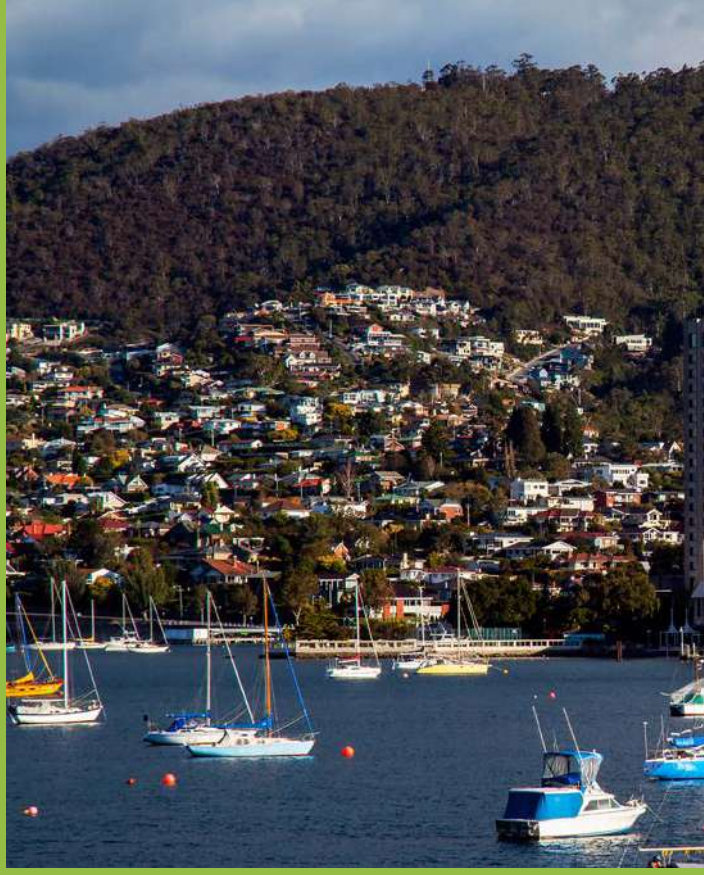
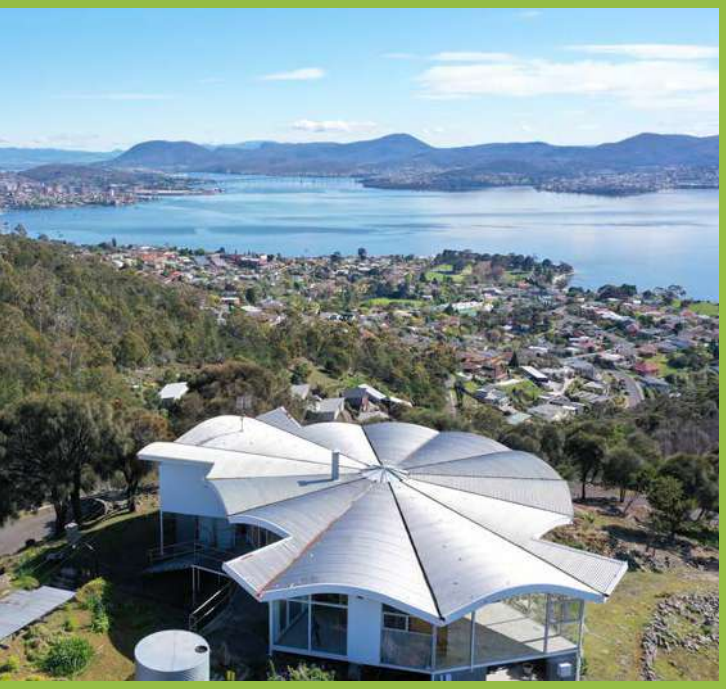


Mount Nelson & Sandy Bay Neighbourhood Plan

Discussion Paper

October 2023



City of HOBART

October 2023

Hobart City Council has endorsed this Discussion Paper for community consultation.

Feedback on this discussion paper will be used to inform the next stage, the draft Neighbourhood Plan.

To find out how you can have input to the discussion paper go to **yoursay.hobartcity.com.au**

Accessibility

This document is available at: yoursay.hobartcity.com.au
On request it can be provided in another accessible format such as enlarged print or audio version or translated into a different language. In addition, due to the important information contained in the graphics of the document, please contact us if you would like these to be explained at:

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This discussion paper is not an endorsement of the UTAS intention to relocate from the Sandy Bay campus, and should not be taken as such.

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Contents

Foreword **3**

Climate safe Communities **5**

Part 1: Informing the Mount Nelson and Sandy Bay Neighbourhood Plan **6**

Background 7

Project process 12

Stakeholder engagement 13

Part 2: Understanding Mount Nelson and Sandy Bay **14**

Local and Regional Setting 16

Neighbourhood history 18

What we know about Mount Nelson and Sandy Bay today 22

What we can expect in Mount Nelson and Sandy Bay in the future 23

Strategic planning context 24

Existing conditions in Mount Nelson and Sandy Bay 28

Key drivers of change 36

Part 3: Directions for future Mount Nelson and Sandy Bay **38**

Directions and ideas 39

Direction 1: Celebrate connection to Country by protecting and enhancing the natural environment. 40

Direction 2: Provide welcoming and inclusive neighbourhoods to live and work. 48

Direction 3: Provide outdoor recreation and places for people to connect, enhancing wellbeing in the community. 64

Direction 4: Create an accessible and pedestrian-friendly neighbourhood with sustainable transport options. 74

Part 4: Next steps **82**

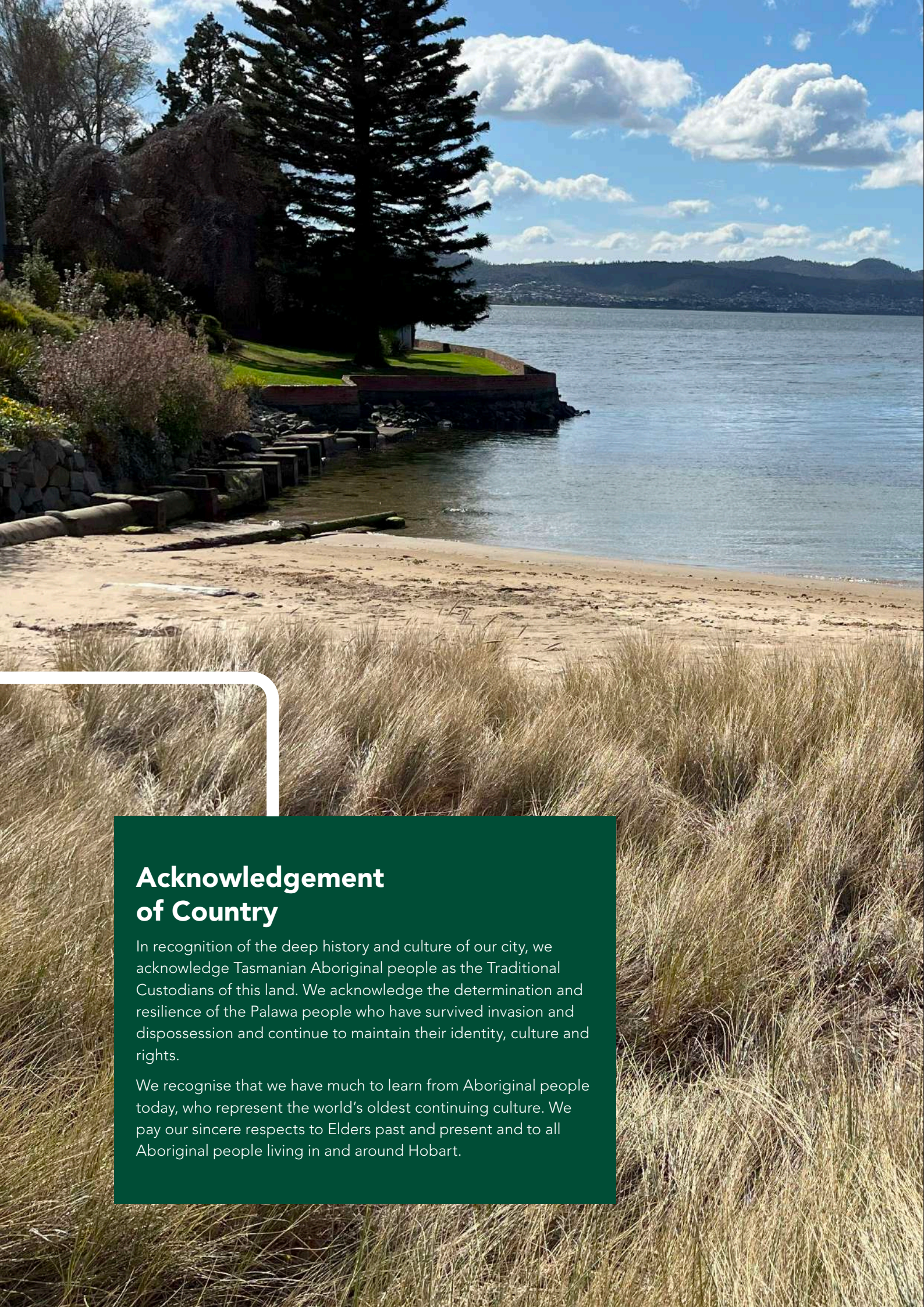
Mount Nelson / Sandy Bay Neighbourhood Plan process 83

Part 5: Appendix **84**

Reference List 85

Analysis maps 86

Stakeholder engagement 92



Acknowledgement of Country

In recognition of the deep history and culture of our city, we acknowledge Tasmanian Aboriginal people as the Traditional Custodians of this land. We acknowledge the determination and resilience of the Palawa people who have survived invasion and dispossession and continue to maintain their identity, culture and rights.

We recognise that we have much to learn from Aboriginal people today, who represent the world's oldest continuing culture. We pay our sincere respects to Elders past and present and to all Aboriginal people living in and around Hobart.

Statement of Cultural / Social Significance by Rocky Sainty[1]

Aboriginal heritage provides a direct link to the past, however is not limited to the physical evidence of the past. It includes both tangible and intangible aspects of culture. Physical and spiritual connection to land and all things within the landscape has been, and continues to be, an important feature of cultural expression for Aboriginal people since creation.

Physical evidence of past occupation of a specific place may include artefacts, living places (middens), rock shelters, markings in rock or on the walls of caves and/or rock shelters, burials and ceremonial places. Non-physical aspects of culture may include the knowledge (i.e. stories, song, dance, weather patterns, animal, plant and marine resources for food, medicines and technology) connected to the people and the place. While so much of the cultural landscape that was Lutruwita (Tasmania) before invasion and subsequent colonization either no longer exists, or has been heavily impacted on, these values continue to be important to the Tasmanian Aboriginal community, and are relevant to the region of the project proposal.

There is no doubt in my mind that the Sandy Bay area would have been a focal point of seasonal occupation for my people. The Bay is situated on the margins of the River Derwent, where there was (and still is) an abundance of marine resources, and there was fresh water available in the form of a nearby rivulet and creeks.

The few recorded Aboriginal sites that are still present within the Sandy Bay study area highly valued by the Tasmanian Aboriginal community as they provide a strong tangible link with our ancestors Pakana Ngini (the Old People). To that end, the remaining physical evidence must be protected from further destruction.

This project also provides the opportunity for interpretation initiatives to be implemented, which highlight the importance of Timtumili Minanya (the River Derwent) and the mountains fringing the River to the Tasmanian Aboriginal community, past and present, I would urge Council to pursue these interpretation initiatives.

1 Sandy Bay/Mount Nelson Neighbourhood Plan Desktop Aboriginal Heritage Report, CHMA, 2023

Foreword

Enhanced by an enviable natural environment, Mount Nelson and Sandy Bay stretch from sandy beaches and rocky outcrops along the Derwent River estuary up through the steeply sloping vegetated foothills of Mount Nelson, with a backdrop of the imposing kunanyi/Mt Wellington in the distance.

The purpose of this Discussion Paper is to start a conversation with the community and stakeholders to explore different options about what Mount Nelson and Sandy Bay could look like in the next 20 years. Given that Hobart has experienced steady population growth over recent years, the need to accommodate future generations within existing urban areas, close to transport corridors, employment centres, services, education and recreation facilities and green spaces has never been more pressing.

This Discussion Paper has been developed collaboratively between the City of Hobart and key stakeholders representing a range of diverse community-based organisations and institutions, and high school and university students.

Creating a future vision for this area is underpinned by a commitment to sustainable development principles and high-quality urban design outcomes. The outcomes will improve liveability and the health and wellbeing of existing and future generations of residents, visitors, students and business owners alike.

It is envisaged that, through a place-based planning process, a new strategic planning legacy will be established to build a greener, more connected and increasingly enlivened, activated place that benefits the existing and future communities.

We hope that you will engage with this project to give us the invaluable advice, foresight and feedback we need from the local community to help shape this area for future generations.

Jacqui Allen
Acting CEO, City of Hobart

Climate safe communities

Flourishing, vibrant, connected neighbourhoods are central to the wellbeing of our communities

This Plan recognises we live in a changed climate reality and Hobart is experiencing its impacts now. Hobart is at risk of sea level rise and more extreme weather events, heatwaves, floods and bushfires due to climate change. The floods in May 2018 alone left 12,000 homes and businesses without power and at least $45million worth of insurance claims were lodged in the months post the floods.

Everyone in Hobart is adding to the problem of climate change by burning fossil fuels – coal, oil and gas – in how we travel, live, work and play. Emissions generated from waste, demolition of buildings as well as destroying and degrading natural systems each add to the problem.

What we do now matters. Everyone needs to act.

Locally and globally, there are an abundance of solutions. We have a head start in benefiting from Tasmania's 100% renewable electricity generation, but we must do more to make sure that everyone in our community can benefit from the reduced cost of energy bills, health benefits and improved standards of living that can come with the transformation toward zero emissions communities.

To respond to the global climate and biodiversity emergency for current and future generations, the City of Hobart is committed to leading on climate change by moving toward a zero emissions and climate-resilient future with our community[1].

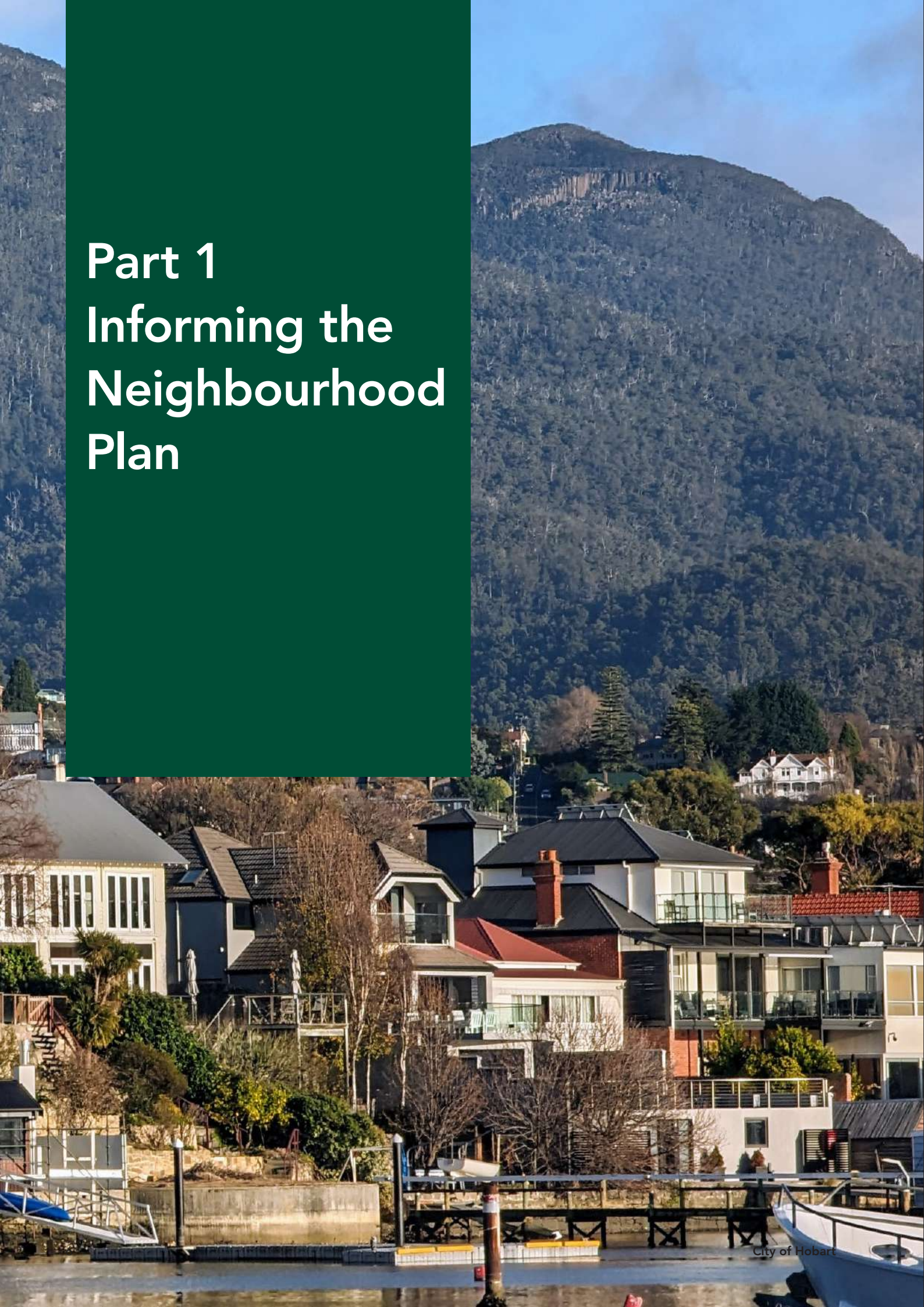
Climate change is a surmountable challenge, together we need to:

- Move toward zero emissions as quickly as possible by choosing to ride or walk, using public transport or buying an electric vehicle. Upgrade to all electric appliances in our homes and businesses, put in place community renewable energy solutions, repurpose and retrofit homes and buildings to be thermally efficient and avoid demolition as well as reduce waste.
- Restore and regenerate natural systems to better absorb carbon, increase biodiversity and withstand climate shocks and stressors by protecting and enhancing bushland, wetland and urban green spaces.
- Build climate resilience across the city by understanding possible future scenarios, planning and preparing for extreme weather events, and building capacity to adapt through increased knowledge, connection, security and wellbeing.
- Enable equal access to climate solutions by supporting jobs and livelihoods in the low emissions economy and ensure that no one is left behind.
- Mobilise community action by enabling city-wide participation in climate solutions.

The City of Hobart would like to invite everyone to be climate leaders in working together to shape a climate safe future. Our effort to shape a better Hobart is our contribution to the United Nations Sustainable Development Goals and ensure that all people can live more sustainably into the future.

1 The City of Hobart has been a leader on climate action for more than two decades, first committing to climate action in 1999. In June 2019, the City became the first Australian capital city to declare a Climate & Biodiversity Emergency to 'affirm its commitment to future generations in addressing catastrophic climate change and biodiversity loss through its on-going policies, strategies and leadership.'

Part 1
Informing the Neighbourhood Plan



City of Hobart

Background

This Discussion Paper is aimed at exploring the future of Mount Nelson and Sandy Bay and will inform the development of the Mount Nelson and Sandy Bay Neighbourhood Plan. It outlines the drivers influencing change and proposes directions and ideas underpinned by good urban design and planning principles. The directions will ensure Mount Nelson and Sandy Bay continue to grow in a sustainable way that ensures the much-loved characteristics of the place are retained into the future. We'd like to test these directions with the people who live, work, shop, study, own property, visit and do business in Mount Nelson and Sandy Bay.

This discussion paper is grounded in the values and ideas of the community expressed in Hobart: A community vision for our island capital. It brings together City of Hobart plans and policies, and aligns with state government plans. It draws on analysis of many factors: economics, demographics and employment, traffic and transport, heritage, built form, land use and community infrastructure.

It is important to note that the City of Hobart has not adopted the goals or potential future directions in this discussion paper. Your feedback will inform a draft Neighbourhood Plan and identify further work we need to do. There will be opportunities for everyone to engage on the draft Neighbourhood Plan in early 2024.

Why do we need a neighbourhood plan for Mount Nelson and Sandy Bay?

Mount Nelson and Sandy Bay continue to grow and change. The Tasmanian Government has set growth targets for the Hobart region including Mount Nelson and Sandy Bay through the Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS) and the 30 Year Greater Hobart Plan. The projected growth in Mount Nelson and Sandy Bay must be planned to ensure it occurs in a sustainable way aligned with the values of the existing and future community.

A Neighbourhood Plan (the Plan) will provide a coordinated framework to deliver appropriate types of development for Mount Nelson and Sandy Bay over the next 20 years. This gives us the chance to work with the community and stakeholders to develop a shared vision for the area.

