North Hobart Neighbourhood Plan Discussion Paper

Community Engagement Report

November 2023

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City of HOBART

Community Engagement Report

The City of Hobart is preparing a Neighbourhood (Structure) Plan for North Hobart. This 20-year plan will guide the sustainable development of the area.

The Discussion Paper outlines the drivers influencing change and future growth in North Hobart.

Drivers include:

- the State Government's 30-Year Greater Hobart Plan, this plan acknowledges past and projected population growth and identifies targets for new housing to meet the needs of current and future residents;
- the North Hobart Place Vision and Access & Parking Plan projects undertaken in 2020-2021; and
- Economic Analysis prepared by Hill PDA to forecast the demand for employment space within the study area.

The purpose of the Discussion Paper is to communicate a proposed Vision, Directions, Ideas and Opportunities to interested parties in order to get their feedback prior to preparing a Draft Neighbourhood Plan.

Engagement was undertaken throughout the month of September 2023 to gauge the community and key stakeholders support for the Directions, Ideas and Opportunities raised in the Discussion Paper.

Community Consultation activities included pop ups, and presentations at several of Councils portfolio committee meetings, in order to encourage members of the community to provide feedback through participation in the facilitated workshops, or online survey. A design competition for students to share ideas for the Condell Place car park site was also held.

Two public workshops were held on September 20 and 21 and members of the North Hobart community and stakeholders were invited to register to attend this event.

Key stakeholders including staff from Homes Tasmania and the Department of State Growth attended the workshops, as well as separate stakeholder meetings.

Community and stakeholder feedback is being considered and will be used to help inform the Draft North Hobart Neighbourhood Plan. The Draft Plan will propose a Vision, Goals Objectives, Strategies and Actions. The Draft Plan will be released for community consultation in early 2024.

Community Consultation

Collateral

Postcards and factsheets were printed to hand out to members of the public at the pop-up stalls.

Postcards and street signage were good visual reminders intended to reach people not on social media or reading newspapers.

A summary of the Discussion Paper was prepared for distribution to stakeholders, members of the portfolio committee, Councillors and those members of the public who requested a copy.

Printed copies of the full Discussion Paper were printed for Councillors, stakeholders and those members of the public who requested a copy.

Media

Facebook

A targeted Facebook advertisement was used to reach local residents, people working in the area, shopping or travelling through and aimed to target everyone within a 3.2 km radius pinpoint of North Hobart. This targeted ad also included all neighbouring suburbs.

A video was created using key campaign images with a call to action. The text was short and catchy and the 'learn more' link sent people straight to the Your Say page.

- Placements - Facebook and Instagram feed, Instagram profile feed, Facebook video feed.
- Performance goal – maximise reach

Results

- The advertisement had 56k reach and 78k plays.
- Daily reach was between 4-6k.

Linked in

A post was shared on Linked in and received 1 k video views and 37 click throughs.

Our city news, Hobart observer

An article was prepared for Our City News in the Hobart Observer as well as an advert. This is distributed to everyone in the Hobart municipality except those with a 'no junk mail'. The article was displayed on the front page.

Media release

A City of Hobart media release went out on the 19 September.

There was an op-ed from the Acting Lord Mayor Helen Burnett that ran in the Mercury, WIN TV gave it a mention as part of the Lefroy Street carpark extension opening.

Pop Ups

Pop Ups were held on Elizabeth Street near Pitt Street, from 4 - 6pm Thursday, 7 September, and at Swan Street Park, Elizabeth Street, on Saturday 23 September, from 10am - 12 noon.

The Thursday evening pop-up had particularly good engagement, as a result of members of the public walking or riding past on their way home from work and/or picking up takeaway, or undertaking other errands, such as shopping in the area.

The pop-up was a particularly good mechanism to encourage members of the public to do the online survey and register for the workshops. Some more in-depth conversations also took place.

Presentations

Presentations on the Discussion Paper were made to the following Portfolio Committees:

- Future Hobart
- Welcoming and Inclusive City
- City Heritage

A presentation was also given at the Networking for Harmony Multicultural Advisory Group Meeting.

Workshops

Mosaic Lab were engaged by Council's consultant MGS Architects to facilitate the face-to-face engagement workshops with MGS and council staff available to provide participants with detailed information on the Discussion Paper, and answer any questions.

49 people registered for the workshops, with 30 for the Wednesday evening and 19 for the Thursday.

34 people attended the workshops, with 19 people attending the Wednesday evening session and 15 attending the Thursday morning session.

Participants were invited to respond to the key Directions and Ideas presented in the Discussion Paper.

Participants moved between 4 stations with each station representing a different Direction. Participants had a conversation with representatives from Council and MGS about that Direction and the Ideas contained within it, they were able to seek clarification on anything covered by that Direction.

At each station, participants were invited to register their reactions to the Direction by registering anything that surprised, concerned or comforted them, along with any additional points or questions that participants wished to make.

Participants also shared their level of comfort with each of the Ideas, based on the rating scale, they then recorded anything that would make them more comfortable with that idea. The scale ranged from Loathe It, (I am 0-20% comfortable. It needs an overhaul. I can't see it working at all.) to Love It. (I am 80-100% comfortable. Maybe only minor tweaks. I'm very happy.)

State Government Stakeholders

State Government Departments were consulted with as part of the engagement process for the Discussion paper.

The projects strategic planner, program leader and director Urban Futures met with Homes Tasmania prior to release of the Discussion Paper and the Department of State Growth following the release of the Discussion Paper.

Representatives from Homes Tasmania also attended the facilitated workshop and participated in the feedback process.

Both Homes Tasmania and the Department of State Growth also provided a written submission.

Department of State Growth

The Department of State Growth (State Growth) supports the development of this draft Plan, noting the importance of North Hobart as an established residential suburb close to the Hobart CBD, with a major restaurant and shopping precinct, educational facilities and general areas of mixed-use development.

State Growth has reviewed the Discussion Paper and provided comments on the following topics:

- Walking, wheeling and bike riding
- Green streets
- Bicycle parking
- Public transport
- Bus stops
- Bus priority measures, congestion and carparking
- Population growth
- Future land use and development

Feedback will be considered and additional meetings arranged to discuss the matters raised, as well as how the Ideas are proposed to develop into Goals, Objectives, Strategies and Actions in the Draft Plan.

Walking, wheeling and bike riding	
Comment	**CoH Response**
State Growth supports… Providing additional laneways/site through links to reduce the distance required for people to walk, wheel or ride their bicycle.	Continue to develop relevant Ideas and Opportunities. (Idea 6, 7, 10, 11, 12, 14 and 15.)
State Growth supports… Improving walkways, footpaths, lanes and streets including new links for better connectivity to reduce walking distances and improve access to public transport.	Continue to develop relevant Ideas and Opportunities. (Idea 6, 7, 10, 11, 12, 14 and 15.)

State Growth supports… Defining safe networks for all modes, with consideration of the following: • The development of a North Hobart Network Operations Plan to assist with defining street hierarchies. • Walking, wheeling and cycling networks that provide: - safe routes to schools - a major route linking North Hobart to the Hobart CBD - safe, efficient routes to major attractors, and - linkages from residential areas to the network. • Review of the proposed cycle and micromobility network (page 81) to identify primary, secondary and local bicycle routes, noting individual routes will perform different functions, and have different user types. The current map appears to indicate only primary bicycle routes.	Continue to develop relevant Ideas and Opportunities. (Idea 12, and 13.) Consider inclusion of potential future Action to undertake a North Hobart Network Operations Plan with DSG. Consider how the NHNP is consistent with the DRAFT Inner Hobart Network Operations Plan prepared by CoH with DSG. Consider developing the proposed cycle and micromobility network to include primary, and secondary bicycle routes.
In relation to proposed separated cycleways, State Growth does not support the identification of potential designs for these cycleways within the future Neighbourhood Plan. Raised cycleways provide additional comfort to bike riders, however, they can be challenging to implement due to the high cost of moving kerbs and stormwater. While bi-directional, separated cycleways are appropriate in some situations, uni-directional, separated cycleways on both sides of the road can also be effective. The local context is important in informing which design response is appropriate. The confusing or inefficient transition from one type of cycleway to another should be avoided.	Continue to develop relevant Ideas and Opportunities, taking into account feedback from DSG. (Idea 13.) Continue to engage with the Department of State Growth to explore appropriate options for bike lanes throughout North Hobart.
The proposed new connection to the Queens Domain is identified within the *Queens Domain Master Plan 2013-2033*. Since adoption of this Master Plan, a proposed Rapid Bus Network has been identified. Any new infrastructure connection from North Hobart to the Domain should consider the location of future rapid bus stations.	Continue to develop relevant Ideas and Opportunities, taking into account feedback from DSG. (Idea 10, 12, 13.) Continue to engage with the Department of State Growth to ensure that any proposals for a bridge over the Brooker Highway are compatible with the intended traffic flow and/or bus routes/BRT stations.

Green streets	
Comment	**CoH Response**
State Growth supports the intent to define a 'green street' network. The identification of this network should consider existing and future passenger transport networks, as tree canopy can have impacts on public transport vehicles. It is important to minimise the risk of tree strikes, and consider tree pruning requirements.	Continue to engage with the Department of State Growth to identify their proposed/preferred route for BRT and other bus services. Consider appropriate tree species and other options for greening along routes where this is desired/required.
The objective to increase canopy coverage so that it aligns with existing and future walking and cycling networks, is also supported. Any street greening should be supported by appropriate maintenance practices to ensure smooth, clear surfaces for people walking, wheeling and riding bicycles, is maintained.	Consider appropriate tree species and other options for greening along routes where this is desired/required.

Bicycle parking	
Comment	**CoH Response**
References to managing parking should recognise the importance of providing safe and secure bicycle parking.	Continue to develop relevant Ideas and Opportunities, taking into account feedback from DSG. (Idea 13.)
A bicycle parking strategy for North Hobart would be appropriate, as there are currently limited formalised bicycle parking facilities in the area.	Identify appropriate locations for bicycle parking facilities. Consider electric charging stations for multiple modes of micro mobility. Continue to engage with the Department of State Growth to identify their proposed route for BRT and other bus services.

Public transport	
Comment	**CoH Response**
The following network planning principles are relevant to North Hobart • Adopting a hierarchical approach. Routes need to travel through areas of high demand such as central business districts and main streets (such as Elizabeth Street, North Hobart), as well as servicing major attractors (e.g. hospitals, major shopping areas, major schools). • Establishing simple, direct routes. Direct routes that avoid long loops and deviations	Continue to develop relevant Ideas and Opportunities, taking into consideration feedback from DSG. (Idea 15.) Continue to engage with the Department of State Growth in regard to potential changes to traffic flow and bus prioritisation measures. Continue to consider where Elizabeth Street and Argyle Street sit within the hierarchy.

make travel times quicker. This needs to be balanced with how far people are prepared, and able, to walk to get to a bus stop. • Supporting strong public transport corridors. Services should be concentrated on fewer corridors with higher frequency services, and infrastructure investment should be targeted to key corridors (e.g. bus priority, upgraded bus stops). This creates a legible, easy to understand network.	Clearly identify major attractors including schools: • Friends School on Argyle Street • Campbell Street Primary School Other major attractors: • North Hobart Oval on Argyle Street • Hospitality and retail precinct on Elizabeth Street
Elizabeth Street is the high frequency corridor linking the northern suburbs to the Hobart CBD. It has been the primary northern route alignment from the introduction of trams in the 1800s due to the major attractors and services along the route. The North Hobart restaurant and shopping district continues to be a major attractor on the northern bus network. Elizabeth Street is ideal for public transport as it is a two-way street, which reduces walking distances for passengers accessing attractors and services.	Continue to develop relevant Ideas and Opportunities, taking into consideration feedback from DSG. (Idea 15.) Continue to engage with the Department of State Growth in regard to potential changes to traffic flow and bus prioritisation measures. Elizabeth Street is a narrow street which the survey has identified as a preferred route for pedestrian and cyclists. Consider how the needs of all user groups can be met. Argyle Street is a wide street with potential for good connectivity to the city and New Town, there is potentially a larger amount of space for additional infrastructure to support bus prioritisation along this route.
State Growth notes the Discussion Paper seeks to establish a central commuter spine, which is pedestrian-friendly and generally accessible. The impact of this zone on the operation of Elizabeth Street including for bus service reliability and comfort is unclear, noting buses still need to access this part of the network.	See above.
The governance and policy framework section of the Discussion Paper refers to the development of a Hobart Transit Centre. This project should be included as part of the Central Hobart Plan, not a future North Hobart Neighbourhood Plan.	The Discussion Paper is acknowledging the importance of a Hobart Transit Centre, it is not suggesting that it be located in North Hobart. The location of the Hobart Transit Centre could be relevant to future bus routes and is therefore an important consideration.

Bus stops	
Comment	**CoH Response**

To facilitate temporary street closures on Elizabeth Street for cultural/event purposes, consideration could be given to identifying locations for temporary or permanent bus stop locations either side of the North Hobart strip. These bus stops should be provided within close walking distance to the services and attractors along the primary commuter spine.	Continue to develop relevant Ideas and Opportunities, taking into consideration feedback from DSG. (Idea 6, 7, 10 and 15.) Continue to engage with the Department of State Growth in regard to potential changes to traffic flow for temporary closures such as festivals.
Greater uptake of buses along Elizabeth Street requires prioritising access for bus users. This means providing bus stops in central locations, such as the North Hobart strip, and not along Argyle St which increases walking distances for passengers and limits accessibility (for users with mobility issues, accessibility to services).	Continue to develop relevant Ideas and Opportunities, taking into consideration feedback from DSG. (Idea 6, 7, 10 and 15.) The area between Elizabeth Street and Argyle Street has been identified as a potential growth area for increased laneway activation and business growth. Increasing development along Argyle Street is already occurring. This should also be considered.
The Tasmanian Government has made an election commitment of up to $10 million over the next four years to provide all-access, all-weather bus stops at priority locations. To improve comfort and amenity for passengers and address weather protection, accessibility and seating, Hobart City Council is invited to apply for funding under the all-access all weather bus stop upgrade grant program. State Growth supports Council upgrades of bus stops as part of precinct renewal projects, such as the bus stop recently upgraded on New Town Road.	Continue to develop relevant Ideas and Opportunities, taking into consideration feedback from DSG. (Idea 15.) Identify appropriate locations for bus shelters in areas where bus routes will be retained in the long term and where there is adequate existing or potential footpath width and a lack of existing shelter.

Bus priority measures, congestion and carparking	
Comment	**CoH Response**
State Growth is supportive of bus priority measures at intersections and on roads to improve bus travel times and comfort for passengers on both Argyle and Elizabeth Streets.	Continue to develop relevant Ideas and Opportunities. (Idea 14 and 15.) Continue to engage with the Department of State Growth in regard to potential changes to traffic flow and bus prioritisation measures.
While the Discussion Paper does not identify the factors causing localised congestion within North Hobart, private vehicles accessing short term parking on the North Hobart strip is likely to be a key contributor.	Continue to develop relevant Ideas and Opportunities. (Idea 14 and 15.) Continue to engage with the Department of State Growth in regard to potential changes to traffic flow and on

Further consideration should be given to prioritising higher occupancy vehicles, such as buses, and/or diverting other modes to alternative routes to limit private vehicle through traffic and parking at peak times.	Advise DSG of any changes to on street car parking arrangements and management proposed in the Plan.
State Growth supports providing parking at the periphery of the precinct to help reduce traffic congestion in the centre. The impact on congestion of developing Condell Place requires further analysis. Any proposed parking consolidation will encourage private vehicles onto Elizabeth Street and already crowded surrounding streets, as cars circulate to find parking, further exacerbating traffic congestion and bus travel times.	Continue to develop relevant Ideas and Opportunities. (Idea 2, 14 and 15.) Use data collected in regard to car parking utilisation in North Hobart to make evidence-based decisions around car park planning.
State Growth also supports investigating parking management in North Hobart and exploring alternative parking management technologies to provide a more reliable parking experience (such as real-time information on availability, and dynamic pricing) to reduce congestion from parking circulation.	Continue to develop relevant Ideas and Opportunities. (Idea 15.)

Population growth	
Comment	**CoH Response**
The population projections for North Hobart appear high, with an expected increase of 2,100 people over the next 20 years compared to only 200 people over the previous 10 years. The basis for, and underlying assumptions informing these projections, is not outlined within the Discussion Paper.	Population projections have been provided by Profile.id by small areas. More information on population projections can be found under *2.2 Population projections* in the *North Hobart Neighbourhood Plan Economic Analysis* conducted by Hill PDA for the Discussion Paper. The limited growth in population in North Hobart can be attributed to many factors, some of which the Draft Neighbourhood Plan aspires to overcome. Demand for housing in the area is reflected in high property prices, increasing gentrification of the area, and low affordability and availability of rental properties.
In relation to future growth, it is also unclear if Council has undertaken any analysis to determine whether the floor areas required to	The Draft North Hobart Neighbourhood Plan will include additional analysis on the floor area capacity for residential and commercial

support population and employment projections, can be achieved under the planning scheme. Similar analysis was undertaken for the Central Hobart Plan.	(employment) growth within selected sites within the study area. It would have been premature to undertake this analysis as part of the Discussion Paper prior to Community Consultation and Stakeholder Engagement on the Ideas an Opportunities.

Future land use and development	
Comment	**CoH Response**
State Growth supports the discussion around the value of the mixed-use character of North Hobart and that a 'diversity of uses' is celebrated. A more detailed discussion and analysis is required regarding the future of existing light industrial and commercial uses in the area. These uses support local employment, provide products and services within the inner city, and contribute to the character of the area. The residential targets send a mixed message as to the future of these uses.	Continue to develop relevant Ideas and Opportunities. (Idea 1, and 2.) The Draft North Hobart Neighbourhood Plan will include additional analysis on the floor area capacity for residential and commercial (employment) growth within selected sites within the study area. It would have been premature to undertake this analysis as part of the Discussion Paper prior to Community Consultation and Stakeholder Engagement on the Ideas an Opportunities.
Strategies to encourage a small format supermarket in the area is supported.	Continue to develop relevant Ideas and Opportunities. (Idea 2.)

Homes Tasmania

Homes Tasmania is broadly supportive of the four overarching Directions and the high-level 'Ideas' under each of them, including more opportunity for housing, increased diversity in housing types and opportunity for more social and affordable housing.

