



Mount Nelson & Sandy Bay Neighbourhood Plan

Discussion Paper
Engagement Report

April 2024



City of **HOBART**



yoursayhobart.com.au

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1. Overview

Project purpose

The purpose of the Mount Nelson and Sandy Bay Neighbourhood Plan (the Plan) is to provide a coordinated framework to deliver appropriate types of development over the next 20 years. The Plan will ensure that future growth is managed in an integrated and systematic manner taking into account land use, built form, community infrastructure, commercial and employment opportunities, public realm, greening and transport. It will look at future opportunities, development scenarios and challenges facing the area to guide sustainable growth.

Engagement scope and objectives

The overall engagement objectives for this project are:

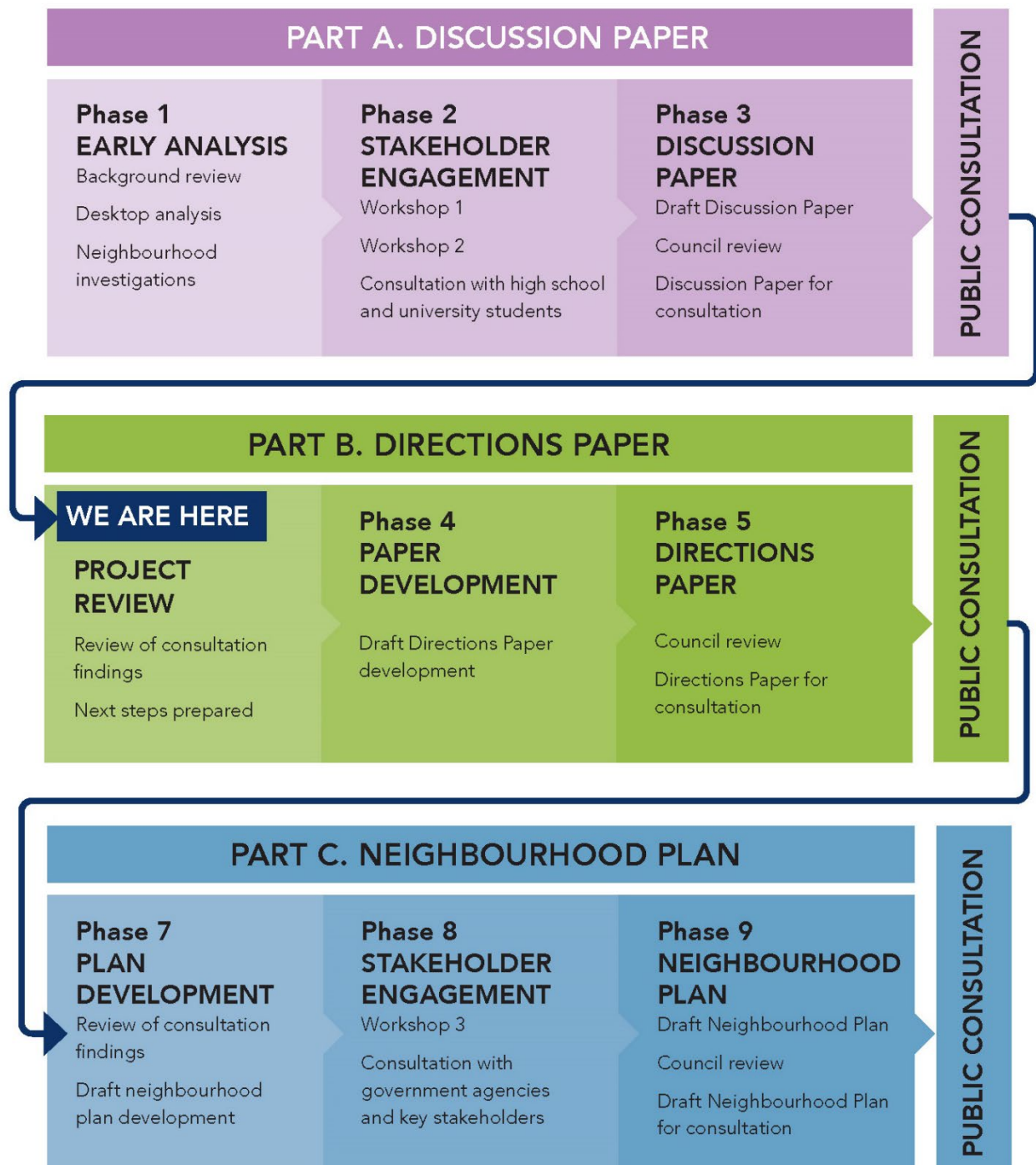
- to include the community in the conversation to understand local values, priorities and needs; and
- generate an understanding of current and emerging drivers influencing change and their effect on future land use.

The engagement methodology adopted for this project was based on the International Association for Public Participation (IAP2) approach.

The level (IAP2 spectrum) of engagement being sought through this process was:

Key stakeholders and key community cohorts	Broader community
INFORM CONSULT INVOLVE COLLABORATE EMPOWER	INFORM CONSULT INVOLVE COLLABORATE EMPOWER
Involve means to work directly with the public throughout the process to ensure that concerns and aspirations are consistently understood, considered and directly reflected in the alternatives developed. Feedback on how public input influenced decisions will be provided during the development of the project.	Consult means to obtain public feedback on analysis, alternatives and/or decisions. Feedback on how public input influenced decisions will be provided during the development of the project

2. Where we are in the process



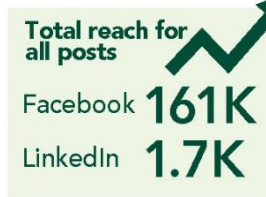
3. How we engaged

MEDIA



SOCIAL MEDIA

(City of Hobart social profiles only)



PAID SOCIAL MEDIA



WEBSITE (yoursay.hobartcity.com.au)



Participant summary



Statistics accurate as of 1 February 2024

4. How we communicated

The primary objective of the communications strategy for this project was to:

- seek feedback from people who live, work, visit or study in the relevant plan boundaries on the ideas put forward in the Discussion Paper.
- Promote the Your Say page and encourage people to fill out the survey online
- Promote the engagement sessions and encourage people to attend in person

The secondary objective was to Inform and educate local communities as well as broader Hobart community about what neighbourhood plans are and why they matter.

A summary of the communications activities is represented below:

What	When
Printed and signage	
Postcards for pop-ups and cafes	November
Corflute bollard wraps	November - December
Media	
ABC radio interview	31 October
Media Release	3 November
Mercury article	6 November
Our City News article	6 December
Our City News advert	6 December
Digital and social	
Website home page slider	November - December
Website Neighbourhood Plan page	November - December
Facebook post – Your Say page	3 Nov
Facebook post – engagement sessions	8 November
Facebook post – engagement sessions	22 November
Facebook post – portfolio mention	1 December
Facebook post – Your Say page	December
Linked In post	November
Instagram story	November
Facebook advert	22 November – 6 December
COH Business Update	20 November
Your Say EDM	3 November
December staff newsletter	21 December

5. Summary of key engagement findings

What did we hear about Mount Nelson?

- Residents felt there were a lack of community facilities, services and shops
- Opportunities were identified for improved pedestrian and cycling pathways along Nelson Road to link the shopping area, the Oval and the Signal Station
- There was a strong view expressed in support of protecting biodiversity values in the suburb
- Some level of support was offered to restricting future development due to constraints such as limited road access and bushfire risk

What did we hear about Sandy Bay?

- Residents value the high amenity characteristics of this suburb, comprising sporting facilities, parks and green open spaces, the coastline, and the heritage built form
- Concern was raised about new development adding to existing problems around traffic congestion and the rationale behind population forecasts
- Substantial feedback was not supportive of any new development or any change of the suburb
- Some respondents favoured new, architecturally designed mixed use, medium density housing

What did we hear from young people?

- A desire to protect and rehabilitate foreshore vegetation and habitat for native water birds
- Support for a new high school on the UTAS campus
- Both support for and opposition to new housing on the UTAS campus
- Support for an ocean pool at Long Beach, better activation of the waterfront and green open spaces, sports fields, and a new ferry terminal
- Support for public, community and social housing and community gardens
- Support for a stronger night-time economy for young people to support jobs and entertainment and better food and beverage offerings

What did we hear about the UTAS Sandy Bay campus?

- Although there were a varied range of opinions expressed about the redevelopment of the UTAS campus, the dominant view was to protect the site from any future development and retain its educational use
- The impacts of the redevelopment of this site were generally viewed as being negative and identified broadly as increased traffic congestion, problems with stormwater run-off and flooding, detrimental impacts on neighbourhood amenity and character, and biodiversity values
- Some respondents were in favour of developing the campus for affordable and social housing, medium density development and a new high school

What did we hear about the Sandy Bay Shopping Villages?

- Some respondents suggested that there are currently limited options for dining and retail and there is a need for higher quality and better designed shopping areas
- Other respondents claimed there is little need for redevelopment of the Sandy Bay shops with a preference for retaining low rise development
- Support was expressed for redevelopment of the former service station (on Sandy Bay Road) which is viewed as an eyesore and has been vacant too long
- Some respondents expressed a desire for a walking / cycling track to connect the two Sandy Bay shopping areas, and create a more pedestrian and cyclist friendly environment
- Support for increased areas of tree canopy cover, less concrete and more places for the community to gather and connect that are not impacted by too much pollution and traffic noise

What did we hear about climate change?

- That Council should already be acting now to mitigate the impacts of climate change affecting the study area
- Climate change hazards were viewed by some respondents as a reason to oppose new development because the impacts of new development posed too great a risk on the fragile environment

6. Written submissions received - Individuals

A total of **50 submissions** were received from individuals, including 5 anonymous submissions. The key issues raised in these submissions are summarised in Table 1 below along with a Council response.

Table 1: Summary of submissions received from individuals

Summary of key issues	CoH response
Mount Nelson	
➤ The Bends in Mt Nelson is a complex area for infrastructure (roads, water), a footpath would be great but impractical / impossible. ➤ The Bends has had little investment and maintenance. The following points are ideas for consideration: ➤ strategic road widening, where possible (there are some slivers) to aid safety and active transport ➤ amenity improvements i.e. park benches (resting stops)	• Council appreciates the infrastructure challenges for Mount Nelson. • Council plans to complete a Local Area Mobility Plan (LAMP) for Mount Nelson which is scheduled for completion in 2025. This Plan aims to address ways to improve accessibility, mobility and walkability in this suburb.
➤ Mount Nelson has relatively low investment in community infrastructure. Relatively modest investments in a shared public space i.e. a community centre – would help facilitate local community events and strengthen community bonds.	• This view is noted and will be factored in when the draft Plan is developed.
➤ Absent from the plan is the prescription for the desired character and function of the streets in the plan area particularly on Mount Nelson where examples from recent subdivisions display little regard for a 'Mount Nelson character'.	• This view is noted and will be factored in when the draft Plan is developed.
Long Beach	
➤ Suggestion for the construction of saltwater sea baths/pool at Long Beach adjacent to walkway to Blinking Billy Point. ➤ This would provide health benefits and a further sense of community. Currently swimmers have to dodge kayaks and boats. ➤ May lead to an overdue refurbishment of the Bathing Pavilion – this could be better utilised as a community / meeting space (drinks, food options).	• This view is noted and will be investigated further when the draft Plan is developed.

Summary of key issues	CoH response
Road congestion and traffic	
➤ The Plan does not address how the road network would accommodate an additional 15,700 vehicle movements per day that would result from an extra 7850 residents. ➤ With such a high projected increase in population, there will be a similar high increase in car movements to, from and within the Study Area.	• Council considers infrastructure upgrades, including separated cycle lanes, an important component to supporting more active travel modes and easing traffic congestion.
Medium Density	
➤ Medium to high density housing would result in more frequent and severe flood damage if the natural drainage courses are interfered with in a significant rain event. ➤ Rather than infill in back gardens, new medium density development that satisfies good design principles and includes green space should be encouraged. ➤ Pursue 'gentle density' options as stated, rather than mass redevelopment areas. This involves granny flats, subdivision of large properties and development of vacant sites with medium density housing. ➤ Apartment blocks of maximum 3 storeys surrounded by green space will be a more attractive and higher density solution than the current trend of a scattering small, detached units in a sea of concrete driveways. ➤ Council would be better focusing their efforts on solving traffic congestion and public transport problems to suburbs slightly further afield where there is far more available land and opportunities for new housing rather than trying to squeeze more people into existing well-established suburbs and reducing the quality of life for everyone.	• A range of different views were expressed about the prospect of future medium density housing in the written submissions received, with some in favour and some strongly opposed to the idea. • In developing the ideas proposed, Council relied on the State Government's Housing Strategy that states that Tasmania has developed with decreased residential density and diversity over the past 20 years, against the national trend. • While Hobart is dominated by detached single dwellings, living arrangements have diversified with increasing demand for single person households, ageing households, single families and share houses. • The challenge is meeting the growing demand for smaller, more accessible dwellings that are located in proximity to services, transport and social networks. The draft Plan aims to address this issue by identifying mechanisms to increase housing diversity through more medium density housing and foster more sustainable urban growth. • Council recognises the need for more community education to raise awareness of the benefits of medium density housing in addressing the challenge of housing affordability and supply.

Summary of key issues	CoH response
UTAS campus	
➤ The Discussion paper is erroneously based wholly on the premise that the UTAS campus will be handed over for medium to high density apartment buildings. ➤ The Discussion Paper and consultation process appear to be a thinly veiled attempt for HCC to garner support for the relocation of University of Tasmania (UTAS) from the Sandy Bay campus to the CBD. It gives the assumption that the Lower and Upper campuses of UTAS are the only major land sites within the Sandy Bay/Mt Nelson precinct that could accommodate such an astronomical population growth. ➤ the publication of this plan provides the strongest argument imaginable for compulsory acquisition of the site by the State government and its subsequent release for commercial development by for-profit developers. What happens with the site needs to be determined by and within the market, by market forces competing on a level playing field, and not by the hard green left. ➤ ensure that development of the (UTAS campus) site happens in a coordinated and coherent way that leads to high quality densification of the area, while preserving *all* existing conservation and biodiversity benefits (including those parts of the campus that are in Mount Nelson), and that these changes increase rather than reduce local amenity. ➤ The University sites offer the opportunity to create a well-planned residential settlement of medium density dwellings, with large areas of green space and communal facilities to benefit all. Future neighbourhood plans need to accommodate this possibility. ➤ No objections to some limited housing on existing University land, I fundamentally object to the university selling this land. I believe the land should be returned to the council and be used for social and affordable housing; this would reduce the cost of housing to those that are struggling to put a roof over their heads.	• On the topic of the UTAS campus, a range of different views were expressed and ideas proposed. • The Discussion Paper posed a number of options for the community to consider and provide feedback on with regard to the future of the UTAS Campus. These ideas were included in the Paper on the basis of the University's intention to relocate some of their educational premises from the Sandy Bay campus in the future. • In developing the draft Plan, Council will review the feedback received from the community and consider a scenarios-based planning response which will contribute to the sustainable growth and development of the City. This role involves balancing a wide range of social, economic and environmental objectives.