An important outcome of the Plan will be to enable increased residential density by encouraging high-quality, infill housing development. The plan will also identify the infrastructure, open space, transport and commercial opportunities required to meet the needs of a growing residential population.

The character of the area is highly valued by the community and visitors, and the Plan will provide guidance and clarity on development type and building form, based on sound urban design and planning principles, and consideration of the local character.

A Metro school bus in Mount Nelson. Image: James Spencer

Study area map

0 200 400 600 800 1000 1200 m

LEGEND

- Study area
- Area within urban growth boundary
- Area outside the urban growth boundary

Governance and policy framework

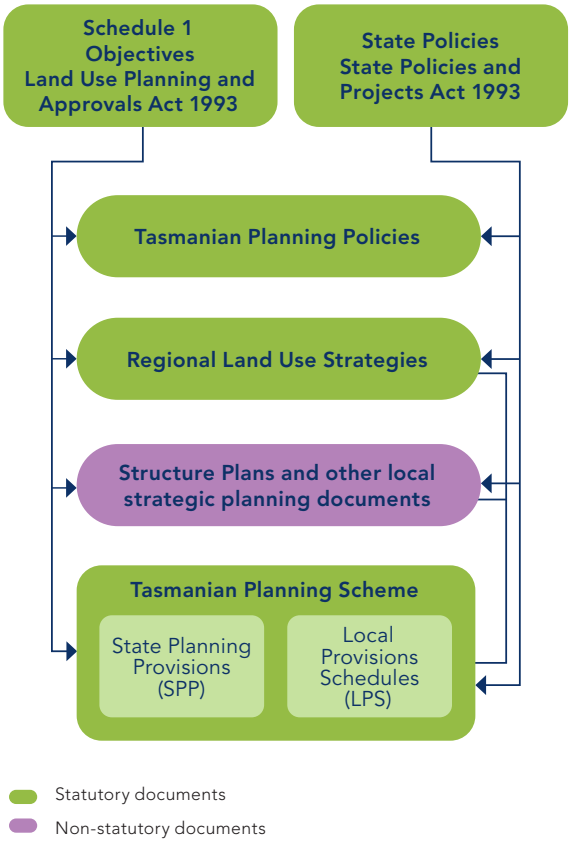
The Plan sits within Tasmania's legislative land use planning framework, which includes:

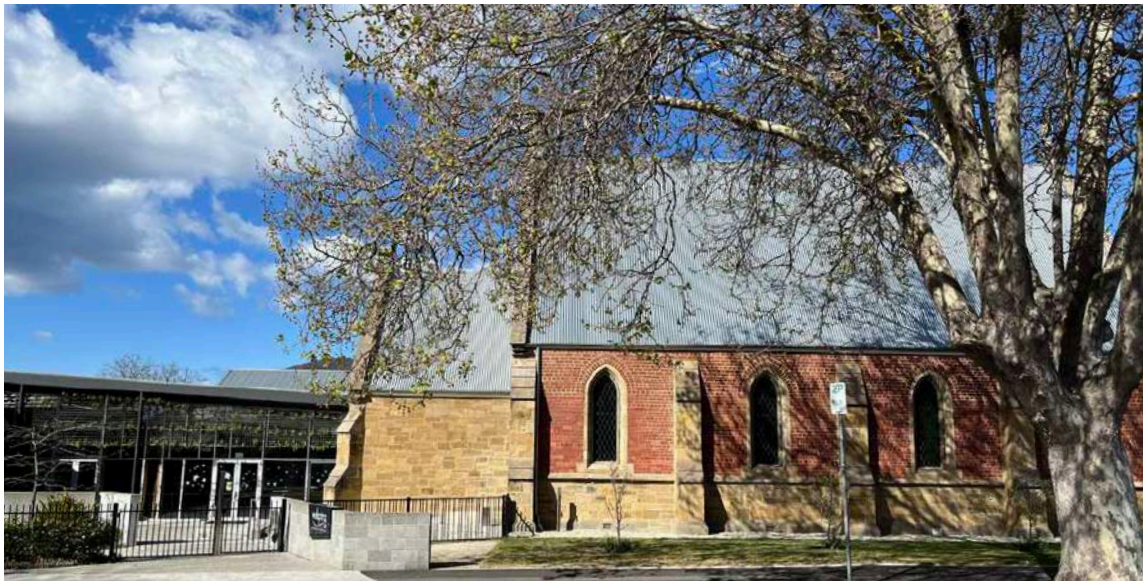
- The Resource Management and Planning System (RMPS) of Tasmania, the State's integrated environmental and planning system, linked by objectives focused on sustainable development
- Land Use Planning and Approvals Act 1993 (LUPA Act), the core planning legislation for Tasmania
- Local Government Act 1993 requires the making of municipal level strategic and annual plans, the most recent being the Capital City Strategic Plan 2019–29
- Environmental Management and Pollution Control Act 1993
- Historic Cultural Heritage Act 1995
- Greater Hobart Act 2019 provides a framework to support collaborative decision making between the Clarence, Glenorchy, Hobart and Kingborough Councils and the Tasmanian Government.

Planning schemes are created under the LUPA Act. However, a scheme is not a policy document in its own right, but rather implements adopted policy through regulations controlling the use and development of land. New planning scheme provisions will be a key mechanism that will be used to implement the Plan.

Hobart Twilight Market, Long Beach, Sandy Bay. Image: Hobart Twilight Market

Hierarchy of Tasmanian planning instruments





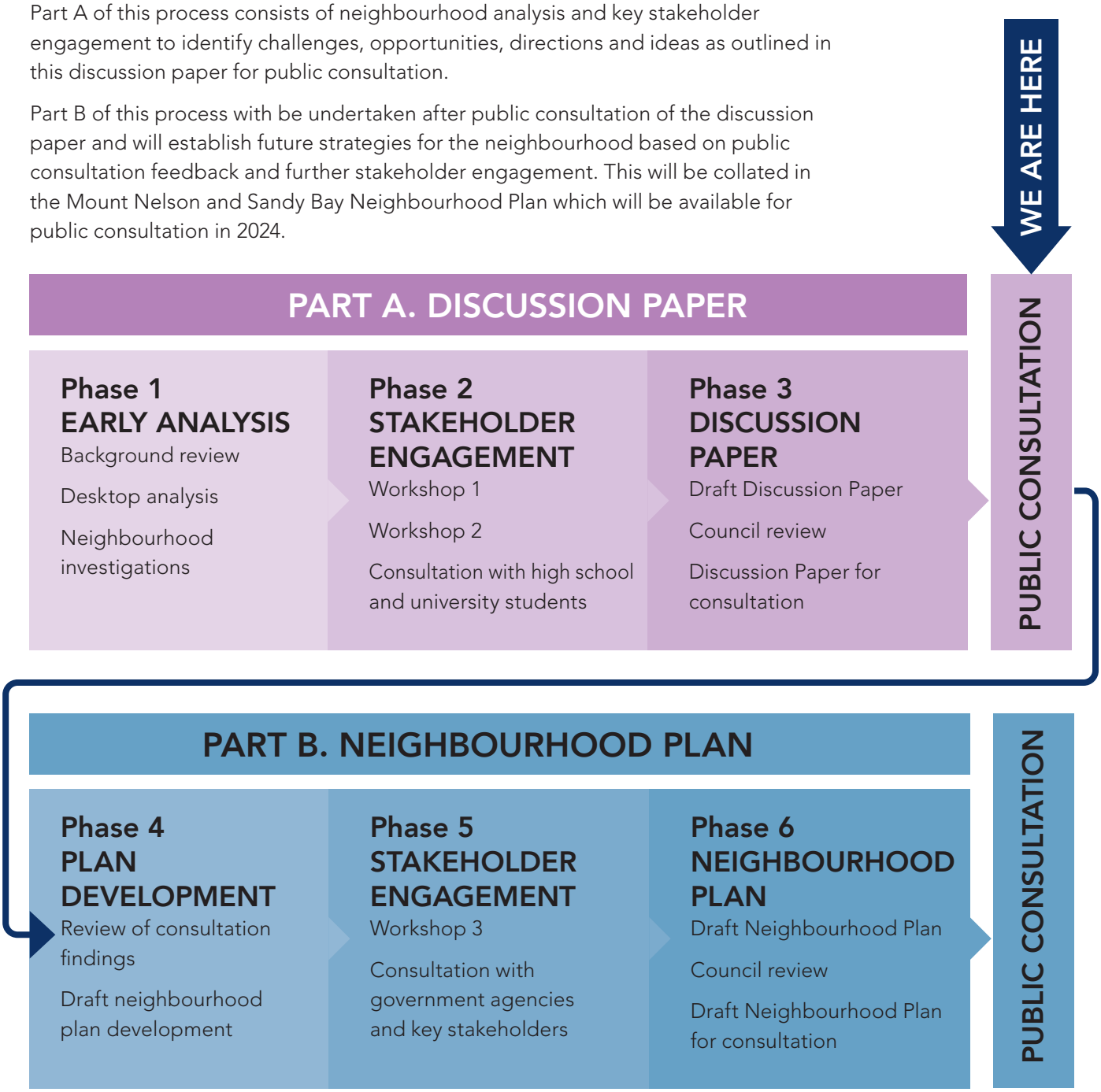
Wellspring Anglican, Sandy Bay. Image: Jennifer Lawley

Project process

The Mount Nelson and Sandy Bay Neighbourhood Plan discussion paper is part of a two-staged process undertaken by the City of Hobart in collaboration with external consultants.

Part A of this process consists of neighbourhood analysis and key stakeholder engagement to identify challenges, opportunities, directions and ideas as outlined in this discussion paper for public consultation.

Part B of this process with be undertaken after public consultation of the discussion paper and will establish future strategies for the neighbourhood based on public consultation feedback and further stakeholder engagement. This will be collated in the Mount Nelson and Sandy Bay Neighbourhood Plan which will be available for public consultation in 2024.



Stakeholder engagement

The Discussion Paper has been informed by four rounds of workshops with members of the community who represent environmental, community, heritage, transport, urban planning, student and other interest areas.

Council approached these people to participate in the workshops because they hold a range of views and values on Sandy Bay and Mount Nelson. The workshops were designed to complement the two rounds of public consultation, on the discussion paper and draft neighbourhood plan, which are open for participation by all members of the public.

WORKSHOP 1, 27TH JUNE 2023

Understanding Mount Nelson and Sandy Bay

1. **Appreciation of local values and priorities**
2. **Understanding of local conditions, needs, changes and trends**
3. **Initial discussion on implications for Neighbourhood Plan**

WORKSHOP 2, 25TH JULY 2023

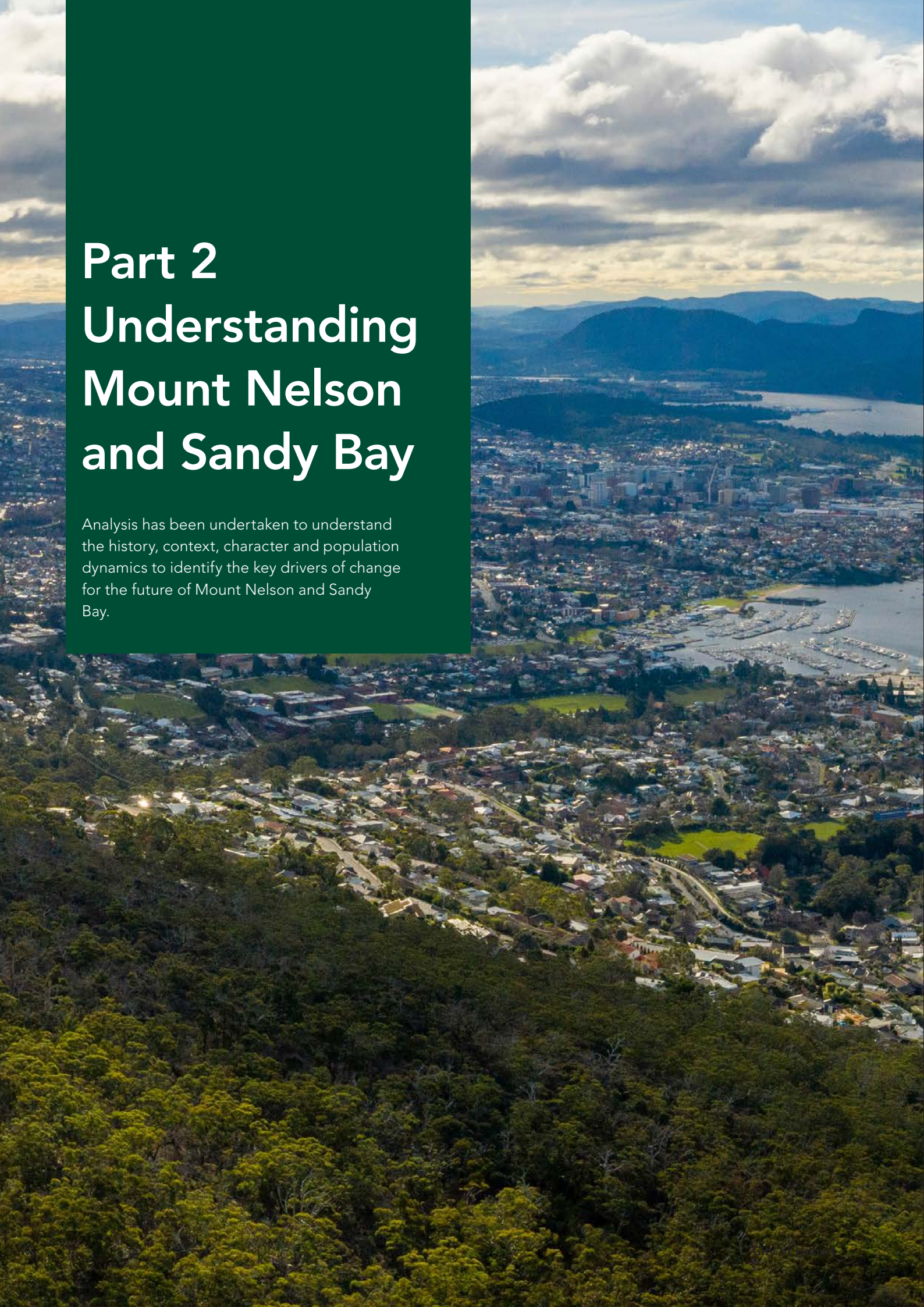
Our shared vision for Mount Nelson and Sandy Bay

1. **Test and validate emerging vision and values**
2. **Deeper dive on implications for Neighbourhood Plan**

During the workshops, participants were involved in small group discussions around a series of themes which were recorded as the basis for further development in the Discussion Paper. A summary of those outcomes is provided in the appendix of this document.

The feedback was considered alongside the data review, neighbourhood analysis and project investigations to inform the directions and ideas in Part 3 of this Discussion Paper.

Stakeholder workshop #2, 27 June 2023



Part 2 Understanding Mount Nelson and Sandy Bay

Analysis has been undertaken to understand the history, context, character and population dynamics to identify the key drivers of change for the future of Mount Nelson and Sandy Bay.

Local and Regional Setting

Sandy Bay is a picturesque waterside community characterised by its topography, coastal views and quiet streets. Situated along the foreshore of the timtumili minanya / River Derwent and encompassing the peak of Mount Nelson, the study area stretches for 4 km from the Sandy Bay Activity Centre to Cartwright Creek to the south east.

Sandy Bay sits within the *Urban Amphitheatre[1] and is 'contained' by the rising ground / landform horizons counterposed by the harbour water-plane, (including Middle Harbour) and helps define Sandy Bay within the region. Naturally vegetated 'landform horizons' define Sandy Bay to the South West and West.

At the regional scale, Sandy Bay is largely defined by the environmental values of the surrounding vegetation and landforms, including Mount Nelson. This Plan acknowledges the importance of managing the adjacent bushland habitat to the image of Sandy Bay, especially the frequently contoured edge between housing and bushland, on its rising grades.

Sandy Bay is known locally as 'the bay' although Sandy Bay comprises a scalloped edge with a number of sandy beaches, including Short Beach, Lord's Beach, Nutgrove Beach and Long Beach. The Plan seeks to reinforce the character of 'the bay', comprising the beaches on the western shore of the harbour, and the gullies/ rivulets that flow to them and modulate the built pattern.

The Plan recognises the role played by the contained settlement extremities of Sandy Bay (especially towards Porter Hill) in reinforcing the character of Hobart being 'a small city in a large landscape', especially when viewed from the City Centre and Battery Point.

1 Building Height Standards Review Project, Leigh Woolley, 2018

The width of the beaches, especially Long Beach, have changed considerably. Obstructions to public access by individual land owners gave rise to demands for acquisition to create a public reserve along the foreshore from the late 19th century. Long Beach was secured by 1910 while Nutgove Beach took considerably longer.

Comprising distinct precincts, the 'salubrious suburb' of Sandy Bay is now identified by very fine groups of residential buildings representing varying phases of development, including attitudes to sub division, styles of building and landscaping.

The distinct settlement pattern reinforced by residential neighbourhoods fanning out and along the hill faces and between rivulets, also embrace significant and diverse educational campuses, (encompassing all age groups) commercial and retail activity centres.

Also distinct among the layered rise of hill-face settlements in Greater Hobart, Sandy Bay as a suburb reflects a mix of development periods, thus providing a microcosm of settlement within the region.

- Leigh Woolley, 2023

The landform 'structure' of the urban amphitheatre, 2018, Leigh Woolley

Neighbourhood History

Aboriginal and pre-colonial history[1]

The Mount Nelson and Sandy Bay study area falls within the boundaries of land occupied by the South East Nation. The South East Nation was essentially a maritime people with their territory encompassing 555km of coastline, and their economy being based primarily on coastal resources. The boundaries of their territory extended from the west bank of the timtumili minanya / River Derwent, around present day New Norfolk down to South Cape, an inland through to the Huon Valley, and included all the D'Entrecasteaux Channel and Bruny Islands. In total, the territory of the South East Tribe encompassed 3100km2.

It is believed that prior to European contact the South East Nation probably consisted of seven individual bands. However, only four clans (bands) have been definitively recorded by the early European settlers. The study area falls within the range of the Mouhenneener Band who occupied the land around present day nipaluna / Hobart.

The South East Nation is believed to have spent the vast majority of the year exploiting the resources along the coastline, and the immediate hinterland areas. Their seasonal movement took place up and down the coastline. In winter they were primarily focused along the coastline gathering shellfish. In November, they were reported to have gathered on North Bruny Island to hunt the mutton-bird colonies. By mid-summer the people had moved down to Recherché Bay to hunt seals. The South East People are known to have built sturdy bark catamarans, which were used to access the various Islands, D'entrecasteaux Channel and Bruny Islands. More extensive voyages were also undertaken across Storm Bay to the Tasman Peninsula.

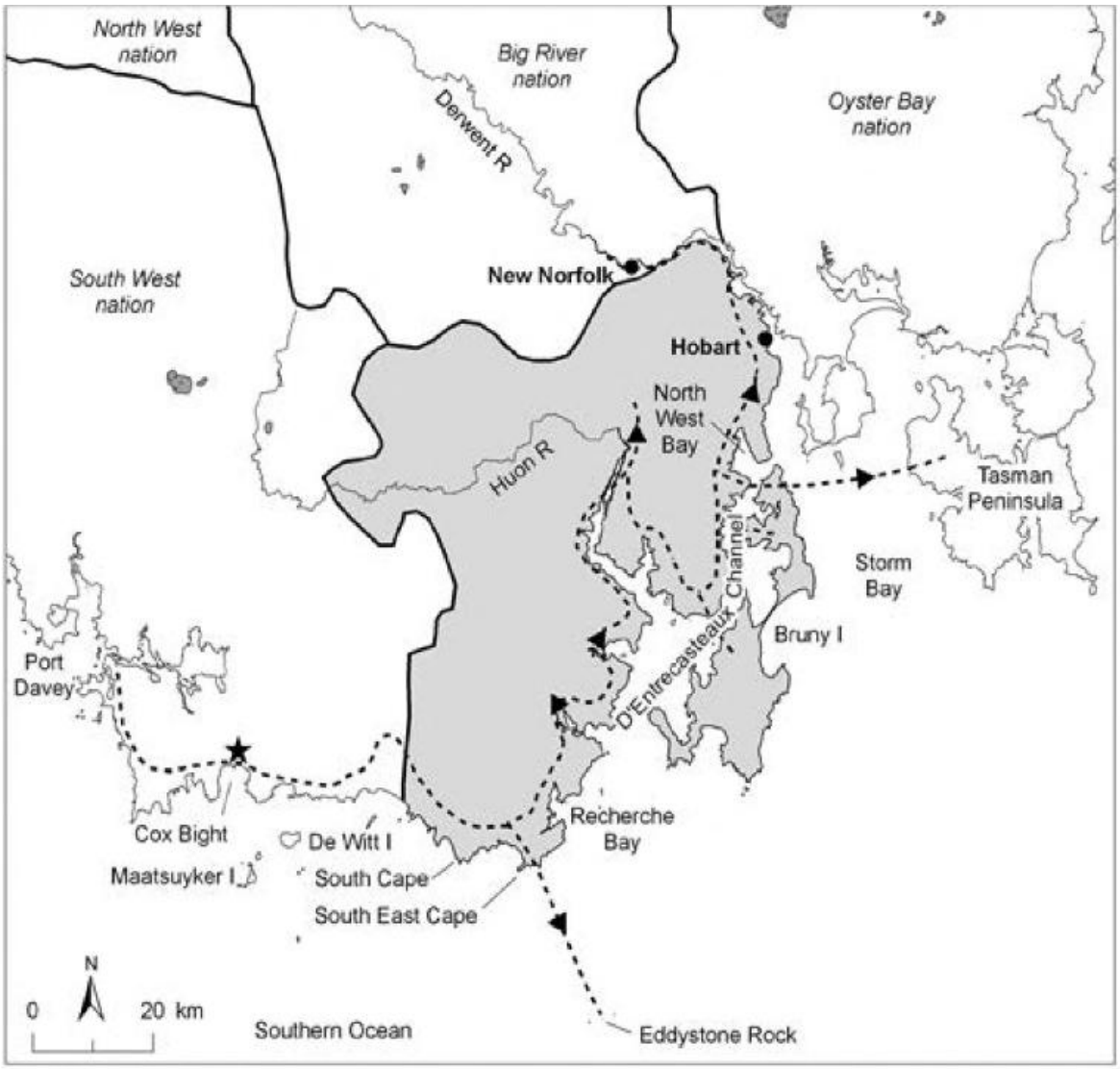
Land Management

Aboriginal people across South Eastern Tasmania appear to have actively managed their environment. Historical sources provide numerous references to burning vegetation. AT (2010:9) suggest that this had a range of applications, including modifying the environment, attracting terrestrial game, encouraging edible plant regrowth and maintaining pathways used to travel across the country. Robinson recorded that Aboriginal people in the South East would travel along 'well beaten paths' and leave abalone shells at drinking places along rivers (Plomley 2008:59). Aboriginal pathways were also utilised by the first European settlers to the area.