Specific comments were made in relation to Homes Tasmania assets:

- 8-26 Condell Place
- 45A Burnett Street (also accessed from Lefroy Street)

Specific comments were made in relation to Council owned assets:

- Condell Place car park site

Homes Tasmania are interested to find out more about Idea 9: Reduce the risk of flooding and associated opportunities and how these might affect existing and potential future Homes Tasmania assets.

Feedback will be considered, and additional meetings arranged to discuss the matters raised, as well as how the Ideas are proposed to develop into Goals, Objectives, Strategies and Actions in the Draft Plan.

8-26 Condell Place	
Homes Tasmania Comment	**CoH Response**
Whilst there is opportunity for redevelopment at this site, including higher residential densities, there are no immediate plans, and any proposal would form part of an overarching Strategic Investment Renewal Strategy of Homes Tasmania assets. This is currently in development.	Continue to engage with Homes Tasmania to keep up to date with their Strategic Investment Renewal Strategy of Homes Tasmania assets, currently in development. Continue to develop relevant Ideas and Opportunities. (Idea 1.)
In terms of any future partnership with Council incorporating the Burnett Place carpark (next door), again, possible partnerships would need to part of future discussions, noting that Homes Tasmania will prefer not to be a part-owner of a strata plan, but is open to alternatives.	Consider alternatives to strata plan in regard to potential development of the Condell Place car park site, should this opportunity be progressed. Continue to develop relevant Ideas and Opportunities. (Idea 1.)

45A Burnett Street (also accessed from Lefroy Street)	
Homes Tasmania Comment	**CoH Response**
Whilst Council's investment in stormwater management is supported, questions remain as to how "Blue Spaces" nominated for water retention are compatible with existing built form and future redevelopment opportunities.	Continue to engage with Homes Tasmania to keep up to date with their Strategic Investment Renewal Strategy of Homes Tasmania assets, currently in development. Continue to develop relevant Ideas and Opportunities. (Idea 1 and 9.)
Homes Tasmania would like to hear more about the works proposed as part of the "Blue Spaces". For example, now there has been the nomination of identified flood areas, how will redevelopment proposals be treated at these locations?	Continue to engage with Homes Tasmania to keep up to date with their Strategic Investment Renewal Strategy of Homes Tasmania assets, currently in development. Council's statutory planning department would assess any application for a planning Development/Use permit in accordance with the relevant planning scheme. The flood mapping illustrated in the Discussion Paper is that which is proposed in the draft LPS and is subject to change until the time it is approved by the Tasmanian Planning Commission. If the Tasmanian Planning Scheme is implemented in the Hobart LGA at the time an application is submitted, then it would be assessed against the relevant standards set out in the Flood-Prone Hazards Area Code.

	Continue to develop relevant Ideas and Opportunities. (Idea 1 and 9.)
Does Council propose to own the land and demolish the assets? How will stormwater management be balanced with housing need?	Clarification is required in order to respond to these questions.

Community groups

Community groups were consulted with as part of the engagement process for the Discussion paper.

The North Hobart Traders Association provided a written submission.

North Hobart Traders Association	
Summary of comments	**CoH Response**
The value of retail to the neighbourhood.	We recognise the value of retail and other businesses in the study area and will continue to investigate a variety of innovative ways to support the business sector into the future. Continue to develop relevant Ideas and Opportunities. (Idea 2 and 7)
The importance of car parking to support retail. *"We advocate, no reduction in the speed limit, no removal of any parking, no parking meters. A review of parking times on Elizabeth Street and surrounding area to suit business conditions.*	Continue to develop relevant Ideas and Opportunities. (Idea 14) Use data collected in regard to car parking utilisation in North Hobart to make evidence-based decisions around car park planning.
The importance of cycling and walking to support retail. *"Retail survives on customers who come either by foot bike, public transport or car…"* *"We feel bike lanes, narrowing the road and less access parking shall not be helpful to retailers, some of which are struggling."*	Continue to develop relevant Ideas and Opportunities. (Idea 12, 13, 14 and 15)
The importance of public transport.	Continue to develop relevant Ideas and Opportunities. (Idea 15)
"Development of the Condell Place Car Park to include retail space, apartments and quadruple car parking capacity."	Continue to develop relevant Ideas and Opportunities. (Idea 1, 2 and 14)
"Green open spaces, trees and parks are necessary, but they don't pay rates or wages."	Continue to develop relevant Ideas and Opportunities. (Idea 10)
No additional social housing.	Additional residents in the area are potential customers for existing and future businesses.

	Continue to develop relevant Ideas and Opportunities. (Idea 1)

A second submission was received from a member of the North Hobart Traders Association.

North Hobart Traders Association	
Summary of comments	**CoH Response**
Cost, duration and availability of car parking.	Continue to develop relevant Ideas and Opportunities. (Idea 14) Use data collected in regard to car parking utilisation in North Hobart to make evidence-based decisions around car park planning.
Lack of support for footpath widening to enable additional outdoor dining.	Outdoor dining activates the street and provides additional capacity during peak periods. Continue to develop relevant Ideas and Opportunities. (Idea 2 and 7)
Supports improved access to the Domain.	Continue to develop relevant Ideas and Opportunities. (Idea 10 and 12)
Sufficient street trees in Elizabeth Street.	Continue to develop relevant Ideas and Opportunities. (Idea 8)
Does not believe that customers use micromobility to travel to the businesses in the area, so does not support a bike lane in Elizabeth Street.	Consider users of micromobility who travel to and through the study area in order to determine appropriate locations for relevant infrastructure. Continue to develop relevant Ideas and Opportunities. (Idea 13)
Support for a grocery store in the study area.	Identify a suitable location/s.
Support for Mixed use zoning to enable residential use with retail use.	Zoning under the relevant planning scheme is one of the considerations regarding mixed use within the one building. The Building Code also needs to be considered regarding mixed use as there are regulations which can affect whether this is possible, depending upon the design of the building.

Three members of the North Hobart Community Association attended a meeting with council officers to discuss the Discussion Paper, with a focus on the Condell Place site.

North Hobart Community Association	
Summary of comments	**CoH Response**
Important to use the Condell Place site for public benefit.	The current idea and opportunity is looking at providing a public car park, social (public) housing and public open space. Continue to develop relevant Ideas and Opportunities. (Idea 1)
Concern that the site may be developed by a private developer.	Continue to develop relevant Ideas and Opportunities. (Idea 1)
Concern that the public open space indicated on the Condell Place Draft design principles plan in the Discussion Paper is not sufficient for the neighbourhood to use for the purposes discussed during previous consultation. Needs to be bigger and quieter than Swan St Park.	Continue to develop relevant Ideas and Opportunities. (Idea 1, 7, 8, 10)
Desire for green and leafy public open space and streets.	Continue to develop relevant Ideas and Opportunities. (Idea 8)
Interested in what the scale of new buildings on the Condell Place site might be.	Continue to develop relevant Ideas and Opportunities. (Idea 1) Proceed with 3D massing. Test built form (footprint height, setback), use (car parking, commercial, community, residential) and public realm (open space, laneways, access, sunlight access, character).
Concern about the cost and viability of underground car parking.	Continue to develop relevant Ideas and Opportunities. (Idea 1 and 15)

Survey

The Your Say online survey was open for the month of September.

- 289 visits to the Your Say website
- 125 contributors
- 126 responses

Google analytics shows that the Your Say page received 1.9k views and 500 people clicked into the document section to look at the Discussion Paper and associated documents.

The survey provided the opportunity for members of the community to indicate their level of support for the 15 Ideas proposed in the Discussion Paper, as well as an additional question relating to the Condell Place opportunity explored under Idea 1.

Responses ranged from not at all important to very important.

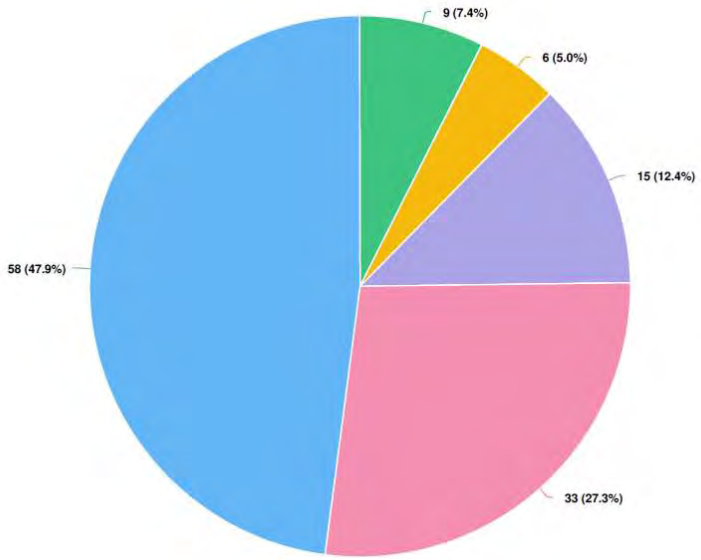
A follow up question "*What can you suggest that would improve Idea …?"* was also posed, with a good number of survey respondents providing further detail.

Topic	**No. of people who indicated their level of support for the idea.**	**No. of people who provided further comment on how the idea can be improved.**
Idea 1: More housing for all.	121	76
Idea 1: Condell Place.	122	87
Idea 2: Nearby Necessities.	120	74
Idea 3: Building Guidelines.	123	68
Idea 4: Housing use.	119	73
Idea 5: Celebrating culture.	120	49
Idea 6: Creative heart.	122	47
Idea 7: A vibrant Elizabeth Street.	121	63
Idea 8: Green Streets.	123	76
Idea 9: Reduce the risk of flooding.	121	37
Idea 10: Parks and open space.	121	63
Idea 11: North Hobart Oval and Bowls Club Precinct.	123	46
Idea 12: Connected pathways.	124	71
Idea 13: Bikes & scooters.	121	75
Idea 14: Accessible High Street.	123	77
Idea 15: Better public transport.	124	72

Idea 1: More housing for all. (121 responses)

North Hobart will continue to be a welcoming place to live. Well-designed and located infill housing will provide a range of homes for different needs and outcomes.

47.9% of people thought that this idea was extremely important, 27.3% very important, this amounts to over 75%. 12.4% thought that this idea was moderately important, only 5% slightly important, and 7.4% not at all important.



What can you suggest that would improve Idea 1? (76 responses)

Overall comments were supportive of additional medium density, affordable, social and infill housing, with many comments elaborating on this being conditional on it being located in a specific location and/or the provision of housing that is designed in a sensitive way, and with the provision of more public open space.

There were several matters raised my multiple survey respondents, some of those with higher numbers have been captured below.

Affordable and Social housing	
Summary of Respondent Comment	**CoH Response**
Support for more affordable housing 7 people stated that they support more Affordable Housing.	Continue to develop Idea 1 and the associated Opportunities, as well as other opportunities for affordable housing in the study area. Identify sites on private land which could be appropriate for residential development. Undertake a land capacity study to identify the potential number of dwellings that could be accommodated on the identified areas.

Support for more social housing 8 people stated that they support more Social Housing in the study area.	Continue to develop Idea 1 and the associated Opportunities, as well as other opportunities for social housing in the study area. Undertake a land capacity study to identify the potential number of dwellings that could be accommodated on key sites that have been identified. Eg. Condell Place. Continue to work with Homes Tasmania to ensure our work aligns with any plans that may be developed in the future.
Balance between affordable and social housing 3 people commented that were concerned that a balance be achieved in regard to housing for all.	Consider the proposed location of affordable and social housing and how this can be spread through the study area. Identify mechanisms that enable a mixture of social and affordable/private housing can be accommodated in the one development. Eg. The Nightingale Housing model.
Oppose Social Housing 3 people stated that they do not support Social Housing in the study area.	Consider how the location and design of new social housing can benefit the neighbourhood. Ensure that CPTED principles are encouraged in all new development. Consider how existing neighbourhood infrastructure could be improved to provide a safer environment for all members of the community in public spaces such as playgrounds, parks, and car parking areas.

Medium Density Housing	
Summary of Respondent Comment	**CoH Response**
Facilitate medium density building design which is sensitive to its surrounding context. 21 people made comments which encouraged changes to facilitate medium density building design which is sensitive to its surrounding context.	Define medium density housing for the purposes of the draft NHNP.
	Identify what types of medium density housing is appropriate in different areas within the study area. Eg. The Condell Place site may differ from a site within a Heritage Precinct with predominantly 1 to2 storey dwellings. • Multi-dwelling and villa housing (Dual Occupancy - Side by Side, detached)

	• Duplex and co-joined dwellings (Dual Occupancy - Two Dwellings Side by Side, attached) • Terrace Houses and Townhouses • Small apartment buildings • Low to mid rise apartment buildings between 3-6 storeys (scale TBC)
	Do not duplicate work being undertaken by ERA regarding the Medium Density Guidelines. However, considering the following factors in a local context may to some extent be appropriate: • Architectural Form and Roof Design • Visual Appearance and Articulation • Building Envelopes - Heights and Setbacks • Gross Floor Area / Floor Space Ratio • Landscaped Area • Local Character and Context • Public Domain Interface • Pedestrian and Vehicle Access • Orientation, Siting and Subdivision • Solar and Daylight Access • Natural Ventilation • Ceiling Height • Dwelling Size and Layout • Principle Private Open Spaces • Storage • Car and Bicycle Parking • Visual Privacy • Acoustic Privacy • Noise and Pollution
	Consider proximity of medium density development to existing and potential future public open space.
	Consider how car parking requirements in the TPS could adversely affect potential opportunities for medium density development.

Building design	
Summary of Respondent Comment	**CoH Response**
Sensitive Building design 20 people made comments which encouraged changes to facilitate building design which is sensitive to its surrounding context.	Consider how a Specific Area Plan (SAP) or Site Specific Qualification (SSQ) could be used to provide a mechanism to provide for building design which is appropriate for a specific location within the study area.
	Consider: • Materials • Colour • Scale • Form
	Do not duplicate work being undertaken by ERA regarding the Medium Density Guidelines. However, considering the following factors in a local context may to some extent be appropriate: • Architectural Form and Roof Design • Visual Appearance and Articulation • Building Envelopes - Heights and Setbacks • Gross Floor Area / Floor Space Ratio • Landscaped Area • Local Character and Context • Public Domain Interface • Pedestrian and Vehicle Access • Orientation, Siting and Subdivision • Solar and Daylight Access • Natural Ventilation • Ceiling Height • Dwelling Size and Layout • Principle Private Open Spaces • Storage • Car and Bicycle Parking • Visual Privacy • Acoustic Privacy • Noise and Pollution
	Do not duplicate work on the Heritage Design Guidelines being undertaken by Councils Heritage Department.
	Consider: • Visual domination • Consistent facade height and setback • Air space of buildings
Good building design 16 people made comments which encouraged changes to facilitate building design, which is	Consider how a Specific Area Plan (SAP) or Site Specific Qualification (SSQ) could be used to provide a mechanism to provide for good

good quality, provides for good amenity, is sustainable, liveable, and accessible. Many of these comments refer to noise, solar access, ventilation, and sustainability.	quality, sustainable, liveable, and accessible building design. Do not duplicate work being undertaken by ERA regarding the Medium Density Guidelines. However, considering the following factors in a local context may to some extent be appropriate: • Architectural Form and Roof Design • Visual Appearance and Articulation • Building Envelopes - Heights and Setbacks • Gross Floor Area / Floor Space Ratio • Landscaped Area • Local Character and Context • Public Domain Interface • Pedestrian and Vehicle Access • Orientation, Siting and Subdivision • Solar and Daylight Access • Natural Ventilation • Ceiling Height • Dwelling Size and Layout • Principle Private Open Spaces • Storage • Car and Bicycle Parking • Visual Privacy • Acoustic Privacy • Noise and Pollution

Reduce Light Industrial Use and enable Residential Use	
Summary of Respondent Comment	**CoH Response**
11 people suggested making changes which would enable land currently used as car yards or a Light Industrial use, to be able to be used for residential use. Rezoning this land could be one way of achieving this.	Consider how rezoning the subject land to a use which enabled Residential use, as well as Commercial and Light Industrial uses currently possible under the *HIPS 2015* and draft LPS would impact upon the area of land available for employment focus.
	Undertake a land capacity study to identify the potential number of dwellings that could be accommodated in the areas zoned Light Industrial if they were to be rezoned to a zone which enables Residential use. Eg. Urban Mixed Use Zone.
	Consider whether the area required for employment growth in the study area could be accommodated at another location or in another way within the study area.

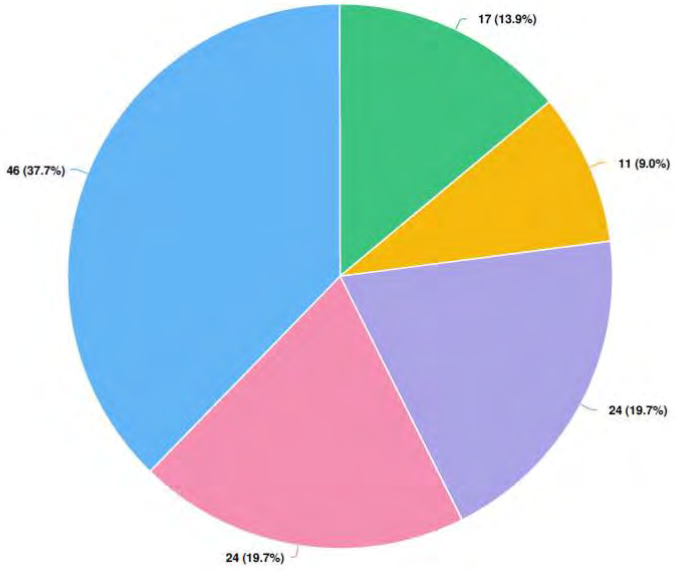
Public open space	
Summary of Respondent Comment	**CoH Response**
8 comments were made which recognised the importance of additional public open space to support additional housing. 3 comments were made which related to protecting existing public open space.	Continue to develop Idea 10: Parks and open space.
	Consider potential future public open space to provide for population growth as well as the existing community.
	Consider proximity of development to existing and potential future public open space.
	Continue to develop Idea 11: North Hobart Oval and Bowls Club.
	Continue to develop Idea 12: Connected pathways.
	Continue to develop Idea 13: Bike lanes.
	Continue to develop Idea 15: Better public transport.