Summary of key issues	CoH response
Aboriginal heritage	
➤ It should be Council's top priority to work with Aboriginal custodians to develop and implement appropriate cultural interpretative material. ➤ completely support increased recognition of <i>the story of the Muwinina, associated tribal groups and their Country, sea country and waterways.</i> ➤ Interpretive signage that tells their story and introduces us to the palawa names for significant places that we can see from the Signal Station site.	• This idea is posed in the Discussion Paper (Idea 4). This feedback is noted and will be considered further when developing the draft Plan.
Bushfire prone land	
➤ Council should prevent further intensification of development on highly bushfire prone land and investigate options for managed retreat, buy-back of some land, and working with residents to ensure that the threat of bushfire is reduced, without degrading biodiversity ➤ The fire risk and poor road access for emergencies mean there should not be expansion on Mt Nelson unless new road accesses can be provided.	• Council acknowledges the bushfire risk in the study plan area and the opportunity afforded by the draft Plan to address this issue. • Council will analyse the range of mechanisms available to address this issue from a planning perspective in light of existing planning controls (ie. the Bushfire Prone Areas Code applies under the draft Local Provisions Schedule).
Public access	
➤ all laneways should be inspected to ensure they are publicly accessible and signposted. ➤ recommend that agreements be entered into with the Fahan School, Sandown Apartments Retirement Village (along Southerwood Drive), and progressively with other landowners as appropriate, to ensure that the public can access the full length of rivulet trails on all rivulets from the mountain to the coast. ➤ strongly recommend that all greenspaces (formal and informal) are mapped to ensure they are identified and publicly accessible. Property boundaries should be clearly identifiable. ➤ recommend that Council map all the public accessways and pedestrian right of way and make it available	• This feedback is noted and will be considered further when developing the draft Plan. • Council will liaise with its Open Space area to determine the feasibility of these ideas and how they can be incorporated into future recommendations in the draft Plan.

Summary of key issues	CoH response
Heritage walk	
➤ A heritage walk could be prepared by Council, showcasing some of the finest examples of mid-century modern architecture (as well as other periods of architecture) in the study area (e.g., Longview House and Dorney House).	• This idea is posed in the Discussion Paper (Idea 6) as a way to celebrate local heritage values. This feedback is noted and will be considered further when developing the draft Plan.
Heritage	
➤ Council should identify significant mid-century modern buildings, both residential and institutional, and to put these on a heritage register. ➤ Adaptive re-use of mid-century buildings should be actively fostered through guidelines for restoration, including those on the UTAS campus. ➤ As a trade-off for protecting mid-century heritage, Council could consider allowing a height limit of 7-8 stories for some infill development in appropriate places where sightlines and views will not be compromised and where overshadowing will not result in a loss of amenity.	• Council understands that gaps exist in the coverage of statutory historic heritage listings in the study area. To this end, Council supports the preparation of a gap analysis study of historic heritage to address this issue.
Pocket parks	
➤ In areas identified as having no park access within 400 metres walking distance of homes, Council should either acquire vacant lots for parks, or enter into a long-term lease of such lots to be developed as pocket parks.	• Council recognises the financial impediments to providing pocket parks in a retrospective manner, after land has previously been subdivided and developed. • Nevertheless, Council is developing an Open Space Strategy and this suggestion will be taken into account as part of this project.
Public open space	
➤ Where there are large areas of open space with few facilities, Council should undertake a masterplan to identify appropriate facilities that are missing and schedule their provision (e.g., Battery Park and McAulay Reserve).	• Council notes this idea and will investigate it further when developing the draft Plan. • It is worth noting that an Open Space Strategy, currently being developed by Council, will address the improvement of public open space provision across the municipality.

Summary of key issues	CoH response
School transport	
➤ Council should work with local schools to divert coaches/school buses off Sandy Bay road for school drop off and pick up, and onto side streets, thus reducing the impact on traffic flow during peak hours and making it safer for cyclists and pedestrians.	• Council will continue to manage school travel demand through development of School Access Travel Plans. • In its advocacy role, Council has called on the State Government to embed ongoing behaviour change programs to support schools, workplaces and communities to choose active and public transport alternatives.
Cycleways	
➤ Council prioritise the upgrading on separated cycleways on Sandy Bay Road and Churchill Avenue to ensure that there is a safe cycle routes along the length of these roads. ➤ A feature of any active transport infrastructure in Sandy Bay should be a Copenhagen-style separated cycleway the length of Sandy Bay Rd from Lower Sandy Bay to meet both Collins St and Salamanca Place. ➤ E bikes - the opportunity ebikes provide for commuting should be given a greater role in transport infrastructure more so than off-road recreation opportunities in the design and investment in on-road and path infrastructure. ➤ Use Grosvenor Street (mostly very wide and quiet) to connect UTAS with Sandy Bay for bikes and connect through to the Hobart Rivulet bike track. Connectivity and continuity of bicycle paths is essential.	• Council supports encouraging alternative transport modes to the private car as outlined in Idea 12 of the Discussion Paper. These ideas will be developed into more specific actions when the draft Plan is prepared. • Council is committed to progressively connecting and protecting the bicycle network as identified in the Greater Hobart Cycling Plan, including Sandy Bay Road. Local network connectivity will be progressed through Local Area Mobility Planning and bicycle planning.
Population growth	
➤ The projected population increase for the study area has been calculated incorrectly, in complete contrast to the figures contained in the Greater Hobart Plan. ➤ The population increase would erode the character and nature of the neighbourhood. ➤ The growing population figures provided are significantly overstated based on other evidence and the onus for these two suburbs specifically to change to accommodate them, particularly with the scale of development and built structures proposed in the plan is presumptuous. ➤ the impact of a population increase of 47.6% in the Study Area would have an adverse impact on the existing systems for traffic,	• The concerns raised are acknowledged and a critical review of the capacity for further population growth will be undertaken in the development of the Directions Paper. • As part of this review a number of development/growth scenarios will be provided as a component of the Directions Paper for further public comment.

stormwater, sewerage, sewage treatment and water supply. ➤ support population growth in the area, particularly if it helps create more affordable housing. This should be done via densification, rather than via land-clearing. ➤ The growing population figures provided are significantly overstated based on other evidence and the onus for these two suburbs specifically to change to accommodate them, particularly with the scale of development and built structures proposed in the plan is presumptuous.	
Public transport	
➤ Bus priority and micro-mobility routes make limited sense and retain an outdated linear and transactional approach to A-to-B travel. It would be prudent to separate the two. ➤ Major bus routes that involve using large buses may be suited to the routes as currently marked on the map. Minor bus routes that involve small fleets of 18, 12, or 20 seats could be provided in more rhizomatic patterns (Figure 1). ➤ more emphasis on forms of infrastructure not reliant on motorized transport: multimodal pathways throughout the suburbs at widths sufficient to accommodate walkers of all kinds, those using accessibility technologies, and those using small-wheeled devices and scooters. ➤ Smaller, more frequent buses will make public transport more attractive. Smaller buses are essential on the Mount Nelson bends.	• Council supports encouraging alternative transport modes to the private car as outlined in Idea 12 of the Discussion Paper. These ideas will be developed into more specific actions when the draft Plan is prepared. • In its advocacy role, Council has called for the State Government to comprehensively review the public transport system. Such a review could include considering bus routes and fleet vehicle sizes and barriers to public transport uptake.
Stormwater	
➤ The existing stormwater infrastructure in the Mount Nelson is wholly inadequate in terms of contemporary requirements and future needs. ➤ This is presumably due to the pre-1960s lack of WSUD regulation. Many houses from Bend 2 and upwards to my knowledge have no connection to public stormwater infrastructure, and indeed many do not even have proper soakage trenches and/or re-use/collection setups given the absence of private/public stormwater connections. ➤ An increase in population will involve an increase in the total area of impervious surfaces within the Study Area. Currently land that is vegetated and unsealed will be converted to impervious roofs and sealed roadways, accesses and parking areas.	• Issues of improving stormwater management and developing more sustainable systems have featured strongly in the community workshops, survey results and written submissions. • In developing the draft Plan, Council will investigate the mechanisms available in the planning system to further enshrine sustainable methods of stormwater management.

New walking trails	
➤ Most of the route above Churchill is shown to be following suburban streets to the fire trail at the end of Marlborough St. The route that could follow Manning Rivulet to the fire trail could ultimately be an improved route for recreational walkers to the Mt Nelson ridgeline and is probably best included in any aspirational Plan.	• This view is noted and will be investigated in more detail during the development of the draft Plan.
Employment	
➤ Provision of local employment - does the commercial zone allow for light industry? Could light industry or a small shop be incorporated under new medium density housing?	• It is acknowledged that the study area does not contain any industrial zoned land. However, the Discussion Paper identifies key redevelopment opportunities 1 + 2 (for the Sandy Bay and Lower Sandy Bay Activity centres) that potentially provide options for future local employment. • Council plans to undertake more detailed capacity testing for these Activity Centres as the next step to developing the draft Plan.
The Southern Outlet - cycleway	
➤ The highway corridor (Southern Outlet) should recognise the opportunity for a 2 way bike/pedestrian path alongside the highway, the makings of which exist. Such a path would potentially be achievable over the secondary path shown on the various plans from Olinda Grove to the Sandy Bay Campus. ➤ A Southern Outlet bike path would enhance access to the Hobart college and provide an alternative to the significant traffic generated by the College.	• Council notes that the Southern Outlet is outside the study area for this project and is also a responsibility of the State Government.
Future ferry terminal	
➤ A ferry service across the Derwent River berthing at Wrest Point may improve student arrivals directly from the Eastern Shore; as well as more consideration for a Battery Point Boardwalk Cycle lane from Castray Esplanade.	• Council supports a potential ferry terminal in the vicinity of Sandy Bay as identified in the State Government's River Derwent Ferry Service Masterplan and integration of ferry terminals with supporting active transport infrastructure. Page break

Rivulet health	
➤ Restore rivulets to their natural forms (no concrete, daylighted) where possible in the strategic green corridors, and rewild these corridors with plants which provide food and habitat.	• In 2023, Council released the <i>State of our Rivulets</i> report which measures the ecological health of Hobart's four main rivulets including Sandy Bay. • This report determines which areas need closer monitoring and remediation and recommendations for further investigation. • In developing the draft Neighbourhood Plan, Council will investigate the appropriate measures required in line with Idea 1 of the Discussion Paper: to enhance and protect areas of high biodiversity value.
SUV's	
➤ HCC should work with the Tasmanian Government to develop creative ways (financial disincentives?) to discourage SUVs - they are more dangerous and less sustainable than smaller cars.	• Council notes that this issue falls outside its responsibility as the Local Roads Authority.
Activity (Shopping) villages	
➤ The shopping areas at Sandy Bay and Lower Sandy Bay have some potential for redevelopment. Suggestions include shop top living or office space, conversion of Magnet Court's central car park area to a treed urban space with food stalls, infill housing at Lower Sandy Bay.	• The next step to develop the draft Plan will involve capacity testing for both Activity Centres to better understand their potential to accommodate mixed use medium density development along with appropriate built form and urban design responses.
Motor vehicle ownership	
➤ Car ownership by household will continue to be high into the future and the journey to work will continue to be undertaken predominantly by private car.	• Council notes that community views on travel behaviour are varied. • In developing the Discussion Paper, Council drew on an increasing evidence base and academic research regarding the positive physical and mental health and environmental benefits from adopting active transport modes.

Summary of key issues	CoH response
Parking	
➤ If any redevelopment of areas is undertaken, it will be essential to make adequate provision for off-street parking at the time of redevelopment. Many streets in the Study Area have a high reliance on on-street parking which reduces traffic carrying capacity and diminishes road safety.	• The Tasmanian Planning Scheme – State Planning Provisions (Parking and Sustainable Transport Code) contains requirements for parking to be provided as part of any new development.

8. Written submissions received – Government & Institutions

A total of **12 submissions** were received from Government agencies, community groups and peak industry bodies. Each submission is summarised with a response included from Council regarding its position on the key issues raised.

Table 2: Submissions from Government Agencies and non-Government institutions

Summary of key issues	CoH response
UTAS (research)	
➤ Significant research is focusing on best-practice bushfire planning to be conducted on the UTAS Reserve: <i>Sustainable Bushfire Mitigation Research and Demonstration Project</i> in 2024. ➤ This project closely aligns with the Council's vision for this area as an environmentally protected zone and a strategic green corridor. ➤ This project aims to address dual challenges of conserving natural values and mitigating bushfire hazards and determine the optimal way to manage fuel in Hobart's bushland-urban interface.	• Council's proposal to identify opportunities for environmental protection in the upper part of the UTAS campus is consistent with the research project described in this submission. • Council supports the dual ideas of biodiversity conservation and bushfire mitigation as espoused in this submission.
Australian Institute of Architects	
➤ Suggests that a deeper investigation into impacts of short-stay accommodation on the study area is undertaken and how this can be sustainably managed or restricted into the future.	• Council is addressing the issue of short-term visitor accommodation through its representation to the draft Local Provision Schedule, currently under consideration by the Tasmanian Planning Commission. This submission advocates for changes to planning scheme provisions.
➤ Supports all the key redevelopment opportunities (1-5) identified in the Discussion Paper.	• Council notes this sentiment.
➤ Identify particular streets or hardscape areas for increased plantings, remove or make permeable surface level car parking spaces, widen footpaths, encourage permeability of hard landscaping (including car parking, footpaths) to assist biodiversity and water run-off and retention.	• The notion of encouraging more sustainable methods of stormwater management, in line with Water Sensitive Urban Design principles, is supported in the Discussion Paper.

