precinct within the study area will have its own vision and plan for the future. For this reason, understanding what the community value in each area and hearing their suggestions for change provides us with valuable information in planning in these neighbourhoods.

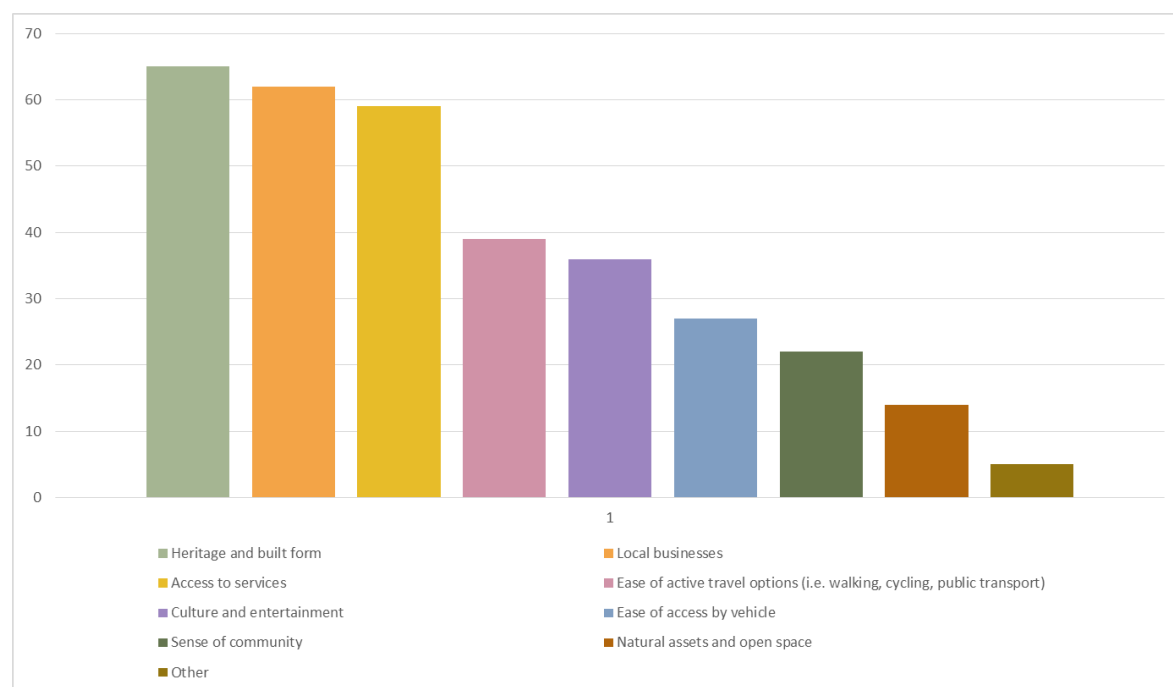
Q. When thinking about the five precincts identified in the discussion paper, does the way these neighbourhoods are defined make sense to you?



Central Precinct

From the 200 respondents, 48% opted to provide feedback for the Central Precinct.

Q. When thinking about the Central Precinct, what do you see as its greatest assets?



Q. What are the opportunities for the Central precinct in the next 20 years? What would need to change about this precinct to make it a better place to live, work, and visit?

TRANSPORT

Transport was the most widely commented theme in the Central Precinct. **Active travel** (67 comments) in particular featured heavily in the comments. Respondents wanted to see a **reduction of vehicles** (19 comments) in the city and improved infrastructure for active travel options such as better footpaths and crossings for **pedestrians** (13 comments), bike lanes and parking facilities for **cycling and e-scooter** (8 comments) and improved **public transport facilities** (10 comments) including suggestions of park and ride facilities, tram service and free inner city bus loops. Respondents also wanted to see improved connection to key surrounding sites such as the waterfront and the Domain.

The **reduction of speed limits and on-street parking** was also raised, as well consideration given to reducing the number of **one-way streets** in the City (8 comments).

Vehicle transport (30 comments) was also a strong theme particularly around issues of parking and congestion. Respondents wanted to see more cost-effective and available **car and motorcycle parking** (13 comments) both on-street and in multistorey or underground car parks with the purpose of improving accessibility and providing convenient access to businesses, key services and workplaces.