Deprioritise car parking	
Summary of Respondent Comment	**CoH Response**
5 people made comments which encouraged deprioritising car parking.	Continue to develop Idea 1 and the associated Opportunities, including investigating Condell Place car park for residential use.
	Consider how car parking requirements in the TPS could adversely affect potential opportunities for medium density development. Investigate the potential for a Parking Precinct Plan under the LPS.

Idea 1: Condell Place (122 responses)

The Condell Place car park site can accommodate other uses, such as housing on upper levels, and public open spaces, as well as car parking.

37.7% of people thought that this idea was extremely important, 19.7% very important, this amounts to 57.4%. 19.7% thought that this idea was moderately important, 9% slightly important, and 13.9% not at all important.



What can you suggest that would improve the Idea about Condell Place? (87 responses)

There is an opportunity to explore the use of this large site in Condell Place for a variety of uses. These uses include, but are not necessarily limited to public open space, commercial and residential use. The opportunities proposed could include underground car parking and multi storey development. The site is large enough to accommodate several different uses if desired.

Public Open Space	
Summary of Respondent Comment	**CoH Response**
40 people stated that they support the creation of New Public Open Space in Condell Place. Outdoor dining, space for a market, community gardens and playgrounds were all suggested.	Continue to investigate Condell Place car park as a site for additional Public Open Space, as one of the future uses.
	Continue to develop Idea 10: Parks and open space.
	Consider the best locations within the study area to provide space for an outdoor market, festivals/events, community gardens, outdoor dining and playgrounds.

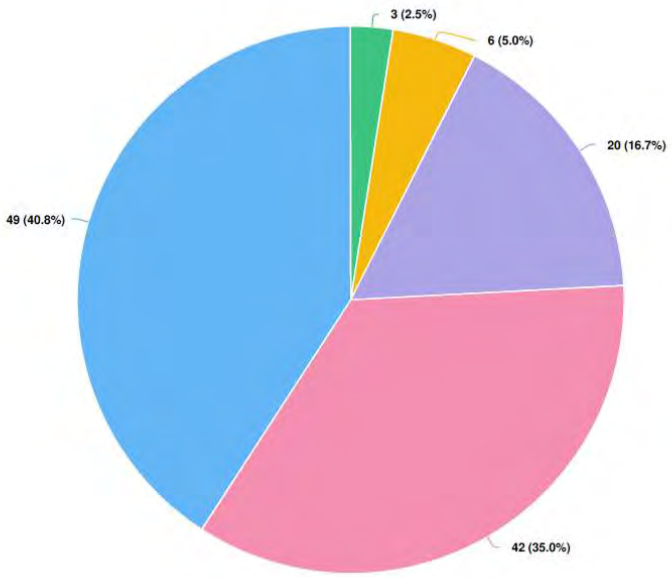
Car parking	
Summary of Respondent Comment	**CoH Response**
Car parking in North Hobart is a prominent point of conversation, which gathers a wide range of differing opinions.	Continue to investigate Condell Place car park as a site to provide car parking, as one of the future uses.
Comments ranged from combining car parking with public open space and housing to just retaining the car parking. 23 people stated that they support retaining some car parking in this location. 13 people stated that they support more car parking in Condell Place, both with and without other uses on the site. Some comments referred to the development of multi storey car parking. 11 people stated that they support deprioritising car parking in Condell Place.	Analyse car parking data on usage of spaces in Condell Place, as well as nearby car parking in Elizabeth Street and the recently extended Lefroy Street Carpark and establish current demand in order to establish whether: • underground car parking is required to provide a sufficient number of spaces for the High Street area; • how many car parking spaces are required; and • whether surplus spaces can allow for removal of on-street carparking spaces nearby.

Affordable, social, and medium density housing	
Summary of Respondent Comment	**CoH Response**
11 people made comments which supported medium density housing at Condell Place.	Continue to develop Idea 1 and the associated opportunity at Condell Place for medium density housing. Undertake a land capacity study to identify the potential number of dwellings that could be accommodated on the site.
7 comments supported Social Housing the Condell Place car park site.	Continue to develop Idea 1 and the associated opportunity at Condell Place for social housing. Continue to work with Homes Tasmania to ensure our work aligns with any plans that may be developed in the future.
4 comments supported Affordable Housing on the Condell Place car park site.	Continue to develop Idea 1 and the associated opportunity at Condell Place for affordable housing.

Idea 2: Nearby Necessities. (120 responses)

Make sure there are jobs, services and day to day necessities and conveniences within walking distance.

40.8% of people thought that this idea was extremely important, 35% very important, this amounts to over 75%. 16.7% thought that this idea was moderately important, only 5% slightly important, and 2.5% not at all important.



What can you suggest that would improve Idea 2? (74 responses)

Overall comments were supportive of a grocer or small supermarket in the area. Many recognised the benefits that a walkable neighbourhood has on supporting business and others called for improved cycling infrastructure. There were a couple of comments about public transport, managing and providing more and less car parking, and slower traffic speeds.

Grocer/Supermarket	
Summary of Respondent Comment	**CoH Response**
10 comments specifically related to the respondent supporting a grocer or small supermarket in the area. Some of these are included below.	Continue to develop Idea 2. Identify potential suitable sized and located sites for a grocer or small supermarket.
	Undertake a land capacity study to identify the potential area for employment growth taking into consideration that this may be achieved over multiple levels.

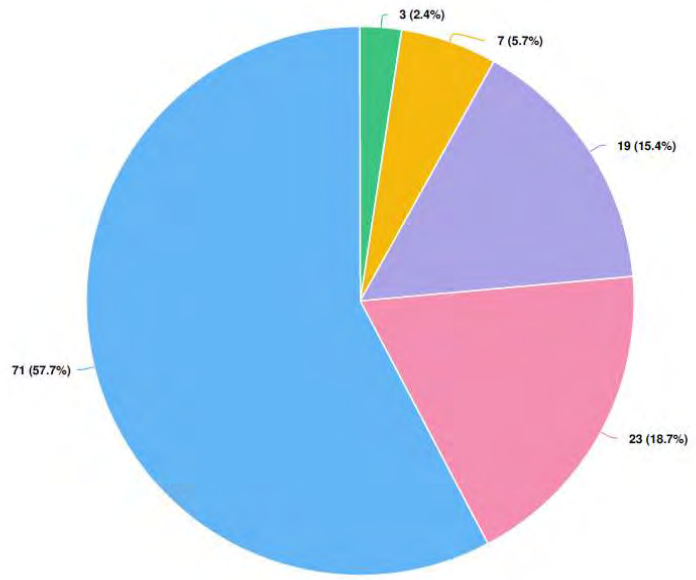
Walking and cycling in the neighbourhood	
Summary of Respondent Comment	**CoH Response**
	Continue to develop Idea 2: Nearby necessities.

10 comments specifically related to the respondent supporting a more walkable neighbourhood.	Continue to develop Idea 12: Connected Pathways.
	Ensure that CPTED principles are encouraged in all new development.
5 comments specifically related to the respondent supporting improved cycling infrastructure.	Continue to develop Idea 13: Bike lanes.

Idea 3: Building Guidelines. (123 responses)

Create clear rules to ensure buildings are well designed, sustainable and complement North Hobart's heritage.

57.7% of people thought that this idea was extremely important, 18.7% very important, this amounts to over 75%. 15.4% thought that this idea was moderately important, 5.7% slightly important, and 2.4% not at all important.



What can you suggest that would improve Idea 3? (68 responses)

Overall comments were supportive of design guidelines which are compatible with protecting the heritage buildings in the area, complement existing building scale and form, materials and colours and enable green space.

Comments relating to a desire for good quality, sustainable design also featured prominently in the feedback.

Comments relating to providing or protecting public and private open space, street trees and greening were also provided.

Building design	
Summary of Respondent Comment	**CoH Response**
Sensitive Building design 32 people made comments which encouraged changes to facilitate building design which is sensitive to its surrounding context.	Consider how a Specific Area Plan (SAP) or Site Specific Qualification (SSQ) could be used to provide a mechanism to provide for building design which is appropriate for a specific location within the study area.
	Consider: • Materials • Colour • Scale • Form
	Do not duplicate work being undertaken by ERA regarding the Medium Density Guidelines. However, considering the following factors in a local context may to some extent be appropriate: • Architectural Form and Roof Design • Visual Appearance and Articulation • Building Envelopes - Heights and Setbacks • Gross Floor Area / Floor Space Ratio • Landscaped Area • Local Character and Context • Public Domain Interface • Pedestrian and Vehicle Access • Orientation, Siting and Subdivision • Solar and Daylight Access • Natural Ventilation • Ceiling Height • Dwelling Size and Layout • Principle Private Open Spaces • Storage • Car and Bicycle Parking • Visual Privacy • Acoustic Privacy • Noise and Pollution
	Do not duplicate work on the Heritage Design Guidelines being undertaken by Councils Heritage Department.
	Consider: • Visual domination • Consistent facade height and setback • Air space of buildings
Good building design	Consider how a Specific Area Plan (SAP) or Site Specific Qualification (SSQ) could be used to

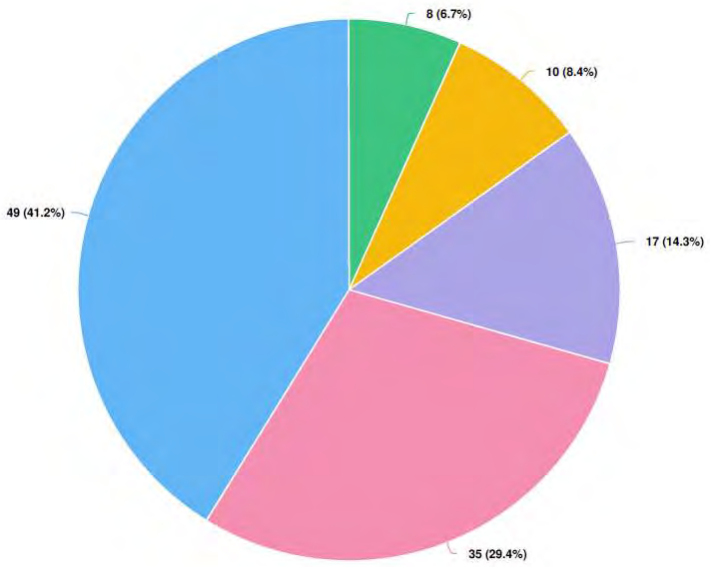
25 people made comments which encouraged changes to facilitate building design, which is good quality, provides for good amenity, is sustainable, liveable, and accessible. Many of these comments refer to noise, solar access, ventilation, and sustainability.	provide a mechanism to provide for good quality, sustainable, liveable, and accessible building design. Do not duplicate work being undertaken by ERA regarding the Medium Density Guidelines. However, considering the following factors in a local context may to some extent be appropriate: • Architectural Form and Roof Design • Visual Appearance and Articulation • Building Envelopes - Heights and Setbacks • Gross Floor Area / Floor Space Ratio • Landscaped Area • Local Character and Context • Public Domain Interface • Pedestrian and Vehicle Access • Orientation, Siting and Subdivision • Solar and Daylight Access • Natural Ventilation • Ceiling Height • Dwelling Size and Layout • Principle Private Open Spaces • Storage • Car and Bicycle Parking • Visual Privacy • Acoustic Privacy • Noise and Pollution

Idea 4: Housing use. (119 responses)

Create a good balance between short-term accommodation and long-term housing options.

41.2% of people thought that this idea was extremely important, 29.4% very important, this amounts to over 70%.

14.3% thought that this idea was moderately important, 8.4% slightly important, and 6.7% not at all important.



What can you suggest that would improve Idea 4? (73 responses)

Overall comments were supportive of improving the balance between long-term rental and short-term accommodation options.

Many respondents recognised that there is a problem with the availability and affordability of long-term rentals in the area.

Balance between short term accommodation and long-term rentals	
Summary of Respondent Comment	**CoH Response**
35 respondents provided comments that supported discouraging short term accommodation in the study area.	Continue to develop Idea 4: Housing use.
	Monitor applications for Visitor Accommodation use in the study area. Differentiate between full conversion of a dwelling to Visitor Accommodation and partial use of a dwelling for Visitor Accommodation.
	Monitor the effectiveness of changes to rates in discouraging Visitor Accommodation use. Consider how costs may have been covered through accommodation cost increases.
	Consider new measures to discourage new applications for Visitor Accommodation use.

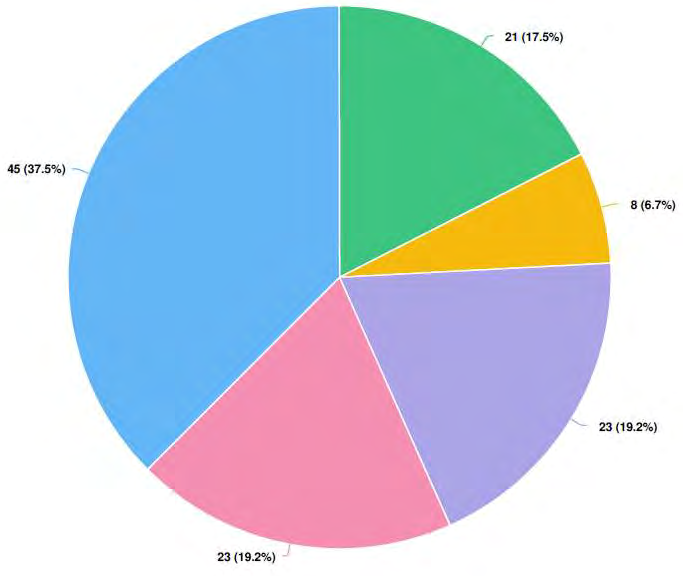
	Consider how a Specific Area Plan (SAP) could be used to provide a mechanism to provide for limited conversion of dwellings to Visitor Accommodation within the study area. Eg. Battery Point SAP in the LPS.
10 respondents provided comment on incentivising long-term residential development/use.	Consider how car parking requirements in the TPS could adversely affect potential opportunities for medium density development. Investigate the potential for a Parking Precinct Plan under the LPS.
	Consider a waiver of DA fees for a change of use from Visitor Accommodation to Residential use.

Idea 5: Celebrating culture. (120 responses)

Identify opportunities for cultural expression, including connection to Country throughout North Hobart and the Providence Valley.

37.5% of people thought that this idea was extremely important, 19.2% very important, this amounts to about 57%.

19.2% thought that this idea was moderately important, 6.7% slightly important, and 17.5% not at all important.



What can you suggest that would improve Idea 5? (49 responses)

Overall comments were supportive of the Idea and Opportunities discussed.

Many respondents recognised that there is need for greater recognition of the traditional owners and the current palawa community.

It was not clear to some readers that engagement with the palawa community had been undertaken by the consultant as part of the process for the preparation of the Discussion Paper.

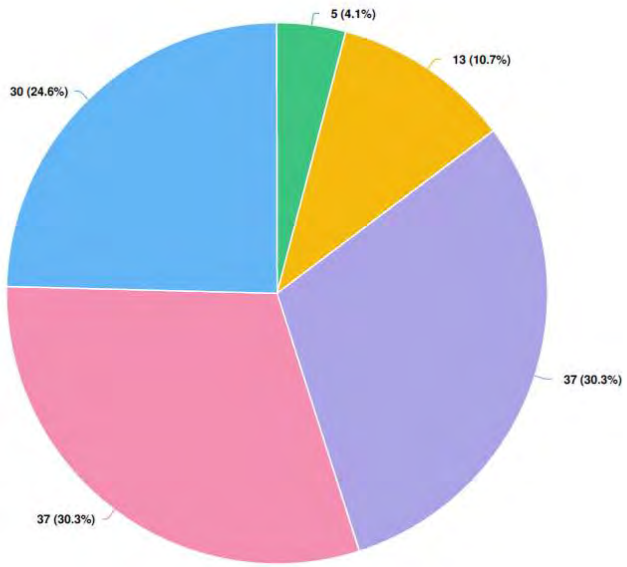
Celebrating culture.	
Summary of Respondent Comment	**CoH Response**
15 respondents specifically provided comments in relation to continued engagement with the palawa in regards to the project and other projects and its implementation."	Continue to consult with the palawa in regard to Opportunities identified in the Discussion Paper and in the Plan.
4 respondents specifically provided comments in relation to public open space.	Continue to develop Ideas 1, 6, 7, 8, and 10, continue to consult with the palawa in regard to Opportunities identified in these and other locations: • Condell Place • Elizabeth Street • Providence Valley Rivulet (could include areas in Soundy Park where the rivulet runs underground)
2 respondents specifically provided comments that supported WSUD.	Continue to develop Idea 9 taking into account Idea 5, continue to consult with the palawa in regard to waterways. Recognise the importance of waterways in the cultural landscape.
2 respondents specifically provided comments that supported a pathway to the Domain.	Continue to develop Ideas 10, 12 and 13 taking into account Idea 5, continue to consult with the palawa in regard to this opportunity. Recognise the importance of the Domain in the cultural landscape.

Idea 6: Creative heart. (122 responses)

Develop North Hobart's creative heart. Provide spaces for people to innovate, experiment and create together.

24.6% of people thought that this idea was extremely important, 30.3% very important, this amounts to about 55%.

30.3% thought that this idea was moderately important, 10.7% slightly important, and 4.1% not at all important.



What can you suggest that would improve Idea 6? (47 responses)

Overall comments were supportive of the Idea and Opportunities discussed.

Many respondents supported a community arts space, some did not necessarily think that it needed to be at the former High School site, but potentially more centrally located.

Creative heart	
Summary of Respondent Comment	**CoH Response**
16 respondents specifically provided comments supporting a community arts space.	Continue to develop Idea 6.
	Investigate whether the former High School site is a viable option for a community arts space.
	Consider whether there would be an alternative site for this if the former High School site was not a viable option. Consider: • Condell Place • North Hobart Sports Precinct for co-located, multi-use facilities. Eg. Performing arts rehearsal spaces
	Consider the appropriate scale for a space such as this.
	Consider a location for the younger and the older members of our community to gather.