The Aboriginal people of the South East greatly valued fire and there are several first-hand accounts of fire being transported by means of burning torches or 'fire brands'. In 1777 Bligh recorded seeing a basket of white 'flint like stones' at Adventure Bay (AT 2010:12). These are likely to have been fire brands.

Baudin in 1802 reported seeing a 'multiplicity of fires' burning 'on all sides' from where his ship was anchored in North West Bay (AT 2010:12). Captain Hamlin reported to Baudin watching two Aboriginal men pull up their canoe at North West Bay and walk into the scrub, setting fire to the undergrowth as they walked (AT 2010:12).

1 Sandy Bay/Mount Nelson Neighbourhood Plan Desktop Aboriginal Heritage Report, CHMA, 2023



Seasonal movement of the South East Nations (from Ryan 2012:40)

© Robert J. Anders 2011

Post-colonial history

Mount Nelson and Sandy Bay have a rich post-colonial history dating back to the early 1800's. The study area was first used for farming and commenced 'suburbanisation' in the late 1800's. The 1900's saw the continuation of suburban subdivision and the development of other landmarks such as Wrest Point (1939), Mount Nelson (post 1945) and the establishment of the University of Tasmania campus (1963). A diagrammatic representation of the neighbourhood history is provided in the time line below and further information is available in the Heritage Report.

Post-colonial time-line

Traveller's Rest Hotel

In 1836 William Chaffey built the Traveller's Rest Hotel, located in the same place still on Sandy Bay Road.

1814 survey of Sandy Bay

During the early settlement of Sandy Bay, approximately 30 large land grants were allocated for small-scale farming.

1858 Road to Browns River

In 1858 nodes of development emerged in what would later become the commercial area of Sandy Bay and around the Church of England Chapel and Beach Tavern, located at the corner of what is now Red Chapel Avenue and Sandy Bay Road.

1800s

1820 Derwent Water, Sandy Bay

Early homesteads (now lost) such as Derwent Water, located to the south-east of Wrest Point, were likely built in the late 1820s.

1887 survey of Sandy Bay

The first 'suburbanisation' of Sandy Bay was formed around 1887 with the layout of streets from the Sandy Bay Rivulet to Lord Street, where sparse development was already established. This extended Hobart's boundary beyond the Sandy Bay Rivulet.

1939 Wrest Point

In 1939, after years of different owners, Arthur Drysdale bought what today is known as Wrest Point and built the Wrest Point Riviera Hotel which opened in December of that year.

1945 Mount Nelson

After 1945 the government encouraged settlement of immigrants escaping the destruction that took place in Europe after WWII.

1973 Wrest Point Casino

Wrest Point Hotel Casino in Sandy Bay, opened in 1973 as the first legal casino in Australia.

1900s **2000s**

1910 Golf Links, Sandy Bay

A major expansion of Sandy Bay occurred with the 1913 subdivision of the Golf Links Estate, which ran from Lord Street to Alexander Street, and between Proctors Road and the Derwent River.

1963 Establishment of the University of Tasmania

The university transferred to a purpose built campus located on an old rifle range in Sandy Bay.

What we know about Mount Nelson and Sandy Bay today

16,480
Population of Sandy Bay & Mount Nelson (2022)

41.6
Years
Average age
(40.4 in Greater Hobart)

14 %
Residents attend tertiary education
(8% in Greater Hobart)

64.5 %
Workforce participation
(64.4% for Greater Hobart)

$134.8K
Average household income
($106,100 for Greater Hobart)

78%
Sandy Bay residents work in Hobart CBD

35%
Households rent
(28.8% in Greater Hobart)

3.4 %
Dwellings are short-term rental accommodation in Sandy Bay
(June 2023)

10.5%
Private dwellings in Sandy Bay are unoccupied. (7.3% for Greater Hobart. June 2021)

63.2%
Dwellings are detached houses
(79% in Greater Hobart)

6,450
Major employment sectors are education and training, accommodation and food services

Businesses
Businesses dispersed across different industries including largely sole-trader businesses.

What we can expect in Mount Nelson and Sandy Bay in the future

Mount Nelson and Sandy Bay will be younger and more medium density housing is required to house future growth.

24,330
Total Population in 2042

+7,850
New residents by 2042

+2,630
New dwellings needed by 2042

35
Years
Average age in 2042

+13%
Residents under 44 years will increase from 57.6% to 70.6% by 2042

- 11%
Residents above 40 years will decrease from 48% in 2022 to 37% in 2042

+2,480
Additional jobs by 2042

Sandy Bay will continue to serve a broad economic role, servicing the day-to-day needs of local residents as well as a wider visitor and education market. It derives a unique and strategic advantage from its learning and school cluster, access to the Hobart CBD, the waterfront, and the Mount Nelson bushland.

A lack of available greenfield supply in Mount Nelson and Sandy Bay necessitates housing future growth through medium density dwelling types and is enabled by high median house prices in the area. Provision of more medium density housing options is consistent with a number of objectives in the Greater Hobart Plan, including increased housing affordability and diversity.

Strategic planning context

The Mount Nelson and Sandy Bay Neighbourhood Plan seeks to respond to and achieve the objectives contained in the following plans and policy documents:

30-year Greater Hobart Plan for Growth and Change

The 30-year Greater Hobart Plan for Growth and Change was jointly endorsed in 2022 by the State Government and the four central Hobart councils of Clarence, Glenorchy, Hobart and Kingborough. The Greater Hobart Plan has identified that there will be strong population growth over the next 30 years. This growth is best placed in the areas with high amenity and with good services, in a way that maintains the key attributes that make these areas liveable and attractive. Also critical will be the timely upgrading of infrastructure including public transport, open space and community facilities, and ensuring adequate utilities and services to support the growth

Southern Regional Land Use Strategy 2010-2035

The regional strategy outlines a 25-year vision for land use in the area. It covers various themes such as the environment, hazards, cultural values, recreation, infrastructure, economy, essential resources, and residential growth. Sandy Bay is identified as a densification area, where additional dwellings can be provided, referred to as infill development.

The strategy encourages urban expansion in well-connected areas with efficient transportation systems, promoting the use of public and active transport. The strategy was published in 2010, but due to changes like population growth and planning reforms, it is now being reviewed earlier than expected.

Hobart City Deal and Implementation Plan 2019

This plan offers a comprehensive framework to steer and promote future investments in our city. This initiative fosters collaboration and financial contributions from various government levels. By embracing growth prospects and addressing vital strategic and infrastructure challenges like transportation and affordable housing, the deal aims to stimulate investments in Hobart.

Capital City Strategic Plan 2019-2029 and Hobart: A community Vision for our island Capital 2018

The City of Hobart's primary planning document, the Capital City Strategic Plan 2019 -2029, forms the foundation for all other planning and reporting frameworks. It is based on the community vision for Hobart and serves as a comprehensive roadmap for the city's future.

This strategic plan outlines the City of Hobart's key priorities for the next decade, ensuring a well-informed and forward-thinking approach to address the community's needs.

Sustainable Hobart Action Plan 2020-2025

The sustainability plan for the City of Hobart encompasses fifty specific actions addressing six key areas: leadership, mobility, energy, resilience, waste, and governance. This comprehensive plan aims to achieve sustainable outcomes for our city, including a clear path towards zero emissions. Additionally, it focuses on enhancing our city's resilience, ensuring we are prepared to face natural hazards like floods.

Draft Transport Strategy 2018-2030

The City is in the process of preparing a Transport Strategy to align with the Capital City Strategic Plan. The Strategy will adopt a movement and place framework, recognising the critical role our streets play in movement, connectivity and creating great places. Several key themes for transport were endorsed by Council as part of the Draft Hobart Transport Strategy 2018-2030, including promoting walkability and cycling networks, as well as acknowledging the significance of effective parking management.

Medium Density Design Guidelines - Tasmanian State Government

The Medium Density Design Guidelines will provide guidance to encourage high quality design outcomes that are appropriately tailored to the local urban environment. The design guidelines are targeted to project proponents, designers and planners to provide clear design guidance to assist with the assessment of development proposals and set the expectation of high quality medium density residential developments.

Urban Design Guidelines - City of Hobart

The Urban Design Guidelines for the City of Hobart will provide a best practice framework to explain why, how and when urban design principles and strategies and design guidance are to apply to private and public development.

Their goal is to help shape a city that manages increasing growth and change in a manner that improves the functionality and amenity of our city's public realm and private development. In particular a city that is more liveable and responsive to climate change, healthy mobility, respect for Country, access for all and increased city vibrancy.

City of Hobart Street Tree Strategy 2017

The City's 2017 Street Tree Strategy endorsed a canopy target across urban areas of the municipality of 40% by 2046. The strategy recognises the many social, environmental, and economic benefits that trees provide.

State of the Canopy: A report into Tree Canopy Cover Across Hobart (2023)

The State of the Canopy measures Hobart's canopy cover across urban areas, excluding forested bushland reserves and rural living zones. The report outlines the change in urban canopy cover across public and private land between 2017 and 2022.

Moreover, the report maps tree canopy by suburb to establish those areas most in need of more canopy cover to reach the ambitious target of increasing tree canopy cover to 40% by 2046 in urban areas.

Queenborough Oval Masterplan 2015

The Masterplan for this site recommended that a multi- purpose centre for sporting excellence be created that consolidates all activities, that park entrances be enhanced and that a safe connection be provided to the foreshore. It also recommended that internal trails be improved, existing significant vegetation for parkland amenity be retained and that recreational and leisure opportunities be investigated to suit a range of ages and ability with open space.

Protecting our Wild Heart: An Action Plan for Hobart's Bushlands

This plan identifies key high conservation value areas within its bushland reserve system as priorities for conservation action. This Plan outlines the 4 greatest threats to the bushland reserve as being invasive weeds and pest animals, climate change, and fire and habitat fragmentation.

Sandy Bay Rivulet Linear Park Feasibility Study 2006

This study investigated the feasibility of developing a linear park extending from the Waterworks Reserve at the foothills of kunanyi/ Mount Wellington, to the timtumili minanya/ Derwent River following the journey of the Sandy Bay Rivulet. It found that the development of a linear park along Sandy Bay Rivulet was feasible and desirable from Waterworks Reserve to Fitzroy Gardens. Importantly, it concluded that the development of a linear park along the lower section of the Sandy Bay Rivulet, between Fitzroy Gardens and Marieville Esplanade was not considered feasible, due to major constraints, in particular the high development costs, public safety issues and extensive land held in private ownership along the rivulet.

Sandy Bay Shopping Centre Statutory Review 1999

This review to examines a number of boundary and zoning issues and use and development controls with respect to provisions included in the Battery Point Planning Scheme 1979 and City of Hobart Planning Scheme 1982.

Mount Nelson Planning Review 2006

This study identified areas of important natural landscape value and biodiversity and developed an appropriate planning framework in which these values could be maintained and preserved. This project identified future land use zoning options and zoning boundaries to protect environmental and recreational values along the hillside and ridge-line bushland landscape.

RHH

Existing conditions in Mount Nelson and Sandy Bay

Land Use

The study area includes the Sandy Bay Activity Centre in the north-west and the Lower Sandy Bay Activity Centre in the east. There is a small neighbourhood convenience centre at Mount Nelson along Nelson Road.

The study area currently contains predominantly residential uses with a mix of densities across the study area. Education uses are also located in the study area, comprised of the University of Tasmania and a number of public and private schools. The waterfront area in Sandy Bay includes the Wrest Point Casino, Sandy Bay Marina and the Royal Yacht Club of Tasmania and the Derwent Sailing Squadron.

The Urban Growth Boundary (UGB) as established in the STRLUS, defines the physical extent of the Greater Hobart metropolitan area and is used to manage urban growth. The UGB is located south of Churchill Avenue and Nelson Road as shown on the Study Area Map and excludes areas of land highly constrained by slope and vegetation on the hillsides of Mount Nelson that is not suitable for development.

Key finding:

Any future growth is to be accommodated as infill development within the confines of the urban growth boundary.

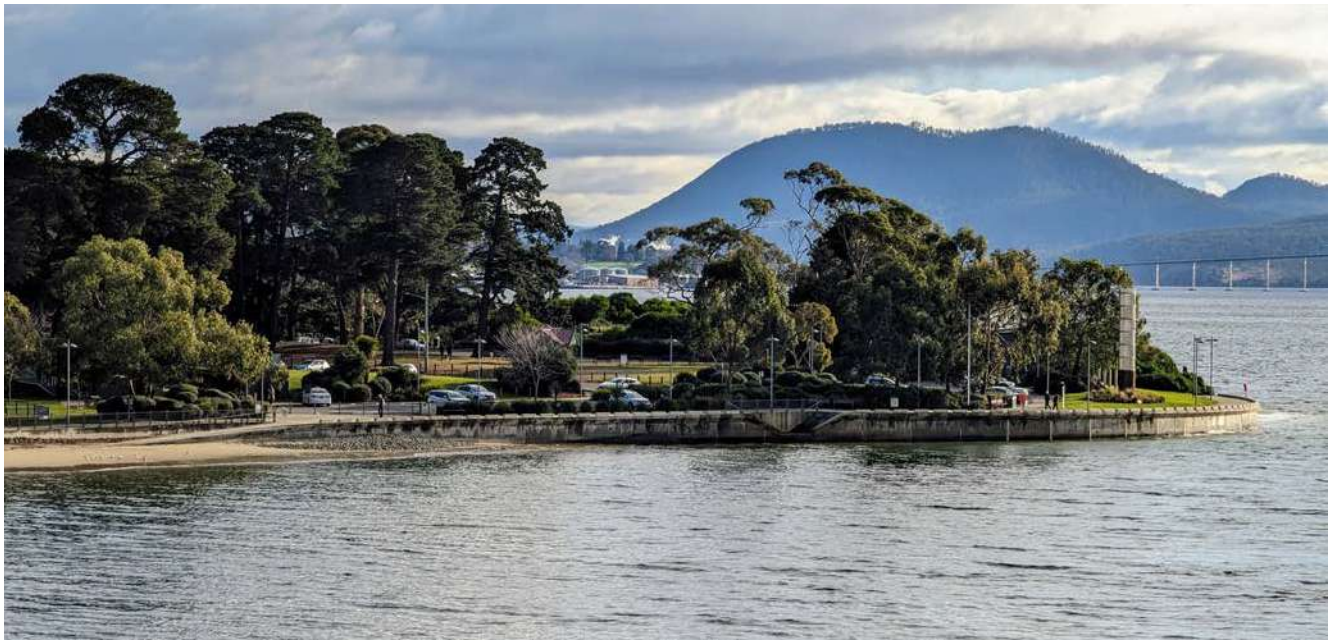
Natural features

The study area presents a range of natural features and constraints defined by its coastal location and the slope of Mount Nelson. The following key points summarise the considerations with respect to the natural environment:

- The coastline is subject to coastal erosion and coastal inundation with high hazard areas near Sandy Bay Point.
- Flood prone hazard areas have been identified by the City of Hobart and used to manage development.
- The topographic conditions within Sandy Bay are typically flatter toward the coastline and steeper heading up toward Mount Nelson. Lower Sandy Bay has more undulating conditions extending to the coastline. The ridge line of Mount Nelson is generally flatter toward the peak.
- Bushfire risk from the vegetated and steeper land requires consideration for any future development outcomes. Refer to the natural features map in the appendix for bushfire prone areas overlay.
- The area forms habitat for a number of wildlife species, predominantly the Swift Parrot, Eastern Barred Bandicoot, Spotted Handfish and Grey Goshawk. - Natural

Key finding:

Potential future infill development has to consider the risks caused by natural constraints such as riverine flooding, bushfire, coastal erosion and inundation, and respect environmentally vulnerable and habitat areas.



Long Beach and the Beacon light sculpture

Ascot Avenue looking towards Churchill Avenue

Mount Nelson Signal Station looking towards Hobart CBD

Built form and heritage

Built form in Mount Nelson and Sandy Bay is mixed in character. Redevelopment has occurred over the years resulting in mixed-quality higher density development, mostly concentrated toward Sandy Bay Road. Mount Nelson and Sandy Bay have a rich history, as outlined in the Site History section of this discussion paper. This history has resulted in a number of heritage classifications in the study area including places of State and local significance.

Tasmanian Heritage Register (State)

There are approximately 160 individual places included on the Tasmanian Heritage Register within the study area. There are a number of 'clusters' of listings, including:

- Late c19th-early c20th medium-scale residential buildings on either side of Lord Street (between Sandy Bay Road and Grosvenor Street).
- Groups of larger mid-late c19th residential buildings on Sandy Bay Road - between Ashfield Street and Sayer Crescent and also more scattered larger residences from around 480-550 Sandy Bay Road.

There are also scattered buildings relating to non-domestic and pre-suburban themes, including:

- Civic/public buildings such as the former Anglican Chapel (520 Sandy Bay Road), former Uniting Church (20 Princes Street), St Peter's Anglican Church (43-47 Grosvenor Street) Long Beach Bathing Pavilion, Princes Street Primary School, Christ College.
- Larger complexes such as the former Mount Saint Canice Convent, Fahan School, Mount Carmel College, Wrest Point (noting that these registrations may default to larger titles and not necessarily imply all parts of the complex are of significance.)
- Scattered former farm homesteads, such as Chandlers (75 Queen Street), Livingstone's Dairy (61 Red Chapel Avenue) and Mount Pleasant (32 Maning Avenue).
- Military/government heritage sites such as Alexandra Battery, Fort Nelson, Mount Nelson Signal Station and Blinking Billy Point.

Hobart Interim Planning Scheme 2015

Heritage Precincts (Local)

There are 12 heritage precincts within the study area.

- SB1 – Quayle & King Streets
- SB2 – Upper Sandy Bay Road (including Duke & Princes Streets)
- SB3 – Pillinger Street
- SB4 – Ashfield Street
- SB5 – Sandy Bay Road
- SB6 - Golf Links Estate
- SB8 – Sandy Bay Road
- SB9 – Quorn Street
- SB10 – Sandy Bay Road
- SB11 – Lambert Avenue
- SB12 – Sandy Bay Road
- SB14 – Nutgrove/Sandown

Refer to the Heritage Report for more detail.

Built form character

Built form character across the study area is highly mixed and varies from mid-rise buildings, larger family or shared homes, and smaller, single dwellings. Whilst the majority of buildings are single to 2 storey, some existing buildings are up to 4 storeys on the UTAS campus and up to 8 along Sandy Bay Road and in the waterfront area (excluding the Wrest Point tower). Incremental infill development in Sandy Bay and Lower Sandy Bay has been predominantly in the form of low scale (3-4 storey) medium density developments that offer additional housing to the area without compromising urban character. Mount Nelson is typically low density in nature and includes predominately detached housing.

Key finding:

Sensitive infill can be considered with appropriate built form that respects local character and heritage values.