Minimising **congestion and improving infrastructure** (13 comments) for cars was also important with respondents suggesting the construction of a by-pass or tunnel around Hobart and increasing the speed limit to improve traffic flow.

BUILT FORM

In terms of built form, respondents wanted to see a greater commitment to **design excellence and quality buildings** that compliment and protect Hobart's **heritage**. (10 comments). There was support for increasing **medium density** developments that offered a range of **housing options** (7 comments). There was also a number of comments around **building heights** (11 comments), with some respondents seeking a cap on heights as a way to maintain access to sunlight, view lines and avoid the creation of wind tunnels. Others were supportive of **higher developments**, with building heights to be assessed on merit (5 comments).

ECONOMY

The function of central Hobart as a business district was key in the Central precinct, with respondents wanting to see greater **support for businesses** (15 comments) particularly those that are small and local and for the CBD to reflect a diversity of business types.

Respondents also wanted to see a more vibrant city with increased **activation and cultural events** (13 comments). Suggestions included music, street food, art installations and activated laneways and courtyards. There was also a desire for more **family friendly spaces** with seating and shelter (7 comments).

ENVIRONMENT

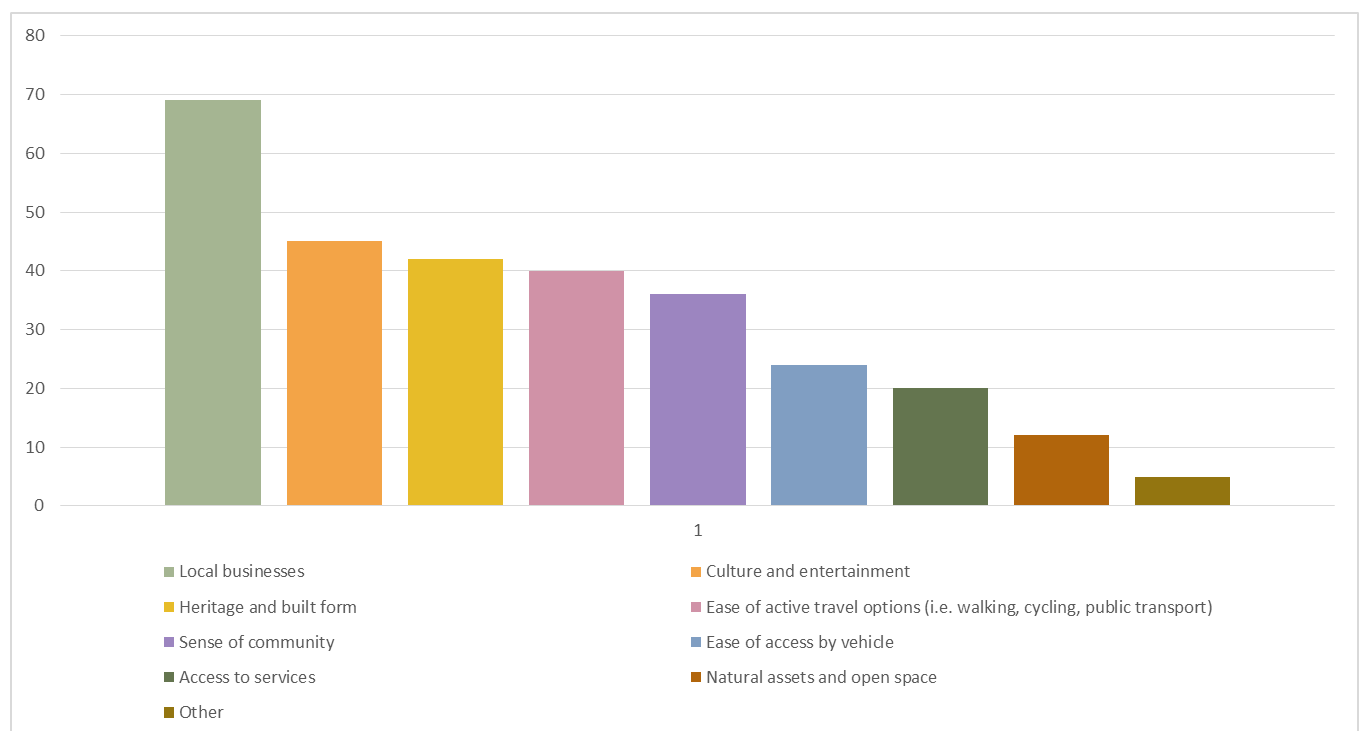
The provision of **open space and greening** (19 comments) was important in the Central Precinct with respondents seeking increased street tree planting to improve pedestrian amenity and counter the

effects of climate change. There was also a desire for more green space for people to enjoy with suggestions including a sensory garden, some dog friendly spaces to service inner city residents and opportunities for play equipment for families.