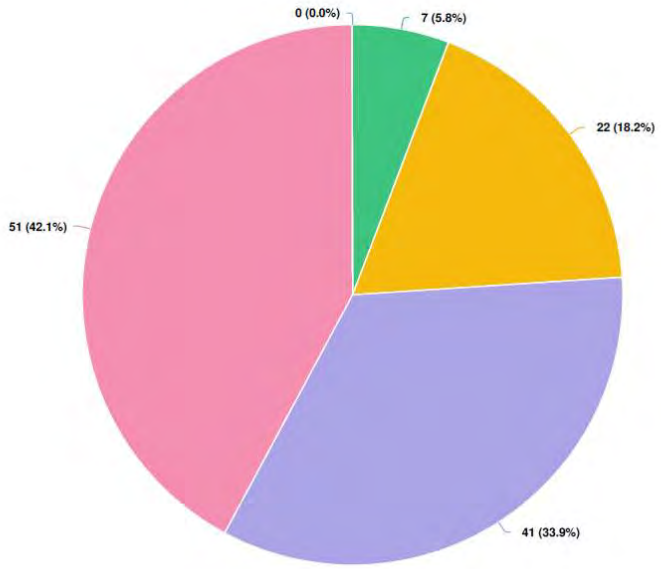
10 respondents specifically provided comments supporting more public (street) art.	Continue to develop Idea 6, 7, 10 and 5 and the relevant Opportunities for street art.
3 respondents specifically provided comments supporting a market.	Identify a potential location for a market.

Idea 7: A vibrant Elizabeth Street. (121 responses)

Bring Elizabeth Street and nearby areas to life, both day and night. Locals, workers and visitors will enjoy its bustling live music, food, arts and entertainment scene.

42.1% of people thought that this idea was extremely important, 33.9% very important, this amounts to over 75%.

18.2% thought that this idea was moderately important, 5.8% slightly important, and 0% not at all important.



What can you suggest that would improve Idea 7? (63 responses)

Overall comments were supportive of the Idea and Opportunities discussed.

Improving footpaths, installing street art and furniture, planting street trees, widening footpaths, making changes to traffic flow to make it more pleasant for walking, window shopping and outdoor dining on the high street were suggested in the feedback on this idea.

Many respondents supported deprioritising car parking, with some suggesting that parking should be removed from Elizabeth Street altogether. Some respondents stated that parking is important to support business patronage, the aging population and for people with a disability.

Improvements to public transport and cycling infrastructure were also mentioned.

Temporarily activating spaces (including temporary closure of streets, car parks and laneways) for markets, festivals and pop-up events was also a popular idea.

Whilst respondents were generally supportive of live music venues, and events, there was some concern over noise being managed in close proximity to homes and the appropriate design of new

housing to ensure that conflicts regarding noise were appropriately mitigated through sound insulation.

High Street	
Summary of Respondent Comment	**CoH Response**
13 respondents specifically provided comments supported improving the walkability in the area.	Continue to develop Idea 7 and 12.
12 respondents provided comments generally supporting the Idea and associated Opportunities.	Continue to develop Idea 7.
	Identify ways to support local business in attracting more customers.
	Provide research-based information to business owners to enable them to find out more about the benefits of a neighbourhood which is walkable and the positive impacts on trade. Eg. https://mainstreetaustralia.org.au/
	Identify opportunities for mechanisms for change, such as street activation, which will bring more people to the area on a regular basis. For example: • Weekly fruit and veg market • monthly makers market • food van pop-up with buskers • Annual Providence Valley Rivulet festival • Participate in World Park(ing) Day activation in September to trial opportunities provided by additional footpath width.
	Investigate the viability of various options to enable wider footpaths, cycle lane/s, and on street carparking on Elizabeth Street.
	Analyse potential impacts if: • traffic flow on Elizabeth Street between Burnett and Federal Streets was one way; and • some on-street car parks on Elizabeth Street were removed.
	Continue to engage with the Department of State Growth to ensure that any changes to traffic flow and/or bus routes are viable.
	Continue to develop Idea 7 and 14.

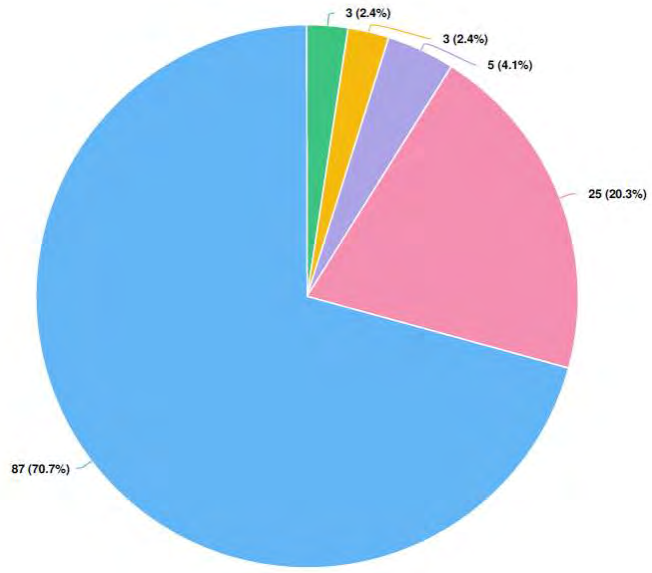
10 respondents specifically provided comments supported deprioritising car parking.	Use data collected in regard to car parking utilisation in North Hobart to make evidence-based decisions around car park planning.
	Ensure that there is adequate access to businesses for loading and unloading goods.
	Ensure that there is adequate car parking for patrons with a disability to conveniently access services.
8 respondents specifically provided comments regarding noise concerns.	Consider the proposed location and nature of venues for outdoor events and their proximity to housing if likely to impact on residents at an unreasonable time.
6 respondents specifically provided comments supporting more outdoor dining.	Continue to develop Idea 7. Consider appropriate footpath width to enable universal access and outdoor dining, as well as other desirable features such as street art and furniture, and trees.
	Continue to engage with the Department of State Growth to ensure that any changes to the street design are compatible with the intended traffic flow and/or bus routes.

Idea 8: Green Streets. (123 responses)

Plan for our streets to include more trees, plans and parks. This will help cool the city in summer and improve the city's appearance.

70.7% of people thought that this idea was extremely important, 20.3% very important, this amounts to 91%.

4.1% thought that this idea was moderately important, 2.4% slightly important, and 2.4% not at all important.



What can you suggest that would improve Idea 8? (76 responses)

Overall comments were supportive of the Idea and Opportunities discussed.

Most respondents supported more street trees being planted within the neighbourhood, concerns regarding footpath width and pavement surface were mentioned in regard to ensuring universal access for people with a disability.

Increasing WSUD within the stormwater system was considered desirable by some respondents and the use of permeable and natural materials specifically mentioned as preferable over artificial turf.

Respondents recognised that greening could assist with water management.

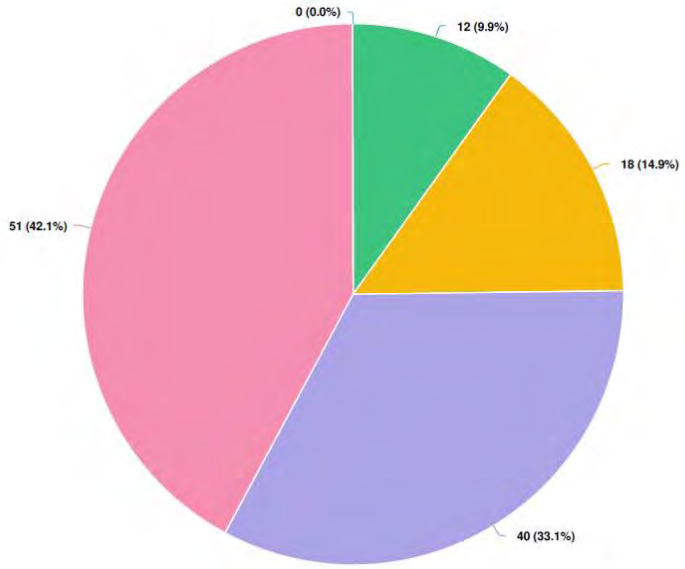
Street Trees	
Summary of Respondent Comment	**CoH Response**
35 respondents specifically provided comments supporting more street trees in the study area.	Continue to develop Idea 8 and the associated Opportunities.
	Continue to engage with the Department of State Growth to ensure that any changes to the street design are compatible with the intended traffic flow and/or bus routes.
17 respondents provided comments generally supporting additional greening.	Continue to develop Idea 8 and 10 and the associated Opportunities.
14 respondents provided comments generally supporting additional public open space.	Continue to develop Idea 8 and 10 and the associated Opportunities.
12 respondents provided comments generally supporting idea 8.	Continue to develop Ideas 8 and the associated Opportunities.
11 respondents specifically provided comments supported improving the walkability in the study area.	Continue to develop Ideas 8 and 12, and the associated Opportunities.
	Consider appropriate footpath width to enable universal access, as well as other desirable features such as street trees, art and furniture, and outdoor dining.
10 respondents specifically provided comments supported improving the WSUD in the study area.	Continue to develop Ideas 8 and 9, and the associated Opportunities.
6 respondents provided comments supporting universal access	Create guidelines which: • ensure that suitable street trees species are planted, which will not create a hazard for people accessing and travelling on the pavement. • consider impacts of roots, nuts, acorns, berries and leaves. • ensure footpaths are wide enough to provide sufficient space for tree roots, without impacting on the path element.

<u>Idea 9: Reduce the risk of flooding.</u> (121 responses)

Identify locations where engineering and landscaping can be used to minimise potential flooding.

42.1% of people thought that this idea was extremely important, 33.1% very important, this amounts to over 75%.

14.9% thought that this idea was moderately important, 9.9% slightly important, and 0% not at all important.



<u>What can you suggest that would improve Idea 9?</u> (37 responses)

Overall comments were supportive of the Idea and Opportunities discussed.

Most respondents supported measures suggested to mitigate future flooding. Comments referred to ensuring that there are permeable surfaces where possible in order to allow water to be absorbed rather than contributing to overland flow.

Opportunities to reduce the flooding potential of the Providence Valley Rivulet in combination with aesthetic enhancement and access were proposed, consultation with palawa was also mentioned.

Some people expressed concern that recent work in the Lefroy Street car park may have exacerbated the downstream flooding risk.

Water and flooding	
Summary of Respondent Comment	**CoH Response**
19 respondents specifically provided comments supporting WSUD in the study area.	Continue to develop Idea 9 and the associated Opportunities.
	Identify specific locations where Blue Streets can be used to greatest effect to mitigate downstream flooding.
	Identify specific locations where water retention can be used to greatest effect to mitigate downstream flooding.

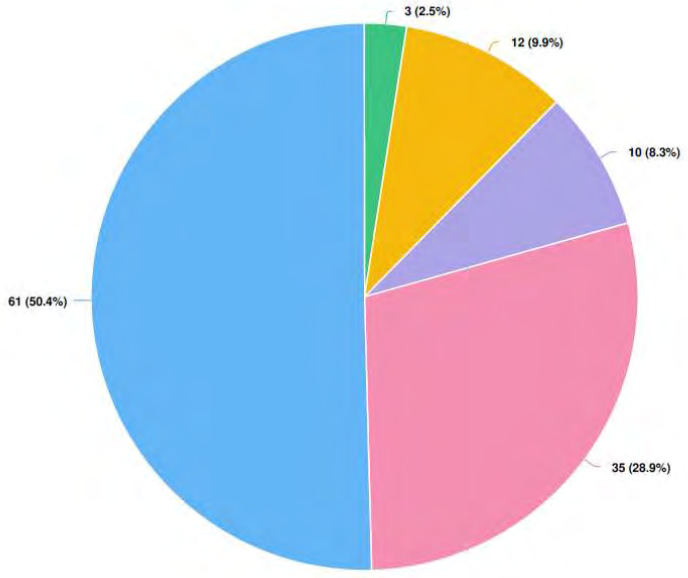
	Continue to engage with the Department of State Growth to ensure that any changes to the street design are compatible with the intended traffic flow and/or bus routes.
	Continue to develop Ideas 5, 9 and 10, continue to consult with the palawa in regard to Opportunities identified connected with Providence Valley Rivulet (could include areas in Soundy Park where the rivulet runs underground).
	Continue to engage with the Homes Tasmania to discuss flood mitigation which could affect their property.

Idea 10: Parks and open space. (121 responses)

Find locations for new outdoor places for people to enjoy spending time. Make it easier for people to get to existing parks and the Domain.

50.4% of people thought that this idea was extremely important, 28.9% very important, this amounts to almost 80%.

8.3% thought that this idea was moderately important, 9.9% slightly important, and 2.5% not at all important.



What can you suggest that would improve Idea 10? (63 responses)

Overall comments were supportive of the Idea and Opportunities discussed.

Most respondents supported suggested to enable more public open space and to improve and access existing open space, with many supporting bridges connecting North Hobart to the Domain. Other important aspects raised included connectivity to the future bridges and open space via cycling, walking as well as universal access for people with a disability, prams, and dogs.

Dog friendly open space was another popular topic.

Other opportunities suggested included utilising more of Condell Place for public open space than suggested in draft design illustrated in Idea 1.

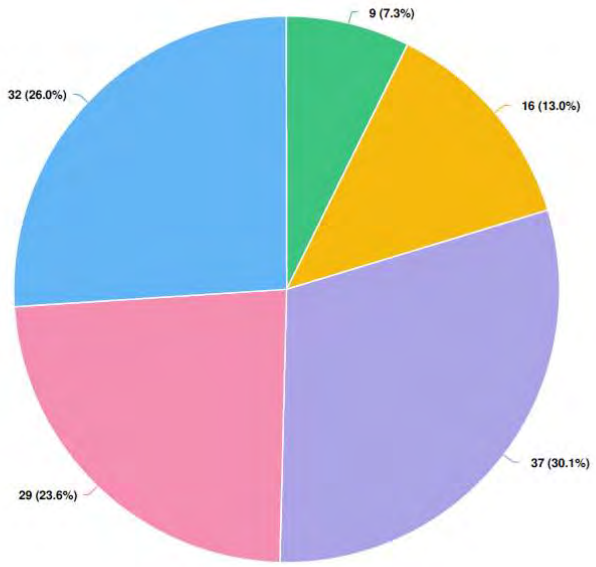
Parks and open space	
Summary of Respondent Comment	**CoH Response**
22 respondents specifically provided comments supporting bridges connecting North Hobart to the Domain.	Continue to develop Idea 10 and the associated Opportunity to provide access to the Domain.
	Continue to engage with the Department of State Growth to ensure that any proposals for a bridge over the Brooker Highway are compatible with the intended traffic flow and/or bus routes/BRT stations.
	Identify a preferred location following consultation.
13 respondents provided comments of general support for the idea.	Continue to develop Idea 10 and the associated Opportunities.
8 respondents provided comments in relation to walkability and this idea.	Continue to develop Idea 12 and the associated Opportunities.
	Continue to engage with the Department of State Growth to ensure that any changes to the street design, such as footpath widening and street trees are compatible with the intended traffic flow and/or bus routes/BRT stations.
7 respondents provided comments in relation to cycling infrastructure and this idea.	Continue to develop Idea 13 and the associated Opportunities.
	Continue to engage with the Department of State Growth to ensure that any proposals cycle lanes are compatible with the intended traffic flow and/or bus routes/BRT stations.

Idea 11: North Hobart Oval and Bowls Club Precinct. (123 responses)

Explore how the oval and bowls club precinct can provide areas for open space for the wider community in the future.

26% of people thought that this idea was extremely important, 23.6% very important, this amounts to almost 50%.

30.1% thought that this idea was moderately important, 13% slightly important, and 7.3% not at all important.



What can you suggest that would improve Idea 11? (46 responses)

Overall comments were supportive of the Idea and Opportunities discussed.

Most respondents supported measures to open up the areas surrounding the North Hobart oval for greater public access. This included opportunities for connectivity for walkability and cycling, as well as other specific uses, such as a running circuit and half courts.

New multi-purpose facilities which can be used for community groups, training, rehearsals, performance and events were another desirable aspect of the proposal. The potential for different user groups to utilise the same spaces at different times was supported.

Opportunities to reduce the flooding potential in the area through WSUD and on-site water retention was also mentioned. Specific locations where water retention can be located within the precinct to mitigate downstream flooding.

Some people expressed concern that the bowls club could be adversely affected by change, others saw this as an opportunity for increased visibility and subsequent support/use of the facility.

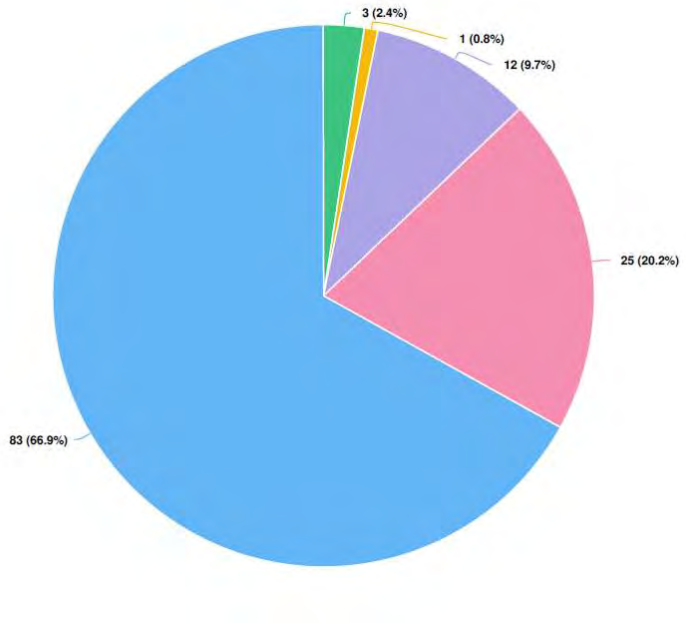
Sports Precinct	
Summary of Respondent Comment	**CoH Response**
18 respondents specifically provided comments generally supporting Idea 11 in the study area.	Continue to develop Idea 11 and the associated Opportunities.
14 respondents specifically provided comments supporting a new community space in the precinct.	Continue to develop Idea 11 and the associated Opportunity identified for new multipurpose community facilities and amenities.
10 respondents specifically provided comments supporting new public open space in the precinct.	Continue to develop Idea 11 and the associated Opportunity identified for a pocket park.
	Continue to engage with the Homes Tasmania to discuss public open space which could affect their nearby property.