Summary of key issues	CoH response
➤ The term 'sensitive' when describing infill development could be expended to be more specific so that built outcomes are not memetic of heritage character but reflect the contemporary context, promoting innovation not imitating existing heritage.	• This view is noted and will be factored into the building and urban design recommendations that will form part of the draft Plan.
➤ Focus on quality of design for infill social, affordable housing options (innovation, durability, passive design, sustainability, whole-of-life-cycle costs) present opportunity to solve range of social challenges.	• Council supports design excellence and will develop these ideas further in the draft Plan.
Bicycle Network	
<u>Separated cycleways</u> ➤ The study area is in easy riding distance to the city, but a lack of dedicated infrastructure means people chose not to. ➤ Providing safe, separated cycling links is a necessary step to cut carbon dioxide emissions ➤ Providing cycling routes on low-traffic and low-speed streets, separated from traffic is called an All ages and abilities infrastructure approach to cater for people from 8 to 80. ➤ A separated cycleway on Sandy Bay Road will be a challenge to implement for some residents but is an easy gradient and a direct route. ➤ A cycleway on Churchill Ave – Regent St would be a steep route but could be utilised by e-bike users. ➤ Grosvenor Street is wide enough for a cycleway but if SB Road and Regent Street both has cycleways it may not be needed, it lacks signalised crossings at intersections and if it connected to Star St, it may prove challenging to build, and may require land acquisition. ➤ The many high schools and the UTAS campus are a significant traffic generator so separated lanes could lead more students to ride and help reduce congestion.	• Council acknowledges the proximity of the study area to the CBD which is a key reason for emphasising the opportunity to provide improved sustainable transport options. • Council supports encouraging alternative transport modes to the private car as outlined in Idea 12 of the Discussion Paper. These ideas will be developed into more specific actions when the draft Neighbourhood Plan is prepared. • This issue has also been raised in individual submissions and stakeholder consultation. • Council considers infrastructure upgrades, including separated cycle lanes, an important component to supporting active travel to school and easing congestion.
<u>Ferry terminal</u> ➤ The NP should factor in ferry terminal when deciding where to build cycleways, links to terminal from either direction on SB Rd and one clear route to cycleway and terminal from up slope areas (could be major path from Mt Nelson signal station to Wrest Point).	• Council supports a potential ferry terminal in the vicinity of Sandy Bay as identified in the State Government's River Derwent Ferry Service Masterplan and integration of ferry terminals with supporting active transport infrastructure.

Summary of key issues	CoH response
<u>Public transport</u> ➤ Support for Council advocating the Tasmanian Government to allow bikes and scooters on public transport and more end of trip facilities.	• Council notes this sentiment.
Cycling South	
➤ A separated cycleway along the entire length of Sandy Bay Road will transform movement by allowing students to ride to schools in SB, commuters to travel to work and make short trips.	• Council supports encouraging alternative transport modes to the private car espoused in this submission that are also outlined in Idea 12 of the Discussion Paper.
➤ Consider links between Churchill Ave and SB Road, i.e. uphill cycling infrastructure. Installing wayfinding signage on traffic calmed streets where traffic volumes are limited to under 1000 vehicle movements per day.	• Council considers infrastructure upgrades, including separated cycle lanes, an important component to supporting active travel to school and easing congestion.
➤ The ability to take bikes on buses or leave them parked securely removes an impediment to using bicycles to travel – CoH could adopt secure public bike parking solutions.	• Council will continue to seek opportunities for installation of secure public bike parking city-wide, including at major transport hubs (e.g. ferry terminus).
Hobart Streets	
➤ Support for a separated cycle & micro mobility path planned for the full length of Sandy Bay Road. The current bike lane is inadequate — doesn't reach the Sandy Bay shops let alone the CBD, not separated, often in the door zone, sometimes on the footpath, sometimes disappears all together. ➤ Many ideas — like better footpaths, pedestrian crossings & pedestrian signage — should simply be the default standard across Hobart, already being built routinely.	• Council notes the sentiment expressed in this submission. • Council will continue to seek opportunities for footpath upgrades, signage and crossing as part of its standard review and maintenance schedule.
TAS Water	
• Both water and sewerage services are supplied to the study area, although the existing infrastructure is ageing.	• This advice is noted.
• Tas Water has outlined that there will be challenges in servicing the land located within the Low Density Residential Zone, west of Paldon Drive. While there is scope for this area to be developed, an extension of a water main from Gardenia Grove could provide good service for new connections.	• Council appreciates that under the current zone, there is potential for future subdivision. Council's draft Road Network Plan identifies a future road to access these additional allotments. • It is noted that the Discussion Paper does not suggest any changes to the planning provisions, including zoning, that apply to this land.

Summary of key issues	CoH response
Department of State Growth (Infrastructure Tasmania)	
➤ Questions raised regarding how growth figures have been distributed across Hobart and why a predicted reduction in the proportion of residents older than 40 and an increase in the proportion residents under 44.	• The growth figures in the Discussion Paper are based on the Economic Analysis report prepared by Urbis consultants using data from the Australian Bureau of Statistics and .id consulting. This report is publicly available on Council's Your Say webpage. • However, a critical review of the capacity for further population growth will be undertaken in the development of the Directions Paper.
➤ The identification of a green street network should consider the location of passenger transport networks to minimise risk of tree strikes and consider pruning requirements.	• This feedback is noted and will be passed onto the relevant section of Council.
➤ The future investigation of individual ferry sites should be appropriately considered as part of the metropolitan wide Draft River Derwent Ferry Masterplan not within local plans.	• Agreed. Council notes that the location of the proposed Ferry Terminal at Sandy Bay as shown in the Discussion Paper aligns with that proposed in the draft River Derwent Ferry Masterplan.
➤ Preference is for bicycle / micromobility parking provided at bus interchanges / activity centres, not transport on-board buses because bikes /scooters difficult to stow without inconveniencing or endangering other passengers. ➤ A Network Operations Plan could be used for decision making. ➤ Wombat crossings are not appropriate in all locations with other treatments being preferable. ➤	• These views are noted and will be factored into the transport recommendations in the draft Plan.
➤ Greater emphasis on impacts of schools in generating travel demand, i.e. Private cars during peak periods, with implications for the wider CBD area. ➤ Safe networks should be designed for all transport modes – walking, wheeling and cycling networks.	• The City of Hobart will continue to manage school travel demand through development of School Access Travel Plans. The City advocates for the Tasmanian Government to embed ongoing behaviour change programs to support schools, workplaces and communities to choose active and public transport alternatives.
➤ The Discussion Paper omitted safe routes to schools	• Council will further investigate School Access Travel Plans as the draft Plan is developed.

Summary of key issues	CoH response
University of Tasmania (UTAS)	
UTAS supports the inclusion of the Sandy Bay Campus in the Discussion Paper and considers there is a strong case for the following changes:	Noted. Officers have prepared the following responses to the specific issues raised:
<u>Sandy Bay Road</u> ➤ the land immediately adjoining Sandy Bay Road should be utilised for a mix of uses: ➤ the sports and recreation hub; ➤ infill development for diverse housing needs; and ➤ sustainable travel choices and improved access to pedestrian amenities and the waterfront.	Council supports the land adjacent to Sandy Bay Road that is currently a sports field to remain designated as a sports field for the following reasons: ▪ this land is subject to riverine flooding; ▪ the area forms part of a biodiversity corridor stretching from the heavily vegetated upper reaches of Mount Nelson; and ▪ Council recognises the intrinsic value in protecting this valued space to provide sports and recreation opportunities for the community.
<u>Olinda Grove</u> ➤ The Olinda Grove area at the top of the Campus (identified as sports facilities in the Discussion Paper) provides an opportunity for well-planned sensitive development that is capable of assisting wider efforts to reduce fire risk. ➤ Olinda Grove is well connected to public transport and the surrounding road network including access to the Southern Outlet and is adjacent to existing residential dwellings, has established road access and utilities. ➤ Feedback from sporting clubs is many challenges for use as playing fields. ➤ Requests this area included as an opportunity for well-planned sensitive development to assist in managing and reducing fire risk and to address those needs identified in the Discussion Paper.	Council maintains reservations regarding the soccer fields at Olinda Grove being considered for housing for the following reasons: ○ this land is completely surrounded by dense vegetation and is subject to the Bushfire Prone Areas Code in the Local Provisions Schedule (draft); ○ this area remains isolated from the suburban areas of Mount Nelson and services, shops and jobs; and ○ it would be difficult to create active transport (walking and cycling) links to this area. ○ While it is acknowledged that this land benefits from road access for evacuation purposes, it's constraints would be difficult to overcome. Council supports this area being retained as a sports field, or retained as bushland as part of the wider surrounding area that has been recognised for its biodiversity values.
➤ The vegetated upper section of the campus presents a significant educational resource for the University through our education and research agenda around regenerative landscapes, fire management, indigenous management practices, and the projection of endangered species work.	Council's proposal to ensure the biodiversity values of the upper campus be protected is consistent with the University's education and research agenda as outlined in their submission.

Summary of key issues	CoH response
Federal Group	
Overall comments: - Support for a well thought out coastal and hinterland walking trail that potentially includes the Wrest Point precinct contingent on close consultation and achieving the right outcome for the Wrest Point site and precinct.	Prior to Council releasing the Discussion Paper for public consultation, staff consulted the Federal Group regarding the key aspects of the Plan as related to the Wrest Point precinct.
<u>Waterfront boardwalk</u> - Consideration of operational arrangements to apply during outdoor events (ticketed performances, weddings, conferences) - Concerns about guest privacy – the coastal walk would potentially offer vantage points into previously secluded rooms, undermining the private and exclusive experience offered. Discussions required to determine appropriate mitigation strategies. - Risk of Federal Group being exposed to public liability from boardwalk users, not willing to accept this risk, require Council to fully indemnify the company.	Council notes the concerns raised in this submission and will have due regard to the key issues raised when preparing the Directions Paper and the draft Neighbourhood Plan.
<u>Ferry Terminal</u> - Federal Group is strongly opposed to establishing a ferry terminal at or within a 20 minute walking distance of Wrest Point. - There is no space available for public parking infrastructure to support the ferry terminal at Wrest Point.	Council supports a potential ferry terminal in the vicinity of Sandy Bay as identified in the State Government's River Derwent Ferry Service Masterplan and integration of ferry terminals with supporting active transport infrastructure.
Tasmanian Active Living Coalition (TALC)	
TALC supports: - the provision of welcoming and inclusive neighbourhoods, particularly enabling residents to be close to amenities, shops, and services, and living in neighbourhoods with housing diversity. - improving the waterfront for recreation to optimise spaces for public enjoyment and providing increased public access and recreation opportunities from the coast to the Mount Nelson Lookout align with promoting environments for active living. Improving open space networks is also consistent with promoting active living.	- Council agrees with the sentiments expressed in this submission. - It is anticipated that the draft Plan will assist in ensuring some of these key issues are realised.

Summary of key issues	CoH response
Homes Tasmania	
➤ Homes Tasmania is broadly supportive of the directions and ideas outlined in the discussion paper and makes the following suggestions: ➤ A focus on infill development and different housing typologies is consistent with the Tasmanian Housing Strategy. ➤ Factor in how social and affordable housing particularly when considering mixed-tenure developments – currently a very limited footprint in the Sandy Bay area. ➤ greater consideration to modest density uplifts in Mount Nelson and above Churchill Ave (where some increased density already exists), not just the general residential areas in Lower Sandy Bay. ➤ Mount Nelson, where Homes Tasmania has a small number of properties, would meet the criteria for infill development and modest density uplifts. ➤ supports key sites/activity centres and would welcome opportunities for mixed-tenure developments including social and affordable housing, affordable home ownership options and build-to-rent models particularly at the UTAS site redevelopment.	• Council supports Homes Tasmania’s objectives to increase the provision of affordable and social housing in the study area as demonstrated in the Discussion Paper and views the Plan as a means to deliver these critical policy goals. • In developing the draft Plan, Council will further investigate the feasibility of future infill development and modest density uplifts in Mt Nelson while being cognisant of the risk posed by bushfire.

Summary of key issues	CoH response
Save UTAS	
➤ Principal planning issues for the MNSB community are: population growth levels, including implications like traffic and people movement, and the future of the Sandy Bay university campus. ➤ In October 2022, 74% of the Hobart community voted to oppose the redevelopment of the campus for housing and HCC councillors in December 2022 passed resolutions in support of this expressed community view. ➤ It was therefore extraordinary that HCC staff prepared a Discussion Paper and an online survey, and conducted community feedback sessions, so as to give misleading information and to implicitly discourage exploration and feedback on the key issues for MNSB residents.	• Council refutes many of the assertions made in this submission, particularly that the community engagement process was flawed. The comprehensive nature of this report is testament to the extensive process undertaken by a multi-disciplinary group of staff with a range of technical expertise including land use planning, architecture, community engagement and urban design. • Council conducted a thorough six-month community consultation process, involving workshops with stakeholders and community members. • Engagement methods included workshops, tours, social media, surveys, pop-up events, phone calls, emails. • Council has relied on a robust evidence base to justify the objectives and proposed ideas that were explored and posed in the Discussion Paper. • This evidence base includes technical reports commissioned for this project: an Economic Analysis, an Aboriginal Heritage report and a Historic Heritage report. • It also includes State Government strategies such as the Housing Strategy, the Greater Hobart Plan, the STRLUS (Southern Tasmanian Rural Land Use Strategy), the Medium Density Design Guidelines and the draft River Derwent Ferry Masterplan.

All written submissions are available for review in *Discussion Paper - Written Submissions* document on project 'Your Say' page online.

10. What we heard at the community workshops

Tues 28 Nov 2023 5:30 – 7:30pm	Wed 29 Nov 2023 10am – 12pm	Thurs 7 Dec 2023 10am – 12pm
45 participants registered	45 participants registered	35 participants registered
19 participants attended	30 participants attended	12 participants attended



We wanted to know:

- Level of support for ideas presented in the Discussion Paper
- Feedback about the directions presented in the Discussion Paper
- Questions and concerns the community may have about the project

We wanted workshop participants to:

- Understand the scope of the project
- Leave with an in-depth understanding of the directions and ideas presented in the Discussion Paper
- Have a chance to have robust conversations with the City of Hobart project team
- Feel that their voice was heard
- Have an understanding of the project process and how their feedback will be used

Workshop opportunities:

- 8 tables with key opportunity discussions with City of Hobart staff
- Indicate level of support for key opportunities
- Leave written feedback to the project team

What we heard:

- Level of support for key opportunities
- Specific feedback and suggestions for key opportunities
- Messages to the project team including thoughts around:
 - UTAS
 - The project process
 - Ideas about improving cycling infrastructure and public transport
 - Comments about parking and pedestrian infrastructure
 - Concern around development, density and heritage

A full report of what was heard at these community workshops has been prepared and can be viewed in appendix 1 of this document.