Elizabeth Midtown Precinct

From the 200 respondents, 49% opted to provide feedback for the Elizabeth Midtown Precinct.

Q. When thinking about the Elizabeth Midtown Precinct, what do you see as its greatest assets?



Q. What are the opportunities for the Elizabeth Midtown precinct in the next 20 years? What would need to change about this precinct to make it a better place to live, work, and visit?

TRANSPORT

In the Elizabeth Midtown Precinct, active transport (17 comments) was the most dominate theme. A number of respondents wanted to see a **reduction of vehicle use** (12 comments) in the precinct and for Elizabeth Street to be prioritised as the **active travel corridor** (11 comments) from the waterfront through to North Hobart. Respondents wanted to see improvements to active travel infrastructure such as wider footpaths and seating for **pedestrians** (9 comments), continuous bike lanes and parking for **bikes and e-scooters** (10 comments) and a more efficient public transport network (7 comments) – with suggestions of a free electric bus to run along Elizabeth Street.

For some respondents **vehicle access** was more of a priority with a focus on improved **parking amenity** to better access businesses and services. (11 comments)

ECONOMY & ACTIVATION

There were many positive comments around the **small business community** (16 comments) in the Midtown Elizabeth Precinct with many respondents wanting this expand to the north, linking Midtown to North Hobart precinct. In particular respondents favoured a diversity of small businesses rather than large retailers.

Respondents also wanted to see greater **activation** (13 comments) on the street with suggestions of live music, outdoor dining, public art and parklets, as well better **on-street amenity** such as improved seating and lighting.

ENVIRONMENT

The provision of **open space and greening** (18 comments) through increased street trees and planting was again important in this precinct, with a particular focus on the provision of open space to service the increasing student and residential population.

BUILT FORM

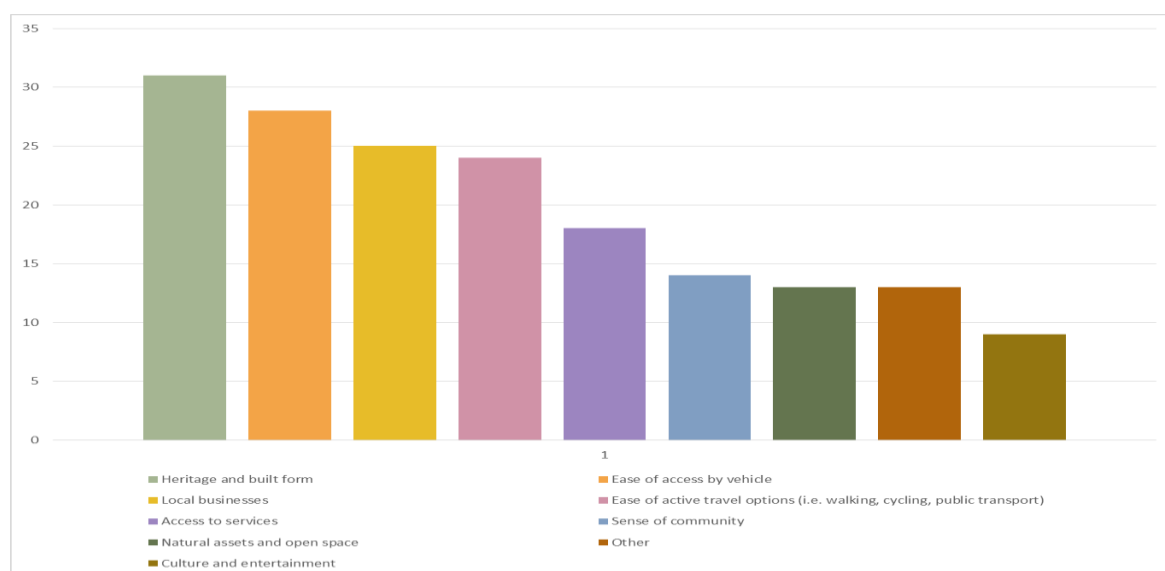
There was support for **increasing density** (13 comments) in this precinct with respondents identifying the number of underutilised sites that would suit redevelopment. Respondents also saw an opportunity to increase the level of **residential living above existing commercial properties**. However there was some concern over the potential **impact of commercial activities** (particularly those operating in the evenings such as hospitality) on the quality of residential amenity.