<u>Idea 12: Connected pathways.</u> (124 responses)

Help people get from place to place by creating safe and high-quality walkways, footpaths, lanes and streets.

66.9% of people thought that this idea was extremely important, 20.2% very important, this amounts to over 85%.

9.7% thought that this idea was moderately important, 0.8% slightly important, and 2.4% not at all important.



<u>What can you suggest that would improve Idea 12?</u> (71 responses)

Overall comments were supportive of the Idea and Opportunities discussed.

Most respondents supported measures to improve connectivity through improved footpaths, laneways, bridges and walkways throughout the study area.

Prioritising walkability over car parking, reducing speed limits and improving cycling infrastructure to prevent conflicts between space for pedestrians and micro-mobility were all mentioned.

Widening footpaths to improve universal access, as well as providing space for street trees and outdoor dining was also suggested.

Activation of outdoor spaces for events such as a market, and aspects of Crime Prevention through Environmental design (CPTED) including improved lighting were mentioned.

Connected pathways	
Summary of Respondent Comment	**CoH Response**
9 respondents specifically provided comments generally supporting Idea 12.	Continue to develop Idea 12 and the associated Opportunities.

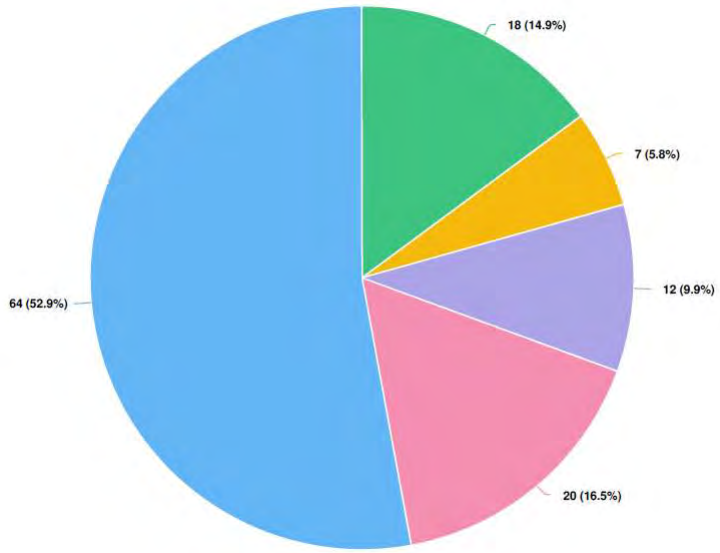
	Consider inclusion of potential future Action to undertake a North Hobart Network Operations Plan with DSG.
	Consider how the NHNP is consistent with the DRAFT Inner Hobart Network Operations Plan prepared by CoH with DSG.
26 respondents specifically provided comments to prioritise walkability in the study area.	Continue to develop Idea 12 and the associated Opportunities.
	Continue to engage with the Department of State Growth to ensure that any changes to the street design, such as footpath widening, and street trees are compatible with the intended traffic flow and/or bus routes/BRT stations.
	Continue to engage with the Department of State Growth to ensure that any proposals for a bridge over the Brooker Highway are compatible with the intended traffic flow and/or bus routes/BRT stations.
16 respondents specifically provided comments to improve cycling infrastructure.	Continue to develop Idea 12 and 13 and the associated Opportunities.
	Continue to engage with the Department of State Growth to ensure that any proposals for cycle lanes are compatible with the intended traffic flow and/or bus routes/BRT stations.
11 respondents provided comments supporting speed reduction through traffic calming measures.	Continue to engage with the Department of State Growth to ensure that any proposals for traffic calming measures/devices are designed to their approval.

Idea 13: Bikes & scooters. (121 responses)

Encourage more people to cycle or use scooters by providing safe bike lanes and secure bike racks.

52.9% of people thought that this idea was extremely important, 16.5% very important, this amounts to almost 70 %.

9.9% thought that this idea was moderately important, 5.8% slightly important, and 14.9% not at all important.



What can you suggest that would improve Idea 13? (75 responses)

Overall comments were supportive of the Idea and Opportunities discussed.

Most respondents supported measures to improve connectivity through improved bike lanes throughout the study area.

Deprioritising car parking in favour of providing more space on the street for pedestrians and separated bike lanes was supported by many respondents.

Many people were concerned about the danger of scooters riding and parking on footpaths. Dedicated scooter parking locations and management would help to prevent scooters becoming an obstacle for footpath users. Bike lanes for micro-mobility could reduce the risk of accidents involving pedestrians and people on scooters/bikes.

Respondents also suggested providing secure bike storage, which could encourage more people to park their bike whilst spending time in the area.

Bikes & scooters.	
Summary of Respondent Comment	**CoH Response**
13 respondents specifically provided comments generally supporting Idea 13.	Continue to develop Idea 13 and the associated Opportunities.

	Continue to engage with the Department of State Growth to ensure that any proposals for a bridge over the Brooker Highway are compatible with the intended traffic flow and/or bus routes/BRT stations.
39 respondents specifically provided comments to improve cycling infrastructure.	Continue to develop Idea 12 and 13 and the associated Opportunities. Including the Continue the Elizabeth St bike lane through North Hobart to provide connectivity to/from the Midtown bike lane.
	Continue to engage with the Department of State Growth to ensure that any proposals for cycle lanes are compatible with the intended traffic flow and/or bus routes/BRT stations.
	Consider inclusion of potential future Action to undertake a North Hobart Network Operations Plan with DSG.
	Consider how the NHNP is consistent with the DRAFT Inner Hobart Network Operations Plan prepared by CoH with DSG.
22 respondents provided comments requesting better management of scooters.	Identify suitable locations for scooter parking.
14 respondents specifically provided comments to prioritise walkability in the study area.	Continue to develop Idea 12 and 13, and the associated Opportunities.
	Continue to engage with the Department of State Growth to ensure that any changes to the street design, such as footpath widening, and street trees are compatible with the intended traffic flow and/or bus routes/BRT stations.
9 respondents provided comments supporting speed reduction through traffic calming measures.	Continue to engage with the Department of State Growth to ensure that any proposals for traffic calming measures/devices are designed to their approval.
8 respondents suggested deprioritising car parking.	
6 respondents suggested removing car parking from Elizabeth Street.	Investigate the viability of various options to enable wider footpaths, cycle lane/s, and some on street carparking on Elizabeth Street. Analyse potential impacts if: • traffic flow on Elizabeth Street between Burnett and Federal Streets was one way; and • some on-street car parks on Elizabeth Street were removed.
	Use data collected in regard to car parking utilisation in North Hobart to make evidence-based decisions around car park planning.
	Ensure that there is adequate access to businesses for loading and unloading goods.

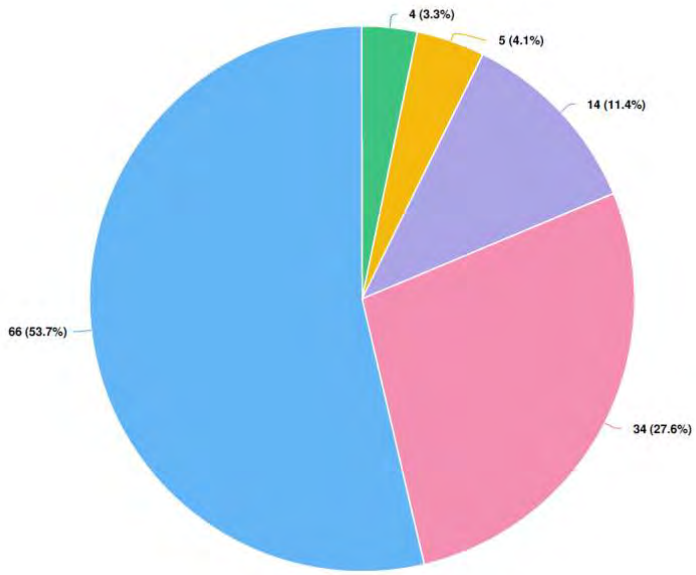
	Ensure that there is adequate car parking for patrons with a disability to conveniently access services.
	Continue to engage with the Department of State Growth to ensure that any changes to traffic flow and/or bus routes are viable.
	Continue to develop Idea 7 and 14.

Idea 14: Accessible High Street. (123 responses)

Elizabeth Street will be a pedestrian friendly High Street. There's safe and available carparking for those who need it.

53.7% of people thought that this idea was extremely important, 27.6% very important, this amounts to over 80 %.

11.4% thought that this idea was moderately important, 4.1% slightly important, and 3.3% not at all important.



What can you suggest that would improve Idea 14? (77 responses)

Overall comments were supportive of the Idea and Opportunities discussed.

Most respondents supported measures to make Elizabeth Street a pedestrian friendly High Street.

Deprioritising car parking in favour of providing more space on the street for pedestrians and separated bike lanes was supported by many respondents.

Many people were concerned about the danger of scooters riding and parking on footpaths. Dedicated scooter parking locations and management would help to prevent scooters becoming an obstacle for footpath users. Bike lanes for micro-mobility could reduce the risk of accidents involving pedestrians and people on scooters/bikes.

Respondents also suggested providing secure bike storage, which could encourage more people to park their bike whilst spending time in the area.

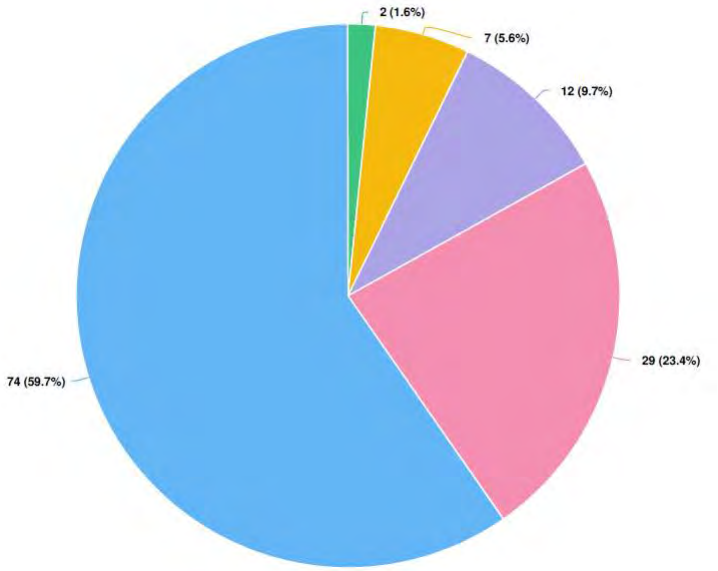
Traffic and parking	
Summary of Respondent Comment	**CoH Response**
25 respondents suggested deprioritising car parking.	Investigate the viability of various options to enable wider footpaths, cycle lane/s, and some on street carparking on Elizabeth Street. Analyse potential impacts if: • traffic flow on Elizabeth Street between Burnett and Federal Streets was one way; and • some on-street car parks on Elizabeth Street were removed.
21 respondents suggested removing car parking from Elizabeth Street.	Use data collected in regard to car parking utilisation in North Hobart to make evidence-based decisions around car park planning.
	Continue to engage with the Department of State Growth to ensure that any changes to traffic flow and/or bus routes are viable.
	Continue to develop Idea 7 and 14.
21 respondents specifically provided comments to prioritise walkability in the study area.	Continue to develop Idea 12, 13 and 14, and the associated Opportunities.
	Continue to engage with the Department of State Growth to ensure that any changes to the street design, such as footpath widening, and street trees are compatible with the intended traffic flow and/or bus routes/BRT stations.
	Consider inclusion of potential future Action to undertake a North Hobart Network Operations Plan with DSG.
	Consider how the NHNP is consistent with the DRAFT Inner Hobart Network Operations Plan prepared by CoH with DSG.
12 respondents supported retaining car parking.	Use data collected in regard to car parking utilisation in North Hobart to make evidence-based decisions around car park planning.
9 respondents advocated for retaining car access to Elizabeth Street.	Ensure that there is adequate access to businesses for loading and unloading goods.
	Ensure that there is adequate car parking for patrons with a disability to conveniently access services.

Idea 15: Better public transport. (124 responses)

We will advocate for better public transport, that caters for our growing community.

59.7% of people thought that this idea was extremely important, 23.4% very important, this amounts to over 80 %.

9.7% thought that this idea was moderately important, 5.6% slightly important, and 1.6% not at all important.



What can you suggest that would improve Idea 15? (72 responses)

Overall comments were supportive of the Idea and Opportunities discussed.

Most respondents supported measures to improve public transport and associated infrastructure.

Many people were supportive of council advocating for improvements to public transport.

Respondents suggested real time information be provided to bus users through an app.

Bus stop infrastructure was generally supported by respondents, with a desire for appropriately located bus shelters and seats with adequate lighting and room for pedestrians to walk past on the footpath encouraged.

Many respondents suggested that Argyle Street could be a more appropriate bus route for larger buses and the proposed BRT, others thought that the Brooker Highway might be best for the BRT.

There were many comments which suggested that smaller, electric, shuttle buses could be more appropriate for Elizabeth Street, with some suggesting a free shuttle bus from the city (waterfront) to New Town along this route as appropriate for commuters and tourists.

Better public transport.	
Summary of Respondent Comment	**CoH Response**
53 comments supported advocating for improved public transport.	Continue to engage with the Department of State Growth.

9 comments encouraged measures to prioritise buses through bus priority lanes and intersections.	Continue to engage with the Department of State Growth to ensure changes to roads and traffic signals are viable.
	Consider appropriate locations for bus shelters with adequate seating and good lighting.
	Continue to engage with the Department of State Growth and Metro Tas to ensure proposed locations for bus stop infrastructure such as shelters will be appropriate into the future.
	Consider inclusion of potential future Action to undertake a North Hobart Network Operations Plan with DSG.
	Consider how the NHNP is consistent with the DRAFT Inner Hobart Network Operations Plan prepared by CoH with DSG.



City *of* HOBART

mosaicLAB

NORTH HOBART NEIGHBOURHOOD PLAN

DISCUSSION PAPER COMMUNITY WORKSHOPS

What was said report

September 2023

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INTRODUCTION



OVERVIEW

As the City of Hobart is entering an accelerated growth phase, the City has engaged professionals to develop a North Hobart Discussion Paper to establish a framework for the future growth and development of the North Hobart neighbourhood. The City of Hobart is now seeking feedback and input from the community on this draft Discussion Paper.

Hobart City Council held two community workshops on 20 and 21 September 2023 to review and discuss the draft discussion paper.

SESSION PURPOSE

The workshops gave participants an opportunity to learn the key ideas of the North Hobart Neighbourhood Plan Discussion Paper. During the workshops, participants were provided with a platform to share their reactions and responses to the key directions and ideas of the draft discussion paper. Participant questions and insights were also captured during these workshops.

PARTICIPANTS

City of Hobart Council Staff:

1. Joanne Hickman (Strategic Planner)
2. Jennifer Lawley (Program Leader City Futures)
3. Philip Holliday (Executive Manager City Place Making)
4. Neil Noye (Director City Futures)
5. Sally Slater (Strategic Planner)
6. Nick Booth (Cultural Heritage Officer)
7. Tristan Widdowson (Strategic Planner)
8. Ruby Petit (Senior Transport Planner)

Consultants:

1. Vanessa Mooney (MGS Architects)
2. Sharnie Read (Aboriginal Engagement Consultant)
3. Audrey Lopez (MGS Architects)
4. Poppie Scharkie (ireneinc)

33 community members participated over the two workshops.

WORKSHOP AGENDA

AGENDA

Arrival - *informal chats, registration and cuppa*

Welcome, connecting and introductions:

- Welcome, acknowledgment of country, general housekeeping and starting the session
- Overview of agenda, purpose and task ahead

Welcome from our hosts (Council)

- What is a neighbourhood plan and why is it important to Council?
- What has gone before - how the previous work has formed this work?
- Where we're at in the process

Overview of the plan

Scene Setting – Draft concept plan overview

- MGS provides a brief overview of the key drivers and the directions and ideas within the Discussion Paper.

Responding to key directions and ideas

- Conversations with Council and MGS staff about the 4 directions and 15 ideas
- Rating levels of comfort with ideas
- Registering any reactions to the Directions

Reflections

- Sharing of overall reactions to the Discussion Paper
- Next steps

CLOSE




Idea 01
IDEA 1:


IN A SMALL GROUP
VISIT EACH OF THE 4 STATIONS – HAVE A CONVERSATION
CAPTURE YOUR LEVEL OF COMFORT FOR EACH IDEA
IF SOMETHING WOULD MAKE YOUR HOME COMFORTABLE CAPTURE THAT TOO
LEAVE ANY OVERALL REACTIONS TO EACH DIRECTION

RESULTS

Participants were invited to respond to key directions and ideas presented in the draft Discussion Paper.

Participants moved between 4 stations with each station representing a different direction, participants had a conversation with representatives from Council and MGS about that direction and the ideas contained within it, they were able to seek clarification on anything covered by that direction.

DIRECTIONS

At each station, participants were invited to register their reactions to the direction by registering anything that surprised, concerned or comforted them, along with any additional points or questions that participants wished to make.

IDEAS

Participants also shared their level of comfort with each of the ideas, based on the rating scale below, they then recorded anything that would make them more comfortable with that idea:



LOATHE IT	LAMENT IT	LIVE WITH IT	LIKE IT	LOVE IT
I am **0-20%** comfortable.	I am **20-40%** comfortable.	I am **40-60%** comfortable.	I am **60-80%** comfortable.	I am **80-100%** comfortable.
It needs an overhaul. I can't see it working at all.	There are lots of changes required.	Some changes are required but I can accept it.	Small changed required, I'm mostly happy.	Maybe only minor tweaks. I'm very happy

Any additional comments or questions for each idea were also captured.

DIRECTION 1

A WELCOMING AND INCLUSIVE NEIGHBOURHOOD



SUPRISED BY

Good pedestrianisation = convenient necessities! (Idea 2)



COMFORTED BY

Having more housing for less fortunate people

Idea of small supermarkets

Love North Hobart strategic opportunities

Interface between houses in Condell Place and other areas

Diversity of possibilities

Heritage considerations



CONCERNED BY

Ideas with little timing, planning and action! Let's get moving!

Condell Place is boring. Asked to resolve a social / affordable housing situation but it's aim ideal open space / green space and only council land will ever become open space.