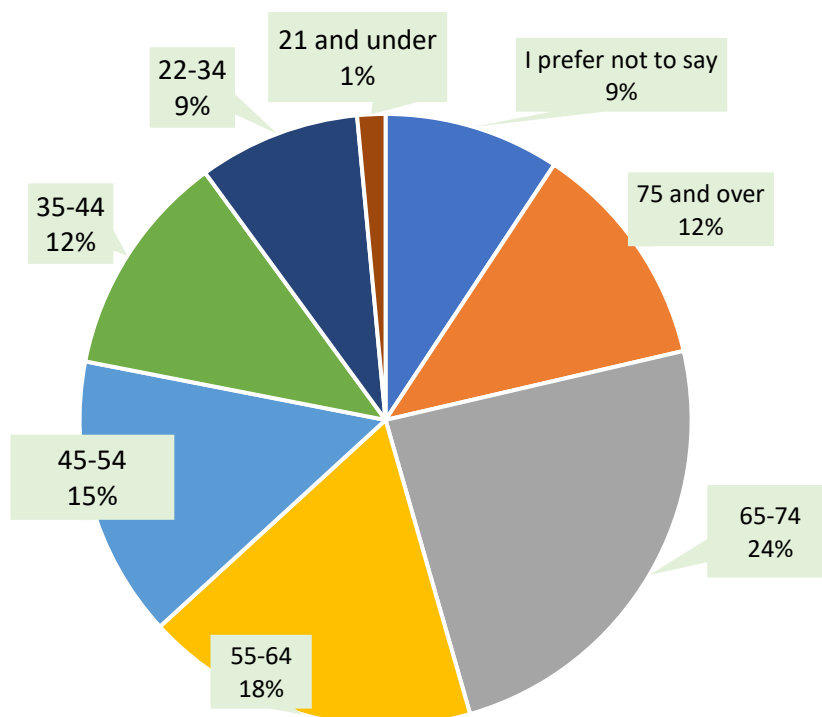
11. What we heard from the survey

Who did we hear from?

The pie chart below demonstrates the age breakdown of respondents who completed the online survey. It is noted that respondents under the age of 44 are comparatively underrepresented at 22% of total respondents. This figure is in contrast to the number of respondents over the age of 45 which make up 69% of total respondents.

The disproportionate representation of voices heard from the under 44 age demographic highlights the challenges Council encountered in trying to engage the younger demographic on this project. This can be attributed to a range of factors including this demographic being less engaged with the neighbourhood planning process generally and being 'time poor' due to balancing employment commitments with raising a family.

This challenge should be factored in when analysing the outcomes of the online survey results.



12. What we heard about the Directions

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.

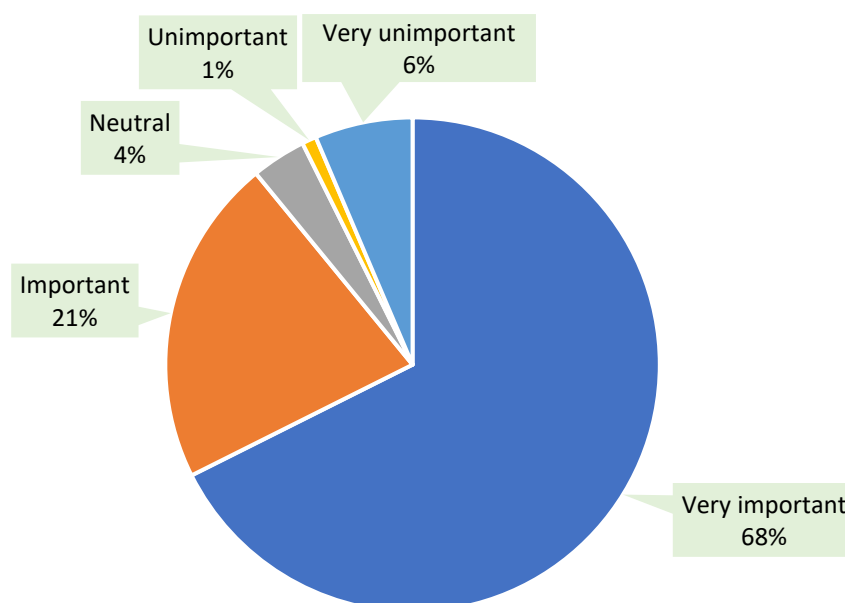
Idea 4:

Understand and celebrate Connection to Country

Idea 1: Enhance and protect areas of high biodiversity values

We asked: How important is this idea to you?

528 community members responded:



The pie chart above shows that the majority of respondents (89%) indicated that this idea was both important and very important to them.

We asked: Do you have any suggestions to improve Idea 1?

289 community members left a comment. The top themes we heard were:

Protect biodiversity values

- Protect bushland
- significant vegetation
- protect threatened species from cars
- provide opportunities for local education of local ecological values
- provide wildlife corridors

Protect vegetation

- Protect vegetated land from clearing
- protect vegetation and landscape, and ridgelines / skylines from further development
- restrict dog access and public access

Development concerns

- Opposed to new development and growth
- Opposed to development of UTAS campus land
- Opposed to medium density, increased density
- Opposed to development due to impacts on environment due to flood risk, bushfire hazards
- Concerns around mixed use development
- Opposed to developers profiting at expense of community

Improve rivulet health

- Daylight the rivulet, restore natural forms
- Improve health of rivulets and River Derwent
- Daylight and 're-wild' rivulet
- Restore rivulets to their natural forms

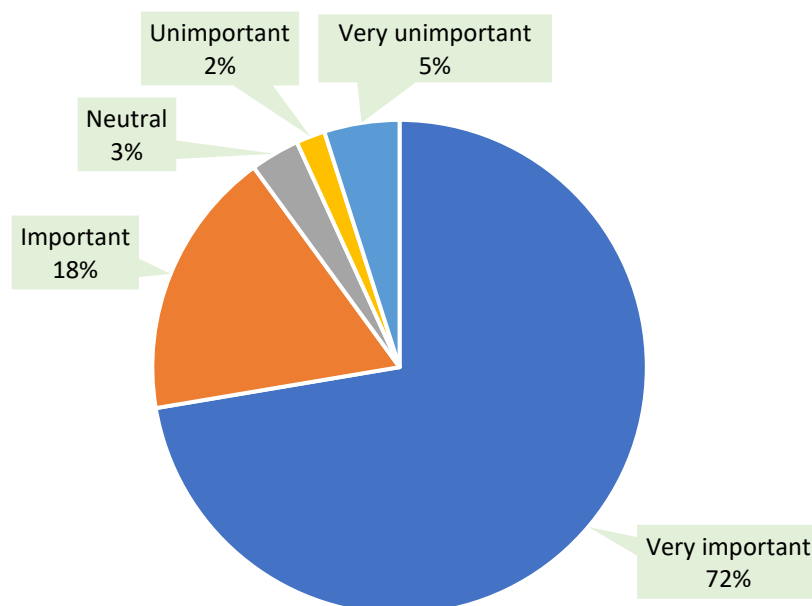
Improve land management

- Weed removal
- address bushfire risk
- increase native plantings for habitat
- maintain walking tracks, maintain vegetation
- rehabilitate vegetation
- control feral animals

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

We asked: How important is this idea to you?

525 community members responded:



The pie chart above shows that the majority of respondents (90%) indicated that this idea was both important and very important to them.

We asked: Do you have any suggestions to improve idea 2?

307 community members left a comment. The top themes we heard were:

The value of UTAS Sandy Bay campus (116 comments)

- It's important to preserve the leafy and green environment of the campus
- Its value as a green open space and green corridor improves quality of life for students and residents
- There are many significant trees – it's important to protect these and replant them as they are removed / die
- Many comments opposed the relocation of the UTAS campus to the CBD

Concern about future development and planning (59 comments)

- Concern that over-development will lead to loss of green open space and canopy cover
- Future development should be regulated to protect mature / significant trees
- Planning regulations should increase green space and preserve private open space
- It's important to find the balance between green and built space
- Some comments wanted to see future development limited with questions around the appropriateness of medium density

The importance of species selection when planting new trees (52 comments)

- 19 comments called for careful selection for bushfire safety

- Other concerns included: ensuring adaptability for climate, improving biodiversity, protecting infrastructure, maintenance and management, blocking residential views and size
- Some suggested The City develop a list of recommended / suitable species for different contexts and provide planting guidelines
- Many comments wanted to see more native species planted while some called for exotic species due to heritage or bushfire concerns

The importance of preserving and improving what already exists (49 comments)

- Existing bushlands, reserves and/or sports precincts should be preserved
- Existing mature / significant trees should be preserved and the removal of these on private property regulated
- Replant trees as they are removed or die
- Increase tree coverage in our existing open spaces

Support for more street trees (24 comments)

- Reasons for support included beautifying streets, reaching canopy targets, reducing urban heat and promoting pedestrian use of streets by increasing shade and shelter
- Some comments were concerned about street trees damaging infrastructure and called for careful species selection and investigating whether powerlines could be moved underground in key areas

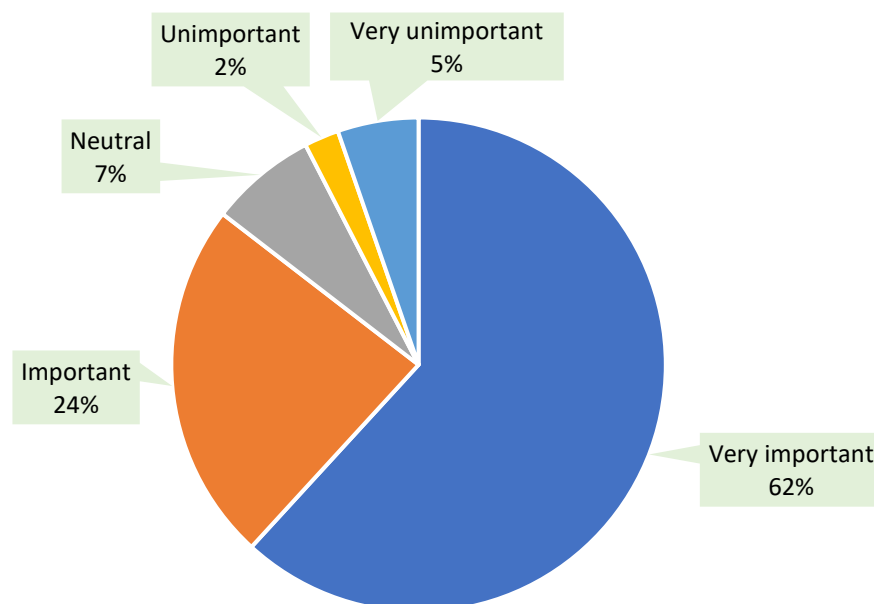
Other themes we heard include:

- Concerns about climate change, the impact it will have on our green open spaces, planning for weather extremes, material choices and how green spaces can be a part of the solution (16 comments)
- General support for the idea (14 comments)
- The importance of reflecting community values and wishes, listening to the community (UTAS vote) and some disappointment with community engagement to date (10 comments)
- Concerns about the commitment of City of Hobart to green spaces with criticism of past urban development as well as current maintenance of trees on Council land (7 comments)

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

We asked: How important is this idea to you?

526 community members responded:



The pie chart above shows that the majority of respondents (86%) indicated that this idea was both important and very important to them.

We asked: Do you have any suggestions to improve idea 3?

242 community members left a comment. The top 5 themes we heard were:

Protect the UTAS campus from development due to impacts of climate change such as flood and bushfire risks (71 comments)

Manage flood risks (63 comments)

- Riverine flooding impacts large parts of the study area

Manage bushfire risks (44 comments)

- Focus on providing more bushfire education to the community
- Plant less combustible vegetation
- Involve the Tasmanian Aboriginal Corporation to provide expertise in cultural burning
- increase firefighting capacity

Development concerns (39 comments)

- Opposed to new development and growth
- Opposed to development of UTAS campus land
- Opposed to medium density and increased density
- Opposed to development due to impacts on environment
- Due to flood risk, bushfire hazards
- Concern around mixed use development
- Opposed to developers profiting at expense of community

Manage coastal hazards (24 comments)

- Finalise Adaptation Plan for Marieville Esplanade
- Better manage coastal erosion
- Better manage coastal inundation
-

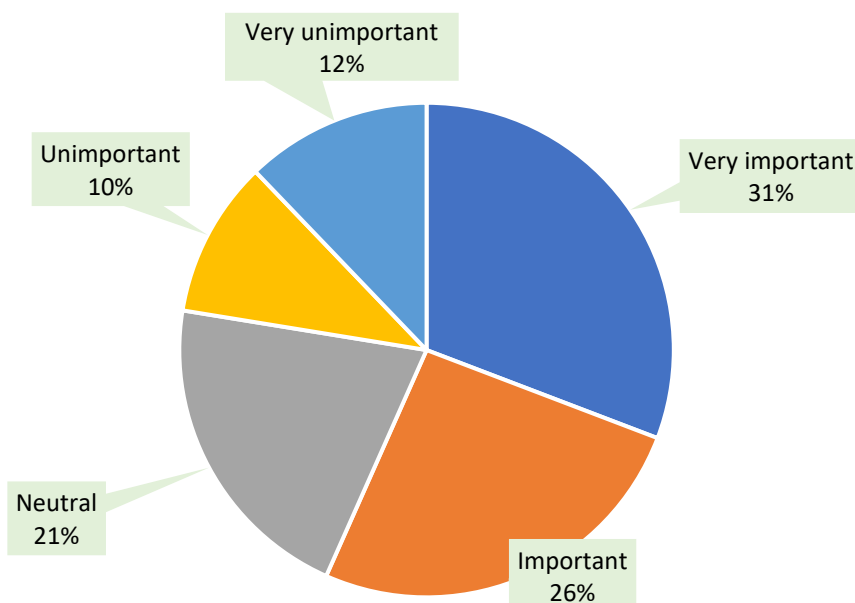
Another key theme centred around the topic of Council's role in achieving Zero Emissions which included comments such as:

- Support zero emissions policy
- zero emissions bus infrastructure
- support community solar batteries
- more electric car charging stations
- consider carbon in new developments

Idea 4: Understand and celebrate connection to Country

We asked: How important is this idea to you?

523 community members responded:



The pie chart above shows that the majority of respondents (57%) indicated that this idea was both important and very important to them.

We asked: Do you have any suggestions to improve idea 4?