The protection of heritage was also raised, as was a preference for small scale development and the protection of view lines down to the waterfront.

Trinity Campbell Precinct

From the 200 respondents, 36% opted to provide feedback for the Trinity Campbell Precinct.

Q. When thinking about the Trinity Campbell Precinct, what do you see as its greatest assets?



Q. What are the opportunities for the Trinity Campbell precinct in the next 20 years? What would need to change about this precinct to make it a better place to live, work, and visit?

BUILT FORM

Opportunities to increase the **residential population** (23 comments) was the strongest theme in this precinct. Respondents identified that there were a number of large underutilised sites in the precinct that would support a mix of **medium density housing** and **mixed use developments** in the future. Respondents wanted to see a variety of housing options with buildings designed in a way that contribute to the **identity of the precinct** (11 comments).

ENVIRONMENT

In terms of environment there was some criticism around the lack of greening in the area, particularly around the more industrial areas of Campbell and Argyle streets. Respondents wanted more **open space and greening** (19 comments) in these areas as a way of softening the streets and the impact of traffic movement.

TRANSPORT

There were a number of comments about the significant vehicle use in this area, with respondents seeking improved **active travel** infrastructure particularly for walking, cycling and public transport including the suggestion of electric light rail through the precinct (14 comments).

Other transport suggestions included the possibility of providing parking facilities to service both the North Hobart and Midtown precincts.