Saint Canice Lifestyle Village (former convent)

Mount Nelson Signal Station

Wrest Point in 1939

Public realm, open space and community facilities

Mount Nelson and Sandy Bay benefit from the open space and green amenity provided by the coastal location and the steeper, vegetated areas on Mount Nelson. The study area is highly utilised by visitors from across the Greater Hobart region, and interstate and overseas visitors. Arts and culture activities are also an important consideration as the area accommodates regular markets, public art and interpretation infrastructure. The study area is serviced by a mix of passive and active open space which include parkland reserves for informal use and formal sports fields. The established subdivision pattern creates challenges in establishing new public open space however any larger redevelopment sites should be encouraged to provide additional spaces for the wider community.

Waterfront amenity

The Sandy Bay foreshore including Short Beach through to the Wrest Point Casino provides a mix of waterfront conditions including some publicly accessible sections and some areas that are privatised. There are a number of public spaces in this area that are underutilised and provide opportunity for improvements to increase usability.

The section of foreshore from Lords Beach to Red Chapel Beach provides a walkable esplanade road edge to the water and provides access to the thin beaches that exist along this stretch.

The waterfront in Lower Sandy Bay provides a high amenity public realm offer to the community with a number of beaches and waterfront parks that includes the Long Beach Reserve playground and facilities and the Long Beach board walk and Sandown Park. Marieville Esplanade plays a key role for activity and amenity, providing a seaside location for dog play, kayaking and rowing clubs.

Special places of Mount Nelson and Sandy Bay

In addition to the waterfront, there are several other 'special places' of Mount Nelson and Sandy Bay which contribute to the unique lifestyle offer in the study area. These include:

- Mount Nelson Signal Station and Lookout
- Lambert Rivulet and Bicentennial Park (Porter Hill)
- Alexandra Battery Park
- Sandy Bay Rivulet
- Cartwright Creek and Truganini Track

Sporting facilities

There are three main sports parks within the study area being Queenborough Oval, in Sandy Bay, Sandown Park, in Lower Sandy Bay, and Mount Nelson Oval and Playground, in Mount Nelson. The ovals at the University of Tasmania are also publicly accessible. These spaces provide cricket, rugby and football grounds for the local community. Water based activities such as rowing and sailing play a significant role in coastal locations within the study area.

Passive open space

A number of public parks and reserves provide additional open space amenity within the Mount Nelson and Sandy Bay area. These areas have a varied level of infrastructure to support use by the community. Some spaces are natural and provide green relief to urban neighbourhoods and some have facilities and equipment that provide a higher level of use, for example seating and toilets.

Key finding:

Future investment is required in public realm and open spaces to enable everyone to be able to enjoy the unique recreational opportunities that exist in Mount Nelson and Sandy Bay.

Long Beach foreshore

Wrest Point

Long Beach foreshore, Sandy Bay

UTAS Football / Cricket ground

Connectivity

Sandy Bay is located close to the Hobart CBD with the Activity Centre approximately 1.5 km from the Elizabeth Street Mall. Mount Nelson and Sandy Bay are accessed by three key road corridors being:

- Sandy Bay Road providing access to the waterfront area via the Sandy Bay Activity Centre.
- Regent Street – Churchill Avenue which provides access to the central urban development area in the study area.
- Olinda Grove – Nelson Road which provides access along the Mount Nelson ridge line via the Southern Outlet.

Each of these road corridors provides bus access to the Hobart CBD however bus journey time is significantly longer than driving by car during peak times.

Cycling infrastructure within the study area is largely on road with Sandy Bay Road providing on road cycle lanes along specific parts. Off road opportunities for cycling are limited to Mount Nelson. Cycling is also impacted by the topography in the area. The proximity of the Hobart CBD to the study area presents a comfortable cycling distance with the support of electric bikes to travel up hill.

The Sandy Bay coastal trail is a lifestyle feature of the area however it is inconsistent in terms of its quality and the width of the pathway.

Key finding:

Improvement is required to give residents and visitors greater choice in how they travel around and to the study area, thus reducing reliance on private vehicles. This will include multi-modal transport routes, improvements to the bus service, travel by pedestrians, cyclists and other micro-mobility modes such as e-bikes, scooters and e-scooters.

Ascot Avenue, Sandy Bay.

50
KEEP
LEFT

Key drivers of change

The development of the Plan and this Discussion Paper for Mount Nelson and Sandy Bay is guided by a series of strategic drivers of change. These drivers present specific challenges and opportunities which have been identified through urban analysis, technical studies and stakeholder input.

A shared vision

The role of the Plan is to create a new vision for the area that reflects the values of the whole community, improves community facilities and amenities, and provides for sustainable future growth.

Design quality and character

Opportunity to celebrate, preserve and enhance the character of Mount Nelson and Sandy Bay while advocating for high quality design outcomes that respond to heritage and environmental values of the area.

Movement

As the population grows there is a need to plan for increased sustainable transport use to connect people to jobs, education and other destinations within and beyond Mount Nelson and Sandy Bay while enabling local business and industry to thrive.

Placemaking and open space

It is important to improve connections to nearby open space and identify where additional open space opportunities can be realised to meet the needs of the community, including upgrades to existing open space.

Housing

There is a need to plan for Mount Nelson and Sandy Bay's residential growth and identify areas for change where new housing, including affordable housing, is well designed and is connected to transport, services and jobs.

Jobs and economy

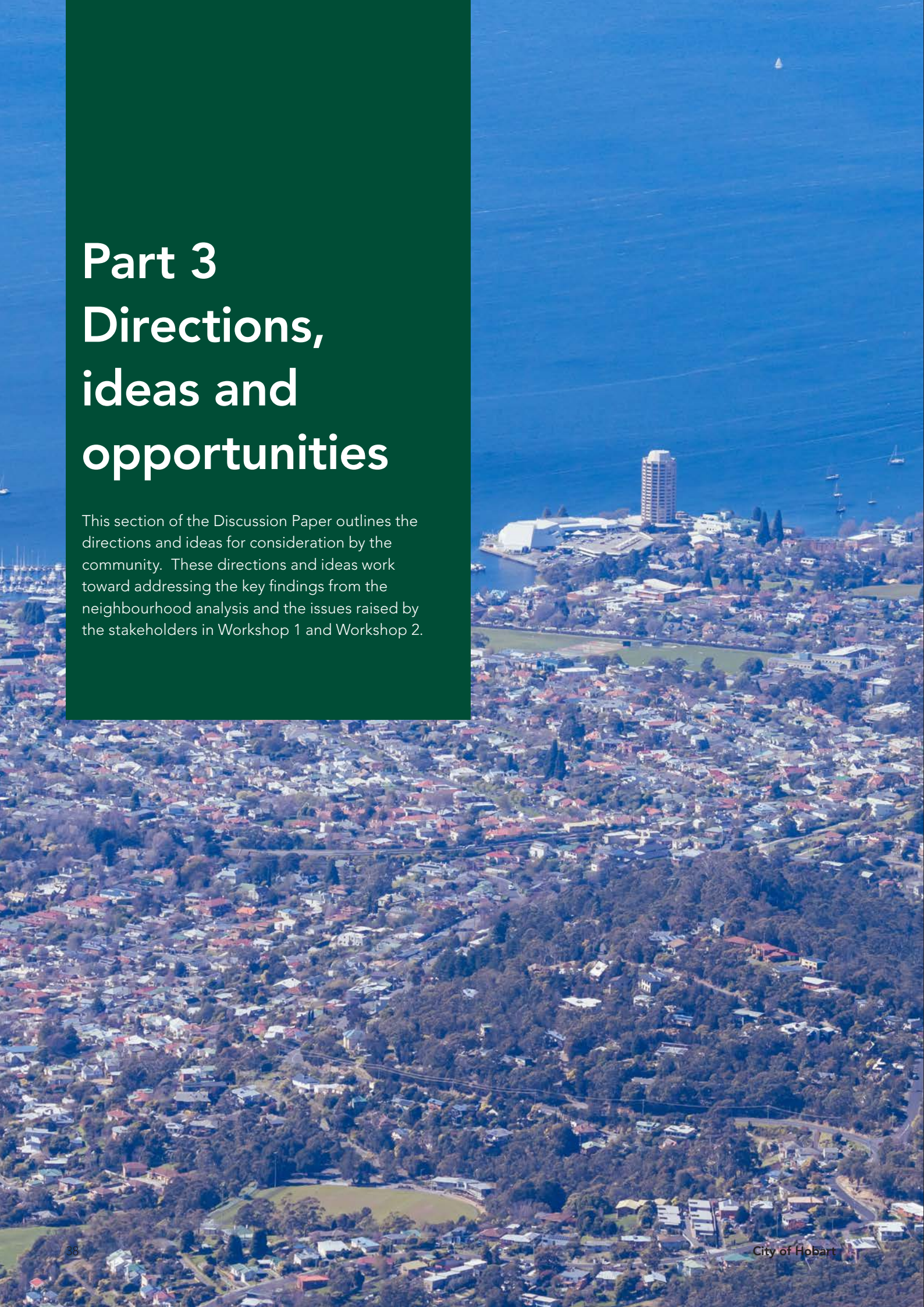
There is a need to clarify and strengthen Mount Nelson and Sandy Bay's economic role in support of the local community and the proximity of the Hobart CBD.

Sustainability and resilience

Given the coastal location and abundance of bushland within the study area, a major focus for the study is improving the environmental sustainability and climate resilience of the future community.

Part 3 Directions, ideas and opportunities

This section of the Discussion Paper outlines the directions and ideas for consideration by the community. These directions and ideas work toward addressing the key findings from the neighbourhood analysis and the issues raised by the stakeholders in Workshop 1 and Workshop 2.



Directions and ideas

The following provides a summary of the directions and ideas which are expanded on the following page.

Direction 1:

Celebrate connection to Country by protecting and enhancing the natural environment.

Idea 1: Enhance and protect areas of high biodiversity value

Idea 2: Create an urban environment that is leafy and green

Idea 3: Respond to climate change and environmental constraints, including flooding, bushfire and coastal hazards.

Idea 4: Understand and celebrate Connection to Country

Direction 2:

Provide welcoming and inclusive neighbourhoods to live and work.

Idea 5: Strengthen the economic role of Mount Nelson and Sandy Bay and maintain the local convenience offer

Idea 6: Celebrate the local historic heritage values within the study area

Idea 7: Identify opportunities to facilitate a diverse range of housing

Idea 8: Identify key redevelopment sites that have the capacity to accommodate growth

Direction 3:

Provide outdoor recreation and places for people to connect, enhancing wellbeing in the community.

Idea 9: Improve the waterfront for recreation to optimise spaces for public enjoyment

Idea 10: Provide increased public access and recreation opportunities from the coast to Mount Nelson Lookout

Idea 11: Celebrate the 'special places' of Mount Nelson and Sandy Bay by improving the open space network

Direction 4:

Provide accessible and pedestrian-friendly, sustainable transport options.

Idea 12: Increase sustainable travel choices in Mount Nelson and Sandy Bay

Idea 13: Improve walkability and pedestrian amenity across the study area

Idea 14: Investigate road network and other improvements to prioritise public transport

Direction 1:

Celebrate connection to Country by protecting and enhancing the natural environment.

Idea 1: **Enhance and protect areas of high biodiversity value**

Idea 2: **Create an urban environment that is leafy and green**

Idea 3: **Respond to climate change and environmental constraints, including flooding, bushfire and coastal hazards.**

Idea 4: **Understand and celebrate Connection to Country**

Idea 1: Enhance and protect areas of high biodiversity value

What is this idea?

Mount Nelson and Sandy Bay will continue to provide an abundance of natural amenity and habitat to maintain its character, which is dominated by the green backdrop created by the vegetated slopes of Mount Nelson. The natural ecosystems that exist will be protected from the impacts of human settlement. Opportunity for people to visit and appreciate the natural habitat of Mount Nelson and Sandy Bay in a sensitive way will be explored.

Opportunities

- Enhance and restore Rivulets in terms of ecological health, environmental quality and soil stability.
- Identify new opportunities for environmental protection in the upper part of the UTAS Campus.
- Improve connections between the existing trail network and build on this where not detrimental to the environmental value of the bushland.
- Investigate how to improve public access to environmental areas and along corridors that are currently inaccessible.

Why is this needed?

- Extensive areas of high biodiversity exist across the neighbourhood with approximately 35% of the study area being comprised of natural bushland.
- The area forms habitat for a number of wildlife species, predominantly the Swift Parrot, Eastern Barred Bandicoot, Little Penguin and Grey Goshawk.
- There are natural corridors that exist along the slopes of Mount Nelson and along gullies and waterways that connect parts of the study area to others which should be maintained for biodiversity value.
- There are areas of high biodiversity value that are currently privately held that should be protected from development.

Natural areas and corridors map

0 200 400 600 800 1000 1200 m

LEGEND

- Study area
- Roads
- Cadastre
- Bushland area
- Rivulets

Strategic green corridor: potential biodiversity linkage provided through landscape outcomes with consideration of Water Sensitive Urban Design (WSUD)

Idea 2: Create an urban environment that is leafy and green

What is this idea?

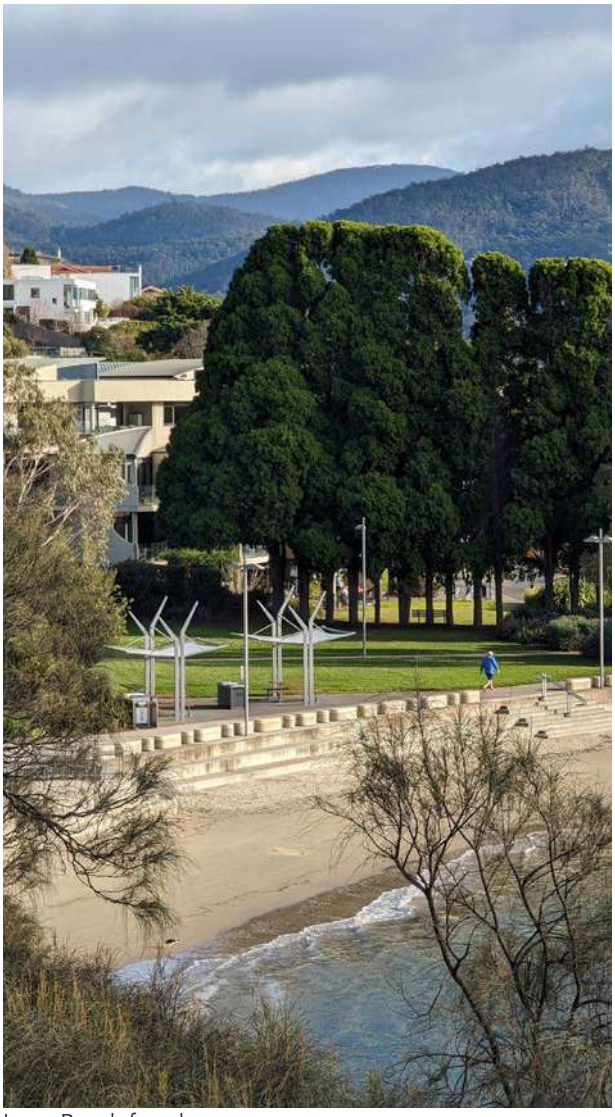
Increasing the areas of vegetation within urban neighbourhoods, to offset built elements and hard stand, and create a positive and calming green character.

Opportunities

- Increasing tree canopy cover, within existing and new development.
- Investigate options to ensure private open space is provided for new development through the development of planning policies such as the Medium Density Design Guidelines
- Increase urban canopy cover to 40% by 2046 by identifying street and public realm tree planting opportunities including street scape upgrades along key corridors.

Why is this needed?

- Tree canopy cover of streets effectively reduces the urban heat island effect, creating a more comfortable environment for people and reducing the need for cooling.
- The State of the Canopy Report found that between 2017 and 2022, Sandy Bay experienced a loss in canopy cover of over 4% on private land.
- There is extensive research to demonstrate the positive impact of increasing greenery in our urban environment and the positive health impacts for people living and working with relationships to nature.
- The urban environment provides extended habitat for native fauna living in the bushland of Mount Nelson and vegetation appropriate for native fauna should be provided accordingly.



Long Beach foreshore

Idea 3: Respond to climate change and environmental constraints, including flooding, bushfire and coastal hazards.

What is this idea?

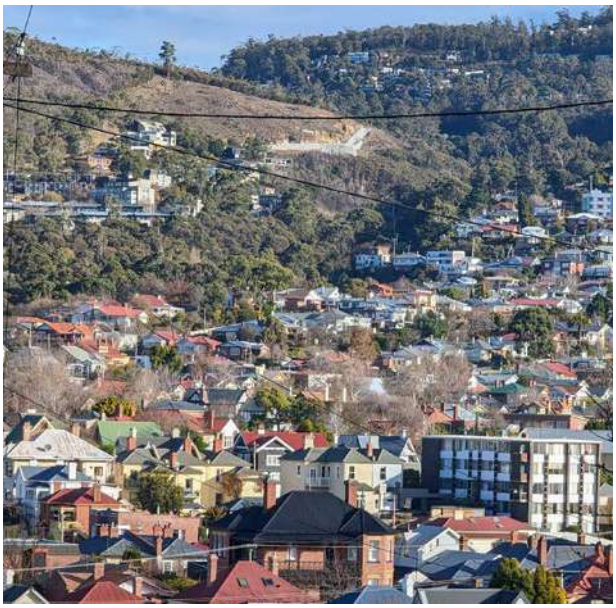
Creating a community that is prepared for climate change and is responding to known risks will mean that Mount Nelson and Sandy Bay are building resilience to address climate challenges for the future. This includes ensuring that the area occupied by human settlement has the lowest possible impact on the environment and that new development occurs in areas with the lowest risk.

Opportunities

- New development should provide appropriate water-sensitive urban design (WSUD) elements to reduce and filter storm water runoff.
- Investigate the vulnerabilities of bushfire risk in future land use planning in Mount Nelson
- Identify locations, including public open spaces, that need overland flood mitigation through water sensitive urban design and potential locations for flood water retention.
- Support the implementation of the Nutgrove and Long Beach Coastal Adaptation Project and the Marieville Esplanade Adaptation Project to appropriately respond to the impacts of coastal inundation and coastal erosion resulting from sea level rise and increased frequency and severity of storm events.
- Explore options for locating community solar batteries to contribute to shaping a Zero Emissions City.

Why is this needed?

- As climate change impacts like flooding increase, we have a responsibility to reduce further impacts of urban development on our natural water systems. This can be done by ensuring that any new development has reduced its storm water runoff by using water sensitive urban design. This technique also provides for improved water quality which means that runoff is less likely to pollute natural water systems.



View of Sandy Bay from Short Beach towards Southern Outlet both areas prone to natural hazards.

Idea 4: Understand and celebrate Connection to Country

What is this idea?

Most of the physical evidence of the presence of the original people whose Country incorporates the study area, the Muwinina, has been destroyed. This project, however, provides the opportunity to, at the very least, tell some of the story of the Muwinina, associated tribal groups and their Country, sea country and waterways.

Opportunities

- Highlight the importance of Timtumili Minanya (the River Derwent) and the mountains fringing the River to the Tasmanian Aboriginal community, past and present
- Emphasise the importance to Aboriginal people of kelp, seaweeds and other marine resources. The Muwinina people used rikawa (Bull Kelp) to make water carriers (also called rikawa); ate seaweeds, and shellfish that were in abundance. maytawinya (whales) were also plentiful in the river.
- Tell the story of the Tasmanian Aboriginal people who were expert canoe builders and 'mariners',and the story of the Muwinina and the visitors from lunawuni (Bruny Island) and their expertise and canoe building prowess. Interpretative signage as well as sculptures could be used to highlight the importance of the coastal resources to lives of Muwinina people and how traditional canoes were used to access some of these resources.
- Protect the significant archaeological sites located along the Timtumili Minanya shoreline between Wrest Point, Sandy Bay Point, Blinking Billy Point and Cartwright Point.
- Fully interpret the section of the Timtumili Minanya shoreline between Sandy Bay Point, Blinking Billy Point and Cartwright Point and its importance to Aboriginal people as a focal point – not just for the Muwinina people, but for their affiliates within the larger south east language group, including the nununi. This should include the location of the 'native village' in close proximity to a quarry and the presence of other Aboriginal heritage to provide true context of this section of the Timtumili Minanya shoreline.
- The interpretative signage within the Cartwright Reserve, associated with the Trugganini (Trukanini) track should be expanded upon by installing additional signage that highlights the seasonal importance of various traditional foods.
- Signage should be placed at Cartwright Point, which talks about the connection between the mountains and the river.

Why is this needed?