Need to encourage/incentivise private land owners to build affordable housing. Nightingale model. Council should focus on keeping open space

Too many Air BnB. Will limit neighbourhood community.

I feel isolated in my community by Airbnb's surrounding my home, taking parking, disturbing with noise, constant flow of strangers, rubbish bins not returned, light pollution and even more! Airbnb stops community!

Standard building design



ANYTHING ELSE OR QUESTIONS?

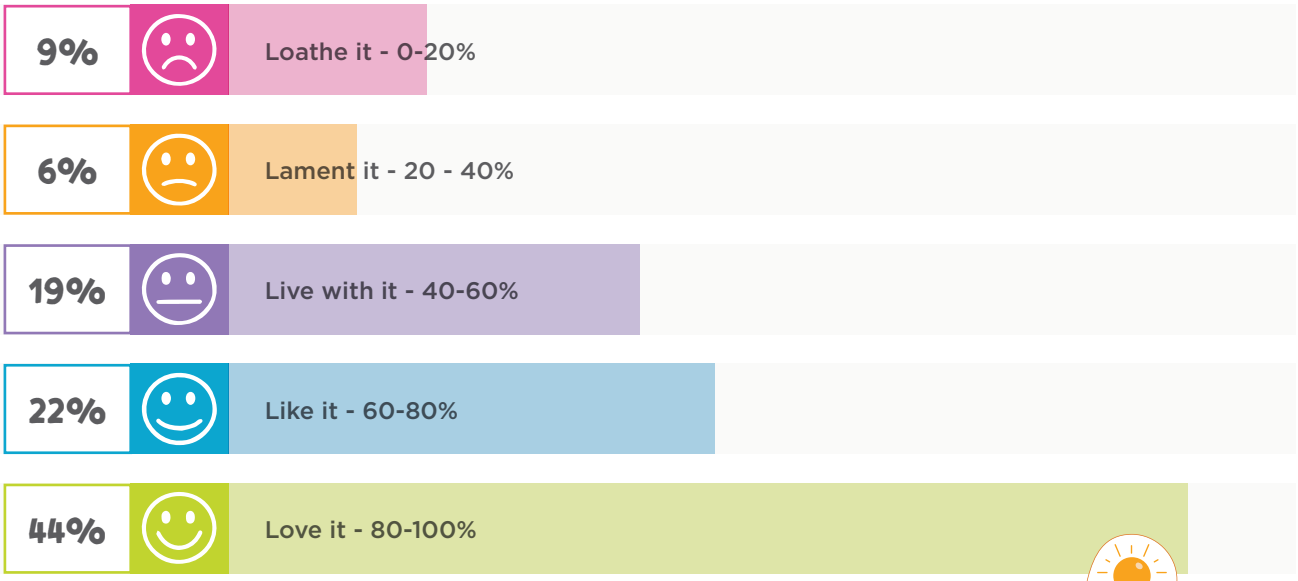
Possible idea of library/ study space for students without space at home

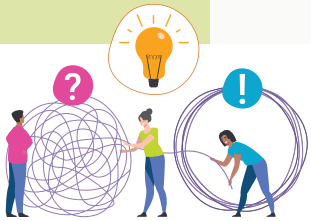
I think there could be more parks and more sustainable& recycle paper

Ideally provide an example where short stay accommodation is being 'sustainably balanced' elsewhere

IDEA 1

MORE HOUSING FOR ALL. FIND PLACES FOR DIFFERENT TYPES OF HOUSING. THIS INCLUDES SOCIAL, AND AFFORDABLE HOUSING





I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

Condell Place - leave as open space

Leave green space for social housing residents

Condell Pace needs deep consideration and care. Condell Place as 'new open space'. Too good a public asset to mark as car parking and housing.

Open up underutilised land in Opp.1

Condell Place as a village square and community centre

Condell Place is opportunity for green open space - this is more needed with increased housing density (needed for wellbeing)

Housing is a great idea, but I would not add / build too many houses, instead you could add cafes or parks for kids.

Providing social housing in North Hobart will destroy its character and historic architecture

Put social housing in Sand Bay! Don't concentrate it in North!

Focus on in-fill along Argyle Street for central precinct first before in-fill North.

What is "affordable housing?". Affordable to who?

How are we anticipating the in-fill happening? Is the lot development to effectively provide housing, amenity and space?

Concerned that there will be too much 'in-fill' social housing that is unsupported. Current housing has accommodation not well maintained.

Make social housing more dense but will then need more close by park space (E.g. Condell Park)."

Adaptive re-use of empty space above retail on Elizabeth Street for apartments

...continued overleaf

Condell Place is current public land - do not flog it off for housing / increased parking. It is an extraordinary and much needed public outlet and opportunity for green space - park / garden / place for local residents and visitors to enjoy.

Condell Place for mixed use walkable urban community. You can be medium density and green.

Yes allow appropriate sites for housing development - on private not public space. Do not waste Condell Place on housing.

This should work well in mixed use but should be integrated i.e., social / affordable / full paying residents.

Condell Place a massive opportunity for housing - any use for markets etc. is an underutilisation could be street based on at North Hobart oval.

Condell Place would be good as an open area + parkland. No more retail / hospitality needed in Condell Place. Connection between residential precincts - good opportunity

Consider all opportunities to include green space and solar panels

Housing, yes redesign, redevelop social housing, but do not use Condell Place for parking/ housing.

Active transport attractors verses housing development that de-incentivises private car ownership and use carpark (E.g., the commons).

Dispersal of housing types throughout area. Diversity of housing types. Priority of homes over tourist accommodation.

Underground parking at Condell Place with community garden space above ground would facilitate community interaction.

Free parking for a **2-hour** limit.

Approval / incentivise high quality design - Victoria fast tracking climate responsive design.

Nightingale project in Merri-Bek diverse well-designed housing including affordable, multi generated housing option.

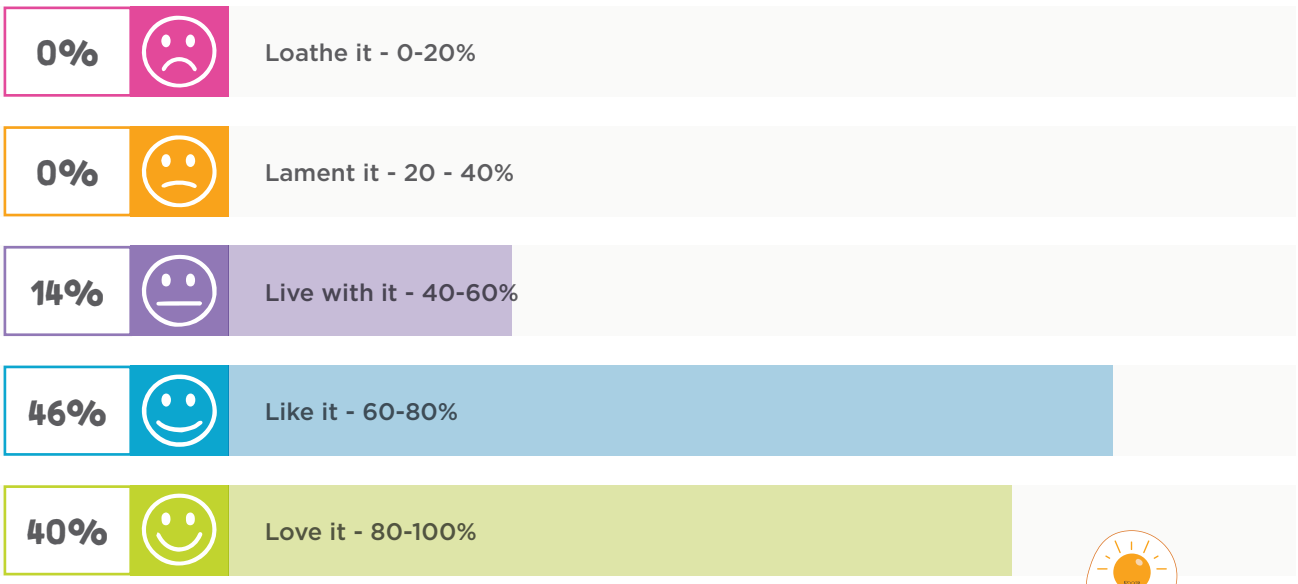
Underground car park like Salamanca. What is wrong with walking once parked? I walk 30 minutes to MCG in Melbourne along with thousands of others.

"In-fill green space is difficult co-exist of Letitia Streer. 27 units with no green space. Great idea non-resident to medium density rather than new medium density."



IDEA 2

NEARBY NECESSITIES. MAKE SURE THERE ARE JOBS, SERVICES AND DAY – TO – DAY NECESSITIES AND CONVENIENCES WITHIN WALKING DISTANCE





I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

Need opportunity for grocery shopping

Outside dining (bigger areas) on Elizabeth Street

Grocery shop I North Hobart

Open up underutilised land in Opp.1

More diversity shopping on Elizabeth Street

Preserve residential on eastern side of Elizabeth Street north of Commercial Road to old blue gum site. It really is not much use now.

Hard to control this as many things (e.g., groceries) are in the realm of private developers.

Federal Street already has light industrial - what are you proposing to go there?

How does this capture the "entertainment block' around to Argyle Street on other idea?

Keep Federal Street employment focused.

Balancing local residents with Friday / Saturday night visitors.

Economic activity should be introduced everywhere. Nice to have with housing, but how do we manage the integration of more economic and community services?"

Small supermarkets / grocer - agree

North Hobart a 'through ' stop - city - North Hobart shopping - home on the bus route: attract people to grab a few things on the way in / out of town

An increase in job spaces would be a much better medium density development over the medium density housing option.

Care with 40% grocery

Yes, to small grocery shop

IDEA 3

BUILDING GUIDELINES. CREATE CLEAR RULES TO ENSURE BUILDINGS ARE WELL DESIGNED, SUSTAINABLE AND COMPLEMENT NORTH HOBART'S HERITAGE

7%	Loathe it - 0-20%
3%	Lament it - 20 - 40%
4%	Live with it - 40-60%
24%	Like it - 60-80%
62%	Love it - 80-100%



I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

Heritage in North Hobart – Very Important

Heritage low rise development on street front

Mandate trees

Need to enable appropriate growth

Need strong aesthetic control

Sometimes heritage is over emphasised. Need a balance. Design quality of new development is however crucial.

Planning scheme is limited in enforcing good design as it is mostly compliance based. This is therefore hard to control when it comes to developers after a quick buck.

I would not trust HCC to sensitively build with heritage in mind - see UTAS accommodation building

Avoid too many/consecutive and under roof parking entries which detract from street appeal

Mention of no minimum parking requirements - not everyone drives.

Maintain heritage value approve colour appeal.

Stop black to be used in building.

Respecting the existing heritage is essential with any new development.

No more monsters like 431 Elizabeth St which has wrecked my local environment.

Important to keep the feel of North Hobart area.

Definition of what "complement" means. Important for new buildings to innovate not imitate.

Prioritise design quality for housing and all buildings.

Stop approving ugly concrete boxes - incentivise high quality, environmentally / climate responsive and aesthetically interesting design.

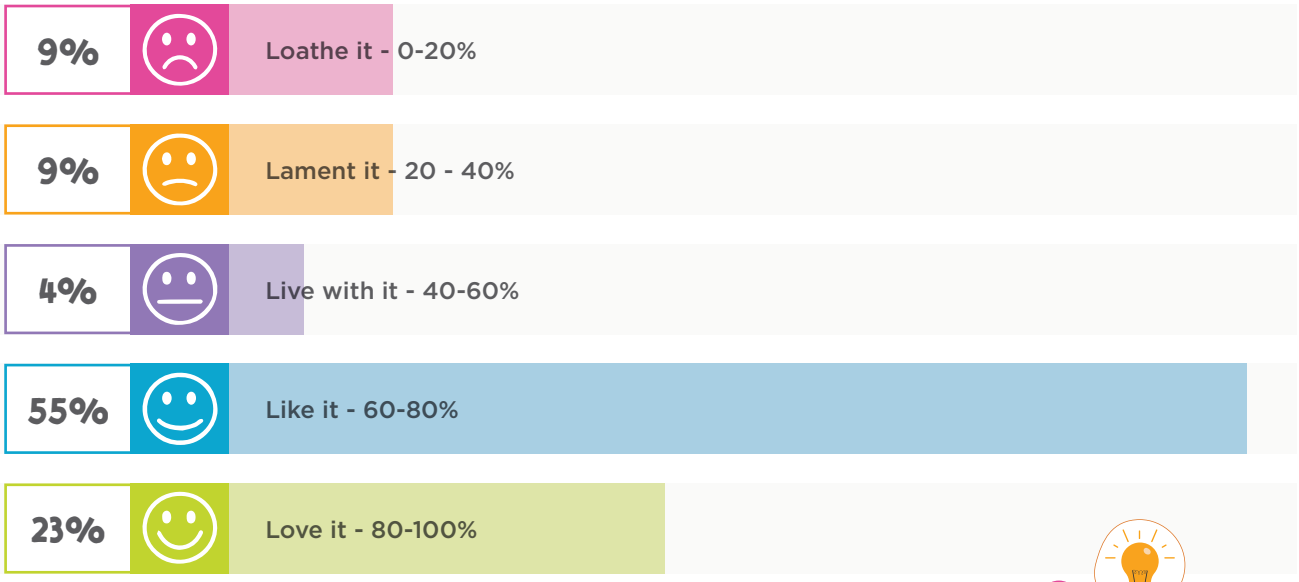
Look at the Nightingale projects in Sydney Road, Merri-Bek, Melbourne for infill residential / commercial that offers diverse housing options.

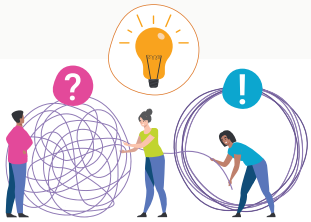
Stop approving 'egg container 'design buildings that are of low-quality design.

Innovative infill that is sensitive to heritage - must also consider parking.

IDEA 4

HOUSING USE. CREATE A GOOD BALANCE BETWEEN SHORT-TERM ACCOMMODATION AND LONG-TERM HOUSING OPTIONS





I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

Need more than just 'monitoring' of short stay - control x 2

Fewer Airbnb needed

Support more social housing. Also, toilet / shower block for homeless

Provide secure car camping location for homeless

Less focus on visitors, more on inhabitants

Community needs a balance

Great spot for short term accommodation - how to get more economic activity out of them

Balancing the numbers of short term so it does not dominate.

Higher priority is housing options.

Air BnB needs to go as experience has shown it cannot be responsibly monitored. There is little point aiming to increase housing stock (which takes time and money) if each year large volumes of existing housing stock can be converted and approved as short stay accommodation.

Multi-generational housing options that allow empty nesters to stay in the suburbs they know and love. Smaller well-designed homes.

Ageing in place including walkable access to key services.

Lament % of Air BnB's / short stay not conclusive to future infill for a residential population.

Priority of homes over Air BnB's

Plenty of micro accommodation ideas pop ups - back yards, be bold, creative, open, friendly - accommodating!

As a resident I feel alienated from community / neighbours by Air BnB surrounding home, isolating me with noise / disturbances. Give residents priority. Air BnB take parking, removes friendly interactions and creates a transient flow of people.

Reduction of Air BnB would help.

DIRECTION 2

A CREATIVE & DIVERSE NEIGHBOURHOOD ON PALAWA COUNTRY



SUPRISED BY



COMFORTED BY

- How an idea about how there would be entertainment and stands
- Don't want closure of Condell Place carpark for events
- Idea of more convenience and retail stores
- Emphasis on community. Using rivulet and other opportunities to know and understand the long history of the area.
- Providence Valley Rivulet accessibility is a great suggestion.



CONCERNED BY

- Not sure how all these things are linking together
- Needs more cultural uses near the food areas – especially music in Condell Place would suit this
- Potential for too many retail / hospitality venues. E.g., in Argyle Street. Monitor what is required.
- Want to see encouragement of water permeable surfaces.



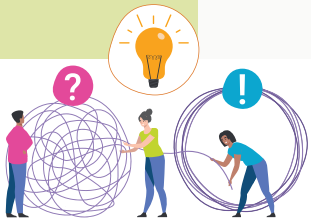
ANYTHING ELSE OR QUESTIONS?

- Protect small scale live music and recognise contribution
- Use public spaces for temporary activation. Area onto North Hobart oval area as occasional events.
- We could add a sitting area with shelter
- Could bring creative hub and First Nations staff together in Condell Place
- Lack of larger spaces for mid-size venues
- Seating and trees - not necessarily street dining

IDEA 5

HOUSING USE. CREATE A GOOD BALANCE BETWEEN SHORT-TERM ACCOMMODATION AND LONG-TERM HOUSING OPTIONS

3%	Loathe it - 0-20%
3%	Lament it - 20 - 40%
11%	Live with it - 40-60%
14%	Like it - 60-80%
69%	Love it - 80-100%



I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

Cultural experience in space - Condell Place for indigenous garden / celebration of country. Give this idea #5 true, expansive expression.

True recognition and celebration of Palawa culture needs space and Condell Place as a high spot could become an open, green meeting space with strong Palawa interpretations and use.

Needs to be recognised - hidden and whitewashed at the moment.

Cars and carparking reduce space opportunities severely.

Palawa led design for art and public buildings etc.

Cannot do more than acknowledge.

All nice thoughts but is the necessary space going to be provided to make it happen? How would the plans adjust based on Palawa insight?

Opportunities for natural environment to be re-introduced to Condell Place for Palawa education / celebration.

Visual connections to the mountain throughout.

Focus on visual connections to Indigenous culture and more emphasis on meaningful places for cultural connection.

Care and design for country should be at the core of all design.

Learn from Palawa history and values. Acknowledge / commemorate the Muwinina people - gone but not forgotten.

Visibility of Indigenous / Palawa cultural connections and story. I did not know until today there is a rivulet through (below) North Hobart.

A rivulet park would open natural spaces. Celebrate the rivulet, which is currently obscured and with steep sides, not accessible.

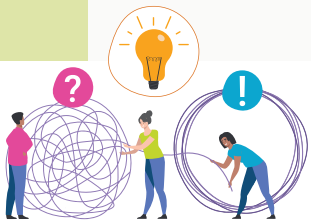
Agree, and as both a destination and a space to move through. Everyday connection and biodiversity = non-human (species, etc.).