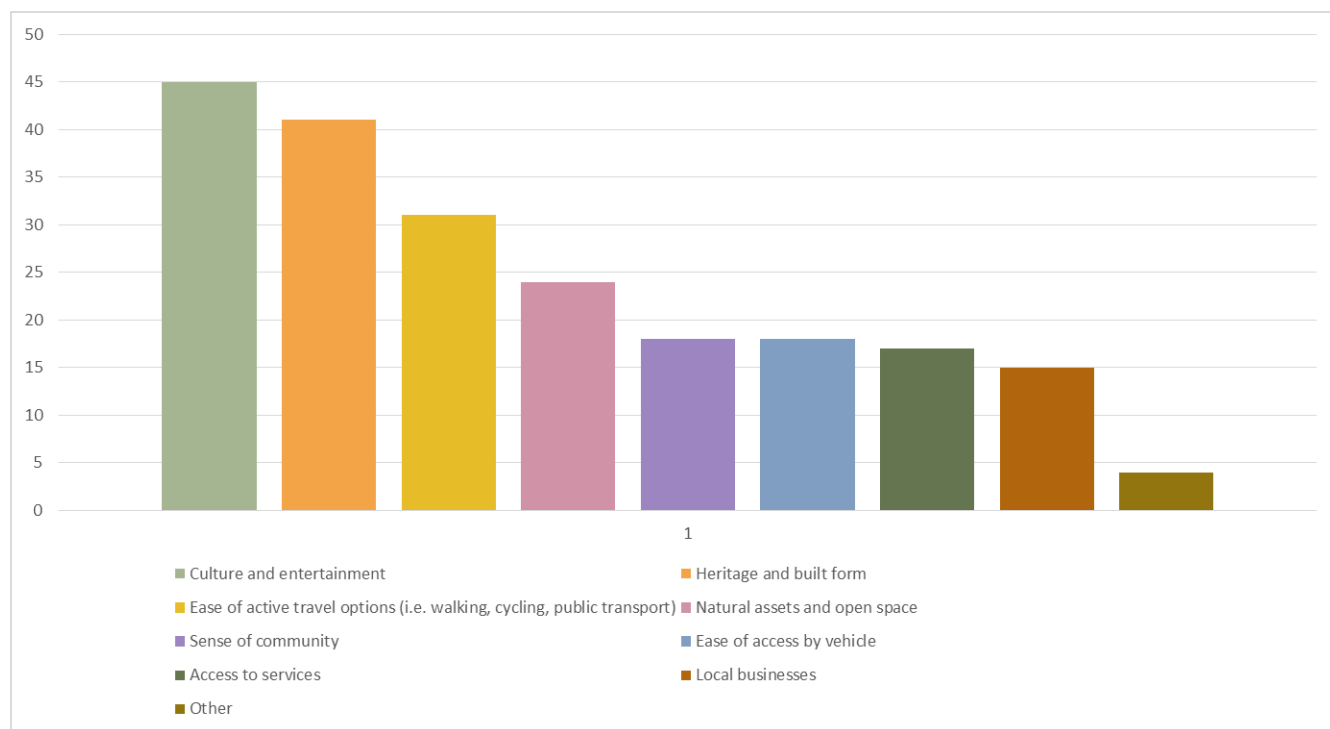
COMMUNITY

Respondents also saw the opportunity for this precinct to be developed into a vibrant **neighbourhood** with suggestions for improved **retail amenity** including fresh produce, cafes and small business (6 comments), as well as opportunities for **cultural and creative** practice such as artist studios and improved infrastructure such as **lighting** and **way finding**.

Wapping Quarter Precinct

From the 200 respondents, 38% opted to provide feedback for the Wapping Quarter Precinct.

Q. When thinking about the Wapping Quarter Precinct, what do you see as its greatest assets?



Q. What are the opportunities for the Wapping Quarter precinct in the next 20 years? What would need to change about this precinct to make it a better place to live, work, and visit?

TRANSPORT

Active travel (25 comments) was a key consideration in Wapping with some respondents feeling that precinct was dominated by the movement of cars. Respondents wanted to see a **greater connection** (8 comments) between the Precinct and surrounding sites such as Macquarie Point, the Waterfront, the CBD and the Domain. As well as investment in upgrading **active travel infrastructure** (16 comments) for walking, cycling and public transport. Some respondents wanted to see a reduction in speed limit and the possibility of converting some one-way streets to two way.

Access and parking (8 comments) was identified as an issue for some respondents with a call for improved vehicular access – particularly around access to health services and parking to attend cultural events and shows.

ACTIVATION

On-street **activation and culture** (18 comments) was a strong theme for this precinct. Respondents feel that the precinct does not reflect its purpose of being a cultural hub and offers limited opportunities to linger and socialise. Respondents offered suggestions of art installations and on-street entertainment and improved infrastructure such as lighting, seating and green space; as well

as an increase in small retail and hospitality businesses. There was also a desire for the precinct's history to be more visible through interpretation and storytelling.

ENVIRONMENT

Some respondents wanted to see more **open space and greening** (13 comments) in the precinct and a greater **connection to the rivulet**. Specific mention was also made around improving the section of rivulet adjacent the Royal Hobart Hospital – with the possibility of creating a space for health care workers and patients to enjoy.