- The Sandy Bay area would have been a focal point of seasonal occupation for the Muwinina people. The Bay is situated on the margins of the River Derwent, where there was (and still is) an abundance of marine resources, and there was fresh water available in the form of a nearby rivulets and creeks. This combination of easily available resources would have meant that our people camped in this area on a regular basis. This occupation is likely to have extended further inland, particularly the gentler sloping areas, closer to the River. Unfortunately, the archaeological evidence for this occupation now appears to have been largely destroyed by European invasion and development.
  The few recorded Aboriginal sites that are still present within the Sandy Bay study area are highly valued by the Tasmanian Aboriginal community as they provide a strong tangible link with our ancestors Pakana Ngini (the Old People). To that end, the remaining physical evidence must be protected from further destruction.
- The Mount Nelson and Cartwright Reserves which encompass quite a large part of the study area are far less disturbed, and retain a significant amount of bush tucker resources that would have been harvested by the Old People. This includes lintalumala (the native cherry). The hills are likely to have been accessed occasionally for hunting and foraging.
- The original name of what is now Little Sandy Bay (Kri- wa) is part of the name of Mount Nelson, (i.e. Kriwalay- ti). This literally means the mountain behind Kriwa. It is a distinct possibility that the existing walking track along the Lambert Rivulet may have in fact correlated with the original track used by the Muwinina people to move between the mountain and the coast. The same may apply to the Maning Rivulet and Lipscombe Rivulet as well as Cartwright Creek which could also have been used as travelling corridors by the Muwinina people.

Direction 2:

Provide welcoming and inclusive neighbourhoods to live and work

Idea 5: **Strengthen the economic role of Mount Nelson and Sandy Bay and maintain the local convenience offer**

Idea 6: **Celebrate the local historic heritage values within the study area**

Idea 7: **Identify opportunities to facilitate a diverse range of housing**

Idea 8: **Identify key redevelopment sites that have the capacity to accommodate growth**

Idea 5: Strengthen the economic role of Mount Nelson and Sandy Bay and maintain the local convenience offer

What is this idea?

Consider the economic role of Sandy Bay and Mount Nelson and provide jobs, services and everyday convenience to support a growing community. Provide opportunity for business that complements the CBD.

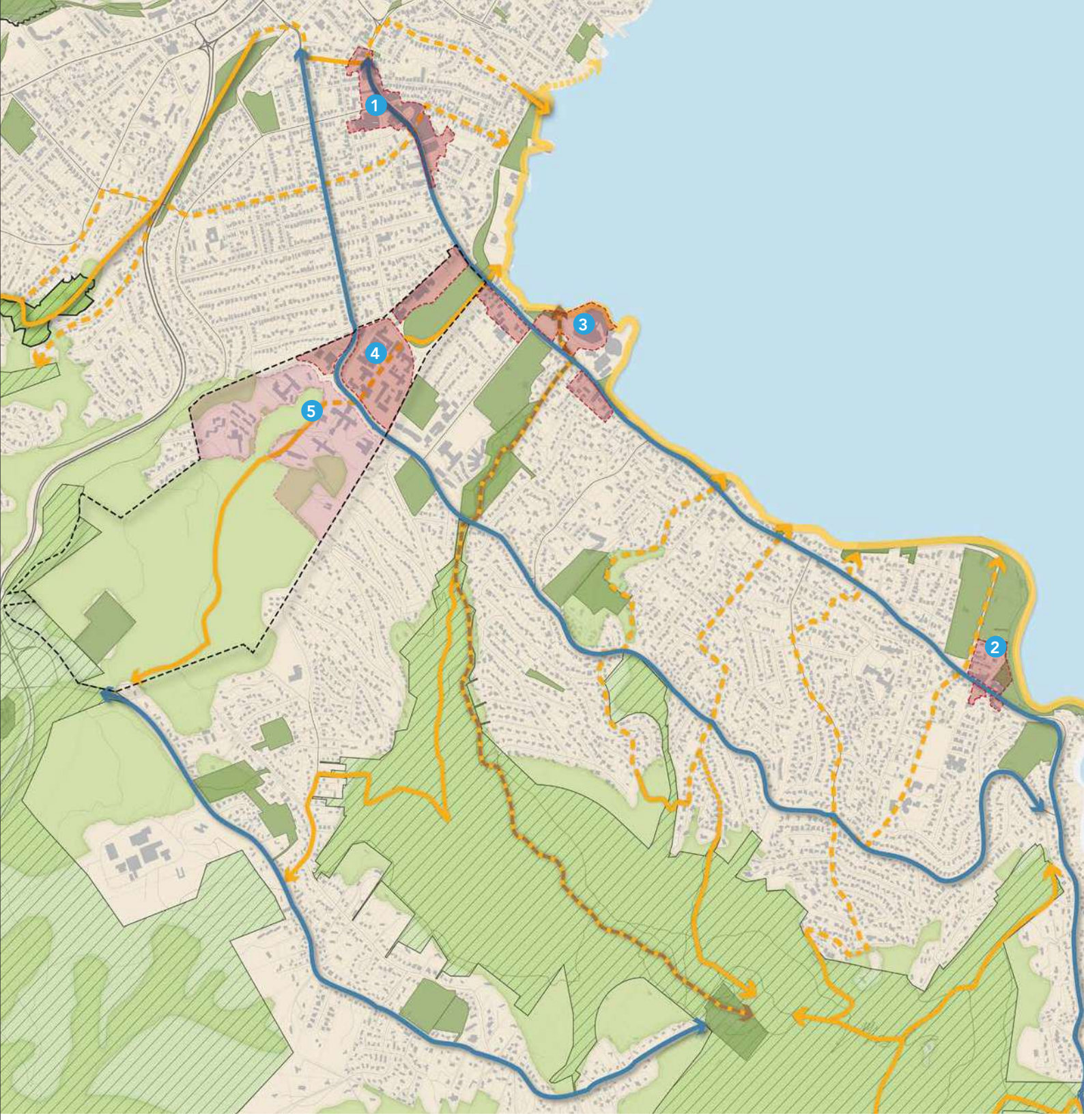
Opportunities

- Ensure that the study area services the day-to-day needs of residents as well as a wider visitor market.
- Provide opportunities for businesses that complement, rather than compete with, the Hobart CBD such as small businesses, start-ups and small-scale commercial.
- Strengthen the role of the existing Sandy Bay and Lower Sandy Bay Activity Centres as key retail and service nodes within the community by expanding retail offerings by developing a place strategy that includes more family-friendly offerings and redevelopment opportunities
- Investigate the need for a night-time economy assessment
- Retain the smaller local convenience centres at Mount Nelson and adjacent to UTAS on Churchill Avenue.
- Promote visitor opportunities including along the waterfront
- Maintain and strengthen the economic role of the marina and;
    - Improve visitor amenities through public realm enhancement.
    - Explore opportunities for cafés and bars in beach front locations.
- Investigate feasibility and funding opportunities for a multi-use community hub

Why is this needed?

- Ensuring convenient access to services and facilities improves liveability for residents. Having shops and services within walking distance is ideal. Strengthening and reinforcing the existing activity centres will ensure they continue to service the growing community.
- Commercial activity provides local jobs to residents, meaning they do not need to travel far for work.

Lower Sandy Bay Activity Centre services the day-to-day needs of residents



Renewal opportunities

LEGEND

- University of Tasmania boundary
- Sensitive and staged urban renewal
- Renewal areas for mixed use infill
- Coastal trail (route TBC)
- Bus priority + micro-mobility route
- Major path
- Secondary path
- Secondary path (streets)
- Minor path
- Reserves and bushland
- Special Places (Sport facilities and Park)

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KEY RENEWAL AREAS

1. Sandy Bay Activity Centre
2. Lower Sandy Bay Activity Centre
3. Wrest Point
4. UTAS Sandy Bay Campus (lower)
5. UTAS Sandy Bay Campus (upper)

Idea 6: Celebrate local historic heritage values

What is this idea?

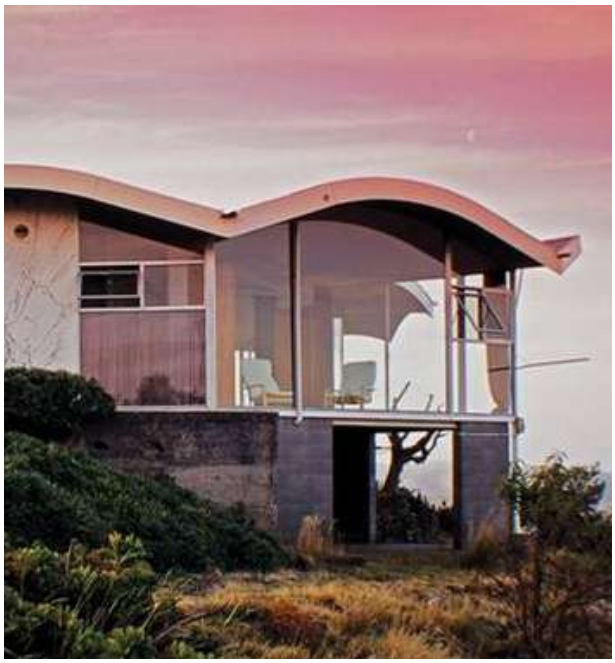
Ensuring that places and precincts of significant local historic heritage value are better understood and celebrated by the community.

Opportunities

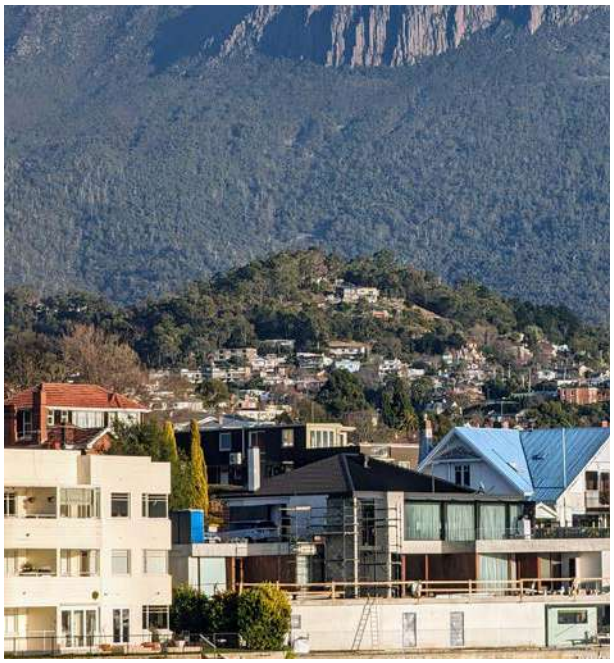
- Promote locally listed heritage places and heritage conservation precincts by:
  - Investigating a heritage trail with interpretive signage or information sharing platform using technology to provide information on local historic heritage.
- Identify areas that have greatest potential for sensitive infill development in accordance with Planning Scheme provisions.

Why is this needed?

Local historic heritage places and precincts play a critical role in defining the identity and character of Sandy Bay and Lower Sandy Bay. (Note: There are no local places or precincts in Mount Nelson) Celebrating significant historic local heritage values is important for the benefit of present and future generations to foster a rich understanding of the past and connection to place.



Dorney House, Sandy Bay.



'The Bay' with kunanyi / Mt Wellington in the background.

Idea 7: Identify opportunities to facilitate a diverse range of housing

What is this idea?

Provide housing diversity by encouraging sensitive infill development that provides housing choice to neighbourhoods that are well serviced by facilities and services. This will include investigating a range of housing typologies that provide different ways to introduce more density into existing urban neighbourhoods with consideration of existing character and, in some areas, heritage.

Opportunities

- Review the Medium Density Guidelines to:

  - Determine applicability and relevance to promote well-designed and sustainable buildings that respond to Mount Nelson and Sandy Bay's local character.

  - Encourage place-based outcomes that respond to the opportunities within each area and the topographic, heritage and local character conditions.

- Concentrate medium density development around retail activity centre amenity, public space provision and public transport services.

Why is this needed?

Accommodating population growth in a sustainable way is a challenge being faced by many cities around the world. Hobart has experienced unprecedented growth in recent years which is putting pressure on housing across the city. It is the responsibility of the Neighbourhood Plan to ensure that Mount Nelson and Sandy Bay are playing their part in accommodating growth and providing high quality housing for a diverse population.

Accommodating growth in a sensitive way that will require consideration for the type of development that aligns to the existing character of the area. 'Gentle density' refers to slightly increasing the number and variety of dwellings in an existing low-density area. These new dwellings offer the opportunity to provide a greater diversity of housing types suited to wide range of residents and their needs including students, affordable housing, co-housing models and dwellings appropriate for aging in place. Identifying opportunities for medium-density renewal areas in immediate proximity to services, facilities and amenity (see Idea 8) will take growth pressure off areas of lower density with more constrained infill potential.

In addition to providing housing to ease city growth pressures, intensification provides funding for local upgrades to the public realm and facilities, many of which are articulated in this paper.

Idea 8: Identify key redevelopment areas that have the capacity to accommodate growth

What is this idea?

There are four areas within the neighbourhood that provide opportunity for renewal, including larger redevelopment sites that are less impacted by constraints. These areas offer optimal opportunity for meeting future retail demand in activity centres, as well as accommodating residential growth demand.

Opportunities

The following pages provide an overview of the opportunities that exist for key redevelopment areas across the neighbourhood.

- Sandy Bay Activity Centre
- Lower Sandy Bay Activity Centre
- Wrest Point
- UTAS Sandy Bay Campus (lower)
- UTAS Sandy Bay Campus (upper)

Why is this needed?

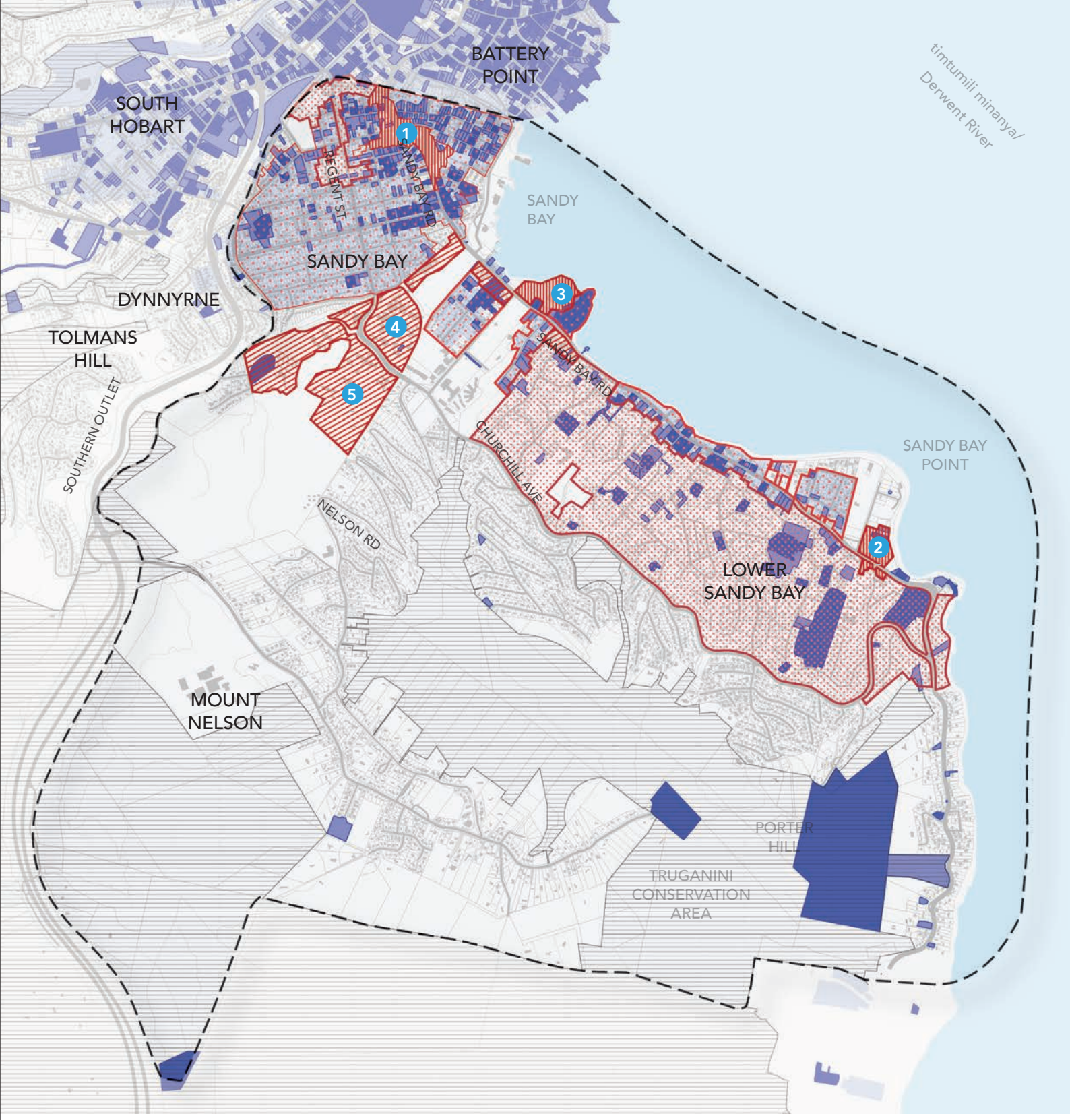
Cities change and adapt to economic forces, which in turn, results in changes in land use and aging building stock creating opportunities for renewal.

The Activity Centres in Sandy Bay and Lower Sandy Bay offer the prospect for renewed thinking around built form and land use outcomes. Where some of the older buildings no longer provide an optimal outcome for the centres, an opportunity for renewed mixed-use development exists. There is also an opportunity to consider the aging building stock at the UTAS Campus and the future use of the land for a diverse mix of land uses in a way that recognises local values and character.

The 'missing middle'

The 'missing middle' is a term used to describe housing typologies (types) that sit between detached dwellings and high-rise apartments. Examples include 2-5 storey flats, duplexes, manor houses and terrace housing.

'Missing Middle' housing allows for greater diversity and density and offers a more compatible form of housing within low density areas. It allows for residents to 'age in place' by offering alternative, smaller scale housing options as many local residents seek to downsize but wish to remain in their neighbourhood. They also provide critical key worker housing as it's often at a more affordable price point.



Infill map

0 200 400 600 800 1000 1200 m

LEGEND

- Study area
- Renewal areas for mixed use infill
- Sensitive and staged urban renewal
- Sensitive small scale medium density infill (missing middle)
- Infill appropriate for Heritage Precinct in accordance with the Planning Scheme
- Area outside the urban growth boundary
- Heritage precinct
- Heritage Places (local)
- Heritage places (State)

KEY REDEVELOPMENT AREAS

1. Sandy Bay Activity Centre
2. Lower Sandy Bay Activity Centre
3. Wrest Point
4. UTAS Sandy Bay Campus (lower)
5. UTAS Sandy Bay Campus (upper)

KEY REDEVELOPMENT OPPORTUNITY 1:
Sandy Bay Activity Centre

The Sandy Bay Activity Centre, located at the northern end of the study area, provides an important convenience offering along Sandy Bay Road that serves the community with retail, cafes and services. The activity centre brings the community together and provides employment and commercial activity, and a place for social connection.

The activity centre offers an opportunity for sustainable and sensitive mixed-use infill development that provides a range of housing options for a growing population.

Opportunities

- Strengthen the economic role of the Sandy Bay Activity Centre and maintain the local convenience offer for local residents and visitors.
- Encourage a diverse range of services and facilities to support a healthy community.
- Encourage mixed use activation through development with ground floor retail and upper level commercial or residential.
- Allow for a diverse range of housing options including, but not limited to, affordable, social and co-housing models.
- Advocate for a multi-use Community Centre providing services such as child-care, allied health, laundromat, op shops, library, community centre.
- Investigate road network and other improvements to prioritise public transport movement.
- Consider pedestrian amenity within the retail environment through redevelopment outcomes that deliver high quality streetscape outcomes.
- Review planning controls to determine appropriate building scale and density

Sandy Bay Activity Centre redevelopment area

LEGEND

- Renewal sites for mixed use infill
- Coastal trail (route TBC)
- Bus priority + micro-mobility route
- Major path
- Secondary path
- Secondary path (streets)
- Minor path
- Reserves and bushland
- Special Places (Sport facilities and Park)

KEY REDEVELOPMENT OPPORTUNITY 2:
Lower Sandy Bay Activity Centre

The Lower Sandy Bay Activity Centre, located at the eastern end of the study area, provides an important convenience offering to Lower Sandy Bay residents and visitors. The Activity Centre is located directly adjacent to Long Beach Reserve with ample recreational opportunities including playgrounds, parklands and sports facilities.

Future development in the Activity Centre should consider enhancing the role and integration of convenience retail and amenities with the recreational experience on the waterfront.