176 community members left a comment. The top themes we heard were:

Celebrate Aboriginal Culture (61 comments)

- install community notice boards, interpretative signage
- establish a First Nations heritage trail
- Dual names
- Ensure this is led by local Aboriginal groups
- More land management based on aboriginal principles
- This should be continual important focus for Council
- Council should undertake a cultural assessment of the area

Supports the idea (26 comments)

- This should already be Council's focus

Not a priority (25 comments)

- There are more important issues to focus on
- Minimise funds spent on this
- Look forward not back

Learn from Aboriginal Community (12 comments)

- Support for learning from history, and Aboriginal community
- collaborate with Aboriginal community
- learn how to live more sustainably
- investigate Aboriginal names for local places and change them,

- Bush School should be developed to learn local Aboriginal stories and flora and fauna names, cultural practices
- Engage with First Nation stakeholders
- Acknowledge the past

Save UTAS campus (12 comments)

- Protect the UTAS campus from future development

Other comments included:

- Raise the profile of indigenous heritage
- support social justice for Aboriginal people
- Use digital resources to tell stories

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 local historic heritage values

Idea 7:

Identify opportunities to facilitate a diverse range of housing

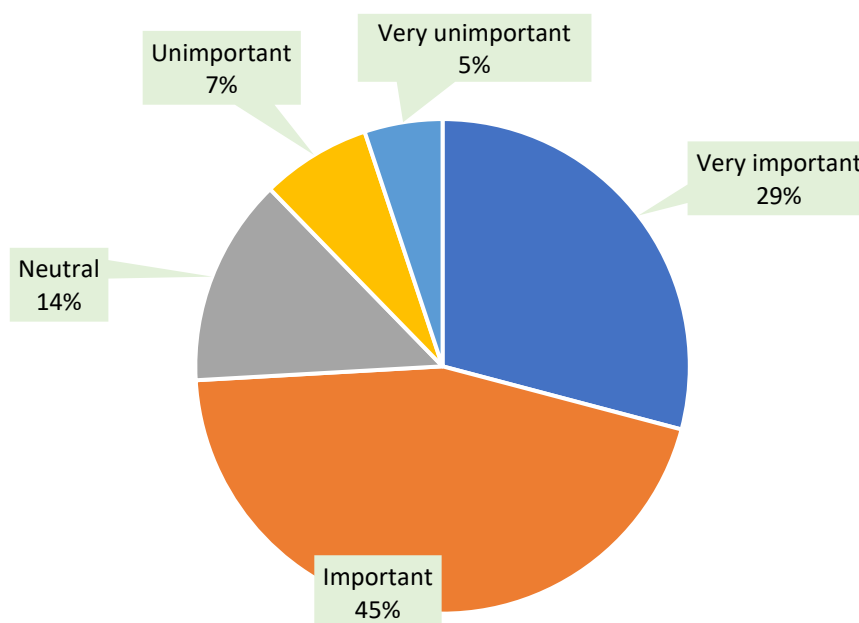
Idea 8:

Identify key redevelopment areas 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

We asked: How important is this idea to you?

526 community members responded:



The pie chart above shows that the majority of respondents (74%) indicated that this idea was both important and very important to them.

We asked: Do you have any suggestions to improve idea 5?

274 community members left a comment. The top themes we heard were:

Support small business (53 comments)

- Support hospitality opportunities
- Generally supportive of new development

No change (46 comments)

- Keep the status quo
- No new development

Placemaking (45 comments)

- Street trees
- Universal access
- Improve walkability
- Improve facilities
- Protect open space

Save UTAS (42 comments)

- Protect the UTAS campus from future development

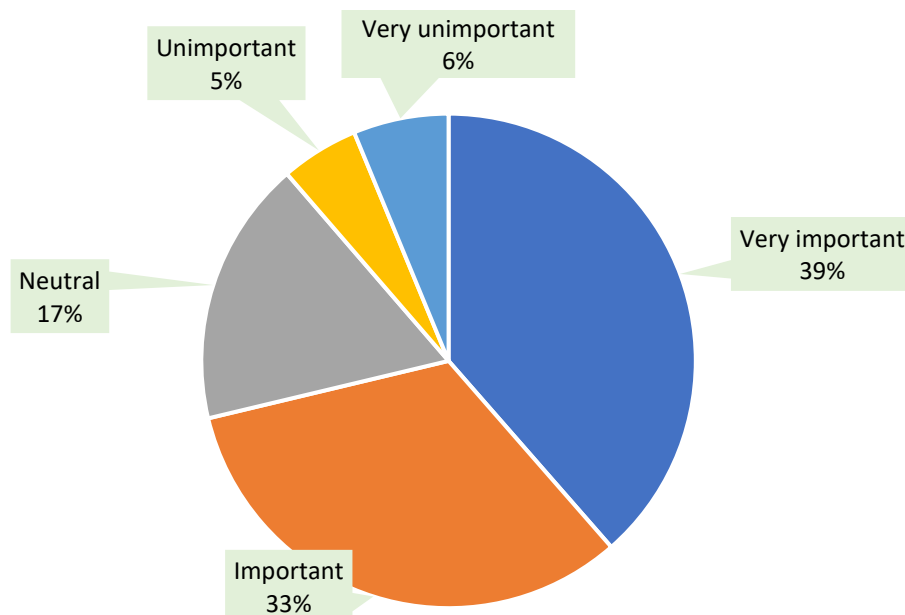
Traffic congestion (34 comments)

- Frustrated by traffic congestion in the study area
- Believe that new development will lead to worse management of traffic

Idea 6: Celebrate local historic heritage values

We asked: How important is this idea to you?

526 community members responded:



The pie chart above shows that the majority of respondents (72%) indicated that this idea was both important and very important to them.

We asked: Do you have any suggestions to improve idea 6?

239 community members left a comment. The top themes we heard were:

Protect Heritage (85 comments)

- Protect the local historic heritage values in the study area
- Protect existing neighbourhood character

Protect mid-Century values (77 comments)

- Protect mid-century heritage buildings on Uni campus

Save UTAS (31 comments)

- Protect the UTAS campus from being developed

Support interpretation (25 comments)

- Support for new local heritage walking trails

Fort Nelson - Dorney House (17 comments)

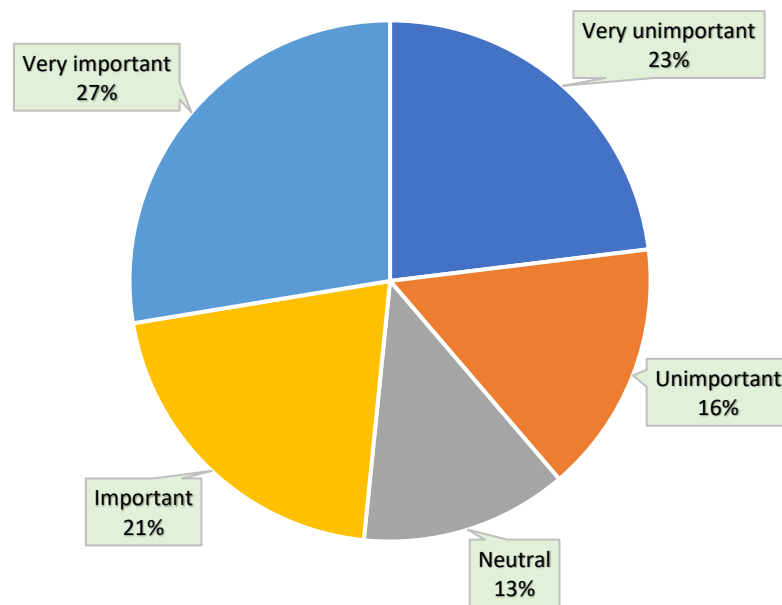
- further opportunities for events at Fort Nelson and Dorney House
- protect and celebrate heritage values of Fort Nelson and Dorney House

Other themes we heard were:

- No new development
- Protect open space
- Support sensitive infill development

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

We asked: How important is this idea to you?



The pie chart above shows that the 48% of respondents indicated that this idea was both important and very important to them.

529 community members responded:

We asked: Do you have any suggestions to improve idea 7?

351 community members left a comment. The top themes we heard were:

Concern about the strain on infrastructure and transport (98 comments)

- Major concerns about the impact that increased development would have on transport infrastructure and traffic flow.
- Concern around the strain on infrastructure such as stormwater and access to open space and services such as schools and health care.
- Suggestions for improving public transport, bike facilities and parking.

Emphasis on the importance of preserving neighbourhood character through careful planning (91 comments)

- Reservation around overdevelopment and the effect this would have heritage, access to open space, infrastructure and property values.
- Concern around building heights particularly above 4 storeys.
- Suggestion that development would be better suited to other areas including central Hobart and outer suburbs.

The role of the university campus as an education precinct (89 comments)

- Mixed opinions on the role of the university campus in housing development.
- Many comments indicating a desire to retain the campus's historical and educational significance, as well the importance of its open space and recreational facilities.

Housing quality and diversity (61 comments)

- Some sentiment that housing diversity already exists within the study area, while others are supportive of further development.
- Calls for a diversity of housing options including single person dwellings that cater for downsizing.
- Emphasis on new builds to be of high-quality and design.
- Desire for developers to make contributions that benefit the broader community.
- Concern around housing affordability.

Preservation of open space (28 comments)

- Strong emphasis on preserving green spaces and addressing environmental impacts.

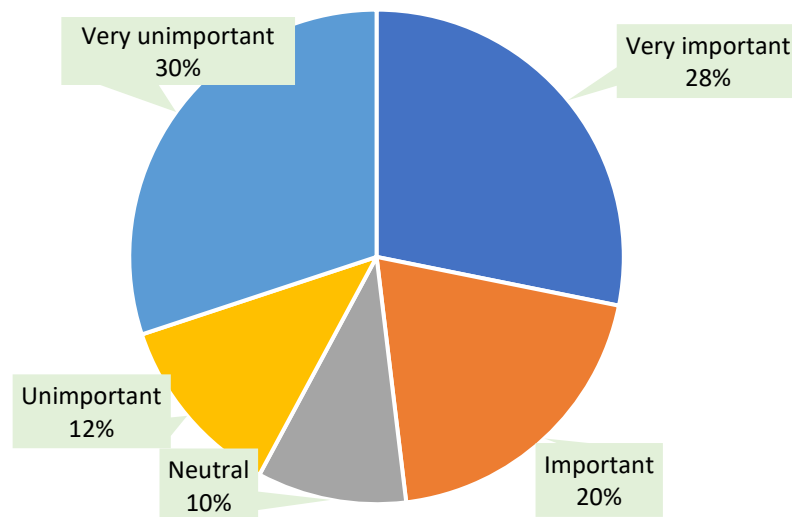
Other themes we heard include:

- Suggestion to explore a greater use of unoccupied properties through policy and incentives.
- The importance of reflecting community feedback, listening to the community (UTAS vote) and some disappointment with community engagement around housing development in the area.
- Concern around any further development in Mount Nelson due to access constraints and bushfire risk.
- Questioning of the population forecast
- Sentiment that the area is already densely populated and should not have to cater for an increasing population

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

We asked: How important is this idea to you?

519 community members responded:



The pie chart above shows that the 48% of respondents indicated that this idea was both important and very important to them.

We asked: Do you have any suggestions to improve idea 8?

330 community members left a comment. The top themes we heard were:

Save UTAS (139 comments)

- Protect UTAS campus from being redeveloped

No population growth (49 comments)

- Opposed to any increase in population
- Question population forecast figures in Discussion Paper

Development Concerns (27 comments)

- Opposed to new development and growth
- Opposed to development of UTAS campus land
- Opposed to development due to impacts on environment
- Concerns around mixed use development
- Opposed to developers profiting at expense of community

No medium density (22 comments)

- Opposed to medium and high density development

Support UTAS redevelopment (20 comments)

- Support the move by UTAS into the Hobart CBD

- Reuse existing buildings on campus for housing, community, retail and commercial uses
- Opportunity for infill and medium density housing

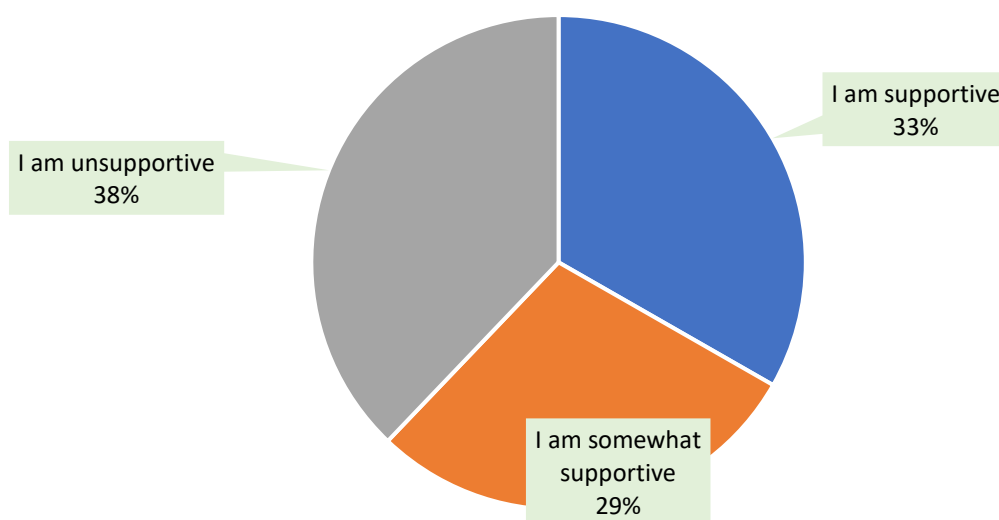
Other themes we heard included:

- Support for redevelopment of both the Sandy Bay and Lower Sandy Bay shopping precincts (15 comments)
- Support for increased density (9 comments)
- Protection of open space (9 comments)
- Protection of vegetation (5 comments)
- More affordable housing (5 comments)

8.3 Key redevelopment opportunity 1: Sandy Bay Activity Centre

We asked: To what level do you support this area being identified as a key redevelopment opportunity?

521 community members responded:



The pie chart above shows that the majority of respondents (62%) indicated they were somewhat supportive (29%) and supportive (33%) of this redevelopment opportunity with 38% being unsupportive.