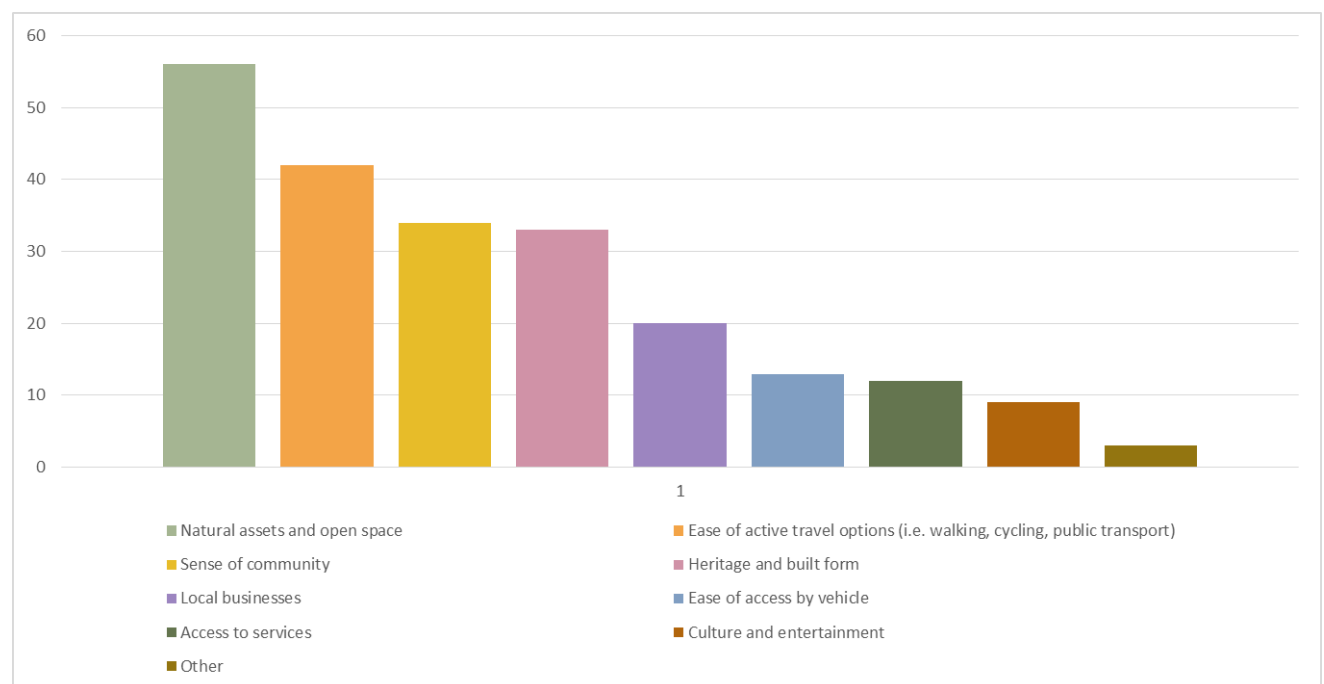
BUILT FORM

In looking at built form, there was a number of comments around the Wapping precinct feeling unwelcoming and unengaging. Some respondent indicated that the precinct had a number of bulky buildings, such as the City Hall, that had limited interaction with the street and the lack of businesses in the area, made it a place to walk through rather than visit. Respondents wanted the existing heritage buildings protected and suggested that some buildings and underutilised sites would be fit for re-purposing.

Rivulet Precinct

From the 200 respondents, 41% opted to provide feedback for the Rivulet Precinct.

Q. When thinking about the Rivulet Precinct, what do you see as its greatest assets?



Q. What are the opportunities for the Rivulet precinct in the next 20 years? What would need to change about this precinct to make it a better place to live, work, and visit?

TRANSPORT

Improved **connectivity and active travel** (39 comments) was the strongest theme in the Rivulet Precinct, with respondents seeking improved infrastructure and connectivity throughout the precinct as a whole but particularly from the Rivulet Park to the City.

Respondents wanted to see improved crossing facilities from the Rivulet Park to Collins Street and expressed frustration of the car dominance of Molle and Macquarie Streets.

Improving the infrastructure and environment for **active travel** (12 comments) particularly around the Collins Street area was supported with respondents suggesting better footpaths, bike lanes and a reduction in both on-street parking and speed limits to improve safety.