Opportunities

- Strengthen the economic role of Lower Sandy Bay and maintain the local convenience offer.
- Create a more pedestrian-friendly environment and retail offering along the southern side of Sandy Bay Road at the time of redevelopment of the former petrol station (615 Sandy Bay Road).
- Enhance the connection between the Lower Sandy Bay Activity Centre and the waterfront. Consider the best location for car parking to maximise mixed use outcomes and activation of the waterfront.
- Consider public realm investment to enhance the streetscape outcome along Sandy Bay Road.
- Provide sensitive and mixed-use infill development that provides for a range of housing choices in an attractive beach side location.
- Review planning controls to determine appropriate building scale and density

Lower Sandy Bay Activity Centre redevelopment area

LEGEND

- Renewal sites for mixed use infill
- Coastal trail (route TBC)
- Bus priority + micro-mobility route
- Major path
- Secondary path
- Secondary path (streets)
- Minor path
- Special Places (Sport facilities and Park)

KEY REDEVELOPMENT OPPORTUNITY 3:
Wrest Point

Wrest Point was developed in 1939 with the construction of Wrest Point Riviera Hotel. The precinct punctuates the waterfront in Sandy Bay, providing a tourism and entertainment focus along the water's edge. The site is being considered (amongst others) for a new ferry service providing public transport access to the CBD direct from Sandy Bay. The precinct provides opportunity for a strengthened and diversified economic role and a renewed public realm that increases access and useability of the water's edge.

Opportunities

- Consider public benefits of a potential ferry terminal in this location or in the vicinity providing an experiential public transport option that provides direct access to the Hobart CBD.
- Advocate for a diverse offering of food and beverage uses and entertainment uses that leverage and enhance the waterfront location.
- Improve the waterfront public realm linkage and experience by encouraging public access and usable spaces along the Sandy Bay foreshore
- Improve pedestrian and micro-mobility connections to the waterfront from the surrounding area. This includes a finer grain of linkages that connect to the internal path network and on to Mount Nelson.
- Consider built form renewal options and mixed-use medium density development while retaining public access to green open space and waterfront areas.

Wrest Point potential renewal area

LEGEND

- Renewal areas for mixed use infill
- Coastal trail (route TBC)
- Bus priority + micro-mobility route
- Major path
- Secondary path
- Secondary path (streets)
- Minor path
- Reserves and bushland
- Special Places (Sport facilities and Park)

KEY REDEVELOPMENT OPPORTUNITY 4 & 5.
University of Tasmania

The University of Tasmania (UTAS) Sandy Bay Campus was established in Sandy Bay in 1963 on the site of a former rifle range. The 105 hectare site was incrementally developed into the campus that exists today comprising:

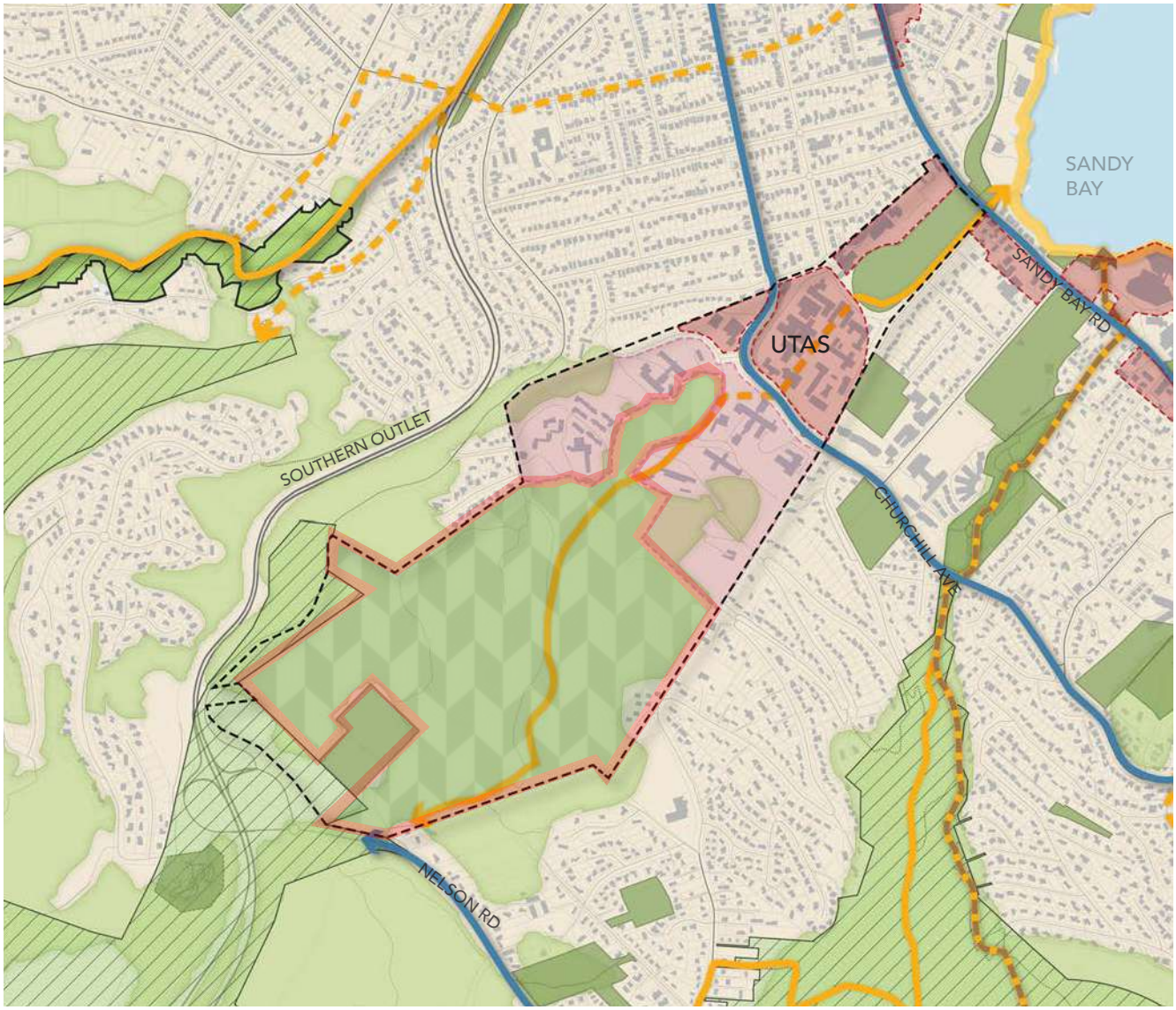
- Land that extends from the waterfront precinct to the slopes of Mount Nelson
- A mix of built form including development up to 4 storeys in height
- Sports fields in the lower area, along Sandy Bay Road
- Bushland along the slopes of Mount Nelson and walking trails providing public access
- Public access through the campus for pedestrians, vehicular traffic and cyclists

In response to UTAS expressing their intention to relocate some of their educational premises from the Sandy Bay campus, the precinct is identified as a key redevelopment area, offering opportunity for well-considered staged urban renewal.

The Sandy Bay Campus provides a unique opportunity to continue contributing to the existing character of the community and provide for sensitive and incremental redevelopment.

Opportunities

- Allow for the continued use of the campus for educational purposes.
- Investigate opportunities to provide transport links that better connect the campus with the surrounding neighbourhood.
- Acknowledge some of the building stock is aging and provide for mixed-use activation, potentially incorporating adaptive reuse of existing buildings where appropriate.
- Preserve the sports ovals at the northern end of the precinct and investigate provision for community use.
- Balance green space and built form outcomes through redevelopment that provides generous landscape outcomes.
- Provide for a variety of housing types including incorporating affordable, social and co-housing models.
- Ensure that any new development is sympathetic to the character of the surrounding area and steps down to the edges to provide a gentle transition in development height to surrounding neighbourhoods.
- Protect the environmental values of the land on the upper slopes of the campus by excluding the area from new development.
- Advocate for a multi-use Community Centre providing services such as allied health, laundromat, op shops, library, community hub.
- UTAS Sports facilities to become public spaces as part of any future redevelopment proposals



UTAS Sandy Bay Campus

0 200 400 600 800 m

LEGEND

- University of Tasmania boundary
- Renewal sites for mixed use infill
- Sensitive and staged urban renewal
- Coastal trail (route TBC)
- Bus priority + micro-mobility route
- Major path
- Secondary path
- Secondary path (streets)
- Minor path
- Reserves and bushland
- Special Places (Sport facilities and Park)
- Area outside the urban growth boundary (STRLUS)
- Proposed environmental area

What is sensitive and staged urban renewal?

- Incremental and gradual development in different stages over time
- Continuation of educational services
- New development steps down to the edges of surrounding areas
- Overshadowing concerns during staging
- Maintaining biodiversity links through the development site at all stages
- Balancing access to green space and existing buildings during renewal period

Various types of medium density infill

Infill development is nothing new in the Mount Nelson and Sandy Bay area. Tasmania has a rich history of excellent residential architecture which is celebrated nationally and internationally with some fine examples situated in the study area.

'Infill development' refers to sensitively increasing built form in existing areas to accommodate more development for residential, education, commercial and community uses.

A well-considered building shaped by appropriate architectural form can contribute to the established character while meeting the needs for future residents.

Below are some examples of medium density infill developments in Mount Nelson and Sandy Bay that build on the unique local character appropriate for their neighbourhood.

Morning Bath

Direction 3:

Provide outdoor recreation and places for people to connect, enhancing wellbeing in the community.

Idea 9: **Improve the waterfront for recreation to optimise spaces for public enjoyment**

Idea 10: **Provide increased public access and recreation opportunities from the coast to Mount Nelson Lookout**

Idea 11: **Celebrate the 'special places' of Mount Nelson and Sandy Bay by improving the open space network**

Idea 9: Improve the waterfront for recreation to optimise spaces for public enjoyment

What is this idea?

The waterfront area should be enhanced to maximise its usability and cater to a wide range of potential users. This includes considering the public space that exists and how it could be improved to enable more people to access and enjoy it.

Opportunities

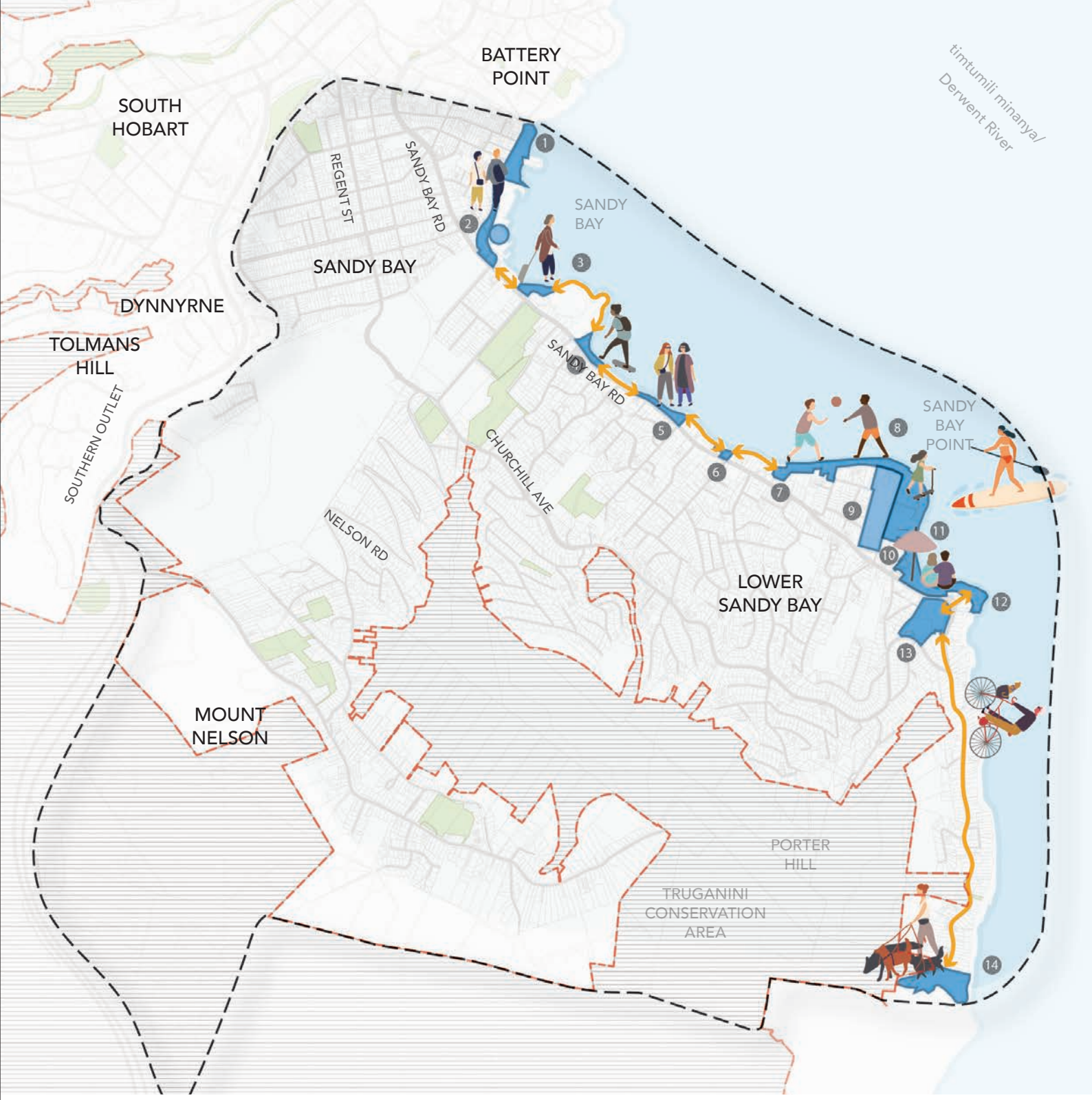
- Advocate for investment to upgrade public facilities and spaces along the coastline to improve usability and functionality.
- Advocate for local needs as well as opportunities to provide nodes for regional and overseas visitors to enjoy the waterfront.
- Advocate for improved land-based activation, such as places for temporary gatherings and events to enable the community to connect through shared experiences.
- Establish clear and dedicated connections for pedestrian and micro-mobility devices that provide safe, convenient and accessible access to and along the waterfront.
- Support public art and interpretation along the foreshore to allow for First Nations storytelling and interesting wayfinding.

Little Sandy Bay recreational activities on the water

Why is this needed?

The waterfront is one of Sandy Bay's greatest assets, providing a scenic location for public open space that allows people to enjoy the water. Currently, the waterfront is underutilised and has limited facilities. Whilst the area around Long Beach in Lower Sandy Bay has had public realm improvements including play equipment, toilet facilities and a board walk, other waterfront areas in the study area lack facilities. Providing improved pathways and increased facilities will increase the usability of the waterfront and will attract more people to enjoy the waterfront.

Short Beach playground



Waterfront experience map

0 200 400 600 800 1000 1200 m

LEGEND

- Study area
- Urban growth boundary
- Waterfront sport facilities
- Waterfront open space
- Connectors
- Area outside the urban growth boundary

PLACES

1 Short Beach
2 Marieville Esplanade
3 Wrest Point
4 Lords Beach
5 Red Chapel Beach
6 Red Chapel Reserve
7 Nutgrove Park
8 Nutgrove Beach
9 Sandown Park
10 Long Beach Park
11 Long Beach
12 The Searchlight (historic landmark)
13 Alexandra Battery Park
14 Cartwright Reserve

Idea 10: Promoting the coast to mountain experience by providing increased public access and recreation opportunities

What is this idea?

Acknowledging the proximity and relationship between Mount Nelson and the coastline, and the range of recreation opportunities that exist as a result. Mount Nelson and Sandy Bay will make the most of the mountain and sea-side location to provide a range of recreation options that celebrate the picturesque landscape and location.

Opportunities

- Improve connections in the existing recreational trail network between Mount Nelson and the foreshore to provide hiking trail options through coastal and mountainous terrain with legible and consistent way-finding.
- Consider the network of open space and environmental reserves, in steeper areas along the mountainside and how these areas can be used for public enjoyment, without compromising biodiversity values.
- Include activation nodes at the edges of the environmental reserves to connect people to the bushland and provide facilities for people using the hiking trails.
- Consider the potential for public art and interpretation and storytelling as part of the trail experience.
- Advocate for funding for improvement upgrades to establish an Iconic urban walk from the coast to the mountain (Wrest Point to the Signal Station) to increase local and visitor experience of the area as a key destination.

Why is this needed?

The location of Sandy Bay and Mount Nelson provides a suite of recreation opportunities that is unique to the study area. Strengthening this recreation offer will mean that Sandy Bay and Mount Nelson continue to be destinations for the wider community and visitors to Greater Hobart. Providing a wide range of recreation opportunities that capitalises on the strengths of the area will also improve the recreation offer for local residents.

Mount Nelson Signal Station Cafe

Coast to ridge connection map

0 200 400 600 800 1000 1200 m

LEGEND

- Study area
- Area outside the urban growth boundary
- Environmental area
- Proposed environmental area
- Major path
- Secondary path
- Secondary path (streets)
- Minor path
- Mount Nelson Ridge
- Mount Nelson signal station

Idea 11: Celebrate the 'special places' of Mount Nelson and Sandy Bay by improving the open space network

What is this idea?

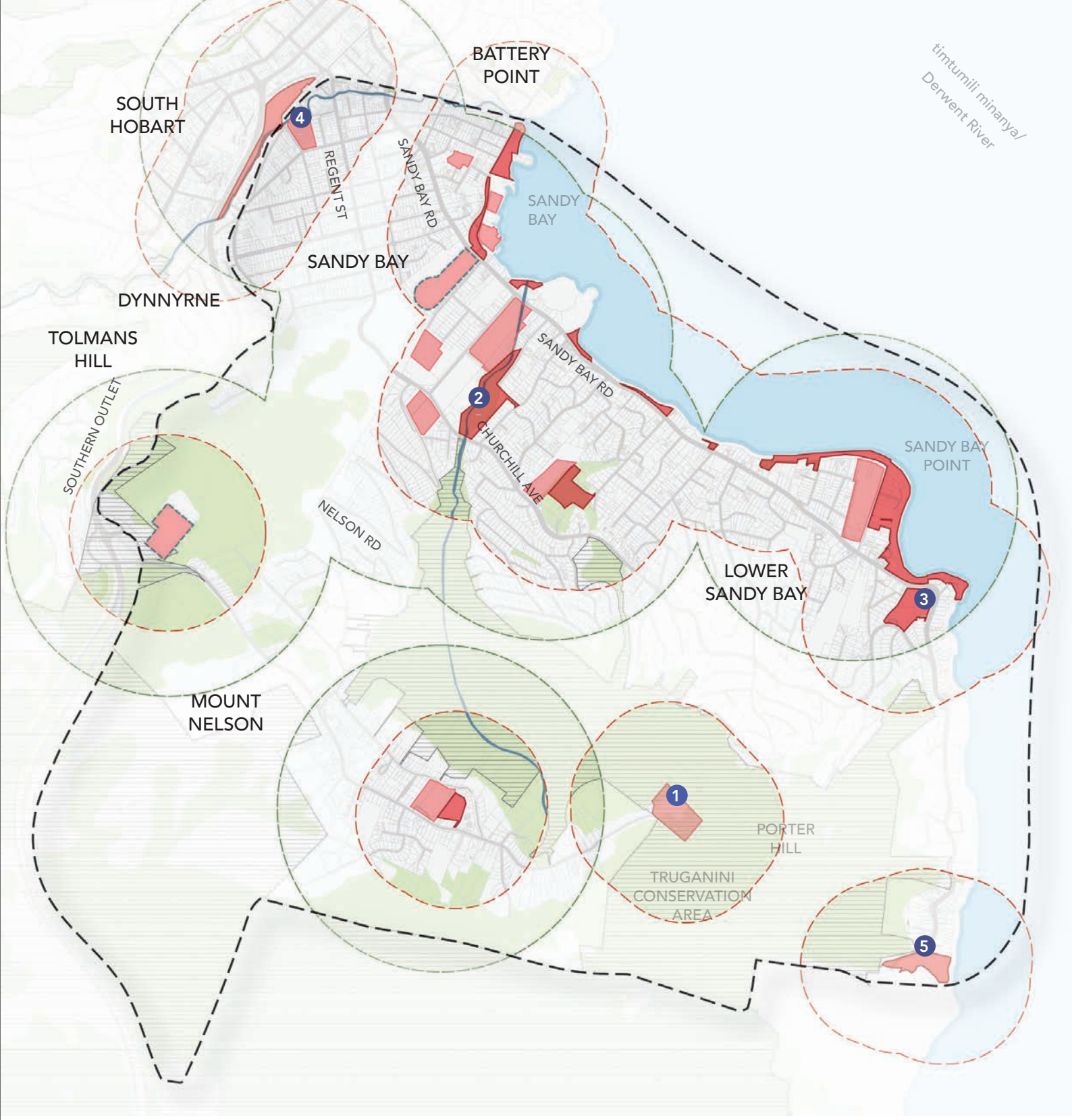
Providing a range of open spaces to encourage outdoor lifestyles and improve wellbeing. This includes considering all spaces within the study area including local parks and sporting reserves as well as the other 'special places' which provide open space amenities. Improvements to the public realm must be consistent with the intent and principles embedded in City of Hobart's Urban Design Guidelines.