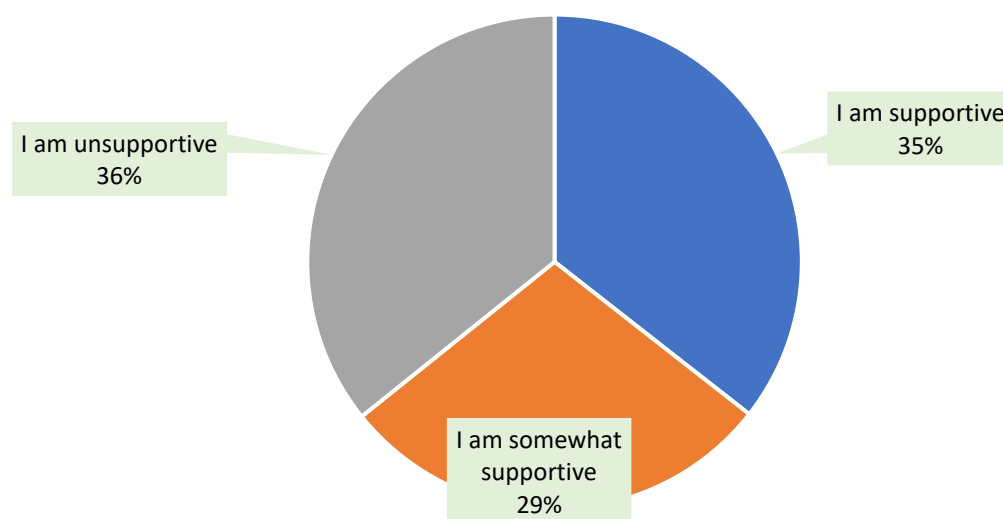
237 community members left a comment. The top themes we heard were:

- The Sandy Bay Shopping centre is a mishmash of poorly designed and constructed buildings that have no relation to each other
- There are limited options for dining and retail
- There is little need for redevelopment of the Sandy Bay shops and they need to remain low rise
- There is a need for a multi-purpose community centre including a library, and underground parking
- Include urban greening and green spaces in any new development
- Provide safe, protected bikeways
- Magnet Court could be redeveloped along the lines of a small shopping mall with the provision of underground public parking, accessed from side streets

8.4 Key redevelopment opportunity 2: Lower Sandy Bay Activity Centre

We asked: To what level do you support this area being identified as a key redevelopment opportunity?

520 community members responded:



The pie chart above shows that the majority of respondents (64%) indicated that they were somewhat supportive (29%) and supportive (35%) of this redevelopment opportunity with 36% being unsupportive.

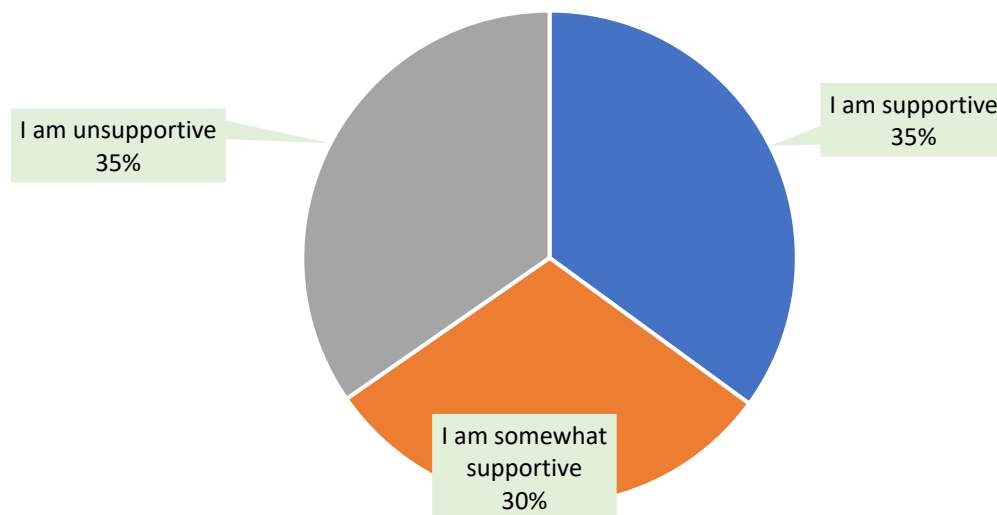
215 community members left a comment. The top themes we heard were:

- Support for redevelopment of the former service station (on Sandy Bay Road) which is an eyesore and has been vacant for too long
- There is a need for a walking / cycling track to connect to the Sandy Bay shopping centre, create a more pedestrian and cyclist friendly environment
- Any renewal should not impact on Long Beach Reserve
- Any new development should improve public access to the waterfront
- No new retail, commercial, bar and restaurant space is required
- More retail and cafe style businesses are needed
- More apartments are needed to have a critical mass of people to be vibrant

Key redevelopment opportunity 3: Wrest Point

We asked: To what level do you support this area being identified as a key redevelopment opportunity?

525 community members responded:



The pie chart above shows that the majority of respondents (65%) indicated that they were somewhat supportive (30%) and supportive (35%) of this redevelopment opportunity with 35% being unsupportive.

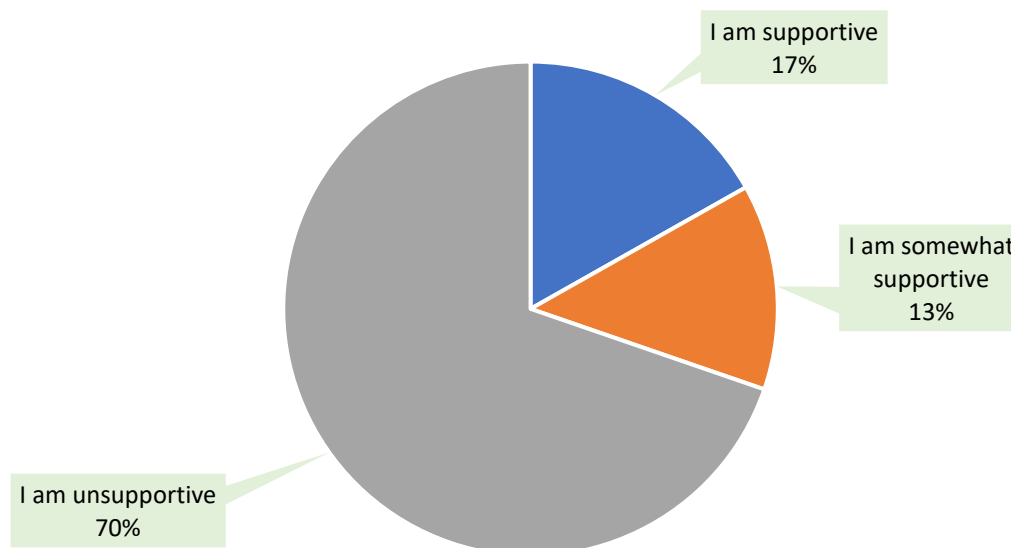
225 community members left a comment. The top themes we heard were:

- Build a Battery Point walkway that terminates at Wrest Point Casino
- Much support expressed for a Ferry Terminal at Wrest Point for commuters, shoppers, students, tourists
- Concern about need for parking at Ferry Terminal and increased traffic congestion
- Waterfront access for the public should not be diminished by the development of new private residential buildings
- Sandy Bay Road should have a light rail to the city, connected to Ferry Terminal
- Government should not be encouraging more development here given social and economic burden of casinos
- Protect waterfront and green open space for public use

Key redevelopment opportunity 4 & 5: UTAS Sandy Bay Campus

We asked: To what level do you support this area being identified as a key redevelopment opportunity?

532 community members responded:



The pie chart above shows that the majority of respondents (70%) indicated that they were unsupportive of this key redevelopment opportunity, with the remaining 13% being somewhat supportive and 17% being supportive.

357 community members left a comment. The top themes we heard were:

- Protect the UTAS campus from redevelopment to retain the site for educational use and biodiversity values, green open spaces
- Use the site for a hub for small businesses and start-ups with educational facilities and entertainment options
- Support expressed for redevelopment provided that green open spaces are retained, and any new buildings are of high-quality architectural design
- Support expressed for some housing redevelopment on the site, but only for affordable and social housing
- Concerns raised about increased traffic congestion and environmental risks (flooding) and impacts on infrastructure (stormwater issues) if site was developed
- Support for a new high school, medium density housing and adaptive reuse of existing buildings

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.

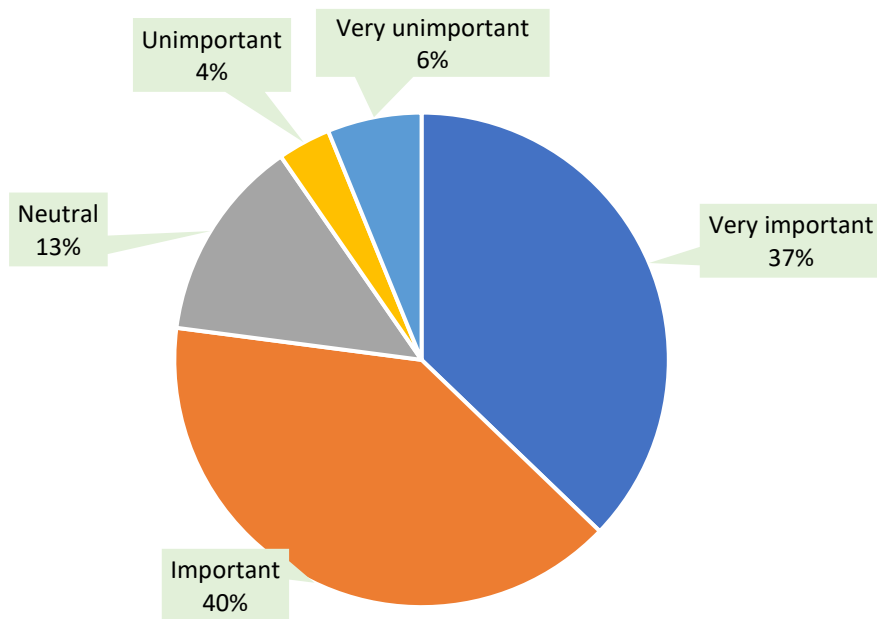
Idea 11:

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.

We asked: How important is this idea to you?

516 community members responded:



The pie chart above shows that the majority of respondents (77%) indicated that this idea was both important and very important to them.

We asked: Do you have any suggestions to improve idea 9?

210 community members left a comment. The top themes we heard were:

Prioritise walkability (65 comments)

- Improve access to waterfront walks and trails
- Improve tracks for bush walking
- Provide areas for dogs on and off lead

Provide waterfront access (52 comments)

- Improve public access to waterfront walk, jetties, pontoons etc.

- Access to kids play infrastructure such as playground equipment, basketball hoops, half courts, courts etc.

Battery Point walkway (31 comments)

- Support Battery Point walkway

Improve public open space (31 comments)

- Improve outdoor furniture, paving, shelters, signage
- Protect existing parks and green spaces, sporting fields

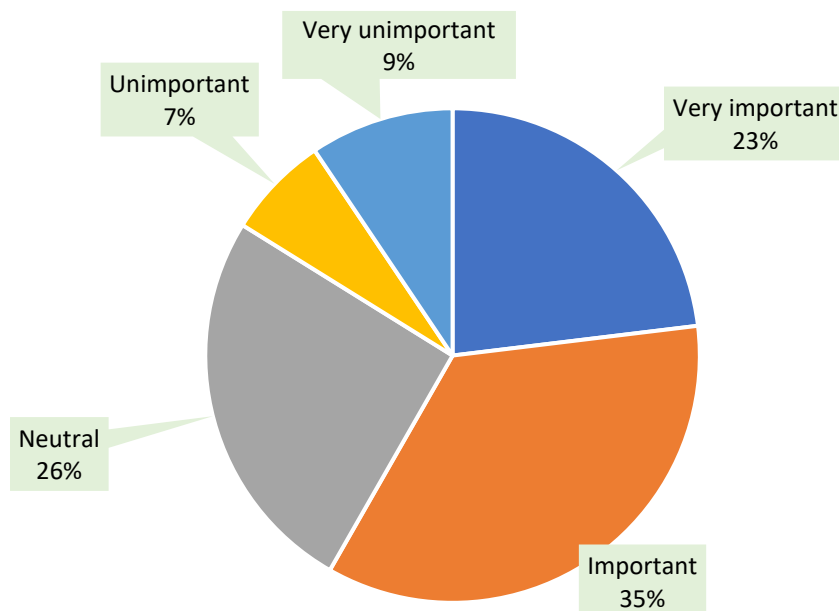
General support (27 comments)

- Consider requirements for existing sporting clubs eg. rowing, sea scouts, sailing, new surf lifesaving, kayaking, canoeing

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

We asked: How important is this idea to you?

517 community members responded:



The pie chart above shows that the majority of respondents (58%) indicated that this idea was both important and very important to them.

We asked: Do you have any suggestions to improve idea 10?

176 community members left a comment. The top themes we heard were:

Improve tracks (60 comments)

- Improve tracks for bush walking

Protect biodiversity (36 comments)

- Protect bushland, significant vegetation
- protect threatened species from cars
- provide opportunities for local education of local ecological values
- provide wildlife corridors

Prioritise walkability (20 comments)

- Improve access to waterfront walks and trails
- Improve tracks for bush walking
- Provide areas for dogs on and off lead

Improve facilities (13 comments)

- Improve facilities such as public toilets, BBQs, rubbish bins, signage

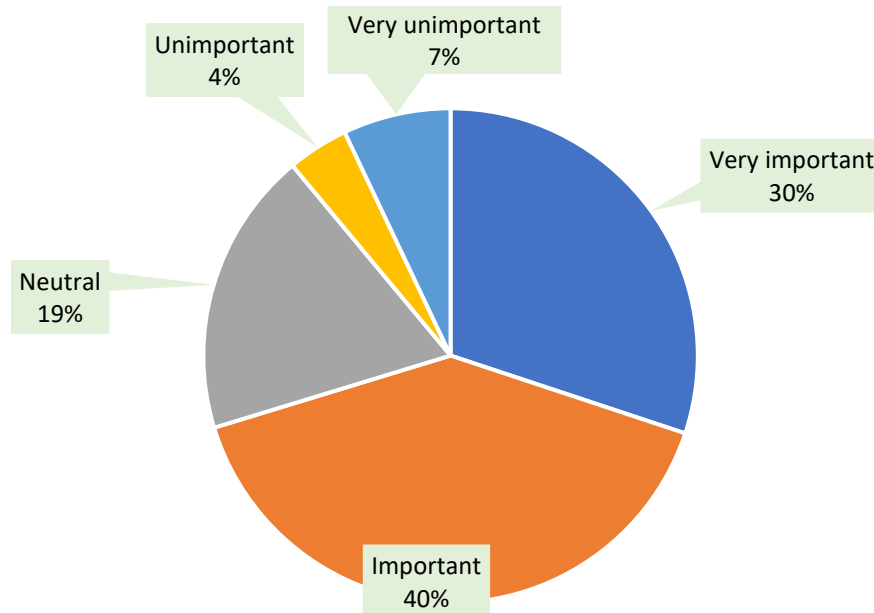
Mountain bike trails (10 comments)

- New mountain bike trails

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

We asked: How important is this idea to you?