ENVIRONMENT

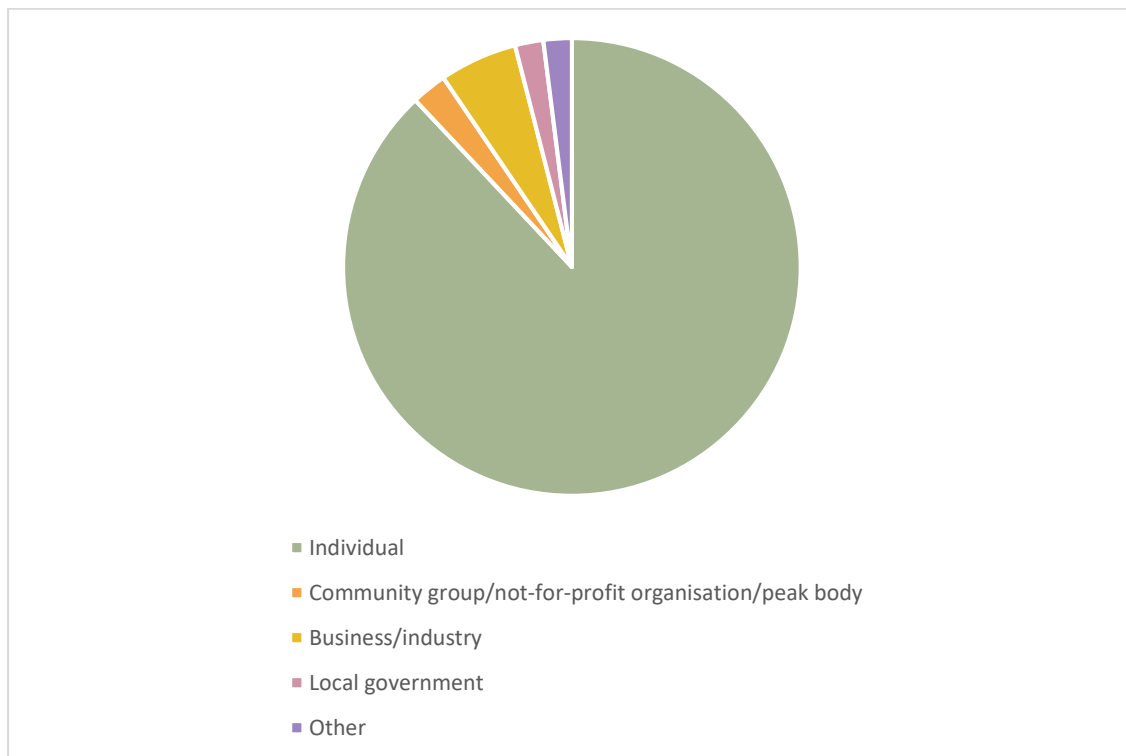
Connection to the rivulet (32 comments) was also an important theme in this precinct, with a desire for **open space and greening** (17 comments) throughout the precinct. Specific suggestions to see the continuation of the Rivulet Park along Collins Street as a green corridor into the city were put forward. As was the desire to see more of the rivulet uncovered to allow for greater interaction throughout the City.

BUILT FORM & ACTIVATION

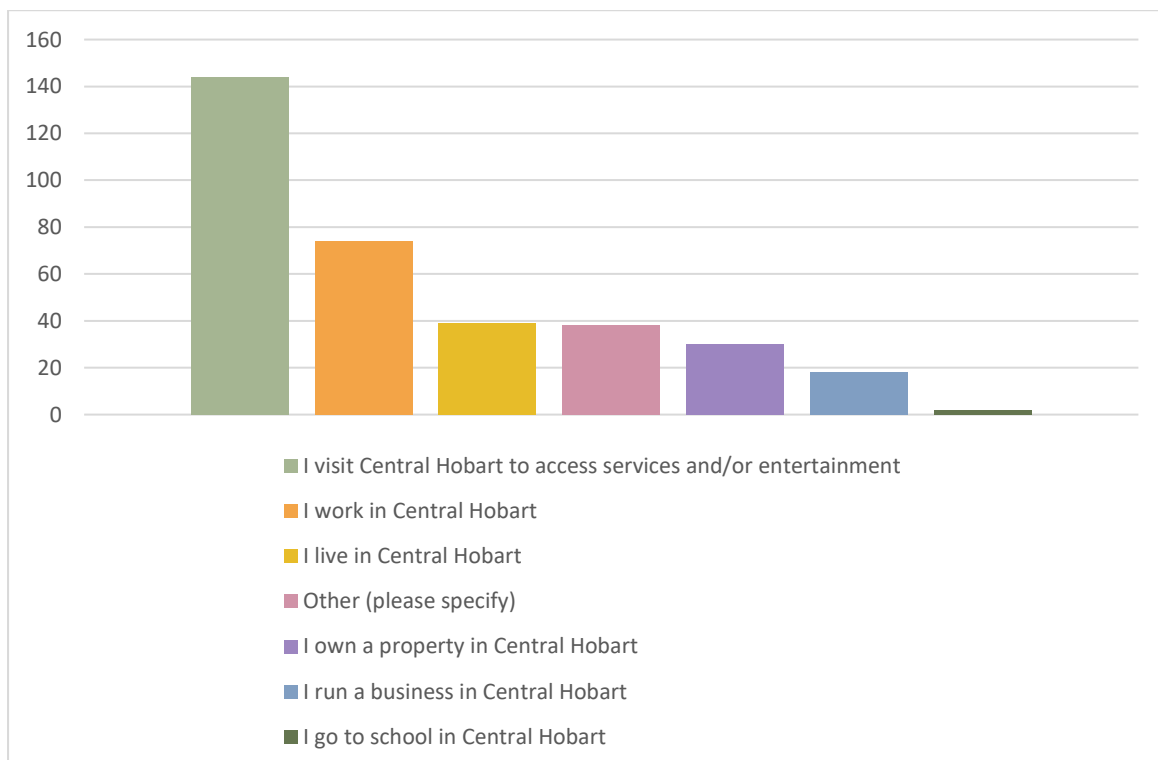
In terms of development, respondents saw an increase in **medium density housing and mixed use developments** (12 comments) as an opportunity for this precinct. Most comments supported small scale development (4 comments) that complimented heritage and focused on building a neighbourhood community through access to small business and community activation.