Opportunities

- Advocate for upgrades to the public spaces listed below to improve their accessibility, usability and provide for a wider range of users:
  Mount Nelson Signal Station and Lookout
  Lambert Rivulet and Mount Nelson trail
  Alexandra Battery Park
  Sandy Bay Rivulet
  Cartwright Creek and Truganini Track
- Promote the lifestyle offering of Mount Nelson and Sandy Bay through the use of technology and signage for information sharing.
- Identify upgrades to existing public open space including areas on the periphery of environmental areas as these spaces could provide nodes of activity. Also review existing passive open spaces in the study area that engage and stimulates the sense (touch, smell, hearing, taste).
- Improve recreational facilities and opportunities at Mount Nelson Play/Activity Area.
- Improve access for pedestrians and active mobility to encourage use, including providing pedestrian crossings and access points.
- Investigate the most appropriate mechanism in the planning scheme to ensure that significant new redevelopment provides open space and public realm outcomes to support the wider community.

Why is this needed?

- Providing access to high-quality public open space encourages people to be physically active, and engage with the outdoors and each other. This in turn supports good mental and physical health outcomes within the community.
- Parks with greater facilities and amenities, can be welcoming places with no obligation to spend money, will appeal to a wider range of people and will promote interaction between different generations for longer periods of time.
- Providing quality public open space within 400m of people's homes means that they can access open space within 5 minutes by walking. This is a global benchmark and target that is accepted as best practice. An 800m catchment is adopted for sporting facilities, representing a 10 minute walk to access these facilities. The majority of urban areas within the study area are located within a walkable catchment to open space.
- A study by the Heart Foundation outlines the 'Evidence supporting the health benefits of Public Open Space'



Special places map

0 200 400 600 800 1000 1200 m

LEGEND

- Study area
- Area outside the urban growth boundary
- Public & Private Sports facilities
- Public Parks (open space)
- Proposed public sports facilities (TBC)
- Reserves and bushland
- 400 m catchment
- 800 m catchment

PLACES

1. Mount Nelson Signal Station and Lookout
2. Lambert Rivulet and Mount Nelson Trail
3. Alexandra Battery Park
4. Sandy Bay Rivulet
5. Cartwright Creek and Truganini Track

Public realm enhancement

The images shown below are examples of recreational open spaces from around Tasmania. These represent ideas that we can learn from and inspire the future open space in Mount Nelson and Sandy Bay and does not represent current proposals.

Woodfire Oven and playground, Legacy Park Community Hub, Queens Domain. Image: City of Hobart

Launceston Riverbend park, Invermay. Image: Jaime Parsons

Alexandra Walk, Launceston.

Simmons Park, Lindisfarne. Image: Clarence City Council

West Beach, Burnie Waterfront.

Simmons Park, Lindisfarne. Image: Clarence City Council

Dru Point Bicentennial Park, Margate.

The Burnie Boardwalk.

Direction 4:

Provide accessible and pedestrian friendly, sustainable transport options.

Idea 12: Increase sustainable travel choices in Mount Nelson and Sandy Bay

Idea 13: Improve walkability and pedestrian amenity across the study area

Idea 14: Investigate road network and other improvements to prioritise public transport

Idea 12: Increase sustainable travel choices in Mount Nelson and Sandy Bay

What is this idea?

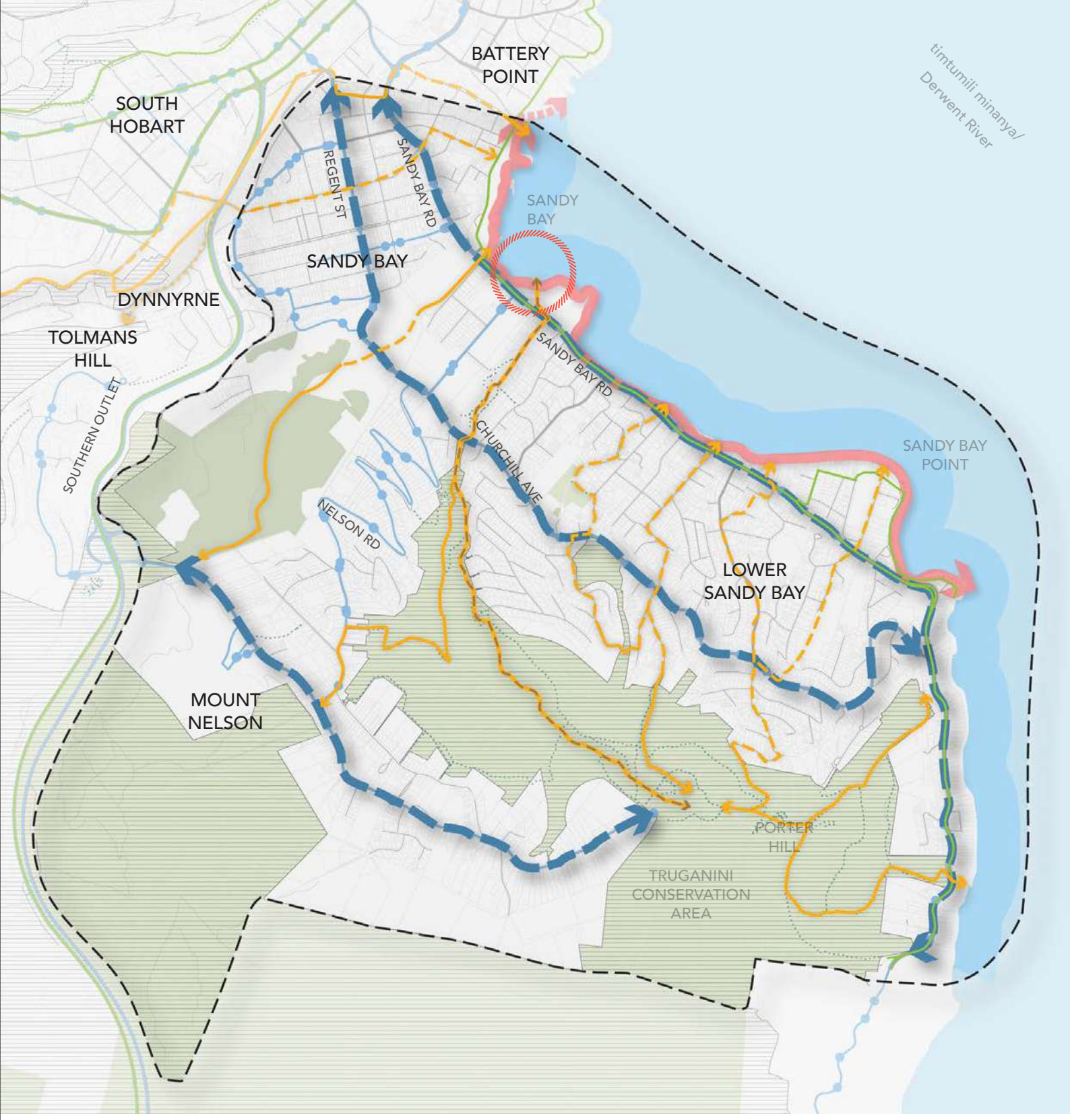
Encouraging alternative modes of transport to private cars, including public and active transport (walking, bikes, e-bikes, scooters, e-scooters) to help relieve road congestion. People will use the modes of transport that are convenient, safe and attractive so this idea sees improved public transport and active transport infrastructure, to attract more people to use these modes.

Opportunities

- Provide separated multi-modal paths along the entire length of Sandy Bay Road to provide safe routes which connect the waterfront to the Hobart CBD.
- Investigate the use of street space for a range of modes including dedicated pathways for cycling along alternative routes, for example Grosvenor Street, Regent Street or Churchill Avenue.
- Advocate for improved modal interchange and modal integration including being able to take bikes and micro-mobility on public transport and end-of-trip facilities.
- Ensure appropriate provisions are made for connections to the proposed coastal walkway to Castray Esplanade from Marieville Esplanade beach reserve.
- Investigate the feasibility of and funding opportunities for establishing a continuous coastal trail that connects Battery Point to Sandy Bay Point.

Why is this needed?

- 50% of residents within the study area travel between 2.5km and 10km to get to work, and 21% travel less than 2.5km. These travel distances make active transport and e-mobility attractive options for people to get to work. There is a significant opportunity to respond to this and provide infrastructure that will make these modes feasible.
- We understand that cycling infrastructure that is provided on-road without physical separation (such as a kerb, bollards or landscaping) doesn't attract all ages and abilities to cycle in the same way that dedicated, safer, off-road pathways will. There are many studies that demonstrate that women are much less likely than men to cycle on-road. www.researchgate.net/publication/312307230_Can_Protected_Bike_Lanes_Help_Close_the_Gender_Gap_in_Cycling_Lessons_from_Five_Cities
- With new technology in e-mobility, and electric bikes and scooters becoming more common, navigating undulating terrain is less of an issue for people wanting to use alternative transport modes. This provides more opportunity for Sandy Bay, and potentially Mount Nelson, to provide micro-mobility infrastructure.



Connectivity map

0 200 400 600 800 1000 1200 m

LEGEND

- Study area
- Coastal trail (route TBC)
- Proposed walkway to Castray Esplanade
- Bus priority + micro-mobility route
- Bus route
- Bus stop
- Cycle route
- Major path
- Secondary path
- Secondary path (streets)
- Minor path
- Potential ferry terminal (subject to further investigation)
- Area outside the urban growth boundary

Idea 13: Improve walkability and pedestrian amenity across the study area

What is this idea?

Encouraging walking and providing space for pedestrians to be safe on the street will increase street life and promote economic and community wellbeing. This includes widening footpaths, providing refuges at crossings of busy roads, places to sit (particularly in hilly locations) and introducing landscaping to provide shelter from weather.

Opportunities

- Improve options for pedestrians in Sandy Bay Activity Centre by:
  - reviewing footpath width, obstructions (power poles, rubbish bins, signage etc.) and safe crossing opportunities as development opportunities arise and as increased pedestrian footfall requires further investment.
  - introducing more raised pedestrian 'wombat crossings' so that there is a continuous footpath and drivers are prompted to give pedestrians the right of way.
- Provide a network of safe, legible and accessible connections throughout the study area, especially between Sandy Bay Road and Churchill Avenue, including high-quality paths, crossings, pedestrian-oriented signage, seating and shade.
- Investigate safer options for pedestrians to travel between the Mount Nelson shop and the Mount Nelson Oval and Playground.

Why is this needed?

- Creating walkable neighbourhoods creates more desirable places to live, work and play. Walkability improves the physical health and mental wellbeing of people, encouraging them to venture out on foot and be physically active.
- Walkability also promotes a sense of community as it brings people out onto the street and encourages interaction and social engagement.
- Walkability also improves economic opportunity for small business operators by generating more passing foot traffic.

Sandy Bay Main Road commercial area.

Idea 14: Investigate road network and other improvements to prioritise public transport

What is this idea?

Providing initiatives and upgrades to prioritise bus movement and make buses more attractive to residents in Mount Nelson and Sandy Bay. Strengthen alternative modes of public transport including a ferry.

Opportunities

- Advocate for adequate, accessible and safe bus stops including seating, shelter and timetables.
- Advocate for more frequent travel times for buses to make public transport a more attractive travel option. This includes investigating measures on a trial basis including temporary initiatives, including:
  - Bus head start and queue jumps at traffic signals
  - Incorporating bus lanes where practical
- Investigate rat runs within Sandy Bay and measures to discourage rat running including local area traffic management plans.
- Investigate traffic management initiatives to relieve vehicular congestion along Sandy Bay Road, peak school traffic, speed and car parking.
- Work with the State Government to provide a ferry service to Sandy Bay including adequate pedestrian and cycle connectivity (and secure bike parking).

Why is this needed?

- An analysis of travel modes in Mount Nelson and Sandy Bay has revealed that 73% of people travel to work by private car. It has also revealed that bus travel times from Mount Nelson and Sandy Bay are significantly longer when compared to equivalent car journey times. Bus journey's along Sandy Bay Road take 40% longer than in a private car.
- There is precedent for trialling bus network improvement measures before committing to them through tactical urbanism.

Metro bus stop, Sandy Bay Main road.

Improving connectivity

The images shown below are examples of multi-modal transport integration from around the world. These represent ideas that we can learn from and inspire the future sustainable transport in Mount Nelson and Sandy Bay and does not represent current proposals.

Left: Raised crossing for pedestrians and other active transport modes. Image: Google Street View

Bi-directional bike and multi-modal lane separated from car traffic

Single direction bike and multi-modal lane separated by curb from car traffic, Melbourne, VIC

Bus stop separated from bike lane improves safety. Image: Google Street View

Part 4
Next steps

Twilight Market, Long Beach, Sandy Bay.
Image: Hobart Twilight Market.

Mount Nelson and Sandy Bay Neighbourhood Plan process

Community engagement

The next step in the Mount Nelson and Sandy Bay Neighbourhood Plan Discussion Paper is community engagement.

Community engagement offers an opportunity to seek feedback from Mount Nelson and Sandy Bay residents, students, workers and businesses on the ideas explored in the Discussion Paper.

The community engagement on this project will include an online survey, pop-up stalls and a community workshop. Information will be available through Councils Your Say Hobart web page. https://yoursay.hobartcity.com.au/

We are interested to hear what you would like the future to look like in Mount Nelson and Sandy Bay.

- **Which aspects of this area do you love?**
- **Where do you enjoy spending the most time?**
- **What would you like to see changed?**
- **How can we improve public spaces?**
- **Where can medium density housing for future generations be built?**
- **How would you like to travel between home, work or school?**
- **Do you have any other ideas?**

A report will be prepared summarising the feedback received during the community engagement period on this Discussion Paper. Feedback provided by the community and stakeholders will help to inform the draft Mount Nelson and Sandy Bay Neighbourhood Plan.

Have your say!

We want to hear your feedback.

Visit https://yoursay.hobartcity.com.au/sandy-bay-mount-nelson-neighbourhood-plan to share your opinion about the future of Mount Nelson and Sandy Bay Neighbourhood Plan

Part 5
Appendix

Reference list

Greater Hobart Committee	30-Year Greater Hobart Plan: Strategy for Growth and Change 2022
City of Hobart	Capital City Strategic Plan 2019-2029
City of Hobart	A plan for Hobart's local retail precincts, 2015
City of Hobart	Draft Transport Strategy 2018-2030
City of Hobart	Hobart City Deal and Implementation Plan 2019
City of Hobart	Hobart: A Community Vision for our island capital 2018
City of Hobart	Sustainable Hobart Action Plan 2020-2025
City of Hobart	Draft Urban Design Guidelines
City of Hobart	Street Tree Strategy 2017
City of Hobart	State of the Canopy: A report into Tree Canopy Cover Across Hobart 2023
City of Hobart	Queenborough Oval Masterplan 2015
City of Hobart	Protecting our Wild Heart: An Action Plan for Hobart's Bushlands 2019
City of Hobart	Sandy Bay Shopping Centre Statutory Review 1999
City of Hobart	Mount Nelson Planning Review 2006
City of Hobart	State of our Rivulets: A report into the environmental health of Hobart's Waterways 2023
CHMA	Desktop Aboriginal Heritage Report 2023
Inspiring Place	Sandy Bay Rivulet Linear Park Feasibility Study 2006
Leigh Woolley	Mount Nelson and Sandy Bay: Morphology of Growth
Leigh Woolley	Building Height Standards Review Project, report for City of Hobart (June 2018)
Praxis Environment	Historic Heritage Considerations 2023
Tasmanian Government	Southern Regional Land Use Strategy 2010-2035
Tasmanian Government	Draft Medium Density Design Guidelines
Tasmanian Government	Natural Values Atlas Report 2023
Urbis	Mount Nelson and Sandy Bay Background Economic Analysis 2023

Analysis maps

Context analysis

The maps on the following pages were produced as part of the analysis undertaken during the creation of this discussion paper.

These maps have helped to inform the understanding of the current context of Mount Nelson and Sandy Bay study area and were used as part of the stakeholder consultation workshops.

The maps are organised according to the following analysis themes:

- Study area
- Land use
- Natural features
- Built form and heritage
- Connectivity and public space

Study area map

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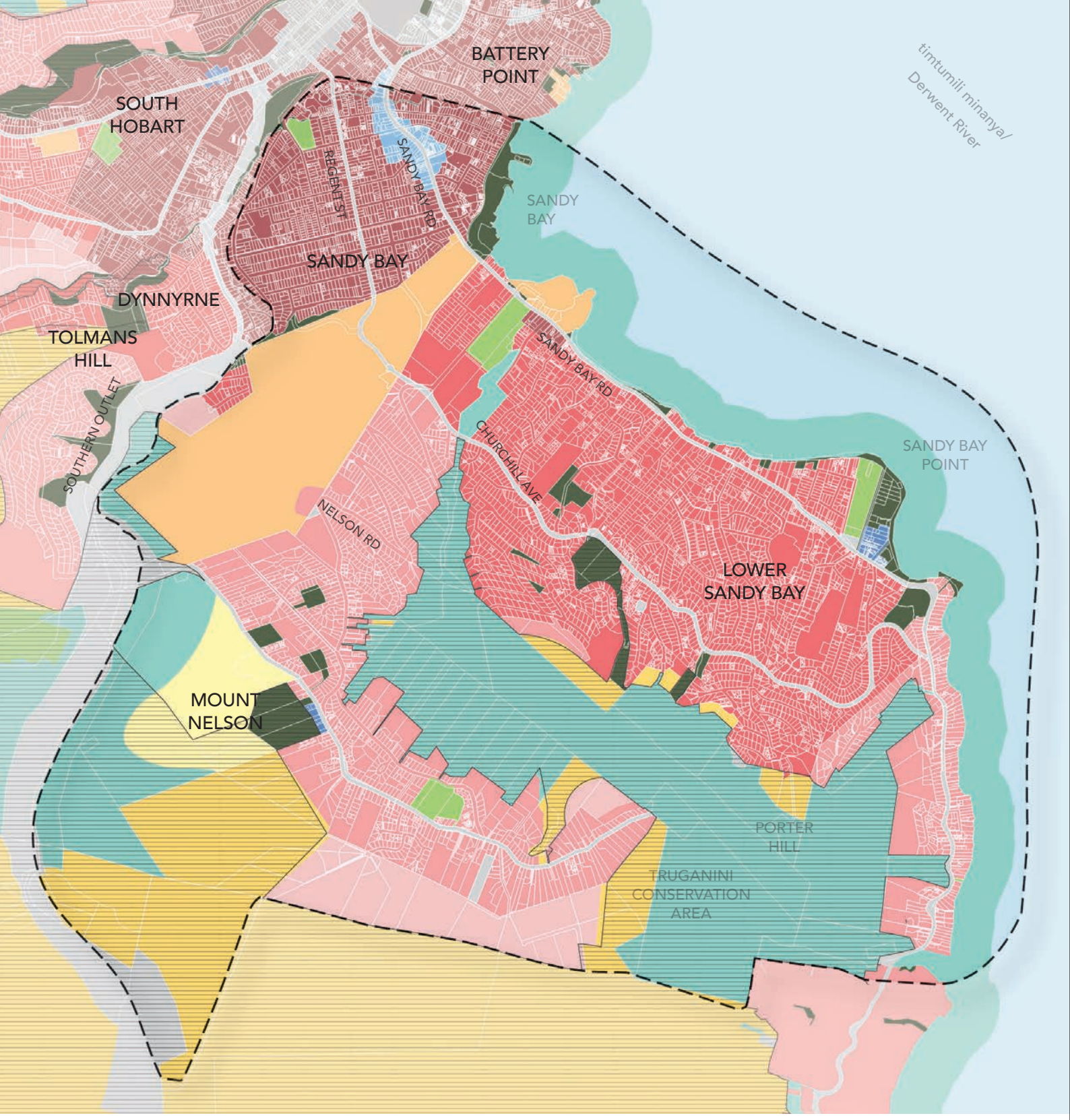
LEGEND

- Study area
- Area within urban growth boundary
- Area outside the urban growth boundary