522 community members responded:



The pie chart above shows that the majority of respondents (70%) indicated that this idea was both important and very important to them.

We asked: Do you have any suggestions to improve idea 11?

168 community members left a comment. The top themes we heard were:

Protect open space (51 comments)

- Protect existing parks and green spaces, sporting fields

Protect vegetation (41 comments)

- Protect vegetated land from clearing
- protect vegetation and landscape, and ridgelines / skylines from further development
- restrict dog access and public access

Protect biodiversity (41 comments)

- Protect bushland, significant vegetation
- protect threatened species from cars
- provide opportunities for local education of local ecological values
- provide wildlife corridors

Protect sportsgrounds (36 comments)

- Ensure sportsgrounds are retained for the benefit of the community

Improve facilities (33 comments)

- Improve facilities such as public toilets BBQs, rubbish bins, signage
- Improve outdoor furniture, paving, shelters

Direction 4:

Provide accessible and pedestrian-friendly, sustainable transport options.

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

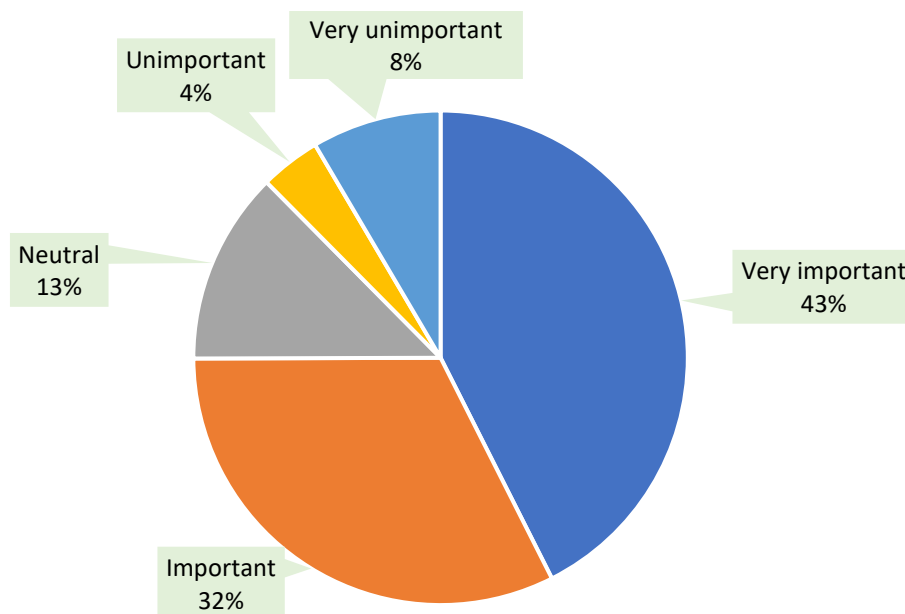
Idea 13: Improve walkability and pedestrian amenity across the study area.

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

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

We asked: How important is this idea to you?

528 community members responded:



The pie chart above shows that the majority of respondents (75%) indicated that this idea was both important and very important to them.

We asked: Do you have any suggestions to improve idea 12?

294 community members left a comment. The top themes we heard were:

More bike lanes (79 comments)

- Separated bike lanes to keep cyclists safe from motorists
- Scooters and bicycles should be separated from pedestrians for safety
- Some support for bike lanes to be located away from main roads

Improve public transport (63 comments)

- Improve existing system – greater reliability, real-time tracking, better facilities at bus stops
- Cheaper fares, better safety and accessibility students
- Improve connectivity to City in on and off-peak times
- Smaller buses on the Mount Nelson bends

Support ferry (56 comments)

- Support for Ferry to CBD
- Infrastructure around the ferry terminal
- Connectivity to ferry terminal for cyclists and pedestrians

Battery Point walkway (29 comments)

- Support for Battery Point walkway
- Support for continuous coastal walkway and bike track to connect Sandy Bay to the proposed Battery Point walkway
- Separate bikes and pedestrians on the walkway

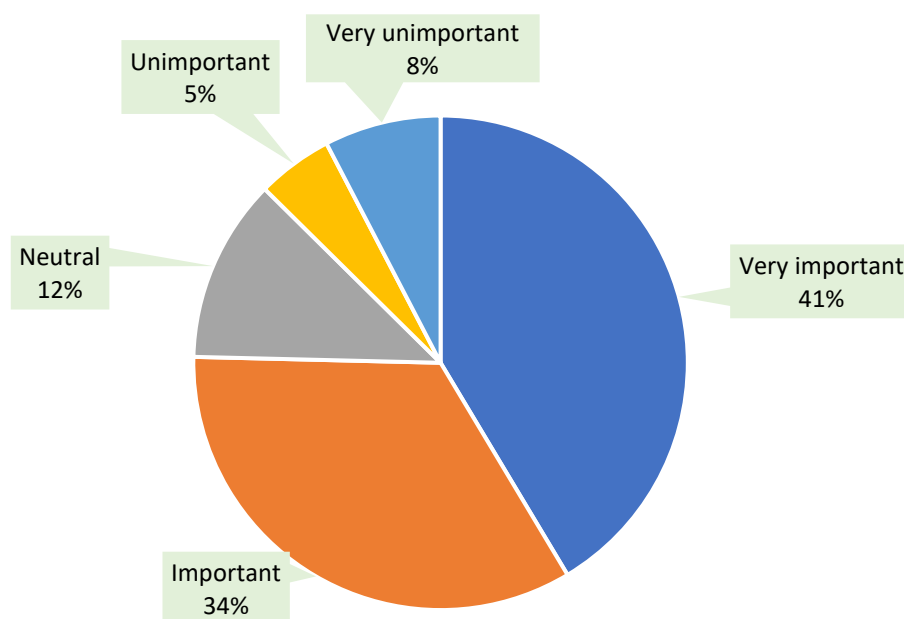
Manage Scooters (25 comments)

- Designated scooter parking
- Separate scooters from pedestrians to avoid conflict with pedestrians especially the visually impaired

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

We asked: How important is this idea to you?

521 community members responded:



The pie chart above shows that the majority of respondents (75%) indicated that this idea was both important and very important to them.

We asked: Do you have any suggestions to improve idea 13?

193 community members left a comment. The top themes we heard were:

Pedestrian safety (41 responses)

- Safety for all age groups at intersections and roadsides
- Better crossing points on major roads
- Separate scooters and bikes from pedestrians for their safety
- Ramps for prams and senior citizens
- Reduce speed limits around activity centres

Improve Walkability (33 responses)

- Widen footpaths, reduce obstacles
- More zebra crossings and safer intersections and road crossings
- More managed outdoor dining and other infrastructure

No change (23 responses)

- Satisfied with the status quo

Support the idea (18 responses)

- Support the opportunities suggested in the idea

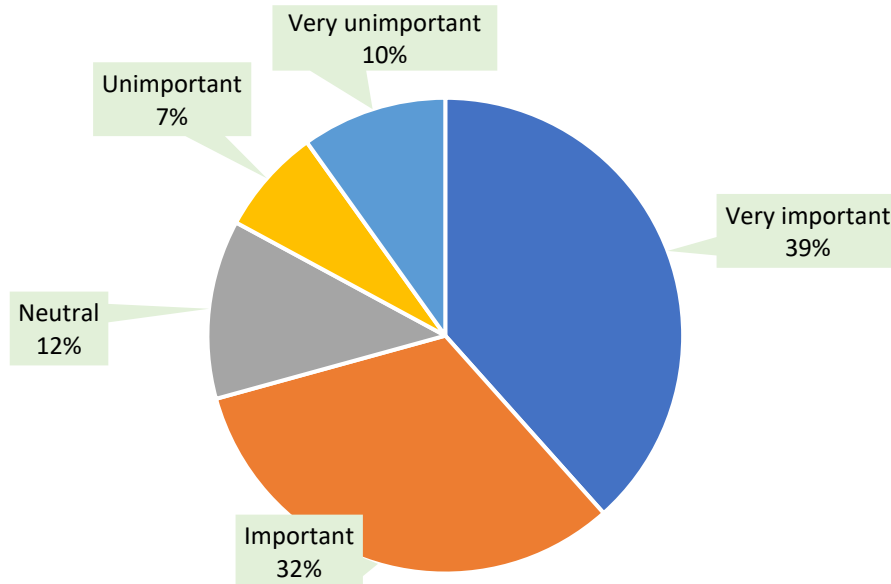
Improve existing footpaths (16 responses)

- Maintenance of existing footpaths with weather durable materials and compliant ramps for prams and wheelchairs
- Clear obstacles from existing footpaths i.e. scooters and outdoor dining tables and chairs

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

We asked: How important is this idea to you?

523 community members responded:



The pie chart above shows that the majority of respondents (71%) indicated that this idea was both important and very important to them.

We asked: Do you have any suggestions to improve idea 14?

249 community members left a comment. The top themes we heard were:

Improve public transport (64 responses)

- Improve existing system – greater reliability, real-time tracking, better facilities at bus stops
- Cheaper fares, better safety and accessibility students
- Improve connectivity to City in peak and non-peak periods
- Smaller buses on the Mount Nelson bends

Support ferry (41 responses)

- Support ferry from Sandy Bay to CBD

Increase PT frequency (36 responses)

- Increase frequency and reliability in Mt Nelson & Tolmans Hill
- Increase frequency after work hours, especially for students

Bus priority measures (27 responses)

- Bus priority lanes, priority at red lights, bus jump measures
- Remove parking in peak hours to enable bus lanes
- Dedicated bus corridors,
- Remove right turns from major arterial roads

Smaller buses (25 responses)

- Smaller buses in hilly terrain, especially on the Mt Nelson bends
- Community buses and on call, hop on / hop off for the elderly or limited mobility residents

13. How we are responding (next steps)

Given the diverse range of community opinions and sentiments raised during the engagement period, the recommendation is to prepare a Directions Paper ahead of the development of the draft Neighbourhood plan. The Directions Paper will examine a range of different scenarios to guide the sustainable growth and development of the study area over the course of the 20-year planning horizon, to 2043.

The Directions Paper will build on the work undertaken to date in the Discussion Paper and accompanying technical reports, as well as taking into account the feedback received from the community and Government agencies during the engagement period.

The Directions Paper will include more detailed capacity testing of both the Sandy Bay and Lower Sandy Bay Activity (Shopping) Centres in the form of a Built Form Framework and Guidelines, as well as a gap analysis study of historic heritage in the study area.

In developing the Directions Paper, staff will undertake more detailed investigations into the feasibility of many of the issues raised during the engagement period in consultation with internal stakeholders and subject matter experts in the fields of transport engineering, open space, urban design, heritage and environmental science.

It is anticipated that the Directions Paper will be placed on public exhibition to seek feedback from the community later this year.

14. Appendix 1 - Community Workshops: What We Heard

CITY OF HOBART COMMUNITY ENGAGEMENT REVIEW

ALLOWING PEOPLE
AND ORGANISATIONS
TO HAVE A SAY

PLAN
GREATER
HOBART
DEVELOPMENT
PLAN

SAFE
SPACES
TO SUPPORT
BASIC NEED
SIMPLE AS
PHONE
CHARGING

USE
SUPPORT
WORKERS TO
HELP CAPTURE
INPUT
TOOLKIT

TRANSLATIONS
- EASY/PLAIN
ENGLISH -

MORE OPTIONS
FOR ENGAGEMENT

MORE *
ACCESSIBLE
DOCUMENTS

SOLUTIONS

MORE
WELCOMING
SPACES

MORE
USE OF
SOCIAL
MEDIA

INCREASE *
UNIVERSAL
ACCESS USE

CROSS-CULTURAL
TRAINING
- MULTICULTURAL
ENGAGEMENT OFFICER -

MORE

BUDGET +
TRAINING IN
ACCESSIBLE COMMS

Community Workshops: What We Heard

Mount Nelson and Sandy Bay Neighbourhood Plan

City of Hobart, 2024

INCREASED
DIVERSITY
- AND HOW
INCLUSIVE WE ARE

SENSE
OF
COMMUNITY

EASE OF ACCESS

SAFE

PUBLIC
ACTIVITIES
& SPACES

CONNECTIONS

WHEN WE
ARE ENGAGED
WE USUALLY
FEEL HEARD

MORE
PROMOTION
- EVENTS etc -

Document Purpose

This document summarises the community workshops undertaken in November and December 2023 as part of the engagement done on the Discussion Paper for the Mount Nelson and Sandy Bay Neighbourhood Plan. It does not represent all engagement done in this phase of the project – there is an engagement summary report being prepared for this purpose. This is a public facing document intended to report back to engagement participants and provide feedback on what was heard.

This report does not include specific mention of every concept we heard; however, care has been taken not to over-generalise. This report does not make assumptions about the reasons why respondents feel the way they do or provide recommendations for the project. This report has been provided to the project team along with raw data of all feedback and responses.

Contents

1	Overview	3
2	Workshop snapshot	4
3	What we heard	6
4	What happens next	18

1 Overview

The City of Hobart is preparing the Mount Nelson and Sandy Bay Neighbourhood Plan.

To inform the Neighbourhood Plan, a Discussion Paper was prepared and released for community engagement. The Discussion Paper proposed directions and ideas for Mount Nelson and Sandy Bay and was informed by site and desktop analysis, background reports and stakeholder engagement.

The community workshops were held to seek feedback to the directions and ideas presented in the Discussion Paper.

We wanted to know:

Level of support for ideas presented in the Discussion Paper

Feedback about the directions presented in the Discussion Paper

Questions and concerns the community may have about the project

We wanted workshop participants to:

Understand the scope of the project

Leave with an in-depth understanding of the directions and ideas presented in the Discussion Paper

Have a chance to have robust conversations with the City of Hobart project team

Feel that their voice was heard

Have an understanding of the project process and how their feedback will be used

2

Workshop snapshot

After the interest generated for the first community workshop, two more workshops were offered on different days. Registration was required to attend the workshops and numbers were capped at 45 people to ensure everyone had enough time at each station.