View to Kunanyi must be preserved for all people.

IDEA 6

A CREATIVE NEIGHBOURHOOD. DEVELOP NORTH HOBART'S CREATIVE HEART. PROVIDE SPACES FOR PEOPLE TO INNOVATE, EXPERIMENT AND CREATE TOGETHER

3%	Loathe it - 0-20%
0%	Lament it - 20 - 40%
3%	Live with it - 40-60%
24%	Like it - 60-80%
70%	Love it - 80-100%



I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

- Is there any actual demand for a creative hub?
- Use Condell Place for village square.
- Need to be mindful of operating hours re: create hub.
- Busking / music / creative arts / colour / life needed.
- Opportunities for venue at open space at Condell Place (alternative to building there).
- Nightlife and creativity = vibrancy = cool = vibey.
- Improve the lives and experiences of young people within the area by investing in opportunities for creative expression.
- Creativity should not be continual in private venues.
- Creative hub could extend up to Federal Street - doesn't need hard edge.
- Compatible with permanent retail and housing in area.
- Art practice as well as performance / exhibitions spaces.
- Lots of other cultural organisations in North Hobart - sport, soccer etc - not just 'creatives'
- Lots of potential in large old school building.
- #1 = green space opportunity?

IDEA 7

A VIBRANT ELIZABETH STREET. BRING ELIZABETH STREET AND NEARBY AREAS TO LIFE, BOTH DAY AND NIGHT. LOCALS, WORKERS AND VISITORS WILL ENJOY ITS BUSTLING LIVE MUSIC, FOOD, ARTS AND ENTERTAINMENT SCENE

0%	Loathe it - 0-20%
0%	Lament it - 20 - 40%
13%	Live with it - 40-60%
30%	Like it - 60-80%
57%	Love it - 80-100%



I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

The cost of eating out pushes many away. No cheap lunch to attract people.

Less alcohol-based places of enjoyment.

More street diversity.

Less crappy chain stores in Elizabeth Street. Definitely bring in quality grocer for local residents (so sad to have lost the two that were there ten years ago).

Insufficient spaces in Elizabeth Street for events.

Italian v Greek festivals in Federal Street - Ok

Cities have to attract young people to stay and visit and live. Minimising operating hours reduces the atmosphere.

Venue opportunities at Condell Place.

I didn't go at night because it would be loud.

Establish a large-scale art gallery or community gallery - supporting upcoming local artists.

Keep Federal Street as northern edge to High Street activity.

Make sure it does not turn into late night entertainment area like Waterfront - be different.

There was more appreciation of what is holding North Hobart back from being a great high street.

Resolving the conflict between pedestrian and car movement.

...continued overleaf

Consideration of type of entertainment near/within residential area- not too many alcohol related venues - negative impact.

Responsibly manage parking on Elizabeth Street - ideally no parking and not cars - agree not on Elizabeth Streer pedestrian and bike street.

We need to 'quieten' the strip while making it more vibrant, busy. Fewer cars more village/visitor life.

Focus on local and high quality commercial offering.

Connection between Elizabeth and Argyle - great trees, paths, some commercial / art attractions / in-fill housing.

Parking is a key issue for residents and visitors to access facilities.

Unsure as to how much if any more retail or hospitality venues needed - could be overkill. Needs to be monitored based on needs.

Night safety to and from strip especially re: public transport - see 'XYX LAB' Monash university for women, children and general diverse public space safety.

Better use of Elizabeth Street - Agree less parking but must stay for cars / bus as there are too many bottle necks in traffic flow already.



DIRECTION 3

A RESILIENT & SUSTAINABLE NEIGHBOURHOOD



SUPRISED BY



COMFORTED BY

The recognition of the importance of open green space and commitment to tree planting. Council only really has control of a few places, so these must be given over to those aspect few other landowners. Will undertake open space, green spaces, breathing space.

Priority given to green spaces and trees - love it all!

New smaller urban places

More green

Having more plants and greens

Love street trees!

Keep Soundy Park dog area

More green spaces



CONCERNED BY



ANYTHING ELSE OR QUESTIONS?

Keep the vision of 'Hobart Breathes' and maximise opportunity of green space.

Maybe add more spaces for parks so people can get off their devices

Repair wall to Soundy Park. Dogs can jump over.

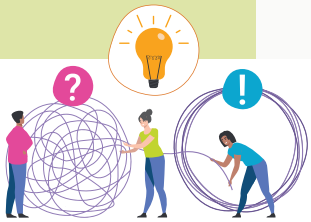
Make sure spaces and green spaces feel safe and secure for pedestrians

Children are not just in parks

IDEA 8

GREEN STREETS. PLAN FOR OUR STREETS TO INCLUDE MORE TREES, PLANTS AND PARKS. THIS WILL HELP COOL THE CITY IN SUMMER AN IMPROVE THE CITY' APPEARANCE

0%	Loathe it - 0-20%
6%	Lament it - 20 - 40%
3%	Live with it - 40-60%
3%	Like it - 60-80%
88%	Love it - 80-100%



I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

More trees, less park sports! and more grass less concrete.

There were 'groves' of trees, truly green spaces and not just linear lines; so Condell Place becomes a real green space.

There are some very big open streets with underused road pavement. It needs trees.

It is easy to say every street should be green. How realistic is this when thinking of the intensity of multi-model transport space requirement, 'blue streets' and mixed-use developments underground service requirements?

Love the idea - Argyle Street harsh and hot. Need more trees, shade and seating for commuters walking to Hobart.

The concept of secondary green streets is good.

Rupert Street is a good example of tree planting. It appears to have stopped people from parking their caravans / Winnebago's in the street too!

Pitt Street - plant street trees that do not have roots that are trip hazards walking hazards).

Like secondary green streets

Use car parking places for trees and remove parking.

Ambient / safe lighting and recognition of LED lighting negatively affecting insects and nocturnal creatures.

Love the idea of primary green streets / green boulevards!

Need Councillors to be brave to lead cars off streets in precinct.

Future climate / resilience higher priority.

Essential to have green spaces, trees - right type of trees.

Plant for the future.

Prefer trees or greenery on paths to outdoor dining.

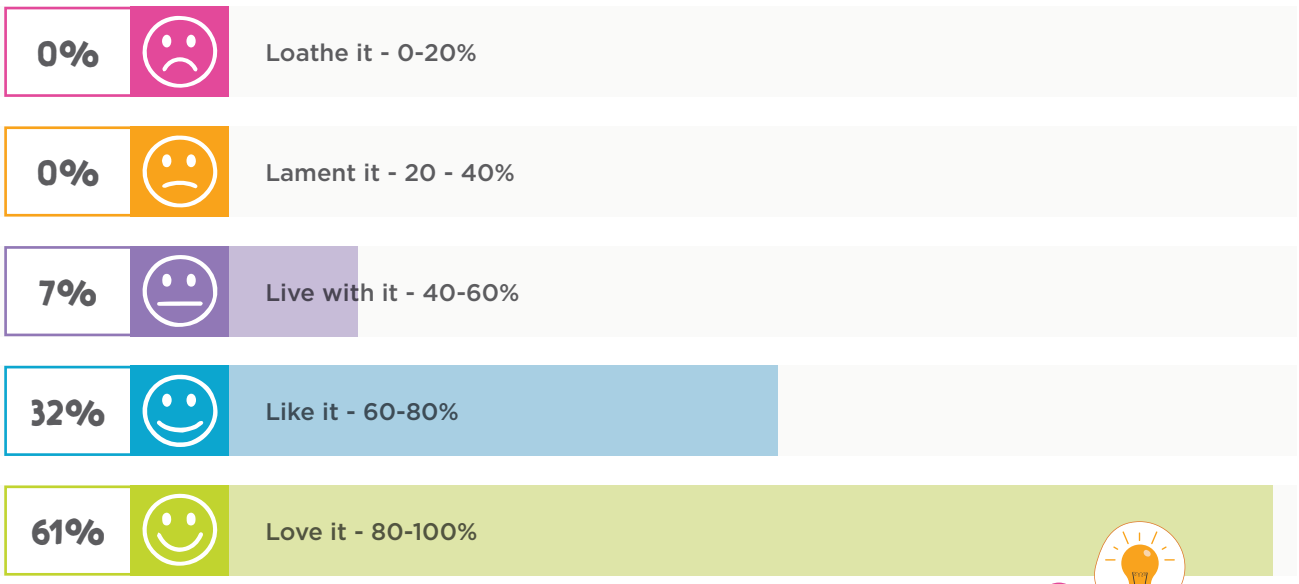
Indigenous modes and ecosystems to be encouraged.

Encourage retail and dining venues to introduce more greenery to street scape.

Letitia Street - how to green street but also bus transport - doesn't work

IDEA 9

REDUCE THE RISK OF FLOODING. IDENTIFY LOCATIONS WHERE ENGINEERING AND LANDSCAPING CAN BE USED TO MINIMISE POTENTIAL FLOODING





I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

Preference for consolidated wetlands rather than smaller treatments with seating and amenity opportunities.

What will be the impacts on residents' existing properties?

An emphasis or mention of how WSUD can assist fauna and flora diversity - plovers and waterbirds.

Regular maintenance of drains

Raise the rivulet above ground where possible

Can we revitalize / improve natural state of the rivulet?

Balance stormwater management with redevelopment opportunities

Infill development highly mindful of future storm / flow risk - more permeable surfaces

Pocket parks designed to all be temporary water catchments / retarding basins during high flow events.

Good to greater exposure of Indigenous connection to waterways.

Agree good alignment. Thinking of them as both green spaces and pedestrian / cycling networks.

Support mixed use of flood areas with parks / walk and cycle ways.

Ryde Street has a spring above Argyle Street that flows heavily after rain, impacting road safety for motorists and impacting nearby, below streets residences. Certainly, an impact on residents and drivers.

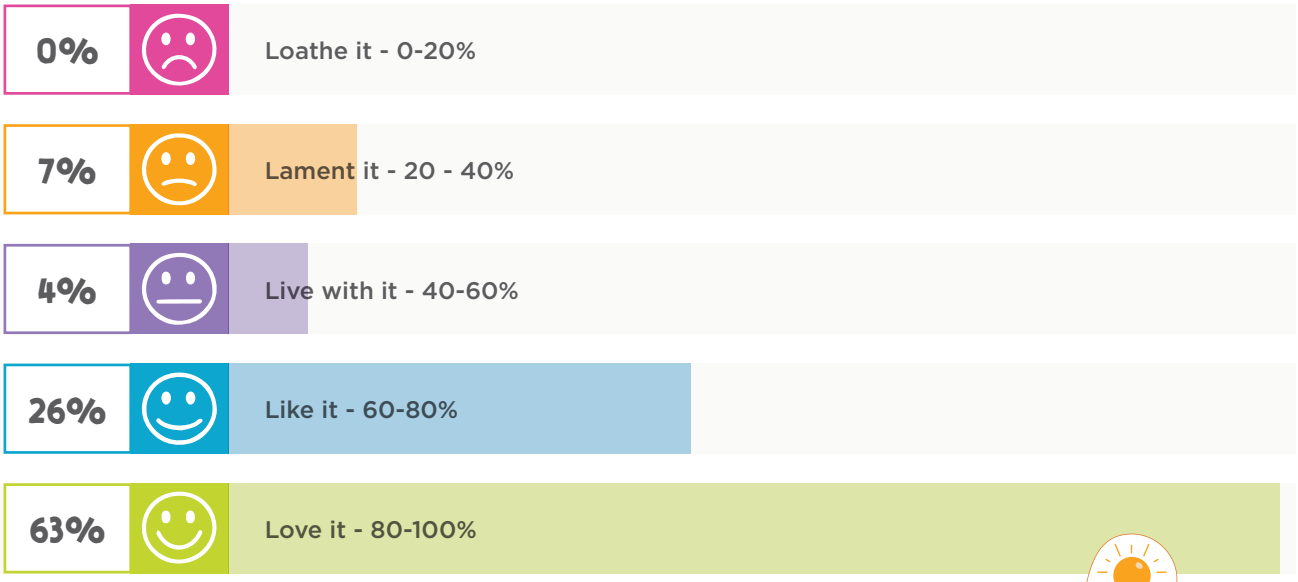
Interesting Swan Street Park has no real grass. Interesting around trees has now been made impermeable.

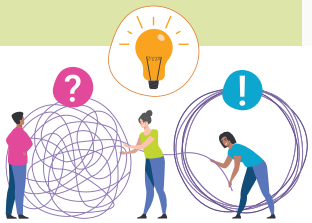
Decrease bad surfaces anywhere possible = greening (streets, carparks, footpaths).

Yes, I slipped badly on wet slimy footpath one day (I reported it).

IDEA 10

PARKS AND OPEN SPACE. FIND PLACES FOR NEW OUTDOOR PLACES FOR PEOPLE TO ENJOY SPENDING TIME. MAKE IT EASIER FOR PEOPLE TO GET TO EXISTING PARKS AND THE DOMAIN





I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

Condell Place renewal - public land - ideal for green park in the heart of North Hobart. Don't hand it over to developers for any kind of housing or increased parking. As North Hobart becomes increasingly dense, we need to maintain the 'Hobart Breaker' concept. A place for people / festivals / community garden / kids play space / regular music. Condell Place is an incredible community asset, don't chop it up for multi-use.

No provision of new public open space for East North Hobart - many people live here. The existing position is not well liked or enhanced by other ideas. 'Placemaking' locations are not coherent.

Condell Place should retain some parking. Underground would achieve both.

Further clarification on Federal Street placemaking part is needed as it is zoned light industrial.

Would love to see spaces utilised for community gardens.

Use adjoining parks i.e., John Doggett Park. Insufficient open space for new areas in North Hobart.

Very keen on improving domain access - provide dog access to Cornelian Bay via Domain.

Improve connections to Domain. Doesn't feel safe due to lack of passive surveillance in bush.

Urgent need for more green space.

Important to consider 'safety aspect of amenities blocks' - well lit, safe for children.

So many ideas for Condell Place

Medium sized accessible open space like Salamanca lawns (not just pocket parks).

...continued overleaf

Condell Place is a perfect opportunity - proximity to High Street.

Domain is too far for people with mobility issues (need closer spaces). E.g., parents with small kids, elderly, disabled.

Need big open space close to social housing especially if it will be made more dense.

Lots of pocket parks please - great for community connection

Soundy Park - toilets with dog area, not playground. Have seen dog / kid clashes. Otherwise, great.

Using smaller green spaces along pedestrian networks for legibility - especially linking oval, school etc back to Elizabeth Street and possible rapid transit route.

Consider how connections to the domain will manage shift in topography.

Use oval for parking - heaps of space, parking bays not used, empty all week. Oval underutilised by community, landscaping and improving streetscape important.

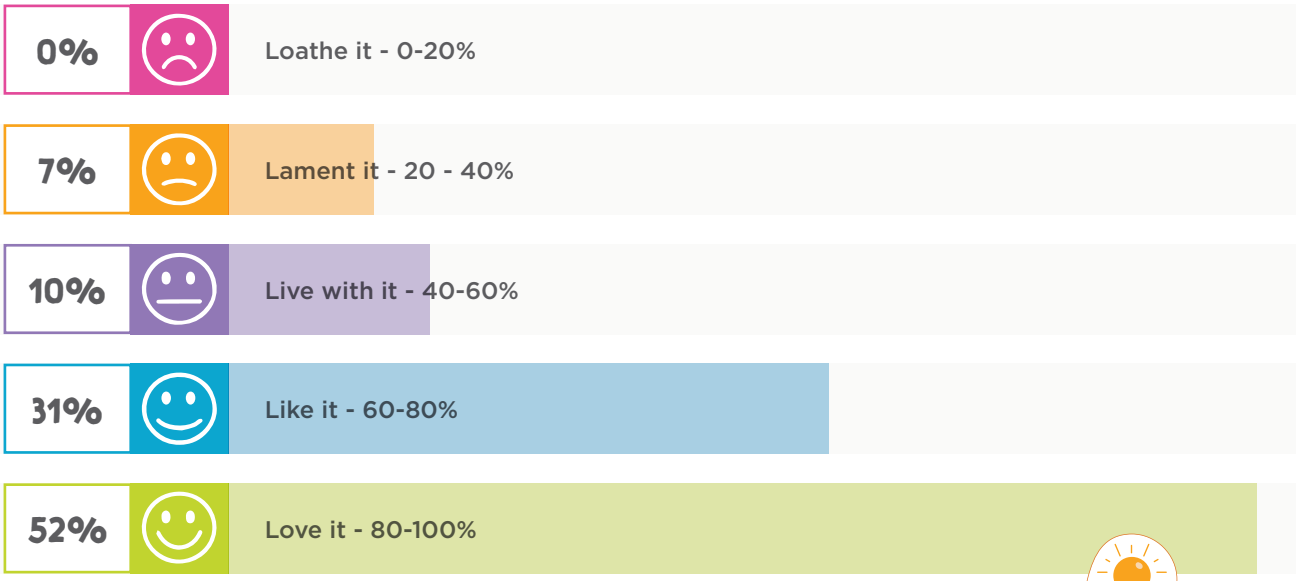
Agree could still integrate parking below site not in food zone.

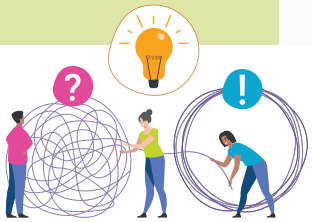
How is this balanced out with medium-high density housing?



IDEA 11

NORTH HOBART OVAL AND BOWLS CLUB. EXPLORE HOW THE OVAL AND BOWLS CLUB PRECINCT CAN PROVIDE AREAS FOR OPEN SPACE FOR THE WIDER COMMUNITY IN THE FUTURE





I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

The assumption that 'open space' did not include cluttered, over developed land but truly 'breathing' space.

If it wasn't so loud.

Creating more social housing in addition to what is already there is a risk and will not be well received.

Whilst opening up the oval is a good idea, it is a long way from the heart of the village of North Hobart and Elizabeth Street.

Does need improvement but the facilities are already good. Why aren't people using it now?

No idea why I would go to North Hobart Oval or bowls (x2) club.