Land use map

0 200 400 600 800 1000 1200 m

LEGEND

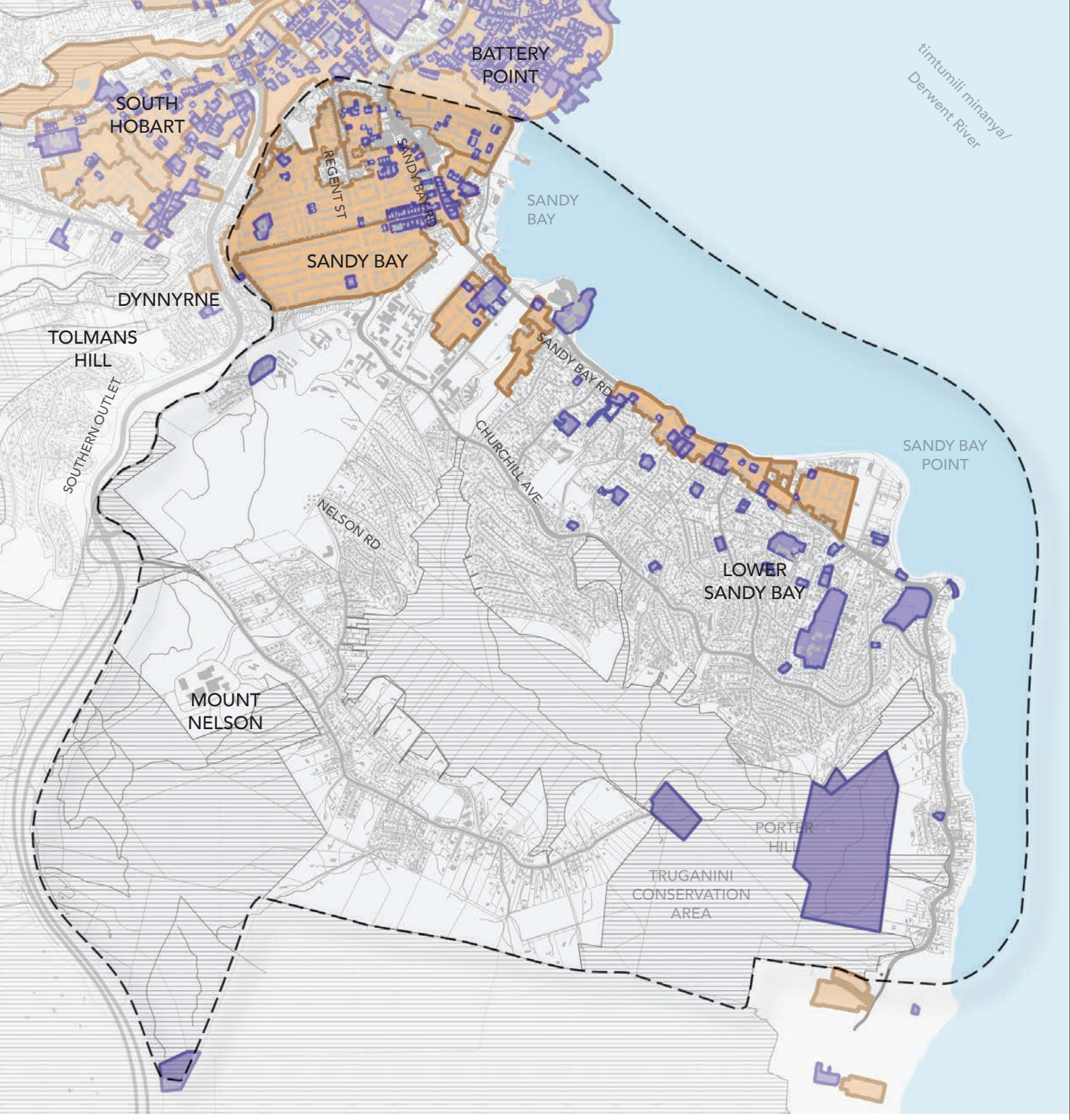
- Study area
- Area outside the urban growth boundary
- General residential
- Inner residential
- Low density residential
- Rural living
- Environmental living
- Urban mixed use
- Community purpose
- Recreation
- Open space
- Local business
- General business
- Central business
- Commercial
- Utilities
- Environmental management
- Particular purpose 32.0 - 41.0

Natural features map

0 200 400 600 800 1000 1200 m

LEGEND

- Study area
- Area outside the urban growth boundary
- Coastal erosion hazard band- high
- Bushfire prone areas
- Coastal erosion hazard band- medium
- Coastal erosion hazard band- low
- Flood prone hazard areas
- Significant vegetation
- Developed area
- 50 m contours
- 10 m contours



Built form and heritage map

0 200 400 600 800 1000 1200 m

LEGEND

- Study area
- Heritage (State)
- Heritage precinct (Council)
- Building footprint
- Area outside the urban growth boundary

Connectivity and public space map

0 200 400 600 800 1000 1200 m

LEGEND

- Study area
- Area outside the urban growth boundary
- Publicly accessible waterfront
- Non publicly accessible waterfront
- Bushland
- Park + Reserve
- Public sports reserve
- 400m catchment
- 800m catchment
- Park
- Sports
- Public beach
- Playground
- Bus stop
- Bus route
- Cycle parking
- Cycle route
- Recreational trails

Stakeholder engagement

Workshop 1, 27th June 2023: Understanding Mount Nelson and Sandy Bay

The following dot points provide a summary of the key points raised during the workshop.

Natural features and constraints

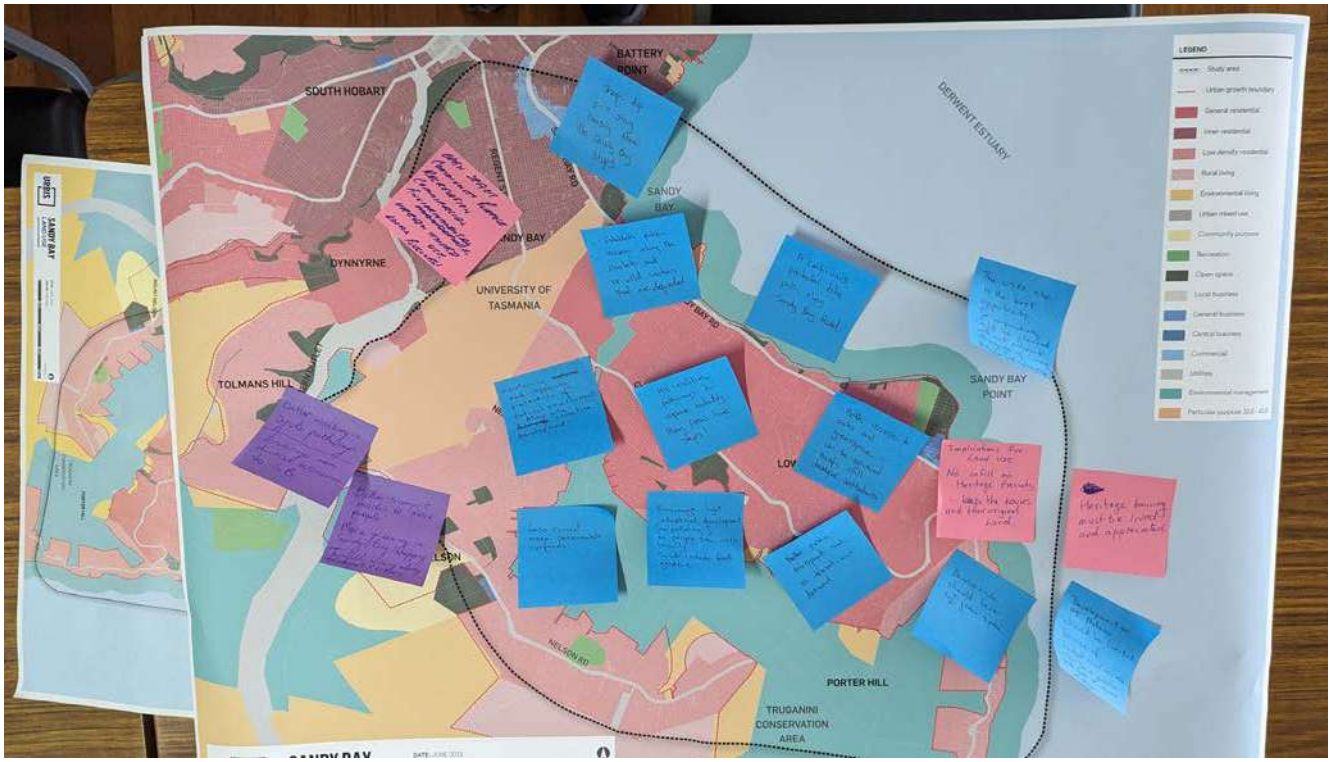
- There are areas along the foreshore that are underutilised for recreation and families while acknowledging that erosion is an issue and concern moving forward.
- Bushfire risks and future climate change, flood and storm water concerns should govern decisions around development and inform urban design principles.
- Tree canopy cover should be maintained and improved with all future development. All future development should add greenery to the suburbs.
- Rivulet maintenance is difficult with so much of the rivulet/s being on private land. In the future, land should be set aside for storm water management.
- Encourage use of public open space as the amount of private green space is decreased by education institutions and the public. Ensure access is in place to encourage this.
- The Sandy Bay rivulet is a real asset that, if properly managed (rubbish, vegetation, smell etc.), could enhance Sandy Bay and attract new users to the area.

Built form and heritage

- Heritage was seen as a key feature of the study area that should be protected and celebrated.
- General support for infill development but it needs to be well designed, incorporate gardens and contribute positively to the neighbourhood.
- Potential locations for infill suggested were the activity centres (shop top housing), small scale infill in areas not affected by slope and potentially Mount Nelson to make better use of land.
- Some people suggested the UTAS Campus could accommodate some sensitive infill, others preferred to locate infill elsewhere.

Connectivity and public realm

- Desire to encourage sustainable mobility modes other than private cars (buses, bikes, e-bikes etc.) to relieve road congestion issues. This should consider modal interchange and modal integration (Being able to take bikes and scooter on public transport)
- Desire for safe, legible and accessible two-feet (walk, bike, scooter, etc.) connections throughout the precinct – especially along Sandy Bay Road and connecting up and down the hill as well as to schools.
- Current bus system not fit-for purpose (service, convenience, reliability, efficiency). Relieve car congestion caused by bus (for example with dedicated bus lanes on Sandy Bay Road). Explore models for new agile and reactive transport system (eg. on-demand autonomous buses
- Desire for reduced to 40 zone in both shopping areas and all of Mount Nelson.
- Ferry service can be an attractive mode of transport into the CBD.
- Concern for accessible parking - especially for senior parking spots.



Stakeholder input to current land use zoning maps

Workshop 2, 25th July 2023: Our shared vision for Mount Nelson and Sandy Bay

The following dot points provide a summary of the key points raised during the workshop.

DIRECTION 1: PROTECTING AND ENHANCING THE NATURAL ENVIRONMENT

Idea 1: Enhance and celebrate natural areas and corridors including flora and fauna corridors and areas of high environmental value

- Identify strategic green corridors from bushland areas to the coast to provide improved biodiversity linkages through the landscape by restoring significant vegetation types
- Provide for the ecological restoration of all Rivulets by restoring riparian vegetation, and implementing pest and weed management programs
- Map trails to ensure privatised areas are available and improved for public access

Idea 2: Create an urban environment that is leafy and green

- Provide new neighbourhood multi-use parks as part of all new developments to increase community connection, recreation opportunities, tree canopy cover and to act as storm water detention /filtration areas where appropriate
- Support the development of community gardens to provide a focal point for connecting local residents and improve food security and affordability

Idea 3: Respond to climate change and natural hazards, including flooding and bushfire, by reducing impacts on the environment and minimising risk to new development

- Protect the environmental values of the heavily vegetated land on the upper slopes of the UTAS Campus by excluding the area from new development

Other ideas outside environment topic*

- Identify an appropriate area for an adventure sports hub including, but not limited to mountain biking, rock climbing, orienteering.
- Advocate for a community services hub providing services such as child-care, allied health, laundromat, op shops, library, community centre

DIRECTION 2: OUTDOOR RECREATION AND PLACES FOR PEOPLE

Idea 1: Improve the waterfront for recreation

- **Improve wayfinding and legibility around access points to the beach along Sandy Bay**
- **Improve access and accessibility along waterfront. Provide:**
  - Wheel chair access to the beach, handrails along key routes
  - Accessible car parking (more than just the blue spots)
  - A connection between Long Beach and Nutgrove Beach
  - Adequate width access for people (+dogs) to pass
- **Short Beach could have more facilities for a wider range of people and a general upgraded experience. Waterfront activity:**
  - **Welcoming places where you don't have to spend (much) money**
  - **BBQ gathering places**
  - **Places for young adults and teenagers (not just for young children)**
  - **Exercise equipment (good ones) for young and older people**
  - **Accessible toilets, seating areas**
  - **Little park next to Wrest Point could be upgraded with better seats etc.**
  - **Wrest Point some times used for large events/concerts - should happen more often.**

Idea 2: Promoting the Sandy Bay to Mount Nelson experience

- **Long term strategy to establish a 'green corridor' and create access along Rivulets (easements, acquisitions of land, Access on existing ROW, etc.) was a supported idea. Consider:**
- **Protect Rivulets and waterways from erosion**
- **Provide activity notes through the green corridors with facilities such as BBQs (2 hot plates for minimum 20 people),**
- **Dedicated adventure/nature area**
- **Mountain bike trails (separated from other users)**
- **Skate park somewhere (and other inclusive activities)**
- **Mount Nelson Play/Activity area needs more facilities (exercise equipment, shelter)**
- **Fenced-off dog areas somewhere in Sandy Bay**

Idea 3: Celebrate the special places and open space network

- **More entertainment, events and culture in open space.**
- **More places and activities that are sensitive to gender, cultures, religions, ethnicities, etc..**
- **A variety of open spaces that are stimulating to the senses (touch, smell, taste, hearing)**
- **A technological overlay to help enable and utilise and activate open spaces.**

DIRECTION 3: ACCESSIBLE AND SUSTAINABLE TRANSPORT OPTIONS

Idea 8: More sustainable travel choices in Mount Nelson and Sandy Bay

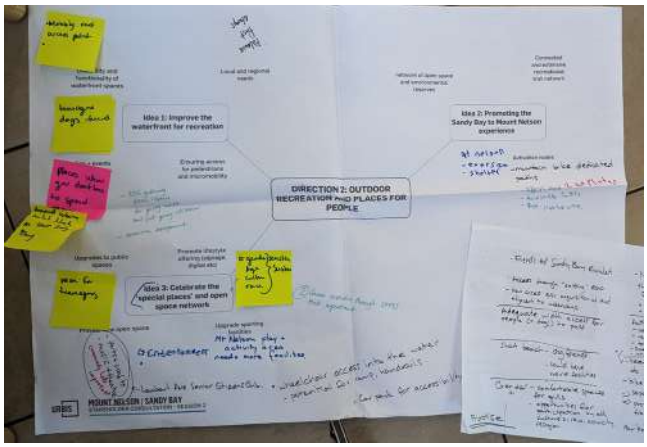
- Multi-modal transport corridors
  - Make corridors safe and wide enough
  - Provide end of trip facilities / toilets

Idea 9: Improve walkability and pedestrian amenity across the study area

- Pedestrian connections and amenity
  - Consider obstructions in the public realm (power poles, rubbish bins etc.)
  - Linkages between Sandy Bay Road and Churchill Ave
  - Explore easements to provide public access

Idea 10: Investigate road network and other improvements to prioritise public transport

- Bus service
  - Needs to be safer, bus stops need to be safe
  - Needs to be more reliable
- Private vehicle and car parking
  - School traffic is a problem, particularly right turns off Sandy Bay Road
  - Consider speed to protect fauna / traffic calming (e.g. Churchill Ave)
  - Consider car parking limits (should all parking be 2 hours?)



Draft directions captures on mind maps with stakeholder inputs.

Stakeholder feedback captures on maps and sketches

DIRECTION 4: WELCOMING AND INCLUSIVE NEIGHBOURHOODS

Idea 11: Strengthen the role of Mount Nelson and Sandy Bay and maintain the local convenience offer

- Improve economic accessibility by providing a range of services and facilities (potentially through service hubs)

Idea 12: Celebrate the heritage values within the study area through the protection of heritage character and built form

- Its not just about heritage, the character of all areas is cherished

Idea 13: Identify key redevelopment sites that have the capacity to accommodate growth in a sensitive and locally appropriate way

- Development in activity centres, on the UTAS campus and at Wrest Point should adhere to the development outcomes above relating to quality of life for all residents
- Development on the UTAS campus:
  - Allow for ongoing UTAS operations
  - Provide for mixed use activation, potentially incorporating reuse of existing building stock
  - Ensure that any new development steps down to the edges to provide a gentle transition to the existing neighbourhoods

Idea 14: Identify opportunities to facilitate a range of housing, including affordable and key worker housing

- Development outcomes and infill should provide for a high quality of life
- New development should minimise adverse impacts on public realm and neighbouring properties including:
  - Overshadowing and ensure adequate solar provision to existing properties and public realm
  - Height and form and not being overbearing
  - Wind impacts and not creating wind tunnels
  - Potential to use topography to reduce perception of bulk and scale
- Infill development should ensure good provision of facilities and services including:
  - Proximity of open space
    - Existing open space that is purposeful and usable
    - New development should consider providing additional open space
    - Vacant sites could be purchased for additional open space to provide for areas that are not serviced with open space
    - Community gardens should be considered to build food resilience
  - Proximity to transport
    - Consider a higher provision of public transport to hubs
- Ensure built outcomes are balanced with good landscape outcomes
  - Provide adequate landscape space surrounding a building
  - Include WSUD and soil permeability
- Provide for a mix of people
  - Provide a variety of housing types
  - Ensure that smaller units are well designed
  - Provide for working from home

Summary - consultation with university students and high school students

High school student consultation

On 17 August 2023, a group of high school students from Hutchins and Collegiate Schools attended a consultation session to discuss the key issues being addressed in the Mount Nelson and Sandy Bay Neighbourhood Plan.

The key issues raised include:

- The Cartwright Point Reserve could be fenced off to so that the dog off leash park is a safer area to take your dog.
- There are no footpaths in Mount Nelson making it unsafe to walk from residential areas to the shop and the Oval / Playground area.
- Some of the walking tracks near Mount Nelson are quite slippery and need better maintenance. There should be more tracks that are also well-maintained and are segregated for different users- like mountain bike trails and walkers. There is scope for more adventure based sports and activities in Bicentennial Park.
- Some students who are interested to go to UTAS for higher education would like to live closer to the university, but it is very unaffordable at the moment.
- A lot of the students were happy with infill as there will be more supply and options; while some preferred detached housing style.
- Some students were not happy with some existing apartment designs in the area and had a negative association with 'density'. The thought that apartment living should be accompanied with communal gardens and open spaces.

Students would like the following:

- a continuous coastal path that connects Long Beach all the way to Marieville Esplanade. The students use certain sections of the foreshore area regularly for dog walking, catching up with friends, exercising (running, cycling).
- more micromobility infrastructure like separated lanes for scooters/cycles/ pedestrians, water fountains, bicycle parking etc. - Safety, convenience and space.
- more sporting facilities like a Basketball court and playgrounds.
- an indoor area for recreation would be great to use in the winter months, for catching up with friends at a café or food court or shopping (like Eastlands)

Consultation with high school students, Hutchins School, Sandy Bay

UTAS Planning students consultation

On 5 September 2023, a group of current and recently graduated UTAS Planning students were consulted regarding the Mount Nelson and Sandy Bay Neighbourhood Plan.

The students brought an international perspective to the discussions, having come to Tasmania from a diverse range of countries including Singapore, Bangladesh, India and China, as well as some local students from Hobart.

The key issues raised included:

- The main shopping centre on Sandy Bay Road is not an attractive place to spend time because it is dominated by car traffic and hard concrete infrastructure. The strip could benefit from more greening – street trees, grassed areas, and outdoor dining areas that offer greater possibilities for positive social interaction.
- Rain gardens, a Water Sensitive Urban Design solution, could be used to reduce the amount of stormwater run-off and increase permeable surface areas.
- Students were very supportive of the expansion of the ferry network and potential for mixed use development around the proposed ferry terminal at Wrest Point.
- For students coming from different countries, they felt it was really important to improve their experience of studying and working in Hobart if there were more opportunities for public spaces to foster social connections. Improvements to their social experience of the study area included better use of the foreshore for:
  - more regular markets (the Twilight market could be weekly),
  - informal social sports and activities
  - a multi-use, flexible, community-based arts space for live music and events (like the Youth Arc space for youth)
  - fitness stations,
  - beachside cafes, shops and kiosks that have outdoor seating
  - art installations
  - beautiful public infrastructure like the public toilets at Long Beach
- There was strong support for medium density mixed use development (commercial and residential) to revitalise the shopping centres in Sandy Bay and Lower Sandy Bay that will result in commercial uses and public transport in walkable distances from housing.
- Concerns were raised that a higher population would lead to greater traffic congestion and that the public transport system would not be able to provide an effective service given its current operational problems.
- Other ideas include: activate Nutgrove park, current Coles parking could developed for a transit centre, shop-top housing above existing commercial spaces, a multi-storey car park at the University could address a lack of parking and all the parks and cycle tracks should be connected so they are located away from main roads.

Consultation with UTAS Planning students, City of Hobart

Have your say

Online: yoursay.hobartcity.com.au

Phone: 03 6238 2711

In person: at the pop-up events, community workshops and/or by arranging a meeting with the project team.

Feedback closes Monday 1 January 2024

Accessibility

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