Community Workshop 1

Tues 28 Nov 5:30 – 7:30pm

45 participants registered

19 participants attended

Community Workshop 2

Wed 29 Nov: 10am – 12pm

45 participants registered

30 participants attended

Community Workshop 3

Thurs 7 Dec: 10am – 12pm

35 participants registered

12 participants attended

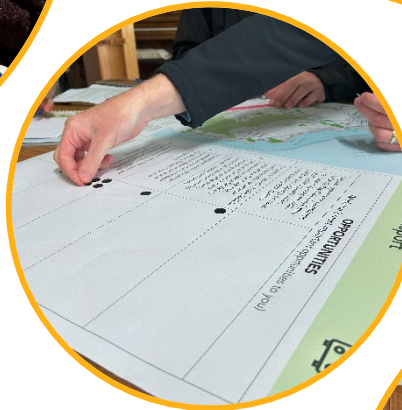


Opportunity for conversation with City of Hobart staff at 8 different tables

All directions and key opportunities covered

Opportunity to indicate level of support for key opportunities

Opportunity to leave written feedback to the project team



“

Very impressed with the discussion. [It's important to] give consideration and emphasis to future generations.

”

“

There was inadequate time and space to explore the issues and sentiments regarding UTAS

”

3

What we heard

Table 1: Environment & Biodiversity

Opportunities	Level of Support	Feedback and Suggestions
1. Enhance and restore Rivulets in terms of ecological health, environmental quality and soil stability	 This opportunity received the highest votes for this table in all workshops	Protect and manage Rivulets better – 6 comments Celebrate Rivulets more – 1 comment Stormwater management – 1 comment
2. Improve public access to environmental areas and along corridors that are currently inaccessible	 This opportunity consistently scored low votes for this table	Promote tracks and trails better – 2 comments Improve signage – 1 comment Less mountain biking areas (protect biodiversity / walkers) – 1 comment
3. Increasing tree canopy cover, within existing and new development (on private land)	 Support was good for this opportunity in all workshops	Protect existing trees – 5 comments Tree species selection is important – 3 comments Remove barriers for renters and cost barriers – 3 comments Promote benefits – 1 comment
4. Increase urban canopy cover to 40% by 2046 by identifying street and public realm tree planting opportunities including along key corridors	 Support was good for this opportunity in all workshops	Tree species selection is important – 2 comments There are many benefits – 3 comments Consider fruit trees in public spaces – 1 comment Mandate tree planting for developments – 1 comments Plant more trees on Council land – 1 comment Public education programs on weed species – 1 comment

What we heard

Table 2: Climate Change & Connection to Country

Opportunities	Level of Support	Feedback and Suggestions
1. New development should provide appropriate water-sensitive urban design elements to reduce water run-off	 This opportunity received the highest votes for this table in all workshops	Incentivise / encourage rainwater tanks – 3 comments Protect / manage waterways in all seasons – 2 comments Sustainable material choices are important – 1 comment Hold upstream development accountable for downstream consequences – 1 comment
2. Investigate the vulnerabilities of bushfire risk in future land use planning in Mount Nelson	 Support was good for this opportunity in all workshops	More bushfire corridors – 2 comments Improve current management practices – 2 comments Relocate residents in high-risk properties – 1 comment Mitigate risks during developments – 1 comment No new development in Mount Nelson – 1 comment
3. Investigate how to respond to coastal inundation and coastal erosion resulting from sea level rise and increased storms	 Support was good for this opportunity in all workshops	Improve stormwater management – 1 comment Protect the waterfront – 1 comment More research and data analysis – 1 comment
4. Fully interpret the section of the Timtumili Minanya (Derwent River) shoreline between Sandy Bay Point, Blinking Billy Point and Cartwright Point and its importance to Aboriginal people as a focal point	 This opportunity consistently scored low votes for this table	Aboriginal interpretation needs to happen – 1 comment More meaningful action required – 1 comment

5. Expand the interpretative signage within the Cartwright Reserve, associated with the Truganina (Trukanini) track to highlight the seasonal importance of various traditional foods



This opportunity consistently scored low votes for this table

More meaningful action required – 4 comments
Aboriginal interpretation needs to happen – 1 comment
Interpretation signage is overused / tokenistic – 1 comment
Preserve green space as a priority – 1 comment

What we heard

Table 3: Heritage, Diverse Housing & Design

Opportunities	Level of Support	Feedback and Suggestions
1. Identify areas in local heritage precincts that have greatest potential for sensitive infill development in accordance with Planning Scheme provisions	 Support was good for this opportunity in all workshops	Prioritise green space and gardens – 3 comments Identify areas for densification carefully – 2 comments Decrease barriers for heritage preservation – 1 comment Concern over UTAS heritage – 1 comment
2. Promote locally listed heritage places and heritage conservation precincts by investigating a heritage trail with interpretive signage	 Support was good for this opportunity in all workshops	Decrease barriers for heritage preservation – 3 comments Concern over UTAS heritage – 1 comment Install information plaques – 1 comment
3. Identify opportunities to provide a greater diversity of housing types suited to wide range of residents including students, affordable and social housing, co-housing models and 'aging in place'	 Support was good for this opportunity in all workshops	Penalise unoccupied dwellings – 1 comment Co-housing needs to be well designed – 1 comment Subsidise co-housing for low income – 1 comment Promote 2-storey infill development – 1 comment Preserve neighbourhood feel – 1 comment Protect homeowners from substandard building practices – 1 comment
4. Concentrate medium density development around retail activity centres, public open spaces and public transport	 Support was good for this opportunity in all workshops	Encourage / provide opportunity for shop-top living – 2 comments Traffic management and parking – 1 comment

What we heard

Table 4: Key Redevelopment Opportunities

Opportunities	Level of Support	Feedback and Suggestions
1. Sandy Bay Activity Centre	 Support was good for this opportunity in all workshops	Improve access – 4 comments Currently lack retail variety – 3 comments Develop a character / visual improvements – 2 comments Encourage families and children – 1 comment Maintain urban views – 1 comment
2. Lower Sandy Bay Activity Centre	 Support was good for this opportunity in all workshops	Important part of the community – 2 comments Development opportunities – 2 comments
3. Wrest Point	 Support was good for this opportunity in all workshops	Development opportunities – 3 comments Connect potential ferry to transport network – 2 comments Parking and access – 2 comments
4. UTAS and Sandy Bay Campus	 This opportunity had mixed support across the different workshops	Green open space and bushland needs to be maintained and protected – 3 comments Reference to elector poll – 3 comments Other potential uses (not housing) – 2 comments UTAS should be for education only – 2 comments Physical constraints for development – 2 comment Clarity is needed around future of UTAS – 1 comment

What we heard

Table 5: Waterfront

Opportunities	Level of Support	Feedback and Suggestions
1. Advocate for investment to upgrade public facilities and spaces along the coastline to improve usability and functionality	 Support was good for this opportunity in all workshops	Development opportunities – 2 comments Reinstate pier at Sandy Bay beach – 1 comment Consider locals and visitors in future development – 1 comment Concern around sea level rise – 1 comment Concern around private developments – 1 comment
2. Establish dedicated connections for pedestrian and micro-mobility devices that provide safe, convenient and accessible access to and along the waterfront	 Support was good for this opportunity in all workshops	Access and wayfinding – 8 comments Encourage different users – 4 comments
3. Advocate for improved land-based activation, such as places for temporary gatherings and events	 This opportunity consistently scored low votes for this table	Development opportunities – 2 comments Prioritise green space – 1 comment Temporary street closures for events – 1 comment
4. Investigate the feasibility of and funding opportunities for establishing a continuous coastal trail that connects Battery Point to Sandy Bay Point	 This opportunity received the highest votes for this table in all workshops	Concern around feasibility – 4 comments Manage cycling and pedestrian usage – 2 comments Prioritise destination improvements – 1 comment

What we heard

Table 6: Coast to Mountain

Opportunities	Level of Support	Feedback and Suggestions
1. Improve connections in the existing trail network between Mount Nelson and the foreshore to provide hiking trail options"	 Support was good for this opportunity in all workshops	Improve connections and wayfinding to existing tracks – 6 comments Manage bike access – 2 comments Natural material selection important – 1 comment Concern around affects of UTAS development – 1 comment
2. Advocate for funding for improvement upgrades to establish an Iconic urban walk from the coast to the mountain (Wrest Point to the Signal Station)	 Support was good for this opportunity in all workshops	Improve crossings and connections – 5 comments Improve wayfinding – 3 comment Connect to foreshore – 2 comments Better access for all abilities and prams – 2 comments Provide shade trees, water and seating – 1 comment Improve public transport access – 1 comment
3. Advocate for upgrades to Alexandra Battery Park, Sandy Bay Rivulet, Cartwright Creek and Truganini Track to improve their accessibility, usability and provide for a wider range of users	 This opportunity consistently scored low votes for this table	Improve connection and wayfinding – 3 comments Consider with other opportunities presented – 2 comments More facilities – 1 comment Too much parking – 1 comment
4. Investigate mechanisms in the planning scheme to ensure that significant new redevelopment provides open space and public realm outcomes to support the wider community	 This opportunity received the highest votes for this table in all workshops	Concern around concrete cover of new developments – 1 comment Avoid impacting natural areas – 1 comment

5. Improve recreational facilities and opportunities at Mount Nelson Play/Activity Area



Support was good for this opportunity in all workshops

Improve facilities including for children – 3 comments
Improve private activity centres – 1 comment
Upgrade oval – 1 comment

What we heard

Table 7: Travel & Parking

Opportunities	Level of Support	Feedback and Suggestions
1. Provide separated multi-modal paths along the entire length of Sandy Bay Road	 Support was good for this opportunity in all workshops	Concern around worsening traffic congestion – 2 comments Prioritise safety for users – 1 comment Concern around feasibility – 1 comment Encourage behaviour change – 1 comment
2. Investigate the use of street space for a range of modes including dedicated pathways for cycling along alternative routes i.e., Grosvenor / Regent St or Churchill Avenue	 Support was good for this opportunity in all workshops	Better infrastructure for cycling – 2 comments Discourage parking – 1 comment High frequency buses – 1 comment
3. 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	 Support was good for this opportunity in all workshops	All abilities access – 2 comments Park and rides – 1 comment Smaller buses to improve small street navigation – 1 comment Bike storage on buses – 1 comment
4. Ensure appropriate provisions are made for connections to the proposed coastal walkway to Castray Esplanade beach reserve	 Support was good for this opportunity in all workshops	Pedestrian crossings – 1 comment Improve existing pathways – 1 comment

What we heard

Table 8: Mobility & Public Transport

Opportunities	Level of Support	Feedback and Suggestions
1. Improve options for pedestrians in Sandy Bay Shopping Centre i.e., reviewing footpath width, obstructions (power poles, rubbish bins, signage etc.) and safe crossing opportunities	 Support was good for this opportunity in all workshops	Remove obstacles on footpaths – 2 comments Improve pedestrian crossings – 1 comment Traffic calming – 1 comment Review crossing times at intersections – 1 comment Disabled parking is important – 1 comment
2. 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, crossing, pedestrian-oriented signage, seating and shade	 Support was good for this opportunity in all workshops	Impacts of school traffic – 1 comment Improve public transport reliability – 1 comment Pedestrian and cycling connection to city – 1 comment Incentivise bike commuting – 1 comment
3. Investigate safer options for pedestrians to travel between the Mount Nelson shop and the Mount Nelson Oval and Playground	 Support was good for this opportunity in all workshops	Pedestrian crossings – 1 comment Improve footpath connections – 1 comment Consider the rest of Mount Nelson Rd – 1 comment

4. Investigate traffic management initiatives to relieve vehicular congestion along Sandy Bay Road, peak school traffic, speed and car parking	 Support was good for this opportunity in all workshops	Improve public transport – 3 comments Improve school buses – 2 comments Cycling infrastructure – 2 comments Peak hour traffic – 1 comment Bus priority lanes – 1 comment Future transport issues associated with development – 1 comment
5. Advocate for more frequent travel times for buses to make public transport a more attractive travel option	 Support was good for this opportunity in all workshops	Improve public transport options – 4 comments Electric buses – 1 comment Improve modes of transport for school runs – 1 comment

What we heard

Messages to the Project Team

People were given the opportunity to write a message to the project team conveying the most important issue for them. The comments received have been summarised and categorised below. Overall, 18 comments were received concerning project outcomes, 14 concerning UTAS and 4 concerning the project process.

UTAS

Retain UTAS as an education campus – 6 comments

Reference to the elector poll – 4 comments

Clarity around UTAS future needed – 4 comments

Project Process

Consider youth voice – 2 comments

Consult with Aboriginal people – 1 comment

Concern around interstate consultants producing neighbourhood plan – 1 comment

Project Outcomes

Improve cycling infrastructure – 4 comments

Improve public transport – 3 comments

More open space – 2 comments

Reduce parking – 1 comment

More footpaths in Mount Nelson – 1 comment

Improve end of trip facilities – 1 comment

Improve pedestrian infrastructure – 1 comment

Make decisions that align with natural conditions – 1 comment

Concern around increasing density – 1 comment

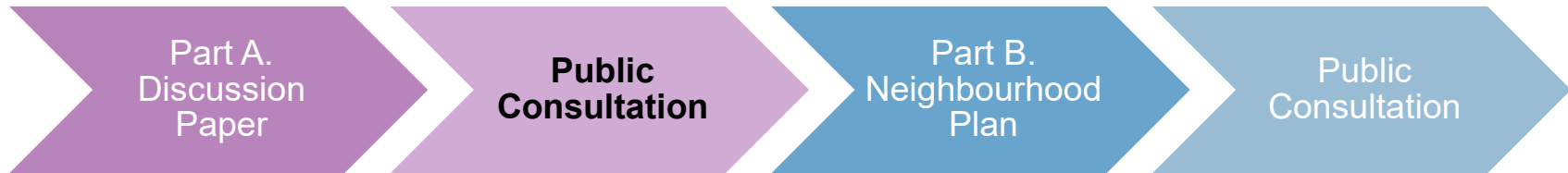
Concern around mobility scooters – 1 comment

Concern around preserving heritage with new development – 1 comment

Parking and cars are important – 1 comment

4

What happens next



Public consultation on the Discussion Paper has now closed. The project team are now reviewing the consultation findings (including from the community workshops) and producing an engagement summary report. This report will be published on the Your Say Hobart webpage and be used to report back to those who gave their feedback. It will also be one input into the Neighbourhood Plan.



Thank you to everyone who took the time to attend the community workshops and share your feedback on this project.

Stay informed on this project by subscribing for project updates on the Your Say Hobart webpage at <https://yoursay.hobartcity.com.au/mount-nelson-sandy-bay-neighbourhood-plan> or scan the QR code.

Accessibility

This document is located on yoursay.hobartcity.com.au

Please contact the City of Hobart if you need this document in another accessible format such as enlarged print or audio version.

In addition, due to the important information contained in the graphics of the document, please also contact us if you would like these to be explained at:

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