If the stadium goes ahead use the oval for something else - events in the village.

Deregulation for events including music at night.

Sound proofing for bowls club.

Idea of market on oval when not in use.

Do not lose football use.

Need more soft parks like Soundy - not hard engineered areas as corner Swan and Elizabeth Street. Good places for all.

A more diverse spread of social housing across the LGA is needed.

Good places for all areas.

Currently feel no sense of connection to these facilities.

Do not feel like public assets.

...continued overleaf

Pedestrian connection oval to Elizabeth Street shops. Huge amounts of people currently walk between the two on game days. Not very nice path and not very wide.

Good idea if more usage possible.

Excellent idea!

The Oval is underutilised. Few people attend games. The oval is only used for after-school work training - a redevelopment / reuse needed.

City of Melbourne bowls club is another great precedent- rentable space.

Improve streetscape for North Hobart oval especially around area 1 and grandstand.

North Hobart oval especially at northern gate, has ugly streetscape with grandstand (which is rarely used). Redevelop the aesthetics - more communicating parkland needed. ARC stadium developed, use oval to develop as park / community space.

If there wasn't a football stadium a few kms away. If stadium goes ahead, this has to be a housing / village area.

Affordable medium and high-density housing must consider parking.



IDEA 12

CONNECTED PATHWAYS. HELP PEOPLE GET FROM PLACE TO PLACE BY CREATING SAFE AND HIGH-QUALITY WALKWAYS, FOOTPATHS, LANES AND STREETS

0%	Loathe it - 0-20%
0%	Lament it - 20 - 40%
10%	Live with it - 40-60%
20%	Like it - 60-80%
70%	Love it - 80-100%



I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

Streets quality footpaths

Late night pedestrians walking up Commercial Road.

Federal and Elizabeth Streets and Elphinstone Road need significant improvement for pedestrians.

Paths safer with less of a trip risk. Lots of uneven paths.

More street lighting.

Need scooter parking stations, with incentive for use.

People naturally find their way. Not really needed.

Love laneways. Update

More bike lanes to Elizabeth Street and make them safe. i.e., isolate away from cars.

Walking lanes between blocks make the precinct much more pedestrian friendly.

We do have a lot of concrete.

Tony Haigh walks looking shabby.

Pram crossing etc. Creates accessibility issues.

Urban greening above pathways for cooling in future climate.

Formalise pedestrian pathways.

Yes, to laneway to connect across.

Manage pedestrian networks with car parking and ideally minimise car parks along pedestrian corridors.

Remove cars form Elizabeth Street.

Prioritising safe connections to Domain up near Clearys Gates for North Hobart and New Town residents. Too dangerous trying to cross the Brooker.

Make it safe for me to ride my bike. I will be 84 years old in 20 years! And walk a busy street is a safer street. Connections /quality surfaces. Also consider scooters / wheelchair safety - prevent falls / accidents.

Wider roads are hard to cross - Letitia and Argyle.

DIRECTION 4

A NEIGHBOURHOOD THAT'S EASY TO VISIT & GET AROUND



SUPRISED BY



COMFORTED BY



CONCERNED BY

Concerned about regulation of E- scooters

Agree - better management of scooters which are left on pavement across my gateway. Unable to get out of home until removed and left.

Scooters impeding pathways.

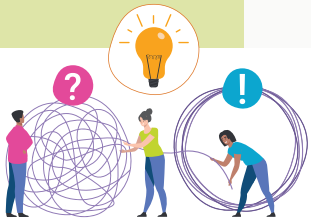


ANYTHING ELSE OR QUESTIONS?

IDEA 13

BIKE LANES. ENCOURAGE MORE PEOPLE TO CYCLE OR USE SCOOTERS BY PROVIDING SAFE BIKES LANES AND SECURE BIKE RACKS

9%	Loathe it - 0-20%
0%	Lament it - 20 - 40%
6%	Live with it - 40-60%
18%	Like it - 60-80%
67%	Love it - 80-100%



I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

- Connection to Domain that is not steep!
- Won't use it until safe.
- Not too many bike lanes. Not in Elizabeth Street.
- Elizabeth street for bike lanes.
- Get rid of scooters. Dangerous to walkers. Lack of security like parking hoops.
- Scooters on footpaths major issue. Need more enforcement. No - ride zones.
- E-scooters parking?
- Not every street needs bike lanes. Really unclear what population this plan serves or what network it links into.
- Don't need protected bike lanes with decreased traffic volume. Increased traffic calming + 20 - 30 km / hour limits.
- Scooter parking.
- Bikes blocking intersection.
- Separated bike lanes and continuous to CBD. Current bike lanes still feel unsafe.
- No bike access to Elizabeth Street shops with road speed and no bike lane.
- Bike lane cuts in and out past Friends School = big headwind coming down past North Hobart Oval at same time - hairy ride!
- Encourage zoning streets as car limited at certain hours / days. E.g., Elizabeth Street. on weekend between 7am - 12pm.
- Bike access everywhere removing cars from Elizabeth Street retail zone.
- In twenty years, I will be 84 years old. I will need separated bike (and/or motorised wheelchair scooter) facilities to enjoy my North Hobart home.
- Conflict - Rapid bus transport with pedestrian & bike.
- Great no-riding zone in Elizabeth Street.

IDEA 14

ACCESSIBLE HIGH STREET. ELIZABETH STREET WILL BE A PEDESTRIAN FRIENDLY "HIGH STREET". THERE'S SAFE AND AVAILABLE CARPARKING FOR THOSE WHO NEED IT

0%	Loathe it - 0-20%
8%	Lament it - 20 - 40%
0%	Live with it - 40-60%
20%	Like it - 60-80%
72%	Love it - 80-100%



I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

Car use should be discontinued.

Any parking should be incorporated in housing developments.

Condell Place should be left open, preferably with more greenery.

Time to rip the band-aid off on street parking.

Only have disabled car parking.

If Condell Pace is developed, where will the traffic go?

Use Little Arthur, which is very narrow and has houses right on the street (like touch the bedroom window from the footpath).

Condell Place very convenient parking to access 'High Street' (Elizabeth). Leave as parking now (especially if reducing on street parking) and future potential for open green space.

Yes! to outdoor dining options!

On street car parking is a horrible waste of space, resources and council revenue.

It doesn't seem to be linking together.

Elizabeth Street - no multi-story carpark on Condell Place.

Remove carparks.

Dis-incentivise – parking.

Parklets with shading from summer heat / future climate

Consider short parking - food delivery drivers.

Cars could be removed from High Street.

...continued overleaf

Incentivise public transport and active transport. Reduce all traffic into / through North Hobart. Do not have a carpark on Condell Place - just enough to support deliveries, disabled access etc. Housing can cope without private cars in the inner city.

Parking a necessity if Elizabeth Street to be viable for traders. Condell Place needs extending but motorists prefer closer parking - No Meters!

Go underground with parking.

More parklets - Yes!

Maybe undercover parking and community space / retail at ground level!

Manage Uber Eats drivers better - underground parking.

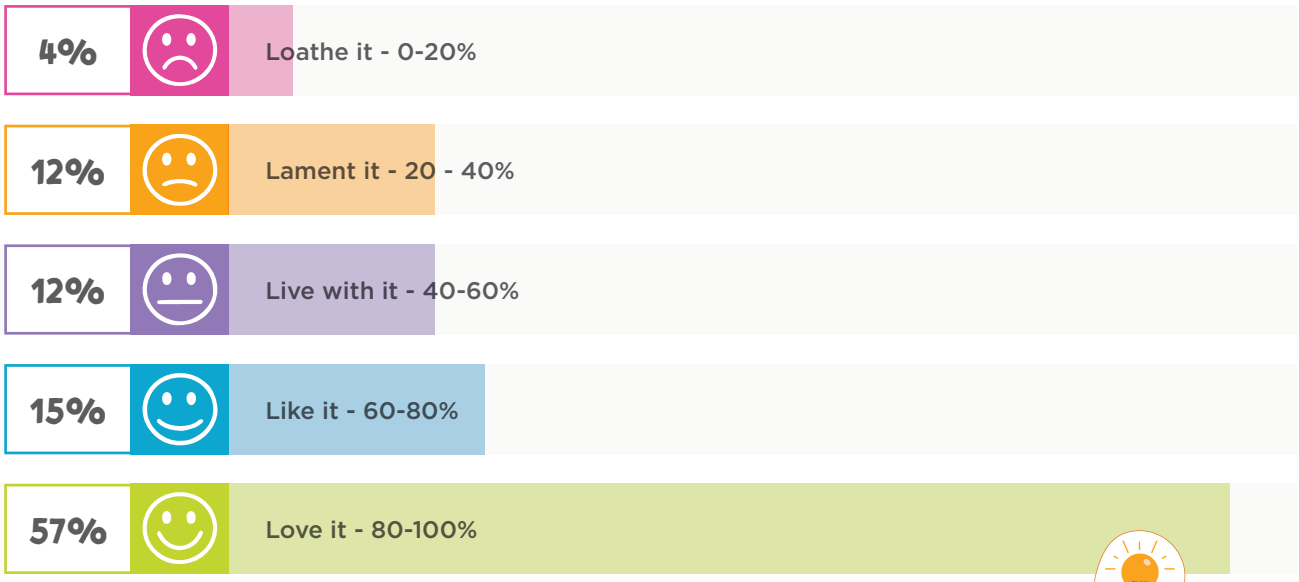
Decrease parking and increase outside dining.

Carpark away from dining but in walking access.



IDEA 15

ADVOCATE FOR BETTER PUBLIC TRANSPORT. WE WILL ADVOCATE FOR BETTER PUBLIC TRANSPORT THAT CATERS FOR OUR GROWING COMMUNITY





I WOULD BE MORE COMFORTABLE WITH THIS IDEA IF:

Still have more road for cars instead of transport like bus.

Smaller more frequent buses at certain times.

Improve connection to Domain. Current pedestrian connection does not feel safe as a female / younger person as ends in bush area.

Plan could be clarified to better show which streets for each bus service.

Micro mobility was emphasised to increase the catchment area / radius of bus stops.

Bicycle parking!

BRT - great location. May need some stops to align with housing along that route.

Keep some 'local' services on Elizabeth, BRT for Glenorchy express.

BRT great idea. Need to make it an attractive option though. Even walk to North Hobart area may put people off.

Free bus service or free park and ride along Elizabeth Street from CBD.

Do the sums. Publicise them. Make us think about the public (government / council / ratepayers) costs of cars and roads and parking infrastructure (ownership / running costs). There is probably a huge case for public transport saving us all money (environment/ congestion etc.)

Argyle Street has been recorded as high accident, black spot traffic. Increased activity = increased danger! Pedestrians are to maintain safety. Essential!

Tourist bus does it visit North Hobart?

Light rail!

Both Letitia and Argyle are already crazy busy with traffic from those avoiding Brooker.







HOLD THAT THOUGHT....

Participants were also asked to capture any other thoughts that occurred to them throughout the evening in a space marked “Hold that thought...”

Two comments were captured.

- *Have a look at Neighbourhood and precinct plans and principles in Victoria.*
- *Fix fence to Soundy Park on Argyle Street.... Too low for dogs.*



REFLECTIONS

Participants shared their overall reactions to the Discussion Paper. They were asked to express one thing they liked, one thing they wished for, and one thing they were still wondering about in relation to the paper.



I LIKE...



I WISH...



I WONDER...

I LIKE...	I WISH...	I WONDER...
That there is consultation planning although I feel that not enough priority will be given to preventing change.	There was less emphasis on providing social housing in the inner city as this will destroy the architecture character of North Hobart and increase the density and height.	If we will have the character and culture of this low density and heritage of North Hobart in our rush to cater for demands in this small inner suburb.
A lot of the plan: focus on improving biodiversity, bike lanes and housing.	There were spaces for young people, creative spaces, safe spaces for the queer community. Inclusive spaces for all ages / identities.	Who are you designing North Hobart for? How will you ensure everyone benefits from the area? Not just older and privileged people.
Most of the wonderful ideas - community and environment focus.	There was not so much focus on developing Condell Place. It seems like it is an opportunity for many of the 'ideas' (e.g., culture entertainment, open space etc.) but has only been put forward for housing.	How many houses could be provided at Condell Place compared to the benefit of public open space?
Plan for greening North Hobart. Plan for infill housing provided that it is in keeping with the existing built environment plan for increase in social housing.	That some appalling high-rise development in North Hobart had not occurred. Too difficult to right the wrongs once they have happened.	If community feedback will be listened to by planning? The power of developers when it comes to influence in council.
The idea of revitalising the North Hobart shop and extending along Argyle Street.	HCC would spread social housing across the whole LGA, not just focused on North Hobart.	Whether councillors will hear this feedback.
Connection to the Domain - massively underutilized. More bike paths and greenery. More social housing.	More bike parking. Normalise and activate the rivulet.	If North Hobart can avoid the effects of gentrification and be an equitable space for all.

...continued overleaf



I LIKE...



I WISH...



I WONDER...

I LIKE...	I WISH...	I WONDER...
The creative ideas in the discussions paper, especially 'greening' - like attempt to shift away from car culture.	Private sector were encouraged to help with social / affordable housing and not always government.	If open space will be the thing that get compromised? Only council will dedicate land to open / green spaces so this should be prioritised in places like Condell Place.
All of it.	Surface treatment like Salamanca to decrease cars, less or removed cars, cars, cars, cars!	When the council can start trialling and implementing the most affordable solutions. When North Hobart will be truly bike friendly.
Emphasis on greening alternative transport and arts and culture.	To have a definite commitment to long term housing over short term accommodation to ensure these is a diverse socio -economic population.	More of Councillors with resident business knowledge.
Suitable street trees when applicable	Maintain space for parking as an older Australian who is unable to use public transport.	If City of Hobart could create the right conditions and then step back. If advocating things out of City of Hobart control is worth doing.
The focus on greening North Hobart. The focus on enabling change without City of Hobart thinking it must manage the change.	NIMBY types did not ruin things for the majority (i.e., One complaint results in a venue closing).	Why we need a football oval in the stadium goes ahead.
Interconnected lane ways. Flood mitigation. Greening and tree planting.	Condell Place is left as an open space. There is still green space in the social housing between Burnett and Little Arthur Street. Smaller more frequent houses. Undercover outdoor dining. Scooter parking. Little Arthur Street made 'residents only traffic'.	If any action can be formed out of this work. If the outcome will encourage more activity, investment or potential for the district.
More trees - some strategy.	A focused community / village square - Condell Place + food vans	How to link the Domain and North Hobart

...continued overleaf



I LIKE...



I WISH...



I WONDER...

I LIKE...	I WISH...	I WONDER...
That the intentions are well aligned with good practice.	The public spaces were more ambitious. That the existing population areas were better addressed – no new facilities, no new options. Seems like the plan was designed for people who do not exist.	More 'power' influence from council to guide developers or inhibit developers from building inappropriate / ugly buildings!
That these ideas are communicated in layers but wonder how much conflict there is in the layers.	To see North Hobart a greener and more people friendly area - working / visiting.	What it would look like to have video input for online
The ideas put forward well considered and inclusive.	Less commuter parking in residential streets if North Hobart or move 'ecofriendly' buildings.	Feedback? No neuro diverse person is going to sit and read through something of this length unless super interested and focused on it.
Emphasis on greening North Hobart.	Physical copies available along the North Hobart streets over the weeks leading up to this.	Only had it since registering so no time to really consider
The consultative process.	For Condell Place to become a 'People's Park' - a previous green space with community gardens, play space for kids, quiet space for contemplation in the business of North Hobart, place for celebration of culture, diversity, a place for our children. This current council could make it their priority for future generations.	Cost implications - time etc.
The recognition of importance of First Nations people and actively recognising their place and connection to country here in North Hobart.	Keeping the area vibrant and safe are important deterrents to crime. Sighting occasional police presence (not too much though).	There does not appear to be consideration with what the other neighbourhood plans are doing. i.e., car parking outside of North Hobart precinct. May support North Hobart better.

...continued overleaf



I LIKE...



I WISH...



I WONDER...

I LIKE...	I WISH...	I WONDER...
Consideration of heritage, more trees, green spaces, type of housing.	There was more transport / planning process in 3-4 townhouses. Became 27 units and I was not notified (because it would be very controversial).	Which ideas will be implemented first?
The inclusion process (like this) but it must please consider what the community are saying - increase green space increase pedestrian consideration.	Firmer position on short stay seems incompatible with positive directions for in - fill housing schemes.	If Hobart could focus on quality design and development and maintain the unique sense of place whilst caring for country and supporting innovation.
Positive directions for greening the neighbourhood and introducing passive initiatives (bike ways, landscape) and cultural connections.	That design quality is at the core of all development. That City of Hobart invests in design and quality. That care for country and design for country could be at the core of development. Dark Sky lighting be a requirement of all development.	If the plan needs a gender and family / children lens?
Design quality, bikes, landscapes, walkable streets, quality development, care for country, connections, diversity, densification.	The neighbourhood was accessible for more families to live in, just visit.	And disability?
The pedestrian / green space line ideas related to the rivulet - No Brainer as will address a lot of current 'missing' things and doing in a way that works with roads / car circulation.	The commercial constraints and practical considerations for delivery of the plans could be further discussed and resources with potential delivery partners.	How this can be implemented in a reasonable timeframe?
The possibilities and potential for both new housing and great open spaces and connections.	How to shift social norms about cars and car parking.	How will council and councillors prioritise sequence and roll out (budget for) so many fabulous ideas? Encourage council and councillors to be brave - we need brave leadership.

...continued overleaf

I LIKE...	I WISH...	I WONDER...
So many excellent ideas. Environmentally climate responsive, diversity focused, connectivity to the Domain, green streets, less cars, pedestrian / bike focus.	These streets should be green, pedestrian and bike friendly streets for multi-generational users.	Need to limit visitor accommodation if you want to maintain a vital neighbourhood.
The overall plan. Feel it is based on community values and creating neighbourhoods which is vital for community resilience.	As streetscape and parking is altered make it for green space and seating rather than dining venues taking it over.	How young people and vulnerable people feel about the plan?
The focus of housing and connection to country.	There were more spaces for community to engage with each other.	







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MosaicLab is a Victorian-based consultancy that specialises in community and stakeholder engagement, facilitation, negotiation, strategic planning and coaching.

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