Respondent demographics

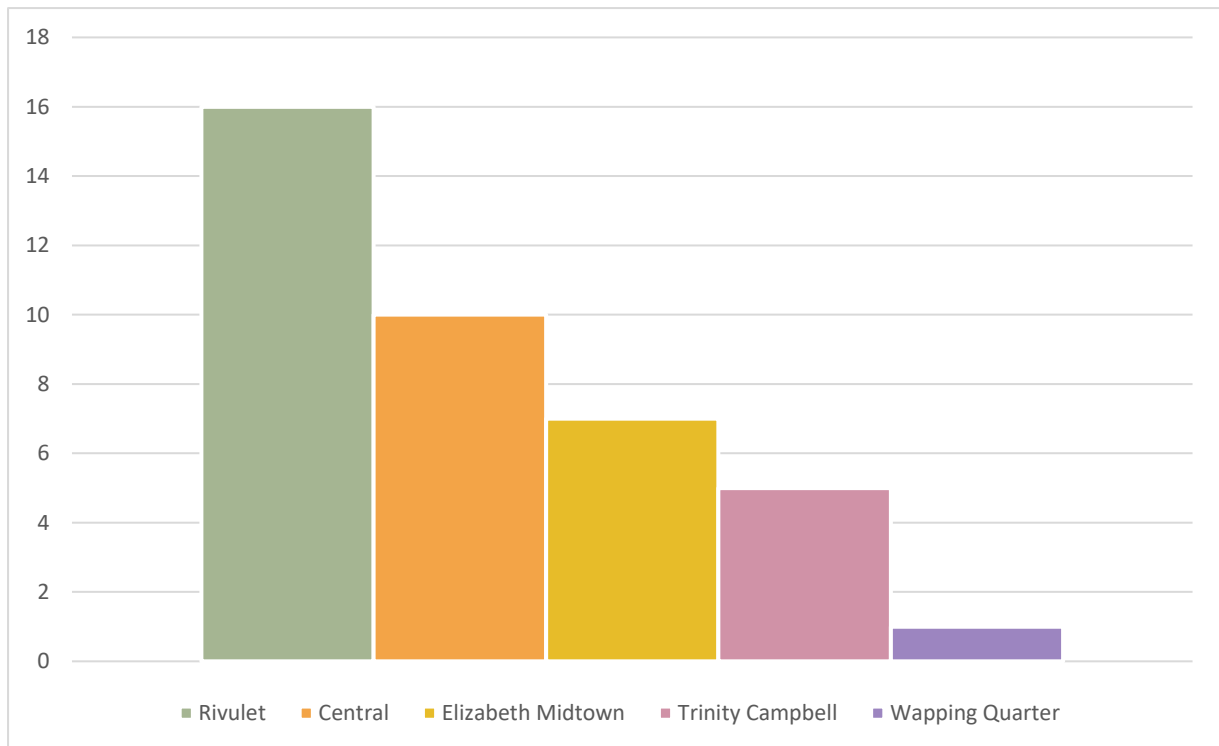
Q. Which of the following best describes you?



Q. Which of the following best describes your relationship to Central Hobart?



Q. Which proposed precinct do you live in?



Q. What property type do you own?

